

# NERO-180BN500D

18" - Open Baffle Subwoofer - 1000W - 92dB

AUDIENCE

- Long stroke design
- Designed for open baffle applications
- Minimum damping fiber glass voice coil former
- 4" CCAW voice coil using APC coating technology
- Open Yoke Vent (OYV) for ultra low compression and noise
- Large flared and vented pole piece for reduced compression
- Extended copper sleeve for low inductance and intermodulation distortion
- Proprietary cone paper material made in-house doped with fiberglass and graphene



## Dimensions & Weight

Overall Diameter	470 mm (18.5 in)
Bolt Circle Diameter	455 mm (17.9 in)
Baffle Cutout Diameter	429.7 mm (16.9 in)
Mounting Depth	225.5 mm (8.88 in)
Flange and Gasket Thickness	14.4 mm (0.56 in)
Net Weight	8.6 Kg (18.96 lb)
Shipping Box	512 x 512 x 301 mm (20.16 x 20.16 x 11.85 in)
Gross Weight	11.5 Kg (25.35 lb)

## Specs :

Nominal Impedance	8 Ohm
Minimum Impedance	5.9 Ohm
AES Power Handling (1)	500 W
Maximum Power Handling (2)	1000 W
Sensitivity (2.83V/1m) (3)	92 dB
Frequency Range	21 - 3700 Hz
Voice Coil Diameter	99.2 mm (3.9 in)
Winding Material	ESVCAW
Former Material	FIBSV
Winding Depth	35.2 mm
Magnetic Gap Depth	10 mm (0.39 in)
Flux Density	0.64 T
Magnet	Neodymium
Basket Material	Aluminium die cast
Demodulation	Extended copper cap
Cone Surround	Cloth triple roll
NET Air Volume filled by driver	12.6 liters
Spider Profile	Single constant height waves
Weather Resistant	Yes

## Thiele Small Parameters

Fs	22 Hz
Re	5.3 Ohm
Qes	1.10
Qms	6.60
Qts	0.90
Vas	662 liters
Sd	1244 cm <sup>2</sup>
Xmax (4)	16 mm
Xdamage (5)	50 mm
Mms	177 g
Bl	10.9 Tm
Le	0.82 mH
Cms	0.30 mm/N
Rms	3.67 Kg/s
Eta Zero	0.61 %
EBP	20

## NOTES :

- (1) AES standard, test mode with continuous pink noise signal (6 dB crest factor; 2 hours) within the Fo to 10Fo power calculated on rated minimum impedance. Loudspeaker in free air
- (2) Maximum power is defined as 3dB greater than nominal power
- (3) Measured average within the frequency range (50Hz - 1kHz)
- (4)  $X_{max} = ((\text{Winding depth} - \text{magnetic gap depth})/2) + (\text{magnetic gap depth}/3)$
- (5) Maximum excursion (p-p) before permanent damage
- (6) T/S parameters measured on drive units that are broken in

