TOPDON®

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RLink Lite

VEHICLE CONNECTED

⚠ Using Local Diagnosis

1. Please connect the vehicle properly.
2. Ensure the RLink Lite driver mode of the RLink Platform is enabled. Then open the corresponding OEM diagnostic software for vehicle diagnostics.

Settings

TOPDON

LAN/WAN   I/O

RLink Lite

Your All-In-One OEM Diagnostic Solution

PRO

Diagnostic Tool

Contents

Rlink Lite

The RLink Lite, a product independently developed by TOPDON, is a versatile diagnostic tool empowering users to achieve OE-level diagnostics for a wide range of vehicles. Featuring a user-friendly 5-inch LCD touchscreen, this diagnostic device operates smoothly. Serving as an OE software VCI box, the RLink Lite facilitates seamless diagnostics, programming, and coding for renowned car brands such as Mercedes-Benz, BMW, VAG, Porsche, and more.

Compliant with three major automotive industry standards—D-PDU, J2534, and RP1210—the RLink Lite ensures extensive vehicle coverage with a single device. Simplify your diagnostic process and elevate your capabilities with the RLink Lite, the premier choice for all your OEM diagnostic needs.
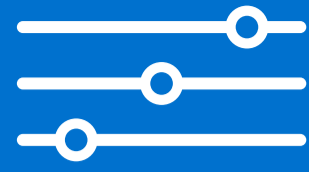
Specs

