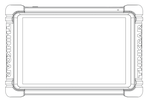
THINKCAR



TKX08

Quick Start Guide

1 Quick Start Manual

1.1 Initial Use

The following settings should 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 as follows.

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 trusted Wi-Fi.

⚠ *Wi-Fi must be on. If there is no Wi-Fi network is available nearby, you can try "Portable Mobile Hotspot".*

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

Input the serial number (SN) to activate the VCI. You could find the SN on the back of VCI or device.

1.2 Diagnosis Flowchart

Activate → Choose Vehicle Type
↓
VCI Activation → Choose System

1.3 Function Menu

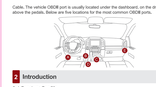
After startup, the system will automatically enter the homepage:

1.4 Charging

Follow the steps below to charge the device:
• When the battery is low, please connect the power socket to charge.
• When the battery status displays **▮**, the device is charging.
When it displays **▮▮**, the charging process has been completed and you shall disconnect the device.

1.5 VCI Connections

Connect the THINKLINK LITE VCI to OBDII port of vehicle through the OBD Diagnostic Cable. The vehicle OBDII port is usually located under the dashboard, on the driver's side above the pedals. Below are five locations for the most common OBDII ports.



2 Introduction

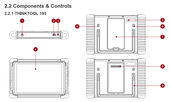
2.1 Product Profile

THINKTOOL 195 is the new generation of modular high-end intelligent diagnostic equipment. Besides the powerful local vehicle diagnosis functions, real-time remote diagnosis is also supported.

THINKTOOL 195 supports voice and video communication, and provides massive 1 technical maintenance expert support anytime, THINKTOOL 195 remote service merchants and certified technicians can implement remote diagnosis services online according to maintenance needs, and remotely solve auto repair problems for you.

2.2 Components & Controls

2.2.1 THINKTOOL 195

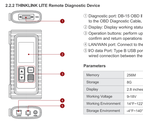


① Power Key
Long press to power on or off
Click to sleep or wake the device
② USB Port: Reserved for add-on modules and other devices with similar port.
③ Type-C Port: Connect the supplied charger for charging.
④ Speaker
⑤ 8 Megapixel Rear Camera
⑥ Speaker
⑦ Backplane: Remove the backplane of the tablet, and install function modules on the back-end.
⑧ Pin: Be used for communication between the function expansion module and the device.
⑨ Adjustable bracket: supports three states of hanging, supporting and normal.

Parameters

Operating System	Android 10.0	Camera	8MP Rear Camera
Memory	4G	Network	Wi-Fi, 802.11 ng/n/a/ac
Storage	128G	Bluetooth	Bluetooth 5.1
Battery	12000mAh/3.8V	Working Environment	14°F~122°F(-10°C~50°C)
Screen	9 inches	Storage Environment	-4°F~140°F(-20°C~60°C)

2.2.2 THINKLINK LITE Remote Diagnostic Device



① Diagnostic port: OB-15 OBD II port, connect to the OBD Diagnostic Cable.
② Display: Display working status.
③ Operation buttons: perform up, down, confirm and other operations on the screen.
④ LAN/WAN port: Connect to the Internet.
⑤ 3/3 data Port: Type B USB port is used for wired connection between the host and VCI.

Parameters

Memory	256M
Storage	8G
Display	2.8 inches
Working Voltage	9~36V
Working Environment	14°F~122°F(-10°C~50°C)
Storage Environment	-4°F~140°F(-20°C~60°C)

3 Diagnosis

Diagnostic function, covers the mainstream car brands on the market, supporting intelligent diagnosis and traditional diagnosis, including OBDII full-function diagnosis, Full-system diagnostic function, ECU coding, Key matching, Maintenance reset, Special special function, actuation test. A diagnosis report 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.

A. Intelligent diagnosis: The user can connect the vehicle through the diagnosis line to read the VIN from the vehicle ECU, Then compare the read VIN with the server to obtain vehicle information and automatically enter the corresponding diagnostic software. Diagnosis can be made by selecting the menu level by level in the past, which is slow and easy to choose wrongly.

