

Owner's manual

# **HYPERMOTARD 950SP**



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](mailto:customerservice@ducatiusa.com)  
Web site: [www.ducatiusa.com](http://www.ducatiusa.com)

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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](http://www.P65Warnings.ca.gov/passenger-vehicle).**

# ***HYPERMOTARD 950SP***

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 275.

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 296

# Introduction

## Safety guidelines

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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.

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.

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

## **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.

## Intended use



### Attention

This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.



### 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 including rider, passenger, luggage and additional accessories should not exceed 375 kg / 826.73 lb.



## 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 complies with safety specifications, provides excellent visibility, is the correct size for the head, and has the certification label affixed to the helmet surface conforming to the standards in force in your state. Road traffic laws differ from state to state. 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:

- 1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or
- 2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased

significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

## **Reporting of safety defects**

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America, 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.msf-usa.org](http://www.msf-usa.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.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 229).

### 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.).



### **Attention**

When you leave the motorcycle unattended, always remove the ignition key and make sure it is inaccessible to anyone unsuitable to ride the motorcycle.

## 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

The maximum allowed speed with side panniers and top-case does not have to exceed 112 mph (180 Km/h) and it must be anyway within the limits set by the law.

### 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 "Tubeless tires" on page 267.

## **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



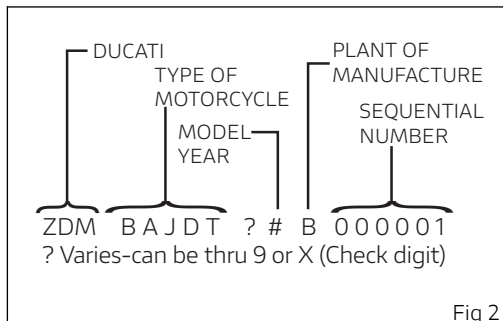
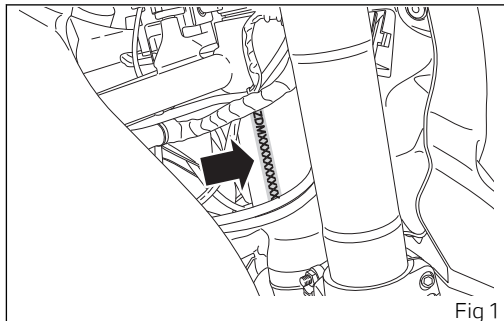
### Note

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

---



## 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

---

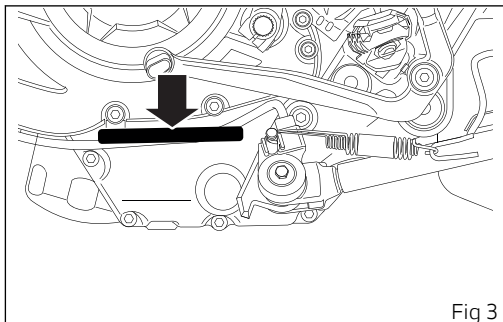


Fig 3

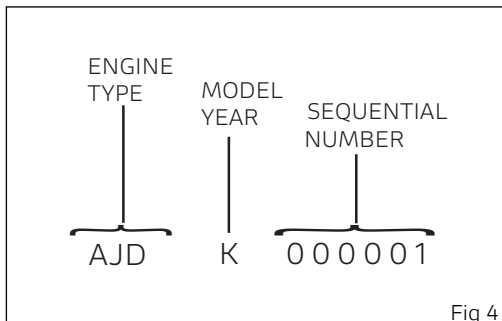


Fig 4

## Plate position

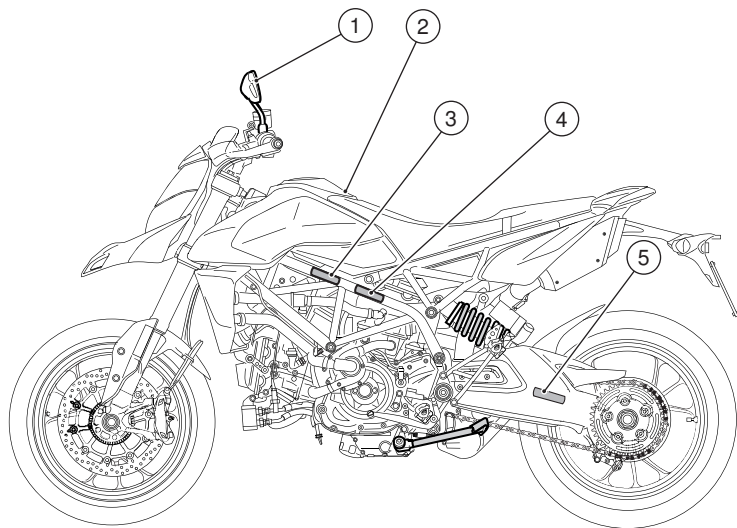


Fig 5

OBJECTS IN MIRROR ARE  
CLOSER THAN THEY APPEAR

1

**CAUTION**  
NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER  
NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE  
FUEL TO EXPAND AND FLOW INTO EVAPORATIVE  
EMISSION CONTROL SYSTEM RESULTING IN HARD  
STARTING AND ENGINE HESITATION.

2

### MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS xxxx DUCxxxxxxx MOTORCYCLE ZDMxxxxxxxxxxxxx  
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

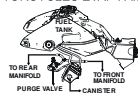
432.1.xxx.xx

3

### VEHICLE EMISSION CONTROL LABEL

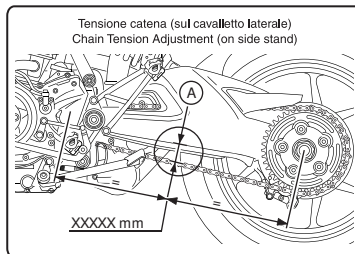
ENGINE DISPLACEMENT: XXX CC  
ENGINE FAMILY: XXXXXXXXXXXXXXXX

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA  
REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW  
MOTORCYCLES EVAP FAMILY: XXXXXXXXXXXXXXXX



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

4



5

Fig 6

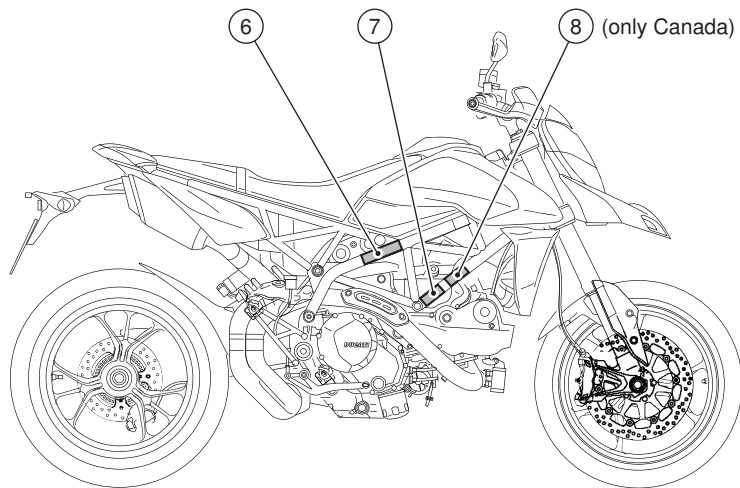


Fig 7

| VEHICLE EMISSION CONTROL INFORMATION                                                                                                                                                                          |                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine displacement: XXXcc<br>Engine family: XXXXXXXXXXXXXXXX<br>Engine exhaust control system:<br><b>X TWC, PAIR, X HO2S, SFI</b><br>Evap family: XXXXXXXXXXXXXXXX<br>Permeation family: XXXXXXXXXXXXXXXX    | THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO X.XHC+NoX G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA |
| ENGINE TUNEUP SPECIFICATIONS                                                                                                                                                                                  |                                                                                                                                                                                                     |
| <b>ITEM</b><br><b>IGNITION TIMING:</b><br><b>IDLE SPEED (RPM):</b><br><b>IDLE MIXTURE:</b><br><b>VALVE CLEARANCE (in &amp; ex):</b><br><b>SPARK PLUG:</b> NGK MAR9A-J<br><b>SPARK PLUG GAP (mm):</b> X.X+ X.X | <b>SPECIFICATIONS</b><br>X° bTDC at idle speed<br>XXXX± XXX<br>Opening X.XX+X.XX mm<br>Closing X.XX+X.XX mm<br>OIL: SAE XXXXX<br>FUEL: Unleaded gasoline                                            |
| <b>INSTRUCTIONS</b><br>No adjustments<br>No adjustments<br>No adjustments<br>See Service Manual                                                                                                               |                                                                                                                                                                                                     |
| DUCATI MOTORHOLDING spa - Bologna - ITALY - Importer: DUCATI North America Inc. - Mountain View - California                                                                                                  |                                                                                                                                                                                                     |

6

|                                                                                                                                 |                                                  |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| Manufactured by: DUCATI MOTORHOLDING spa date: XX/XXXX                                                                          |                                                  |
| GVWR: XXX Lbs (XXXkg); GAWR FRONT: XXX Lbs (XXXkg); GAWR REAR: XXX Lbs (XXXkg)                                                  |                                                  |
| <b>WITH TIRES:</b>                                                                                                              | <b>FRONT:</b> XXX/XXXXXX <b>REAR:</b> XXX/XXXXXX |
| <b>WITH RIMS:</b>                                                                                                               | <b>FRONT:</b> XXX/XXXXXX <b>REAR:</b> XXX/XXXXXX |
| <b>RECOMMENDED TIRE COLD INFLATION PRESSURE</b>                                                                                 |                                                  |
| <b>DRIVER ONLY, FRONT:</b> XXX+XXX PSI (XXX+XXX kPa) <b>REAR:</b> XX+XX PSI (XX+XX kPa)                                         |                                                  |
| <b>DRIVER AND PASSENGER, FRONT:</b> XX PSI (XX kPa) <b>REAR:</b> XX PSI (XX kPa)                                                |                                                  |
| <b>THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE</b> |                                                  |
| Vehicle I.D. No. ZDMXXXXXXXXXXXXXX Type Classification: <b>MOTORCYCLE</b>                                                       |                                                  |

7

| MANUFACTURED BY/FABRIQUÉ PAR : DUCATI MOTORHOLDING spa                                                                                                                                                                                                                                                                                        |            |           |                                                        |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------|--------------------------------------------------------|-------------|
| TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: XX/XXXX                                                                                                                                                                                                                                                                                         |            |           |                                                        |             |
| GVWR / PNBV: XXXKG. VIN / N.I.V.: ZDMXXXXXXXXXXXXXX                                                                                                                                                                                                                                                                                           |            |           |                                                        |             |
| GAWR<br>PNBE<br>KG                                                                                                                                                                                                                                                                                                                            | DIMENSION  |           | COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID |             |
|                                                                                                                                                                                                                                                                                                                                               | TIRE/PNEU  | RIM/JANTE | CONDITION                                              | PSI-LPC kPa |
| XXX                                                                                                                                                                                                                                                                                                                                           | XXX/XXXXXX | MT XXXXXX | Driver only:                                           | XX-X XX-X   |
|                                                                                                                                                                                                                                                                                                                                               |            |           | Driver and passenger:                                  | XX-X XX-X   |
| XXX                                                                                                                                                                                                                                                                                                                                           | XXX/XXXXXX | MT XXXXXX | Driver only:                                           | XX-X XX-X   |
|                                                                                                                                                                                                                                                                                                                                               |            |           | Driver and passenger:                                  | XX-X XX-X   |
| 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 |            |           |                                                        |             |

8 (Only Canada)

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 18641 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 (Fig 9).



### Attention

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

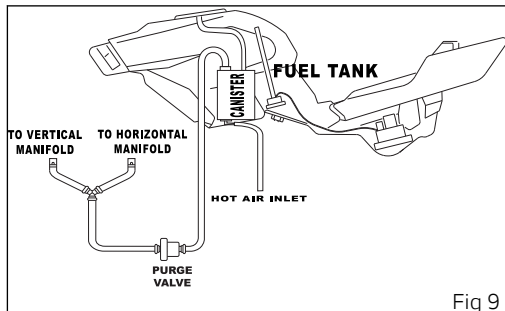


Fig 9

## 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 30,000 kilometers (18,641 miles) 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](mailto:customerservice@ducatiusa.com)

Web site: [www.ducatiusa.com](http://www.ducatiusa.com)

# Instrument panel (Dashboard)

## Instrument panel

### 1) DISPLAY

### 2) NEUTRAL LIGHT N (GREEN)

Comes on when in neutral position.

### 3) 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.

### 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/DWC STATUS LIGHT (AMBER YELLOW)

This light indicates DTC/DWC system enabling/disabling status.

- Light off: DTC/DWC enabled and functioning;
- Light ON flashing: DTC/DWC enabled, but with degraded performance;
- Light steady ON: DTC/DWC disabled and/or not functioning due to a fault in the control unit.

### 9) ENGINE DIAGNOSIS - MIL LIGHT (AMBER YELLOW)

It turns on in the case of "engine" errors that in some cases will lock the engine.

#### 10) ABS LIGHT (AMBER YELLOW)

Indicates ABS status.

- Light off: ABS enabled and functioning;
- Light ON flashing: ABS in self-diagnosis and/or functioning with degraded performance;
- Light steady ON: ABS disabled and/or not functioning due to a fault in the ABS control unit.

#### 11) DTC/DWC INTERVENTION (AMBER YELLOW)

- Light OFF: no DTC intervention.
- Light steady ON: DTC intervention.

#### 12) OVER REV SIDE LIGHTS

The lights turn on when RPM value reaches the first threshold before the rpm limiter kicks in.

#### 13) OVER REV / IMMOBILIZER SYSTEM

Over rev:

- Light OFF: no limiter intervention;
- Light ON flashing: limiter intervention.



#### 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:

- Light OFF: key-on status or key-off status for over 12 hours;
- Light ON flashing: key-off status;

#### 14) DRL LIGHT WARNING LIGHT (GREEN)

Indicates DRL lights status (not present in China, Canada and Japan versions).

- Light OFF: DRL light off;
- Light steady ON: DRL light active;
- Light ON flashing: DRL light in fault.



#### 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.

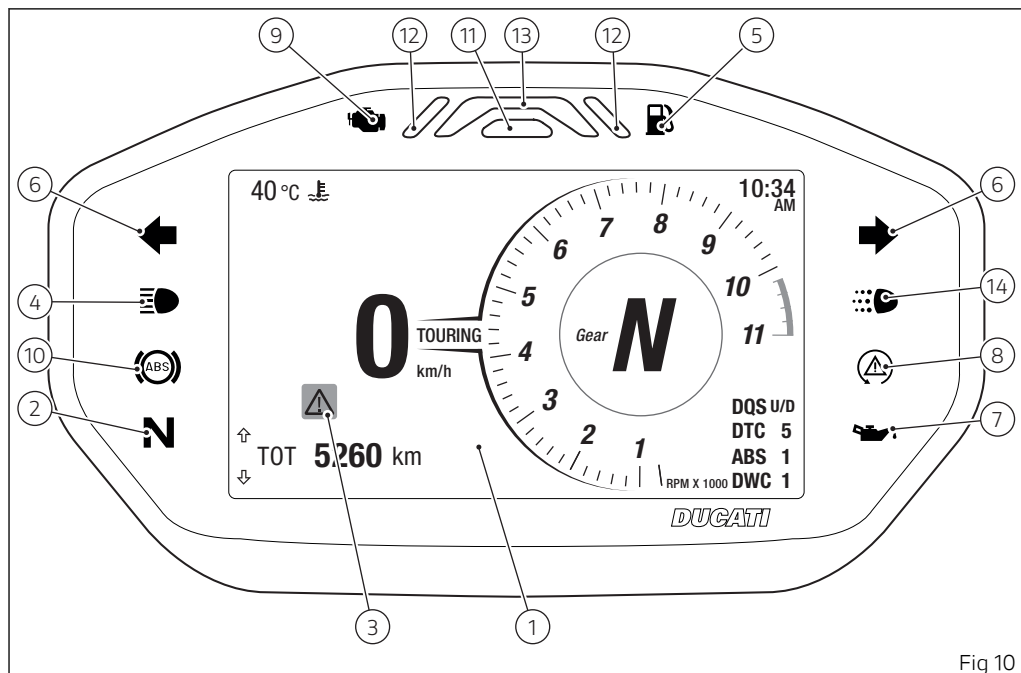


Fig 10

## **Acronyms and abbreviations used in the Manual**

Global Positioning System

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

EBC

DUCATI rear tire Anti-locking System by ETV

DDA

DUCATI Data Acquisition

DQS

DUCATI Quick Shift

DRL

Daytime Running Lamp

DSB

Instrument panel

DTC

DUCATI Traction Control

DWC

DUCATI Wheelie Control

ECU

Engine Control Unit

GPS

## Technological Dictionary

### 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.

### 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.

### Anti-lock Braking System (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 ABS system fitted to the Hypermotard 950 and Hypermotard 950 SP 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 ABS system fitted to the Hypermotard 950 and Hypermotard 950 SP 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 function is active on all the ABS levels. According to the selected level, the ABS can implement 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.

### 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 different way when upshifting and downshifting.

## Function buttons

### 1) UP CONTROL SWITCH " ⬆ " (MENU navigation)

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

### 2) DOWN CONTROL SWITCH " ⬇ " (MENU navigation)

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

### 3) HIGH-BEAM FLASH/LAP BUTTON

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

### 4) TURN INDICATORS ACTIVATION / CONFIRM MENU BUTTON " ○ "

The turn indicators activation button may also be used for the CONFIRM MENU function " ○ ".

### 5) DRL BUTTON (accessory)

Button used to switch on/off the DRL.

### 6) HAZARD BUTTON

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

### 7) LOW / HIGH BEAM BUTTON

Button used to switch on/off the low and high beams.

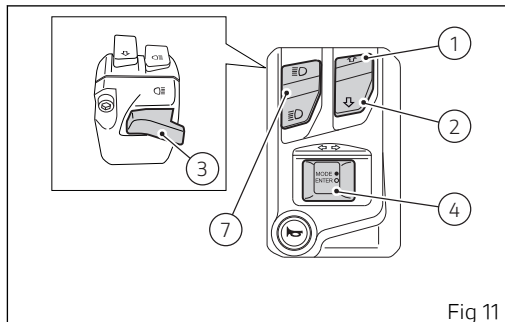


Fig 11

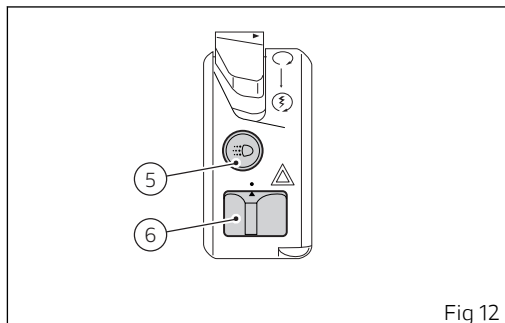


Fig 12

## Parameter displaying

Upon key-on, the instrument panel displays the DUCATI Logo and carries out a sequential check of the LED warning lights.

After this routine, the instrument panel displays the main page in one of the available layouts (SPORT, TOURING, URBAN), depending on the one in use before last KEY-OFF.

During this first check stage, if the motorcycle speed exceeds 6 mph (10 km/h) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

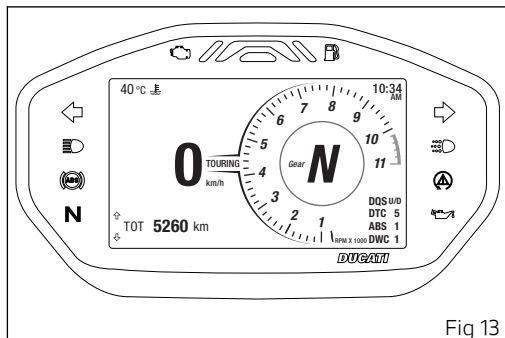


Fig 13

There are three different main pages, each associated with the corresponding riding mode: SPORT, TOURING, URBAN.

The differences between the pages are the name and color of the riding mode specified at the center of the display and the color of the rpm box:

- red for the SPORT Riding mode (A)
- black in DAY mode or white in NIGHT mode (see page 139) for the TOURING riding mode (B)
- gray for the URBAN riding mode (C)

Data displayed on all types of main screen are as follows:

- 1) Vehicle speed
- 2) Engine coolant temperature
- 3) Set Riding Mode
- 4) Gear indication
- 5) Rev counter
- 6) Clock
- 7) Parameter indicators also showing the values associated with the set riding mode
- 8) Function menu
- 9) LAP time (Lap) - if activated
- 10) Bluetooth indication (only if Bluetooth is available and active)

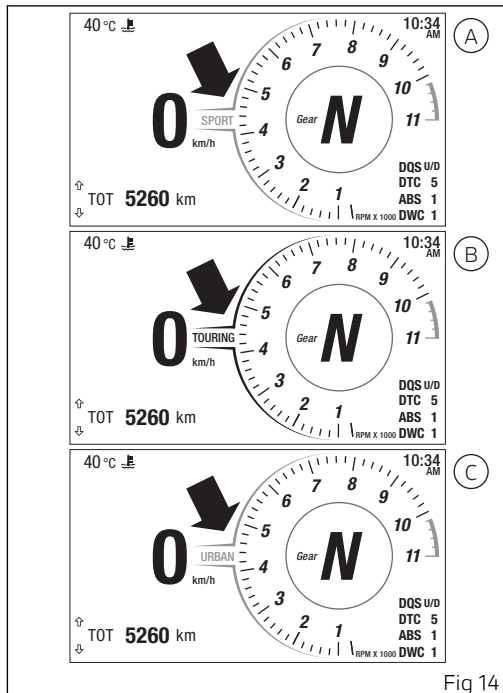


Fig 14

- 11) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is active and a smartphone is connected)
- 12) Connected device indication (only if Bluetooth is available and active)
- 13) Status of DRL Lights (Auto, Manual or disabled) / Low Beams (active / not active): in this area DRL and Low Beams warning lights alternate (DRL lights are not present in China, Canada and Japan versions).
- 14) Heated handgrips (if any)

Further details that can be displayed only if the relevant function is active are the following:

- Warning/Alarm indication (Warning)
- Side stand status (Side Stand)
- SERVICE indication
- SERVICE count-down indication

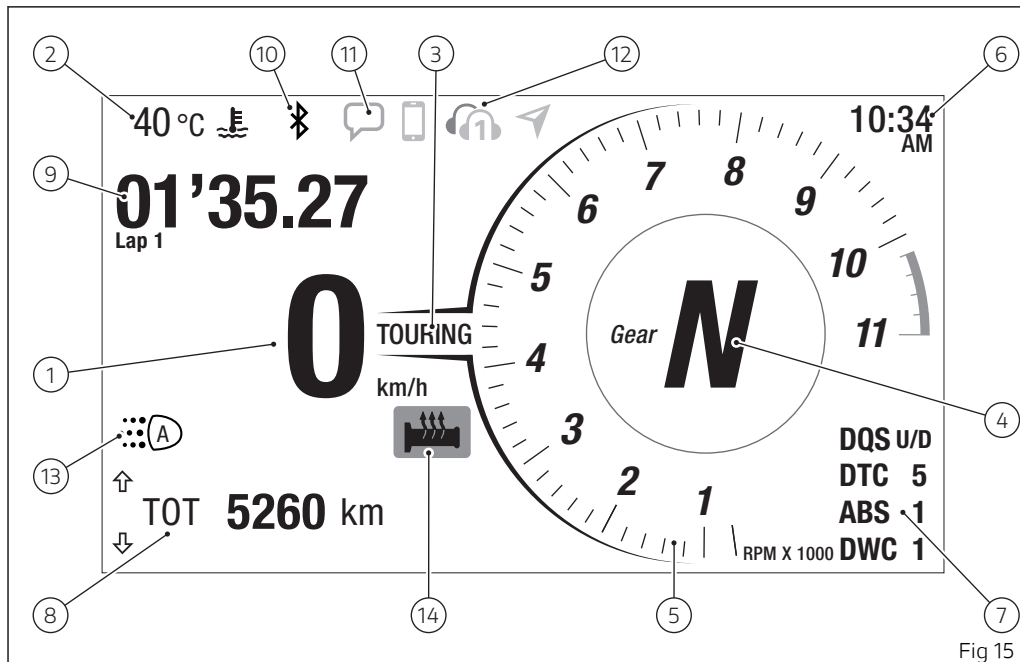
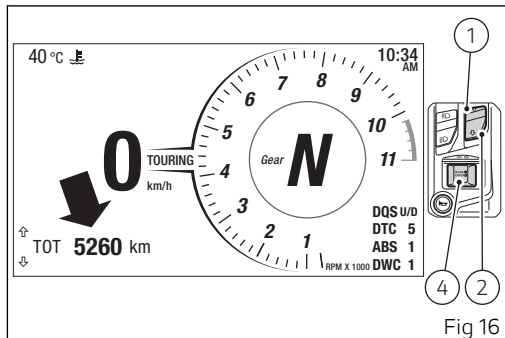


Fig 15

From the main screen, press button (1) or (2) on LH switch to scroll through menu information:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption 1 (CONS.AVG 1)
- Average speed 1 (SPEED AVG 1)
- Trip time 1 (TRIP TIME 1)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS.)
- Music player management (PLAYER OFF - PLAYER ON) – only if the Bluetooth module is present and at least 1 smartphone is connected
- Call management (LAST CALLS) – only if the Bluetooth module is present and at least 1 smartphone is connected.
- Heated handgrips (HEATING GRIPS) – accessory
- Setting menu (SETTING MENU)

The UP  and DOWN  arrows - corresponding to button (1) and button (2) on LH switch - appear on the RH side of the menu indicating the possibility to scroll through the functions. The empty circle



symbol  is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 79).

The instrument panel stores menu current settings upon KEY-OFF.

Upon next KEY-ON, the instrument panel displays the "Odometer" function for 10 seconds in the Menu and then displays the function previously saved upon KEY-OFF.

During these first 10 seconds, if button (1) or button (2) is pressed, the "forced" 10-second view of the

Odometer (TOT) is interrupted and the function previously saved upon KEY-OFF will be displayed.

In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the menu upon the following KEY-ON.

## Main and auxiliary functions

The functions displayed in the Standard Screen are the following:

### Main information

- Vehicle speed
- Engine rpm indication
- Engine coolant temperature
- Clock
- Gear indication
- Set Riding Mode
- Parameters linked to set riding mode:
  - DQS
  - DTC
  - ABS
  - DWC

- Function menu:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Average Fuel Consumption 1 (CONS.AVG 1)
  - Average speed 1 (SPEED AVG 1)
  - Trip time 1 (TRIP TIME 1)
  - Ambient air temperature (T AIR)
  - Partial fuel reserve counter (TRIP FUEL)
  - Trip meter 2 (TRIP 2)
  - Instantaneous fuel consumption (CONS.)
  - Music player management (PLAYER OFF - PLAYER ON) – only if the Bluetooth module is present and at least one smartphone is connected
  - Call management (LAST CALLS) – only if the BT module is present and at least one smartphone is connected
  - Heated handgrips (HEATING GRIPS)
  - Setting menu (SETTING MENU)

The functions within the Setting Menu 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 setting (DTC)
  - ABS setting (ABS)
  - DWC setting (DWC)
  - DQS setting (DQS)
  - restore values (Default)
  - restore all values for all riding modes (All Default)
- PIN CODE activation and modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)
- date and time setting (Date and Clock)
- unit of measurement setting (Units)
- service information (Service)
- tire setting and drive ratio (Tire Calibration)
- DRL mode setting - accessory (DRL Control)
- Bluetooth device settings - accessory (Bluetooth)
- turn indicator mode setting (Turn indicators)
- information (Info)
- Infotainment - accessory
- Lap time (LAP)
- Service warning (SERVICE)
- Indication of Oil Service, Date Service and Desmo Service COUNT DOWN
- Indication of Oil Service, Date Service and Desmo Service
- Warnings and Alarms
- DRL AUTO / MANUAL indication - accessory
- Viewing side stand status
- Errors

Additional information

## 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 three dashes "- - -" is displayed with the set unit of measurement if:

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

### Note

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

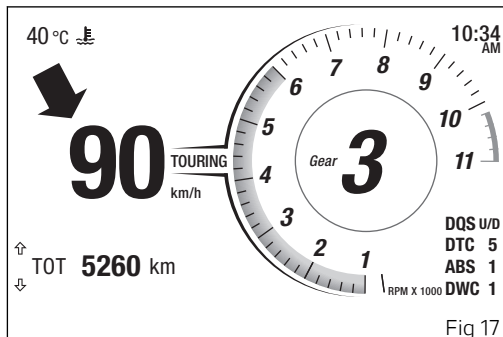


Fig 17

## Gear indication

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

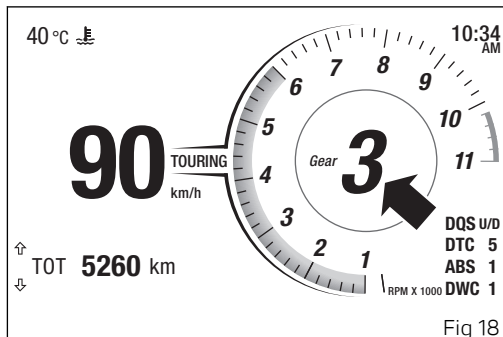
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, Fig 10) turns on.

A dash “-” is displayed in these cases:

- dash “-” and Neutral (warning light 2, Fig 10) flashing on the instrument panel if the gear teach-in procedure has not been performed yet;
- dash “-” steady and Neutral (warning light 2, Fig 10) flashing on the instrument panel in case of gear sensor fault;
- dash “-” flashing if the instrument panel does not receive the gear information.

### Note

If the display shows “-” steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.



### Note

When the rpm indicator becomes amber yellow, the instrument panel is warning the rider to shift up.

## Engine rpm indication

The instrument panel receives the engine rpm information and displays it using a digital rev counter.

The rpm indicator wake is gray in DAY mode and white in NIGHT mode.

When the wake becomes amber yellow, the instrument panel is warning the rider to shift up.

The red wake flashes when the limiter (Over-rev) kicks in and the warning lights (12 and 13 Fig 10) turn on.

