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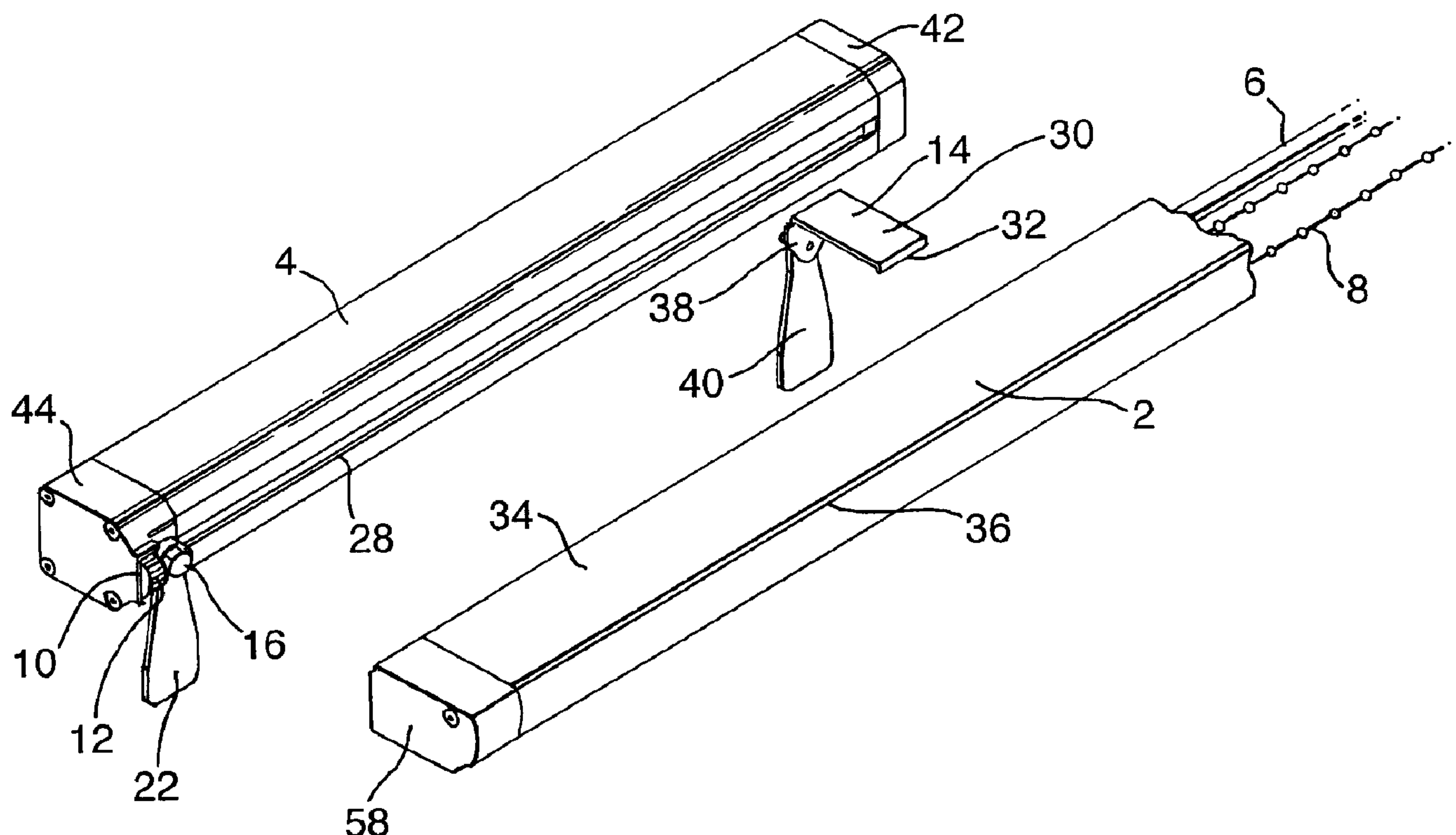
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(57) Abrégé/Abstract:

A head rail for a vertical blind, the head rail being elongate and having a drive mechanism at one end for selectively tilting and retracting slats of the vertical blind along the length of the head rail, the drive mechanism including a rotatable tilt drive for tilting slats, a rotatable retract drive for retracting and deploying slats, and a transmission for rotating the tilt drive and the retract drive by means of a single rotatable source, wherein the transmission includes a clutch for rotating the tilt drive, the clutch incorporating a lost motion mechanism whereby, after a predetermined number of rotations in the same direction, transmission by the clutch to the tilt drive is disengaged and wherein the transmission includes a control gear which is located at a position along the length of the head rail so that it can be meshed with teeth of an external drive source.

ABSTRACTDRIVE MECHANISM AND HEAD RAIL FOR A BLIND

A head rail for a vertical blind, the head rail being elongate and having a drive mechanism at one end for selectively tilting and retracting slats of the vertical blind along the length of the head rail, the drive mechanism including a rotatable tilt drive for tilting slats, a rotatable retract drive for retracting and deploying slats, and a transmission for rotating the tilt drive and the retract drive by means of a single rotatable source, wherein the transmission includes a clutch for rotating the tilt drive, the clutch incorporating a lost motion mechanism whereby, after a predetermined number of rotations in the same direction, transmission by the clutch to the tilt drive is disengaged and wherein the transmission includes a control gear which is located at a position along the length of the head rail so that it can be meshed with teeth of an external drive source.

DRIVE MECHANISM AND HEAD RAIL FOR A BLIND

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5 The present invention relates to a drive mechanism and a head rail
for a blind, in particular to a drive mechanism and head rail allowing
tilting and retraction of the blind slats.

Previously, it was known to provide a vertical blind suspended
from a head rail for covering an architectural opening. Each vertical slat
is suspended from a carriage which is movable towards and away from
10 one end of the head rail. Traditionally, some form of chain or cord
extends in a loop along the length of the head rail so as to retract and
deploy the carriages. Furthermore, a rotatable rod also extends the length
of the head rail and rotation of the rod is transferred by the carriages so as
to rotate the vertical slats.

15 Traditionally, the two operations of tilting and retraction are
controlled by separate cords or chains hanging down from the head rail.
However, EP-A-0467627 discloses a system by which both operations
may be controlled by means of a single cord. In particular, a lost motion
mechanism is provided between an input wheel driven by the control cord
20 and drive to the retraction mechanism. Furthermore, slip is allowed to
occur between the input control wheel and the tilt mechanism once the
slats have reached their full tilt in either direction. In this way, movement
of the control cord will first operate the tilt mechanism and then, once the
slats have been fully tilted and the lost motion mechanism has come to
25 the end of its travel, the slats are either retracted or deployed.

It has also been proposed to control blind movement by means of a motor, for instance in DE-U-9406083. However, this creates additional problems. The provision of two motors and associated control for the two slat operations is unduly bulky, heavy and expensive. Furthermore, the provision of a single motor with appropriate servo operation to direct power selectively to the two slat operations is also unduly complicated and expensive. With respect to the system of EP-A-0467627, it is undesirable to use a motor in conjunction with the slip mechanism provided for the tilt of slats, since the force required for slip needs to be carefully matched to the torque available from the motor. Indeed, even for manual cord operation, the slip mechanism is undesirable, because of the associated wear of its components.

According to the present invention, there is provided a head rail assembly for a vertical blind including an elongate head rail forming a generally enclosed structure having a plurality of elongate surfaces;

a mechanism at one end for tilting or retracting slats of the vertical blind along the length of the head rail, the mechanism having a control gear, the rotation of which selectively controls the tilting or retracting of the slats;

characterized by:

an external drive source for detachable attachment to one of the elongate surfaces of the head rail;

5 wherein the control gear is located at a position along the length of the head rail so that it can be meshed with the external drive source and wherein the external drive source includes a toothed external drive gear for meshing with the control gear.

10 In this way, the head rail may be constructed independently of any power source. A single head rail may be fitted with different power sources according to requirements. For instance, motor units may be provided which are operated remotely or by means of cords. Alternatively, a manually operated mechanism, for instance with cords, may be provided as the drive source.

15 Similarly, the different types and lengths of head rail may be provided and all be useable with the same drive source.

20 Preferably, the head rail includes a housing forming a generally enclosed structure, the housing including an aperture by which the control gear mesh with the teeth of an external drive source. In this respect, the control gear can be rotatable about an axis parallel to the extent of the head rail.

In this way, an aesthetically pleasing head rail may be provided. In particular, the head rail can include a housing to conceal all of the various operating parts of the head rail. However, by providing an aperture for the control gear, the head rail can still
5 be operated by an external drive source.

Preferably, the aperture is located in the housing such that it is generally not visible in use. In this respect, the housing can have an elongate surface from which the slats may extend, for instance a lower surface, and at least one other parallel elongate surface, for
10 instance a back surface, in which said aperture is formed.

Preferably the mechanism has another control gear, the rotation of which affects said selective tilting and retracting, the housing has another parallel elongate surface in which another aperture is formed by which said control gear may be operated by
15 the teeth of an external drive source.

The same control gear may be meshed with the teeth of the external drive source, or, the mechanism may have another control gear as part of a gear train which affects said selective tilting and retracting.

In this case, the another control gear may mesh with the teeth of the external drive source.

In this way, flexibility is provided in the way in which the external drive source may be mounted to the head rail. In particular,
5 the second aperture and control gear may be provided towards the upper surface of the head rail.

According to the present invention, there is also provided a head rail as described above in combination with a motor unit for attachment to said at least one other parallel elongate surface of the
10 head rail, the motor unit having a toothed drive gear for meshing with said control gear.

Preferably, the motor unit is a generally elongate structure having an elongate attachment surface for mounting alongside the at least one other parallel elongate surface.

A latch and clip arrangement may be provided as defined in the appended claims for attaching the motor unit to the head rail.

The present invention will be more clearly understood from the following description, given by way of example only, with reference to
5 the accompanying drawings in which:

Figures 1(a) and (b) illustrate a vertical blind head rail in conjunction with an associated motor unit;

Figure 2(a) illustrates the cross-section II-II through the
5 arrangement of Figure 1(b);

Figure 2(b) illustrates the cross-section of Figure 2(a) with the handle in the locked position;

Figure 3 illustrates component parts of a motor unit;

Figures 4(a) and (b) illustrate a vertical blind head rail in conjunction with an associated motor unit;

5 Figure 5(a) illustrates the cross-section V-V through the arrangement of Figure 4(b);

Figure 5(b) illustrates the cross-section of Figure 5(a) with the handle in the locked position;

Figure 6 illustrates the cross-section VI-VI through the arrangement of Figure 4(b);

10 Figure 7 illustrates a drive mechanism for a blind;

Figure 8 illustrates an exploded view of the blind mechanism of Figure 7;

Figure 9 illustrates a cross-section through the clutch mechanism of the drive mechanism of Figures 7 and 8;

15 Figure 10(a) and (b) illustrate a lost motion wheel;

Figure 11 illustrates an exploded view of an alternative blind mechanism;

Figures 12(a) and (b) illustrate the retract mechanism of Figure 11;

20 Figure 13 illustrates a cross-section through a part of the mechanism of Figure 11 illustrating the planet gear and output gear;

Figures 14(a), 14(b) and 15 illustrate exploded views of an alternative blind mechanism;

Figure 16 illustrates the assembled mechanism of Figures 14(a), 14(b) and 15;

25 Figure 17 illustrates the worm gear mechanism of Figures 14(a), 14(b) and 15;

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Figure 18 illustrates the retract mechanism of Figures 14(a), 14(b) and 15;

Figure 19 illustrates a cross-section through the arrangement of Figure 1(b);

5 Figure 20 illustrates an equivalent cross-section to Figure 19 for the mechanism of Figure 16;

Figure 21 illustrates a cross-section through the arrangement of Figure 4(b); and

10 Figure 22 illustrates an equivalent cross-section to Figure 21 for the mechanism of Figure 16.

Referring to Figures 1(a) and (b) there is illustrated an end section of a head rail 2 and an associated motor unit 4, together forming a head rail assembly.

15 Within the head rail 2 are preferably housed a number of carriages (not illustrated) each for suspending a vertical blind (also not illustrated). A tilt rod 6 extends along the length of the head rail 2 and passes through each of the carriages. By rotating the tilt rod 6, the suspended vertical blinds may be tilted. A retraction chain 8 also extends up and down the length of the head rail 2. By moving the chain 8, the carriages may be
20 deployed along or retracted from the length of the head rail 2.

As illustrated, the motor unit 4 is provided as a separate integral unit. The motor unit is provided with an aperture 10 through which a toothed drive gear 12 extends. As will be described below, the end of the head rail 2 is provided with a corresponding aperture allowing the
25 toothed drive gear 12 to mesh with a control gear in the head rail 2.

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In order to attach the motor unit 4 to the head rail 2, there is provided a clip 14 and a latch 16.

The latch 16 comprises a non-circular head 18 which may be inserted through a corresponding non-circular opening 20 in the head rail 2. This is illustrated in Figures 2(a), where Figure 2(a) is the cross-section II-II of Figure 1(b).

By rotating the latch 16 and the non-circular head 18 to the position illustrated in Figure 2(b), where Figure 2(b) is a cross-section corresponding to that of Figure 2(a), the latch 16 holds the motor unit 4 in place alongside the head rail 2. Preferably, although not illustrated, the head 18 also extends rearwardly towards the motor unit 4 such that, as it is rotated to the position of Figure 2(b), it provides pressure on the inside of the head rail 2, thereby gripping the head rail 2 closely to the motor unit 4.

Preferably, as illustrated, the latch 16 is also provided with a handle 22 which takes a concealed position between the motor unit 4 and head rail 2 when the latch 16 is in the position holding the motor unit 4 to the head rail 2.

The latch 16 may be mounted to the motor unit 4 in any suitable manner allowing rotation. However, as illustrated in the figures, the latch 16 has a generally circular head 24 which is rotationally mounted in the housing 26 of the motor unit 4.

Referring to Figure 3, it will be seen that the housing 26 of the motor unit 4 is constructed having a lipped channel section 28 along one side. Hence, preferably, the head 24 of the latch 16 is fitted into the

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channel section 28. In this way, the latch 16 is attached to the housing 26 of the motor unit 4 but is allowed freely to rotate.

The handle 22 may be provided with a detent protrusion 23 which fits into the channel section 28 of the motor unit 4. In particular, when
5 the latch 16 and handle 22 are rotated to the locked position, the detent protrusion 23 moves into the channel section 28 to hold the handle 22 in place.

As illustrated, the clip 14 includes a plate section 30 with a tongue 32. The housing 34 of the head rail 2 is provided with an elongate
10 groove 36 into which the tongue 32 may be fitted. The clip 14 then has a latch (not illustrated) similar to latch 16. In particular, on a down turned section 38 of the plate section 30, a rotatable shaft is provided with a non-circular head. The non-circular head may be inserted into the lipped channel 28 of the motor unit 4 and then rotated so as to lie behind the lips
15 of the channel and secure the clip 14 in place. As with the latch 16, the clip latch is preferably provided with a head which tightens on to the lips as it is rotated. As illustrated, a handle 40 is provided for rotating the clip latch and, as with the handle 22, is concealed between the head rail 2 and motor unit 4 when the clip 14 is secured to the motor unit 4. The
20 handle may also include a detent protrusion.

The housing 34 illustrated in Figures 2(a) and (b) also includes an elongate groove 37 opposite the elongate groove 36. In this way, the plate section 30 may have an in-turned section 39 to resiliently fit into the elongate groove 37 and hence, together with the down turned section
25 38 and elongate groove 36, more securely grip the housing 34 of the head rail 2.

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Starting from the arrangement of Figure 1(a), the clip 14 is positioned over the head rail 2 such that its tongue 32 grips the groove 36. The motor unit 4 is then brought along side the head rail 2 and the head 18 of the latch 16 is inserted through the aperture 20 of the head rail 2 and the head of the clip latch is inserted into the lipped channel 28.
5 This is illustrated in Figure 1(b). In this position, the clip 14 may still be moved along the length of the motor unit and head rail 2. Preferably, it is positioned so as best to support the weight of the motor unit 4.

The handles 22 and 40 are then rotated so as to secure the motor unit 4 in place. The latch 16 holds the end of the motor unit 4 adjacent the end of the head rail 2 with the drive gear 12 in engagement.
10 Furthermore, the weight of the motor unit 4 on the clip 14 is supported by the plate section 30 on the top of the head rail 2, the tongue 32 preventing the clip 14 slipping around the head rail 2.

15 Figures 4(a) and (b) illustrate an alternative arrangement for the motor unit 4 and head rail 2. In particular, in this arrangement, the motor unit 4 is mounted above the head rail 2 along a different side of the head rail 2 to that illustrated in Figures 1(a) and (b).

The motor unit 4 can be identical to that used with the arrangement of Figures 1(a) and (b) and illustrated in Figure 3. In particular, it also includes the rotatable latch 16 with the handle 22.
20

The head rail 2 differs from that of Figures 1(a) and (b) only by the end cap 158. In particular, the end cap 158 illustrated in Figures 4(a) and (b) includes a non-circular opening 118 through which the non-circular head 18 of the latch 16 may be inserted. This is illustrated in
25 more detail in Figure 5(a) which shows the cross-section V-V of Figure

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4(b). As with the previous arrangement, by rotating the handle 22, the motor unit 4 may be locked in place against the head rail 2. This is illustrated in Figure 5(b) which is a cross-section corresponding to that of Figure 5(a).

5 The end cap 158 also includes an aperture 116 through which the toothed drive gear 12 of the motor unit 4 may mesh with a control gear of the head rail.

 As with the previous arrangement, a clip is also provided to attach the motor unit 4 to the head rail 2. In this case, the clip 114 has down
10 turned sections 138 and 139 either side of the plate section 130. The down turned sections 138 and 139 fit into the elongate grooves 36 and 37 so as to secure the clip to the head rail 2. On the other hand, an insert 120 is provided to fit into the channel 28 of the motor unit 4 and a screw 122 provided to attach the plate section 130 to the insert 120. This is
15 illustrated in Figure 6 which is the cross-section VI-VI of Figure 4(b).