B. Enter VIN: Manually enter the VIN code of the vehicle, and then click "OK" to enter the diagnosis function.

3.2 Manual Diagnosis

A. Select vehicle type: Click the vehicle model software icon on the diagnosis interface, select and enter the diagnosis menu; Diagnosis menus may be different for different car models.

B. Select diagnosis method: After successfully communicating with the vehicle, it will enter the diagnosis function selection interface, THINKTOOL 195 supports the system topology map function.

1) Smart Scan: It enables you to quickly access all the Electronic Control Units of the vehicle and generate a detailed report about vehicle health.
2) System Scan: To check how many systems the car is equipped with.
3) Choose to Scan: Choose the target automotive electronic control system to scan.

3.3 System and Function

A. Click the Electronic Control Units module, and the screen will enter the function selection interface.
B. Click to select the function to perform.

1) Version Information: Read the current version information of the automotive ECU.
2) Read Fault Code: Read the DTC in the ECU memory to help maintenance personnel locate the cause of the failure.
3) Clear Fault Code: The system will automatically delete the existing fault codes.
4) Real Data Stream: View and capture (log) real-time data from ECUs.
5) Actuation Test: Used to test whether the execution components in the electronic control system can work normally.

4 THINKLINK

Remote Diagnosis is a service system that integrates remote diagnostic platforms and professional remote diagnostic device, Including remote service platforms, remote diagnostic device (repair), and THINKLINK Remote Service Box(server).

4.1 Remote diagnosis flowchart

Initiating remote diagnostic order
↓
Order enter the server list
↓
Accept the order → Not accept order
↓
Confirm the remote diagnosis order → Waiting for response or cancelling the order
↓
Start remote diagnosis service

4.2 Connect and start remote diagnosis

(1) Shut down vehicle ignition switch.
(2) Connect THINKLINK LITE 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 to avoid battery loss of the vehicle and the failure of the vehicle to start due to the long time of remote diagnosis.*

(3) Connect one end of the delivered network cable to the LAN/WLAN port of the THINKLINK LITE and the other end to the network module LAN jack.

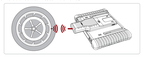
⚠ *Note: It is suggested that during remote diagnosis, the battery of the vehicle should be connected with an external charging power supply to avoid battery loss of the vehicle and the failure of the vehicle to start due to the long time of remote diagnosis.*

(4) Turn on the ignition switch.
(5) After the connection between THINKTOOL 195 (repairer) and service box (server) is successful, the system will automatically
successful, it enters the remote diagnosis mode.
(6) In the remote diagnosis area of THINKTOOL 195, select an appropriate server for (text, voice, video) communication.
(7) After reaching an agreement with the server, the other side will create a service order, and the repairer will wait for the remote diagnosis service.

⚠ *Note: using the "Remote Service" function at the bottom of the dialog box, you can initiate a server to remotely operate your device.*

5 TPMS

Working with THINKTPMS Module, THINKTOOL 195 supports tire pressure sensor activation, reading, diagnosis, learning and programming functions.
• Read tire pressure sensors ID, pressure, temperature, battery status,
• Activate THINKCAR tire pressure sensors, achieving original factory level,
• Cover more than 98% car models in the market.



6 Maintenance

The current maintenance functions supported by THINKTOOL 195 are: Oil Reset, Elec.Throttle Adaption, Steering Angle Reset, Battery Matching, ABS Bleeding, Break-pad Reset, DPF Regeneration, Gear Learning, IMMO Service, Injector Coding, TPMS Reset, Suspension Matching, AFS Reset, A/T Learning, Sunroof Initialization, EGR Adaption, ODO Reset, Airbag Reset, Transport Mode, A/F Reset, StopStart Reset, NOx Sensor Reset, AdBlue Reset (Diesel Engine Exhaust Gas Filter), Seat Calibration, Coolant Bleeding, Tyre Reset, Windows Calibration, Language Change, Clutch Matching, ECU Reflash, FRM Matching, Gateway Module Data Calibration, Rainfall Light Sensor, Turbocharging Matching, IMMO PRO(Coptional).

