

LAMPIRAN

Tabel Perhitungan Data Konsumsi Bahan Bakar

Variasi	Jarak (km)	Waktu (Menit)	Kecepatan (km/jam)	Volume BBM (Liter)	Konsumsi BBM
CDI Std + Busi Standar	4.1	6:12	±40	0.0758	54.08971
	4.1	6:16	±40	0.0751	54.59387
	4.1	6:13	±40	0.0756	54.2328
	4.1	6:14	±40	0.0760	53.94737
	4.1	6:10	±40	0.0754	54.37666
CDI Standar + Busi Iridium	4.1	6:15	±40	0.0819	50.06105
	4.1	6:14	±40	0.0822	49.87835
	4.1	6:12	±40	0.0826	49.636804
	4.1	6:16	±40	0.0825	49.69697
	4.1	6:11	±40	0.0823	49.81774
CDI BRT I-Max + Busi Standar	4.1	6:13	±40	0.0804	50.99502
	4.1	6:10	±40	0.0811	50.55487
	4.1	6:15	±40	0.0808	50.74257
	4.1	6:11	±40	0.0810	50.61728
	4.1	6:12	±40	0.0807	50.80545
CDI BRT I-Max + Busi Iridium	4.1	6:11	±40	0.0784	52.29592
	4.1	6:16	±40	0.0793	51.7024
	4.1	6:14	±40	0.0779	52.63158
	4.1	6:12	±40	0.0781	52.4968
	4.1	6:15	±40	0.0796	51.50754

Tabel Pengukuran Temperatur saat *Dynotest*

CDI Standar + Busi Standar						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	55.3	56.9	58.1	57.4	59.7	57.48
Exhaust	138.7	140.3	142.6	139.8	143.4	140.96
Oil	81.9	83.4	84.6	83.9	82.8	83.32
Engine	62.4	64.7	69.5	67.9	68.8	66.66
CDI Standar + Busi Iridium						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	52.8	56.3	55.6	57.1	58.4	56.04
Exhaust	135.2	139.5	137.9	141.3	142.5	139.28
Oil	83.7	84.4	86.2	85.8	87.9	85.6
Engine	64.9	67.4	68.1	67.5	66.6	66.9
CDI BRT I-Max + Busi Standar						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	53.4	54.7	56.1	55.6	57.7	55.5
Exhaust	134.8	136.7	139.3	137.5	140.8	137.82
Oil	83.7	85.2	87.8	86.4	88.1	86.24
Engine	63.5	64.8	66.2	65.7	67.4	65.52
CDI BRT I-Max + Busi Iridium						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	53.8	56.4	55.9	56.3	57.5	55.98
Exhaust	133.1	139.8	137.7	136.9	141.2	137.74
Oil	83.7	83.9	86.1	86.8	88.4	85.78
Engine	63.6	65.4	66.9	67.3	66.8	66.0

Tabel Pengukuran Temperatur saat Uji Konsumsi Bahan Bakar

CDI Standar + Busi Standar						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	52.3	54.0	56.1	54.7	57.7	54.96
Exhaust	132.1	134.5	137.6	138.1	136.4	135.74
Oil	79.9	81.4	83.0	80.5	82.8	81.52
Engine	61.4	63.7	64.5	62.9	63.8	63.26
CDI Standar + Busi Iridium						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	52.6	53.5	54.7	52.8	53.6	53.44
Exhaust	134.1	133.8	137.6	135.1	136.6	135.44
Oil	80.4	81.9	84.2	82.0	83.8	82.46
Engine	63.6	64.4	66.9	64.1	65.9	64.98
CDI BRT I-Max + Busi Standar						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	51.3	53.6	52.2	54.9	53.1	53.02
Exhaust	132.9	136.2	134.5	137.1	135.8	135.3
Oil	80.0	82.1	81.6	84.7	82.3	82.14
Engine	62.4	63.5	61.9	65.4	63.5	63.34
CDI BRT I-Max+Busi Iridium						
Temperatur yang diukur	Percobaan ke					Rata-Rata
	1	2	3	4	5	
Intake	51.7	53.4	54.2	52.3	55.1	53.34
Exhaust	133.0	134.8	136.7	135.9	137.2	135.52
Oil	81.3	82.1	83.9	83.0	84.1	82.88
Engine	61.5	63.1	62.9	65.1	67.8	64.08

