



BLACK SECURITY PRODUCTS

AVBD 700

PRODUCT DATA · 2026



MODULAR PORTABLE PROTECTIVE DEVICE

M30 P2 · CRASH-RATED. NO FOUNDATION. NO EXCAVATION.

A rated vehicle barrier that arrives on a truck and leaves the same way. Crash tested to **ASTM F2656-20** at **M30** with a **P2** penetration rating, entirely above ground, with an integrated pedestrian barrier and shield on the protected side.

ASTM F2656-20 · M30 P2

100% ABOVE GROUND

42 FT SPAN

MADE IN THE USA

THE THREAT MOVES. THE BARRIER SHOULD TOO.

Most places that need a rated barrier need it for a weekend, a season, or the length of a build. A parade route, a stadium approach, a polling place, a data-center phase that has to open before the permanent perimeter is poured. Pouring a foundation for that is not an option, and a line of concrete blocks is not a rating.

The MPPD is the rated answer to a temporary problem. Every part of it sits **above ground** — no anchors, no excavation, no core drilling, nothing to make good afterwards. It is set down, pinned together and it works.

And it does more than stop the vehicle. The same frame carries an anti-climb pedestrian barrier and an acrylic shield, so the people behind it are protected from what gets thrown as well as what gets driven.



A 42-foot span assembled and standing — no fixings in the ground beneath it.

RATED, NOT IMPROVISED

Crash tested at Applus IDIADA KARCO on 1 April 2021 and listed on the **DoD Anti-Ram Vehicle Barrier List**. A jersey barrier and a row of planters carry no rating at all; this carries **M30 P2** under ASTM F2656-20.

42'

TESTED SPAN
BETWEEN BALLAST

0

ANCHORS BELOW
GROUND

8'

PEDESTRIAN BARRIER
HEIGHT

11'

MAXIMUM POST
EXTENSION

SPECIFIED & DEPLOYED FOR

Data centers under construction
Public events & parade routes
Stadiums & arenas
Temporary entry control points

Government & civic buildings
Polling places & courthouses
Embassies & diplomatic posts
Federal & agency facilities

Construction-phase protection
Military installations & bases
Disaster response & staging
Ports, rail & logistics yards

ASTM F2656-20

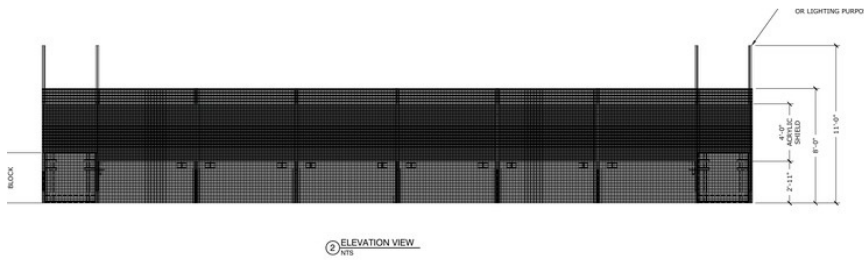
M30 · P2

LISTED — DOD ANTI-RAM VEHICLE BARRIER LIST

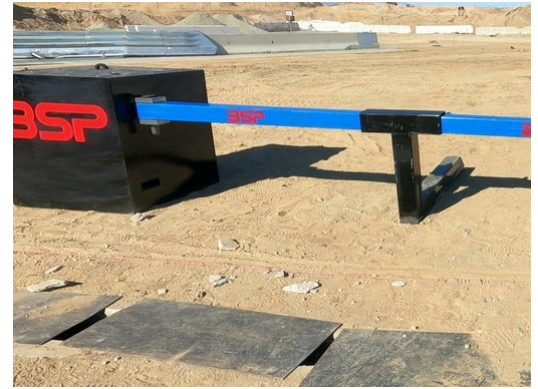
Crash tested by Applus IDIADA KARCO Engineering, 1 April 2021, report TR-P41085-01. Listed on the March 2026 DoD Anti-Ram Vehicle Barrier List for ECFs/ACPs. See page 4 for the full test record and the as-tested configuration to which the listing applies.

