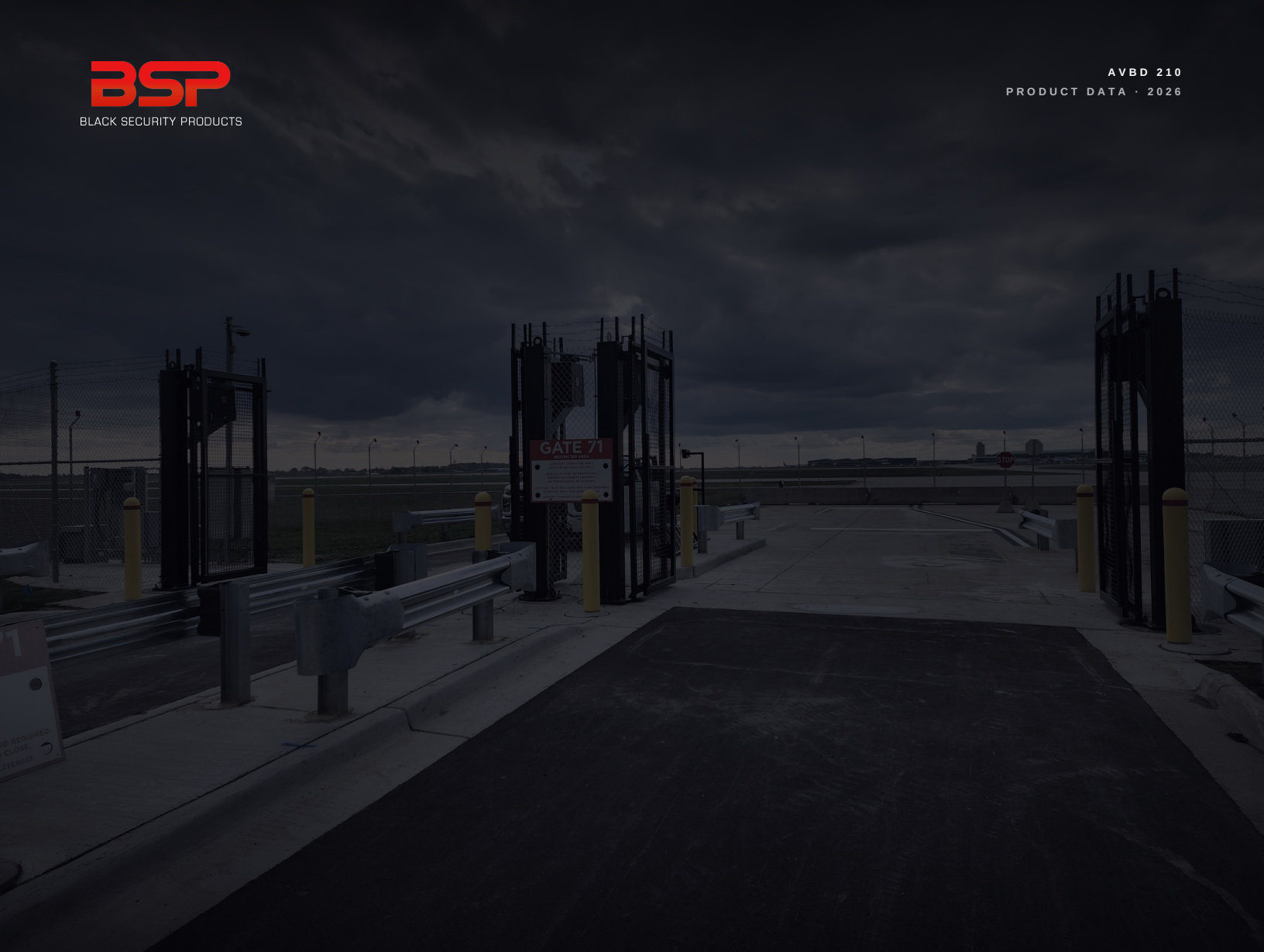




BLACK SECURITY PRODUCTS

AVBD 210

PRODUCT DATA · 2026



BI-FOLDING SPEED GATE

HIGH-THROUGHPUT VEHICLE ACCESS CONTROL

Seventy-five percent open in four seconds, fully open in seven. Clear widths to 30 ft and heights to 16 ft, on two drilled piers — with none of the run-back a slide gate needs or the swing radius a swing gate needs.