SPORTDYN V3.3
 DYNAMOMETER: SD325
 ROLLER INERTIA: 1.5

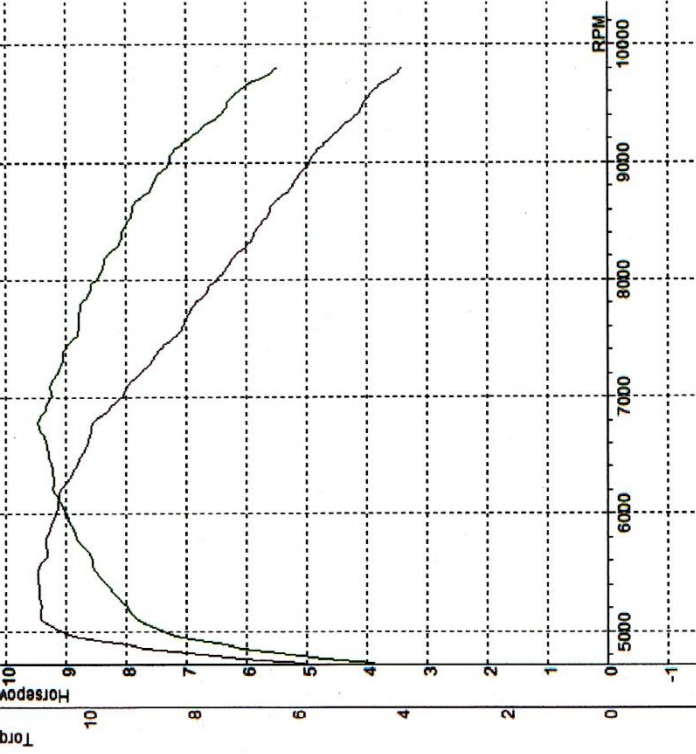
Displacement Correction
 Correction Factor: ISO 1585



TEST NAME: UMY DYNO TEST SUPRA 125 STD T069 | MAX POWER: 9.3 (9.5) / 6779 | MAX TORQUE: 10.97 (10.97) / 5467 | Temp. °C: 32.2 °C | Humidity %: 65 % | Pressure: 1000.0 mbar | KMH: 106.3 | Date/Time: 10/27/2017 10:37:53 AM

DATA FOR TEST: UMY DYNO TEST SUPRA 125 STD T069

RPM	HP (HPTQ) (N*M*M)	T
4750	4.7	7.02
5000	7.4	10.54
5250	8.1	10.93
5500	8.4	10.97
5750	8.5	10.96
6000	8.8	10.82
6250	9.0	10.61
6500	9.2	10.42
6750	9.3	10.12
7000	9.5	9.92
7250	9.5	9.90
7500	9.2	9.35
7750	9.1	8.85
8000	8.8	8.32
8250	8.8	7.99
8500	8.5	7.50
8750	8.2	7.03
9000	8.0	6.61
9250	7.6	6.14
9500	7.3	5.71
9750	6.8	5.21
	6.3	4.68
	5.6	4.07
	5.6	4.07



