

Description

The invention relates to an audio or video apparatus comprising a housing and a loud-speaker incorporated in the housing, in which the housing accommodates an acoustic channel at one end opening into an aperture in a side of the housing, the loud-speaker acoustically cooperates with the channel and the diaphragm of the loud-speaker thereto forms part of the wall of the acoustic channel, the acoustic channel has a perpendicular cross-section which continues to augment viewed in the direction of the aperture in said side, and the length of the loud-speaker viewed in the longitudinal direction of the acoustic channel is greater than or equal to half the length of the acoustic channel.

An apparatus of this kind is known from British Patent Specification No. 735,402. An application in a television set is discussed in that Specification. However, an application in a radio, for example, a car radio could also be considered in this respect. The car radio housing generally comprises all the electronics required for this application. Said side is the front side of the car radio which is visible and remains accessible if the car radio has been installed in the appropriate aperture in the fascia of the motor car.

In all cases endeavours are made to arrange the components in the housing in a most compact manner, so that the apparatus may be kept smallest possible and endeavours are also made to provide the best possible acoustic reproduction.

It is an object of the invention to provide an audio or a video apparatus which is most compact, provides a good audio reproduction and, in addition, is highly cost-effective. Thereto, the audio or video apparatus according to the invention is characterized in that the loud-speaker is arranged in the channel and the channel is formed in a manner such that for a part of the loud-speaker diaphragm, the size of said part being greater than or equal to half the surface area of the diaphragm, it holds that lines perpendicular to this part of the diaphragm surface, once they have been reflected by the channel surface one time, are not directed at said aperture, said lines forming equal angles of incidence and reflection to the channel surface and that the smallest dimension of said aperture is less than one half of the largest dimension of the loudspeaker.

The invention is based on the concept that it is possible to incorporate relatively large loud-speakers in audio or video apparatus, whereas the housing of the apparatus can yet remain compact. This is particularly achieved when allowing the diaphragm of the loud-speaker to constitute a large part of the wall of the acoustic channel.

This measure is known per se, compare for this purpose United States Patent No. 2,440,078. However, in that patent the loud-speaker is arranged in the

channel at such an angle and the channel is formed in a manner such that lines perpendicular to the surface of the diaphragm are directed at said aperture once they have been reflected by the channel surface one time. Thus, the acoustic channel is used inefficiently from an acoustic point of view.

By installing the loud-speaker in such a way and choosing the form of the channel so that these lines are not directed at said aperture after one reflection, optimum use is made of the horn-like effect of the acoustic channel. Consequently, an improved audio reproduction is realised. In addition, standard cone loud-speakers can be used for the whole frequency range.

EP-A-0 353 092 shows a horn-equipped loud-speaker, whereby the loudspeaker diaphragm is formed of a portion of one of the walls of the horn.

The United States Patent No. 2,440,078 also does not disclose that the smallest dimension of said aperture is less than one half of the largest dimension of the loudspeaker. With this measure it has become possible, for example, to install a reasonably large loud-speaker in a car radio. According to the DIN standard the dimensions of car radios are standardized at 50 mm height, 180 mm width and 149 mm depth. The front side does not have an aperture for accommodating a reasonably large loud-speaker, which loud-speaker is able to reproduce low-frequency signals having a sufficient level. As a result of the increasing miniaturization of car radio electronics, a cavity for accommodating a reasonably large loud-speaker is developed inside the housing. This may be realised by arranging the loud-speaker in a horizontal (or tilted) fashion in the housing. Through the acoustic channel and the aperture in the front side, the acoustic signals generated by the loud-speaker can reach the passenger compartment of the motor car. In addition, since a car radio can be installed in a fascia, this fascia can function as an acoustic baffle so that the low-frequency reproduction is favourable.

If a car radio in a lower price region is concerned which is, for example, able to reproduce only a mono signal, a single wideband loud-speaker installed in the housing will then be sufficient. This implies that no additional wiring in the motor car itself needs to be arranged for connecting one or more loud-speakers/loud-speakers enclosures.

