

## General specification

The Impala Vertical Track System is the result of many years of Research and Technical Development producing a product especially for the contract window blinds market. It has been designed for maximum performance and minimum maintenance, allowing consistent operation even with the rigors and occasional abuse of commercial installations.

It offers a rigid self-aligning facility, which means the vanes cannot be easily knocked out of line, but should it occur, can easily and quickly be corrected by an operation of the chain.

Textile vertical vanes are available in 89mm and 127mm widths. The vanes are suspended from the track with a specially designed carrier and hook, and can be traversed to either side or both as required. They are specially weighted at their base and securely interconnected by a twin chain system using nickel-plated brass or plastic, ball chain as required.

### Component specification headrail

The Impala headrail is extruded in aluminium alloy 6063TF and conforms to BS 1474. The contoured profile provides excellent rigidity and strength conforming to BS1615 AA5. It can accommodate windows up to 5 metres wide. The 44mm width and 26mm height add further to the strength, making the headrail suitable for virtually every installation.

### Tilt shaft

Like the headrail, the tilt rod is extruded in aluminium alloy 6063 TF to BS 1474. It is designed as a drive shaft between the control end cap and the traveller gear. It is trefoiled to engage securely in the splines of the traveller ensuring a smooth rotation through 216°.

### Travellers

Moulded in co-polymers, the traveller forms the basis of the Impala Vertical Track System. It features a self-aligning ratchet system ensuring the vanes cannot easily be knocked out of line.

Offering carriers with 216° rotational ability gives maximum closure of the vanes ensuring effective control of solar glare and heat gain.

The hook is moulded in Nylon 6 Dextrupol. It has been designed to accommodate both textile and rigid PVC vanes. It has an aesthetically pleasing shape and also ensures the hanger is held secure, thus increasing the stability of the vanes. The hook is centrally located within the track which means headrails can be butt-jointed without the need to specify "handing" for the controls.

The travellers are connected by co-polymer moulded spacer links ensuring an overlap of each vertical vane of not less than 11mm and complete closure of the vanes.

The hanger, moulded in impact-modified nylon 6, incorporates a unique dual positioning. This allows for any on-site adjustment to the height of the vanes to accommodate uneven or undulating sills. This also ensures minimum gap between headrail and vanes.

### Controls

The vanes are rotated by means of No. 8 nickel plated brass or plastic ball chain passing over the sprocket gear mouldings within the drive mechanism.

Traversing the blind is actioned by 2.2mm diameter reinforced polynylon cord passing through the control end cap and connecting to the leading traveller. Tension is retained in the pull cord by an ABS moulded cord weight or a co-polymer moulded cord tidy, which can be recess mounted, holding the cord under tension without inhibiting operation.

### Impala planetary geared end cap

The Impala planetary-gear end cap has been developed to overcome the limitations of conventional end cap componentry and gives the smoothest rotation even on the largest blinds.

The body of the end cap is moulded in glass fibre filled Nylon 6 in a selection of colours to complement the headrails and, having no visible working parts, gives additional aesthetic appeal.

The gearing, which is moulded in silicon impregnated polyester, incorporates a 4:1 reduction ratio meaning smoother control and rotation. The special silicone impregnation of the polymers gives smooth quiet operation to the gears.

### Fixing specification

The system comes with a variety of fixing options: rigid top fix and face fix brackets are readily available. These are available in epoxy-coated white and brown making them compatible with most contemporary décor. A third option is a tempered spring steel top fix bracket for even speedier installation.

Special multi-purpose extension brackets can be used for specific or awkward installation. When used in conjunction with the top fix brackets the 'throw' is increased by up to 70mm. When fixing into timber 18mm No. 8 screws are recommended. When fixing into plaster or concrete 31mm No. 8 screws together with rawlplugs are the secure option. If, however the fixing is being made into cavity walls, the brackets can be attached using cavity plugs and 31mm No. 8 screws.

Before fixing to uPVC, consult your window manufacturer.

