

Lampiran 1: Spesifikasi Yamaha Mio J

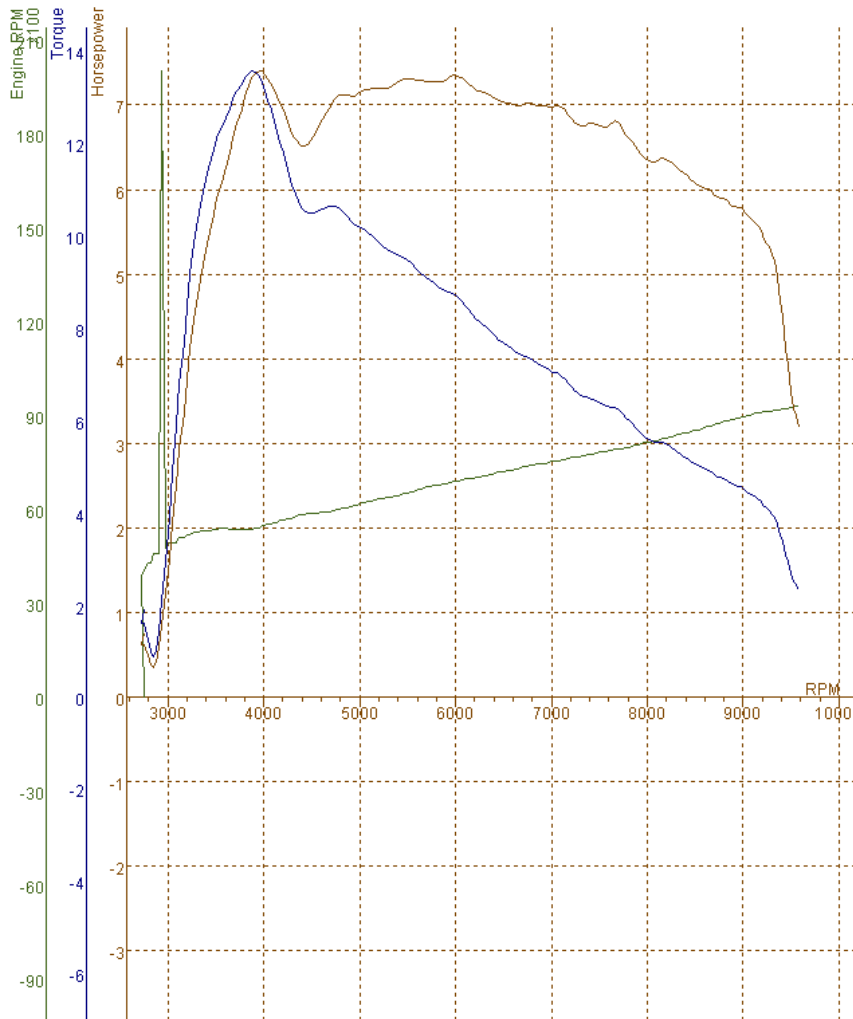


MIO J
Sigma Jet-Fi
SEMAKIN CEPAT, SEMAKIN RIT...

