THINKCAR

TKX12

Quick Start Guide

1 Quick Start Manual

1.1 Initial Use

The following settings need to be made when you initially use the device.

1.1.1 Turn on the Machine

After pressing the power button, images will be shown on the screen and then

1.1.2 Language Setting

Select the target language from the languages displayed on the interface.

1.1.3 Connect Wi-Fi

The system will automatically search all available Wi-Fi networks. Please connect to the network.

⚠ Note: Wi-Fi connection is key to all the subsequent installation steps, so ensure a stable network connection.

1.1.4 Choose Time Zone

Choose the time zone of the current location, then the system will automatically configure the time.

1.1.5 User Agreement

Please read all the terms and conditions of the user agreement carefully. Choose "Agree to the above terms", and tap Next.

1.1.6 Bind the VCI

Use the pre-installed Scanner (SN) to activate the VCI. You may find the SN on the back of VCI or inside.

1.2 Diagnosis Flowchart

1.2 Function Menu

After startup, the system will automatically enter the homepage.

1.4 Charging

1. Slide the sleep button to charge the device
2. When the battery is low, please charge it in time. Connect the power socket to charge.
3. When the battery status displays ⚡, the device is charging.
When it displays ⚡, the charging process has been completed and you can disconnect the device.

1.4 VCI Connections

Connect the T-BOX port (T-BOX) to the OBD port of vehicle through the OBD Diagnostic Cable.

The vehicle OBD port is usually located under the dashboard on the driver's side above the pedal. If the port is not easily accessible, a USB extension cable may be used.

1.5 Printer Installation

The printer is located on the back of the device. Follow the steps below:
1) Open the printer cover in the direction shown in the diagram.
2) Insert one side of the printer into the slot on the device.
3) Press the back of the side of the printer to snap it into the device.
4) When the device is in, it will automatically identify and connect the printer.

2 Introduction

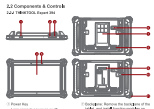
2.1 Product Profile

THINKTOOL Expert Elite is the new generation of intelligent high-end vehicle diagnostic equipment. It covers the powerful OBD and vehicle diagnosis functions, and offers remote diagnosis services and more.

THINKTOOL Expert Elite supports voice and video communication and provides massive 1 technical maintenance expert support anytime. THINKTOOL Expert Elite remote service can connect you with professional technicians who can provide real-time guidance, assisting in maintenance needs, and remotely solve more repair problems for you.

2.2 Components & Controls

2.2.1 THINKTOOL Expert (H)

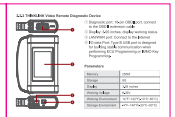


① Power Key
Long press to power on or off
Click once to wake the device
② Speaker: Play sound
③ Type-C Port: Connect the supplied charger for charging.
④ USB Port: Reserved for future functions
⑤ Camera: Supports APP and ⑥ Scan.
⑦ Scan
⑧ Mapped From Camera
⑨ Mapped From Camera
⑩ Charging: Displays the battery status of the device. ⚡ Indicates charging, ⚡ indicates fully charged.
⑪ Speaker
⑫ Mic: Reserved for communication between the Scanner equipment and the APP's devices.
⑬ MicroSD Socket: Supports Micro SD/TF Memory, supporting extended storage.
⑭ Rubber Protection Sheet

Parameters

Computing System	Android 14	Camera	13MP (Rear), 5MP (Front)
Memory	8+4	Network	Dual_SIM / Dual-band
Storage	256G	Bluetooth	Bluetooth 5.0
Battery	12000mAh(typ)	Working Environment	0°C~50°C(-5°C~55°C)
Screen	10.1inches	Storage Environment	-4°C~104°C(-40°C~70°C)

2.2.2 THINKCAR Video Remote Diagnostic Device



① Type-C Port: Charge the device, connect to the USB-C extension cable
② Status: Soft lockup, charging, warning status
③ Lightning port: Connect to the ground
④ Type-C Port: Type-B USB port is designed for the OBD diagnostic extension cable, performing ECU Programming or ⑤ BMS Key Programming

