**LAMPIRAN**

Tabel Variabel Penilaian

|  |  |  |  |
| --- | --- | --- | --- |
| **Jenis Variabel** | **Pilihan** | **Konversi Nilai** | |
| Tingkat Risiko | Ringan  Sedang  Tinggi | 1  2  3 | |
| Bagian Kerusakan | Chasis unit  Chasis molen  Listrik  Mesin  Kabin | 1  2  3  4  5 | |
| Jenis  Kerusakan | 1 (Chasis *Unit*) | 1 | *Handrem* |
| 2 | Tempat Aki |
| 3 | Slebor |
| 4 | Pedal rem |
| 5 | Rem |
| 6 | *Tie rod* |
| 7 | *Neple grease* |
| 8 | Selang angin cuci molen |
| 9 | *Bearing* roda |
| 10 | Sepatu rem |
| 11 | Kampas rem |
| 12 | *Chamber* rem |
| 13 | *Chamber* handrem |
| 14 | Rumah lampu |
| 15 | Baut roda |
| 16 | Tabung angin |
| 17 | Ban |
| 18 | *Seal gardan* |
| 2 (Chasis Molen) | 19 | Tangki air |
| 20 | Chasis molen |
| 21 | Corong |
| 22 | Pipa air |
| 23 | *Handle* gas belakang |
| 24 | *Handle* molen |
| 25 | Tandon air |
| 26 | Tangga molen |
| 27 | Talang |
| 28 | *Hose* tangki air |
| 29 | Baut *roll* molen |
| 30 | Bemper |
| 31 | *Cross joint main pump* |
| 32 | Dinding molen |
| 33 | Keran air tandon |
| 34 | Tuas molen |
| 3 (Listrik) | 35 | *Whipper* |
| 36 | Lampu |
| 37 | Kabel kontak |
| 38 | *Relay stater* |
| 39 | Terminal *accu* |
| 4 (Mesin) | 40 | Pompa hidrolik molen |
| 41 | Selang solar |
| 42 | Minyak *booster* kopling |
| 43 | Knalpot |
| 44 | Gigi transmisi *powershift* |
| 45 | *Pack kalter* |
| 46 | Kopling slip |
| 47 | Mesin molen |
| 48 | *Hose* radiator |
| 49 | Persneling retak |
| 50 | Dinamo |
| 51 | Penggerak kaca pintu kabin |
| 52 | Klem knalpot |
| 53 | Selang angin boster rem |
| 54 | Selang kompresor bensin |
| 55 | Kabel sling transmisi |
| 56 | Tensioner *fan belt* |
| 5 (Kabin) | 57 | *Handle* pintu kabin |
| 58 | Pintu kabin |
| 59 | Gagang Spion |
| 60 | Kaca kabin |

Tabel Data Kerusakan Periode Januari 2018-Desember 2022

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | | 2018 | | 2019 | 2020 | | | 2021 | 2022 |  |
| Jenis Kerusakan | Tingkat Risiko | | Frekuensi Kerusakan | | Frekuensi Kerusakan | Frekuensi Kerusakan | | | Frekuensi Kerusakan | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | | 24 | | 21 | 23 | | | 20 | 21 | Chasis unit |
| 2 | 1 | | 5 | | 1 | 4 | | | 3 | 2 | Chasis unit |
| 3 | 1 | | 5 | | 7 | 5 | | | 5 | 6 | Chasis unit |
| 4 | 2 | | 10 | | 12 | 9 | | | 9 | 11 | Chasis unit |
| 5 | 2 | | 27 | | 24 | 30 | | | 28 | 26 | Chasis unit |
| 6 | 2 | | 24 | | 15 | 17 | | | 20 | 26 | Chasis unit |
| 7 | 2 | | 10 | | 15 | 15 | | | 12 | 13 | Chasis unit |
| 8 | 2 | | 30 | | 34 | 28 | | | 36 | 32 | Chasis unit |
| 9 | 2 | | 14 | | 18 | 21 | | | 16 | 22 | Chasis unit |
| 10 | 2 | | 16 | | 14 | 13 | | | 20 | 10 | Chasis unit |
| 11 | 2 | | 18 | | 11 | 15 | | | 18 | 10 | Chasis unit |
| 12 | 2 | | 23 | | 22 | 36 | | | 22 | 27 | Chasis unit |
| 13 | 2 | | 13 | | 17 | 14 | | | 18 | 14 | Chasis unit |
| 14 | 2 | | 12 | | 8 | 13 | | | 10 | 12 | Chasis unit |
| 15 | 1 | | 23 | | 23 | 27 | | | 24 | 26 | Chasis unit |
| 16 | 2 | | 16 | | 14 | 16 | | | 10 | 17 | Chasis unit |
| 17 | 2 | | 47 | | 52 | 53 | | | 41 | 63 | Chasis unit |
| 18 | 2 | | 20 | | 14 | 26 | | | 10 | 10 | Chasis unit |
| 19 | 2 | | 50 | | 42 | 47 | | | 55 | 46 | Chasis molen |
| 20 | 2 | | 9 | | 5 | 7 | | | 5 | 8 | Chasis molen |
| 21 | 2 | | 4 | | 5 | 3 | | | 4 | 3 | Chasis molen |
| 22 | 2 | | 17 | | 17 | 17 | | | 16 | 16 | Chasis molen |
| 23 | 2 | | 4 | | 2 | 2 | | | 4 | 3 | Chasis molen |
| 24 | 2 | | 2 | | 3 | 3 | | | 4 | 3 | Chasis molen |
| 25 | 2 | | 28 | | 28 | 16 | | | 25 | 28 | Chasis molen |
| 26 | 2 | | 18 | | 12 | | 17 | | 12 | 13 | Chasis molen |
| 27 | 2 | | 27 | | 42 | | 30 | | 44 | 41 | Chasis molen |
| 28 | 2 | | 19 | | 15 | | 24 | | 18 | 23 | Chasis molen |
| 29 | 2 | | 17 | | 18 | | 16 | | 13 | 19 | Chasis molen |
| 30 | 2 | | 5 | | 4 | | 3 | | 4 | 5 | Chasis molen |
| 31 | 2 | | 26 | | 30 | | 14 | | 26 | 14 | Chasis molen |
| 32 | 2 | | 25 | | 25 | | 29 | | 21 | 22 | Chasis molen |
| 33 | 1 | | 12 | | 15 | | 15 | | 12 | 15 | Chasis molen |
| 34 | 1 | | 8 | | 10 | | 9 | | 11 | 6 | Chasis molen |
| 35 | 2 | | 12 | | 11 | | 12 | | 13 | 15 | Listrik |
| 36 | 2 | | 54 | | 48 | | 52 | | 44 | 45 | Listrik |
| 37 | 2 | | 13 | | 10 | | 10 | | 10 | 17 | Listrik |
| 38 | 2 | | 23 | | 27 | | 28 | | 28 | 25 | Listrik |
| 39 | 2 | | 10 | | 8 | | 5 | | 9 | 8 | Listrik |
| 40 | 2 | | 12 | | 18 | | 17 | | 8 | 17 | Mesin |
| 41 | 2 | | 5 | | 8 | | 6 | | 5 | 6 | Mesin |
| 42 | 2 | | 17 | | 19 | | 19 | | 17 | 17 | Mesin |
| 43 | 2 | | 2 | | 2 | | 1 | | 2 | 1 | Mesin |
| 44 | 2 | | 22 | | 25 | | 22 | | 23 | 21 | Mesin |
| 45 | 2 | | 3 | | 1 | | 4 | | 2 | 4 | Mesin |
| 46 | 2 | | 9 | | 10 | | 7 | | 6 | 5 | Mesin |
| 47 | 2 | | 8 | | 8 | | 6 | | 5 | 5 | Mesin |
| 48 | 2 | | 35 | | 36 | | 21 | | 29 | 34 | Mesin |
| 49 | 2 | 16 | | 20 | | 18 | | 17 | | 16 | Mesin |
| 50 | 2 | 6 | | 7 | | 5 | | 4 | | 5 | Mesin |
| 51 | 2 | 2 | | 2 | | 3 | | 3 | | 3 | Mesin |
| 52 | 2 | 2 | | 3 | | 4 | | 4 | | 2 | Mesin |
| 53 | 2 | 7 | | 7 | | 10 | | 5 | | 6 | Mesin |
| 54 | 1 | 10 | | 10 | | 12 | | 7 | | 7 | Mesin |
| 55 | 2 | 5 | | 5 | | 6 | | 5 | | 6 | Mesin |
| 56 | 2 | 2 | | 3 | | 2 | | 1 | | 4 | Kabin |
| 57 | 2 | 3 | | 2 | | 1 | | 3 | | 1 | Kabin |
| 58 | 2 | 3 | | 4 | | 3 | | 5 | | 4 | Kabin |
| 59 | 2 | 3 | | 1 | | 1 | | 2 | | 1 | Kabin |
| 60 | 2 | 5 | | 6 | | 5 | | 6 | | 6 | Kabin |

