

Owner's manual

MULTISTRADA 1260



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

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

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

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

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

Owner's manual

US/CANADA

MULTISTRADA
1260

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 346.

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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Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use



Attention

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



Attention

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

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 992lb/ 450kg.



Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 66 lb (30 kg), divided as follows:
22 lb (10 kg) max. per side pannier;
11 lb (5 kg) max. for the top case;
11 lb (5 kg) max. for the tank bag.



Important

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

Rider's obligations

All riders must hold a driver's license.

Attention

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

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

Attention

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

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

Attention

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

Some countries require mandatory insurance coverage.

Attention

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

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

Attention

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



Attention

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



Attention

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



Attention

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

- 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) 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 299).

Attention

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

Attention

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

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

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

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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

Refueling

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

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

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

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

Attention

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

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

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 112 mph (180 km/h) and at any rate it must comply with the applicable statutory speed limits.

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.

Please refer to paragraph "Tires" on page 337.

Important

If you install the side panniers (available on request from Ducati Parts service), sort out luggage and accessories according to their weight and arrange them in the side panniers to evenly distribute the weight. Close the side panniers with the relevant key locks.

Dangerous 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

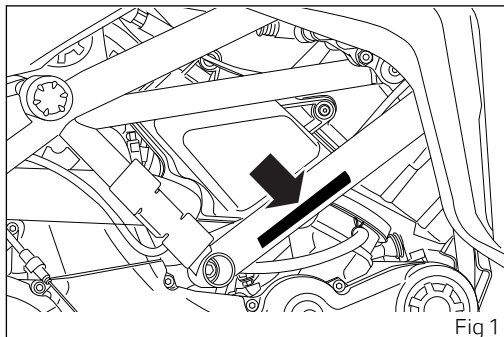


Note

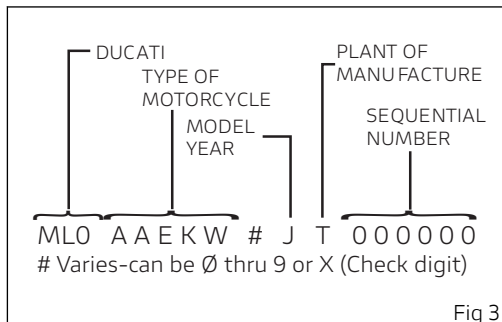
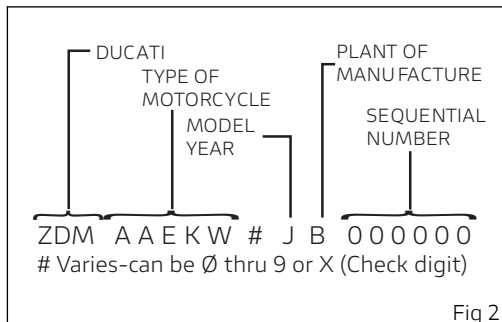
These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

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

Frame number



There are two types of VIN number: VIN (Fig 2) refers to vehicles produced in the Italian factory, whereas VIN (Fig 3) refers to vehicles produced in the Thai factory.



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

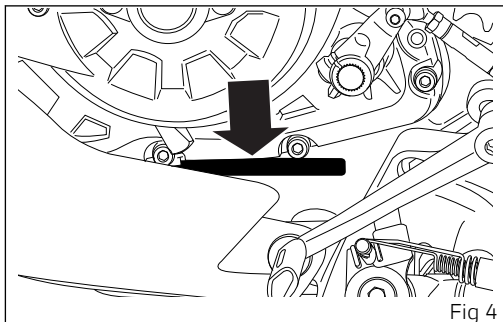


Fig 4

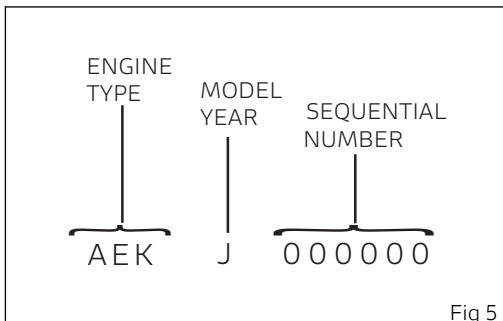


Fig 5

Option kits / Customizations

Four customization kits designed to enhance different styles of the motorcycle. Four sets of equipment, that can be matched together at will to lend your Multistrada the character that suits you best.

