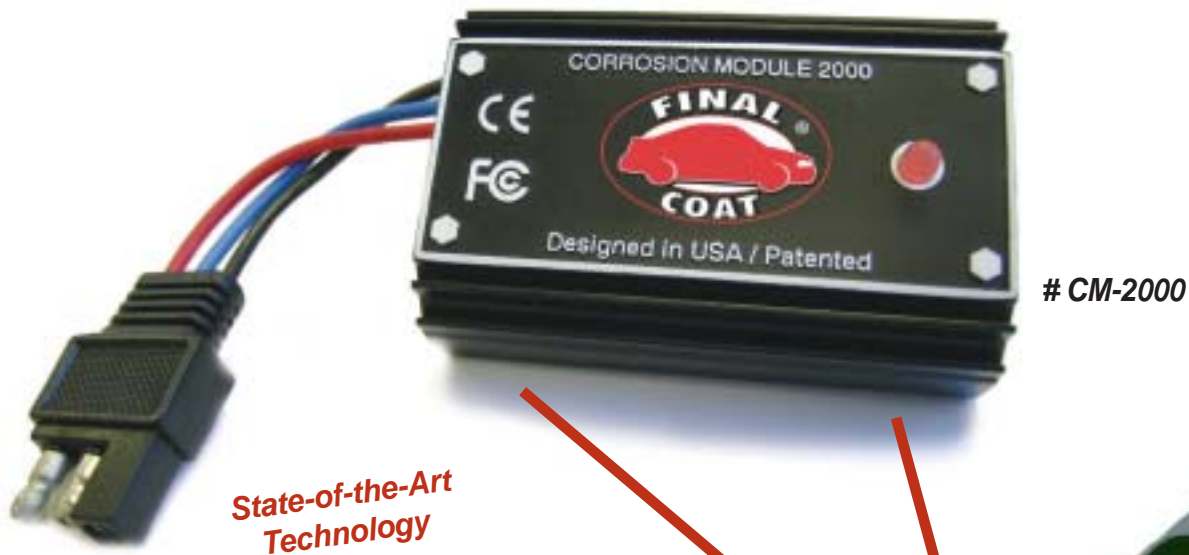


The Future Is Here !

“A NEW DISCOVERY”



