

Owner's manual

DIAVEL
1260

DIAVEL
1260S



This manual is an integral part of the motorcycle and must remain with it for its entire life. The manual must accompany the motorcycle if it is sold or transferred to a new owner. Please store this manual in a safe place. In case of damage or loss, request a new copy by contacting:

Ducati North America, Inc.
448 E. Middlefield Road
Mountain View, CA 94043 USA
Tel: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Quality and safety standards of Ducati motorcycles are constantly being updated consequent to the development of new design solutions, equipment and accessories. Although the manual includes fully updated information at the time of print, Ducati Motor Holding S.p.A. therefore reserves the right to make changes without prior notification or without incurring obligations. For this reason, you may note discrepancies when comparing some illustrations with your motorcycle.

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WARNING: Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Owner's manual

US/CANADA

DIAVEL
1260

DIAVEL
1260S

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A.

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 364.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

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Routine maintenance record 387

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.

Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words CAUTION or IMPORTANT.



Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Intended use



Attention

This motorcycle was designed for both road use and for light off-road and dirt road use. Heavy duty off-road use is not advised and can result in the rider losing control of the vehicle, thereby increasing the risk of accidents.



Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss of control and consequent accident.

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 970lb/ 440kg.



Attention

The passenger seat must only be used for short distances and at moderate speeds. For continued use of the bike with a passenger, always use the passenger comfort seat from the passenger backrest kit that comes standard with the bike instead of the passenger seat.



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

Rider's obligations

All riders must hold a driver's license.

Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexperienced riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.

Attention

Riding under the influence of alcohol or drugs is illegal and punishable by law.

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.

Attention

Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.

Attention

Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.

Attention

Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.



Attention

Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.



Attention

Make sure that the helmet is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface. Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .



Attention

Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

Reporting of safety defects

If you believe your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 USA, Tel.: 001.888.391.5446. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.



Attention

A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msfsa.org) website.

You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.

Important

In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.



Important

For your safety this type of clothing must be used in both summer and winter.



Important

For the safety of the passenger, make sure that he or she also wears appropriate clothing.

Safety "Best Practices"

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.

Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Attention

Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

Perform the checks recommended in this manual under "Checks before riding" before each ride.

Attention

Failure to perform checks may cause damage to the vehicle and serious injury to the rider and/or passenger.

Attention

Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

During the ride, assume a correct body position and make sure the passenger does the same.

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

Both rider and passenger should keep their feet on the footpegs when the motorcycle is in motion.



Important

The passenger should always hold on to the grab handles under the seat with both hands.



Important

Be very careful when maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.



Important

Be sure you are clearly visible and do not ride in the blind spot of the vehicles ahead.



Important

ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.



Important

Park your motorcycle where no one is likely to hit it, and use the side stand. Never park on uneven or soft ground or your motorcycle may fall over.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Attention

The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).

Refueling

Refuel the motorcycle in an open area and with the engine switched off.

Do not smoke or ever use flames during refueling. Be careful never to drop fuel on the engine or exhaust pipe.

When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.

When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).

Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.



Attention

In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.



Attention

Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding with the maximum load allowed carried in full safety. Even weight distribution is critical to preserving these safety features and avoiding difficulties when performing sudden maneuvers or riding on bumpy roads.

Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to the information below regarding load capacity.

Information about carrying capacity

Important

Arrange your luggage or heavy accessories in the lowest possible position and close to motorcycle center.

Important

Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.

Important

Be sure to secure the luggage to the supports provided on the motorcycle as firmly as possible. Improperly secured luggage may affect stability.

Important

Do not insert any objects you may need to carry into the gaps of the frame, as these may interfere with moving parts.

Attention

Make sure tires are inflated to the correct pressure and that they are in good condition.

Refer to paragraph "Tires".

Hazardous products - warnings

Used engine oil

Attention

Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

Never attempt to clean the brake assembly using compressed air or a dry brush.

Brake fluid

Attention

Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.

Attention

The brake fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.

Attention

Take care not to spill engine coolant on the exhaust system or engine parts.

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the frame number of your motorcycle in the space below.

Frame number

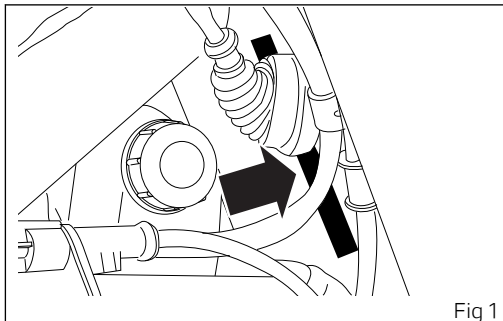


Fig 1

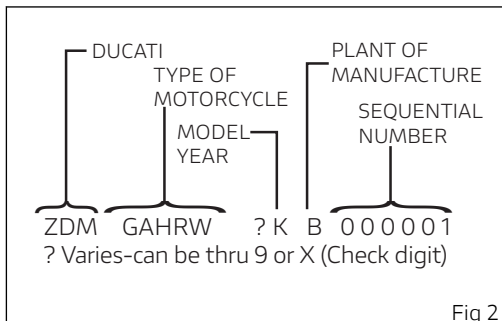


Fig 2

Engine identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the engine number of your motorcycle in the space below.

Engine number

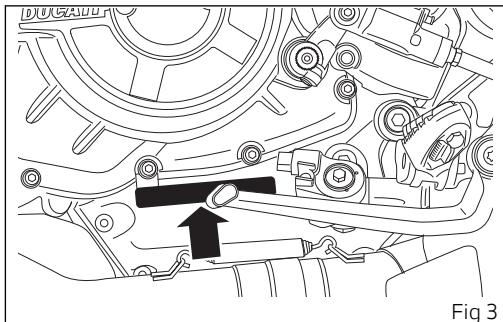


Fig 3

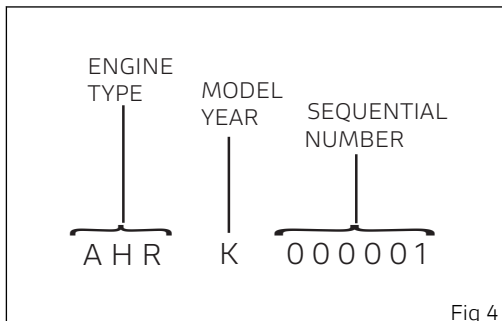


Fig 4

Plate position

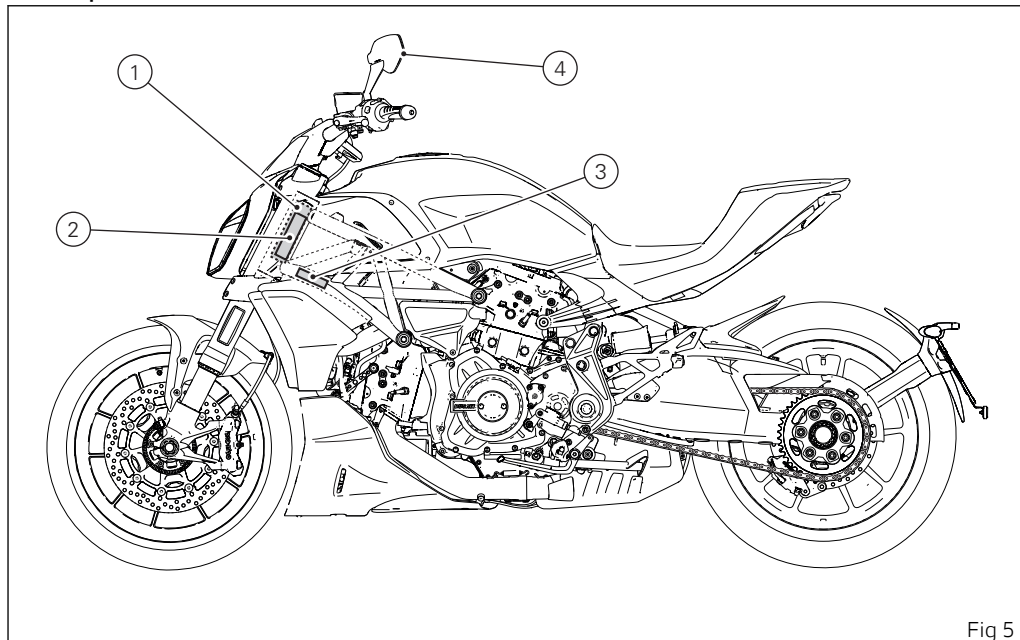


Fig 5

MANUFACTURED BY/FABRIQUÉ PAR : DUCATIMOTORHOLDING spa
 TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: xx/xx/xx
 GVWR / PNBV: xxx KG. V.I.N. / N.I.V.: xxxxxxxxxxxxxxxxxxxx

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx
xxx	xxx/xxxxxx	MT x.xx X xx	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	xx.x / xx.x xx.x / xx.x	xxx / xxx xxx / xxx

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION

OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR

Can. 433 1 166 1A

4

1 (Only Canada)

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS xxxxx MOTORCYCLE xxxxxxxxxxxxxxxxxxxx
 MEETS EPA NOISE EMISSION REQUIREMENTS OF xx dB(A) AT xxxxx RPM
 BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS
 MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED
 BY FEDERAL LAW. SEE OWNER'S MANUAL

432 x xxx xx

3

Manufactured by: DUCATIMOTORHOLDING spa date: xx/xx/xx

GVWR: xxx Lbs (xxx kg); GAWR FRONT: xxx Lbs (xxx kg); GAWR REAR: xxx Lbs (xxx kg)

WITH TIRES: FRONT xxx/xxxxxx REAR xxx/xxxxxx

WITH RIMS: FRONT xxx.xx x xx REAR xxx.xx x xx

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY, FRONT xx.x PSI (xxxkPa) REAR xx.x PSI (xxxkPa)

DRIVER AND PASSENGER, FRONT xx.x PSI (xxxkPa) REAR xx.x PSI (xxxkPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

Vehicle I.D. No. xxxxxxxxxxxxxxxxxxxx Type Classification: **MOTORCYCLE**

2 (Only USA)

Fig 6

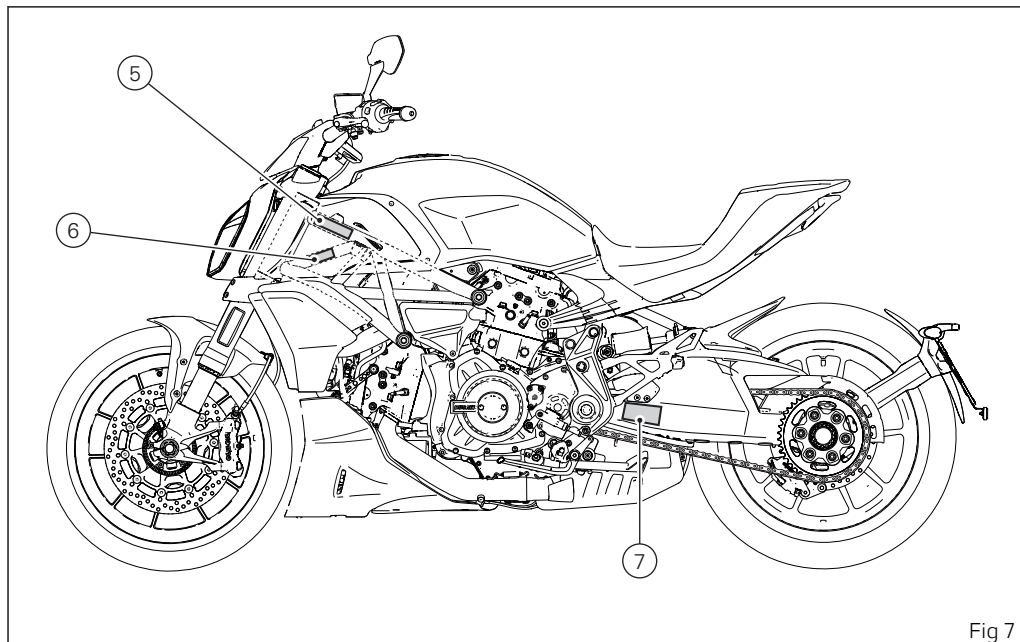


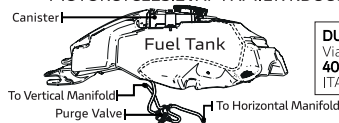
Fig 7

VEHICLE EMISSION CONTROL INFORMATION		
Engine displacement: xxxxx cc Engine family: xxxxxxxxxx Engine exhaust control system: x xxx, xxxxx, x xxxxx, xxx Evap family: xxxxxxxxxx Permission family: xxxxxxxxxx	THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO xxxxx MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO xxx HO+NOx GPM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA	E31A200001
ENGINE TUNEUP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	x° bTDC at idle speed	No adjustments
IDLE SPEED (RPM):	xxxx ± xxx	No adjustments
IDLE MIXTURE:		No adjustments
VALVE CLEARANCE (in & ex):	Opening xxx + xxx mm Closing xxx + xxx mm	See Service Manual
SPARK PLUG: xxx xxxxx		OIL: SAE xxx/xx
SPARK PLUG GAP (mm): xx + xx		FUEL: Unleaded gasoline

DUCAI MOTORHOLDING spa - Bologna - ITALY - Importer: DUCATI North America Inc. - Cupertino - California

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VEHICLE EMISSION CONTROL LABEL
 ENGINE DISPLACEMENT: 1262 CC
 ENGINE FAMILY: KDUCC01.3NDV
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2019 MODEL YEAR NEW MOTORCYCLES. EVAP FAMILY: KDUCC0015PV1



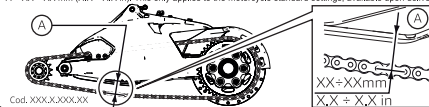
DUCAI
 Via A. C. Ducati, 3
40132 BOLOGNA
 ITALY

432.1.914.1D

6

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa. Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere verso il basso la catena nel punto di misura indicato e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'allungamento del forcello. Deverisultare: A = XX + XX mm (XX + X.X in). Questa indicazione è valida solo con i settaggi standard con cui la moto viene consegnata.

Make the rear wheel turn until you find the position where chain is tightest. Set the vehicle on the side stand. Push down the chain with one finger at the indicated point of measurement and release. Measure the distance (A) between the chain pins centre and swingarm aluminium edge. Reading must be A = XX + XX mm (XX + X.X in). This only applies to the motorcycle standard settings, available upon delivery.



Cod. XXX.XXXX.XX

7

Fig 8

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2019 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards.

Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 18,641 miles (30,000 kilometers), whichever first occurs.

Owner's warranty responsibilities:

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or

the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

This system consists of:

- 1) Fuel Tank;
- 2) Canister;
- 3) To vertical manifold;
- 4) Purge valve;
- 5) To horizontal manifold.



Attention

In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.

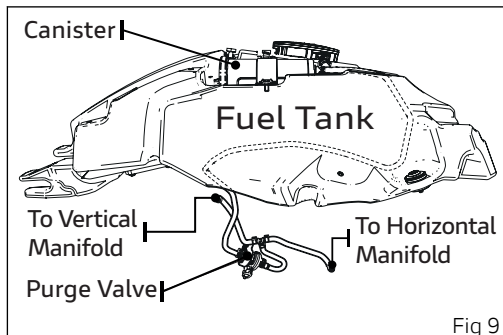


Fig 9

Ducati limited warranty on emission control system

Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 USA warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 18,641 miles (30,000 kilometers) or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. Coverage

Warranty defects shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and

applicable regulations of the United States Environmental Protection Agency and the California

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency

situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident,
 - (2) misuse,
 - (3) repairs improperly performed or replacements improperly installed,
 - (4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.

C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty

implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any

individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc..

448 E. Middlefield Road
Mountain View, CA 94043 USA

Tel.: 001.888.391.5446

E-mail: customerservice@ducatiusa.com

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) CRUISE CONTROL LIGHT (GREEN).

Comes on to indicate operation of the Cruise Control.

4) HIGH BEAM LIGHT  (BLUE).

Turns on to indicate that the high beam lights are on and when the flasher is activated.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Comes on when fuel is low (see chapter "Top-ups").

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. May come on

briefly when the engine is hot, but should go off as the engine revs up.



Important

If the ENGINE OIL light stays on, stop the engine or it may suffer severe damage.

8) DTC LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

Speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but not yet functioning since initialization is in progress or functioning with degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but there is a fault in the system causing degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit

9) "ENGINE DIAGNOSIS - MIL " LIGHT (AMBER YELLOW).

Turns on in the case of "engine" errors and in some cases will lock the engine.

10) ABS LIGHT (AMBER YELLOW).

Indicates ABS status.

Speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS enabled but not yet functioning since initialization is in progress or there is a fault of the IMU control unit	ABS disabled and not functioning due to a fault in the ABS control unit
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS enabled but a fault is detected by the IMU control unit	ABS disabled and not functioning due to a fault in the ABS control unit

11) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

12) OVER REV / DTC INTERVENTION / IMMOBILIZER SYSTEM (RED).

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	Immobilizer
Key-on status	Light OFF

Key-off status	Light ON flashing
Key-off status for over 1 hour	Light OFF

13) DRL LIGHT WARNING LIGHT (GREEN)
Only for the Diavel S model (except for China, Japan and Canada versions).
Indicates DRL light status.

	DRL
Function not active	Light OFF
Function active	Light steady ON
Function active but with an error	Light ON flashing



Important

If the display shows the message "TRANSPORT MODE", immediately contact your Ducati Dealer that will delete this message and ensure the full operation of the motorcycle.

CORE

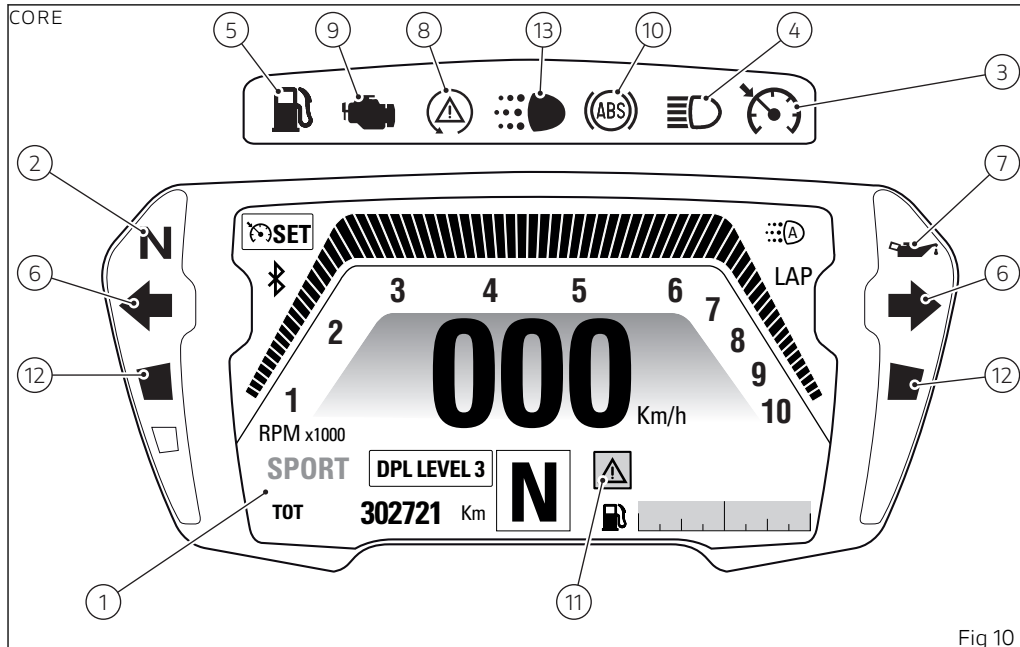


Fig 10

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
ECU
Engine Control Unit
DPL
DUCATI Power Launch
DQS
DUCATI Quick Shift
DRL
Daytime Running Light
DSB
Instrument panel
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
IMU
Inertial Measurement Unit
LIN

Local Interconnect Network

Technological Dictionary

Riding Mode

The rider can choose from 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode), the ABS and DTC settings.

Available Riding Modes: Sport, Touring and Urban. Within every Riding Mode, the rider can customize any setting.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with "smooth" delivery;
- MED, with "smooth" delivery;
- HIGH with "instant" power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Quick Shift (DQS)

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

Ducati Wheelie Control (DWC)

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level eight indicates a setting that minimizes motorcycle tendency to shift up in a wheelie and maximizes reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS)

The ABS system fitted to the Diavel 1260 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Diavel 1260 ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

The Diavel 1260 ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

These functions are divided into 3 different levels, each associated with a Riding Mode. ABS can be disabled.

Inertial Measurement Unit (IMU)

The Diavel 1260 is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS signals, thereby optimizing the efficiency of all these systems, regardless of motorcycle position.

Ducati Cruise Control

Diavel 1260 features a system for maintaining the cruise speed, the Ducati Cruise Control. System can be enabled with engaged gear equal to or higher than the second gear and vehicle speed ranging between 30 mph (50 Km/h) and 125 mph (200 Km/h).

Desmodromic Variable Timing (DVT)

The DVT system allows optimized timing setting according to engine load and speed, as well as to continuously advance or delay exhaust and intake valve timing through the rotation of the camshafts, thereby ensuring utmost efficiency throughout the rpm range and high performance at high speed, with an optimized torque curve at low rpm.

Ducati Power Launch (DPL)

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.

The DPL system works with three intervention levels, each calibrated to offer a different start assist degree.

Function buttons

1) CONTROL SWITCH UP "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) CONTROL SWITCH DOWN "▼"

Button used to display and set instrument panel parameters with the position "▼".

3) LIGHT ON/OFF AND SWITCHING BUTTON (LOW BEAMS / HIGH BEAMS) (Fig 12)

The high-beam flash button may also be used for LAP functions.

4) CONFIRM MENU / SETTING MENU ENTRY BUTTON

Button used to confirm and for MENU navigation.

5) CRUISE CONTROL BUTTON - ON/OFF

Button used to switch the Cruise Control function on/off.

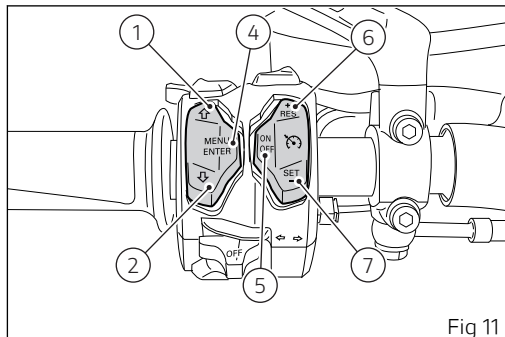


Fig 11

6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 11)

Button used to increase set cruise speed for the Cruise Control.

7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 11)

Button used to set/decrease set cruise speed for the Cruise Control.

8) HAZARD BUTTON

Button used to switch on/off all four turn indicators (Hazard function).

9) DRL BUTTON (Diavel S)

Button used to enable/disable the DRL lights (only for Diavel S, excluded China, Japan and Canada versions).

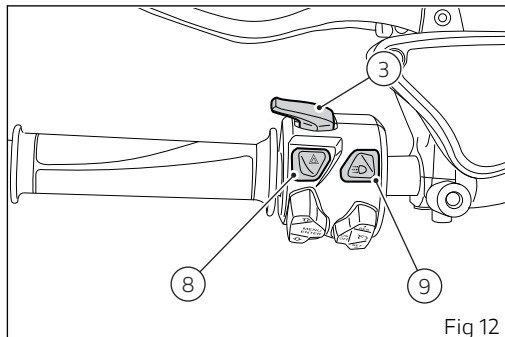


Fig 12

Parameter displaying

When it is switched on, the instrument panel displays the DUCATI Logo and turns on the LED warning lights in two steps ("initial check").

At the end of the check, the instrument panel shows the main screen in the CORE mode which is the default one for all riding modes.

It is possible to change the display mode with the INFO MODE function in the Setting Menu.

During this check stage, if the vehicle speed exceeds 6 mph (10 km/h) (actual speed), the instrument panel will stop:

- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave on only the warning lights that are actually active at the moment.

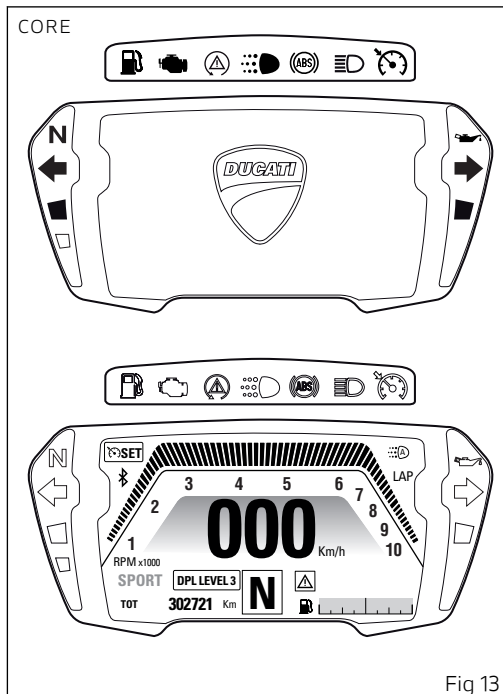


Fig 13

The main screen can have four different layouts:
CORE, TRACK, FULL, and CITY.

Data displayed on the main screen for CORE layout
are as follows:

- 1) Rev counter (RPM).
- 2) Vehicle speed.
- 3) Gear indication.
- 4) Set Riding Mode.
- 5) Fuel level.
- 6) Menu 1: Odometer, Engine coolant temperature, Trip meter 1, Trip meter 2, Range, Average consumption, Instant fuel consumption, Average speed, Trip time, Ambient air temperature.
- 7) Bluetooth indication.
- 8) DRL light status (Auto / Manual).
- 9) DPL level indication (assisted start): active only during an assisted launch.
- 10) Cruise Control indication.
- 11) LAP.

CORE

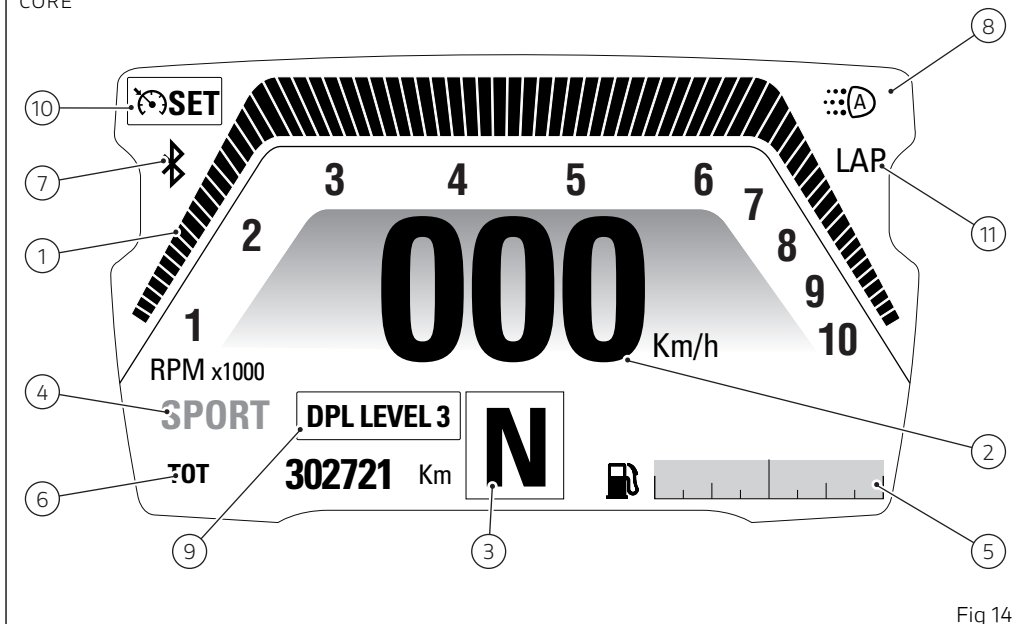


Fig 14

Data displayed on the main screen for TRACK layout are as follows:

- 1) Rev counter (RPM).
- 2) Vehicle speed.
- 3) Gear indication.
- 4) Set Riding Mode.
- 5) ABS level.
- 6) DTC level.
- 7) DWC level.
- 8) DQS status.
- 9)
- 10) Menu 1: Odometer, LAP Time (only if active), Engine coolant temperature, Trip meter 1, Trip meter 2, Range, Average consumption, Instant fuel consumption, Average speed, Trip time, Ambient air temperature.
- 11) Cruise Control indication.
- 12) Bluetooth indication.
- 13) DRL light status (Auto / Manual).
- 14) DPL level indication (assisted start): active only during an assisted launch.
- 15) LAP.

TRACK

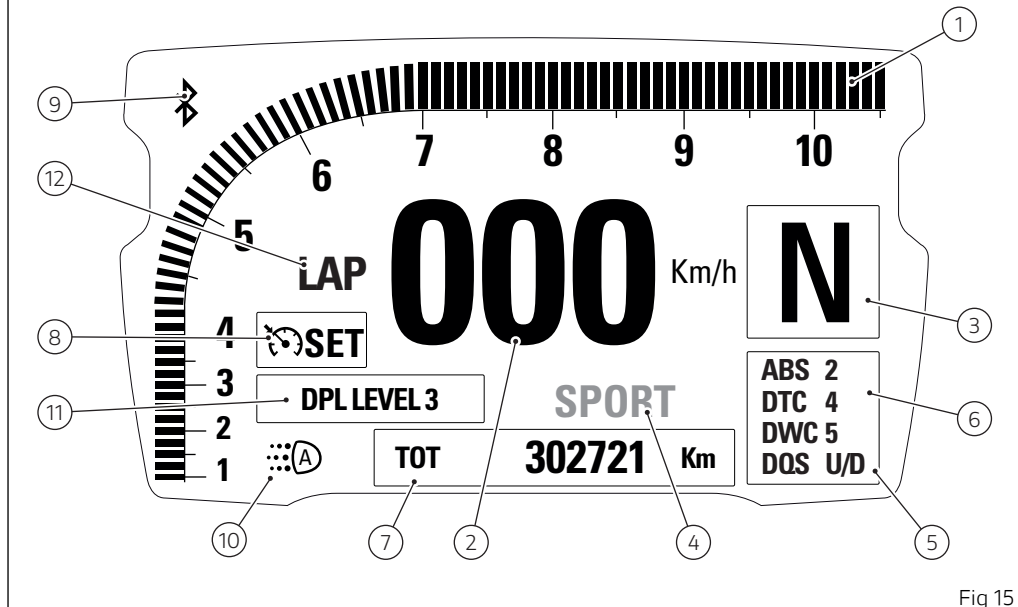


Fig 15

Data displayed on the main screen for FULL layout 15) LAP.
are as follows:

- 1) Rev counter (RPM).
- 2) Vehicle speed.
- 3) Gear indication.
- 4) Set Riding Mode.
- 5) Fuel level.
- 6) Clock.
- 7) Menu 1: Odometer, Engine coolant temperature, Player On / Off (active only if the Bluetooth module is available and at least one Smartphone is connected), Range, Trip meter 1, Trip meter 2.
- 8) Menu 2: Average consumption, Instant fuel consumption, Average speed, Trip time, Ambient air temperature).
- 9) Cruise Control indication.
- 10) Bluetooth indication.
- 11) Infotainment: Smartphone connected, Helmet 01 connected, Helmet 02 connected, Navigator connected.
- 12) DRL light status (Auto / Manual).
- 13) DPL level indication (assisted start): active only during an assisted launch.
- 14) Infotainment: received message/s, missed call.

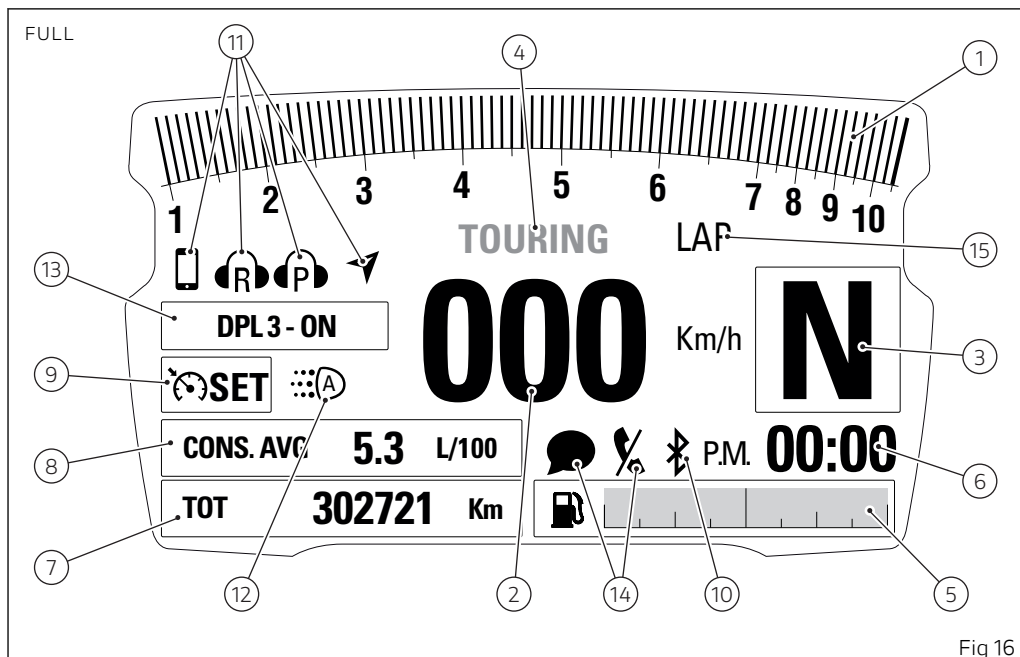
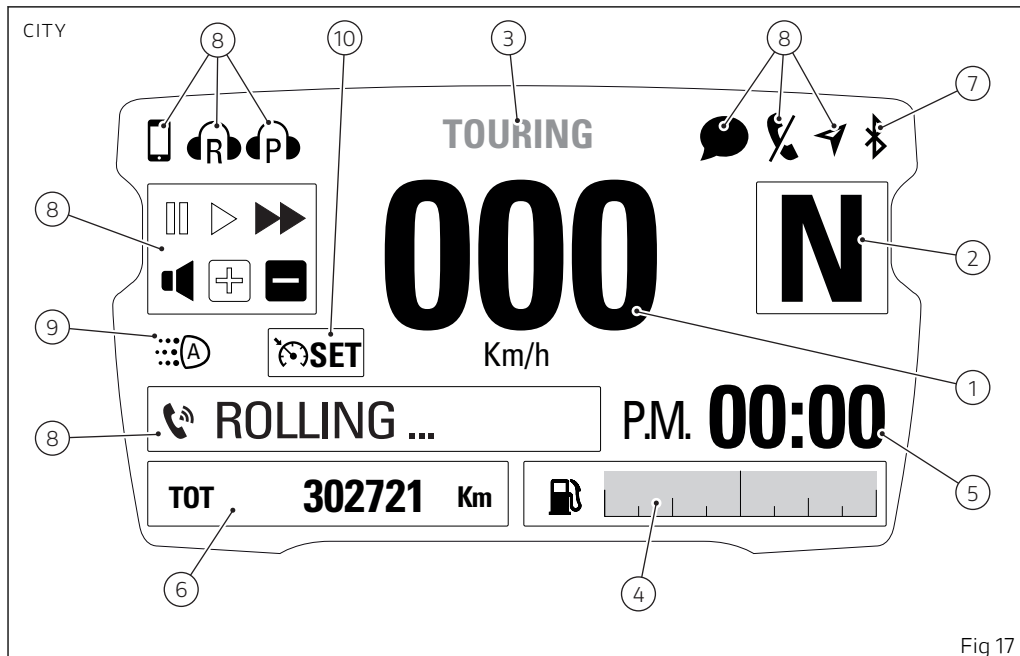


Fig 16

Data displayed on the main screen for CITY layout are as follows:

- 1) Vehicle speed.
- 2) Gear indication.
- 3) Set Riding Mode.
- 4) Fuel level.
- 5) Clock.
- 6) Menu 1: Odometer, Engine coolant temperature, Player On / Off (active only if the Bluetooth module is available and at least one Smartphone is connected), Trip meter 1, Trip meter 2, Range, Average consumption, Instant fuel consumption, Average speed, Trip time, Ambient air temperature.
- 7) Bluetooth indication
- 8) Infotainment: Smartphone connected, Helmet 01 connected, Helmet 02 connected, Navigator connected, received message/s, missed call, Player + volume, incoming call, track name.
- 9) DRL light status (Auto / Manual).
- 10) Cruise Control indication.
- 11) LAP.



From the main screen of the CORE mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer;
- Engine Coolant Temperature;
- TRIP 1;
- TRIP 2;
- RANGE;
- Average Fuel Consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME);
- Air temperature (T-AIR).

CORE

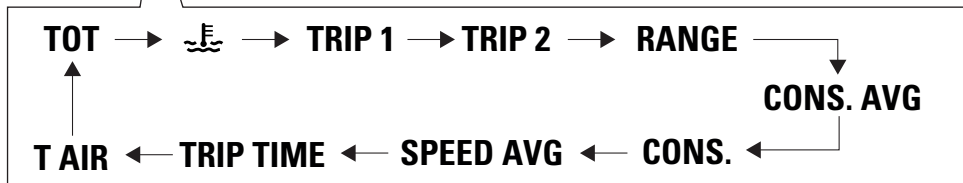
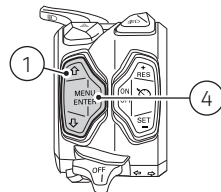


Fig 18

From the main screen of the TRACK mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer;
- LAP time (only if active);
- Engine Coolant Temperature;
- TRIP 1;
- TRIP 2;
- RANGE;
- Average Fuel Consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME);
- Air temperature (T-AIR).

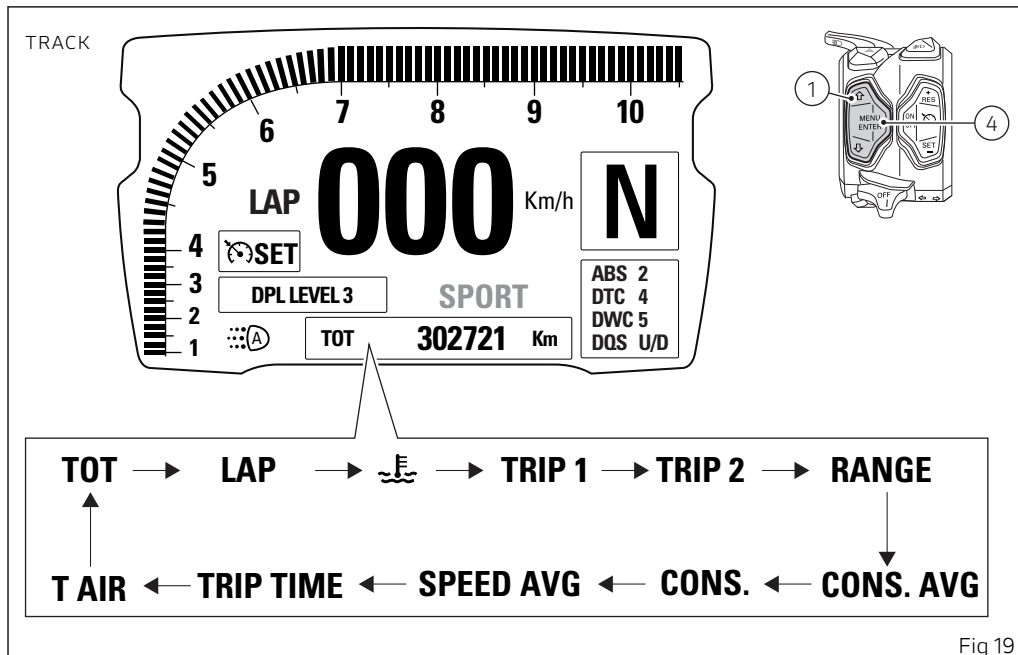


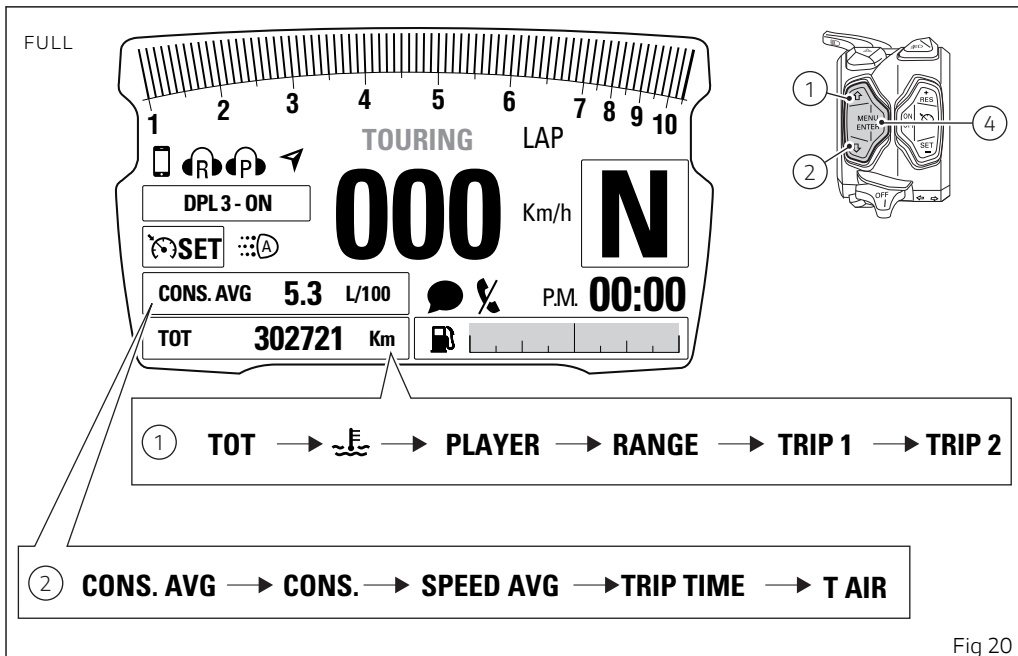
Fig 19

From the main screen of the FULL mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer;
- Engine Coolant Temperature;
- PLAYER ON/OFF (active only with connected Smartphone);
- RANGE;
- TRIP 1;
- TRIP 2.

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Average Fuel Consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG);
- TRIP TIME;
- Air temperature (T-AIR).



From the main screen of the CITY mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- Odometer;
- Engine Coolant Temperature;
- Player On / Off (active only if the Bluetooth module is available and at least one Smartphone is connected)
- TRIP 1;
- TRIP 2;
- RANGE;
- Average Fuel Consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME);
- Air temperature (T-AIR).

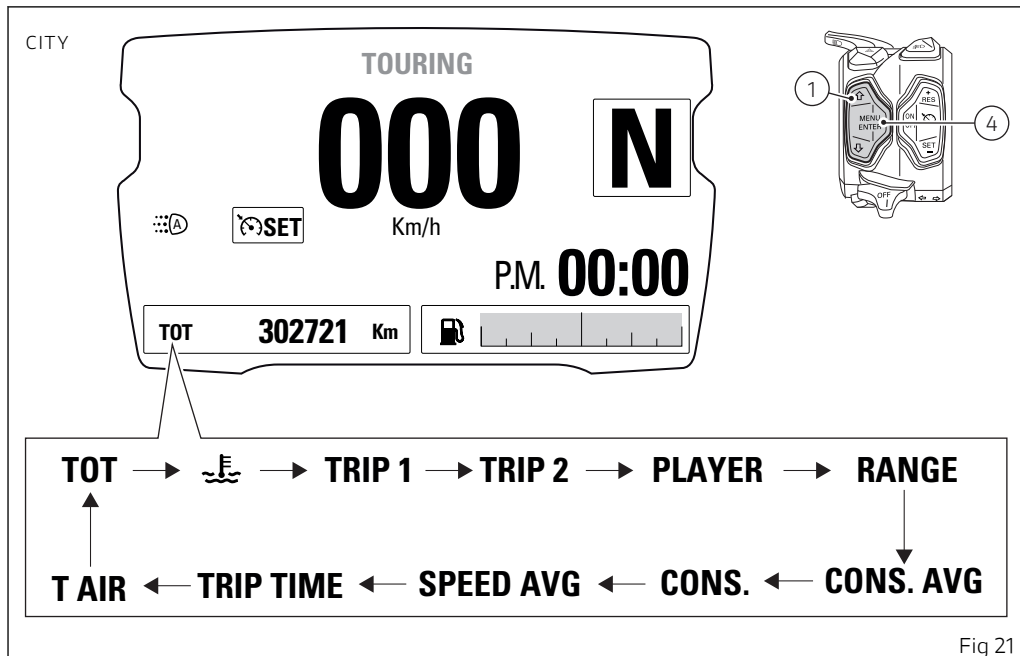


Fig 21

For the FULL display mode, the instrument panel stores Menu 1 and Menu 2 settings in use upon KEY-OFF. Upon the following KEY-ON, the previously stored Menu 1 and Menu 2 screens are displayed. In case of sudden and unexpected power off, the instrument panel displays the Menu 1 and Menu 2 default settings upon the following KEY-ON:

- Menu 1 default screen = TOT (Odometer);
- Menu 2 default page = RANGE.