3-YEAR WARRANTY

UL 325 · UL 991

MADE IN THE USA

30 FT CLEAR SPAN

A GATE THAT ISN'T IN YOUR WAY.

Sliding and swinging gates both want ground the site rarely has — a slide needs a run-back alongside the opening, half as long again as the opening itself; a swing needs a clear radius inside the fence. A bi-fold asks for about eight feet either side and nothing beyond the fence line.

It is also faster, for the same reason. **Two short leaves move through less arc than one long one**, so the lane clears sooner — and the gate that fits the tightest site is also the one that holds up traffic least.

That is the whole argument, and page 5 draws it to scale.



Bi-folding speed gate at a controlled vehicle entry — leaves folded clear of the lane.

WHY 75% MATTERS MORE THAN 100%

The gate is **75% open in four seconds**. A driver does not wait for the last quarter — they are moving once the lane is clear, which is what actually sets throughput at a busy entry point.

4s

TO 75% OPEN
FULLY OPEN IN 7

30'

MAXIMUM
CLEAR WIDTH

16'

MAXIMUM
LEAF HEIGHT

24/7

CONTINUOUS
DUTY CYCLE

SPECIFIED & DEPLOYED FOR

Entry control points & ACPs
Airports & seaports
Military installations

Data centers & network facilities
Electric utilities & substations
Chemical & petroleum facilities

Ports, rail & logistics yards
Water treatment facilities
Corporate & institutional campuses

UL 325 (2018)

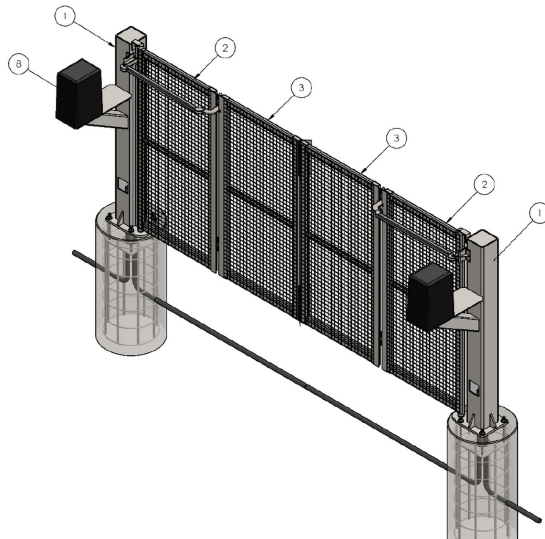
UL 991

CONTINUOUS DUTY

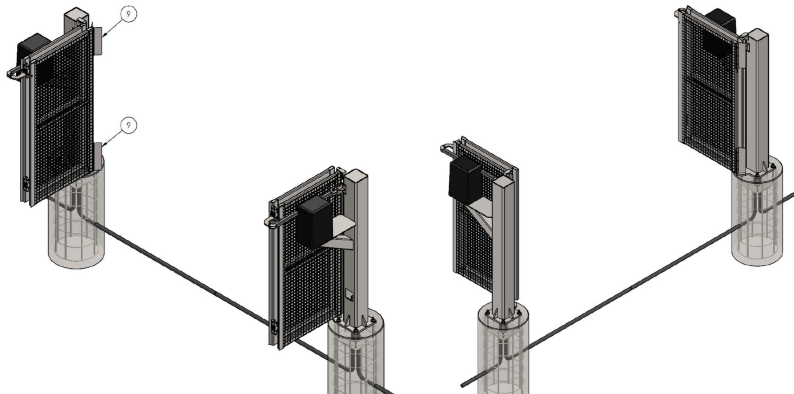
3-YEAR COMMERCIAL WARRANTY

The Bi-Folding Speed Gate is an access control product. It is not crash rated. Where a vehicle barrier rating is required, pair it with the BSP Passive Cable Barrier or M30 P1 Drop Arm — see page 10.