***Final Coat's Electronic
Corrosion Control
Module Replaces
Conventional
Spray Type Products***

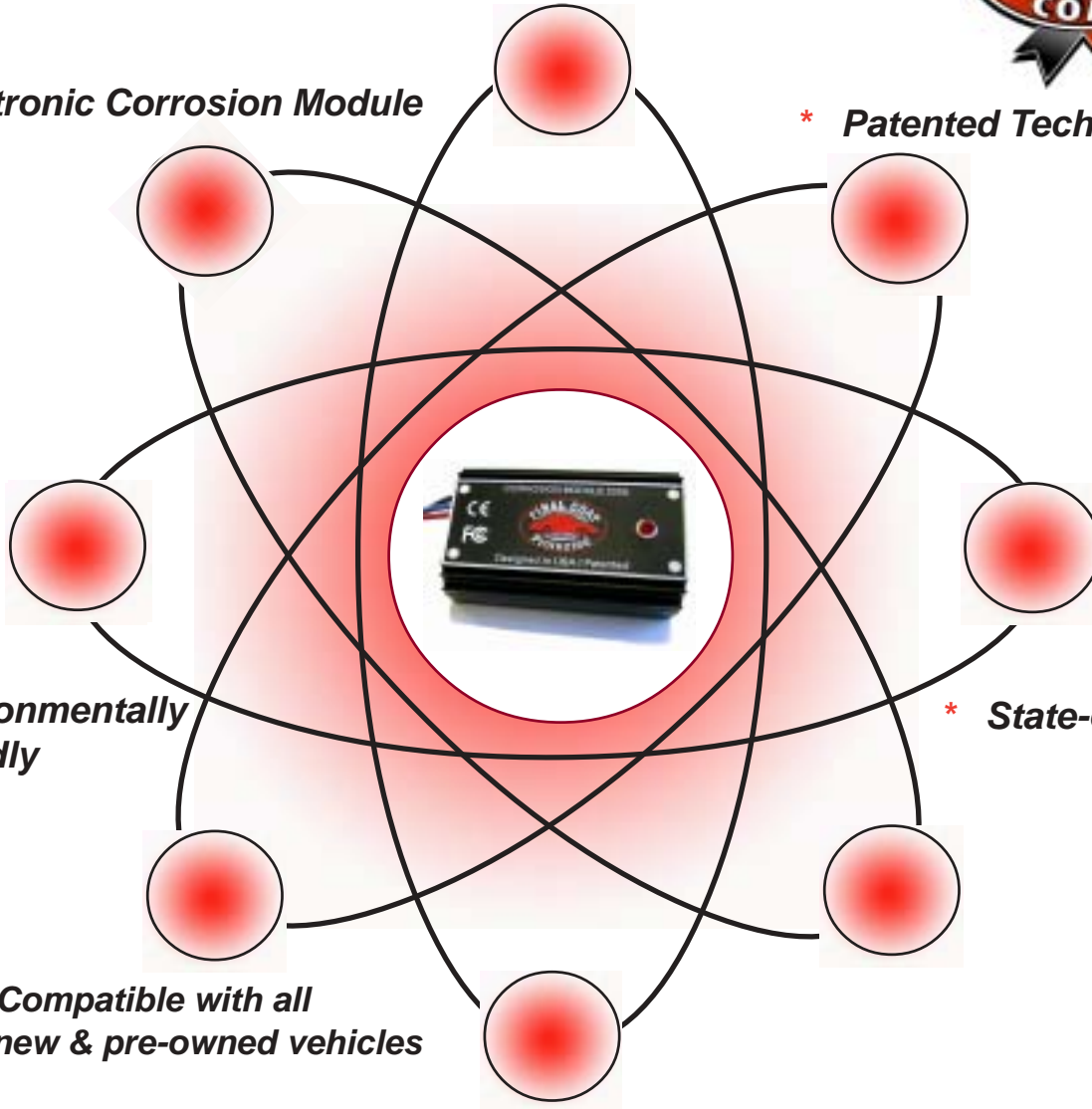
***Scientific Research & Successful Testing Shows
The CM-2000 Can Reduce Corrosion By Up To
99.7% On Automotive Sheet Metal Panels***

NEW TECHNOLOGY AVAILABLE FOR YOUR VEHICLE...



*** *Electronic Corrosion Module***

*** *Patented Technology***

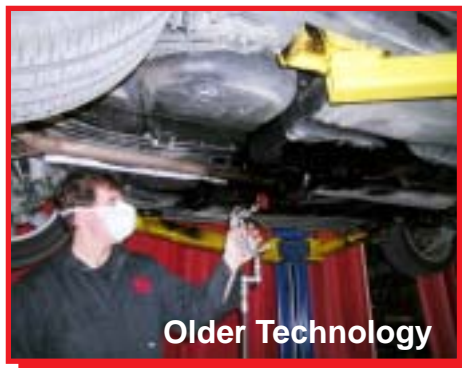


*** *Environmentally Friendly***

*** *State-of-the-Art***

*** *Compatible with all new & pre-owned vehicles***

The CM-2000 Replaces Conventional Type Sprays ...



Older Technology



Older Technology

Consumer Benefits ...



- Superior Warranty Coverage
- Insurance Backed Warranty With Royal & SunAlliance Insurance Company
- Portability - Great for Leased Vehicles
- Environmentally Friendly
- No Annual Re-Application of Conventional Type Spray Products
- No Chemical Odor / No Dripping
- The Latest Technology



How Does It Work?

The Final Coat® Electronic Corrosion Module draws a small amount of DC energy from the vehicle's battery and directs it through a microprocessor which converts this energy into an AC current.



The CM-2000 is mounted in the engine compartment of the vehicle with a velcro pad and is powered by the existing 12 volt car battery. Actual size of the Module is 8 cm x 5.5 cm x 2.2 cm

Through patented state of the art technology built into the Corrosion Module, a pulse amplifier generates a repetitive "pulse" surface current which is distributed on to conducting body panels of the vehicle to help inhibit the corrosion process.

Being energy efficient, the Final Coat® Corrosion Module is built with "Smart Circuit" technology to insure that when the battery voltage is low, you are not put into a "no-start" situation.

Externally fused to protect the unit from power surges, the Final Coat® Corrosion Module has been tested to exacting standards by world renowned certified testing laboratories.