If the number of rpm is lower than 1,000, the wake is not displayed.

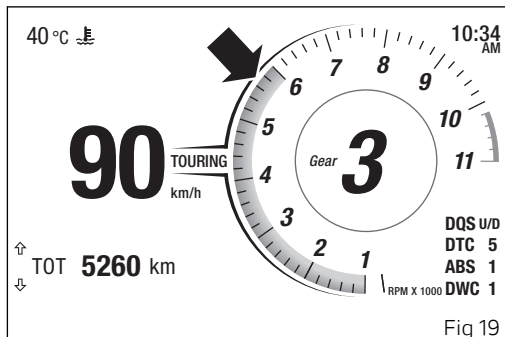


Fig 19

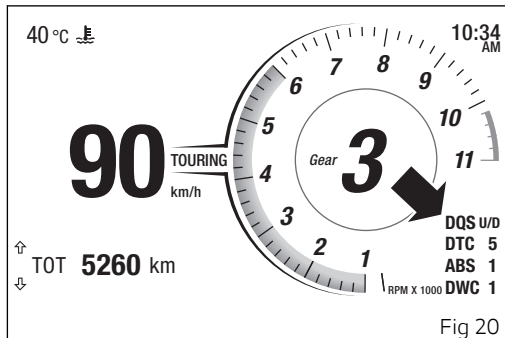
## DQS indicator

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 different way when upshifting and downshifting.

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



- 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: the Ducati Quick Shift does not work 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 doesn't work 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.

## DTC indicator

The instrument panel displays DTC status as follows:

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



### Attention

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

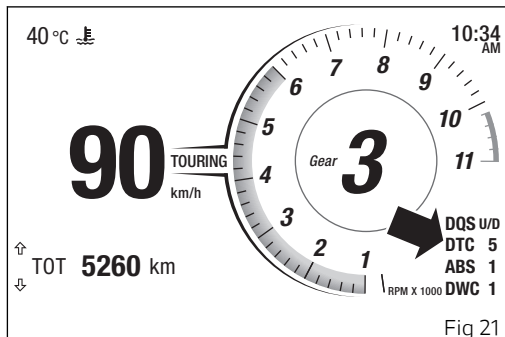


Fig 21



### 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 different riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider:

| DTC LEVEL | RIDING MODE        | USE                                                                     | DEFAULT                                               |
|-----------|--------------------|-------------------------------------------------------------------------|-------------------------------------------------------|
| OFF       |                    | The DTC is disabled.                                                    | NO                                                    |
| 1         | TRACK Professional | Track use for very expert riders. System permits sliding sideways.      | NO                                                    |
| 2         | TRACK              | Very sporty style on the road and on the track, for experienced riders. | NO                                                    |
| 3         | SPORT              | Sport style on the road and on the track.                               | It is the default level for the "SPORT" Riding Mode   |
| 4         | TOURING            | Extra-urban touring style.                                              | It is the default level for the "TOURING" Riding Mode |
| 5         | CRUISE             | Touring style for long travels.                                         | NO                                                    |
| 6         | URBAN              | City style.                                                             | It is the default level for the "URBAN" Riding Mode   |
| 7         | RAIN               | Wet or moist road.                                                      | NO                                                    |
| 8         | HEAVY RAIN         | Wet road with pouring rain or very slippery asphalt.                    | NO                                                    |

## Tips on how to select the sensitivity level



### Attention

The 8 levels of the DTC system your motorcycle is equipped with were calibrated with original equipment tires (make, model and size). Using tires with different size from the original tires may alter the operating characteristics of the system.

System calibration is optimized for these tires:

- Pirelli Diablo Rosso III – front 120/70 ZR17, rear 180/55 ZR17
- Pirelli Supercorsa SP v3 – front 120/70 ZR17, rear 180/55 ZR17

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 (rear = 180/55-17; front = 120/70-17), 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 control unit will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are 8 further intermediate levels.

DTC intervention gradually decreases from level 8 to level 1.

With levels 1 and 2, DTC control unit allows both rear tire spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

The choice of the correct level mainly depends on the following 3 parameters:

- 1) The 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 track and 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 a hairpin turn to be taken at very low speed compared to the other bends will require a DTC level setting that is the best compromise for all bends (on hairpin turn, DTC intervention will always be greater compared to the other bends).

### Level depends on riding style

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

### Tips for use on the track

We recommend that level 6 is used for a couple of full laps (to allow the tires to warm up) and in order to get used to the system. Then try levels 5, 4 etc., in succession until you identify the DTC sensitivity level

that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

### Tips for use on the road

Activate the DTC, select DTC 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try DTC level 5; if also this RM sensitivity seems excessive try DTC level 4. If none of the level suits your riding style, you can select the level by following the indications given on the previous table until finding the intervention level you prefer.

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 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on

level 7 you cannot perceive any DTC intervention, switch to level 8).

## ABS indicator

The instrument panel displays ABS status as follows:

- the message "ABS" and the set intervention level number "1" to "3";
- the message "ABS" and the set intervention level number and the flashing ABS light (10, Fig 10) when the system is running a self-diagnosis
- if ABS is in degraded operation due to a fault, "ABS" message and the set intervention level number (flashing); also the ABS warning light (10, Fig 10) starts flashing;
- when in fault, the "ABS" indication, the red "Err" message; also the ABS warning light (10, Fig 10) turns on;



### Attention

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

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

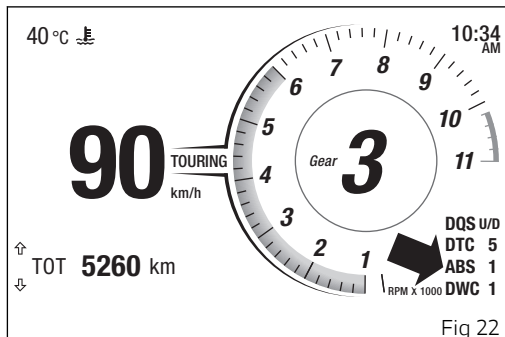


Fig 22

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 Hypermotard 950 and Hypermotard 950 SP 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 ABS system fitted to the Hypermotard 950 and Hypermotard 950 SP 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 function is active on all the ABS levels.

According to the selected level, the ABS can implement 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.

In ABS level 1, also the "slide control under braking" is active. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.



## Attention

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

Using just one of the two brake controls separately means using the motorcycle braking power only partially.

Never use the brake controls 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 LEVEL | RIDING MODE             | CHARACTERISTIC                                                                                                                                                                                                                                                                                                                                  | DEFAULT                                                             |
|-----------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 1         | TRACK                   | This level is designed for expert riders. ABS in this level controls both wheels and the cornering function is active; anti-lift-up control is not active. In this level, also the "slide control under braking" is active. This level privileges the braking power and is designed for riders knowing how to exploit full braking performance. | NO                                                                  |
| 2         | SPORT                   | This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. This calibration focuses on braking power and yet keeps good stability under braking and lift-up control.                                                                             | It is the default level for the "SPORT" riding mode                 |
| 3         | ALL/URBAN/WET CONDITION | 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 and the cornering and anti-lift-up functions are active.                                                                                                                                        | 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:

- Hypermotard 950: front 120/70 ZR17 M/C (58W) Pirelli Diablo Rosso III - rear 180/55 ZR17 M/C (73W) Pirelli Diablo Rosso III
- Hypermotard 950 SP: front 120/70 ZR17 M/C (58W) Pirelli Diablo Supercorsa SP - rear 180/55 ZR17 M/C (73W) Pirelli Diablo Supercorsa SP

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 thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action also in a bend, thanks to the cornering feature.

Selecting level 2, the ABS will privilege more and more the braking power, yet keeping a good lift-up control. ABS level 2 provides the cornering feature. ABS level 1 is for expert riders and privileges braking power, to the detriment of stability and lift-up control. The cornering feature is still active. Moreover, level 1 activates the function of slide control under braking (available in this level only).

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

- The tire/road grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 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.



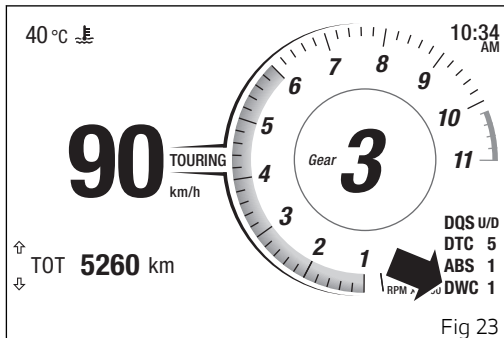
## Attention

 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.



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 modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

| DWC LEVEL | USE              |                                                                                                                                             | DEFAULT                                             |
|-----------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| OFF       |                  | The DWC is disabled.                                                                                                                        | NO                                                  |
| 1         | HIGH PERFORMANCE | Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.               | NO                                                  |
| 2         | PERFORMANCE      | Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.               | NO                                                  |
| 3         | SPORTIVE         | Track use and road use 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         | SPORTIVE         | Track and road use 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 track

We recommend that level 8 be used for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

### 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).

## Clock

The instrument panel shows the time in the following format:

- AM (for values ranging between 12:00 and 11:59), or PM (for values ranging between 12:00 and 11:59).
- hh (hours) : mm (minutes);

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

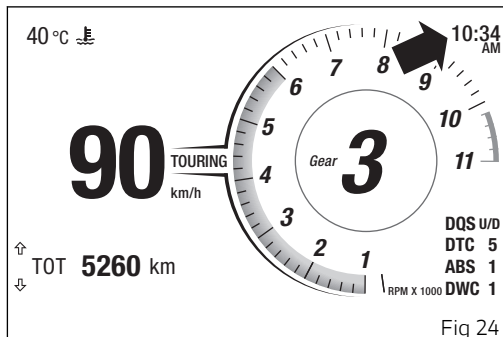


Fig 24

## Engine coolant temperature

The instrument panel displays the engine coolant temperature, showing the value in the set unit of measurement (°C or °F) together with the engine temperature symbol.

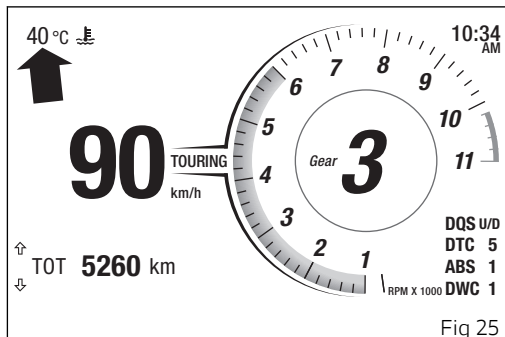
The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

- $\leq$  (lower than or equal to) -40 °F (-40 °C), a string of three flashing dashes " - - - " is displayed;
- within the range -38 °F (-39 °C) to +102 °F (+39 °C), "LO" is displayed steadily;
- within the range +104 °F (+40 °C) to +248 °F (+120 °C), the value is displayed steadily;
- $\geq$  (higher than or equal to) +250 °F (+121 °C), "HI" is displayed flashing.

If the coolant temperature sensor is in fault, a string of three flashing dashes " - - - " is displayed with the set unit of measurement.

If the instrument panel is not receiving coolant temperature value, a string of 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 default unit of measurement is displayed flashing.

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: SPORT, TOURING, URBAN.

A dedicated page is associated with every riding mode.

The differences between the pages are the name and color of the riding mode specified at the center of the display and the color of the rpm box:

- red for the SPORT Riding mode (A)
- black in DAY mode or white in NIGHT mode (see page 139) for the TOURING riding mode (B)
- gray for the URBAN riding mode (C)

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

- 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 engine power ENGINE (HIGH, MEDIUM, LOW) that modifies APS response (Accelerator Position Sensor)
- a specific DQS quick shift gearbox calibration, if active within the BBS (UP, DOWN, UP/DOWN, OFF)
- a specific level of intervention for the DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF)

## Riding mode change function

This function allows changing vehicle riding modes in static and dynamic conditions. There are three possible riding modes: SPORT, TOURING, URBAN. To select the riding mode, press button (4) and hold it for 1 second.

The instrument panel still displays the speed indication on the right-hand side, while the left-hand side of the display lists the following:

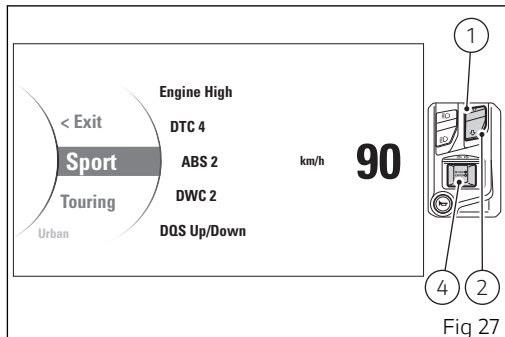
- < Exit
- SPORT
- TOURING
- URBAN
- < Exit

When entering this function, the current riding mode is highlighted.

Use buttons (1) and (2) to scroll through the items in the list.

Select "< Exit" and press button (4) to quit the page without actually implementing the riding mode change.

When scrolling the riding modes, the parameters and their currently set values for the selected riding



mode are shown at the center of the display: Engine, DTC, ABS, DWC, DQS.

To set the selected riding mode, press button (4).

If vehicle speed is lower than or equal to 3 mph (5 Km/h) the instrument panel checks the throttle position only:

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of riding mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying;
- if throttle is "open" the instrument panel activates the "Close throttle" (A) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying.

If vehicle speed is higher than 3 mph (5 Km/h), the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle is "closed" and brakes are released, the instrument panel confirms the selected riding mode, the name of the riding mode flashes for 3 seconds and goes back to "standard page" displaying;

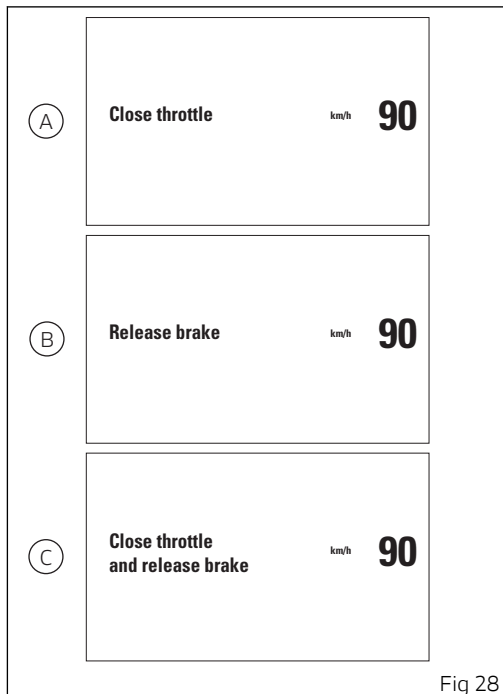


Fig 28

- if throttle is "open" the instrument panel activates the "Close throttle" (A) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "Release brakes" (B) indication and only when brakes are released the new selected riding mode is confirmed and memorized, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "Close throttle and release brakes" (C) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorizes the new selected riding mode and goes back to "standard page" displaying.

and the instrument panel will go back to displaying the page active before riding mode selection started, and no settings will be changed.

If the above-described conditions for "validating" the change of riding mode are not observed within 5 seconds from when "Close Throttle" or "Release brakes" or "Close throttle and release brakes" indications, the selection procedure will be aborted

## Function menu

From the main screen, press button (1) or (2) on LH switch to scroll through menu information.

Menu displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption 1 (CONS.AVG 1)
- Average speed 1 (SPEED AVG 1)
- Trip time 1 (TRIP TIME 1)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS.)
- Player management (PLAYER OFF - PLAYER ON) - only if the Bluetooth module is available and one smartphone is connected
- Call management (LAST CALLS) - only available if the Bluetooth module is available and one smartphone is connected
- Heated handgrips (HEATING GRIPS) - accessory
- Setting menu (SETTING MENU)

The UP  and DOWN  arrows - corresponding to button (1) and button (2) on LH switch - appear on the LH side of the menu indicating the possibility to

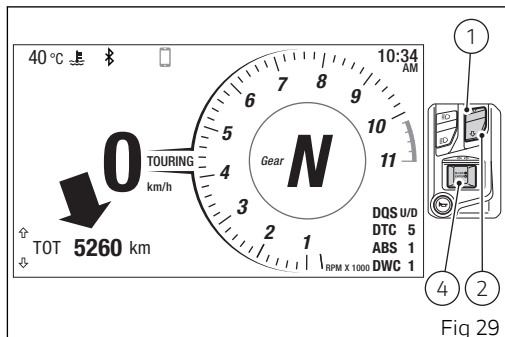


Fig 29

scroll through the functions. The empty circle symbol  is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 79).

## 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.

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.

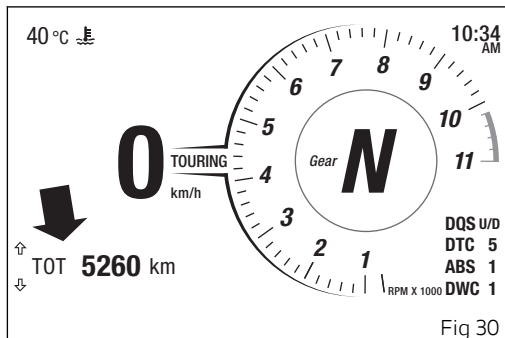


Fig 30



### Note

When the instrument panel is switched on, this function is displayed for 10 seconds and then instrument panel goes back to the function that was set before switch-off.

## Trip meter 1 (TRIP 1)

The trip meter 1 counts and displays the partial distance covered by the vehicle with the set unit of measurement (km or mi).

The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

TRIP 1 is used to calculate Average Fuel Consumption 1 (CONS. AVG 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

Press button (4) to reset TRIP 1.

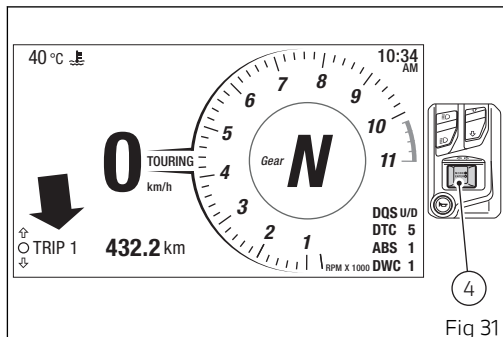


Fig 31

## Resetting of TRIP 1

While the trip meter is displayed, press button (4) and the instrument panel will show the message “RESET?”.

If you press button (1) or (2), the instrument panel will display the trip meter again, without resetting the value.

While if you press button (4), the value for TRIP 1 will be reset and the instrument panel will display “0.0” followed by the set unit of measurement.

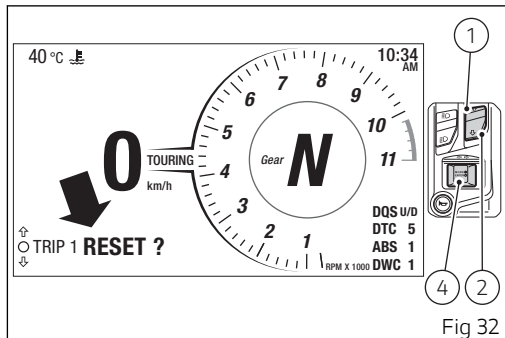


### Note

When TRIP 1 is reset, the instrument panel also resets Average Fuel Consumption 1 (CONS. AVG 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

TRIP 1 information is automatically reset also in the following cases:

- Average Fuel Consumption 1 (CONS. AVG 1) reset
- Trip time 1 (TRIP TIME 1) reset
- due to a battery disconnection (Battery Off);



- in case of manual change of the units of measurement of the system using the Setting Menu.

## Average Fuel Consumption 1 (CONS.AVG 1)

This function shows the average fuel consumption calculated since Trip 1 (TRIP 1) was last reset. Average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (km/l or l/100 km or mpg UK or mpg US).

When TRIP 1 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 dashes "- - -" as average fuel consumption.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

Press button (4) to reset CONS.AVG 1.

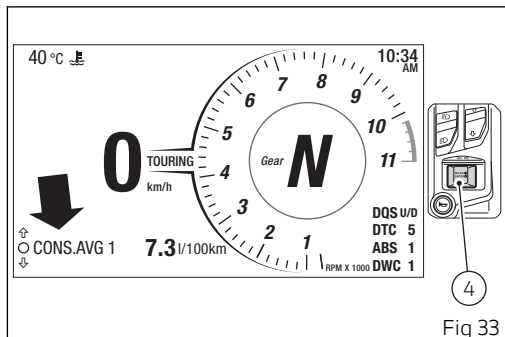


Fig 33

## Resetting of CONS.AVG 1

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement.

If you press button (1) or (2), the instrument panel will display the average fuel consumption again, without resetting the value.

While if you press button (4), average fuel consumption is reset, and during the first 10 seconds when the value is not available, the display shows the dashes " - - - . - " together with the set unit of measurement.



### Note

When CONS.AVG 1 is reset, the instrument panel also resets Trip 1 (TRIP 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

CONS. AVG 1 information is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Trip time (TRIP TIME 1) is reset;
- due to a battery disconnection (Battery Off);

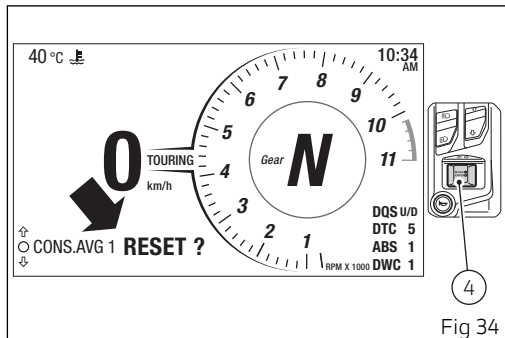


Fig 34

- in case of manual change of the units of measurement of the system using the Setting Menu.

## Average speed 1 (SPEED AVG 1)

This function shows the average speed calculated since Trip 1 (TRIP 1) was last reset.

The average speed is displayed with the indication "SPEED AVG. 1" and the indication of the unit of measurement (km/h or mph).

The average speed value displayed is calculated by adding 5%, as to be consistent with motorcycle speed indication.

When TRIP 1 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 dashes "- - -" as average speed.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

Press button (4) to reset SPEED AVG 1.

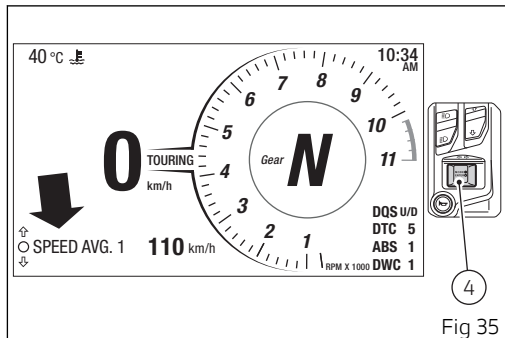


Fig 35

## Resetting SPEED AVG. 1

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement.

If you press button (1) or (2), the instrument panel will display the average speed again, without resetting the value.

While if you press button (4), average speed is reset, and during the first 10 seconds when the value is not available, the display shows the dashes "- - -" together with the set unit of measurement.



### Note

When SPEED AVG. 1 is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average fuel consumption 1 (CONS. AVG 1) and Trip time 1 (TRIP TIME 1).

The SPEED AVG. 1 counter is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Trip time (TRIP 1 TIME) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;

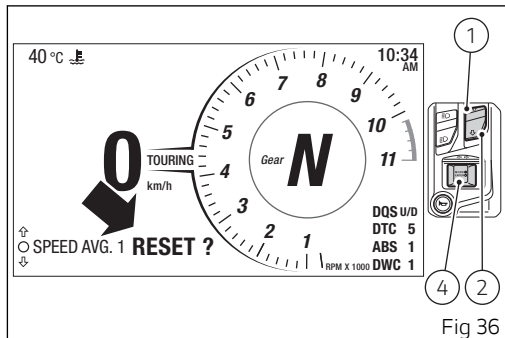


Fig 36

- due to a battery disconnection (Battery Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

## Trip time 1 (TRIP TIME 1)

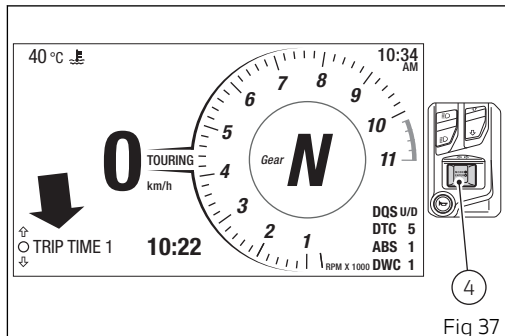
The instrument panel shows the trip time calculated since Trip 1 (TRIP 1) was last reset.

Value is displayed as hhh:mm followed by "TRIP TIME 1" indication.

The active time counting phase occurs when the engine is running, even when the vehicle is stopped. The time count 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.

Press button (4) to reset TRIP TIME 1.



## Resetting of TRIP TIME 1

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the value.

If you press button (1) or (2), the instrument panel will display the trip time again, without resetting the value.

While if you press button (4), value for trip time will be reset and the instrument panel will display TRIP TIME 1 at "0:00".



### Note

When TRIP TIME 1 is reset, the instrument panel also resets Trip 1 (TRIP 1), Average Speed 1 (SPEED AVG 1) and Average Fuel Consumption 1 (CONS. AVG 1).

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery Off);

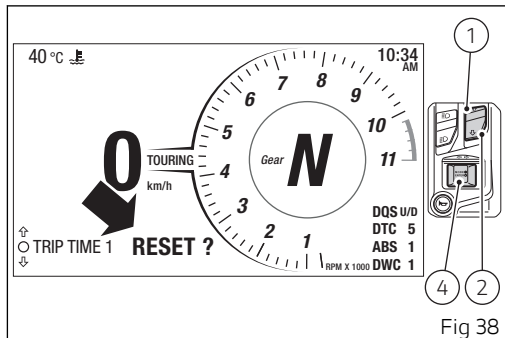


Fig 38

- in case of manual change of the units of measurement of the system using the Setting Menu.

## Ambient air temperature (T AIR)

The instrument panel displays the ambient temperature followed by "T AIR" and the set unit of measurement (°C or °F).

The temperature value is displayed when ranging from -38 °F to +255 °F (or -39 °C to +124 °C). For temperature values lower than -38 °F (-39 °C) or higher than +255 °F (+124 °C) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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



### Note

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

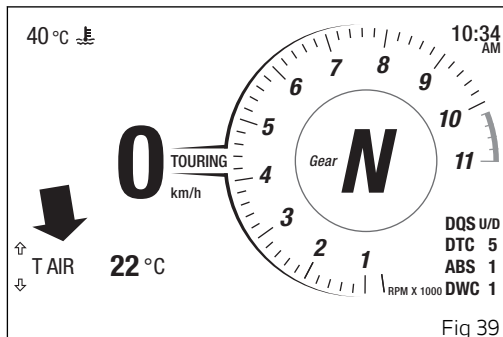


Fig 39

## Partial fuel reserve counter (TRIP FUEL)

To select this function in the function menu, scroll the functions available using buttons (1) and (2) to display "TRIP FUEL".

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (i.e. since the low fuel light, (5, Fig 10) turns on) with the set unit of measurement (km or mi).

When the low fuel light (5 Fig 10) turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; then, it is possible to toggle through the other function menu functions.

Trip fuel reading remains stored even after Key-Off until the vehicle is refueled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.

The number of mi or km is displayed with the TRIP FUEL 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.

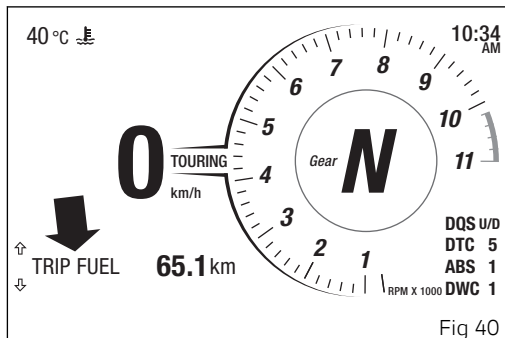


Fig 40

When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Function Menu.

## Trip meter 2 (TRIP 2)

The trip meter 2 counts and displays the partial distance covered by the vehicle with the set unit of measurement (km or mi).

The mi or km value for TRIP 2 is displayed with the "TRIP 2" indication and unit of measurement.

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

Press button (4) to reset TRIP 2.

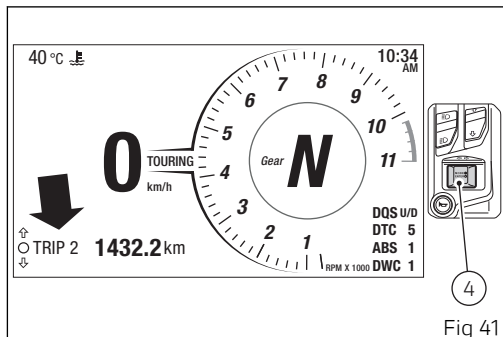


Fig 41

## Resetting of TRIP 2

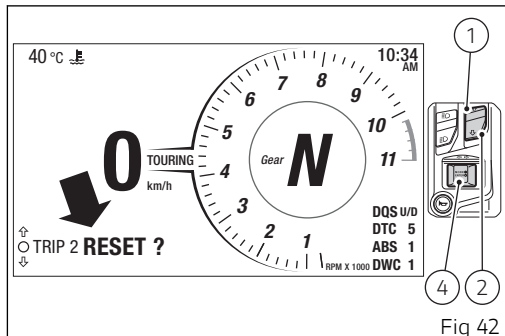
While the trip meter is displayed, press button (4) and the instrument panel will show the message "RESET?".

If you press button (1) or (2), the instrument panel will display the trip meter again, without resetting the value.

While if you press button (4), the value for TRIP 2 will be reset and the instrument panel will display "0.0" followed by the set unit of measurement.

TRIP 2 information is automatically reset also in the following cases:

- due to a battery disconnection (Battery Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.



## Instantaneous fuel consumption (CONS.)

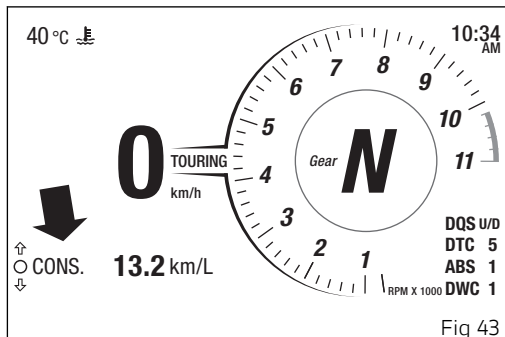
The instrument panel calculates and shows vehicle instant fuel consumption.

