R3008SB T-FHSS Air-2.4GHz Bidirectional Communication System S.BUS2 / S.BUS Port and 8 Channels for Conventional System Receiver

Thank you for purchasing a Futaba R3008SB T-FHSS Air-2.4GHz compatible receiver. The R3008SB receiver features bi-directional communication with a T-FHSS Air-2.4GHz Futaba transmitter using the S.BUS2 port. Using the S.BUS2 port an impressive array of telemetry sensors may be utilized. It also includes both standard PWM output ports and S.BUS output ports.

Applicable systems: Futaba T-FHSS Air-2.4GHz system transmitter

Usage precaution
- Futaba T-FHSS Air system does not work with current Futaba T-FHSS / S-FHSS / FASST / FASSTest system.
- The R3008SB receiver can only be used with T-FHSS Air capable transmitters.
- Don't connect Extra Voltage before turning on a receiver.

⚠️ WARNING
- Changes or modification not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
- The R3008SB receiver should be protected from vibration by foam rubber, Velcro or similar mounting methods. Protect from moisture.
- Keep away from conductive materials to avoid short circuits.

Antenna installation precaution
- Don't cut or bundle the receiver antenna wire.
- Don't bend the coaxial cable. It causes damage.
- The antennas must be mounted in such a way to assure they are strain relieved.
- Keep the antenna as far away from the motor, ESC and other noise sources as you possibly can.

(Antenna installation)

Please refer the table below for LED status vs receiver's condition.

<table>
<thead>
<tr>
<th>LED Indication</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stream</td>
<td></td>
</tr>
<tr>
<td>Off</td>
<td>No signal reception</td>
</tr>
<tr>
<td>Solid</td>
<td>Receiving signals</td>
</tr>
<tr>
<td>Alternate blink</td>
<td>Unrecoverable error (EEPROM, etc.)</td>
</tr>
</tbody>
</table>

(Typical installation)

Be sure that the two antennas are placed at 90 degrees to each other.
- The R3008SB has two antennas. In order to maximize signal reception and promote safe modeling Futaba has adopted a diversity antenna system. This allows the receiver to obtain RF signals on both antennas and fly problem-free.

Antenna installation for carbon fuselage

⚠️ WARNING
- You must leave 30mm at the tip of the antenna fully exposed. The exposed antenna should be secured so that it cannot move around or back inside of your aircraft.

S.BUS2 precaution

⚠️ DANGER
- Don't connect a connector, as shown right.
- Don't connect servo for conventional system to S.BUS/S.BUS2 port.
- Digital servo for conventional system: It does not operate.
- Analog servo: It may cause abnormal heat, fire and burning.

⚠️ WARNING
- Only S.BUS2 capable devices may be connected the S.BUS2 port. Standard S.BUS servos and gyros should not be connected the S.BUS2 port.

Compliance Information Statement (for U.S.A.)

This device, trade name Futaba Corporation, model number R3008SB, complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:
1. This device may not cause harmful interference, and
2. This device must accept any interference received, including interference that may cause undesired operation.

Compliance Information Statement (for Canada)

This device complies with Industry Canada license-exempt RSS standard(s). Operation is subject to the following two conditions:
1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation.

R3008SB Specifications

- T-FHSS Air-2.4GHz system S.BUS2 and S.BUS port and 8 channels for conventional system receiver
- Dual antenna diversity
- Size: 0.98 x 1.86 x 0.56 in. (24.9 x 47.3 x 14.3 mm)
- Weight: 0.36 oz. (10.1g)
- Power requirement: 4.8V to 7.4V
- Battery F/S Voltage: It sets up with a transmitter
- Extra Voltage port: 0 ~ 70V DC
- Be sure that when using ESCs regulated output the capacity of the ESC must meet your usage condition.
Link to the transmitter

Easy Link ID allows T-FHSS Air receivers to link to compatible transmitter without pressing the link button on the receiver.

1. Bring the transmitter and the receiver close to each other, within 20 inches (half meter).
2. Turn on the transmitter. Place the transmitter into the receiver linking mode.
3. Turn on the receiver.
4. The receiver will wait for the linking process to begin for 3 seconds. Following that it will return to the normal operation mode.
5. When the LED of the receiver changes from blinking red to solid green, linking is completed.

(A link waiting state is ended in 3 second.)

- Refer to the transmitters operation manual for complete details on how to place the transmitter into the linking mode.
- If there are many T-FHSS Air systems turned on in close proximity, your receiver might have difficulty establishing a link to your transmitter. This is a rare occurrence. However, should another T-FHSS Air transmitter/receiver be linking at the same time, your receiver could link to the wrong transmitter. This is very dangerous if you do not notice this situation. In order to avoid the problem, we strongly recommend you to double check whether your receiver is really under control by your transmitter.
- If the System Type of the transmitter is changed, the receiver will need to be re-linked to the transmitter.

