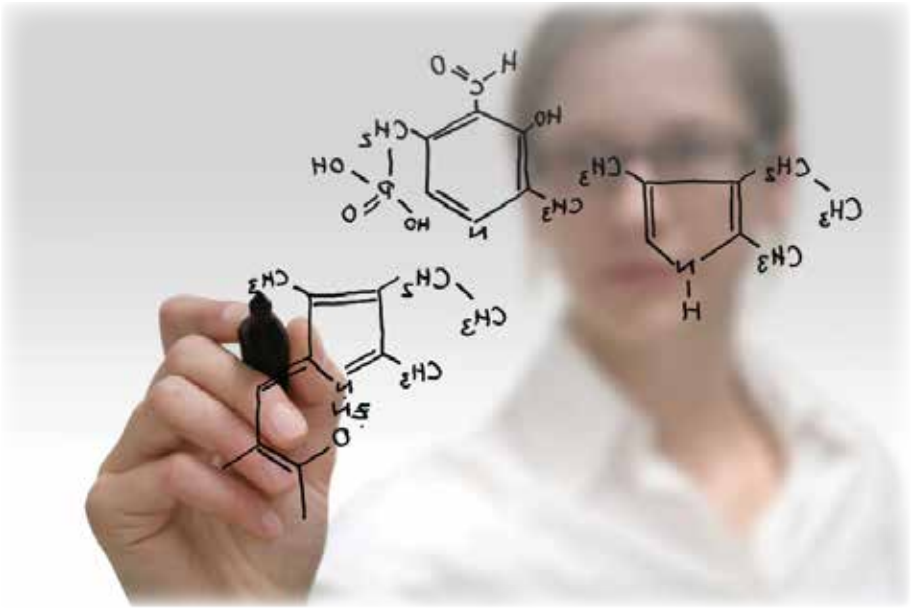
Defender™ PLUS

Electromagnetic Rust Protection
Proven Patented Technology

The Science and The Scientists behind E.I.C.C.T.®

Electromagnetic Induction Corrosion Control Technology



Our Science Booklet

Tested by leading global laboratories

Canadian patents #2,474,444 #2,558,790 #2,364,750

www.defender-plus.com
1.800.971.6594

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History of Rust Protection

Rust prevention has gradually evolved over the past 40 years. In the 1970s, technicians would drill holes into individual body panels to spray oil-based chemicals. In 1983, Canadian Auto Preservation pioneered the 'no-holes-drilled' process that did not compromise the integrity of the vehicle body.

Next came the adaptation of a 100-year-old technology called Cathodic Protection to the automotive industry. While cathodic theory is sound, its application to automobiles was flawed due to the absence of an electrolyte. As a result, many cathodic rust protection devices were pulled from the market by government bodies, including the FTC in the USA and the Federal Competition Bureau in Canada.

In the past 15 years, a patented technology called Electromagnetic Protection has emerged that works in the alternating current (or AC) realm, unlike the DC realm used in Cathodic Protection. It emits a low power, low amperage radio frequency (RF) signal that produces a surface current covering the entire vehicle's sheet metal surfaces, both inside and out. It is a much more effective and greener alternative to traditional spray methods. Having proven its efficacy to government through continuous testing, research and fieldwork, this technology has become the preferred rust protection system among new car dealers worldwide.

Chemical Sprays

- Offers no rust protection in the areas that can't be sprayed, such as the outside surface and seam areas, where corrosion is common in today's vehicles
- Provides no protection above the window line
- Relies on a proper application, usually re-applied annually
- Messy residue is often visible
- Not eco-friendly since most sprays gradually wash off into the environment
- Requires either a separate, dedicated service bay or an off-site third party applicator, where anything can happen

Cathodic Protection

- Also called Electrostatic or Direct Current (DC) technology
- A high voltage and high power consumption system
- Scientists around the world confirm this technology works, but only on ships, pipelines, bridges, etc. and only on the portion of the structure that is covered with anodes and submerged in water or covered by an electrolyte
- Several car manufacturers have issued technical service bulletins against using these devices, due to the high parasitic draw on car battery