Instant fuel consumption is displayed with the indication "CONS." and the indication of the unit of measurement (km/L or L/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, three steady dashes " - - . - " are displayed as a value of instantaneous consumption.

It is possible to change the units of measurement for fuel consumption (both average and instantaneous together) through the Setting menu.



## Music player management (PLAYER) - accessory

This function allows activating, deactivating and managing the music player.

It is available only if the Bluetooth control unit is installed and a smartphone is connected.

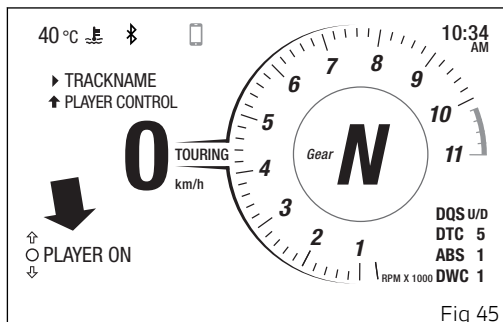
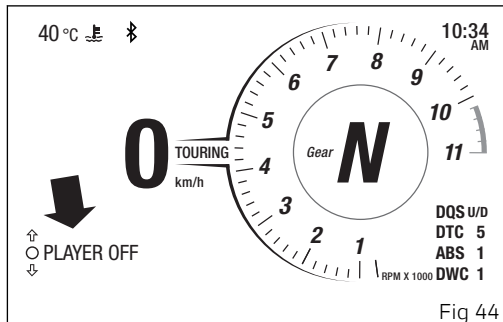
The function can be set to "OFF" or "ON".

### Important

If the smartphone connected to the instrument panel via Bluetooth is disconnected or turned off, the "Music player management (PLAYER)" function will not be listed in the functions of the menu. It appears again only when the smartphone is connected again to the instrument panel via Bluetooth.

### Note

If the rider helmet/intercom is connected in addition to the smartphone, the tracks will be listened through the helmet headphones.



Music player control activation (from OFF to ON).

If the music player control is set to “OFF”, press button (4) to activate it.

With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A, Fig 47), together with the available controls (B, Fig 47) and the “EXIT” indication preceded by the black arrow facing downwards (C, Fig 47).

The full name of the track is displayed once, scrolling the characters from right to left, then only the first characters are displayed. If the title of the track is not available, “NOT AVAILABLE” will be displayed.

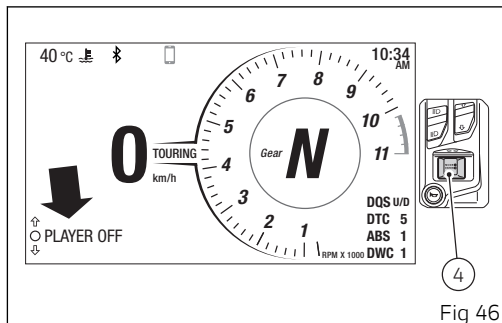


Fig 46

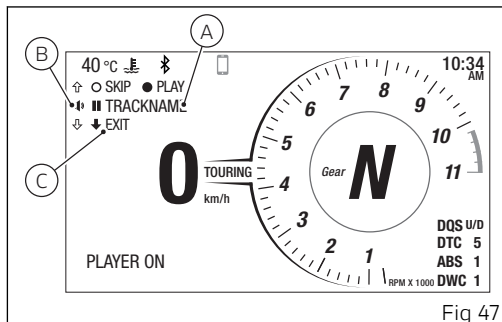
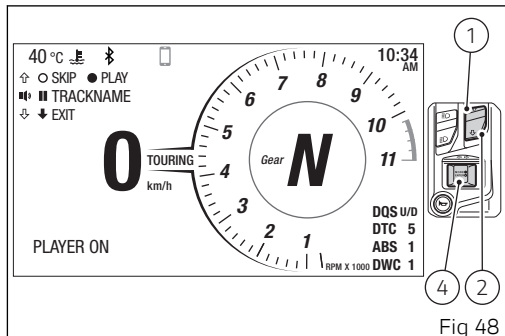


Fig 47

## Music player controls

When the control is active, button (1), button (2) and button (4) are used by the instrument panel only for the music player controls. In particular:

- Play / Pause: press button (4) for 2 seconds.
- "SKIP" to next track: briefly press button (4).
- Increase volume "+": briefly press button (1). The symbol "+" disappears while the button is being pressed to indicate that the operation has been carried out.
- Decrease volume "-": briefly press button (2). The symbol "-" disappears while the button is being pressed to indicate that the operation has been carried out.
- "EXIT" from the music player control: press button (2) for 2 seconds.



## Play / Pause

When the track is paused (A), the display shows, to the left of the track, the symbol " || " and the black circle " ● " above, followed by the indication "PLAY", to indicate that if button (4) is pressed for 2 seconds the player will be started.

When the track is being played (B), the display shows, to the left of the track, the symbol " ► " and the black circle " ● " above, followed by the "PAUSE" indication, to indicate that if button (4) is pressed for 2 seconds the track will be paused.

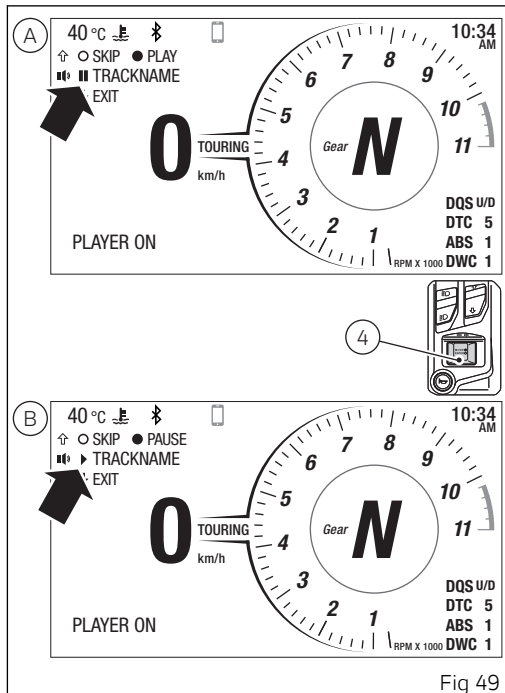


Fig 49

## Exiting the active music player control (ON):

To exit the music player control (A) and keep it active, for example with the track being played, press button (2) for 2 seconds.

Then button (1), button (2) and button (4) go back to their "standard" functions for the management/control of the instrument panel and are no longer used for the music player functions.

With the player on, even if you change function (e.g. TRIP 1), track title remains displayed.

After its activation, the function "Music player management (PLAYER)" is shown within the menu as "PLAYER ON" and a black arrow up is displayed underneath the track title, followed by "PLAYER CONTROL" (B).

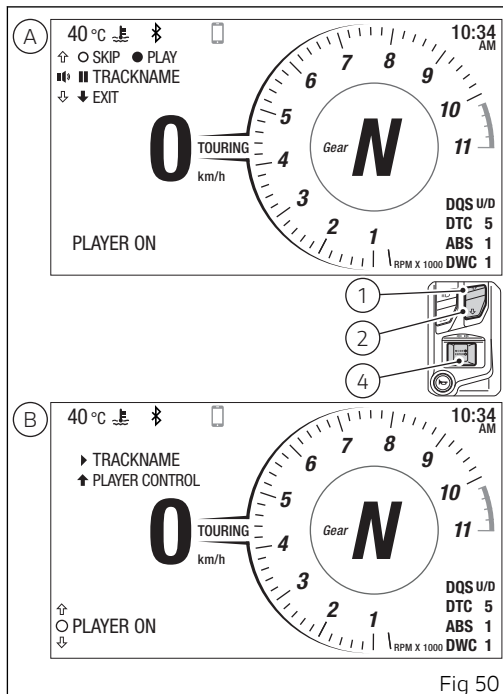
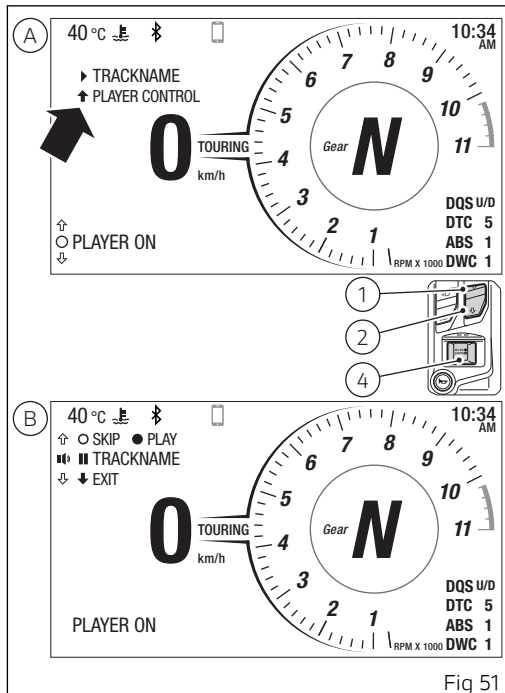


Fig 50

## Reactivating the music player control (ON):

If the music player was activated and you exited the control to move to other functions, to reactivate the controls of the music player select the "Music player management (PLAYER)" (A) function in the menu and press button (1) for 2 seconds.

It is hence possible to access again to the music player control and button (1), button (2) and button (4) are used again by the instrument panel only for the music player controls (B).

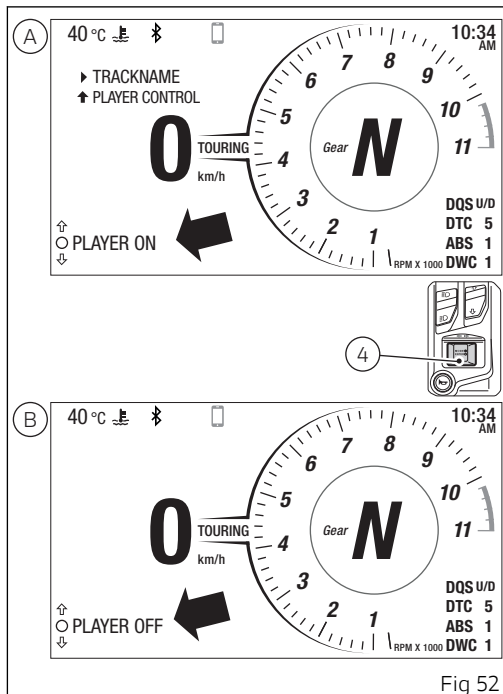


Music player control deactivation (from ON to OFF):

To set the music player control to "OFF" stopping also the track being played, select the PLAYER function from the menu.

The function will be indicated with the message "ON" (A), at this point press button (4).

The music player control is then set to "OFF" (B).



## Call management (LAST CALLS) - accessory

This function shows the list of the last missed, outgoing or incoming calls and is available only if the Bluetooth control unit is installed and a smartphone is connected.

To display the list of calls, press button (4) (Fig 53). When entering this function, the display shows message "WAIT.." for a few seconds, then shows the name or phone number from the last call (Fig 54).

The instrument panel receives the call list information directly from the smartphone currently connected via Bluetooth. Only the last 7 made, received or missed calls are displayed.

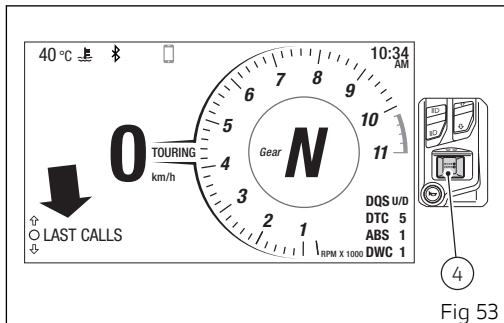


Fig 53

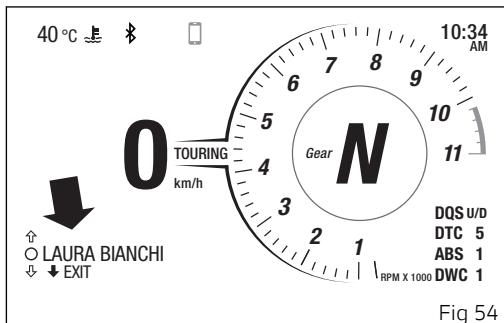


Fig 54

Use buttons (1) and (2) to scroll through the calls in the list. To make a call to the number/name selected from the list, press button (4). For more information refer to the chapter "Infotainment - accessory" on page 176.

If the list of calls is empty, "EMPTY" will be displayed (Fig 56). In this case it is only possible to exit the function.

To exit the function and go back to the previous screen, press button (2) for 2 seconds.

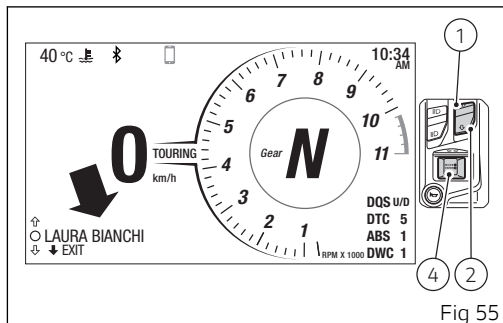


Fig 55

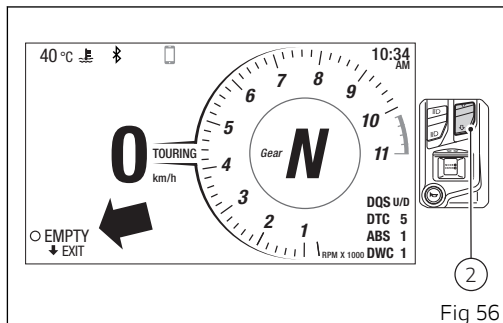


Fig 56

## Heated handgrips (HEATING GRIPS) - accessory

This function is available only if the heated handgrips have been installed, allowing their activation, deactivation and adjustment.

Press button (1) and (2) to select the HEATING GRIPS function inside the function menu (Fig 57).

Pressing button (4) you view heated handgrip current setting ("OFF", "LOW", "MEDIUM", "HIGH") and the black arrow down followed by "EXIT" (Fig 58).

Now use button (1) and button (2) to scroll the levels, starting from the current one ("OFF", "LOW", "MEDIUM" and "HIGH").

To select the new level for the heated handgrips and quit the settings, briefly press button (4) when display shows the required level.

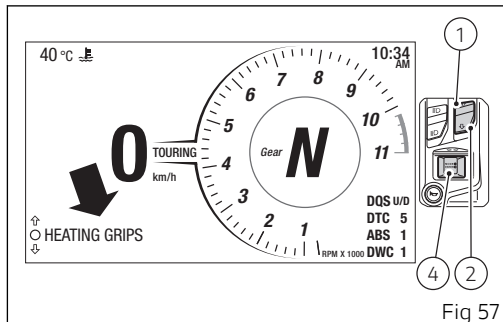


Fig 57

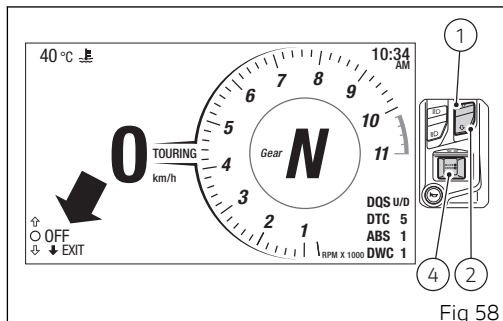


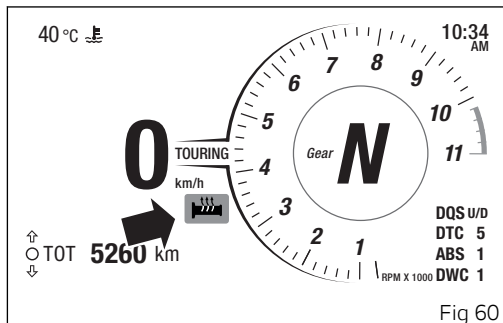
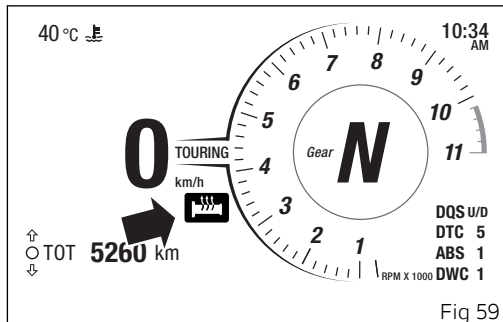
Fig 58

When a level other than “OFF” is selected, the heated handgrips symbol is displayed in the main page (Fig 59). The turning on of this symbol indicates that the heated handgrips are ready to be heated.

The actual turning on (heating) of the heated handgrips occurs only with engine started, when a certain level of engine rpm has been reached and maintained. This is to avoid affecting the battery charge level.

The actual switch-on (Fig 60) is indicated by the color of the icon corresponding to the current heating level:

- icon on green background = “LOW” level
- icon on amber yellow background = “MEDIUM” level
- icon on red background = “HIGH” level



## Setting menu (SETTING MENU)

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

For safety reasons, you can enter this Menu only when the actual vehicle speed is lower than or equal to 3 mph (5 km/h).

If you are inside the setting menu and the actual vehicle speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the setting menu and displays the main screen.

To gain access to the setting menu, use button (1) or (2) to select "SETTING MENU" and press button (4).



### Note

The empty circle symbol  is only displayed when the actual vehicle speed is lower than or equal to 3 mph (5 km/h): if the actual vehicle speed is lower than or equal to 3 mph (5 km/h) and suddenly it goes above 3 mph (5 km/h), the empty circle symbol  turns off, and will come on again when vehicle speed is again lower than or equal to 3 mph (5 km/h).

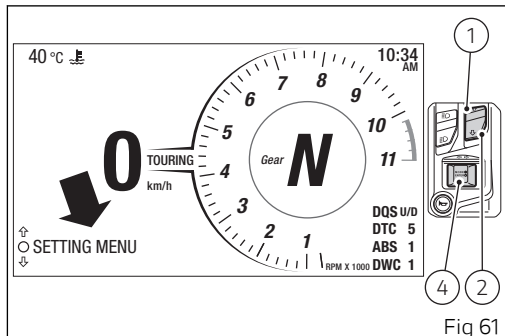


Fig 61

Once entered in the setting menu the display changes the display mode.

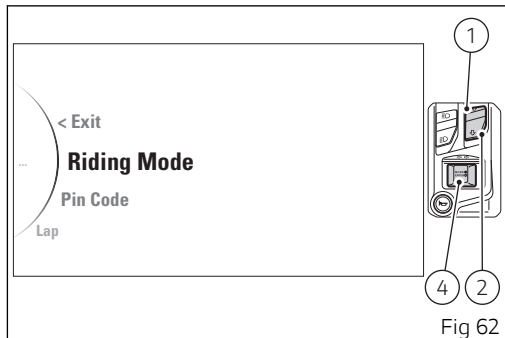
The functions available inside the setting menu are:

- Riding Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tire Calibration
- DRL Control – active only if the DRL lights are present
- Bluetooth – active only if the Bluetooth module is fitted
- Turn Indicators
- Info

### Important

For safety reasons, it is recommended to use this menu with the motorcycle at a standstill.

Press button (1) or (2) to view the above functions of the setting menu one by one: in particular, use



button (2) to view the following item and button (1) to view the previous item.

After displaying the required function, press button (4) to open the corresponding menu page.

If function is not available or temporarily disabled, the menu page can not be opened.

To quit the setting menu you shall select "< Exit" and press button (4).

## Setting menu - riding mode (Riding Mode)

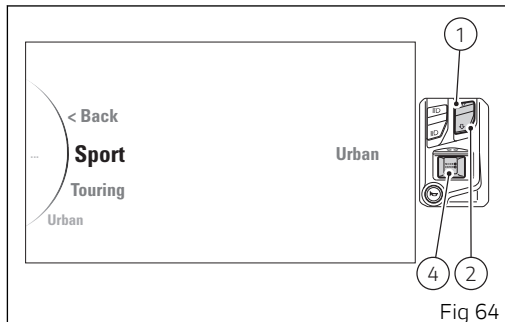
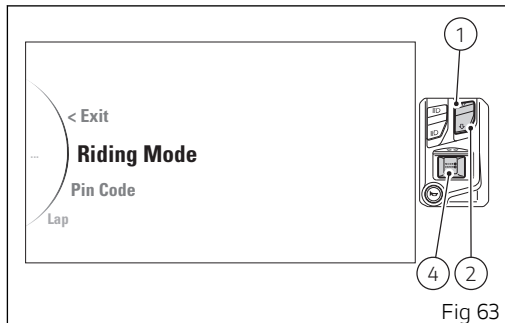
All settings of every riding mode can be customized.

Enter the setting menu (SETTING MENU).  
Select "Riding Mode" by pressing button (1) or (2).  
Once function is displayed, press button (4).

When entering the function, the display shows available riding modes on the left side and current riding mode on the right side (Fig 64).

The following indications will be displayed in this page:

- < Back
- Sport
- Touring
- Urban
- All Default (visible only if one or more parameters of one or more Riding Modes are different from the "default" ones)
- < Back



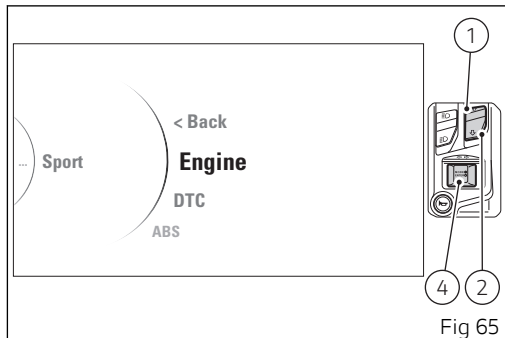
You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to select the riding mode to customize, then press button (4) to access the customization page for the selected riding mode;
- use buttons (1) and (2) to select "< Back" press button (4) to go back to previous page;
- use buttons (1) and (2) to select "All Default", press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customized are Engine, DTC, ABS, DWC, DQS and Default (to reset riding mode to default factory values) (Fig 65).

The following indications will be displayed in this page:

- < Back
- Engine
- DTC
- ABS
- DWC
- DQS



- Default (visible only if one or more parameters are different from the "default" ones)
- < Back

Every time you press button (1) or (2) the instrument panel scrolls all the parameters for the selected Riding Mode. Once the parameter is highlighted, press button (4) to enter its setting 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 mode can be reset with the "Default" function and by pressing button (4). Highlight "< Back" and press button (4) to 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 set-up. If the parameters are changed accidentally, use the "Default" function to restore factory settings.



### **Note**

If the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

## Setting menu - riding mode- setting the engine (Engine)

This function customizes engine power associated with each riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select the "Engine" indication (C) and press button (4).

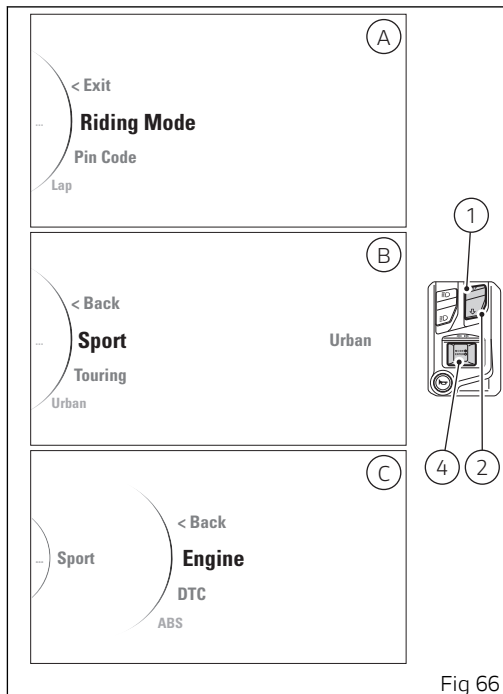


Fig 66

When entering the function, the display shows available customized settings - "High", "Medium", "Low" - on the left side and current setting on the right side.

The following indications will be displayed in this page:

- < Back
- High
- Medium
- Low
- < Back

At the center of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

With buttons (1) and (2) select the new desired engine power.

For each level, the corresponding value in the table is highlighted.

Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

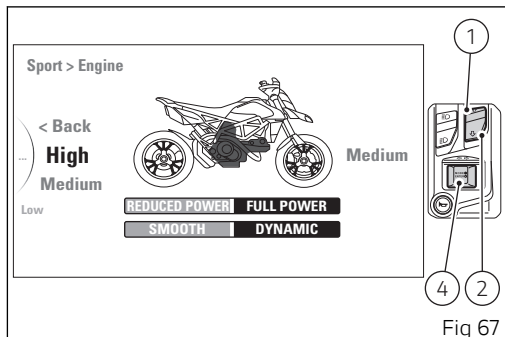


Fig 67

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

This function allows customizing or disabling DTC (Ducati Traction Control) intervention level, for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select the "DTC" indication (C) and press button (4).

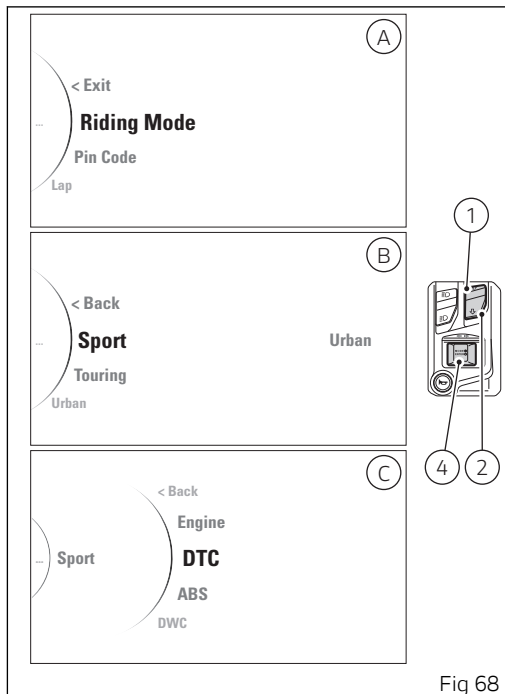


Fig 68

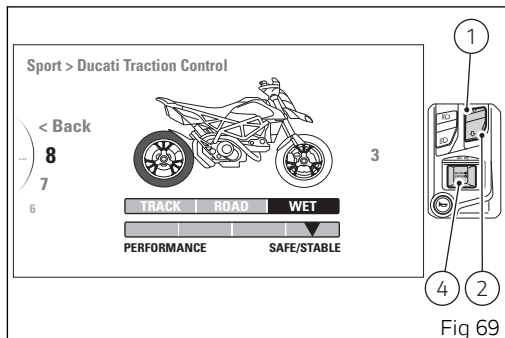
When entering the function, the display shows available customized level settings - "8" to "1" and "Off" - on the left side and current setting on the right side.

The following indications will be displayed in this page:

- < Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- < Back

At the center of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.



Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).



## Note

If DTC is disabled, also DWC will be automatically disabled: in this case it will not be possible to enter the setting menu for the DWC. When DTC shall be re-enabled, previously saved DWC level will be set, and rider can then customize DWC setting.

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

This function allows customizing ABS intervention level, for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select the "ABS" indication (C) and press button (4).

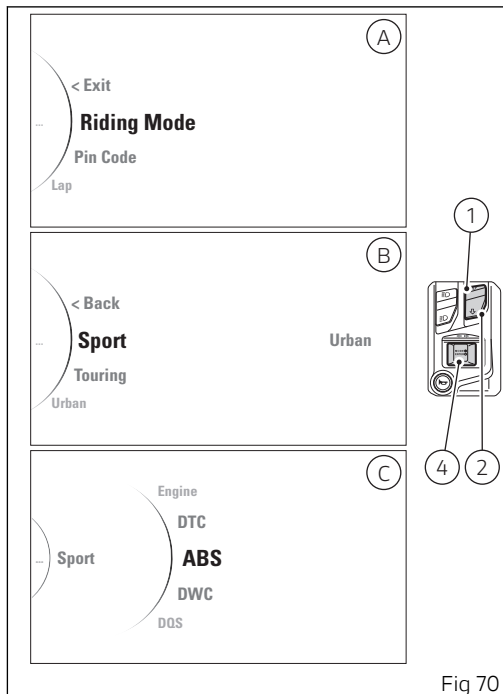


Fig 70

When entering the function, the display shows available customized level settings - "3" to "1" - on the left side and current setting on the right side. The following indications will be displayed in this page:

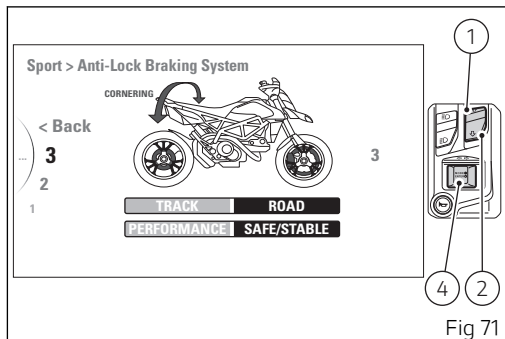
- < Back
- 3
- 2
- 1
- < Back

At the center of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.

Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).



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

This function allows customizing or DWC (Ducati Wheelie Control) intervention level, for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select the "DWC" indication (C) and press button (4).