**WARNING**

- Do not perform the linking procedure while the motor’s main wire connected or the engine is operating as it may result in serious injury.
- When the linking is complete, please cycle the receiver power and ensure the receiver is properly linked to the transmitter.
- Please power up your system in this order. Transmitter first, followed by the receiver.
- If the R3008SB receiver was previously linked to another transmitter, make sure that transmitter is not operating while linking the receiver to the new transmitter.

T-FHSS Air

T-FHSS Air is a bidirectional communication system between the R3008SB receiver and T-FHSS Air capable transmitters. Multiple optional telemetry sensors may be connected to the S.BUS2 on the receiver and that data is in turn displayed on the transmitter.

*Please see your transmitters operation manual to configure transmitter to operate with telemetry sensors.

Channel Modes

The R3008SB is capable of changing its channel allocations as described in the table below.

1. Turn on the receiver. (At this moment, the transmitter should be off.) Then, LED blinks RED in about 3 seconds. Next, wait until it becomes solid RED.
2. Press and hold the Mode switch more than 5 seconds.
3. Release the button when the LED blinks RED and GREEN simultaneously.
4. The receiver is now in the “Operation CH Set” mode. At this moment, the LED indicates current set status through flashing a pattern that corresponds to the CH mode.
   *Cannot exit this CH setting mode before the operation mode is fixed.
   *See the below table that shows correspondence between “CH mode” and way of flashing LED.
   **Default CH mode is "Mode B".
5. By pressing the Mode switch, the operation CH is switched sequentially as "Mode C" “Mode D” “Mode A”....
6. The operation mode will be set by pressing the Mode switch more than 2 seconds at the desired CH mode.
7. Release the button when the LED blinks RED and GREEN simultaneously. Then, the operation CH is fixed.
8. After confirming the operation mode is changed, turn off and back on the receiver power.

*The “Operation CH Set” mode cannot be changed during the receiver communicates to the transmitter.

<table>
<thead>
<tr>
<th>Channel</th>
<th>Mode A</th>
<th>Mode B</th>
<th>Mode C</th>
<th>Mode D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>1</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>2</td>
<td>10</td>
<td>10</td>
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<tr>
<td>3</td>
<td>3</td>
<td>3</td>
<td>-</td>
<td>-</td>
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<tr>
<td>4</td>
<td>4</td>
<td>4</td>
<td>-</td>
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<td>5</td>
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<td>6</td>
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<td>-</td>
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<tr>
<td>8</td>
<td>8</td>
<td>S.BUS</td>
<td>-</td>
<td>S.BUS</td>
</tr>
</tbody>
</table>

**S.BUS2**

S.BUS2 extends S.BUS and supports bidirectional communication. Sensors are connected to the S.BUS2 port.

*Only S.BUS2 capable devices may be connected. Standard S.BUS servos and gyros should not be connected to the S.BUS2 port.

**What is S.BUS?**

Unlike conventional radio control systems, the S.BUS system uses data communication to transmit control signals from a receiver to a servo, gyro, or other S.BUS compatible device. This data includes commands such as “move the channel 3 servo to 15 degrees, move the channel 5 servo to 30 degrees” to multiple devices. The S.BUS devices execute only those commands for their own set channel. For this reason, it can be used by connecting multiple servos to the same signal line.

- Set the channel of S.BUS servos by using an SBC-1 channel changer, CIU-2 USB serial interface or the programming software resident in the TDU transmitter.
- Can also be used together with conventional servos. However, conventional servos cannot be used by the S.BUS output.
- When using servos with a remote battery pack, use S.BUS Hub with Cable (2-way/remote battery pack use).
- Please refer to the instruction manual of S.BUS Hub with Cable (2-way/remote servos pack use) for the connection method.

**WARNING**

- Turn on the power in transmitter → receiver order. In addition, always check the operation of all the servos before flight.
- Do not insert or remove the servo connector while the receiver power is ON.

Since the S.BUS servo switches the operation mode automatically according to the type of signal (S.BUS signal/PWM signal) from the receiver, if the connector is inserted or removed while the power is ON, an S.BUS connected servo will be erroneously recognized and may stop.

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**FUTABA CORPORATION**

1080 Yabutsuka, Chosei-mura, Chosei-gun, Chiba-ken, 299-4395, Japan
Phone: +81 475 32 6982, Facsimile: +81 475 32 6983

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