



M.B. = MOTOR BRACKET
 I.B. = IDLE BRACKET
 C.B. = COUPLER BRACKET

NOTES:

1. ACTUAL MAXIMUM SHADE SIZE IS DEPENDENT UPON THE FABRIC CHOSEN.
2. SHADE WIDTH NOT INCLUDED END CAP AT BOTH END.
3. ALL EXTRUSIONS (FASCIA, CLOSURE PLATE, TOP/BACK COVER, ETC.) FOR SHADES INDICATED AS "OUTSIDE MOUNT", 3/16" HAS BEEN DEDUCTED FROM THE WIDTH OF THE EXTRUSION TO ALLOW FOR ENDCAPS. PLEASE VERIFY MESUREMENTS.
4. WIDTH TO HEIGHT RATIO WHICH EXCEEDS 1:4 A STABILIZING BATTEN WILL ASSIST IN REDUCING FABRIC CURLING ON THE SIDES OF THE SHADE. THE DEFAULT BATTEN PLACEMENT IS AT 1/2 WAY POINT OF THE SHADE HEIGHT.

MINIMUM LIGHT GAP			B TO B		MAX. MOTOR CAPACITY
MOTOR	TUBE	DEDUCTION	MIN.	MAX.	
CSM-QMTDC-250-2-CN	2.5" Spline	SEE DWG.	17.5" PER BAND	TBD	4 Nm
CSM-QMTDC-250-2-EX					

**QMT5 ARCHITECTURAL SINGLE SHADE
 WITH COUPLER BRACKET MULTI BAND**



15 VOLVO DRIVE
 ROCKLEIGH NJ 07647
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DWG. # ---
 SCALE: 6" = 1'-0"
 DATE: 04.04.2016
 REV.: