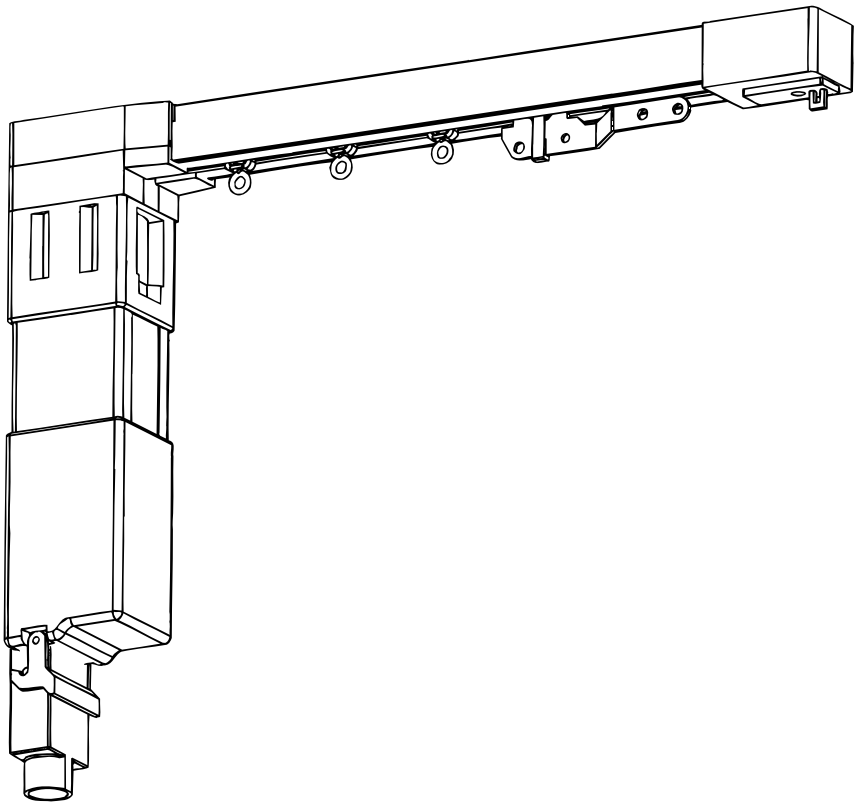
BTX™



Installation Instructions for Drapery System 5060™

Drapery - 5060

Tools Required:

Power Screwdriver w/Phillips bit

Screws & Anchors

Needle Nose Pliers

Wire Cutters

Flathead Screwdriver

Small Phillips

Small Flathead

Test Cable

Hacksaw (only used for cutting down track)

Table of Contents

Installing the 5060

Track Installation

The brackets supplied will accommodate either wall or ceiling mount applications. Due to the various building materials used in construction, BTX does not supply the fasteners. System 5060 requires one clip every 20".

1. Mount bracket hardware to the ceiling **(Fig. 1)** or wall **(Fig. 2)**, depending on your specific application. **NOTE: Make sure all screws are mounted into firm material with enough strength to hold track and drapery load. Do not over tighten screws on the clips or they will be impossible to rotate. Do not apply load to sheet rock or soft materials!!**
2. Attach headrail to the brackets.
3. Check all clips and ensure that clips have been fully rotated and are pressed firmly against the headrail.
4. For spliced tracks, see next page.

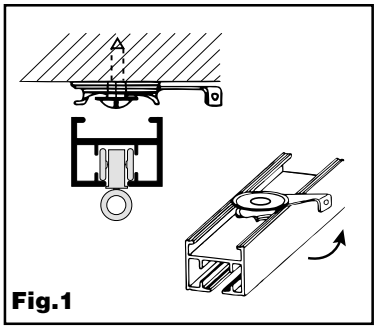


Fig.1

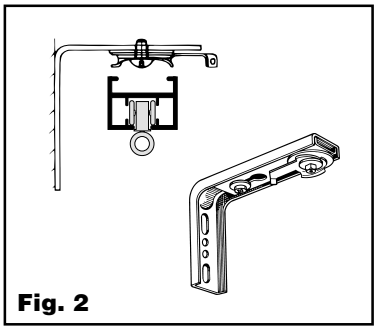


Fig. 2

Attach drapery motor to the track

1. Align blue dot on master carrier with blue dot on headrail.
2. Install motor, aligning blue dot on motor with blue dot on gear housing.
3. Rotate motor, aligning red dot on motor with red dot on gear housing. **Push motor locking clip (Fig. 3) into gear housing!**
4. Motor is properly installed when red dot on master carrier aligns with red dot on headrail.