- TOURING;
- SPORT;
- URBAN;
- ENDURO.

Information herein refers to Multistrada 1260.

Information on any other customization (TOURING, SPORT, URBAN and ENDURO) is indicated only when different from the Multistrada 1260.

TOURING

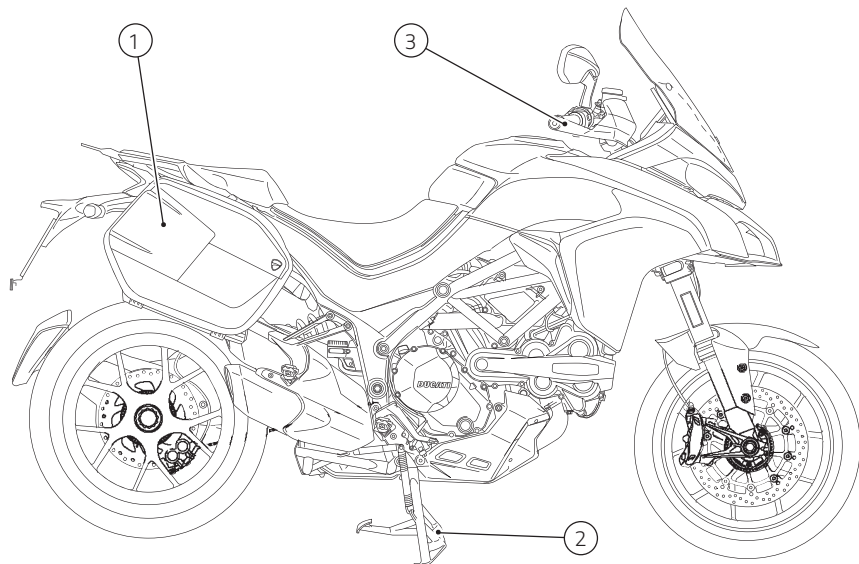


Fig 6

TOURING

- 1) Set of side panniers for a total capacity of 15.32 gal (58 l);
- 2) Central stand;
- 3) Heated handgrips adjustable through 3 levels.

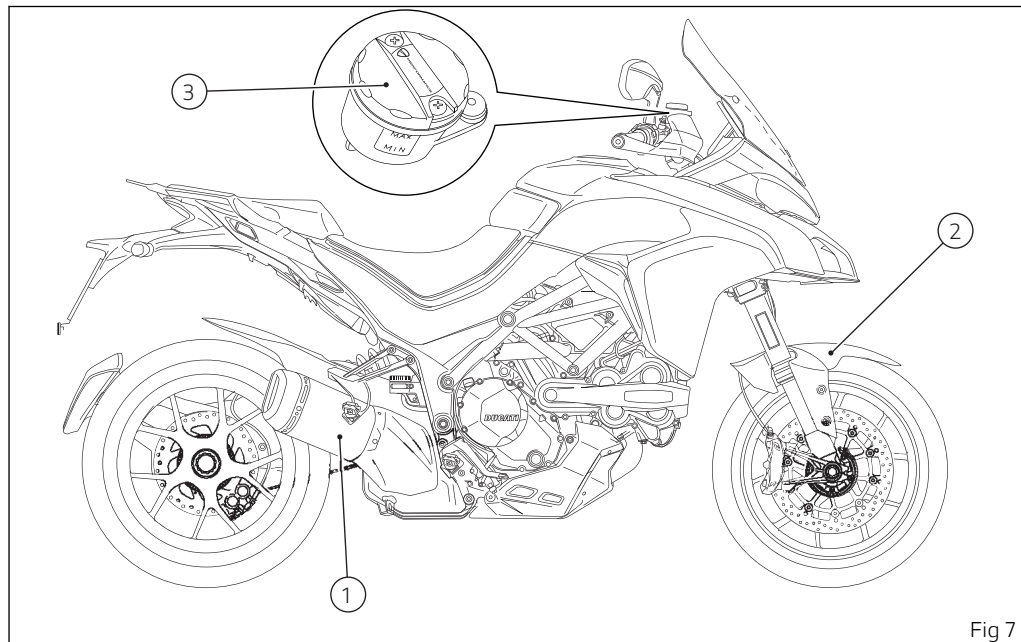


Fig 7

SPORT

- 1) "Termignoni" carbon type-approved silencer (compliant with EU type-approval requirements);
- 2) Carbon front mudguard;
- 3) Billet aluminum clutch and brake fluid reservoir covers.