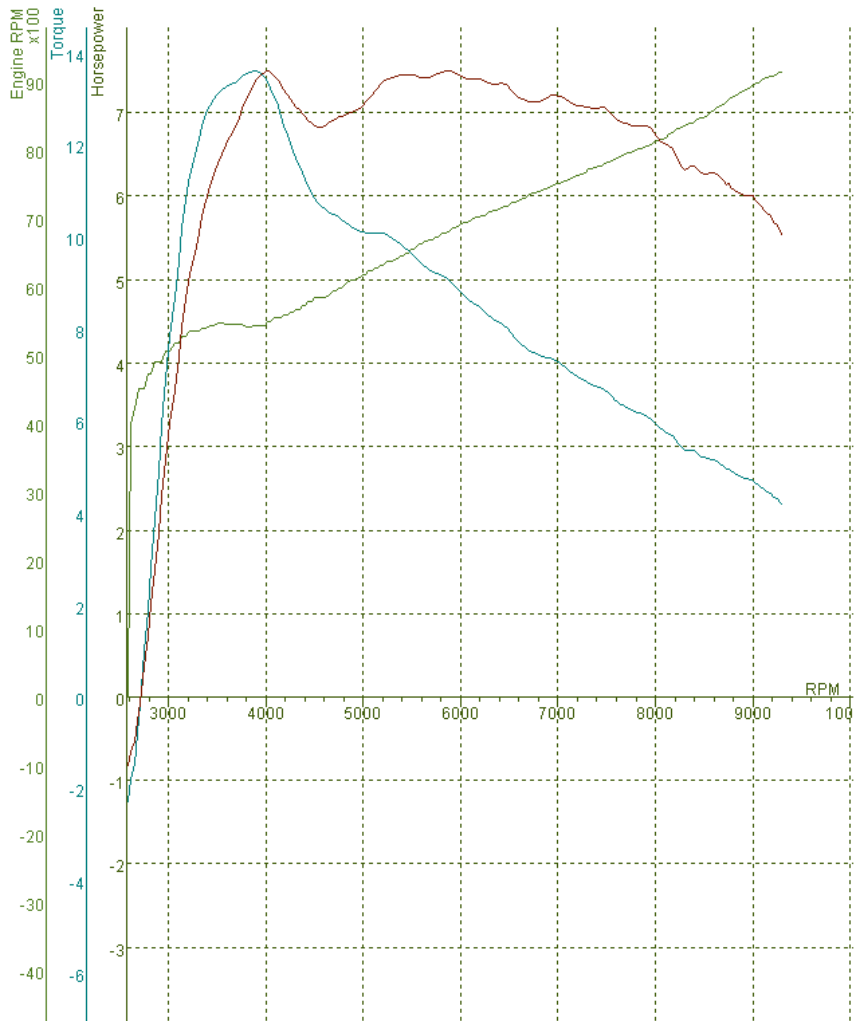
SPECIFICATION

DIMENSI	<ul style="list-style-type: none"> : 1.860 mm x 700 mm x 1.050 mm : 1.260 mm : 130 mm : 745 mm : Cast Wheel 92 kg, Spoke 93 kg
MESIN	<ul style="list-style-type: none"> : 4 Langkah, 2 Valve SOHC, Berpendingin Kipas : Silinder Tunggal / Mendatar : 113,7 cc : 50,0 x 57,9 mm : 9,3 : 1 : 7,75 PS (5,7 kW) / 5.000 rpm : 8,5 N.m (0,80 kgf-m) / 5.000 rpm : Electric Starter dan Kick Starter : Basah : Total : 0,85 Liter / Perawatan Berkala : 0,74 Liter : Fuel Injection (FI M-Jet) System : Kering, Kopling sentrifugal Automatic type : V-belt Otomatis : CVT Otomatis
RANGKA	<ul style="list-style-type: none"> : Pipa Baja Tulang Bawah / Steel Underbone : Teleskopik : Unit Swing, Suspensi Tunggal : 70/90 - 14M/C 34P : 80/90 - 14M/C 40P : Catram : Tromol
KELISTRIKAN	<ul style="list-style-type: none"> : TCI (Transistor Control Ignition) : YTZ4V (MF Battery) / GTZ4V (MF Battery) : CR6HSA (NGK)