NINE PARTS. TWO OF EACH.



General assembly, gate closed — item numbers correspond to the schedule at right. Bi-parting, with mirrored halves meeting at the center of the opening.



Opening sequence — each leaf folds against its own post, clear of the lane.

AT A GLANCE

Configuration	Bi-parting, two mirrored halves
Clear width	Up to 30 ft
Leaf height	Up to 16 ft
Systems	Cantilever or track
Infill	Mesh, picket, chain link, iron or solid
Foundation	Drilled pier, one per post — engineered
Duty cycle	Continuous

1 Post Assembly

Carries the leaves and houses the drive. One drilled pier per post.

2 Leaf A inner

The driven leaf, hinged to the post. Half the span, so half the arc of a swing gate.

3 Leaf B outer

Folds back against Leaf A rather than sweeping the lane. This removes the swing radius.

4 Geared Drive Hinge

Transfers drive into the fold — both leaves move as one motion, not two.

5 Geared Non-Drive Hinge

Carries the fold at the outer leaf and keeps it square through the cycle.

6 Post Hinge Bracket

Sets the hinge line and transfers leaf load back into the post.

7 Stretcher Arm

Holds the fold geometry so the leaves track together, open and closed.

8 Gate Operator

24 VDC brushless, ½ HP, 60:1 gearbox. Continuous duty, with quick-release arm.

9 Centering Bracket

Aligns and seats the two halves where they meet at the closed position.

BI-PARTING BY DESIGN

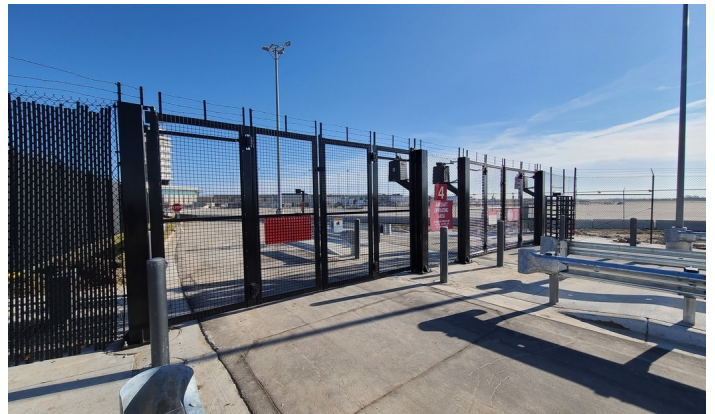
Every item on the schedule is specified **×2** — two posts, two operators, two of each hinge. A 30 ft opening is two 15 ft assemblies rather than one 30 ft cantilever, which is what keeps the leaves short and the cycle fast.

SEVENTY-FIVE PERCENT IN FOUR SECONDS.

Gate speed is usually quoted as a full cycle, which is the number that matters least. A driver does not wait for the last quarter of travel — they move as soon as the lane is clear. What sets throughput at a busy entry point is **how quickly the opening becomes usable**, not when the leaves stop.



Closed — the two halves meet at the center of the opening.



Open — both leaves folded clear, lane fully usable.

THE CYCLE

0 seconds

Closed and latched. Two mirrored halves meeting at the center of the opening, with the centering bracket holding alignment.

4 seconds

Seventy-five percent open. The lane is usable and a vehicle at the head of the queue is already moving.

7 seconds

Fully open on cantilever systems; eight seconds on tracked systems. Leaves folded flat against their posts.

4s

TO 75%
OPEN

7s

FULL CYCLE
CANTILEVER

8s

FULL CYCLE
TRACKED

50

CYCLES ON
BATTERY BACK-UP

RATED FOR THE TRAFFIC IT SEES

Continuous duty is not a marketing word — it means the operator is not on a rest cycle. At an entry point running hundreds of movements a day, a duty-limited operator is the component that fails first.

WHEN POWER FAILS

Battery back-up	Up to 50 cycles
Solar	36 VDC compatible
Manual release	Quick-release arm

THIRTY FEET OF GATE. SIXTEEN FEET OF GROUND.