URBAN

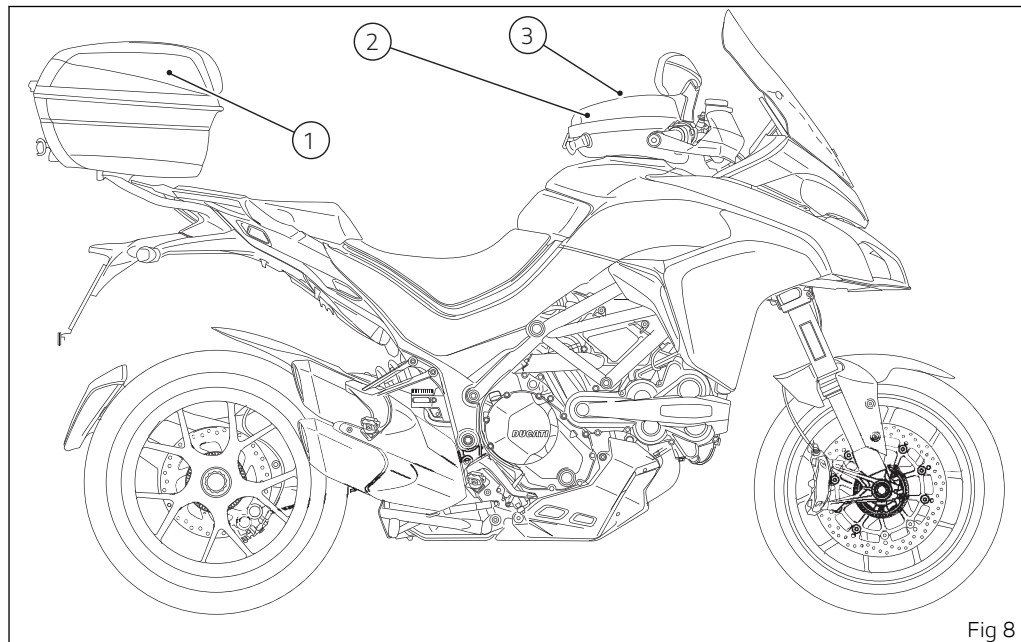


Fig 8

URBAN

- 1) 12.98-gal top case (48 l);
- 2) Semi-rigid tank bag with quick fitting;
- 3) USB hub for charging electronic devices.