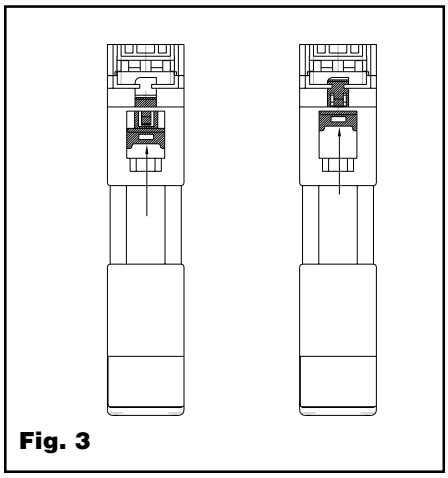


Fig. 3

Test the motor on the track before you hang the drapery

1. Check that locking clip is secure.
2. Using your test cable, run the motor.

NOTE: For tandem systems, make sure the wiring harness is properly plugged in, i.e., appropriate plugs are in the drive and non-drive motors.

Attach system to controls

This will either be a hardwired option, or one with plug-in controls. For hardwire **(Fig. 4)**, use the pigtail that is supplied by BTX. If using the plug-in option, just plug control into motor and then into a standard 110V outlet.

After the drapery is hung onto the headrail, the motor limits may have to be adjusted. For this, please refer to the BTX Limit Adjustment Instructions page.

Hardwire Example:

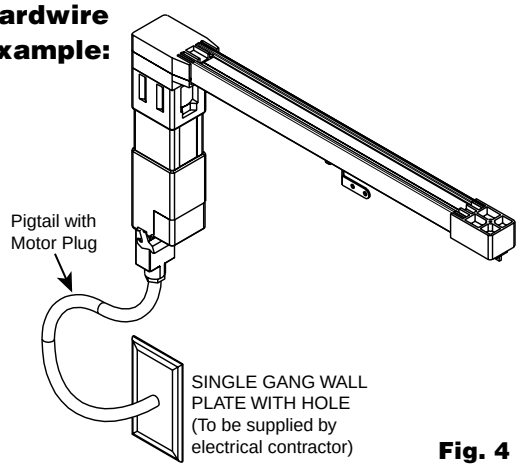


Fig. 4

Splicing the 5060

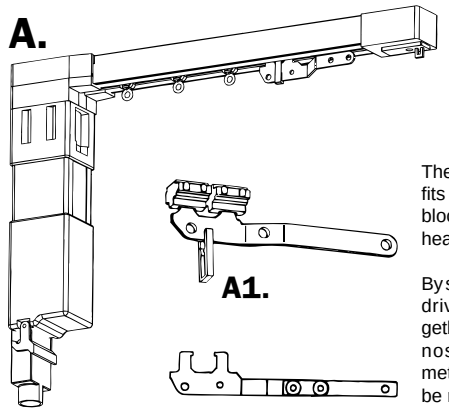
In order to decrease expenses for crating and freight in long drapery systems, the System 5060 tracks are supplied in sections. This means that the fully assembled tracks are partially disassembled at the factory after completion, limit setting and testing. Breaking down long, curved or complex units into smaller sizes makes them more manageable, and they can be quickly reconnected at the site. Shipping in smaller units also permits access through cramped installation areas.

1. The tracks are provided with an internal transportation belt. This belt is connected into an continuous loop by means of the master carrier assembly. In the disassembled tracks, the master carrier (Sketch A1) has been disconnected from its drive blocks and must be installed.

2. Prior to working on the connection, place the track sections with the adjoining track ends approximately one foot apart.

3. Place the track splice into the track slot of both adjoining ends (Sketch B). Slide the track ends together so that the tracks meet tightly.

A.



The master carrier fits into the drive blocks inside the headrail.

By squeezing both drive blocks together with needle nose plier, the metal bracket can be reinserted.

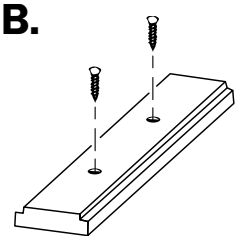
4. Make sure the ends of the track are square to each other. Insert short splicer screws and tighten. Ensure that screws do not extend into path of master carrier inside the headrail.

