

The technology for corrosion protection

Our module works. Period.



CM-3000 Booklet

Excitement over new technology

The word on the street about Final Coat's CM-3000

"I have been with Honda now for seven years at three different dealerships and have had the opportunity to deal with your company. First was in Sudbury where my business manager swore by your products. I find that offering the module and paint sealant is a no brainer to my customers."

"To spend 10 minutes explaining the product and getting a yes is becoming standard in the office... I have a module on my own car as well as my parents!"

Rick Noble
Hamburg Honda

"Being able to sell the rust module gives us the opportunity to sell more protection, increase income, and most of all, give the customer peace of mind that he/she is saving money and protecting his/her vehicle."

"We had a lease customer in this week that doesn't know for sure if he will be buying out his lease at the end of the term... Not only does it protect all of the sheet metal throughout the vehicle, but it is transferable to your next vehicle!"

Lisa Sanecki (Business Manager)
Gillespie Pontiac Buick Cadillac Ltd.

"Our customers are impressed with the ease of the installation, with no chemical application, or annual re-spray required to the vehicle. The fact that they can transfer the unit from one vehicle to another has made it easier to sell the module to lease customers and short term owners."

"Thank you, Final Coat for giving our customers this alternative form of rust prevention and reassuring them with the best warranty in the industry."

David Brunetti (Business Manager)
John Bear Ltd.

"From experience with this program, I have to say that I like the Corrosion Module through Final Coat because of the ease of installation: NO SPRAY! My clients are satisfied with this product due to the warranty it offers them..."

... I believe it is an outstanding product."

Denis Lacasse (Sales Manager)
Timmins Honda

The truth about our module

Facts and Features!



Uses 40x less power to operate

Now draws only 1/3 of 1 mA (milliamp) in order to obtain total power for operation, which is 40 times less power than any other module on the market.



New compact design

Makes for easy positioning within today's crowded engine compartments.



Advanced science

Uses low amperage and low voltage to produce an AC waveform in order to create an RF pulse that covers the entire surface of the vehicle, unlike other modules that use DC power, which use a much higher voltage and amperage.



Patented "ESP" technology

Electromagnetic Surface Protection Technology, our patents.

US: # 7,198,706 #6,875,336 B2 # 6,046,515 # 6,331,243

Can: # 2,474,444 # 2,364,750



We own our environmentally friendly technology

CAP Final Coat is the only Canadian company which totally owns and controls it's module and technology.



The benefits to the dealership, as a whole.

For the F&I department, service department, as well as parts department.

Business / F&I department

- An eco-friendly solution
- Easier to sell / added consumer benefits
- Warranty beyond factory coverage
- Portable & great for new/used vehicles
- Fully insured by Royal & SunAlliance

Service department

- No 'dark' or 'parasitic' current draw issue with your manufacturer or customer
- Environment & workplace friendly
- Easy installation
- Perfect for spot deliveries
- Clean, no mess
- Convert existing rust-inhibiting bays into profitable service areas

Parts department

- Total inventory control

A profit center for all areas of your dealership!

A comparison

Manufacturer vs. Final Coat

Manufacturer

Rust through perforation (hole)

Up to 6 yrs / 100,000 miles

Sheet metal corrosion (surface rust)

Up to 36 mths / 40,000 miles

Outside-in perforation

None

Manufacturer's warranties have not improved over the past several decades.

finalcoat

Rust through perforation (hole)

10 Years / No mileage limit

Sheet metal corrosion (surface rust)

10 Years / No mileage limit

Outside-in perforation

10 Years / No mileage limit

Final Coat products and warranties will add further value to "Aftermarket Appearance Protection Packages" and help you reduce the objections.

The CM-3000 goes beyond the manufacturer's standard rust perforation coverage

Rust Through From Stone Chips



Rust Through From Scratches



Current draw is a current concern

Battery power in high demand



With electronic 'add-on' options growing rapidly, the automobile has evolved into more than just a simple form of transportation. Auto manufacturers are expressing great concern over 'dark or parasitic current' draw on new vehicle batteries. A large range of add-on electrical equipment and aftermarket accessories are drawing more power from smaller batteries. They state that some non-OE accessories add a great deal of "dark" current draw, beyond the capability of the battery & charging system.