For the CORE, TRACK and CITY display modes, the instrument panel stores Menu 1 settings in use upon KEY-OFF. Upon the following KEY-ON, the previously-stored Menu 1 page is displayed. In case of sudden and unexpected power OFF, the instrument panel displays the default settings for Menu 1 upon the following KEY-ON; in particular:

- Menu 1 default screen = TOT (Odometer).

When the standard screen of set layout is displayed, hold button (4) for 2 seconds to enter the Setting menu, where you can set any function.



Note

You can enter the Setting MENU only when the actual vehicle speed is lower than or equal to 3 mph (5 km/h). Within the Setting Menu, if vehicle actual speed exceeds 3 mph (5 km/h), the instrument panel automatically quits the menu and shows the standard screen.

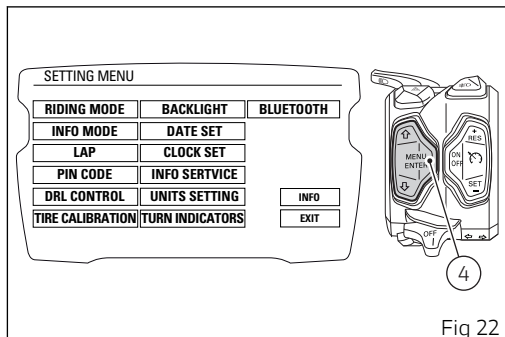
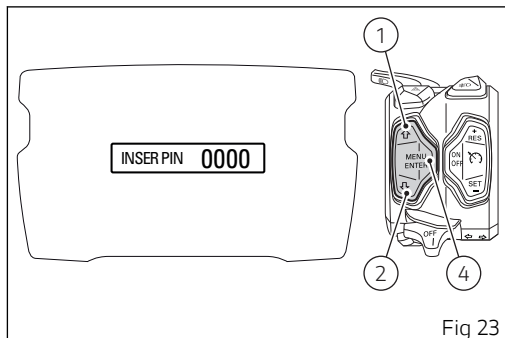


Fig 22

If the key is not acknowledged upon Key-On and once the check routine is over, if the PIN CODE function is active the instrument panel shows a screen where it is possible to enter the release PIN CODE. Use button (1) and button (2) to enter the code digit and confirm by pressing button (4).



Main and auxiliary functions

Information displayed in the standard screen of the selected display layout (CORE, TRACK, FULL or CITY) are the following:

Main information

- Engine rpm indication (RPM)
- Vehicle speed
- Fuel level
- Riding Mode
- ABS
- DTC
- DWC
- DQS
- Gear
- Clock

- the menus display the following functions:
 - Odometer (TOT)
 - Engine coolant temperature
 - Residual range (RANGE)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Trip time (TRIP TIME)
 - Instantaneous fuel consumption (CONS)
 - Average Fuel Consumption (CONS. AVG)
 - Average speed (SPEED AVG)
 - External air temperature
 - LAP time
 - LAP time (only if active)
 - Player On / Off (active only if the Bluetooth module is available and at least one Smartphone is connected)

Additional information

- DRL status
- DPL level
- Infotainment — Bluetooth
- Cruise Control
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)

Vehicle speed indication

The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).

A string of dashes "- - -" is displayed with the set unit of measurement if:

- speed is equal to 186 mph or 299 km/h or if instrument panel is not receiving the speed value ("- - -" steady on);
- the rear speed sensor is in fault (flashing "- - -").

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.



Note

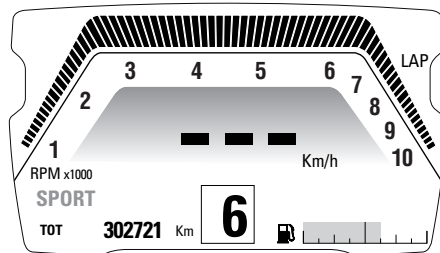
If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

CORE



186 mph

CORE



CORE

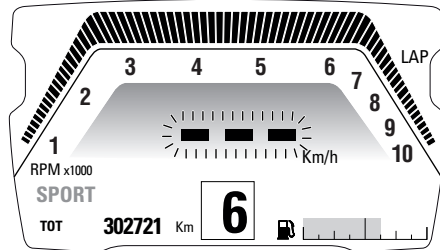


Fig 24

Gear indication

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.

A string of flashing dashes "--" is displayed if gear teach-in procedure has not been carried out yet, or if instrument panel is not receiving gear information.

If the gear sensor is in fault, a string of dashes "--" is displayed steady on.

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

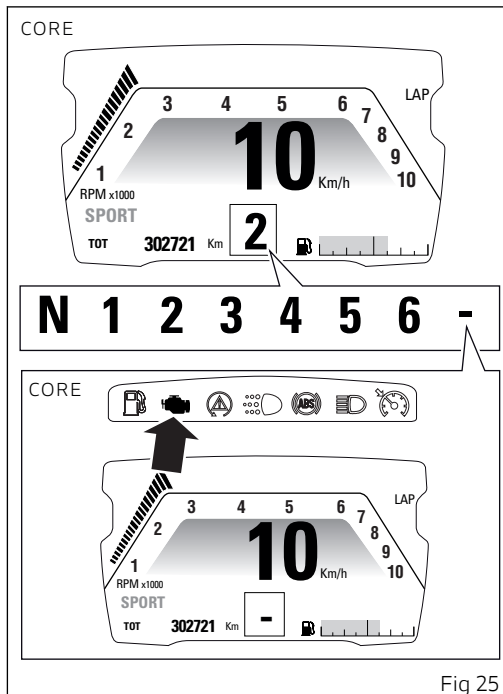


Fig 25

Engine rpm indication

The instrument panel receives the engine rpm information and displays it on the relevant bar graph (in FULL, TRACK and CORE display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (e.g., if the RPM value is "8000" or higher, number "8" is displayed bigger).

The area for the 9000-10000 rpm range (pre-warning area) is indicated on the display in orange, used both for filling the bar graph and indicating the corresponding figure 9 ("orange area").

The area for the 10000-10500 rpm range (warning area) is indicated on the display in red, used both for filling the bar graph and indicating the corresponding figure 10 ("red area").

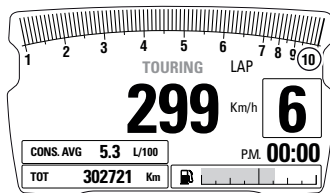
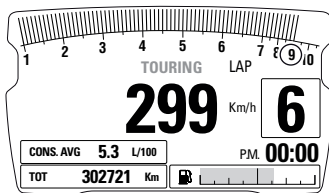
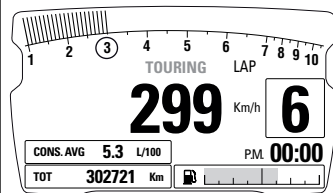
CORE



Fig 26

CORE layout indicates rpm in a different way compared to TRACK and FULL layouts.
CITY layout does not provide for rpm indication.

FULL

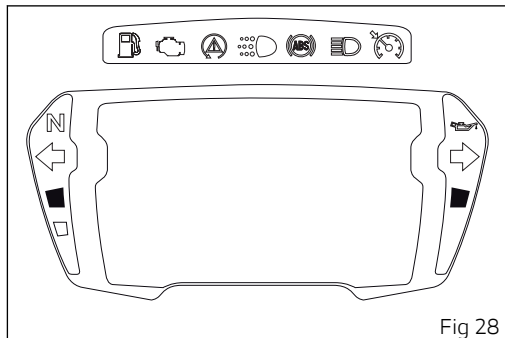


TRACK



Fig 27

When the threshold before the rpm limiter is reached, the corresponding warning lights will turn on.



Clock

The instrument panel receives information about the time to be displayed.

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 12:00 to 11:59) or p.m. (from 12:00 to 11:59).

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon, until clock is set through the Setting Menu.

Considering that the CITY layout shows the values for this function in a similar way to the FULL layout, the example shown depicts the function in FULL layout. This function is not displayed in the CORE and TRACK modes.

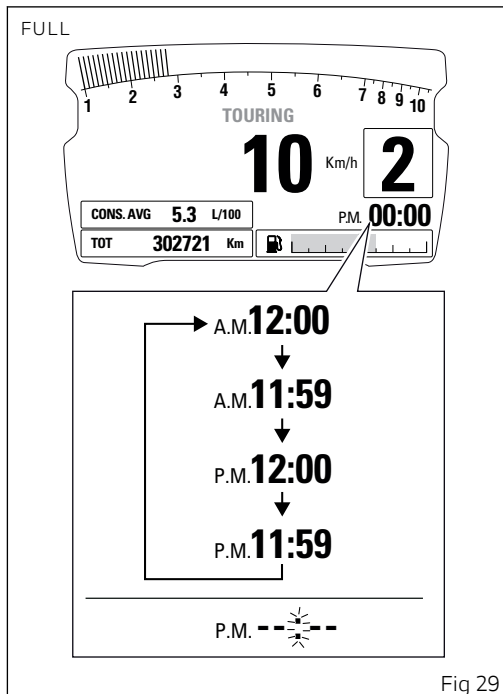


Fig 29

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

- <= (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- included within the interval -38 °F (-39 °C) and +102 °F (+39 °C) "LOW" is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) the value is displayed steadily;
- >= (higher than or equal to) +250 °F (121 °C), "HIGH" is displayed flashing and in red, the Coolant Temperature symbol is steady and red.

If the coolant temperature sensor is in fault, a string of flashing dashes " - - - " is displayed with the set unit of measurement and the MIL light turns on.

If the instrument panel is not receiving coolant temperature value, a string of steady dashes "--" is displayed, followed by the unit of measurement.

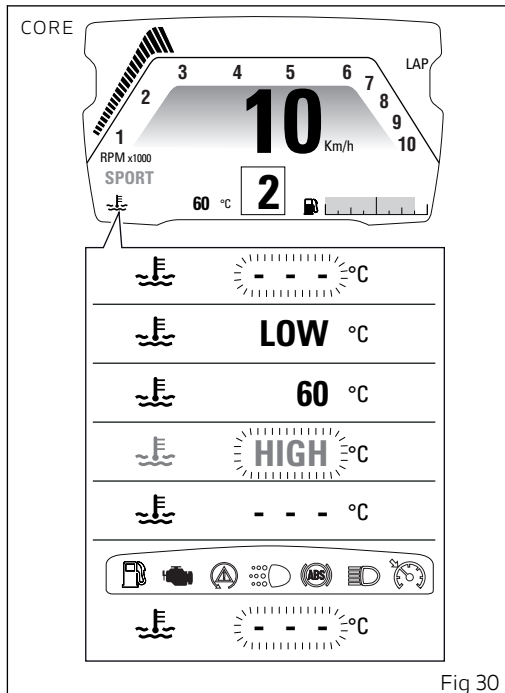


Fig 30



Note

If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Fuel level

This function displays the fuel level.

The low fuel light turns on when the level goes down to 2 steady marks that become orange and the fuel pump symbol is steady and orange.

If the level goes further down, the last mark will be red and flashing and the fuel pump symbol will be steady and red.

Considering that the FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout. In the TRACK mode, this function is not shown.



Note

In case of fault or error of the fuel level sensor, no level marks will be displayed, the fuel pump symbol will be red and flashing, and the Fuel Range warning light will be on.

CORE

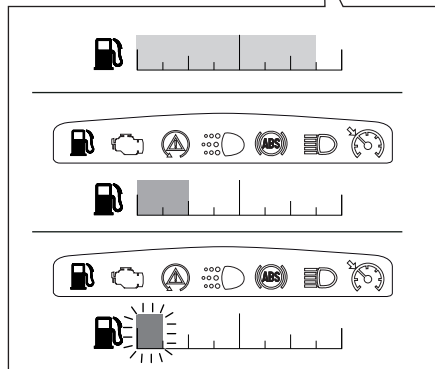
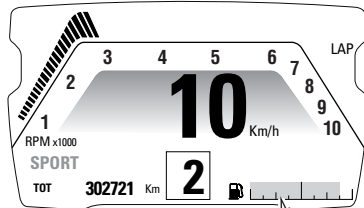


Fig 31

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: SPORT, TOURING and URBAN.

The selected and active riding mode is displayed on the instrument panel in all four layouts.

Every Riding Mode contains the following parameters set by Ducati or customized by the user through the setting function pages:

- a specific engine power that will change throttle behavior (HIGH, MED, LOW).
- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific ABS calibration (1, 2, 3);
- a specific level of intervention for the DWC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific DQS status (U/D, OFF);

For each riding mode there are four information display layouts (TRACK, FULL, CORE and CITY) that can be set by the user in the setting function pages: the layout set by default by Ducati is CORE.



Attention

Ducati recommends changing the Riding mode when the vehicle is stopped. If the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

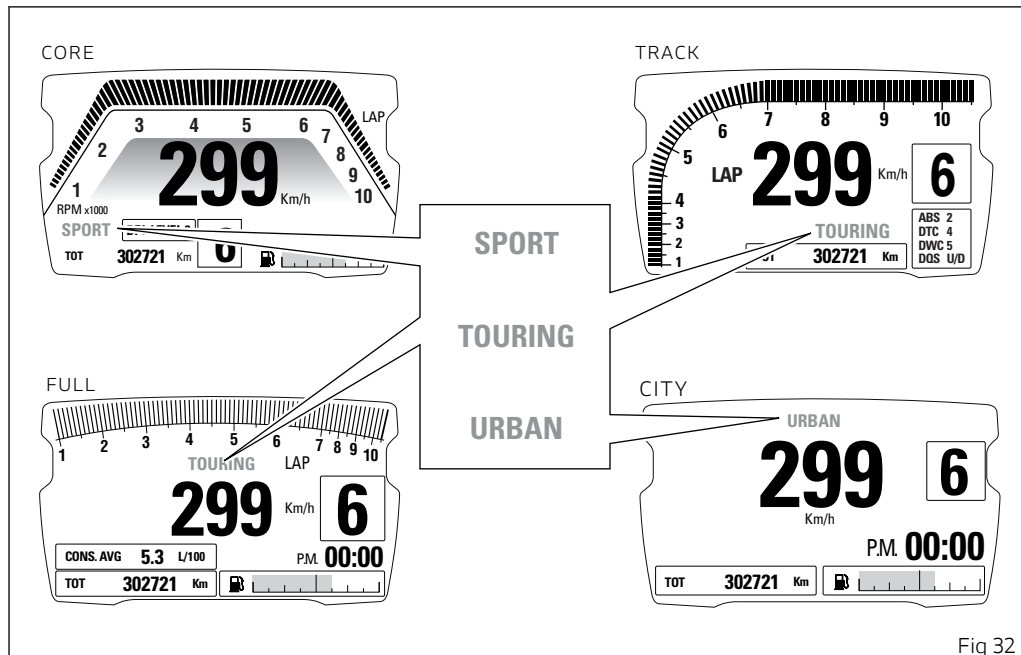


Fig 32

Selecting the Riding Mode

Press CONFIRM MENU button (4) to view the menu for selecting the Riding Mode (A). The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- SPORT
- TOURING
- URBAN

One of these will be highlighted to indicate that it was the last memorized setting and is currently in use.

For the highlighted Riding Mode some of the parameter settings are always displayed:

- engine power (ENGINE): ENGINE lettering followed by set engine power (HIGH, MED or LOW);
- DTC: the DTC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DTC is active or by OFF in case the DTC is disabled;
- ABS system: the ABS text followed by the level of calibration set (1, 2, 3);

- DWC: the DWC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DWC is active or by OFF in case the DWC is disabled;
- DQS: the DQS text followed by set status (U/D, OFF) in case the DQS is active or by OFF in case the DQS is disabled;

Any time the CONFIRM MENU button (4) is pressed, you highlight a riding mode and the associated parameters are displayed (A, Fig 33).

Once the desired riding mode (A, Fig 33) is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is stored and the standard screen (C, Fig 33) is displayed for the selected riding mode.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed.

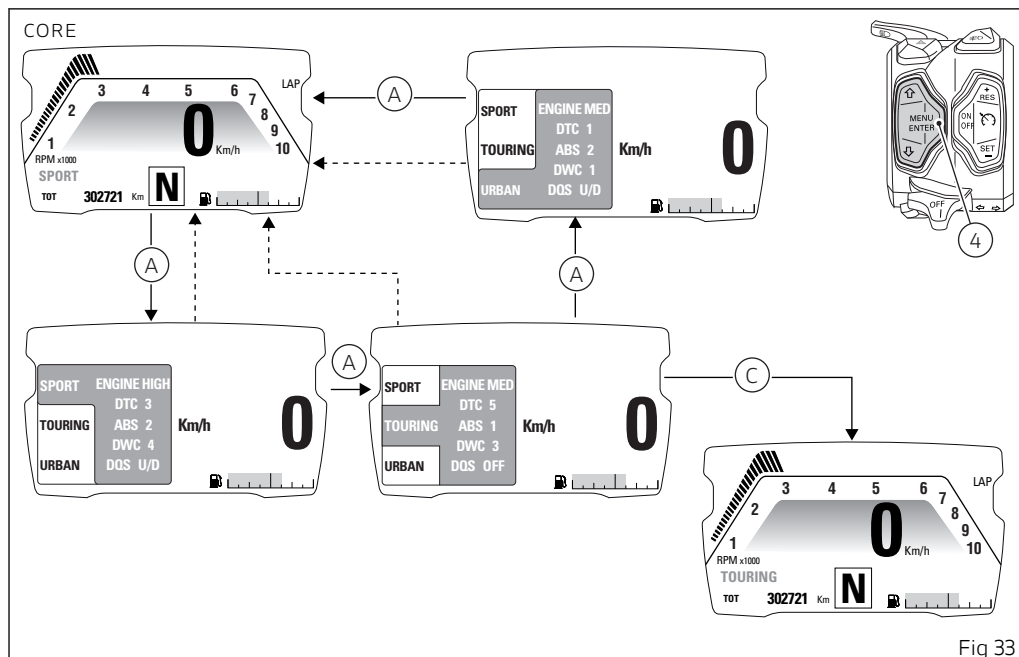


Fig 33

The displayed information is the settings stored in every single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customized by the owner.

In the screen that allows changing the Riding Mode, the instrument panel, besides displaying information concerning each riding mode (ENGINE, DTC, ABS, DWC, DQS) shows other information regarding functions that are active but could not be shown in the set display mode: for example in the TRACK display mode the fuel level is not shown as it is in the Riding mode change screen.

Available information:

- fuel level (L);
- DRL light status (D): indication displayed if the DRL lights are active; available only in the Diavel S model, excluded the China, Japan and Canada versions;
- Cruise Control (E) status: indication shown only if the Cruise Control function is active;
- Service (F) indication: shown only if one Service function is active (OIL SERVICE, ANNUAL SERVICE or DESMO SERVICE);
- Infotainment indication (Call/Track) (G): shown only if the Bluetooth function is available;

- Infotainment indication (Paired devices) (H): shown only if the Bluetooth function is available.

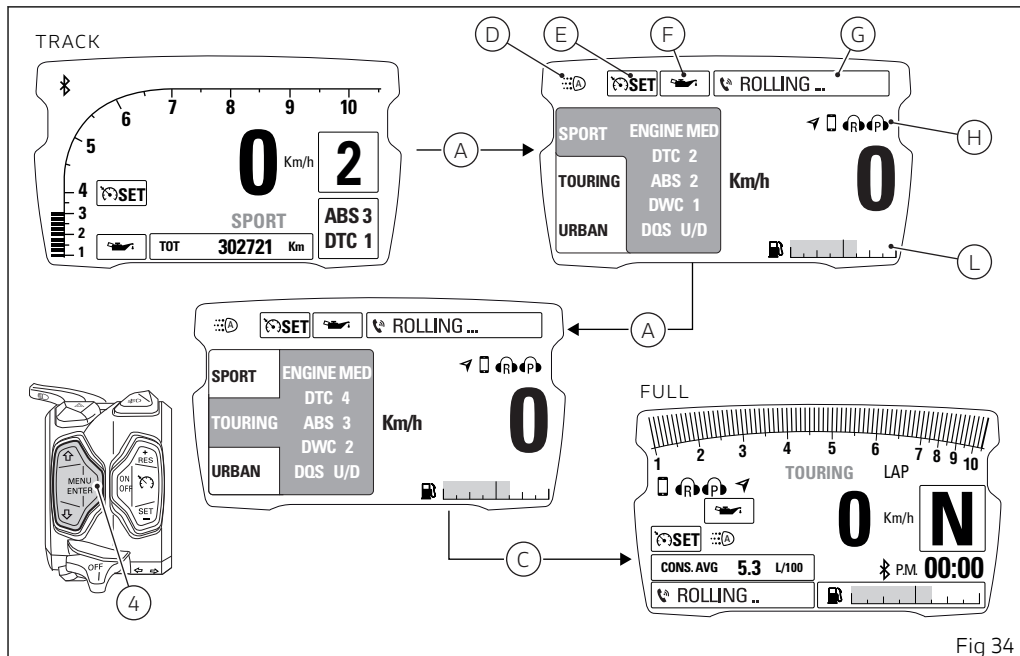


Fig 34

When the system requests rider to confirm the riding mode change, the procedure will output an error if:

- the vehicle is stopped, the instrument panel only checks whether the throttle control is closed / open by indicating CLOSE THROTTLE if so;
- the vehicle is moving, the instrument panel checks whether the throttle control is open / closed or whether the brakes are pulled or not; the instrument panel may display CLOSE THROTTLE AND RELEASE BRAKES or CLOSE THROTTLE or RELEASE BRAKES.

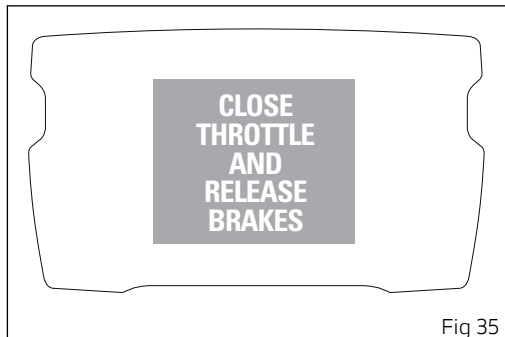


Fig 35

DTC indicator

The instrument panel displays DTC status as follows:

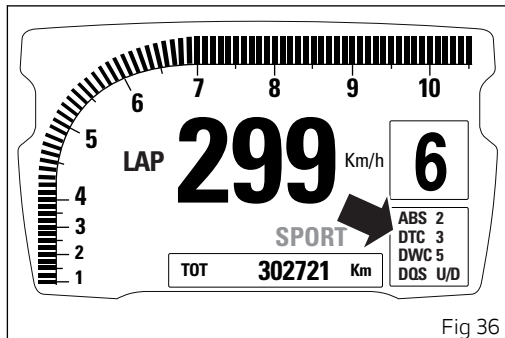
- if DTC is active, DTC indication and intervention level number (1 to 8);
- if DTC is active, but system is in degraded operation due to a fault, DTC lettering and intervention level number, 1 to 8 (flashing); also the DTC warning light starts flashing;
- if DTC is disabled, DTC OFF indication;
- if system is in fault, DTC lettering and the intervention level number (1 to 8) in orange.

The DTC function status is shown only in the TRACK display mode.

If DTC is in fault or the Black Box is in fault, the instrument panel will display DTC Err and DTC warning light will be steady on.

Attention

In case of system fault, contact a Ducati Dealer or Authorized Service Center.



Attention

DTC is a rider aid that can be used on the track, on the road and off road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active

elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
OFF			
1	SPORT	Sport style for very expert riders. System permits sliding sideways.	NO
2	SPORT	Sport style for expert riders. System permits sliding sideways.	NO
3	SPORT	Sport style for medium-expert riders. System permits sliding sideways.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Fast touring style.	It is the default level for the "TOURING" Riding Mode
5	TOURING	Touring style.	NO
6	URBAN	"Very safe" style on any kind of path.	It is the default level for the "URBAN" Riding Mode
7	RAIN	For riding on slightly wet or moist road. ENGINE LOW setting recommended.	NO
8	HEAVY RAIN	For riding on wet road. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level



Attention

The calibration of all levels of the DTC system your motorcycle is equipped with was carried out with original equipment tires: front TL PIRELLI Diablo Rosso III D in size 120/70 ZR17 M/C (58W), and rear TL PIRELLI Diablo Rosso III in size 240/45 ZR17 M/ C (82W).

Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size (front = 120/70 - 17, rear = 240/45 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it

is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.);
- 2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds);
- 3) The riding mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the road).

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding mode, where the bike is leaned over further, rather than with a "rough" style, where the bike is straightened up as quickly as possible when exiting a turn.

Tips for use on dry road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level

setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

Level 7 is recommended when road is slightly wet or damp and level 8 on wet road. It is also recommended to select ENGINE LOW in these conditions.

ABS indicator

The motorcycle is equipped with ABS, the instrument panel indicates ABS status (on or off) by switching off, on or flashing the ABS warning light. The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3) (steadily);
- if ABS is active, but system is in degraded operation due to a fault (no "cornering" feature"), ABS lettering and the ABS intervention level number, 1 to 3 (flashing); also the ABS warning light starts flashing;
- if system is in fault, ABS lettering and the intervention level in orange.

The ABS function status is shown only in the TRACK display mode.

If the ABS is in fault, the instrument panel will display ABS Err and ABS warning light will be steady on.



Attention

In case of system fault, contact a Ducati Dealer or Authorized Service Center.

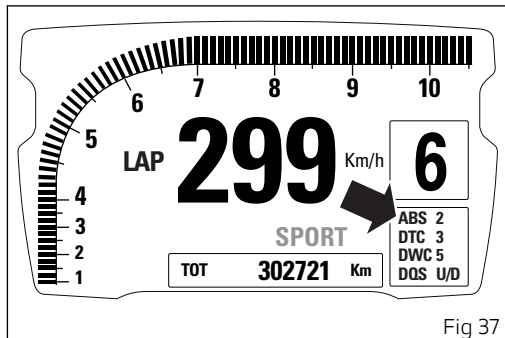


Fig 37

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or

adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The ABS system fitted to the Diavel 1260 is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The Diavel 1260 ABS features a "cornering" function that optimizes ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as

possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering feature is active in ABS levels 2 and 3.

According to the selected level, the Diavel 1260 ABS implements the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability. This is active in levels 2 and 3.



Attention

Using the two brake controls separately reduces the motorcycle braking power.

Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.

Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.

Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

The following table indicates the most suitable level of ABS intervention for the various riding types, as well as the default settings in the "Riding Mode" that can be selected by the rider:

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
1	EXPERT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up and the cornering feature is NOT active.	
2	SPORT	This level is designed for use with good grip conditions. ABS in this level controls both wheels, the cornering function is active and controls lift-up. This calibration focuses on braking power.	It is the default level for the "SPORT" Riding Mode
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels, the cornering and anti-lift-up functions are active. This calibration focuses on vehicle stability.	It is the default level for the "TOURING" and "URBAN" Riding modes.

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are TL PIRELLI Diablo Rosso III D at the front, 120/70 ZR17 M/C (58W), and TL PIRELLI Diablo Rosso III at the rear, 240/45 ZR17 M/ C (82W). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

Selecting level 3, the ABS will ensure a very stable braking also thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more the braking power than stability. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

ABS level 1 is conceived for very expert riders and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/road grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings 3, that will help them keeping the vehicle more stable even in emergency braking.

DWC indicator

The instrument panel displays DWC status as follows:

- if the DWC is active, the message "DWC" and the set intervention level number "1" to "8";
- if DWC is active, but system is in degraded operation, "DWC" indication and the number (flashing); also the DTC/DWC warning light (8, Fig 10) starts flashing;
- when in fault, the "DWC" indication and the red "Err" message; also DTC/ DWC light (8, Fig 10) turns on;
- if DWC is disabled, "DWC" "OFF" indication.



Attention

In case of system fault, contact a Ducati Dealer or Authorized Service Center.



Note

If DTC is set to OFF, DWC is also forced to OFF.

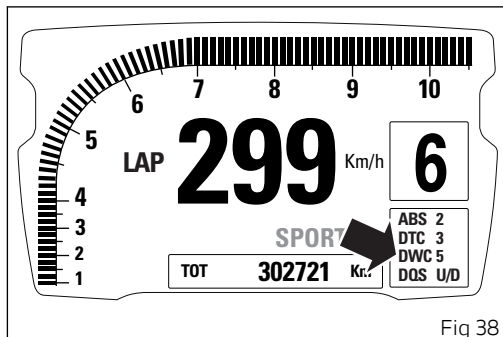


Fig 38

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level eight indicates a setting that minimizes motorcycle tendency to shift up in a wheelie and maximizes reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.



Attention

DWC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

The following table indicates the most suitable level of DWC intervention for the various riding types as well as the default settings in the "Riding Modes" that can be selected by the rider:

DWC LEVEL	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	HIGH PERFORMANCE	Level for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	PERFORMANCE	Level for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
3	SPORT	Level for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "SPORT" Riding Mode
4	SPORT	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	NO

DWC LEVEL	USE		DEFAULT
5	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode
6	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive and with OE tires and/or with the ones recommended by Ducati. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

The choice of the correct level mainly depends on the following parameters:

- The rider's experience.
- The characteristics of the path/circuit (bend exit with low or high gear engaged).

The rider's experience

The choice of level setting depends greatly on the riders' experience and ability to control wheelies on their own. Levels 1, 2 and 3 require a great experience to ensure proper control.

Level depends on type of track

If the track/path features bends where out speed and gear are low, a lower level will be necessary; while a track/path with faster bends will allow the use of a higher level setting.

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try reducing the setting to level 7, 6, etc., until you find the level that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC

intervention seems excessive, switch to level 6;
alternatively, if on level 7 you cannot perceive any
DWC intervention, switch to level 8).

DQS indicator

The instrument panel displays DQS status as follows:

- if DQS system is enabled, the indication to engage the gears "DQS U/D" is displayed;
- if DQS system is in reduced performance mode, the indication to engage the gears "DQS U/D" is displayed flashing;
- if the DQS system or the control unit is in fault, the "DQS Err" message is displayed in red;
- if DQS system is disabled, "DQS OFF" is displayed.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

Here below are some tips that will ensure you properly exploit this feature:

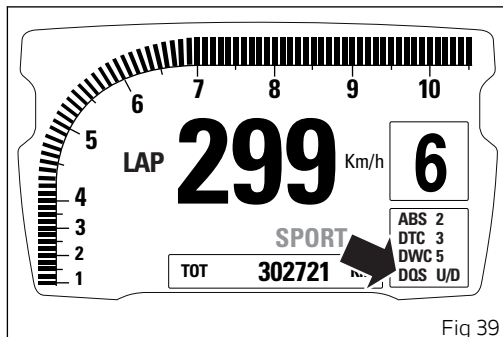


Fig 39

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.

- For any gearshift request (upshifting or downshifting) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn't move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever.
- Ducati Quick Shift electronic shifting will not activate when the clutch lever is pulled.
- Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work properly, it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorized in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.
- It is not possible to downshift using the DQS when the Cruise Control is on.

Function menu

Menu functions can be displayed for every riding mode (SPORT, TOURING and URBAN) in one of the four following modes:

- CORE;
- TRACK;
- FULL;
- CITY.

The functions are:

- Odometer (TOT);
- Engine coolant temperature
- Residual range (RANGE);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Trip time (TRIP TIME);
- Instantaneous fuel consumption (CONS);
- Average Fuel Consumption (CONS. AVG);
- Average speed (SPEED AVG);
- External air temperature;
- LAP time (only if active);
- LAP time (only if active)

- Player On / Off (active only if the Bluetooth module is available and at least one Smartphone is connected).

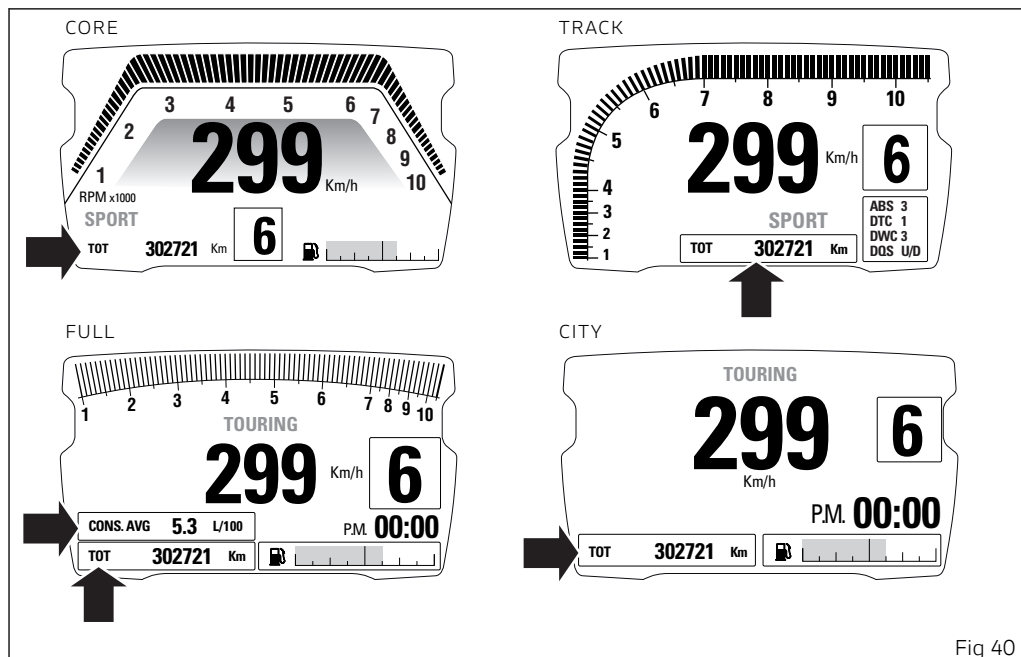


Fig 40

Odometer (TOT)

The odometer counts and displays the total distance covered by the vehicle with the set unit of measurement (mi or km).

The odometer number of mi or km is displayed with the TOT indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

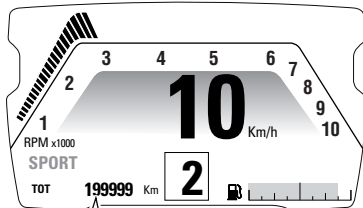
The reading is not lost in case of a power off (Battery Off).



Note

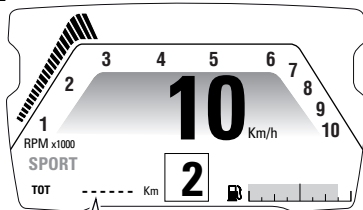
If a string of flashing dashes " ---- " is displayed within odometer function, please contact a Ducati Dealer or Authorized Service Center.

CORE



TOT 199999 mi

CORE



TOT ---- mi

Fig 41

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number of mi or km is displayed with the TRIP1 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

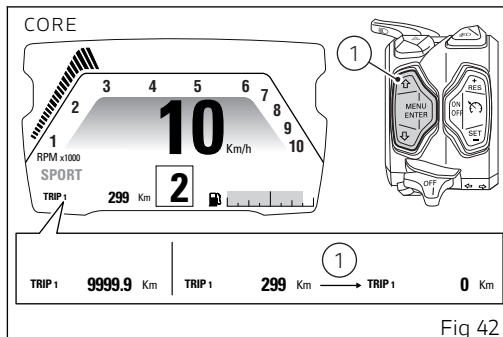


Fig 42

The TRIP1 counter is automatically reset in case the system unit of measurement is changed manually or after a Battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).

The TRIP2 number of mi or km is displayed with the TRIP2 indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.

The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a Battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

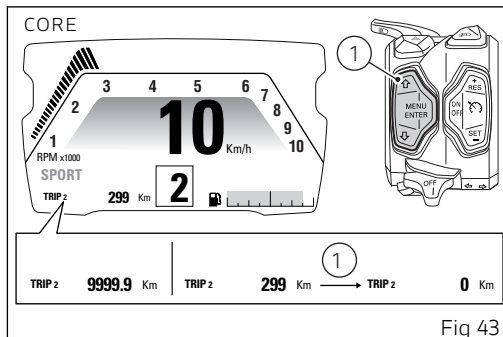


Fig 43

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank. Information is indicated as RANGE, in the set unit of measurement.

If there is any function fault, the instrument panel will display three flashing dashes "- - -".

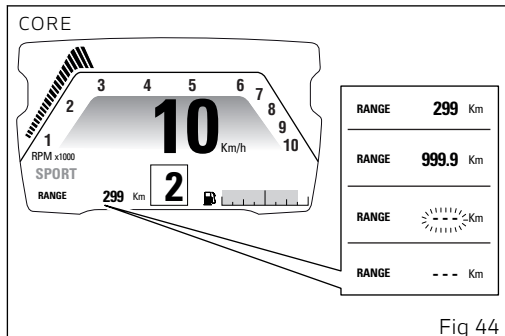
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.



Note

If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.



Average Fuel Consumption (CONS. AVG)

The instrument panel calculates and displays the vehicle average fuel consumption, the set unit of measurement and CONS. AVG text.

The calculation is made considering the quantity of fuel used and the distance traveled since TRIP1 was last reset.

when the vehicle is not moving and the engine is off are not considered).



Note

It is possible to change the units of measurement for consumption (both average and instantaneous) through the Setting Menu using the "UNITS SETTING" function.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds when the value is not available on the display, three steady dashes "- . -" are displayed as a value of average consumption. Value is expressed in the set unit of measurement (liters / 100 km or mpg UK or mpg US).

The active calculation phase occurs when the engine is running and the vehicle is stopped: (moments

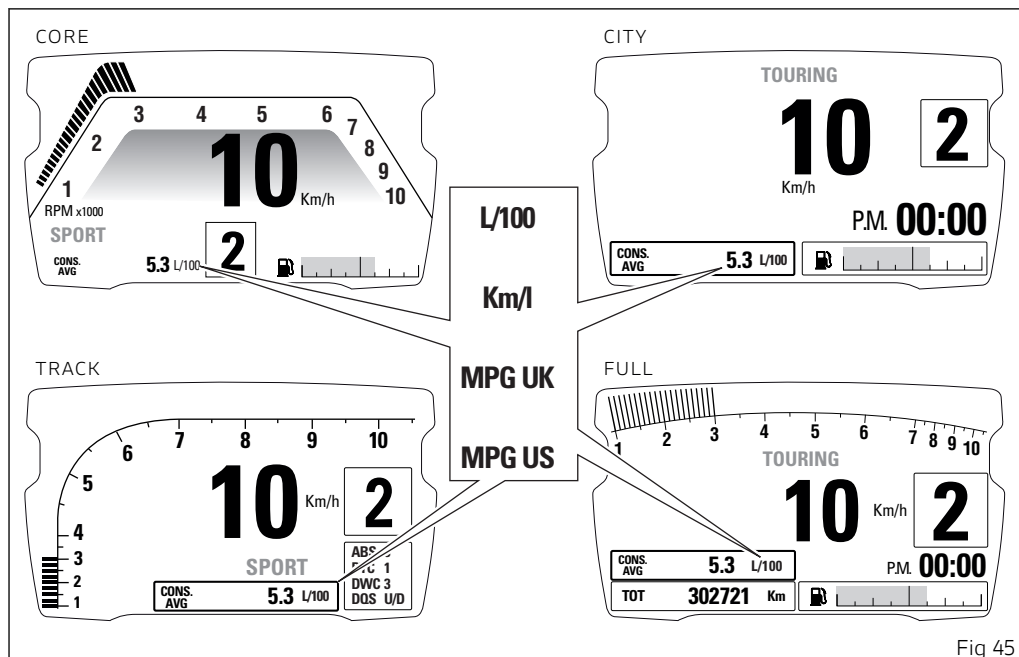


Fig 45

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and displays the vehicle instantaneous fuel consumption, the set unit of measurement and CONS. text.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg US. The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - . - " are displayed as a value of instantaneous consumption.



Note

It is possible to change the units of measurement for consumption (both average and instantaneous) through the Setting Menu using the "UNITS SETTING" function.

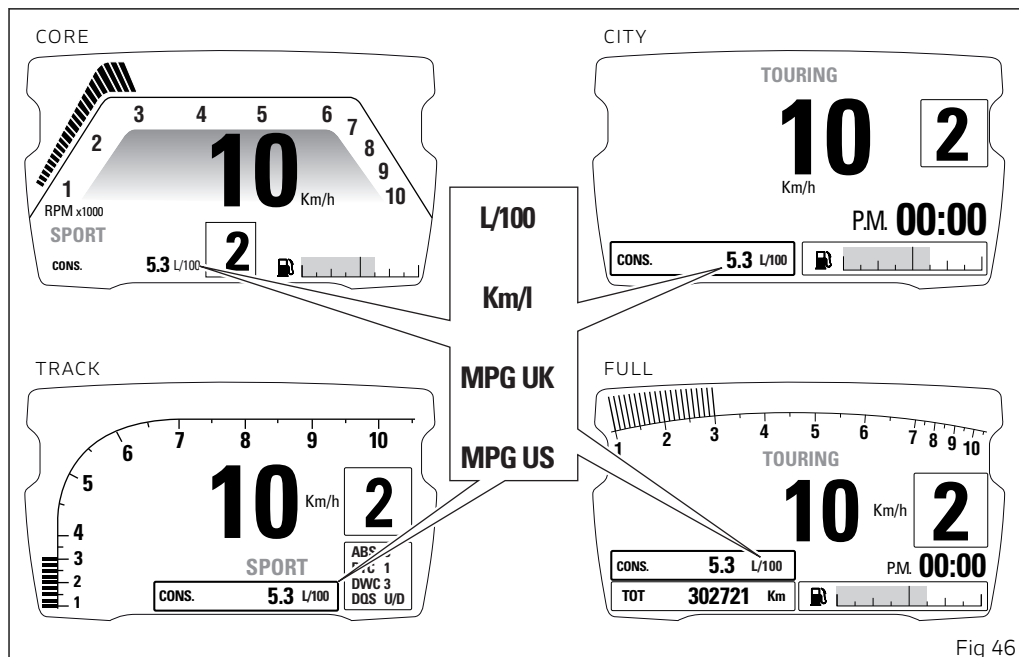


Fig 46

Average speed (SPEED AVG)

The instrument panel calculates and displays the vehicle average speed, the set unit of measurement and SPEED AVG text.

The calculation considers the distance and time since TRIP1 was last reset.

The average speed value displayed is calculated by adding 5% in order to be consistent with vehicle speed indication.



Note

You may change the units of measurement of speed and distance travelled through the Setting Menu using the "UNITS SETTING" function.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

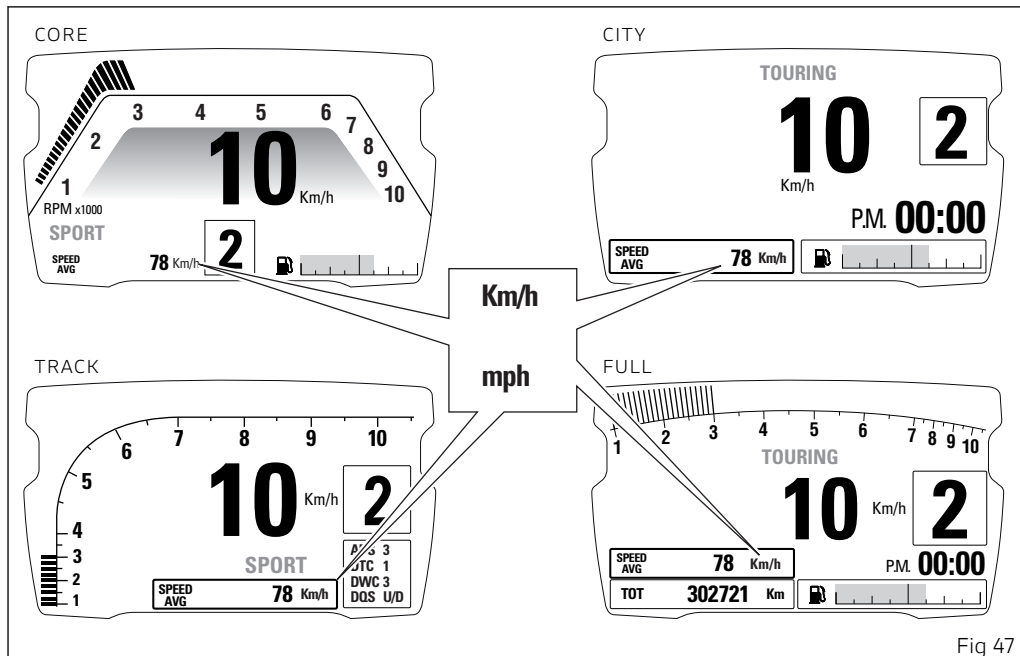


Fig 47

Trip time (TRIP TIME)

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again). When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption or after a Battery-OFF, the trip time value will be automatically reset.



Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption or after a Battery-OFF, the trip time value will be automatically reset.

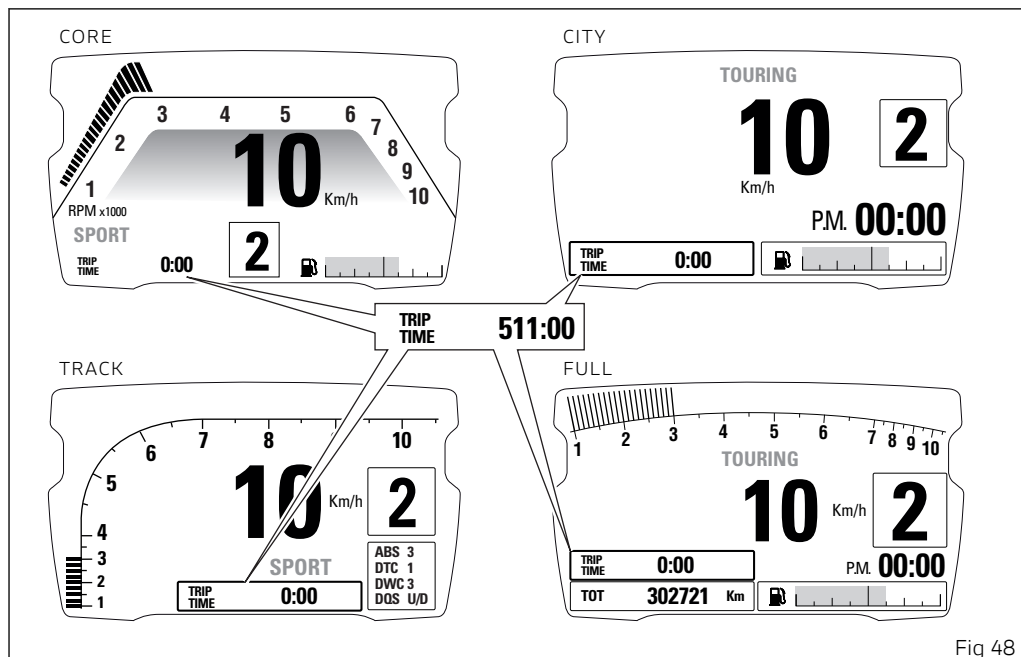


Fig 48

Ambient air temperature (T AIR)

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement, the message T AIR and the thermometer symbol. The temperature value is displayed when ranging from -38 °F to +257 °F (or -39 °C to +125 °C). For different temperature values (lower than -38 °F (-39 °C) or higher than +257 °F (+125 °C)) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light will turn on.



Note

When the vehicle is stopped, the engine heat may influence the displayed temperature.

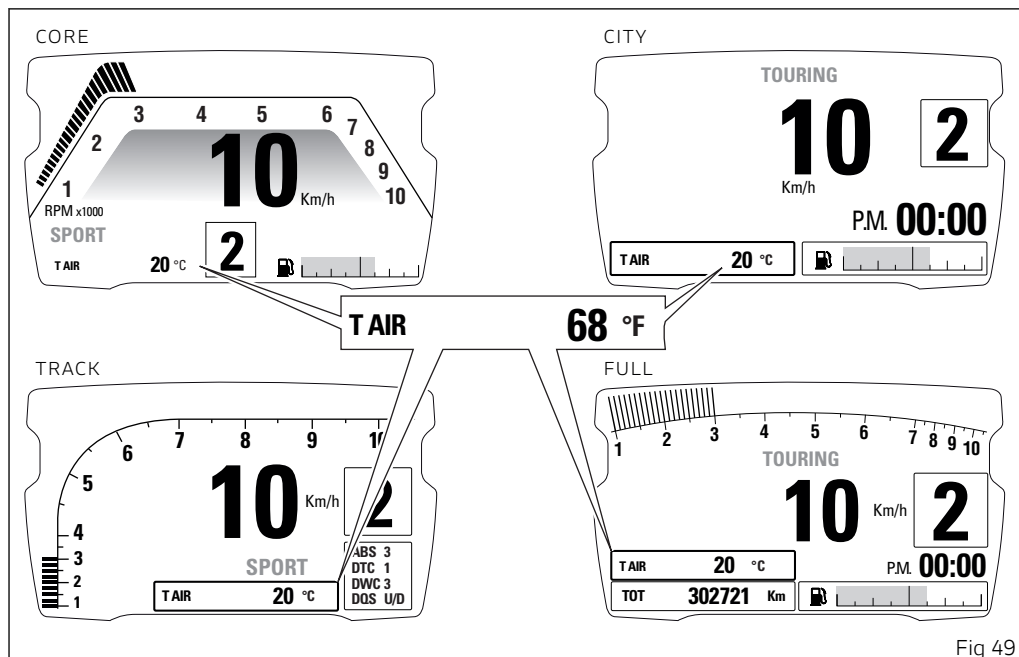


Fig 49

Setting menu (SETTING MENU)

This menu allows enabling, disabling and setting some vehicle functions.

To enter the Setting Menu hold button (4) for three seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 3.1 mph (5 km/h): once inside this menu, you may no longer view any other function.

The Setting Menu displays the following functions:

- RIDING MODE
- INFO MODE
- LAP
- PIN CODE
- DRL CONTROL (active only if the DRL function is available)
- BACKLIGHT
- DATE SET
- CLOCK SET
- INFO SERVICE
- UNIT SETTING
- BLUETOOTH (only if the Bluetooth module is available)

- INFO
 - BATTERY
 - RPM
 - BLUETOOTH version



Important

For safety reasons, you are recommended to use this Menu with the bike at a standstill.

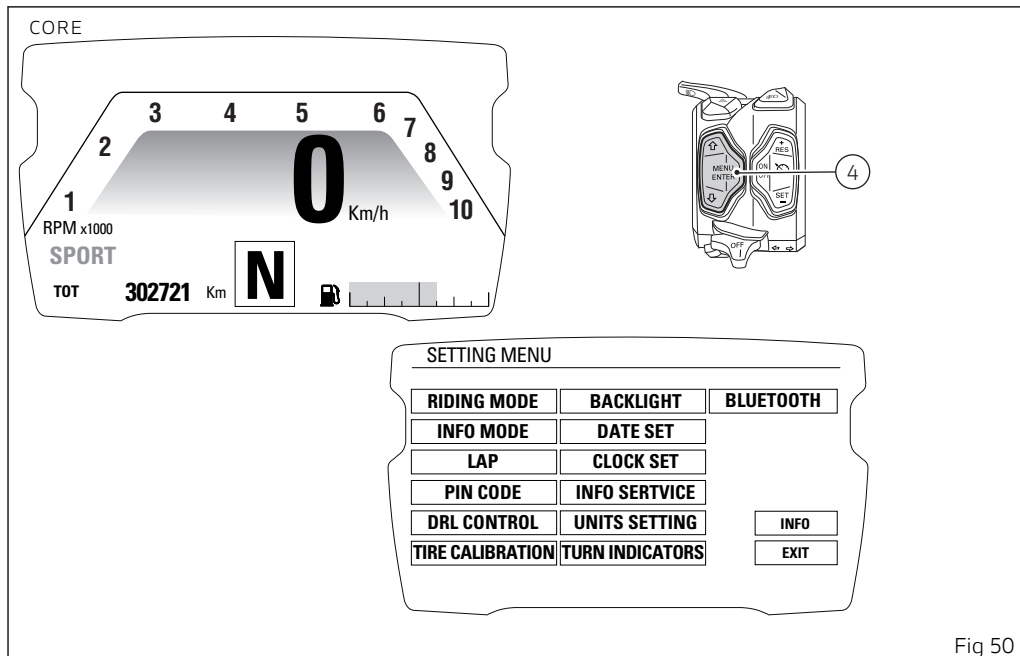


Fig 50

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.

After highlighting the required parameter, press button (4) to open the corresponding menu page.

At the top of instrument panel display is a text indicating the menu and sub-menu path during navigation through the settings.

To quit the Setting Menu you shall highlight "EXIT" and press button (4).

The functions that can be modified by the user are the following:

- RIDING MODE customization: within this menu, rider can customize the following:
 - Engine setting (ENGINE)
 - DTC level (DTC)
 - ABS setting (ABS)
 - DWC level (DWC)
 - DQS status setting (DQS) (if present)
 - Reset to default factory settings (DEFAULT)
- Display mode setting (INFO MODE)
- LAP (LAP activation/display/deletion)
- PIN CODE (enter/change)

- DRL CONTROL (AUTO/ MANUAL setting) (active only if the DRL lights are available)
- Display backlighting (BACKLIGHT)
- Date setting (DATE SET)
- Clock setting (CLOCK SET)
- Service information indication (INFO SERVICE): distance or time until next Oil Service, Desmo Service and Annual Service
- Unit setting (Speed - Temperature - Fuel consumption) (UNITS SETTING)
- Bluetooth setting, pairing and deleting any paired devices – active only if available (BLUETOOTH).

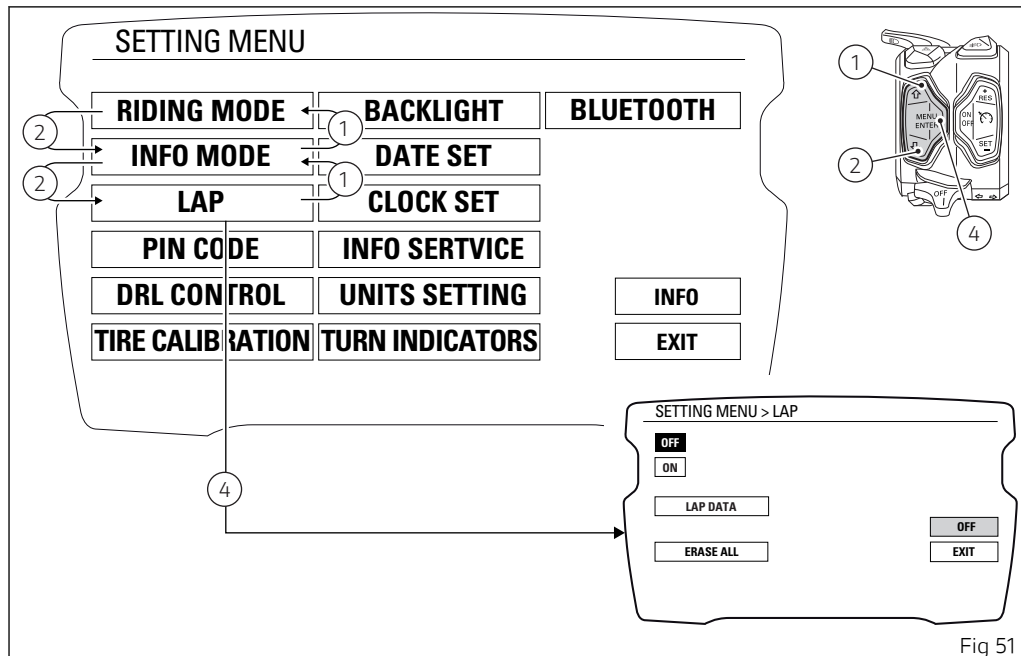


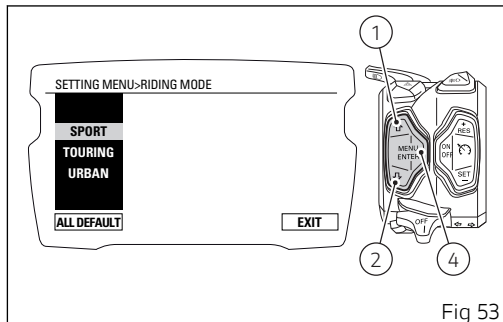
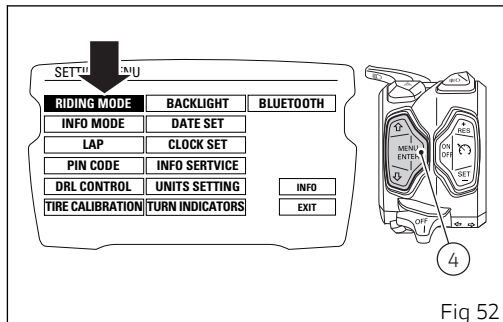
Fig 51

Setting menu - riding mode (RIDING MODE)

All settings of every riding mode can be customized. Enter the Setting Menu.

Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN), by pressing button (1) or (2). Once the desired mode is highlighted, press button (4). You open the selected riding mode customization Menu.

While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.



The parameters that can be customized for every riding mode are the following:

- ENGINE
- DTC
- ABS
- DWC
- DQS (if available)

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

After highlighting the required parameter, press button (4) to open the corresponding menu page.

Any parameter change made is saved and remains in the memory also after a Battery-Off.

The parameters set by Ducati for each individual riding style can be restored with the DEFAULT function.

If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle setup; If the parameters are changed accidentally, use the DEFAULT or ALL DEFAULT function to reset the parameters.

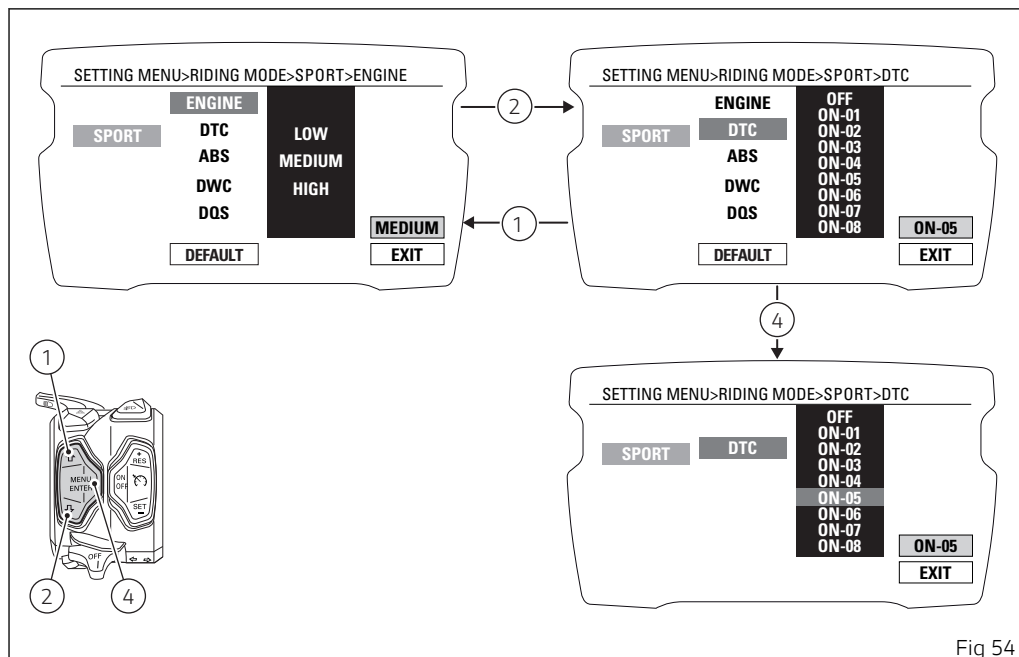


Fig 54

Setting menu - riding mode- setting the engine (ENGINE)

This function customizes engine power associated with each riding mode.

Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2). Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) from the drop-down menu, by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).

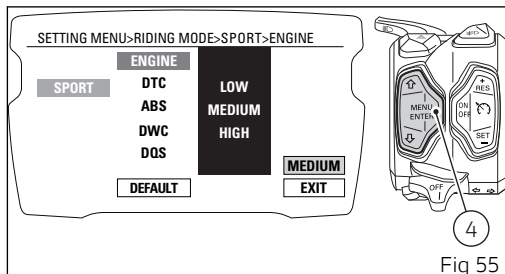


Fig 55

When entering the function, currently set engine power is indicated on the right (above the word EXIT) (e.g.: MEDIUM).

The central drop-down menu lists the available customization options:

- LOW
- MEDIUM
- HIGH

Press buttons (1) and (2) to highlight the available power options one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.

Once the desired power level is highlighted, press button (4) to highlight MEMORY in orange.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If storage is successful, MEMORIZED will be highlighted in green for two seconds, power level will be refreshed and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).

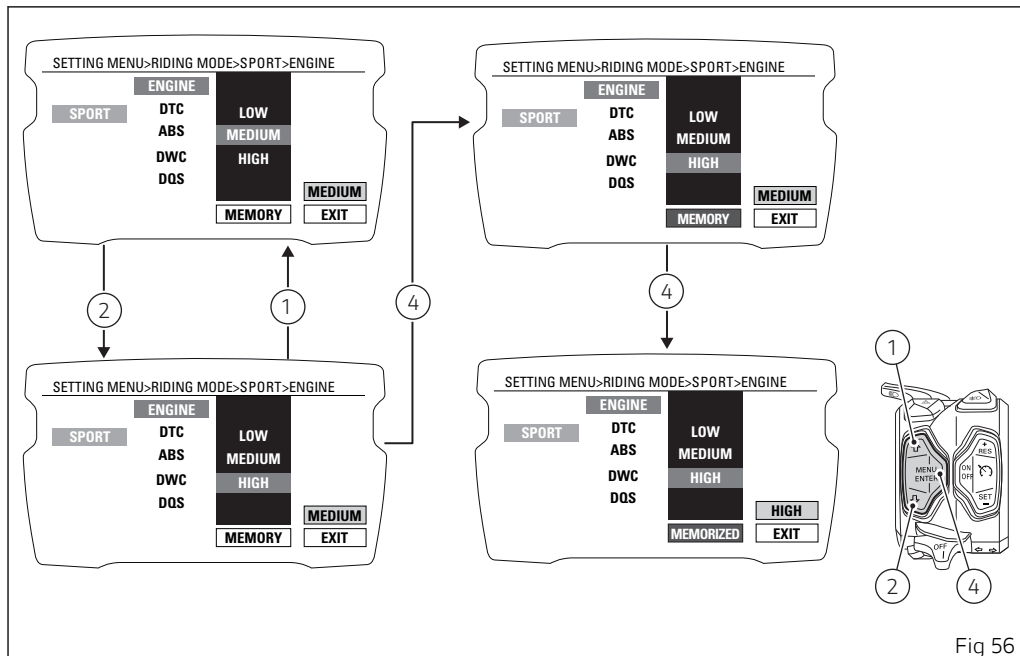


Fig 56

Setting menu - riding mode- setting the DTC (DTC)

This function disables or sets DTC level for the selected riding mode.

Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2).

Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (DTC) from the drop-down menu, by pressing button (1) or (2).

Once the desired parameter is highlighted, press button (4).

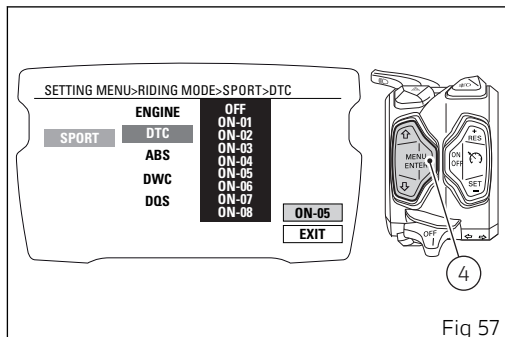


Fig 57

When entering the function, the currently set DTC level or status is indicated on the right (above the word EXIT) (e.g.: ON - 05, i.e. level 05). Customization options are indicated on the central drop-down menu: levels 1 to 8 and status OFF.



Note

If DTC is set to OFF, also the DWC will be automatically set to OFF. The DWC will hence be greyed and not selectable.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange. To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange. If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

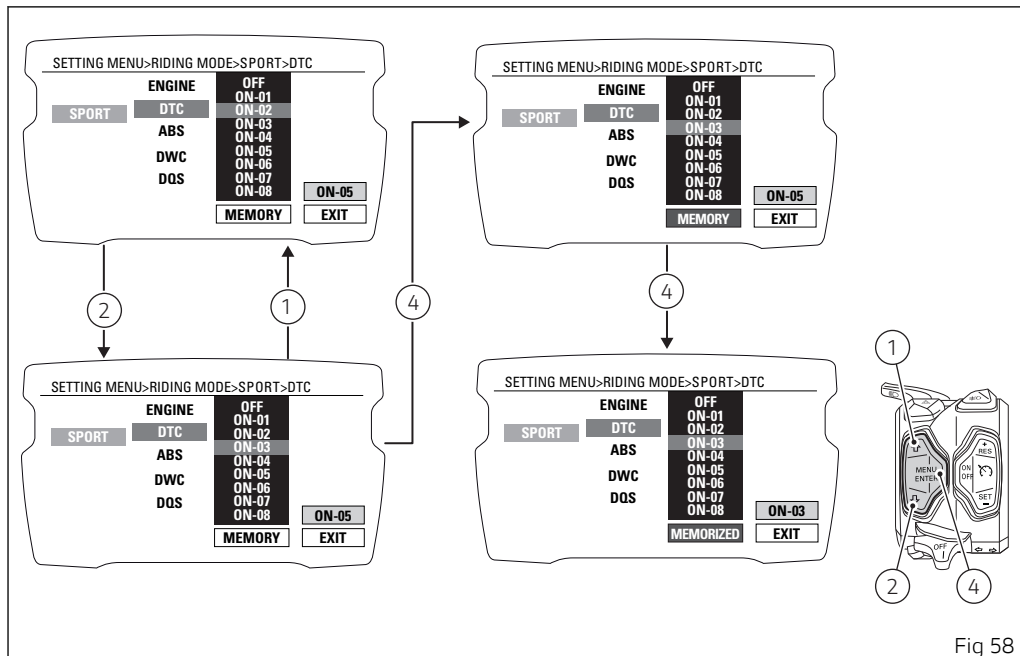


Fig 58

Setting menu - riding mode- setting the ABS (ABS)

This function disables or sets ABS level for the selected riding mode. Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2).

Once the desired mode is highlighted, press button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (ABS) from the drop-down menu, by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).

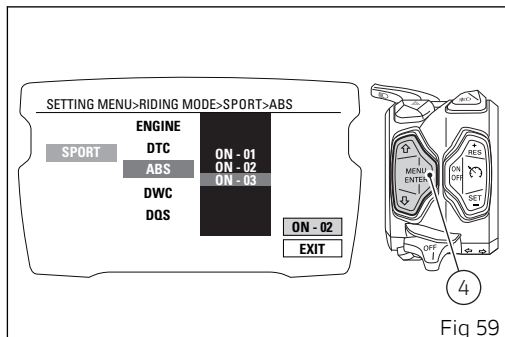


Fig 59

When entering the function, the currently set ABS level or status is indicated on the right (above the word EXIT) (e.g.: ON - 03, i.e. level 03).

Customization options are indicated on the central drop-down menu: levels 1 to 3.

Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).

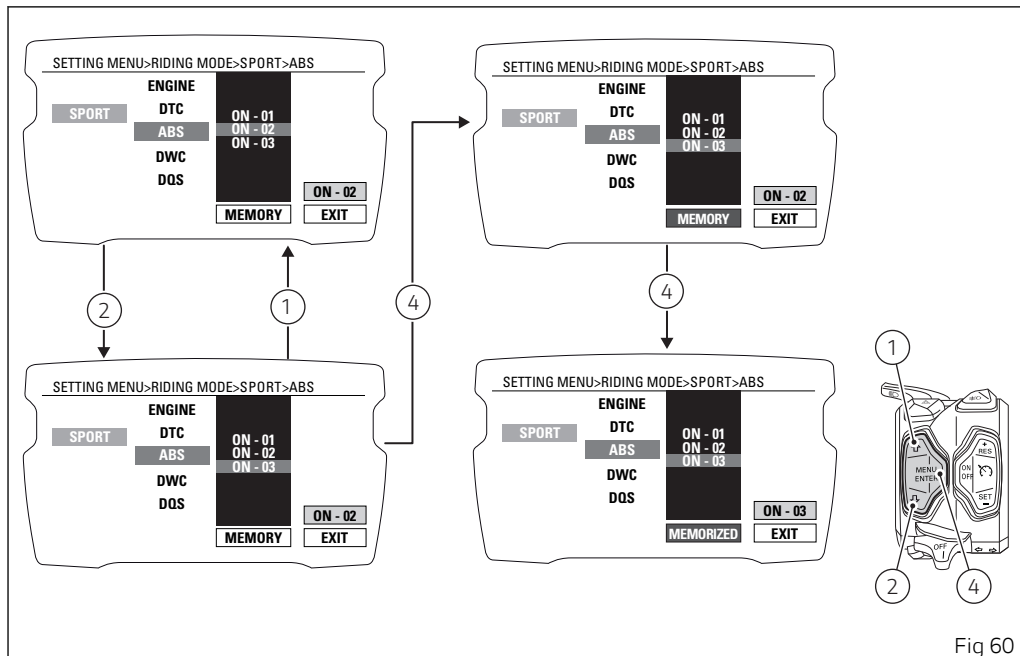


Fig 60

Setting menu - riding mode- setting the DWC (DWC)

This function disables or sets DWC level for the selected riding mode.

Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2).

Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (DWC) from the drop-down menu, by pressing button (1) or (2).

Once the desired parameter is highlighted, press button (4).

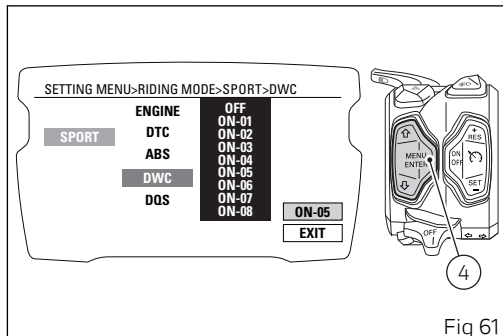


Fig 61

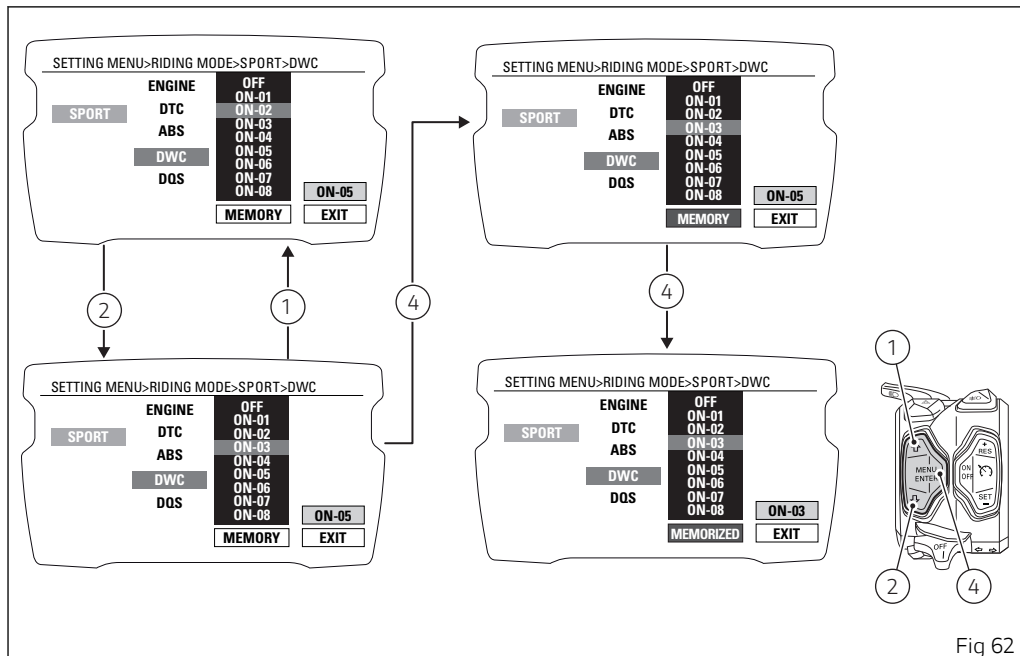
When entering the function, the currently set DWC level or status is indicated on the right (above the word EXIT) (e.g.: ON - 05, i.e. level 05). Customization options are indicated on the central drop-down menu: levels 1 to 8 and status OFF.



Note

If DTC is set to OFF, also the DWC will be automatically set to OFF. The DWC will hence be greyed and not selectable.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange. To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange. If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).



Setting menu - riding mode- setting the DQS (DQS)

This function allows disabling or enabling the DQS for each riding mode, only if the feature is available on board the vehicle.

Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2).

Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (DQS) from the drop-down menu, by pressing button (1) or (2).

Once the desired parameter is highlighted, press button (4).

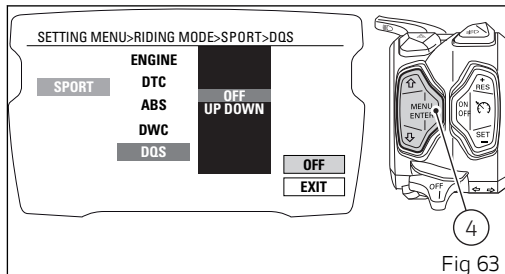


Fig 63

When entering the function, the currently set DQS level or status is indicated on the right (above the word EXIT) (e.g.: OFF).

The central drop-down menu lists the available customization options: "OFF" and "UP/DOWN". Press buttons (1) and (2) to highlight the available options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

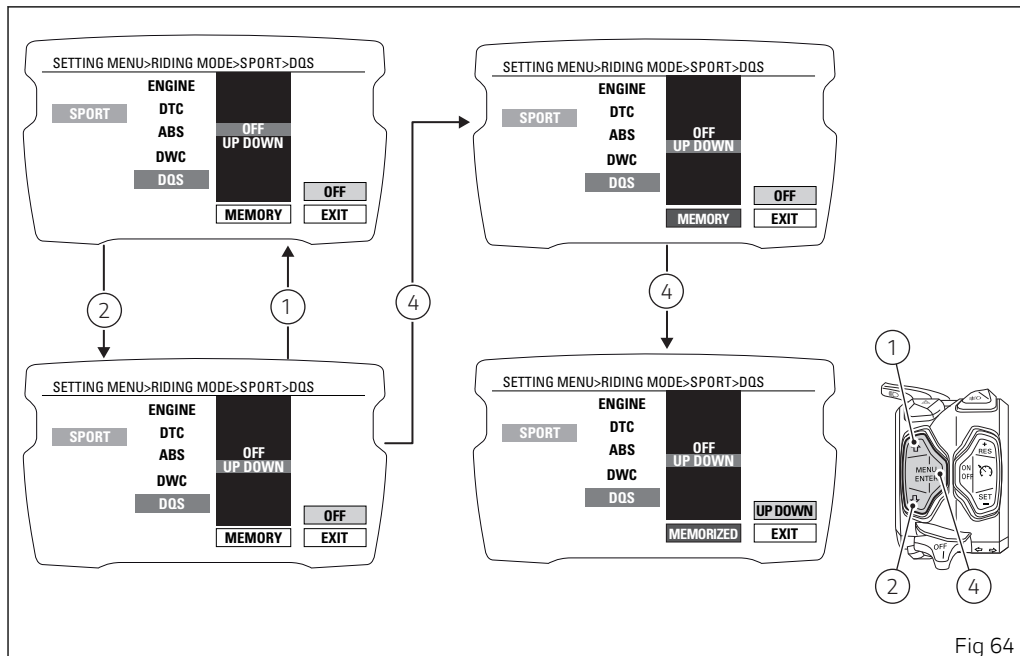
Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange.

To save the new setting, hold button (4) for two seconds while the message MEMORY is highlighted in orange.

If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green.

To exit the menu and go back to previous page, select EXIT and press button (4).



Setting menu - riding mode - restore all values for each single riding mode (DEFAULT)

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

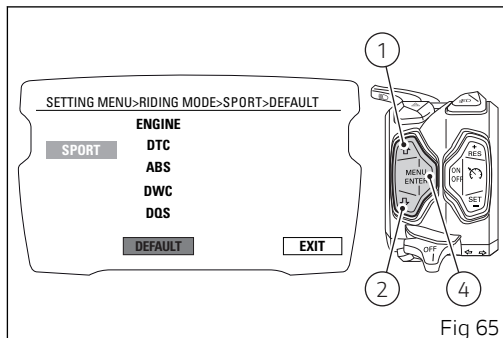
Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING, or URBAN) from the drop-down menu, by pressing button (1) or (2). Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select DEFAULT option, by pressing button (1) or (2). Once desired parameter is highlighted, keep button (4) pressed for two seconds.



To restore parameters, the system needs three seconds; meanwhile, "WAIT..." indication is displayed.

Once procedure is completed, "OK" will appear for two seconds to confirm that default parameters have been restored and the message EXIT will be highlighted.

To exit the menu and go back to previous page, select "EXIT" and press button (4).



Note

If the DEFAULT option cannot be selected, it means that all parameters of the riding mode are already in the "Default" condition.

Setting menu - riding mode - value reset (ALL DEFAULT)

This function allows restoring the default values set by Ducati for all the parameters associated to all riding modes.

To gain access to this function, enter the Setting Menu, use button (1) or (2) to select RIDING MODE and press button (4). Then use button (1) or (2) to select ALL DEFAULT and keep button (4) pressed for two seconds.



Note

If "ALL DEFAULT" option cannot be selected, it means that all parameters for all riding modes are already in the "Default" condition.

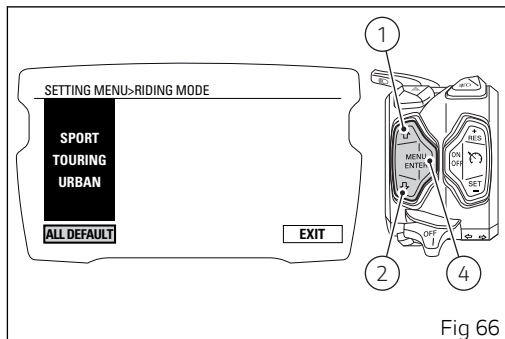


Fig 66

Setting Menu - display mode setting (INFO MODE)

The display mode can be customized by selecting one of the four available display modes: TRACK, FULL, CITY and CORE.

The default mode set by Ducati is CORE.

It is possible to select a mode other than the set one. To select the display mode open the Setting Menu. Select INFO MODE option by pressing button (1) or (2). Once function is highlighted, press button (4).

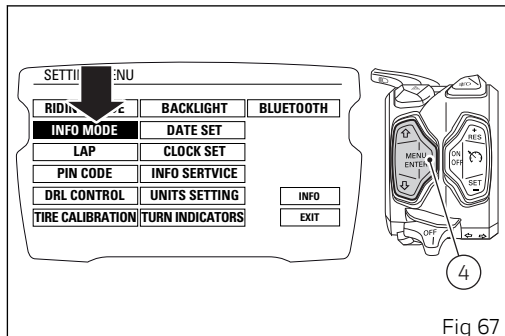


Fig 67

Enter the INFO MODE menu.

To select a display mode, press button (1) or button (2). Once mode is highlighted, press button (4). The selected option is stored, current mode indication is refreshed and the EXIT option is automatically highlighted.

Press button (4) to go back to previous display mode.

By selecting DEFAULT, the display mode of all Riding modes becomes the CORE mode.

By selecting RIDING MODE, the display mode becomes:

- TRACK for the SPORT Riding mode;
- TOURING for the FULL Riding mode;
- URBAN for the CITY Riding mode.

By selecting TRACK, the display mode of all Riding modes becomes the TRACK mode.

By selecting FULL, the display mode of all Riding modes becomes the FULL mode.

By selecting CITY, the display mode of all Riding modes becomes the CITY mode.

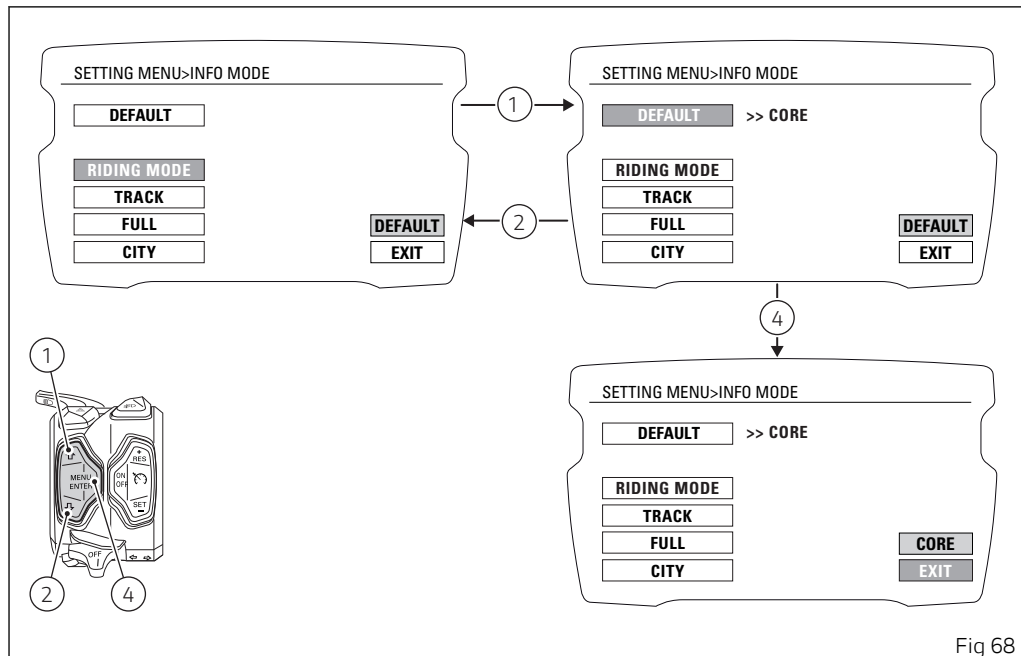


Fig 68

Setting menu - lap time (LAP)

To open the LAP function menu, enter the Setting Menu. Select LAP option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the LAP Menu.

The menu allows you to:

- OFF: disable the LAP function;
- ON: enable the LAP function;
- LAP DATA: view LAPs previously recorded by means of the "LAP recording" function;
- ERASE ALL: delete all recorded LAPs.

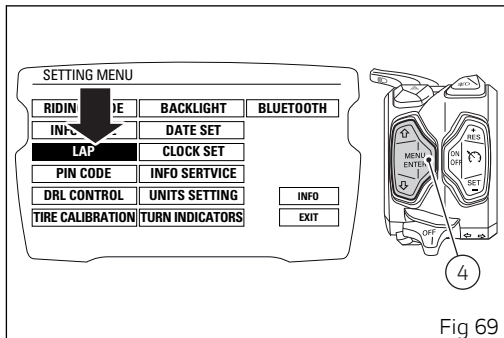


Fig 69

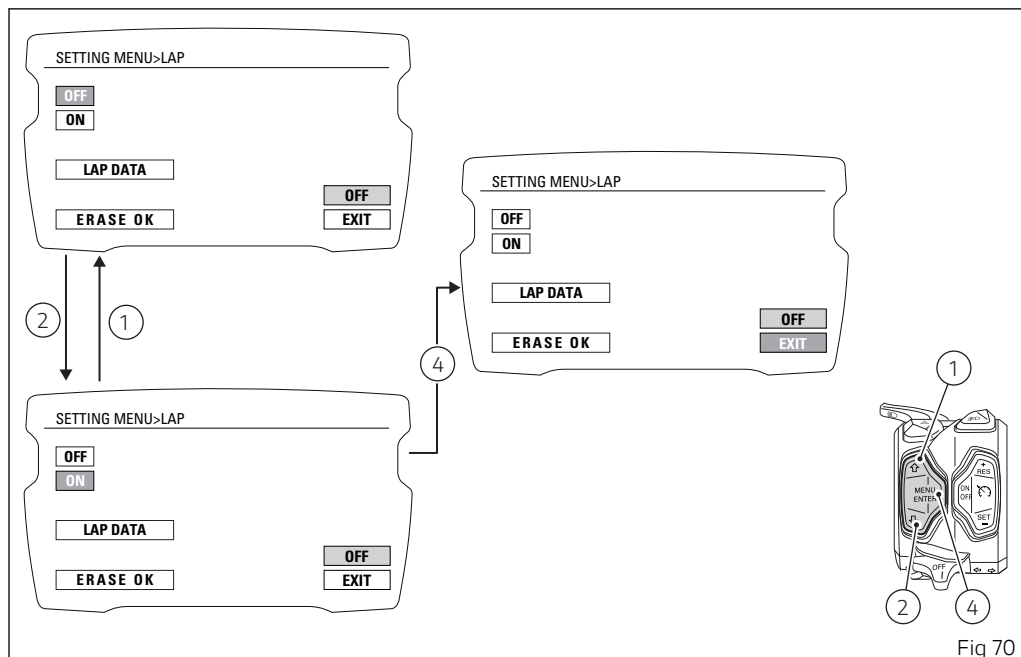


Fig 70

Displaying the stored LAPs

To view the stored LAPs, you must enter the LAP menu.

Select "LAP DATA" option, by pressing button (1) or (2). Once function is highlighted, press button (4). When you enter the function, the following is displayed:

- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap;
- LAP indication followed by the number of the LAP (e.g.: LAP 01);

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 15), and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 15 ... LAP 14 ... LAP 13 LAP 01), and then highlight EXIT.

To exit the menu and go back to previous page, select EXIT and press button (4).



Note

The MAX stored speed is reached during lap (increased by 5%).



Note

If the memory is empty, the display shows the lap timer reading "-.-.-.-", MAX RPM = ----- and MAX speed = -----.

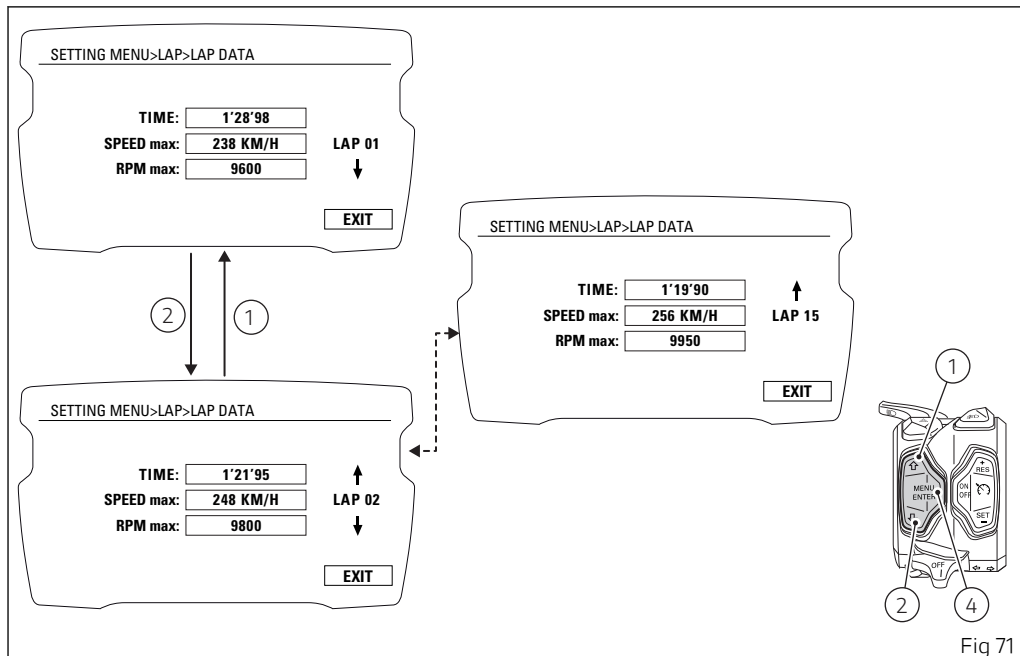


Fig 71

Erasing stored LAPs

To delete the stored LAPs, you must enter the LAP menu.

LAPs can be erased from the LAP menu or from the LAP viewing page (LAP DATA).

Select "ERASE ALL" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

User must confirm deletion by pressing button (4) for two seconds.

After two seconds, the instrument panel display shows:

- WAIT... for two seconds;
- and then ERASE OK for 2 seconds to inform about the result of the deletion process.

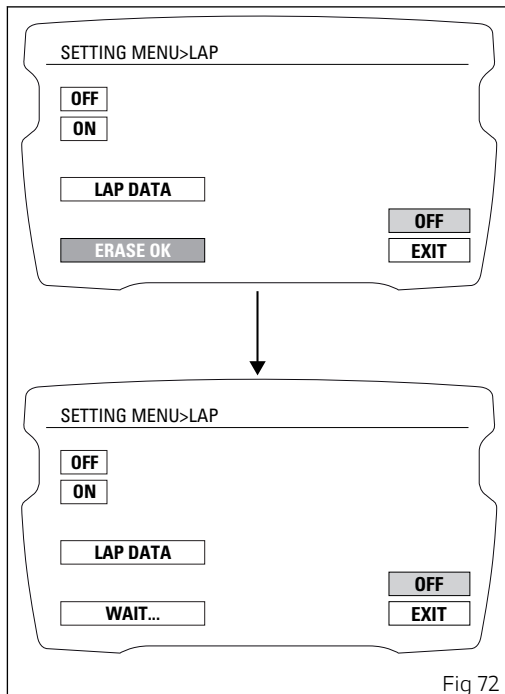


Fig 72

Deletion is one single command that erases all stored laps.