5. Move plastic drive blocks together with needle nose pliers and insert metal master carrier into the slots of the blocks. Attach grey plastic safety clip (A1) over metal master carrier and between drive blocks. This locks the master into the blocks. ***NOTE: A one-way draw track has one master carrier assembly. A two-way draw (or split-draw) has two carrier sets. For splicing, only one carrier set has been disassembled (Sketch C).***

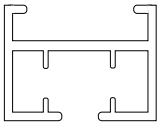
6. Check for alignment of headrail.

7. Track is now ready for installation. Refer back to installation instructions. Make sure you install a bracket on both sides of splice joint.

B.



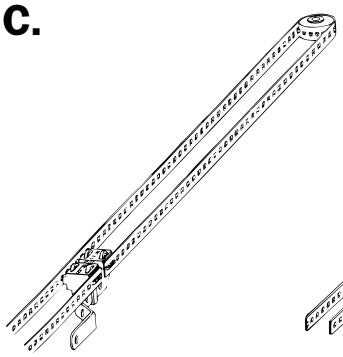
Splicer



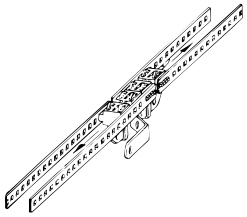
Slotted headrail

The aluminum headrail is provided with a slot. The splice fits tightly in the slot.

C.



One-way draw features a single tandem set of drive blocks.



Two-way draw features two sets of drive blocks.

Installing Tandem Motors

The system you have ordered has been supplied with tandem motors. A wiring harness has been supplied to control the tandem motors. The following instructions will guide you through the proper procedure for wiring the motors to the control. Read and follow the instructions before attempting to operate the motors.

1. Remove the wiring harness from the packaging and stretch it out to check for proper length, i.e., from motor to motor. The harness should stretch at least this distance.

2. Identify the plugs by checking the labels on each plug. One plug will be marked “Drive Motor”; the other will be marked “Non-Drive Motor”. You will notice the wires from each plug running into a small black box where they form a junction. Do not remove this box! Exiting this box is a 4-conductor lead which is to be connected to the wiring coming from the control.

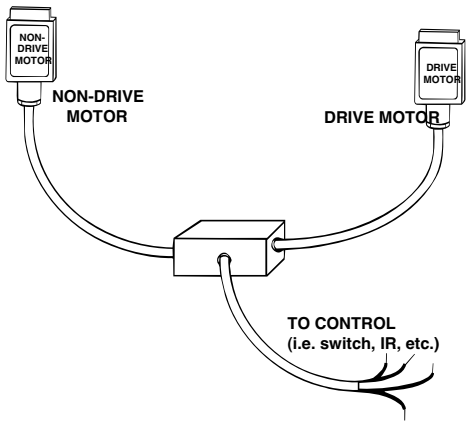
3. Identify the motors by checking the labels that are on the back of each motor. One motor will be marked with the label “Drive Motor”; the other will be marked “Non-Drive Motor”. If the motor labels are not visible, you can identify each motor by looking at the clear housing on the motor. The “Drive Motor” will have the limit switch assembly inside. The “Non-Drive” will look empty.

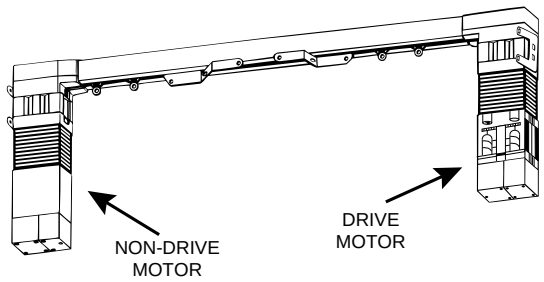
4. Attach motors to track in same manner as single motor system. ***NOTE: Tandem motors will be rotated on gears at the same time.***

5. Plug the appropriate plugs into the corresponding motors. The 4-conductor lead from the J-Box should then be connected to your control wiring. ***NOTE: Tandem motors are designed to be operated simultaneously only. Do not run either motor individually, as this will cause the motors to get out of sync. Operating motors under such a condition will damage the system and will void your warranty.***

6. After the system has been tested for proper operation by using your test cable, secure the wire harness to the mounting surface, using the cable clamps provided.

