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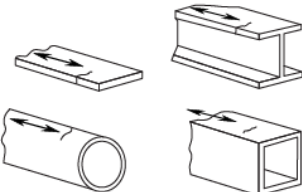
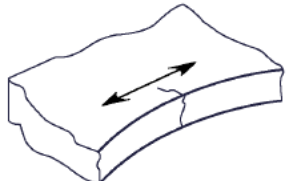
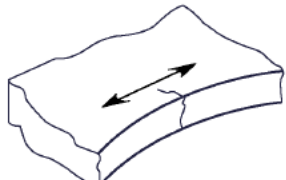
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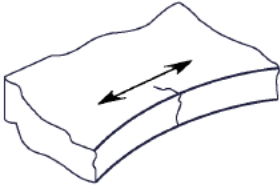
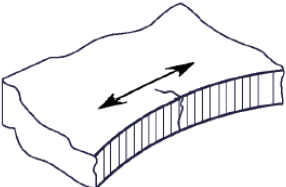
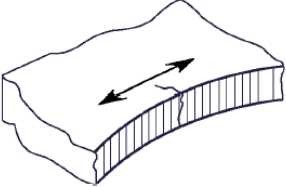
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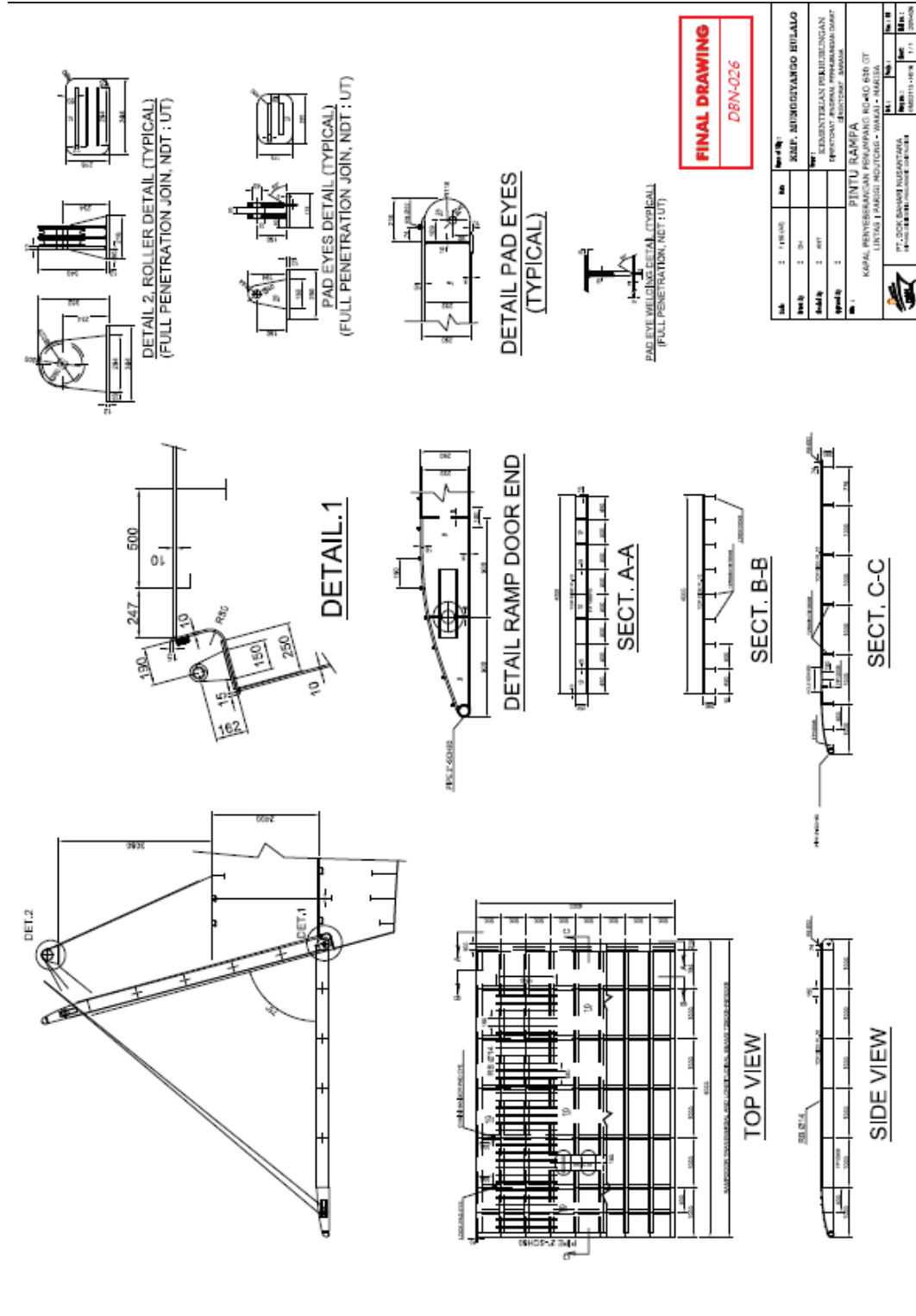
## **LAMPIRAN**

