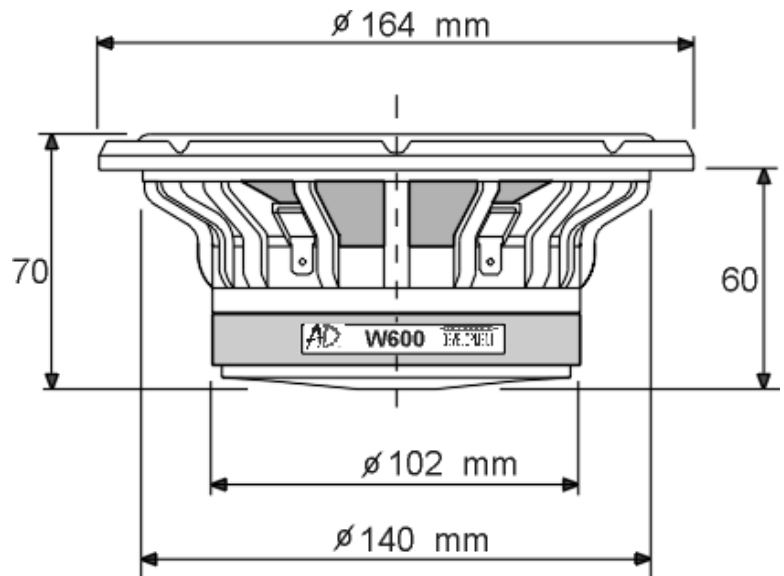
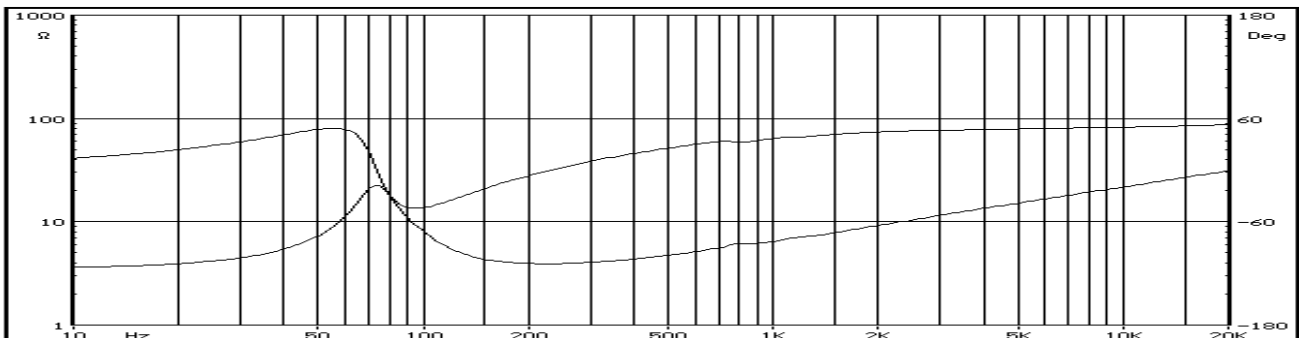


# W 600

<b>Sd:</b>	136 cm <sup>2</sup>
<b>Vas:</b>	5.68 l
<b>Cms:</b>	2.2e-04 m/N
<b>Cas:</b>	4.1e-08 m/N
<b>Mmd:</b>	21,19 gr
<b>Mms:</b>	22,34 gr
<b>Rms:</b>	2.40 Ns/m
<b>Fs:</b>	72 Hz
<b>Bl:</b>	6.59 N/A
<b>Re:</b>	3.20 ohm
<b>Le:</b>	0.81 mH
<b>Qms:</b>	4.22
<b>Qes:</b>	0.75
<b>Qts:</b>	0.64
<b>V/C l:</b>	22.00 mm
<b>Xmax:</b>	16.00 mm
<b>Pmax:</b>	200 W
<b>dB SPL:</b>	91.5 dB



## W 600 IMPEDANCE



### DESIGN FEATURES

- CONE: Double layer fibreglass with rubber suspension.
- VOICE COIL: Pure copper wire on aluminium former ( $\varnothing$  40 mm).
- BASKET: 16 brackets on a PPO chassis injected with fibreglass, in order to low down undesired distortions.
- DUST COVER: ABS, glued directly to the V/C former, with calibrated weight and dimensions in order to reach the desired Mms.

This midwoofer represents the last edition of our prize-buster AD 600, and from the former component it keeps the easiness of emission at low frequencies (104 dB SPL at 80 Hz, with less than 5% distortion, according to the measures of an Italian independent magazine), the extension at high frequencies, allowing the design of very high end 2 way systems, the power handling, thanks to the optimization of the magnetic field, a true cornerstone of the AD designs. Looking at its predecessor, the depth of montage was drastically reduced to 60 mm, allowing the 90% of cars to be filled with the sound quality of this component, single or double, 4 or 2 ohms. Door mounting is its preferred position, but also in controlled volume loading, as Kick Panels, it is possible to give the needed quality to the most complicated systems, as the ones that only a professional can design and realize.

Phase and impedance curves are measured after 20 hours burn-in at 40 W RMS, so are the T / S parameters. Due to the continue research and development, these information are subject to change without notice.