Comments:
 PREMIUM+ETANOL 4%

LOSSES: 0.0 HP
 TOTAL ENGINE: 9.5 HP

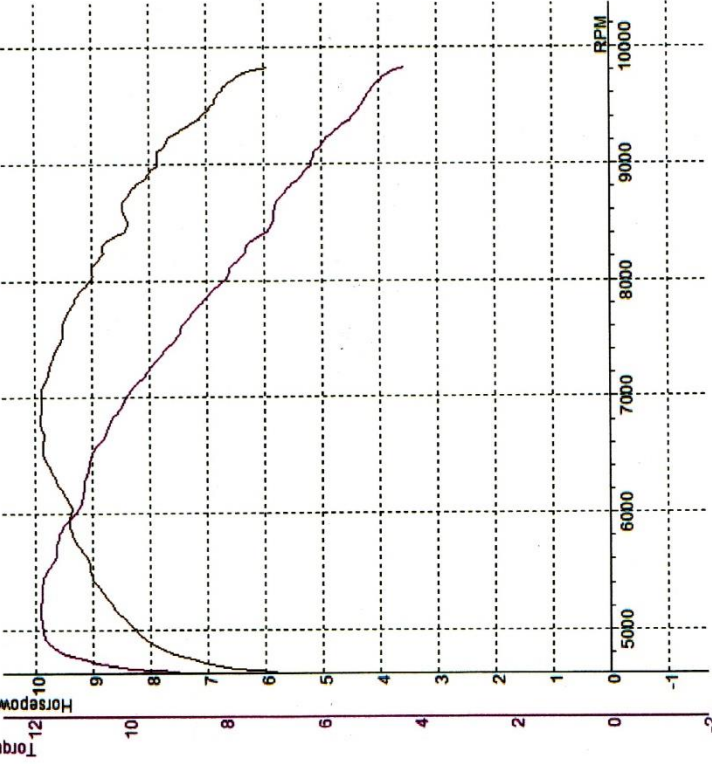
0.0N*M*M
 10.97N*M*M

SPORTDYNO V3.3
 DYNAMOMETER: SD325
 ROLLER INERTIA: 1.5
 Displacement Correction
 Correction Factor: ISO 1585



TEST NAME: UMY DYNO TEST SUPRA 125 STD T026 | MAX POWER: 9.9 (9.9) / 6798 | MAX TORQUE: 11.81 (11.81) / 5175 | Temp. °C: 31.7 °C | Humidity %: 58 % | Pressure: 1000.0 mbar | KMH: 108.6 | Date/Time: 11/6/2017 10:11:01 AM

DATA FOR TEST: UMY DYNO TEST SUPRA 125 STD T026



Comments
 IRIDIUM(+PREMIUM ETANOL 4%)

RPM	HP (HPQ) (N°M°M)	T
4500	6.2	9.47
4750	7.4	11.09
5000	8.3	11.75
5250	8.6	11.81
5500	9.0	11.78
5750	9.3	11.66
6000	9.4	11.45
6250	9.6	11.07
6500	9.9	10.89
6750	9.9	10.74
7000	9.9	10.39
7250	9.9	10.34
7500	9.7	10.00
7750	9.5	9.49
8000	9.4	8.98
8250	9.4	8.55
8500	9.0	8.15
8750	8.8	7.96
9000	8.4	7.54
9250	8.3	6.96
9500	7.9	6.71
9750	7.6	6.17
	5.81	5.46
	5.92	5.92
	6.9	5.13
	6.44	6.44
	6.5	4.68
	6.5	7.00

LOSSES: 0.0N°M°M
 TOTAL ENGINE: 9.9HP 11.81N°M°M



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SPORTDYN0 V3.3
DYNAMOMETER: SD325
ROLLER INERTIA: 1.5
Displacement Correction
Correction Factor: ISO 1585

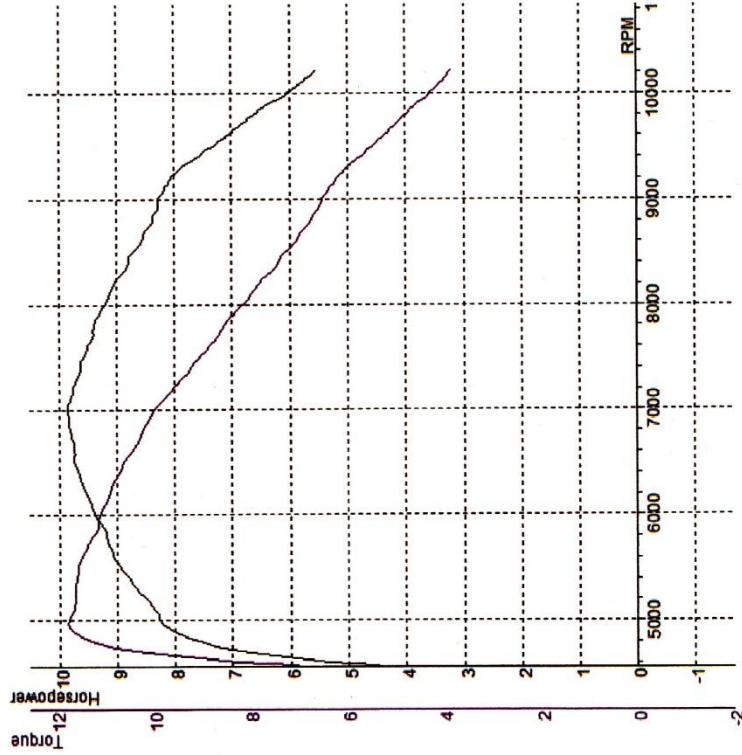
TEST NAME: UMY DYNO TEST SUPRA 125 STD T066 | MAX POWER: 9.9 (9.9) / 7022 | Temp. °C: 31.2 °C | Humidity %: 77 % | Pressure: 1000.0 mbar | KMH: 112.7 | Date/Time: 11/15/2017 11:49:33 AM