Electromagnetic Protection

- Patented technology utilizing Alternating Current (AC)
- Requires only 0.3 milliamps of power
- Specifically designed for automobiles
- Clean, environmentally friendly and easy to install
- Effective (Tests show up to 99.7% reduction of corrosion on automotive sheet metal)
- Enhances the zinc coating on the steel to increase protection against corrosion by a factor of up to 100
- Increases the manufacturer rust through coverage to 7 years
- Additional coverage beyond factory warranty
- Portable from vehicle to vehicle

Defender-plus Corrosion Module Systems

Our technology has been the leader in rust protection, since introducing its electromagnetic corrosion protection technology in 1998. This superior corrosion protection is now available in three different module systems:

- DEF-44001 for passenger vehicles, SUV's and light duty trucks
- DEF-44005 for heavy duty trucks, RV's and larger commercial vans
- DEF-44007, the world's first and only module specially designed for Hybrid and Electric vehicles, with zero battery draw. the DEF-44007 hybrid module requires no hook-up to the vehicle's electrical system since it is powered by its own 'C' batteries.

Each module system is designed with patented E.I.C.C.T.® technology and offers the same industry-leading performance and warranty coverage that only Defender-plus can offer.

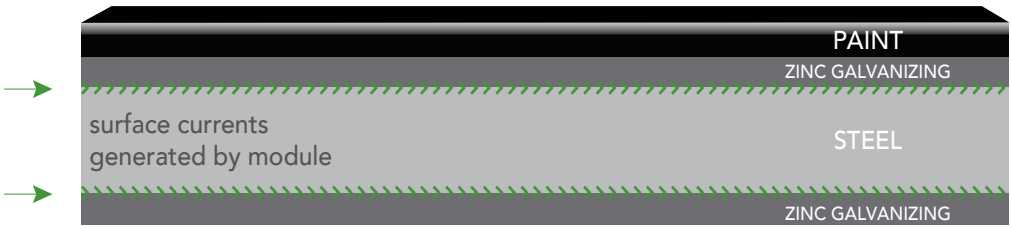
	DEF-44001	DEF-44005	DEF-44007
Module dimensions	2.4" x 1.0"	2.4" x 1.0"	290 x 104 x 53mm
Power source	Vehicle's Battery	Vehicle's Battery	8 x 'C' Batteries
Power draw on vehicle's battery	12v (7 ma) 24v (20 ma)	7 milliamps	0.0 milliamps
Warranty	Up to 7 years	Up to 7 years	Not Applicable
Installation location	Under hood, near battery	Under hood, near battery	Any interior location
Number of wires to install	3: positive, ground, output	4: positive, ground, 2 outputs	2: ground, output
Installation and follow-ups	One-time, no inspections	One-time, no inspections	One-time, no inspections
Annual requirements	None	None	Change 'C' batteries annually
Canadian patent numbers	2,474,444 2,558,790 2,364,750	2,474,444 2,558,790 2,364,750	2,474,444 2,558,790 2,364,750
Reduces rate of corrosion on automotive sheet metal by:	Up to 99.7%	Up to 99.7%	Up to 99.7%
Vehicle Applications	• Passenger Vehicles & SUV's • Light Duty Trucks less than 10,000 lbs GVWR or less than 25 feet in length	• Medium - Heavy Duty Trucks greater than 10,000 lbs GVWR or more than 25 feet in length • Commercial Vans (eg. Sprinter) • Off-Road Equipment	• Electric Vehicles • Hybrid Vehicles • Trailers • Off-Road Equipment