The Final Coat Warranty Gives You Added Benefits !

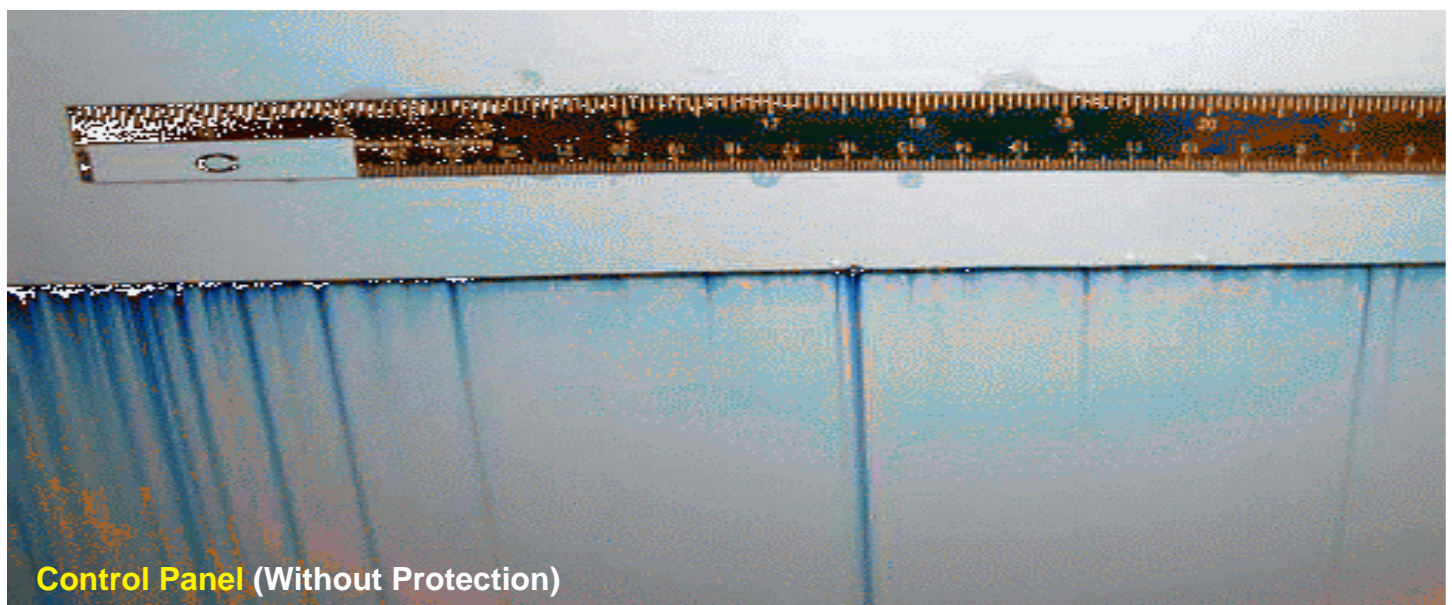
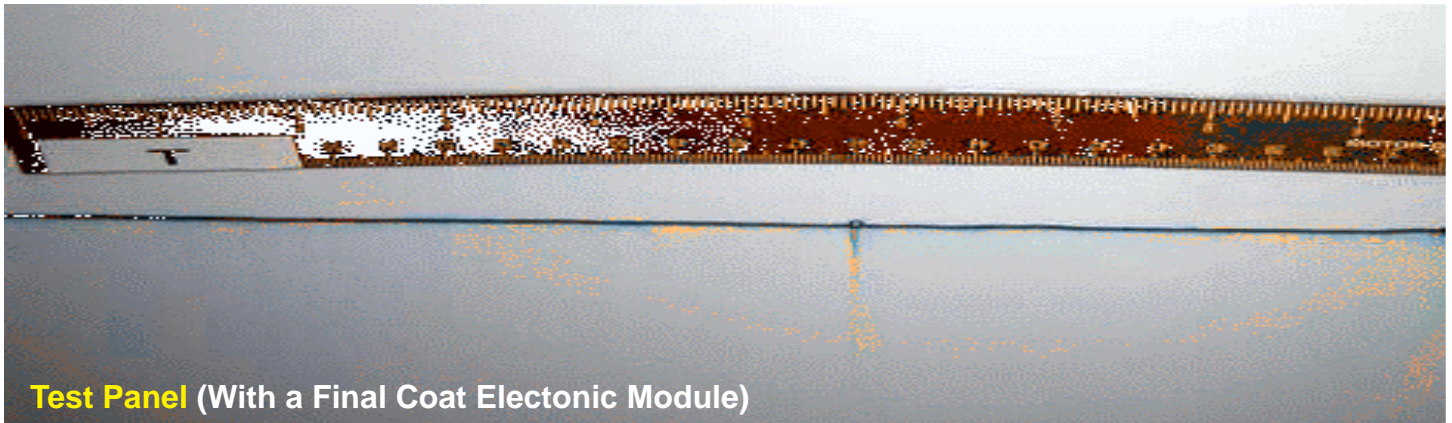
WARRANTY AGAINST	VEHICLE MANUFACTURER'S APPEARANCE WARRANTIES (MAY VARY)	FINAL COAT'S MODULE PACKAGE WARRANTY
RUST THROUGH PERFORATION (HOLE)	5 Years / Unlimited Mileage 6 years / 160,000 km	CAR LIFE
PAINT FADING & OXIDATION	1 Year / 20,000 km 3 Years / 60,000 km	CAR LIFE
SHEET METAL CORROSION (SURFACE RUST)	1 Year / 20,000 km 3 Years / 60,000 km	CAR LIFE
RUST THROUGH (HOLE) FROM STONE CHIPS OR SCRATCHES	Not Available	CAR LIFE
DAMAGE FROM ACID RAIN	Not Available	CAR LIFE
DAMAGE FROM BIRD DROPPINGS	Not Available	CAR LIFE
DAMAGE FROM TREE SAP	Not Available	CAR LIFE
PERMANENT INTERIOR STAINS	Not Available	CAR LIFE