Every gate type asks the site for something. A cantilever slide wants a run-back alongside the opening. A double swing wants a clear radius inside the fence. A bi-fold wants eight feet either side — and nothing at all beyond the fence line.

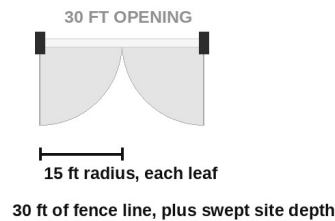
CANTILEVER SLIDE

Run-back alongside the opening



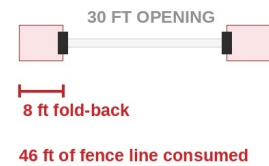
DOUBLE SWING

Clear radius swept inside the site



BSP BI-FOLDING

Each leaf folds against its own post



Plan view, common scale, 30 ft clear opening. Alternative-gate figures are typical industry geometry, not manufacturer-specific.

WHAT THAT MEANS ON A REAL SITE

Retrofit without rebuilding

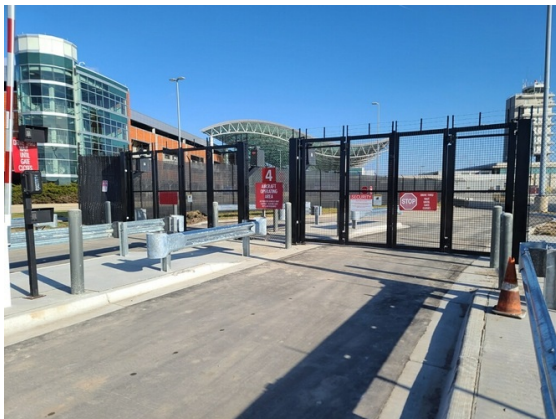
Most entry control points were laid out before anyone specified a gate. Sixteen feet of fence line is usually available; forty-five is usually not.

Nothing swept inside

The leaves never enter the site. Guard booths, islands, canopies and inspection areas stay where they are, because no ground behind the fence has to stay clear.

Wider openings stay possible

Because the fold-back does not scale with the opening the way a slide run-back does, a 30 ft clear width is a practical specification rather than a site constraint.



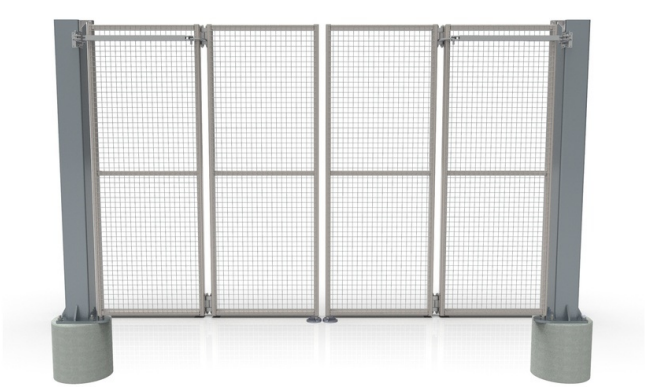
Installed on a constrained urban approach.

THE FOLD IS THE WHOLE IDEA

A swing gate leaf is as long as half the opening, so it sweeps an arc as deep as it is long. A bi-fold splits that leaf in two and folds it against itself, so the same opening is cleared by a leaf half the length — moving through a quarter of the swept area, in less time.

BUILT TO THE FENCE YOU HAVE.

The gate is a frame and an infill. Specify the infill to match the fence line either side of it and the opening reads as part of the perimeter rather than as a piece of equipment dropped into it.



Standard welded mesh infill shown. Frame and infill are specified independently.