Parameters

Memory	256M
Storage	2G
Battery	1400 mAh
Working Voltage	5V
Working Environment	0°C~104°F(-5°C~55°C)
Storage Environment	-4°C~140°F(-40°C~70°C)

3 Diagnosis

Diagnostic function, covers the international OBD scope on the market, supports vehicle diagnosis and maintenance diagnosis, including OBD ⚡ Function diagnosis ⚡ DTC, read fault code, clear fault code, read engine data stream, special function, actuation test, Freeze frame data can be generated after the diagnosis.

3.1 VINSCAN

VINSCAN supports quick access to the test vehicle system, no need to manually select the vehicle model.

Click "Diagnostics" on the home page of the device, and then click the "VINSCAN" button to enter the function page.

1) Input VIN manually: The scanner can connect the vehicle through the diagnosis port to read the VIN from the vehicle ECU. Then compare the read VIN with the cloud to obtain vehicle information for quick diagnosis. It is the disadvantage that the diagnosis can only be performed after finding the vehicle in the cloud, which is efficient and easy to choose vehicle.
2) Scan VIN: Click ⚡ enter the VIN code of the vehicle, and then click "OK" to enter the diagnosis interface.

3.2 Manual Diagnosis

Click "Diagnosis" to enter the vehicle diagnosis software icon on the diagnosis interface, then "OK" and enter the diagnosis menu. Diagnosis menus may be different for different car models.

There are two diagnosis methods: After successfully communicating with the vehicle, it will enter the diagnosis function software interface. THINKTOOL Expert Elite supports the system lookup map function.

1) Smart Scan: ⚡ indicates you can quickly access ⚡ the detected control systems of the vehicle and generate a detailed report about vehicle health.
2) Manual Scan: ⚡ indicates you can manually select the control system for diagnostics.
3) Choose to Scan: Choose the target automotive devices quickly ⚡ where to scan.

3.3 System and Function

⚡ Click the Scanner Control Units module, and the system will enter the function operation interface.

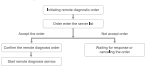
⚡ Click to select the function to perform.

1) Vehicle Information: Read the current version information of the automotive ECU.
2) Fault Code Reading: Read the DTC in the ECU memory to help maintenance personnel locate the cause of the fault.
3) Clear Fault Code: The system will automatically delete the existing fault codes.
4) Live Data Stream: Real-time monitoring of the vehicle ECU data flow.
5) Actuation Test: Used to test whether the executive components in the vehicle control system can work normally.
6) Special Function: Used to perform some special operations of electronic control units. They are usually in the category, such as ECU Data Calibration, ECU Programming, etc. Maintenance functions are also included in this part.

4 THINKLINK

Remote Diagnosis is a remote service that integrates remote diagnosis, guidance and communication functions. It can help you quickly and accurately complete vehicle diagnosis device repairs, and THINK Remote Service Mechanics.

4.1 Remote diagnosis Flowchart



4.2 Connect and start remote diagnosis

(1) Shut down vehicle ignition switch.
(2) Connect THINKTOOL to the OBD II diagnostic port of the vehicle.

⚠ Note: It is suggested that during remote diagnosis, the battery of the vehicle should be connected with an external charging power supply. Avoid the flameout of the vehicle and the failure of the vehicle in case due to the long time of remote diagnosis.

(3) Connect one end of the wireless network cable to the LAN/WLAN port of the diagnostic port, and the other end to the network module (Router).

⚠ Note: Ensure the network cable is firmly connected to the diagnostic port. The network cable should be properly secured and fixed, avoiding sharp angles or small bending radius of the cable, to avoid the disconnection of the network cable due to the long time of remote diagnosis.