ENDURO

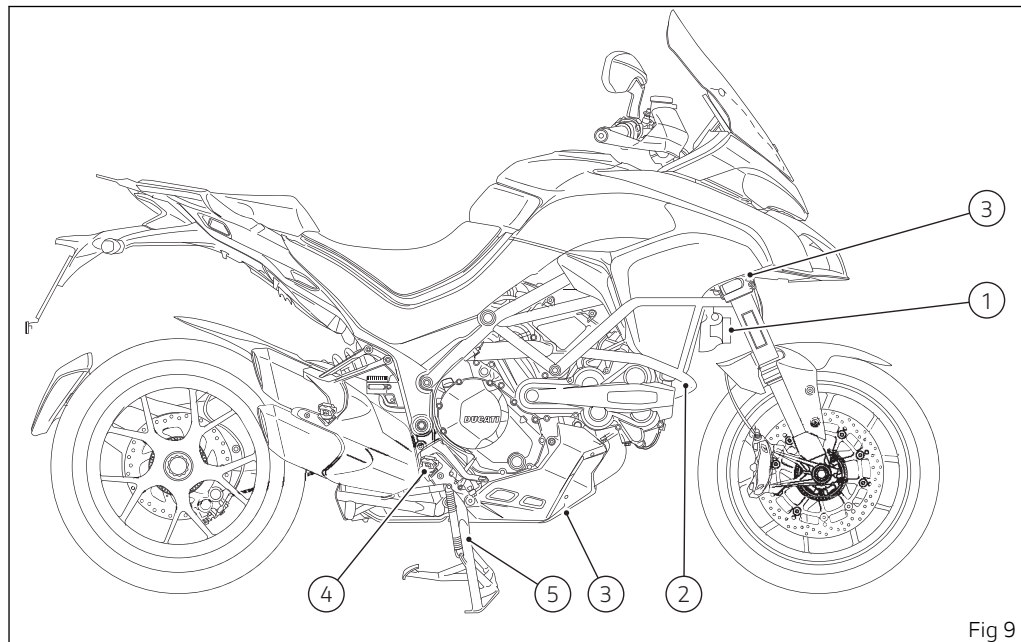
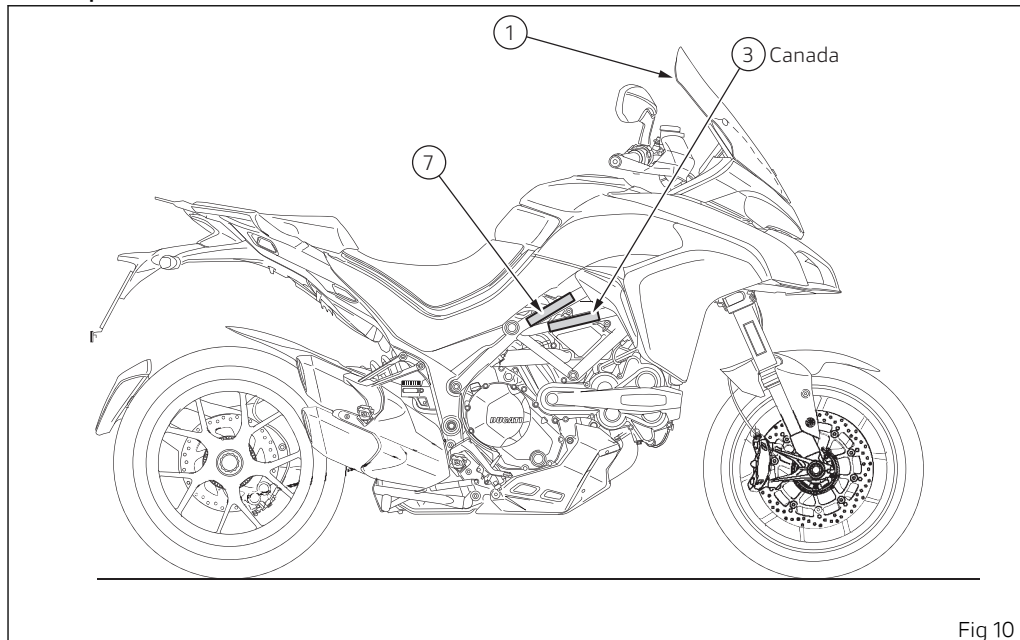


Fig 9

ENDURO

- 1) Additional lights;
- 2) Steel tube engine protection;
- 3) Radiator protection grille;
- 4) Set of off-road footpegs;
- 5) Plate for a wider stand base.

Plate position



WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

Cod. XXXX.XXXX.XX

1

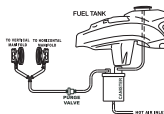
VEHICLE EMISSION CONTROL LABEL

XXXXX.XXXX.XX

ENGINE DISPLACEMENT: XXXX CC

ENGINE FAMILY: XXXXXXXXXXXX

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



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

7

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATIMOTORHOLDING spa**

TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: XXXXXX

GVWR / PNBV: XXX KG. V.I.N. / N.I.V.: XXXXXXXXXXXXXXXXXXXX

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE À FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only: Driver and passenger:	XX.X XX.X	XXX XXX
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only: Driver and passenger:	XX.X XX.X	XXX XXX

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

XXXXXXX

3 (Only Canada)

Fig 11

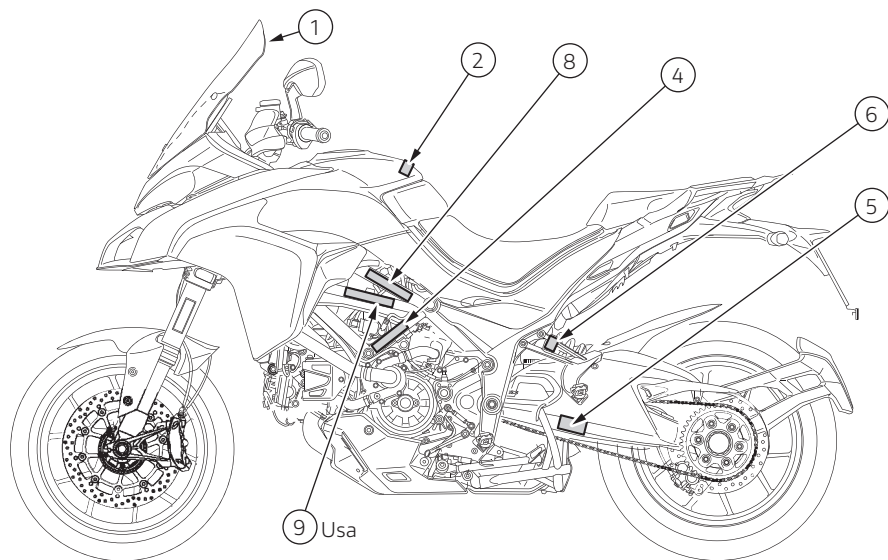


Fig 12

WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY. (CNR 0001-000-000)

WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

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.

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS XXXX XXXXXXXXXXXX MOTORCYCLE XXXXXXXXXXXXXXXXXXXX MEETS EPA NOISE EMISSION REQUIREMENTS OF XX dB(A) AT XXXX 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

XXX.X.XXX.XX

VEHICLE EMISSION CONTROL INFORMATION

(CNR 0001-000-000)

Engine displacement: XXXXcc
Engine family: XXXXXXXXXXXX
Engine exhaust control system:
XXXXX, XXXX, XXXX, XXXX
Evap family: J0UCU0015PV1
Permeation family: XXXXXXXXXXXX 2 or
XXXXXXXXXXXXXX

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO X.X HC+NOx G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

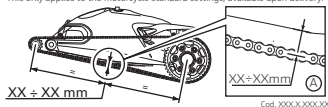
ENGINE TUNEUP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	15° bTDC at idle speed	No adjustments
IDLE SPEED (RPM):	XXXX ± XXX	No adjustments
IDLE MIXTURE:		No adjustments
VALVE CLEARANCE (in & ex):	Opening XXX ± XXX mm Closing XXX ± XXX mm	See Service Manual
SPARK PLUG: XXXXXXXXXXXX or XXXXXXXXXXXX		OIL: XXXXXXXXXXXX or XXXXXXXXXXXX
SPARK PLUG GAP (mm): X.X ± X.X		FUEL: Unleaded gasoline

DUCATIMOTORHOLDING spa - Bologna - ITALY - Importer: **DUCATI** North America Inc. - Cupertino - California

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

Make the rear wheel turn 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 centre of the chain pins and the aluminium section of the swingarm: it must be A = XX + XX mm. This only applies to the motorcycle standard settings, available upon delivery.



Ced. XXXX.XXXX.XX

Manufactured by: **DUCATIMOTORHOLDING spa** date: XXXXXXXX (CNR 0001-000-000)

GVWR: XXX Lbs (XXX kg); GAWR FRONT: XXX Lbs (XXX kg); GAWR REAR: XXX Lbs (XXX kg)
WITH TIRES: FRONT XXX/XXXXXXX REAR XXX/XXXXXXX
WITH RIMS: FRONT XXXXXXXXXX REAR XXXXXXXXXX

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY, FRONT XX.X PSI (XXXkPa) REAR XX.X PSI (XXXkPa)
DRIVER AND PASSENGER, FRONT XX.X PSI (XXXkPa) REAR XX.X PSI (XXXkPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
Vehicle I.D. No. XXXXXXXXXXXXXXXXXXXX Type Classification: **MOTORCYCLE**

Fig 13

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 (drivability) 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.