RANGE	
Clear width	Up to 30 ft
Leaf height	Up to 16 ft
Systems	Cantilever or track
Configuration	Bi-parting
Duty cycle	Continuous
Temperature	−40 °F to 160 °F

INFILL OPTIONS

Welded mesh	Standard. Anti-climb, high visibility through
Security picket	Palisade or picket to match SecurePale™
Chain link	Matches existing chain link perimeters
Ornamental iron	Civic and campus frontages
Solid steel	Where sightline through the opening is not wanted

FINISH

Hot-dip galvanized	Standard
Powder coat	Over galvanizing
PVC coated	Coastal and high-humidity sites
Custom colors	To match an existing perimeter
Enclosures	NEMA / IP67



Mesh infill on a cantilever system, gate open.

CANTILEVER OR TRACK

Cantilever systems carry the leaf entirely on the post — nothing crosses the driving surface, so there is no track to keep clear of debris, ice or snow. Tracked systems take the load at grade instead, for the tallest and heaviest leaf configurations. Cantilever cycles a second faster.

SAME SEVEN SECONDS. MORE OF EVERYTHING ELSE.

Cycle time is where folding gates converge — everyone quotes seven seconds. The differences are in how wide and how tall the gate can be built, and in what has to be added on. Every figure below is from each manufacturer's own published literature.

	BSP BI-FOLDING AVBD 210	WALLACE PDXT SERIES	WALLACE PDTT SERIES
Maximum clear width	30 ft	23 ft	24 ft
Maximum height	16 ft	10 ft	16 ft
Opening speed	7 sec · 75% in 4 sec	7 sec	7 sec
Battery back-up	Standard — up to 50 cycles	Add-on	Add-on
Solar capability	36 VDC solar	Not stated	Not stated
Supply voltages	24 V · 115 / 230 / 480 VAC 1 PH	208–240 V 1 PH	208–240 V 1 PH
Duty cycle	Continuous	Not stated	Not stated
Temperature range	–40 °F to 160 °F	Not stated	Not stated
Infill options	Mesh · picket · chain link · iron · solid	Not stated	Not stated
Published warranty	3 years commercial	Not stated	Not stated

Compiled from published manufacturer literature: BSP Bi-Folding Speed Gate product data and submittal drawing; Wallace Perimeter Security Folding Gates brochure, PDXT and PDTT Series specification table. "Not stated" means the figure does not appear in the literature reviewed — it is not a claim that the capability is absent. Verify against current literature before specifying.

WHAT THE DIFFERENCES ACTUALLY MEAN

Seven more feet of opening

30 ft against 23. A wider clear opening is what lets an entry point take articulated and oversize vehicles without a second lane.

Height without a top track

16 ft is available on the cantilever system, so nothing crosses the driving surface to reach it.

Back-up as standard

Battery back-up is in the base gate, not an add-on line item. A gate that stops working in an outage is a gate that has to be manned.

RUNS ON WHAT THE SITE HAS.

Entry points are rarely built around a gate's requirements. This one takes single-phase power from 24 volts to 480, runs on solar where there is no service at all, and carries battery back-up in the base specification rather than as an option.

POWER		CONTROL & SAFETY	
Supply	24 V, or 115 / 230 / 480 VAC single phase	Standards	UL 325 (2018) and UL 991
Circuit	20 A dedicated	Safety devices	Accepts any device on the market
Solar	36 VDC panel — no site service required	Control systems	Interfaces with any manufacturer's system
Battery back-up	Up to 50 cycles	Credentials	Keypad, proximity card, push-button
Motor	24 VDC brushless, ½ HP	Mobile	Smartphone and remote operation
Gearbox	60:1 reduction	Signals	Traffic signals and warning devices
Duty cycle	Continuous	Enclosures	NEMA / IP67
Emergency release	Quick-release arm, no tools	Temperature	-40 °F to 160 °F

THREE THINGS WORTH SPECIFYING FOR

Open protocol, not ours

The gate interfaces with whatever access control the facility already runs. There is no proprietary head end to buy and no reason to replace a working credential system.

Power-loss behavior

Battery back-up carries up to 50 cycles. Beyond that the quick-release arm lets a guard clear the lane by hand, without tools.

UL 325 and UL 991

Compliance is the gate operator's safety and reliability standard. It is what an authority having jurisdiction will ask for at inspection.



Post-mounted drive and hinge assembly.