 Considering Figure 3, it will be seen that the motor unit includes a first end assembly 42 and a second end assembly 44. The first end assembly in the illustrated embodiment includes a connector for receiving power and control signals if appropriate for remote control.
20 The illustrated embodiment also includes two tongues 41 for receiving a printed circuit board 43. The second end assembly 44 includes a gearing support structure 46 in which a main motor gear 48 and the drive gear 12 are housed. The motor gear 48 is provided on the drive shaft 50 of the motor 52 and meshes with the drive gear 12. A cap 54 may be screwed
25 to the support structure 46 to enclose the gears 48 and 12 and provide and end surface to the motor unit 4.

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Figure 3 also illustrates the provision of an insert 56 which may be fixed in the lipped channel 28 so as to prevent the head 24 of the latch 16 moving longitudinally along the lip channel 28. The support structure 46 may be provided with means to prevent the latch 16 moving in the
5 opposite direction.

Behind the end cap 58 of the head rail 2, there may be provided a drive mechanism as illustrated in Figures 7 and 8.

The drive mechanism incorporates a tilt drive for rotating the rod 6 and a retract drive for rotating the chain 8. In particular, a tilt drive gear
10 60 rotates a tilt drive 62 connected to the rod 6 and a retract gear 64 rotates a retract drive including a chain wheel 66 and crown gear 68 meshing with gear 70.

The tilt gear 60 and retract gear 64 are provided in a single gear train by both meshing with an intermediate gear 72. In this way, any of
15 the tilt gear, retract gear and intermediate gear may be driven by some drive source, for instance the drive gear 12 described above, in order to operate both the tilt mechanism and the retract mechanism.

Tongues 59 can be provided to hold the last carriage, in other words the last vane carrier/traveller.

20 Considering first the tilt mechanism, drive from the tilt gear 60 is provided to the tilt drive 62 by means of a transmission comprising a lost motion mechanism and a clutch mechanism.

As is illustrated in Figure 8, the tilt gear 60 is provided with a shaft 74 having, at its end, a non-circular cross-section end 76, in this case
25 square. A clutch drive component 78 having an outer cylindrical drive surface 80 is fitted onto the non-circular cross-section end 76 of the shaft

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74. The drive surface 80 may be provided as an integral part of the shaft 74. However, by providing it as a separate component, the material properties of the drive surface 80 may be chosen independently of those required for the shaft 74 and tilt gear 60.

5 A wrap spring 82 is fitted around the drive surface 80 such that it lightly grips the drive surface 80. The drive component 78 and wrap spring 82 are then inserted within the tilt drive 62.

 As illustrated, particularly with reference to Figure 9, the tilt drive 62 includes an end section 84 which is of a part cylindrical shape. In particular, the part cylindrical end section 84 surrounds the wrap spring 82 and has tilt surfaces 86,87 adjacent the ends 88,89 of the wrap spring 82.

 As will be apparent, when the tilt gear 60 and, hence, the drive surface 80 are rotated, the wrap spring 82 will also be rotated due to its frictional engagement with the drive surface 80. In either direction of rotation, an end 88,89 of the wrap spring 82 will abut a tilt surface 86,87 of the tilt drive 62. The wrap spring is wound and positioned within the part cylindrical end section 84 such that rotation of an end 88,89 of the wrap spring 82 against a tilt surface 86,87 will tend to tighten the wrap spring 82 onto the drive surface 80, thereby increasing the frictional grip between the wrap spring 82 and the drive surface 80. In this way, the end 88,89 of the wrap spring 82 will rotate the tilt drive 62.

 The lost motion mechanism comprises a series of wheels 90 arranged around the shaft 74. Each wheel 90 has some form of protuberance or indent which allows it only to rotate to a limited extent with regard to an adjacent wheel. To reduce the number of wheels

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required, it is preferred that the available rotation should be as close to 360° as possible.

Figures 10(a) and (b) illustrate respectively the front and rear sides of a wheel 90. As illustrated, each wheel includes a pair of
5 protuberances 92,94 on each side. In particular, at the outer periphery protuberances 92 are provided in each axial direction and, at the inner periphery, protuberances 94 are provided in each axial direction. Furthermore, on the rear side of each lost motion wheel 90, an annular supporting ridge 95 is provided between the protuberances 92 and 94.
10 As will be appreciated, the annular supporting ridge 95 acts as a guide for the protuberances 92,94 of an adjacent lost motion wheel 90 and assists in maintaining the lost motion wheels 90 in axial alignment.

It will be noted that, in order to provide the lost motion mechanism, it is not necessary to provide two protuberances on each side
15 of a wheel 90. However, the provision of two protuberances spreads the load between adjacent wheels, allows the transmitted torque to be shared between pairs of protuberances and prevents the wheels from becoming skew relative to the axis of the shaft 74. In other words, they increase the abutment surface and thereby reduce/distribute the force on/over each
20 protrusion.

Although not illustrated, the first of the series of wheels 90 is either fixed to the housing 96 of the mechanism or provided with a limited rotation relative to the housing 96 in the same way as to its adjacent wheel 90. As a result, the last wheel 98 of the series of wheels
25 can only rotate relative to the housing 96 through a number of turns determined by the number and nature of the series of wheels 90.

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The last wheel 98 is provided with or attached to an extension member 100. As illustrated in Figure 9, the extension member 100 extends alongside the wrap spring 82 between its two ends 88,89. In particular, it extends into the gap left by the part cylindrical end section 84 of the tilt drive 62 so as generally to complete the cylinder.

It will be appreciated that when the tilt gear 60, drive surface 80, wrap spring 82 and tilt drive 62 are rotated, then the extension member 100 and last wheel 98 will also be rotated. However, as mentioned above, due to the lost motion mechanism, the extension member 100 and last wheel 98 can only rotate through a limited number of turns relative to the housing 96. Thus, once the extension member 100 has been rotated by its maximum number of turns, it will stop and an end 88,89 of the wrap spring 82 (the trailing end 88,89 which in the respective direction of rotation is not rotating the tilt drive 62) will abut a wrap spring release surface 101, 102 of the extension member 100. Further rotation of the wrap spring 82 will cause the end 88,89 in contact with the wrap spring release surface 101,102 to be deflected. As will be appreciated, this deflection will open out the wrap spring 82 and, hence, release the grip of the wrap spring 82 on the drive surface 80. Thus, further rotation of the tilt gear 60 and drive surface 80 will result merely in the drive surface 80 slipping with respect to the wrap spring 82. Hence, no further drive will be provided to the tilt drive 62.

Considering clockwise rotation of the drive surface 80 and wrap spring 82 illustrated in Figure 9, the end 88 of the wrap spring 82 will first abut the tilt surface 86 so as to rotate the part cylindrical end section 84. At the same time the end 89 will abut the wrap spring release surface

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102 of the extension member 100 and rotate the extension member 100. However, when the lost motion mechanism reaches the end of its available motion, the extension member 100 will not rotate any further. Hence, when the wrap spring 82 rotates, it will cause the end 89 to be
5 deflected against the wrap spring release surface 102. As a result, grip between the wrap spring 82 and drive surface 80 will be lost and no further rotation will be transmitted from the end 88 to the tilt surface 86 and part cylindrical end section 84.

Thus, continuous drive to the tilt gear 60 will only result in the tilt
10 drive 62 being rotated through a predetermined number of turns. Once those predetermined number of turns have been made, the lost motion mechanism causes the clutch to release further drive. Hence, the tilt gear 60, even when continuously rotated, will only provide sufficient drive to tilt slats between their maximum tilt positions.

15 Similarly, modifications may be made to the clutch mechanism. For instance, by altering where the ends 88,89 of the wrap spring 82 are positioned, it is possible that the extension member 100 will make up the greater extent of the cylinder formed by the extension member 100 and the part cylindrical end section 84 of the tilt drive 62. Also, the drive
20 surface 80 may be an internal cylindrical surface with the ends 88,89 of the wrap spring 82 extending inwardly to drive the tilt drive and be released by the lost motion mechanism.

Considering now the retract mechanism, a lost motion mechanism is provided between the retract gear 64 and the retract drive 66,68,70.

25 As illustrated, this retract lost motion mechanism comprises a series of wheels 103 similar to the wheels 90 described above. Of

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course, as for the lost motion mechanism of the tilt drive, this retract lost motion mechanism can be constructed in other ways.

The first wheel 104 of the series of wheels is either attached to the retract gear 64 or is restrained to rotate only to a limited extent relative to the retract gear 64. Similarly, the last wheel 106 is attached to the gear 70 or restrained to rotate only to a limited extent relative to the gear 70. In this respect, in the illustrated embodiment, the back of gear 70 is provided with protrusions, one of which 108 is illustrated, to interact with the protrusions of the last wheel 106.

In this way, rotation of the retract drive 66,68,70 only starts after a predetermined number of turns of the retract gear 64.

As illustrated, the retract gear 64 is provided with a shaft 110 about which the lost motion wheels 103 may rotate. Furthermore, the shaft 110 is further provided with an internal cylindrical opening for receiving and supporting for rotation a shaft 112 of the gear 70.

With regard to the connection between the chain wheel 66 and crown gear 68, it is proposed to provide an overload clutch. In particular, the crown gear 68 engages with the chain wheel 66 in such a way that it will slip given sufficient force. As a result, any forcible movement of the blind or chain will cause the chain wheel 66 to slip relative to the crown gear 68 rather than cause damage to the drive mechanism. This will be described and illustrated further in the following embodiments.

Figure 11 illustrates an alternative lost motion mechanism for the retract mechanism. This is illustrated in more detail in Figures 12(a) and 12(b). Similar reference numerals as used in Figures 11 to 13 with the

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index ' denote functionally equivalent parts to those explained with reference to Figures 1 to 10.

The retract gear 64' has attached to it or integral with it a cylindrical spacer 200. At the distal end of the spacer 200, there is an intermediate drive component 202. As illustrated, the intermediate drive component 202 includes a short pivot shaft 204 which pivots in a bearing aperture 206 in the end of the spacer 200. Thus, the intermediate drive component 202 is spaced from the retract gear 64' and is able to rotate relative to the retract gear 64' about the same axis.

A flexible elongate member 208 such as a thin cord or filament is attached to the intermediate drive component 202 at one end 210. The other end of the elongate member 208 is attached to the back surface of the retract gear 64' or to the spacer 200 proximate the back surface of the retract gear 64'.

Thus, when the retract gear 64' is rotated, it first rotates relative to the intermediate drive component 202 and wraps the elongate member 208 around the spacer 200. When all of the length of the elongate member 208 has been taken up around the periphery of the spacer 200, the end 210 of the elongate member 208 then pulls on the intermediate drive component 202 so as to rotate it. Upon rotation of the retract gear 64' in the opposite direction, the elongate member 208 will rotate relative to the intermediate drive component 202 and unwind the elongate member 208 from around the spacer 200. Upon further rotation, it will then wrap the elongate member 208 around the spacer 200 in the opposite direction such that eventually the end 210 of the elongate

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member 208 will rotate the intermediate drive component 202 in that opposite direction.

5 If the elongate member 208 is attached to the back surface of the retract gear 64' or to a component attached to or integral with the retract gear 64', then it is possible for the spacer 200 to be rotatable relative to the retract gear 64'. The spacer 200 is provided merely for a surface about which the flexible elongate member 208 may be wrapped so as to take up its length. Drive between the retract gear 64' and the intermediate drive component 202 is taken through the flexible elongate member 208 and it is only necessary that the ends of the elongate member 208 be attached to the relatively rotatable components. Thus, as another alternative, the spacer 200 can be formed integrally with the intermediate drive component 202 and mounted rotationally with respect to the retract gear 64'.

15 Drive from the intermediate drive component 202 to the retract drive 66', 88' and 70' as illustrated in Figures 11, 12(a) and 12(b) will be described below.

It will be appreciated that other similar lost motion mechanisms can be used in place of that illustrated. For instance, mechanisms 20 employing a ball travelling in a spiral groove are known whereby motion is only allowed while the ball travels between the two ends of the spiral groove.

It should also be appreciated that these various lost motion mechanism can also be used in place of the lost motion mechanism 25 described with reference to Figure 8 for the tilt gear arrangement.

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Considering overall operation, upon rotation of the gear train 60,64,72 in one direction, drive will immediately be transmitted via the clutch mechanism of the tilt drive to rotate the slats of the blind in the relevant direction. However, at this time, the lost motion mechanism of the retract drive will not transmit any drive to retracting or deploying the slats. Once the lost motion mechanism of the tilt drive has reached its full extent, the clutch mechanism of the tilt drive will disengage drive to tilting the slats. On the other hand, once the lost motion mechanism of the retract drive has reached its full extent, drive will be provided to retract or deploy the slats.

It will be appreciated that the lost motion mechanism of the retract drive should not reach its full extent until the lost motion mechanism of the tilt drive has reached its full extent and disengaged the clutch. Preferably, the lost motion mechanism of the retract drive has an extent which is at least equal or greater than the extent of the lost motion mechanism of the tilt drive. In particular, so that retraction or deployment of the slats does not occur immediately at the end of tilting the slats, a period of no action should preferably be provided. This is particularly advantageous when the drive mechanism is powered by a motor, since it will be difficult for a user to precisely control the motor to stop its operation at the changeover between tilt drive and retract drive.

Referring again to Figures 11, 12(a) and 12(b), it will be seen that an additional drive mechanism exists between the intermediate drive component 202 and the retract output gear 70'. In particular, a planet gear 212 transmits drive from the intermediate drive component 202 to the output gear 70'. The planet gear 212 includes a pivot shaft 214 which

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pivots in a bearing aperture 216 in the intermediate drive component 202.

As can be seen from the figures, the aperture 216 is offset from the axis of the intermediate drive 202 such that rotation of the intermediate drive 202 causes the planet gear 212 to move along a circular path.

5 The retract output gear 70' is of annular form with inwardly facing teeth 218. The outwardly facing teeth 220 of the planet gear 212 mate or mesh with the inwardly facing teeth 218 of the gear 70'.

10 The planet gear 212 is also provided with two radially extending arms 222a and 222b. The arms 222a and 222b fit into corresponding openings 224a and 224b in the housing 96' such that the planet gear 212 is only able to rotate by a limited amount relative to the housing 96'.

15 In operation, when the retract mechanism is operated and the intermediate drive 202 is rotated, the planet gear 212 is moved in a circular path around the retract output gear 70'. Since the planet gear 212 is restrained from rotation by the arms 222a and 222b, the interference between its outwardly facing teeth 220 and the inwardly facing teeth 218 of the output gear 70' causes the output gear 70' to rotate.

20 With reference to Figure 13, when the intermediate drive 202 moves the pivot shaft 214 in a clockwise circular path, the planet gear 212 attempts to rotate anti-clockwise about its own axis. However, upon such rotation, the upper arm 222a will abut the left side of the opening 224a and the lower arm 222b will abut the right hand wall of the opening 224b. With the planet gear 212 restrained in this manner, further movement of the planet gear 212 in its circular path will cause the output
25 gear 70' to rotate.

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Similarly, anti-clockwise movement of the planet gear 212 about its circular path will cause it to rotate clockwise about its own axis until the arms 222a and 222b abut the opposite walls of the openings 224a and 224b.

5 In contrast, when an attempt is made to rotate the gear 70' to transmit motion back through the mechanism, the mechanism locks up. Thus, the weight of the slats or pulling of the slats in either direction will not operate the mechanism and the slats will be held securely in place.

 When an attempt is made to rotate the output gear 70', the mating
10 gears 218 and 220 attempt to rotate the planet gear 212 about its own axis, i.e. rotating shaft 214 in aperture 216. However, in the same way as described above, the arms 222a and 222b abut walls of the openings 224a and 224b so as to prevent such rotation. In this way, the planet gear 212 is unable to move any further and, in particular, is not moved around the
15 circular path required to move the intermediate drive 202.

 Of course, this mechanism will also have the same effect in various other configurations, for instance with the planet gear on the outside of an output gear having outwardly facing teeth. Similarly, the planet gear 212 will transmit rotation from the intermediate drive 202 to
20 the output gear 70' or lock up whenever it is restrained from rotation relative to the housing. However, it could be allowed to rotate through a limited extent between these two situations. For instance, the planet gear 212 could be limited to rotate by nearly a complete revolution.

 It should be appreciated that this mechanism could be used with or
25 without the lost motion and single drive mechanisms described above. Similarly, it could be used in conjunction with the tilt drive.

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As illustrated, the output gear 70' meshes with a crown gear 68' which in turn engages a chain wheel 66'. As described above for the previous embodiment, the chain wheel 66' mates with the crown gear 68' to form an overload clutch. In particular, the mating part of the crown
5 gear 68' is provided with a series of radial protrusions which are of generally rounded shape. The corresponding inwardly facing portions of the chain wheel 66' are formed as resilient bridge pieces which extend over recesses and are, therefore, radially outwardly deflectable. Thus, if the chain wheel 66' is forcibly rotated relative to the crown gear 68', the
10 bridge pieces are able to deflect and allow relative rotation between the chain wheel 66' and the crown gear 68'. In this way, forcible movement of the blind or chain will cause relative rotation between the chain wheel 66' and the crown gear 68' rather than damaging the drive mechanism. Of course, the mating surfaces of the chain wheel 66' and crown gear 68'
15 could be reversed with the resilient parts being provided on the crown gear 68'. Indeed, other forms of overload clutch could also be used.

Figures 14 to 18 illustrate an alternative embodiment to that of Figures 11, 12 and 13. Similar reference numerals as used in Figures 14 to 18 with the index "denote functionally equivalent parts to those
20 explained above with reference to Figures 11 to 13.

In particular, the planet and crown gear mechanism is replaced by a worm gear mechanism and the second lost motion mechanism of the retract drive is arranged coaxially with the first lost motion mechanism of the tilt drive. The assembled mechanism is illustrated in Figure 16.

25 As illustrated, in this embodiment, the tilt gear 60 or 60' of the previous embodiments acts as the sole drive gear 60". A retraction drive

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take-off gear 300 is provided coaxially with the drive gear 60" and rotatably on the shaft 74" of the drive gear 60". The lost motion mechanism for the retract drive is then provided by means of a flexible elongate member 208" similar to that of the previous embodiment which
5 extends between the drive gear 60" and the retraction drive take-off gear 300. Hence, in this embodiment, the shaft 74" fulfills the function of the spacer 200 of the previous embodiment.

Rotation of the retraction drive take-off gear 300 is transferred to the pinion end 302 of a worm gear 304 by means of an intermediate gear
10 306. Thus, rotation of the retraction drive take-off gear 300 results in rotation of the worm gear 304.

As will be apparent from the figures, rotation of the worm gear 304 causes rotation of the mating worm wheel 308 and, hence, also the chain wheel 66".

15 By virtue of this worm gear arrangement, forces, for instance resulting from the weight of the blind are not transmitted back through the mechanism. In other words, the blind will remain where positioned despite forces acting on it.

Similarly to the previous embodiments, mating parts of the worm
20 wheel 308 and chain wheel 66" provide an overload clutch. In this way, if the blind or retract chain 8" is forcibly moved, for instance beyond one of its end positions, the chain wheel 66" is able to slip relative to the worm wheel 308 and prevent the mechanism from being damaged.

Since, compared to the previous embodiments, the chain wheel is
25 provided vertically on the side of the mechanism, the housing 96" is provided with an opening which is filled by a chain wheel cover 310.

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Otherwise, this embodiment is generally similar to the previous
embodiments with a plurality of lost motion wheels 90" driving a last
wheel 98" and the tilt drive 62". It will be appreciated that the shaft 74"
has, at its end, a non-circular cross-section end 76" which mates with the
5 clutch drive component 78". As illustrated, this cross-section includes 8
protrusions.

For embodiments using the elongate flexible member 208, it is
noted that particularly suitable cord materials would include high tensile
strength yarns such as KEVLAR or NOMEX, both by DuPont,
10 TWARON by Akzo-Nobel, DYNEEMA by DSM or SPECTRA by
Allied Fibres. Such materials have tensile strengths in the range of 28 to
35 grams per denier. In particular, Ultra-High Molecular Weight
Polyethylene (UHMW-PE), such as DYNEEMA or SPECTRA, has a
tensile strength exceeding that of steel and has flexibility and fatigue
15 resistance superior to Aramid fibres, such as KEVLAR, TWARON or
NOMEX products. The first mentioned highly sophisticated
polyethylene material is particularly suitable for high load applications
and is also often referred to as High Modulus Polyethylene (HMPE) or
High Molecular Density Polyethylene (HMDPE).

20 Referring again to the overall construction, since the drive
mechanism includes a single drive train 60,64,72,60',64',72',60" for
operating both the tilt drive and retract drive, a drive source may be
meshed with the gear train at any position.

Figures 19 and 20 correspond to the arrangement of Figures 1 and
25 2. In particular, the end cap 58 in which the drive mechanism is
provided includes an opening 114 through which the drive gear 12 may

mesh with the tilt gear 60. However, as described with reference to Figures 4, 5 and 6, it may be preferred to mount the motor unit 4 on top of the head rail 2. In this case, as illustrated in Figures 21 and 22, the end cap 58 includes an opening 116 on its upper surface such that the drive gear 12 can mesh with the intermediate gear 72. As illustrated in Figure 7, the mechanism housing 96 preferably includes the non-circular opening 118 for receiving the non-circular head 18 of the latch 16. In this way, the relative positioning of the drive gear 12 and intermediate gear 72 can be secured.

For convenience the end cap 58 may be provided with both the opening 114 and 116. Additional components may be provided for filling or closing these openings when not in use.

It will be appreciated that the drive mechanism described with reference to Figures 7 and 8 could be used in conjunction with a manual cord operation. Indeed, a manual cord unit including a gear to mesh with the drive train 60,64,72 could be provided to attach to the head rail as a separate unit in place of the motor unit 4.

It will also be appreciated that the drive mechanism could be used to operate horizontal slats. Indeed, the head rail 2 could be mounted vertically in order to control horizontal slats.

CLAIMS

1. A head rail assembly for a vertical blind, including an elongate head rail forming a generally enclosed structure having a plurality of elongate surfaces;

5 a mechanism at one end for tilting or retracting slats of the vertical blind along the length of the head rail, the mechanism having a control gear, the rotation of which selectively controls the tilting or retracting of the slats;

characterized by:

10 an external drive source for detachable attachment to one of the elongate surfaces of the head rail;

wherein the control gear is located at a position along the length of the head rail so that it can be meshed with the external drive source and wherein the external drive source includes a toothed external drive gear for meshing with the control gear.

15 2. The head rail assembly of claim 1 wherein the mechanism is for both tilting and retracting the slats, and rotation of the rotatable control gear controls the tilting and retracting.

3. The head rail assembly of claim 1 including a motor arrangement for retracting and/or tilting the slats of the blind;

20 the motor being accommodated in a motor unit, so as to provide said external drive source;

wherein the motor unit has a connecting element at a longitudinal end, to connect the motor unit with the head rail; and

25 wherein the connecting element comprises a first support structure for the motor unit and a second support structure for the head rail.

4. The head rail assembly of claim 3 wherein the head rail has a control gear and wherein the second support structure includes a first aperture, through which the control gear partially protrudes.

5. The head rail assembly of claim 3 or 4 wherein the motor unit has a toothed drive gear and wherein the first support structure has a second aperture, through which the toothed drive gear partially protrudes for meshing with the control gear.

5 6. The head rail assembly according to claim 1 wherein the control gear is rotatable about an axis parallel to the extent of the head rail.

7. The head rail assembly according to claim 6 wherein the head rail includes a housing forming the generally enclosed structure, the housing including an aperture by which the control gear may mesh with the teeth of the
10 external drive source.

8. The head rail assembly according to claim 4 or 7 wherein the housing has an elongate surface from which the slats may extend and at least one other parallel elongate surface in which said aperture is formed.

9. The head rail assembly according to claim 8 wherein the housing
15 has another parallel elongate surface in which another aperture is formed by which said control gear may be operated by the teeth of an external drive source.

10. The head rail assembly according to claim 8 or 9; and
a motor unit for attachment to said at least one other parallel
20 elongate surface of the head rail, the motor unit having a toothed drive gear for meshing with said control gear.

11. The head rail assembly according to claim 10 wherein said motor unit is a generally elongate structure having an elongate attachment surface for mounting along side said at least one other parallel elongate surface.

25 12. The head rail assembly according to claim 11 wherein, proximate said aperture, said at least one other parallel elongate surface has a non-circular opening and, proximate said drive gear, said motor unit includes a rotatable latch extending from the attachment surface and insertable through said non-circular opening for rotation so as to secure said motor unit to said head rail.

13. The head rail assembly according to claim 11 or 12 further comprising a clip for holding the head rail at a position along its length and including a rotatable clip latch for selectively securing the clip to the motor unit at a position along its length.

5 14. The head rail assembly according to claim 13 wherein the motor unit includes a lipped channel along at least part of the length of the attachment surface and said clip latch includes a key portion which may be rotated so as to be secured in the lipped channel.

10 15. The head rail assembly according to claim 13 or 14 wherein the housing of the head rail includes a groove along at least part of the length of a surface opposite said at least one other parallel elongate surface and said clip includes a tongue for insertion into the groove.

15 16. The head rail assembly of claim 3 wherein the housing has a first elongate surface, from which the slats are adapted to extend and at least one other elongate surface in which the aperture is formed; and

the motor unit is for releasable attachment to the at least one other elongate surface of the head rail;

the motor unit having a toothed drive gear for meshing with the control gear.

20 17. The head rail assembly according to claim 16 wherein the motor unit is a generally elongate structure having an elongate attachment surface for mounting alongside the at least one other elongate surface.

25 18. The head rail assembly according to claim 17 wherein, proximate the aperture, the at least one other elongate surface has a non-circular opening and proximate the drive gear, and the motor unit includes a rotatable latch extending from the attachment surface and insertable through the non-circular opening for rotation so as to secure the motor unit to the head rail.

19. The head rail assembly according to claim 17 or 18 further comprising a clip for holding the head rail at a position therealong and including

a rotatable clip latch for selectively securing the clip to the motor unit at a position along its length.

20. The head rail assembly according to claim 19 wherein the motor unit includes a lipped channel along at least part of the length of the attachment surface and the clip latch includes a key portion which can be rotated so as to be secured in the lipped channel.

21. The head rail assembly according to claim 19 or 20 wherein the housing of the head rail includes a groove along at least part of the length of a surface opposite the at least one other parallel elongate surface and the clip includes a tongue for insertion into the groove.

22. The head rail assembly according to any one of claims 16 to 21 wherein the mechanism is a drive mechanism including:

a rotatable tilt drive for tilting the slats;

a rotatable retract drive for retracting and deploying the slats; and

a transmission for rotating the tilt drive and the retract drive by means of a single rotatable source;

wherein the transmission includes a clutch for rotating the tilt drive, the clutch incorporating a first lost motion mechanism whereby, after a predetermined number of rotations in the same direction, transmission by the clutch to the tilt drive is disengaged;

the transmission also including the control gear.

23. The head rail assembly according to any one of claims 16 to 22 wherein the mechanism includes:

a lost motion mechanism comprising first and second components relatively rotatable about a common axis;

a spacer disposed between the first and second components; and

a flexible elongate member having ends attached respectively to the first and second components;

wherein relative rotation of the first and second components causes

the flexible elongate member to wrap around the spacer such that the first and second components can rotate relative to one another by an amount determined by the length of the flexible elongate member; and

wherein the lost motion mechanism is driven by the control gear to
5 tilt or retract the slats.

24. The head rail assembly according to any one of claims 16 to 23 wherein the control gear is rotatable about an axis parallel to the longitudinal extent of the head rail.

25. The head rail assembly according to any one of claims 16 to 24
10 wherein the housing has another parallel elongate surface, in which another aperture is formed, by which the control gear can be operated by the teeth of the drive gear.

26. The head rail assembly according to any one of claims 16 to 25 wherein the mechanism is for both tilting and retracting the slats, and rotation of
15 the rotatable control gear controls the tilting and retracting.

27. The head rail assembly according to claim 22 wherein the mechanism includes:

a rotatable tilt drive for tilting the slats;
a rotatable retract drive for retracting and deploying the slats; and
20 a transmission for rotating the tilt drive and the retract drive by way of a single rotatable source;

wherein the transmission includes a clutch for rotating the tilt drive;

wherein the retract drive is rotated by the transmission such that the
25 retract drive is only rotated after a predetermined number of rotations of the transmission in the same direction; and

wherein the lost motion mechanism is incorporated operatively between the retract drive and the transmission.

28. The head rail assembly according to claim 27 wherein the

transmission includes a retract gear and a tilt gear, the retract gear and the tilt gear being part of the same gear train so as to be rotatable by the single rotatable source;

5 wherein a further lost motion mechanism includes a series of coaxial wheels, each rotatable relative to an adjacent wheel through only a limited extent; and

wherein a last one of the series of coaxial wheels operates the clutch.

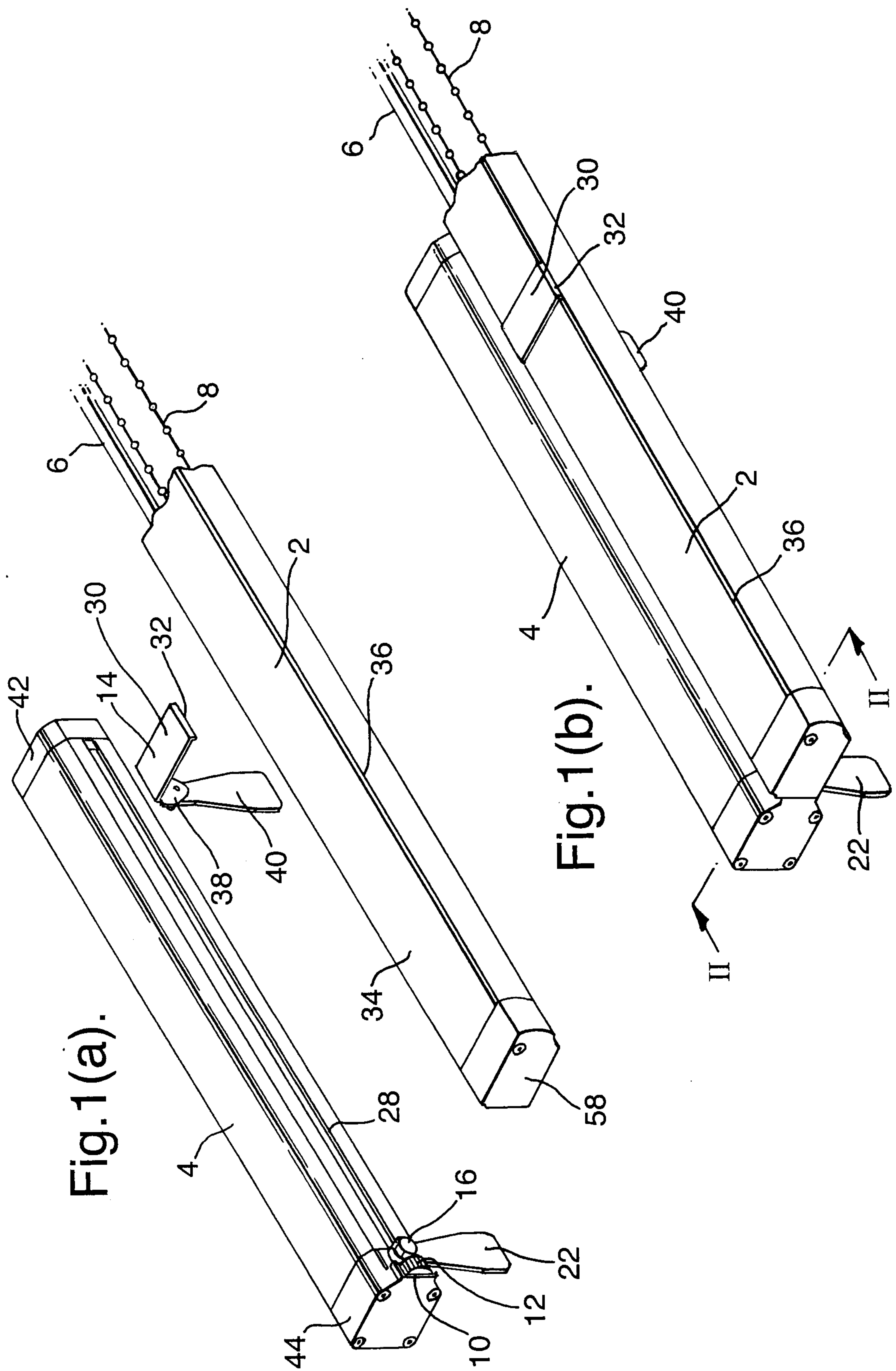


Fig.2(a).

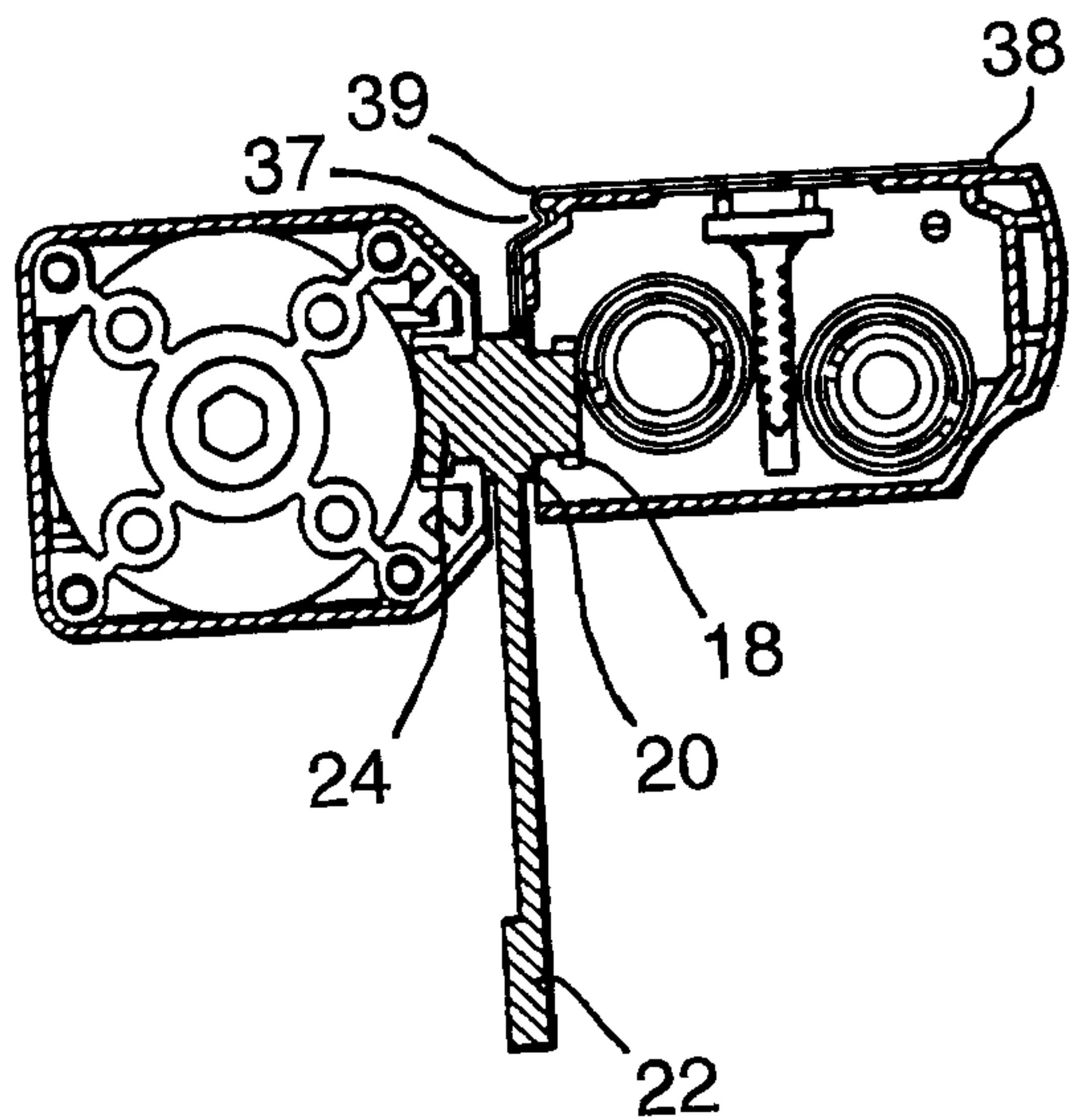


Fig.2(b).

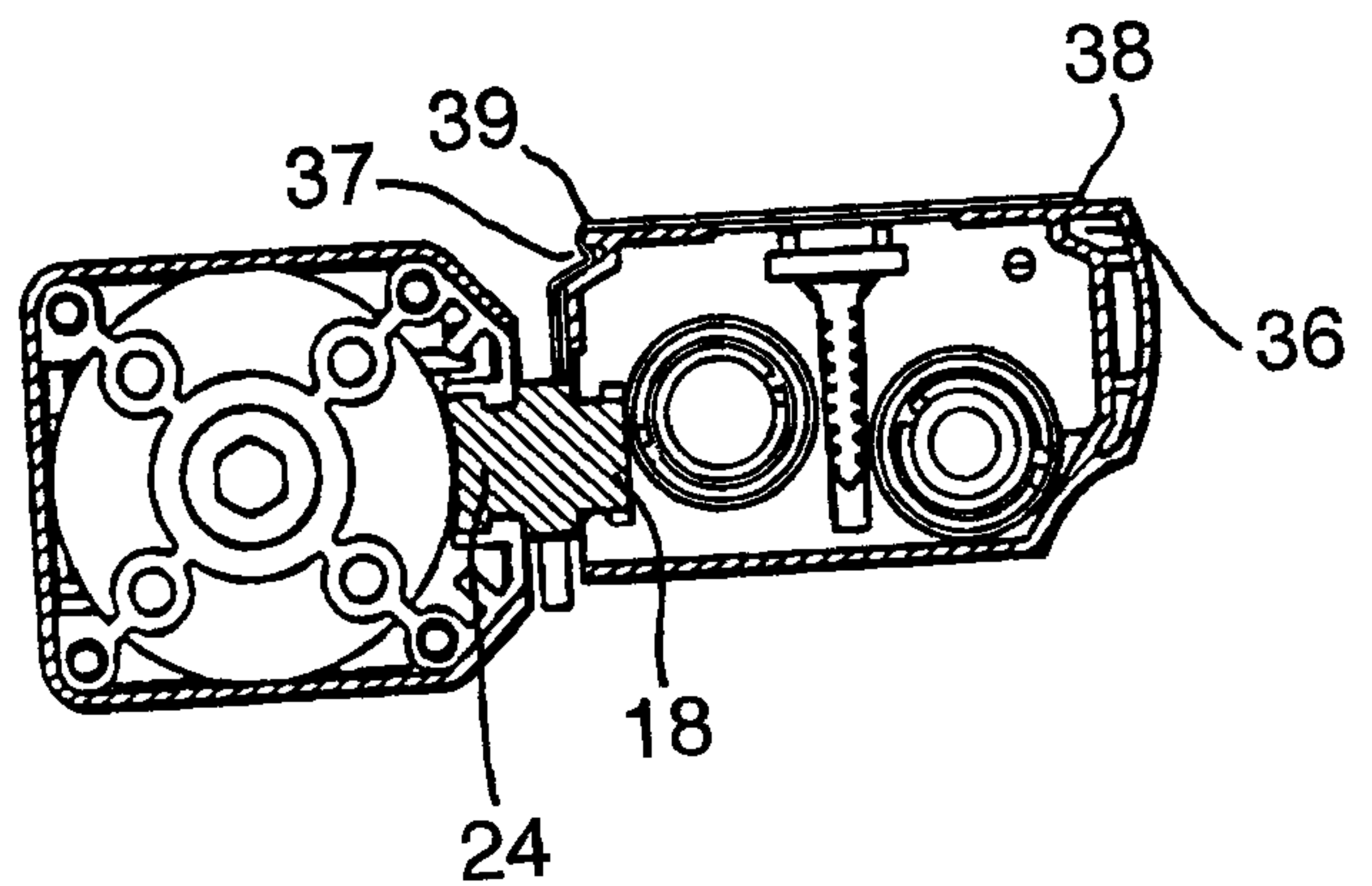
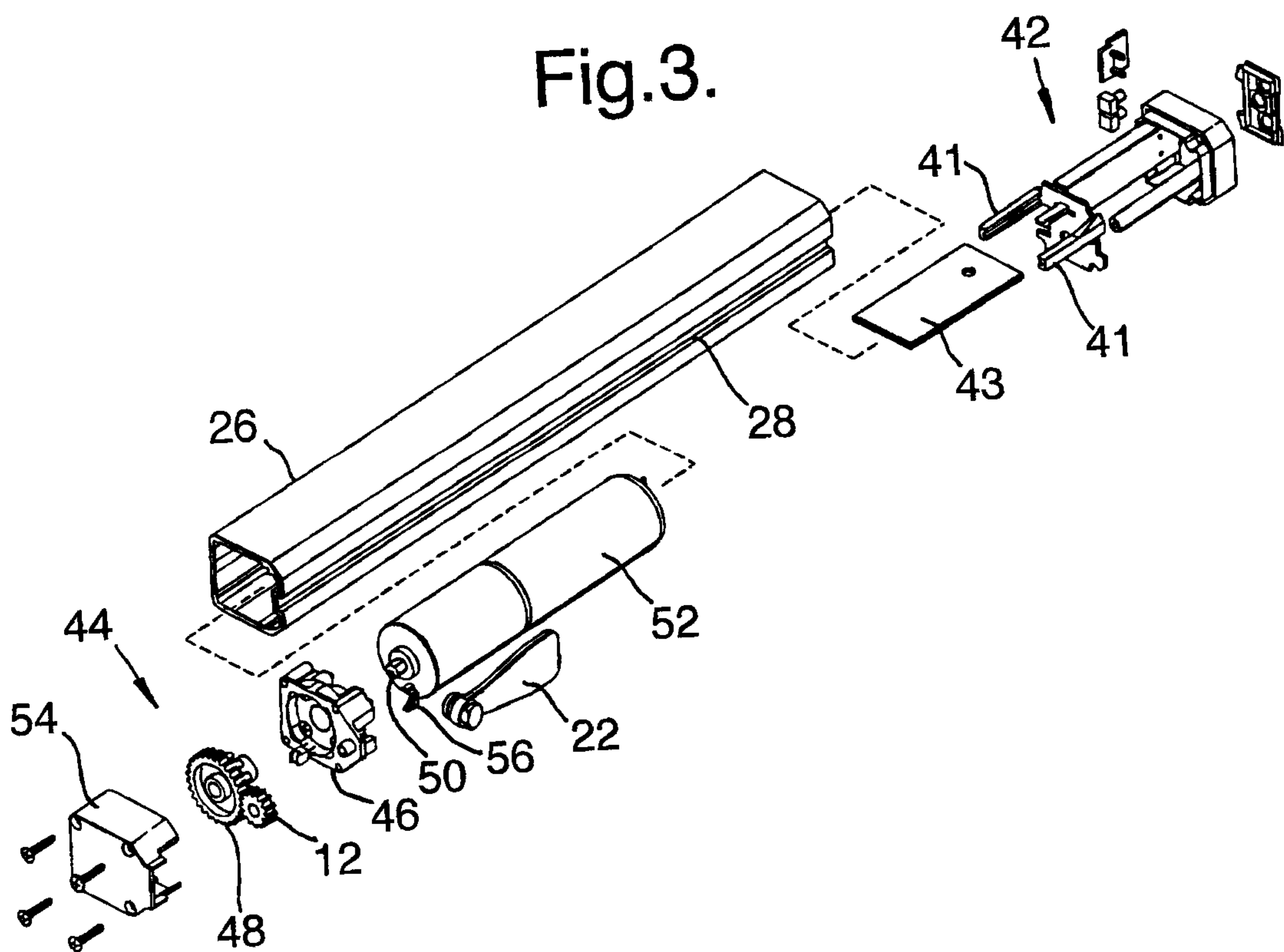


Fig.3.



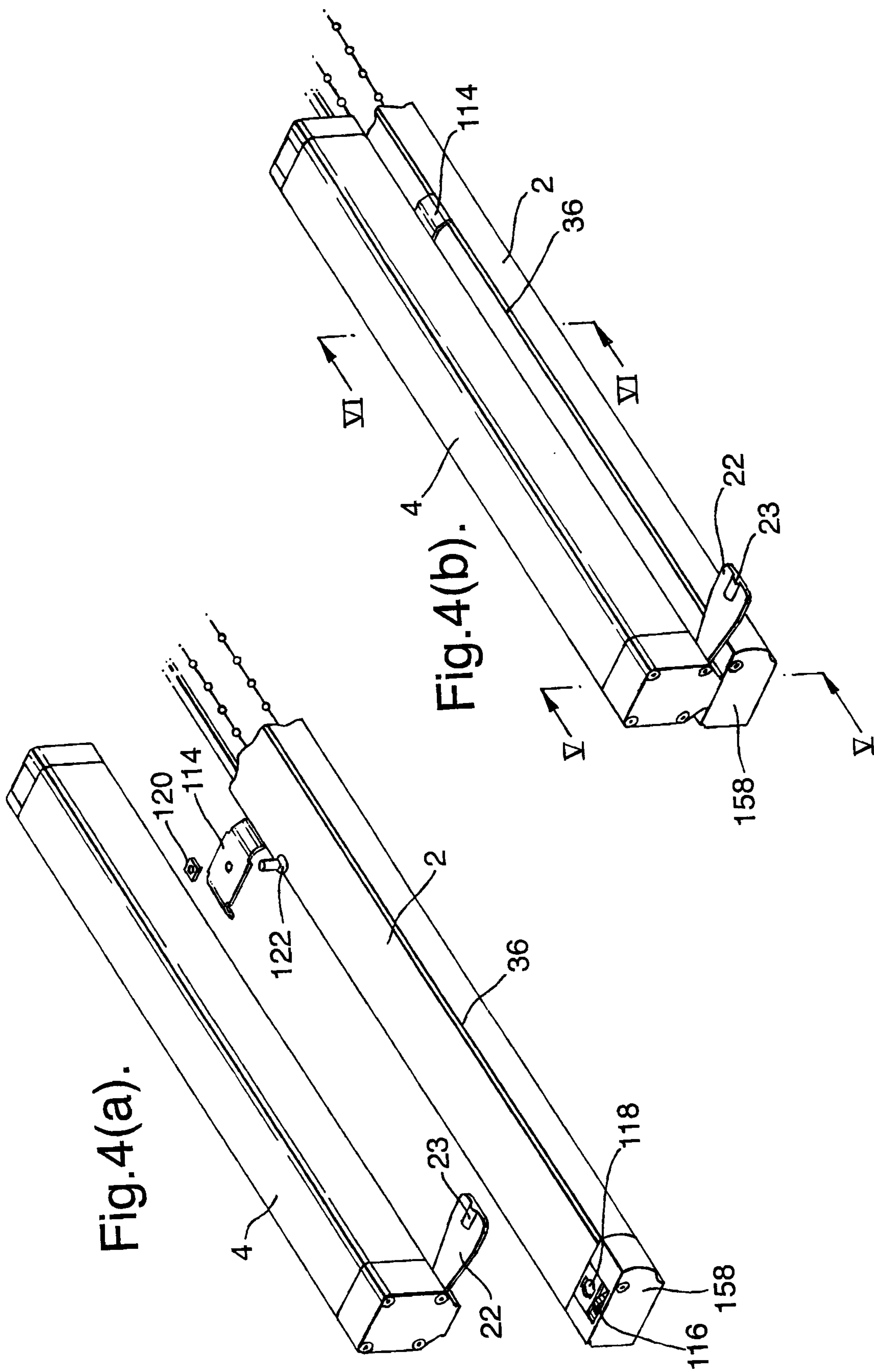


Fig.5(a).

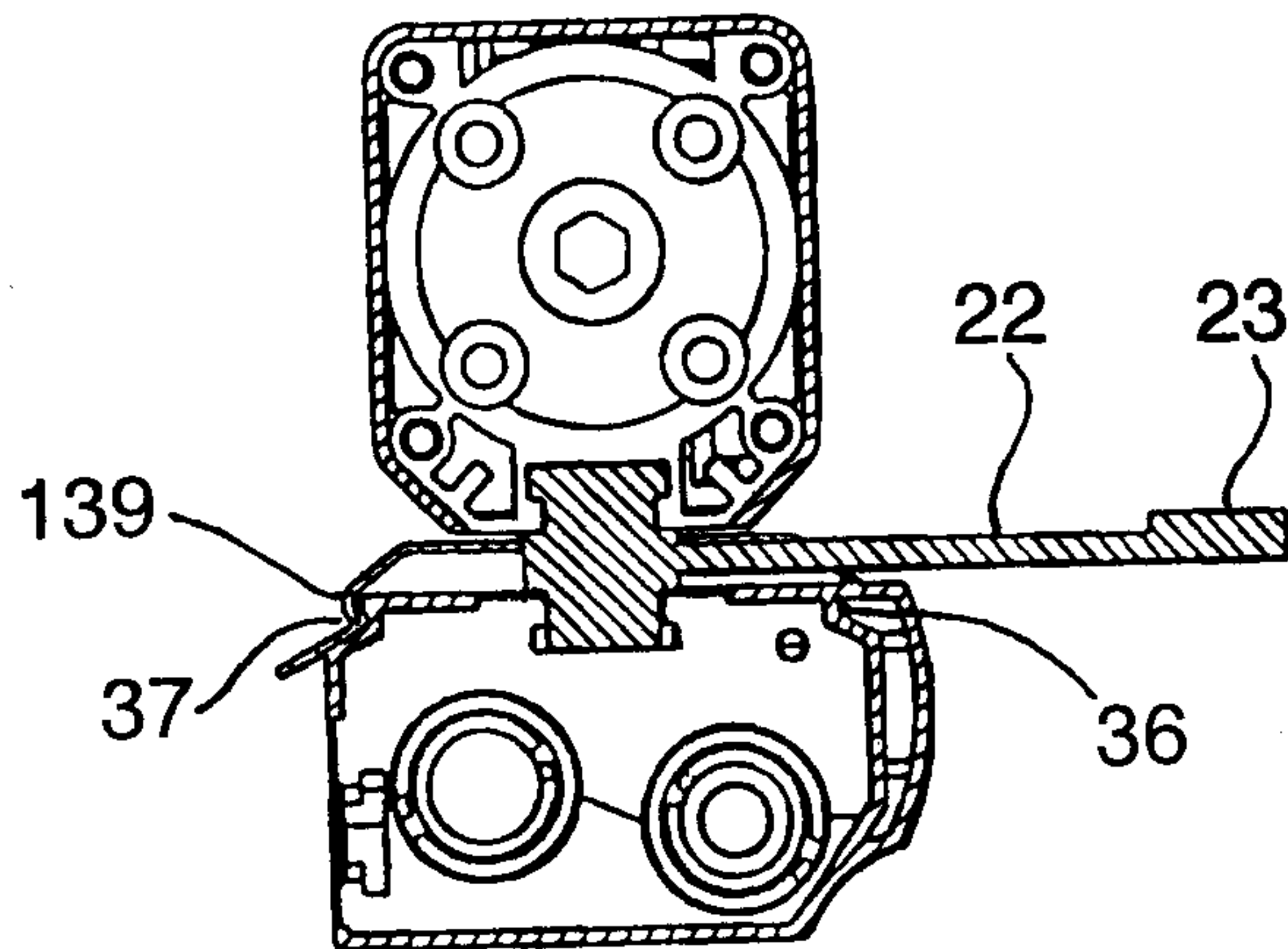


Fig.5(b).

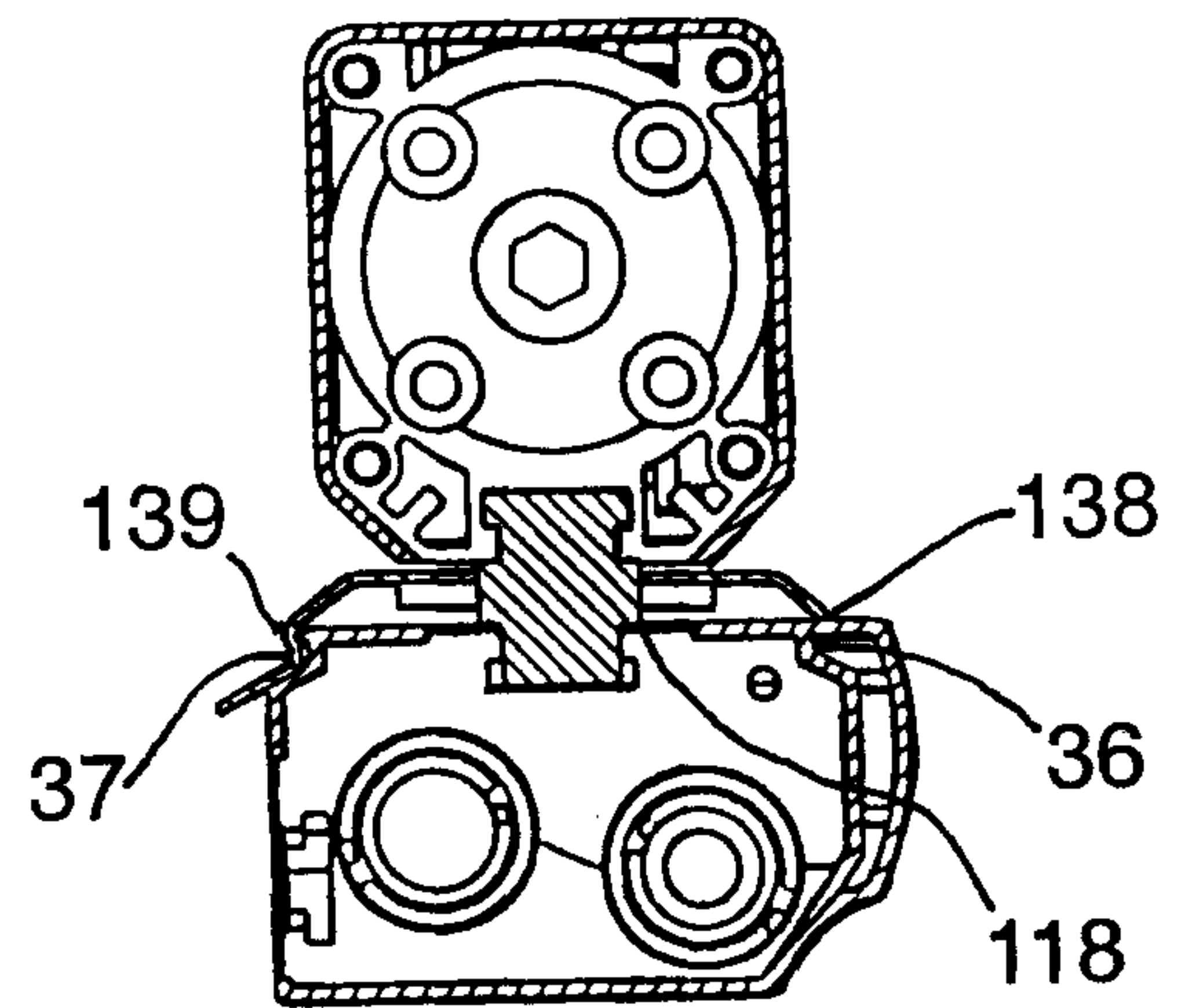


Fig.6.

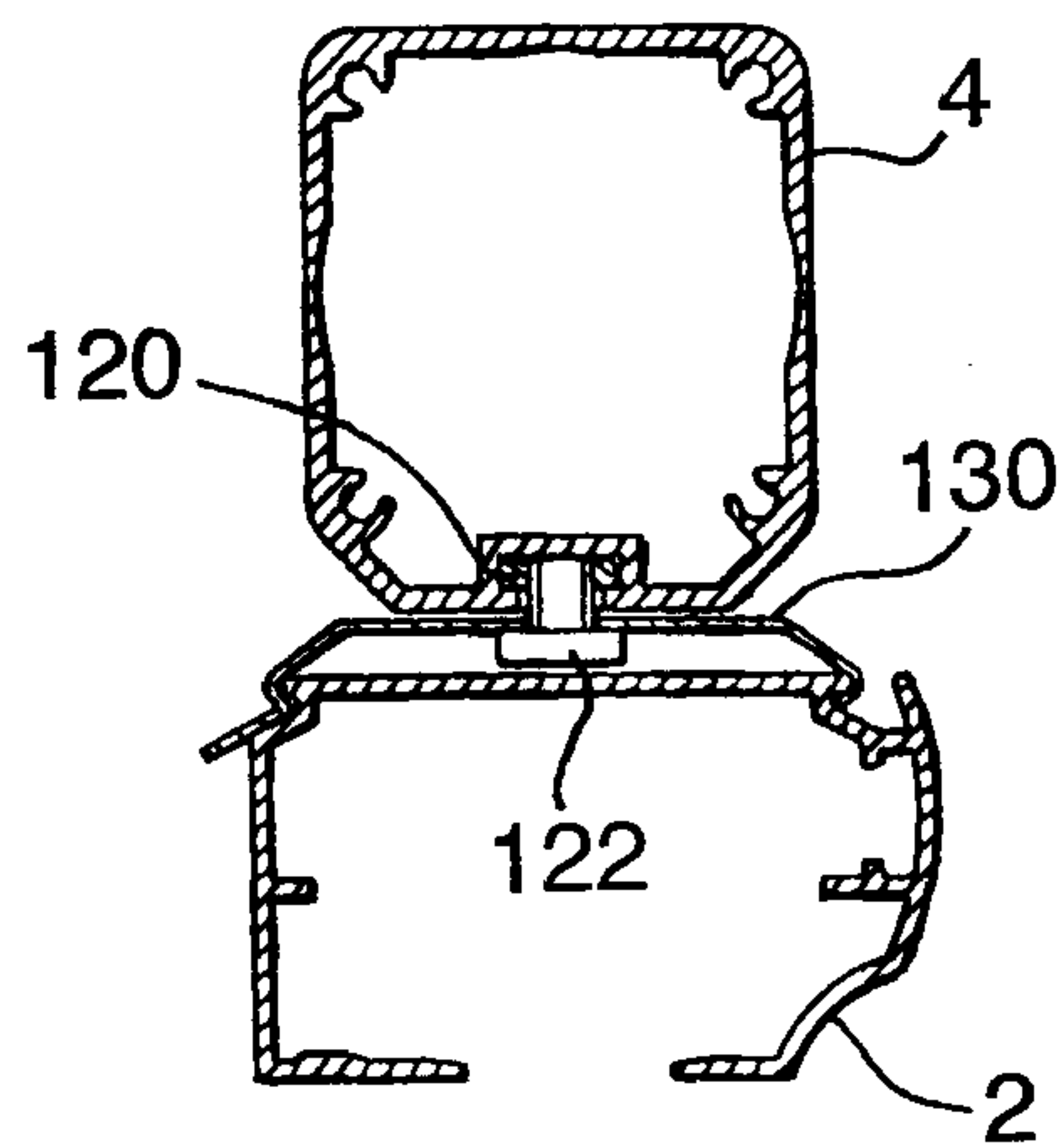


Fig.7.

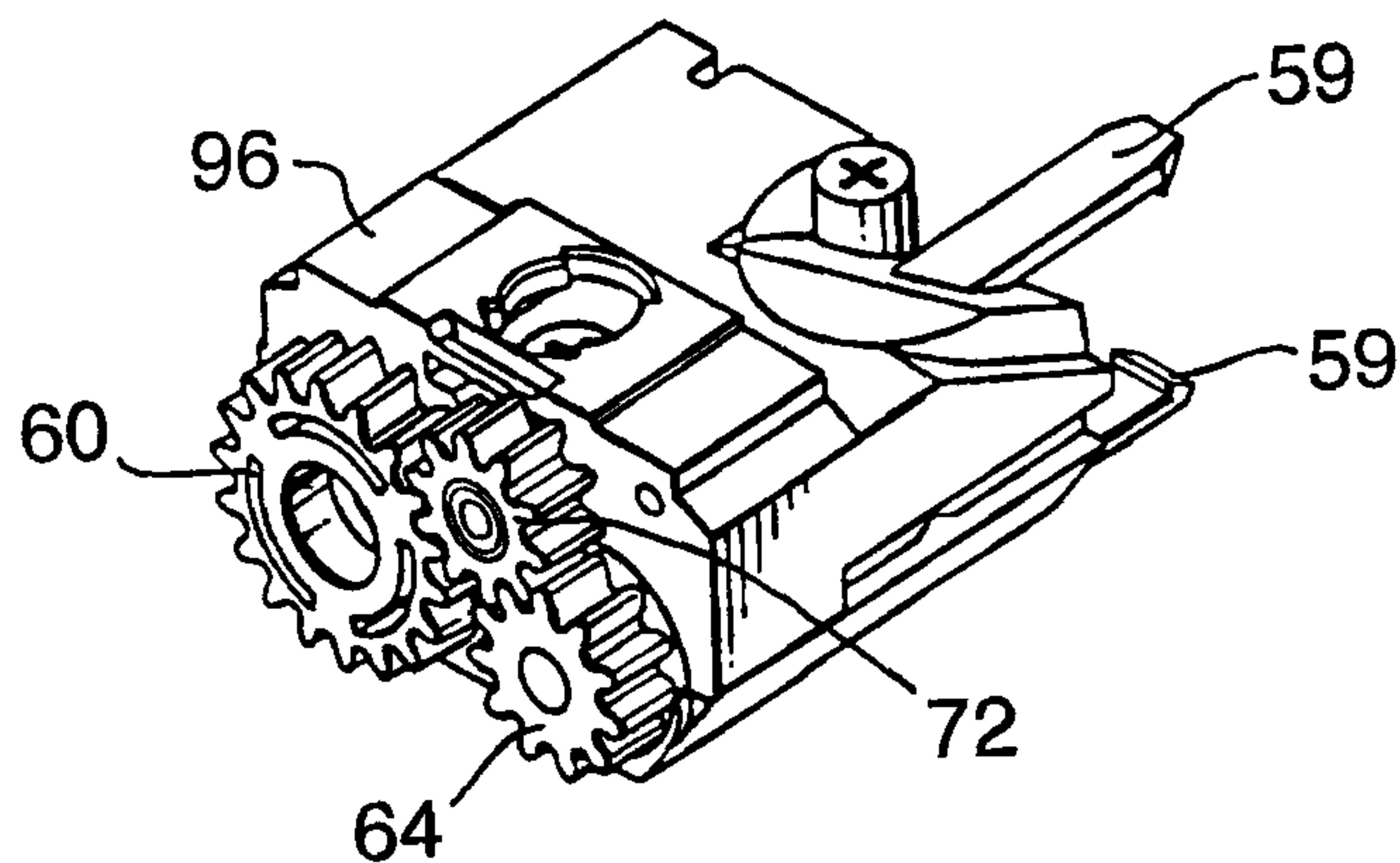


Fig.8.

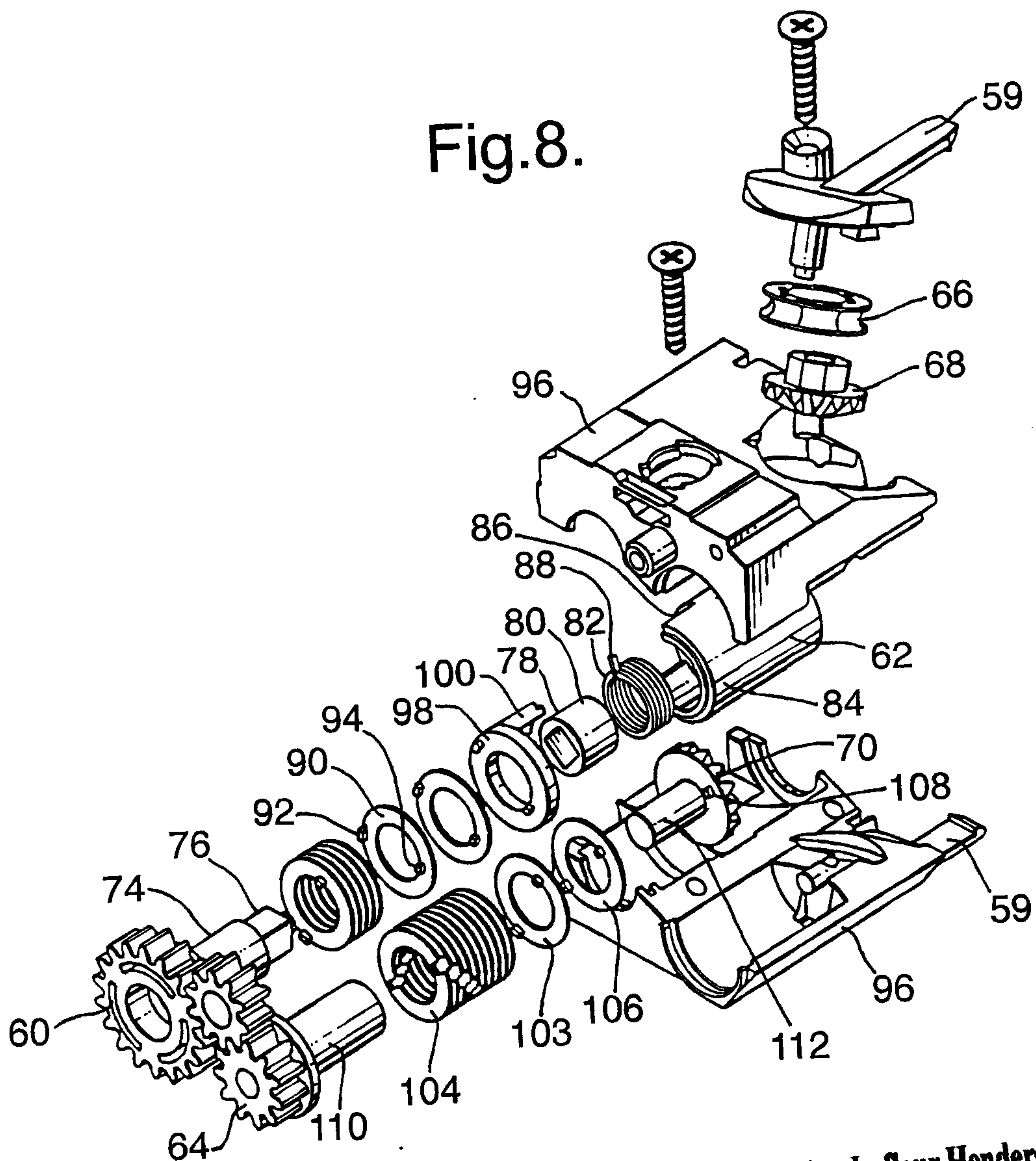


Fig.9.

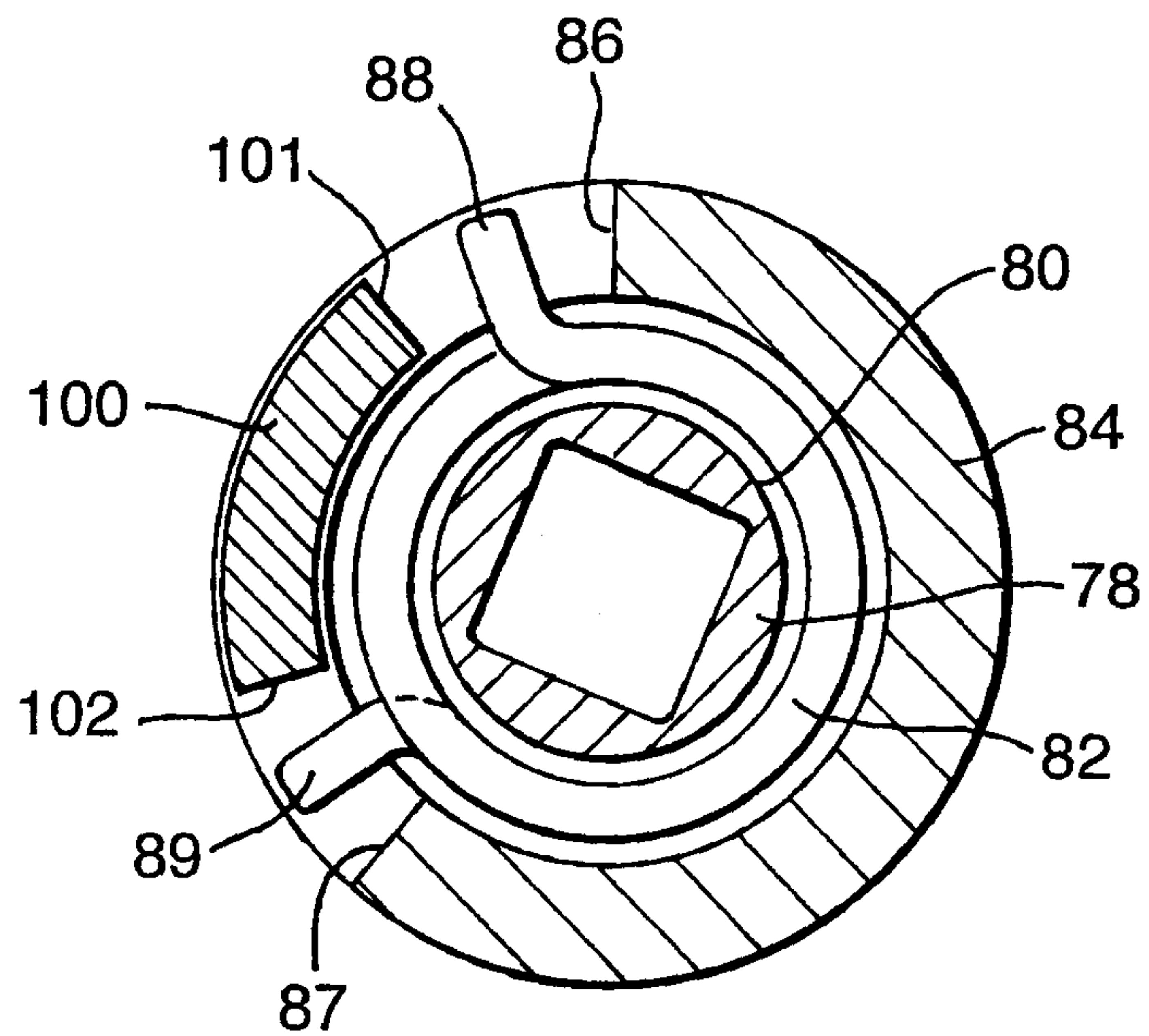


Fig.10(a).

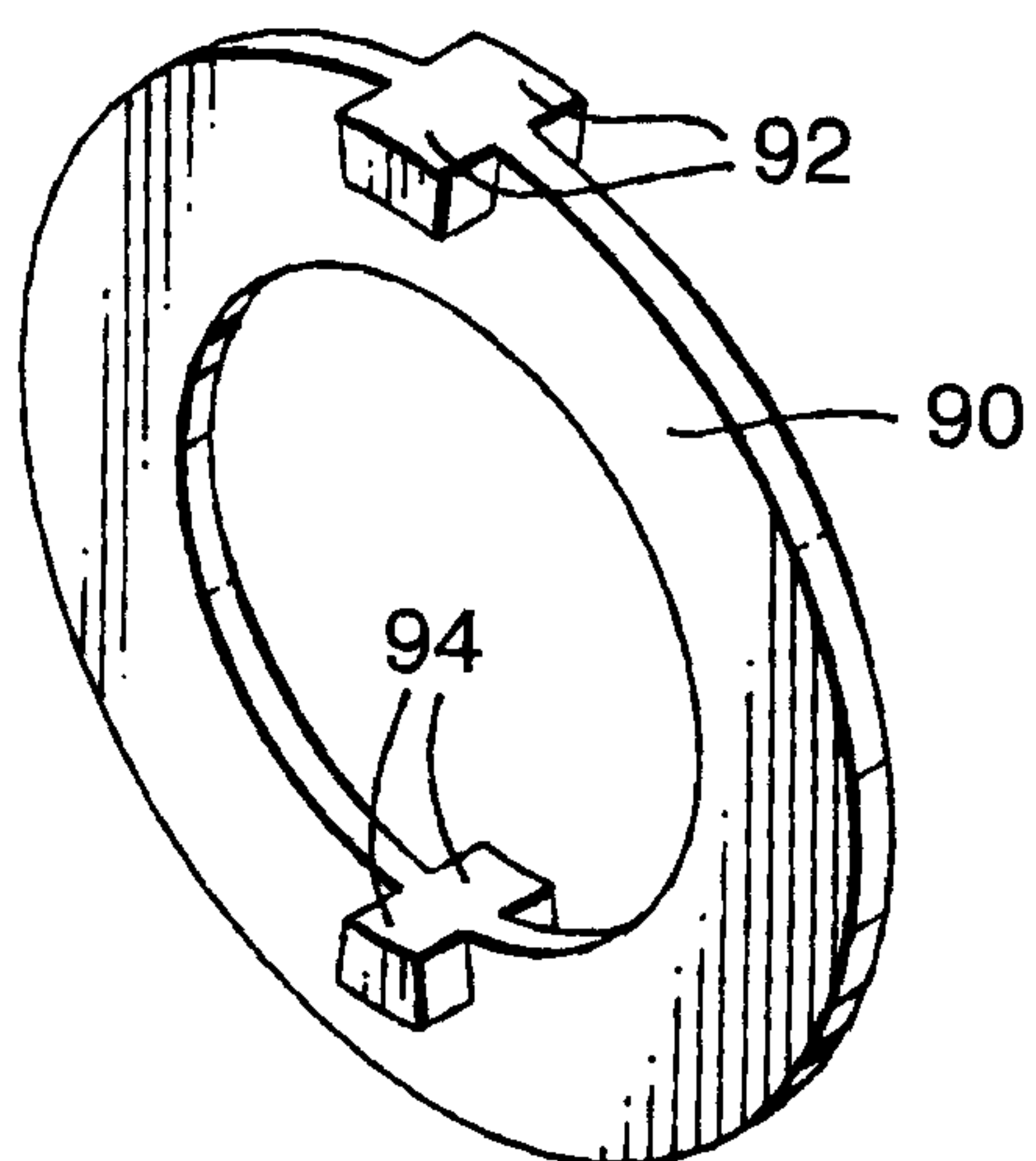
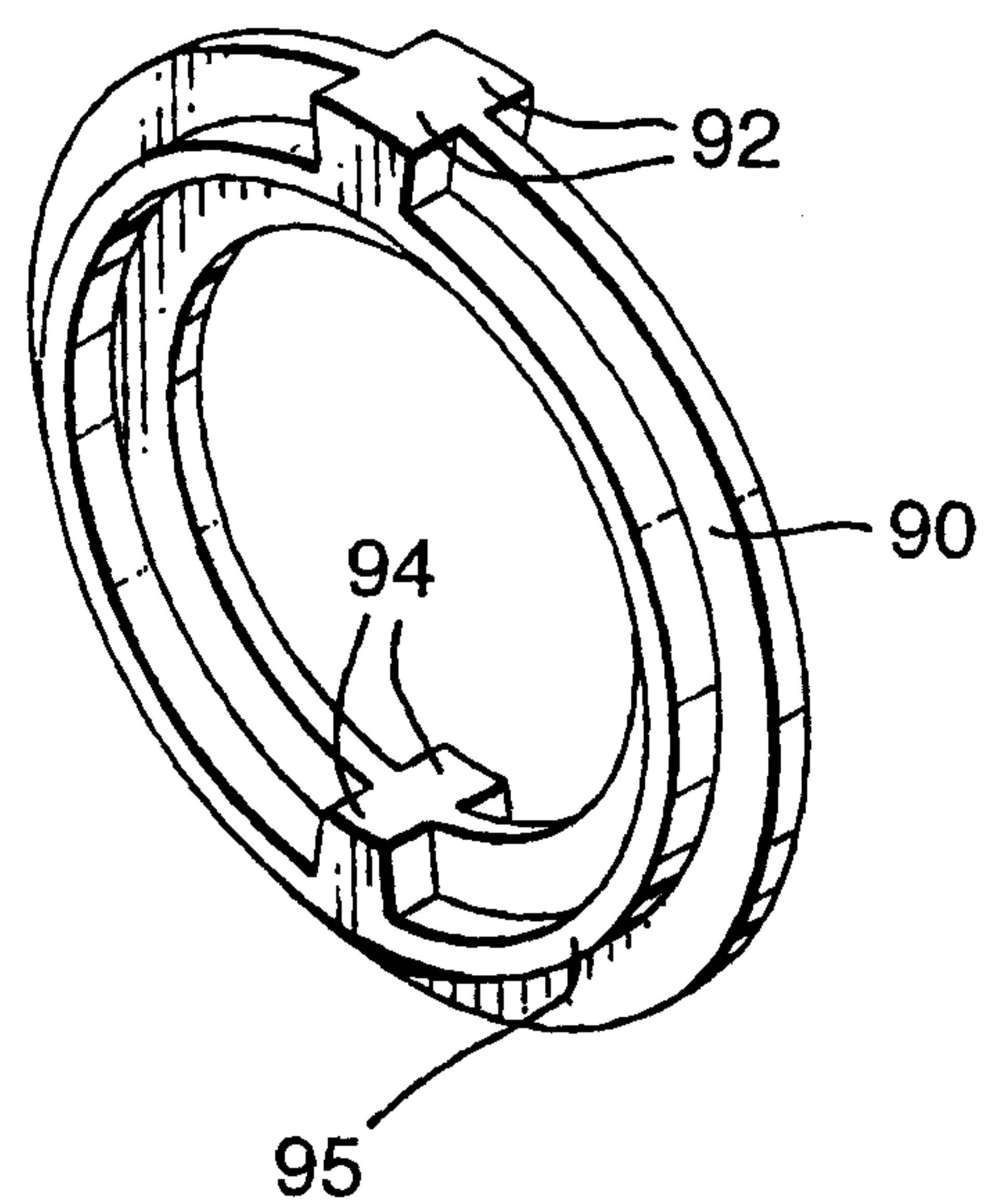


Fig.10(b).



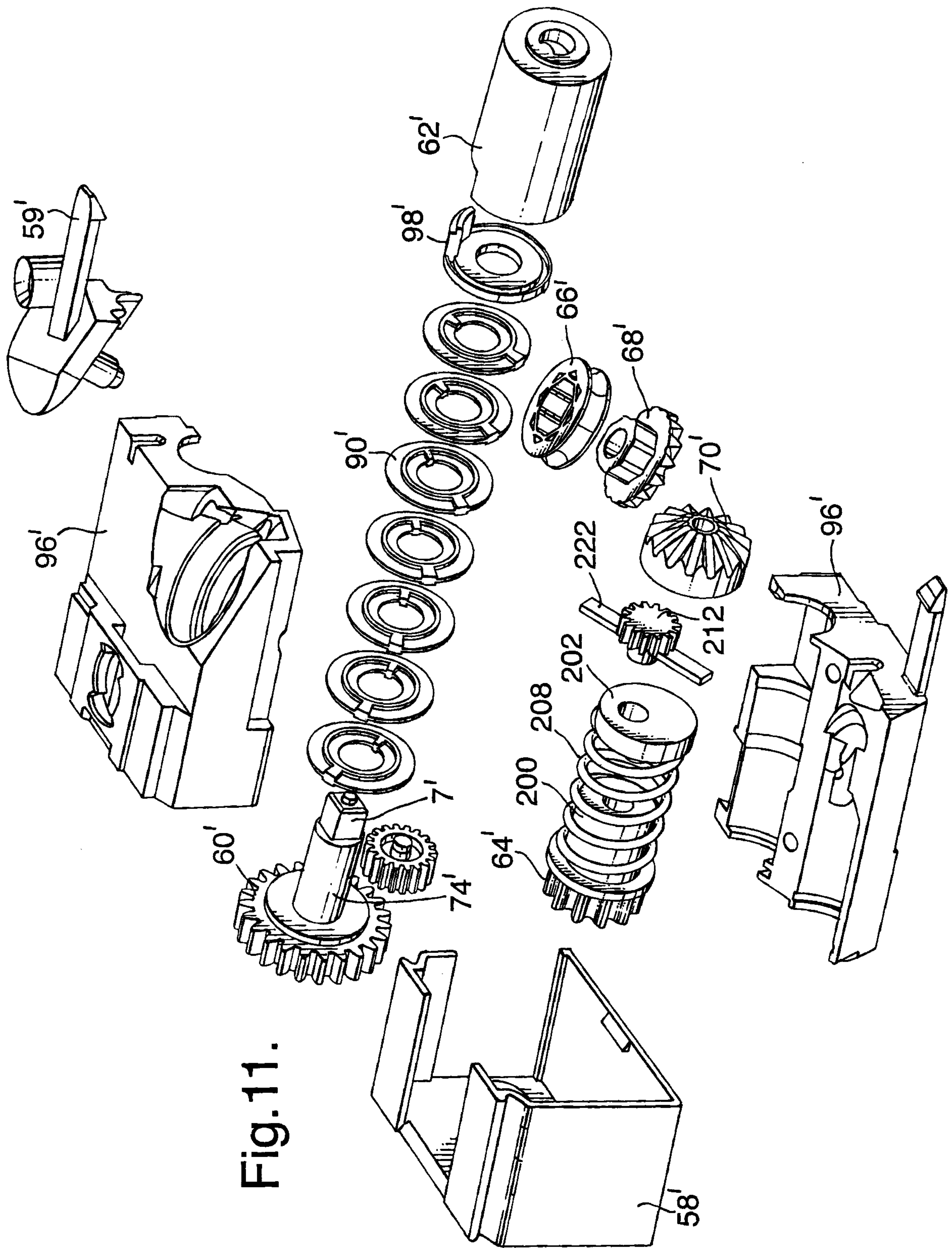


Fig. 11.

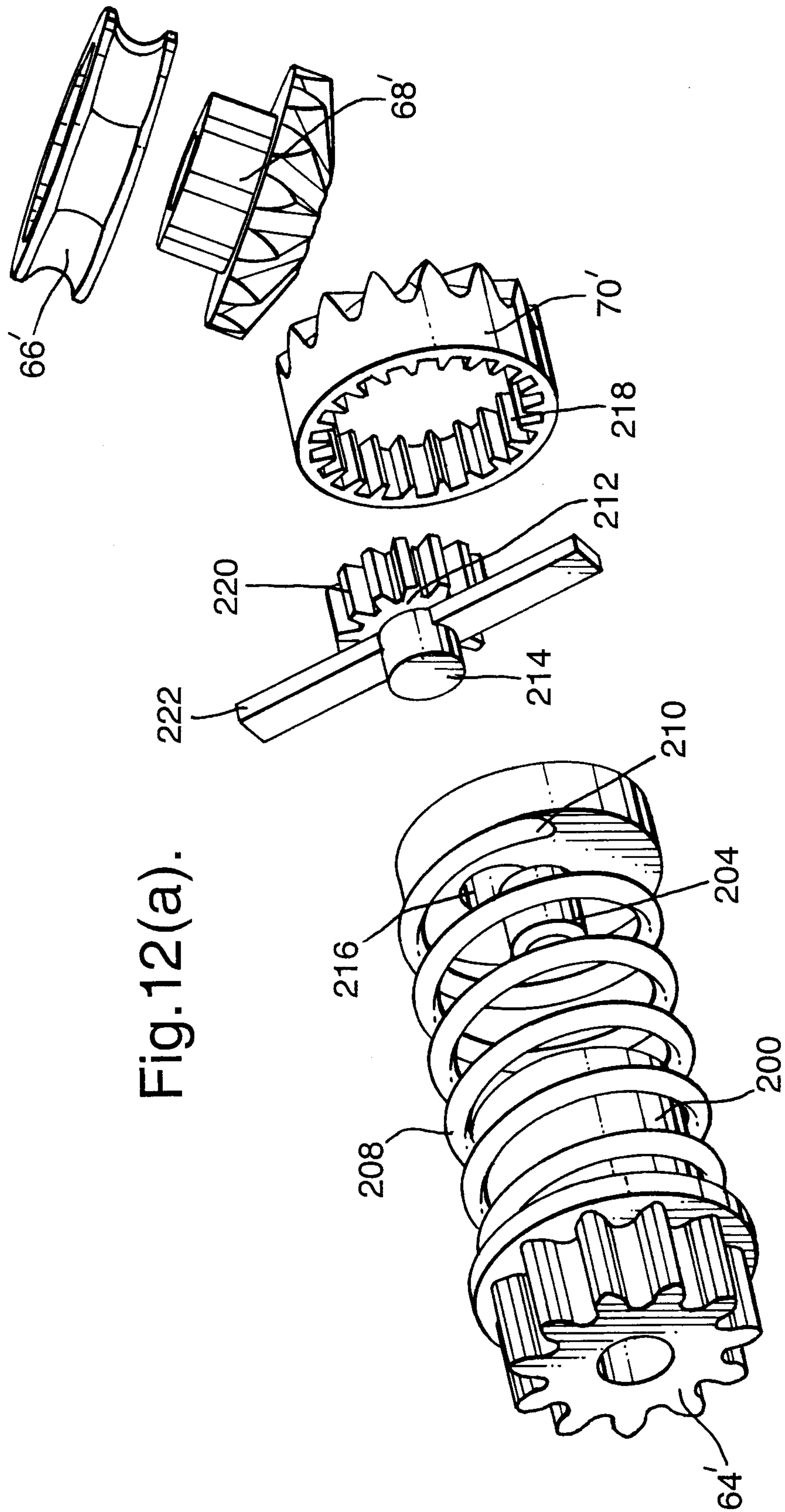


Fig. 12(a).

Fig. 12(b).

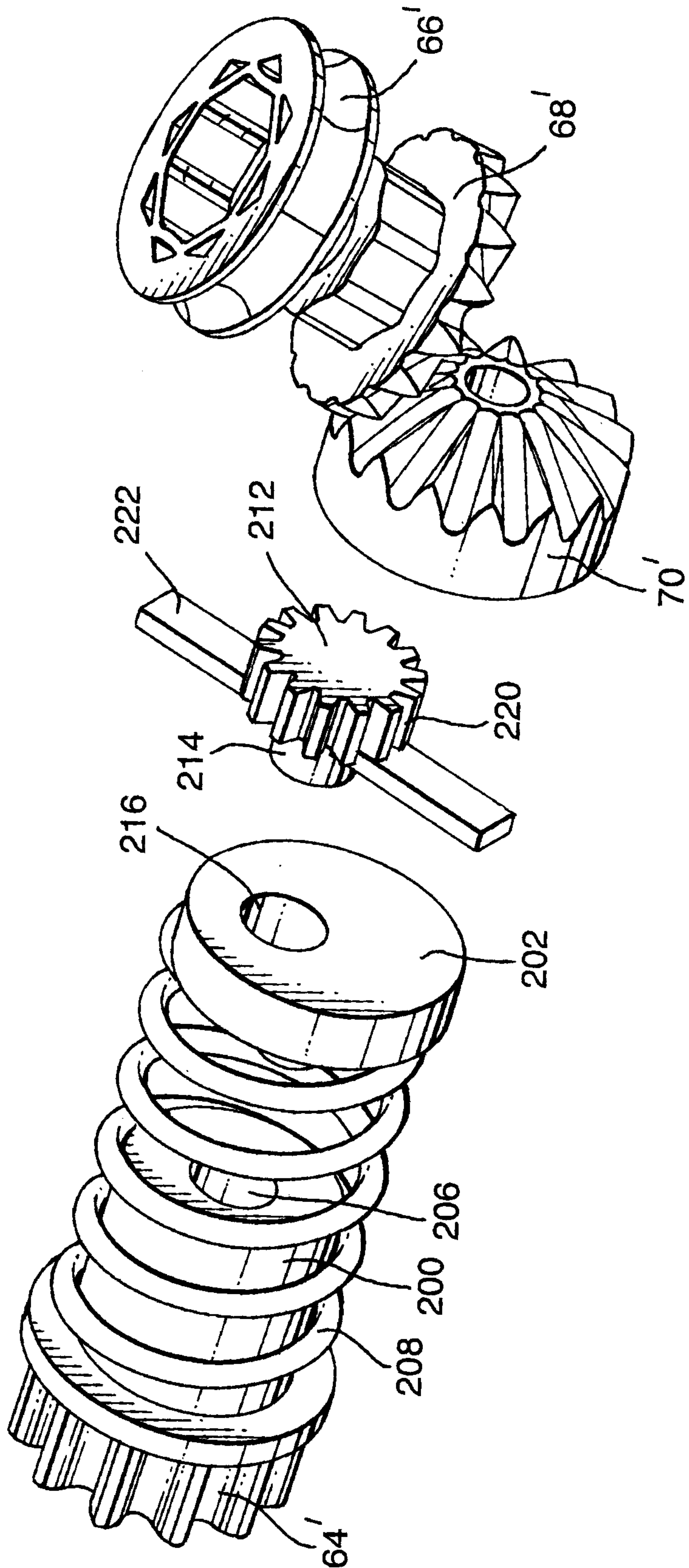


Fig.13.

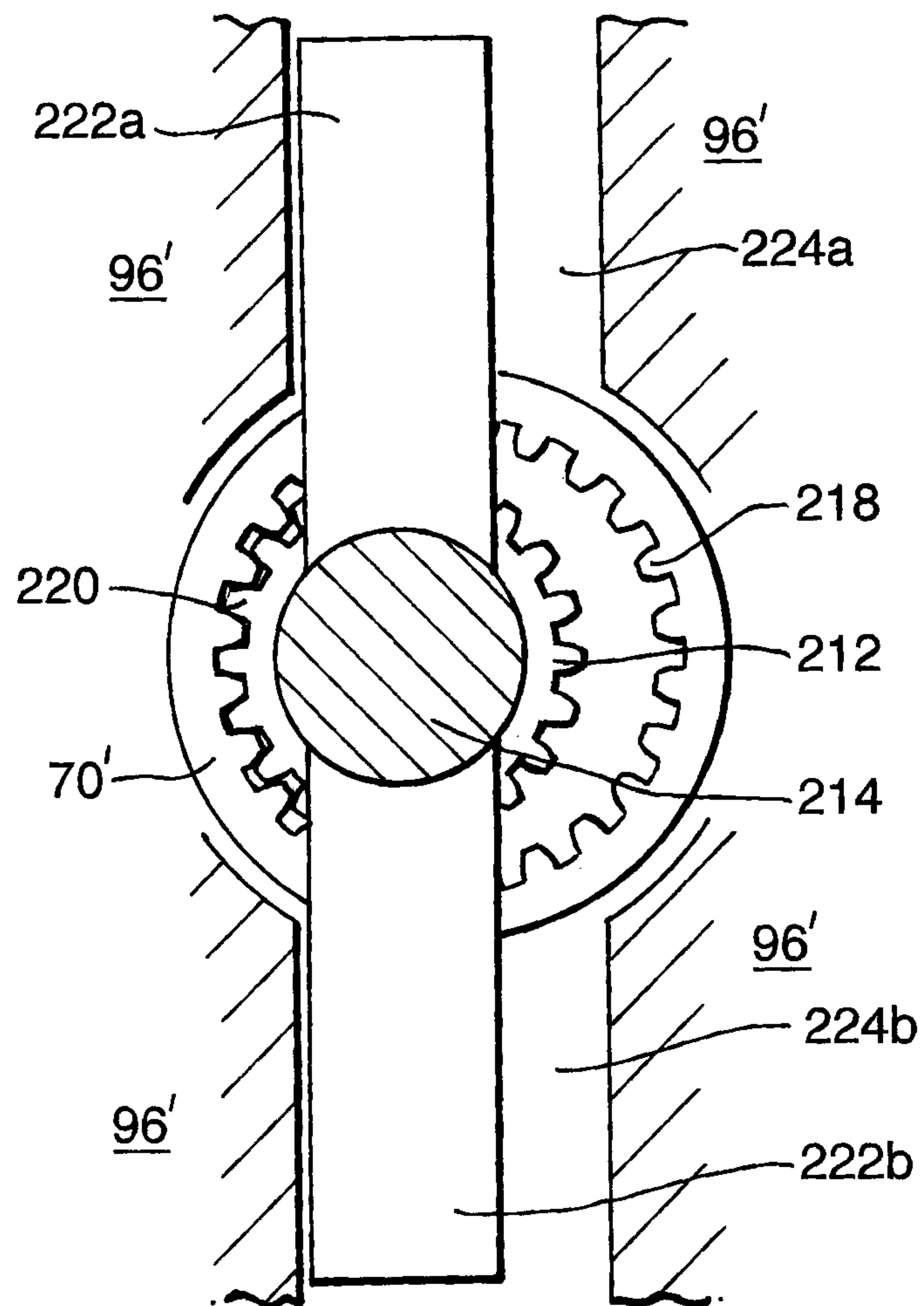
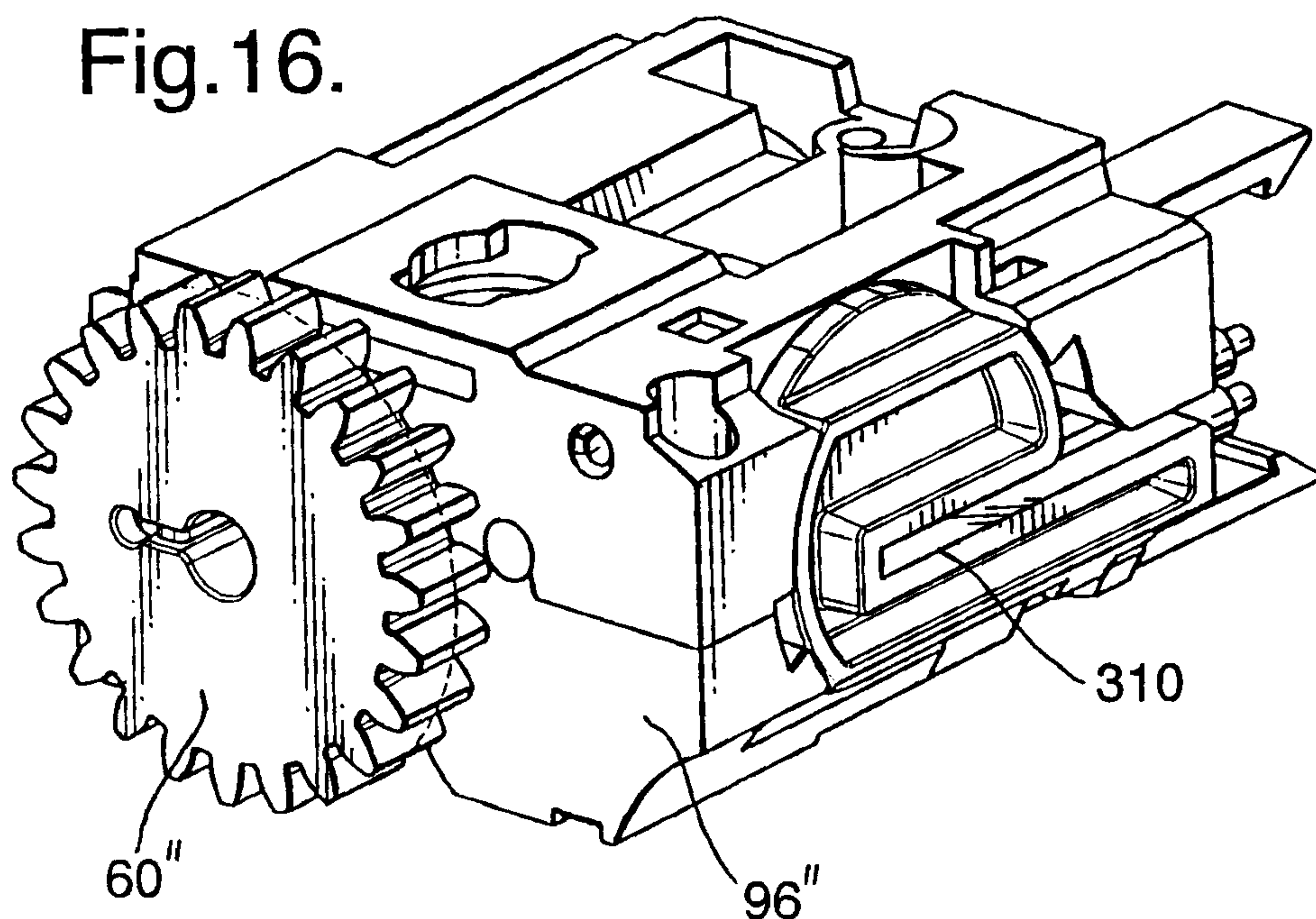


Fig.16.



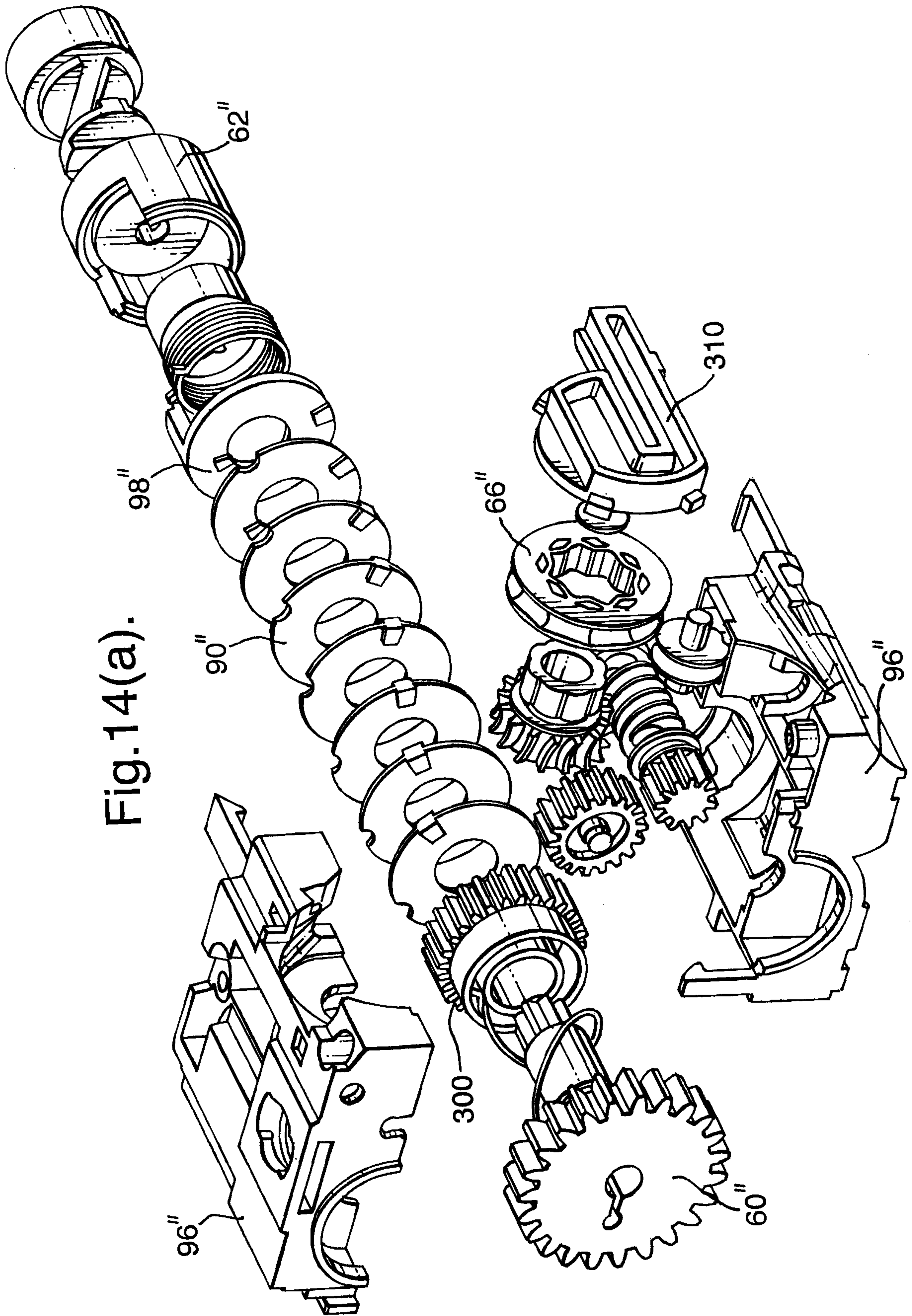
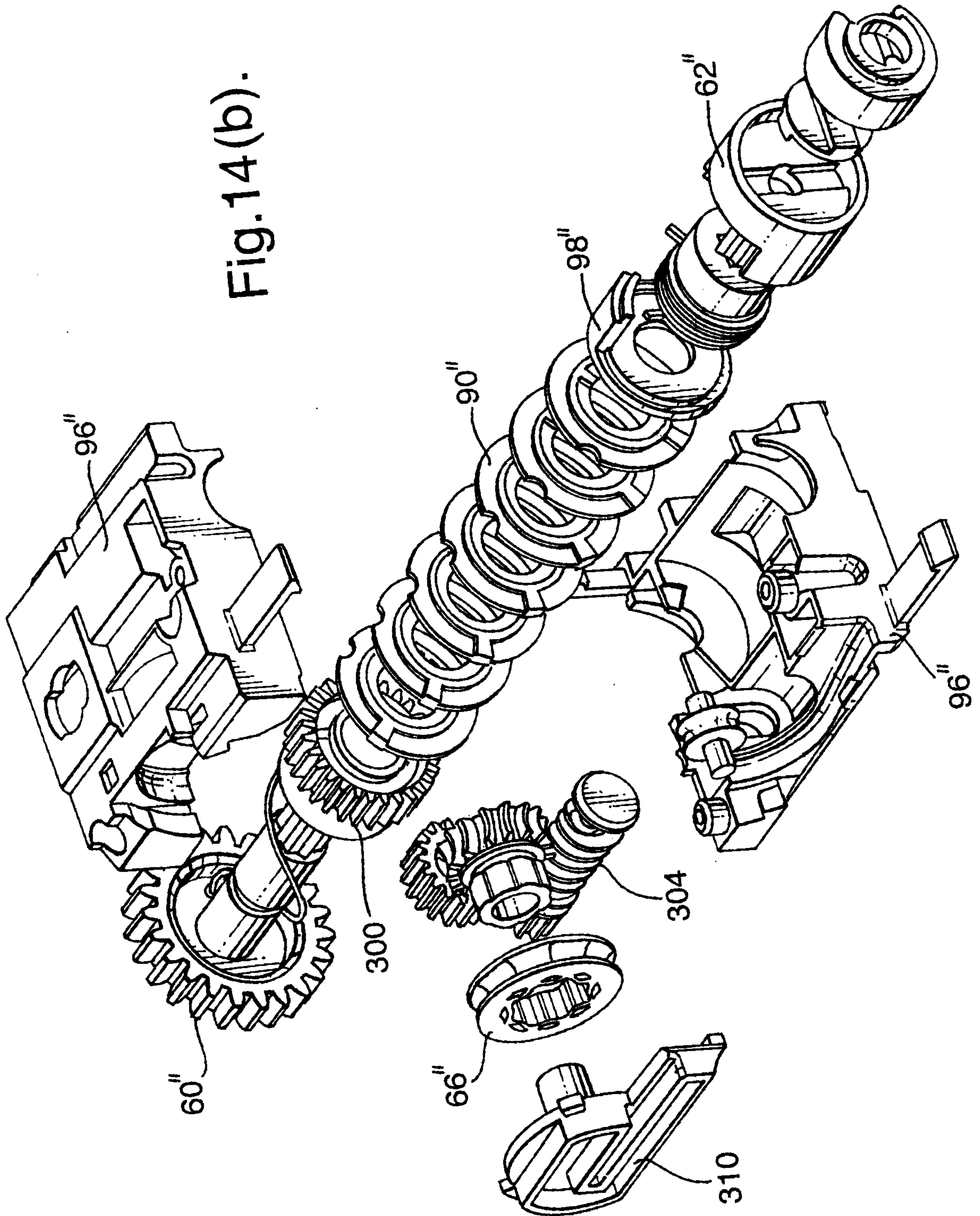
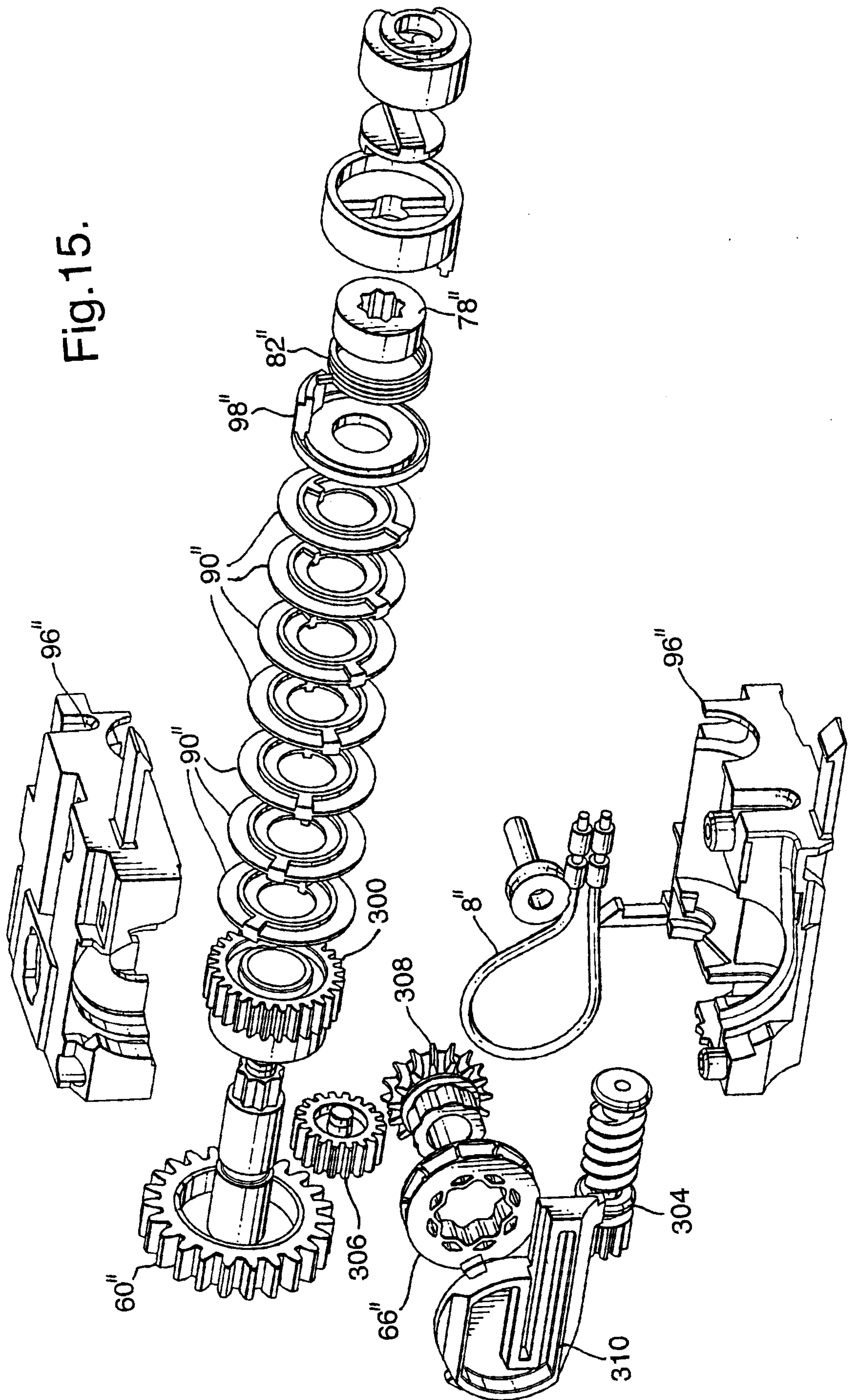


Fig.14(a).

Fig. 14(b).





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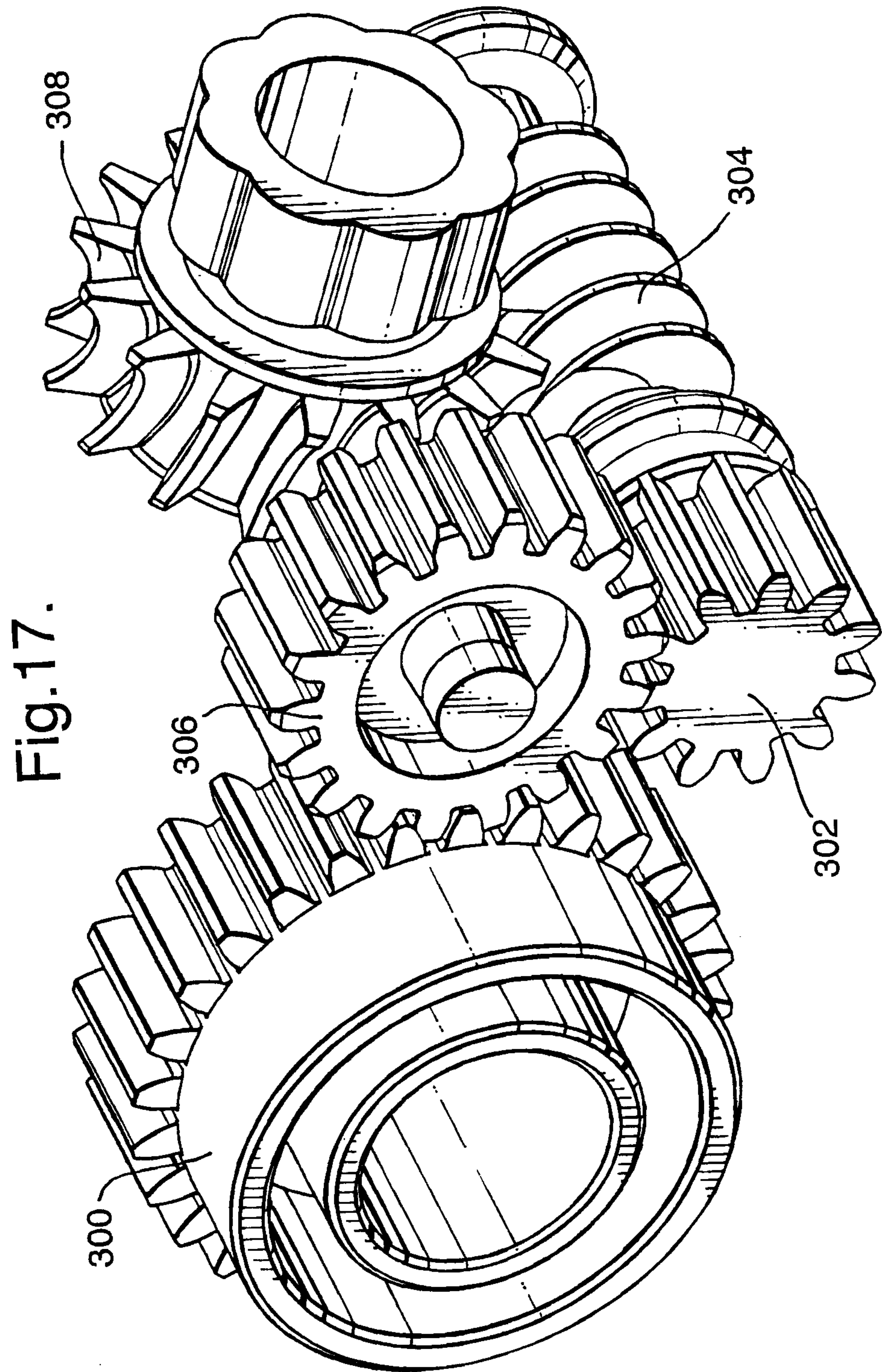


Fig.18.

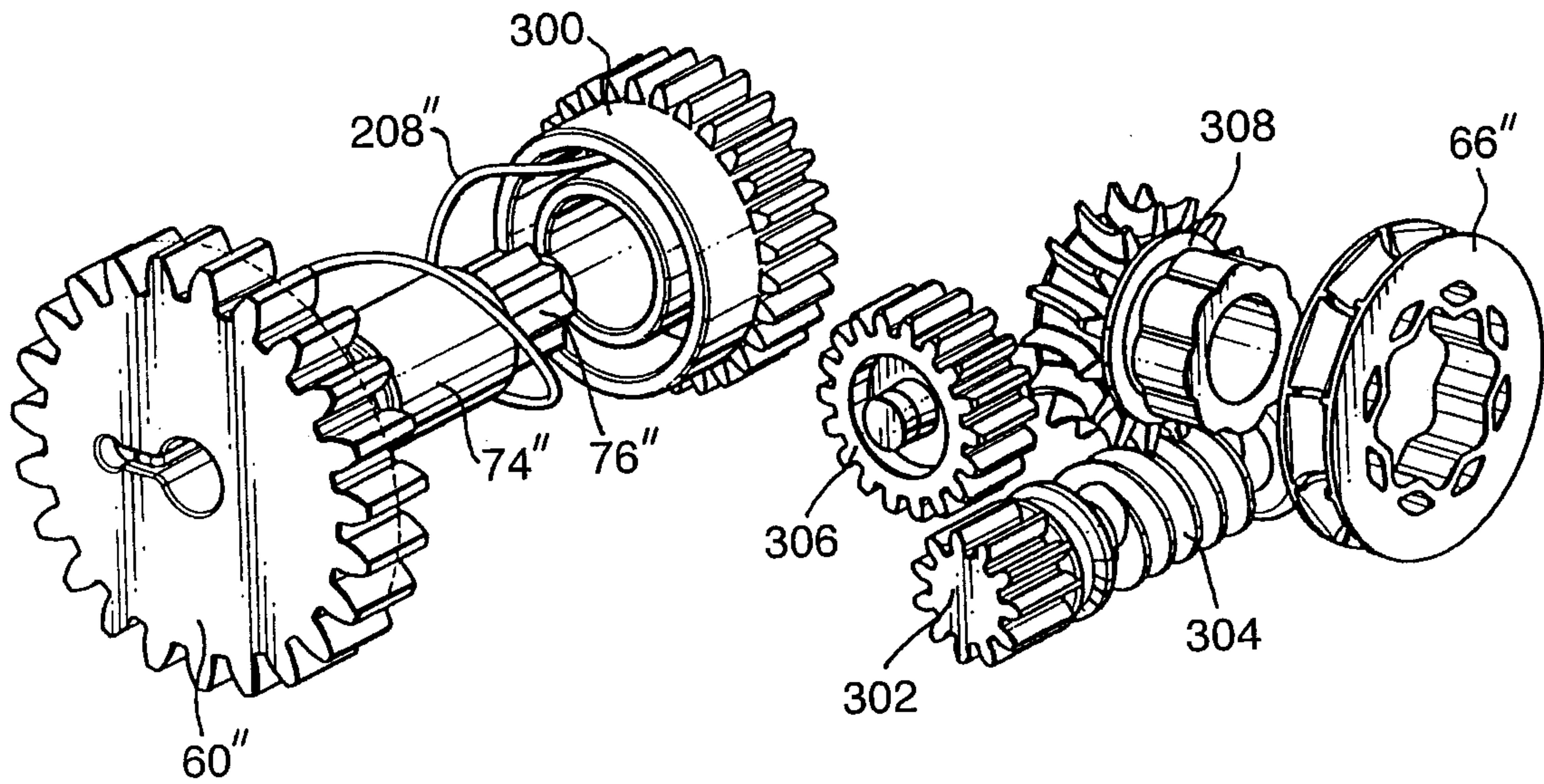


Fig.19.

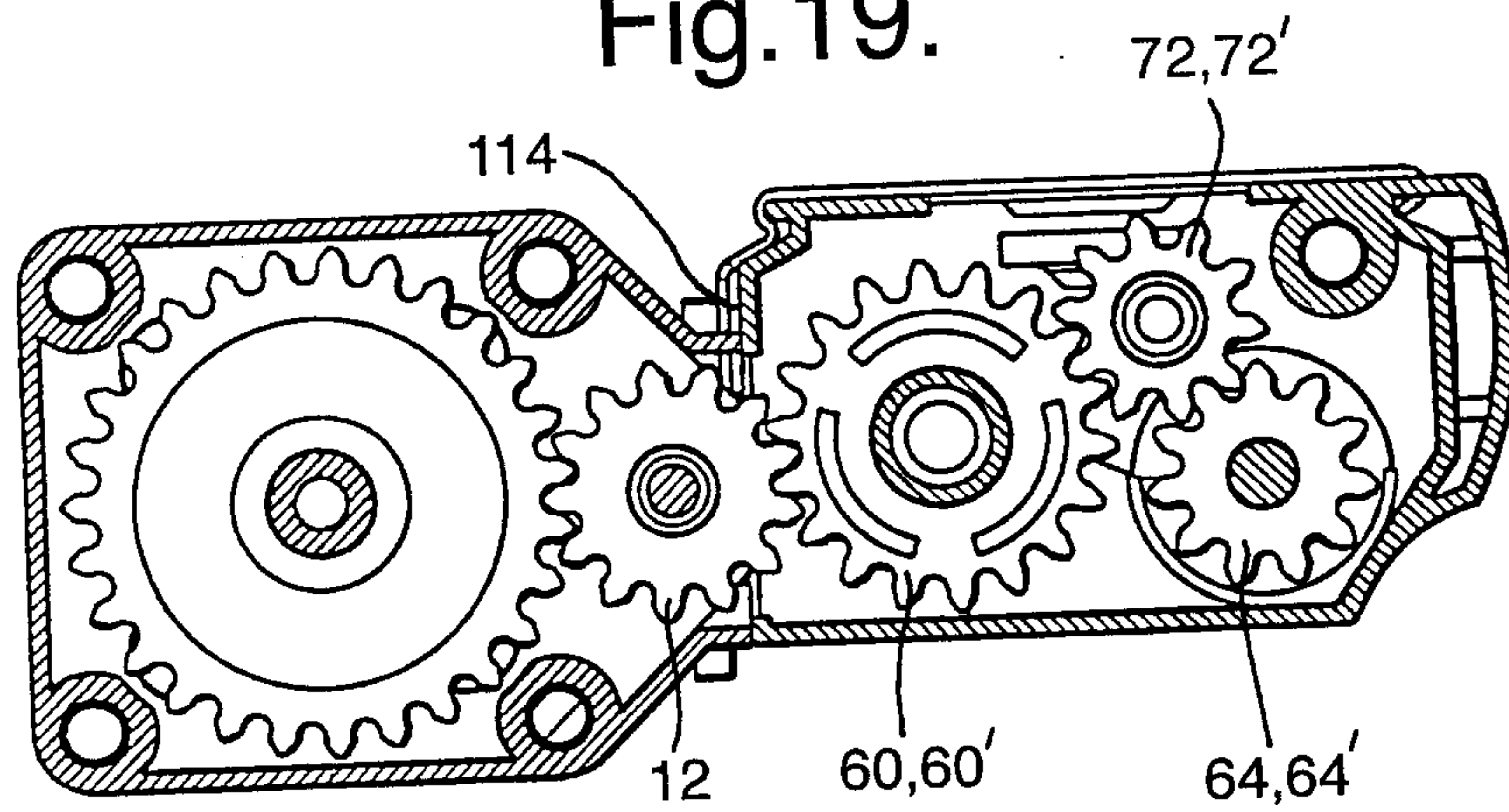


Fig.20.

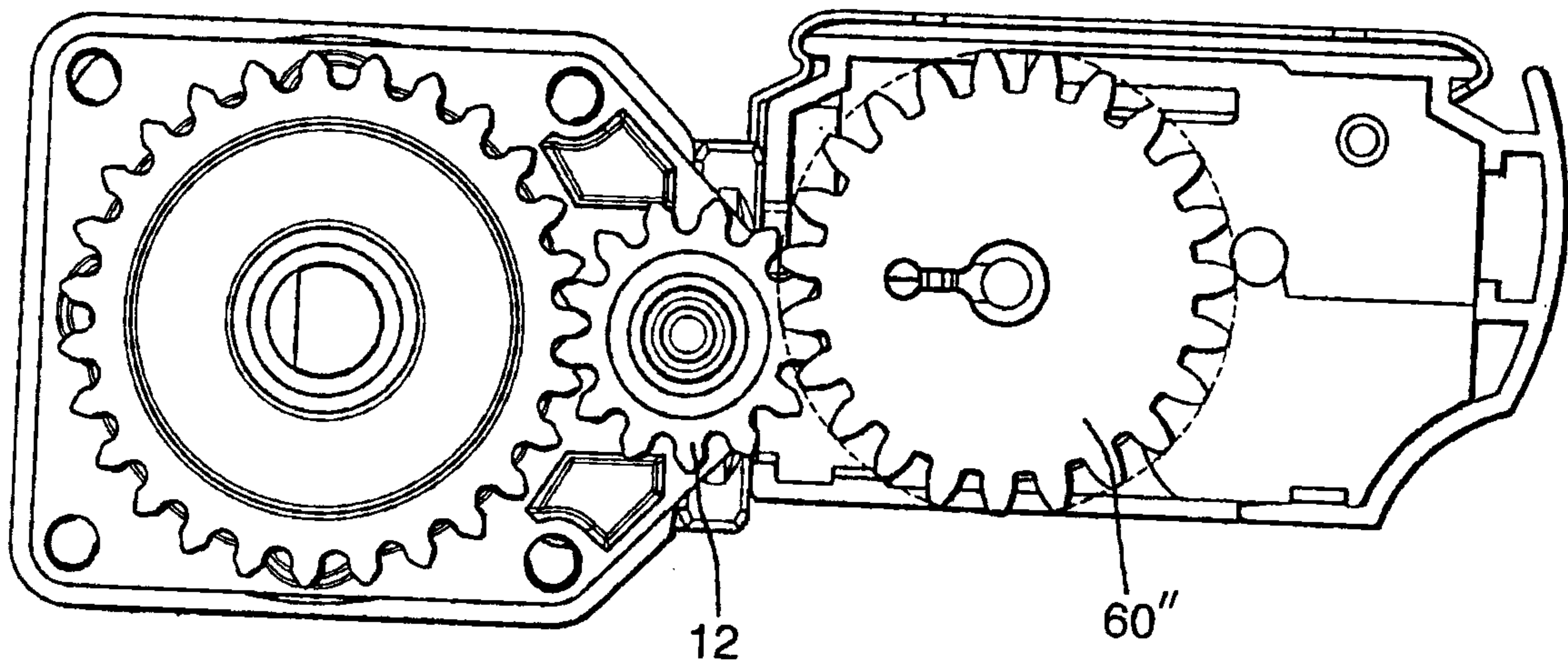


Fig.21.

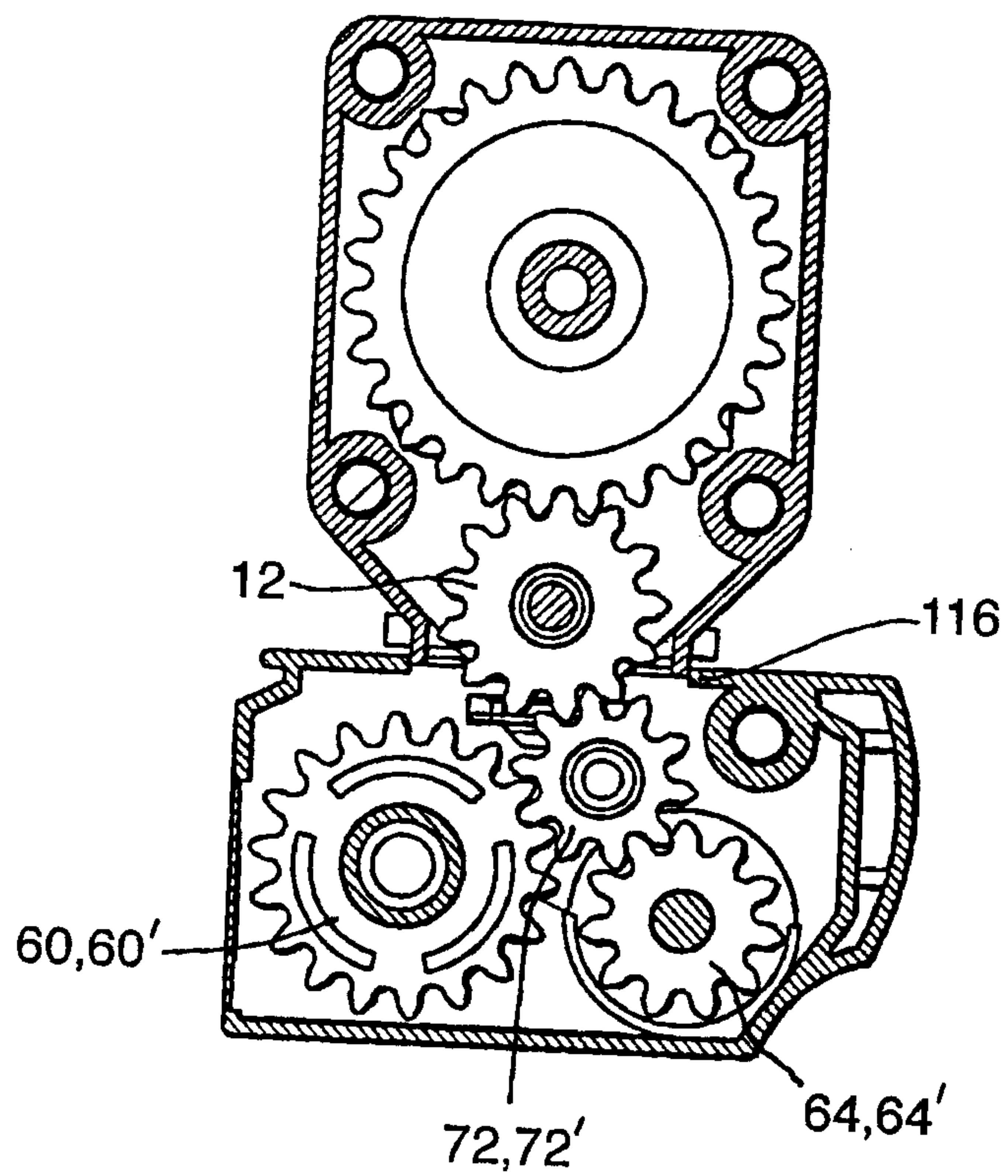


Fig.22.