For stereo signal reproduction the loud-speaker installed in the housing could be a woofer. But in that case the car radio should be provided with terminals for supplying relevant electrical signals to at least two squawkers which are then installed elsewhere in the motor car compartment in a stereo arrangement.

The acoustic channel preferably has the form of an acoustic horn. This achieves a proper transmission between the mechanical vibrations of the loud-speaker diaphragm and the acoustic signal supplied by the car radio, more specifically, if also higher fre-

quency audio signals are reproduced through the loud-speaker.

The car radio may further be characterised in that the loud-speaker is arranged for reproducing a low-frequency audio signal, in that the car radio further includes second and third loud-speakers arranged for reproducing a higher frequency portion of a respective left or right signal portion of a stereo signal, and in that the second and third loud-speakers are mechanically coupled to said side of the housing. In this manner a stereo car radio and hence stereo reproduction may be provided without the need for installing elsewhere in the motor car compartment loud-speakers for reproducing the respective left or right information of the stereo signal and without the need for installing separate wiring in the motor car compartment.

More specifically, if the second and third loud-speakers are coupled each to said side of the housing by means of a support, whilst being adjustable with respect to the housing, an acceptable stereo reproduction is feasible with a car radio of this kind.

The invention will be further explained in the following description of the drawings with reference to a number of exemplary embodiments, in which:

Fig. 1 shows a front elevation of an audio apparatus according to the invention in the form of a car radio,

Fig. 2 shows a cross-sectional view of a first car radio,

Fig. 3 shows a cross-sectional view of a second car radio,

Fig. 4 shows a cross-sectional view of a third car radio,

Fig. 5 shows a front elevation of a further car radio,

Fig. 6 shows the application in a television set, and

Fig. 7, in Figs. 7a and 7b, shows an elevation and a cross-sectional view respectively, of the shaping portion in the application shown in Fig. 6.

Fig. 1 shows a front elevation of the car radio according to the invention. The front side comprises a plurality of controls. In this respect one may think of a volume control knob 1, a knob 2 for station tuning and push buttons 3, for example, for selecting the frequency range such as FM, MW, LW or USW. The front side of the car radio further has an aperture 4 which, for example, behind a grille 5. However, the grille 5 is not necessary. The aperture 4 has a rectangular shape and a width-to-height proportion of, for example, 3:1.

If the width of the aperture 4 corresponds approximately to the diameter of the loud-speaker 6 incorporated in the car radio, cf. Fig. 2, it may be assumed that the height of the aperture 4 is about equal to 1/3 of the diameter of the loud-speaker 6. The height of the aperture 4, however, may also be taken smaller,

which is to say, smaller than 1/3 of the diameter of the loud-speaker 6.

Fig. 2 shows a cross-sectional view of the car radio along line A-A in Fig. 1, when installed in a fascia 10 of a motor car. Fig. 2 shows a loud-speaker 6 accommodated in the housing 7 of the car radio. The loud-speaker is a cone loud-speaker of the electrodynamic type. These loud-speakers are known per se and need no further explanation. The loud-speaker 6 acoustically cooperates with a channel 8 which is also accommodated in the housing of the car radio. One end of the channel opens into the aperture 4 in the front side of the car radio. Mechanical vibrations of the diaphragm 9 of the converter 6 are converted into acoustic waves reaching the motor car compartment through the channel 8 and the aperture 4. The loud-speaker 6 is installed in the wall of the acoustic channel 8. The width of the channel 8 may be the same over the entire length of the channel and then, for example, be equal to the width 10 of the aperture 4 in the front side of the car radio.

The housing includes a shaping portion 11' to give the channel a cross-section which continues to augment viewed in the direction of the aperture 4. Viewed in this longitudinal direction of the channel 8 the loud-speaker 6 has a dimension which is larger than or equal to half the length of the channel 8. Preferably, the size of the surface of the diaphragm is at least a quarter of the surface of the channel 8.

The channel 8 and the cavity 9' in the housing behind the loud-speaker 6 are acoustically separated to avoid acoustic short circuiting. In the wall of the housing behind the loud-speaker there are preferably apertures so that the low-frequency tone reproduction of the loud-speaker is not impeded by the cavity 9'. The cavity 9' comprises the car radio electronics.