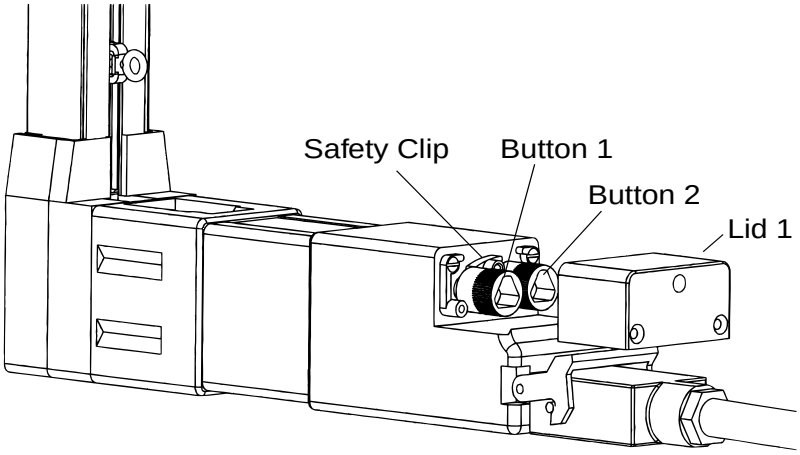
TANDEM WIRING HARNESS





Limit Adjustment Instructions

5060 Drapery Motor



The following instructions are intended for use where a minor adjustment of the limits is required to accommodate the stacking requirements of the drapery, or where the original size of the system has been altered in the field per BTX instructions. For adjustments to be made, the motors must be running on the tracks, and a test cable should be used for this purpose.

1. All tracks and motors have been numbered at the factory prior to shipping. **Verify that the motor and track numbers match before you attempt to set the limits.** If track and motor are mismatched, it could result in the limit buttons controlling the function opposite to those for which they are labeled.

2. Install motor(s) on the appropriate track, and lock into place. If track is a Tandem motor system, attach drive motor and non-drive motor to track and plug in Tandem wiring harness to motors. **Drive and non-drive motors, endcaps and plugs are labeled accordingly. Make certain they match up.**

3. Locate limit buttons inside lid 1 by removing three Phillips head screws. Tandem motor systems have limits on drive motors only. Limit buttons are marked for the function they control stack and close.

4. Run the track in the direction the adjustment needs to be made. At the same time, observe the direction that the limit button to be adjusted is turning.

    A. If the motor shuts off before reaching the intended location, push the safety clip to one side, push the limit knob in, and carefully turn it in the opposite direction. The motor should immediately begin to advance in the direction it was running before shutting off. When it reaches the correct stopping point, carefully pull the button out and lock it into place with the safety clip. Hand tighten a screw into safety clip to ensure limits will not adjust themselves. Test run to verify that the limit is set.

    B. In the event that the motor is running past where it should shut off, shut it off manually with the switch at the desired stopping point. Push the safety clip to one side and push in the limit button to be adjusted. Carefully turn the button in the same direction it was turning before being shut off. Watch and listen for the limit switch to drop into the recessed portion of the cams. When the limit switch can be seen engaging or makes an audible clicking sound, carefully pull the button out and lock it into place with the safety clip. Hand tighten a screw into safety clip to ensure limits will not adjust themselves. Test run to verify that the limit is set.

NOTE: When running a Tandem motor system, power from the switch should be applied to the wiring harness supplied with the track *not* *directly* to the drive motor.

Maintenance Instructions

The Motorized Drapery Track System 5060 is basically designed for maintenance free operation; however, inspections should be made at least once a year. At that time the following should be inspected:

1. The track should automatically shut off at the fully opened and fully closed position.

2. The drapery carriers should move freely by hand, with no jamming or dragging.

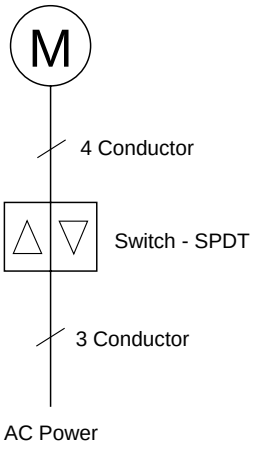
3. The end pulleys and splice locations should be visually inspected for residue such as belt shavings. Such residue may indicate improper alignment.

