



Advisory Bulletin

Bulletin SB-01.1-08

Effected Systems: Futaba FFAST Systems

Tuesday, June 17, 2008

From: Trenton, MI, USA
Necessary background:

- 1) A friend and I purchased 6EX 2.4GHz transmitters this past winter. We were made aware of the duplicated Tx GUID codes that were sent out in a small batch of early units, requiring corrective action by Futaba. In late February, we took our transmitters to our LHS to have them checked by the Futaba-supplied test rig. Both were found to be "ok", meaning that they did not link with the test receivers.
- 2) We attended the Toledo Weak Signals R/C expo in April and spoke with a Futaba representative about the situation. We were informed that there were some reports of 6EX transmitters spontaneously changing their GUID, but Futaba's testing was unable to induce a change or confirm that some units had indeed changed. We were told of speculation that the GUID could be changed in situations where the power switch was cycled too quickly or before the unit had fully initialized, but Futaba was unable to duplicate the failure using this scenario. We were satisfied with the actions Futaba had taken to that point in their attempt to correct the "common GUID" situation. We were also told that Futaba has created a newer firmware designed to guard against changing the GUID, but that it was not required that we send our units in it was an optional step. As a precaution, we have both been very careful to avoid quick turn-on/turn-off cycles with our transmitters just in case.
- 3) Late last week, my friend performed some "hangar work" on one of the planes in which he has a FASST receiver, and inadvertently left his Tx turned on for several hours afterward. Upon discovering this, he charged the TX battery and then turned on the Tx & Rx to verify correct operation. The plane's servos did not respond to any stick movements. He tried the transmitter with the other plane in which he has been using the FASST system, and its receiver also failed to operate its servos.
- 4) Examining one of the receivers, he noted that the green Rx LED was blinking, meaning that the Rx was receiving signals, but was not bound to the transmitter sending them.
- 5) He went through the bind/link procedure, depressing the switch on the receiver, and his plane's servos were now once again under his control. He repeated the link procedure on the 2nd plane and observed identical results. Both planes were again controlled by the FASST system.

The foregoing strongly suggests that allowing the Tx battery to drain completely resulted in changing the Tx GUID, which was observed after the battery charge was restored and the unit turned on.

We have diligently read all the official comments and the service advisory found [HERE](#). As is stated in the last numbered point of that post, we understand that it is not normal for a Tx and an Rx to become unbound, requiring re-linking. Given that the Tx is the active half of this pairing, it's quite apparent that its GUID has changed, and that the unit requires return to Futaba for repair.

We feel that this is an important area for Futaba to further investigate, because the GUID of the transmitter has obviously changed. In addition, we took both of our transmitters back to the LHS test facility where they both passed the test several months back. My friend's Tx now FAILED the test, as the test receiver immediately responded and recognized the GUID, producing the telltale solid green LED indication. His transmitter now acts as one of the "faulty" units mentioned in the service advisory, where it had previously been considered to be one with a unique GUID. My Tx, as expected, did not complete the link with the test receiver.

Summing up, it is clear that, in this case, allowing the Tx battery to fully discharge has resulted in the transmitter's GUID to change. Furthermore, the change was to the GUID that was at the heart of the 'common GUID' situation addressed by the above-referenced service bulletin.

We feel that it's important that Futaba attempt to duplicate the conditions under which my friend's Tx experienced a change of GUID, using transmitters with ALL revisions of the firmware, to determine if this is a predictable and repeatable failure mode. And we also feel that a summary of this incident would be appropriately displayed in this forum as a warning to others who may inadvertently bring about the same consequences by allowing their Tx batteries to fully discharge.

This is about as close to a documented occurrence as you're likely to see, and you're cordially invited to call Rider's Hobby Shop of Ypsilanti, MI at (734) 971-6116 to confirm that the transmitter tested today, June 16th, 2008 at about 11:30 AM, met the failure criteria defined by the "common GUID" test.