**Aluminum body vehicles require a special kit and instructions

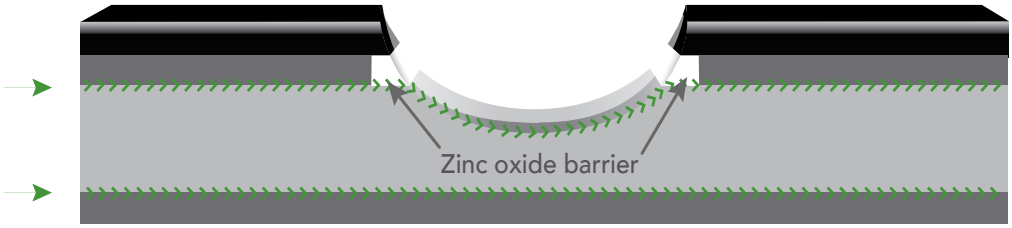
How E.I.C.C.T.® Works

Defender-plus's patented Electromagnetic Induction Corrosion Control Technology (E.I.C.C.T.®) is a state-of-the-art solution to help to extend the life of any vehicle. This patented technology reduces the rate of corrosion on galvanized and galvannealed steel by up to a factor of 100 on automotive sheet metal panels, (i.e. it will take up to 100 times longer to create the same amount of rust with E.I.C.C.T.® than it would without it.)

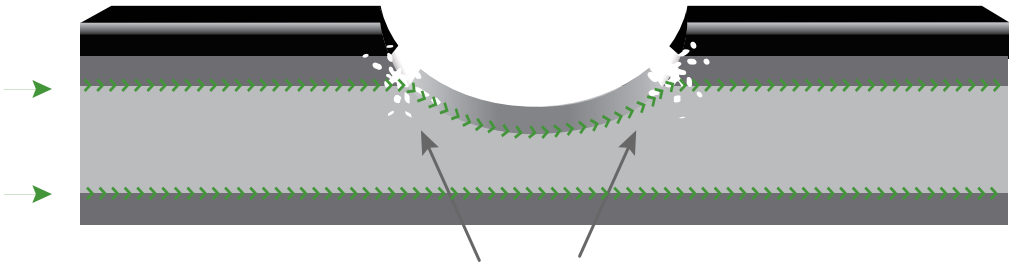
Defender electromagnetic module generates radio frequecy pulse-wave surface currents over both sides of the steel.



When a scratch or stone chip exposes steel, zinc galvanizing naturally protects the steel.



However, moisture from the environment reacts with zinc to form a zinc oxide barrier, which renders the zinc galvanizing inert and unable to protect the steel, causing corrosion.



Electromagnetic surface current breaks down zinc oxide barrier, enhancing the ability of zinc galvanizing to protect the steel.

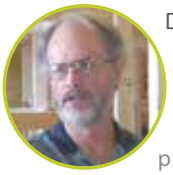
R&D Laboratory and Scientist Biographies

Our R&D Laboratory was opened in 2007, millions have been invested to create what has been described as "a unique facility with no peer anywhere in the world," by Dr. Digby Macdonald, formerly Distinguished Professor of Materials Science and Engineering Director for Electrochemical Science and Technology at Pennsylvania State University.

Our Studies at our R&D laboratory in Hartville, Ohio allow us to isolate and control almost every variable in corrosion testing. This ongoing investment in E.I.C.C.T® corrosion technology has and continues to yielded significant advancements. We are committed to advancing both the pure science and its application to all industries.

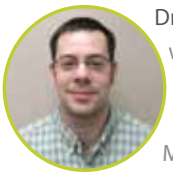
We employ three full-time scientists to lead our corrosion research. Dr. Michael Lewis invented the technology in 1997 and was hired in 2004. Dr. Jason McLafferty joined in 2009, Dr. Enrique Maya-Visuet joined in 2016. Our scientists, plus two full-time lab assistants, also work under the guidance of a world-class corrosion scientist, Dr. Digby Macdonald.

The Inventor / Physicist



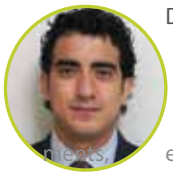
Dr. Michael E. Lewis, PhD, is the inventor of EICCT and the leader of Final Coat's R&D Department, with a PhD in Physics from Kent State University in 1987. Dr. Lewis has twenty-two patents and invented a new electronic corrosion reduction method in 1997. He has designed various environmental chambers and a Raman spectrometer for surface chemical analysis. While with Cisco Systems, he led a communications systems engineering group where he directed the architectural design of digital signal processing integrated circuits for digital communications and was responsible for the design and direction of several large scale communications computer simulations. As a faculty member and consultant, Dr. 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 laser physics, optoelectronics, optical modulation and liquid crystal physics.