Parameters
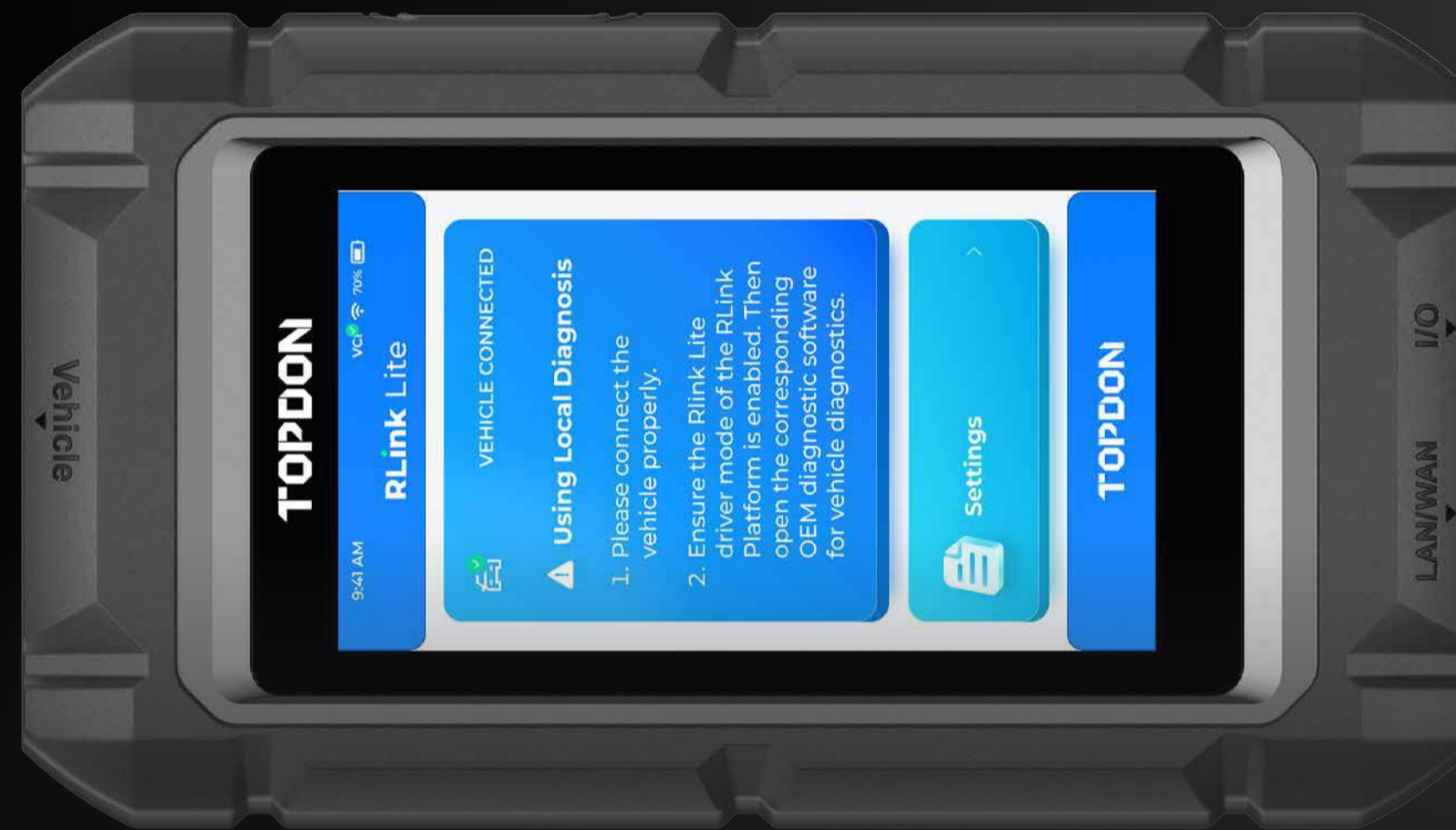

Display:
LCD 5-Inch, 854*480
CPU 4-Core Processor, 1.8 GHz
Android 11.0
RAM:
2G
ROM: 32G
Battery:
5000 mAh / 3.7V

Operating Voltage:
6~36V
Storage Temperature:
-20°C~60°C (-4°F~140°F)
Working Temperature:
0°C~50°C (32°F~122°F)
Dimensions:
198*108*42 mm
(7.80*4.25*1.65 inches)

Protocols

SAE-J2534-1 & SAE-J2534-2
Pass-Thru; ISO 22900;
MVCI & D-PDU; ISO 14229(UDS);
ISO22901(ODX); ISO13400(-DOIP);
SAE-J2610 SCI(Chrysler);
ISO 15765(CAN); ISO 11898(DWCAN);
ISO 14230(KWP2000); ISO 9141;
J1850(VP_x0002_W/PWM);
J2411(SWCAN); ISO 15765;
J2740(GM ALDL); J2809(HONDA DIAG-H);
J2818(KW81); J2819(TP16/TP20);
FORD UBP; BMW DS2; CANFD

OE-Level Diagnostics Within Reach

Wondering how to achieve OE-level vehicle diagnostics without breaking the bank?

Look no further than RLink Lite, the cost-effective VCI box designed as an alternative to various OEM diagnostic devices.

With its exceptional compatibility, RLink Lite seamlessly conducts original equipment-level diagnostics, programming, and coding jobs, making it the go-to tool for repair shops and technicians to achieve OE-level diagnostics across various vehicle models.

Drive Diagnostics Beyond Limits

RLink Lite stands out with its extensive protocol support and wide vehicle coverage.

Compatible with D-PDU, J2534, and RP1210 diagnostic standards, it seamlessly integrates with diverse protocols like DoIP, CAN, CAN FD, J1850, and K line.

This ensures comprehensive coverage across various vehicle models, including big names like Mercedes-Benz, BMW, Porsche, VAG, and more.

D-PDU

J2534

RP1210

DoIP

CAN

One-Stop Solution for OE-Level Diagnostics

RLink Lite presents a comprehensive solution with our proprietary DMS (Driver Management System). Effortlessly access a diverse range of drivers for seamless integration with OE software.

Navigate with ease using built-in OEM operation guides to swiftly master OE software. Simplify the process with a single click to download and update drivers.