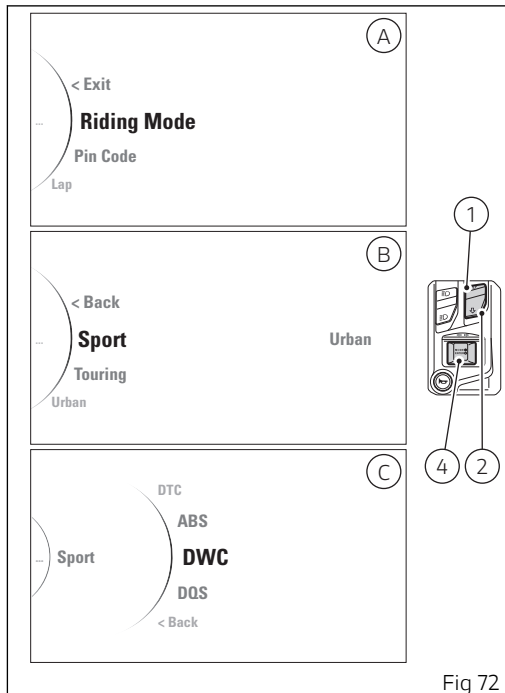


Fig 72

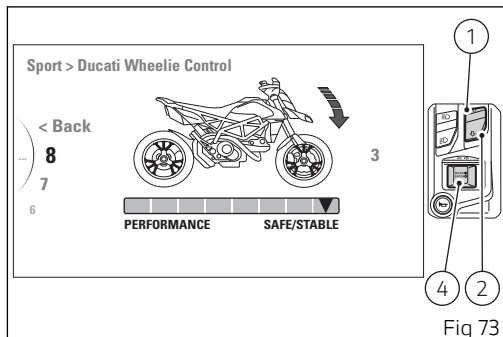
When entering the function, the display shows available customized level settings - "8" to "1" and "Off" - on the left side and current setting on the right side.

The following indications will be displayed in this page:

- < Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- < Back

At the center of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.



Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).



## Note

If DTC is disabled, also DWC will be automatically disabled: in this case it will not be possible to enter the setting menu for the DWC. When DTC shall be re-enabled, previously saved DWC level will be set, and rider can then customize DWC setting.

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

This function disables or enables the DQS in UP/DOWN mode for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select the "DQS" indication (C) and press button (4).

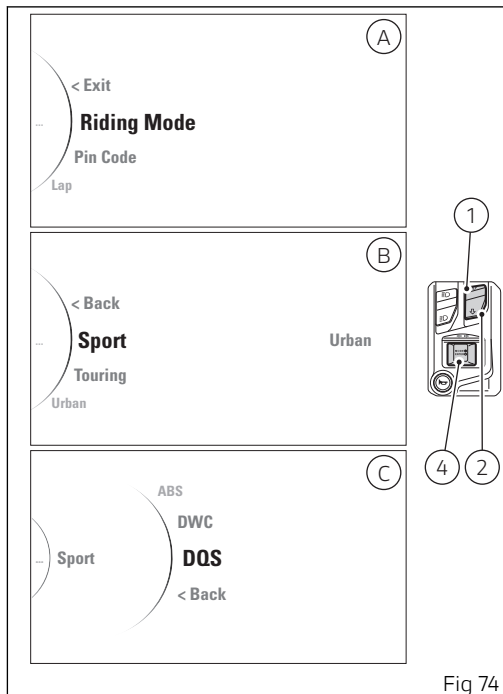


Fig 74

When entering the function, the display shows available customized level settings - "Up/Down" and "Off" - on the left side and current setting on the right side.

The following indications will be displayed in this page:

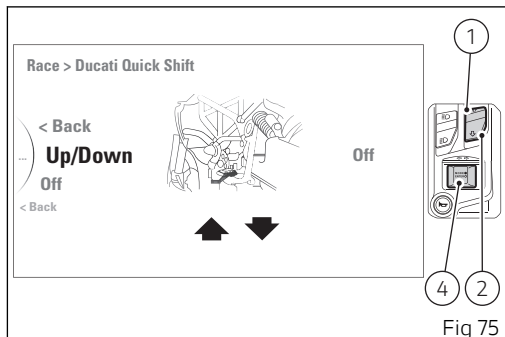
- < Back
- Up/Down
- Off
- < Back

At the center of the screen, the service area is also highlighted.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.

Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).



## Setting menu - riding mode- restore values (Default)

This function restores all parameters for a single riding mode and is only available if one or more parameters have been previously modified, compared to factory settings.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport", "Touring", "Urban") (B) and press button (4);
- then select "Default" (C).

Press button (4) when "Default" is selected; the instrument panel sets all parameters for the selected riding mode to factory settings. The display shows "< Back" and the "Default" item is no longer in the list.

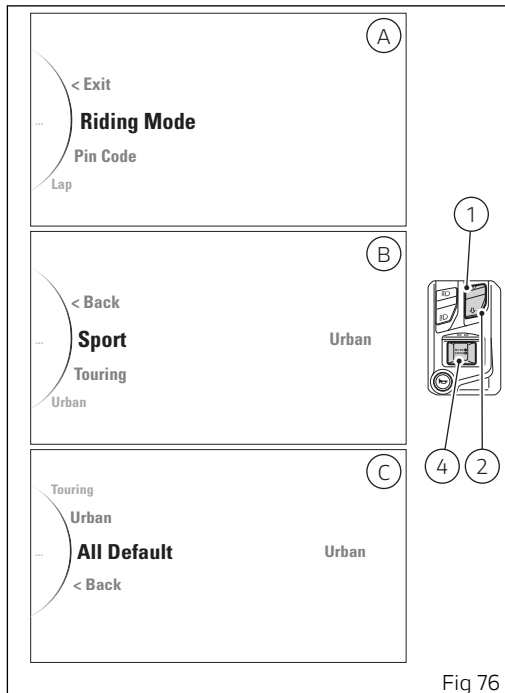


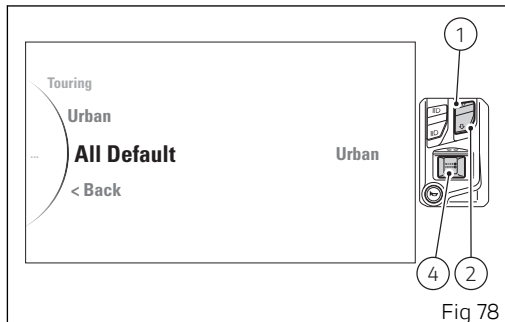
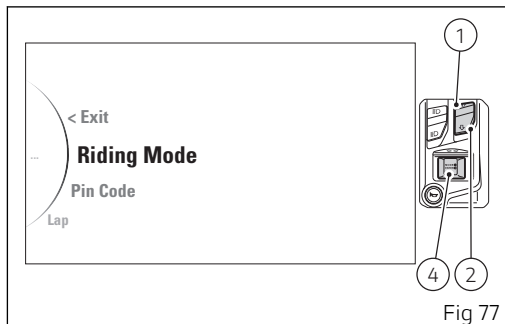
Fig 76

## Setting menu - riding mode - restore all values for all riding modes (All Default)

This function restores all parameters for all riding modes and is only available if one or more parameters have been previously modified, in one or more riding modes, compared to factory settings. To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (Fig 77) and press button (4);
- select "All Default" (Fig 78).

Press button (4) when "All Default" is selected; the instrument panel sets all parameters for all riding modes to factory settings. The display shows "< Back" and the "All Default" item is no longer in the list.



## 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 motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

To change the Pin Code refer to the chapter "Setting menu - Pin code (Pin Code)".

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the Pin Code".

### 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.

Enter the Setting menu (SETTING MENU).

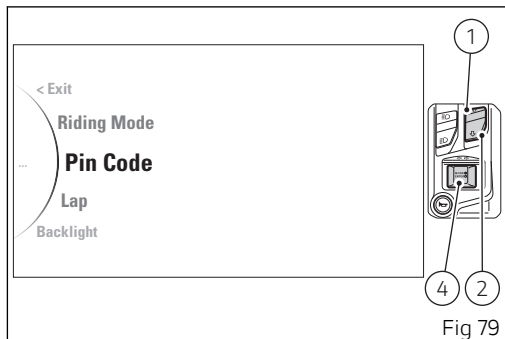


Fig 79

"Select Pin Code option", by pressing button (1) or (2). Once function is displayed, press button (4).

The following indications will be displayed in this page:

- < Back
- New Pin

Select "New Pin" (A) using button (1) and button (2) and press button (4) to validate and enter the new Pin Code.

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



### Note

If "Modify Pin" appears when accessing this function, this means that there is already a stored Pin Code and therefore the function is already active.

### Entering the Pin Code (B):

After accessing the new Pin Code entering function, the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the code: "0" and "- - -".

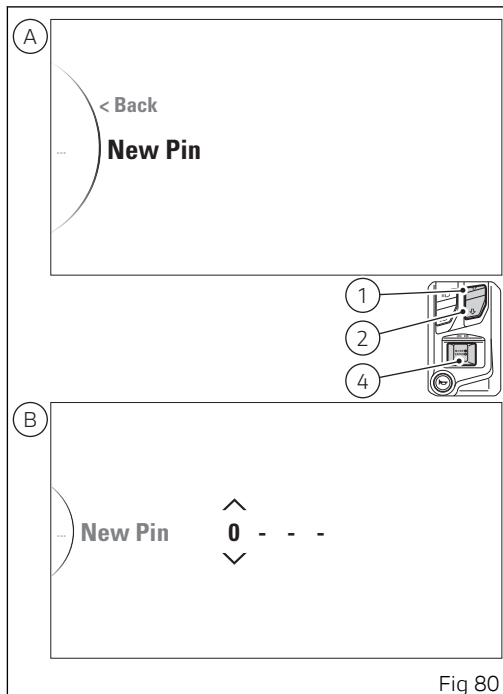


Fig 80

The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (-1) up to "0" and then starts back from "9";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the Pin Code.

Once the last digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- < Back
- Memory (orange)

To exit the menu and go back to previous page without saving the set code, highlight the "< Back" indication and press button (4).

To memorize the entered code, highlight the "Memory" indication (orange) and press button (4) (Fig 81).

Then, the instrument panel will activate the "Memorized" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication "Modify Pin" (instead of "New Pin"): in fact, after memorizing the first Pin Code, the page of the menu where to enter the "New Pin" is no longer available and is replaced by the page to modify the Pin Code.

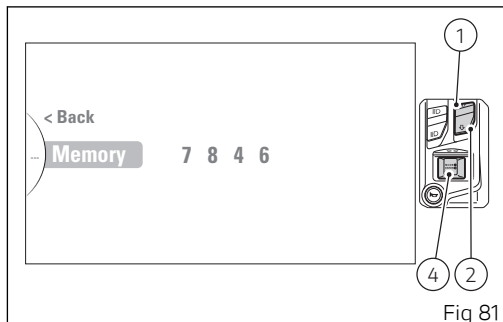


Fig 81

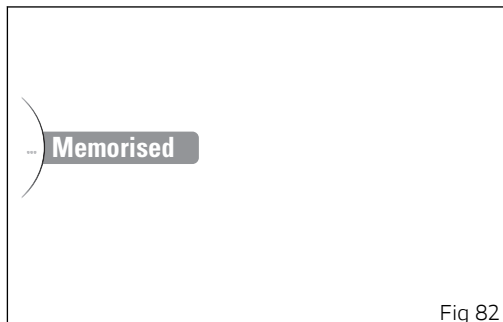


Fig 82



## Note

The page for entering the PIN CODE is active and available again only in case the Pin Code function is reset (but this is only possible through the DUCATI diagnosis instrument).

## Setting menu - pin code modification (Pin Code)

This function allows the user to activate or modify the Pin Code.

To activate the Pin Code refer to the chapter "Setting menu - Pin code activation (Pin Code)".

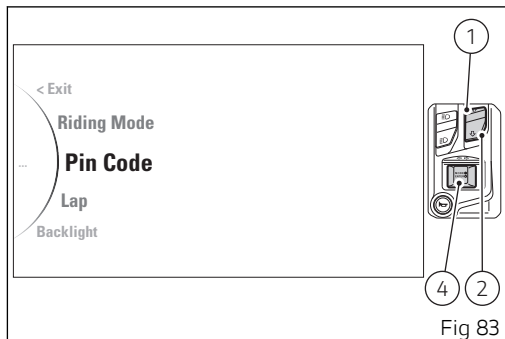
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the Pin Code".



### Note

To change the PIN CODE, you must know the already stored PIN.

Enter the Setting menu (SETTING MENU).  
"Select Pin Code option", by pressing button (1) or (2).  
Once function is displayed, press button (4).



As you enter this function, the instrument panel displays the following indications:

- < Back
- Modify Pin

Select "Modify Pin" (A) using button (1) and button (2) and press button (4) to validate and modify the Pin Code.

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



### Note

If "New Pin" appears when accessing this function, it means that the Pin Code has never been activated and it is necessary to do it.

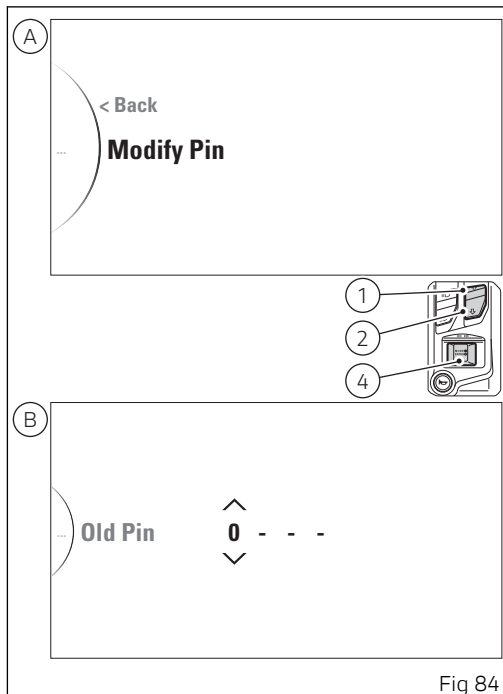


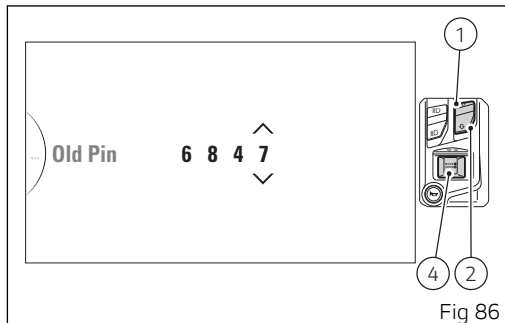
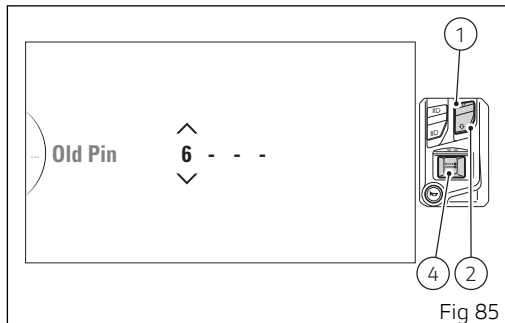
Fig 84

## Entering the old Pin Code:

After accessing the Pin Code change function (Modify Pin), the instrument panel displays "Old Pin" with spaces allowing to enter the four digits of the previously set Pin code: "0" and "- - -". The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

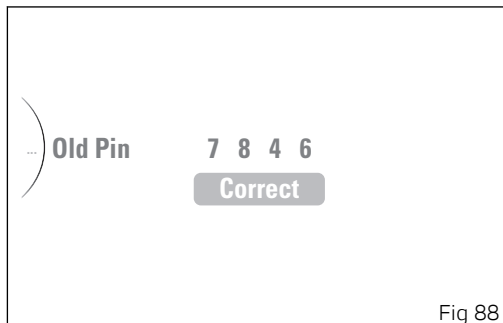
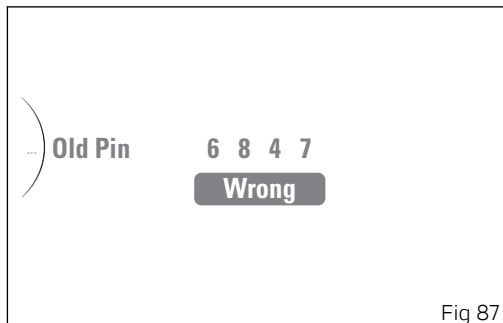
Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (-1) up to "0" and then starts back from "9";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) 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 responds as follows:

- if the pin code is not correct, the instrument panel displays "Wrong" (Fig 87) highlighted in red for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the pin code is correct, the instrument panel shows "Correct" highlighted in green for 2 seconds, and then displays the page for entering the new Pin Code



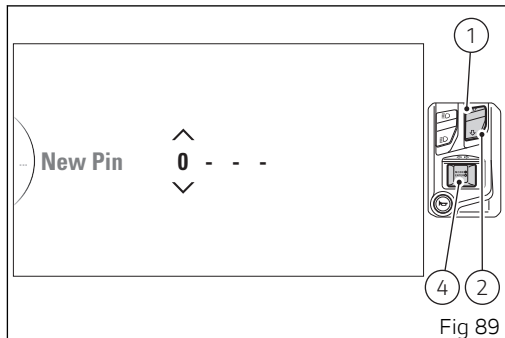
## Entering the new Pin Code:

After accessing the new Pin Code entering function, the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the code: "0" and "- - -".

The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (-1) up to "0" and then starts back from "9";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the Pin Code.



Once the last digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- < Back
- Memory (orange)

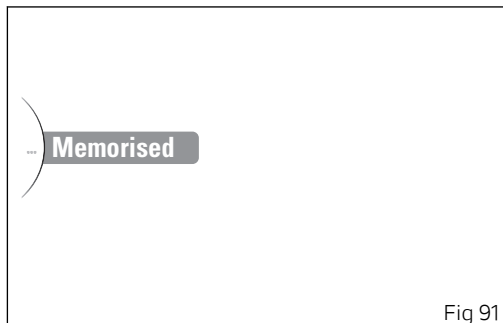
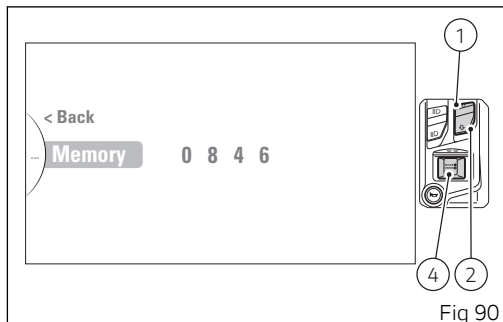
To exit the menu and go back to previous page without saving the set code, highlight the "< Back" indication and press button (4).

To memorize the entered code, highlight the "Memory" indication (orange) and press button (4) (Fig 90).

Then, the instrument panel will activate the "Memorised" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen.

 **Note** You can change your PIN CODE an unlimited number of times.



## Setting menu - lap time (Lap)

This function allows the rider to enable or disable the lap timer and view of delete the stored lap information.

It is possible to record a maximum of 30 laps. For each lap, system stores top speed and maximum rpm as read during the lap.

Enter the setting menu (SETTING MENU).  
Select "Lap", by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function, the instrument panel displays the following indications:

- < Back
- On (\*)
- Off (\*\*)
- Lap Data
- Erase All (\*\*\*)
- < Back

(\*) This indication is visible only if the lap function is "disabled" (Off)

(\*\*) This indication is visible only if the lap function is "enabled" (On)

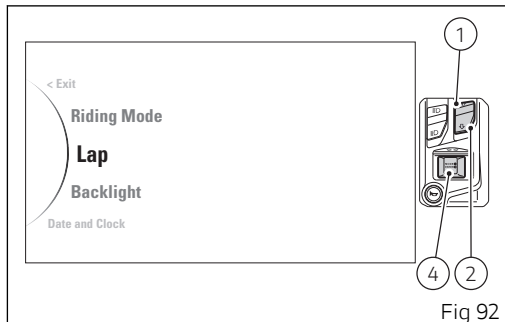


Fig 92

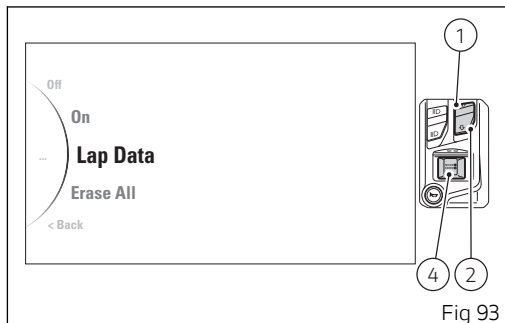


Fig 93

(\*\*\*) This indication is visible only if one or more saved laps are present

Use buttons (1) and (2) to select the indication and press button (4) to activate the relevant function:

- If the indication is "On" the instrument panel activates the Lap Function; once it is activated, it is possible to record the lap time;
- If the indication is "Off" the instrument panel disabled the Lap function;
- If the indication is "Lap Data", the instrument panel displays the stored laps;
- If the indication is "Erase All", the instrument panel erases all stored laps.



### Note

In case of Key-Off or of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the LAP function will always be set by default to "Off".

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

## Displaying the stored laps

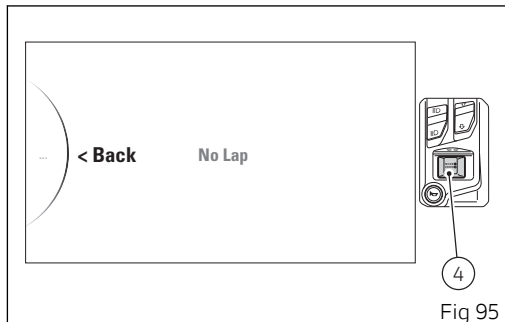
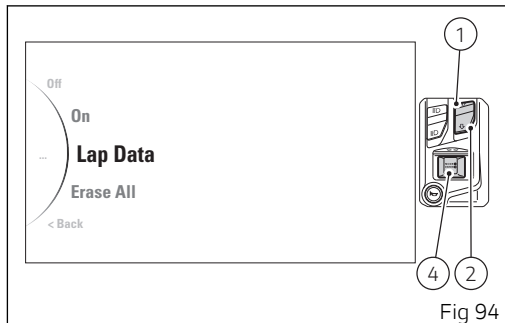
The LAPs previously stored can be displayed. The information displayed is lap time, maximum rpm and top speed.

To view the laps, enter (the SETTING MENU, use buttons (1) and (2) to select "Lap" and press button (4).

Then use buttons (1) and (2) to select "Lap Data" and press button (4).

If there are no memorized laps, when accessing this page the instrument panel will show "< Back" and "No Lap".

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



If there are memorized laps, when accessing this page the instrument panel will show the following information:

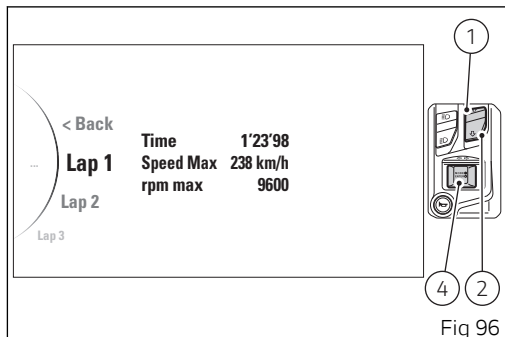
- < Back
- Lap 01
- .....
- Lap 30
- < Back

With buttons (1) or (2) it is possible to select one information. The displayed LAPs are only the recorded ones. For each memorized LAP, the display shows also:

- the word "Time" followed by the recorded LAP time (minutes – seconds – hundredths of second);
- "Speed Max" indication followed by the top speed recorded during the lap;
- "Rpm Max" indication followed by the engine rpm value reached in the recorded lap.

It is possible to record maximum of 30 LAPs.

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



#### Note

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



#### Note

If top speed over the lap exceeded 299 Km/h (186 mph), this function shows the actual speed reached (e.g.: 316 Km/h).

## Erasing stored laps

The memorized laps can be erased with the "Erase All" function.

To erase the laps, enter (the SETTING MENU, use buttons (1) and (2) to select "Lap" and press button (4).

When entering this function, the instrument panel will not activate any erasing option if no lap is stored. While if there are stored laps, the option "Erase All" is displayed when entering this function, allowing the rider to erase the lap data.

Use buttons (1) and (2) to select "Erase All" and press button (4).

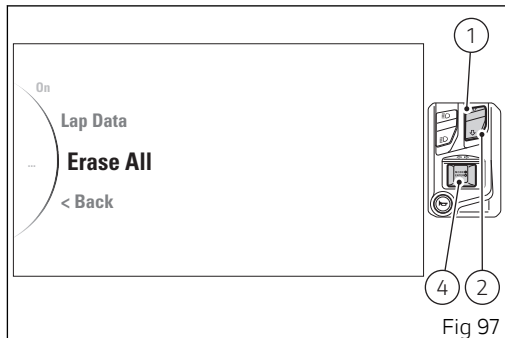


Fig 97

After confirming the "Erase All" function, the instrument panel shows:

- "Wait..." for 1 second;
- and then "Erase OK" for 1 second to inform about the result of the deletion process.

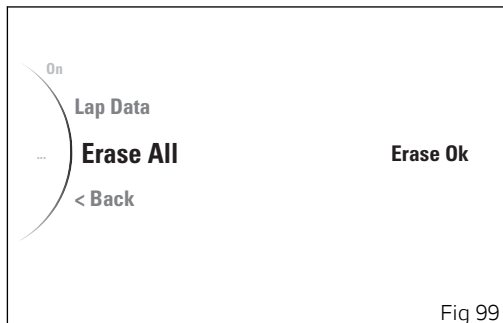
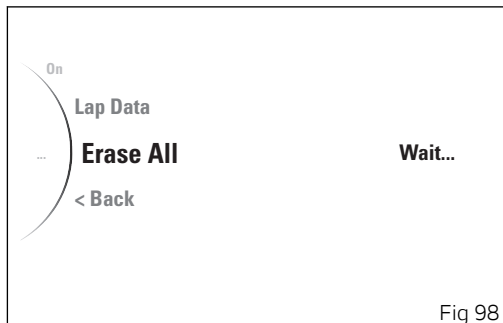
Deletion is one single command that erases all stored laps.



### Note

If the memory erasing procedure is started when the function is active, the instrument panel will stop the function.

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



## Setting menu - setting the backlighting (Backlight)

This function allows the rider to set the way display colors are viewed according to NIGHT and DAY modes.

Enter the setting menu (SETTING MENU).  
Select "Backlight", by pressing button (1) or (2). Once function is displayed, press button (4).

When entering the function, the display shows available modes on the left side and current mode on the right side (Fig 101).

The following indications will be displayed in this page:

- < Back
- Day
- Night
- Auto
- < Back

With buttons (1) and (2) it is possible to select the desired display backlight.  
Once the desired backlight is highlighted, press confirm button (4) to memorize the new selection.

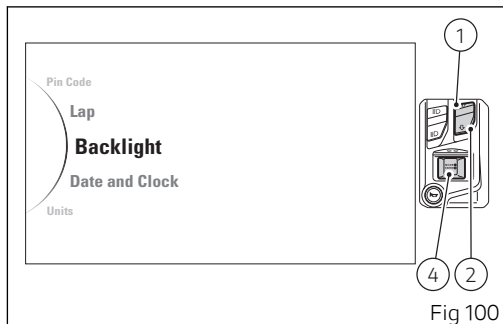


Fig 100

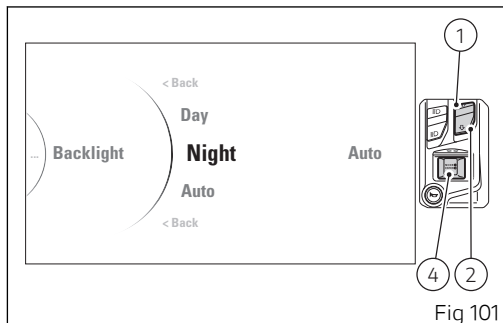


Fig 101

To exit the menu and go back to previous page highlight the "< Back" indication 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 exterior light is very bright, the display will switch to white background. If exterior light is poor, the display will switch to black background.



## Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the backlighting will always be set by default to the "AUTO" mode.

## Setting menu - setting the date and time (Date and Clock)

This function allows setting date and time.

Enter the setting menu (SETTING MENU).

Select "Date and Clock" option, by pressing button (1) or (2). Once function is displayed, press button (4).

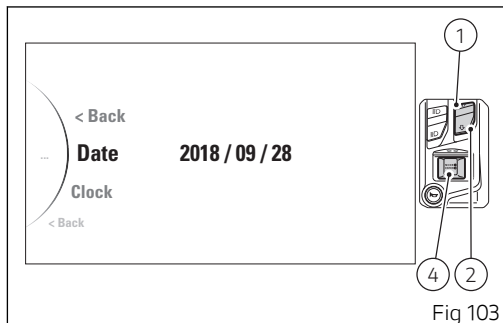
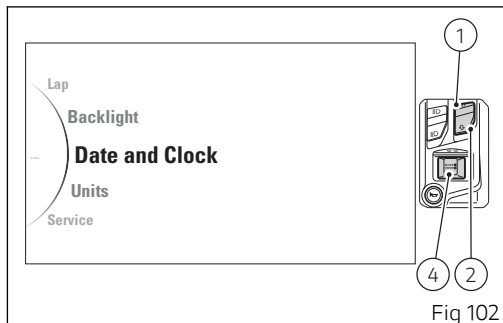
The following indications will be displayed on this page (Fig 103):

- < Back
- Date
- Clock
- < Back

With buttons (1) and (2) it is possible to select the parameter to be modified.

Select "Date", at the center of the display is currently set date in the format "YYYY / MM / DD" (year / month / day); press button (4) to set the date.

Select "Clock", at the center of the display is currently set time in the format "AM/PM HH : MM" (AM or PM, hours : minutes); press button (4) to set the time.



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



### Note

If the date has never been set or has been reset, the display shows a string of dashes in place of the year, month and day (" - - - / - - / - -").



### Note

If the time has never been set or has been reset, the display shows time as "AM - -: - -".

## Date setting (Date)

Select "Date" (A) and press button (4), the instrument panel will show "Set..." on the right side, and at the center the flashing year with two arrows above and below the number (B), thereby indicating the possibility to modify the figure by means of button (1) and button (2):

- Press button (1) to increase year value by 1 ("2000", "2001", ..... "2099", "2000");
- press button (2) to decrease year value by 1 ("2099", "2098", ..... "2000", "2099");
- once you reach the year to be set, press button (4) to confirm. The arrows will then move to the month value to allow setting it.

