

Inhibition of PIKfyve prevents myocardial apoptosis and hypertrophy through activation of SIRT3 in obese mice

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Appendix

Appendix Table S1

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Figure	p values	n per group
1A	p(H)=0.0022 p(H+STA)=0.0238	n=5;5;4;5
1B	p(2DG)=0,000327851 p(2DG+STA)=0,000985021	n=3;3
1C	p(H)=1,73497E-10 p(H+STA)=1,64667E-07	n=279;239;246;279
1D	p(H)=0,001598122 p(H+STA)=0,001754578	n=6;6;3;5
1E-MitoSOX	p(H)=1,50572E-09 p(H+STA)=7,45996E-07	n=30;25;16;22
1E-MitoPY1	p(H)=4,17123E-12 p(H+STA)=3,0993E-31	n=26;24;65;81
1F-MitoSOX	p(2DG)=2,24605E-37 p(2DG+STA)=3,23126E-38	n=154;85;159;142
1F-MitoPY1	p(2DG)=5,66723E-08 p(2DG+STA)=3,66877E-19	n=15;27;62;40
2A	p(H)=0,0066 p(H+STA)=0,0075	n=3;3;4;4
2B	p(H)=0,037316659 p(H+STA)=0,030044802	n=4;3;3;3
2C	p(2DG)=0,0002 p(2DG+STA)=0,0079	n=3;3;4;3
2D	p(2DG)=0,0005 p(2DG+STA)=0,0070	n=4;4;4;4
2E	p(H)=6,64015E-06 p(H+STA)=0,000112656	n=10;16;15;13
2F	p(2DG)=1,89082E-12 p(2DG+STA)=4,95436E-06	n=46;40;51;32
2G	p(H)=1,96997E-05 p(H+STA)=0,0003 p(H+Mdivi-1)=2,2448E-05	n=86;33;100;88;43
2H	p(2DG)=4,39527E-21 p(2DG+STA)=6,5583E-05 p(2DG+Mdivi-1)=0,00113866	n=86;41;107;114;52
3B	p(N+STA)=1,78309E-07 p(H+STA)=3,64902E-12	n=69;73;91;75
3D	p(N+STA)=0,000417432 p(H+STA)=0,001611735	n=3;3;3;3
4B	p(siCont+2DG)=1,00999E-11 p(siSIRT3+2DG)=2,68762E-15 p(siSIRT3+2DG+STA)=8,49542E-17 p(siCont+2DG vs siCont+2DG+STA)=9,41507E-08 p(siCont+2DG+STA vs siSIRT3+2DG+STA)=3,80429E-11	n=116;101;157;79;105;133;75;134
4D	p(siCont+2DG)=5,4264E-06	n=6;6;5;7;6;6;4

	p(siSIRT3+2DG)=6,26395E-07 p(siSIRT3+2DG+STA)=1,24641E-05 p(siCont+2DG vs siCont+2DG+STA)=8,18192E-05 p(siCont+2DG+STA vs siSIRT3+2DG+STA)=0,0005	
5B	p(ND vs. Vehicle-HFD)=0,00115386 p(Vehicle-HFD vs. STA-HFD)=1,57681E-06	n=6;8;5
5C	p(ND vs. Vehicle-HFD)=0,00056281 p(Vehicle-HFD vs. STA-HFD)=1,3975E-06	n=6;8;5
5D	p(ND vs. Vehicle-HFD)=8,08843E-05 p(Vehicle-HFD vs. STA-HFD)=0,000475435	n=6;8;5
5E	p(ND vs. Vehicle-HFD)=2,79186E-06 p(Vehicle-HFD vs. STA-HFD)=0,000279659	n=6;8;5
5F	p(ND vs. Vehicle-HFD)=0,0232 p(Vehicle-HFD vs. STA-HFD)=0,0431	n=5;4;5
5G	p(ND vs. Vehicle-HFD)=8,70066E-12 p(Vehicle-HFD vs. STA-HFD)=1,45491E-14	n=33;57;32
5H	p(ND vs. Vehicle-HFD)=0,0001 p(Vehicle-HFD vs. STA-HFD)=0,0168 p(ND vs. STA-HFD)=0,0014	n=6;4;6
5I	p(ND vs. Vehicle-HFD)=0,0020 p(Vehicle-HFD vs. STA-HFD)=0,0473 p(ND vs. STA-HFD)=0,0345	n=6;4;6
5J	p(ND vs. Vehicle-HFD)=0,000510233 p(Vehicle-HFD vs. STA-HFD)=0,007018196	n=7;5;5
6B	p(ND vs. Vehicle-HFD)=4,42196E-06 p(Vehicle-HFD vs. STA-HFD)=5,37517E-06	n=4;4;3
6D	p(ND vs. Vehicle-HFD)= 0,000415662 p(Vehicle-HFD vs. STA-HFD)=2,9604E-05	n=4;4;3
6E	p(ND vs. Vehicle-HFD)=0,0068 p(Vehicle-HFD vs. STA-HFD)=0,0026 p(ND vs. STA-HFD)=0,0399	n=3;5;6
7B	p(ND vs. Vehicle-HFD)=3,11528E-25 p(Vehicle-HFD vs. STA-HFD)=6,80775E-10 p(ND vs. STA-HFD)=7,96583E-09	n=4;4;6
7D	p(I, ND vs. Vehicle-HFD)=0,0447 p(I, Vehicle-HFD vs. STA-HFD)=0,0026	n=3;5;4
	p(II, ND vs. Vehicle-HFD)=0,0444 p(II, Vehicle-HFD vs. STA-HFD)=0,0204	n= 3;6;3
	p(III, Vehicle-HFD vs. STA-HFD)=0,0002	n=3;6;4
	p(IV-I, Vehicle-HFD vs. STA-HFD)=0,0085	n=4;6;4
	p(V, ND vs. Vehicle-HFD)=0,0230 p(V, Vehicle-HFD vs. STA-HFD)=0,000148371	n=4;6;4
8A	p=0,0089	n=4;3
8B	p=0,0036	n=4;3

8C	p=0,0153	n=4;3
9B	p(WT, ISO vs. C)=1,95534E-05 p(WT, ISO+STA vs.ISO)=0,004815233 p(SIRT3.KO, ISO vs.C)=0,013635739	n=9;3;4;9;3;4
9C	p=0,0102	n=3;4;3;4
9D	p(Vehicle vs. ISO)=0,0156 p(ISO vs. ISO+STA)=0,0232	n=4;3;4
EV1B	p=0,0095	n=3;3
EV1C	p(N vs. H)=0,0005 p(H vs. H+STA)=2,33398E-05 p(H vs. H+siPIKfyve)=0,000145237	n=27;41;54;65;22;42;40;49
EV1D	p(N vs. H)=0,0024 p(H vs. H+siPIKfyve)=0,0005	n=13;18;23;11
EV1E	p(N vs. H)=5,48656E-15 p(H vs. H+siPIKfyve)=4,43348E-15	n=44;35;53;48
EV2	p=1,11323E-06	n=4;4
EV3A	p=0,0007	n=6;6
EV3B	p=0,0475	n=5;5
EV3D	p=0,0471	n=5;5
EV3E	p=0,0063	n=6;5