



CC6020 / CC6010 CROMAX[®] MATT CLEAR SYSTEM



GENERAL

DESCRIPTION

Achieve excellent matt finish results quicker and easier than ever. CC6020 Chroma Matt System Clear & CC6010 Chroma Semi Matt System Clear make a match to every matt finish repair – even for the ultra-low gloss levels. With significantly shorter drying times, this best-in-class system also boosts body shop productivity.

- Suitable for the repair of modern ultra-matt OEM finishes
- Wide range of gloss levels from 5 to 65 Gloss Units at 60°
- Easy application in daily work routine
- Very good drying characteristics: 30 min at 140°F, 60°C
- Excellent homogeneous appearance
- Consistent, reproducible clearcoat results

The products referenced herein may not be available for sale in your market. Please consult your distributor for product availability.



MIXING

APPLICATION COMPONENTS

CC6020[™] Chroma Matt System Clear
 CC6010[™] Chroma Semi Matt System Clear
 AU175[™] Flattening Binder
 XK304[™] Activator, Standard (65°F, 18°C to 85°F, 26°C)
 XK306[™] Activator, Slow (85°F, 26°C +)
 AZ3375 Reducer, Standard

MIX RATIO

Stir the mixture of CC6020 and CC6010 thoroughly before adding activator and reducer.

WATERBORNE BASECOATS (CROMAX PRO OR CROMAX EZ)

MATRIX	ML1	ML2	ML3	ML4	ML5	ML6
Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)
Gloss Level at 60°	5-10 GU	11-15 GU	16-25 GU	26-35 GU	36-50 GU	51-65 GU
CC6020	80	65	45	40	20	0
CC6010	20	35	55	60	80	100
XK304/XK306	26.6	26.6	26.6	26.6	26.6	26.6
AZ3375	9.1	9.1	9.1	9.1	9.1	9.1



WATERBORNE BASECOAT LOW SIDE GLOSS

MATRIX	ML1 LOW SIDE GLOSS	ML1 LOW SIDE GLOSS
Weight (grams)	Weight	Weight
Gloss Level at 60°	5-10 GU	5-10 GU
CC6010	60	75
AU175	40	25
XK304	26.6	-
XK306**	-	26.6
AZ3375	9.1	9.1

****Recommended for large repairs at high temperatures above 85°F (>30°C).**

SOLVENT BASECOAT (CROMAX XP)

Activation option: For optimum performance, add 1 oz of clearcoat activator per RTS quart of Cromax XP basecoat

MATRIX	ML1	ML2	ML3	ML4	ML5	ML6
Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)	Weight (grams)
Gloss Level at 60°	5-10 GU	11-15 GU	16-25 GU	26-35 GU	36-50 GU	51-65 GU
CC6020	100	70	50	45	30	10
CC6010	-	30	50	55	70	90
XK304/XK306	26.6	26.6	26.6	26.6	26.6	26.6
AZ3375	9.1	9.1	9.1	9.1	9.1	9.1

SOLVENT BASECOAT LOW SIDE GLOSS

MATRIX	ML1 LOW SIDE GLOSS	ML1 LOW SIDE GLOSS
Weight (grams)	Weight	Weight
Gloss Level at 60°	5-10 GU	5-10 GU
CC6010	50	65
AU175	50	35
XK304	26.6	-
XK306**	-	26.6
AZ3375	9.1	9.1

****Recommended for large repairs at high temperatures above 85°F (>30°C).**



POT LIFE - 70°F (21°C)

1 hr 15 min - 1 hr 30 min

VISCOSITY

15 - 19 seconds at 68°F/20°C, DIN 4



APPLICATION

SUBSTRATES

Cromax® Pro™ Basecoat
Cromax® EZ™ Basecoat
Cromax® XP™ Basecoat
Properly prepared OEM clearcoat and topcoat.

SURFACE PREPARATION

For application over a properly prepared basecoat repair:
• Allow basecoat to dry according to directions for use.

Old or original paintwork must be well sanded and cleaned.

Material must be at room temperature (65°F-75°F (18-25°C)) before use.

GUN SETUP

HVLP	1.3-1.4mm fluid tip
Approved Transfer Efficiency	1.3-1.4mm fluid tip

AIR PRESSURE

HVLP	8-10 psi at the gun cap
ATE, approved transfer efficiency	26-29 psi

APPLICATION

Apply 2 coats. Flash 15 minutes between coats at 70°F (20°C).