**Lampiran 1** : *S-N-curve depending on surface finishing for base material and free plate edge*

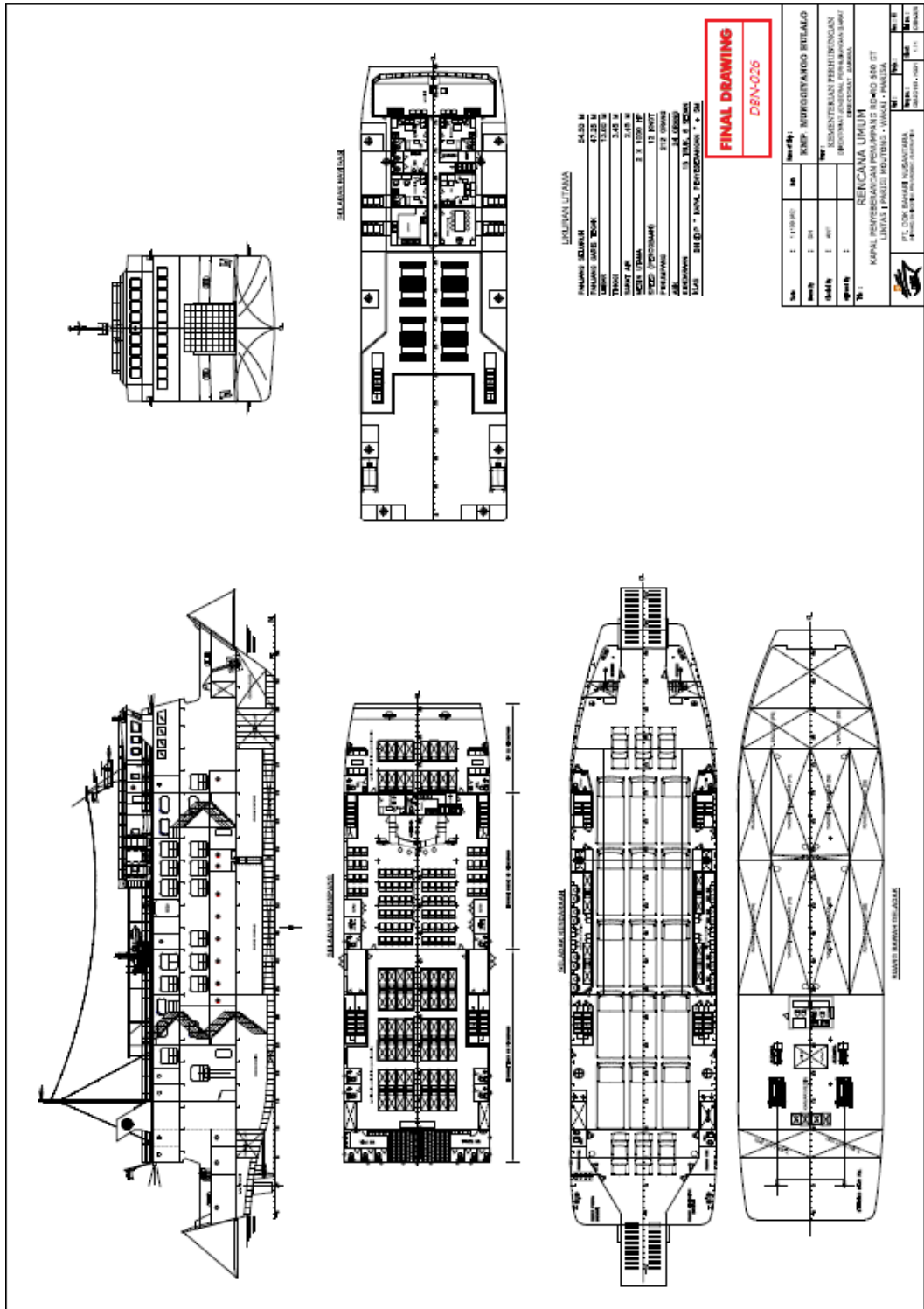
| Joint configuration, fatigue crack location and stress direction | Description of joint   | S-N curve | FAT class N/mm <sup>2</sup> |
|--|--|-----------|-----------------------------|
| 1  |  <p>Base material. Rolled or extruded plates and sections as well as seamless pipes. No surface or rolling defects</p>  | B1        | 160                         |
| 2  |  <p>Free plate edge. Machine cutting e.g. by a thermal process or shear edge cutting. Smooth surface free of cracks and notches. Cutting edges chamfered or rounded by means of smooth grinding, groove direction parallel to the loading direction. Stress increase due to geometry of cut-outs to be considered by means of direct numerical calculation of the appertaining maximum local stress range</p> | B         | 150                         |
| 3  |  <p>Free plate edge. Machine cutting e.g. by a thermal process or shear edge cutting. Smooth surface free of cracks and notches. Cutting edges broken or rounded.</p>   | B2        | 140                         |