Tabel *Dataset Final*

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan | Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | 109 | Chasis unit | 16 | 2 | 73 | Chasis unit |
| 2 | 1 | 15 | Chasis unit | 17 | 2 | 256 | Chasis unit |
| 3 | 1 | 28 | Chasis unit | 18 | 2 | 80 | Chasis unit |
| 4 | 2 | 51 | Chasis unit | 19 | 2 | 240 | Chasis molen |
| 5 | 2 | 135 | Chasis unit | 20 | 2 | 34 | Chasis molen |
| 6 | 2 | 102 | Chasis unit | 21 | 2 | 19 | Chasis molen |
| 7 | 2 | 65 | Chasis unit | 22 | 2 | 83 | Chasis molen |
| 8 | 2 | 160 | Chasis unit | 23 | 2 | 15 | Chasis molen |
| 9 | 2 | 91 | Chasis unit | 24 | 2 | 15 | Chasis molen |
| 10 | 2 | 73 | Chasis unit | 25 | 2 | 125 | Chasis molen |
| 11 | 2 | 72 | Chasis unit | 26 | 2 | 72 | Chasis molen |
| 12 | 2 | 130 | Chasis unit | 27 | 2 | 184 | Chasis molen |
| 13 | 2 | 76 | Chasis unit | 28 | 2 | 99 | Chasis molen |
| 14 | 1 | 55 | Chasis unit | 29 | 2 | 83 | Chasis molen |
| 15 | 2 | 123 | Chasis unit | 30 | 2 | 21 | Chasis molen |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan | Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 31 | 2 | 110 | Chasis molen | 47 | 2 | 32 | Mesin |
| 32 | 1 | 122 | Chasis molen | 48 | 2 | 155 | Mesin |
| 33 | 1 | 69 | Chasis molen | 49 | 2 | 87 | Mesin |
| 34 | 2 | 44 | Chasis molen | 50 | 2 | 27 | Mesin |
| 35 | 2 | 63 | Listrik | 51 | 2 | 13 | Mesin |
| 36 | 2 | 243 | Listrik | 52 | 2 | 15 | Mesin |
| 37 | 2 | 60 | Listrik | 53 | 2 | 35 | Mesin |
| 38 | 2 | 131 | Listrik | 54 | 2 | 46 | Mesin |
| 39 | 2 | 40 | Listrik | 55 | 2 | 27 | Mesin |
| 40 | 2 | 72 | Mesin | 56 | 2 | 12 | Mesin |
| 41 | 2 | 30 | Mesin | 57 | 2 | 10 | Kabin |
| 42 | 2 | 89 | Mesin | 58 | 2 | 19 | Kabin |
| 43 | 2 | 8 | Mesin | 59 | 2 | 8 | Kabin |
| 44 | 2 | 113 | Mesin | 60 | 2 | 28 | Kabin |
| 45 | 2 | 14 | Mesin | 47 | 2 | 32 | Mesin |
| 46 | 2 | 37 | Mesin | 48 | 2 | 155 | Mesin |

Tabel Empat Variasi Dataset

|  |  |  |  |
| --- | --- | --- | --- |
| No | Data *Training* : Data *Testing* (%) | Data *Training* | Data *Testing* |
| 1 | 60 : 40 | 36 | 24 |
| 2 | 70 : 30 | 42 | 18 |
| 3 | 80 : 20 | 48 | 12 |
| 4 | 90 : 10 | 54 | 6 |

**PEMBAGIAN DATA *TRAINING* 90% DAN DATA *TESTING* 10%**

Tabel *Data Training* Pada Dataset 90:10

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 34 | 2 | 44 | Chasis molen |
| 49 | 2 | 87 | Mesin |
| 13 | 2 | 76 | Chasis unit |
| 58 | 2 | 19 | Kabin |
| 47 | 2 | 32 | Mesin |
| 51 | 2 | 13 | Mesin |
| 32 | 1 | 122 | Chasis molen |
| 4 | 2 | 51 | Chasis unit |
| 53 | 2 | 35 | Mesin |
| 18 | 2 | 80 | Chasis unit |
| 9 | 2 | 91 | Chasis unit |
| 7 | 2 | 65 | Chasis unit |
| 41 | 2 | 30 | Mesin |
| 5 | 2 | 135 | Chasis unit |
| 44 | 2 | 113 | Mesin |
| 20 | 2 | 34 | Chasis molen |
| 35 | 2 | 63 | Listrik |
| 59 | 2 | 8 | Kabin |
| 26 | 2 | 72 | Chasis molen |
| 57 | 2 | 10 | Kabin |
| 16 | 2 | 73 | Chasis unit |
| 28 | 2 | 99 | Chasis molen |
| 10 | 2 | 73 | Chasis unit |
| 31 | 2 | 110 | Chasis molen |
| 27 | 2 | 184 | Chasis molen |
| 17 | 2 | 256 | Chasis unit |
| 25 | 2 | 125 | Chasis molen |
| 56 | 2 | 12 | Mesin |
| 12 | 2 | 130 | Chasis unit |
| 33 | 1 | 69 | Chasis molen |
| 54 | 2 | 46 | Mesin |
| 42 | 2 | 89 | Mesin |
| 38 | 2 | 131 | Listrik |
| 30 | 2 | 21 | Chasis molen |
| 45 | 2 | 14 | Mesin |
| 2 | 1 | 15 | Chasis unit |
| 22 | 2 | 83 | Chasis molen |
| 3 | 1 | 28 | Chasis unit |
| 48 | 2 | 155 | Mesin |
| 40 | 2 | 72 | Mesin |
| 36 | 2 | 243 | Listrik |
| 24 | 2 | 15 | Chasis molen |
| 50 | 2 | 27 | Mesin |
| 11 | 2 | 72 | Chasis unit |
| 23 | 2 | 15 | Chasis molen |
| 19 | 2 | 240 | Chasis molen |
| 60 | 2 | 28 | Kabin |
| 21 | 2 | 19 | Chasis molen |
| 8 | 2 | 160 | Chasis unit |
| 43 | 2 | 8 | Mesin |
| 15 | 2 | 123 | Chasis unit |
| 29 | 2 | 83 | Chasis molen |
| 52 | 2 | 15 | Mesin |
| 39 | 2 | 40 | Listrik |