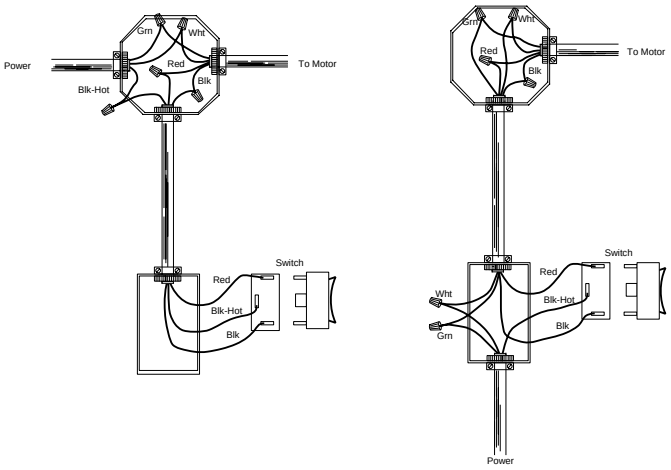
4. If lubrication is required, the belt, carrier wheels and end pulley should be lubricated generously with a high quality clear silicon.

Basic Wiring

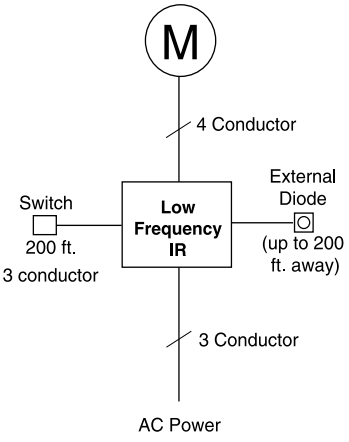
Switch Control Option

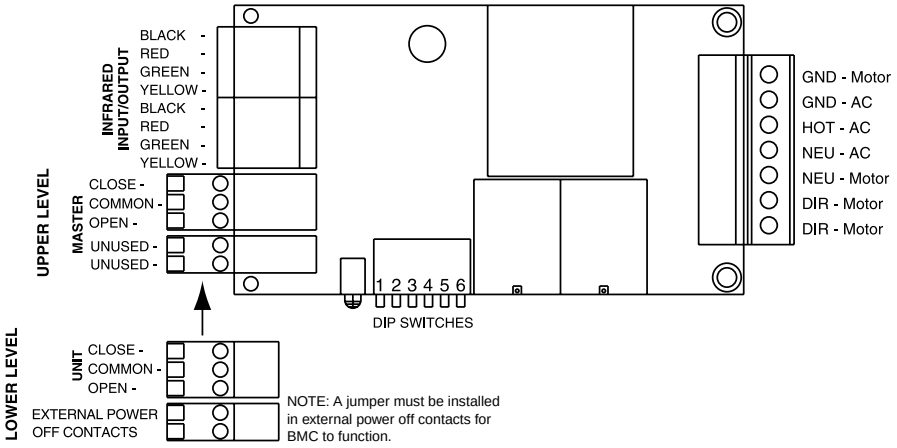
Illustrated below is the basic wiring diagram for the 5060 Motorized Drapery.
Caution! Due to the risk of feedback voltage from the capacitor, **do not** connect motors in parallel!





Infrared Remote Control Option





The BMC-12 uses a total of 12 different channels which corresponds to the 12 channel remote handsender. To program your receiver using the easy dip switches, follow the chart:

Manual Switch Style

Mode	1
Double Throw	On
Single Throw	Off

Motor Motion Setting

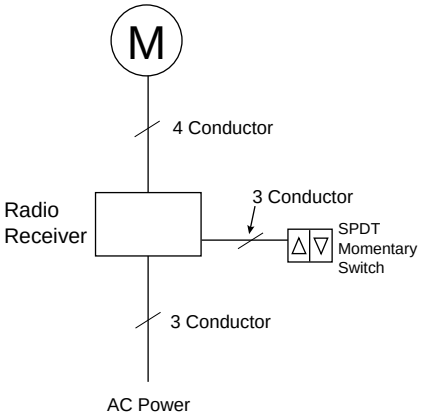
Mode	2
Full Motion	On
Jog / Latch	Off

Channel Setting

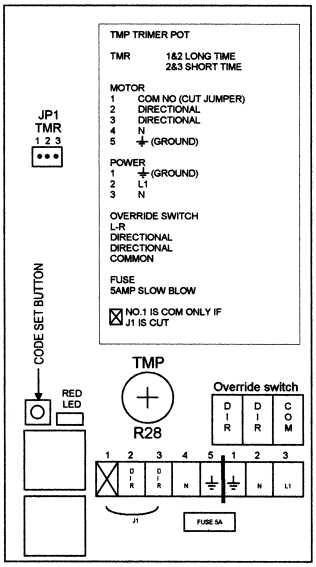
Dip Switches	3	4	5	6
Channel 1	Off	Off	Off	On
Channel 2	Off	Off	On	Off
Channel 3	Off	Off	On	On
Channel 4	Off	On	Off	Off
Channel 5	Off	On	Off	On
Channel 6	Off	On	On	Off
Channel 7	Off	On	On	On
Channel 8	On	Off	Off	Off
Channel 9	On	Off	Off	On
Channel 10	On	Off	On	Off
Channel 11	On	Off	On	On
Channel 12	On	On	Off	Off

Basic Wiring

Radio Remote Control Option



1-Channel Radio Receiver



1. Select the desired frequency using the dip switches under the cover of transmitter. (Do not set all dip switches either all "up" of all "down".)
2. Press "code set button" and HOLD while pressing transmitter button (left button for directional handsender).
3. When LED starts flashing at a rate of 1/2 second, release transmitter button.
4. Release "code set button".
5. Test unit by pressing either the "open" or "close" buttons (outside two buttons on transmitter).

Cutting Down a Split Draw

NOTE: Please contact factory before you proceed with these steps.

1. Remove the motor if it is already installed.

2. Place the track on the floor so that the carriers are facing up.

3. There will be a “cager” at the drive-end that you will need to remove with a flat-head screwdriver before taking the carriers out. Be sure not to over turn the cager; otherwise, it will come apart and the pieces will fall into the track. Just loosen the screw. Remove all carriers.

4. Remove the gray plastic safety clip from the master overlap. You may have to use a small flat-head screwdriver to get the clip off the overlap.

5. Use needle-nose pliers to squeeze the drive blocks together (to relieve the tension) and pull the master overlaps out.

6. The belt will now be loose and you can remove the drive and non-drive gears from each end. Remove one drive block from the drive gear end and one drive block from the non-drive end. You will now be able to pull the belt through the gears and remove the belt from the track. (There will be two pieces of belt.)

7. Use a saw to cut off the amount of extrusion you wish to remove. For a spliced 5060 track you will need to cut off equal amounts from each end. This way you will keep the splice as centered on the track as possible. After cutting the track, use a razor knife to clean the edges of the aluminum where you just made your cut. This will help to keep any metal shavings out of the gears once the track is reassembled. Make sure there are no shavings in track.

8. Pull the transportation belt back through the track.

9. Using the drive blocks, push the blocks flush with the end of the extrusion (one block per side, per end). At the other side of the extrusion carefully measure and cut the belt 88.9 mm longer than the extrusion. The amount of belt cut off should be equal to twice the amount of extrusion cut off. **CAUTION: If you cut the belt short, you will have to contact the factory for more belt. Please measure carefully!!!**

10. **Feed the belt through the gears and attach the second drive block to the belts. Then slide the gears back together.**

11. **Reattach the master overlap using the pliers, and put the plastic safety clip back over the master overlap. Move the master, testing that the system has a good fluid motion back and forth on the track. This is a good time to spray the track with a high quality silicone spray before reinserting the carriers and screwing on the cager.**

12. **Reset the limits on the motor. (See Limit Adjustment Section.)**

Cutting Down a One-Way Draw

NOTE: Please contact factory before you proceed with these steps.

1. Remove the motor if it is already installed.

2. Place the track on the floor, so that the carriers are facing up.

3. There will be a “cager” at the drive-end that you will need to remove with a flat-head screwdriver before taking the carriers out. Be sure not to overturn the cager, as it will come apart and the pieces will fall into the track. Just loosen the screw. Remove all the carriers.

4. Remove the gray plastic safety clip from the master overlap. You may have to use a small flat-head screwdriver to get the clip off the overlap.

5. Use needle-nose pliers to squeeze the drive blocks together (to relieve the tension) and pull the master overlaps out.

