Specification: Rologard K2600 Mobile Vehicle Security Barrier
Fully Assembled Unit With Transport Kit

This document may be used as a written specification for the Rologard K2600 mobile vehicle security barrier, as a basis for a Request for Quotation (RFQ's), Invitation to Bid (ItB's), Notice of Funding Opportunity (NOFO's), Request for Information (RfI's) or other statements of interest. Please review the www.rologard.com website for updates, changes and/or additions to this specification.

(This document is current as of August 28 2024)

Paragragh 1- The intent of this specification is to describe a mobile vehicle security barrier, hereinafter referred to as the *system.* The purpose of the system is to act as a deterrent to vehicles being used to impact and harm pedestrians and/or infrastructure such as buildings, bridges, port facilities, utility and communication centers and other critical-to-public-safety facilities. The system shall have been tested and certified at an authorized test center to an American Society of Testing + Materials test standard ASTM 2656 standard, unanchored. Further the system shall have been crash tested on ice and on turf surfaces with video verification if requested. The system shall be of, primarily, fabricated steel and hot dip galvanized major metal components. Non-surface engaging members shall be powder coated. The system shall be purposely positioned on sites determined to be likely targets and/or points of attack from motorized vehicles. The one barrier width shall not exceed 96" or 2.4 meters of width, without spacer cables. A 24" spacer cable shall also be supplied. Optionally the system(s) shall be towable, at speeds up to 10 kph/6 mph, in gangs of up to four units, by tow vehicles such as ATV's, police cruisers, or small pick up trucks, when equipped with a barrier transport kit. The unit shall be on the U.S. Dept of Defense, Army Corp of Engineers, Protective Design Center approval list. The unit shall comply with the U.S. Dept of Homeland Security Buy American Preference as denoted in FEMA Interim Policy Directive #207-22-0001. The unit shall have a Dept of Homeland Security Safety Act status.

Paragraph 2- The barrier shall be of a design that will incorporate a plurality of tubular members, hereinafter referred to as spars, each individually assembled via attachment pockets located in a horizontal tubular member, in a semi-vertical posture. The horizontal tubular member shall include an internally mounted flexible steel cable, looped at both ends of the horizontal tubular member to allow connection of the system, if so chosen by the system supervisor, from one system to another. The system, at its frontward and rearward points along the horizontal tubular member, shall allow for a standard 2" ball/coupler arrangement for towing the unit(s). Equipped with a transport kit the system shall, in accordance with the Internationally Recognized Standard for Vehicle Security Barrier Portability, to wit, be deemed portable upon its demonstrated ability to be moved from its sitting position, a distance no less than 30 meters in no greater time than 2 minutes and returned to a sitting position, by one person, without the application and/or addition of any extraneous tools, tooling, poles or hitches, conducted upon a dry hardened, flat surface. The wheel shall be easily removed via a pin on/pin off arrangement in order to discourage unauthorized movement of the system, without the use of any tools. Ground and surface engaging (not tires) components shall be hot dip galvanized. The unit shall comply with ISO 12100:100/2010 6.3 sharp/pointed edge guarding. The unit shall have an open design with no solid/metal bullet resistant piece wider than 3" in order to not provide active shooter cover. (The unit shall be supplied as an option with a ballistic shield, if required).

A transport kit shall include the following: a vertical screw jack to raise and lower the system, a foldable grab handle, two flat proof tires with ball bearings, tires of which have a minimum diameter of 9 inches and a width of 3", a hitch type, as noted in paragraph 2. Additionally safety+promotional banners/signage shall be available; signage including STOP and directional shall be available; safety lighting apparatus shall be available. Refer to Rologard Bulletin 25a+b for detailed kit numbers. K2600 barriers when equipped with the transport kit shall require no assembly, shall be deployable by one person, including the loading and unloading from a RolPak trailering system.

Paragraph 4- An open deck or enclosed trailer--(choose one or the other), shall be supplied with requisite barrier tie downs, removable ramps and guide tracks to facilitate K2600 vehicle barriers; the trailer shall be dual axle, include electric brakes, heavy duty fenders, LED lighting, safety chains, screw jack and 2 5/16 hitch ball coupler. (RolPak trailering system) capable of highway travel.

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Key features shall include "towable", "integrated screw jack without hand carts or auxillary handles", "no assembly"--for units with transport kits, "U.S. Dept of Defense approval roster", "BABAA+DHS Buy American Preference compliant", Dept of Homeland Security Safety Act Awardee status.