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ENVIROSEAL LAS-320™
Technical Product Information

DESCRIPTION
LAS-320™ is manufactured exclusively by Enviroseal and is a proprietary non-asphaltic emulsion seal coat / preservative material that contains inorganic co-polymers. It is an environmentally friendly product that has a VOC (Volatile Organic Content) of 94 grams per liter and does not contain PAH (Poly Aromatic Hydrocarbons) or other harmful chemicals. It dries fast, will not track, and provides long term protection against premature HMA degradation from Ultra Violet, Fuel or chemical damages. LAS-320™ molecularly bonds with an oxidized asphalt surface extending the life cycle of HMA ten years or more with just one application.

AREAS OF APPLICATION
LAS-320™ can be used to seal Hot Mix Asphalt (HMA) pavement surfaces from weathering, water intrusion, and freeze/thaw damage, while providing a fuel-repellant pavement surface. LAS-320™ can be applied to a HMA pavement by spray or manually with a broom and small areas can be brushed or rolled.

PHYSIOGRAPHIC FACTORS
LAS-320™ can be applied with a bituminous distributor, other spray devices, or push brooms by hand. Typical application rates average 100 ft2/p/gal or 2.46 liters/M2 depending upon pavement surface conditions. The sealer is classified as a non-hazardous material by the U.S. Environmental Protection Agency and is nontoxic, non-flammable, and environmentally safe. It can wear off of the surface stones in the asphalt but remains on and in the asphaltic material. This chemical interaction with the asphalt prevents intrusion of petroleum chemicals, acid, and water with minimal surface color degradation after five years. This degradation is a direct result of surface wear of the aggregate material in the asphalt mix. The protection continues to be effective at elevations below the top wearing surface. Most damage to asphalt surfaces is related UV deterioration and petroleum-based fuel spills. LAS-320™ was specifically formulated to prevent the destruction from both of these conditions.

DRY TIME
Drying time will vary due to atmospheric conditions, usually from 10 to 40 minutes depending on ambient conditions. Enviroseal recommends that the surface not be used for 24 hours so that the protectorant can cure properly. Striping can be done within the first hour.

SKID RESISTANCE
When additional skid resistance is required, a sand sized aggregate can be manually broadcast over the freshly applied mixture while still wet. Tests using slag steel sandblasting medium like Black Beauty 40 / 60 grit which is very effective and economical to use.

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APPLICATION TEMPERATURE/CONDITIONS

Normal spray application temperatures range from 40° f (4.5° c) to 130° f (60° c). Surface must be dry and free of dirt, debris and any contaminants that could inhibit adsorption into surface.

LAS-320™ SUPPLY/PACKAGING

LAS-320™ is supplied in both "Ready To Use" (RTU) and Concentrate formulations. The RTU is packaged in consumer friendly 5-gallon pails, 55-gallon drums, and 275- gallon IBC totes. LAS-320™ Concentrate is made to order and mixed one part water to one part product and only available in drum and tote volume. LAS-320™ is shipped from our manufacturing facility in New Castle, PA.

SHELF LIFE/STORAGE

Do not store over 130° f (60° c) or below 32° f (0° c). For storage in excess of six months, the product must be agitated. Typical shelf life is one year in original unopened container tightly sealed.

LONG TERM CONSIDERATIONS

Long-term performance studies have shown excellent protection against premature degradation of HMA. In more than two years of US military studies, LAS-320™ provides a uniformly black appearance with no noticeable defects and is considered a "Fuel Resistant" (FR) coating by the FAA.

HISTORY

Originally developed by our team of researchers in 1997 and evaluated by US Military for use in airfield applications and LAS-320™ has been successfully used since July of 1998 in both Civilian and Military projects. Airfield applications include the Egyptian military, secondary fuel containment on Diego Garcia Naval Air Station, secondary fuel containment at Fort Bliss, Texas, USAF Vandenberg AFB, California, MacDill AFB, Florida, McGuire AFB, New Jersey, NATO AFB, Poland, Pearson International Airport, Toronto, Soldotna and Kenai regional airports in Alaska, and several others.