BALLAST AT THE ENDS. CABLE IN BETWEEN.

A concrete-filled ballast box at each end of the span, one-inch steel cable running between them, and intermediate posts every seven feet carrying the beam and the pedestrian barrier above it. The load goes into mass and cable, which is how the system works without a foundation.



Elevation — ballast blocks at 3'-6", vehicle barrier to 2'-11", pedestrian barrier to 8'-0".



Ballast box at the end of an assembled span — steel shell filled with 4,000 PSI concrete, with the beam pinned into it.

WHAT'S IN THE SYSTEM

1 Ballast boxes

3' × 3' × 3½' ASTM A36 steel boxes filled with 4,000 PSI concrete. One at each end of the span. The mass is the foundation.

2 Steel cable

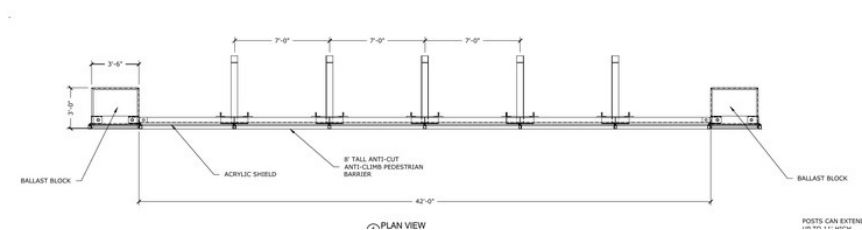
1" cable in 42 ft lengths with closed swage sockets, to Federal Specification RR-W-410E and ASTM A1023. It carries the impact load into the ballast.

3 Posts and beams

Intermediate post assemblies at 7 ft centers, ASTM A36 throughout, pinned rather than bolted so the run goes up and comes down quickly.

4 Pins

Ballast and beam pins in 4140, heat treated to 45–50 Rockwell with a chamfered lead-in. They are what makes assembly a drop-in rather than a fit-up.



Plan — 42'-0" between ballast blocks, intermediate posts at 7'-0" centers.

NOTHING GOES INTO THE GROUND

No anchors, no drilling, no core holes and no reinstatement afterwards. On a historic frontage, a leased forecourt or a paved plaza, that is often the difference between a rated barrier and no barrier.

FIFTEEN THOUSAND POUNDS, STOPPED ON BALLAST.

A portable barrier has no foundation to push against, so it stops a vehicle by moving — the ballast shifts, the cable takes the load and the truck is brought to rest. The measured penetration is a consequence of that design, not a shortfall in it.

At KARCO a **15,027-lb** truck hit the center of the span at **31.94 mph**. Maximum dynamic penetration was **22.29 ft**, inside the P2 band of 3.31 to 23.0 ft. The vehicle was disabled and the pathway remained blocked.

That number matters more here than on a fixed barrier. **Set the standoff to the penetration, not to the barrier line.**

THE TEST RECORD

Test authority	Applus IDIADA KARCO
Report	TR-P41085-01
Test date	1 April 2021
Standard	ASTM F2656-20
Test vehicle	15,027.6 lb
Impact speed	31.94 mph
Dynamic penetration	22.29 ft
Rating achieved	M30 · P2
After impact	Disabled; pathway blocked

STANDOFF IS THE DESIGN DECISION

P2 permits up to 23.0 ft. This system used 22.29 ft of it. Place the run so that what you are protecting sits beyond that distance, and the rating does the job it was measured to do.

WHAT WE DO NOT CLAIM

M30, not M50

The MPPD is tested and listed at the M30 condition — a 15,000 lb vehicle at 30 mph. It has not been tested at M50 and BSP does not present it as an M50 barrier.

One test, one configuration

The rating belongs to the as-tested arrangement recorded in the report and on the DoD list. Configurations outside it are a different barrier as far as the list is concerned.

Portable means it moves

Twenty-two feet of penetration is what a foundation-free barrier costs. Where standoff is tight, a fixed barrier is the right answer and we will say so.

