

NEWS

## High Tech Rust Protection for Hybrids and EVs

Finally – a corrosion protection module specially designed for hybrids and EVs, with zero battery draw.

**R**andy Peek, CEO of Canadian Auto Preservation, knows innovative technology when he sees it – and he was intrigued when he first saw the electromagnetic device that would eventually become the Final Coat rust protection module. But Peek waited until tests proved it worked, and then he brought it back to Canada to conduct his own tests.

“The results from Underwriter’s Laboratory here in Toronto came back extremely positive,” he recalls. “I bought the Canadian rights in 2001 and added it to our product line.” Peek and his wife had established his company in 1983, selling appearance and protection products.

He began selling the product but was taken aback when a heavy-handed lawyer’s letter from the Canadian Government’s Competition Bureau arrived in December of 2001, prohibiting further sales and threatening legal action.

### Legal battle

Peek was undeterred, and fought the Bureau for the next two and a half years – and won. “Dr. Digby Macdonald, the world’s leading authority on corrosion, worked with us,” says Peek. “Our tests showed over and over again that we are 98 to 99.7 percent effective in reducing corrosion.”

The patented electromagnetic technology works with AC-based electrical current, using radio frequency wave signals to reduce corrosion on sheet metal. “This surface phenomenon is a green alternative to traditional chemical spray methods,” notes Peek. “Our module is clean, environmentally friendly and easy to install.”



Final Coat’s industry-leading CM-3000 module only draws 0.3 milliamps.

He also points out that Final Coat electromagnetic protection is definitely not to be confused with cathodic, or electrostatic or DC technology. “That technology works, but only on objects that are submerged in water or buried,” Peek says. “Final Coat uses a completely different type of process.”

### F & I solution for hybrids

While car manufacturers are cautious about hooking up anything

to the electrical components of hybrids and electric vehicles, Final Coat does not damage these systems. “Our CM-3000 module hooks up to a car battery and draws one third of one milliamp of power,” Peek explains. “And our BPH-5000 module has its own power source, so it doesn’t need to be hooked up to a car



The new Final Coat BPH-5000 hybrid module requires no hook-up to vehicle’s battery system.

battery at all – it runs on eight ‘C’ type batteries.”

He emphasizes that Final Coat does not void OEM warranties. “We do a lot of testing and our products do not interfere with anything on a car,” Peek notes. “That’s why we developed the BPH-5000 unit, with its own power source. It can go on any vehicle, but we’re promoting it to the electric and hybrid market.”

Up until now, says Peek, there have not been any corrosion protec-

tion options for hybrid and electric vehicles. “This is the perfect F & I product for dealers and consumers,” he describes. “Our technology protects both sides of the metal, covering even stone chips – no one else does that.”

### Portable

The other advantage to the Final Coat modules is that they are portable. “You can move them from one car to another,” says Peek. “But when consumers buy a new car, they generally buy a new module – they’ll take the old one and put it in one of their other cars.”

Peek adds that he sells approximately 60,000 to 70,000 units a year just in Canada. “We own the technology, our patents, our trademarks, and as such, have a vested interest to make sure we bring the best products to the marketplace for the dealer,” he says. “If you look at our website, you’ll see that we’ll tell you everything, how the technology works – and what we’re still trying to figure out.”

“We won’t tell you something if we can’t prove it scientifically.”

For more information, go to [www.finalcoat.ca](http://www.finalcoat.ca).

*Krystyna Lagowski*