TOPDON always stands by technicians every step of the way and prepares them for the challenges and opportunities that lie ahead.
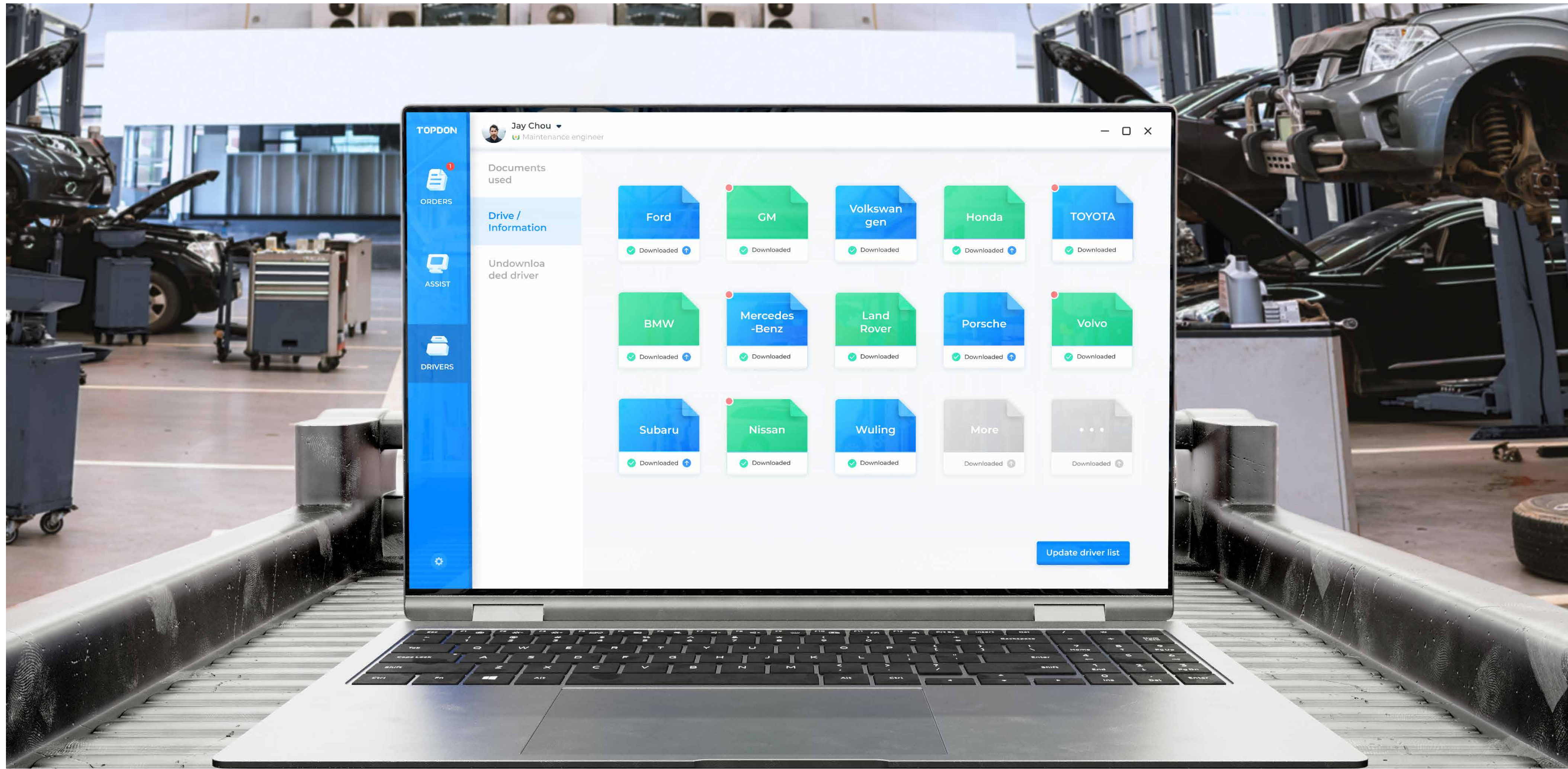
Faster, Smoother

Unlock unparalleled diagnostic efficiency with RLink Lite, supporting high-speed DoIP diagnostics for faster data transmission during vehicle diagnostics and programming.

Utilizing existing Ethernet networks, it introduces unmatched flexibility, making diagnostics in modern vehicles more convenient and free from the constraints of physical connections.

