

**Judging by Canadian
songwriter Neil Young's lyrics
- Rust never sleeps - he'd obviously
never heard of CouplerTec.**

LONG TERM TEST

RUST DOES SLEEP

**18 months ago we fitted a CouplerTec electronic
rust proofing system to our country estate - the
venerable 70 Series and we can now say for sure,
rust can at least be anaesthetised if not stopped
in its tracks.**



**We've given rust
every opportunity
to do its worst.**

But first to re-cap. Rust is described as bare metal giving up electrons to oxygen, causing the metal to return to its original state which is ferric oxide. This means every stone chip, nut or bolt on your vehicle without a sufficient protective coating has the potential to



▲ *We fitted 6 charge pads to the cruiser's bodywork.*

rust and for that rust to spread like a cancer. CouplerTec suppresses the rusting process by adding more electrons (through electricity) to the vehicle than it is losing through rusting. We're told a minimum of 200 volts DC is needed to inhibit rust in a vehicle but the CouplerTec system goes well beyond that with approximately 400 volts DC delivered through complex internal circuitry.

▼ *Testing a monitored rust patch showed a high voltage cancelling electron loss.*



▲ *Before.*

▼ *18 months later.*



The only thing CouplerTec can't protect is any item on your vehicle insulated from an electrical charge like a roof rack attached to plastic roof rails.

You may have already guessed that the system works really well on our cruiser. Like most, I was initially sceptical about using something you can't see to fix a problem you can see, but I've seen rust develop to unmanageable levels before and eighteen months was more than enough time to prove CouplerTec's effectiveness.

We fitted 6 sensors to the vehicle - 2 in the engine bay, 2 on the cab and 2 on the canopy and stood back to watch the action. Luckily we had the foresight to take photos of rust spots we wanted to monitor and the results are absolutely no visible increase in rust at any of the monitored points.

Without any treatment, these points would have been significantly more advanced given we've spent a lot of time on the beaches of the southwest, crossed the Warren at the mouth,

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BRC

Before.



*18 months
later.*



driven Wagon more than once and Shark Bay about the same - not to mention skirting the occasional salt lake out east - yep, plenty of opportunity to turn our country estate into a veritable rust bucket. One aspect of the system that was crucial to the good result was the number of sensors fitted. Any less than the six fitted wouldn't give the coverage needed on a vehicle of this size. So if you're going down the CouplerTec path, more is better. Now all we have to do is remove the monitored rust and ensure that little green light on the control module keeps flashing and the integrity of the cruiser's bodywork should remain intact for many years to come.