When the two arrows are displayed above and below the flashing month indication, they give the possibility to set it:

- press button (1) to increase the month by 1 ("01", "02", ..... "12", "01");
- press button (2) to decrease the month by 1 ("12", "11", ..... "01", "12");

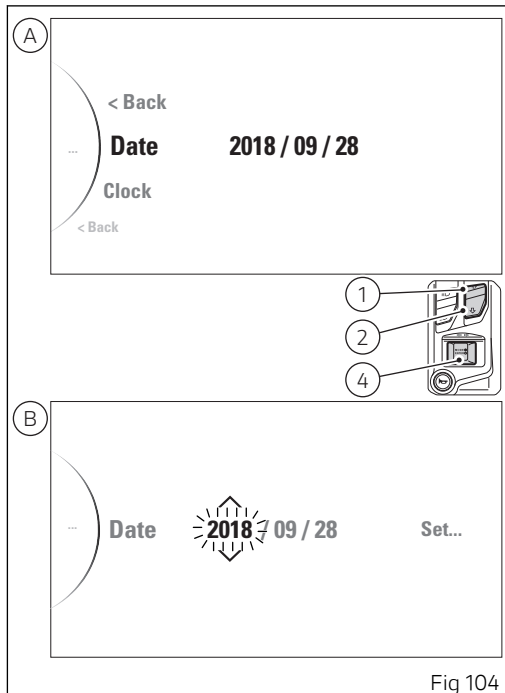


Fig 104

- once you reach the month to be set, press button (4) to confirm. The arrows will then move to the day value to allow setting it.



## Important

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

When the two arrows are displayed above and below the flashing day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 ("01", "02", ... "31", "01");
- press button (2) to decrease the day by 1 ("31", "30", ... "01", "31");
- Once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set date and activates the indication "< Back".

If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically go back to setting the year without storing any new date.

To exit the menu highlight the "< Back" indication and press button (4).

## Time setting (Clock)

Select "Clock" (A) and press button (4), the instrument panel will show "Set..." on the right side, and at the center the flashing time with "AM" or "PM" and with two arrows above and below (B), thereby indicating the possibility to modify the figure by means of button (1) and button (2). Once you set the desired value, press button (4) to confirm: the arrows will move to the hour value to allow setting it.

When the two arrows are displayed above and below the flashing hour indication, they give the possibility to set it:

- press button (1) to increase hour value by 1 ("01", "02", ... "12", "01");
- press button (2) to decrease hour value by 1 ("12", "11", .... "01", "12");
- once you reach the value to be set, press button (4) to confirm. The arrows will then move to the minute value to allow setting it.

When the two arrows are displayed above and below the flashing minute indication, they give the possibility to set it:

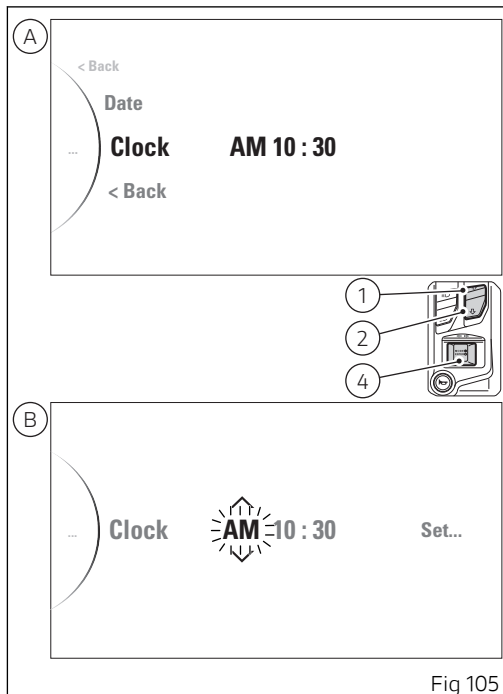


Fig 105

- press button (1) to increase minutes by 1 ("00", "01", ..... "59", "00");
- press button (2) to decrease minutes by 1 ("59", "58", ..... "00", "59");
- once you reach the value to be set, press button (4) to confirm.

After pressing button (4) to confirm the minutes, the instrument panel saves the set time and activates the indication "< Back".

To exit the menu highlight the "< Back" indication and press button (4).



### **Note**

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

## Setting menu - unit of measurement setting (Units)

This function allows changing the units of measurement of the displayed values.

Enter the setting menu (SETTING MENU).  
Select "Units" option, by pressing button (1) or (2).  
Once function is displayed, press button (4).

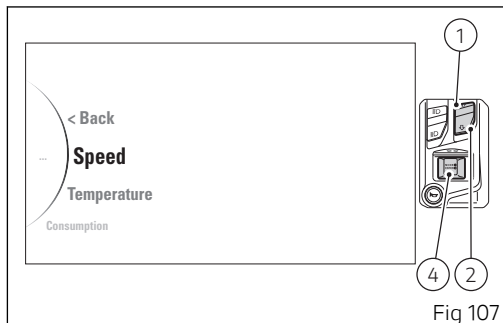
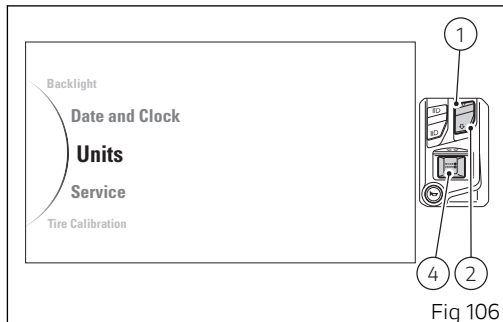
As you enter this function (Fig 107), the instrument panel displays the following indications:

- < Back
- Speed
- Temperature
- Consumption
- All Default
- < Back

The "All Default" indication is visible only if one or more parameters have been modified.

Measurements for which it is possible to change the unit are the following:

- Speed;
- Temperature;
- Fuel consumption.



With buttons (1) and (2) it is possible to select the measurement of which you wish to change the unit:

- select "Speed" and press button (4) to customize the speed unit of measurement;
- select "Temperature" and press button (4) to customize temperature unit of measurement;
- select "Fuel consumption" and press button (4) to customize fuel consumption unit of measurement;
- select "All Default" and press button (4) to restore all values of the units of measurements of all displayed quantities.

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

## Setting the unit of measurement for speed (Speed)

This function allows to change the units of measurement of speed and hence even the ones of distance traveled.

This page (Fig 109) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- km/h
- mph
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

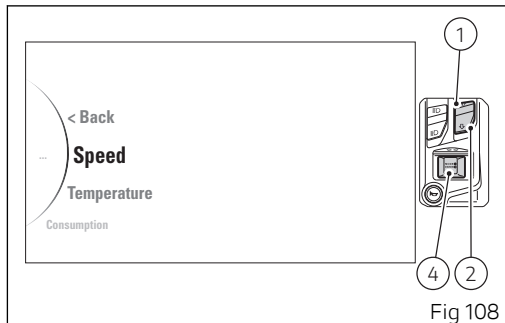


Fig 108

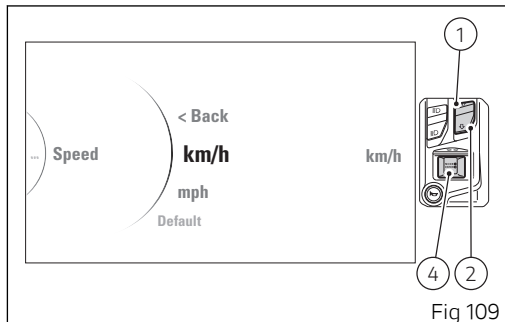


Fig 109

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

## Setting the unit of measurement for temperature (Temperature)

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

This page (Fig 111) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- °F
- °C
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

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

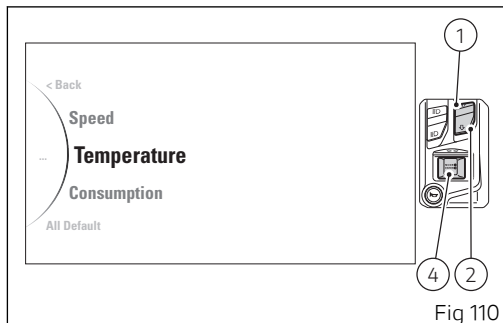


Fig 110

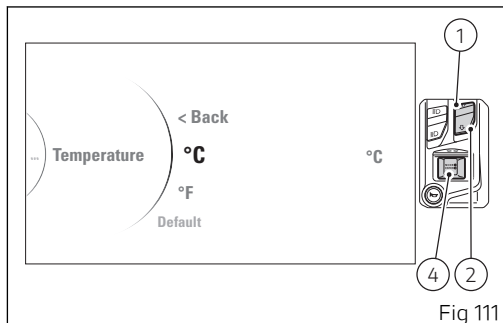


Fig 111

## Setting the unit of measurement for fuel consumption (Consumption)

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

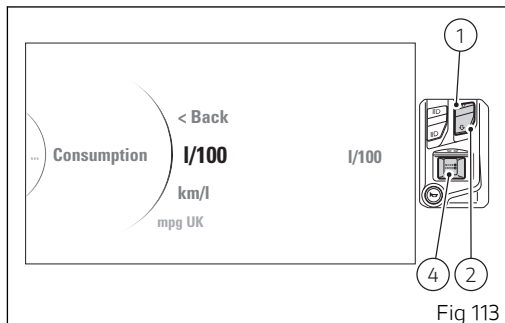
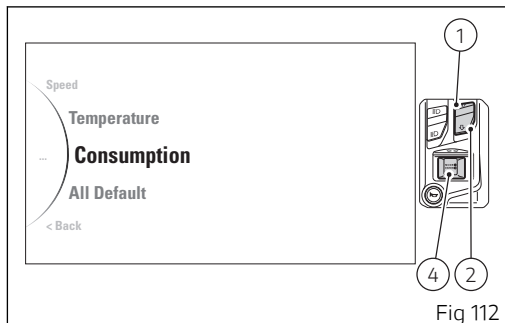
This page (Fig 113) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- l/100
- km/l
- mpg UK
- mpg US
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.



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

## Setting menu - service information (Service)

This function informs the user on the deadlines for the indications of Oil Service (in km or miles), Desmo Service (in km or miles) and Annual Service (date).

Enter the setting menu (SETTING MENU).  
Select "Service" option, by pressing button (1) or (2).  
Once function is displayed, press button (4).

When entering this function (Fig 115), the instrument panel will list, for each type of maintenance, the countdown for reaching the maintenance threshold:

- Oil Service with logo and mileage (in km or miles) left before the next threshold;
- Desmo Service with logo and mileage (in km or miles) left before the next threshold;
- Annual Service with logo and expiration date.

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

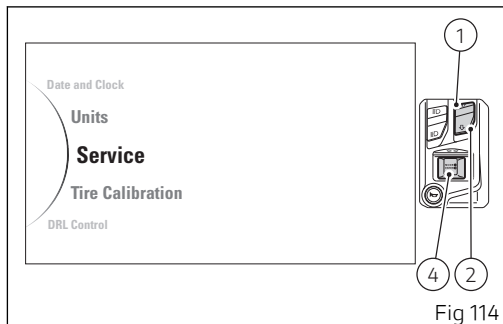


Fig 114

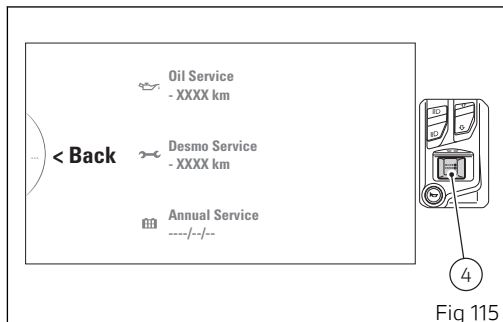


Fig 115

## 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 (SETTING MENU).  
Select "Tire Calibration" option, by pressing button (1) or (2). Once function is displayed, press button (4).

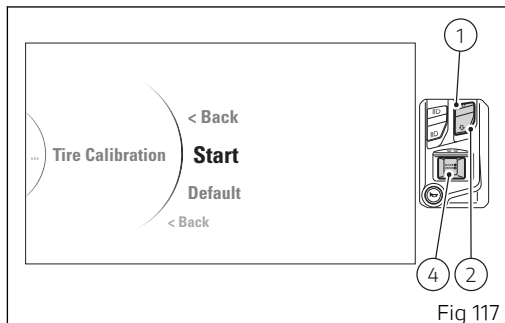
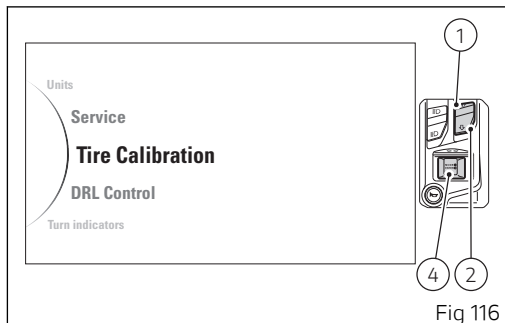
As you enter this function (Fig 117), the instrument panel displays the following indications:

- < Back
- Start
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

To exit the menu and go back to previous page highlight the "< Back" indication using button (1) or (2) and press button (4).

To start the drive ratio and tire calibration procedure, highlight "Start" option and press button (4).



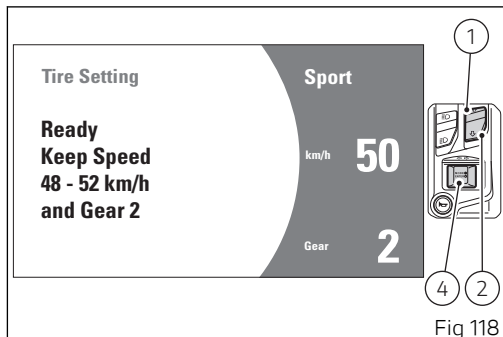
When the calibration procedure starts, the instrument panel displays the message "Ready" flashing, the message "Keep Speed" with speed range and the gear to be maintained by the user to complete the teach-in procedure. On the right the reference Riding Mode, current speed and gear engaged.

### Important

The teach-in procedure is allowed only at a vehicle speed between 30 mph (48 Km/h) and 32 mph (52 Km/h) in the 2nd gear.

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".

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" 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 120) 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

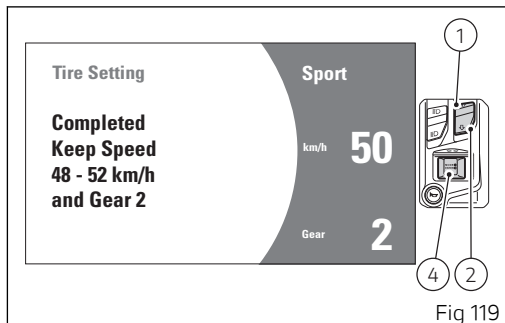


Fig 119

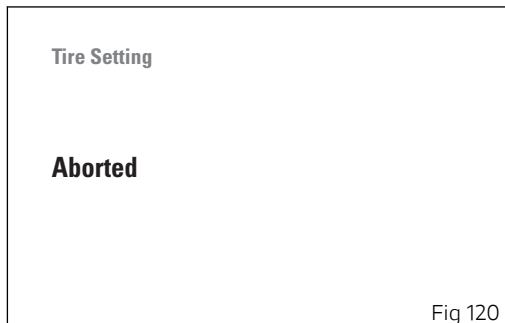


Fig 120

panel shows “Failed” followed by the previous screen after a few seconds.

To reset to the default settings, use buttons (1) and (2) to select "Default" (Fig 117) and press button (4). Then, the instrument panel shows "Default Please Wait..." (Fig 121) and after a while "Default ok" (Fig 122) for 2 seconds, then followed by the previous screen.

**Tire Setting**

**Default  
Please Wait...**

Fig 121

**Tire Setting**

**Default  
Default ok**

Fig 122

## Setting menu - DRL light mode setting - accessory (DRL Control)

This function is available only if the DRL light is installed and allows setting the DRL control to automatic (Auto) or manual (Manual) mode.

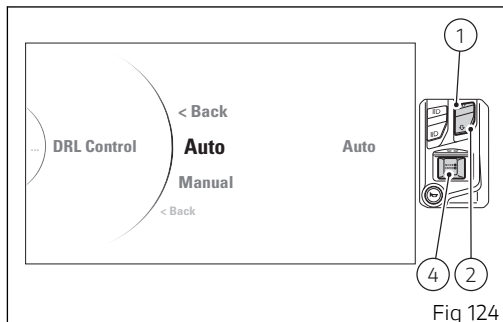
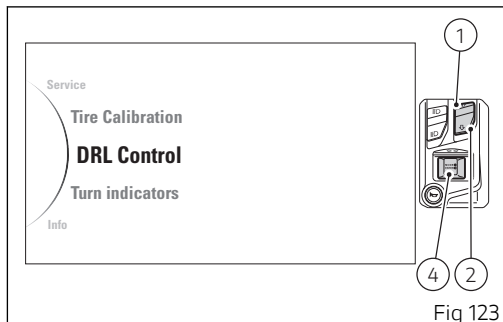
Enter the setting menu (SETTING MENU).  
Select "DRL Control" option, by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function, the instrument panel displays the following indications:

- < Back
- Auto
- Manual
- < Back

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

- by selecting "Auto" the DRL light is automatically switched from the day mode to the night mode and vice versa according to the ambient light;
- by selecting "Manual" the automatic management of DRL light is disabled.



Once required mode is highlighted, press button (4) to confirm.

To exit the menu and go back to previous page highlight the "< Back" 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.

## Setting menu - setting Bluetooth devices - accessory (Bluetooth)

This function is available only if the Bluetooth control unit is installed and allows managing the paired devices: view, addition of new devices and removal of devices already paired.

Enter the setting menu (SETTING MENU).

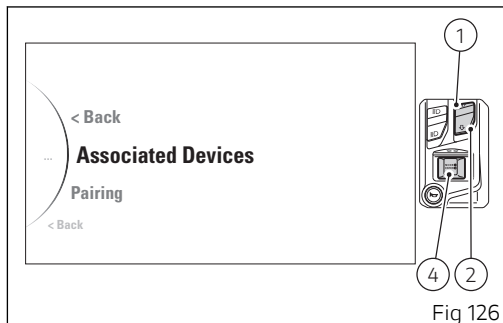
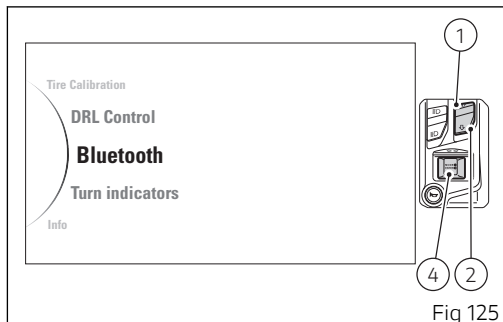
Select "Bluetooth" option, by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function, the instrument panel displays the following indications:

- < Back
- Associated Devices
- Pairing
- < Back

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

Select "Associated Devices" and press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display and deletion";



Select "Pairing" and press button (4) to pair new devices, as described in paragraph "Search and pairing of a new device".

To exit the menu, select the "< Back" option and press button (4).

## Associated Devices display and deletion

Enter the setting menu (SETTING MENU).  
Select "Bluetooth" option, by pressing button (1) or (2). Once function is displayed, press button (4). Then select "Associated Devices" and press button (4).

This function displays a list of all associated devices (A): the list can show a maximum of 5 devices. For each device the relevant icon indicating the type is shown on the side. The device can also be deleted.  
If no associated devices are present, the instrument panel will show "No Device" (B).

The paired devices can be maximum 5:

- 2 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

Use button (1) or (2) to scroll the list and select associated devices.

Select from the list the device to be deleted then press button (4) to delete it.

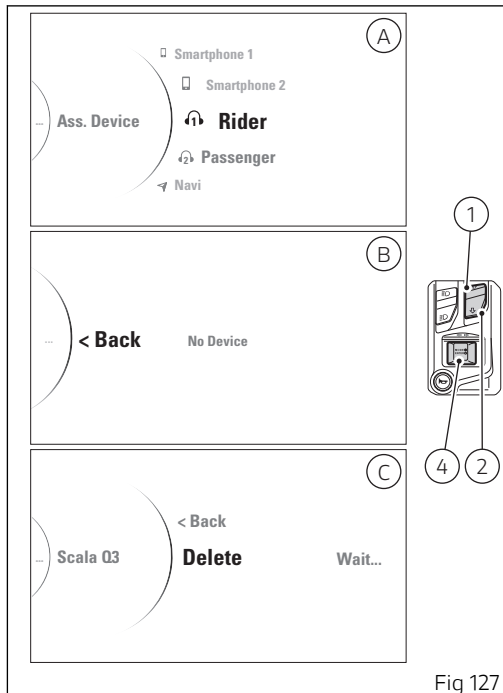


Fig 127

The instrument panel shows the name of the selected device on the left side, "< Back" option and the message "Delete" (C) at the center.

Press button (4) when "Delete" is selected, to delete the device: "Wait.." message is shown for a few seconds on the right side, then instrument panel will show the updated list of associated devices (A).

If you do not wish to delete it, select the "< Back" option and press button (4).



### 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.

## Pairing of a new device

This function allows pairing a new Bluetooth device to the instrument panel. The device must be turned on and set so that the instrument panel can detect it. 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 can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

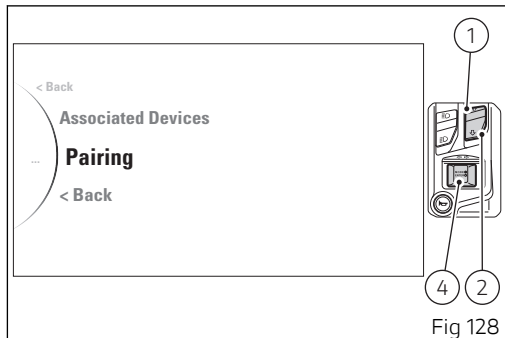
To pair a new Bluetooth device, you must open the **SETTING MENU**.

Select "Bluetooth" option, by pressing button (1) or (2). Once function is displayed, press button (4). Then select "Pairing" and press button (4).



### 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.

When entering this function (A), the instrument panel will display the types of devices that can be paired:

- < Back
- Smartphone
- Rider
- Passenger
- Navi
- < Back

Use buttons (1) and (2) to select the type of device for which you wish to start the device search procedure and press button (4).

The instrument panel will start searching for Bluetooth visible devices, and show type of device it is looking for on the left side of the screen, the list of identified devices at the center and "Wait.." message on the left side, which remains until search is completed.

At the end of this operation, a list of all found devices that can be paired is displayed (B). The list may include a maximum of 20 devices.

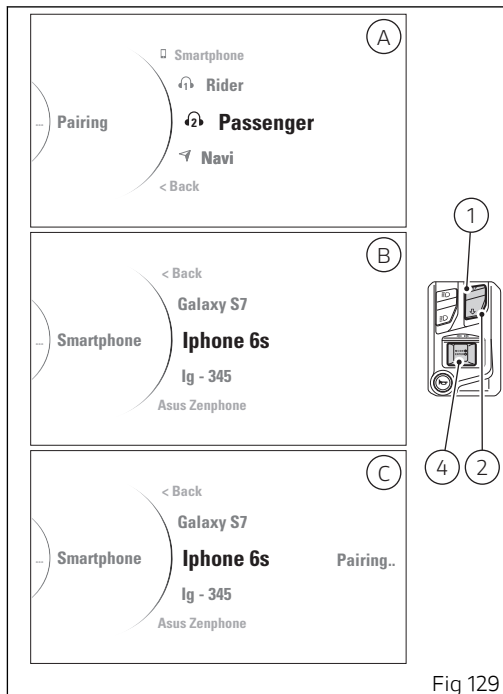


Fig 129

Use buttons (1) and (2) to select the desired device and press button (4) to start the pairing procedure. The display shows the message "Pairing.." on the right side (C).

As soon as the procedure is completed, the device is added to the list of associated devices (A, Fig 127) and the instrument panel goes back to the previous page (A, Fig 129).

If Pairing is not successful, the "Pairing error" message will be displayed.

If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.

## 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.

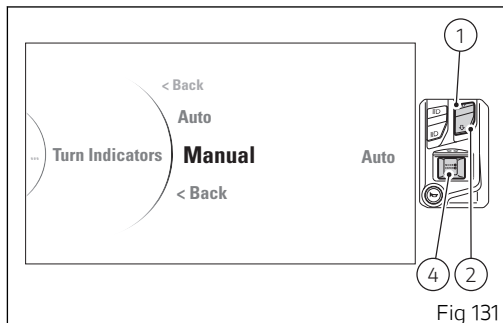
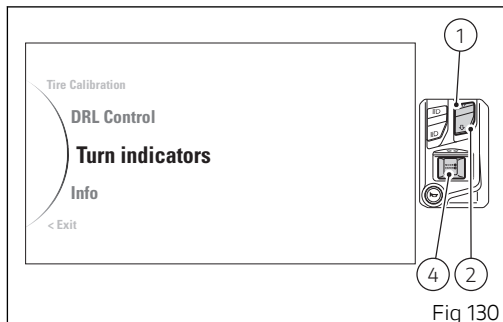
Enter the setting menu (SETTING MENU).  
Select "Turn Indicators" by pressing button (1) or (2).  
Once function is displayed, press button (4).

As you enter this function, the instrument panel displays the following indications:

- < Back
- Auto
- Manual
- < Back

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-cancel 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.

To exit the menu and go back to previous page highlight the "< Back" 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 - information (Info)

This function allows viewing the vehicle battery voltage and the RPM "digital" indication.

Enter the setting menu (SETTING MENU).  
Select "Info" option, by pressing button (1) or (2).  
Once function is displayed, press button (4).

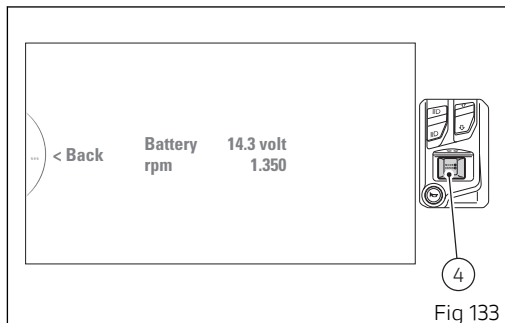
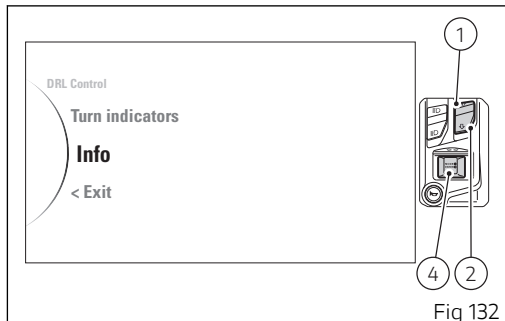
When entering this function, the instrument panel displays:

- "Battery" with battery voltage value;
- "rpm" with the number of engine rpm in digital format.

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

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed as a steady value with the battery icon on the standard background;



- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.

The display shows the numerical value of the RPM with a precision of 50 rpm.

If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - -" is displayed to indicate an undefined reading.

## Lap time (Lap)

To activate the Lap function, refer to chapter "Setting menu - lap timer (Lap)" page 133.

When the Lap function is activated, the timer is displayed on the main screen indicating 0'00.00 as well as the lap number with first indication "Lap - -". When button (3) is pressed for the first time, the lap timer starts with a tenth-of-a-second resolution and the Lap number in progress is displayed. Both data flash for 4 seconds and then remain steady on. Every time button (3) is pressed again, the display shows the number and time of the just-ended lap for 6 seconds.

Then the timer and the number of the new current lap are displayed again.

If lap timer is active but motorcycle is at standstill, lap timer is stopped after 5 seconds and it is displayed with the initial indication 0'00.00 and the lap number "Lap - -".

The next time rider pushes button (3), the lap timer is reactivated.

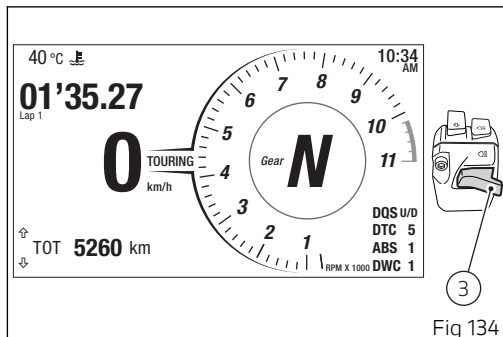


Fig 134



### Note

When LAP function is active, button (3) takes on the dual function of high beam Flash and LAP timer Start/Stop.

It is possible to record the lap time, for a total of 30 consecutive laps.

Laps are numbered from 01 to 30: when lap 30 is reached, "FULL" is displayed steadily when button (3) is pressed.

To delete the recorded laps, refer to paragraph "Setting menu - lap timer (Lap)" page 133.

The instrument panel disables the Lap function in the following cases:

- through the relevant On/Off function via the setting menu;
- after deleting the stored Laps via setting menu;
- after a Key-Off;
- upon any power off.

If lap timer is not stopped, it will reach 9mins, 59secs, 99hunds and then restart from zero and continue until the function is disabled using one of the methods above.

If the Lap function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps stored), the instrument panel will keep on recording the remaining laps, starting from the first position available until memory is full (in this example, a maximum of another 12 laps can still be stored).

## Infotainment - accessory

If the Bluetooth control unit is installed, the Bluetooth symbol  is displayed on the instrument panel.

The instrument panel is equipped with an infotainment system that allows managing up to 4 Bluetooth connected devices of different type at the same time:

- 1 smartphones 
- 1 rider helmet/intercom 
- 1 passenger helmet/intercom 
- 1 satellite navigation system 

After connection, they are displayed as follows:

- 1) Smartphone connected;
- 2) Rider helmet earphones connected;
- 3) Passenger helmet earphones connected;
- 4) Rider helmet earphones connected and passenger helmet earphones associated;
- 5) Passenger helmet earphones connected and rider helmet earphones associated;
- 6) Rider helmet and passenger helmet earphones connected;

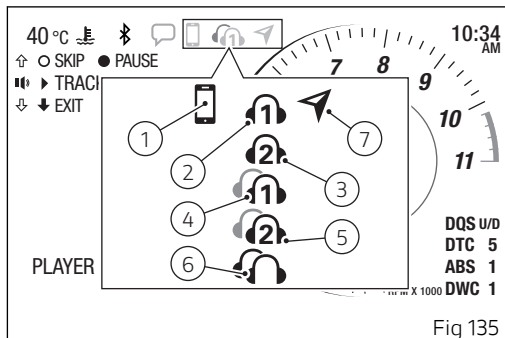


Fig 135

7) Ducati GPS navigator connected.