In order to provide that the acoustic channel does not unfavourably affect the transmission of the acoustic signal from the loud-speaker to the motor car compartment, the channel is preferably provided to have a cross-section which augments, viewed in the direction of the aperture 4. This could be realised by allowing the width and/or height of the channel 8 towards the aperture 4 to augment ever more. This is shown in Fig. 3 which likewise depicts a cross-sectional view along line A-A' of Fig. 1. In this respect it is assumed that the width of the channel 8 is constant and the height h augments.

The loud-speaker 6' is now a planar diaphragm loud-speaker also of the electrodynamic type, which is installed in the housing 7 in a slightly tilted fashion with respect to the arrangement of Fig. 1.

Planar diaphragm loud-speakers are also known per se and need no further explanation either. The loud-speaker 6' is accommodated in the wall of the channel 8'.

Fig. 4 shows yet another cross-sectional view. The loud-speaker 6 is installed a little more to the

front of the car radio. However, this is not essential. The channel 8" here has a conventional flared horn shape. The width of the channel 8" is again taken as a constant value, for example, equal to b, cf. Fig. 1. The height h' again becomes larger viewed in the direction of the aperture 4, so that the channel 8" in the plane of the drawing has the shape of a flared horn. This is realised by introducing a moulding 11 of the desired shape against the top of the housing 7.

Also in the exemplary embodiment of Fig. 2 a more or less horn-shaped channel could have been realised by introducing a moulding 11' into the channel 8 against the top side of the housing 7 exactly above the converter 6.

Fig. 5 shows yet another exemplary embodiment.

The loud-speaker is not shown in Fig. 5, but radiates downwardly into an acoustic channel which opens into the aperture 4'. In Fig. 5 an aperture 20 for inserting cassette tapes is indicated. The end 4' of the channel 8" is again closed by means of a grille 5'. The loud-speaker (not shown) is in this case, for example, a woofer which only reproduces a low-frequency audio signal. One could consider an audio signal composed of the sum of the left and right signal portions of a stereo signal situated in a frequency range of up to about 300 Hz. For stereo signal reproduction the car radio further includes second and third loud-speakers 23, 24 respectively. The loud-speaker 23 is intended to reproduce the left signal portion of the stereo signal. The loud-speaker 23 is a tweeter or a squawker. The loud-speaker 24 is also a tweeter or a squawker and is intended to reproduce the right signal portion of the stereo signal. The loud-speakers 23 and 24 are mechanically coupled to the front side of the car radio. The mechanical coupling may be detachable if need be. Fig. 5 shows that the two loud-speakers are coupled to the front side of the car radio by means of supports 25 and 26 respectively. The loud-speakers are adjustable with respect to the car radio. This may denote that by means of a coupling the loud-speakers are pivotably coupled with respect to and with the supports 25 and 26 and/or that the supports, by means of a coupling, are pivotably coupled with respect to and with the front side of the car radio. Consequently, the loud-speakers may be positioned in a direction so that they provide maximum stereo reproduction for the passenger(s) in the motor car compartment. The electric supply wires to the loud-speakers 23 and 24 may be led through the supports 25 and 26.

An advantage of a car radio of this kind is that no external wiring to the loud-speakers elsewhere in the motor car compartment is necessary and furthermore, the installation is very simple. The car radio together with the loud-speakers may be inserted at one time in the appropriate aperture in the facia and is then ready for use. It will be self-evident that the loud-speakers 23 and 24, in view of safety aspects, must

not have sharply protruding parts. The facia operates as a baffle for the acoustic signals emanating from the loud-speaker 6.

Fig. 6 shows an application in a television set. Fig. 6 shows a cross-sectional view of the loud-speaker and acoustic channel, showing only part of the housing 60 of the television set and the picture tube 61. The loud-speaker 62 has a diameter which is about as large as the length of channel 63. Before the sound exit of the channel 63 a grille 64 is installed. The channel 63 is in this case formed by the loud-speaker itself and a shaping portion 65 shown in greater detail in Fig. 7.