7 Module

The device supports optional function modules, list as below:
• THINKDIAG Module: Connect to the device with the device or modulebook, quickly print diagnostic reports anytime and anywhere.
• THINK Video Scope: Ultra long custom coil pipeline design, flexible bending with durable and wear-resistant, waterproof and oil-resistant characteristics, suitable for a variety of special connectors(hook, side view mirror, magnet), Supports 720P HD image, With 8 auxiliary lights for brighter light, It is easy to use in dark environment.
• THINKGEASY Battery Test Clip: Display the health status of the battery, and detect the damaged part, Check the starting system and charging system of your vehicle, Low battery inspection, Support all 12V with starting lead acid batteries.
• THINK Thermal Imager: Support 256 pixel resolution, 25 thousand thermal tracking points, which can be used for image superposition (refers to the coincidence of real image and thermal image collectively the camera, so as to achieve more accurate positioning), The maximum temperature can be up to 752°F (400°C), the lowest can be up to -4°F, image acquisition resolution is displayed on the high-definition display, THINK Thermal Imager has a large number of car diagnostic fault thermal comparison maps, Technicians can quickly and accurately find the fault point of the vehicle.
• THINK Scope Box: Equipped with 4 channels 100MHz bandwidth, sampling rate reaches up to 1GS/s, Combined with the device screen to achieve full touch control operation, the touch-screen operation and detection menu and high-definition waveform display make it more convenient to use.
• THINK Battery Tester: Detect the battery voltage, resistance service life, current and other battery information, Combined with the high-resolution screen of the device and high-precision data monitoring to make the detection efficiency greatly improved.

8 Other function

8.1 ADAS

Advanced driver assistance systems (ADAS) is an electronic component in vehicles that include a variety of vehicle safety functions such as automatic emergency braking (AEB), lane departure warning (LDW), lane keeping assistance, blind spot detection, night vision camera, and adaptive headlights.
The static calibration function of ADAS defaults to the disable status, it need to be used with ADAS calibration tool of THINKCAR for activation. It is mainly for calibrating driver assistance systems such as cameras and radars, e.g. front-facing cameras for lanes departure warning systems, radar sensors for ACC (self-adaptive Cruise control) or cameras for self-adaptive headlights.

8.2 ThinkFile

It is used to record and establish the file of the diagnosed vehicles, The file is created based on the vehicle VIN and check time, including all VIN-related data such as diagnostic reports, data stream records and pictures.

8.3 Repair Info

A. OBD Fault Code Library: You can enquire the definition of OBD fault codes.
B. Repair Info: Enter the vehicle manufacturer, model, year and other information to enquire the support functions and diagnostic system.
C. Learning materials: You can view the operation playback of the special functions of each brand model, to help users study the operation of the special functions online without connecting the vehicle.
D. User Manual: You can find the E-Manual in here.

8.4 Feedback

If you encounter an unresolved problem or diagnostic software bug during diagnosis, you can record the most recent 20 test records to THINKCAR Team. When we receive your feedback, we will try to reproduce and solve it in a timely manner, to improve the quality of our products and user experience.

8.5 Other

8.5.1 Remote Assistance

Remote assistance between merchants or after-sales personnel to operate the device, and guide and solve problems encountered during the use of the device.

8.5.2 Message

You can view the service providers authorized for the remote diagnosis function, Feedback to them about problems in use and get help with vehicle diagnosis and repairs.

8.5.3 Voltage Check

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

8.6 User Info

Support user information modification and setting, Including: VCI management, Firmware Fix, Data Stream Sample, Business Information/Customer Management, System Settings, etc.

9 Warranty Terms

• This warranty applies only to users and distributors who purchase THINKCAR products through normal procedures.
• Within one year from the date of delivery, THINKCAR warrants its electronic products for damages caused by defects in materials or workmanship.
• Damages to the equipment or components because of abuse, unauthorized modification, use in an improper environment, operation in a manner not specified in the instructions, are not covered by this warranty.
• The compensation for dashboard damage caused by the defect of this 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 prescribed inspection methods. No agents, employees or business representatives of THINKCAR are authorized to make any confirmation, notice or promise related to THINKCAR products.

Thinkcar Tech Inc
Service Line:1-959-757-1959
Customer Service Email: support@thinkcar.com
Sales Email: sales@thinkcar.com
Products tutorial, videos, Q&A and coverage list are available on Thinkcar official website.