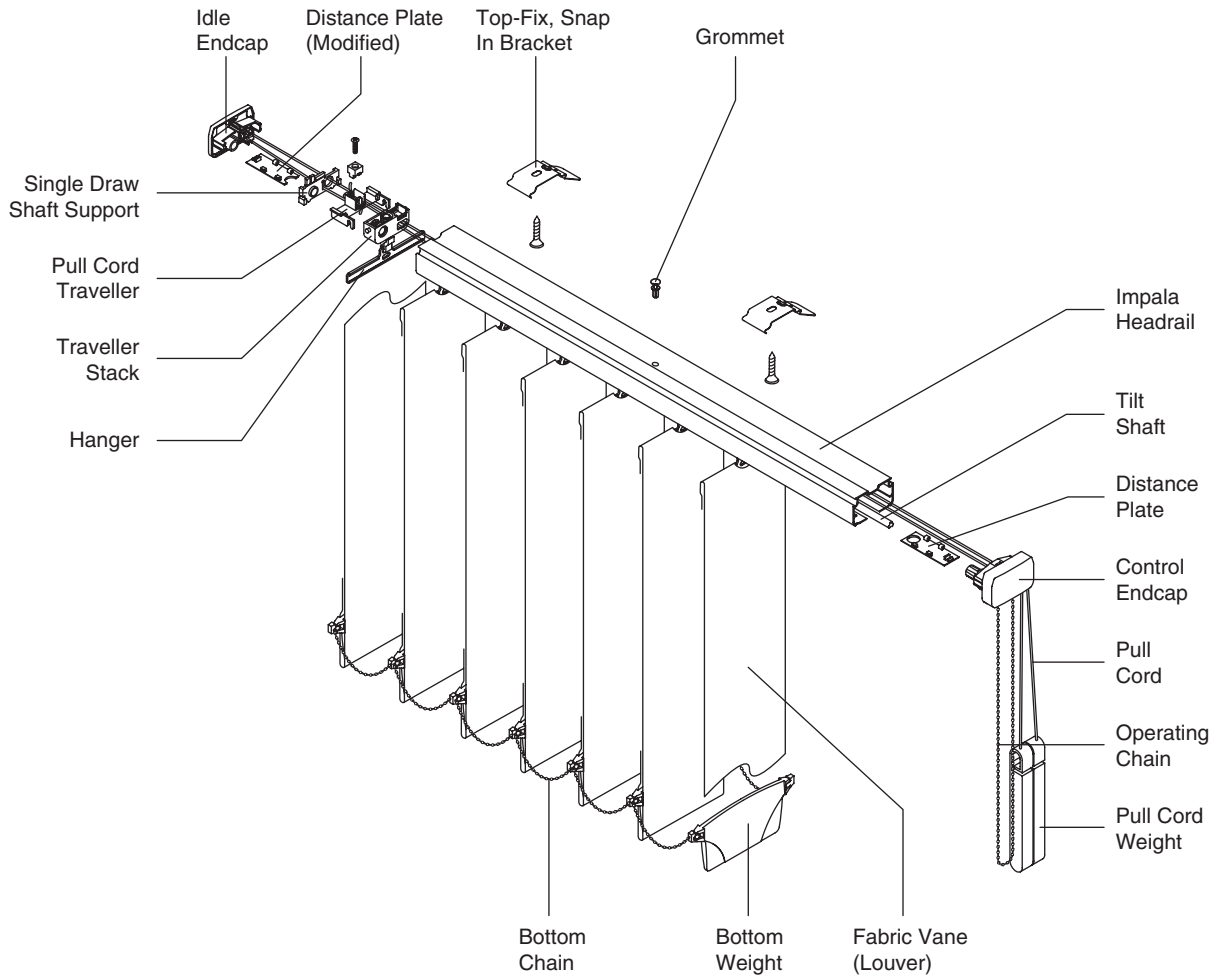
### Number of fixing brackets

#### Blind Width Vs number of Fixing Brackets