THE OPERATOR SITS IN THE POST

The drive is carried on the post assembly rather than in a separate roadside cabinet, so the equipment footprint is the post itself. Nothing extra to protect from traffic, and nothing extra taking ground at the lane edge.

TWO PIERS. NOTHING ACROSS THE LANE.

Each post sits in its own drilled pier — a shop-assembled cage dropped in and poured. On cantilever systems that is the entire civil scope, because nothing crosses the driving surface: no track to set level, keep clear of debris, or thaw in winter. **Pier size is engineered for the gate, not taken from a catalog.**

WHAT THE CONTRACTOR ACTUALLY DOES

1. Drill one pier per post, either side of the opening.
2. Drop in the shop-assembled reinforcing cage and set the post plumb.
3. Pour and bring to grade. Earth-formed — no forms to build or strip.
4. Hang the leaves, connect the operator and set the limits electronically.

CIVIL SCOPE

Piers	Two — one per post
Pier size	Engineered per project
Reinforcing cage	Shop-assembled to the design
Formwork	None — earth-formed
Track	Cantilever: none
Swept site depth	None
Issued with order	Stamped foundation design



Post assembly and drive, set on its pier at the edge of the lane.

WHY NOTHING CROSSES THE LANE

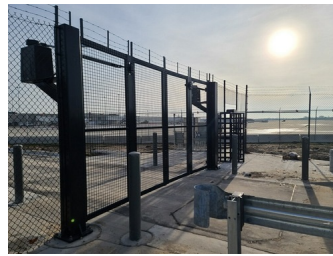
A cantilever system carries the leaf entirely on the post. There is no ground track through the driving surface to fill with grit, ice or snow, and no rail for a heavy vehicle to load. Tracked systems are available where leaf height and weight call for them, taking the load at grade.

SIZED FOR YOUR GATE, NOT A CATALOG

A 12 ft leaf and a 30 ft leaf do not load a foundation the same way. BSP engineering calculates pier size for the specified gate and the site's conditions, and issues the foundation design with the order — so the contractor pours to a drawing for that opening, not to a generic detail over-built to cover every case.

WHERE THE QUEUE IS THE PROBLEM.

The bi-folding gate belongs at openings that cycle constantly and cannot afford to hold traffic — airport service roads, port and rail yards, data-center and utility entrances, and any approach where the ground beside the gate is already spoken for.



Installed bi-folding speed gates at controlled vehicle entry points.

INDUSTRIES & FACILITIES SERVED

Airports & air cargo facilities

Seaports & marine terminals

Rail yards & intermodal hubs

Public transportation depots

Data centers & network facilities

Electric utilities & substations

Water & wastewater treatment

Chemical & petroleum facilities

Entry control points & ACPs

Corrections & secure institutions

Police & courthouse facilities

Corporate & institutional campuses

PART OF A BSP PERIMETER

The Bi-Folding Speed Gate controls the opening. Where the opening also needs a vehicle barrier rating, it pairs with the BSP **M30 P1 Drop Arm** at the lane and the **Passive Cable Barrier** along the boundary either side — all crash tested to ASTM F2656 and listed on the DoD Anti-Ram Vehicle Barrier List.

ACCESS CONTROL, NOT A CRASH BARRIER

The Bi-Folding Speed Gate is not crash rated and BSP does not present it as one. It controls who passes and how fast the lane clears. Where the threat is a vehicle that will not stop, specify it alongside a rated barrier rather than in place of one.

SITE ASSESSMENT

BSP provides free site assessments. Our team reviews the approach, available ground, traffic volume and power before specifying width, system and controls.

sales@blacksp.com

(512) 926-0800

blacksp.com/contact

SPECIFICATIONS & STANDARDS.