|   |  |   |    |     |
|---|--|---|----|-----|
| 4 |   | <p>Free plate edge. Machine cutting e.g. by a thermal process or shear edge cutting. No edge treatments. Surface free of cracks and severe notches.</p> | C  | 125 |
| 5 |   | <p>Free plate edge. Manually thermally cut e.g. by flame cutting. With edge treatments. Surface free of cracks and severe notches.</p>                  | C1 | 112 |
| 6 |  | <p>Free plate edge. Manually thermally cut e.g. by flame cutting. No edge treatments. Surface free of cracks and severe notches.</p>                    | C2 | 100 |

## Lampiran 2 : Gambar Konstruksi Pintu Rampa



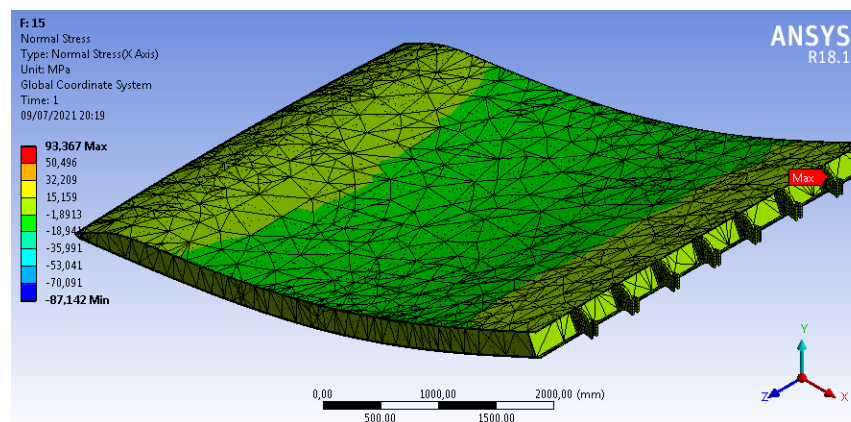
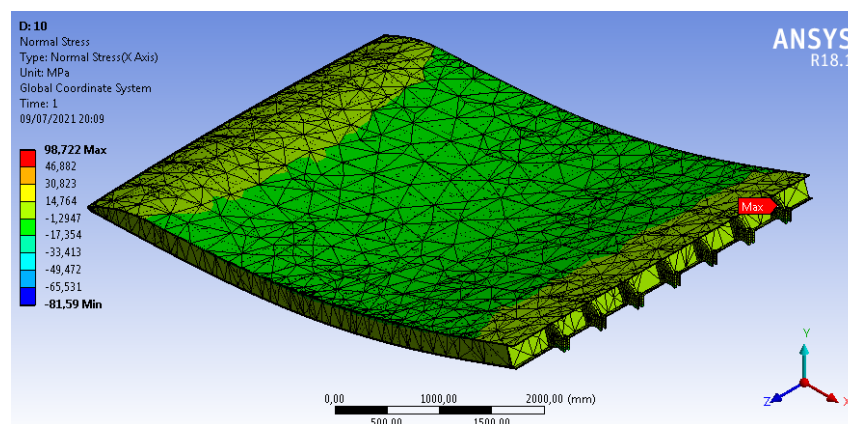
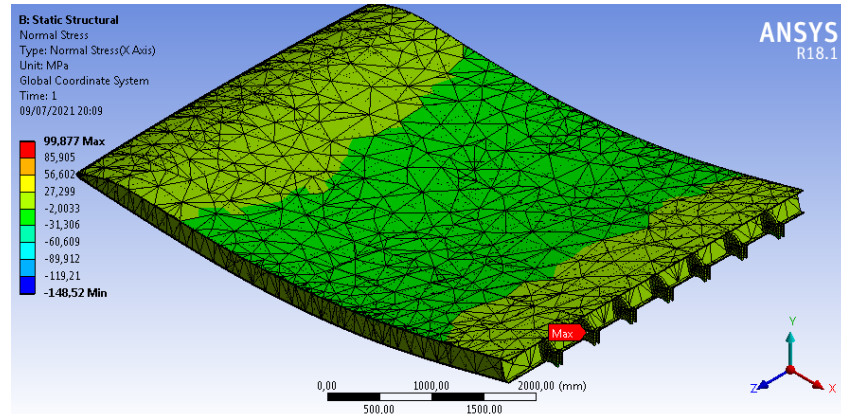
Lampiran 3 : Gambar GA (General Arragment)



Lampiran 4 : Gambar Sebaran Tegangan *Von-Mises* Untuk Variasi Sudut 5°, 10°, dan 15°.