To pair or remove Bluetooth devices, refer to the chapter "Setting menu - Bluetooth device settings - accessory (Bluetooth)" on page 162.

If a smartphone is connected to the instrument panel via Bluetooth, the system allows managing the music player (page 92) and the list of the last calls (page 99).

Below is a description of what the instrument panel will do in the following cases:

- Incoming call

- Call in progress
- Recall last number (RECALL)
- Missed call
- Message/e-mail received

## Infotainment – Incoming call

If a call is received while the smartphone is connected via Bluetooth to the instrument panel the display will show:

- the message "ACCEPT" next to the arrow  (A)
- the name/number of the person calling (B)
- the message "DECLINE" next to the arrow  (C)

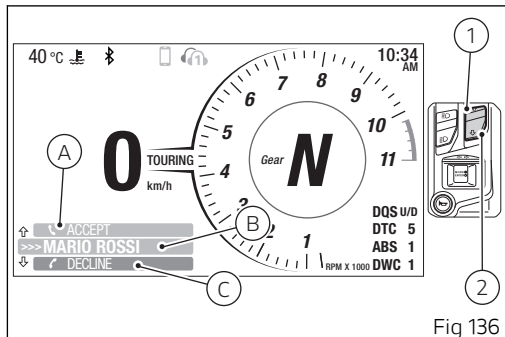
It is possible to answer or reject an incoming call using buttons (1) and (2). In particular:

- to answer the call press button (1)
- to reject the call press button (2)



### Note

During an incoming call, button (1) and button (2) are used to answer or reject the call and not for the "standard" instrument panel functions.



## Infotainment – Call in progress

When answering a call, the instrument panel will display (Fig 137):

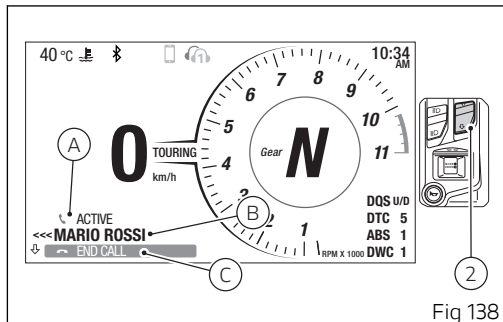
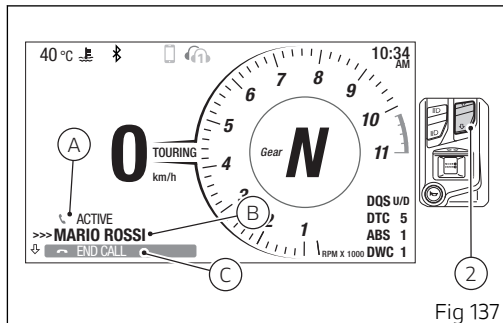
- "ACTIVE" indication (A)
- the name/number of the person calling preceded by ">>>" (B)
- the option "END CALL" next to the arrow ↴ (C)

To end the call press button (2).

When making a call (for example through the LAST CALLS or RECALL functions), the instrument panel displays (Fig 138):

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by "<<<" (B)
- the option "END CALL" next to the arrow ↴ (C)

To end the call press button (2).





## Note

If the rider helmet/intercom is connected in addition to the smartphone, the phone call will take place through the helmet headphones and microphone.

## Infotainment - Recall last number (RECALL)

When a phone call is ended, missed or rejected, the instrument panel activates the RECALL function for 5 seconds that allows recalling the last number.

The display shows:

- the option "RECALL" (A) next to the arrow 
- the name/number of the person calling preceded by "<<<" when making a call, or preceded by ">>>" when receiving a call (B)

Press button (1) to call the last name/number displayed.

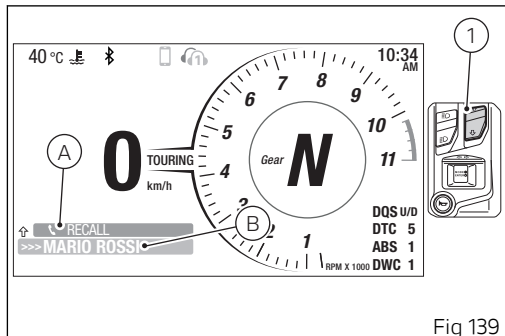


Fig 139

## Infotainment – Missed call

The instrument panel will notify the user about a missed call by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.



### Note

The number of missed calls is not displayed.

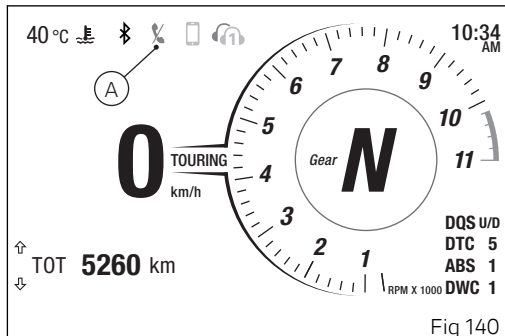


Fig 140

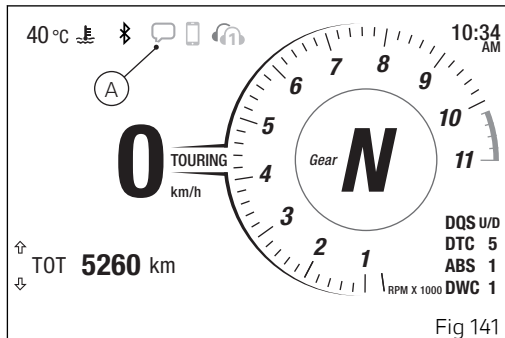
## Infotainment - Message/e-mail received

The instrument panel will notify the user about a received message or e-mail by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.



### Note

The number of received messages or e-mails is not displayed.



## 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.

The types of maintenance operations are displayed in the area indicated in the figure and are as follows:

- OIL SERVICE countdown
- OIL SERVICE
- ANNUAL SERVICE countdown
- ANNUAL SERVICE
- DESMO SERVICE countdown
- DESMO SERVICE

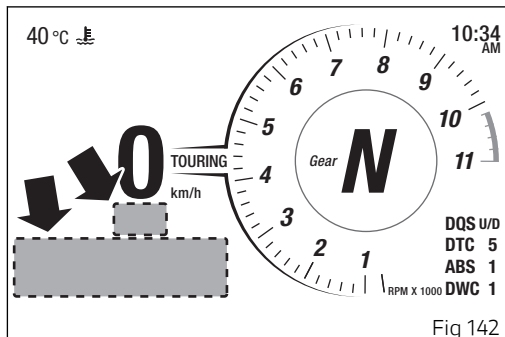


Fig 142

## Indication of Oil Service, Date Service and Desmo Service COUNT DOWN

When the set service thresholds are close, the instrument panel activates the following yellow warnings for 5 seconds upon every Key-ON:

- the OIL SERVICE (A) indication with the count of the remaining mileage in kilometers (miles) instead of the odometer (TOT), 600 mi (1000 km) earlier than the service threshold;
- the ANNUAL SERVICE (B) indication with the count of the remaining days, 30 days earlier than the service threshold;
- the DESMO SERVICE (C) indication with the count of the remaining mileage in kilometers (miles) instead of the odometer (TOT), 600 mi (1,000 km) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the service coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see "Setting menu - service information (Service)" page 154.

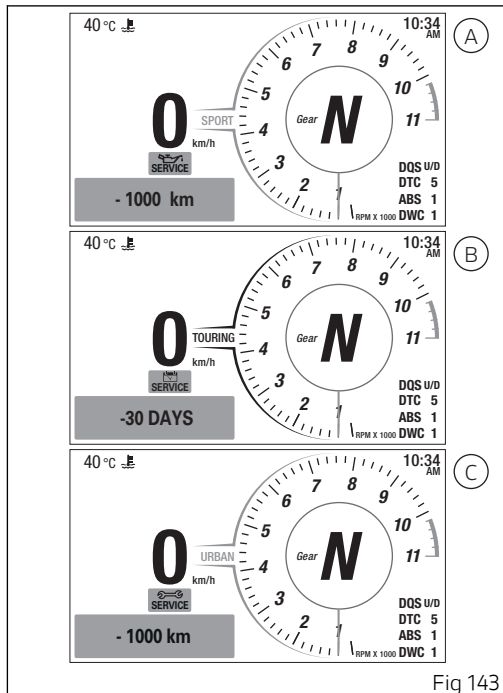


Fig 143

## Indication of Oil Service, Date Service and Desmo Service

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).

Required service warning is triggered and displayed in red until "Reset" by the Ducati authorized service center, during maintenance.

It is possible to view in the Setting menu the deadlines for the service coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see "Setting menu - service information (Service)" page 154.

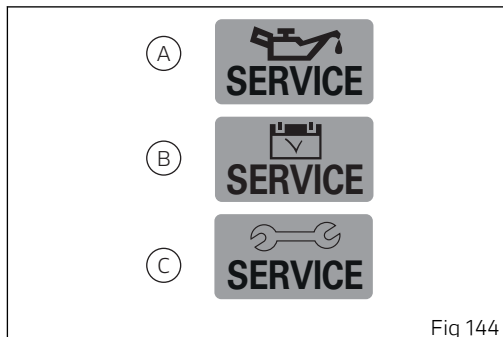


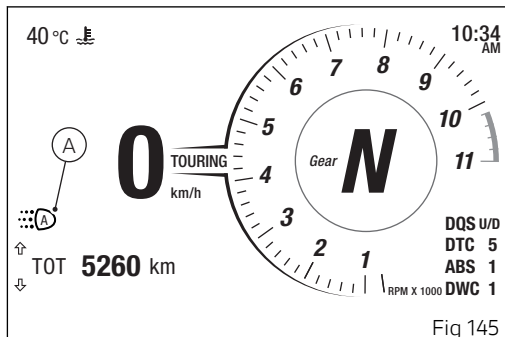
Fig 144

## DRL automatic mode indication - accessory

This function is available only if the DRL light is installed and indicates if the DRL light is set to "AUTO"

Through the setting menu it is possible to change the control mode of the DRL light, refer to the chapter "Setting menu - DRL light mode setting - accessory (DRL Control)" on page 160.

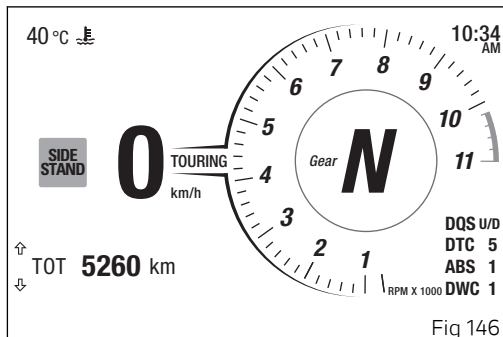
When the DRL is set to "AUTO mode", the instrument panel shows the green warning light (A).



## Viewing side stand status

If side stand is down/open, the instrument panel shows icon "SIDE STAND on a red background.

If instrument panel does not receive side stand status, "SIDE STAND" icon will flash to indicate an undefined status.



## Warnings and Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.

Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

When a warning is triggered, the instrument panel will show the warning in a big size for the first 5 seconds and then permanently in a small size. 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.

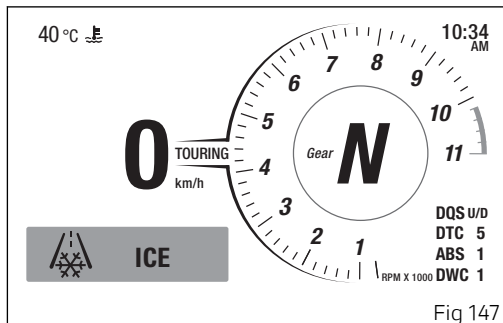


Fig 147

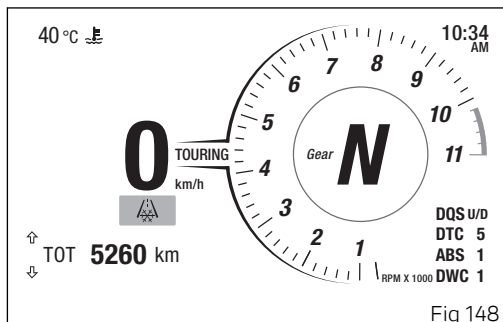


Fig 148

## Ice on the road indication (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.

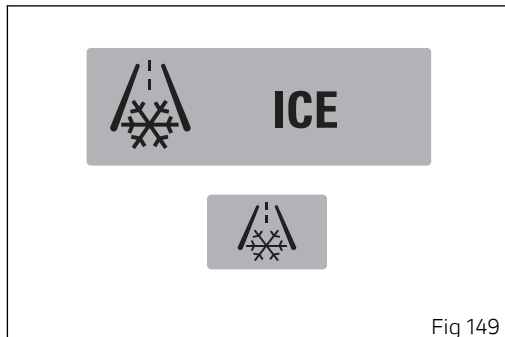


Fig 149

## 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 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.

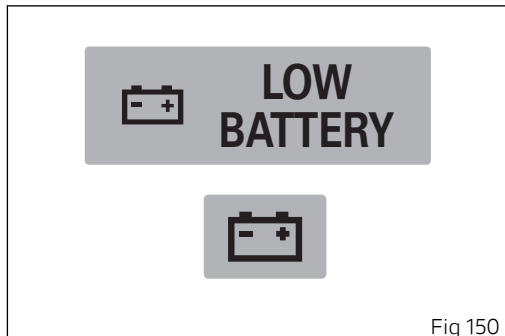


Fig 150

## Entering the Date (INSERT DATE)

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 "Date setting (Date and Clock)".

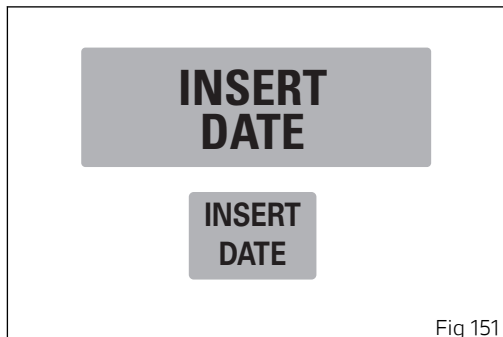


Fig 151

## Errors

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 (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).



### Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

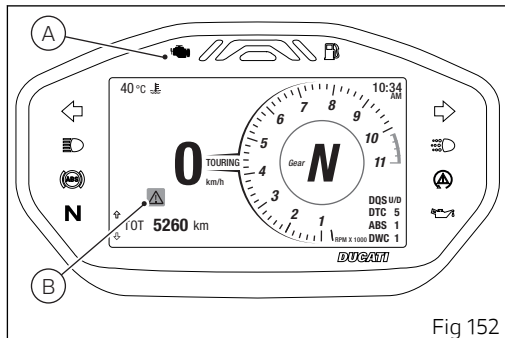


Fig 152

## Light control

### Low/high beam (version without DRL)

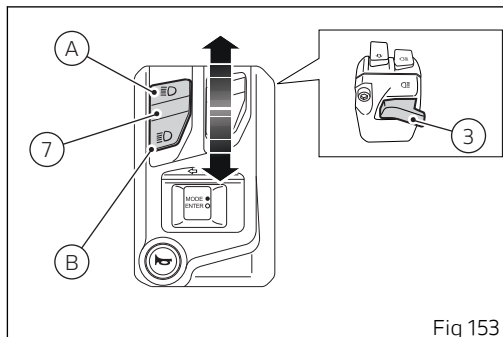
At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on. When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (7), positions (B) and (A), or flash with button (3). If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7), positions (B) and (A), or flash with button (3) 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).

To preserve the motorcycle battery, if when starting the engine the high/low beams are on, the headlight is automatically switched off and then on again when the engine is started.

### 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 low beam is automatically switched 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. 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).

If the low beam is activated, it is possible to switch on the high beam with button (7, Fig 153) position (A), or flash with button (3, Fig 153).

If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7, Fig 153) positions (B) and (A), or flash with button (3, Fig 153) on LH switch.

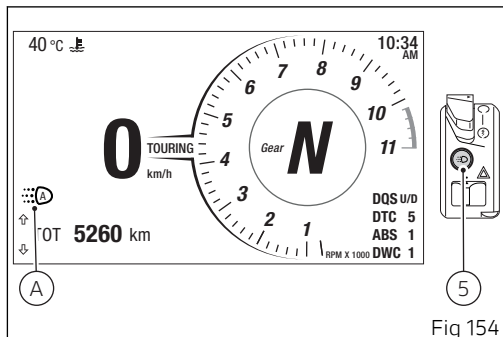
To preserve the motorcycle battery, if the high/low beams or DRL lights are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

## DRL (Daytime Running Light) in AUTO mode – only for version with DRL lights

If the DRL was set to AUTO via the setting menu, the instrument panel automatically manages (according to detected ambient light) the DRL and the low beam:

- if the instrument panel detects good light conditions (day) the DRL is turned on and the low beam is turned off;
- if the instrument panel detects poor light conditions (night) the DRL is turned off and the low beam is turned on.

In this mode, the instrument panel automatically switches from DRL to low beam and vice versa, depending on detected ambient light. When the DRL is set to AUTO mode, the display shows the warning light (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.

If the DRL was set to AUTO mode via the setting menu, press button (5) to disable that mode and set a "normal" light management. Press again button (5) to re-enable DRL but with control strategy set to MANUAL.

In this case, upon Key-Off and Key-On, DRL will be again set to AUTO mode.

## DRL in Manual mode – only for version with DRL light

If the DRL light is in this mode, because set through the setting menu page 160, it does not change its status when the engine is started.

To switch on or off the DRL light, it is necessary to press button (5, Fig 154).



### 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

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the setting menu - see chapter "Setting menu - turn indicator mode setting (Turn Indicators)" on page 170.

### Manual switch-off:

After activating one of the two turn indicators, user can reset them using the button (4).

### Automatic switch-off:

#### 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.

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialized.

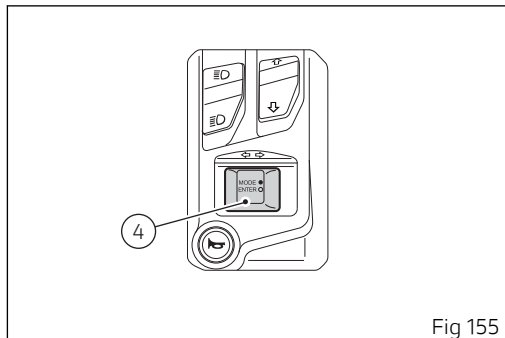


Fig 155



### 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.

This function is activated by pressing button (6). When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel (warning lights 6, see "Instrument panel").

If during the Key-On the Hazard function has been activated, it will carry on working also after the Key-Off.

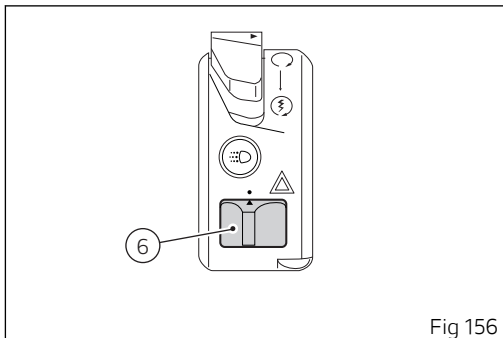
If the function is active in Key-Off, its deactivation is carried out only automatically after 120 minutes.

In Key-Off it is not possible to activate the Hazard function.



### Note

In case of key-on with "Hazard" function still active, the latter remains active (a temporary inhibition of turn indicator control is allowed during instrument panel initial check routine).



### 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.

## **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.

Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.

The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

## Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

The keys (B) are regular ignition keys and are used to:

- start up the engine;
- open the fuel tank filler plug;
- open the seat lock.



### Attention

Separate the keys and use only one of the two to ride the bike.

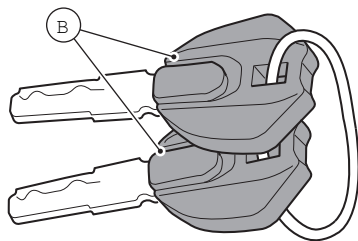


Fig 157

## 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.



### Note

If you sell your motorcycle, do not forget to give all keys to the new owner.

## Restoring motorcycle operation via the PIN CODE

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.

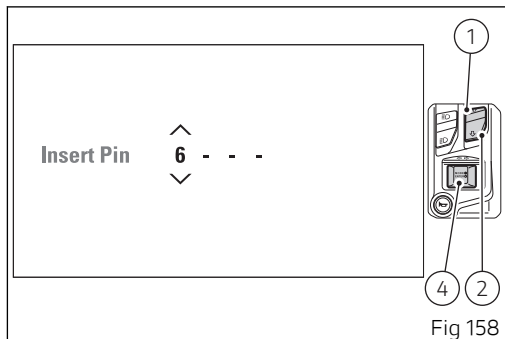
if the PIN CODE function is active, the instrument panel displays "Insert Pin" with four spaces allowing the rider to enter digits of the Pin code to be entered. "0" and "- - -".

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9";
- 3) 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:



- if there is a problem during the PIN code check, the instrument panel displays "ERROR" for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the "Insert Pin" indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 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.

# 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.
- 2) Key-operated ignition switch and steering lock.
- 3) LH switch.
- 4) Clutch lever.
- 5) Rear brake pedal.
- 6) RH switch.
- 7) Throttle twistgrip.
- 8) Front brake lever.
- 9) Gear change pedal.

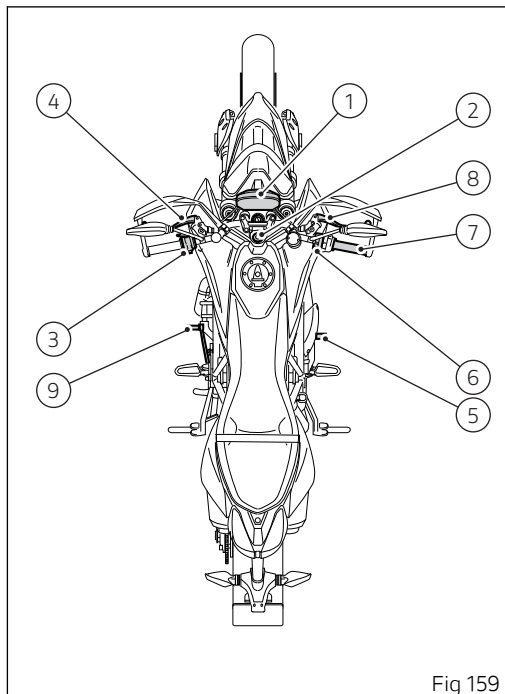


Fig 159

## Key-operated ignition switch and steering lock

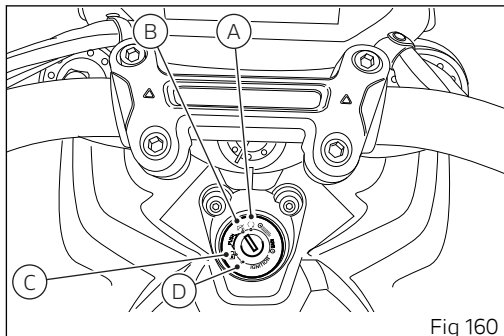
It is located in front of the fuel tank and has four positions:

- A)  : enables lights and engine operation;
- B)  : disables lights and engine operation;
- C)  : the steering is locked;
- D)  : parking light and steering lock.



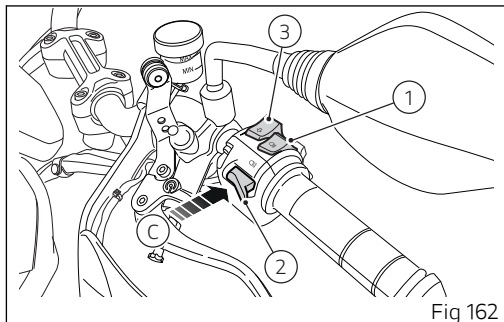
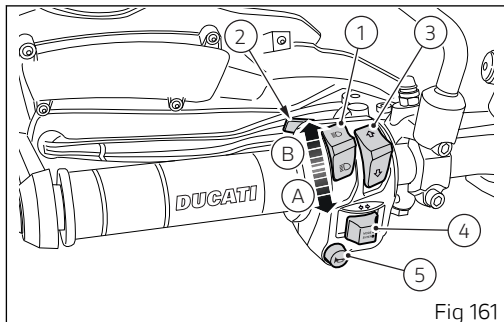
### Note

To move the key to the last two positions, press it down before turning it. The key can be removed in positions (B), (C) and (D).



## Left-hand switch

- 1) Dip switch, light dip switch, two positions:  
position  = low beam on (A);  
position  = high beam on (B);
- 2) Button  = high-beam flasher (FLASH) and instrument panel control (C).
- 3) Instrument panel control switch, position UP "▲" and DOWN "▼";
- 4) Switch  = 3-position turn indicator control:  
central position = off;  
position  = left turn;  
position  = right turn.  
To disable the turn indicator, press the control once it returns to center position.
- 5) Button  = warning horn.



## Clutch lever

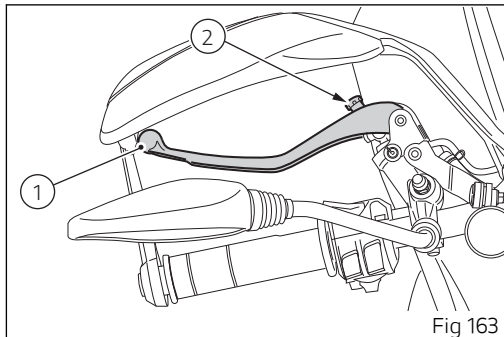
Pull lever (1) towards the handgrip to activate the clutch.

The system is hydraulically operated and you just need to pull the lever gently.

The control lever features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment.

The lever distance can be adjusted through 10 clicks of the dial (2).

Turn clockwise to increase lever distance from the handgrip. Turn the adjuster counterclockwise to decrease lever distance.



### Attention

Before using these controls, thoroughly read instructions under paragraph "Moving off".

### Attention

Set front brake (clutch) lever when motorcycle is stopped.

## Right-hand switch

- 1) Red ON/OFF switch.
- 2) DRL button.
- 3) Hazard button.

The switch (1) has three positions:

position up: KILL ENGINE;  
central position: ENGINE ENABLING;  
pushed down: ENGINE START.

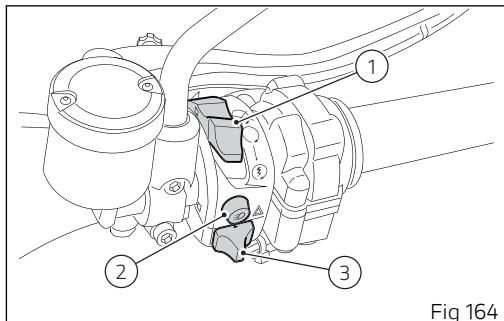


Fig 164

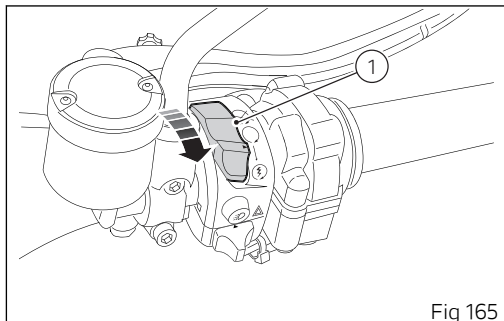


Fig 165

## Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

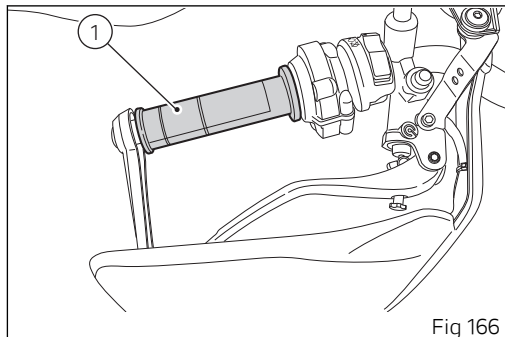


Fig 166

## 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 control lever features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment.

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.

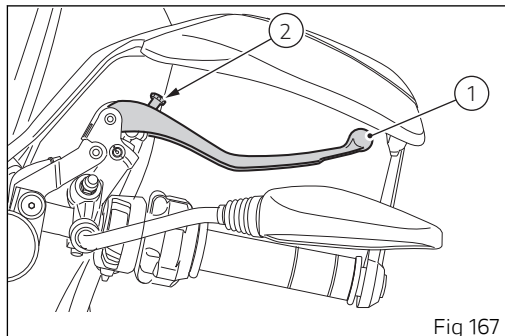


Fig 167



### Attention

Before using these controls, thoroughly read instructions under "Moving off".



### Attention

Set front brake lever when motorcycle is stopped.

## Rear brake pedal

Push down the pedal (1) to operate the rear brake.  
The system is hydraulically operated.

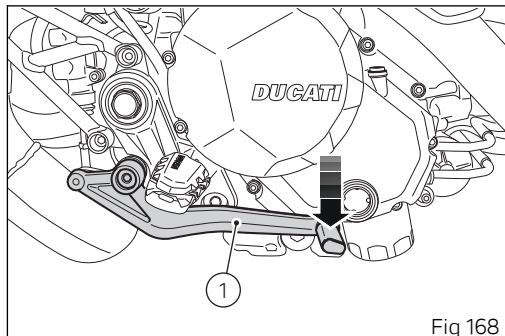


Fig 168

## 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 1<sup>st</sup> gear and to shift down. The N light will go out;
- up = lift the pedal to engage 2<sup>nd</sup> gear and then 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> gears.

Each time you move the pedal you will engage the next gear.

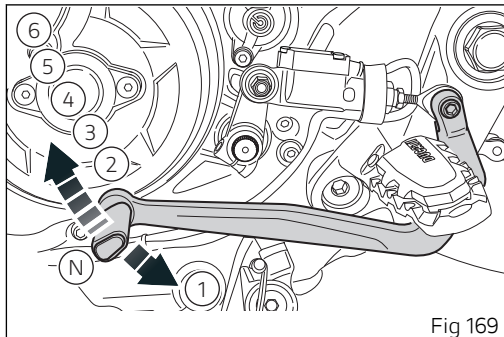


Fig 169

## Adjusting the gear change pedal and the rear brake

The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

Adjust the pedals as follows:

### Gear change pedal

Using an open-end wrench, work screw (2) and lock the rod (3) to adjust rod (1) position. Set the gearchange pedal to the required position.