Tabel *Data Testing* Pada Dataset 90:10

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | 109 | Chasis unit |
| 6 | 2 | 102 | Chasis unit |
| 37 | 2 | 60 | Chasis molen |
| 46 | 2 | 37 | Mesin |
| 14 | 1 | 55 | Chasis unit |
| 55 | 2 | 27 | Mesin |

**PEMBAGIAN DATA *TRAINING* 80% DAN DATA *TESTING* 20%**

Tabel *Data Training* Pada Dataset 80:20

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 32 | 1 | 122 | Chasis molen |
| 4 | 2 | 51 | Chasis unit |
| 53 | 2 | 35 | Mesin |
| 18 | 2 | 80 | Chasis unit |
| 9 | 2 | 91 | Chasis unit |
| 7 | 2 | 65 | Chasis unit |
| 41 | 2 | 30 | Mesin |
| 5 | 2 | 135 | Chasis unit |
| 44 | 2 | 113 | Mesin |
| 20 | 2 | 34 | Chasis molen |
| 35 | 2 | 63 | Listrik |
| 59 | 2 | 8 | Kabin |
| 26 | 2 | 72 | Chasis molen |
| 57 | 2 | 10 | Kabin |
| 16 | 2 | 73 | Chasis unit |
| 28 | 2 | 99 | Chasis molen |
| 10 | 2 | 73 | Chasis unit |
| 31 | 2 | 110 | Chasis molen |
| 27 | 2 | 184 | Chasis molen |
| 17 | 2 | 256 | Chasis unit |
| 25 | 2 | 125 | Chasis molen |
| 56 | 2 | 12 | Mesin |
| 12 | 2 | 130 | Chasis unit |
| 33 | 1 | 69 | Chasis molen |
| 54 | 2 | 46 | Mesin |
| 42 | 2 | 89 | Mesin |
| 38 | 2 | 131 | Listrik |
| 30 | 2 | 21 | Chasis molen |
| 45 | 2 | 14 | Mesin |
| 2 | 1 | 15 | Chasis unit |
| 22 | 2 | 83 | Chasis molen |
| 3 | 1 | 28 | Chasis unit |
| 48 | 2 | 155 | Mesin |
| 40 | 2 | 72 | Mesin |
| 36 | 2 | 243 | Listrik |
| 24 | 2 | 15 | Chasis molen |
| 50 | 2 | 27 | Mesin |
| 11 | 2 | 72 | Chasis unit |
| 23 | 2 | 15 | Chasis molen |
| 19 | 2 | 240 | Chasis molen |
| 60 | 2 | 28 | Kabin |
| 21 | 2 | 19 | Chasis molen |
| 8 | 2 | 160 | Chasis unit |
| 43 | 2 | 8 | Mesin |
| 15 | 2 | 123 | Chasis unit |
| 29 | 2 | 83 | Chasis molen |
| 52 | 2 | 15 | Mesin |
| 39 | 2 | 40 | Listrik |

Tabel *Data Testing* Pada Dataset 80:20

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | 109 | Chasis unit |
| 6 | 2 | 102 | Chasis unit |
| 37 | 2 | 60 | Listrik |
| 46 | 2 | 37 | Mesin |
| 14 | 1 | 55 | Chasis unit |
| 55 | 2 | 27 | Mesin |
| 34 | 2 | 44 | Chasis molen |
| 49 | 2 | 87 | Mesin |
| 13 | 2 | 76 | Chasis unit |
| 58 | 2 | 19 | Kabin |
| 47 | 2 | 32 | Mesin |
| 51 | 2 | 13 | Mesin |

**PEMBAGIAN DATA *TRAINING* 70% DAN DATA *TESTING* 30%**

Tabel *Data Training* Pada Dataset 70:30

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 41 | 2 | 30 | Mesin |
| 5 | 2 | 135 | Chasis unit |
| 44 | 2 | 113 | Mesin |
| 20 | 2 | 34 | Chasis molen |
| 35 | 2 | 63 | Listrik |
| 59 | 2 | 8 | Kabin |
| 26 | 2 | 72 | Chasis molen |
| 57 | 2 | 10 | Kabin |
| 16 | 2 | 73 | Chasis unit |
| 28 | 2 | 99 | Chasis molen |
| 10 | 2 | 73 | Chasis unit |
| 31 | 2 | 110 | Chasis molen |
| 27 | 2 | 184 | Chasis molen |
| 17 | 2 | 256 | Chasis unit |
| 25 | 2 | 125 | Chasis molen |
| 56 | 2 | 12 | Mesin |
| 12 | 2 | 130 | Chasis unit |
| 33 | 1 | 69 | Chasis molen |
| 54 | 2 | 46 | Mesin |
| 42 | 2 | 89 | Mesin |
| 38 | 2 | 131 | Listrik |
| 30 | 2 | 21 | Chasis molen |
| 45 | 2 | 14 | Mesin |
| 2 | 1 | 15 | Chasis unit |
| 22 | 2 | 83 | Chasis molen |
| 3 | 1 | 28 | Chasis unit |
| 48 | 2 | 155 | Mesin |
| 40 | 2 | 72 | Mesin |
| 36 | 2 | 243 | Listrik |
| 24 | 2 | 15 | Chasis molen |
| 50 | 2 | 27 | Mesin |
| 11 | 2 | 72 | Chasis unit |
| 23 | 2 | 15 | Chasis molen |
| 19 | 2 | 240 | Chasis molen |
| 60 | 2 | 28 | Kabin |
| 21 | 2 | 19 | Chasis molen |
| 8 | 2 | 160 | Chasis unit |
| 43 | 2 | 8 | Mesin |
| 15 | 2 | 123 | Chasis unit |
| 29 | 2 | 83 | Chasis molen |
| 52 | 2 | 15 | Mesin |
| 39 | 2 | 40 | Listrik |