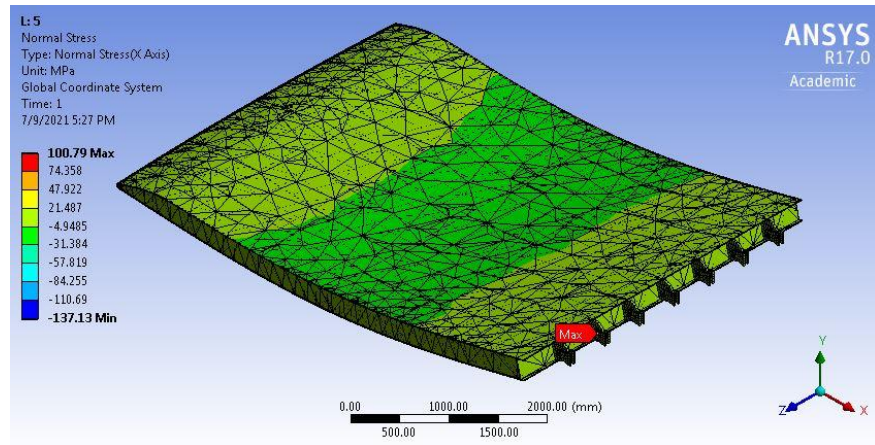
1. Mobil Truk

• Roda Depan

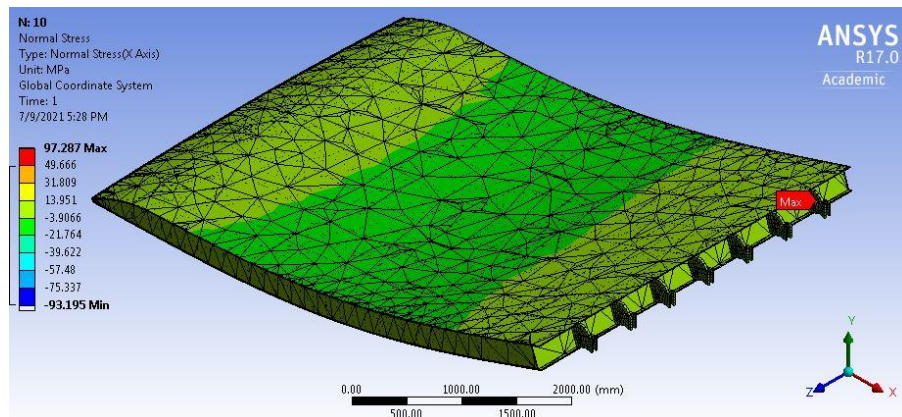




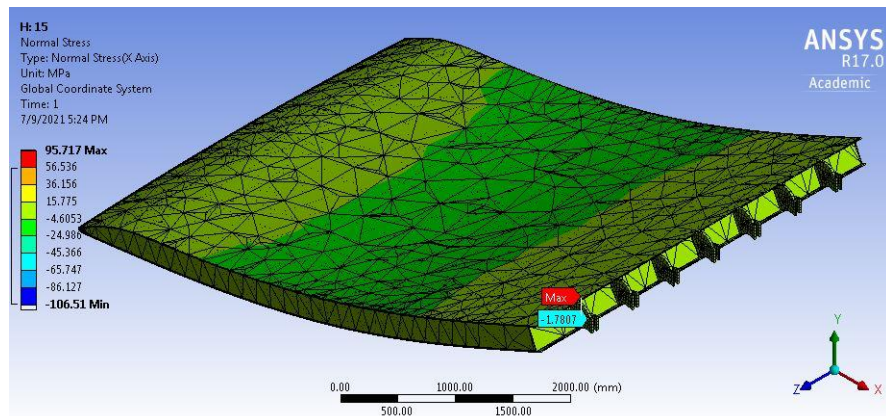