(4) Turn on the ignition switch.
(5) Log in to the THINKTOOL Expert (H) or THINKTOOL Expert (M) diagnostic and service tool, and ensure it is activated. It contains the remote diagnosis module.
(6) Initiate a remote diagnosis request to the THINKTOOL Expert (M), which an appropriate senior technical expert or remote commissioning.
(7) After receiving an agreement with the owner, the other side will create a remote order, and the repairer will wait for the remote diagnosis service.

⚠ Note: Using the "Remote Service" function of the Internet Pro diagnostic, you can initiate a remote or remotely operate your other.

5 TPMS

Working with TPMS diagnostic tool, THINKTOOL Expert (M) supports tire pressure sensor activation, data reading, and data analysis. It can do the following:
• Read tire pressure sensor ID, pressure, temperature, battery status.
• Activate THINKTOOL tire pressure sensors, achieving original factory back.
• Cover tire sensor IDs, pressure, and battery.

6 Maintenance

The maintenance function supports the matching, coding and common functions of the vehicle electronic control ECU and module, and the maintenance services of different models, more efficient maintenance services.

The current maintenance functions supported by THINKTOOL Expert (M) are: Oil Reset, EPB, Throttle, TPMS, DPF, BMS Reset, SAS, ABS Bleeding, Brake Reset, BTW Reset, Gear Learn, Injector Code, Injector Coding, Injector Test, Injector Quantity, Injector Flow, Injector Adaption, DPF Active Regen, Adaptation, Throttle Adaptation, Steering Angle Sensor, Air Suspension, Battery Matching, Battery Activation, Battery Registration, Battery Maintenance, Battery Reset, Fuel Matching, Adaptive Headlight Calibration, Headlight Aim Reset, Turbocharging Matching, Brake Pad Reset, etc.

7 Other function

7.1 ADAS

Advanced driver assistance systems (ADAS) is an electronic component or vehicle that utilizes a variety of vehicle sensor, functions such as automatic emergency braking (AEB), lane departure warning (LDW), lane keeping assistance, blind spot detection, night vision systems, and collision avoidance.

The static calibration function of ADAS enables to the simple setting, it need to be used when the vehicle ADAS system is replaced, the front windshield is replaced, or advanced assistance systems such as cameras and sensors, e.g. Forward-facing cameras (FFC), Blind spot monitoring (BSM), radar sensors for ACC, AEB (Adaptive Cruise control) or lane departure warning (LDW).

7.2 Throttle

Throttle is the most and simple the ⚡ of the diagnostic and service. The ⚡ is created based on the vehicle ⚡ and check data, including ⚡ throttle data such as diagnostic reports, data stream records and pictures.

7.3 Repair Info

1. OBD Fault Code Library: You can enquire the definition of OBD⚡ codes.
2. Vehicle Info: Provide the vehicle ⚡ and ⚡ year and other information to enquire the support functions and diagnostic systems.
3. Learning material: Provide view the operation objects of the special functions of each system, ⚡ and ⚡ to study the operation of the special functions with various connecting ⚡ cables.
4. User Manual: You can find the ⚡ manual in here.

7.4 Feedback

If you encounter an unreasonable product or diagnostic software bug during diagnosis, you can create the error report 24 hours recorded in THINKCAR Teams. When we receive your feedback, we will analyze and improve it in a timely manner, to improve the quality of products and user experience.

7.5 Other

7.5.1 Remote Assistance

Support remote technicians or professional personnel to operate the device, and guide and solve problems encountered during the use of the device.

7.5.2 Message

Provide a message service provided authorized for the remote diagnosis function. Feedback to inform about problems in an easy way with vehicle diagnosis and repairs.

7.5.3 Use Time Detection

Used to detect vehicle OBD II diagnostic socket pin voltage and supported protocol types.

7.5.4 Voltage Check

Read the voltage change value before and after the engine starts through the OBD II ⚡.

