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V6 Series New
Speakers
JVC

[JVC Adding Five New Models to the V6 Car Speaker Series](#)

Misleading a little

Here's another set of car speakers from JVC Mobile Entertainment, namely the V6 series, that include five new models, all featuring twin roll rubber edges, for vertically symmetrical movements (that's the X excursion), increased overall amplitude, increased sound pressure and less distortion. Well, [let me break some of the company's prides](#), because I can't quite help it. First of all, the amplitude has nothing to do with the rubber edges (I am willing to explain why within comments if interested), while the sound pressure level will end up in noise pressure level if the coil is weak.

These two-way speakers even embed a new and improved crossover design (sure, they probably matched the resistors and capacitors a little better, and they call it crossover design) between the tweeter and woofer response. One good thing is that the crossover is claimed to cut high-range and enhance the mid-range, because I for one would prefer hearing a more soothing voice and snares, rather than a sharp high hat.

JVC's CS-V6946 is a 6" x 9" four-way speaker that has a frequency response of 28Hz to 25,000Hz (that if your car is nicely sealed and you reinforce the panels, otherwise expect 80Hz - 30,000Hz with a lot of hiss) and about 60W RMS power handling. There's also a rated 330W peak, but that you should [compare to the in-dash CD/MP3-player's peak power, not with a dedicated amplifier](#). The driver is composed of aramid fiber and carbon fiber composite olefin cone woofer, poly-ether imide dome super tweeter and contains a heat-resistive voice coil. All that for the price of \$79.95.

The other models in the series go all the way down to frequency responses of 45Hz to 24,000Hz, and 20W RMS power handling, and nonetheless, a price of \$29.95, ending up from four-way to two-way. I can't help but wonder whatever happened to good old-fashioned separate one-way speakers. Doesn't anyone remember or know the benefits of having a separate speaker for the high range, mid range and woofing? So what if you're mounting them in your car, even better, you will be able to place the speaker exactly where you want them to. For example, the tweeters are a little further but on-axis, the mids close but a little off axis, etcetera.

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