Tabel *Data Testing* Pada Dataset 70:30

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | 109 | Chasis unit |
| 6 | 2 | 102 | Chasis unit |
| 37 | 2 | 60 | Listrik |
| 46 | 2 | 37 | Mesin |
| 14 | 1 | 55 | Chasis unit |
| 55 | 2 | 27 | Mesin |
| 34 | 2 | 44 | Chasis molen |
| 49 | 2 | 87 | Mesin |
| 13 | 2 | 76 | Chasis unit |
| 58 | 2 | 19 | Kabin |
| 47 | 2 | 32 | Mesin |
| 51 | 2 | 13 | Mesin |
| 32 | 1 | 122 | Chasis molen |
| 4 | 2 | 51 | Chasis unit |
| 53 | 2 | 35 | Mesin |
| 18 | 2 | 80 | Chasis unit |
| 9 | 2 | 91 | Chasis unit |
| 7 | 2 | 65 | Chasis unit |

**PEMBAGIAN DATA *TRAINING* 60% DAN DATA *TESTING* 40%**

Tabel *Data Training* Pada Dataset 60:40

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 26 | 2 | 72 | Chasis molen |
| 57 | 2 | 10 | Kabin |
| 16 | 2 | 73 | Chasis unit |
| 28 | 2 | 99 | Chasis molen |
| 10 | 2 | 73 | Chasis unit |
| 31 | 2 | 110 | Chasis molen |
| 27 | 2 | 184 | Chasis molen |
| 17 | 2 | 256 | Chasis unit |
| 25 | 2 | 125 | Chasis molen |
| 56 | 2 | 12 | Mesin |
| 12 | 2 | 130 | Chasis unit |
| 33 | 1 | 69 | Chasis molen |
| 54 | 2 | 46 | Mesin |
| 42 | 2 | 89 | Mesin |
| 38 | 2 | 131 | Listrik |
| 30 | 2 | 21 | Chasis molen |
| 45 | 2 | 14 | Mesin |
| 2 | 1 | 15 | Chasis unit |
| 22 | 2 | 83 | Chasis molen |
| 3 | 1 | 28 | Chasis unit |
| 48 | 2 | 155 | Mesin |
| 40 | 2 | 72 | Mesin |
| 36 | 2 | 243 | Listrik |
| 24 | 2 | 15 | Chasis molen |
| 50 | 2 | 27 | Mesin |
| 11 | 2 | 72 | Chasis unit |
| 23 | 2 | 15 | Chasis molen |
| 19 | 2 | 240 | Chasis molen |
| 60 | 2 | 28 | Kabin |
| 21 | 2 | 19 | Chasis molen |
| 8 | 2 | 160 | Chasis unit |
| 43 | 2 | 8 | Mesin |
| 15 | 2 | 123 | Chasis unit |
| 29 | 2 | 83 | Chasis molen |
| 52 | 2 | 15 | Mesin |
| 39 | 2 | 40 | Listrik |

Tabel *Data Testing* Pada Dataset 60:40

|  |  |  |  |
| --- | --- | --- | --- |
| Jenis Kerusakan | Tingkat Risiko | Frekuensi Kerusakan | Bagian Kerusakan |
| 1 | 1 | 109 | Chasis unit |
| 6 | 2 | 102 | Chasis unit |
| 37 | 2 | 60 | Listrik |
| 46 | 2 | 37 | Mesin |
| 14 | 1 | 55 | Chasis unit |
| 55 | 2 | 27 | Mesin |
| 34 | 2 | 44 | Chasis molen |
| 49 | 2 | 87 | Mesin |
| 13 | 2 | 76 | Chasis unit |
| 58 | 2 | 19 | Kabin |
| 47 | 2 | 32 | Mesin |
| 51 | 2 | 13 | Mesin |
| 32 | 1 | 122 | Chasis molen |
| 4 | 2 | 51 | Chasis unit |
| 53 | 2 | 35 | Mesin |
| 18 | 2 | 80 | Chasis unit |
| 9 | 2 | 91 | Chasis unit |
| 7 | 2 | 65 | Chasis unit |
| 41 | 2 | 30 | Mesin |
| 5 | 2 | 135 | Chasis unit |
| 44 | 2 | 113 | Mesin |
| 20 | 2 | 34 | Chasis molen |
| 35 | 2 | 63 | Listrik |
| 59 | 2 | 8 | Kabin |

**PERHITUNGAN *EUCLIDEAN DISTANCE***

Contoh perhitungan dilakukan sebanyak 5 data pada data *training* 90% dan data *testing* 10%

Keterangan:

D = *Euclidean Distance*

x1 = Angka jenis kerusakan dari objek

y1 = Angka tingkat risiko dari objek

x2 = Angka jenis kerusakan dari tiap tetangga objek (*data training*)

y2 = Angka tingkat risiko dari tiap tetangga objek (*data training*)