7.6 User Info

Support user information modification and setting, including: VCI management, Firmware Update, Data Stream Specific, Diagnosis Information Customize Management, System Settings, etc.

8 Warranty Terms

- This warranty applies only to users and distributors who purchase THINKCAR products through formal procedures.
- The warranty period for the main unit of the product is 12 months, THINKCAR warrants its purchased products for damages caused by defects in materials and workmanship.
- Damages to the equipment or components because of abuse, unauthorized modification, improper installation, improper maintenance, or in a manner not specified in the instructions, etc., are not covered by the warranty.
- The compensation for damaged damage caused by the defect of the equipment is limited to repair or replacement. THINKCAR does not bear any indirect and incidental losses.
- THINKCAR will judge the nature of the equipment damage according to its professional judgment and experience, the rights and interests of business representatives of THINKCAR will not be infringed, and it will not make any confirmation, refuse or promise refund for THINKCAR products.

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Service Mailbox: service@thinkcar.com
Official Website: www.thinkcar.com
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SAR Information Statement

Your Modular Comprehensive Automotive Diagnostic Tool is a radio transmitter and receiver. It is designed not to exceed the emission limits for exposure to radio frequency (RF) energy set by the Federal Communications Commission of the U.S. Government. These limits are part of comprehensive guidelines and establish permitted levels of RF energy for the general population. The guidelines are based on standards that were previously proven by international scientific organizations through periodic and thorough evaluation of scientific studies. The standards include a substantial safety margin designed to assure the safety of all persons, regardless of age and health. The exposure standard for Modular Comprehensive Automotive Diagnostic Tool employs a unit of measurement known as the Specific Absorption Rate, or SAR. The SAR limit set by the FCC is 1.6 W/kg. * Tests for SAR are conducted with the Modular Comprehensive Automotive Diagnostic Tool transmitting at its highest certified power level in all tested frequency bands. Although the SAR is determined at the highest certified power level, the actual SAR level of the Modular Comprehensive Automotive Diagnostic Tool while operating can be well below the maximum value. This is because the Modular Comprehensive Automotive Diagnostic Tool is designed to operate at multiple power levels so as to use only the power required to reach the network. In general, the closer you are to a wireless base station antenna, the lower the power output. Before a new model Modular Comprehensive Automotive Diagnostic Tool is available for sale to the public, it must be tested and certified to the FCC that it does not exceed the limit established by the government-adopted requirement for safe exposure. The tests are performed in positions and locations (e.g., at the ear and worn on the body) as required by the FCC for each model. The highest SAR value for this Modular Comprehensive Automotive Diagnostic Tool when tested for use at the ear is 0.0 W/kg and when worn on the body, it is 0.0 W/kg (Body-worn measurements differ among Modular Comprehensive Automotive Diagnostic Tool models, and usage at different positions will be reported to the FCC based on product release at a later date). While there may be differences between the SAR levels of various Modular Comprehensive Automotive Diagnostic Tool and at various locations, they all meet the government requirement for safe exposure. The FCC has granted an Equipment Authorization for this Modular Comprehensive Automotive Diagnostic Tool with all reported SAR levels evaluated as in compliance with the FCC RF exposure guidelines. SAR information on this Modular Comprehensive Automotive Diagnostic Tool is on the file with FCC and can be found under the Display Grant section of https://www.fcc.gov/oet/ea/fccid after searching on FCC ID: 2BJ4TKX12 FCC ID: 2BJ4TKX12 Additional information on Specific Absorption Rates (SAR) can be found on the CTIA website at http://www.phonefacts.net. * In the United States and Canada, the SAR limit for mobile devices used by the public is 1.6 watts/kg (W/kg) averaged over one gram of tissue. The standard incorporates a substantial margin of safety to give additional protection to the public and to account for any variations in measurements. The SAR test distance is 2mm.

