



UG BMW • TEST REPORT CAR&HIFI 3/2025

Eton UG: Three-way system and coax for BMW and Mini



# Upgrade for BMW

► After the „Ultimate“ high-end upgrade Eton now comes along with affordable BMW systems. Here we test the three-way system for the front and a coaxial system for the rear doors.

With its upgrade series Eton was one of the first providers for aftermarket speakers for BMW. No wonder then that the people from Neu-Ulm have had experience as an OEM with the Munich premium brand. The last upgrade to the BMW speaker range is over 10 years old, so one can bring something new out there. And Eton has done a good job: there is everything from underseat woofer to center speaker, and that in all three basket variants N, T and W. We have selected two test systems, the UG BMW 10 XT, a coaxial model (X) with T-basket and the combo UG BMW 10 W (component system, W-basket) together with underseat woofers UG BMW 20 SUB. Let's begin with the underseat woofer. This must have an installation depth of not much more than 30 mm as the BMW enclosures are very flat. The rear part of the basket is made of plastic, whereas there is a sheet steel cage in front of the cone in which the driver is mounted. The UG BMW 20 SUB is of course easily identified as an Eton BMW, although all the individual parts are of a completely new design. The driver has also got a new design and the current Eton look. We see a large central ventilation hole and a long-stroke wound 50 mm voice coil. The cone is made of air-dried paper, and paper is also used in the 10 cm unit. The mid-range cones also exhibit a radial embossment, similar to the universal PRA series, although the cones are not identical. In the two-way mid-range speaker an aluminum dustcap closes the hole of the voice coil former. By fitting the hard cap directly on the former instead of on the cone Eton teases an extra portion of sound pressure out of the driver in the upper mids. That's a good thing with the very lateral installation positions in BMWs. For the tweeter Eton includes a fine woven fabric dome with

**All mid-range speakers have three different baskets, so one always fits**

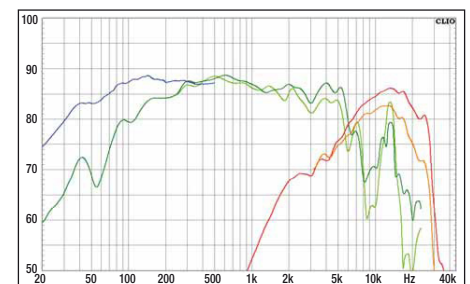


25 mm voice coil. This also looks the same, but there is optimization in the detail. Connected to the BMW plug is the cable crossover. This filters the tweeter with a film capacitor, while a resistor deals with the level. The coaxial chassis work like all UG BMW speakers with neodymium in the driver. This is much more compact than ferrite, and such compactness is needed for some installation slots. The mid-range cones are the same as for the two-way mid-range speakers, and for the very nicely made tweeters the coaxials receive extra praise. Eton has not skimped and has given the coaxial systems fully-fledged woven fabric domes; with 19 mm voice coils a size smaller than in the component systems, but just as good. As already mentioned, there is a choice of N, T and W baskets. The central speaker comes with an N-basket: it differs mainly from the coaxial system mainly in that there is only one item in the package.

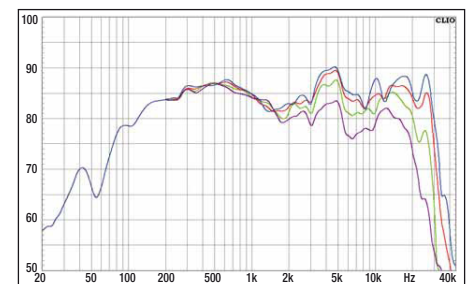
### Measurements and Sound

That Eton has designed the 10 cm units as mid-range speakers is demonstrated by the ultra powerful drivers. On the one hand they provide little bass, but on the other hand they deliver a crisp sound pressure level of 87 dB—not bad for a 10 cm speaker. For the coax you still get 86 dB and the smaller 19 mm dome also goes up to 30 kHz. The two-way tweeter doesn't quite achieve that, but it has no need

to fear comparison. In respect of distortion the woven tweeters also show themselves to be outstanding. Nevertheless, the 10 cm units are in no way inferior, so that both test systems get top marks. Due to its very low design

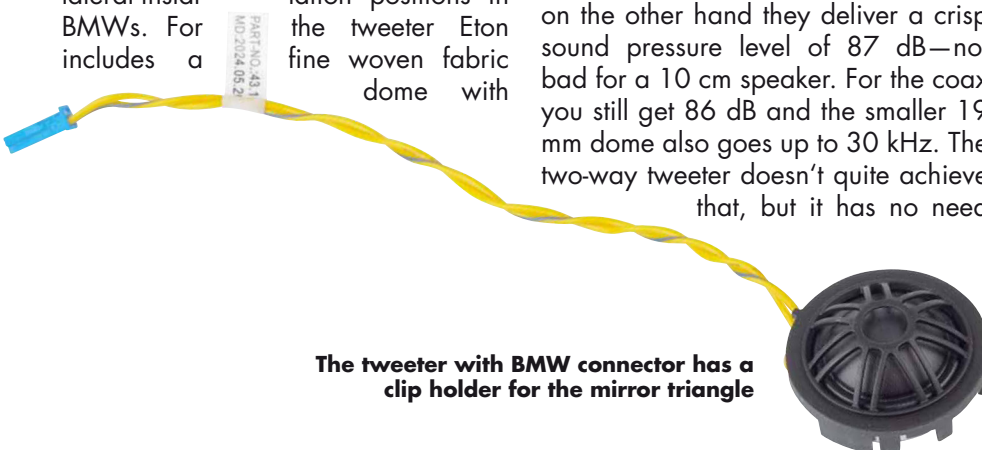


**The underseat woofer plays down into the bass basement, but is no louder than the (very loud) mid-range speaker. Its response curve gives nothing to complain about**