- **Roda Belakang**



Variasi sudut 5°

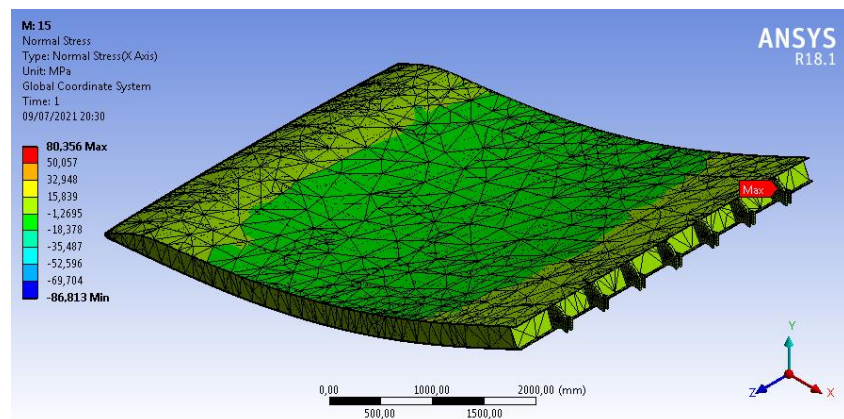
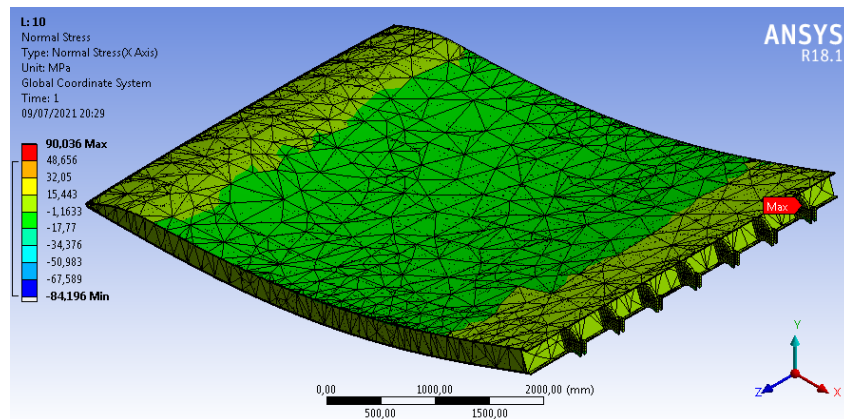
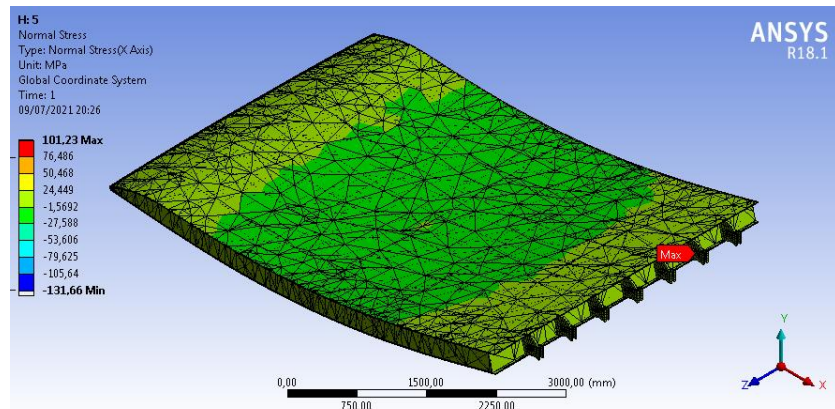