The Graduate / Electrochemist



Dr. Jason McLafferty, PhD, has a Bachelor of Science degree in Chemistry from Penn State Erie, the Behrend College. He then worked at Alcoa's Research Laboratories and became interested in electrochemistry. Based on this interest, he decided to do his doctoral dissertation research with Dr. Digby Macdonald in the Department of Materials Science and Engineering at Pennsylvania State University. He co-wrote two invention disclosures on Regeneration of Sodium Borohydride. Jason graduated with his PhD in Materials Science and Engineering from Pennsylvania State University with dissertation research in electrochemistry. In 2009, he joined Dr. Michael Lewis at our research facility to explore the electrochemical side of our patented technology.

The Researcher / Chemical Engineer



Dr. Enrique Maya-Visuet holds a doctorate degree in Chemical Engineering and Materials Science, specializing in Electrochemistry from The University of Akron. He also holds Master and Bachelor level degrees in Corrosion/Metallurgy from the National Autonomous University of Mexico. From 2011 to 2015, he worked as a PhD Research Assistant at The University of Akron. In that role, he led and conducted research in the development of coating systems and material selection for corrosive environ- employing mathematical simulations. Selected project experience includes materials selection for Cargill Inc., electrochemical coating evaluation for PPG Industries, and damage evolution characterization for Tesla NanoCoatings Inc.

Dr. Maya-Visuet's research and publications to date have been focused on the effects of pigmentation on polyurethane/polysiloxane hybrid coatings, electrochemical characterization of select stainless steel alloys in the presence of chloride and bromide solutions, and the effect of chloride ions on the electrochemical performance of stainless steel alloys in concrete and simulated concrete-pore solutions. Dr. Maya-Visuet has also presented several papers for both NACE International and Electrochemical Society conferences. He is a member of NACE International, ASM International, and The Electrochemical Society.

The Consultant

Dr. Digby Macdonald, PhD, is one of the world's leading corrosion scientists and Professor in Residence Emeritus, The Departments of Materials Science and Engineering at University of California at Berkeley. From 2003 to 2012, he was a Distinguished Professor of Materials Science and Engineering Director for the Center for Electrochemical Science and Technology at Penn State University. Dr. Macdonald has published over 900 papers in scientific journals, books and conference proceedings. He is the author of a book entitled "Transient Techniques in Electrochemistry" and holds 9 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. In 2011, he was nominated for the Nobel Prize in Chemistry. Dr. Macdonald holds a B.Sc. (1965) and M.Sc. (1966) in Chemistry, University of Auckland (New Zealand) and Ph.D. in Chemistry (1969), University of Calgary (Canada).

Professional experience

- 1/2013 – present: Professor in Residence, University of California at Berkeley.
- 6/2003 – 12/2012: Distinguished Professor of Materials Science and Engineering, Penn State University.
- 6/2001 – 6/2003: Chair, Metals Program, Penn. State University.
- 7/99 – 12/2012: Director, Center for Electrochemical Sci. & Tech., Penn. State University.
- 1/98 – 7/99: Vice President, Physical Sciences Division, SRI International, Menlo Park, CA.
- 7/91-3/2000: Director, Center for Advanced Materials, Penn. State University.
- 7/91 – 6/03: Professor, Materials Science and Engineering, Penn. State University.
- 4/87 - 7/91: Deputy Director, Physical Sciences Division, SRI International, Menlo Park, CA.
- 3/84 – 4/87: Laboratory Director, Chemistry Laboratory, SRI International, Menlo Park, CA.
- 3/79 – 3/84: Director and Professor, Fontana Corrosion Center, Ohio State University.
- 3/77 – 3/79: Senior Metallurgist, SRI International, Menlo Park, CA.
- 3/75 – 3/77: Senior Research Associate, Alberta Research Ltd/University of Calgary, Canada.
- 4/72 – 3/75: Lecturer in Chemistry, Victoria University of Wellington, New Zealand.