Applus IDIADA KARCO Engineering, LLC, certification letter dated 1 April 2021 for report TR-P41085-01, deliverable 2021-6214. The barrier reference point is the unprotected (impact) edge of the portable barrier. As recorded on the March 2026 DoD Anti-Ram Vehicle Barrier List, the tested system consisted of three 42-foot spans with ballast between each span and at each end; it was tested for impact on the center span, and the listing applies to that center 42-foot span. Full report available on request.

THE LONGEST RATED SPAN ON THE PORTABLE LIST.

Span is what decides how many units it takes to close a street. Below is the **entire Passive Portable section** of the **DoD Anti-Ram Vehicle Barrier List**, March 2026 — every entry, with the length each listing actually covers. At **42 feet** the MPPD carries the longest span the list states for any of them.

EVERY PASSIVE PORTABLE ENTRY, BY LISTED SPAN

MANUFACTURER	MODEL	RATING	IMPACT FT-KIPS	LISTED SPAN
Delta Scientific	TB 100 Five Bollard Array	M30 P3	451.3	Not stated
TraFFix Devices	Sentry II Security Barrier	M40 P2	802.3	Not stated
Rologard Global	K2600 Mobile/Portable VSB	M30 P3	451.3	 86" per assembly
Meridian Rapid Defense	Archer 1200 Portable Barrier	SC30 P2	72.8	 Four 24" modules
Gibraltar Perimeter Security	G-6532 Modular Vehicle Barrier	M30 P2	451.3	 20' tested length
Munio Technologies	Portable Security Barrier	PU30 P2	150.4	 22' barrier width
Mifram Security	FMB Barrier	PU30 P3	150.4	 7.142 m width
Barrier1 Systems	Cable Block Barrier CBB-400	M30 P2	451.3	 Center four 72" blocks
Black Security Products	Modular Portable Protection Device	M30 P2	451.3	 42' center span

WHAT THE TABLE SAYS

Twice the span, half the units

A 42-foot listed span closes the same opening as two 20-foot units. Fewer pieces to truck, fewer to set, fewer joints in the line.

Everyone has a condition

Every entry carries a configuration note — center span, center blocks, tested width, modules. Portable ratings are always tied to an arrangement. Read the remarks column, on ours as well as theirs.

Ratings are not interchangeable

The energy column is the same list read honestly. The Meridian entry was struck with **72.8** ft-kips and the MPPD with **451.3** — a factor of six for the same “30.” The TraFFix entry, at M40, took more than the MPPD did.

CHECK IT YOURSELF

The list is published by the USACE Protective Design Center and updated quarterly. Pull the March 2026 edition, find the Passive Portable section, and read the remarks column beside each rating. Every figure above is copied from it, including the ones that are not ours.

Source: DoD Anti-Ram Vehicle Barrier List for Entry Control Facilities / Access Control Points, March 2026 edition. The table reproduces every entry in the Passive Portable section, including those rated above M30. Ratings and remarks are as printed on the list, which records the MPPD as “Modular Portable Protection Device”; the KARCO certification letter and BSP’s product designation both read “Protective Device.” Listing records that a certified test report met the standard and is not a DoD endorsement of any product. Impact energy is calculated from the ASTM F2656 nominal test weight and speed for each condition designation; the method returns 451.3 ft-kips for M30 against the 451.0 ft-kips stated as the M30 target in BSP’s own KARCO report. Bars are drawn to the listed length where the list states one; the Meridian, Barrier1 and Rologard entries are listed by module, block or assembly count, and their bars are indicative only. The Delta Scientific entry (a five-bollard array) and the TraFFix entry (31 modules in three rows) state no length, so no bar is drawn. M40, PU30 and SC30 are separate impact conditions from M30 and are not equivalent to it.

SET IT DOWN. PIN IT TOGETHER.

The whole system is designed around the pin. Ballast boxes are set with a forklift or a boom truck, the beams drop onto hardened pins with a chamfered lead-in, and the cable is socketed at each end. A crew that has done it once can read the sequence off the parts.



1 Ballast set at each end of the run.



2 Beams and posts pinned between them.



3 Span complete and standing.

WHAT DEPLOYMENT DOES NOT INVOLVE

No excavation

Nothing is dug, cored or drilled. The surface underneath is the surface it was before, and it is the surface it will be after.