Variasi sudut 10°



Variasi sudut 15°

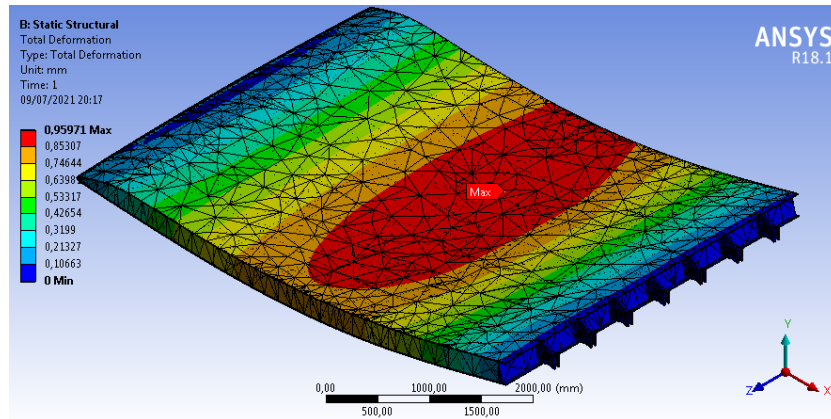
## 2. Mobil Sedan



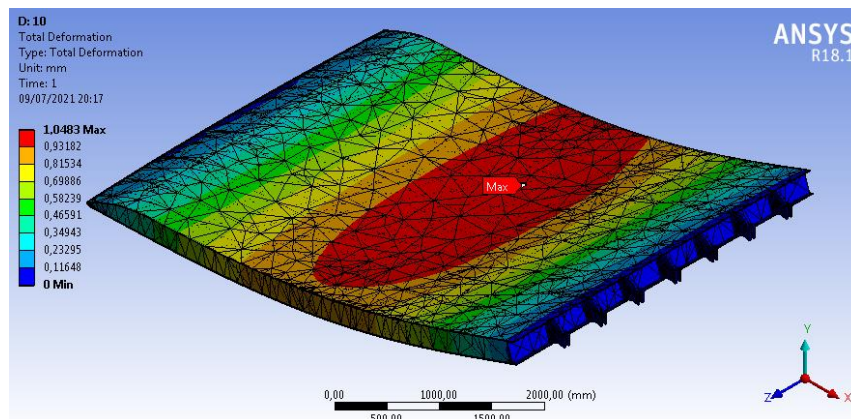
Lampiran 5 : Gambar deformasi Total Untuk Variasi Sudut 5°, 10°, dan 15°