Lampiran 2: Hasil Grafik Dynotest Dengan Menggunakan Bensin pada Percobaan 1



Lampiran 4: Hasil Grafik Dynotest Dengan Menggunakan Bensin pada Percobaan 2



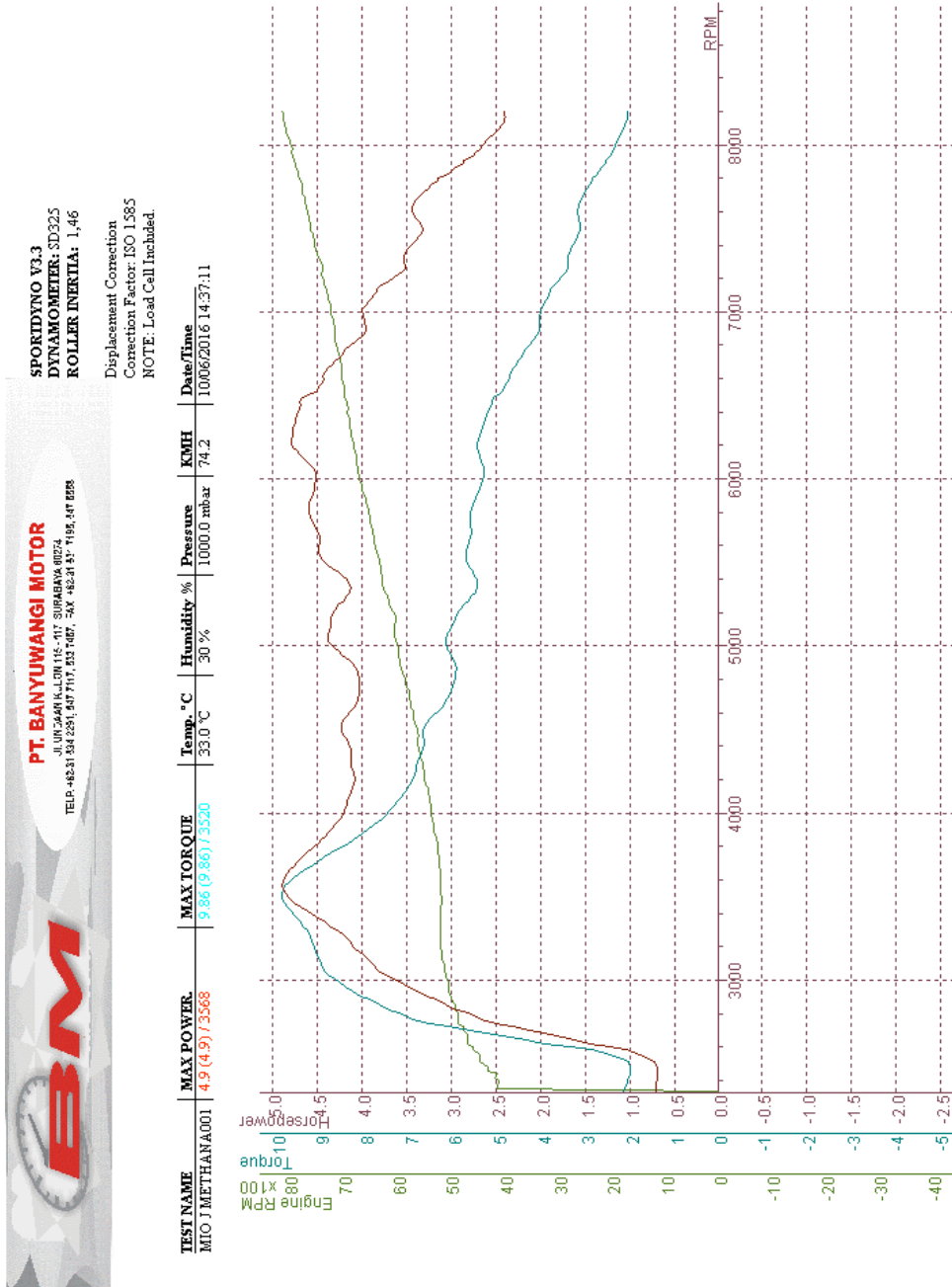
Lampiran 5: Hasil Data Dynotest Dengan Menggunakan Bensin pada Percobaan 2