After deletion, the Laps 01 to 15 are displayed with all parameters showing an indefinite value "-" (time = -' -" - - , rpm = - - - - - , speed = - - -).

To exit the menu and go back to previous page, select EXIT and press button (4).

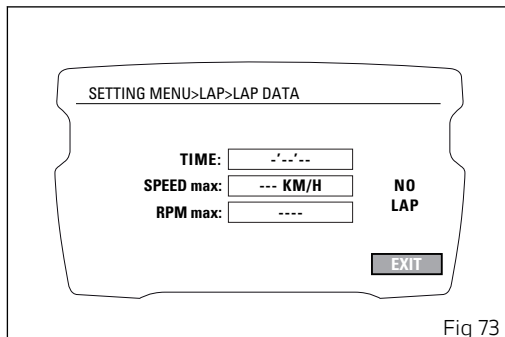


Fig 73

Setting menu - pin code activation (PIN CODE)

This function allows the user to activate or modify the PIN CODE.

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction.

To activate this function, refer to "Entering the PIN CODE" procedure.

To change the PIN refer to "Changing the PIN CODE" procedure.

In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 263.



Attention

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorized Ducati Dealer to have the function "reset". To perform this procedure, the Authorized Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

Activating the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting Menu. Select PIN CODE option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the PIN CODE menu.

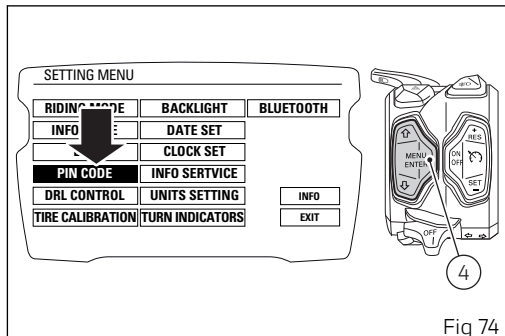


Fig 74

When entering the function, the display shows the message INSERT NEW PIN CODE followed by the first digit in green and three dashes "0 - - -".

Entering the code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

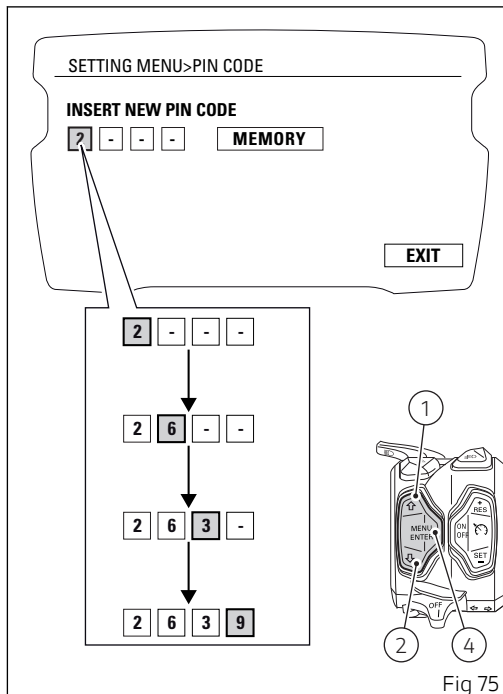


Fig 75

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights **MEMORY** item.

To save the new setting, hold button (4) for two seconds while the message **MEMORY** is highlighted in orange.

If settings have been saved, **MEMORIZED** will be shown in green for 1 second, and then the **EXIT** item will be highlighted in green.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorized Service Center).

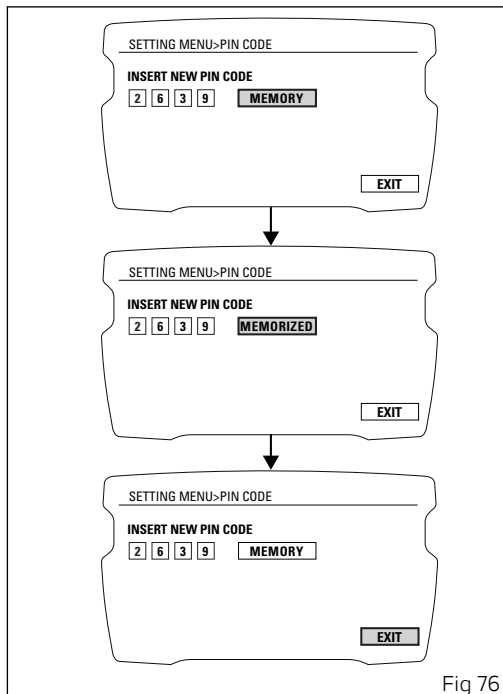


Fig 76

Setting menu - pin code modification (PIN CODE)

To change the existing PIN CODE and activate a new one, you must open the Setting menu.

Select "PIN CODE" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

You open the "PIN CODE" menu. When opening the function, the screen displays INSERT OLD PIN CODE and three dashes "0 - - -", the first digit "0" is highlighted in green.

Entering the "old" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

When you press button (4) to confirm the fourth and last digit:

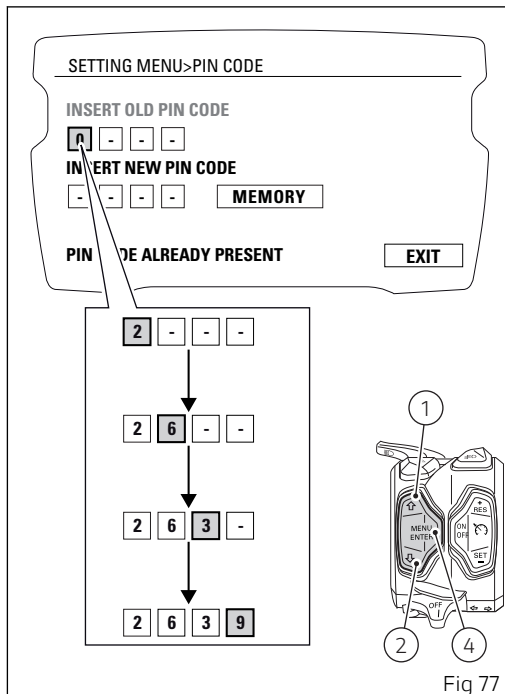


Fig 77

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" for the OLD PIN to allow you to try again;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds, the screen displays INSERT NEW PIN CODE and four dashes "----", the first of which is highlighted in green, for the user to enter the new PIN CODE.

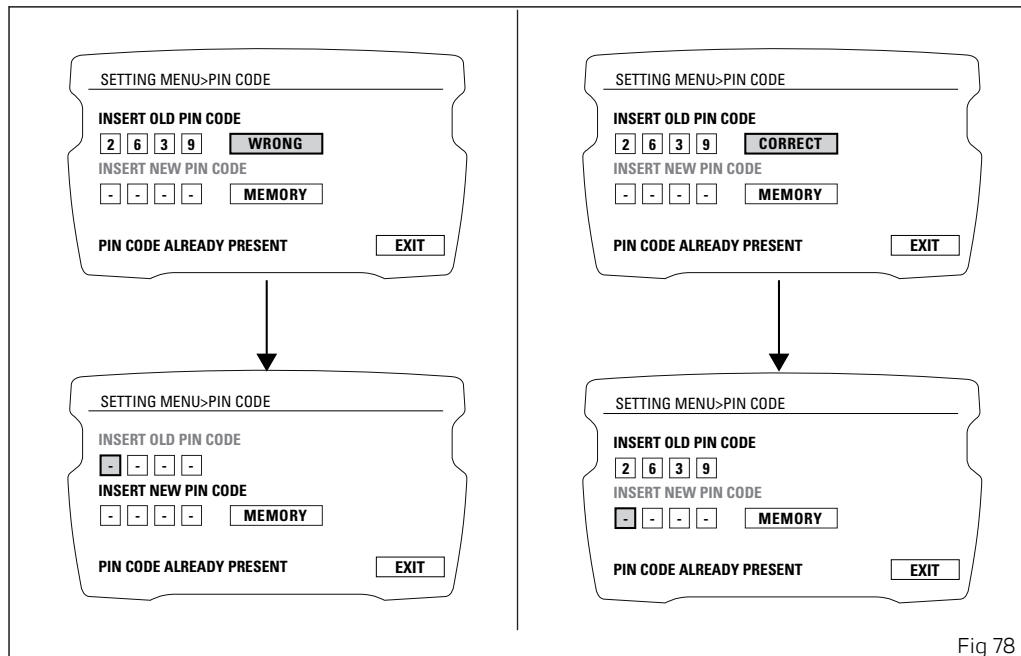
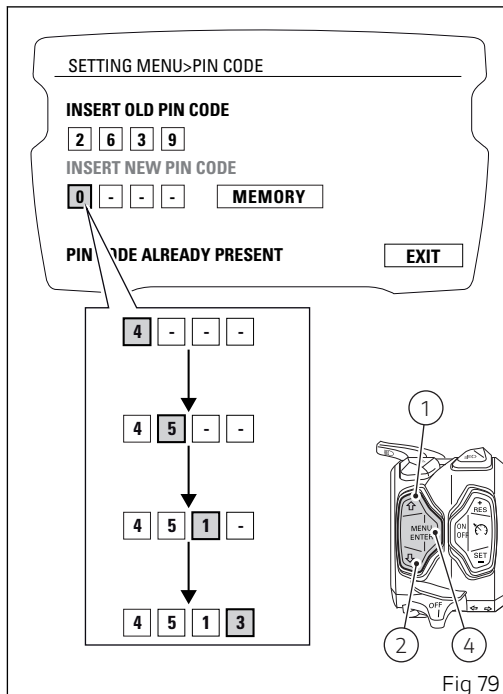


Fig 78

Entering the "new" code:

- 1) Press button (4), only one digit is highlighted in green indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4)

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.



When you press button (4) to confirm the fourth and last digit, the instrument panel highlights **MEMORY** item.

To save the new setting, hold button (4) for two seconds while the message **MEMORY** is highlighted in orange.

If storage is successful, **MEMORIZED** will be highlighted in green for two seconds, and then **EXIT** will be highlighted in green.

If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the **NEW PIN** to allow the rider to try again and enter a new code.

To exit the menu and go back to previous page, select "EXIT" and press button (4).

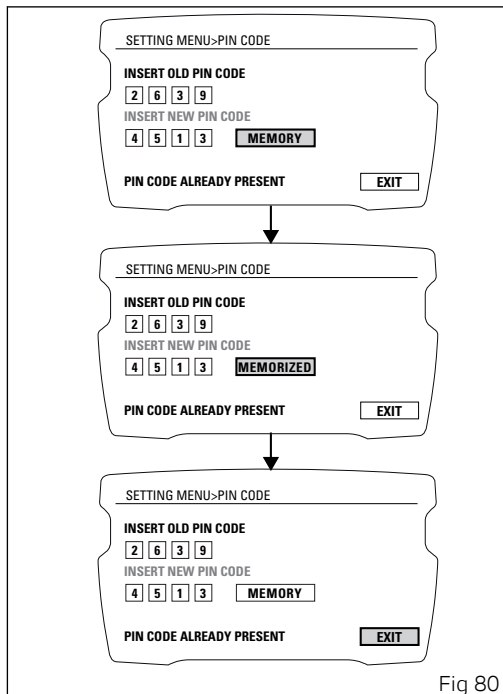


Fig 80

Setting menu - DRL light mode setting (DRL CONTROL)

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.

Enter the Setting Menu. Select "DRL CONTROL" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

Enter the "DRL CONTROL" menu.

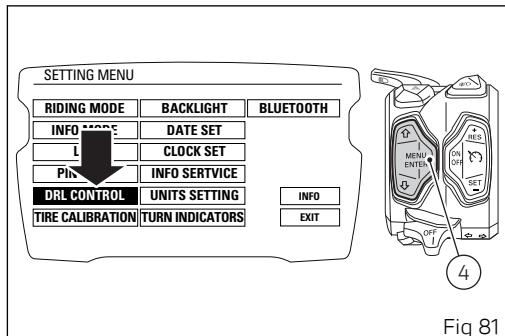


Fig 81

When entering the function on the left, the display will show the DRL settings: AUTO, MANUAL whereas on the right (above the word EXIT) the currently set mode.

Press buttons (1) and (2) to highlight the available DRL status: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Once the desired mode is selected, press button (4) to confirm. The instrument panel activates the selected mode and highlights the corresponding name.

When choosing the AUTO mode of the DRL lights, the high and/or low beams are automatically switched from the DAY mode to the NIGHT mode and vice versa according to the ambient light. To exit the menu and go back to previous page, select EXIT and press button (4).

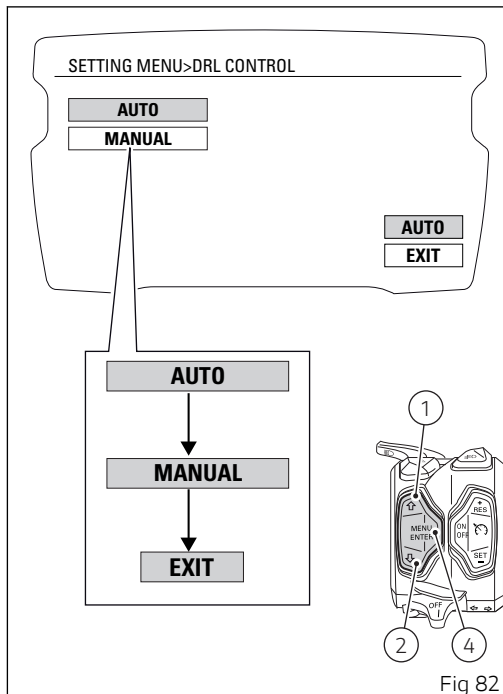


Fig 82

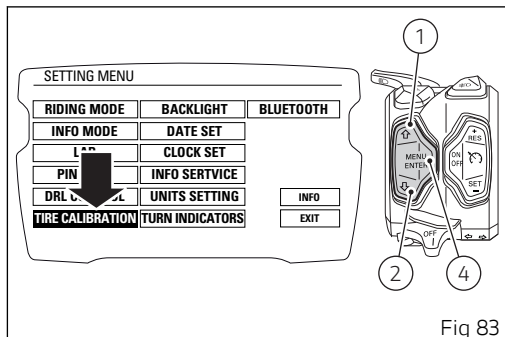
Setting menu - tire setting and drive ratio (TIRE CALIBRATION)

This function allows the user to run the procedure for calibrating and teaching in the tire rolling circumference and final drive ratio.

Enter the Setting Menu. Select "TIRE CALIBRATION" option by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "TIRE CALIBRATION" menu.



As you enter this function, the instrument panel displays the following indications (Fig 84):

- START
- DEFAULT
- EXIT

"DEFAULT" option is only available if the current calibration is not the default one.
Use buttons (1) and (2) to scroll through the available items.
To run a new calibration you shall highlight "START" and press button (4) for 2 seconds.

Then the instrument panel displays on the LH side the red message "READY", the message "KEEP SPEED" with speed range and the gear to be maintained by the user to complete the teach-in procedure (Fig 85). While on the RH side is the reference Riding Mode, current speed and gear engaged.



Important

The teach-in procedure is allowed only at a vehicle speed between 30 mph (49 Km/h) and 32 mph (51 Km/h) in the 2nd gear.

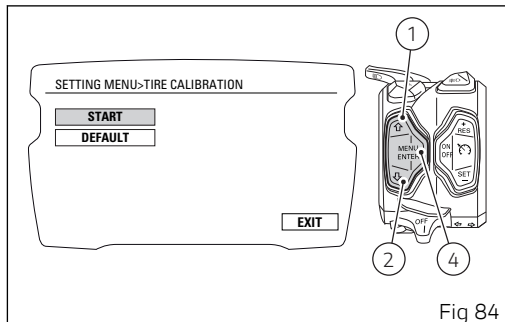


Fig 84

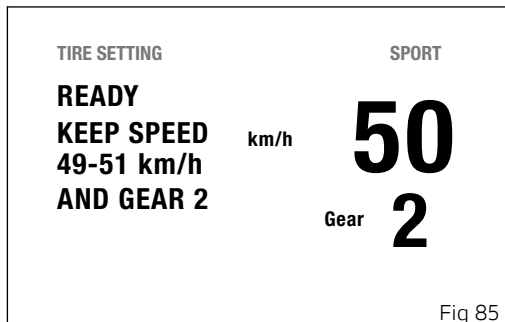


Fig 85

When the rider complies with the required conditions of vehicle speed and gear displayed, the instrument panel starts system calibration: all previous information will be displayed showing "IN PROGRESS" instead of "READY" (Fig 86).

Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

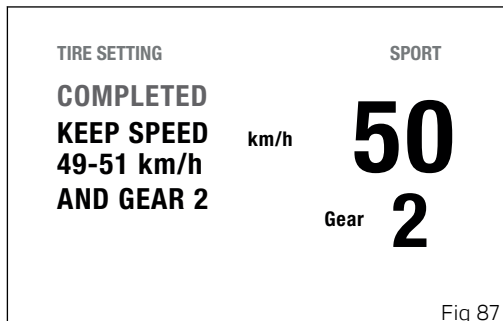
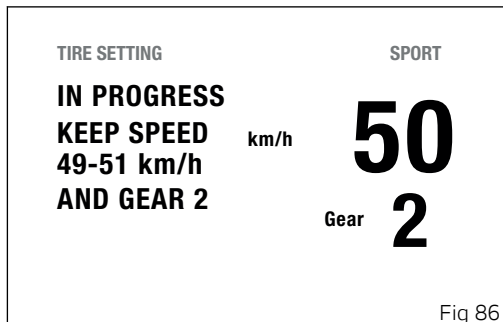
If the teach-in procedure is completed correctly, the instrument panel shows "COMPLETED" (Fig 87) followed by the previous screen after a few seconds.

Note

During the calibration procedure, if the vehicle speed exceeds 62 mph (100 km/h), the procedure will stop.

Note

During calibration, the procedure can be aborted and user can go back to standard screen by pressing button (1) for 2 seconds.

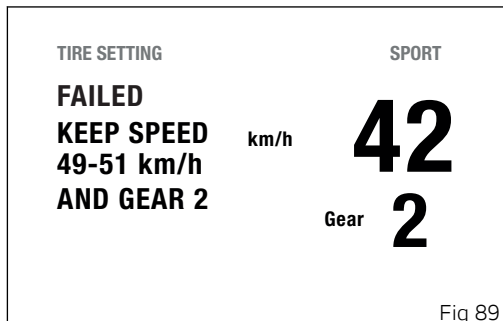
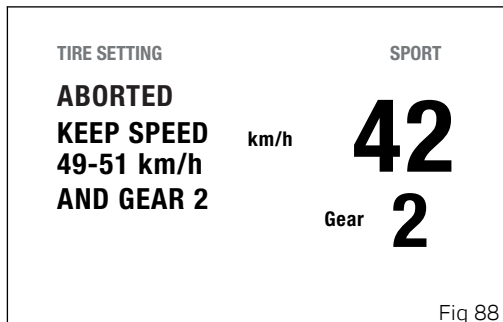


**Note**

If during the calibration procedure a vehicle key-off is performed, the procedure will stop and end with negative result.

If the calibration procedure is aborted by the user, the instrument panel shows "ABORTED" (Fig 88) followed by the previous screen after a few seconds.

If, on the other hand, an error or malfunction occurs during the calibration procedure, the instrument panel shows "FAILED" (Fig 89) followed by the previous screen after a few seconds.



To reset to the default settings, use buttons (1) and (2) to select "DEFAULT" (Fig 84) and press button (4). Then, the instrument panel shows "DEFAULT PLEASE WAIT..." (Fig 90) and after a while "DEFAULT OK" (Fig 91) for 2 seconds, then followed by the previous screen.

TIRE SETTING

**DEFAULT
PLEASE WAIT...**

Fig 90

TIRE SETTING

**DEFAULT
DEFAULT OK**

Fig 91

Setting menu - setting the backlighting (BACKLIGHT)

This function allows the user to choose the background of the instrument panel.

Enter the Setting Menu. Select "BACKLIGHT" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

You open the "BACKLIGHT" menu.

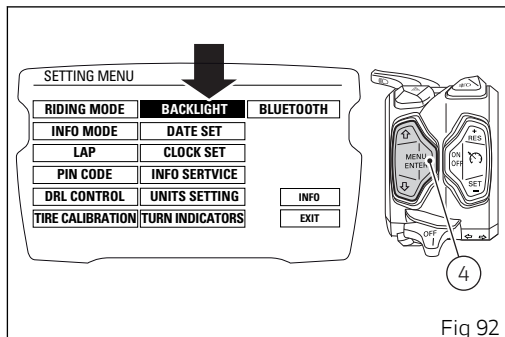


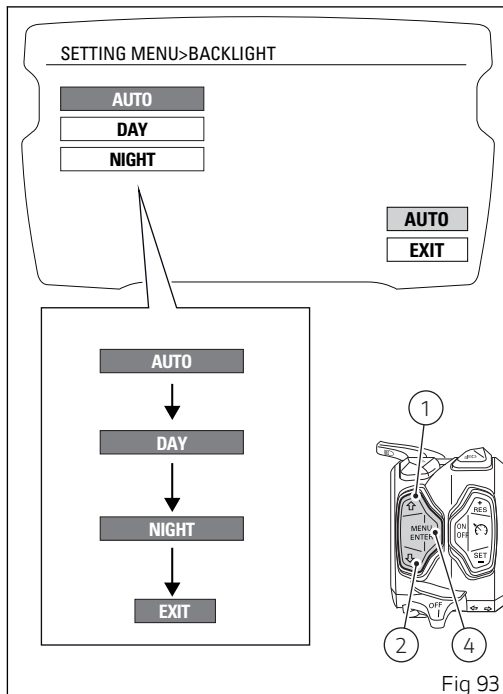
Fig 92

When entering the function, available backlighting options are indicated on the left: DAY, NIGHT, AUTO, while currently selected option is indicated on the right (above the word EXIT).

Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Once the desired backlighting option is highlighted, press button (4) to confirm. The instrument panel immediately activates the option selected by the user and highlights the corresponding name. To exit the menu and go back to previous page, select EXIT and press button (4).

Select DAY (day mode) to permanently set display "white" background for improved readability - recommended in conditions of strong ambient light. Select NIGHT (night mode) to permanently set display black background for dimmed visibility - recommended in case of poor ambient light and/or at night.

Select AUTO (automatic mode) to automatically adjust background color according to ambient light (detected by a sensor).



If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background.

Setting menu - setting the date (DATE SET)

This function allows user to set or change the date. Enter the Setting Menu.

Select "DATE SET" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

Important

Every time the battery is disconnected, the date is reset and must be set again.

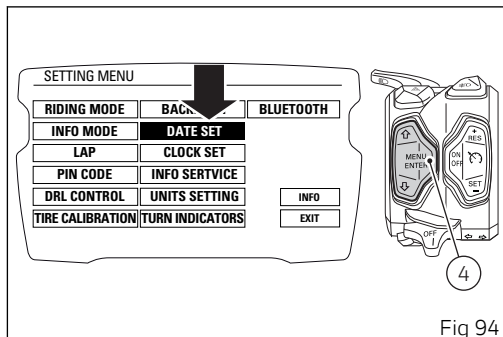


Fig 94

When entering the function, available settings are indicated on the left: YEAR, MONTH, DAY, while current date is indicated on the right (e.g.: 2014/08/02).

Setting the year

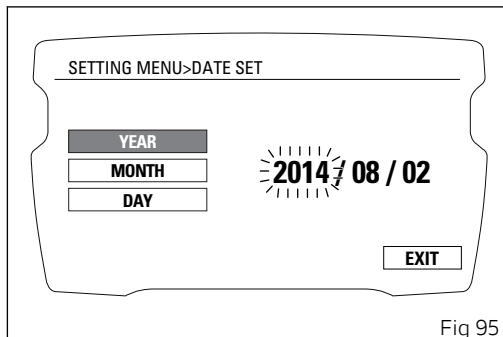
Select "YEAR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The year value starts flashing.

Press button (1) to decrease year value by 1: 2099, 2098, 2000, 2099.

Press button (2) to increase year value by 1: 2000, 2001, 2099, 2000.

Once you reach the value to be set, press button (4) and the set year will stop flashing.



Setting the month

Select "MONTH" option, by pressing button (1) or (2).

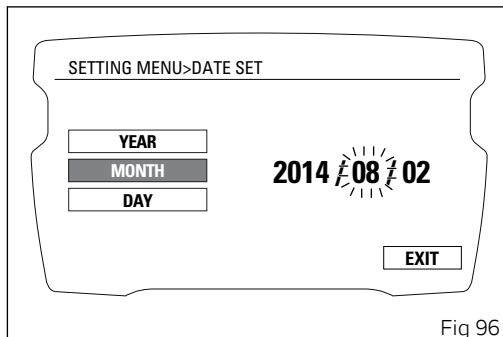
Once option is highlighted, press button (4).

The month value starts flashing.

Press button (1) to decrease month value by 1: 12, 11, 01, 12.

Press button (2) to increase month value by 1: 01, 02, 12, 01.

Once you reach the value to be set, press button (4) and the set month will stop flashing.



Setting the day

Select "DAY" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

The day value starts flashing.

Press button (1) to decrease day value by 1: 31, 30, 01, 31.

Press button (2) to increase day value by 1: 01, 02, 31, 01.

Once you reach the value to be set, press button (4) and the set day will stop flashing.

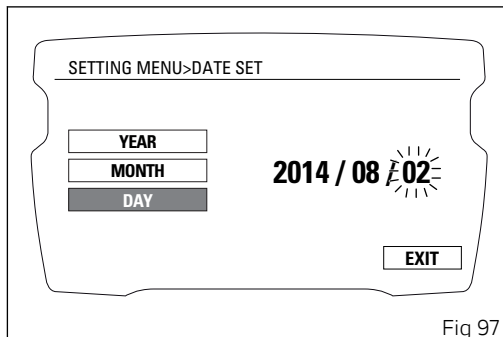


Fig 97

Storing the date

To store set/modified date, select **MEMORY** using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display **MEMORIZED** for two seconds and then automatically highlight **EXIT**.

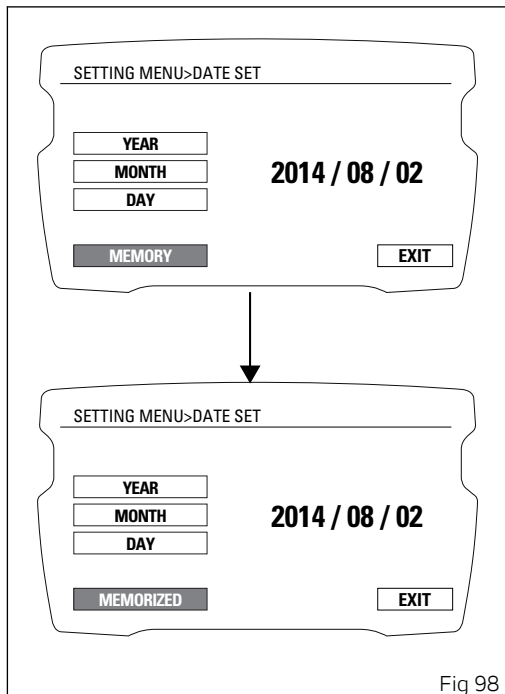


Fig 98

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "---- / -- / --" steady. It is still possible to set a new date. To go back to previous page, press button (4) when EXIT is highlighted.

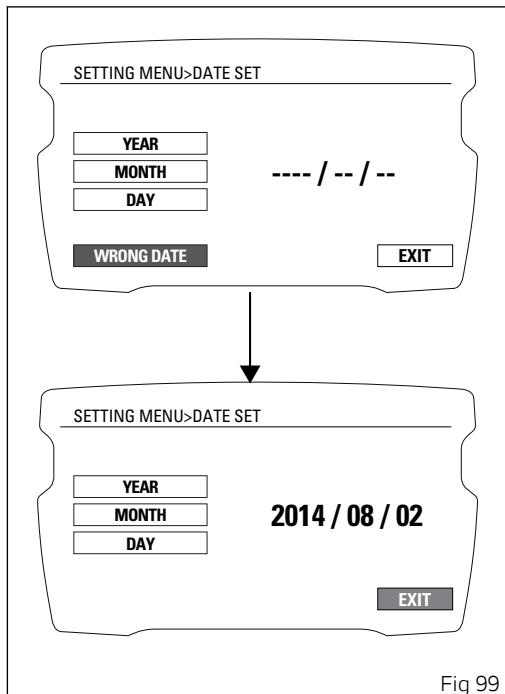


Fig 99

Setting menu - Setting the time (CLOCK SET)

This function allows user to set or adjust the time. Enter the Setting Menu. Select "CLOCK SET" option, by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "CLOCK SET" Menu.



Note

Every time the battery is disconnected, the clock is reset and must be set again by the user.

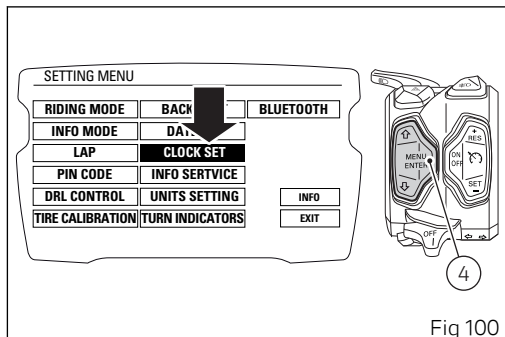


Fig 100

When entering the function, available settings are indicated on the left: AM / PM, HOURS, MINUTES, while set time is indicated on the right (e.g.: AM 10 : 30).

To exit the menu and go back to previous page, select EXIT and press button (4).

Setting AM/PM

Select "AM/PM" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The indication starts flashing.

Select AM or PM, by pressing button (1) or (2), respectively.

Once you reach the value to be set, press button (4) and the set value will stop flashing.

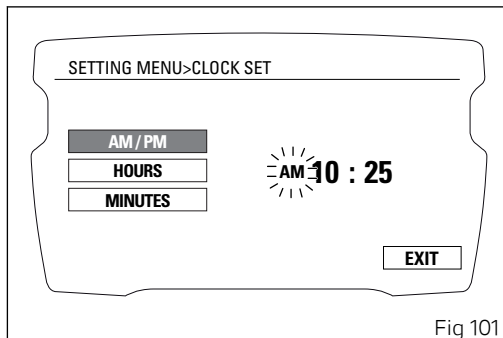


Fig 101

Setting the hours

Select "HOURS" option, by pressing button (1) or (2). Once option is highlighted, press button (4). The hour value starts flashing.

Press button (1) to decrease hour value by 1: 12, 11, ..., 1, 12.

Press button (2) to increase hour value by 1: 12, 1, ..., 12.

Once you reach the value to be set, press button (4) and the set hour value will stop flashing.

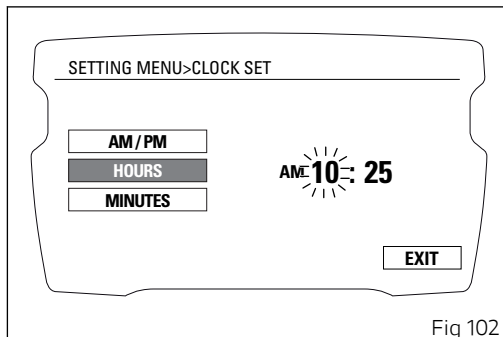


Fig 102

Setting the minutes

Select "MINUTES" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

The minute value starts flashing.

Press button (1) to decrease minute value by 1: 59, 00, 59.

Press button (2) to increase minute value by 1: 00, 01, 59, 00.

Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

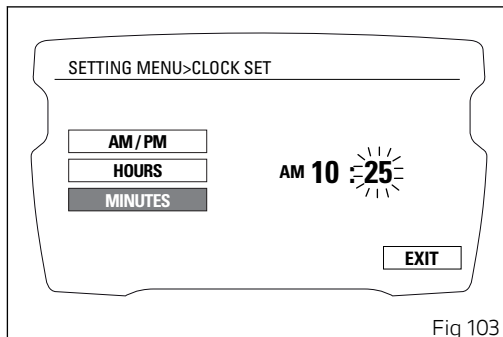


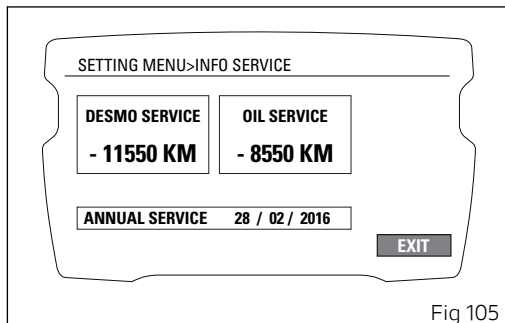
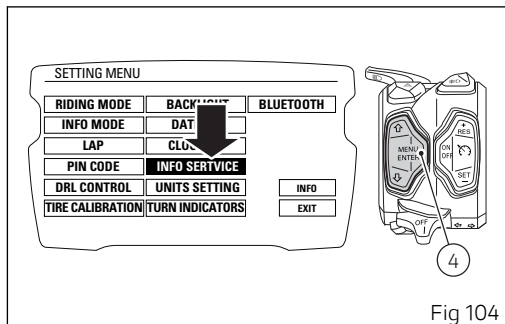
Fig 103

Setting menu - service information (INFO SERVICE)

This Function allows viewing information about the remaining time or mileage until the next Oil Service, Desmo Service and Annual Service.

To view them, enter the Setting Menu, use button (1) or (2) to select INFO SERVICE and press button (4). Available information:

- DESMO SERVICE: indicates the km (or mile) count-down to the next DESMO SERVICE;
- OIL SERVICE: indicates the km (or mile) count-down to the next OIL SERVICE;
- ANNUAL SERVICE: indicates the ANNUAL SERVICE expiration date.



Setting menu - setting the unit of measurement (UNITS SETTING)

This function allows you to change the units of measurement of the displayed values, regardless of the Country configuration.

To manually set the units of measurement, you must enter the Setting Menu.

Select "UNITS SETTING" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the "UNITS SETTING" menu.

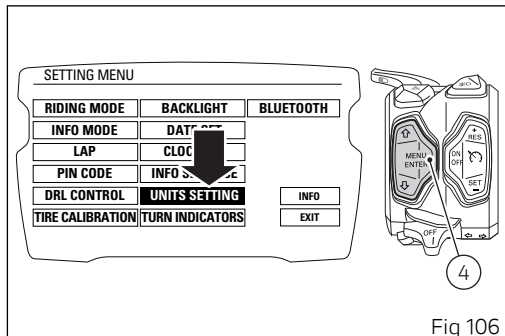


Fig 106

When you enter the function, the list of items for which unit of measurement can be set is shown on the left:

- SPEED;
- TEMPERATURE;
- fuel CONSUMPTION;
- reset to automatic settings (DEFAULT).

To exit the menu and go back to previous page, select EXIT and press button (4).

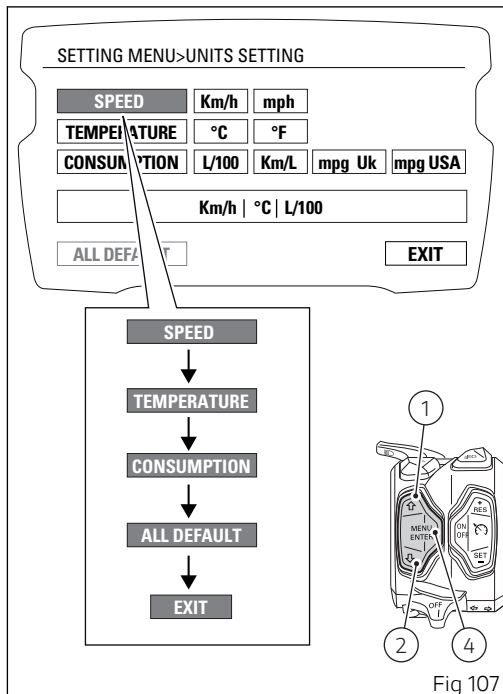


Fig 107

Setting the unit of measurement: Speed

This function allows you to change the speed measurement units (and therefore those of distance traveled).

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "SPEED" menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: mph, km/h.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

- Vehicle speed and Average speed (mph or km/h);
- Odometer, Trip1, Trip2 and Range (km or mi).

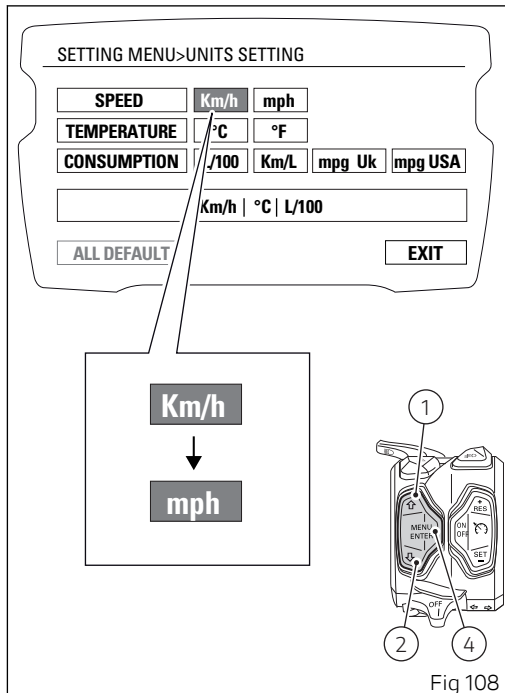


Fig 108

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "TEMPERATURE" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "TEMPERATURE" menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

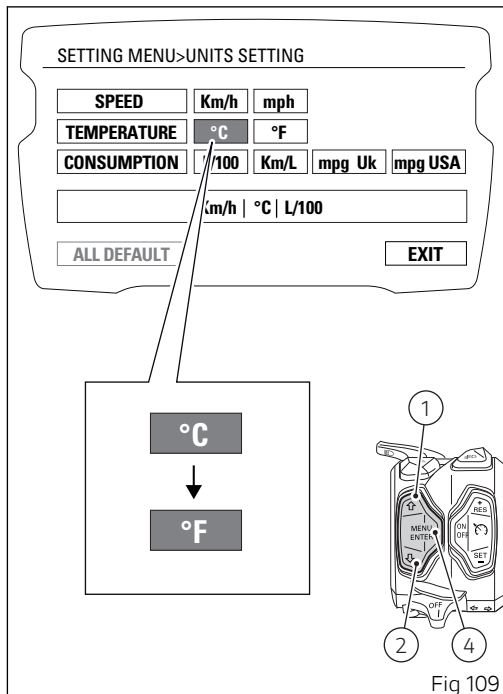


Fig 109

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.

You open the "UNITS SETTING" menu, as described in the previous pages.

Select "CONSUMPTION" option, by pressing button (1) or (2).

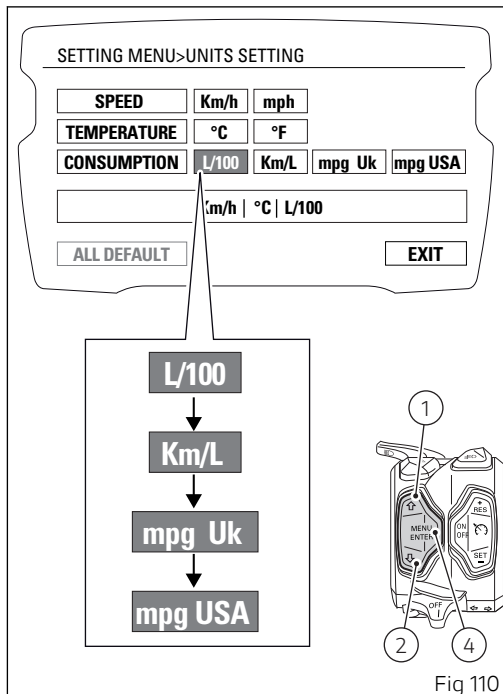
Once function is highlighted, press CONFIRM MENU button (4). You open the "CONSUMPTION" Menu.

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:



- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. You open the "UNITS SETTING" menu, as described in the previous pages. Select "ALL DEFAULT" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4) for two seconds. WAIT... will be displayed for two seconds, and then the UNITS SETTING menu page with the EXIT option highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4).

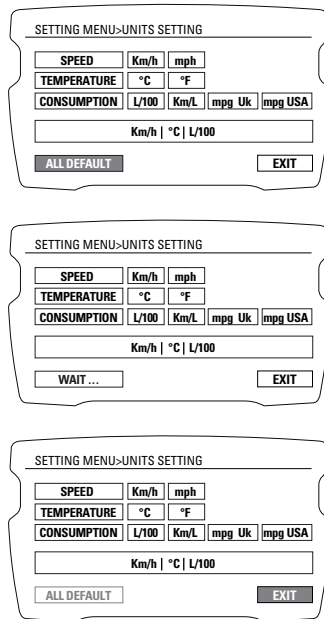


Fig 111

Setting menu - turn indicator mode setting (TURN INDICATORS)

This function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode or manual mode.

Enter the Setting Menu. Select "TURN INDICATORS" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "TURN INDICATORS" menu.

When opening this function, "AUTO" and "MANUAL" settings are indicated on the LH side, while current setting is displayed on the RH side, above the "EXIT" option.

Use buttons (1) and (2) to select the desired setting:

- by selecting "AUTO", the system activates the self-cancel strategy of the turn indicators;
- by selecting "MANUAL", the system disabled the self-disabling strategy of the turn indicators (so the turn indicators can be turned off manually only by pressing the dedicated button).

Once the desired function is highlighted, press button (4) to set the selected mode.

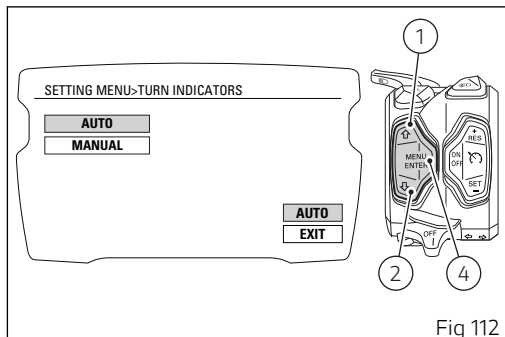


Fig 112

To exit the menu and go back to previous page highlight the "EXIT" indication and press button (4).



Note

This setting ("AUTO" or "MANUAL") remains stored even after Key-Off. In the event of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the mode will always be set by default to the "AUTO" mode.



Note

The strategy for automatically switching off the turn indicators is not active if all turn indicators are on at the same time (Hazard function).

Setting menu - setting Bluetooth devices - accessory (BLUETOOTH)

This function allows pairing and/or deleting any paired Bluetooth devices (Diavel S).

To do this, you must enter the Setting Menu.

Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

The BLUETOOTH menu is not available if the player is active or being used, or when there is an incoming call, a call is in progress or during recall.

To carry out the pairing procedure, refer to "Pairing of a new device".

To delete any paired devices, refer to "Deleting a paired device".

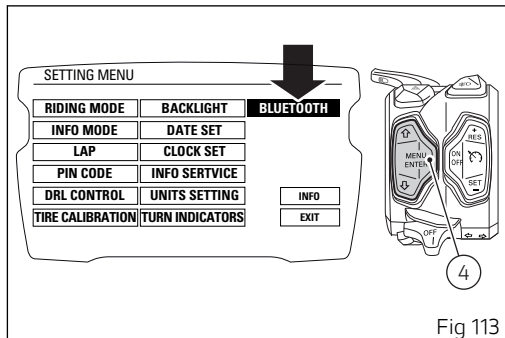


Fig 113

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.

Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.

A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Attention

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).

Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").

Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Upon the first access, the first default displayed label will be "PAIRING" and on the left side the list of the device already paired.

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Device search symbol is activated and message "WAIT..." is displayed.

The pairing ends automatically when devices are detected within the range and shown in the list on the right.

If Pairing is not successful, "PAIRING LOST. PLEASE EXIT" message will be displayed. Now you can only quit, and then go back in to run a new Pairing procedure.

If Pairing is successful, as soon as Bluetooth devices are detected, their names are displayed in the device list on the right.

The list of devices found within the range during the Pairing stage does not include already paired devices, that are displayed in the list on the left.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.

If one of the devices detected has no name, it is not included in the list of devices detected.

During the search it is possible to scroll through the device list on the right by pressing buttons (1) and (2).

In correspondence of the device that is to be paired, select "CONNECT" and press button (4) to pair it.