1. Mobil Truk

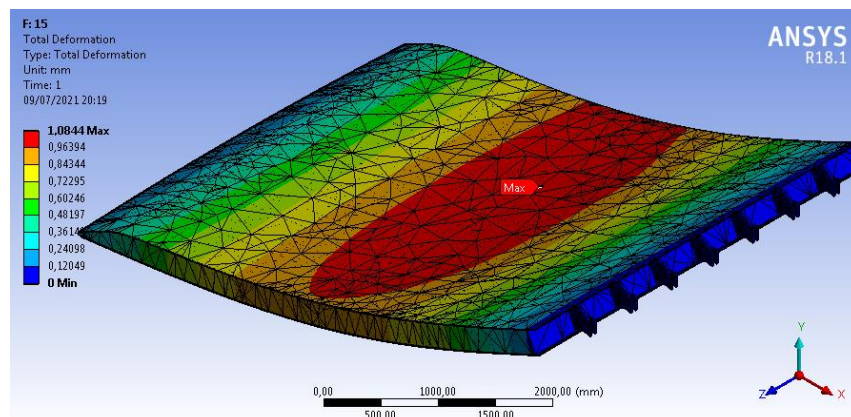
• Roda Depan



Variasi sudut 5°



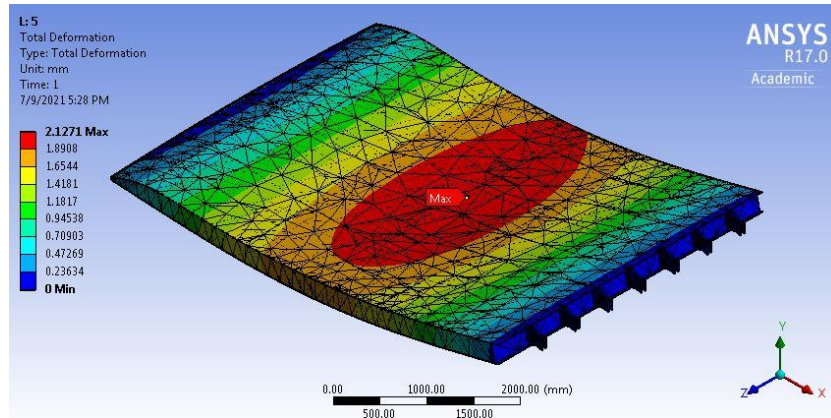
Variasi sudut 10°



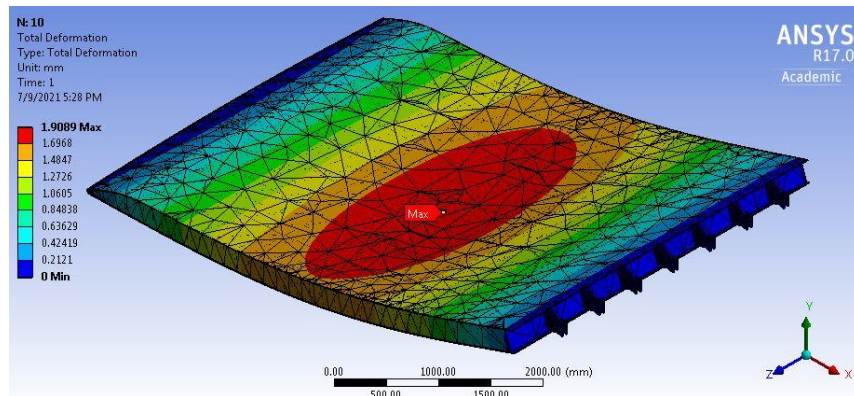
Variasi sudut 15°



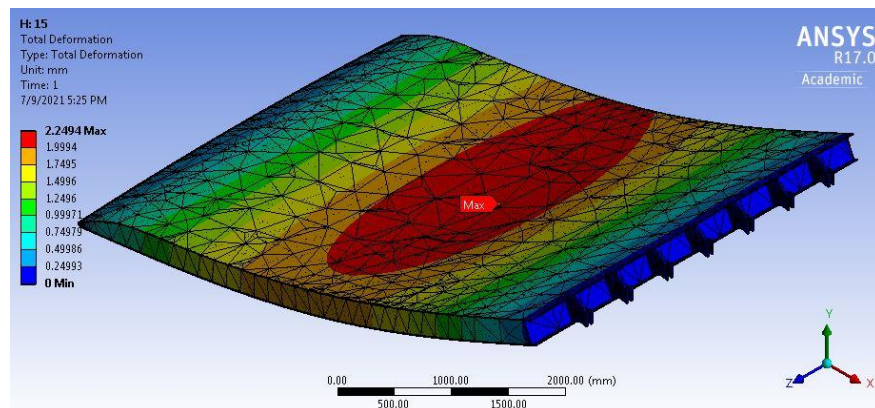
- **Roda Belakang**