Fig. 7b shows a cross-sectional view of the shaping portion along the line b-b in Fig. 7a, whilst Fig. 7a shows a plan view of the shaping portion.

Claims

1. Audio or video apparatus comprising a housing (7) and a loud-speaker (6, 6', 62) incorporated in the housing (7), in which the housing (7) accommodates an acoustic channel (8, 8', 63) at one end opening into an aperture (4, 4') in a side of the housing (7), the loud-speaker (6, 6', 62) acoustically cooperates with the channel (8, 8', 63) and the diaphragm of the loud-speaker thereto forms part of the wall (65) of the acoustic channel (8, 8', 63) the acoustic channel (8, 8', 63) has a perpendicular cross-section which continues to augment viewed in the direction of the aperture (4, 4') in said side, and the length of the loud-speaker (6, 6', 62) viewed in the longitudinal direction of the acoustic channel (8, 8', 63) is greater than or equal to half the length of the acoustic channel (8, 8', 63), the loud-speaker (6, 6', 62) being arranged in the channel (8, 8', 63), characterized in that the channel (8, 8', 82) is shaped in a manner such that for a part of the loud-speaker diaphragm (9), the size of said part being greater than or equal to half the surface area of the diaphragm (9), it holds that lines perpendicular to this part of the diaphragm surface, once they have been reflected by the channel surface one time, are not directed at said aperture (4, 4'), said lines forming equal angles of incidence and reflection to the channel surface and that the smallest dimension of said aperture (4, 4') is less than one half of the diameter of the loud-speaker (6, 6', 62).
2. Audio or video apparatus as claimed in Claim 1, characterized in that the size of the diaphragm (9) surface constitutes at least a quarter of the surface of the acoustic channel (8, 8', 63).
3. Audio or video apparatus as claimed in Claim 1

front of the car radio. However, this is not essential. The channel 8" here has a conventional flared horn shape. The width of the channel 8" is again taken as a constant value, for example, equal to b, cf. Fig. 1. The height h' again becomes larger viewed in the direction of the aperture 4, so that the channel 8" in the plane of the drawing has the shape of a flared horn. This is realised by introducing a moulding 11 of the desired shape against the top of the housing 7.

Also in the exemplary embodiment of Fig. 2 a more or less horn-shaped channel could have been realised by introducing a moulding 11' into the channel 8 against the top side of the housing 7 exactly above the converter 6.

Fig. 5 shows yet another exemplary embodiment.

The loud-speaker is not shown in Fig. 5, but radiates downwardly into an acoustic channel which opens into the aperture 4'. In Fig. 5 an aperture 20 for inserting cassette tapes is indicated. The end 4' of the channel 8" is again closed by means of a grille 5'. The loud-speaker (not shown) is in this case, for example, a woofer which only reproduces a low-frequency audio signal. One could consider an audio signal composed of the sum of the left and right signal portions of a stereo signal situated in a frequency range of up to about 300 Hz. For stereo signal reproduction the car radio further includes second and third loud-speakers 23, 24 respectively. The loud-speaker 23 is intended to reproduce the left signal portion of the stereo signal. The loud-speaker 23 is a tweeter or a squawker. The loud-speaker 24 is also a tweeter or a squawker and is intended to reproduce the right signal portion of the stereo signal. The loud-speakers 23 and 24 are mechanically coupled to the front side of the car radio. The mechanical coupling may be detachable if need be. Fig. 5 shows that the two loud-speakers are coupled to the front side of the car radio by means of supports 25 and 26 respectively. The loud-speakers are adjustable with respect to the car radio. This may denote that by means of a coupling the loud-speakers are pivotably coupled with respect to and with the supports 25 and 26 and/or that the supports, by means of a coupling, are pivotably coupled with respect to and with the front side of the car radio. Consequently, the loud-speakers may be positioned in a direction so that they provide maximum stereo reproduction for the passenger(s) in the motor car compartment. The electric supply wires to the loud-speakers 23 and 24 may be led through the supports 25 and 26.