FCC Statement

The party responsible for compliance could be anyone affected by the party responsible for compliance would note the user's authority to operate the equipment.
This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:
—Reorient or relocate the receiving antenna.
—Increase the separation between the equipment and receiver.
—Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
—Consult the dealer or an experienced radio/TV technician for help.
This device 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.

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Your Modular Comprehensive Automotive Diagnostic Tool is a radio transmitter and receiver. It is designed not to exceed the emission limits for exposure to radio frequency (RF) energy set by the Federal Communications Commission of the U.S. Government. These limits are part of comprehensive guidelines and establish permitted levels of RF energy for the general population. The guidelines are based on standards that were previously proven by international scientific organizations through periodic and thorough evaluation of scientific studies. The standards include a substantial safety margin designed to assure the safety of all persons, regardless of age and health. The exposure standard for Modular Comprehensive Automotive Diagnostic Tool employs a unit of measurement known as the Specific Absorption Rate, or SAR. The SAR limit set by the FCC is 1.6 W/kg. * Tests for SAR are conducted with the Modular Comprehensive Automotive Diagnostic Tool transmitting at its highest certified power level in all tested frequency bands. Although the SAR is determined at the highest certified power level, the actual SAR level of the Modular Comprehensive Automotive Diagnostic Tool while operating can be well below the maximum value. This is because the Modular Comprehensive Automotive Diagnostic Tool is designed to operate at multiple power levels so as to use only the power required to reach the network. In general, the closer you are to a wireless base station antenna, the lower the power output. Before a Modular Comprehensive Automotive Diagnostic Tool model is available for sale to the public, it must be tested and certified to the FCC that it does not exceed the limit established by the government-adopted requirement for safe exposure. The tests are performed in positions and locations (e.g., at the ear and worn on the body) as required by the FCC for each model. The highest SAR value for this Modular Comprehensive Automotive Diagnostic Tool when tested for use at the ear is 0.0 W/kg and when worn on the body, it is 0.0 W/kg (Body-worn measurements differ among Modular Comprehensive Automotive Diagnostic Tool models, and usage at different positions will be reported to the FCC based on product release at later date). While there may be differences between the SAR levels of various Modular Comprehensive Automotive Diagnostic Tool and at various locations, they all meet the government requirement for safe exposure. The FCC has granted an Equipment Authorization for this Modular Comprehensive Automotive Diagnostic Tool with all reported SAR levels evaluated as in compliance with the FCC RF exposure guidelines. SAR information on this Modular Comprehensive Automotive Diagnostic Tool is on the file with FCC and can be found under the Display Grant section of https://www.fcc.gov/oet/ea/fccid after searching on FCC ID: 2BJ4TKX12 FCC ID: 2BJ4TKX12 Additional information on Specific Absorption Rates (SAR) can be found on the CTIA website at http://www.phonefacts.net. * In the United States and Canada, the SAR limit for Modular Comprehensive Automotive Diagnostic Tool used by the public is 1.6 watts/kg (W/kg) averaged over one gram of tissue. The standard incorporates a substantial margin of safety to give additional protection to the public and to account for any variations in measurements. The SAR test distance is 2mm.

FCC Statement

The party responsible for compliance could be anyone affected by the party responsible for compliance would note the user's authority to operate the equipment.
This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:
—Reorient or relocate the receiving antenna.
—Increase the separation between the equipment and receiver.
—Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
—Consult the dealer or an experienced radio/TV technician for help.
This device 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.