Follow us on: @thinkcar.official @GoThinkcar

SAR Information Statement

This Modular Comprehensive Automotive Diagnostic Tool is a radio transmitter and receiver. It is designed and manufactured not to exceed the emission limits for exposure to radiofrequency (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 developed by independent 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, and to account for any variation in measurements. The exposure standard for wireless devices utilizes 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 using standard operating positions accepted by the FCC with the device 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 device 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 can be sold 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 the Modular Comprehensive Automotive Diagnostic Tool when worn on the body, as described in this user guide, is 0.00 W/kg (body-worn measurements differ among Modular Comprehensive Automotive Diagnostic Tool models, but SAR values are all within Federal Government requirements for safe exposure. While there may be differences between the SAR levels of various Modular Comprehensive Automotive Diagnostic Tool, While there may be differences between the SAR levels of various Modular Comprehensive Automotive Diagnostic Tool, All SAR values are within Federal Government requirements 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 file with the FCC and can be found under the Display Grant section of http://www.fcc.gov/ after searching on FCC ID 2AGYT-TKX08. For body-worn operation, this device has been tested and meets the FCC RF exposure guidelines when used with an accessory that contains no metal and that positions the handset a minimum of 0.0 inches (0.0 cm) from the body. Use of other accessories may not ensure compliance with FCC RF exposure guidelines. Body-worn operation with other accessories that contain metal has not been tested and does not ensure compliance with FCC RF exposure guidelines. The standard incorporates a substantial margin of safety to give additional protection for the public and to account for any variations in measurements.
The SAR test distance is 0mm. 0.00-0.00W/ mtimer use only.

FCC Statement

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
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.
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 harmfu l interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

SAR Information Statement

This Modular Comprehensive Automotive Diagnostic Tool is a radio transmitter and receiver. It is designed and manufactured not to exceed the emission limits for exposure to radiofrequency (RF) energy set by the Innovation, Science and Economic Development Canada of the Canada 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 developed by independent 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, and to account for any variation in measurements. The exposure standard for wireless devices utilizes a unit of measurement known as the Specific Absorption Rate, or SAR. The SAR limit set by the ISED is 1.6 W/kg. Tests for SAR are conducted using standard operating positions accepted by the ISED with the device 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 device 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 can be sold to the public, it must be tested and certified to the ISED 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 ISED for each model. The highest SAR value for the Modular Comprehensive Automotive Diagnostic Tool when worn on the body, as described in this user guide, is 0.00 W/kg (body-worn measurements differ among Modular Comprehensive Automotive Diagnostic Tool, While there may be differences between the SAR levels of various Modular Comprehensive Automotive Diagnostic Tool, All SAR values are within Federal Government requirements for safe exposure. The ISED has granted an Equipment Authorization for this Modular Comprehensive Automotive Diagnostic Tool with all reported SAR levels evaluated as in compliance with the ISED RF exposure guidelines. SAR information on this Modular Comprehensive Automotive Diagnostic Tool is on file with the ISED and can be found under the Display Grant section of http://www.ised-isde.ca/ after searching on ISED ID 22168-TKX08. For body-worn operation, this device has been tested and meets the ISED RF exposure guidelines when used with an accessory that contains no metal and that positions the handset a minimum of 0.0 inches (0.0 cm) from the body. Use of other accessories may not ensure compliance with ISED RF exposure guidelines. Body-worn operation with other accessories that contain metal has not been tested and does not ensure compliance with ISED RF exposure guidelines. The standard incorporates a substantial margin of safety to give additional protection for the public and to account for any variations in measurements.
The SAR test distance is 0mm. 0.00-0.00W/ mtimer use only.

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 number only signifies that the Industry Canada technical specifications were met.
This product meets the applicable Industry Canada technical specifications.