An advantage of a car radio of this kind is that no external wiring to the loud-speakers elsewhere in the motor car compartment is necessary and furthermore, the installation is very simple. The car radio together with the loud-speakers may be inserted at one time in the appropriate aperture in the facia and is then ready for use. It will be self-evident that the loud-speakers 23 and 24, in view of safety aspects, must

not have sharply protruding parts. The facia operates as a baffle for the acoustic signals emanating from the loud-speaker 6.

Fig. 6 shows an application in a television set. Fig. 6 shows a cross-sectional view of the loud-speaker and acoustic channel, showing only part of the housing 60 of the television set and the picture tube 61. The loud-speaker 62 has a diameter which is about as large as the length of channel 63. Before the sound exit of the channel 63 a grille 64 is installed. The channel 63 is in this case formed by the loud-speaker itself and a shaping portion 65 shown in greater detail in Fig. 7.

Fig. 7b shows a cross-sectional view of the shaping portion along the line b-b in Fig. 7a, whilst Fig. 7a shows a plan view of the shaping portion.

Claims

1. Audio or video apparatus comprising a housing (7) and a loud-speaker (6, 6', 62) incorporated in the housing (7), in which the housing (7) accommodates an acoustic channel (8, 8', 63) at one end opening into an aperture (4, 4') in a side of the housing (7), the loud-speaker (6, 6', 62) acoustically cooperates with the channel (8, 8', 63) and the diaphragm of the loud-speaker thereto forms part of the wall (65) of the acoustic channel (8, 8', 63) the acoustic channel (8, 8', 63) has a perpendicular cross-section which continues to augment viewed in the direction of the aperture (4, 4') in said side, and the length of the loud-speaker (6, 6', 62) viewed in the longitudinal direction of the acoustic channel (8, 8', 63) is greater than or equal to half the length of the acoustic channel (8, 8', 63), the loud-speaker (6, 6', 62) being arranged in the channel (8, 8', 63), characterized in that the channel (8, 8', 82) is shaped in a manner such that for a part of the loud-speaker diaphragm (9), the size of said part being greater than or equal to half the surface area of the diaphragm (9), it holds that lines perpendicular to this part of the diaphragm surface, once they have been reflected by the channel surface one time, are not directed at said aperture (4, 4'), said lines forming equal angles of incidence and reflection to the channel surface and that the smallest dimension of said aperture (4, 4') is less than one half of the diameter of the loud-speaker (6, 6', 62).
2. Audio or video apparatus as claimed in Claim 1, characterized in that the size of the diaphragm (9) surface constitutes at least a quarter of the surface of the acoustic channel (8, 8', 63).
3. Audio or video apparatus as claimed in Claim 1



or 2, characterized in that the loud-speaker (6, 6', 62) is a cone loud-speaker and in that the part of the channel wall opposite the loud-speaker (6, 6', 62) has a form which is accommodated to the form of the loud-speaker cone (9).

4. Audio or video apparatus as claimed in Claim 3, characterized in that the channel (8, 8', 63) there-to comprises a moulding (65).
5. Audio or video apparatus as claimed in one of the Claims 1 to 4, characterized in that the acoustic channel (8, 8', 63) has the shape of an acoustic horn.
6. Audio or video apparatus as claimed in one of the preceding Claims, characterized in that the loud-speaker (6, 6', 62) is a woofer.
7. Audio apparatus as claimed in Claim 6, in the form of a car radio, characterized in that the loud-speaker (6, 6', 62) is arranged for reproducing a low-frequency audio signal, in that the car radio further includes second and third loud-speakers (23, 24) arranged for reproducing a higher frequency portion of a respective left or right signal portion of a stereo signal, and in that the second and third loud-speakers are mechanically coupled to said side of the housing.
8. Car radio as claimed in Claim 7, characterized in that the second and third loud-speakers are coupled each to said side of the housing by means of a support (25, 26).
9. Car radio as claimed in Claim 8, characterized in that the second and third loud-speakers (23, 24) are adjustable with respect to the housing.
10. Car radio as claimed in Claim 9, characterized in that the supports (25, 26) are adjustable with respect to the housing.