DATA FOR TEST: MIO J GASOLINE002

RPM	HP (HP)	(N*M*M)	LAMBDA	2
2750	0.7	1.89	1.29	
3000	3.3	7.84	1.29	
3250	5.3	11.76	1.29	
3500	6.4	13.12	1.29	
3750	7.0	13.49	1.29	
3880	7.3	13.61	1.29	
4000	7.5	13.36	1.29	
4250	7.2	12.04	1.29	
4500	6.8	10.85	1.29	
4750	7.0	10.38	1.29	
5000	7.1	10.10	1.29	
5250	7.4	10.02	1.29	
5500	7.4	9.59	1.29	
5750	7.5	9.20	1.29	
5847	7.5	9.11	1.29	
6000	7.4	8.74	1.29	
6250	7.4	8.32	1.29	
6500	7.3	7.95	1.29	
6750	7.1	7.46	1.29	
7000	7.2	7.26	1.29	
7250	7.1	6.90	1.29	
7500	7.0	6.61	1.29	
7750	6.8	6.24	1.29	
8000	6.7	5.94	1.29	
8250	6.4	5.46	1.29	
8500	6.3	5.20	1.29	
8750	6.1	4.96	1.29	
9000	6.0	4.68	1.29	
9250	5.6	4.28	1.29	
LOSSES:	-0.2 HP	-0.5N*M*M		
TOTAL ENGINE:	7.7HP	14.08N*M*M		

Lampiran 6: Hasil Grafik Dynotest Dengan Menggunakan Methana pada Percobaan 1



Lampiran 7: Hasil Data Dynotest Dengan Menggunakan Methana pada Percobaan 1



SPORIDYNO V3.3
DYNAMOMETER: SD325
ROLLER INERTIA: 1,46

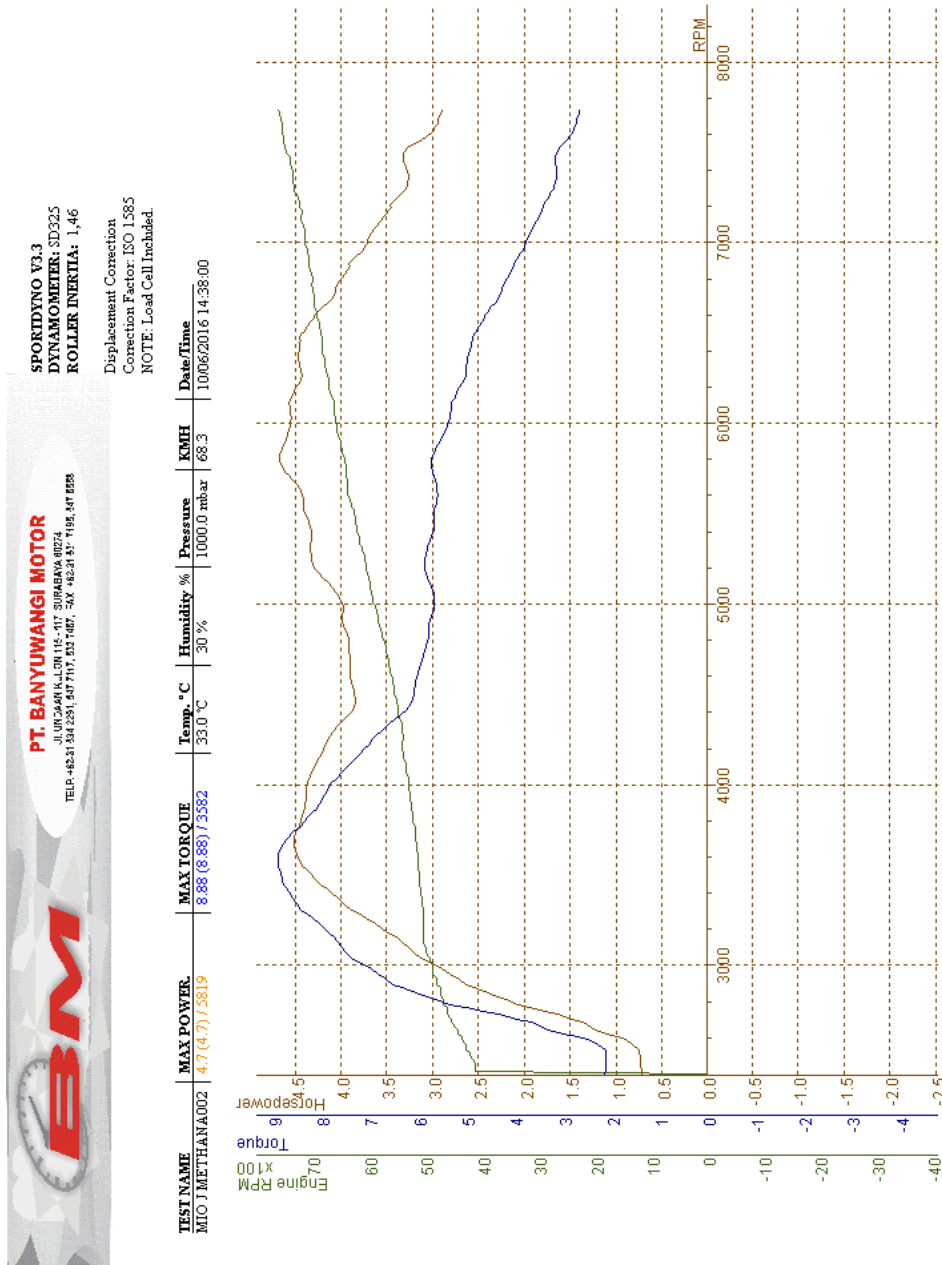
Displacement Correction
Correction Factor: ISO 1585
NOTE: Load Cell Included.