Déclaration d'information SAR

Votre outil de diagnostic automobile non-omnidirectif et en réception radio. Il est conçu et fabriqué pour ne pas dépasser les limites d'émission d'exposition à l'énergie radiofréquence (RF) fixée par le Conseil de l'Europe, Ministère de l'Développement économique Canada du gouvernement du Canada. Ces limites font partie de lignes directrices complètes et établissent des niveaux autorisés d'énergie RF pour la population générale. Les lignes directrices sont basées sur des normes qui ont été prouvées par des organisations scientifiques indépendantes grâce à une évaluation périodique et approfondie des études scientifiques. Les normes incluent une marge de sécurité substantielle conçue pour assurer la sécurité de toutes les personnes, quels que soient leur âge et leur état de santé. Le standard d'exposition pour l'outil de diagnostic automobile non-omnidirectif et en réception radio utilise une unité de mesure d'absorption spécifique, ou DAS. La limite DAS fixée par DGS est de 1,6 W/kg. * Les tests de DAS sont effectués avec l'outil de diagnostic automobile transmettant à son niveau de puissance certifié le plus élevé dans toutes les bandes de fréquences testées. Bien que le DAS soit déterminé au niveau de puissance certifié le plus élevé, le niveau DAS réel de l'outil de diagnostic automobile pendant son fonctionnement peut être bien inférieur à la valeur maximale. En effet, l'outil de diagnostic automobile non-omnidirectif et en réception radio est conçu pour fonctionner à plusieurs niveaux de puissance afin d'utiliser le niveau. En général, plus vous êtes proche d'une antenne de station de base sans fil, plus la puissance de sortie est faible. Avant qu'un nouveau modèle d'outil de diagnostic automobile non-omnidirectif et en réception radio ne soit mis en vente au public, il doit être testé et certifié au FCC qu'il ne dépasse pas la limite établie par l'organisme adopté par le gouvernement pour une exposition sûre. Les tests sont effectués en positions et emplacements (par exemple, à l'oreille et portés sur le corps) comme l'exige DGS pour chaque modèle. La valeur DAS la plus élevée de l'outil de diagnostic automobile non-omnidirectif et en réception radio testée pour l'utilisation à l'oreille est de 0,0 W/kg et portée sur le corps, elle est de 0,0 W/kg (les mesures portées sur le corps diffèrent selon l'outil de diagnostic automobile, en fonction des emplacements disponibles et des exigences d'DGS). Bien qu'il puisse y avoir des différences entre les niveaux DAS de différents outils de diagnostic automobile non-omnidirectif et en réception radio, les exigences gouvernementales en matière d'exposition sûre. L'DGS a accordé une autorisation d'équipement pour cet outil de diagnostic automobile avec tous les niveaux DAS évalués conformes aux lignes directrices d'exposition aux RF du FCC. Informations DAS sur cet outil de diagnostic automobile sont conservées auprès de la FCC et peuvent être consultées sous la section Display Grant du site https://www.fcc.gov/oet/ea/fccid après avoir recherché sur IC : 2B4TS-TKX12. Informations supplémentaires sur l'absorption spécifique. Les informations supplémentaires sur l'absorption spécifique (DAS) peuvent être consultées sur le site Association CTIA à l'adresse http://www.www.ctia.com/ * Aux États-Unis et au Canada, la limite DAS pour l'outil de diagnostic automobile utilisé par le public est de 1,6 watts/kg (W/kg) en moyenne sur un gramme de tissu. La norme intègre une marge de sécurité substantielle afin de mieux offrir une protection supplémentaire au public et pour tenir compte de toute variation des mesures. La distance de test DAS est de 2 mm.

IC Statement

This device complies with Industry Canada's licence-exempt RSSs. Operation is subject to the following two conditions:
(1) This device may not cause interference; and
(2) This device must accept any interference, including interference that may cause undesired operation of the device.
The term "IC:" before the radio certification/registration number only signifies that the Industry Canada technical specifications were met. This product meets the applicable Industry Canada technical specifications.

Les appareils certifiés des directives « déregulées exemptées de licence conformes aux RSS (RSS) d'Innovation, Sciences et Développement économique Canada. L'exploitation est autorisée aux deux conditions suivantes : (1) l'appareil ne doit pas produire de brouillage ; (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.
IC: 2B4TS-TKX12
(1) 2B4TS-TKX12 is resistant to indoor use only
(2) 2B4TS-TKX12 is usage indoor uniquement