Tips for Success

- Material must be at room temperature (65°F-75°F (18-25°C)) before use.
- Hand stir material thoroughly. Sedimentation in the can will lead to a gloss shift, so that the expected and required gloss level is not achieved.
- Surplus ready-for-use material should not be returned to the original can.
- Following an initial hand stirring, each individual matt clear can be fitted with a mixing lid and placed on the mixing machine.
- Always mix fresh products before application and strictly adhere to the specified product adjustments. Product mix should be done by weight to ensure the highest accuracy.
- Please consider that the gloss level can vary and is also dependent on the color being used.
- Because of this, we recommend defining the best matching gloss level by producing spray-out cards relevant to the vehicle being repaired.
- Compare the spray-out cards to the vehicle being repaired to confirm color and gloss level accuracy. This should be done in daylight conditions where possible.
- When applying on plastic/flexible substrates, there is no need for additional elastification.
- Each coat must be applied evenly to ensure a uniform closed film. Dry applications can lead to patchiness of the surface.
- It is required to work as clean as possible during all steps of the repair. Dust inclusions cannot be removed from the dry film by sanding and polishing.
- Allow sufficient time for pre-heating up to panel temperature during the forced drying process.
- Forced drying is the preferred drying method and gives the most stable and consistent reproducibility. Air dry overnight is possible but might lead to gloss deviations.
- Clearcoat fading/blending is not possible.
- Freshly painted substrates should be handled with care.



- The use of UV drying undercoats is not recommended and must be avoided when making repairs with the Cromax Matt Clear System.
- The use of activator/reducer combinations other than those recommended will impact the gloss level and final result.
- Close can of hardener tightly immediately after use, as this product will react with humid air and water and lose its hardening effect.
- Please refer to the Matt Level (ML) information given for individual color formulas within ColorNet®.

MATTE COLORS – IMPORTANT APPLICATION ADVICE

Cromax Pro Basecoat:

When applying Chroma Matt Clear System onto Cromax Pro Basecoat, all repair panels must be fully coated with either colored Cromax Pro Basecoat or Cromax Pro Basecoat Blender and flashed off. To avoid any gloss differences across the repair job, you must not leave any area uncoated. This process applies to all Cromax Pro Basecoat colors (solids and effects).

Please refer to the dedicated Matrix table for the appropriate mixing ratio of the matt clear system and required gloss level.

Cromax EZ Basecoat:

When applying Chroma Matt Clear System onto Cromax EZ Basecoat, all repair panels must be fully coated with either colored Cromax EZ Basecoat or Cromax EZ Basecoat Blender and flashed off. To avoid any gloss differences across the repair job, you must not leave any area uncoated. This process applies to all Cromax EZ Basecoat colors (solids and effects).

Please refer to the dedicated Matrix table for the appropriate mixing ratio of the matt clear system and required gloss level.



Cromax XP Basecoat:

When applying Chroma Matt Clear System onto Cromax XP Basecoat, all repair panels must be fully coated with either colored Cromax XP Basecoat or Cromax XP Blender and flashed off. To avoid any gloss differences across the repair job, you must not leave any area uncoated. This process applies to all Cromax XP Basecoat colors (solids and effects). Please refer to the dedicated Matrix table for the appropriate mixing ratio of the matt clear system and required gloss level.



Old or original paintwork/clearcoat, well sanded and cleaned:

When applying Chroma Matt Clear System onto this substrate, it should be fully cured, well sanded, and thoroughly cleaned.

If newly applied basecoat has been overcoated with a normal gloss clear, it must be thoroughly dried, sanded, and cleaned prior to overcoating with the Matt Clear System.

Please refer to the dedicated Matrix table for the appropriate mixing ratio of the matt clear system and required gloss level when used on sanded old or original paintwork/clearcoat.



DRY TIMES

FORCE DRY

Flash before Force Dry:

Cycle Time:

15 minutes at 70°F (20°C).

25 (XK304) to 35 (XK306) minutes at 140°F/60°C





CLEANING, CARE, AND MAINTENANCE

CLEANING OF THE MATT FINISHES.



Matt finishes require special maintenance when compared to coatings that use a gloss clearcoat. Conventional, common a treatment of this special coating can lead to irreparable damage to the matt surface. This guideline is to help the car owner use the correct care to keep the matt finish in a uniform and flawless condition over time.

On heavily soiled matt finishes, first remove dust and coarse dirt by cleaning the surface carefully. The use of a high-pressure cleaner is possible with care. Please refer to the specific OEM guideline for the vehicle being repaired. The nozzle must be held at a distance of more than 30 cm from the object.

Do not remove contaminants by using a dry cloth, as this may cause severe damage to the surface.

Remove stubborn traces of insects or bird droppings by first spraying with water. If these residues remain after washing the use of insect removers or special cleaner for matt finishes with a micro fibre cloth is recommended.

Tar spots or splashes can be removed by using a commercial tar remover or silicone remover. Proceed carefully by using a micro cloth and without excessive pressure.

Greasy or oily substances and fingerprints should be removed immediately. The use of 3M Glass Cleaner 08631 or special cleaners for matt finishes like SwissVax products should be used. Spray on the affected area and wipe off gently by using a soft micro fibre cloth. Do not try to remove any stubborn contaminants by rubbing the area with pressure, as this will cause patches with increased gloss which cannot be reversed.

After removing contamination start the washing process by rinsing the vehicle with plenty of clean water.

