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The Second International Conference
On Engineering And Technology Development

28 -30 January 2013
Bandar Lampung University (UBL)
Lampung, Indonesia

PROCEEDINGS

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PREFACE

The Activities of the International Conference is in line and very appropriate with the vision and mission of Bandar Lampung University (UBL) to promote training and education as well as research in these areas.

On behalf of the Second International Conference on Engineering and Technology Development (2nd ICETD 2013) organizing committee, we are very pleased with the very good response especially from the keynote speaker and from the participants. It is noteworthy to point out that about 80 technical papers were received for this conference.

The participants of the conference come from many well known universities, among others: University Kebangsaan Malaysia – Malaysia, APTIKOM – Indonesia, Institut Teknologi sepuluh November – Indonesia, Surya Institute – Indonesia, International Islamic University – Malaysia, STMIK Mitra Lampung – lampung, Bandung Institut of Technology – Bandung, Lecture of The Malahayati University, B2TP – BPPT Researcher – Lampung, Starch Technology Center – Lampung, Universitas Islam Indonesia – Indonesia, Politeknik Negeri Malang – Malang, University of Kitakyushu – Japan, Gadjah Mada University – Indonesia, Universitas Malahayati – Lampung, Lampung University – lampung, Starch Technology Center – Lampung, Universitas Riau – Riau, Hasanuddin University – Indonesia, Diponegoro University – Indonesia, King Abdulaziz University – Saudi Arabia, Parahyangan Catholic University – Indonesia, National Taiwan University – Taiwan, Surakarta Christian University – Indonesia, Sugijapranata Catholic University – Indonesia, Semarang University – Indonesia, University of Brawijaya – Indonesia, PPKIA Tarakanita Rahmawati – Indonesia, Kyushu University, Fukuoka – Japan, Science and Technology Beijing – China, Institut Teknologi Sepuluh Nopember – Surabaya, Researcher of Starch Technology Center, Universitas Muhammadiyah Metro – Metro, National University of Malaysia – Malaysia.

I would like to express my deepest gratitude to the International Advisory Board members, sponsor and also to all keynote speakers and all participants. I am also grateful to all organizing committee and all of the reviewers who contribute to the high standard of the conference. Also I would like to express my deepest gratitude to the Rector of Bandar Lampung University (UBL) who give us endless support to these activities, so that the conference can be administrated on time.

Bandar Lampung, 29 August 2013-08-26

Mustofa Usman, Ph.D
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Table Of Content

Organizing Committee.......................................................................................................................... i
Table Of Content.................................................................................................................................. v

Keynote Speaker

1. Recent Advances in Biofuel Cell and Emerging Hybrid System
   **Abdul Aziz Ahmad and Raihan Othman** ................................................................. 1

2. Waste Utilization Study Tailing Gold Mine in Way Linggo-Lampung, as Fine Aggregate Materials for Producing Mortar Materials based on concept of Green Technology
   **Lilies Widojoko & Susilawati** .......................................................................................... 8

3. Infrastructure Health Monitoring System (SHM) Development, a Necessity for Maintenance and Investigation
   **Prof. Dr. Priyo Suprobo, Faimun, Arie Febry** ..................................................... 17

4. Four Phases Quality Function Deployment (Qfd) By Considering Kano Concept, Time And Manufacturing Cost
   **Prof. Dr. Moses L Singgih, Dyah L. Trenggonowati, Putu D. Karningsih** .... 22
<table>
<thead>
<tr>
<th>Speaker</th>
<th>Title</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wamiliana, Amanto, and Mustofa Usman</td>
<td>Comparative Analysis for The Multi Period Degree Minimum Spanning Tree Problem</td>
<td>39</td>
</tr>
<tr>
<td>Yodhie Yuniarthe, Idris Asmuni</td>
<td>Choosing The Right Software In Supporting The Successful of Enterprise ERP Implementation</td>
<td>44</td>
</tr>
<tr>
<td>Marcus Gartiwa</td>
<td>Climate Adaptive Technology In Maintaining Vernacularism Of Urban Kampong</td>
<td>50</td>
</tr>
<tr>
<td>M.C. Tri Atmodjo</td>
<td>The Prospekt Of Diesohol In Facing Fossil Fuel Crissis</td>
<td>63</td>
</tr>
<tr>
<td>Hardoyo</td>
<td>The Potential Of Agriculture And Forestry Biomass Wastes As Source Of Bioenergy</td>
<td>66</td>
</tr>
<tr>
<td>Fritz Akhmad Nuzir, Haris Murwadi and Bart Julien Dewancker</td>
<td>The Importance of Education Facility as Sustainable Urban Generation Tool</td>
<td>71</td>
</tr>
<tr>
<td>Nur Rokhman</td>
<td>The implementation of Secton Method for Solving Systems of Non Linear Equations</td>
<td>80</td>
</tr>
<tr>
<td>Heri Wibowo, Sulastri and Emy Khikmawati</td>
<td>Quality Control Analysis Into Decrease The Level Defects On Coffee Product</td>
<td>85</td>
</tr>
<tr>
<td>Ida Bagus Ilham Malik</td>
<td>Public Transportion Crisis In Bandar Lampung</td>
<td>89</td>
</tr>
<tr>
<td>Candra Hakim Van Rafi‘il., Dyah Indriana Kusumastuti2., Dwi</td>
<td>Geospatial Analysis of Land Use Change in Way Kuripan Watershed, Bandar Lampung City</td>
<td>99</td>
</tr>
<tr>
<td>Jokowinarno</td>
<td>Material Utilization Technology Of Agriculture And Forestry Waste</td>
<td>105</td>
</tr>
<tr>
<td>Hardoyo</td>
<td>The Supply Chain System Of Cassava On The Tapioca Industry</td>
<td>108</td>
</tr>
<tr>
<td>Muhammad Rija &amp; MT Pedia Aldy</td>
<td>Glass Technology In Natural Light Glasses On Aperture Element In The Architecture World</td>
<td>113</td>
</tr>
</tbody>
</table>
   Firdaus Chairuddin, Wihardi Tjaronge, Muhammad Ramli, Johannes Patanduk
   ................................................................. 117

15. Coordination Of Architectural Concepts And Construction Systems
   Eddy Hermanto. .................................................. 129

16. Seismic Assessment of RC Building Using Pushover Analysis
   Riza Ainul Hakim.................................................. 136

17. Viscosity and Liquidity Index Relation for Elucidating Mudflow Behavior
   Budijanto Widjaja and Shannon Hsien-Heng Lee.......................... 143

18. The Use of Pozzolanic Material for Improving Quality of Strontium Liquid Waste Cementation in Saline Environment during Nuclear Waste Immobilization Process
   Muhammad Yusuf, HayuTyasUtami, Tri SulistiyoHariNugroho,
   SusetyoHarioPutero .................................................. 148

19. Geospatial Analysis Of Land Use And Land Cover Changes For Discharge At Way Kualagaruntang Watershed In Bandar Lampung
   Fieni Yuniarti, Dyah Indriana K, Dwi Joko Winarno.......................... 153

20. Wifi Network Design For High Performance
   Heru Nurwarsito, Kasyful Amron, Bakti Widyaningsih ................. 161

   Yasser , Herman Parung , M. Wihardi Tjaronge, Rudy Djamaluddin...... 167

22. The Research Of Slow Release Nitrogen Fertilizer Applied In Sugarcane (Saccharum Officinarum) For Green Energy Bioethanol
   M.C. Tri Atmodjo, Agus Eko T. Nurul Rusdi, Sigit Setiadi, and Rina....... 179

23. Energy Utilization Technology Of Agriculture And Forestry Waste
   Hardoyo................................................................. 185

24. Implementation Of Fuzzy Inference System With Tsukamoto Method For Study Programme Selection
   Fenty Ariani and Robby Yuli Endra. ...................................... 189

25. The Analysis of Video Conference With ITU Standarization (International Telecommunication Union) That Joining in Inherent At Bandar Lampung University
   Maria Shusanti F, Happy Reksa ........................................... 201
26. The E-internal audit iso 9001:2008 based on accreditation form assessment matrix in study program for effectiveness of monitoring accreditation
   Marzuki, Maria Shusanti F. ................................................................. 207

27. The Developing Of e-Consultations For Effectiveness of Mentoring Academy
   Ahmad Cucus, Endang K ................................................................. 214

28. The Evaluation of information system performance in higher education case study with EUCS model at bandar lampung university
   Reni Nursyanti, Erlangga. ................................................................. 221