Data 1

*d* = = 65,0077

Data 2

*d* = = 22,0227

Data 3 =

*d* = = 33,0151

Data 4

*d* = = 90,0056

Data 5

*d* = = 77,0065

**PENGUJIAN KE-1**

Tabel Hasil Jarak Tetangga Terdekat Pada *Dataset* 60:40

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | ***Euclidean Distance*** | **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | **Euclidean Distance** |
| 26 | 2 | 72 | Chasis molen | 37,0135 | 31 | 2 | 110 | Chasis molen | 1,4142 |
| 57 | 2 | 10 | Kabin | 99,0051 | 28 | 2 | 99 | Chasis molen | 10,0499 |
| 16 | 2 | 73 | Chasis unit | 36,0139 | 15 | 2 | 123 | Chasis unit | 14,0357 |
| 28 | 2 | 99 | Chasis molen | 10,0499 | 25 | 2 | 125 | Chasis molen | 16,0312 |
| 10 | 2 | 73 | Chasis unit | 36,0139 | 42 | 2 | 89 | Mesin | 20,0250 |
| 31 | 2 | 110 | Chasis molen | 1,4142 | 12 | 2 | 130 | Chasis unit | 21,0238 |
| 27 | 2 | 184 | Chasis molen | 75,0067 | 38 | 2 | 131 | Listrik | 22,0227 |
| 17 | 2 | 256 | Chasis unit | 147,0034 | 22 | 2 | 83 | Chasis molen | 26,0192 |
| 25 | 2 | 125 | Chasis molen | 16,0312 | 29 | 2 | 83 | Chasis molen | 26,0192 |
| 56 | 2 | 12 | Mesin | 97,0052 | 16 | 2 | 73 | Chasis unit | 36,0139 |
| 12 | 2 | 130 | Chasis unit | 21,0238 | 10 | 2 | 73 | Chasis unit | 36,0139 |
| 33 | 1 | 69 | Chasis molen | 40,0000 | 26 | 2 | 72 | Chasis molen | 37,0135 |
| 54 | 2 | 46 | Mesin | 63,0079 | 40 | 2 | 72 | Mesin | 37,0135 |
| 42 | 2 | 89 | Mesin | 20,0250 | 11 | 2 | 72 | Chasis unit | 37,0135 |
| 38 | 2 | 131 | Listrik | 22,0227 | 33 | 1 | 69 | Chasis molen | 40,0000 |
| 30 | 2 | 21 | Chasis molen | 88,0057 | 48 | 2 | 155 | Mesin | 46,0109 |
| 45 | 2 | 14 | Mesin | 95,0053 | 8 | 2 | 160 | Chasis unit | 51,0098 |
| 2 | 1 | 15 | Chasis unit | 94,0000 | 54 | 2 | 46 | Mesin | 63,0079 |
| 22 | 2 | 83 | Chasis molen | 26,0192 | 39 | 2 | 40 | Listrik | 69,0072 |
| 3 | 1 | 28 | Chasis unit | 81,0000 | 27 | 2 | 184 | Chasis molen | 75,0067 |
| 48 | 2 | 155 | Mesin | 46,0109 | 3 | 1 | 28 | Chasis unit | 81,0000 |
| 40 | 2 | 72 | Mesin | 37,0135 | 60 | 2 | 28 | Kabin | 81,0062 |
| 36 | 2 | 243 | Listrik | 134,0037 | 50 | 2 | 27 | Mesin | 82,0061 |
| 24 | 2 | 15 | Chasis molen | 94,0053 | 30 | 2 | 21 | Chasis molen | 88,0057 |
| 50 | 2 | 27 | Mesin | 82,0061 | 21 | 2 | 19 | Chasis molen | 90,0056 |
| 11 | 2 | 72 | Chasis unit | 37,0135 | 2 | 1 | 15 | Chasis unit | 94,0000 |
| 23 | 2 | 15 | Chasis molen | 94,0053 | 24 | 2 | 15 | Chasis molen | 94,0053 |
| 19 | 2 | 240 | Chasis molen | 131,0038 | 23 | 2 | 15 | Chasis molen | 94,0053 |
| 60 | 2 | 28 | Kabin | 81,0062 | 52 | 2 | 15 | Mesin | 94,0053 |
| 21 | 2 | 19 | Chasis molen | 90,0056 | 45 | 2 | 14 | Mesin | 95,0053 |
| 8 | 2 | 160 | Chasis unit | 51,0098 | 56 | 2 | 12 | Mesin | 97,0052 |
| 43 | 2 | 8 | Mesin | 101,0050 | 57 | 2 | 10 | Kabin | 99,0051 |
| 15 | 2 | 123 | Chasis unit | 14,0357 | 43 | 2 | 8 | Mesin | 101,0050 |
| 29 | 2 | 83 | Chasis molen | 26,0192 | 19 | 2 | 240 | Chasis molen | 131,0038 |
| 52 | 2 | 15 | Mesin | 94,0053 | 36 | 2 | 243 | Listrik | 134,0037 |
| 39 | 2 | 40 | Listrik | 69,0072 | 17 | 2 | 256 | Chasis unit | 147,0034 |

Tabel Hasil Jarak Tetangga Terdekat Pada *Dataset* 70:30

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | ***Euclidean Distance*** | **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | ***Euclidean Distance*** |
| 41 | 2 | 30 | Mesin | Distance | 41 | 2 | 30 | Mesin | 79,0063 |
| 5 | 2 | 135 | Chasis unit | 79,0063 | 5 | 2 | 135 | Chasis unit | 26,0192 |
| 44 | 2 | 113 | Mesin | 26,0192 | 44 | 2 | 113 | Mesin | 4,1231 |
| 20 | 2 | 34 | Chasis molen | 4,1231 | 20 | 2 | 34 | Chasis molen | 75,0067 |
| 35 | 2 | 63 | Listrik | 75,0067 | 35 | 2 | 63 | Listrik | 46,0109 |
| 59 | 2 | 8 | Kabin | 46,0109 | 59 | 2 | 8 | Kabin | 101,0050 |
| 26 | 2 | 72 | Chasis molen | 101,0050 | 26 | 2 | 72 | Chasis molen | 37,0135 |
| 57 | 2 | 10 | Kabin | 37,0135 | 57 | 2 | 10 | Kabin | 99,0051 |
| 16 | 2 | 73 | Chasis unit | 99,0051 | 16 | 2 | 73 | Chasis unit | 36,0139 |
| 28 | 2 | 99 | Chasis molen | 36,0139 | 28 | 2 | 99 | Chasis molen | 10,0499 |
| 10 | 2 | 73 | Chasis unit | 10,0499 | 10 | 2 | 73 | Chasis unit | 36,0139 |
| 31 | 2 | 110 | Chasis molen | 36,0139 | 31 | 2 | 110 | Chasis molen | 1,4142 |
| 27 | 2 | 184 | Chasis molen | 1,4142 | 27 | 2 | 184 | Chasis molen | 75,0067 |
| 17 | 2 | 256 | Chasis unit | 75,0067 | 17 | 2 | 256 | Chasis unit | 147,0034 |
| 25 | 2 | 125 | Chasis molen | 147,0034 | 25 | 2 | 125 | Chasis molen | 16,0312 |
| 56 | 2 | 12 | Mesin | 16,0312 | 56 | 2 | 12 | Mesin | 97,0052 |
| 12 | 2 | 130 | Chasis unit | 97,0052 | 12 | 2 | 130 | Chasis unit | 21,0238 |
| 33 | 1 | 69 | Chasis molen | 21,0238 | 33 | 1 | 69 | Chasis molen | 40,0000 |
| 54 | 2 | 46 | Mesin | 40,0000 | 54 | 2 | 46 | Mesin | 63,0079 |
| 42 | 2 | 89 | Mesin | 63,0079 | 42 | 2 | 89 | Mesin | 20,0250 |
| 38 | 2 | 131 | Listrik | 20,0250 | 38 | 2 | 131 | Listrik | 22,0227 |
| 30 | 2 | 21 | Chasis molen | 22,0227 | 30 | 2 | 21 | Chasis molen | 88,0057 |
| 45 | 2 | 14 | Mesin | 88,0057 | 45 | 2 | 14 | Mesin | 95,0053 |
| 2 | 1 | 15 | Chasis unit | 95,0053 | 2 | 1 | 15 | Chasis unit | 94,0000 |
| 22 | 2 | 83 | Chasis molen | 94,0000 | 22 | 2 | 83 | Chasis molen | 26,0192 |
| 3 | 1 | 28 | Chasis unit | 26,0192 | 3 | 1 | 28 | Chasis unit | 81,0000 |
| 48 | 2 | 155 | Mesin | 81,0000 | 48 | 2 | 155 | Mesin | 46,0109 |
| 40 | 2 | 72 | Mesin | 46,0109 | 40 | 2 | 72 | Mesin | 37,0135 |
| 36 | 2 | 243 | Listrik | 37,0135 | 36 | 2 | 243 | Listrik | 134,0037 |
| 24 | 2 | 15 | Chasis molen | 134,0037 | 24 | 2 | 15 | Chasis molen | 94,0053 |
| 50 | 2 | 27 | Mesin | 94,0053 | 50 | 2 | 27 | Mesin | 82,0061 |
| 11 | 2 | 72 | Chasis unit | 82,0061 | 11 | 2 | 72 | Chasis unit | 37,0135 |
| 23 | 2 | 15 | Chasis molen | 37,0135 | 23 | 2 | 15 | Chasis molen | 94,0053 |
| 19 | 2 | 240 | Chasis molen | 94,0053 | 19 | 2 | 240 | Chasis molen | 131,0038 |
| 60 | 2 | 28 | Kabin | 131,0038 | 60 | 2 | 28 | Kabin | 81,0062 |
| 21 | 2 | 19 | Chasis molen | 81,0062 | 21 | 2 | 19 | Chasis molen | 90,0056 |
| 8 | 2 | 160 | Chasis unit | 90,0056 | 8 | 2 | 160 | Chasis unit | 51,0098 |
| 43 | 2 | 8 | Mesin | 51,0098 | 43 | 2 | 8 | Mesin | 101,0050 |
| 15 | 2 | 123 | Chasis unit | 101,0050 | 15 | 2 | 123 | Chasis unit | 14,0357 |
| 29 | 2 | 83 | Chasis molen | 14,0357 | 29 | 2 | 83 | Chasis molen | 26,0192 |
| 52 | 2 | 15 | Mesin | 26,0192 | 52 | 2 | 15 | Mesin | 94,0053 |
| 39 | 2 | 40 | Listrik | 94,0053 | 39 | 2 | 40 | Listrik | 69,0072 |