To quit the Pairing stage, select EXIT and press button (4).

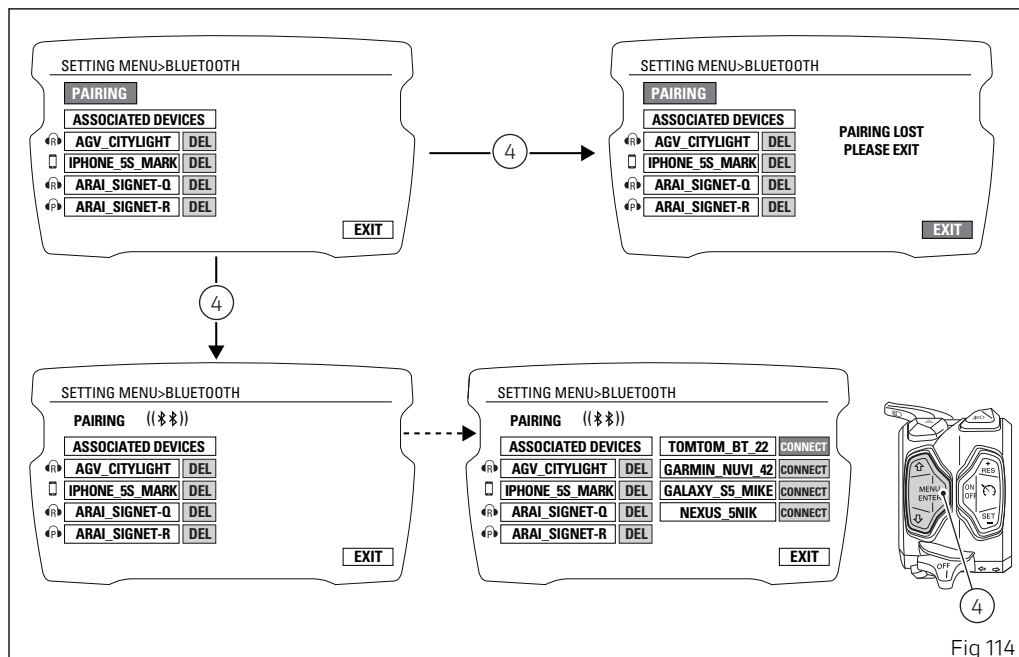


Fig 114

It is possible to pair up to:

- 2 smartphones;
- 1 navigator;
- 1 rider helmet;
- 1 passenger helmet.

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5 DEVICES CAN BE ASSOCIATED" and "REFER TO USER MANUAL". System automatically highlights DELETE indication for the first associated device and user can delete one or several devices (refer to Deleting associated devices) or quit using "EXIT".

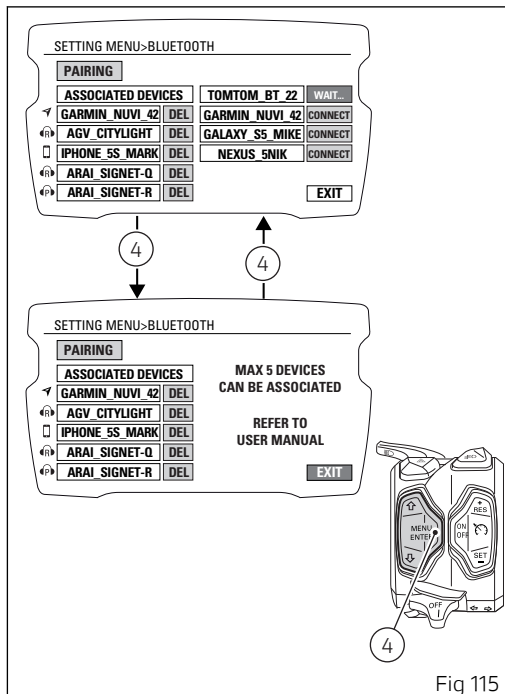


Fig 115

When the device to be paired has been selected, the label in correspondence of that device replaces the word "CONNECTED" with "WAIT" and the type of device to be paired has to be selected. The display shows four icons that represent the available types. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

Use buttons (1) and (2) to select the type and press button (4) to confirm.

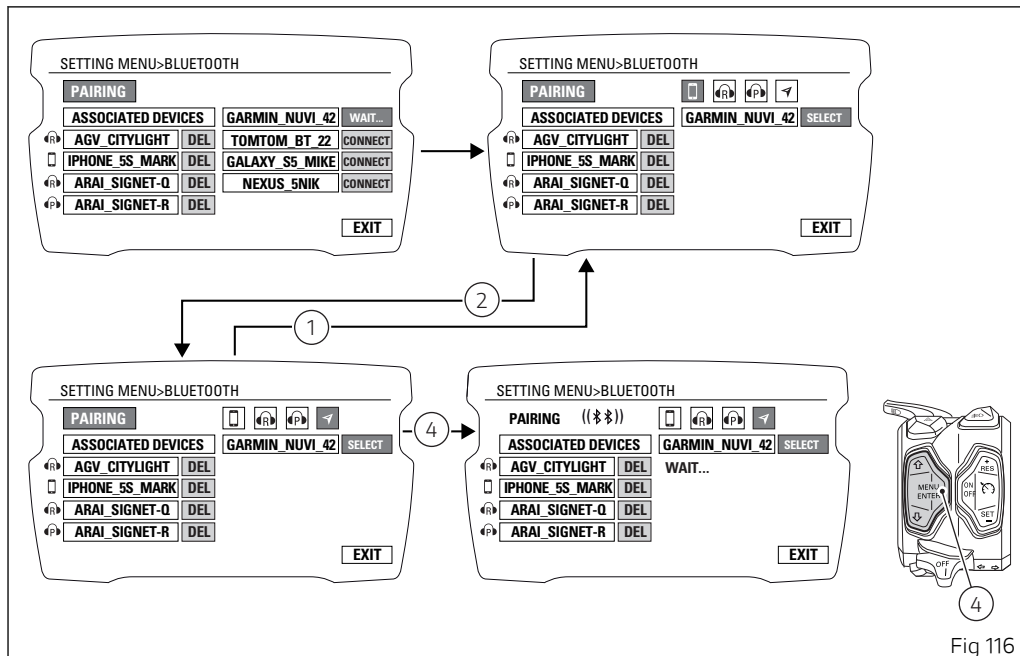


Fig 116

Smartphone

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit. In this case, during pairing, the display shows the PIN to be entered "INSERT PIN ON SMARTPHONE: 0000".

As soon as the user enters the PIN on the Smartphone, the device is paired and indicated in the list on the left.

GPS navigation system

If you wish to pair a Bluetooth Navigator, the pairing procedure is completed on the navigator, by selecting on the latter the connection with the motorcycle Bluetooth control unit.

In this case, during pairing, the display shows the message "CONNECT ON NAVI" that disappears when the connection between the control unit and the navigator is completed, and the name of the navigator is indicated in the list on the left.

If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.

If the navigator pairing is active for more than 90 seconds and so there have been errors in the procedure, it is not possible to select the detected devices. It is only possible to press EXIT to abort the procedure, if deemed necessary.

Once pairing is completed, the name of the paired device is shown in the device list on the left: only the first characters of the device name are displayed. Pairing deactivation takes place when quitting the function or when no more Bluetooth devices are detected.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

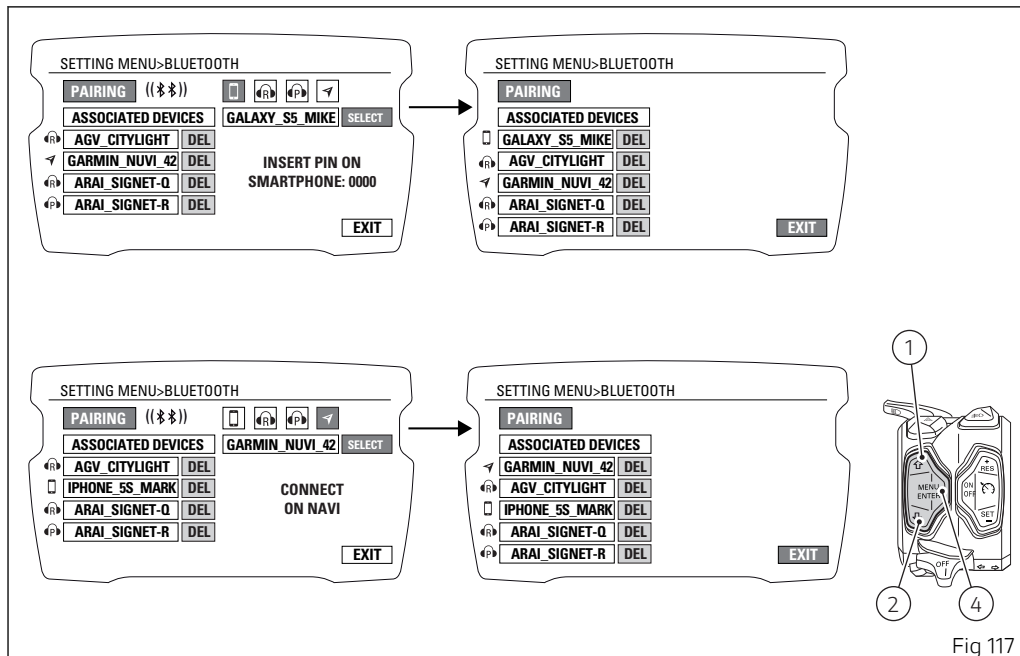


Fig 117

Deleting associated devices

From the Bluetooth Setting menu it is possible to access the list of the paired devices on the left. From the list of paired devices, user can select the device to be deleted by pressing button (1) or button (2). When the device is selected and the relevant DEL label is green, press button (4) for at least two seconds to eliminate the device from the paired device list. Select EXIT by pressing button (1) or (2) and pressing button (4) you quit the Bluetooth Setting Menu and go back to the main Setting Menu screen.

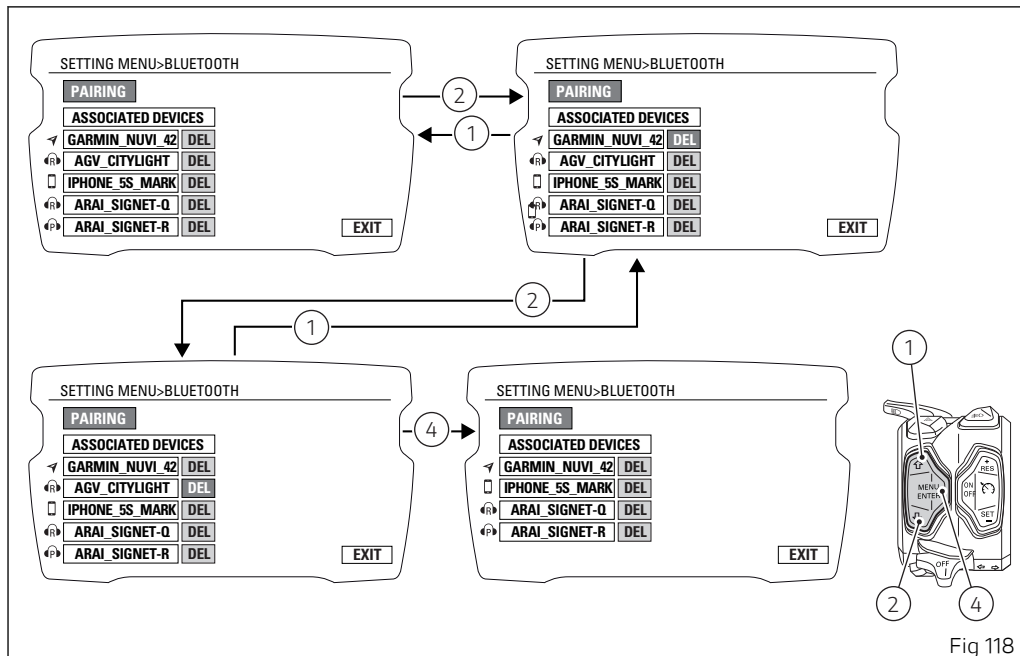


Fig 118

Setting menu - information (INFO)

This function allows displaying several useful details. To view the "INFO", enter the Setting Menu, use button (1) or (2) to select "INFO" and press button (4). Available information:

- BATTERY (battery voltage);
- RPM (engine rpm indication);
- BLUETOOTH version (Bluetooth module version).

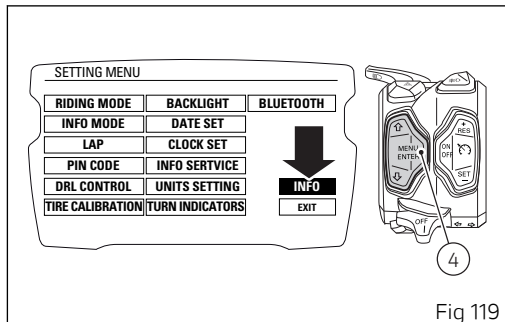


Fig 119

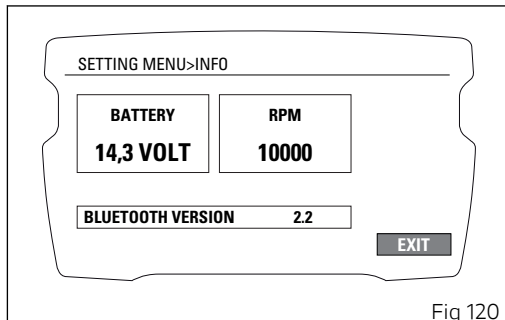


Fig 120

LAP TIME

LAP

The instrument panel displays the LAP function status (LAP recording on or off).

LAP message at top left-hand side is on if the LAP function is active, and is off if the LAP function is not active; the same message will flash in the recording stage.

Considering that the FULL, CORE and CITY layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

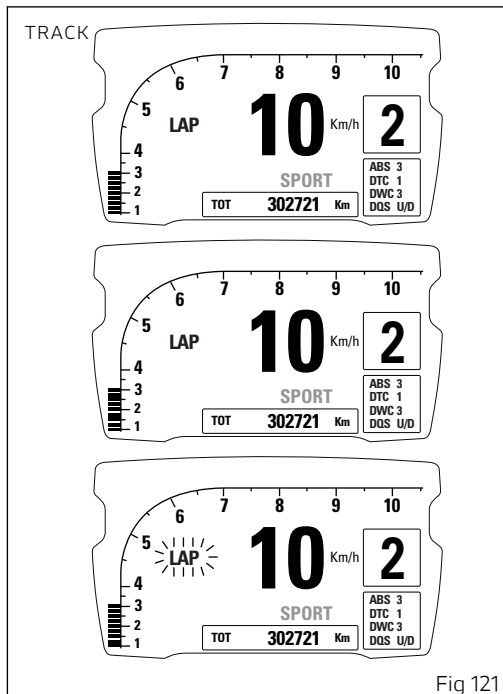


Fig 121

Assisted start (LAUNCH CONTROL - DPL)

This Function allows activating the assisted start function (called DPL - Ducati Power Launch).

By pressing button (12) it is possible to access the Launch Control menu only if the vehicle speed is $\leq$ (less than or equal to) 3.1 mph (5 km/h).

In the Launch Control menu, it is possible to select the desired DPL level (1, 2, 3) by pressing buttons (1) and (2), and to set the selected level by keeping button (4) pressed for two seconds.



Note

If no change is made in this menu within ten seconds, the instrument panel will set DPL to OFF and go back to the previous screen.

Once the DPL level is set, the instrument panel shows the wait screen for two seconds: during this time, if you press button (4) the wait phase is interrupted and the instrument panel displays the main screen and sets the DPL to OFF.

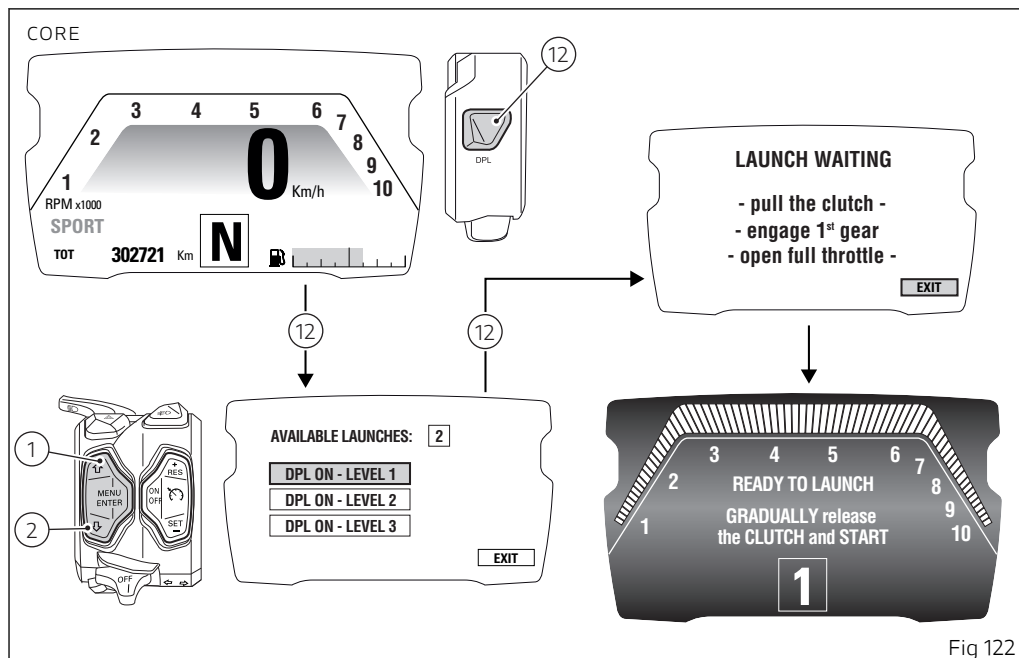


Fig 122



Note

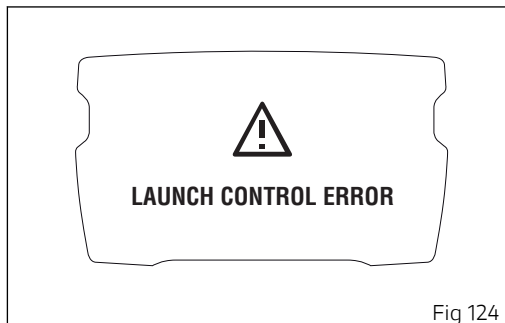
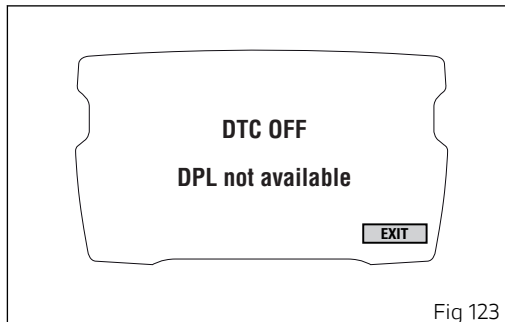
If the DTC is set to "OFF", the DPL function can not be activated.

If the DTC is set to OFF and you press button (12), the instrument panel shows for five seconds the indication DTC OFF – DPL NOT AVAILABLE; when the five seconds are over, the instrument panel goes back to the main screen.



Note

If the instrument panel detects a control unit error when entering the DPL menu, regardless of the currently set display mode, it will show the blinking message LAUNCH CONTROL ERROR for three seconds and then again the main screen.





Note

If the available launches are finished, the instrument panel shows the message NO LAUNCHES AVAILABLE.

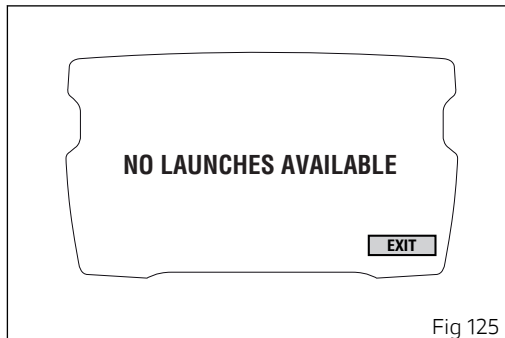


Fig 125

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.

The DPL system works with three intervention levels, each calibrated to offer a different start assist degree. The following table indicates the most suitable DPL intervention level depending on the various riding modes. All levels are to be intended optimized for OEM (Original Equipment Manufactured) tires.

DPL level	Performance	Use
1	High	Use focused on the best performance for very expert riders. The system allows the wheelie and the rear wheel slipping, but reduces the speed at which these two situations take place.
2	Medium	Use for expert riders. The system reduces the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.
3	Medium	Use for all kinds of riders. The system minimizes the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.



Attention

The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.

The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

Starting procedure

The starting procedure basically consists of two phases:

- The first: with not completely released clutch so that the torque transmitted to the ground depends on the clutch position and slipping;
- The second: with clutch fully released so that the torque transmitted to the ground depends on the torque delivered by the engine.

The DPL system helps the rider to start from a standstill and during the first phase by automatically adjusting the torque delivered by the engine to keep the engine rpm at the ideal value to start. This allows the rider to concentrate only on the clutch release that must be progressive and "smooth" instead of

fast or abrupt. The engine torque is adjusted also in the second phase, by maximizing the delivered power and limiting the vehicle wheeling or rear wheel slipping.

To preserve the clutch, the DPL system calculates in real time and shows in the dedicated menu on the instrument panel the number of starts that can be performed consecutively by decreasing it by one unit every time a start is completed. The DPL system increases the value by one unit according to the distance covered by the vehicle and the time during which the vehicle engine was on and off.

The DPL system allows performing other assisted starts only when the number of remaining starts is higher than zero.



Attention

Using the DPL system could reduce the useful life of the engine and transmission mechanical parts. The DPL system should be used only when the engine has reached the operating temperature.

To perform an assisted start with the DPL, the rider must first of all set the vehicle in the following condition:

- vehicle speed at zero;
- vertical position;
- engine on;
- DTC set to ON.

If the count of the residual assisted starts is above zero, the rider can select on the instrument panel the desired DPL level by accessing the DPL level menu by pressing button (12).

After selecting the level, the rider must pull the clutch, engage the first gear and fully open the throttle twistgrip.

If all operations indicated above have been performed, the DPL system will show a confirmation screen on the instrument panel indicating that the system is ready to start.

The rider must then release the clutch progressively by keeping the throttle twistgrip fully open.

When the vehicle speed exceeds 12.4 mph (20 km/h) the instrument panel shows the standard screen while keeping the indication of the selected DPL system level for the entire duration of the start phase.

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 74.6 mph (120 km/h);
- third gear engaged.

The DPL system is switched off also if, after releasing the clutch, the rider decides to interrupt the start phase by closing the throttle and bringing the vehicle speed under 3.1 mph (5 km/h).



Attention

The system manages the power delivered by the engine but not the clutch lever release that remains under the control of the rider.

During the starting phase, an abrupt release of the clutch will prevent an optimal behavior of the vehicle. Likewise, a prolonged activation of the clutch may overheat and thus damage it.



Attention

The rider position on the bike may influence the system behavior.

Tips on how to select the intervention level

If level 3 is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel slipping during the starting phase. Levels 2 and 1 provide a limited intervention of the system.

To identify the DPL level most suitable to your riding style we recommend to activate the system, select level 3 and perform a start to become familiar with the system. Then we recommend to try levels 2 and 1 in sequence until finding the best intervention.

If non-OEM tires of a different size class are used or if the tire size differs significantly from the original tires, it may be that the system operation is compromised.



Attention

The DPL is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

Cruise Control

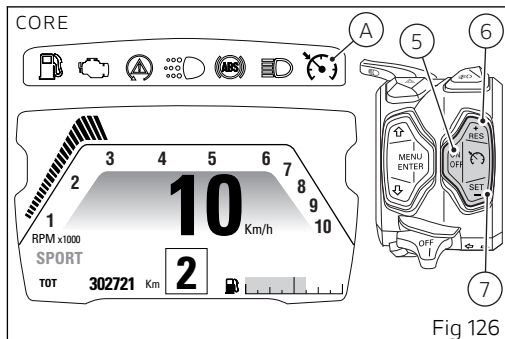
Diavel 1260 is equipped with a system for maintaining the cruise speed: Ducati Cruise Control.

This function displays Cruise Control status and "target" speed.

The Cruise Control can be turned on/off by pressing the ON/OFF button (5). When the system is on, the Cruise Control light (A) on the instrument panel turns on.

Upon first activation, the Ducati Cruise Control system is in stand-by mode and is ready to receive the target speed value to be maintained automatically if the operating conditions are met (see below).

Considering that the TRACK, FULL and CITY layouts show the values for this function in a similar way to the CORE layout, the example shown depicts the function in CORE layout.

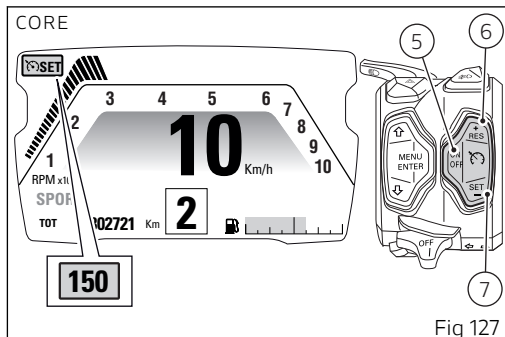


Once the system is on, it is possible to set the current speed as target speed by pressing the SET button (7). If no target speed had been previously set, it will be possible to set the current speed as target also by pressing the RES button (6) instead of SET button (7).

In this case, the system saves the vehicle current speed and keeps it without having to work on the twistgrip.

To confirm correct setting of cruise speed, the target speed is shown on the instrument panel for 5 seconds then followed by the SET icon.

In stand-by mode, if you press RES (6) and a target speed has been previously set and the operating conditions are met, the system starts working again and brings the vehicle to the last set target speed. Also in this case the instrument panel shows the target speed for 5 seconds.



It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively.

Every "click" corresponds to a speed increase or decrease of 0.62 mph (1 Km/h).

By keeping the RES button (6) pressed, the target speed increases progressively.

By keeping the SET button (7) pressed, the target speed decreases progressively.

Each time the target speed is modified, this is shown for 5 seconds instead of the SET icon.

3) by pressing the rear brake pedal;

4) by pulling the clutch lever.

Conditions 2-3-4 bring the system in stand-by mode: the Cruise Control light remains on.

Condition 1 brings the system in OFF condition: the Cruise Control is switched off.

The Ducati Cruise Control system controls the vehicle speed only between 30 mph (50 Km/h) and 125 mph (200 Km/h).



Important

In case of a long DTC (Traction Control) event, the Cruise Control will automatically turn off.

It is possible to enable the Ducati Cruise Control only if all the below conditions are met:

- second gear or higher engaged;
- vehicle speed higher than or equal to 30 mph (50 Km/h) or lower than or equal to 125 mph (200 Km/h).

The Ducati Cruise Control can be disabled as follows:

- 1) pressing button (5);
- 2) by pulling the front brake lever;

Infotainment

Diavel S fits the Ducati Multimedia System (DMS) as standard, thanks to which the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon (A).

In the FULL and CITY modes all Infotainment functions are displayed; in the CORE and TRACK modes none of these functions is displayed but it is nevertheless possible to answer/reject/terminate calls using the relevant function buttons.



Attention

All data concerning the Infotainment (Player, access to Contact List, Name of devices, etc.) are managed for use of Western character sets.

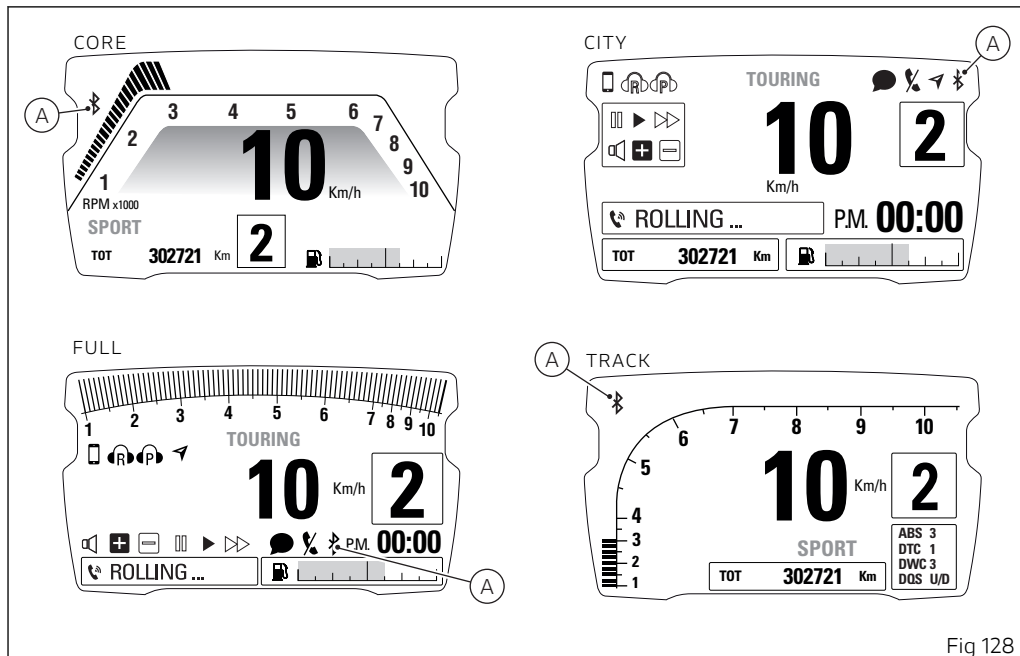


Fig 128

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as smartphone, rider and passenger helmet earphones, Ducati GPS navigator. It is possible to connect up to a maximum of 4 devices.

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).



Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call (B) the blue color filling the rectangle is flashing; while, when you answer the call, the blue background stops flashing. In the TRACK and CORE layouts, when there is an incoming call, the instrument panel will not display the caller's name or number. The rider will hear the

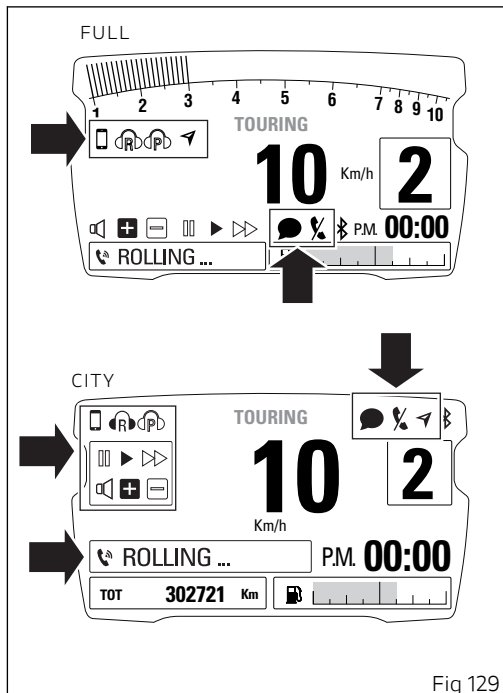


Fig 129

ringing tone through Bluetooth earphones upon any incoming call.

If there is an incoming call while the Player (E) is active, the latter is paused throughout the phone call and will resume operation when call is over.

To answer the call, press button (2).

To terminate the call, keep button (1) pressed for 2 seconds.

If main screen is set to FULL or CITY layout, during 5 seconds after hang-up, the rectangle corresponding to the Recall function is activated to allow the recall. After this 5 second time, the rectangle for the recall function is disabled.

To activate the Recall function within the 5 seconds, press button (2).

In TRACK and CORE layouts, no recall function is provided.

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed (timed) (C). The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the

unread message symbol will be displayed (timed) (D). The number of unread messages is not displayed.

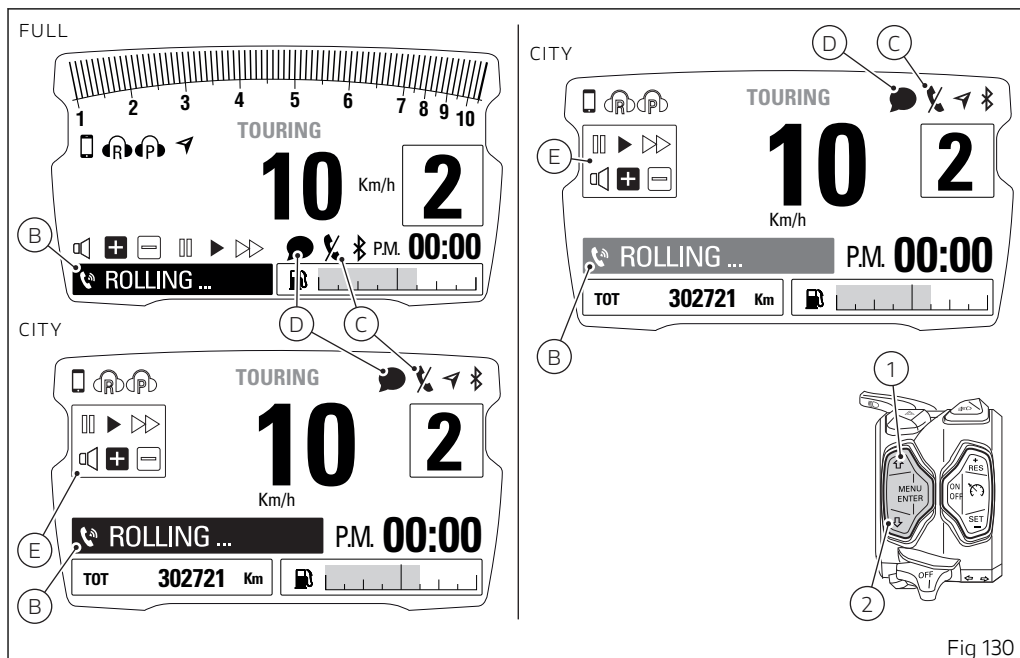


Fig 130

Player

The Player can be activated in the FULL and CITY modes. If at least one Smartphone device is connected (blue icon on main screen), Menu 1 will include PLAYER OFF (F) option.

Only in the CITY display mode, press button (1) for 2 seconds to activate the Player, in correspondence of the PLAYER OFF item shown upon activation.

The instrument panel shows the PLAYER ON item in Menu 1. The Player graphics is activated for both FULL and CITY modes: dedicated control panel and track name (E). If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If the Player is ON, but instrument panel is not receiving track name, it automatically pauses the track being played and the message NOT AVAILABLE is displayed instead of the track name.

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for two seconds.

It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.

Press button (2) for two seconds to quit Player controls, although maintaining Player ON, in the current status.

The Player can be turned off by quitting the player control and pressing, within three seconds, button (1) for two seconds in correspondence of the PLAYER ON item: Menu 1 will show PLAYER OFF option.



Important

The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

Adjust volume as follows:

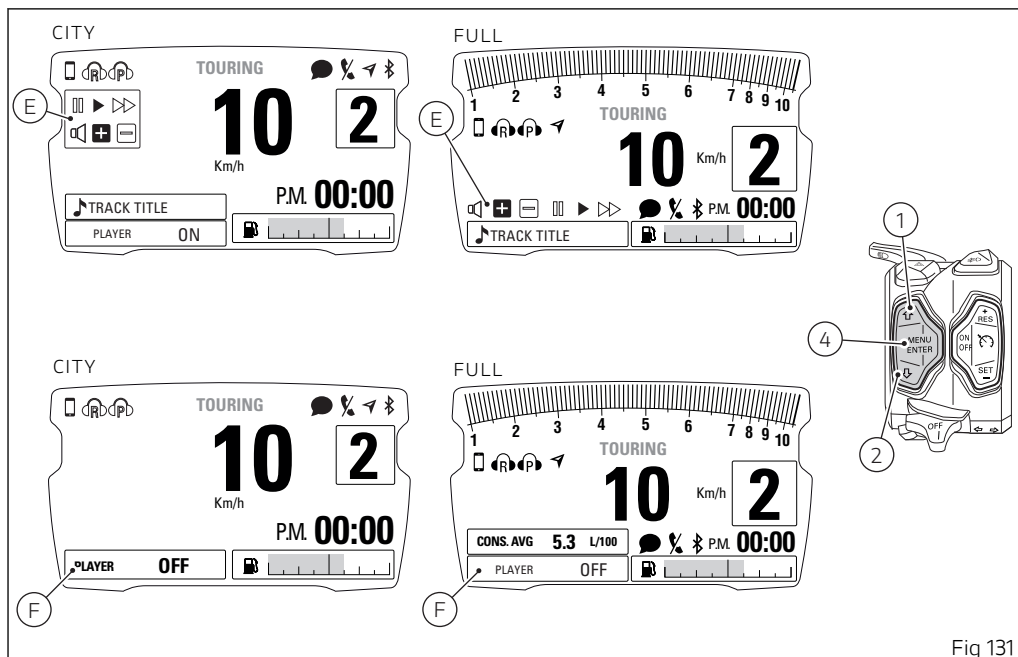


Fig 131

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.

If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?

Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.

The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

There are 3 types of scheduled maintenance interventions:

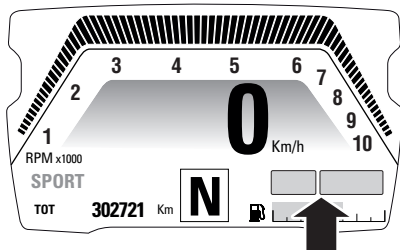
- OIL SERVICE ZERO: service at the first 600 mi (1000 km);
- OIL SERVICE and ANNUAL SERVICE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.



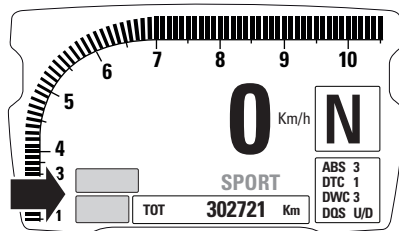
Attention

The ANNUAL SERVICE function is available (active) only if the date has been set.

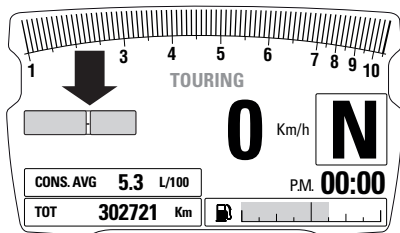
CORE



TRACK



FULL



CITY

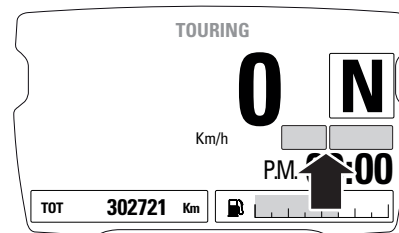
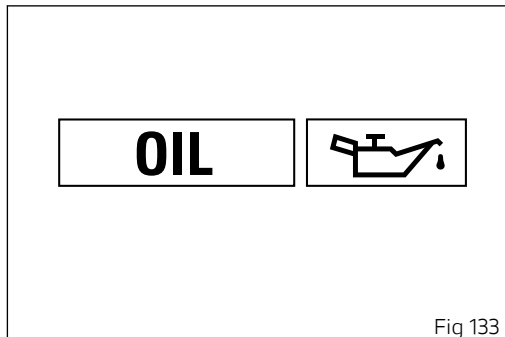


Fig 132

OIL SERVICE zero warning

The first service warning is the Oil Service (OIL) zero and is triggered as soon as the odometer reaches the first 600 mi (1,000 km). Warning is displayed until "Reset" by the Ducati authorized service center, during maintenance.

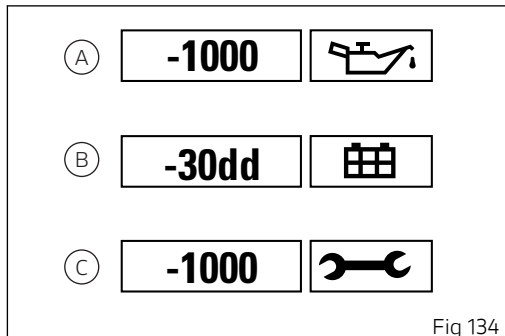


OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE COUNTDOWN indication

After Oil Service zero indication first reset (at 600 mi - 1,000 km), the instrument panel activates the following indications in yellow for 5 seconds upon Key-ON:

- the count of the mileage in miles (kilometers) remaining before the next OIL SERVICE (A) 600 mi (1000 km) earlier than the service threshold;
- the count of the days remaining before the next ANNUAL SERVICE (B) 30 days earlier than the service threshold;
- the count of the mileage in miles (kilometers) remaining before the next DESMO SERVICE (C) 600 mi (1000 km) earlier than the service threshold.

To know exactly the kilometers missing until the service threshold or maintenance date, it is possible to access the Setting menu and select the "INFO SERVICE" function.



OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- Oil Service (A):
- Annual Service (B);
- Desmo Service (C).

To know the kilometers missing until the service threshold or maintenance date, access the Setting menu and select the "INFO SERVICE" function. Required service warning is triggered and displayed in red until "Reset" by the Ducati authorized service center, during maintenance.

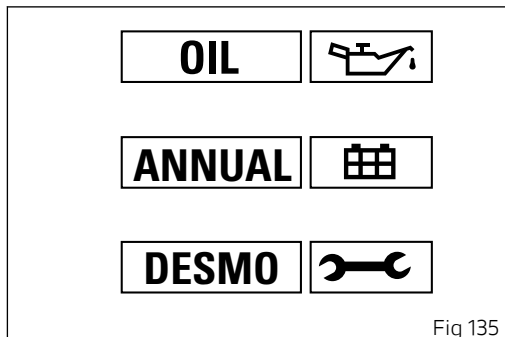
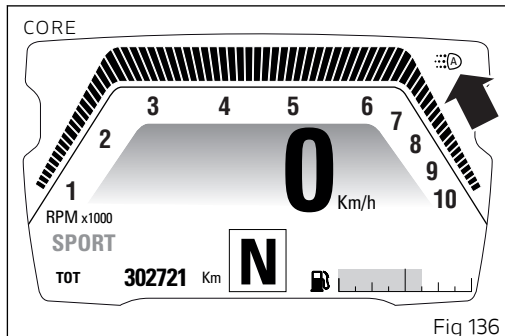


Fig 135

Light mode indication (DRL)

The instrument panel indicates if the DRL control is set to AUTO, by showing the relevant black icon bearing the letter "A".

When DRL is in MANUAL mode, the instrument panel does not show any icon.



Viewing side stand status

The instrument panel shows the side stand status and if side stand is down/open, the icon SIDE STAND is displayed on a red background.

In case of Side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

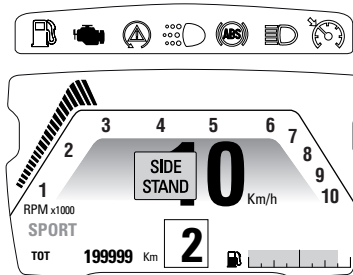
If instrument panel does not receive side stand status, stand down/open SIDE STAND indication will flash to indicate an undefined status.



Note

With side stand down and gear engaged it is not possible to start the motorcycle. If you start with gearbox in neutral and then engage a gear with side stand down, the motorcycle turns off.

CORE



CORE

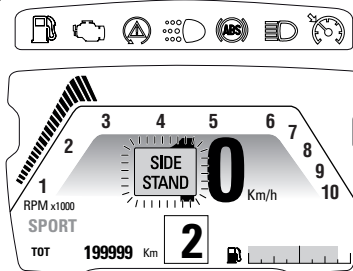


Fig 137

Warnings/Alarms (WARNING)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle.

Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 10 seconds ("large" icon) then becomes smaller ("small" icon).

If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.



Attention

If one or several warnings are triggered and, at the same time, the Generic Error light turns on, the small warning icon is not displayed on instrument panel until the Generic Error light stays on; warnings will only be displayed within the first 10 seconds as a large-size icon.

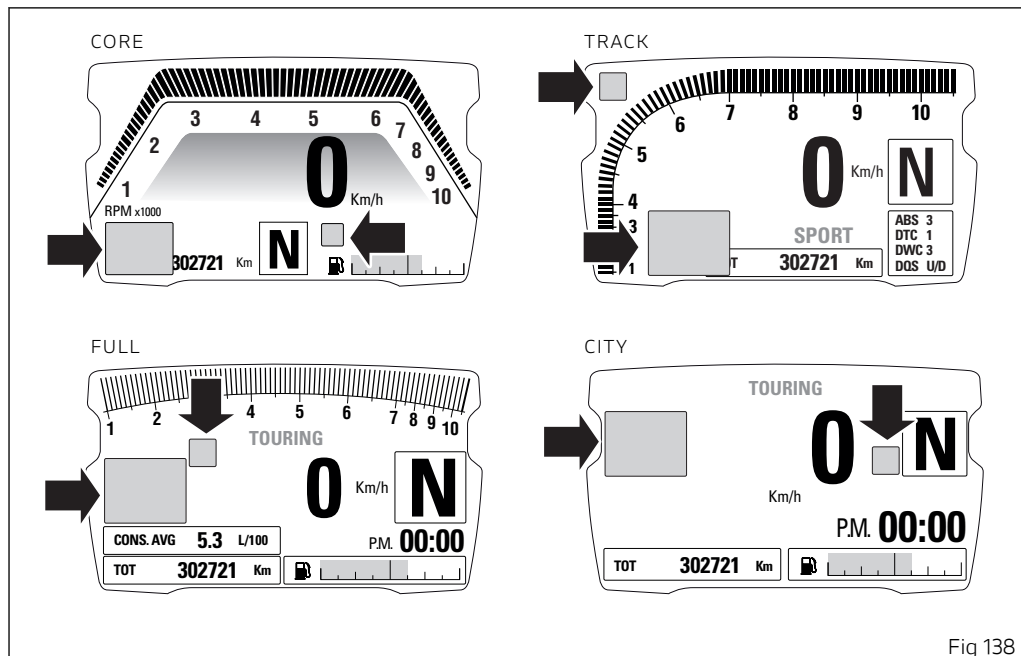


Fig 138

Ice

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.