Easy and Intuitive Interface

The 5-inch LCD touchscreen features a user-friendly interface, providing a seamless and effortless experience.

Users can navigate through operations with ease, maximizing the full range of its functionality.

5-inch LCD

Brand	Model	Original Diagnostic Software	Support
BENZ	Benz, Maybach, Smart, FUSO	DAS & Xentry & Vediamo & DTS-Monaco	√
BMW	BMW, Rolls Royce, MINI	ISTA-D/P & Eys & WinKFP & INPA	√
VAG	VAG	ODIS-S & ODIS-Engineer	√
PORSCHE	Porsche	PT3G PIWIS-3	√
JLR	Jaguar, Land Rover (Before 2017)	JLR SDD	√
VOLVO	Volvo	VIDA 2014D	√
GM	Chevrolet, Buick, Cadillac, Opel, Holden, SAIC GM,	GDS2/SPS2 & RDS3/ SAIC SPS2 & DPS	√
FORD	Ford	FDRS & FJDS & ForScan	√
TOYOTA	Toyota, Lexus, SAIN	Techstream TIS	√
HONDA	Honda, Acura	HDS/iHDS	√
CHRYSLER	Chrysler, Fiat, Jeep, Dodge	wiTech 2.0	√
NISSAN	Nissan	CONSULT-III-R2R/NER	√
SUBARU	Subaru	SSM4	√
BAOJUN	Baojun	VDS	√
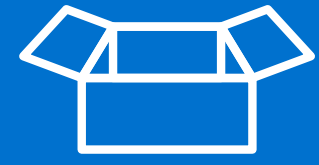
What's In The Box?

RLink Lite	Carrying Case	12V DC Power Adapter	1.5M USB 2.0 Cable

Package Box	5M Network Cable	2M OBD2 Diagnostic Cable	Quick User Guide
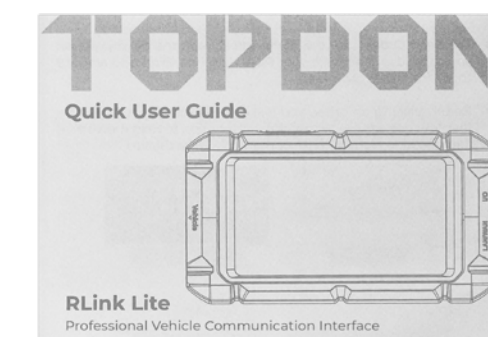
FAQs

Question

Do I need to power the RLink Lite when binding it?

Answer

There are two binding methods: using the Rlink Platform(DMS) or binding through the RLink Lite's own interface.

1) Power is required when binding through the Rlink Platform. You can power the RLink Lite in either of the following ways:
a. Connect a 12V power source
b. Power through the diagnostic cable by connecting it to the vehicle's OBD diagnostic port

2) When binding through the RLink Lite's own interface, power is not needed as long as the RLink Lite's battery is charged. Otherwise, connect a 12V power source or the vehicle's OBD diagnostic port for power.

FAQs

Question

Can a system install drivers for multiple OE software?

Answer

To avoid potential conflicts with other OE software drivers that may occupy the RLink Lite, hindering its proper connection with the current OE software, it is advisable to install drivers for only one OE software on a system. For instance, installing the BMW OE software driver will occupy the RLink Lite, preventing it from connecting to other OE software until the BMW OE software driver is uninstalled.

Question

After downloading the driver, can the Rlink Platform be turned off
when performing local diagnostics with OE software?

Answer

Yes, it can be turned off. However, when running the BMW OE software, the Rlink Platform must remain active.

FAQs

Question

How can the ignition switch position of the vehicle be accurately identified?

Answer

1) The OE software itself must be equipped with the functionality to read the ignition switch position. Presently, established OE software such as Volkswagen, Audi, and Porsche offer this capability, while Honda OE software does not include it.

2) The OE software must be running for this function to operate. Without the OE software running, the ignition switch position cannot be detected.
Note: Failure to detect the ignition switch position does not impact the normal functioning of the OE software.

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