29. The Analysis Of History Collection System Based On AndroidSmartphone With Qr Code Using Qr CodeCase Study: Museum Lampung
   Usman Rizal, Wiwin Susanty, Sutrisno ............................................ 230

30. Application of Complaint Handling by Approach Model of ISO 10002 : 2004 to Increase Complaint Services
   Agus Sukoco and Yuthsi Aprilinda ................................................... 235

31. Towards Indonesian Cloud Campus
   Taqwan Thamrin, Ing Lukman, Dina Ika Wahyuningsih ........................ 252

32. Bridging Router to ADSL Modem for Stability Network Connection
   Arnes Yuli Vandika and Ruri Koesliandana ...................................... 257

33. The Effect of Use Styrofoam for Flexural Characteristics of Reinforced Concrete Beams
   Yasser, Herman Parung, M. Wihardi Tjaronge, Rudy Djamaluddin ...... 261

34. The Estimation Of Bioethanol Yield From Some Cassava Variety
   M.C. Tri Atmodjo ........................................................................... 273

35. Effect of Superficial Velocity of Pressure Difference on The Separation of Oil And Water by Using The T-Pipe Junction
   Kms. Ridhuan and Indarto ............................................................... 277

36. The use of CRM for Customer Management at Cellular Telecommunications Industry
   Ayu Kartika Puspa ................................................................. 293

37. Indonesian Puslit (Centre Of IT Solution) Website Analysis Using Webqual For Measuring Website Quality
   Maria Shusanti Febrianti and Nurhayati ........................................... 297

38. The E-internal audit iso 9001:2008 based on accreditation form assessment matrix in study program for effectiveness of monitoring accreditation
   Marzuki, Maria Shusanti F. ................................................................. 307
   Agus Sukoco .................................................................................................................. 320

40. Value Analysis Of Passenger Car Equivalent Motorcycle (Case Study Kartini Road Bandar Lampung)
   Juniardi, Aflah Efendi ..................................................................................................... 337

41. Alternative Analysis Of Flood Control Downstream Of Way Sekampung River
   Sugito, Maulana Febramsyah. .......................................................................................... 347

42. Analysis Of Fitness Facilities And Effective Use Of Crossing Road
   Juniardi, Edi Haryanto. .................................................................................................... 353

43. Study On Regional Development Work Environment Panjang Port Lands In Support Bandar Lampung City As A Service And Trade
   Ir. A. Karim Iksan, MT, Yohn Ferry. ................................................................................ 359

44. Analytical And Experimental Study Bamboo Beam Concrete
   Hery Riyanto, Sugito, Juli .................................................................................................. 370

45. Comparative Analysis Of Load Factor Method Static And Dynamic Method (Case Study Akdp Bus Route Rajabasa - Bakauheni)
   A. Ikhsan Karim, MT., Ahmad Zulkily. ......................................................................... 378

46. Optimization Utilization Of Water Resources-dam Batutegi Using Method Of Linear Program
   Aprizal, Hery Fitriyansyah ............................................................................................... 386

47. Characteristics Generation Traffic Patterns And Movement In Residential Area (Case Study Way Kandis Residential Bandar Lampung)
   Fery Hendi Jaya, Juniardi, ............................................................................................. 392

48. Use Study On Slight Beam Reinforced Concrete Floor Plate In Lieu Of Scondary Beam
   Hery Riyanto, Sugito, Lilies Widodjoko, Sjamsu Iskandar ........................................... 399

49. Observation Of The Effect Of Static Magnetic Field 0.1 Mt On A-Amylase Activity In Legume Germination
   Rochmah Agustrina, Tundjung T. Handayani, and Sumardi. ....................................... 405

50. Effectiveness Analysis Of Applications Netsupport School 10 Based Iso / Iec 9126-4 Metrics Effectiveness
   Ahmad Cucus, Nelcy Novelia ......................................................................................... 413

51. Omparative Performance Analysis Of Banking For Implementing Internet Banking
   Reza Kurniawan ............................................................................................................. 418
Infrastructure Health Monitoring System (SHM) Development, a Necessity for Maintenance and Investigation

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2 Arie Febry

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Abstract - Failure of Kutai Bridge already give Indonesia civil engineer a blow in face. The failure which bring cause human accident make a new challenge to Indonesia civil engineer not to wait till failure but to safe before the construction failure. By the development in sensor and monitoring technology the idea become more realistic. Structure Healthy Monitoring (SHM) become new idea to detect, to monitor and to find out the reliability of structure. The development and research in Indonesia for SHM till now are presented and compared to other country. SHM research are need to predict behaviour of bridge by using data from monitoring to gain healthy condition.