The message is displayed when the temperature goes down to 39°F (4°C), and is disabled when temperature goes up to 43°F (6°C).



Attention

This warning does not exclude the possibility of icy road sections even at temperatures above 39°F (4°C); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

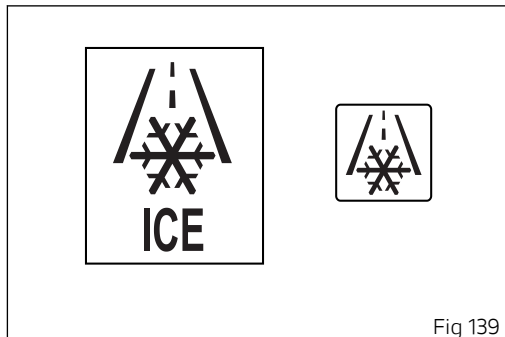


Fig 139

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is approx. lower than/equal to 11.0 Volt.



Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

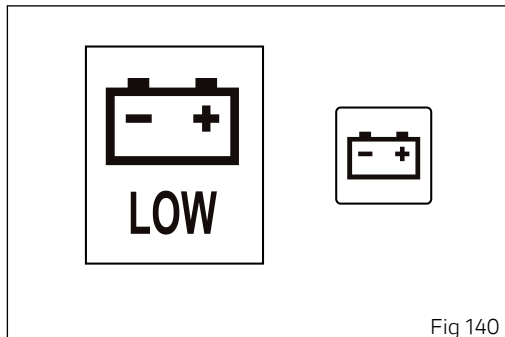


Fig 140

Hands Free (HF) Key not acknowledged

The activation of this "warning" indicates that the Hands Free system does not detect the "active key" near the vehicle.



Note

In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.



Fig 141

"Low" battery level of Hands Free (HF) key

The activation of this "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.



Note

In this case, Ducati recommends changing battery in the shortest delay.

To change battery, refer to paragraph "Replacing the battery in the active key" page 258.

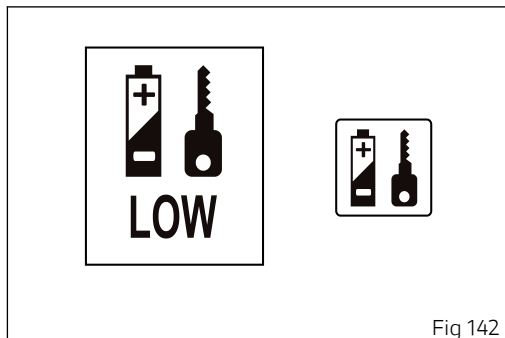


Fig 142

Date setting

This function prompts the user to enter the date via the Setting menu.



Note

In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".

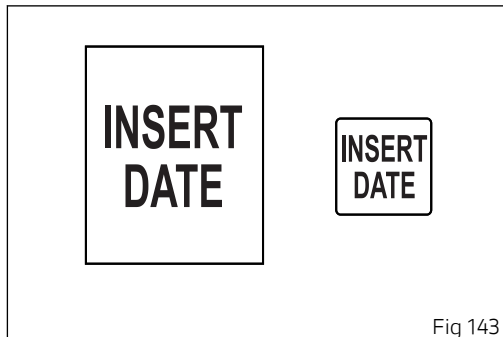


Fig 143

Steering unlock error - Steering still locked

The activation of this "warning" indicates that the Hands Free System was not able to disengage the steering lock.



Attention

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorized Service Center.



Fig 144

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (B) (in case of errors directly connected to the engine control unit) or the Generic Error light (A) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).



Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

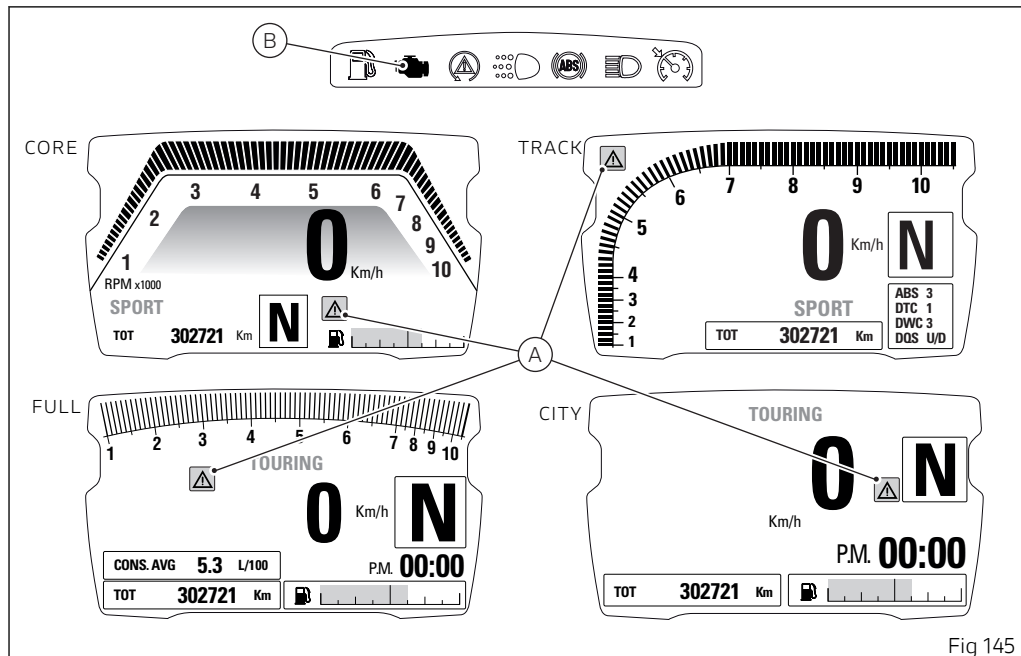


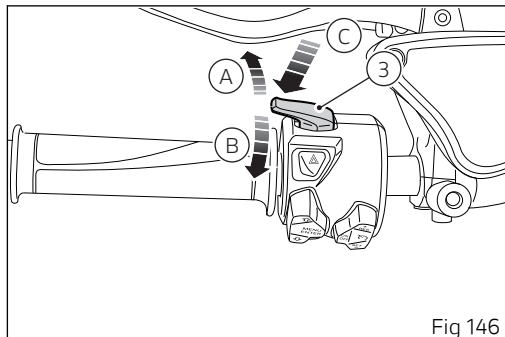
Fig 145

Light control

Low/high beam (version without DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on. Once the engine is started, the low beam is automatically turned on; it is possible to switch from low beam to high beam and vice-versa by pressing button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).



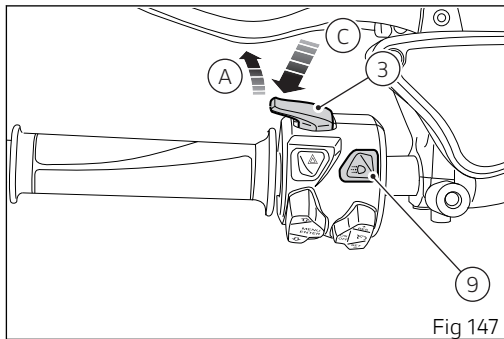
Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.

After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice-versa) with button (9).

If the low beam is activated, it is possible to switch on the high beam with button (3), position (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).



High/low beam switching off during vehicle start (version without DRL light)

To preserve the motorcycle battery, if the high/low beams are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

High/low beam switching off during vehicle start (version with DRL light)

To preserve the motorcycle battery, if the high/low beams or DRL lights are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

DRL (Daytime Running Light) — only for version with DRL lights

Upon each Key-On, the DRL lights are turned on. It is possible to switch off the DRL lights by means of button (9) on the left-hand switch. By pressing button (9) again, the DRL lights are switched on again.



Note

Every time button (9) is pressed, the DRL light automatically switches to MANUAL mode. To go back to the AUTO mode, turn the Key Off and On or set the AUTO mode by means of the DRL CONTROL function in the Setting Menu.

By pressing button (3), the high and low beams are turned on, whereas the DRL light is turned off. Upon releasing the light button (3), the DRL light is automatically switched on again.

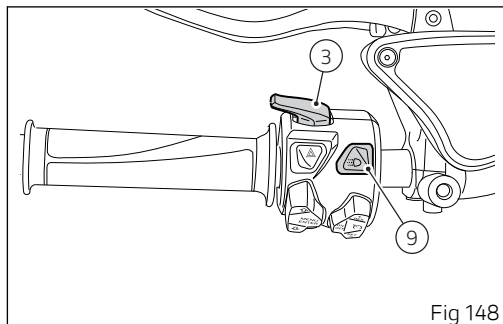


Fig 148

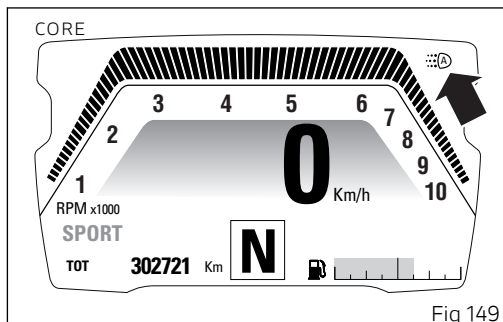


Fig 149

DRL light in AUTO mode

If the DRL light is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice-versa, according to the detected ambient light conditions. The display shows the green logo with letter A.

Attention

Using the DRL light in AUTO (automatic) mode in case of poor light conditions, especially in case of fog or clouds, could impair safety: in this case DUCATI recommends to manually activate the low beam.

DRL light in MANUAL mode

If the DRL light is in this mode, it does not change status when starting the engine. To switch on or off the DRL light it is necessary to press button (9). The display shows the yellow logo with letter M.



Attention

Using the DRL light in poor light conditions (dark) could compromise the riding visibility and dazzle who is coming on the opposite lane.



Note

Using the DRL light during the day improves visibility as it is easier to be perceived by those coming on the opposite side compared with the low beam.

Turn indicators

To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).

Turn indicators can be canceled by pressing button (10) on LH switch.

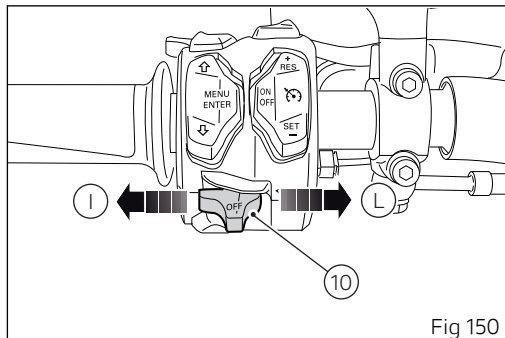
Automatic switch-off

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.

This means that automatic switch-off is triggered when vehicle speed exceeds 12.4 mph (20 km/h) after the turn indicator button was pressed.

Turn indicators also switch off automatically if they remained on for a long mileage (which can range between 656-6562 feet (200 and 2000 meters), depending on vehicle speed when the turn indicator button was pressed).

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialized.



Attention

The automatic disabling systems are assistance systems available for the riders to control the turn indicators in the best possible way. These systems have been developed to work in most of the riding maneuvers. Despite this, riders must always pay attention to the operation of the turn indicators (by disabling or enabling them manually if necessary).

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Push button (11) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (11).

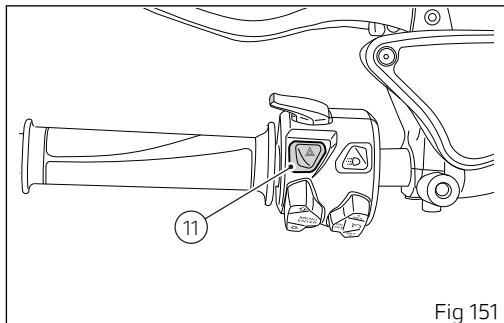


Fig 151

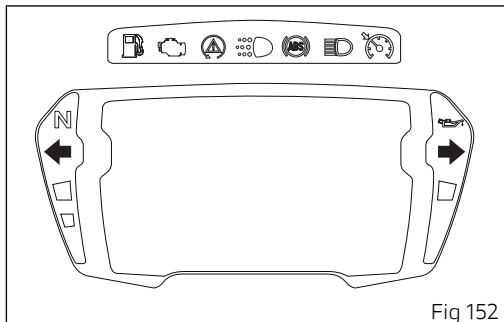


Fig 152

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.

**Note**

When turning the vehicle key ON with "Hazard" function still active, the function remains active.

**Note**

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.

**Note**

The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

Warning reading "Keep pressed to lock" (upon Key-Off)

This warns that it is necessary to keep the button pressed to engage the steering lock.

The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button.

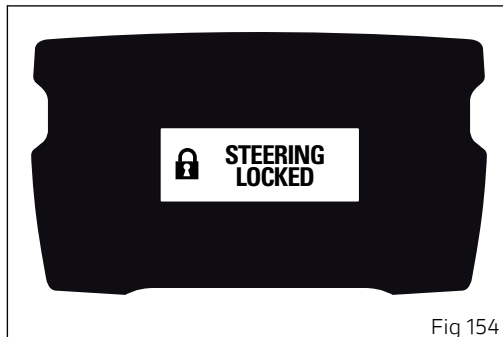
Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.



Warning reading "Steering locked" (upon Key-Off)

This warns that the steering lock was activated after Key-Off.

If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 5 seconds.



Indication of No Key Detected (upon Key-Off)

This function informs that it is not possible to engage the steering lock since the key is not detected.

The display shows "NO KEY DETECTED".



Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgment.

Keys

The Owner receives a set of keys comprising:

- 1 active key (1);
- 1 passive key (2).

They contain the code used by the "Hands free" system for the Key-On, in different modes.

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).

The metal part returns inside the grip by pushing it in.

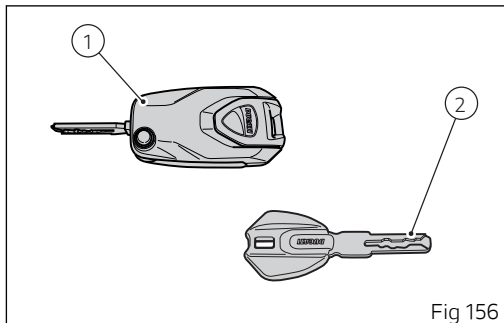


Fig 156

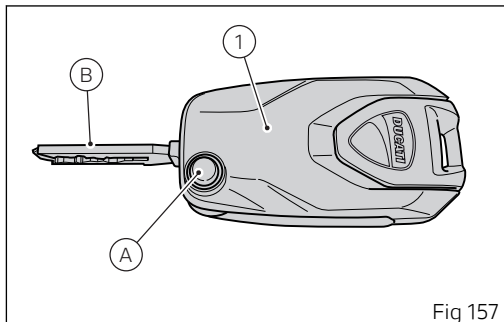


Fig 157

The key has a RESET button (3) of the microprocessor managing the electronic parts: if a key-on is not possible because the key is not acknowledged by the Hands Free system in active and/or passive mode, press RESET button to re-enable the correct operation of the key.

The active key contains a battery that must be replaced when the message "low level" is displayed under the key and battery symbols when the instrument panel is turned on.



Note

In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.

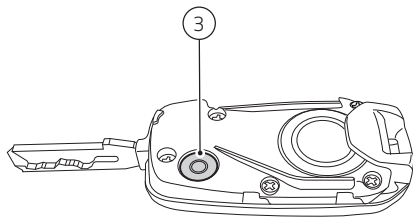


Fig 158

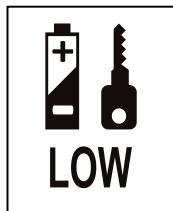


Fig 159



Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.

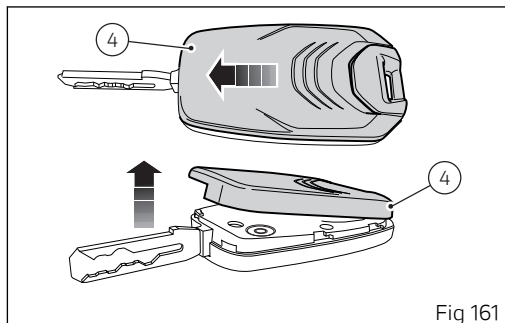
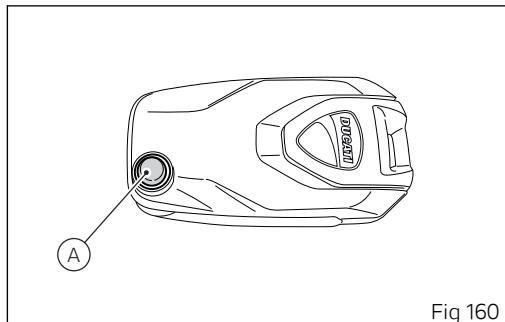
Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.

Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Active key reset

To reset the active key, it is necessary to press button (A) which opens the metal part.

Remove the plastic rear cover (4) by pushing it forward and then lift it as shown in the picture.



Press RESET button (3) until you hear it click.
Reinstall the rear plastic cover (4) and slightly push it backward as shown in the figure. Make sure it is well closed.

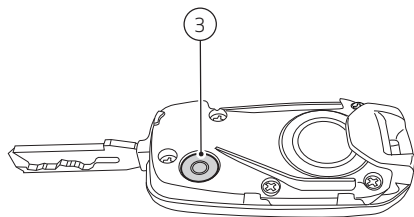


Fig 162

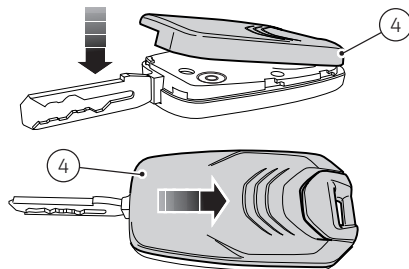


Fig 163

Replacing the battery in the active key



Note

The keys do not need to be reprogrammed after replacing the battery.

Remove the metal part of the battery.
Remove the rear plastic shell of the grip by pushing it forward and lifting it as shown in the figures.

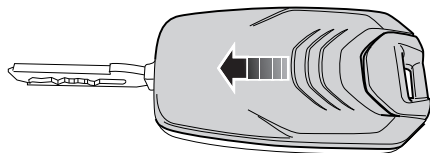


Fig 164

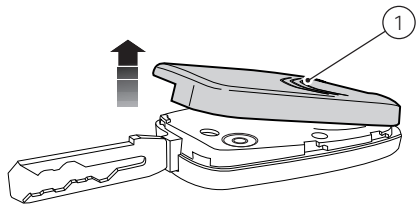


Fig 165

After separating the plastic shells, remove the battery protection cap (2).
Remove battery (3) and install a new one.

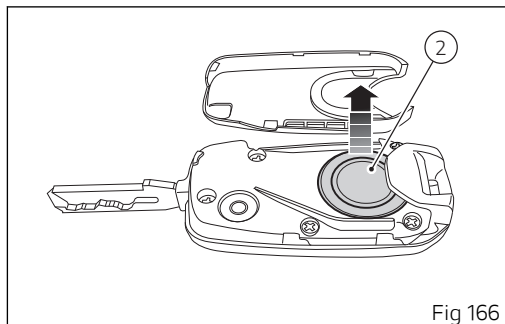


Fig 166

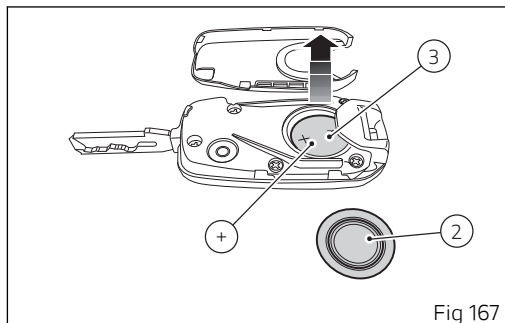


Fig 167

Install the battery in place, paying attention to respect polarity: positive pole (+) must be facing up.



Important

Only use the required type of battery.

Refit protection cap (2) on the battery.

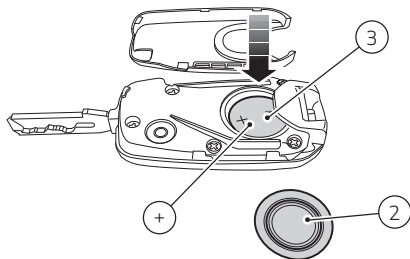


Fig 168

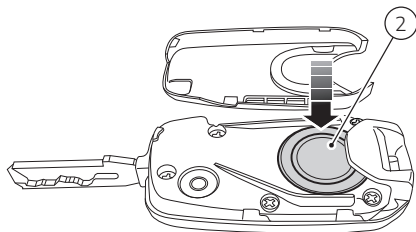
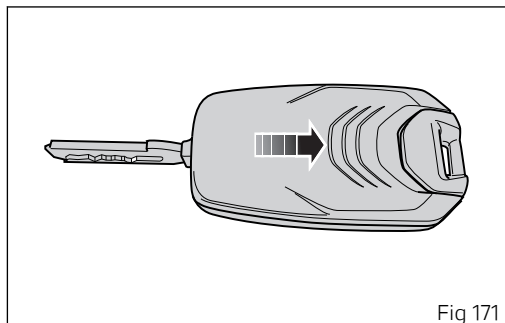
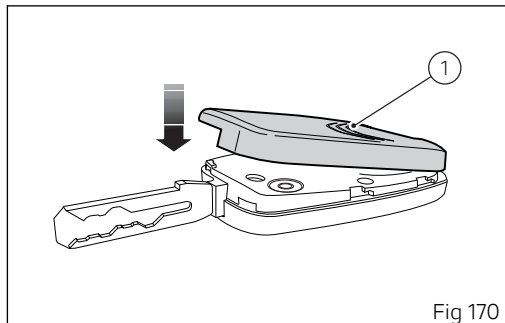


Fig 169

Reinstall the rear plastic shell and push slightly as shown in the figure.
Make sure shells close properly and that the key is well closed.



Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.

The Ducati Service Center will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Immobilizer override procedure

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.

If the PIN CODE function is active, the instrument panel shows the message "INSER PIN" and four zeros ("0") to enter the release PIN CODE.

Entering the code:

- 1) Press button (4), only one digit indicating "0" is highlighted;
- 2) each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) to confirm the number, press the button (4).

Repeat the procedures until you confirm all the four digits of the PIN CODE.

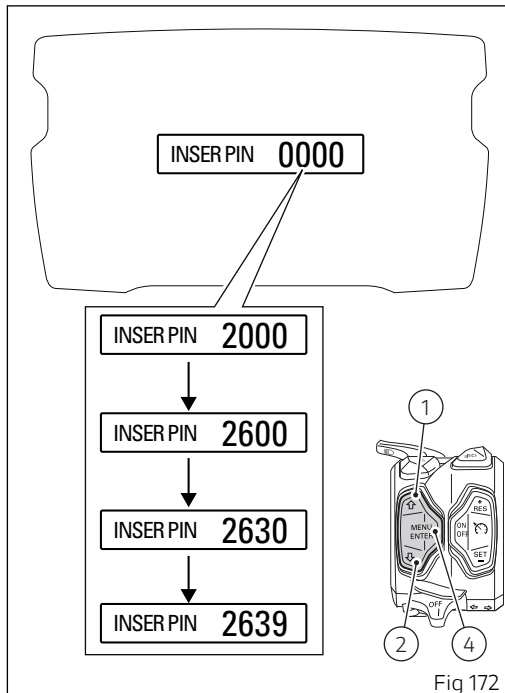


Fig 172

When you press button (4) to confirm the fourth and last digit:

- if the PIN code is not correct, the instrument panel displays PIN CODE WRONG for three seconds and then highlights the string of four zeros ("0") to allow you to try again. The number of possible attempts is determined by a preset time-out of two minutes.
- if the PIN CODE is correct, the instrument panel shows PIN CODE CORRECT for three seconds, and then displays the "standard screen".



Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

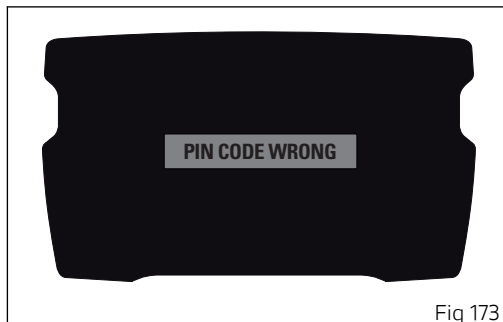


Fig 173

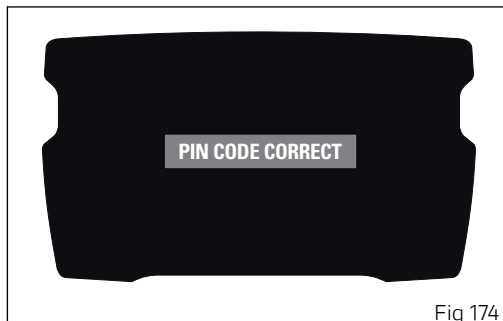


Fig 174

Controls

Position of motorcycle controls



Attention

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

- 1) Instrument panel on handlebar.
- 2) "Hands free" system.
- 3) LH switch.
- 4) Clutch lever.
- 5) Rear brake pedal.
- 6) RH switch.
- 7) Throttle twistgrip.
- 8) Front brake lever.
- 9) Gear change pedal.

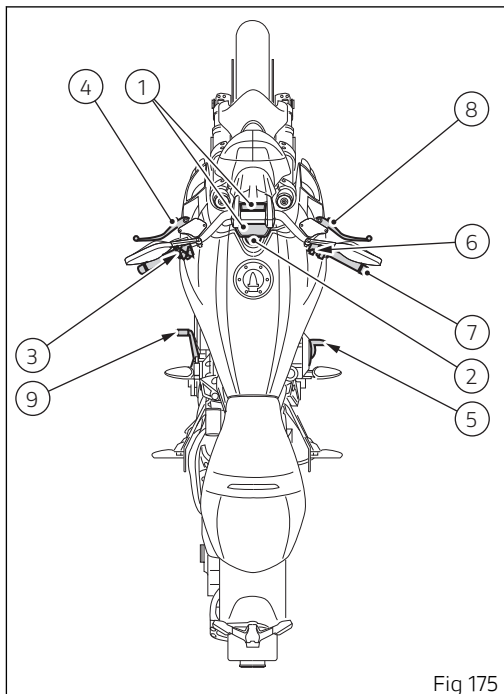


Fig 175

"Hands free" system

The Hands free system consists of:

- 1) Hands free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Electric plug (Optional).

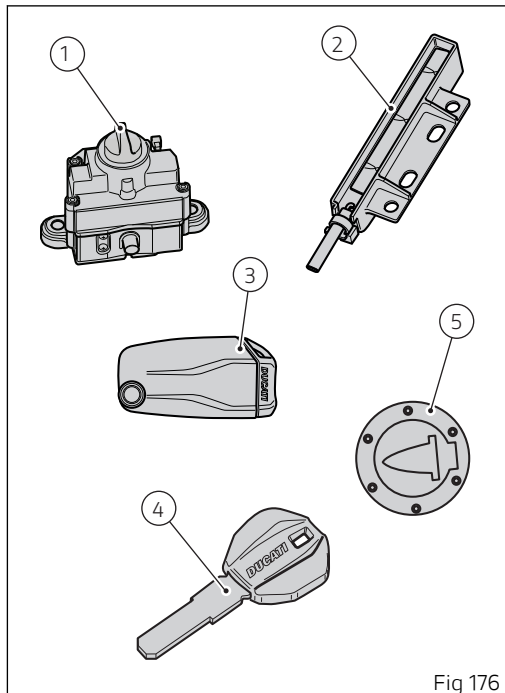


Fig 176



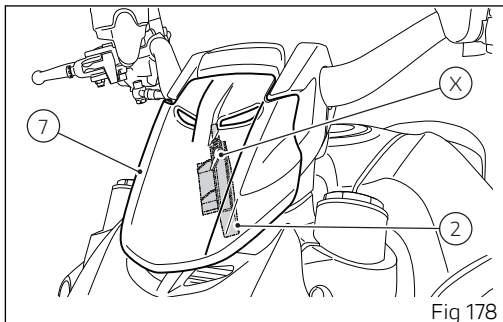
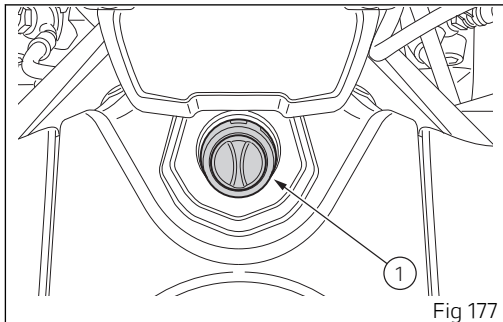
Important

Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.

The Hands Free unit (1) is located in front of the tank. Antenna (2) is positioned under the headlight fairing (7).



Hands free system "Key-On" and "Key-Off"

Key-On consists in turning on the hands free system and all electronic devices.

Key-On is done using button (6) on the right switch on the handlebar or using the emergency button (1) on the Hands free unit.

Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.

Key-Off is done using button (6) on the right switch on the handlebar or using button (1) on the Hands free lock.



Note

The use of one of the two buttons (6) on handlebar or on Hands free unit (1), does not exclude the other: if you use one for switch-on, you can switch off with the other and vice versa.

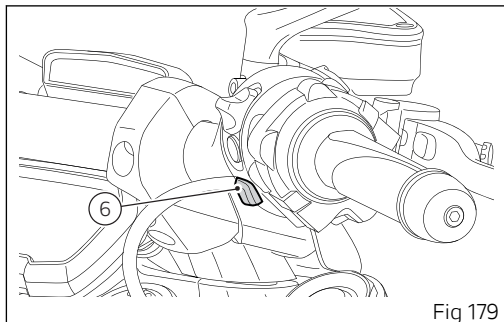


Fig 179

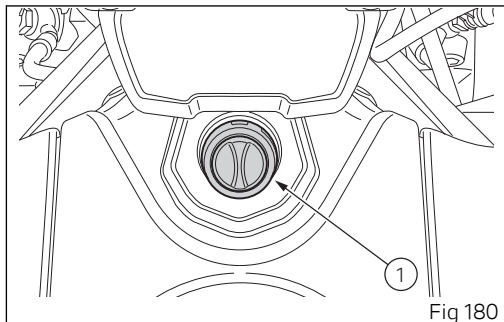


Fig 180

Key-On can only occur in the presence of one of the two active (3) or passive (4) keys or using the pin code.

Key-Off can also occur without any active (3) or passive (4) key.

Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6) on the handlebar or by turning the Hands free unit button (1). When speed is not equal to zero, perform key-off by turning the Hands free unit button (1).

Important

If active key battery is flat, the key works as a passive key so its range is reduced to a few inches (cm) from antenna (2).

Instrument panel shows when battery is flat.

If active key battery is flat, the key can still be used as a passive key.

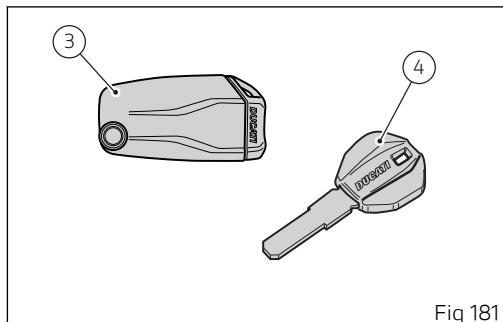


Fig 181

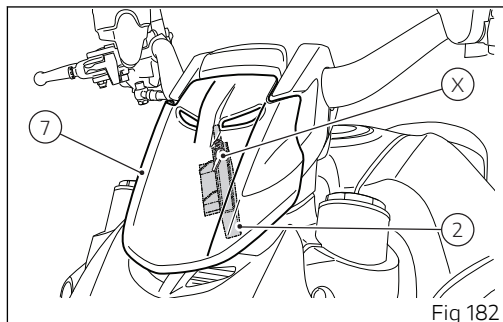


Fig 182

Recovery mode for Key-On with passive key and/or active key with flat battery.

The active key (3) with flat battery and the passive key (4) have a range of action of a few inches (cm), therefore it is necessary to position one of the two keys very close and in correspondence of the symbol (X) of the hands free key on the headlight fairing (7); this symbol, on the headlight fairing (7), above the headlight at the front of the bike, indicates the presence of antenna (2,0) under the headlight fairing (7).

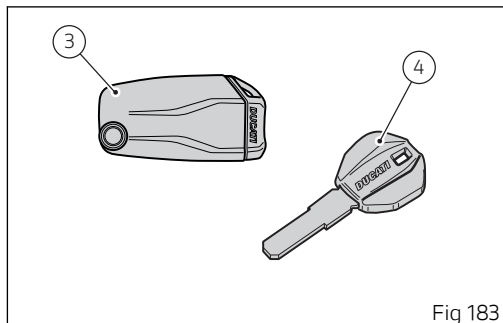


Fig 183

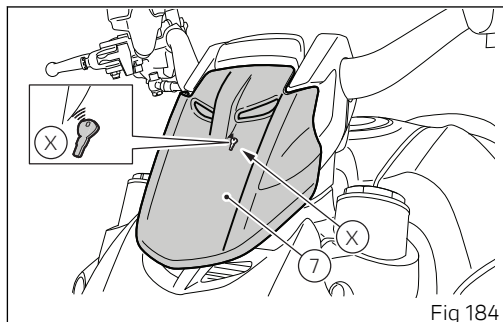


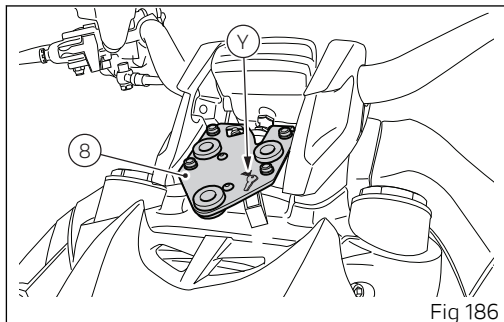
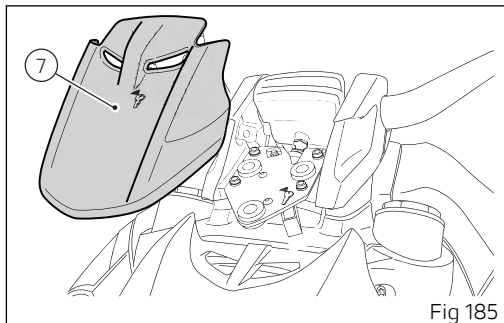
Fig 184

If when performing the described procedure you have a negative outcome, and both the active (3) and passive (4) keys are not detected by the Hands free system, proceed as follows.

Remove the headlight fairing (7) and place the active (3) or passive (4) key on the symbol (Y) of the Hands free key printed on the plate (8) that supports the headlight fairing (7).

Important

After performing the key-on in passive mode, you have 15 seconds to start the engine; otherwise, an automatic key-off is possible as soon as the key is moved away from symbol (X) of the Hands free key placed on the headlight fairing (7).



The mechanical part (A) of the key (3) is used to open the fuel filler cap, the seat latch and bag locks. The metal part (A) of the key (3) remains hidden inside its housing, you can take it out by pressing button (B).

 Note

With the vehicle in "Key-On" and "engine off" condition, if the presence of the active key (3) is not detected for fifteen consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

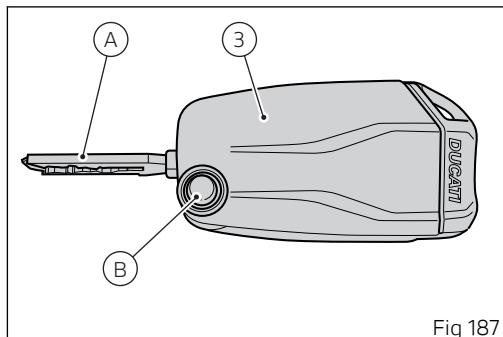


Fig 187

Key-On/Key-Off with the active key using the button on the handlebar

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3).



Note

In case of active key (3) with flat battery, refer to paragraph "Recovery mode for Key-On with passive key and/or active key with flat battery".

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the active key (3) only if motorcycle speed is equal to zero.

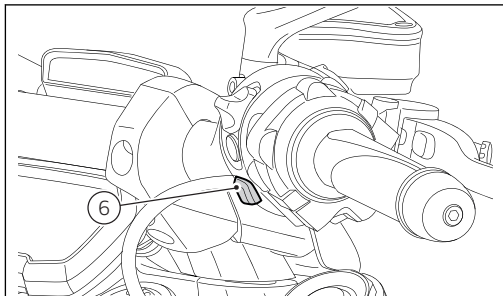


Fig 188

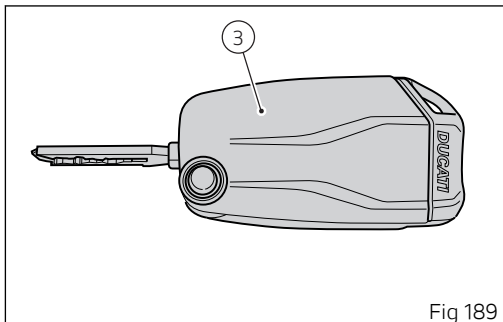


Fig 189

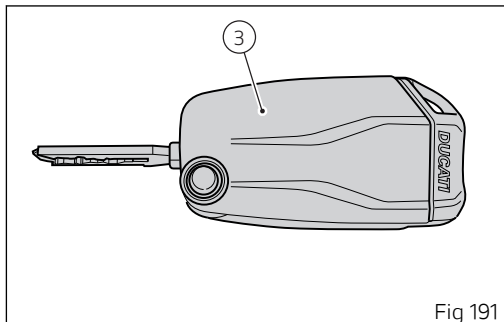
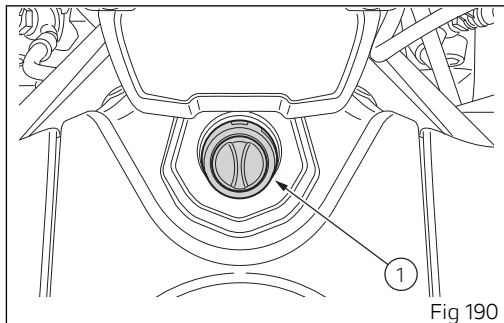
Key-On/Key-Off using the button on the Hands free lock with the active key

Key-On can be performed by turning button (1) on the Hands free unit and with the presence of the active key (3).

Key-Off can be performed by turning button (1) on the Hands free unit and also without the key (3).

Note

In case of active key (3) with flat battery, refer to paragraph "Recovery mode for Key-On with passive key and/or active key with flat battery".



Key-On/Key-Off using the button on the handlebar with the passive key

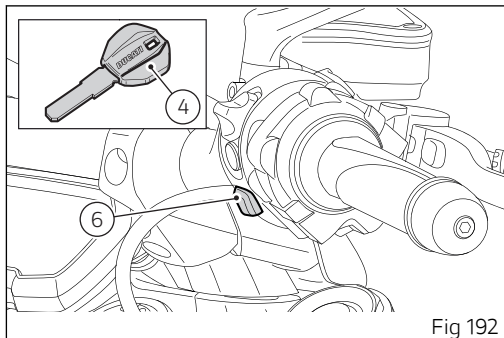
Key-On can be performed by pressing the gray button (6) on the handlebar and with the presence of the passive key (4).



Note

In case of Key-On with passive key (4) refer to paragraph "Recovery mode for Key-On with passive key and/or active key with flat battery".

Key-Off can be performed by pressing the gray button (6) on the handlebar. It can also be performed without the key (4) only if motorcycle speed is equal to zero.



Key-On/Key-Off using the button on the Hands free lock with the passive key

Key-On can be performed by turning button (1) on the Hands free unit and with the presence of the passive key (4).



Note

Passive key (4) must be positioned very close and in correspondence of symbol (X) of the Hands free key, placed near the antenna (2) under the headlight fairing (7).

Key-Off can be performed by turning button (1) on the Hands free unit and also without the key (4).

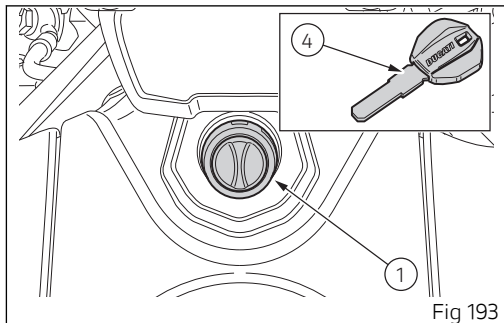


Fig 193

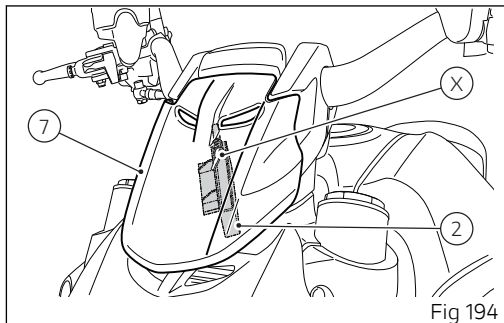


Fig 194

Key-On/Key-Off using the pin code (immobilizer override)

Key-On can be performed by turning button (1) on the hands free unit without the presence of the active (3) and passive (4) keys and entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar, from Engine On position to Engine Off position.

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered.

The pin code is set by the customer upon delivery of the motorcycle.

The function is not enabled unless a pin code has been set.

When the Hands Free button (1) is turned, the instrument panel activates the backlighting and the round display to allow the rider to enter the four-digit pin code.

Entering the correct pin turns on the instrument panel and enables engine starting.

Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

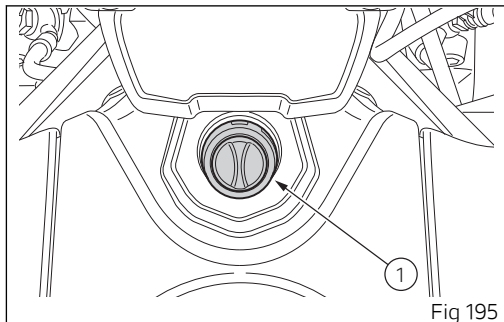


Fig 195

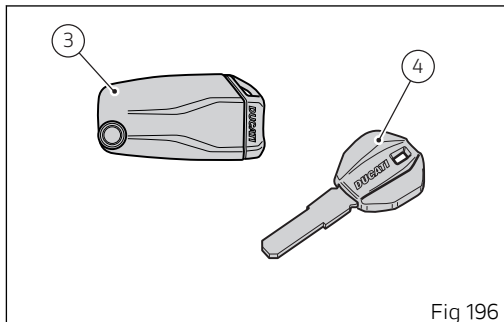


Fig 196

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".

If the motorcycle cannot be turned on using the normal starter button, turn the "emergency" Hands Free button (1) to activate the function.

After turning the button, the instrument panel activates the page for entering the override code. Refer to the "Restoring motorcycle operation via the PIN CODE" procedure.

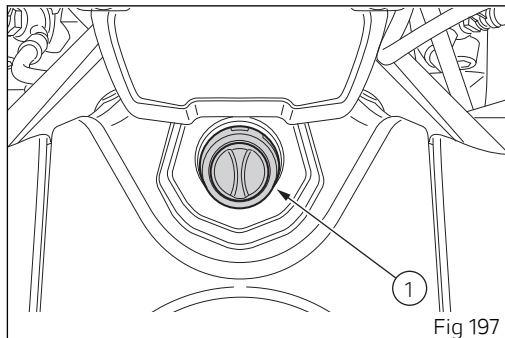


Fig 197

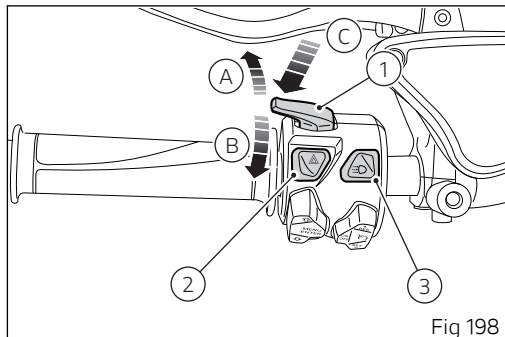


Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

Left-hand switch

- 1) Dip switch, light dip switch, two positions:
 - pushed up (A): high beam ON (), back to its initial position (B): low beam ON ();
 - (C) pushed down: high-beam flasher ();
 - (FLASH), "Start-Stop lap" function.
- 2) 4 turn indicators (Hazard) on/off button.
- 3) DRL light function on/off button.