Variasi sudut 5°

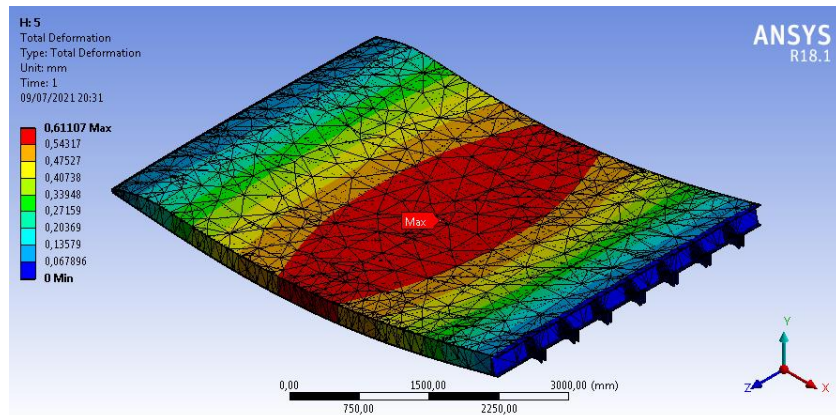


Variasi sudut 10°

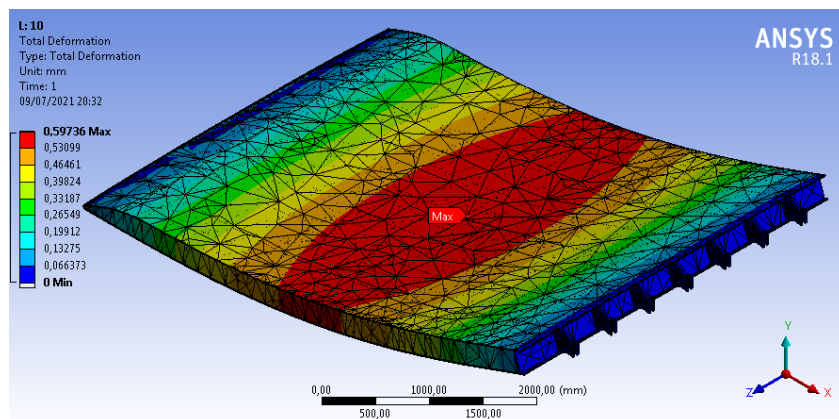


Variasi sudut 15°

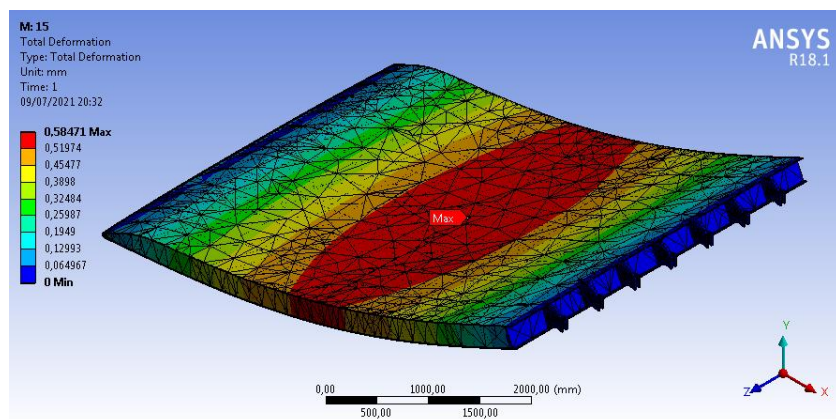
## 2. Mobil Sedan



Variasi sudut 5°



Variasi sudut 10°



Variasi sudut 15°