Tabel Hasil Jarak Tetangga Terdekat Pada *Dataset* 80:20

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | ***Euclidean Distance*** | **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | **Euclidean**  **Distance** |
| 32 | 1 | 122 | Chasis molen | 13,0000 | 31 | 2 | 110 | Chasis molen | 1,4142 |
| 4 | 2 | 51 | Chasis unit | 58,0086 | 44 | 2 | 113 | Mesin | 4,1231 |
| 53 | 2 | 35 | Mesin | 74,0068 | 28 | 2 | 99 | Chasis molen | 10,0499 |
| 18 | 2 | 80 | Chasis unit | 29,0172 | 32 | 1 | 122 | Chasis molen | 13,0000 |
| 9 | 2 | 91 | Chasis unit | 18,0278 | 15 | 2 | 123 | Chasis unit | 14,0357 |
| 7 | 2 | 65 | Chasis unit | 44,0114 | 25 | 2 | 125 | Chasis molen | 16,0312 |
| 41 | 2 | 30 | Mesin | 79,0063 | 9 | 2 | 91 | Chasis unit | 18,0278 |
| 5 | 2 | 135 | Chasis unit | 26,0192 | 42 | 2 | 89 | Mesin | 20,0250 |
| 44 | 2 | 113 | Mesin | 4,1231 | 12 | 2 | 130 | Chasis unit | 21,0238 |
| 20 | 2 | 34 | Chasis molen | 75,0067 | 38 | 2 | 131 | Listrik | 22,0227 |
| 35 | 2 | 63 | Listrik | 46,0109 | 5 | 2 | 135 | Chasis unit | 26,0192 |
| 59 | 2 | 8 | Kabin | 101,0050 | 22 | 2 | 83 | Chasis molen | 26,0192 |
| 26 | 2 | 72 | Chasis molen | 37,0135 | 29 | 2 | 83 | Chasis molen | 26,0192 |
| 57 | 2 | 10 | Kabin | 99,0051 | 18 | 2 | 80 | Chasis unit | 29,0172 |
| 16 | 2 | 73 | Chasis unit | 36,0139 | 16 | 2 | 73 | Chasis unit | 36,0139 |
| 28 | 2 | 99 | Chasis molen | 10,0499 | 10 | 2 | 73 | Chasis unit | 36,0139 |
| 10 | 2 | 73 | Chasis unit | 36,0139 | 26 | 2 | 72 | Chasis molen | 37,0135 |
| 31 | 2 | 110 | Chasis molen | 1,4142 | 40 | 2 | 72 | Mesin | 37,0135 |
| 27 | 2 | 184 | Chasis molen | 75,0067 | 11 | 2 | 72 | Chasis unit | 37,0135 |
| 17 | 2 | 256 | Chasis unit | 147,0034 | 33 | 1 | 69 | Chasis molen | 40,0000 |
| 25 | 2 | 125 | Chasis molen | 16,0312 | 7 | 2 | 65 | Chasis unit | 44,01136 |
| 56 | 2 | 12 | Mesin | 97,0052 | 35 | 2 | 63 | Listrik | 46,0109 |
| 12 | 2 | 130 | Chasis unit | 21,0238 | 48 | 2 | 155 | Mesin | 46,0109 |
| 33 | 1 | 69 | Chasis molen | 40,0000 | 8 | 2 | 160 | Chasis unit | 51,0098 |
| 54 | 2 | 46 | Mesin | 63,0079 | 4 | 2 | 51 | Chasis unit | 58,0086 |
| 42 | 2 | 89 | Mesin | 20,0250 | 54 | 2 | 46 | Mesin | 63,0079 |
| 38 | 2 | 131 | Listrik | 22,0227 | 39 | 2 | 40 | Listrik | 69,0072 |
| 30 | 2 | 21 | Chasis molen | 88,0057 | 53 | 2 | 35 | Mesin | 74,0068 |
| 45 | 2 | 14 | Mesin | 95,0053 | 20 | 2 | 34 | Chasis molen | 75,0067 |
| 2 | 1 | 15 | Chasis unit | 94,0000 | 27 | 2 | 184 | Chasis molen | 75,0067 |
| 22 | 2 | 83 | Chasis molen | 26,0192 | 41 | 2 | 30 | Mesin | 79,0063 |
| 3 | 1 | 28 | Chasis unit | 81,0000 | 3 | 1 | 28 | Chasis unit | 81,0000 |
| 48 | 2 | 155 | Mesin | 46,0109 | 60 | 2 | 28 | Kabin | 81,0062 |
| 40 | 2 | 72 | Mesin | 37,0135 | 50 | 2 | 27 | Mesin | 82,0061 |
| 36 | 2 | 243 | Listrik | 134,0037 | 30 | 2 | 21 | Chasis molen | 88,0057 |
| 24 | 2 | 15 | Chasis molen | 94,0053 | 21 | 2 | 19 | Chasis molen | 90,0056 |
| 50 | 2 | 27 | Mesin | 82,0061 | 2 | 1 | 15 | Chasis unit | 94,0000 |
| 11 | 2 | 72 | Chasis unit | 37,0135 | 24 | 2 | 15 | Chasis molen | 94,0053 |
| 23 | 2 | 15 | Chasis molen | 94,0053 | 23 | 2 | 15 | Chasis molen | 94,0053 |
| 19 | 2 | 240 | Chasis molen | 131,0038 | 52 | 2 | 15 | Mesin | 94,0053 |
| 60 | 2 | 28 | Kabin | 81,0062 | 45 | 2 | 14 | Mesin | 95,0053 |
| 21 | 2 | 19 | Chasis molen | 90,0056 | 56 | 2 | 12 | Mesin | 97,0052 |
| 8 | 2 | 160 | Chasis unit | 51,0098 | 57 | 2 | 10 | Kabin | 99,0051 |
| 43 | 2 | 8 | Mesin | 101,0050 | 59 | 2 | 8 | Kabin | 101,0050 |
| 15 | 2 | 123 | Chasis unit | 14,0357 | 43 | 2 | 8 | Mesin | 101,0050 |
| 29 | 2 | 83 | Chasis molen | 26,0192 | 19 | 2 | 240 | Chasis molen | 131,0038 |
| 52 | 2 | 15 | Mesin | 94,0053 | 36 | 2 | 243 | Listrik | 134,0037 |
| 39 | 2 | 40 | Listrik | 69,0072 | 17 | 2 | 256 | Chasis unit | 147,0034 |