Final Coat Appearance Protection Warranties Go Above & Beyond The Manufacturer's Coverage !

CCT Laboratories ... Test Summary

Type of Test: Salt Spray over the scribed area only. Test was done to show the efficiency of the Final Coat Electronic Corrosion Module over a surface in the absence of an electrolyte (moisture) film and it's ability to reduce the rate of corrosion.

Test Panel Size: 4 feet x 3 feet



Test Results: "the corrosion rate is reduced by 99.7% by the Module on the Test Panel compared with the Control Panel. Even if the difference in the corrosion potential is reduced to $-0.100V$, the ratio $(CR)_{test} / (CR)_{control} = 0.0204$ and hence the corrosion ratio is reduced by 98%. To put these numbers in perspective, imagine that a system (automobile) fails by corrosion without the Module in a time of 1 year. If the Module is attached, the failure time would be 343 years if the potential is displaced by 150mV in the negative direction, and 49 years if the potential was displaced by only 100mV. Such results are particularly significant when one considers that the average life of a vehicle is in the order of 10 years. Accordingly, these calculations demonstrate that the reduction in corrosion rate is substantial and that the Module is an effective corrosion control device".

Note: The corrosion potentials measured at the scribes on both panels were approximately the same until times exceeding 60 hours. The potentials then diverged, with that for the test panel eventually becoming more negative than that for the control panel by about 150mV, indicating that an induction time exists for the Corrosion Module 2000 to exert corrosion control.

More Test Results ...

● ULC Laboratories

Type of Test: Salt Spray Test performed to ASTM D1654-92 Standards (Test Method for Evaluation of Painted or Coated Specimens Subject to Corrosive Environments)

Test Panel Size: Four panels each measuring 4 feet by 4 feet were grounded together giving a test surface area equal to 128 square feet of surface. All panels were scribed.



Close-up (25X) of scribe(scratch) **PROTECTED** by the Final Coat Module



Close-up (25X) of **UNPROTECTED** scribe(scratch) showing pitting, metal loss & severe corrosion

THESE PHOTOS WERE TAKEN WITH AN OLYMPUS OPTICAL ELECTRON MICROSCOPE FOR SUBJECTIVE EVALUATION AFTER 1000 HOURS OF SALT SPRAY EXPOSURE

Test Results: "Scribe marks on all (protected) panels showed no corrosion or rust".

● Smither's

Type of Test: Humidity Test

Test Panel Size: 2 sections (7 feet x 15 inches) connected by a grounding strap

Test Results: "substantially reduced the corrosion rate".