No cure time

No concrete is poured on site. The ballast arrives already filled and cured, so the barrier is rated the moment it is assembled.

No hot work

Nothing is welded in the field. Pins and Grade 8 fasteners do the work, which keeps the crew and the permits simple.

No reinstatement

When it comes down there is nothing to patch, fill or make good — which is what makes a leased or historic surface viable at all.



A finished run at the crash-test facility — three 42-foot spans joined end to end through the ballast.

IT COMES DOWN AS FAST AS IT GOES UP

Demobilization is the same sequence in reverse — pins out, beams off, ballast lifted — and it needs the same crew and the same plant. Nothing has to be cut, broken or disposed of to get the site back.

THE VEHICLE, THE CROWD, AND WHAT GETS THROWN.

The situations that call for a portable barrier rarely involve only one threat. A crowd is standing where the vehicle would arrive, and the thing thrown over the line reaches the same people the barrier was set to protect. The MPPD answers all three from one frame.



Vehicle barrier and anti-climb pedestrian barrier carried on one frame. The acrylic shield mounts to the same posts, on the protected side.

ONE DEPLOYMENT, NOT THREE

A crash barrier, a crowd barrier and a shield are usually three procurements, three deliveries and three lines on the ground. Here they are one frame, set once.

WHAT EACH LAYER DOES

The vehicle barrier

Ballast, cable and beam, rated M30 P2 under ASTM F2656-20. This is the layer that carries the crash rating, and the only one that does.

The pedestrian barrier

Welded wire mesh, 1/2" x 3" at 10.5 gauge, standing 8 ft. Close enough to refuse a finger or a toe hold, and tall enough to make a climb a serious commitment.

The safety shield

1/4" acrylic sheet, 48" x 96", meeting ANSI Z97.1 for safety glazing. It stands between a crowd and whatever is thrown at the people behind it.

PEDESTRIAN BARRIER	
Mesh	1/2" x 3", 10.5 gauge welded wire
Standard	ASTM A641/A641M
Height	8 ft above grade
Posts	ASTM A36, extendable to 11 ft

SAFETY SHIELD	
Material	Acrylic sheet
Size	0.250" x 48" x 96"
Standard	ANSI Z97.1 safety glazing
Position	Protected side of the frame

The M30 P2 crash rating applies to the vehicle barrier element as tested. The pedestrian barrier and safety shield are protective accessories and carry no ASTM F2656 rating; the shield is specified to ANSI Z97.1 as a safety glazing material and is not a ballistic product.

MODULAR MEANS. YOU GET WHAT YOU NEED.

Spans join end to end through the ballast boxes, so a run is as long as the site needs and the line can change direction at any ballast position. Nothing has to be cut, drilled or fabricated to make it fit.

The posts are the other variable. At standard height they carry the pedestrian barrier to eight feet; extended, they reach eleven and become mounting points for cameras, lighting or signage — which on a temporary site is usually the other thing nobody has anywhere to mount.



Spans running end to end — the same parts repeated to whatever length the opening needs.

QUANTITY IS THE SPECIFICATION

Because a run is built from spans and joints rather than a single fabricated length, what gets specified is a count. Give us the opening, the corners and the standoff, and we will return the ballast and span schedule that closes it.

GEOMETRY	
Tested span	42 ft between ballast blocks
Intermediate posts	7 ft on center
Ballast block	3' × 3' × 3½'
Vehicle barrier height	2'-11"
Pedestrian barrier height	8'-0"
Maximum post height	11'-0"
Shield height	4'-0"
Run length	Spans joined end to end

MATERIALS	
Ballast box	ASTM A36 steel, 4,000 PSI concrete fill
Cable	1", RR-W-410E, API 9A, ASTM A1023
Beams and posts	ASTM A36 carbon structural steel
Pins	4140, 45–50 Rockwell, chamfered
Mesh	ASTM A641/A641M welded wire
Shield	Acrylic, ANSI Z97.1
Fasteners	Grade 8, zinc yellow-chromate, 1"-8 UNC
Sourcing	Single source, all components

Change direction at a block

Every ballast position is a joint, so the run can turn to follow a curb line, a plaza edge or a road closure without a special part.