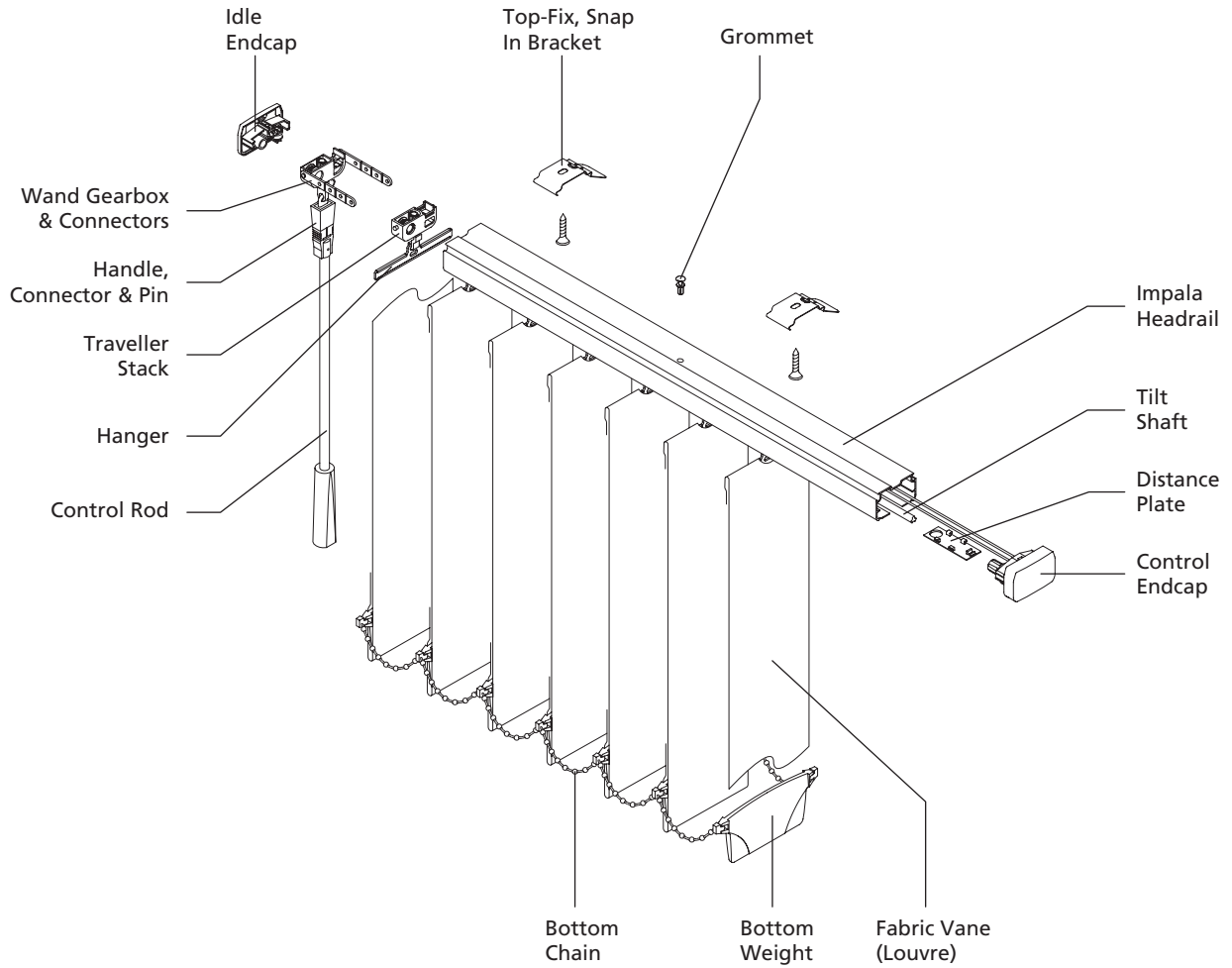
Below 1350 mm			2
1350 mm	to	2100 mm	3
2100 mm	to	3300 mm	4
3300 mm	to	4500 mm	5
		Above 4500 mm	6

