

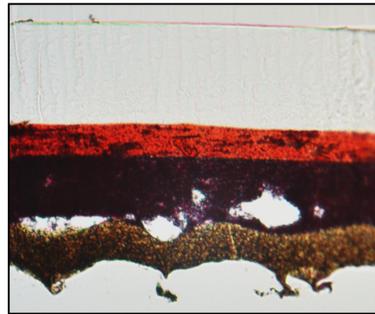
Multiblock Data Fusion of Spectroscopic Techniques for Forensic Analysis of Automotive Paint Clearcoats

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INTRODUCTION

2017 Red Metallic Hyundai Elantra Tailgate OEM



1. Clearcoat ←
2. Basecoat
3. Primer
4. Primer surfacer

Why clearcoats:

- Topmost, protective layer
- Prone to transfer during a collision
- Forensic interest

Composition:

- Binder and additives (UV absorbers)

Objective:

- To develop an efficient analytical sequence for the analysis of automotive paint clearcoats

Efficient analytical sequence:

- Highly discriminating
- Complementary information

Validation:

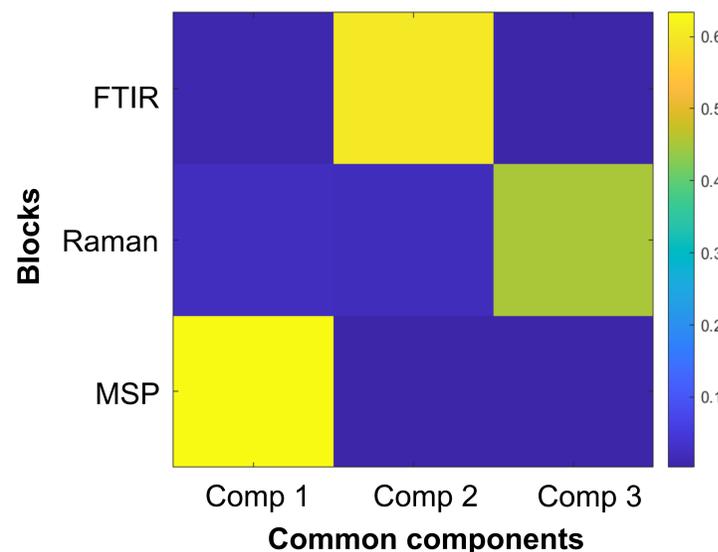
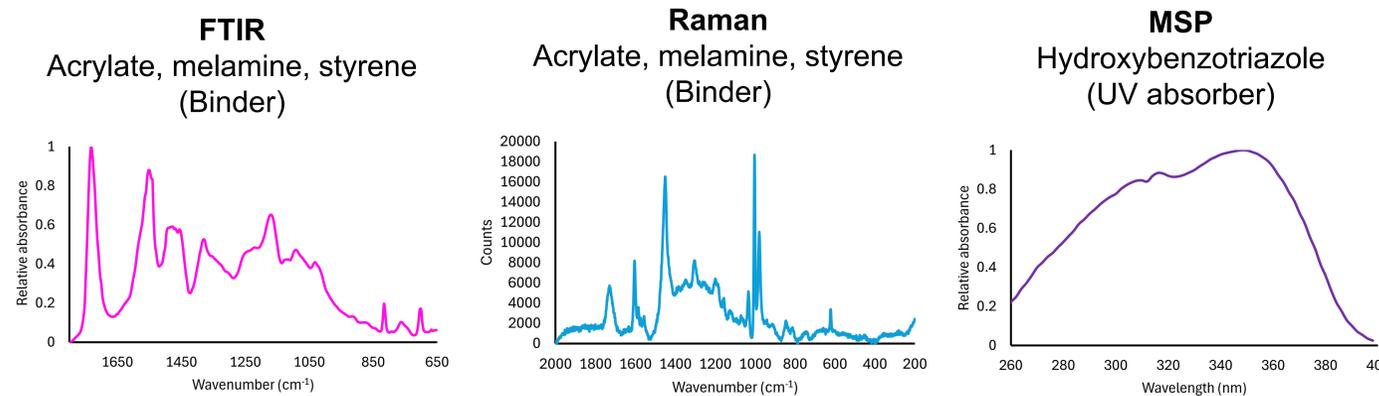
- Multiblock data fusion
- Each technique treated as a 'block'

Forensic Paint Analysis



RESULTS & DISCUSSION

ARE ALL THREE TECHNIQUES NECESSARY?



SO-PLS-DA Explained Variance



High degree of complementarity between FTIR and MSP

CCSWA:

- MSP + FTIR → ~89% variability
- Raman → ~7% variability

SO-PLS-DA:

- FTIR + Raman: **23% increase** in explained variance
- FTIR + MSP: **37% increase** in explained variance

FTIR and Raman spectroscopy:

- **Similar information**
- Binder composition

UV-Vis MSP:

- **Complementary information**
- UV absorbers

MATERIALS & METHODS

Data acquisition:

- 49 automotive paint clearcoats
- FTIR spectroscopy
- Raman spectroscopy
- UV-Vis MSP

Qualitative assessment of spectral features:

- Chemical information compared across techniques

Common component and specific weight analysis (CCSWA)¹:

- Exploratory approach
- Contribution of block to overall data structure

Sequential orthogonalized partial least squares discriminant analysis (SO-PLS-DA)²:

- Multiblock version of the classical PLS-DA

CONCLUSIONS

Recommendation:

- FTIR spectroscopy followed by MSP analysis

Other considerations:

- Fluorescence (Raman spectroscopy)
- Sample preparation (MSP analysis)
- Sensitivity to sample history

REFERENCES

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