Once the adjustment is completed, check the correct value (A) that must be:

A= 3.74 in (+0.12; 0 in) / (95 mm) (+3; 0 mm).

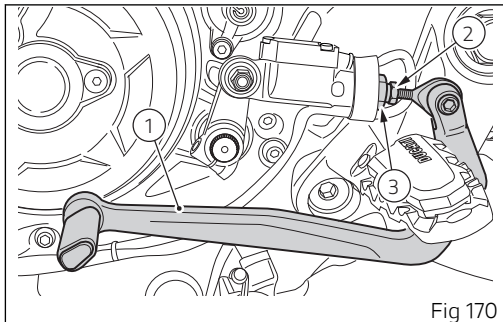


Fig 170

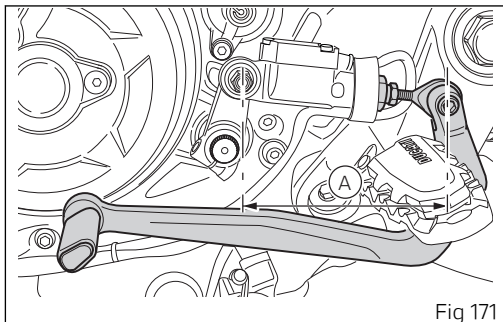


Fig 171

## Rear brake pedal

Loosen counter nut (7).

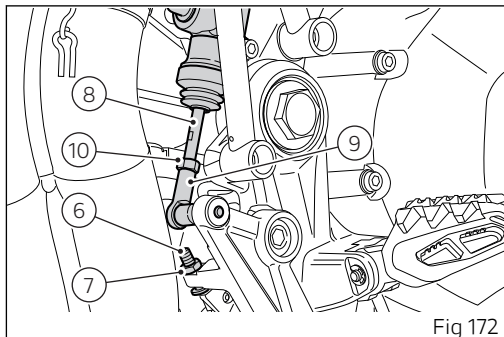
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).

Operate the pedal by hand to check that there is 1.5÷2 mm of free play before the brake bites. If not, adjust the length of the master cylinder pushrod as follows.

Loosen lock nut (10) on master cylinder rod.

Tighten rod (8) on fork (9) to increase clearance or loosen it to decrease it.

Tighten lock nut (10) and check again clearance.



# Main components and devices

## Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Rear shock absorber adjusters.
- 6) Catalytic converter.
- 7) Exhaust silencer.

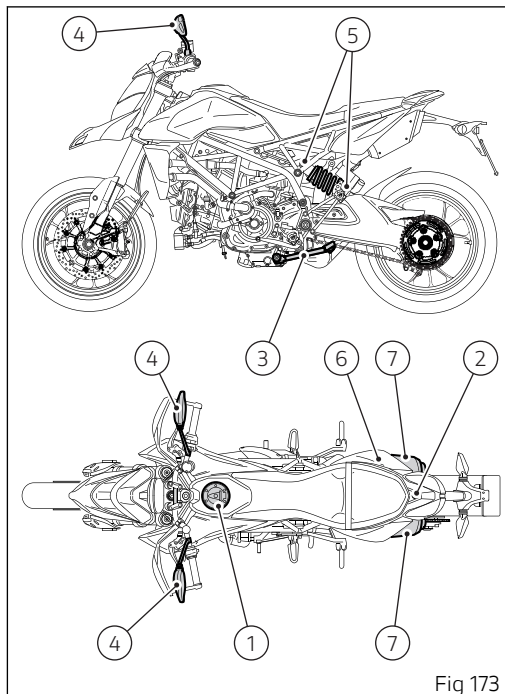


Fig 173

## Fuel tank plug

### OPENING

Lift flap (1) and insert the key in the lock. Turn the key clockwise 1/4 turn to unlock.

### CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (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.

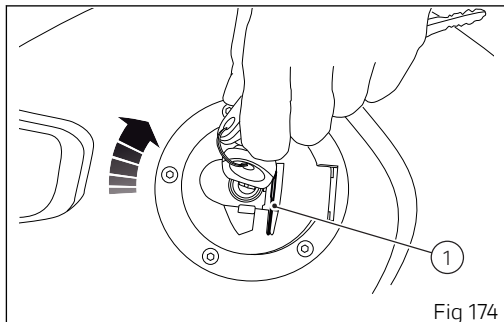


Fig 174

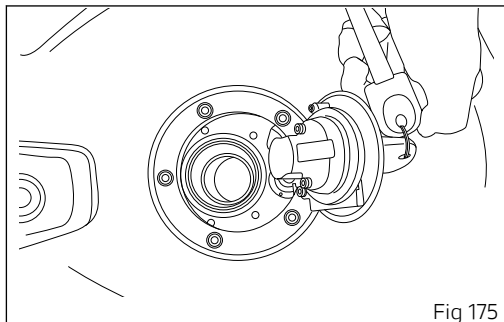


Fig 175

## Seat lock

### Removal procedure

Using wrench (1) on radiator RH side, loosen screw (2) retaining seat to tail guard.

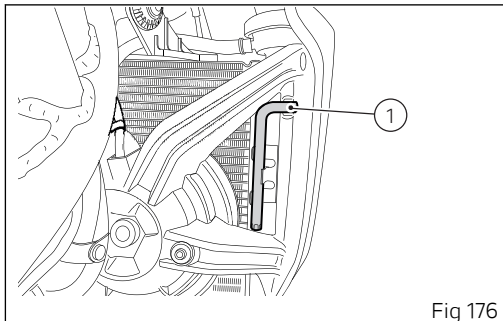


Fig 176

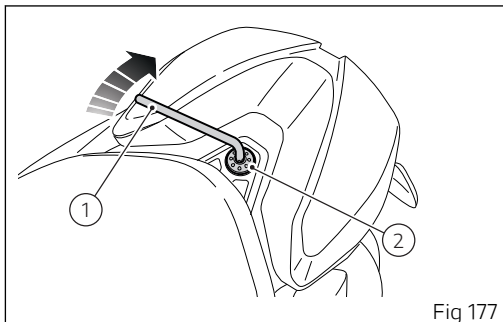
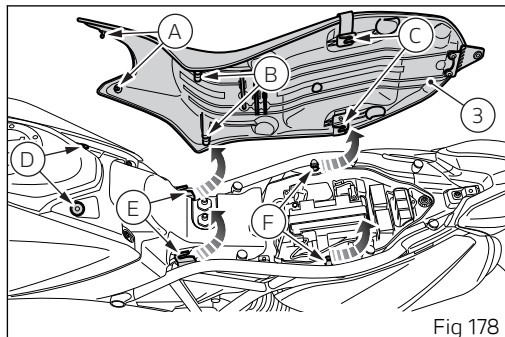


Fig 177

Remove the seat (3), sliding it at the back and up to disengage retainers (A), (B) and (C) from their seats (D), (E) and (F) on the vehicle.



## Refitting

Working in the opposite direction, fit the seat (3) to the vehicle, and make sure to engage retainers (B) and (C) in their seats (E) and (F); then press reference pins (A) into their seats (D).

Tighten screw (2) using wrench (1) supplied and set wrench back to its housing, on radiator RH side.

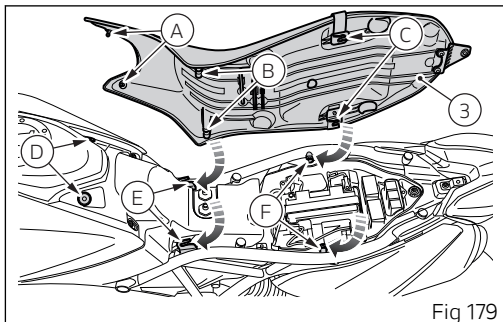


Fig 179

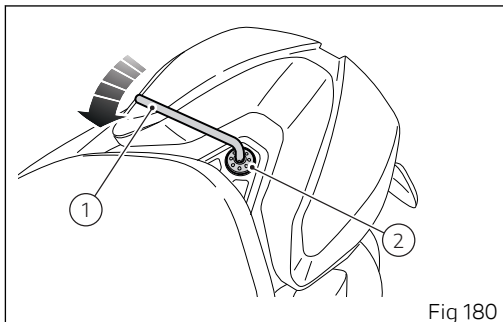


Fig 180

## Side stand



### Important

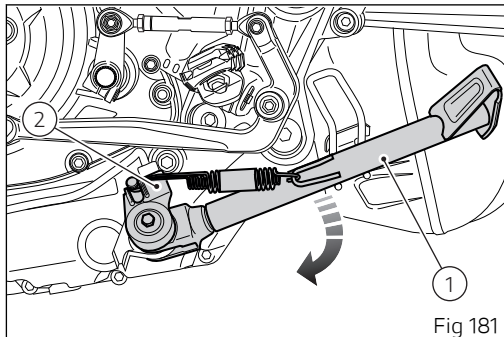
Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

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.



### 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.

## Front fork adjustment

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 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 adjuster (1) at the top end of the RH fork leg with a suitable Allen wrench to adjust rebound damping. Turn adjuster (3) at the top end of the LH fork leg with a suitable Allen 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" position.

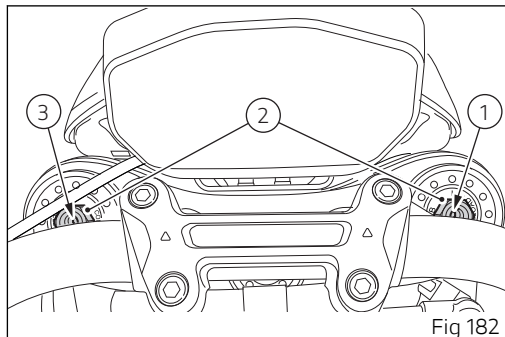


Fig 182

By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

STANDARD factory setting is as follows:

- compression on LH fork leg: 15 clicks (from fully closed);
- rebound on RH fork leg: 10 clicks (from fully closed);
- spring preload: 0.4in (10mm)(from fully uncompressed).

To change preload of the spring inside each fork leg, turn adjuster(2, Fig 182), with a 0.67 in hexagon wrench (17 mm), 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.



### **Attention**

Regulate the adjusters on both legs to the same positions.

## Adjusting the rear shock absorber

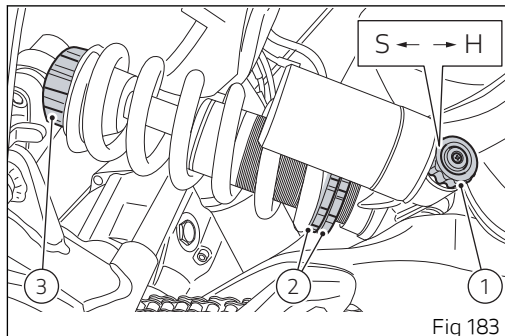
The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. The knob (1) located on the expansion reservoir adjusts the compression damping. The knob (3) located on the top connection holding the shock absorber to the swinging arm adjusts the rebound damping.

Turn knobs (1) or (3) clockwise to stiffen the damping, or counter clockwise to soften it.

The two ring nuts (2), located in the shock absorber lower 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 16 clicks from max. (fully closed position);
- compression: loosen adjuster (1) by 18 clicks from max. (fully closed position);
- spring preload: 8 mm from min. (fully uncompressed).



### 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 under pressure and may cause severe damage if taken apart by someone who is unskilled.

Once the spring preload is set, tighten the top ring nut.

If you intend to transport a passenger and baggage, preload the shock absorber spring to the maximum to improve the dynamic performance of the motorcycle and to avoid possible interference with ground. You may find that rebound damping needs adjusting as well.

# Riding the motorcycle

## Running-in recommendations

### Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 600 mi (1000 km);
- 2) 600 mi (1000 km) to 1500 mi (2500 km).

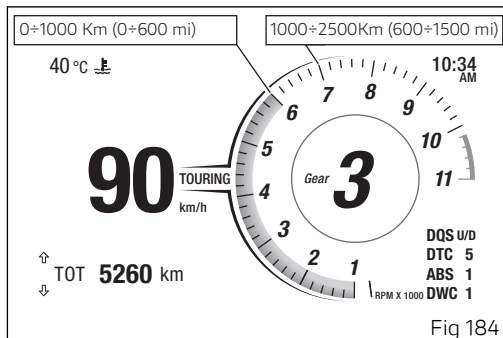
### Up to 600 mi (1000 km)

During the first 600 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 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.

It is also advisable to inspect the drive chain frequently and lubricate as required.

600 mi (1000 km) to 1500 mi (2500 km)

From 600 mi (1,000 km) to 1500 mi (2,500 km) 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 (see "Refueling").
- **ENGINE OIL LEVEL**  
Check oil level in the sump through the sight glass. Top up, if necessary (see "Checking engine oil level").
- **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 (see "Checking and topping up the coolant level").
- **TIRE CONDITION**  
Check tire pressure and condition (see "Tubeless 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. Replace any burnt-out bulbs (see "Replacing headlight light bulbs").
- **KEY LOCKS**  
Make sure that tank filler plug is locked (see "Tank filler plug") and the seat is locked (see "Seat lock").
- **STAND**  
Make sure side stand operates smoothly and is in the correct position (see "Side stand").

## ABS light

After Key-On, the ABS light stays on.  
When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.



### Attention

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or Authorized Service Center.

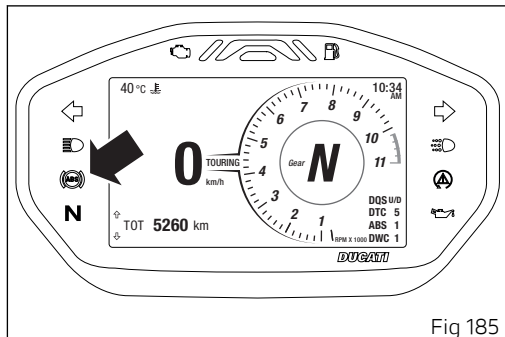


Fig 185

## 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.

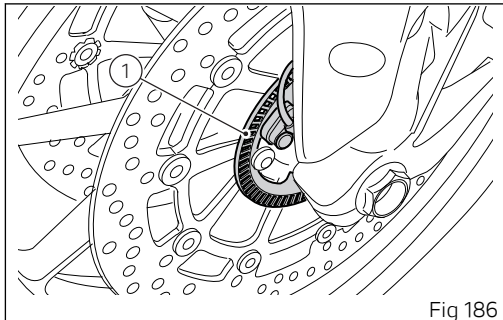


Fig 186

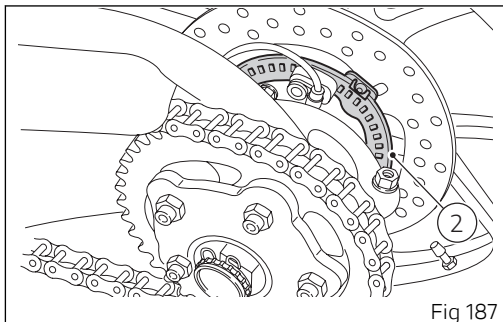


Fig 187

## Starting the engine



### 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.

Move the ignition switch to position (1). Make sure both the green light N (A) and the red light  (B) on the instrument panel come on.



### Important

The oil pressure light should go out a few seconds after the engine has started.

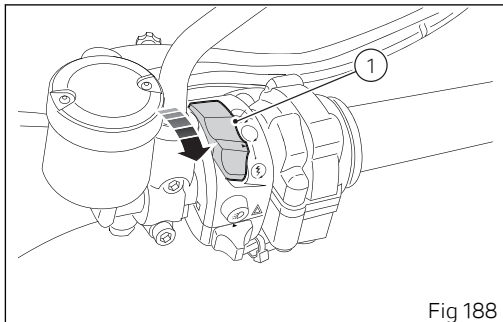


Fig 188

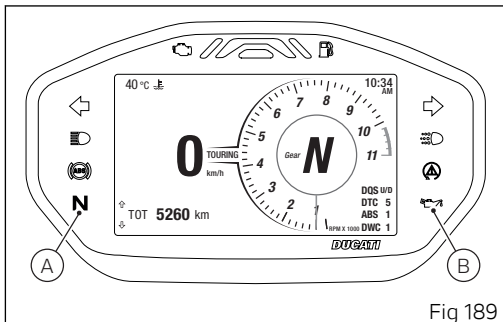


Fig 189



### Attention

The side stand must be fully up (in a horizontal position), as its safety sensor prevents engine start when down.



### 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).

Make sure that emergency start/stop switch (2), is set to (A)  (RUN).

Press switch (2) to the bottom (B) and release it. Let the motorcycle start without operating the throttle control.



### Note

If the battery is flat, system automatically inhibits starter motor cranking operation.

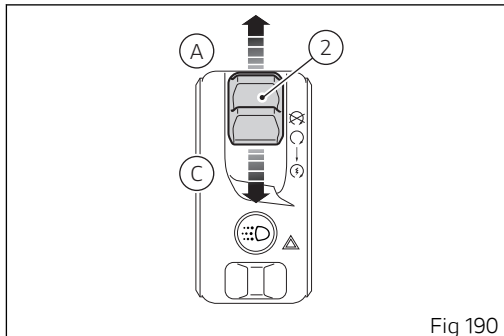


Fig 190



### 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.

## 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, turn 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 of 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 Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears.

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, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.



## Attention

When ABS is disabled, the vehicle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels 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 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.

To switch the engine off, simply turn the key to position (2).



### Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

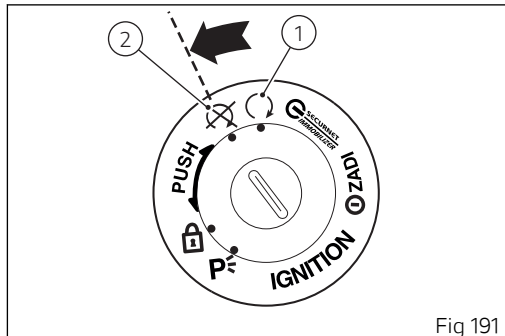


Fig 191

## Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat. You may leave the parking lights on by turning the key to position (4).



### Important

Do not leave the key turned to position (4) for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.



### 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.).

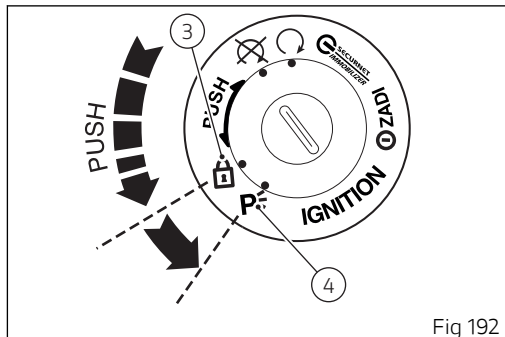


Fig 192



### 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 (1) recess.



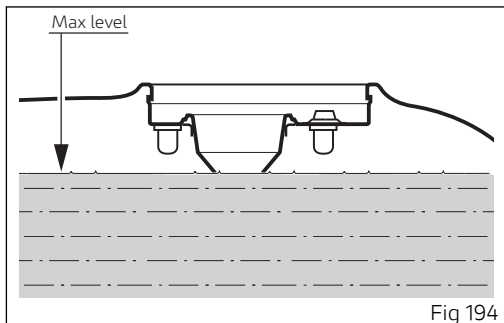
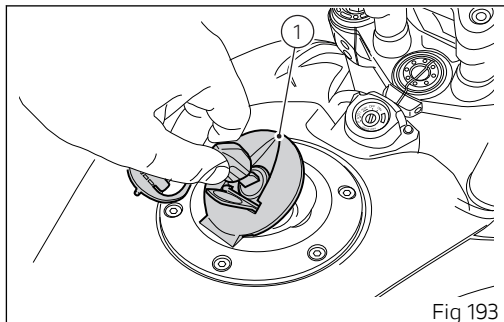
### Attention

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.



## Tool kit and accessories

Supplied accessories are laid out in the most convenient positions for their use.

Under the seat (1) you find:

- 3 mm Allen wrench (2);
- 5 mm Allen wrench (3);
- flat-blade/Phillips screwdriver (4).

To reach them, remove the seat page 219.

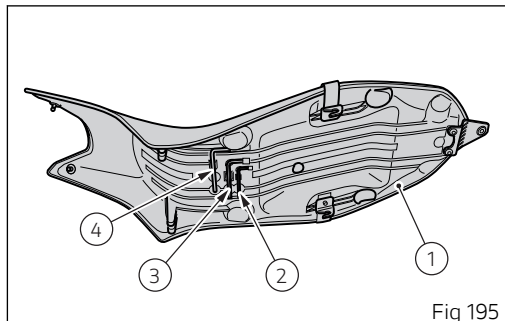


Fig 195

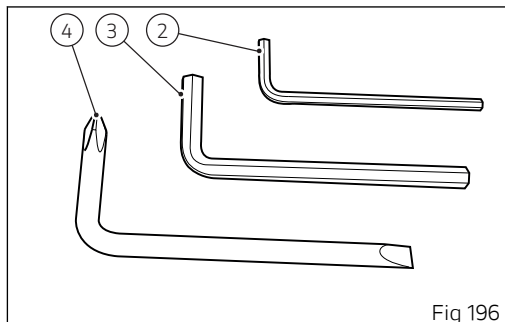
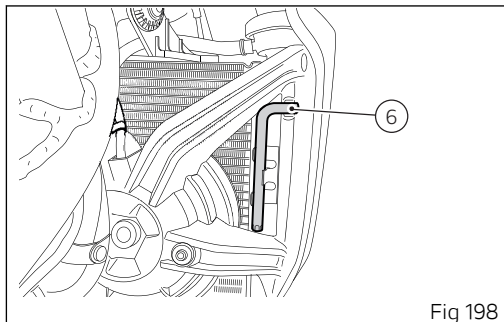
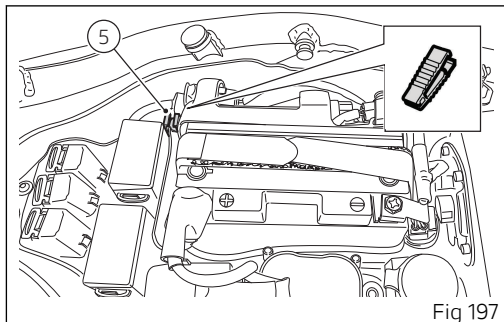


Fig 196

The fuse pliers (5) are fixed next to the fuse boxes.  
The Torx wrench (6) for removing the seat is fixed on vehicle RH side, close to radiator back side.



A socket wrench (7) 14x16x145 to remove the spark plugs tops off the tool kit.

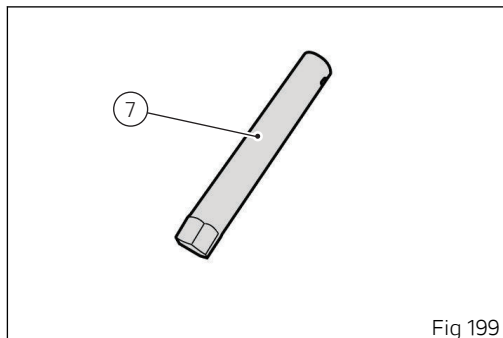


Fig 199

# Main use and maintenance operations

## Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube. Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Screw plug (1) into seat. 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: 2.2 l (0.58 gal).

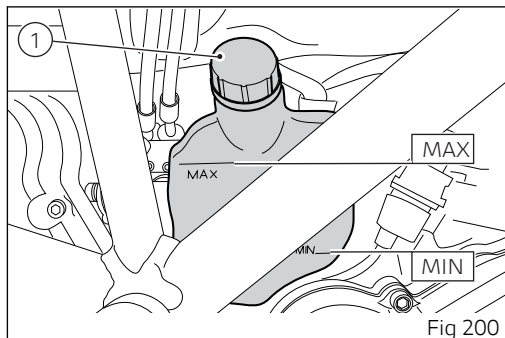


Fig 200



### 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.

## Check clutch and brake fluid level

The levels should not fall below the MIN marks on the respective reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

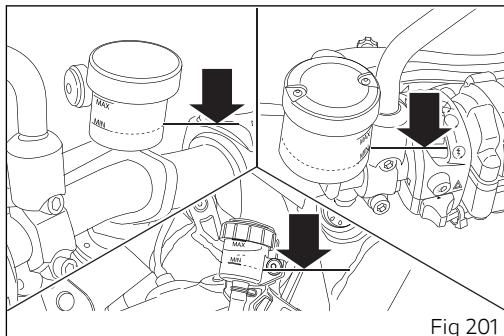
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

### CLUTCH SYSTEM

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there is 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).



### 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.



## 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.

## 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 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.

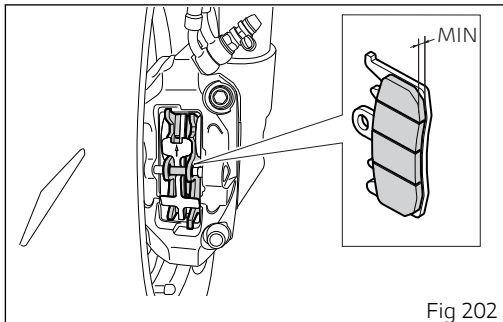


Fig 202

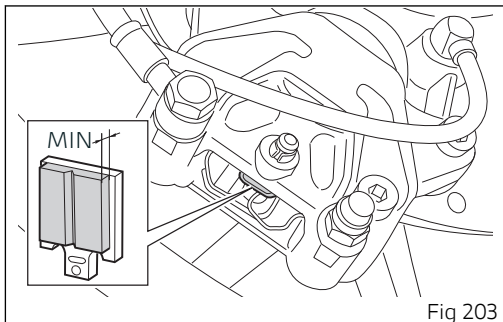


Fig 203

## Charging the battery



### Attention

Have the battery removed at a Ducati Dealer or Authorized Service Center.

To reach the battery it is necessary to remove the seat page 219. Loosen the screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) from the negative terminal always starting from the negative one (-) and remove the battery by sliding it out of its housing.



### 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.

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

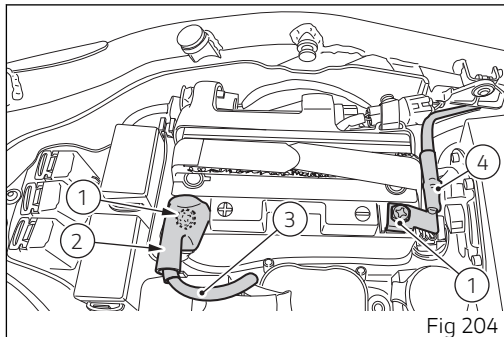


Fig 204



### 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.

Grease the screws (1).

Refit the battery, connect the positive cable (2) and ABS positive cable (3) to the positive terminal and the negative cable (4) to the negative terminal of the battery, always starting from the positive (+), and fit the screws (1).



### **Attention**

Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.

## Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1), under the seat, to which you can connect a special battery charger (2) (Battery maintenance kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.



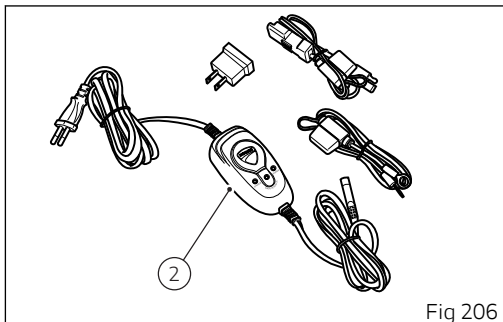
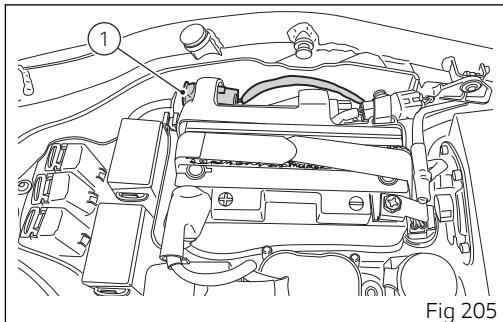
### Note

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.





### 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 end of the bike.



### 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. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be:  $A = 2.72 \div 2.79$  in ( $69 \div 71$  mm).



### Important

This only applies to the motorcycle standard settings, available upon delivery.

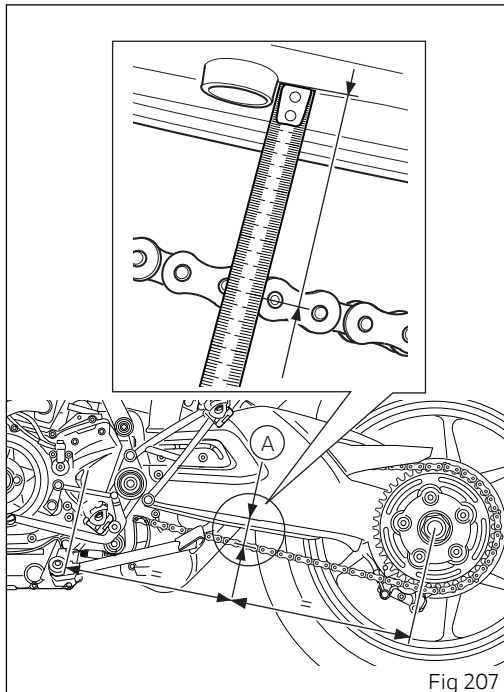


Fig 207



### Attention

Correct tightening of swinging arm screws (1) is critical to rider safety.



### Important

If the drive chain is too tight or too slack, adjust it so that tension reading will fall within specified range.



### Attention

Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.



### 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.

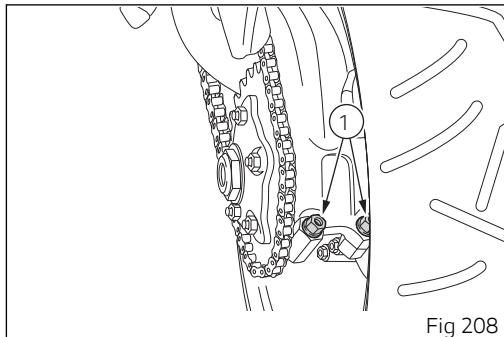


Fig 208

## 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).



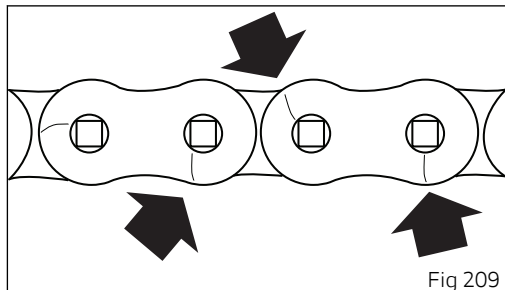
### Attention

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.