*Where there is a long drop additional brackets are recommended.*

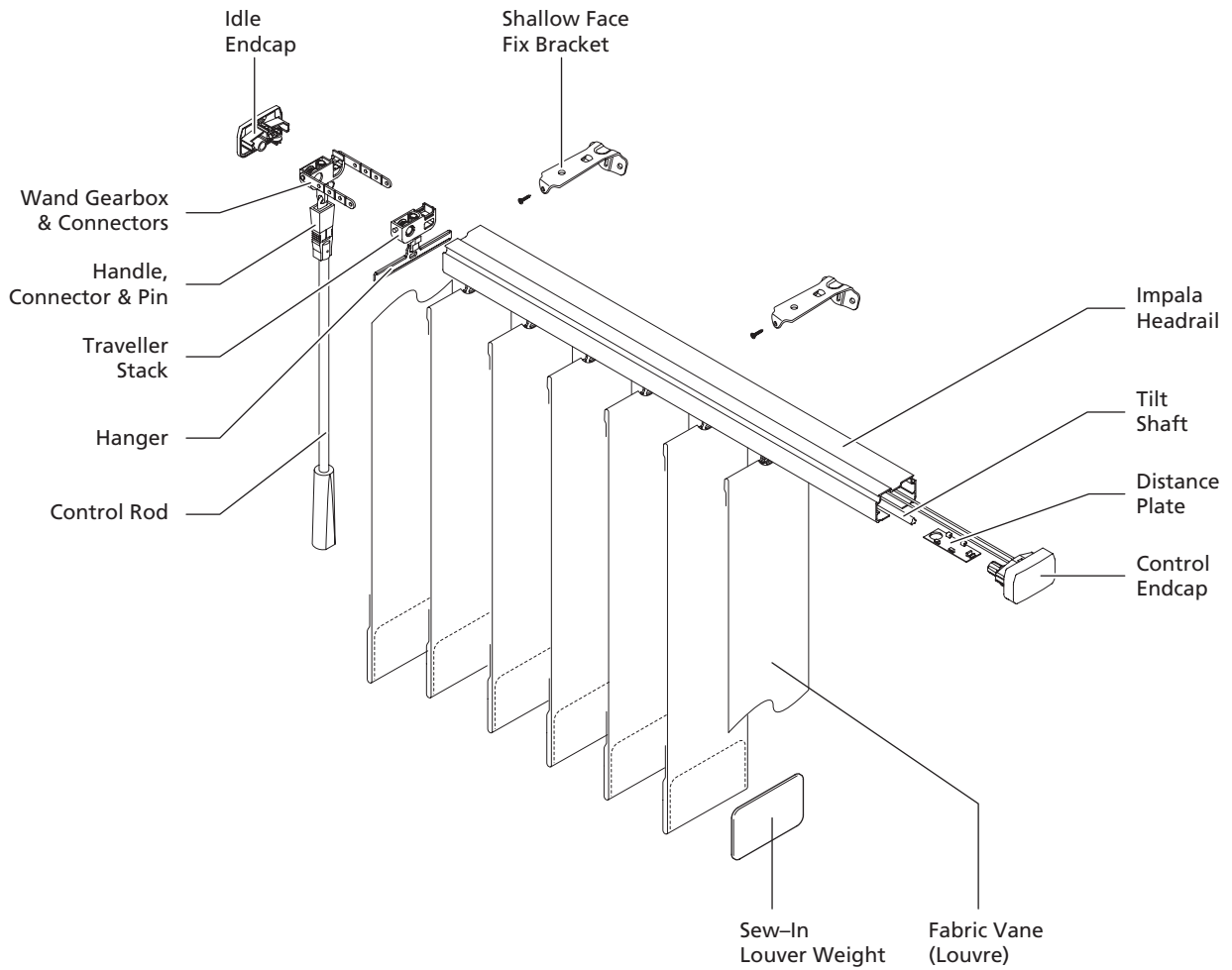
**Exploded view Impala Cord /Chain operated**



**Exploded view Impala Mono Control**



**Exploded view Impala Mono Control with Sew-in Louvre**



**Exploded view Impala with Fascia option**