Protected Sheet Metal Test Panels & Unprotected Control Panels Are Scribed And Exposed To 500 Hours of Humidity @ 95° F



Corrosion Chamber Simulates Prolonged Exposure To The Harshes Environment

O.S. ElectroScience Laboratory ... Test Summary

● O.S. ElectroScience Laboratory

Type of Test: Test was done to show the measurement of “surface current” on a typical automobile by the Final Coat Electronic Corrosion Module

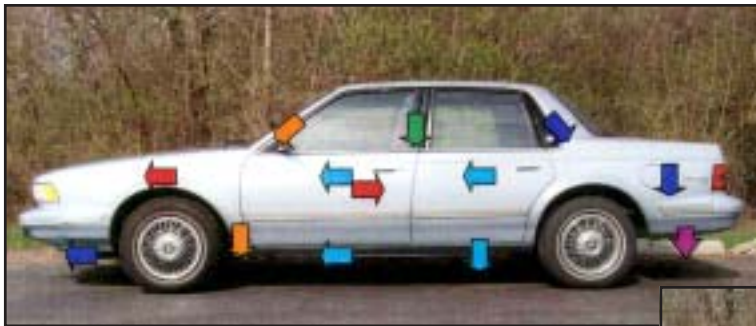
Test Panel Size: 1994 Buick Century Automobile



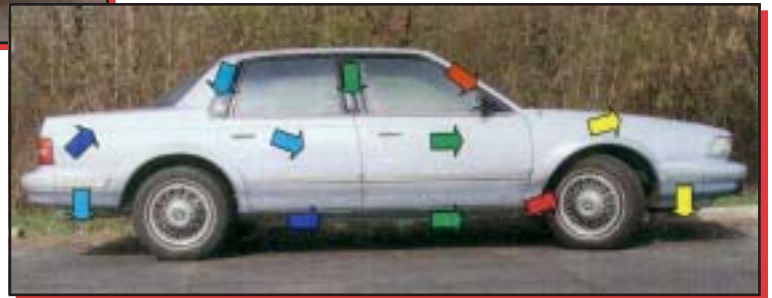
● *Front Currents*



● *Rear Currents*



● *Driver's Side Currents*



● *Passenger Side Currents*



● *Top Currents*

Test Results: “we have reliably and demonstrably sensed surface current all over the surface of this test automobile”. Fifty-eight (58) points were measured on the vehicle, from the back to the front, from the top to the bottom.

FREQUENTLY ASKED QUESTIONS

1. Will the CM-2000 module effect or interfere with my radio reception?

No, it will not. The circuitry is designed to comply with current EMC, CE & C-Tick standards. Therefore, you will not notice any unwanted static or interference.

2. Will I get a shock every time I touch my car?

No, not at all. The unit delivers a "pulse" surface current and will not be felt when you touch the vehicle.

3. Will the CM-2000 effect anyone with a pacemaker?

No, it does not. The module does not emit any kind of signal or charge that would interfere with a pacemaker.

4. How do I know if the unit is working?

There is a little red LED light built into the CM-2000. This light stays on constantly to show that the module is operating normally. If the light is off, it can mean a couple of things: 1) The battery has dropped below 12.1 volts. The CM-2000's light is designed to shut off at this voltage to save battery power for cold weather starting. The light will come back on when the battery voltage is above 12.6 volts (when the vehicle is started up). 2) If your light stays off constantly, you may have a battery problem, or the CM-2000 may need to be replaced. (Return to your selling dealer for service).

5. Will this device drain my car battery?

The CM-2000 is constructed with "smart circuitry" It draws only about 10 milli-amps of power from your battery. The unit will automatically detect a drop in battery voltage below 12.1 volts and is designed to turn itself off to avoid battery drain. If this should occur, the module will automatically turn itself back on when you start your car.

6. What do I do if the red light on the module is off?

Usually nothing. The CM-2000 will shut itself down only if your car battery drops below 12.1 volts. This usually occurs in very cold weather, and when your car has been sitting idle. In these circumstances, the negative ion loss on your vehicle (which causes rust) is very minimal. The worst time of the year for oxidation or rust on your car is in the spring, summer & fall.

(Note: if the module light is not operating when your vehicle is running, then return to your selling dealer for service).

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