## 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.

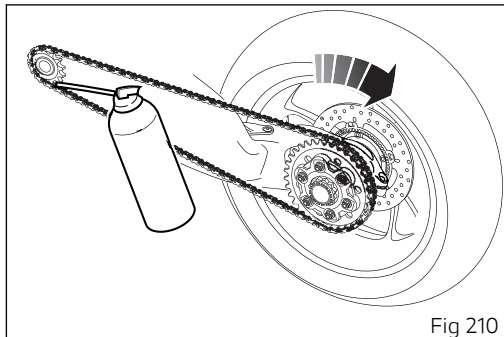
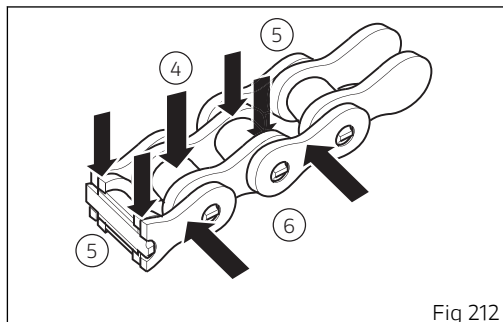
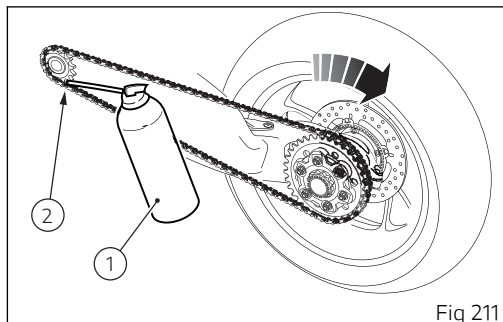


Fig 210

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.



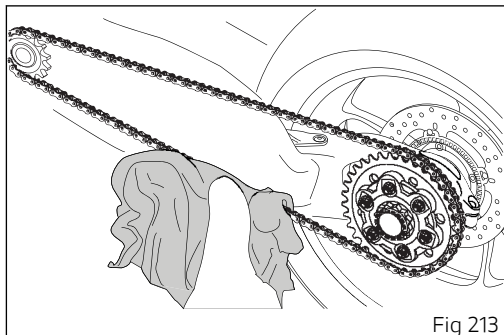
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

**⚠ 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 headlight bulbs



### Important

Have the 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.

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 290. Always check that the bulb functions before reassembling removed parts. Loosen the screws (1). Slightly lift the headlight support.

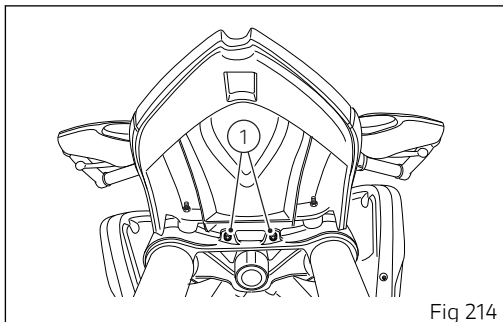


Fig 214

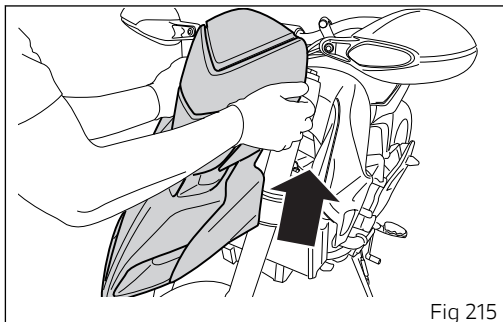
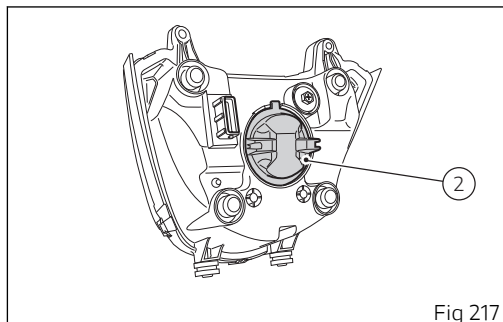
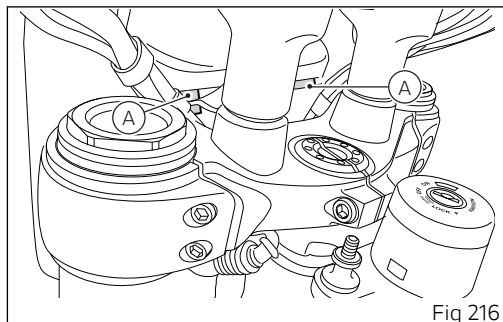


Fig 215

Slide headlight support out of rubber blocks (A).  
Slide headlight support toward bike front end until  
cover (2) is in view.  
Loosen cover (2) counter clockwise.



Disconnect the connector.

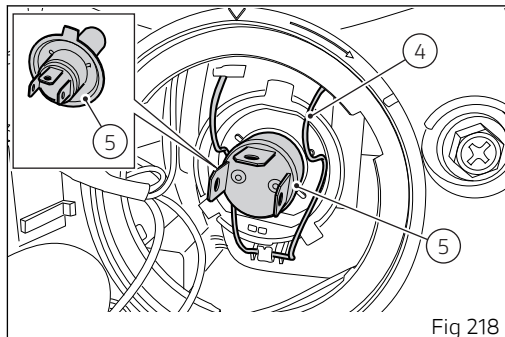
Release the clip (4).

The bulb (5) is the banjo-type: press and rotate counterclockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks.



### Note

Do not touch the transparent part of the new bulb with the hands. This would cause it to blacken thereby reducing bulb brilliancy.



## Changing the turn indicator bulbs

### Front turn indicators

The front turn indicators are built in the hand guards (1) and are maintenance-free as they are LED type. To reach it, remove the four screws (2) and remove the cover (3).



### Important

Have the bulbs replaced at a Ducati Dealer or Authorized Service Center.

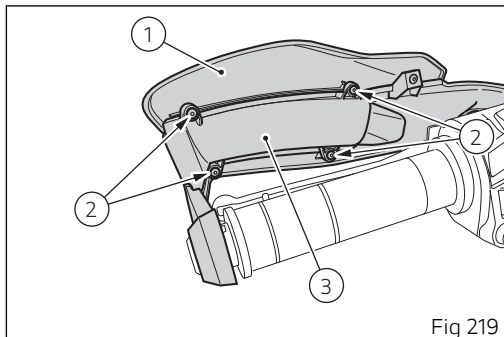


Fig 219

## Rear turn indicators

Except for USA/CDN version, turn indicators are LED-type and do not require any maintenance.

USA/CDN versions are equipped with bulb-type turn indicators.

Proceed as specified in case it is necessary to change the bulbs.

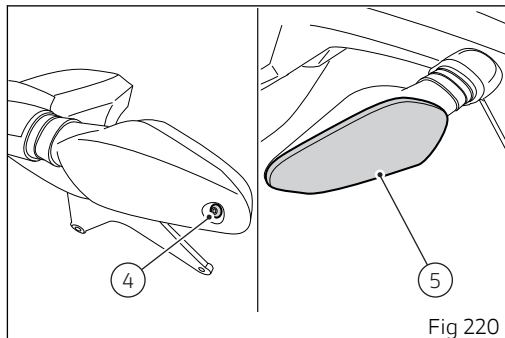
Undo the screw (4) and detach the lens (5) from the turn indicator support.

The bulb is the banjo-type: press and rotate counterclockwise to remove.

Fit the spare bulb by pressing and turning clockwise until it clicks.

Refit the lens (5) by inserting the tab in the corresponding slot in the turn indicator support.

Tighten screw (4).



## Number plate light

The LED number plate light is maintenance-free.



### **Important**

Have the bulbs replaced at a Ducati Dealer or Authorized Service Center.

## Aligning the headlight



### Note

The headlight features a double adjustment, one for the right-hand and one for the left-hand light beam.

Check correct headlight aiming. Position the motorcycle 32.8 ft (10 m) from a wall or a screen, the motorcycle must be perfectly upright with the Tires inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.

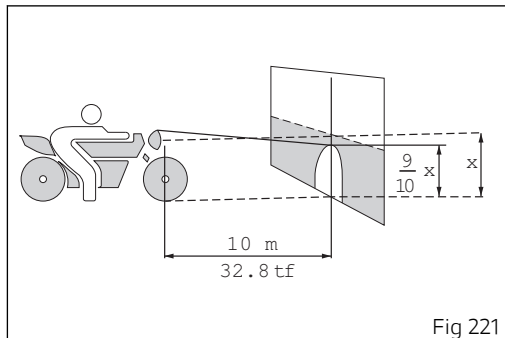


Fig 221



### 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.

## Aligning the headlight

The horizontal alignment of the headlight can be manually set by turning screw (1).  
Turn screw (1) clockwise to move beam up.  
Turn screw (1) counter clockwise to move beam down.



### Important

Headlight beam adjuster screws have no limit stop.



### 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.

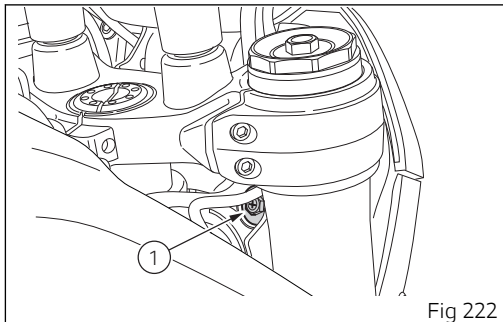


Fig 222

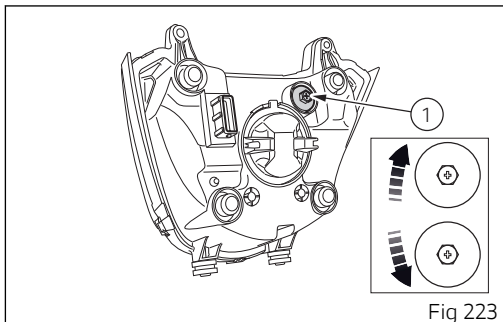
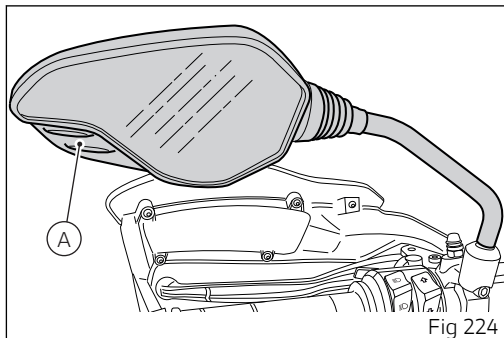


Fig 223

## Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.



## Tubeless tires

Front tire pressure:

2.30 bar (rider only) - 2.50 bar (full load).

Rear tire pressure:

2.10 bar (rider only) - 2.90 bar (full load).

Because tire pressure is affected by 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 tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

### 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.

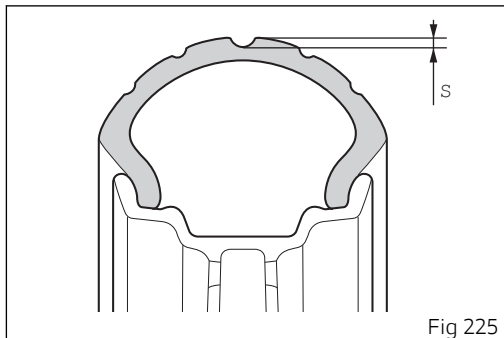
## Minimum tread depth

Measure tread depth (S, Fig 225) at the point where tread is most worn down: it should not be less than 2 mm, and in any case not less than the legal limit.



### Important

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



## 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.



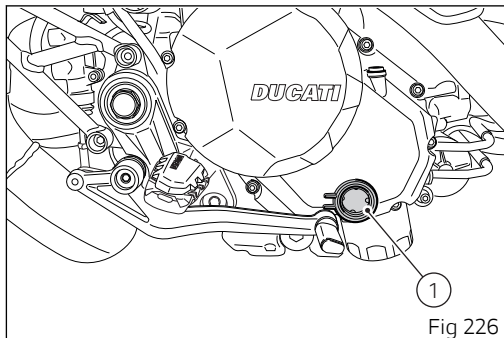
### Important

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.

### Recommendations concerning oil

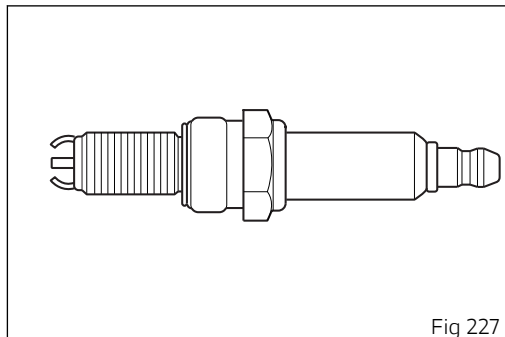
It is recommended to use oil complying with the following specifications:

- 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. Have the spark plug replaced at a Ducati Dealer or 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<br>[set mileage (km/mi) or time interval<br>*] | Km. x1000 | 1   | 15 | 30 | 45 | 60 | Time<br>(months) |
|--------------------------------------------------------------------------------------------|-----------|-----|----|----|----|----|------------------|
|                                                                                            | mi. x1000 | 0.6 | 9  | 18 | 27 | 36 |                  |
| Reading of the error memory with DDS 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 spark plugs                                                                         |           |     |    | •  |    | •  | 12               |
| Clean air filter                                                                           |           |     | •  |    | •  |    | -                |
| Change air filter                                                                          |           |     |    | •  |    | •  | -                |
| Check brake and clutch fluid level                                                         |           | •   | •  | •  | •  | •  | 12               |
| Change brake and clutch fluid                                                              |           |     |    |    |    |    | 36               |

| List of operations and type of intervention<br>[set mileage (km/mi) or time interval *] | Km. x1000 | 1   | 15 | 30 | 45 | 60 | Time<br>(months) |
|-----------------------------------------------------------------------------------------|-----------|-----|----|----|----|----|------------------|
|                                                                                         | mi. x1000 | 0.6 | 9  | 18 | 27 | 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 the proper tightening of the rear brake disk and phonic wheel                     |           |     | •  | •  | •  | •  | 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) and sliding shoe 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<br>[set mileage (km/mi) or time interval *]                                                        | Km. x1000 | 1   | 15 | 30 | 45 | 60 | Time<br>(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               |
| Check the coolant level and check circuit for damage                                                                                           |           | •   | •  | •  | •  | •  | 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<br>[set mileage (km/mi) or time interval *]                        | Km. x1000 | 1   | 15 | 30 | 45 | 60 | Time<br>(months) |
|----------------------------------------------------------------------------------------------------------------|-----------|-----|----|----|----|----|------------------|
|                                                                                                                | mi. x1000 | 0.6 | 9  | 18 | 27 | 36 |                  |
| Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling |           | •   | •  | •  | •  | •  | 12               |
| Softly clean the motorcycle                                                                                    |           | •   | •  | •  | •  | •  | 12               |
| Fill out that the service was performed in on-board documentation (Service Booklet)                            |           | •   | •  | •  | •  | •  | 12               |

## 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 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 or months), whichever occurs first

# Specifications

## Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 436.52 lb (198 kg).

Overall weight (without fluids and battery): 388.01 lb (176 kg).

Maximum allowed weight (carrying full load): 826.73 lb (375 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

\* only for ROK and TWN versions.

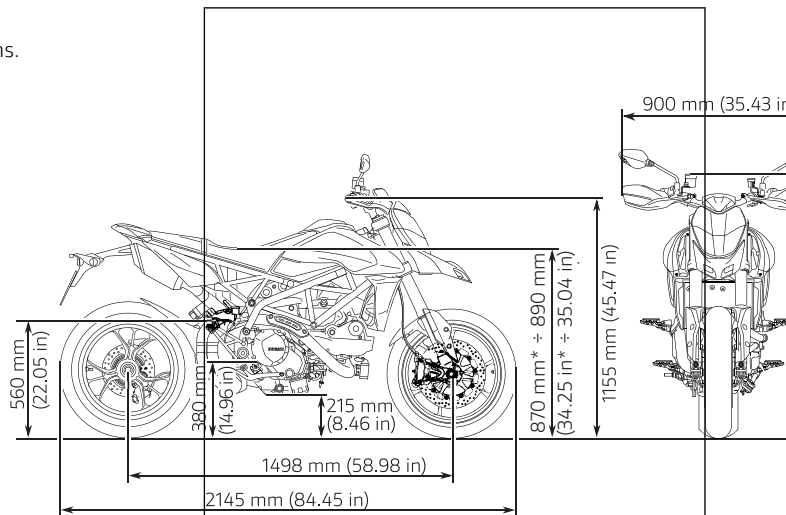


Fig 228

## Top-ups

| TOP-UPS                                                    | TYPE                                                                                                                     |                                                                                                              |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| Fuel tank, including a reserve of 0.92 US gal (3.5 liters) | Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2 | 3.83 US gal (14.5 liters)                                                                                    |
| Lubrication circuit                                        | Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.                                               | 0.88 US gal (3.35 liters)                                                                                    |
| Front/rear brake and clutch circuits                       | DOT 4                                                                                                                    | -                                                                                                            |
| Protectant for electric contacts                           | Spray used to protect electric systems                                                                                   | -                                                                                                            |
| Front fork                                                 | SHELL Donax TA                                                                                                           | 34.84±0.24 cu. in (571±4 cu. cm)<br>(measured without spring and tube, on the upper part of the air chamber) |
| Cooling circuit                                            | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)                                                          | 0.58 US gal (2.2 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

Desmodromic timing system with toothed belt, two overhead camshafts, 4 valves per cylinder and 8 rocker arms

Bore, mm: : 3.7 in (94 mm)

Stroke, mm: 2.66 in (67.5 mm)

Total displacement, cu. cm: 57.17 cu.in (936.9 cu.cm)

Compression ratio: (13.3±0.5):1

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

84 kW/114.3 HP at 9000 rpm

Maximum torque at crankshaft (EU) Regulation no.

134/2014, Annex X:

95.6 Nm - 9.8 kgm at 7250 rpm

Maximum rpm: 10200



## 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.



## Important

Do not exceed the specified rpm limits in any running conditions.

## Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms and two overhead camshafts. 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.

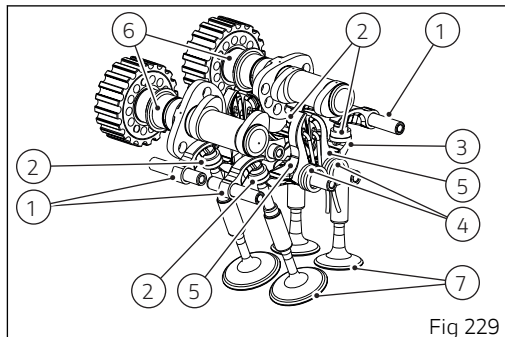


Fig 229

## 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

Continental indirect electronic injection.

Throttle body with full Ride by wire system, round cross-section having a diameter of 2.09 in (53 mm).

Injectors per cylinder: 1.

Firing points per injector: 4.

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 brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

### FRONT

Semi-floating 12.6 in (320 mm) twin-disc.

Braking material: stainless steel.

Hydraulically operated by an adjustable control lever on handlebar right-hand side.

Brake caliper make: BREMBO.

Type: M4.32 b.

Friction material: TT 2182 FF.

Caliper cylinder diameter: 1.26 in (32 mm).

Disk thickness: 0.18 in (4.5 mm).

Maximum wear on disk thickness: 0.16 in (4 mm).

Front brake master cylinder: PR18/19.

Cylinder Ø: 0.71 in (18 mm).

#### REAR

With fixed drilled steel disk.

Disk diameter: 9.65 in (245 mm).

Disk thickness: 0.2 in (5 mm).

Maximum disk wear: 0.18 in (4.5 mm).

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: P34e.

Friction material: Ferit I/D 450 FF.

Caliper cylinder diameter: 1.34 in (34 mm).

Cylinder Ø: 0.43 in (11 mm).



#### 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

Multiplate wet clutch controlled mechanically, by the lever on left-hand side of the handlebar. Self-servo and slipper mechanism.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 33/61  
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43

Total gear ratios:

1<sup>st</sup> 15/37

2<sup>nd</sup> 17/30

3<sup>rd</sup> 20/28

4<sup>th</sup> 22/26

5<sup>th</sup> 23/24

6<sup>th</sup> 24/23

Drive chain from gearbox to rear wheel.

Make: REGINA

Type: 520 ZRDK

Links: 106



#### 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 that of your passenger, and cause irreparable damage to your motorcycle.

## **Frame**

Steel tubular trellis with 34mm main tubes.

Steel rear subframe.

Steering head angle: 25.5°.

Steering angle: 35° on the left / 35° on the right.

Trail: 4.09 in (104 mm).

## **Wheels**

Front

Light-alloy rims with 3 Y-shaped spokes.

Size: MT3.50x17" H2

Rear

Light-alloy rims with 3 Y-shaped spokes.

Size: MT5.50x17" H2

Both wheel shafts can be removed.

## **Tires**

Front

Pirelli Diablo Supercorsa SP V3 "tubeless" radial type.

Size:

120/70-ZR17 M/C (58W).

Rear

Pirelli Diablo Supercorsa SP V3 "tubeless" radial type.

Size:

180/55-ZR17 M/C (75W) TL (D).

## **Suspensions**

Front

Ohlins fully-adjustable hydraulic fork.

Stanchion diameter:

1.89 in (48 mm).

Wheel travel:

7.28 in (185 mm).

## Rear

Ohlins progressive shock absorber. The shock absorber is fully adjustable. At the bottom pivot point it is connected to a die-cast aluminum single-sided swinging arm. The whole system gives the bike excellent stability.

Shock absorber stroke:

2.42 in (61.5 mm).

Rear wheel travel:

6.89 in (175 mm).

## Exhaust system

2 into 1 into 2 exhaust system with aluminum tailpipes, catalytic converter and 2 lambda sensors.

## Available colors

RED CORSE STRIPE

Primer (Primer 2 K Black) code 873.A002 (PALINAL);

Primer (Black Stealth - Black 94) code 929.R223 (PALINAL);

Primer (Tricolore White) code 929.D398 (PALINAL);

Clear coat code 923M1598 (PALINAL);

Mercury Gray subframe; product type Interpon A3000 Mineral Gray code MW/2/11375AVB (Akzo Nobel);

Red frame; product type Powder Coat TOA-PS P CA03- 90 RED code PU CA03-90 (TOA-PC);  
Black wheel rims; including:  
Primer Power Primer code P09809-C (Petere Lacke);  
Top coat PEHADUR EINBRENNLACK code VPCH03250 (Petere Lacke).

## Electric system

Basic electric items are:

### Headlight

Low/High beam:

H4 blue vision bulb (12V – 60/55W).

Parking light:

10 LEDs Stanley H9J.

DRL lights (not available on China, Canada and Japan versions):

No. 10 LEDs Stanley H9J.

### Electrical controls on handlebar

Front turn indicators:

No. 12 LEDs Primax 150 Nazy-BHG-MN3-1.

Rear turn indicators:

(European version) No.1 LED Philips LXM2-PL01;

(USA version) 12V RY10W bulb.

Horn.

Stop light switches.

### Electrical components

Battery, 12V-10 Ah, dry.

Generator 14V – 490W – 35A.

Electronic rectifier, protected by a 30A fuse under the seat.

Starter motor:

12V-0.7 kW.

### Tail light

Parking light:

No. 12 LEDs LAE6SF.

Stop light:

No. 12 LEDs LAE6SF.

Number plate light:

no. 3 CREE CLA1A LEDs.



### Note

For bulb replacement instructions, please read "Replacing the high and low beam bulbs".

### Fuses

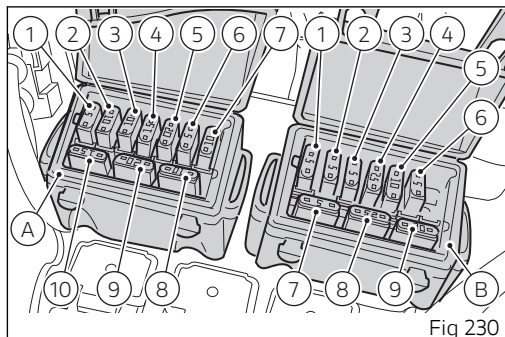
There are thirteen fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front fuse box (A) is located on the left side and can be reached by removing the front LH half-fairing. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear fuse box (B) is located under the seat, next to the ABS control unit. To reach rear fuse box, remove the seat, see page 219. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

| Front fuse box key (A) |                  |      |
|------------------------|------------------|------|
| Pos                    | El. item         | Rat. |
| 1                      | Lights           | 5 A  |
| 2                      | Instrument panel | 10 A |
| 3                      | Key-1            | 10 A |
| 4                      | Key-2            | 15 A |
| 5                      | El. loads        | 20 A |
| 6                      | ECU              | 5 A  |
| 7                      | BBS              | 10 A |
| 8                      | Spare            | 10 A |
| 9                      | Spare            | 20 A |



| Front fuse box key (A) |       |      |
|------------------------|-------|------|
| 10                     | Spare | 15 A |

| Rear fuse box key (B) |              |       |
|-----------------------|--------------|-------|
| Pos                   | El. item     | Rat.  |
| 1                     | Key-optional | 5 A   |
| 2                     | Alarm        | 5 A   |
| 3                     | Stop         | 5 A   |
| 4                     | Diagnosis    | 7.5 A |

| Rear fuse box key (B) |           |      |
|-----------------------|-----------|------|
| 5                     | ABS Valve | 10 A |
| 6                     | ABS Motor | 25 A |
| 7                     | Spare     | 5 A  |
| 8                     | Spare     | 25 A |
| 9                     | Spare     | 30 A |

The main fuse (C) is located next to the rear fuse box, on solenoid starter (D). Remove the fuse cap (E) 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.

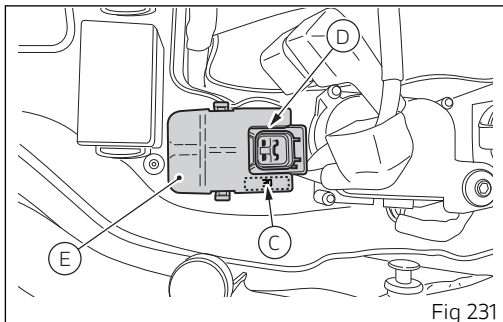


Fig 231

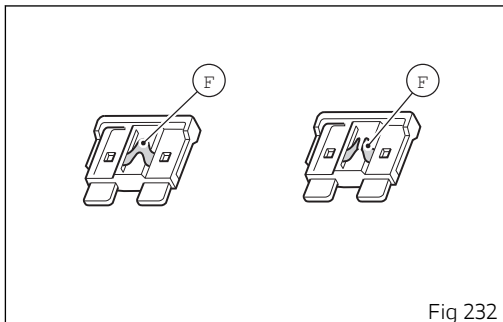


Fig 232

## Injection /electric system diagram key

- |                                          |                                        |
|------------------------------------------|----------------------------------------|
| 1) Right-hand switch                     | 25) Rear brake switch                  |
| 2) Throttle twistgrip (Ride by wire)     | 26) Anti-theft system alarm            |
| 3) LH fan                                | 27) Fuel pump                          |
| 4) RH fan                                | 28) Rpm sensor                         |
| 5) Antenna                               | 29) Oil pressure sensor                |
| 6) Ignition system (ignition switch)     | 30) Gear sensor                        |
| 7) Starter relay                         | 31) Ducati Quick Shift (DQS)           |
| 8) ABS wiring                            | 32) Air temperature sensor             |
| 9) Wiring ground                         | 33) Side stand switch                  |
| 10) Voltage regulator                    | 34) Vertical lambda sensor             |
| 11) Fuse box (2)                         | 35) Horizontal lambda sensor           |
| 12) Fuse box (1)                         | 36) MAP sensor                         |
| 13) ABS control unit                     | 37) Engine temperature sensor          |
| 14) Front speed sensor                   | 38) Purge valve                        |
| 15) Rear speed sensor                    | 39) Secondary air actuator             |
| 16) Tail light                           | 40) Potentiometer motor / Ride by wire |
| 17) Bluetooth                            | 41) Horizontal coil                    |
| 18) USB socket                           | 42) Vertical coil                      |
| 19) Rear right turn indicator            | 43) Vertical injector                  |
| 20) Rear left turn indicator             | 44) Horizontal injector                |
| 21) Number plate light                   | 45) Injector connector                 |
| 22) Diagnostic socket / data acquisition | 46) Horn                               |
| 23) Vehicle control unit (BBS)           | 47) Left-hand switch                   |
| 24) Exhaust valve actuator               | 48) Ambient air temperature            |
|                                          | 49) Front left turn indicator          |
|                                          | 50) LH heated handgrip                 |

- 51) Clutch switch
- 52) Instrument panel
- 53) Front stop switch
- 54) RH heated handgrip
- 55) Front right turn indicator
- 56) Headlight
- 57) Starter relay
- 58) El. loads relay
- 59) Fuel pump relay
- 60) IMU control unit
- 61) ECU (connector B)
- 62) ECU (connector A)

### 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    | NAME<br>DUCATI SERVICE | MILEAGE | DATE |
|-------|-------|------------------------|---------|------|
| 1000  | 600   |                        |         |      |
| 12000 | 7500  |                        |         |      |
| 24000 | 15000 |                        |         |      |
| 36000 | 22500 |                        |         |      |
| 48000 | 30000 |                        |         |      |
| 60000 | 37500 |                        |         |      |







**Ducati Motor Holding spa**  
ducati.com

Via Cavalieri Ducati, 3  
40132 Bologna, Italy  
Ph. +39 051 6413111  
Fax +39 051 406580

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A Company subject to the Management  
and Coordination activities of AUDI AG