Keywords - Monitoring, Bridge, Structural Healthy Monitoring (SHM)

Preface
Engineer of civil engineering are risk takers, this means design and build any construction are related with human life. Any mistake to design and build will create a disaster. History already record an engineer fault in civil engineering that involve to human accident.

Civil engineering are different than another engineering. Other could create a prototype to see it behaviour and create a standard to avoid mistake. But in civil engineering every construction are different, have their own characteristic and have their own strenght. Many factor create this condition from paper to field problem when that construction build until mother natire involve.

Even in Melchers (1987) say that civil engineering failure that created a problem are smallest than other human activity (0.1 millions / years) depending to smoke activities risk which is 1000 millions / years. But still when a construction fail many people will watch and investigate more that dead by smoke.

A civil construction failure happens in many ways. First a bad design by civil engineer consultant, a bad construction by civil contractor which create a bad composition of material strenght or detailing to building which is very poor.

And last a deteration of construction to nature or envirotment.

If construction are human being, we can consider the condition of it life are related to all this above. This might be a health condition for it. The different to human being are it does not grow by itselft but it have a deteration which alway say as life time of construction.

Failure of construction before the life time will create a shock effect for all, specially for all civil engineer. lets just say our tragedy of Kutai Kartanegara Bridge. Failure of Kutai Bridge bring many things to Indonesia engineers. Investigation, history and strenght of bridge are learn and calculate. Cause of the failure are considered and take by note so there will be no other tragedy like it.

This tragedy created a change in civil engineer to create and seek the more ways to convience the other or next bridge will be safe for no more tragedy.

Beside of making better design and build effort, this will also bring a consideration about how to see a healthy condition of structure. Question like how healthy actually this construction or actually how much old this construction (which mean to life time design) and how much strenght remain in construction are...
Reliability of construction which mean to it healthy are new part of civil engineering know as Structural Healthy Monitoring (SHM). This part idea are monitoring construction behaviour from it build to deteration of it. So by learning all data and condition related to construction, question above can be answer and can be use to predict maintance and deteration to construction. By ideas to safe and not to wait till failure, the changes of civil engineer idea may be different in next period.

From all construction, brickage might be a start for SHM, this consideration come because bridge have a unique condition compare to other construction. Bridge are use every day by human but inspection are not often because not like building, people use bridge but not related to fell it condition compare to building. Bridge are use every day by different load type, different composition of load and dynamic load occur in it. Other than that bridge are skeleton construction type, which mean SHM can be use directly to it main construction.

This idea to change from how to detect, to monitor and to safe the structure with SHM come with development of technology. Century ago or at least fifty year ago, this idea to monitor might be not accross in civil engineer mind. Technology of sensor and computer monitoring become a fast growing in electro engineering nowadays, by combining it to our basic concept structure behaviour, the idea from wait till to monitor might become a solution for life safety. This condition mean a challenge for all of civil engineer to be ready to this change specially for Indonesia engineer to use the monitoring system to the idea to safe before the construction fail.

This paper aim to detail Indonesia SHM application depending to other countries, progress of SHM in bridge and next research for SHM which can be challenge to all of us to the next future of construction.

SHM Development in Other Country

Research for SHM are now main idea in several countries, because the pattern of research are large and need integration of them. Figure 1 show main idea of SHM research.

![Figure 1: Part of SHM Research (Srinivasan, 2011).](image)

According to data, research for SHM started from 1996 as define in table 1.

<table>
<thead>
<tr>
<th>Country</th>
<th>Year Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hungaria</td>
<td>2003</td>
</tr>
<tr>
<td>Swiss</td>
<td>1998</td>
</tr>
<tr>
<td>Francis</td>
<td>2000</td>
</tr>
<tr>
<td>Cina</td>
<td>1998</td>
</tr>
<tr>
<td>Jerman</td>
<td>1996</td>
</tr>
<tr>
<td>Austria</td>
<td>1999</td>
</tr>
<tr>
<td>Amerika</td>
<td>1998</td>
</tr>
<tr>
<td>Thailand</td>
<td>2001</td>
</tr>
<tr>
<td>Singapura</td>
<td>1997</td>
</tr>
</tbody>
</table>

Source: Helmut, 2009

Research for SHM from other country consist from laboratory and field test using many sensor and many method to define result of sensor. And there is
still no agreement reach about standard for SHM data read.

