

EICCT TECHNOLOGY

FINAL COAT MODULE

TEST SUMMARY



Underwriters Laboratories of Canada



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June 18, 2001

CLIENT: Canadian Auto Preservation Inc
390 Bradwick Dr
Concord, ON L4K 2W4

Attention: Mr Sam Cavalcante
Mr Randy Peek

SUBJECT: The above company submitted six (6) prepainted metal test panels along with two (2) Final Coat Rust Control Modules. All steel panels were supplied by Gatsteel Ind. Inc per the attached certified document & sent to Hwy 7 Auto Collision Ltd. for painting per the attached certified document.

TEST OBJECTIVE:

To determine the performance of the Final Coat Rust Module CM-2000 with regard to the prevention of corrosion by producing a protective field throughout the test panels while being exposed to a controlled temperature and salt spray. A comparison will then be made to a test panel exposed to the same conditions but not protected with the Final Coat Rust Control Module.

SAMPLE PREPERATION:

The analysis involved the testing of six (6) square painted metal panels each measuring four (4) feet by four (4) feet. Each panel was made from double sided galvanized automotive sheet metal (Dry Passive Galvanneal per Chrysler MS-6000 Specifications) supplied by Gatsteel Industries Inc. per the attached document. Samples were then sent to Hwy 7 Auto Collision Ltd. for paint preparation using the following materials and methods:

- Step 1 - All panels washed, sanded and degreased
- Step 2 - E-coat etch primer was applied to both sides of panels
- Step 3 - Each panel received a coating of Dupont Premier auto primer (base coat) WA5111
- Step 4 - Dupont Clear Coat 72400 was applied to one side of each panel
- Step 5 - Each panel was then backed for thirty (30) minutes at 180°F.

TEST METHOD:

In accordance with ASTM D1654-92 (Test Method for Evaluation of Painted or Coated Specimens subject to Corrosive Environments) each panel was scribed making sure to cut through the painted surface and exposing the bare metal.

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TEST PROCEDURE # 1

All panels were suspended to supports in the salt spray chamber.

One Final Coat CM-2000 module was attached to panel one (1) per the manufacturer's installation instructions and connected to a 12.8 Volt DC power supply. Another final Coat CM-2000 module was connected to panel two (2) per manufacturer's installation instructions and a grounding strap was attached between panels two (2) and three (3), three (3) and four (4) & four (4) and five (5). Panel two (2) was then connected to a 12.8 Volt DC power supply.

The chamber was then sealed and monitored daily (except weekends) to insure that conditions stayed within the specified range.

Temperature:	38°C (100°F) ± 2°C
Voltage:	12.8 Volts ± .5 volts
Salt Spray	5% solution

The salt spray chamber was reopened after each four (4) day period (approx 100 hours) and each panel was inspected for an increase in corrosion. All test panels were removed and observed through an Olympus optical microscope and photographed after five hundred (500) hours. The test was stopped after one thousand (1000) hours and the samples were removed for observation & photographs.

TEST SUMMARY # 1

Each panel was subjectively evaluated to determine the amount of corrosion at the scribe area after exposure to a 5% salt solution for one thousand (1000) hours. Each panel was observed through an Olympus optical microscope for signs of corrosion and photographs taken.

The following was noted: Scribe marks on all the panels showed no corrosion or rust.

* *Special Note - This is a subjective test.*

-The test results apply only to the actual samples tested.

TEST PROCEDURE # 2

A single unprotected panel (no Final Coat CM -2000 module attached) was suspended in the salt spray chamber at the same time as those in test # 1 above.

The chamber was sealed and monitored daily to insure that test conditions stayed within the specified range.

Temperature:	38°C (100°F) ± 2°C
Salt Spray	5% solution