Posts earn their keep

Extended to 11 ft the posts carry cameras, lighting or signage. On a temporary site that removes a second set of stands and a second set of ballast.

Accessories are optional

The pedestrian barrier and shield mount to the same frame and can be left off where only the vehicle threat applies. The crash rating is unaffected either way.

WHERE A FOUNDATION IS NOT AN OPTION.

Rated protection is normally a capital item — surveyed, engineered, poured, commissioned, and fixed to one address for thirty years. A portable barrier is the version of it that answers to a calendar instead of a capital plan, and that changes which sites can have one at all.



A run set straight onto a graded surface — no anchors, no core holes, nothing below grade.



The same system on an established paved frontage rather than a test pad.

THREE WAYS IT GETS SPECIFIED

The threat that changed

A threat assessment takes an afternoon. A capital project takes a year. This is what stands on the line in between, at the rating the assessment called for.

The ground that cannot be broken

A leased forecourt, a historic frontage, a plaza slab over utilities. Nothing goes below grade, so there is nothing to negotiate with a landlord and nothing to make good.

The site that is not permanent

An event, a season, a road closure, a staging area. Protection sized to the calendar, then recovered and put back on the shelf for the next one.

SPECIFIED & INSTALLED FOR

BSP perimeter systems protect facilities for the U.S. Army Corps of Engineers, NAVFAC, the U.S. Air Force and federal agencies, alongside commercial operators in data-center, energy and logistics infrastructure. Named references are available under NDA for qualified projects.

THE BARRIER THAT LETS A PHASE OPEN ON TIME

A data center is built and commissioned in phases, and the permanent perimeter is usually one of the last things to go in the ground. An MPPD run gives a finished phase a crash-rated perimeter on the day it needs one, then moves to the next phase when the permanent barrier is built. The same equipment can carry a campus through the whole program.

SITE ASSESSMENT

BSP provides free site assessments. Our engineering team reviews the approach, the available standoff and the surface before specifying run length and accessories.

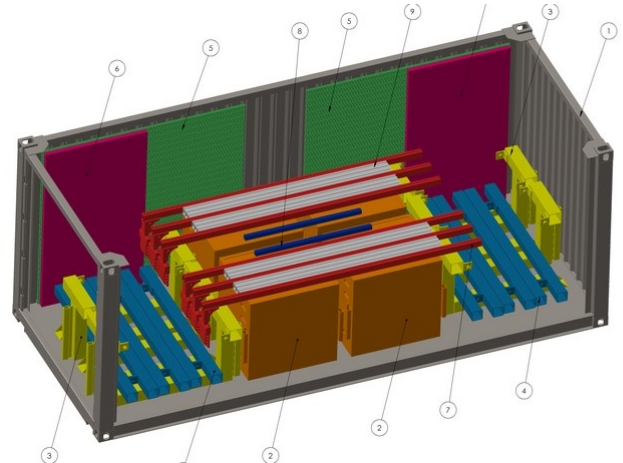
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IT LEAVES THE WAY IT ARRIVED.

A fixed barrier is a capital asset that lives at one address. A portable one is inventory. The MPPD is built to be trucked, stacked, stored and deployed again — which changes how it is bought, because one set of equipment can cover a calendar of events rather than a single location.



A completed run alongside the plant that set it — a forklift or a boom truck is the whole equipment list.



Shipping arrangement — two complete MPPD systems in one 20-yard container: ballast, posts, beams, mesh and shields.

WHAT PORTABLE ACTUALLY BUYS YOU

One inventory, many sites

The same equipment covers a season of events, a run of closures or several temporary entry points, instead of being spent on one.

Standard site plant

Ballast and beams are handled with a forklift or boom truck. No specialist rig, no crane permit, no ground works contractor.

Stores flat and stacked

Between deployments the system breaks down into components that stack and store, in a yard or in a container, without special conditions.

Rated every time

Because nothing is consumed or cast in place, the barrier that comes out of storage is the barrier that was tested — assembled the same way, to the same rating.