Oth (2012) from Luxenburg has propose a method for deflection of bridge from their field experiment using vibration data. Meanwhile Zhu (2012) from USA, propose a frequency to create a mode shape in FEM for the bridge. Another research come from Resnik (2012) in Jerman which propose to use natural frequency as base standard of healthy.

Other type research of monitoring might come from other type than vibration data, Yukio (2005) propose to use a robot detection method for monitoring and vehicle detection robot system just like in figure 2.

![Vehicle Robot Sensor](image1)

Figure 2: Vehicle Robot Sensor (Yukio, 2005)

Meanwhile Korea system for monitoring are called with SBBMS propose for deflection and temperature sensor to determine condition of bridge (Koh, 2005).

Research for SHM until 2012 are still trying to propose their method so it can be use as standard of healthy bridge. Korea research are now harvest data from their major bridge which is Sohae bridge using sensor as figure 3 and 4.

![Sensor in Sohae bridge](image2)

Figure 3: Sensor in Sohae bridge

![Sohae bridge harvest data](image3)

Figure 4: Sohae bridge harvest data

**Indonesia SHM Development**

Indonesia started SHM development by integrated SHM system in Suramadu bridge. Around 514 sensors are attached consist of vibration, corrotion, global positioning system, temperature and wind sensor. Suramadu sensor are using cable to transfer data. But the main idea getting a SHM attached not only to harvest data but also to read data from it. Which mean not only apparatus but human resource must be applied for SHM data. Research about SHM can be started when Suramadu Bridge SHM start their harvesting data, but with Kutai bridge failure need for human resource and cheap apparatus become more significant to do. Indonesia which is create by Island with a lot of river which mean there are a lot of small, medium and long bridge need to monitor.

**A Research for Indonesia SHM**

Need for Indonesia SHM research are cheap, can be transfer to control unit with long range, moveabel apparatus and can be define a bridge healthy in control monitor system. This need refer to envirotment condition and resource of indonesia.

Because of this need SHM study group referring a condition of wireless sensor using GSM packet data to sent. Meanwhile from civil engineer need a algorithm for analysis data sent from wireless in second to define bridge healthy
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SHM study group define a vibration data harvest from accelerometer can be a start for define bridge behaviour. Test will be do in laboratory scale using bridge model and full scale test in field using wireless sensor apparatus which is still in prototype.

Comparison using raw data are show above

<table>
<thead>
<tr>
<th>No</th>
<th>Vehicle Type</th>
<th>Load</th>
<th>Speed km/ hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Truck With Wood As Load</td>
<td>Full</td>
<td>26</td>
</tr>
<tr>
<td>1b</td>
<td>Truck With Wood As Load</td>
<td>Full</td>
<td>20</td>
</tr>
<tr>
<td>2a</td>
<td>Concrete Mix Truck</td>
<td>Empty</td>
<td>24</td>
</tr>
<tr>
<td>2b</td>
<td>Concrete Mix Truck</td>
<td>Full</td>
<td>24</td>
</tr>
<tr>
<td>3a</td>
<td>Fuel Tank 10000</td>
<td>Full</td>
<td>29</td>
</tr>
<tr>
<td>3b</td>
<td>Fuel Tank 10000 litre 3 in row</td>
<td>Full</td>
<td>29</td>
</tr>
</tbody>
</table>

Test in field harvest vibration data around 48 hours. This data are sort to create a type of define data to use. Filtering and whitening data using Fast ICA method.

TABLE 2. VEHICLE DATA COMPARISON
This comparison above shows that vibration in bridge monitoring systems need a database of load to create a standard frequency for defining the condition of bridge health. And tests must be done in real time to get a prediction for bridge health. Research of wireless sensor and wireless systems to bridge monitoring systems are needed to gain more information about bridge behavior.

Acknowledgements

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[5] Resnik, Implementation and analysis of vibration measurements obtained from monitoring the Magdeburg water Bridge, 2013, German

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