Although technical guidelines vary from vehicle to vehicle, the recommended limit of current draw seems to be around the range of 15 to 30 mA, yet the addition of these profitable accessories such as security alarms, GPS navigation, entertainment centres, remote starters, electronic rust control modules, and more are drawing **BIGGER** power from **SMALLER** batteries.

Many auto manufacturers are now issuing service tech bulletins stating that they will not warranty vehicle batteries which are subject to above average "dark" current draw. So what is a Dealer to do? Do they limit the sale of add-ons to avoid putting their customers in a 'no-start' situation? Do they reduce their profits to satisfy the auto makers? **ABSOLUTELY NOT!** But ask yourself this; is your Dealership installing the right products that are produced to operate with maximum efficiency and, at the same time, satisfy the auto manufacturer's concerns and, more importantly, your customer?

BE AWARE! ALL PRODUCTS ARE NOT THE SAME! ASK THE RIGHT QUESTIONS!

Electromagnetic rust protection, because of its ease of installation and superior warranty coverage, has rapidly gained popularity over the past several years with both the Dealers and the consumer.

Currently, there are many different types of corrosion modules available on the market, all operating on different types of technology. The power requirements vary from module to module depending on its operating system. Battery draw could reach as high as 38 mA. Some systems will also fluctuate in the amount of battery drain depending on environmental conditions such as rain and humidity.

Even though Final Coat's corrosion module falls well within industry specifications, they are sensitive to manufacturer's concerns and are constantly striving to achieve better results.

THE FINAL COAT TECHNOLOGY IS RAPIDLY ADVANCING!

Now, Final Coat is proud to announce the launch of its new CM-3000 micro-power electronic anti-corrosion module. Using the same reliable patented technology, which has been supplied to the dealer market for over the last 12 years, Final Coat has successfully reduced its module's battery draw, yet again, to approximately 0.3 mA of current in wet or dry conditions. That's over 40 times less power than any of its competitors.

With this significant advancement, the new Final Coat CM-3000 is one profitable 'add-on' accessory that your dealership should strongly consider because **ALL MODULES ARE NOT CREATED EQUAL!**

Our labs & Government Inquiry

Who studied us and what we went through



CC Technologies

Find out more information about our labs and tests on www.finalcoatusa.com



The Government Inquiry

At the Bureau's request, CAP performed additional tests on the device, which were subsequently deemed by the Bureau to be adequate and proper. As a result of these additional test results, the Inquiry was discontinued on June 18, 2004.

See for yourself

<http://www.competitionbureau.gc.ca/epic/site/cb-bc.nsf/en/01038e.html>

The Scientist behind the technology

The Inventor, The Student & The Consultant

The Inventor / Physicist

Dr. Michael E. Lewis, PhD., Inventor and Leader of electromagnetic corrosion module's R&D Department, with a PhD in Physics from Kent State University in 1987. Mr. Lewis has over a dozen patents and invented a new electronic corrosion reduction method in 1997. He has designed pulsed power, power supply for high energy pulsed lasers, as well as high-speed optoelectronic modulators and Q- switches using Pockels cell modulators. He also designed high speed pulse generators, solid state & photoconductive. Mr. Lewis has directed a multidisciplinary materials science research effort to study the relationship between the molecular structure and the third-order optical nonlinearity of metal organic polymers and monomers and has worked extensively in the fields of Optoelectronics, Optical Modulation and High Speed Electronics.



The Student / Electro Chemist

Dr. Jason McLafferty, PhD. Has a Bachelor of Science degree in Chemistry from Pennsylvania State University Undergraduate Research Project at Penn State Behrend. He then worked at Alcoa's Research Laboratories and became interested in electrochemistry. Based upon this interest, he decided to do his Ph.D. dissertation research with Dr. Digby Macdonald in the department of Materials Science and Engineering at Pennsylvania State University. Co-wrote two invention disclosures on Regeneration of Sodium Borohydride. Jason graduated with his Ph.D in Electro Chemistry from Pennsylvania State University and joined Dr. Michael Lewis at our Research Facility just outside Akron, Ohio to lead our team in the Testing & Research on the Electro-Chemistry side of our "ESP" Technology.