DATA FOR TEST: UMY DYNO TEST SUPRA 125 STD T066

Comments
BRT F-MAX+BUSI STD+PREMIUM ETANOL 4%

RPM	HP (HP)	(N° M° M)	T
4500	4.9	7.65	0.52
4750	7.4	11.00	0.68
4960	8.2	11.78	0.86
5000	8.3	11.74	0.90
5250	8.6	11.61	1.12
5500	9.0	11.53	1.36
5750	9.2	11.31	1.58
6000	9.4	11.08	1.82
6250	9.6	10.84	2.06
6500	9.7	10.60	2.30
6750	9.8	10.26	2.56
7000	9.9	9.97	2.82
7022	9.9	9.95	2.84
7250	9.7	9.48	3.10
7500	9.6	9.00	3.40
7750	9.4	8.57	3.70
8000	9.2	8.11	4.02
8250	8.9	7.66	4.36
8500	8.7	7.23	4.72
8750	8.4	6.78	5.10
9000	8.3	6.49	5.50
9250	8.0	6.07	5.94
9500	7.3	5.44	6.44
9750	6.7	4.84	6.98
10000	6.0	4.25	7.58

LOSSES: 0.0 HP
TOTAL ENGINE: 9.9 HP
0.0N°M°M
11.78N°M°M



SPORTDYNO V3.3
 DYNAMOMETER: SD325
 ROLLER INERTIA: 1.53
 Displacement Correction
 Correction Factor: ISO 1585



TEST NAME: UMY DYNO TEST SUPRA 125 STD T053 | MAX POWER: 10.0 (10.0) / 6803 | MAX TORQUE: 11.88 (11.88) / 5069 | Temp. °C: 31.0 °C | Humidity %: 74 % | Pressure: 1000.0 mbar | KM/H: 112.3 | Date/Time: 11/22/2017 9:50:08 AM

DATA FOR TEST: UMY DYNO TEST SUPRA 125 STD T053

Comments:
 BRT I-MAX-BUSIRIDIUM+PREMIUM ETANOL 4%

RPM	HP (HP)	(N*M*M)	T
4500	6.4	10.08	0.58
4750	7.8	11.67	0.80
5000	8.4	11.87	1.02
5250	8.5	11.88	1.08
5500	8.7	11.75	1.24
5750	9.1	11.73	1.48
6000	9.2	11.37	1.70
6250	9.5	11.21	1.94
6500	9.7	10.98	2.18
6750	9.9	10.61	2.42
7000	10.0	10.36	2.72
7250	9.9	9.96	2.94
7500	9.7	9.48	3.22
7750	9.5	8.99	3.50
8000	9.4	8.59	3.80
8250	9.1	8.04	4.14
8500	8.9	7.63	4.48
8750	8.6	7.14	4.84
9000	8.3	6.71	5.22
9250	8.0	6.31	5.66
9500	7.6	5.76	6.12
9750	7.1	5.24	6.62
10000	6.4	4.63	7.18
10250	5.8	4.09	7.82
	5.1	3.48	8.72

LOSSES: 0.0 HP
 TOTAL ENGINE: 10.0 HP
 0.0 N*M*M
 11.88 N*M*M