Professional Honors and Associations

- 1983: Research Award, College of Engineering, Ohio State University.
- 1985: Selector of the Kuwait Prize for Applied Sciences.
- 1991: The Carl Wagner Memorial Award from The Electrochemical Society.
- 1992: The Willis Rodney Whitney Award from The National Association of Corrosion Engineers.
- 1992: Chair, Gordon Research Conference on Corrosion, New Hampshire.
- 1993: W.B. Lewis Memorial Lecture by Atomic Energy of Canada, Ltd., "in recognition of [his] contributions to the development of nuclear power in the service of mankind".
- 1994: Fellow, NACE-International.
- 1993-1997: Member, USAF Scientific Advisory Board, Protocol Rank: DE-4 (Lieutenant General equivalent).
- 1995: Fellow, The Electrochemical Society.
- 1996: Fellow, Royal Society of Canada. ("National Academy" of Canada).
- 1996: Wilson Research Award, College of Earth and Minerals Sciences, Pennsylvania State University.
- 1997: Fellow, Royal Society of New Zealand. ("National Academy" of New Zealand).
- 2001: H. H. Uhlig Award, Electrochemical Society.
- 2003: U. R. Evans Award, British Corrosion Institute; Fellow, Institute of Corrosion (UK); Adjunct Professor, Massey University, New Zealand; Adjunct Professor, University of Nevada at Reno.
- 2004: Fellow, World Innovation Foundation.
- 2005: Fellow, ASM International.
- 2006: Fellow, International Society of Electrochemistry.
- 2007: Khwarizmi International Award Laureate in Fundamental Science
- 2007 - 2010 Trustee, ASM International.
- 2010: Appointed Chair Professor, King Fahd University of Petroleum and Minerals, Dhahran, Saudi Arabia.
- 2010: Recipient, Lee Hsun Research Award, Chinese Academy of Sciences, China.
- 2011: Inducted Doctuer Honoris Causa by INSA-Lyon, Lyon, France.
- 2011: Nominated for Nobel Prize in Chemistry.
- 2012: Awarded the Faraday Memorial Trust Gold Medal.
- 2013: Awarded the Gibbs Award in Thermodynamics by IAPWS
- 2014: Awarded the Frumkin Memorail Medal in Fundamental Electrochemistry by the International Society of Electrochemistry.
- 2015: Olin Pladium Award for Distinguish Contributions to the Field of Electrochemical or Corrosion Science

Patents

Canadian Patent #2,558,790 - Circuit for inhibiting corrosion of metal.
Relates to the apparatus and methods for generating surface currents on conducting bodies to inhibit corrosion.

Canadian Patent #2,474,444 - Method for inhibiting corrosion of metal.
The present invention generally provides a method for prevention of corrosion in a metal object by inducing either an AC or RF surface current over the entire surface of the metal object.

Canadian Patent #2,364,750 - Improved process and apparatus for preventing oxidation of metal.
An apparatus for prevention of corrosion in metal objects uses a capacitively coupled fastener or pad attached to a metal body being protected from corrosion.

US Patent #7,198,706 C1 - Method for inhibiting corrosion of metal.
The present invention generally provides a method for prevention of corrosion in a metal object by inducing either an AC or RF surface current over the entire surface of the metal object.

US Patent #6,875,336, #6,331,243, #6,046,515 - Process and apparatus for preventing oxidation of metal.
An apparatus for prevention of corrosion in metal objects uses a capacitively coupled fastener or pad attached to a metal body being protected from corrosion.

Taiwan Patent #I 359210 - Method for inhibiting corrosion of metal.
The present invention generally provides a method for prevention of corrosion in a metal object by inducing either an AC or RF surface current over the entire surface of the metal object.

China Patent #ZL 200510069527.0 - Method for inhibiting corrosion of metal.
The present invention generally provides a method for prevention of corrosion in a metal object by inducing either an AC or RF surface current over the entire surface of the metal object.

Hong Kong Patent #HK 1084982 - Method for inhibiting corrosion of metal.
The present invention generally provides a method for prevention of corrosion in a metal object by inducing either an AC or RF surface current over the entire surface of the metal object.

Other patents are pending worldwide.

