

Supplementary Information of A Novel Flame Retardant, “V6”: Measurements in Commercial Products, House Dust and Car Dust

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Table S1. Sampling information of car dust samples

Sample #	Car Manufacturer	Car Model	Production Year	Sampling Date
#1	Honda	Odyssey	1998	01-Sep-2011
#2	Mitsubishi	Outlander	2006	20-Jul-2011
#3	Mazda	Protégé	2003	27-Aug-2011
#4	Nissan	Altima	2004	13-Aug-2011
#5	Honda	Accord	1999	13-Jul-2011
#6	Volvo	850	1995	05-Aug-2011
#7	Toyota	Camry	2007	16-Jul-2011
#8	Nissan	Altima	2002	28-Jul-2011
#9	Subaru	Outback	1999	14-Jul-2011
#10	Chrysler	Voyager LX	2003	24-Jul-2011
#11	Buick	LeSabre	1997	27-Jul-2011
#12	Honda	Civic	2008	10-Jul-2011
#13	Mazda	3	2007	30-Jun-2011
#14	Honda	Pilot	2007	04-Jun-2011
#15	Kia	Spectra	2005	22-Jun-2011
#16	Toyota	Prius	2004	08-Jun-2011
#17	Subaru	Outback	2005	15-Jun-2011
#18	Toyota	Prius	2006	07-Jul-2011
#19	Honda	Accord	2006	10-Jun-2011
#20	Toyota	Camry	2004	16-Jul-2011

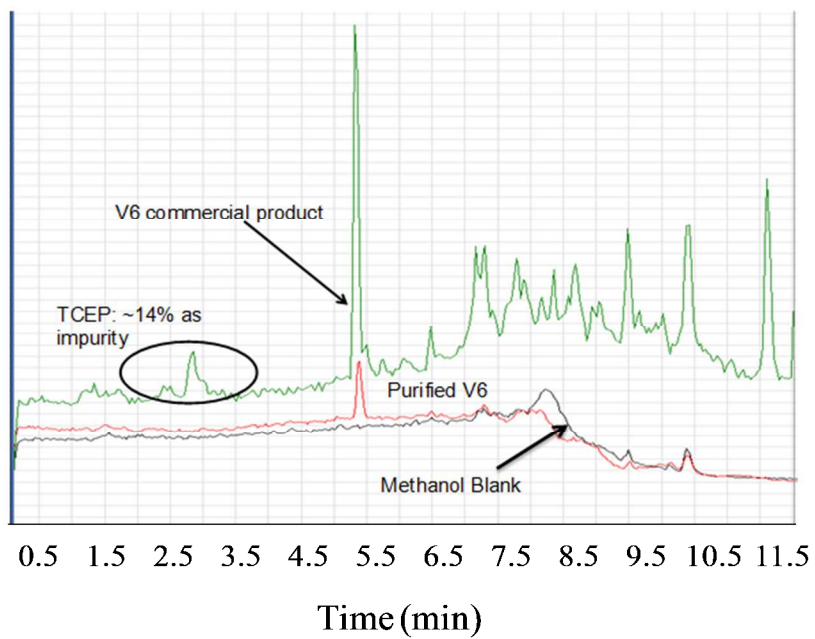


FIGURE S1. Total ion chromatography (TIC) of the V6 commercial product, and purified V6, and methanol blank using ESI (\pm) full scan, LC/MS-MS

Table S2. Calculated V6 mass using ESI, APCI and standard addition (SA) methods

	ESI (ng)	SA (ng)	APCI (ng)
Sample 1	186	195	186
Sample 2	114	93	103
Sample 3	229	181	167

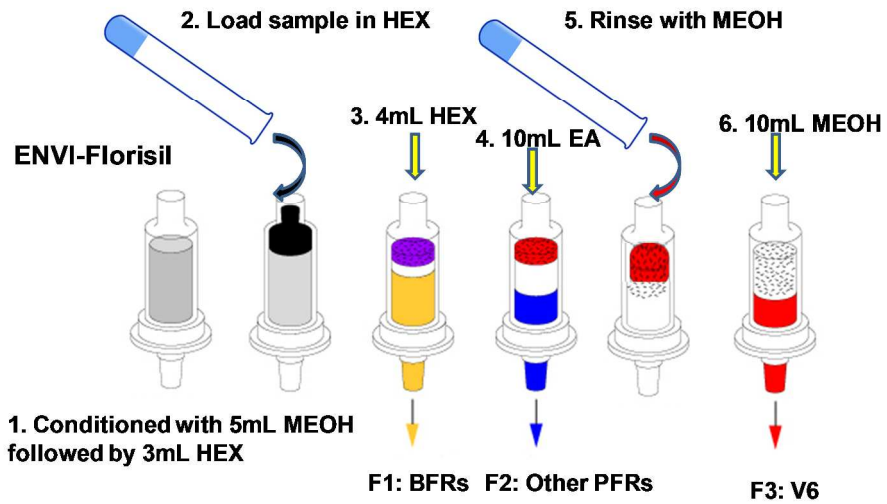


FIGURE S2. Flow charts of cleanup step of V6 in dust samples. HEX-hexane; MEOH-methanol; EA: ethyl acetate.

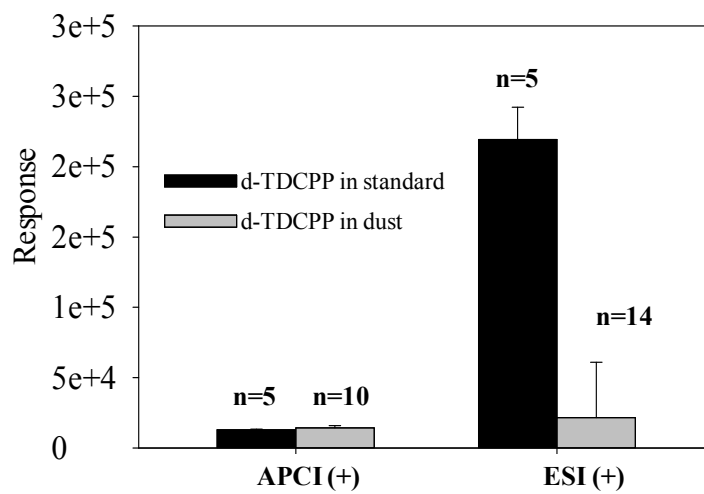


FIGURE S3. Comparison of d-TDCPP response in pure organic solvent and that in the dust samples under both ESI positive and APCI positive ionization mode.