Cet appareil contient des émetteurs / récepteurs exempts de licence conformes aux RSS ISED d'Innovation, Sciences et Développement économique Canada.
Le fonctionnement est soumis aux deux conditions suivantes: (1) cet appareil ne doit pas causer d'interférences et (2) cet appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Declaration d'Information SAR

Ceci est un émetteur et récepteur radio modulaire compact qui a été conçu et qui a été fabriqué pour ne pas dépasser les limites d'émission d'énergie radiofréquence (RF) définies par le Conseil de l'innovation, des sciences et du développement économique Canada du gouvernement du Canada. Ces limites font partie de lignes directrices exhaustives et ont été établies en fonction de normes élaborées par des organisations scientifiques indépendantes par le biais d'une évaluation régulière et approfondie d'études scientifiques. Les normes comprennent une marge de sécurité importante conçue pour assurer la sécurité de toutes les personnes, quel que soit leur âge et leur état de santé, et pour tenir compte de toute variation des mesures. La norme d'exposition pour les appareils sans fil utilise une unité de mesure appelée le taux d'absorption spécifique ou le taux d'absorption spécifique, ou DAS. Le DAS limite fixé par l'ISED est de 1,6 W/kg. Des tests du DAS ont été effectués en utilisant des positions de fonctionnement standard acceptées par l'ISED avec l'émetteur fonctionnant à son niveau de puissance certifié le plus élevé dans toutes les bandes de fréquence testées. Bien que le taux d'absorption spécifique (DAS) soit déterminé au niveau de puissance certifié le plus élevé, le niveau réel du DAS du dispositif en fonctionnement peut être bien inférieur à la valeur maximale. C'est parce que l'outil de Diagnostic automobile modulaire de comparaison conçu pour fonctionner à plusieurs niveaux de puissance afin d'utiliser uniquement la puissance nécessaire pour atteindre le réseau. 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 modèle d'outil de diagnostic automobile modulaire de comparaison puisse être mis en vente au public, il doit avoir été testé et certifié à l'ISED que celui-ci ne dépasse pas la limite établie par l'exigence adoptée par le gouvernement pour l'exposition sûre. Les tests sont effectués dans des positions et des emplacements (par exemple, à l'oreille et portés sur le corps) comme l'exige l'ISED pour chaque modèle. La valeur du débit d'absorption le plus élevé pour un outil de Diagnostic automobile modulaire de comparaison lorsque celui-ci est porté sur le corps, comme décrit dans ce guide d'utilisation, est de 0,00 W/kg (les mesures d'absorption spécifique du corps diffèrent entre l'outil de Diagnostic automobile modulaire, et l'entrée) Ces exigences d'exposition aux fréquences radioélectriques (RF) offrent une marge de sécurité importante pour garantir la sécurité de toutes les personnes, quelles que soient leur âge et leur état de santé, et prennent en compte toute variation des mesures. Les complaintes mondiales et d'ordres publics, ils répondront aux exigences du gouvernement en matière d'exposition sécurisée. Les tests ont été effectués dans des positions et des emplacements (par exemple, à l'oreille et portés sur le corps) comme l'exige l'ISED pour chaque modèle. Le DAS maximal pour l'outil de Diagnostic automobile modulaire de comparaison lorsque celui-ci est porté sur le corps, comme décrit dans ce guide d'utilisation, est de 0,00 W/kg (les mesures du DAS porté sur le corps varient d'un outil de Diagnostic automobile modulaire de comparaison à l'autre, et toutes les valeurs du DAS sont conformes aux exigences du gouvernement fédéral en matière d'exposition sûre. L'ISED a accordé un certificat d'équipement pour cet outil de Diagnostic automobile modulaire de comparaison avec tous les niveaux de DAS déclarés évalués comme étant conformes aux lignes directrices de l'outil sur l'exposition aux RF. Les renseignements du DAS sur cet outil de Diagnostic automobile modulaire de comparaison se trouvent sur le site de l'ISED à l'adresse http://www.ised-isde.ca/ après avoir effectué une recherche sur l'identifiant ISED 22168-TKX08. Pour un fonctionnement porté sur le corps, ce dispositif a été testé et répond aux lignes directrices de l'outil sur l'exposition aux RF lorsqu'il est utilisé avec un accessoire qui ne contient pas de métal et qui place le combiné à une distance de 0,0 po (0,0 cm) du corps. L'utilisation d'autres accessoires peut ne pas garantir le respect des lignes directrices de l'outil sur l'exposition aux RF. Le fonctionnement porté sur le corps avec d'autres accessoires contenant du métal n'a pas été testé et ne garantit pas le respect des lignes directrices de l'outil sur l'exposition aux RF. Le standard intègre une marge de sécurité importante pour offrir une protection supplémentaire au public et pour tenir compte des variations éventuelles des mesures.
La distance du test DAS est de 0 mm. 0.00-0.00W pour usage interieur uniquement.