Certifications

The Final Coat electromagnetic corrosion protection technology is certified by the following International regulatory authorities:

ECS Transactions, 19 (29) 55-74 (2009)
10.1149/1.3259799 ©The Electrochemical Society

Electromagnetic Induction Corrosion Control Technology (EICCT)

Digby D. Macdonald[1], Michael Lewis[2], Jason McLafferty[2], and Randy Peek[3]

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Department of Materials Science and Engineering
Pennsylvania State University
University Park, PA 16802

Tel: (814) 863-7772; Fax: (814) 863-4718; E-mail: ddm2@psu.edu

[2]Lewis Research & Engineering
13345 Market Ave. N.
Hartville, Ohio 44632
Tel: (330) 354-8101; E-mail: melewis@raex.com

[3]Randy Peek, CEO
Canadian Auto Preservation Inc.
390 Bradwick Drive
Concord, Ontario L4K 2W4
Canada
Tel: (905) 660-9615 Ex. 226; E-mail: randy@capfinalcoat.com

Over the past several years, a new corrosion control technology has been developed for protecting damaged, painted steel surfaces in contact with ambient atmospheres. The method makes use of electromagnetically-induced surface currents and, to date, the efficacy of the method has been demonstrated with painted, galvanized steel. While the exact mechanism of protection has yet to be thoroughly defined, the technique appears to work by the induced current inhibiting passivation of the zinc and hence maintaining the zinc in the active state. Accordingly, the active zinc is more effective in protecting the underlying steel, as a sacrificial anode, compared with passivated zinc in the absence of the electromagnetically-induced current. Thus, the technique is not a classical, impressed current cathodic protection system and no electrolyte is needed between an anode (which does not exist, anyway) and the damaged area. Experiments have demonstrated that the induced current is spread uniformly across the surfaces of complex shapes, such as automobile bodies, so that induction at a single point is effective in protecting the whole body, that the power consumption is very low, and possibly that the induced signal can be tailored to optimize the efficacy. To our knowledge, EICCT is a new, radically different corrosion control technology that may find extensive application in protecting metallic structures.

Third Party Corrosion Testing

Smither's Scientific Services Inc.

Independent Laboratory located in Akron, Ohio
Testing conducted in 1997 on BodyGard module (rebranded Final Coat in 2004)

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".

Test Methodology

- Test conformed with ASTM Standard D1654
- 35 days (800 hours) of exposure in corrosion chamber

Test Results

- "Unprotected panels…showed a marked degree of severe corrosion and rusting"
- "Scribes protected by BodyGard system were nearly corrosion free"

Protected sheet metal test panels and unprotected control panels are scribed and exposed to 800 hours of humidity @ 95°F.

Corrosion chamber simulates prolonged exposure to the harshest environments.

Underwriters' Laboratories of Canada

Independent laboratory located in Toronto
Conducted in accordance with ASTM Standard D1654

Test conducted: 2001
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. All panels were scribed.

Single Panel Test

- Two painted galvanized automotive sheet metal panels measuring 4 feet x 4 feet
- Only 1 of 2 panels was connected to Module.

Conclusion on Single Panel Test

- Panel connected to Module "showed no corrosion or rust"

Multiple Panel Test

- Four panels each measuring 4 feet x 4 feet connected by conductive wire

Conclusion on Multiple Panel Test

- "all panels showed no corrosion or rust"

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 1,000 hours of salt spray exposure.

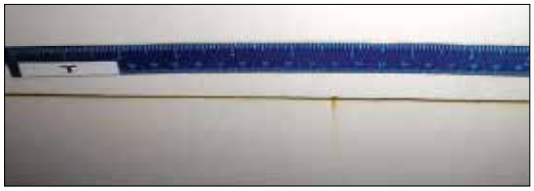
Third Party Corrosion Testing

CC Technologies

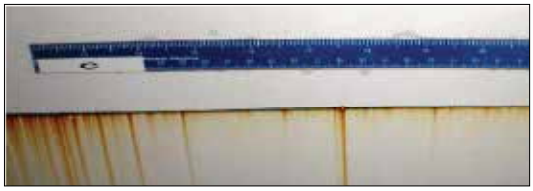
Independent laboratory, located in Dublin, Ohio

Test conducted: 2002-03 for the Canadian government's Competition Bureau
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 150 mV 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".



