Marc Zeitlin’s answer on putting in an electric system monitor – VPX, the only one.

Michael Arndt wrote:

What does everyone think about the digital fuse systems that allow for resets though the efis as well as realtime current monitoring?

Assuming you're talking about the VPX units since that's really the only one that's available for experimental aircraft, unless you're using AFS EFIS's (they have their own similar gizmo), my comments are below.

Tesla uses this tech in there cars, anyone tried one of the aircraft variants in their plane?

Tesla builds how many cars/year? How many airplanes do you build/year? How many VPX's does VPX sell/year?

Izzy Briggs wrote:

I installed a VPX in my Varieze.

As the person who installed the VPX in Izzy's plane (and another in another plane), here's my take on the unit. It's very cool. Being able to use ANY switches to turn things on and off, without having to worry about current capacity, is nice. Being able to repurpose switches without changing wires is kind of nice. Being able to see current draw for each circuit on the EFIS screen is nice. Being able to turn things on and off from the EFIS if a switch croaks is nice. HOWEVER...

Your whole electrical system is dependent upon some vendor's box, which is a bunch of electronics and software, with no redundancy or backup. Sure, you can put in a parallel fuse bus or CB bus, but then you just negated all the pros of the VPX. And I've never seen anyone do that (although I'm sure it's done rarely). If VPX stops supporting the unit, then what? If it fails, your whole airplane is down until it's repaired, assuming the company is still around to repair it. It's costly - WAY more $$$ than a few fuse busses (the ones I pointed out to Saro) that are available from numerous vendors and some fuses (also off the shelf ATO fuses). It's more rigid in that you can't just pick one of Bob Nuckolls' schematics for your plane and implement it - it's VPX's way or the highway.

The pros of the VPX are toys, not safety features (if you've designed your electrical system well), IMO, and don't come close to overriding the cons.

Personally, I wouldn't put one in my plane - but that's just me.

Comment by Russ Meyerichs:

If VPX stops supporting the unit, then what?

This product has been orphaned before:

<http://www.vansairforce.com/community/showthread.php?t=128064>