SYSTEM	
Configuration	Bi-parting, two mirrored halves
Clear width	Up to 30 ft
Leaf height	Up to 16 ft
Systems	Cantilever or track
Opening — cantilever	7 seconds · 75% in 4 seconds
Opening — tracked	8 seconds
Duty cycle	Continuous
Foundation	One drilled pier per post
Pier size	Engineered per gate size and site
Reinforcing cage	Shop-assembled to the design
Foundation design	Issued with order
Motor	24 VDC brushless, ½ HP
Gearbox	60:1 reduction
Supply	24 V, or 115 / 230 / 480 VAC 1 PH
Circuit	20 A dedicated
Solar	36 VDC panel
Battery back-up	Up to 50 cycles
Operating temperature	–40 °F to 160 °F
Infill	Mesh, picket, chain link, iron or solid
Finish	Galvanized; powder coat, PVC or custom
Warranty	3 years commercial
Origin	Manufactured in the United States

STANDARDS & COMPLIANCE

UL 325 (2018)	Gate and door operators
UL 991	Safety-related controls
NFPA 70	National Electrical Code
NEMA / IP67	Enclosure protection
Buy American	Compliant

SECTION 32 31 00 BI-FOLDING SPEED GATE

PART 2 — PRODUCTS

2.01 MANUFACTURER

The bi-folding vehicle gate shall be the Bi-Folding Speed Gate, AVBD 210, manufactured by Black Security Products, LLC, Houston, Texas. Clear opening [] ft; leaf height [] ft.

2.02 PERFORMANCE

- A. The gate shall be bi-parting, with each half comprising two leaves folding against the gate post.
- B. The gate shall reach 75 percent of the clear opening within 4 seconds and full open within 7 seconds on cantilever systems, 8 seconds on tracked systems.
- C. The operator shall be rated for continuous duty.
- D. The gate shall require no clear radius within the site and no run-back beyond approximately 8 ft either side of the opening.

2.03 MATERIALS

- A. Infill shall be [welded mesh] [security picket] [chain link] [ornamental iron] [solid steel].
- B. Finish shall be hot-dip galvanized, with [powder coat] [PVC coating] [custom color] as scheduled.
- C. Each gate post shall be set in a drilled pier. The manufacturer shall provide a foundation design calculated for the specified gate size and the project's site conditions.

2.04 CONTROLS

- A. Operator and controls shall comply with UL 325 (2018) and UL 991.
- B. Controls shall interface with the facility's existing access control system without proprietary head-end equipment.
- C. Battery back-up shall provide not fewer than 50 cycles on loss of supply.

PROCUREMENT

CAGE	7MT82
DUNS	83-888-8670
NAICS	339999
CSI section	32 31 00
Product code	AVBD 210
Origin	Made in the USA

ENGINEERING SUPPORT

Submit drawings, CAD, O&M manual and installation templates on request. BSP engineering will review the approach and confirm clear width, system type and controls before order.



BLACK SECURITY PRODUCTS



SPEED WITHOUT THE FOOTPRINT.

Black Security Products designs and manufactures high-security perimeter protection systems for military installations, government facilities, data centers, utilities and critical infrastructure worldwide — with an emphasis on anti-terrorism and force protection.

PERIMETER SECURITY PRODUCT FAMILY

ACTIVE VEHICLE BARRIERS

Shallow Wedge M50 P1 — AVBD 452
Wedge Barrier M50 P1 — AVBD 451
M50 Drop Arm — AVBD 551/552
M30 P1 Drop Arm — AVBD 531
Defender Net Barrier — AVBD 651
Bi-Folding Speed Gate — AVBD 210
Anti-Ram Crash Gates — AVBD 230/250

PASSIVE VEHICLE BARRIERS

Drill-and-Set Bollard — AVBD 331
Crash-Rated Bollards — AVBD 300
Cable Barrier M30 — AVBD 131/132
Cable Barrier M50 — AVBD 151/152
Rapid Deployment MPPD — AVBD 700

SECURITY FENCING

SecurePale™ Palisade — AVBD 1101
SecureMesh™ — AVBD 1001
SecureMesh™ Integrated PVB — AVBD 1002
SecureMesh™ Delay — AVBD 1003
ENC Non-Conductive — AVBD 1200
Ballistic Rated Fence — AVBD 1300

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PROCUREMENT

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REQUEST A FREE SITE ASSESSMENT

Talk to a BSP perimeter specialist about your project.

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