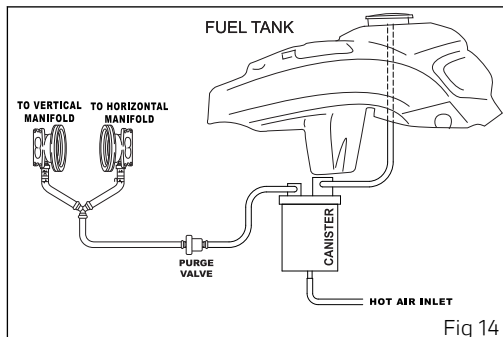
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

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



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

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) CRUISE CONTROL LIGHT (GREEN).

Comes on to indicate operation of the Cruise Control.

4) HIGH BEAM LIGHT  (BLUE).

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

5) FUEL WARNING LIGHT  (AMBER YELLOW).

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

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT  (RED).

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

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



Important

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

8) DTC / DWC WARNING 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) GENERIC ERROR WARNING LIGHT.

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

12) HEATED HANDGRIP LIGHT (AMBER YELLOW) (OPTIONAL).

It turns on when the heated handgrip (optional) are activated / deactivated.

13) FOG LIGHT WARNING LIGHT (GREEN) (OPTIONAL).

It turns on when the fog lights (optional) are activated / deactivated.

14) OVER REV / DTC / IMMOBILIZER SYSTEM (RED)

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

Limiter	Light ON flashing
---------	-------------------

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



Note

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

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

15) VHC Vehicle Hold Control

It turns on upon activation of the VHC system: the ABS of the Multistrada is equipped with the Vehicle Hold Control (VHC) system. This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake: the warning light remains steady. The warning light starts blinking when the VHC system is about to release the rear brake pressure and thus to stop keeping the vehicle at a standstill: pressure is decreased gradually. The warning light turns off when the VHC system is disabled.



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.

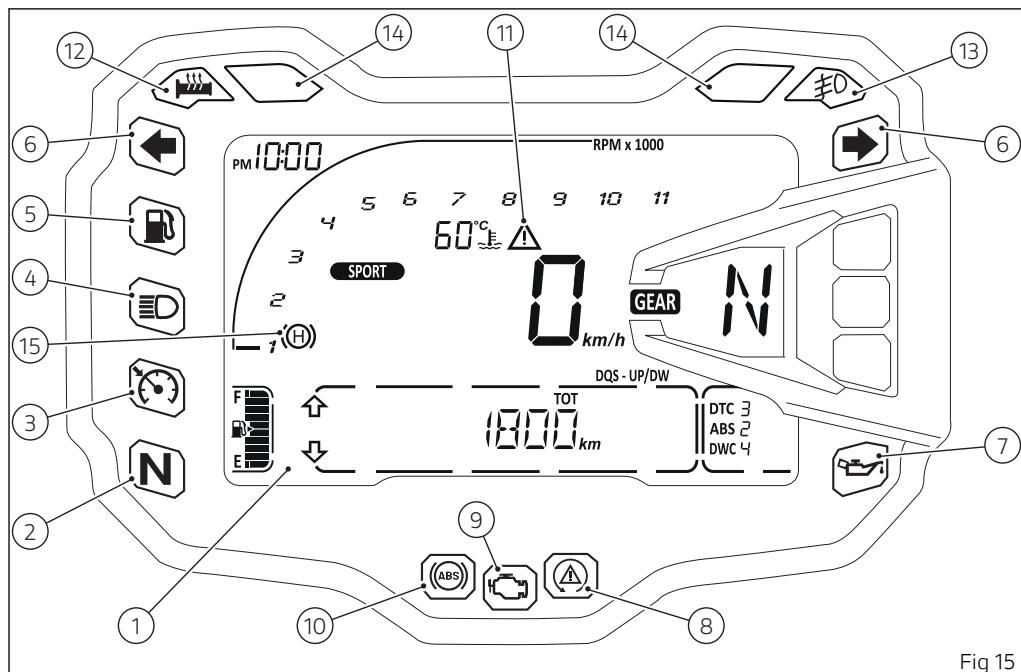


Fig 15

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
LIN
Local Interconnect Network
DSB
Instrument panel
DSS
DUCATI SkyHook System
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
ECU
Engine Control Unit
GPS
Global Positioning System
VHC
Vehicle Hold Control

Technological Dictionary

Riding Mode

The rider can choose from 4 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode) and the ABS, DTC and DWC settings.