DATA FOR TEST: MIO J METHANA001

RPM	HP (HP)	(N*M*M)	LAMBDA 2
2500	0.7	2.05	1.29
2750	2.7	6.89	1.29
3000	3.7	8.69	1.29
3250	4.2	9.22	1.29
3500	4.9	9.86	1.29
3520	4.9	9.86	1.29
3568	4.9	9.80	1.29
3750	4.6	8.76	1.29
4000	4.2	7.45	1.29
4250	4.1	6.84	1.29
4500	4.2	6.65	1.29
4750	4.0	6.02	1.29
5000	4.4	6.17	1.29
5250	4.3	5.74	1.29
5500	4.4	5.69	1.29
5750	4.6	5.62	1.29
6000	4.5	5.32	1.29
6250	4.8	5.40	1.29
6500	4.6	4.94	1.29
6750	4.2	4.42	1.29
7000	4.0	4.03	1.29
7250	3.5	3.42	1.29
7500	3.3	3.13	1.29
7750	3.2	2.93	1.29
8000	2.6	2.31	1.29

LOSSES: 0.0 HP 0.0N*M*M
TOTAL ENGINE: 4.9HP 9.86N*M*M

Lampiran 8: Hasil Grafik Dynotest Dengan Menggunakan Methana pada Percobaan 2



Lampiran 9: Hasil Data Dynotest Dengan Menggunakan Methana pada Percobaan 2



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SPORDYNO V3.3
DYNAMOMETER: SD325
ROLLER INERTIA: 1,46

Displacement Correction
 Connection Factor: ISO 1585
 NOTE: Load Cell Included.

DATA FOR TEST: MIO J METHANA002

RPM	HP (HEQ) (N*M*M)	LAMBDA 2
2500	0.7	2.12
2750	1.9	4.99
3000	3.0	7.10
3250	3.7	8.17
3500	4.3	8.83
3682	4.4	8.88
3750	4.5	8.50
4000	4.4	7.76
4250	4.1	6.92
4500	3.9	6.07
4750	3.9	5.83
5000	4.0	5.64
5250	4.3	5.82
5500	4.4	5.66
5750	4.6	5.71
5819	4.7	5.70
6000	4.5	5.36
6250	4.4	5.01
6500	4.4	4.78
6750	4.0	4.22
7000	3.7	3.75
7250	3.3	3.26
7500	3.3	3.11

LOSSES: 0.0 HP
 TOTAL ENGINE: 4.7HP
 0.0N*M*M
 8.88N*M*M