**The coax is one dB less efficient than the mid-range speaker, though always above average loudness thanks to a lot of neodymium. The woven tweeter performs superbly, running up to 30 kHz**

**The tweeter with BMW connector has a clip holder for the mirror triangle**





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The underseat woofer comes with a mere 31 mm installation depth



The cable crossover for the tweeter includes a high-pass capacitor and an attenuation resistor

the underseat woofer stands out with a resonance frequency of 37 Hz. In contrast to many of its counterparts, as a pure 4-ohm unit it foregoes drawing a lot of current from the power amp with a 2 ohm impedance. Sonically it impresses with its low bass performance. With the Eton UG SUB no one will any longer need an additional subwoofer. The small systems sound fresh, but not annoying. There is a lot of detailed information on the music recording and a thoroughly faithful reproduction of vocals that does without any embellishment. The systems are highly dynamic, and overall the top level of these components is noticeable from the first note.

### Summary

The new design of the BMW rail under the upgrade platform has been a great success for Eton. All chassis are well engineered and very carefully made. The reward is then a top level performance.



All UG BMW chassis have a space-saving neodymium drive

### Eton UG BMW 10 W /2x UG BMW 20 SUB

Price	about 820 Euro
Distributor	ACR, CH-5330 Zurzach
Hotline	info@eton-caraudio.eu
Internet	www.eton-audio.com

#### Summary

Sound quality	55 %	1,1	■■■■■
Bass	11 %	1,0	■■■■■
Neutrality	11 %	1,0	■■■■■
Transparency	11 %	1,0	■■■■■
Soundstaging	11 %	1,0	■■■■■
Dynamics	11 %	1,5	■■■■■
Lab	30 %	1,0	■■■■■
Frequency response	10 %	1,0	■■■■■
max. volume	10 %	1,0	■■■■■
Distortion	10 %	1,0	■■■■■
Practice	15 %	1,3	■■■■■
Installation	5 %	1,0	■■■■■
Crossover	5 %	2,0	■■■■■
Workmanship	5 %	1,0	■■■■■

#### Technical Data

Basket diameter	200 mm
Mounting diameter	31 mm
Mounting depth	100 mm
Magnet diameter	29 mm
Tweeter dome diameter	28 mm
Tweeter housing diameter	42 mm
Slope W/M/T	- / - / 6 dB
Tweeter protection	-
Tweeter adjustment	-
fits in	model E, F and G
other	-
Nominal impedance	4 ohms
DC resistance Rdc	3,45 ohms
Coil inductivity Le	0,54 mH
Coil diameter	50 mm
Cone surface Sd	255 cm²
Resonance frequency Fs	37 Hz
Mechanical quality Qms	2,90
Electrical quality Qes	0,64
Total quality Qts	0,52
Equivalent volume Vas	50,7 l
Moving mass Mms	32,5 g
Rms	2,63 kg/s
Cms	0,56 mm/N
B*I	6,41 Tm
Pressure 2 V, 1 m	88 dB
Power handling	80 – 200 W

### Eton UG BMW 10 W /2x UG BMW 20 SUB

**BMW-loudspeaker 1,1**

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Price/performance: very good

"Very well made and with premium performance."

### Eton UG BMW 10 X T

Price	about 240 Euro
Distributor	ACR, CH-5330 Zurzach
Hotline	info@eton-caraudio.eu
Internet	www.eton-audio.com

#### Summary

Sound quality	55 %	1,2	■■■■■
Bass	11 %	1,5	■■■■■
Neutrality	11 %	1,0	■■■■■
Transparency	11 %	1,0	■■■■■
Soundstaging	11 %	1,0	■■■■■
Dynamics	11 %	1,5	■■■■■
Lab	30 %	1,3	■■■■■
Frequency response	10 %	1,5	■■■■■
max. volume	10 %	1,5	■■■■■
Distortion	10 %	1,0	■■■■■
Practice	15 %	1,3	■■■■■
Installation	5 %	1,0	■■■■■
Crossover	5 %	2,0	■■■■■
Workmanship	5 %	1,0	■■■■■

#### Technical Data

Basket diameter W	100 mm
Mounting depth with ring	33 mm
Magnet diameter	55 mm
Tweeter dome diameter	19 mm
Tweeter housing diameter	-
Slope W/T	- / 6 dB
Tweeter protection	-
Tweeter adjustment	-
fits in	model E, F and G
other	-
Nominal impedance	4 ohms
DC resistance Rdc	3,32 ohms
Coil inductivity Le	0,33 mH
Coil diameter	25 mm
Cone surface Sd	49 cm²
Resonance frequency Fs	103 Hz
Mechanical quality Qms	6,03
Electrical quality Qes	0,43
Total quality Qts	0,40
Equivalent volume Vas	1,7 l
Moving mass Mms	4,7 g
Rms	0,51 kg/s
Cms	0,50 mm/N
B*I	4,87 Tm
Pressure 2 V, 1 m	86 dB
Power handling	20 – 80 W

### Eton UG BMW 10 X T

**BMW-loudspeaker 1,2**

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Price/performance: very good

"Very well made and with premium performance."