Déclaration d'Information SAR

Ceci est un émetteur et récepteur radio modulaire compact qui a été conçu et qui a été fabriqué pour ne pas dépasser les limites d'émission d'énergie radiofréquence (RF) définies par le Conseil de l'innovation, des sciences et du développement économique Canada du gouvernement du Canada. Ces limites font partie de lignes directrices exhaustives et ont été établies en fonction de normes élaborées par des organisations scientifiques indépendantes par le biais d'une évaluation régulière et approfondie d'études scientifiques. Les normes comprennent une marge de sécurité importante conçue pour assurer la sécurité de toutes les personnes, quel que soit leur âge et leur état de santé, et pour tenir compte de toute variation des mesures. La norme d'exposition pour les appareils sans fil utilise une unité de mesure appelée le taux d'absorption spécifique ou le taux d'absorption spécifique, ou DAS. Le DAS limite fixé par l'ISED est de 1,6 W/kg. Des tests du DAS ont été effectués en utilisant des positions de fonctionnement standard acceptées par l'ISED avec l'émetteur fonctionnant à son niveau de puissance certifié le plus élevé dans toutes les bandes de fréquence testées. Bien que le dai soit déterminé au niveau de puissance certifié le plus élevé, le niveau réel du DAS du dispositif en fonctionnement peut être bien inférieur à la valeur maximale. C'est parce que l'outil de Diagnostic automobile modulaire de comparaison conçu pour fonctionner à plusieurs niveaux de puissance afin d'utiliser uniquement la puissance nécessaire pour atteindre le réseau. 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 modèle d'outil de diagnostic automobile modulaire de comparaison puisse être mis en vente au public, il doit avoir été testé et certifié à l'ISED que celui-ci ne dépasse pas la limite établie par l'exigence adoptée par le gouvernement pour l'exposition sûre. Les tests sont effectués dans des positions et des emplacements (par exemple, à l'oreille et portés sur le corps) comme l'exige l'ISED pour chaque modèle. Le débit de dai le plus élevé pour un outil de Diagnostic automobile modulaire de comparaison lorsque celui-ci est porté sur le corps, comme décrit dans ce guide d'utilisation, est de 0,00 W/kg (les mesures d'absorption spécifiques du corps diffèrent entre l'outil de Diagnostic automobile modulaire, et l'entrée) dai automobile modulaire de comparaison, et toutes les valeurs du DAS sont conformes aux exigences du gouvernement fédéral en matière d'exposition sûre. L'ISED a accordé un certificat d'équipement pour cet outil de Diagnostic automobile modulaire de comparaison avec tous les niveaux de DAS déclarés évalués comme étant conformes aux lignes directrices de l'outil sur l'exposition aux RF. Les renseignements du DAS sur cet outil de Diagnostic automobile modulaire de comparaison se trouvent sur le site de l'ISED à l'adresse http://www.ised-isde.ca/ après avoir effectué une recherche sur l'identifiant ISED 22168-TKX08. Pour un fonctionnement porté sur le corps, ce dispositif a été testé et répond aux lignes directrices de l'outil sur l'exposition aux RF lorsqu'il est utilisé avec un accessoire qui ne contient pas de métal et qui place le combiné à une distance de 0,0 po (0,0 cm) du corps. L'utilisation d'autres accessoires peut ne pas garantir le respect des lignes directrices de l'outil sur l'exposition aux RF. Le fonctionnement porté sur le corps avec d'autres accessoires contenant du métal n'a pas été testé et ne garantit pas le respect des lignes directrices de l'outil sur l'exposition aux RF. Le standard intègre une marge de sécurité importante pour offrir une protection supplémentaire au public et pour tenir compte des variations éventuelles des mesures.
La distance du test DAS est de 0 mm. 0.00-0.00W pour usage interieur uniquement.