Tabel Hasil Jarak Tetangga Terdekat Pada *Dataset* 90:10

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | ***Euclidean Distance*** | **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan** | **Euclidean Distance** |
| 34 | 2 | 44 | Chasis molen | 65,0077 | 31 | 2 | 110 | Chasis molen | 1,4142 |
| 49 | 2 | 87 | Mesin | 22,0227 | 44 | 2 | 113 | Mesin | 4,1231 |
| 13 | 2 | 76 | Chasis unit | 33,0151 | 28 | 2 | 99 | Chasis molen | 10,0499 |
| 58 | 2 | 19 | Kabin | 90,0056 | 32 | 1 | 122 | Chasis molen | 13,0000 |
| 47 | 2 | 32 | Mesin | 77,0065 | 15 | 2 | 123 | Chasis unit | 14,0357 |
| 51 | 2 | 13 | Mesin | 96,0052 | 25 | 2 | 125 | Chasis molen | 16,0312 |
| 32 | 1 | 122 | Chasis molen | 13,0000 | 9 | 2 | 91 | Chasis unit | 18,0278 |
| 4 | 2 | 51 | Chasis unit | 58,0086 | 42 | 2 | 89 | Mesin | 20,0250 |
| 53 | 2 | 35 | Mesin | 74,0068 | 12 | 2 | 130 | Chasis unit | 21,0238 |
| 18 | 2 | 80 | Chasis unit | 29,0172 | 49 | 2 | 87 | Mesin | 22,0227 |
| 9 | 2 | 91 | Chasis unit | 18,0278 | 38 | 2 | 131 | Listrik | 22,0227 |
| 7 | 2 | 65 | Chasis unit | 44,0114 | 5 | 2 | 135 | Chasis unit | 26,0192 |
| 41 | 2 | 30 | Mesin | 79,0063 | 22 | 2 | 83 | Chasis molen | 26,0192 |
| 5 | 2 | 135 | Chasis unit | 26,0192 | 29 | 2 | 83 | Chasis molen | 26,0192 |
| 44 | 2 | 113 | Mesin | 4,1231 | 18 | 2 | 80 | Chasis unit | 29,0172 |
| 20 | 2 | 34 | Chasis molen | 75,0067 | 13 | 2 | 76 | Chasis unit | 33,0151 |
| 35 | 2 | 63 | Listrik | 46,0109 | 16 | 2 | 73 | Chasis unit | 36,0139 |
| 59 | 2 | 8 | Kabin | 101,0050 | 10 | 2 | 73 | Chasis unit | 36,0139 |
| 26 | 2 | 72 | Chasis molen | 37,0135 | 26 | 2 | 72 | Chasis molen | 37,0135 |
| 57 | 2 | 10 | Kabin | 99,0051 | 40 | 2 | 72 | Mesin | 37,0135 |
| 16 | 2 | 73 | Chasis unit | 36,0139 | 11 | 2 | 72 | Chasis unit | 37,0135 |
| 28 | 2 | 99 | Chasis molen | 10,0499 | 33 | 1 | 69 | Chasis molen | 40,0000 |
| 10 | 2 | 73 | Chasis unit | 36,0139 | 7 | 2 | 65 | Chasis unit | 44,0114 |
| 31 | 2 | 110 | Chasis molen | 1,4142 | 35 | 2 | 63 | Listrik | 46,0109 |
| 27 | 2 | 184 | Chasis molen | 75,0067 | 48 | 2 | 155 | Mesin | 46,0109 |
| 17 | 2 | 256 | Chasis unit | 147,0034 | 8 | 2 | 160 | Chasis unit | 51,0098 |
| 25 | 2 | 125 | Chasis molen | 16,0312 | 4 | 2 | 51 | Chasis unit | 58,0086 |
| 56 | 2 | 12 | Mesin | 97,0052 | 54 | 2 | 46 | Mesin | 63,0079 |
| 12 | 2 | 130 | Chasis unit | 21,0238 | 34 | 2 | 44 | Chasis molen | 65,0077 |
| 33 | 1 | 69 | Chasis molen | 40,0000 | 39 | 2 | 40 | Listrik | 69,0072 |
| 54 | 2 | 46 | Mesin | 63,0079 | 53 | 2 | 35 | Mesin | 74,0068 |
| 42 | 2 | 89 | Mesin | 20,0250 | 20 | 2 | 34 | Chasis molen | 75,0067 |
| 38 | 2 | 131 | Listrik | 22,0227 | 27 | 2 | 184 | Chasis molen | 75,0067 |
| 30 | 2 | 21 | Chasis molen | 88,0057 | 47 | 2 | 32 | Mesin | 77,0065 |
| 45 | 2 | 14 | Mesin | 95,0053 | 41 | 2 | 30 | Mesin | 79,0063 |
| 2 | 1 | 15 | Chasis unit | 94,0000 | 3 | 1 | 28 | Chasis unit | 81,0000 |
| 22 | 2 | 83 | Chasis molen | 26,0192 | 60 | 2 | 28 | Kabin | 81,0062 |
| 3 | 1 | 28 | Chasis unit | 81,0000 | 50 | 2 | 27 | Mesin | 82,0061 |
| 48 | 2 | 155 | Mesin | 46,0109 | 30 | 2 | 21 | Chasis molen | 88,0057 |
| 40 | 2 | 72 | Mesin | 37,0135 | 58 | 2 | 19 | Kabin | 90,0056 |
| 36 | 2 | 243 | Listrik | 134,0037 | 21 | 2 | 19 | Chasis molen | 90,0056 |
| 24 | 2 | 15 | Chasis molen | 94,0053 | 2 | 1 | 15 | Chasis unit | 94,0000 |
| 50 | 2 | 27 | Mesin | 82,0061 | 24 | 2 | 15 | Chasis molen | 94,0053 |
| 11 | 2 | 72 | Chasis unit | 37,0135 | 23 | 2 | 15 | Chasis molen | 94,0053 |
| 23 | 2 | 15 | Chasis molen | 94,0053 | 52 | 2 | 15 | Mesin | 94,0053 |
| 19 | 2 | 240 | Chasis molen | 131,0038 | 45 | 2 | 14 | Mesin | 95,0053 |
| 60 | 2 | 28 | Kabin | 81,0062 | 51 | 2 | 13 | Mesin | 96,0052 |
| 21 | 2 | 19 | Chasis molen | 90,0056 | 56 | 2 | 12 | Mesin | 97,0052 |
| 8 | 2 | 160 | Chasis unit | 51,0098 | 57 | 2 | 10 | Kabin | 99,0051 |
| 43 | 2 | 8 | Mesin | 101,0050 | 59 | 2 | 8 | Kabin | 101,0050 |
| 15 | 2 | 123 | Chasis unit | 14,0357 | 43 | 2 | 8 | Mesin | 101,0050 |
| 29 | 2 | 83 | Chasis molen | 26,0192 | 19 | 2 | 240 | Chasis molen | 131,0038 |
| 52 | 2 | 15 | Mesin | 94,0053 | 36 | 2 | 243 | Listrik | 134,0037 |
| 39 | 2 | 40 | Listrik | 69,0072 | 17 | 2 | 256 | Chasis unit | 147,0034 |