Test Panel (With a Final Coat Electronic Module)



Control Panel (Without Protection)

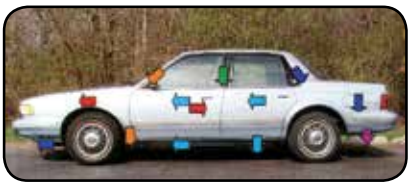
Ohio State University ElectroScience Laboratory

Test conducted: 2004 for the Canadian government's Competition Bureau
Type of Test: Test was done to measure "surface current" generated by the Final Coat Electronic Corrosion Module on a typical automobile and to determine whether the induced current is uniformly distributed across the vehicle surface.
Test Panel Size: 1994 Buick Century Automobile.

Top Currents

Driver's Side Currents

Passenger Side Currents



Test Results:

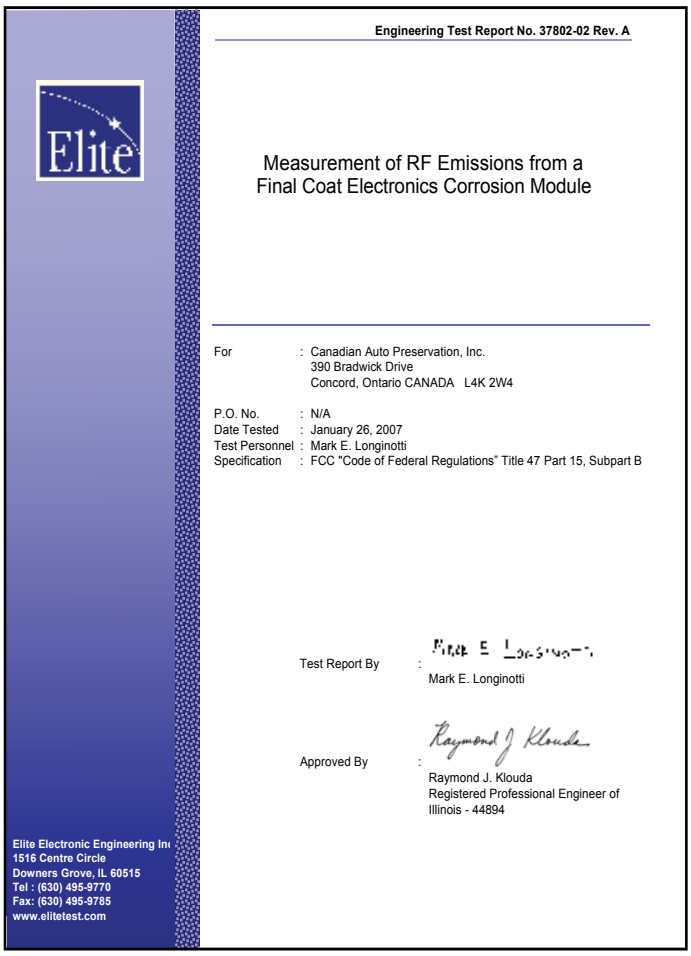
- Fifty-eight (58) points were measured on the vehicle, from the back to the front, from the top to the bottom.
- Current was found to be uniformly distributed across entire surface of vehicle. "...we have reliably and demons trably sensed surface current all over the surface of this test automobile".

Automotive Compliance Testing

Elite Electronic Engineering Inc.

Independent laboratory located near Chicago, Illinois

Test conducted: 2007
Type of Test: RF Emissions Measurement. To determine if the module meets the conducted and radiated emissions requirements of the FCC "Code of Federal Regulations."