The Consultant / Lead Corrosion Scientist in the World

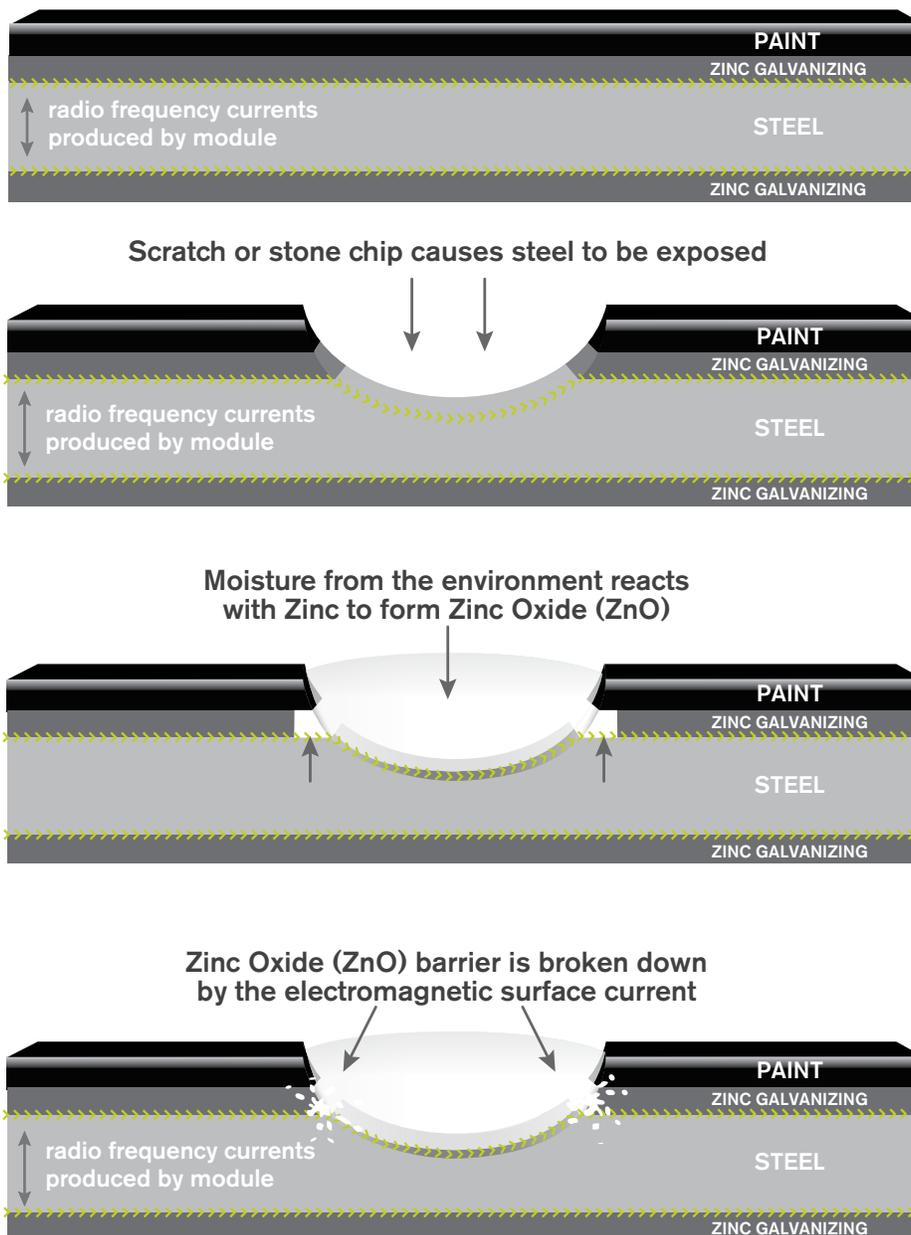
Dr. Digby. Macdonald is a leading corrosion scientist who has a Bachelor of Science and Masters of Science in Chemistry from the University of Auckland, New Zealand, lecturer at Victoria University of Wellington in New Zealand. A PhD in Chemistry from the University of Calgary, Associate Professor at the Chemistry Department at the University of Calgary, the Senior Research Associate at Alberta Sulfur Research. He was an Assistant Research Officer at Atomic Energy of Canada. Vice President, Physical Sciences Division of SRI International in Melo Park, California. He was the Director and Professor of the Fontana Corrosion Centre at Ohio State University. He has been a Professor at Pennsylvania State University since 1991 and is currently a Distinguished Professor of Materials Science and Engineering Director for Electrochemical Science and Technology at Penn State. In 1991, he received the Carl Wagner Memorial Award from the Electrochemical Society. In 1992, he received the Willis Rodney Whitney Award from the National Association of Corrosion Engineers and the Wilson Research Award of Pennsylvania State University. Dr. Macdonald is an elected fellow of the National Association of Corrosion Engineers International, the Electrochemical Society, the Royal Society of Canada, and the Royal Society of New Zealand. Dr. Macdonald has published over 600 papers in scientific journals, books and conference proceedings. He is the author of a book entitled "Transient Techniques in Electrochemistry" and holds 6 patents. In 2003, Dr. Macdonald received the highest award in the field of corrosion science and engineering; the U.R. Evans Award from the Institute of Corrosion in the United Kingdom.



