

My students were looking for a durable Amp meter for one of our vehicles. We've always used a link 10/e Meter in the past but can't afford another one. I'd like them to get a 0-50 amp meter so the driver can see the numbers, but if we over load it (draw more than 50 amps) does that blow the meter?

I am no electrician by ANY means! Our first car (the tank) used an old analog 0-50 amp meter with the needle and it worked great! Until we went over 50amps. It did not blow, but we did not know how much we were using over 50 amps.

So last year we tried to order some fancy \$20 digital amp and volt meters, small "in-dash" style ones with LED readouts... We blew 4 of them just trying to wire them into the car :) Never got an Amp meter running on any car last year...

So let us know as well what to look for as we also want some input for the driver on battery usage...

Jesse Domer, Watertown High School

We had a 0-50 amp meter - just had to order a shunt. I think if you are running it with a shunt it won't blow because the current is running through the shunt not the meter. I'll let you know how it works - we'll see if they get it hooked up. Right now they are struggling with the brake lights

Sorry I have not replied sooner, I forgot my username and password.

We purchased a "battery manager 3" (batman 3) volt/amp meter from cloudelectric.com We found this to be a rugged meter when put on a shunt. I know this to be the case because during the maneuverability test at RA last year the kids forgot to tape it down and it flew all over the place as my driver completed the course. It has many scratches and lots of tar on it but it still works great. The primary advantage of this meter is it will provide an amp/hour reading when testing the batteries to get matched sets and an amp/hour reading per lap or race when we compete.

I hope this helps

Damon