Patentansprüche

1. Audio- oder Video-Apparat mit einem Gehäuse (7) und einem in dem Gehäuse (7) vorgesehenen Lautsprecher (6, 6', 62), wobei in dem Gehäuse (7) ein akustischer Kanal (8, 8', 63) vorgesehen ist, der an einem Ende in eine Öffnung (4, 4') in einer Seitenwand des Gehäuses (7) mündet, wobei der Lautsprecher (6, 6', 62) mit dem Kanal (8, 8', 63) akustisch zusammenarbeitet, und wobei die Membran des Lautsprechers dazu einen Teil der Wand (65) des akustischen Kanals (8, 8', 63) bildet, und wobei der akustische Kanal (8, 8', 63) einen senkrechten Querschnitt aufweist, der in

der Richtung der Öffnung (4, 4') in der genannten Seitenwand gesehen, immer größer wird, und wobei die Längsabmessung des Lautsprechers (6, 6', 62) in der Längsrichtung des akustischen Kanals (8, 8', 63) gesehen, größer ist als die Hälfte der Länge des akustischen Kanals (8, 8', 63) oder dieser Halblänge entspricht, wobei der Lautsprecher (6, 6', 62) in dem Kanal (8, 8', 63) vorgesehen ist, dadurch gekennzeichnet, daß der Kanal (8, 8', 63) derart gebildet ist, daß zum Teil zur Größe wenigstens der Hälfte der Membranoberfläche (9) des Lautsprechers gilt, daß senkrechte Linien zu diesem Teil der Membranoberfläche nach einmaliger Reflexion an der Kanaloberfläche, wobei für jede Linie die Einfallswinkel an und die Reflexion an der Kanaloberfläche einander entsprechen, nicht auf die genannte Öffnung (4, 4') gerichtet sind.

2. Audio- oder Video-Apparat nach Anspruch 1, dadurch gekennzeichnet, daß die Größe der Membranoberfläche (9) wenigstens ein Viertel der Oberfläche des akustischen Kanals (8, 8', 63) bildet.
3. Audio- oder Video-Apparat nach Anspruch 1 oder 2, dadurch gekennzeichnet, daß der Lautsprecher (6, 6', 62) ein Konuslautsprecher ist und daß derjenige Teil der Kanalwand, der dem Lautsprecher (6, 6', 62) gegenüberliegt, eine Form hat, die mit der Form des Lautsprecherkonus (9) zusammenarbeitet.
4. Audio- oder Video-Apparat nach Anspruch 3, dadurch gekennzeichnet, daß der Kanal (8, 8', 63) dazu einen Formteil (65) aufweist.
5. Audio- oder Video-Apparat nach einem der Ansprüche 1 bis 4, dadurch gekennzeichnet, daß der akustische Kanal (8, 8', 63) die Form eines akustischen Horns hat.
6. Audio- oder Video-Apparat nach einem der vorstehenden Ansprüche, dadurch gekennzeichnet, daß der Lautsprecher (6, 6', 62) ein Tieftonlautsprecher ist.
7. Audio-Apparat nach Anspruch 6, in Form eines Autoradios, dadurch gekennzeichnet, daß der Lautsprecher (6, 6', 62) zum Wiedergeben eines niederfrequenten Tonsignals, daß das Autoradio weiterhin einen zweiten und einen dritten (23, 24) aufweist, der zum Wiedergeben eines höherfrequenten Teils des linken bzw. rechten Signaltails eines Stereo-Signals vorgesehen ist, und daß der zweite und der dritte Lautsprecher mit der genannten Seitenwand des Gehäuses mechanisch gekuppelt ist.



8. Autoradio nach Anspruch 7, dadurch gekennzeichnet, daß der zweite und der dritte Lautsprecher je mit der Seitenwand des Gehäuses gekuppelt ist und zwar mittels einer Unterstützung (25, 26).
9. Autoradio nach Anspruch 8, dadurch gekennzeichnet, daß der zweite und der dritte Lautsprecher (23, 24) gegenüber dem Gehäuse einstellbar sind.
10. Autoradio nach Anspruch 9, dadurch gekennzeichnet, daß die Unterstützungen (25, 26) gegenüber dem Gehäuse einstellbar sind.