Engineering Test Report No. 37802-02 Rev. A

Measurement of RF Emissions from a
Final Coat Electronics Corrosion Module

For : Canadian Auto Preservation, Inc.
390 Bradwick Drive
Concord, Ontario CANADA L4K 2W4

P.O. No. : N/A
Date Tested : January 26, 2007
Test Personnel : Mark E. Longinotti
Specification : FCC "Code of Federal Regulations" Title 47 Part 15, Subpart B

Test Report By : Mark E. Longinotti

Approved By : Raymond J. Klouda
Registered Professional Engineer of
Illinois - 44894

Elite Electronic Engineering Inc
1516 Centre Circle
Downers Grove, IL 60515
Tel : (630) 495-9770
Fax: (630) 495-9785
www.elitetest.com

Test Results: The module "did fully meet the conducted radio interference requirements of Section 15.107 and the radiated interference requirements of Section 15.109 of the FCC Code of Federal Regulations Title 47, Part 15, Subpart B for Class B equipment."

Test conducted: 2007
Type of Test: Electromagnetic Compatibility. To determine if the module compromises or interferes with automotive electrical systems.

Engineering Test Report No. 37802-01 Rev. A

Electromagnetic Compatibility Tests on a
Final Coat Electronic Corrosion Module

For Canadian Auto Preservation, Inc.
390 Bradwick Drive
Concord, Ontario, Canada L4K 2W4

P.O. Number Credit Card
Date Tested January 20 – 31, 2007
Test Personnel Derrick Gabalewicz, Mark Longinotti
Test Specification Commission Directive 2004/104/EC
ISO 16750-2:2006

Test Report By Derrick Gabalewicz

Requested By Mike Lewis
Canadian Auto Preservation, Inc.

Approved By Franklin E. Bowes
Senior EMC Engineer
NARTE® Certified: ATL-0183-E
EMC-001102-NT

Elite Electronic Engineering Inc.
1516 Centre Circle
Downers Grove, IL 60515
Tel . (630) 495-9770
Fax. (630) 495-9785
www.elitetest.com

Test Results: The module was compliant with requirements in all tests performed. "Compliant = Meets the broadband and narrowband emissions requirements specified in the Commission Directive 2004/104/EC test specification."

Key Benefits of the Electromagnetic Module

- Proven to reduce the rate of corrosion on automotive sheet metal by as much as 99.7%.
- Provides protection to areas that rust-inhibiting sprays cannot reach (e.g., roof, windshield pillars, door seams, outside surface areas, etc.)
- An eco-friendly alternative to petroleum-based chemical sprays, which gradually wash off into the environment and usually must be re-applied annually.
- The DEF-44005 heavy duty module protects Heavy Duty trucks exceeding 25 feet in length or 10,000 lbs GVWR, as well as larger commercial vans, RV's and motor homes.
- The patented Radio Frequency (RF) pulse-wave surface current generated by the module's effective, yet completely harmless to you and your vehicle.
- Most complete warranty coverage available. Coverage includes rust perforation (hole-in-the-metal) from the inside-out or outside-in, even if rust is the result of non-repaired stone chips, scratches or chipped paint.

FAQ

1. Will the Defender-plus electromagnetic corrosion module drain my car battery?

The DEF-44001 module draws only 7 milliamps, and the new DEF-44007 hybrid module draws zero milliamps from the vehicle battery since it is powered by its own 'C' batteries.

2. Can I transfer the Defender-plus electromagnetic corrosion module to my next vehicle?

Yes, any Defender module can be moved to another vehicle.

3. Has the Defender-plus electromagnetic corrosion protection technology been tested by independent, non-biased agencies or organizations?

Yes, the Defender-plus electromagnetic corrosion protection technology underwent extensive additional testing between 2002 and 2004 at the Canadian government's request. It was proven that it does indeed help to significantly inhibit corrosion. Tests proved a 98% to 99.7% reduction in corrosion on automotive sheet metal panels.

4. Why should I choose Electromagnetic corrosion protection over chemical sprays?

The Defender-plus electromagnetic corrosion module covers areas of your vehicle that traditional chemical sprays do not, such as the roof, areas above the window line, seams and much more. Sprays may contain harmful petroleum products that gradually wash off into the environment, and most chemical sprays must be re-applied annually.

5. My vehicle already has some rust. Will the Defender-plus corrosion module help?

Providing there is still metal, the module will help slow down the process of rust, even if there is rust present before installation.

Three proven modules. One patented technology.

DEF-44007

DEF-44001

DEF-44005

Toll Free: 1.800.971.6594
www.defenderplus.com