6. The belt will now be loose and you can remove the drive and non-drive gears from each end. Remove one drive block from the drive gear end and one drive block from the non-drive end. You will now be able to pull the belt through the gears and remove the belt from the track.

7. Use a saw to cut off the amount of extrusion you wish to remove. For a spliced 5060 track you will need to cut off equal amounts from each end. This way you will keep the splice as centered on the track as possible. After cutting the track, use a razor knife to clean the edges of the aluminum where you just made your cut. This will help to keep any metal shavings out of the gears once the track is reassembled. Make sure there are no shavings in track.

8. Pull the transportation belt back through the track.

9. Using the drive blocks, push the blocks flush with the end of the extrusion. Now turn to the exposed belt end. Carefully measure and cut the belt 88.9 mm longer than the extrusion. The amount of belt cut off should be equal to twice the amount of extrusion cut off. **CAUTION: If you cut the belt short, you will have to contact the factory for more belt. Please measure carefully!!!**

10. **Feed the belt through the gears and attach the second drive block to the belts. Then slide the gears back together.**

11. **Using the pliers, re-attach the master overlap and put the plastic safety clip back over the master overlap. Move the master, testing that the system has a good fluid motion back and forth on the track. This is a good time to spray the track with a high quality silicone spray before reinserting the carriers and screwing on the cager.**

12. **Reset the limits on the motor. (See Limit Adjustment Section.)**

Warranty & Return Policy

Motorized Systems

MOTORIZED SYSTEMS AND CONTROLS PURCHASED FROM BTX WINDOW AUTOMATION, INC.

1. All BTX motorized systems are warranted against defects in materials and workmanship for five years from the date of shipment from the Dallas factory of BTX. All BTX electrical and electronic controls are warranted against defects in materials and workmanship for two years from the date of shipment from the Dallas factory of BTX.

2. Should any failure to conform with this warranty appear during the specified period under normal and proper use, and provided that the motors, hardware or controls have been properly stored, installed and maintained with due regard to any directives, instructions and operating procedures provided by the manufacturer, BTX shall, upon presentation of proof of purchase, correct such nonconformity either by repair or by replacement of the nonconforming part, F.O.B. factory, at the option of BTX. Return of motors, hardware or controls pursuant to this paragraph shall be at purchaser's risk and expense.

3. BTX warrants motors, hardware and controls repaired or replaced pursuant to the foregoing warranties, under normal and proper use, storage, installation and maintenance, against defects in materials and workmanship for a period of 30 days from date of start-up of such repaired or replaced motors, hardware or controls or the expiration of the original warranty, whichever is longer.

The foregoing warranties do not cover defects resulting from misuse or failure to follow instructions. They also do not cover labor on location, service calls, reinstallation or expenses involved in shipping, packing or returning goods. Any alteration or repair other than by a factory authorized person will invalidate this warranty.

IN NO EVENT SHALL BTX BE LIABLE FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES IN CONNECTION WITH THIS PRODUCT. THIS DISCLAIMER APPLIES BOTH DURING AND AFTER THE PERIODS OF THESE WARRANTIES.

THE FOREGOING WARRANTIES ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER WRITTEN, ORAL OR IMPLIED. ALL OTHER WARRANTIES, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY DISCLAIMED. Correction of nonconformities as provided above shall be purchaser's exclusive remedy and shall constitute fulfillment of all liabilities of BTX, whether in warranty, contract, negligence, tort or otherwise, with respect to the equipment or part delivered hereunder. In no event shall BTX be responsible for providing working access to the defect, including disassembly or reassembly of motors, hardware or controls.

Return Policy

BTX Window Automation products are customized, and as a rule, they cannot be returned. Any goods to be returned to the BTX factory for repair, credit or otherwise require prior authorization and must be clearly marked with the RGA (Return Goods Authorization) number issued by the BTX customer service department. No returned goods will be accepted unless clearly marked with an RGA number. Any return shipment to BTX must be freight prepaid. All shipments from the BTX factory will be made F.O.B., freight collect, best way, unless arranged otherwise. Final acceptance of returned goods is subject to factory inspection. Restocking charges will apply.

12/99

BTX™ 10880 Alder Circle • Dallas, TX 75238 • (214) 343-1610 • (800) 422-8839 • FAX (214) 343-2252 • www.btxinc.com