**HASIL PREDIKSI**

Tabel Hasil Uji Coba Deteksi Kerusakan Truk *Mixer* Pada Data *Training* 60:40

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan (Asli)** | **Bagian Kerusakan (Prediksi)** | **Hasil Pengujian** |
| 1 | 1 | 109 | Chasis unit | Chasis molen | Salah |
| 6 | 2 | 102 | Chasis unit | Chasis molen | Salah |
| 37 | 2 | 60 | Listrik | Chasis molen | Salah |
| 46 | 2 | 37 | Mesin | Mesin | Benar |
| 14 | 1 | 55 | Chasis unit | Chasis molen | Salah |
| 55 | 2 | 27 | Mesin | Mesin | Benar |
| 34 | 2 | 44 | Chasis molen | Chasis molen | Benar |
| 49 | 2 | 87 | Mesin | Chasis molen | Salah |
| 13 | 2 | 76 | Chasis unit | Chasis molen | Salah |
| 58 | 2 | 19 | Kabin | Mesin | Salah |
| 47 | 2 | 32 | Mesin | Mesin | Benar |
| 51 | 2 | 13 | Mesin | Mesin | Benar |
| 32 | 1 | 122 | Chasis molen | Chasis molen | Benar |
| 4 | 2 | 51 | Chasis unit | Chasis molen | Salah |
| 53 | 2 | 35 | Mesin | Mesin | Benar |
| 18 | 2 | 80 | Chasis unit | Chasis molen | Salah |
| 9 | 2 | 91 | Chasis unit | Chasis molen | Salah |
| 7 | 2 | 65 | Chasis unit | Chasis molen | Salah |
| 41 | 2 | 30 | Mesin | Mesin | Benar |
| 5 | 2 | 135 | Chasis unit | Chasis molen | Salah |
| 44 | 2 | 113 | Mesin | Chasis molen | Salah |
| 20 | 2 | 34 | Chasis molen | Mesin | Salah |
| 35 | 2 | 63 | Listrik | Chasis molen | Salah |
| 59 | 2 | 8 | Kabin | Mesin | Salah |

Tabel Hasil Uji Coba Deteksi Kerusakan Truk *Mixer* Pada Data *Training* 70:30

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan (Asli)** | **Bagian Kerusakan (Prediksi)** | **Hasil Pengujian** |
| 1 | 1 | 109 | Chasis unit | Chasis molen | Salah |
| 6 | 2 | 102 | Chasis unit | Chasis molen | Salah |
| 37 | 2 | 60 | Listrik | Chasis molen | Salah |
| 46 | 2 | 37 | Mesin | Mesin | Benar |
| 14 | 1 | 55 | Chasis unit | Chasis molen | Salah |
| 55 | 2 | 27 | Mesin | Mesin | Benar |
| 34 | 2 | 44 | Chasis molen | Chasis molen | Benar |
| 49 | 2 | 87 | Mesin | Chasis molen | Salah |
| 13 | 2 | 76 | Chasis unit | Chasis molen | Salah |
| 58 | 2 | 19 | Kabin | Mesin | Salah |
| 47 | 2 | 32 | Mesin | Mesin | Benar |
| 51 | 2 | 13 | Mesin | Mesin | Benar |
| 32 | 1 | 122 | Chasis molen | Chasis molen | Benar |
| 4 | 2 | 51 | Chasis unit | Chasis molen | Salah |
| 53 | 2 | 35 | Mesin | Mesin | Benar |
| 18 | 2 | 80 | Chasis unit | Chasis molen | Salah |
| 9 | 2 | 91 | Chasis unit | Chasis molen | Salah |
| 7 | 2 | 65 | Chasis unit | Chasis molen | Salah |

Tabel Hasil Uji Coba Deteksi Kerusakan Truk *Mixer* Pada Data *Training* 80:20

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan (Asli)** | **Bagian Kerusakan (Prediksi)** | **Hasil Pengujian** |
| 1 | 1 | 109 | Chasis unit | Chasis unit | Benar |
| 6 | 2 | 102 | Chasis unit | Chasis unit | Benar |
| 37 | 2 | 60 | Listrik | Chasis unit | Salah |
| 46 | 2 | 37 | Mesin | Mesin | Benar |
| 14 | 1 | 55 | Chasis unit | Chasis unit | Benar |
| 55 | 2 | 27 | Mesin | Mesin | Benar |
| 34 | 2 | 44 | Chasis molen | Chasis molen | Benar |
| 49 | 2 | 87 | Mesin | Chasis molen | Salah |
| 13 | 2 | 76 | Chasis unit | Chasis unit | Benar |
| 58 | 2 | 19 | Kabin | Mesin | Salah |
| 47 | 2 | 32 | Mesin | Mesin | Benar |
| 51 | 2 | 13 | Mesin | Mesin | Benar |

Tabel Hasil Uji Coba Deteksi Kerusakan Truk *Mixer* Pada Data *Training* 90:10

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Jenis Kerusakan** | **Tingkat Risiko** | **Frekuensi Kerusakan** | **Bagian Kerusakan (Asli)** | **Bagian Kerusakan (Prediksi)** | **Hasil Pengujian** |
| 1 | 1 | 109 | Chasis unit | Chasis unit | Benar |
| 6 | 2 | 102 | Chasis unit | Chasis unit | Benar |
| 37 | 2 | 60 | Chasis molen | Chasis unit | Salah |
| 46 | 2 | 37 | Mesin | Mesin | Benar |
| 14 | 1 | 55 | Chasis unit | Chasis unit | Benar |
| 55 | 2 | 27 | Mesin | Mesin | Benar |