

# Autonet.ca blog, August 2012

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## The importance of testing

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Joe Duarte - August 12th, 2012

Like most people, when I think of a cure-all for rust, I think “snake oil.” But, some of the things that came out of a visit to an Ohio test facility refreshed my confidence in science and made me think that perhaps this latest item might deliver what it promises.

In a nutshell, it involves a module (the latest is the CM3000) that provides an electric charge to your vehicle’s metal to keep rust at bay. It consists of a power source that draws just a third of a milliamp and sends the charge along the inside of the car’s metal panels.

It works on a principle called Electromagnetic Induction Corrosion Control Technology (EICCT for short) and it’s available as part of the Final Coat protection – the product of Canadian Auto Preservation, whose president Randy Peek has been up in front of Canadian government regulators on several occasions to answer to claims concerning the corrosion protection product. It started with differentiating it from the Cathodic Protection products that keep corrosion at bay when surface-protected metal products are fully immersed in water.



The government wanted an expert; he gave them Digby MacDonald, a leading corrosion expert and professor at Penn State. MacDonald’s main assertion was that those other products work flawlessly, when the metal is fully submerged (such as on ships) but not so effective on cars unless they’re sitting at the bottom of a lake.

The Final Coat product, on the other hand enhances the Zinc coating on steel (in effect working from the inside out and working on those spots where the body paint has worn down and the galvanization is compromised to expose the steel to oxidation).

The team at the test centre in Hartville, Ohio – which in a previous time was probably one of those country repair facilities where engine hoists used to hang from the ceiling and racks of exploded engines stood against the walls – knows the product works on steel (that’s been proven time and again). What it doesn’t know is how it works on other metals or in other applications.

When somebody asks if it can, for example, protect a building (with new steel beam construction) they say they think so but don’t know for sure. And then they design tests and set out to prove it. The same goes for aluminum and other new metals used in today’s auto manufacturing.

What they do know is that the Final Coat product is 99.7% effective in reducing the rate of corrosion of steel (nothing completely stops corrosion because it’s a natural process that is going to happen no matter what). Theoretically, that means that if your car is going to rust through in say 10 years, Final Coat would give it a chance of lasting over 3,000 years.

But the company sticks to a more reasonable 10 year warranty against things even the auto manufacturer won’t cover.

The product isn’t cheap – about ten times more expensive than yearly rust-proof spraying, but you’re saving the convenience of spraying every year to keep your warranty up to date and it very likely will work for longer than the 10 years (and it’s fully transferrable between vehicles, so when you sell your car, you can get the unit moved to your new car).