- 4) Menu navigation button.
5) Cruise Control button.
6) three-position turn indicator button (↔):
- center position = OFF;
- position (↰) = left turn;
- position (↲) = right turn;
7) Turn indicators cancel button.
8) Button (📢) = warning horn.

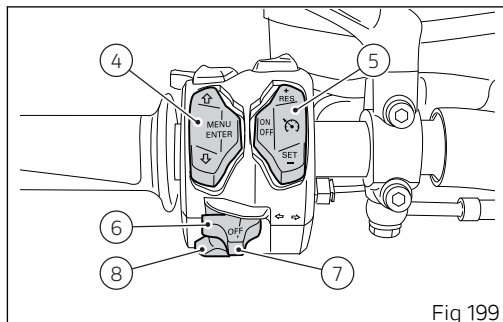


Fig 199

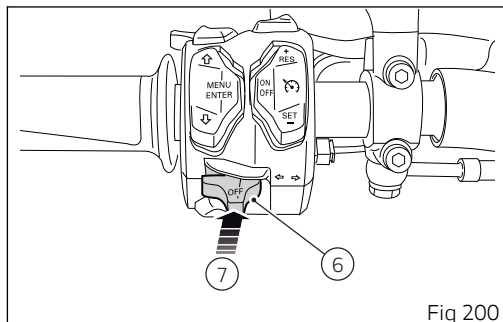


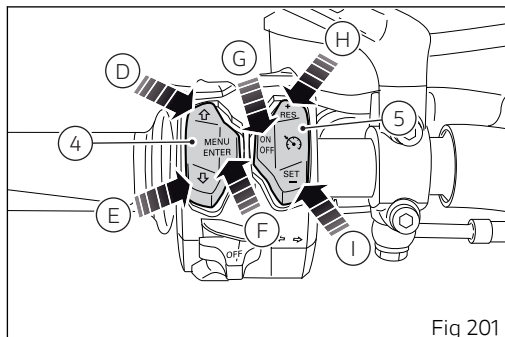
Fig 200

Button (4) for menu navigation features three positions:

- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for Cruise Control features three positions:

- (G) Cruise Control on/off;
- (H) increase cruise speed or resume previous speed;
- (I) decrease cruise speed or set a new speed;



Key

- A) Low beam.
- B) High beam.
- D) Menu UP
- E) Menu DOWN.
- F) Confirm display menu.
- G) Cruise Off, On.
- H) Speed +.
- I) Speed -.
- 2) Hazard.
- 3) DRL.
- 5) Cruise.
- 6) Turn indicator.
- 7) Turn indicator off.
- 8) Horn.

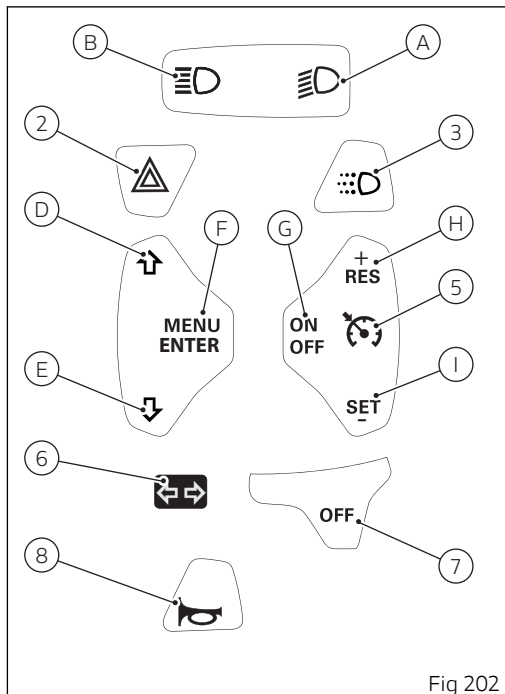


Fig 202

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

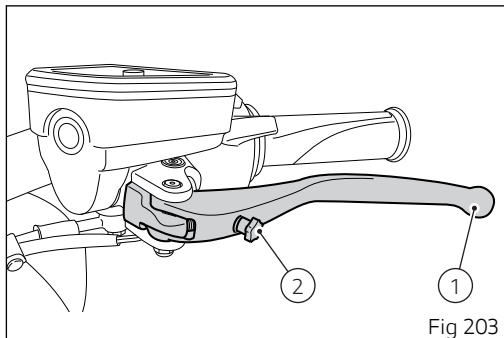


Fig 203



Attention

Set clutch lever when motorcycle is stopped.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Right-hand switch

- 1) Red ENGINE OFF switch.
- 2) ENGINE START button.
- 3) System SWITCH-ON/OFF (key-on/key-off) and steering lock engagement.
- 4) LAUNCH CONTROL button (DPL).

The switch (1) has two positions:

- A) pushed up: RUN ON. The engine can only be started in this position, pushing the button (2).
- B) pushed down: KILL ENGINE.

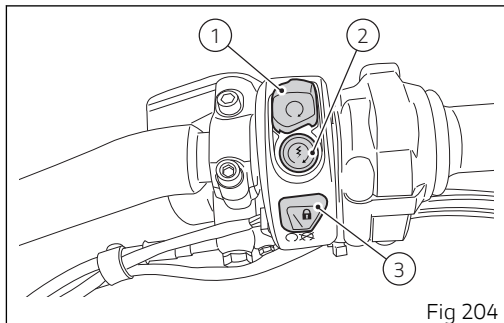


Fig 204

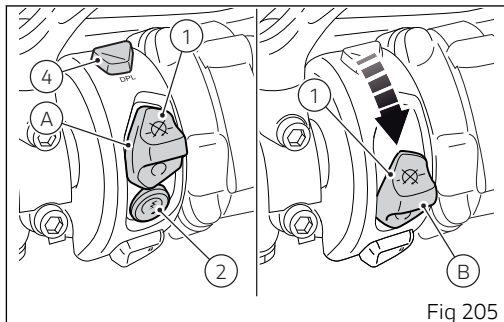
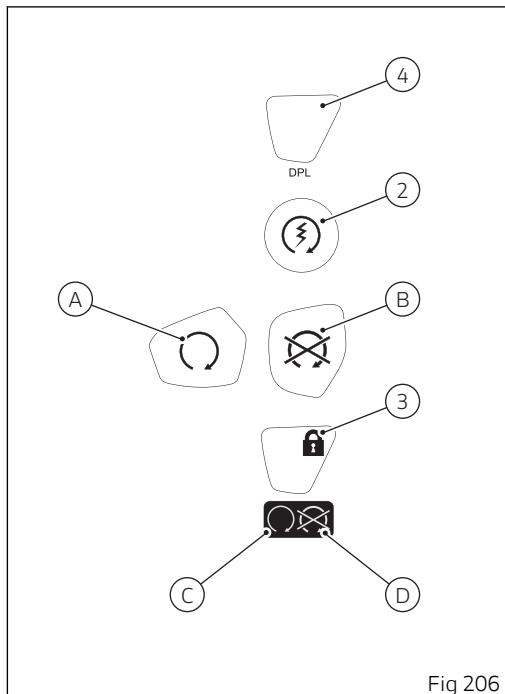


Fig 205

Key

- 2) Engine starting.
- 3) Electronic steering lock.
- 4) Launch Control (DPL).
- A) Run ON.
- B) Run OFF.
- C) Key-on.
- D) Key-off.



Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

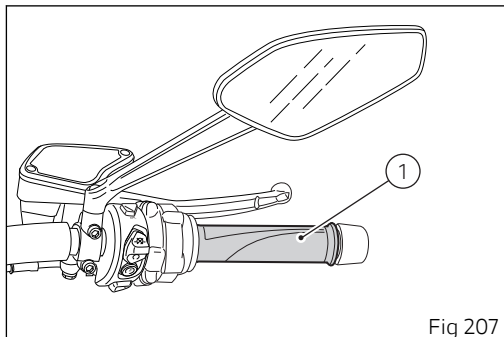


Fig 207

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.

The lever distance can be adjusted through 10 clicks of the dial (2).

Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.

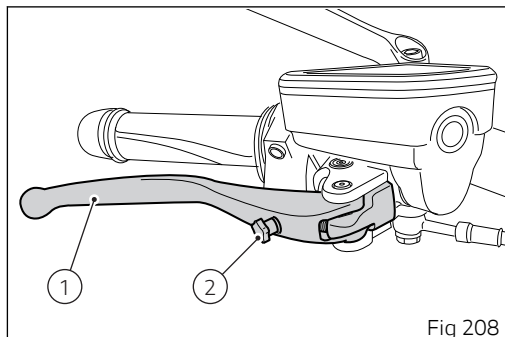


Fig 208

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The system is hydraulically operated.

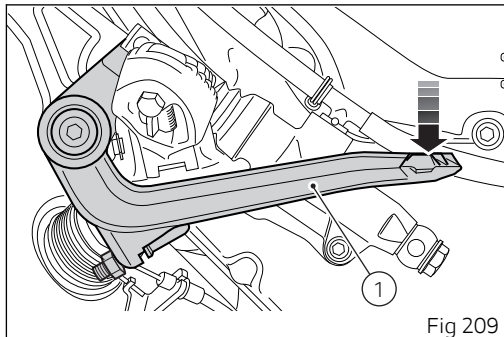


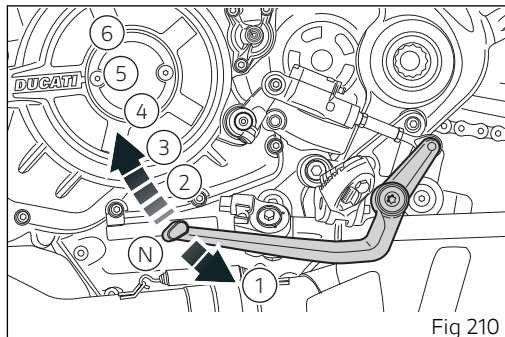
Fig 209

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the center. This is indicated by the instrument panel light N coming on. The pedal can be moved:

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out;
- up = lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

Each time you move the pedal you will engage the next gear.



Adjusting the gear change pedal and the rear brake

The position of the gear change pedal in relation to the footrest can be adjusted to suit the requirements of the rider.

Gear change pedal (Diavel 1260)

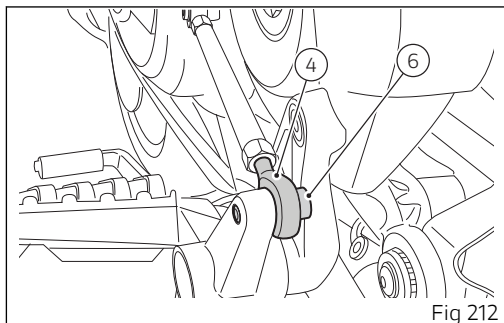
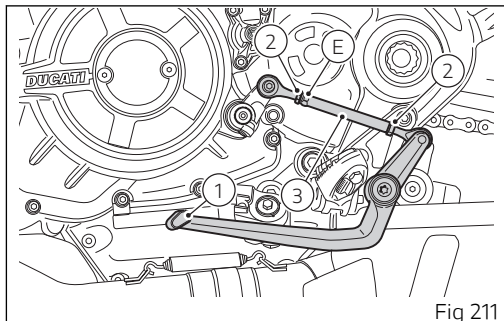


Attention

Have the gearchange rod adjusted at a Ducati Dealer or authorized Service Center.

Adjust the position of pedal (1) as follows:

- undo the screw (6) that retains the uniball (4) to the gearchange footrest;
- loosen lock nuts (2);
- acting on the hexagon (E) with an open wrench, screw or unscrew the rod (3) from the uniballs (4) according to the desired pedal (1) inclination.



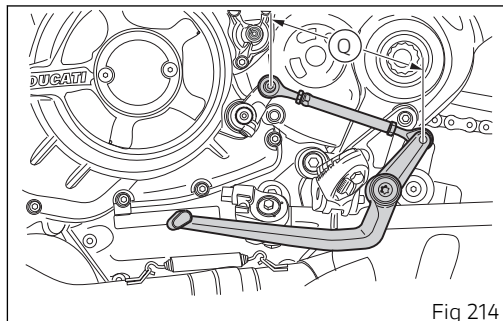
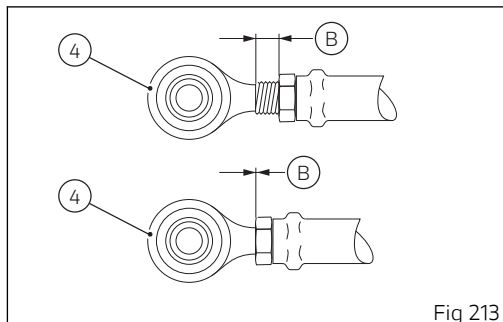
Once the adjustment is completed, check the correct value (B) of uniball travel (4).

The uniball (4) travel value (B) must be between 0 in (0 mm) (uniball completely screwed in) and 0.24 in (8 mm).

Attention

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

The Standard configuration value with which the motorbike is delivered is $Q = 5.47$ in (139 mm).



Gear change pedal (Diavel 1260S)



Attention

Have the gearchange rod adjusted at a Ducati Dealer or authorized Service Center.

Standard configuration value upon vehicle delivery:
A = 5.47 in (139 mm).

Adjust the position of pedal (1) as follows:

- loosen lock nut (2);
- loosen the screw (6) to release the uniball (4) fastener;
- loosen the uniball (4) from the rod (3) and set the gear change pedal to the desired position.

At the end of uniball (4) adjustment, tighten the lock nut (2) to the rod (3) to a torque of 5 Nm.

Fasten the Uniball (4) by tightening screw (6) to the torque of 10 Nm.

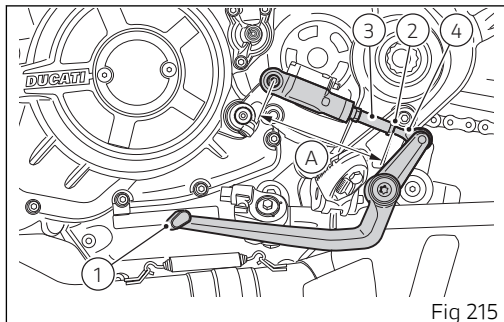


Fig 215

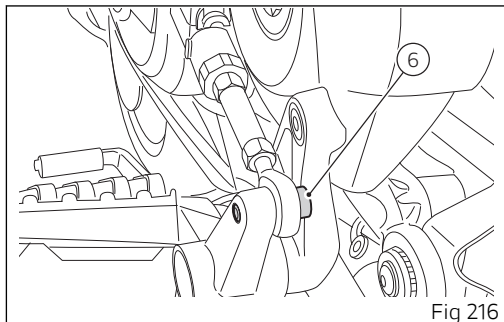


Fig 216

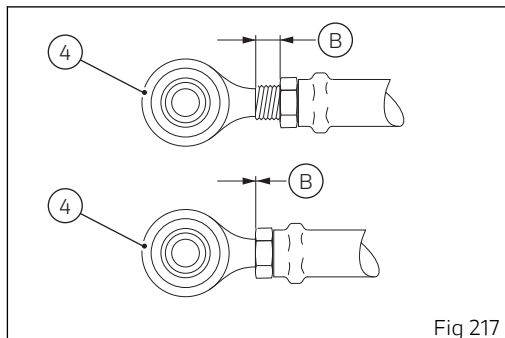
Once the adjustment is completed, check the correct value (B) of uniball travel (3).

The uniball (4) travel value (B) must be between 0 in (0 mm) (uniball completely screwed in) and 0.24 in (8 mm).



Attention

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.



Rear brake pedal



Attention

Have the pedal adjusted at a Ducati Dealer or Authorized Service Center.

Loosen counter nut (7).

Turn pedal stroke adjusting screw (8) until pedal is in the desired position.

Tighten the counter nut (7).

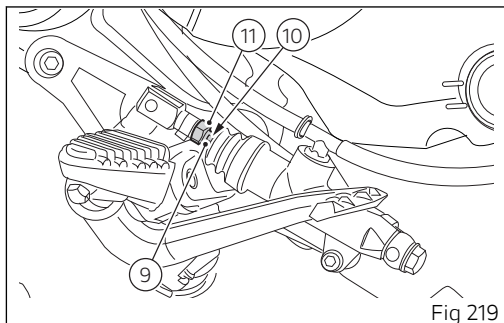
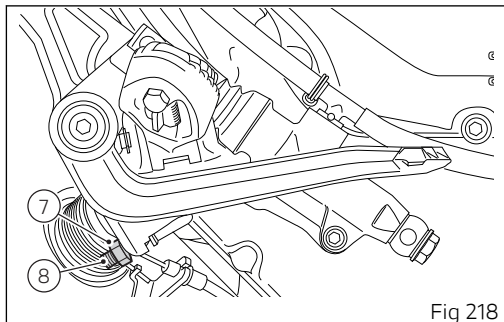
Operate the pedal by hand to check that there is $0.12 \div 0.20$ in ($3 \div 5$ mm) of free play before the brake bites.

If the free play is non-conforming, adjust the length of the master cylinder control rod (9) as follows.

Hold rod (9) using the special flat (10) and loosen nut (11).

Tighten rod (9) to decrease clearance or loosen it to increase it.

Tighten lock nut (7) and check again clearance.





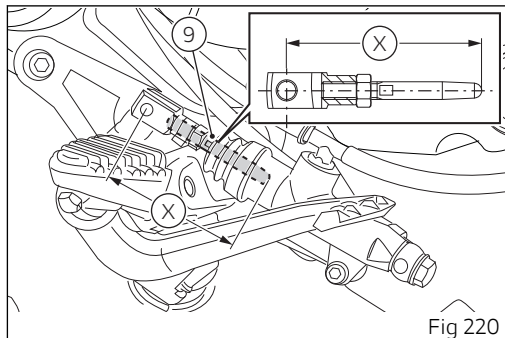
Attention

The vehicle is delivered with rod (9) adjusted to a value $X = 2.64$ in (67 mm), minimum permitted value.



Note

The brake lever can be adjusted only in the highest position with respect to the standard configuration with which the vehicle is delivered.



Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter.
- 8) Exhaust silencer.

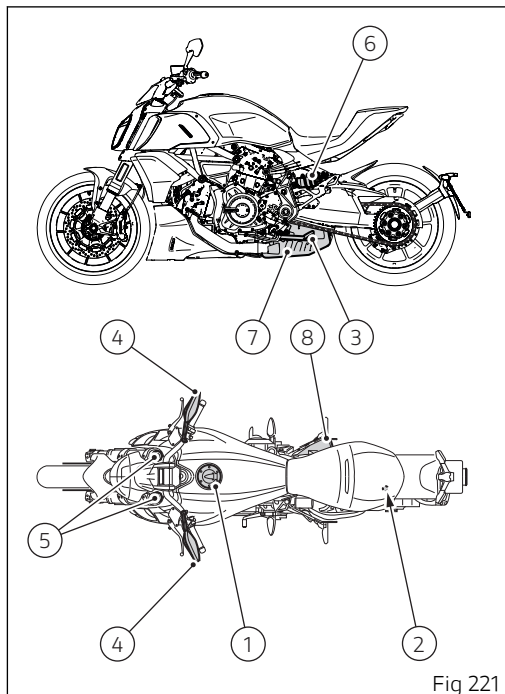


Fig 221

Fuel tank plug

Opening

Lift flap (1) and insert the active or passive key in the lock. Turn the key clockwise 1/4 turn to unlock. Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1).



Note

The plug can only be closed with the key in.



Attention

Always make sure you have properly refitted and closed the plug after refueling.

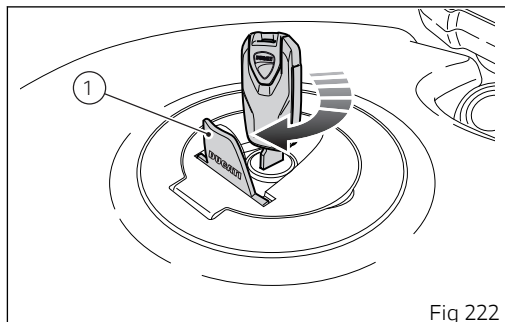


Fig 222

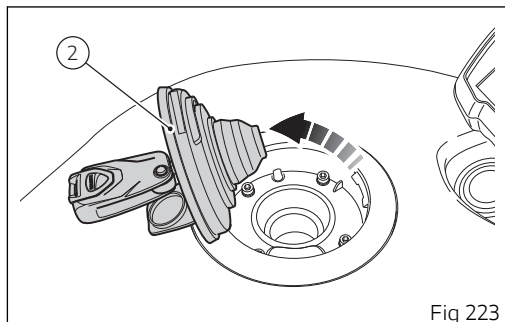


Fig 223

Seat lock

By working on the lock (1), it is possible to remove the seat, to reach the devices placed below it.

Removing the seat

Insert the active or passive key into the lock (1) and turn it clockwise (OPEN) until the rider seat latch disengages with an audible click.

To remove the rider seat (2), pull up the seat rear end and slide it backwards to release retainer (A).

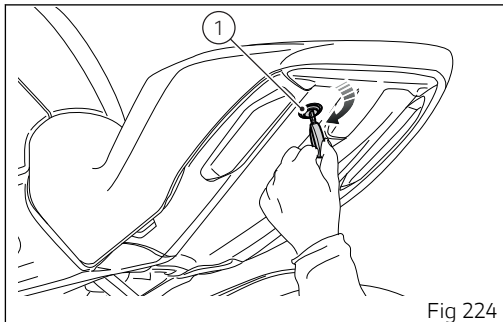


Fig 224

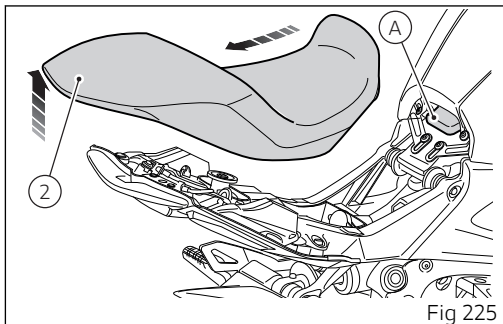


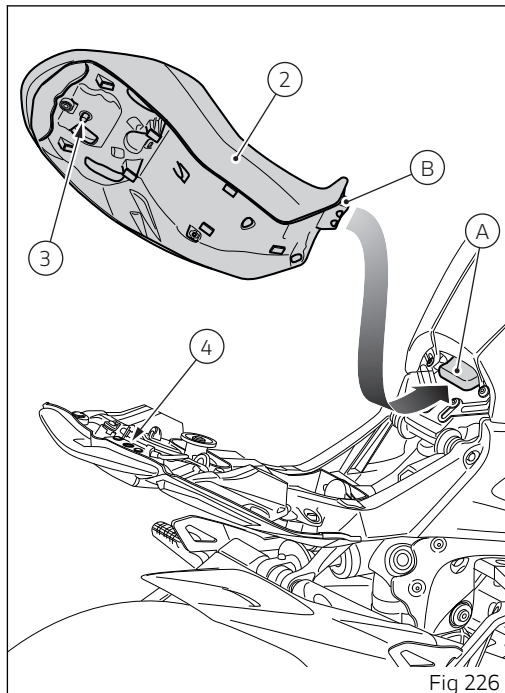
Fig 225

Refitting the seats

Fit the seat (2) by sliding it towards motorcycle front end: make sure that seat tab (B) engages into recess (A) on tank.

Push down seat rear end and slide the seat forward until engaging the rear side pin (3) in hole (4) by pressing down until latch clicks in place.

Make sure the seat is properly fastened by moderately pulling it up.
Take key out of the lock.



Side stand



Important

Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

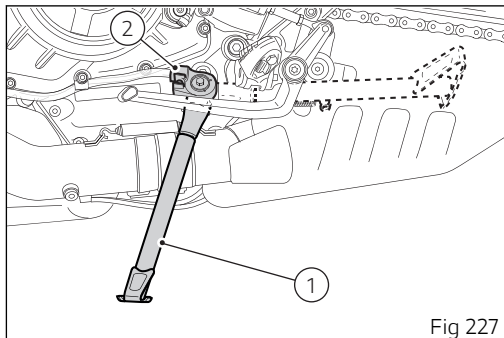


Fig 227



Attention

Do not sit on the motorcycle when it is supported on the side stand.



Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Passenger grab handle

Passenger grab handle (1) is located inside the tail guard; to take it out, remove the seat (see "Removing the seat"), pull knob (2) while taking out the grab handle (1) from its housing until it is fully extended.



Attention

Before use, pull grab handle back and forth to ensure that it is locked in the correct position.

To put it back, pull knob (2), push grab handle (1) in its housing until it is completely flush with the tail guard and refit the seat (see "Refitting the seat").

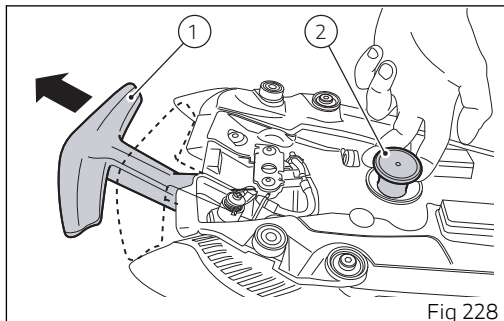


Fig 228

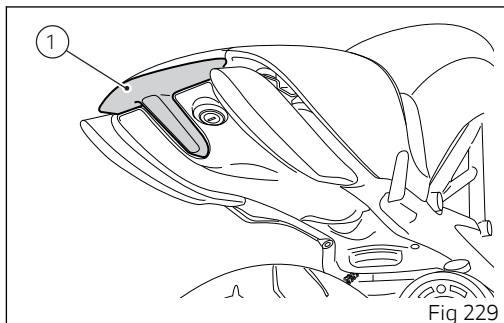


Fig 229

Bluetooth control unit

The Bluetooth control unit (if equipped) works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.



Attention

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Front fork adjusters

Front fork adjuster (DIAVEL 1260)

The front fork used on this motorcycle has rebound, compression and spring preload adjustment. It is possible to adjust the spring preload and compression on the left leg whereas the rebound can only be adjusted on the right leg.

Use the external screw adjusters:

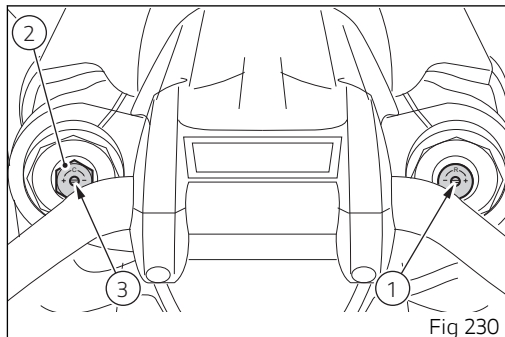
- 1) to adjust the rebound damping;
- 2) to adjust the preload of the inner springs;
- 3) to adjust the compression damping.

Position the motorcycle on its side stand so that it is stable.

Turn the adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound damping.

Turn the adjuster (3) at the top end of the LH fork leg with a screwdriver to adjust compression damping. By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting.

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" (fully closed) position.



Starting from this position, by turning it counter clockwise, count the "opening" turns corresponding to the decreasing of damping.

To change internal spring preload turn adjuster (2) with a 0.67 in (17 mm) hexagon wrench, completely counter clockwise, to obtain fully uncompressed position.

From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.

STANDARD factory setting is as follows:

- compression (LH leg): - 2 turns (from fully closed);
- rebound (RH leg): - 2 turns (from fully closed);
- spring preload: +5 turns (from fully unloaded).

Calibration for RIDING WITH PASSENGER AND AT FULL LOAD:

- compression (LH leg): - 1.5 turns (from fully closed);
- rebound (RH leg): - 1.5 turns (from fully closed);
- spring preload: +10 turns (from fully unloaded).



Attention

Regulate the adjusters on both legs to the same positions.

Front fork adjuster (DIAVEL 1260 S)

The front fork used on this motorcycle has rebound, compression and spring preload adjustment. Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.

Use the external screw adjusters:

- 1) to adjust the hydraulic damping in rebound;
- 2) to adjust internal spring preload;
- 3) to adjust the compression damping.

Position the motorcycle on its side stand so that it is stable.

Turn adjuster (1) at the top end of the RH fork leg with a suitable hexagon wrench to adjust rebound damping.

Turn the adjuster (3) at the top end of the LH fork leg with a suitable hexagon wrench to adjust compression damping.

By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" (fully closed) position. By turning counter clockwise

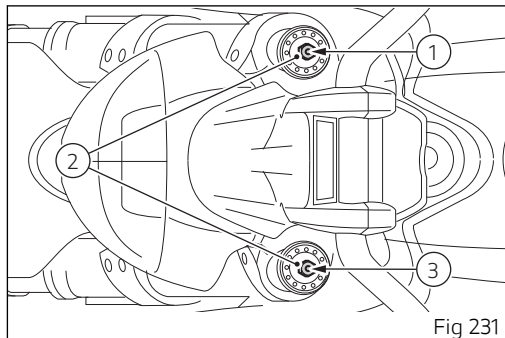


Fig 231

starting from this position, count the clicks that will correspond to positions "1", "2" etc..

To change preload of the spring inside each fork leg, turn adjuster, with a 0.67 in (17 mm) hexagon wrench, completely counter clockwise, to obtain fully open position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 0.04 in (1 mm) of spring preload.

STANDARD factory setting is as follows: - compression: - rebound: ; - spring preload: .

- compression (LH leg): -17 clicks (from fully closed);
- rebound (RH leg): -12 clicks (from fully closed);
- spring preload: 4 turns (4 mm) (0.16 in) from fully open, for each one of the two adjustments (2) (RH and LH).

Calibration for RIDING WITH PASSENGER AND AT FULL LOAD:

- compression (LH leg): - 12 clicks (from fully closed position);
- rebound (RH leg): - 8 clicks (from fully closed position);
- spring preload: +10 turns (from fully unloaded).



Attention

Regulate the adjusters on both legs to the same positions.

Rear shock absorber adjusters

Rear shock absorber adjuster (DIAVEL 1260)

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle.

Adjuster (1) adjusts the damping during the rebound phase (return).

STANDARD calibration, from the fully closed position (clockwise):

turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

The two ring nuts (2), located in the shock absorber upper side, adjust the external spring preload.

To adjust the spring preload, loosen the top ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.

STANDARD calibration, from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 8 positions from fully closed;
- spring preload: 0.75 in (19 mm) from Min. (fully uncompressed, factory adjustment).

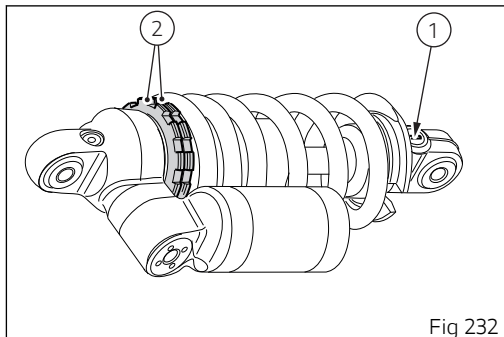


Fig 232

Calibration of RIDING WITH PASSENGER AND AT FULL LOAD:

- rebound: loosen by 4 positions from fully closed;
- spring preload: MAX (fully screwed ring nut) + 0.39 in (10 mm) compared to standard preload calibration of 1.14 in (29 mm).



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.

Recommended value: screw by 4 clicks/positions from the factory value, i.e. loosen by 4 clicks/positions starting from the fully closed position.



Attention

The shock absorber is filled with gas and oil under high pressure and may cause severe damage if taken apart by unskilled persons.



Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

When carrying a passenger and luggage, set the rear shock absorber spring to maximum preload, i.e. until mechanical retainer on shock absorber, to improve motorcycle handling and keep safe clearance from the ground.

Adjust also the rebound adjuster screwing it to the desired value.

Rear shock absorber adjuster (DIAVEL 1260 S)

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle. Adjuster (1) located on the expansion reservoir adjusts the hydraulic damping during the compression phase

The adjuster (3), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the hydraulic damping during the rebound phase (return).

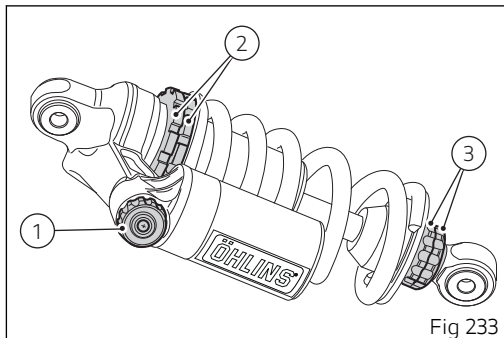
Turn adjusters (1) or (3) clockwise to stiffen the damping, or counter clockwise to soften it.

The two ring nuts (2), located in the shock absorber upper side, adjust the external spring preload.

To adjust the spring preload, loosen the top ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.

STANDARD calibration, from the fully closed position (clockwise):

- rebound: loosen adjuster (3) by 12 clicks from fully closed;
- compression: loosen adjuster (1) by 12 clicks from fully closed;



- spring preload: 0.75 ± 0.2 in (19 ± 5 mm) from fully uncompressed spring.

Calibration of RIDING WITH PASSENGER AND AT FULL LOAD (recommended values)

When carrying a passenger and luggage, set the rear shock absorber spring to maximum preload, set both rebound and compression damping adjusters to improve motorcycle handling and keep safe clearance from the ground:

- rebound: loosen by 6 clicks from fully closed;
- compression: loosen by 6 clicks from fully closed;

Rear shock absorber maximum adjustment range

- rebound: 30 clicks from fully closed;
- compression: 20 clicks from fully closed.



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.



Attention

The shock absorber is filled with gas and oil under high pressure and may cause severe damage if taken apart by unskilled persons.

Riding the motorcycle

Running-in recommendations

Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 621 mi (1000 km);
- 2) 621 mi (1000 km) to 1553 mi (2500 km).

Up to 621 mi (1000 km)

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500 ÷ 6,000 rpm.

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.

For the first 61 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow

the friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

We further recommend to check the drive chain often.

621 mi (1000 km) to 1553 mi (2500 km)

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Refuel, if necessary ("Refueling").
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if necessary ("Engine oil level check").
- **BRAKE AND CLUTCH FLUID**
Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- **COOLANT**
Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- **TIRE CONDITION**
Check tire pressure and condition ("Tires").
- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. In case of light malfunction, contact a Ducati Dealer or Authorized Service Center.
- **KEY LOCKS**
Check the tightening of the filler plug ("Filler plug") and of the seat ("Seat lock").
- **STAND**
Make sure side stand operates smoothly and is in the correct position ("Side stand").

ABS light

After Key-ON, the ABS light (10, stays ON.
When the vehicle speed exceeds 3.12 mph (5 km/h),
the warning light switches off to indicate the correct
operation of the ABS.



Attention

In case of malfunction, do not ride the
motorcycle and contact a Ducati Dealer or
Authorized Service Center.

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

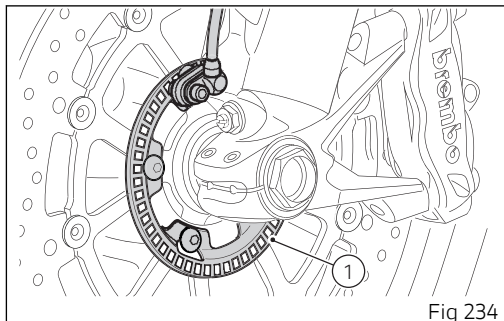


Fig 234

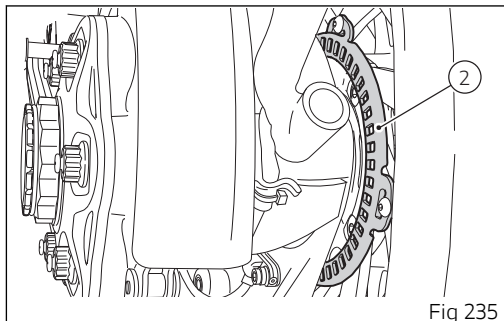


Fig 235

Engine start/stop



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialization and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.

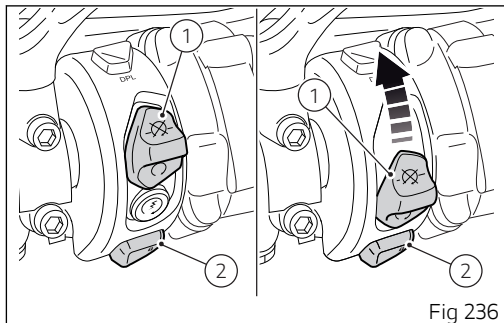


Fig 236

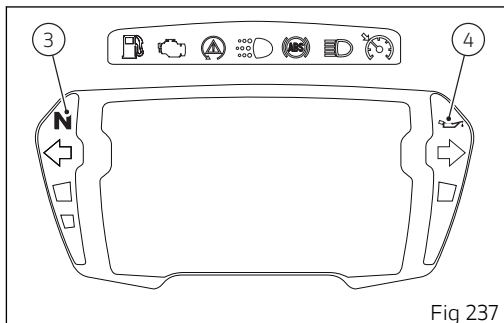


Fig 237



Attention

The side stand must be fully up (in a horizontal position), as its safety sensor prevents engine start when down.

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.



Note

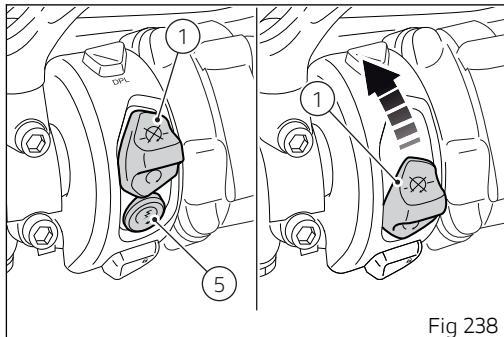
The engine can be started with side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Move the red switch (1) up to uncover button (5).
Push the button (5) to start the engine.



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.



The red oil pressure warning light (4, Fig 237) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to "Hands Free System" Chapter.

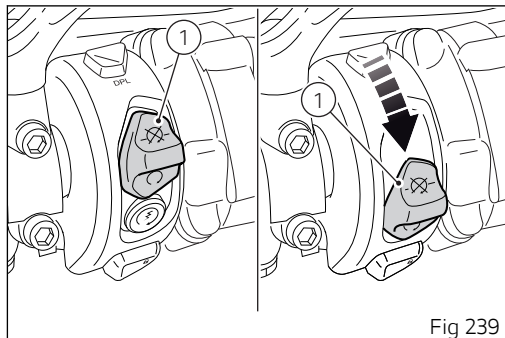


Fig 239



Important

Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.

Hands Free unit (7) position.

Antenna (6) position.

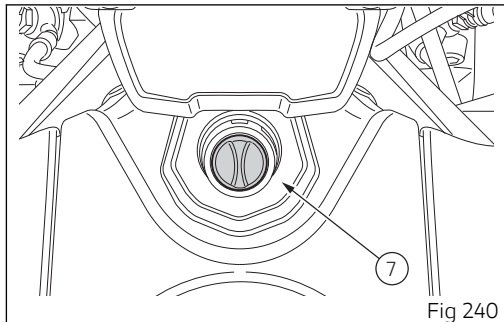


Fig 240

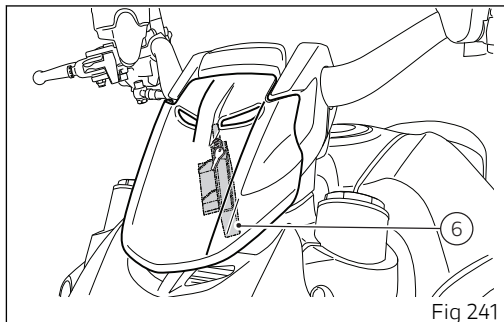


Fig 241

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip.

After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The Diavel ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Using the two brake controls separately reduces the motorcycle braking power. Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle (if the ABS is enabled). When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapor lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

Stop the engine by pushing the red switch (1) down. Press button (2) for Key-off.

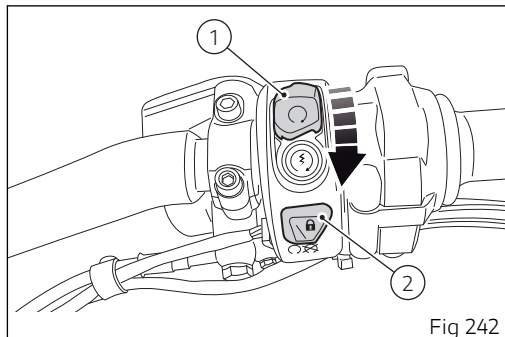


Fig 242

Parking

Park the stopped motorcycle on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After a second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

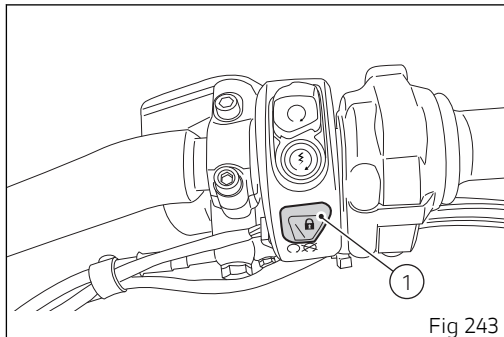


Fig 243



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

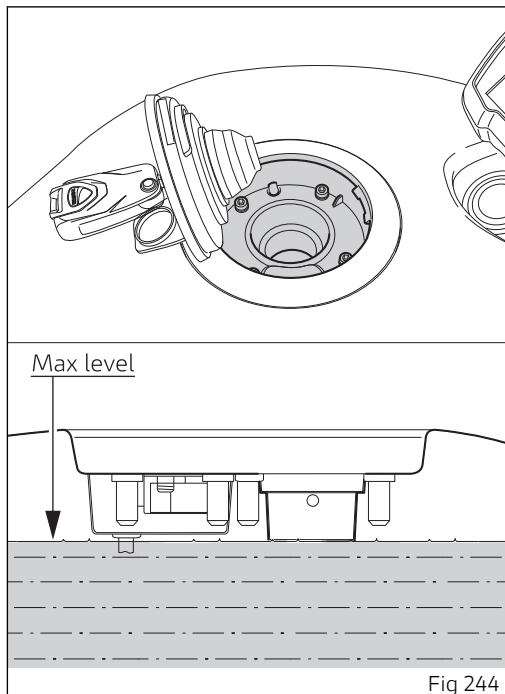


Fig 244

Tool kit and accessories

The tool kit (2) is located under the seat (1) and includes:

- fuse pliers;
- screwdriver;
- screwdriver handgrip;
- box wrench 0.55/0.63 in (14/16 mm);
- double-ended wrench 0.31/0.39 in (8/10 mm);
- Allen wrench, 0.12 in (3 mm);
- Allen wrench, 0.20 in (5 mm);
- Allen wrench, 0.24 in (6 mm).

To access the compartment, remove the seat (1).

Have the following part, supplied as standard, installed by a Ducati Dealer or Authorized Service Center:

- passenger back kit.

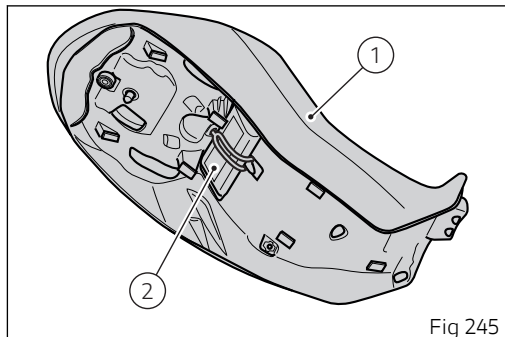


Fig 245

Main use and maintenance operations

Changing the air filter



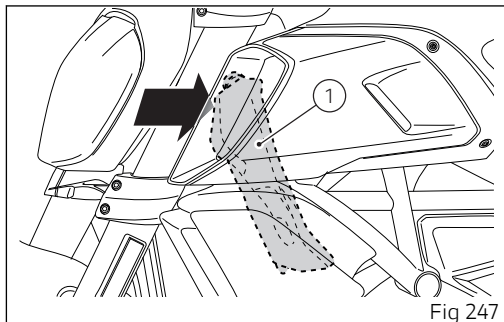
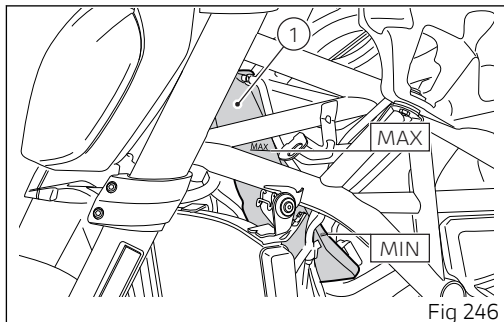
Important

Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

Checking coolant level and topping up, if necessary

The expansion reservoir (1) is located under the tank. Check that the coolant level is between the MIN and MAX notches on the expansion reservoir side, on the motorcycle's left side.