How It Works

No secrets here!

Electronic corrosion protection.
Technology designed for today's vehicles.



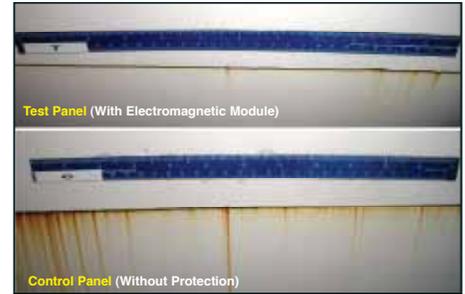
Tested & Proven

Some of the Independent World Class Lab Test Results

CC Technologies



Type of Test: The experiments were performed to examine the efficacy of the Module over a surface in the absence of an electrolyte film between the point of application of the electrical signal from the Module and the area being protected and to indicate, to the greatest extent possible, the mechanism by which the Module provides protection against corrosion. One of the principal problems in assessing the effectiveness of the Module lies in ascertaining exactly how the device achieves corrosion control, since it is not a classical impressed current cathodic protection system, in which current is projected through a ionically conducting (aqueous) phase from an anode to the component that needs to be protected, such that the potential of the component is displaced in the negative direction. The experiments described below measure the Module's effect on the potential of a scribed region (exposed steel) on a test panel in the absence of a continuous electrolyte film (aqueous phase) between the point of application of the electrical signal from the Module and the area being protected. Under these circumstances, classical, impressed current cathodic protection is impossible, because a return path for the current from the scribe to the anode through an electrolyte film does not exist and because no anode exists on the surface. Accordingly, the positive result from these experiments demonstrated that the:



- Module is effective in protecting painted, galvanized steel panels, as evidenced by a shift in the potential of the exposed steel at the scribe in the negative direction.
- Mechanism of protection provided by the Module is not that of classical, impressed current cathodic protection.

Additionally, as indicated, the current or voltage applied to a panel by the Module is in the form of a repetitive pulse and not as a direct current (DC) that is employed in impressed current cathodic protection systems, again demonstrating a vital difference between a cathodic system and the Module.

Ohio State University



Type of Test: To determine whether AC surface currents generated by the module were in fact distributed over the entire surface of an automobile.

Test Results: Uniformed AC surface currents confirmed on all 58 areas of the 1994 Buick Century

Elite Electronic Engineering Inc.



Type of Test: Electro magnetic compatibility & RF emissions measurement (required by FCC).

Test Results: Compliant for both

Final Coat

Our Products, Backings & Services.

Products

Final Coat products are thoroughly tested & proven effective before they reach your dealership. You can rest assured that all our products meet the highest standards you expect before they receive the Final Coat brand logo.

Backings

Final Coat warranty programs offer your customers “Short & Long Term” benefits which they deserve & expect and are fully insured for their protection and yours. All Final Coat warranties are underwritten by Royal & SunAlliance Insurance Company of Canada, one of the largest insurance companies in the world. Their name is on every certificate.

Services

CAP Inc./Final Coat® representatives are fully qualified & committed to the success of our dealers. From facilitating in-house sales and product training, to handling sensitive consumer issues, our dealers can rely on friendly, professional and knowledgeable representation.



CAP INC./Final Coat
5075 Minola Drive, Suite A
Lithonia, Georgia
30038 USA
1.800.956.4197
905.738.6603

www.finalcoatusa.com