THE ARITHMETIC IS DIFFERENT

A fixed barrier is priced against one opening. A portable one is priced against every opening it will ever close. On a phased campus — a data center coming online building by building — the same run protects each phase in turn and then leaves. Over a program of events or a multi-year build, that is usually the argument that decides it, and not the crash rating, which both would have.

Handling equipment, transport arrangements and storage requirements vary with run length and site access. BSP will size the lift plan and the transport schedule to the deployment as part of the site assessment.

SPECIFICATIONS & STANDARDS.

SYSTEM	
Product	Modular Portable Protective Device, AVBD 700
Crash rating	ASTM F2656-20, M30 P2
Test report	KARCO TR-P41085-01
Test date	1 April 2021
Test vehicle	15,027.6 lb at 31.94 mph
Dynamic penetration	22.29 ft
Tested configuration	Three 42 ft spans, ballast between and at each end
Listing applies to	The center 42 ft span
Listed on DoD list as	Modular Portable Protection Device
Span	42 ft between ballast blocks
Post spacing	7 ft on center
Ballast block	3' × 3' × 3½", ASTM A36
Ballast fill	4,000 PSI concrete
Cable	1", 42 ft, closed swage sockets
Cable standards	RR-W-410E · API 9A · ASTM A1023
Structural steel	ASTM A36/A36M
Pins	4140, 45–50 Rockwell, chamfered
Fasteners	Grade 8, zinc yellow-chromate, 1"-8 UNC
Vehicle barrier height	2'-11"
Pedestrian barrier	8'-0", ½" × 3" 10.5 ga welded wire
Mesh standard	ASTM A641/A641M
Safety shield	0.250" × 48" × 96" acrylic, ANSI Z97.1
Maximum post height	11'-0"
Below-ground work	None
Warranty	1 year parts · 5 years labor
Origin	Manufactured in the United States

REFERENCE STANDARDS

ASTM F2656	Vehicle crash testing of perimeter barriers
ASTM A36	Carbon structural steel
ANSI Z97.1	Safety glazing materials
Buy American	Compliant

SECTION 34 71 13
VEHICLE BARRIERS — PORTABLE

PART 2 — PRODUCTS

2.01 MANUFACTURER

The portable vehicle barrier shall be the Modular Portable Protective Device, AVBD 700, manufactured by Black Security Products, LLC, Houston, Texas. Run length [] ft.

2.02 PERFORMANCE

- A. The barrier shall be crash tested to ASTM F2656 at the M30 condition designation and achieve a P2 penetration rating. Engineering analysis shall not be an acceptable demonstration of compliance.
- B. The as-tested configuration shall be listed on the DoD Anti-Ram Vehicle Barrier List maintained by the USACE Protective Design Center, and shall be installed in the arrangement to which that listing applies.
- C. The system shall achieve its rating with no connection or anchor below ground. All components shall be installed above grade.
- D. Standoff shall be established from the measured penetration recorded in the certified test, not from the barrier line.

2.03 CONSTRUCTION

- A. Ballast assemblies shall be structural steel to ASTM A36 filled with concrete of 4,000 PSI minimum strength.
- B. Cable shall be 1 inch with closed swage sockets, conforming to Federal Specification RR-W-410E and ASTM A1023.
- C. Connections shall be by hardened pin. Field welding shall not be required.
- D. All components, accessories, fittings and fasteners shall be obtained from a single source.

2.04 ACCESSORIES

- A. Where scheduled, provide anti-climb pedestrian barrier to 8 ft and acrylic safety shield meeting ANSI Z97.1. Accessories shall not be represented as carrying the ASTM F2656 rating.

PROCUREMENT

CAGE	7MT82
DUNS	83-888-8670
NAICS	339999
CSI section	34 71 13
Product code	AVBD 700
Test report	TR-P41085-01
Origin	Made in the USA

ENGINEERING SUPPORT

Submittal drawings, CAD, the KARCO report and deployment guidance on request.



BLACK SECURITY PRODUCTS



RAPIDLY DEPLOYABLE. REMOVABLE WITHOUT A TRACE.

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

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

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

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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Talk to a BSP perimeter specialist about your project.

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