Revendications

1. Appareil audio ou vidéo comprenant un boîtier (7) et un haut-parleur (6, 6', 62) incorporé au boîtier (7), dans lequel le boîtier (7) contient un canal acoustique (8, 8', 63) s'ouvrant à une extrémité dans une ouverture (4, 4') ménagée dans un côté du boîtier (7), le haut-parleur (6, 6', 62) coopère au plan acoustique avec le canal (8, 8', 63) et le diaphragme du haut-parleur fait partie de la paroi (65) du canal acoustique (8, 8', 63), ledit canal acoustique (8, 8', 63) a une section transversale perpendiculaire qui augmente sans discontinuer dans la direction de l'ouverture (4, 4') dudit côté, et la longueur du haut-parleur (6, 6', 62), vu dans la direction longitudinale du canal acoustique (8, 8', 63), est supérieure ou égale à la moitié de la longueur dudit canal acoustique (8, 8', 63), le haut-parleur (6, 6', 62) étant agencé dans le canal (8, 8', 63), caractérisé en ce que le canal (8, 8', 62) est formé d'une manière telle que, pour une partie du diaphragme (9) du haut-parleur, la dimension de ladite partie étant supérieure ou égale à la moitié de la surface du diaphragme (9), il s'avère que les lignes perpendiculaires à cette partie de la surface du diaphragme, dès qu'elles ont été réfléchies une fois par la surface du canal, ne sont pas dirigées vers ladite ouverture (4, 4'), ces lignes formant des angles égaux d'incidence et de réflexion vis-à-vis de la surface du canal, et en ce que la dimension la plus petite de ladite ouverture (4, 4') est inférieure à la moitié de la dimension la plus grande du haut-parleur (6, 6', 62).
2. Appareil audio ou vidéo selon la revendication 1, caractérisé en ce que la dimension de la surface du diaphragme (9) constitue au moins un quart de la surface du canal acoustique (8, 8', 63).
3. Appareil audio ou vidéo selon la revendication 1 ou 2, caractérisé en ce que le haut-parleur (6, 6',

62) est un haut-parleur à cône et la partie de la paroi du canal opposée au haut-parleur (6, 6', 62) a une forme qui est adaptée à la forme du cône de haut-parleur (9).

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4. Appareil audio ou vidéo selon la revendication 3, caractérisé en ce que le canal (8, 8', 63) comprend une pièce moulée (65).

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5. Appareil audio ou vidéo selon l'une quelconque des revendications 1 à 4, caractérisé en ce que le canal acoustique (8, 8', 63) a la forme d'un pavillon acoustique.

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6. Appareil audio ou vidéo selon l'une quelconque des revendications précédentes, caractérisé en ce que le haut-parleur (6, 6', 62) est un haut-parleur de graves.

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7. Appareil audio selon la revendication 6, sous la forme d'un autoradio, caractérisé en ce que le haut-parleur (6, 6', 62) est prévu pour reproduire un signal audio de basses fréquences, que l'autoradio comprend, en outre, un deuxième et un troisième haut-parleurs (23, 24) prévus pour reproduire une partie de fréquence supérieure d'une partie de signal gauche ou droite respective d'un signal stéréo, et que le deuxième et le troisième haut-parleurs sont mécaniquement couplés audit côté du boîtier.

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8. Autoradio selon la revendication 7, caractérisé en ce que le deuxième et troisième haut-parleurs sont couplés chacun audit côté du boîtier à l'aide d'un support (25, 26).

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9. Autoradio selon la revendication 8, caractérisé en ce que le deuxième et le troisième haut-parleurs (23, 24) sont réglables par rapport au boîtier.

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10. Autoradio selon la revendication 9, caractérisé en ce que les supports (25, 26) sont réglables par rapport au boîtier.

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