Washing the vehicle by hand using a soft sponge or micro fibre cloth is recommended.

Please use a neutral detergent or car wash product specifically developed for matt finishes. Make sure that the washing agent does not contain any wax or polish ingredients as this may lead to unevenness on the matt finishes.

Rinse the vehicle again with plenty of clean water and dry with a leather cloth or soft micro fibre towel.

Please follow the manufacturer instructions of the cleaning product used.



DO'S AND DONT'S



Do not apply any polish or wax compounds for gloss surface matt finish, as this will cause blotchy patches. Protect matt f from environmental influences by using products which are s developed for matt finishes only and always adhere to the manufacturers guidelines.

Even if some OEMs allow the use of an automatic carwash, washing by hand is preferred. This is due to the quality of br cleaning agents in use and program settings being unknown repeated use over time result in gloss differences appearing finish.

When hand washing your vehicle, do not use the same spon wheels and painted surfaces, as hard dirt particles or little st penetrate into your sponge and can leave surface scratches matt paint.

Do not apply any adhesive labels, stickers or similar items to paint surface, as adhesive residues can damage the paint fil The use of magnetic signs should be avoided, as this can le scratches in the matt paint surface.

Rubbing with high pressure to remove any contamination on surface should be avoided as this will cause patches with inc gloss which cannot be reversed.

In order to avoid water spots, please do not let the vehicle ai Always dry the car by using a damp leather cloth or soft micr towel. Do not wash the car in direct sunlight and ensure that surface is not hot.

Because environmental influences and weathering can impa appearance of the matt paint over time, the use of special m waxes, e.g. SwissVax could be considered to refresh the loo matt surface. These kind of products can also be used to ad of freshly applied matt surfaces to adjacent old paint work. If apply the special matt finish wax to the adjacent old paint wc equalize the appearance of both surfaces.

Slight irritations, marring or fingerprints caused during the re process of the freshly applied matt finish, can be removed by 3M Glass Cleaner 08631 or 3M Finish Control Spray 55535 i affected area and wipe off with a clean micro fiber cloth.

Do not touch the freshly applied matt paint until it is complete and cooled down. Touching the still warm surface might leav prints or patches in the surface. The vehicle must not be poli

These recommendations and guidelines are not exhaustive i cover all different OEM recommendations, we suggest that y the specific OEM manuals for care and maintenance of the c finish in place.



SURFACE PREPARATION FOR IRUS SCAN MEASUREMENT

Having a clean surface is essential to carry out the Irus Scan measurement. With matt finishes you can't simply polish the surface to remove any scratches or oxidation which is on the surface.

When the car is thoroughly cleaned (please follow our recommendation for cleaning of matt finishes), it is recommended to look for an area which is:

- As close to the repair as practically viable
- Undamaged and free of scratches
- Free of surface contamination as possible

When you have determined your chosen area, remove any initial and remaining contamination using 200™ Silicone Remover Slow, 220™ Silicone Remover Low VOC, 210™ Silicone Remover Water, or 205A™ Silicone Remover Spray.

Follow this by using a cleaning product developed for matt finishes, e.g. SwissVax products.

The final step is to make the surface ready for measuring by a final clean with 220™ Silicone Remover Low VOC, or 210™ Silicone Remover Water.

Always use a soft cleaning or microfiber cloth. Do not use hard paper cloth as this may leave fine scratches in the surface of the matt finish.



PHYSICAL PROPERTIES

All Values Ready to Spray

Recommended Dry Film Thickness: 1.8-2.4 mils in 2 coats

Flash Point: See SDS

Max. VOC (LE): 4.14 lb/gal (496 g/L)

Max. VOC (AP): 3.52 lb/gal (422 g/L)

Avg. Gallon Weight: 8.07 lb/gal (970 g/L)

Avg. Wt. % Volatiles: 56.00%

Avg. Wt. % Water: 0.00%

Avg. Wt. % Exempt Solvent: 12.42%

Avg. Vol. % Water: 0.00%

Avg. Vol. % Exempt Solvent: 15.06%

VOC REGULATED AREAS

These directions refer to the use of products which may be restricted or require special mixing instructions in VOC regulated areas. Follow mixing usage and recommendations in the VOC Compliant Products Chart for your area.



SAFETY AND HANDLING

For industrial use only by professional, trained painters. Not for sale to or use by the general public. Before using, read and follow all label and MSDS precautions. If mixed with other components, mixture will have hazards of all components.

Ready to use paint materials containing isocyanates can cause irritation of the respiratory organs and hypersensitive reactions. Asthma sufferers, those with allergies and anyone with a history of respiratory complaints must not be asked to work with products containing isocyanates.

Do not sand, flame cut, braze or weld dry coating without a NIOSH approved air purifying respirator with particulate filters or appropriate ventilation, and gloves.

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In the United States:
1.855.6.AXALTA
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In Canada:
1.800.668.6945
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