To see the notches, turn handlebar to the right and check as specified after setting the vehicle perfectly level and in a vertical position.



Unscrew the filler plug (2) of the expansion reservoir, on the motorcycle's right side, and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (2).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).

Cooling circuit capacity: 0.66 gal (2.5 cu. dm - liters).

Turn handlebar to the left to reach the filler plug (2).



Attention

Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

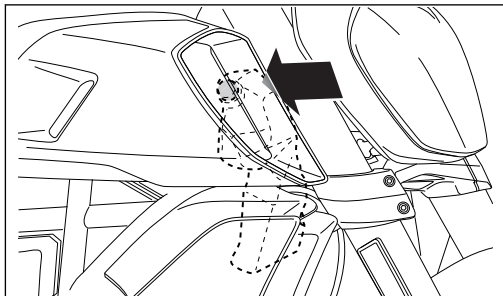


Fig 248

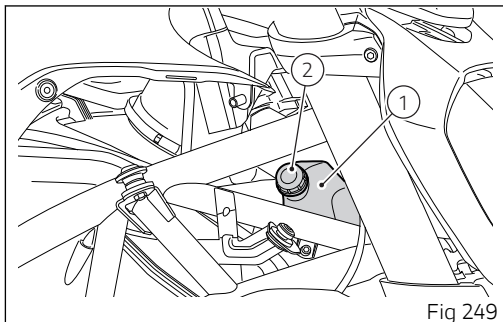


Fig 249

Checking brake and clutch fluid level

The level must not fall below the MIN marks on the respective reservoirs: for clutch fluid (1) and front brake fluid (2).

On the rear brake fluid reservoir (3), check that level is between the MIN and MAX reference notches.

The clutch and front brake fluid reservoirs are represented in (Fig 250).

The rear brake reservoir is represented in (Fig 251).
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.

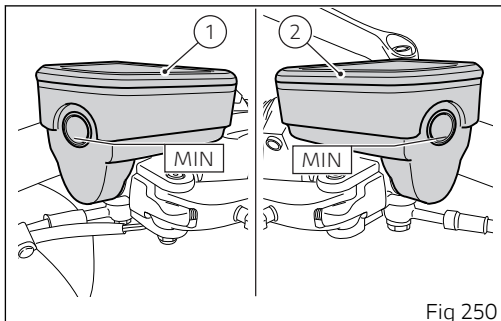


Fig 250

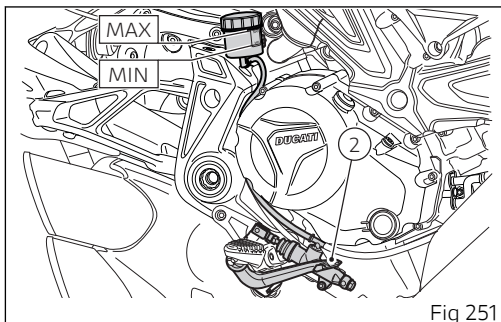


Fig 251



Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.



Attention

Clutch fluid level will increase in reservoir as clutch plate friction material wears down. Do not exceed the specified level (0.12 in (3 mm) above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 0.04 in (1 mm) replace both pads.



Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disc thus compromising braking efficiency, disc integrity and rider safety.



Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.

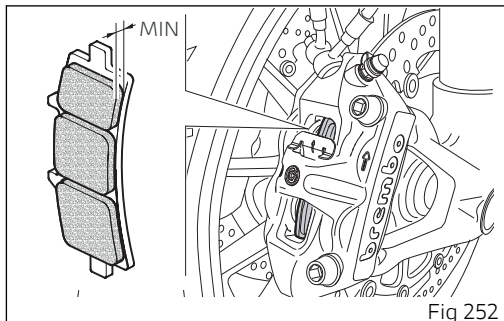


Fig 252

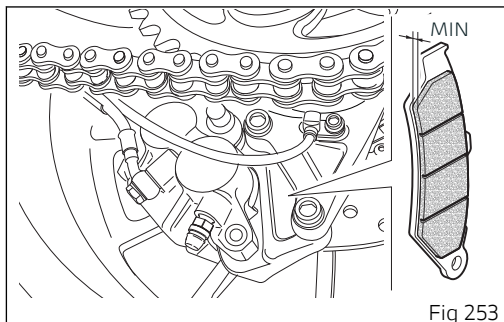


Fig 253

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.



Important

The battery is located under the cowling; to remove it, ALWAYS contact a Ducati Dealer or authorized Service Center.

Remove the right cowling (A) and conveyor (B), by loosening:

- the retaining screw (1) on the side of electrical components compartment;
- the three retaining screws (2) under the central cowling;
- screw (3) securing central cowling to right cowling;
- the front retaining screw (4).

Remove quick-release fastener (C).

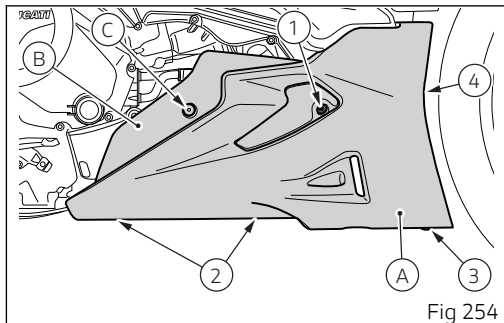


Fig 254

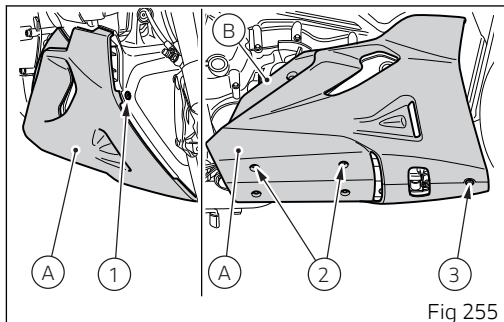


Fig 255

Then, loosen two screws (5) and remove the battery support bracket (6).

Slide out the battery (7) from its housing and, always starting from the negative terminal (-), loosen the two screws (8).

Remove the positive cable (9), the ABS positive cable (10) from the positive terminal and the negative cable (11) from the negative terminal.



Attention

The battery produces explosive gases: keep it away from heat sources



Attention

Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.
Charge the battery in a ventilated room.

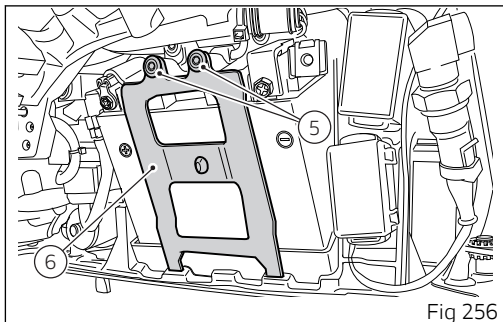


Fig 256

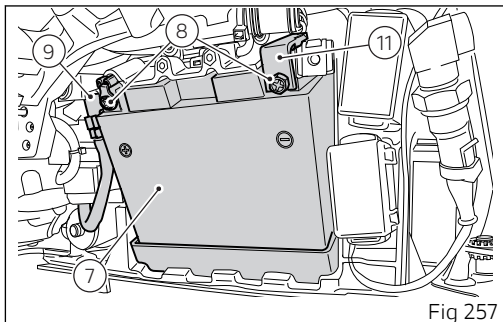


Fig 257

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).



Important

Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Lay down the ABS positive cable (10), onto positive cable (9) and start screw (8) in its thread on these cables.

Connect the positive cable (9), previously assembled to ABS cable (10), to battery positive terminal, and negative cable (11) to battery negative terminal, by starting the other screw (8) in its thread.

Tighten the two terminal clamp screws (8) to a torque of 4 Nm $\pm$ 10% and apply grease onto the battery terminals to prevent oxidation.

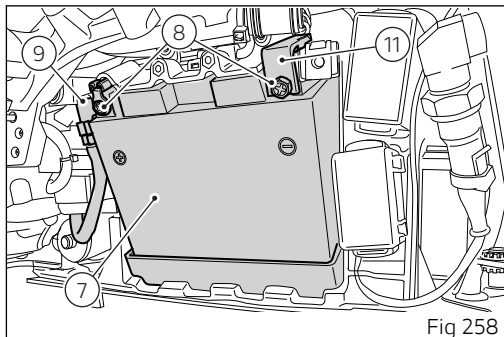
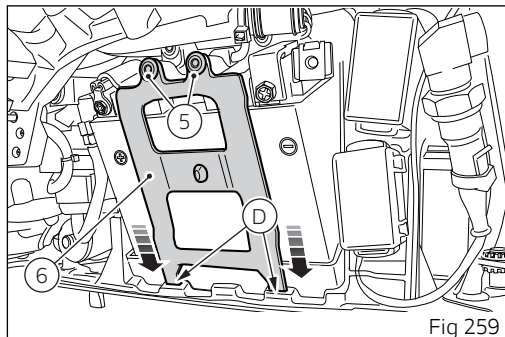


Fig 258

Refit the battery support bracket (6) by inserting the bracket end in the relevant seats (D) on the electric component support. Start and tighten the two screws (5) to a torque of 5 Nm $\pm$ 10%.



Reposition conveyor (B) and right cowling (A), then fasten them as follows:

- start the retaining screw (1) on the side of electrical components compartment;
- start the screws (2) for lower securing to the central cowling;
- start screw (3) securing central cowling to right cowling;
- start the front retaining screw (4).

Tighten screws (1), (2) and (3) to a torque of 4 Nm $\pm 10\%$.

Tighten screw (4) to a torque of 4 Nm $\pm 10\%$.
Fit quick-release fastener (C).

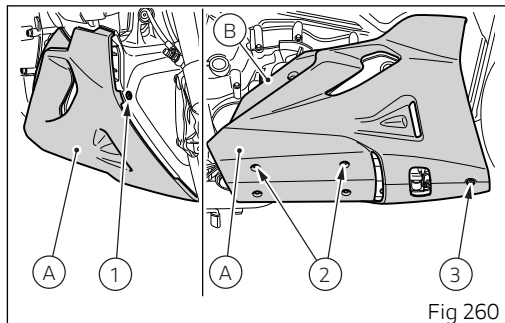


Fig 260

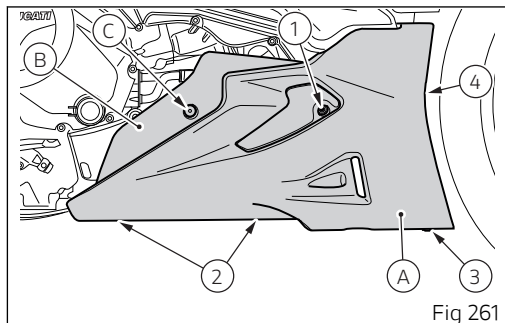


Fig 261

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1) to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.



Note

The electric system of this model is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.



Important

If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.

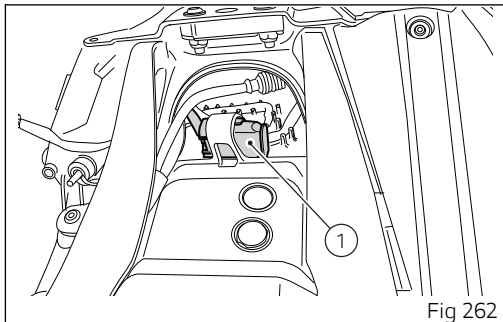


Fig 262

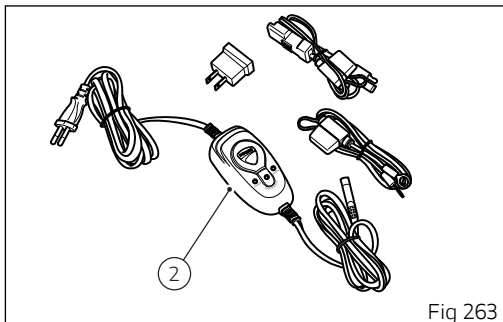


Fig 263



Note

When the motorcycle is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the rear side of the motorcycle.



Note

Using charge maintainers not approved by Ducati could damage the electric system; vehicle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered incorrect maintenance.

Checking drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain at the point of measurement and release.

Measure the distance (A) between the center of the chain pins and the plastic section of the chain sliding shoe.

It must be: A = 1.22 to 1.30 in (31 to 33 mm).

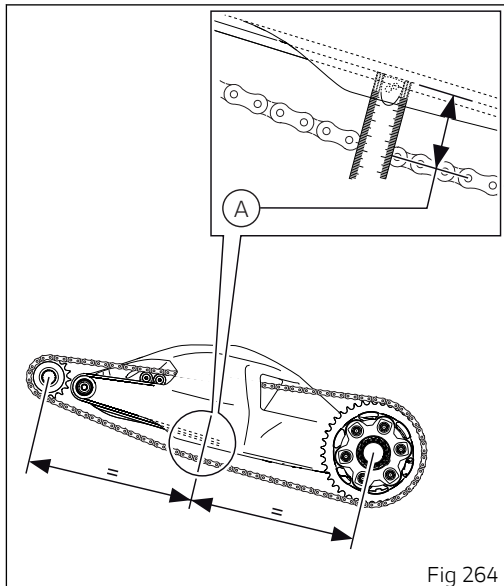


Fig 264



Important

This only applies to the motorcycle standard settings, available upon delivery.



Important

If the drive chain is too taut or slack, contact a Ducati Dealer or authorized Service Centre.



Important

Improper chain tension will lead to rapid wear of transmission parts.



Important

To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.



Attention

Correct tightening of swinging arm screw (1) is critical to rider and passenger safety.

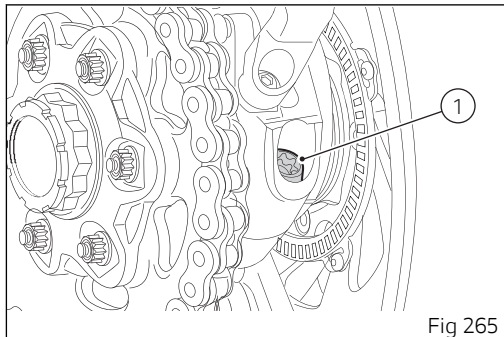


Fig 265

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).



Attention

Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.



Attention

In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

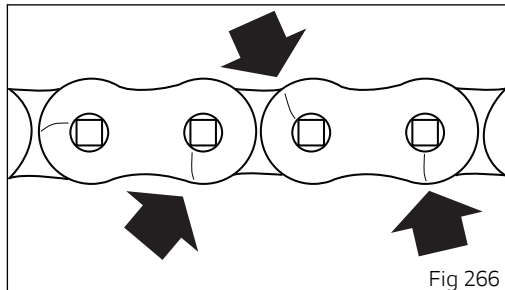


Fig 266

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.



Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

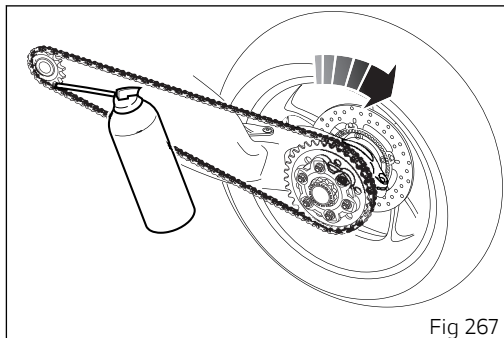
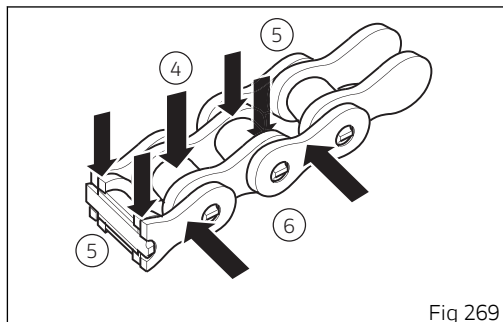
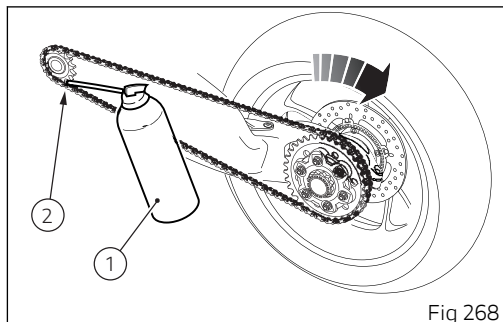


Fig 267

Apply the lubricant jet (1) inside the chain between the inner and outer links, in point (2) immediately before the engagement point on the sprocket.

Due to the centrifugal force, the lubricant, made fluid by the solvents contained in the spray, will expand in the working area between the pin and the bush, ensuring perfect lubrication.

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.



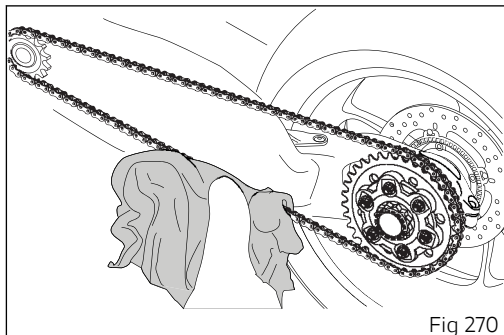
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

⚠ Important

Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tire or the rider's footpeg.

⚠ Important

Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.



Replacing the high and low beam bulbs

Headlight

The headlight is a full LED unit.

Figure shows the locations of the low beam (LO), high beam (HI) and parking lights (1). The light voltage and power values are indicated in paragraph "Electric System".



Important

Have the headlight bulbs replaced at a Ducati Dealer or Authorized Service Center.



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

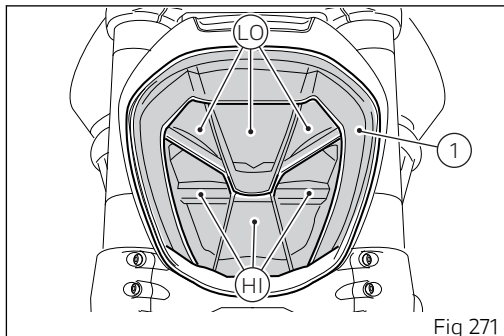


Fig 271

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). On the wall or surface, draw a horizontal line at the same height from the ground as the center of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle.

If possible, perform this check in dim light.

Switch on the low beam:

the height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight center.



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

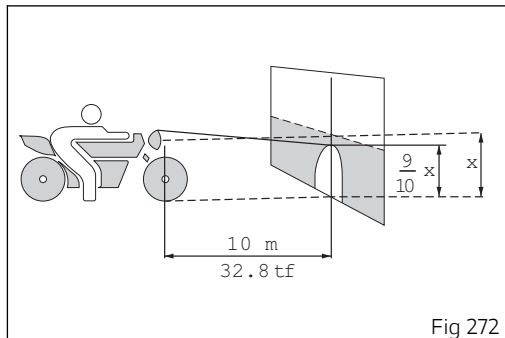


Fig 272

To vertically align the low beam, turn the screws (1).
To vertically align the high beam, turn the screw (2).

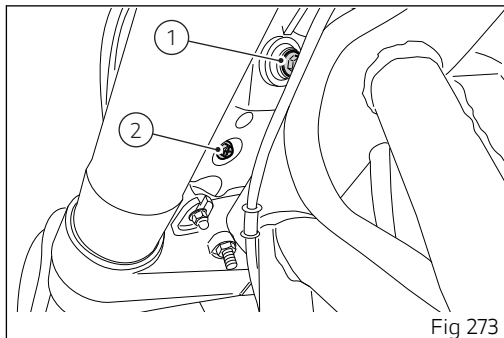
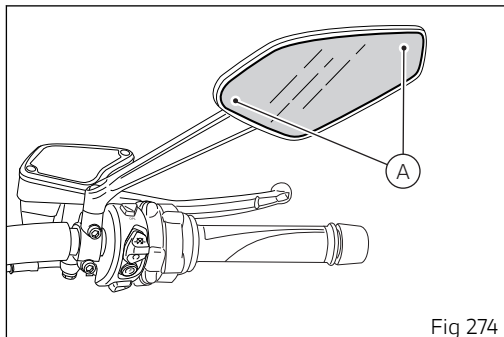


Fig 273

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).



Tires

Front tire pressure:

250 kPa - 36.26 psi (2.50 bar) (rider only).

260 kPa - 37.71 psi (2.6 bar) (with passenger and/or bags).

Rear tire pressure:

250 kPa - 36.26 psi (2.50 bar) (rider only).

290 kPa - 42 psi (2.9 bar) (with passenger and/or bags).

As tire pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.



Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air

inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or move the counterweights for wheel balancing.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

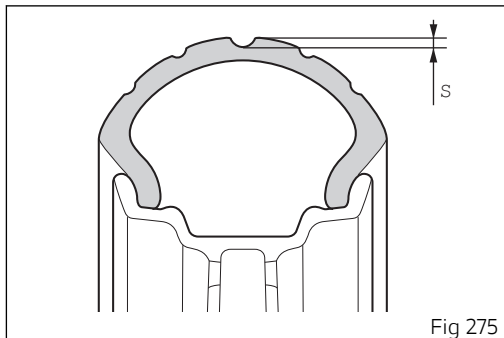
Minimum tread depth

Measure tread depth (S, Fig 275) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

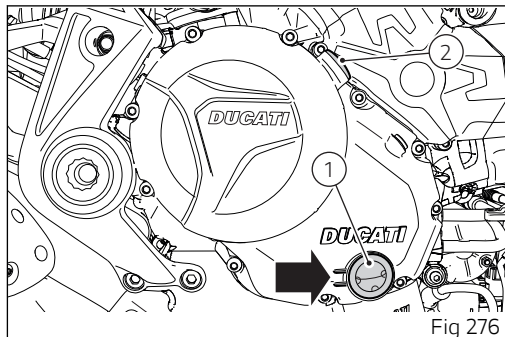


Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine. If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly



warm to flow along the lines and reach the engine sump).

During this warming up phase, the bike can be left on the side stand.

- 2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
- 3) Position the bike with both wheels on a flat ground and in straight position.
- 4) Then, check the engine oil through the sight glass.
- 5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.



Attention

In engines equipped with timing variators it may happen that a certain quantity of engine oil remains in the cylinder heads when the engine is off and requires a certain amount of time to flow completely into the oil sump. This could lead to an incorrect measurement of the oil level.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

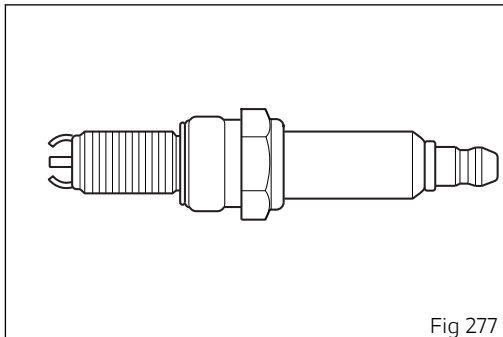
SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

This operation allows checking the engine operating conditions.

Have the spark plug checked and replaced by a Ducati Dealer or an authorized Service Center.



Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.



Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.



Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.



Note

To clean the instrument panel do not use alcohol or its by-products.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the vehicle.



Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.

The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS 2.0 and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Clean the engine oil mesh filter assembly		•					-
Check and/or adjust valve clearance				•		•	-
Change timing belts				•		•	60
Change water pump belt				•		•	60
Change spark plugs				•		•	-
Clean plugs with metal mesh filters on heads						•	-
Clean air filter			•		•		12
Change air filter				•		•	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check brake and clutch fluid level		•	•	•	•	•	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		•	•	•	•	•	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) wear.			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change front fork fluid					•		-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12
Visually check the fuel lines				•		•	-
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		•	•	•	•	•	12
Lubricate the levers at the handlebar and pedal controls			•	•	•	•	12
Change coolant					•		48
Visually check the coolant level and sealing of the circuit		•	•	•	•	•	12
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12
Reset the Service indication through the DDS 2.0		•	•	•	•	•	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		•	•	•	•	•	12
Softly clean the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Scheduled maintenance chart: operations to be carried out by the customer



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		•
Check brake and clutch fluid level		•
Check tire pressure and wear		•
Check the drive chain tension and lubrication		•
Check brake pads. If necessary, contact your dealer to replace components		•

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 537.93 lb (244 Kg).

Overall weight (dry, without fluids and battery): 480.61 lb (218 Kg).

Maximum allowed weight (carrying full load): 970 lb (440 kg).



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions

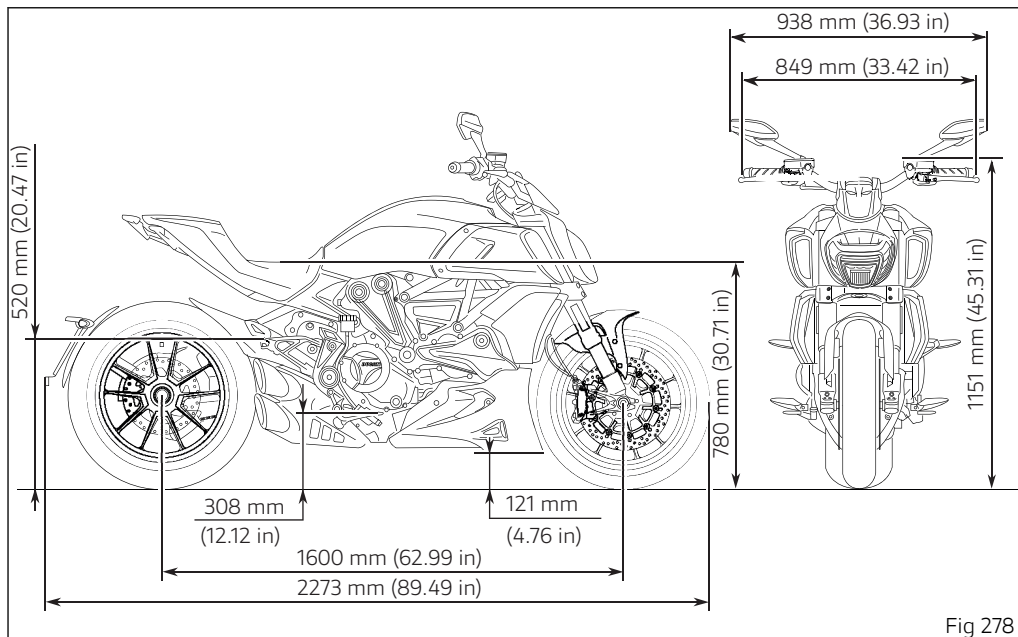


Fig 278

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.06 US gallons (4 litres)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	4.23 US gal (16 liters)
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	1.11 US gal 4.2 liters
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork (Diavel 1260)	SHELL Donax TA	840 cc (51.26 cu.in) per leg Without spring, no pre-load tube and with fork leg fully home; from plug, measure 85±2mm (3.35±0.08 in)
Front fork (Diavel 1260 S)	SHELL Donax TA	648 cc (39.54 cu.in) per leg
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.66 US gal (2.5 liters)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Engine

Ducati Testastretta DVT 1262, "L" twin-cylinder, Dual Spark engine, liquid-cooled, with 4 valves per cylinder, Desmodromic Variable Timing system. Gear-type oil pump with built-in by-pass valve and oil cooler.

Bore: 4.17 in (106 mm).

Stroke: 2.82 in (71.5 mm).

Total displacement: 77.01 cu.in (1262 cu. cm).

Compression ratio: 13.1±0.5:1.

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

116.7 kW/158.7 HP at 9,500 rpm.

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW/HP, for Belgium/France versions only:

74 kW/100.6 HP at 6500 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

129.2 Nm/13.2 kgm at 7,500 rpm.

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for Belgium/France versions only:

123.6 Nm/12.6 kgm at 4,500 rpm.

Max. rotation speed: 10,300 rpm.



Important

Do not exceed the specified rpm limits in any running conditions.



Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Lubrication

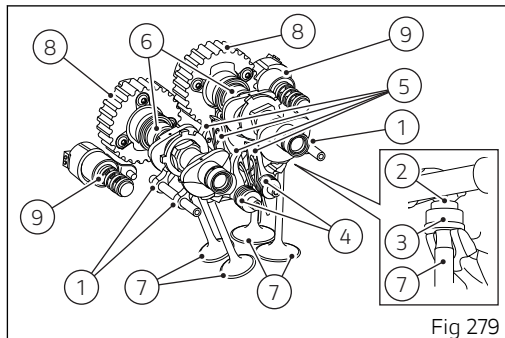
Gear-type oil pump with built-in by-pass valve and oil cooler.

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.
- 8) Timing Variator.
- 9) Actuators.



Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.

Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK.

Type: MAR9A-J.

Fuel system

BOSCH electronic injection.

Type of throttle body: elliptical, Ø2.20 in (56 mm), with full Ride-by-Wire system.

Diameter of throttle body: 2.20 in (56 mm).

Injectors per cylinder: 1.

Firing points per injector: 10.

Fuel with a minimum octane rating of 90 (RON +MON)/2.

Attention

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage to the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

Separate-action anti-lock braking system (ABS), equipped also with "Cornering Evo" function, operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

FRONT

Semi-floating drilled twin-disk.

Braking material: stainless steel.

Disk diameter: 12.59 in (320 mm).

Carrier material: stainless steel, black color.

Disk thickness: 0.18 in (4.5 mm).

Maximum wear on disk thickness: 0.16 in (4 mm).

Disc braking surface: 40.77 sq.in (263 sq.cm).

Hydraulic control through lever on RH side of handlebar, equipped with a knob for adjusting the distance of the lever from the handgrip.
Brake caliper make: BREMBO.
Front brake caliper type: Radially-mounted monobloc M4.32 calipers
Number of caliper pistons: 4.
Caliper piston diameter: Ø1.26 in (32 mm).
Caliper friction material: TOSHIBA TT 2182 FF.
Brake lever master cylinder diameter: 0.71 in (18 mm).

REAR

With fixed drilled disc.
Braking material: stainless steel.
Disk diameter: 10.43 in (265 mm).
Disk thickness: 0.24 in (6 mm).
Maximum wear on disk thickness: 0.21 in (5.4 mm).
Disc braking surface: 34.1 sq.in (220 sq.cm).
Hydraulically operated by a pedal on RH side.
Brake caliper make: BREMBO.
Rear brake caliper type: with 2 pistons.
Number of caliper pistons: 2.
Caliper piston diameter: Ø1.18 in – 1.26 in (30 mm – Ø32 mm).
Cylinder type: PS13.
Master cylinder diameter: 0.51 in (13 mm).

Friction material: TOSHIBA TT 2182 FF.



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Hydraulically-controlled slipper/progressive self-servo wet multiplate clutch
Spur gear drive (1.80:1 ratio).
Gearbox output sprocket/rear sprocket ratio: 15/43.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox (Diavel 1260) with constant mesh gears, gear change pedal on left side of motorcycle.
6-gear gearbox (Diavel 1260 S) with Ducati Quick Shift (DQS) up/down EVO.

Total gear ratios:

1th 37/15

2th 30/17

3th 27/20

4th 24/22

5th 23/24

6th 22/25

Drive chain from gearbox to rear wheel.

Make: DID 525 HV3

Links: 112



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis.

Steering head angle: 27°.

Steering angle: 34° on the left / 34° on the right.

Trail: 4.72 in (120 mm).

Wheels

Front

Diavel 1260

14-spoke, light-alloy cast rims.

Size: MT3.50x17".

Diavel 1260 S

10-spoke, light-alloy cast rims.

Size: MT3.50x17".

Rear

Light alloy cast rims.

Size: MT8.00x17".

Tires

FRONT

"Tubeless", radial tire.

Size: 120/70-ZR17 M/C (58W) TL

Make and type: Pirelli Diablo Rosso III.

REAR

"Tubeless", radial tire.

Size: 240/45-ZR17 M/C (82W) T

Make and type: Pirelli Diablo Rosso III.

Suspensions

FRONT

Diavel 1260

Make: Marzocchi.

Hydraulic fork with Ø50 mm (1.97 in) upside-down legs fully adjustable in rebound and compression hydraulic damping.

Front wheel travel: 4.72 in (120 mm).

Diavel 1260 S

Make: Ohlins.

Hydraulic fork with Ø48 mm (1.89 in) upside-down legs with TiN treatment fully adjustable in rebound and compression hydraulic damping.

Front wheel travel: 4.72 in (120 mm).

REAR

Diavel 1260

Make: Marzocchi.

Adjustable preload and rebound.

Stroke: 2.48 in (63 mm).

Rear wheel travel: 5.12 in (130 mm).

Diavel 1260 S

Make: Ohlins.

Fully adjustable rebound and compression damping and spring preload.

Stroke: 2.46 in (62.5 mm).

Rear wheel travel: 5.12 in (130 mm).

Exhaust system

Stainless steel pipes and silencer with double outlet.

Lambda sensors: 2.

Catalytic converters: 2.

Available colors

DIAVEL 1260

SANDSTONE GRAY

- Primer (Primer 2 K Black) code 873.A002 (PALINAL).

- Base coat (anodized aluminum) code 928.K629 (PALINAL).

- Clear coat (Matte Clear Coat 2K 10 Gloss) code 923I2210 (PALINAL).

Charcoal black frame (Powder coat) code GY/2/1542ATH (Akzo Nobel)

Matte Black 45G rims consisting of:

- Powder primer (Interpon A4700 - POWDER PRIMER GRAY) code EP050V (Akzo Nobel).
- Liquid coat (Enkote DUCATI BLACK 001) code 43NL0004 (Akzo Nobel).

DIAVEL 1260 / DIAVEL 1260 S

DARK STEALTH

- Primer (Primer 2 K Black) code 873.A002 (PALINAL).
 - Base coat (Black Stealth - Black 94) code 929.R223 (PALINAL).
 - Clear coat (Matte Clear Coat 2K) code 923I.2176 (PALINAL).
- Red frame (Powder coat) code TOA PU CA03-90 (TOA-PC).
- Matte Black 10GU rims consisting of:
- Powder Primer Gray code Powder primer middle gray (THAI DNT PAINT MFG. CO., LTD).
 - Base coat (Enkote Ducati DU5 Black) Code 43NL0007 (Akzo Nobel).
 - Clear coat (Enkote clear matte 10 gloss) code 43NX0016 (Akzo Nobel).

Electric system

Basic electric items are:

Hermetic type battery:

12V – 10Ah

Generator:

14V – 490W – 35A

Electronic regulator:

protected by a 30A fuse

Headlight

LED low beam light type: No. 4 LEDs (13.5V – 24.3W);

LED high beam light type: No. 5 LEDs (13.5V – 18.9W);

LED parking light type: No. 5 LEDs (13.5V – 6.2W).

Turn indicators

Front turn indicators: LED (13.5V – 4.7W).

rear turn indicators: LED (13.5V – 2.06W).

Electrical switches on handlebar.

Tail light

Parking light: (13.5V – 0.3W);

LED stop light: (13.5V – 1.4W);

Number plate light: LED (13.5V – 0.7W).

Fuses

There are thirteen fuses that protect the electric components, located inside the upper and lower fuse boxes, and one on the solenoid starter. There is a spare fuse in every box (S).

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The upper (A) and lower (B) fuse boxes are located on the right side of the electric component support, next to the battery.

To reach the fuse boxes, remove the right cowling, see procedure described in Chapter "Seat lock".

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

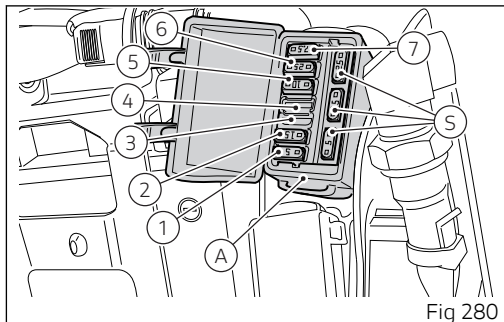


Fig 280

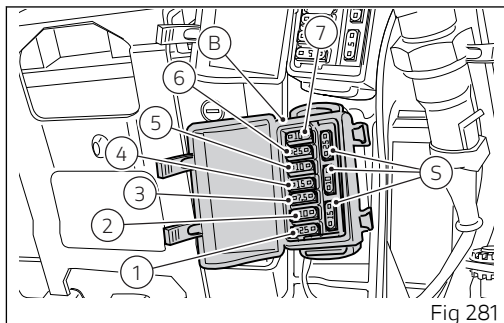


Fig 281

Upper fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	-	-
4	-	-
5	KEY Accessories	10 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

lower fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	15 A

lower fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	10 A

The main fuse (C) (30A) is positioned on the solenoid starter.

Remove the fuse cap to reach it.

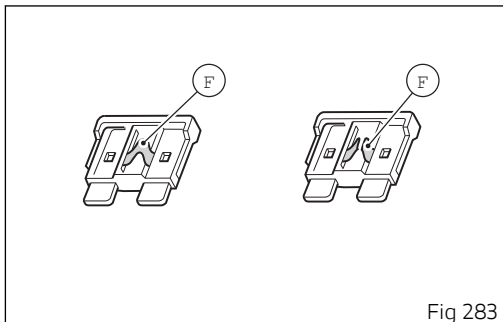
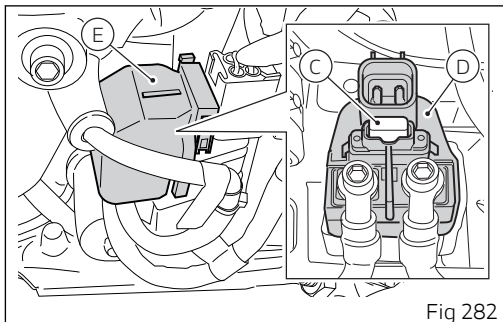
A blown fuse is identified by the interrupted center link (F).

Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

Attention

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.



Injection /electric system diagram key

- 1) Instrument panel air temperature sensor
- 2) Navigator
- 3) Bluetooth
- 4) Left-hand switch
- 5) Right-hand switch
- 6) Inertial sensor
- 7) Immobilizer
- 8) Hands free
- 9) Hands Free relay
- 10) Battery
- 11) Wiring ground
- 12) ABS positive
- 13) Starter relay positive terminal
- 14) Starter relay
- 15) Starter motor positive terminal
- 16) Starter motor
- 17) Fused solenoid
- 18) LH fan
- 19) RH fan
- 20) Generator
- 21) Regulator
- 22) USB socket
- 23) Data Acquisition / Diagnosis
- 24) Anti-theft system alarm

- 25) Rear right turn indicator
- 26) Rear left turn indicator
- 27) Rear wiring
- 28) Number plate light
- 29) Right tail light
- 30) Left tail light
- 31) Main vertical injector
- 32) Main horizontal injector
- 33) Horizontal ETV
- 34) Vertical ETV
- 35) Vertical lambda sensor
- 36) Horizontal lambda sensor
- 37) Timing/rpm sensor
- 38) Vertical cylinder secondary coil
- 39) Vertical cylinder main coil
- 40) Horizontal cylinder secondary coil
- 41) Horizontal cylinder main coil
- 42) Oil pressure sensor
- 43) Purge valve
- 44) Oil temperature
- 45) Clutch switch
- 46) Side stand switch
- 47) Engine temperature sensor
- 48) Air temperature sensor
- 49) Vertical MAP sensor
- 50) Horizontal MAP sensor

- 51) Vertical cylinder knock sensor
- 52) Horizontal cylinder knock sensor
- 53) Secondary air sensor
- 54) Vertical cylinder EX timing sensor
- 55) Vertical cylinder IN timing sensor
- 56) Horizontal cylinder EX timing sensor
- 57) Horizontal cylinder IN timing sensor
- 58) Vertical cylinder EX timing connector
- 59) Vertical cylinder IN timing connector
- 60) Horizontal cylinder EX timing connector
- 61) Horizontal cylinder IN timing connector
- 62) Ducati Quick Shift (DQS) (if available)
- 63) Front left turn indicator
- 64) Instrument panel
- 65) Front right turn indicator
- 66) Headlight
- 67) Horn
- 68) LH heated handgrip connector (optional)
- 69) RH heated handgrip connector (optional)
- 70) Battery positive terminal
- 71) Fuse box (2)
- 72) Fuse box (1)
- 73) Vehicle control unit (BBS)
- 74) Fuel level
- 75) Exhaust valve actuator
- 76) Rear speed sensor

- 77) ABS
- 78) Front speed sensor
- 79) Fuel pump
- 80) Main control unit relay
- 81) Fuel pump relay
- 82) Starter relay
- 83) Gear sensor
- 84) Accelerator position sensor (APS)
- 85) Injection control unit connector A (EMS)
- 86) Injection control unit connector B (EMS)
- 87) Rear stop light
- 88) Front stop light

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow
- R Red
- Lb Light blue
- Gr Gray
- G Green
- Bn Brown
- O Orange

P Pink



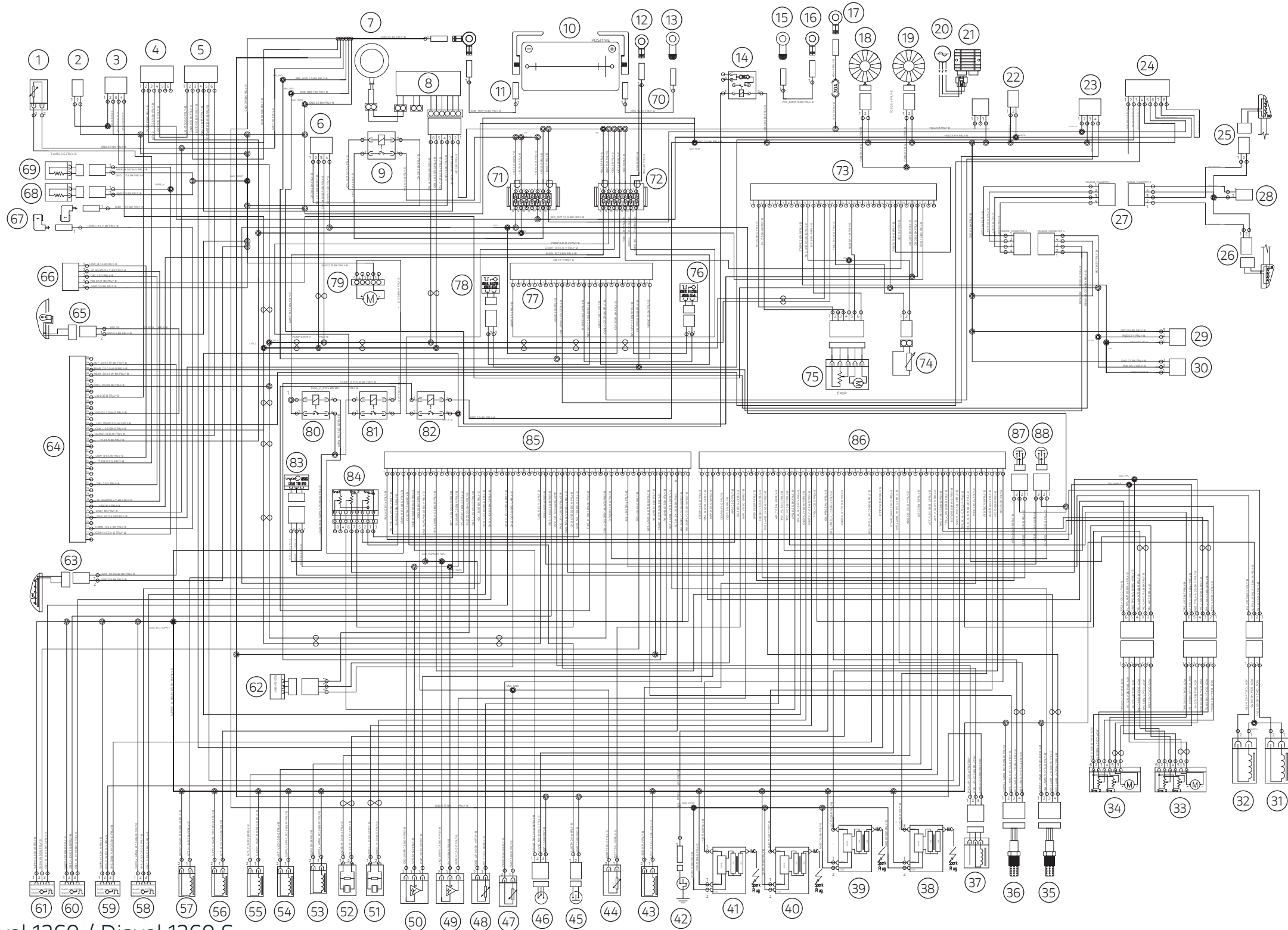
Note

The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			



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