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

Power Mode

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

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

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is

no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.

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

Ducati Traction Control (DTC)

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

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The

Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada ABS implements rear wheel lift-up control and combined braking (from front to rear) in order to ensure not only smaller stopping distance under braking, but also the best possible stability. These functions are divided into 3 different levels, each associated with a Riding Mode and are described in the following paragraphs. ABS can be disabled.

The Multistrada ABS is provided with the Vehicle Hold Control (VHC). The system, when activated, keeps the vehicle at a standstill. During the restart, the user only has to concentrate on the clutch and acceleration control, while the VHC gradually decreases the rear brake pressure.

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.

Inertial Measurement Unit (IMU)

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

Ducati Cruise Control

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

Desmodromic Variable Timing (DVT)

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

Ducati Quick Shift (DQS) option

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

Ducati SkyHook System (DSS)

Multistrada is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions:

allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

Function buttons

1) CONTROL SWITCH UP "▲"

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

2) CONTROL SWITCH DOWN "▼"

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

3) HIGH-BEAM / FLASH BUTTON (FLASH) (Fig 17)

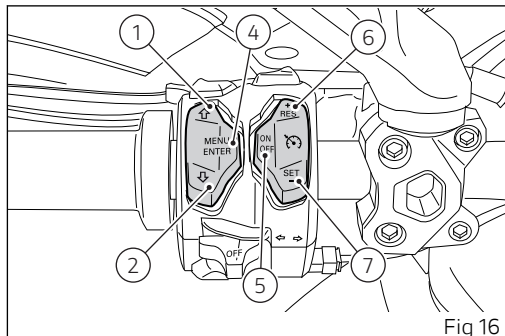
The high-beam flash button may also be used for LAP functions.

4) CONFIRM MENU / SETTING MENU ENTRY BUTTON

Button used to confirm during MENU navigation.

5) CRUISE CONTROL BUTTON - ON/OFF

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



6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 16)

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

7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 16)

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

8) HAZARD BUTTON

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

9) FOG LIGHT BUTTON (OPTION)

Button used to switch on/off the fog lights (option).

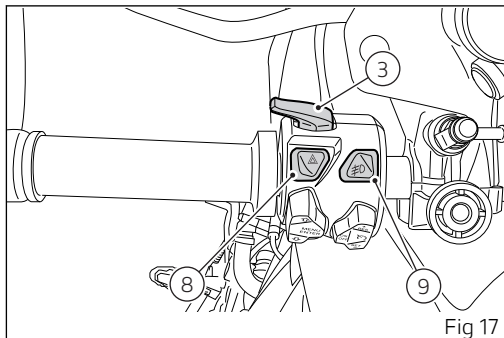


Fig 17

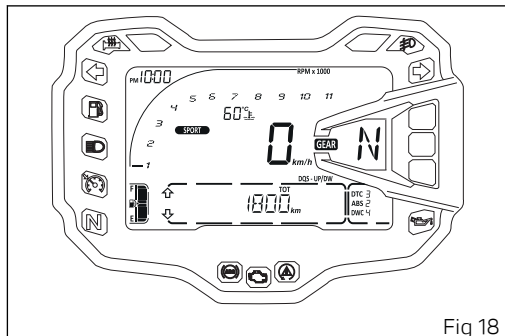
Parameter setting/displaying

Upon key-on, the Instrument panel carries out a check routine to test the warning lights and the display:

warning lights will be turned on in a sequence, while on display system progressively activates rpm bar indicator and speed indication.

At the end of the check routine, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 3 mph (5 km/h) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.



Data displayed on the main screen are as follows:

- 1) Vehicle speed.
- 2) Gear indication.
- 3) Rev counter.
- 4) Engine coolant temperature.
- 5) Fuel level.
- 6) Menu
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) ABS level indication (ON) or ABS OFF indication.
- 9) DWC ON indication or DWC OFF indication.
- 10) DQS indication or DQS OFF indication (option).
- 11) Set Riding Mode.
- 12) Clock.

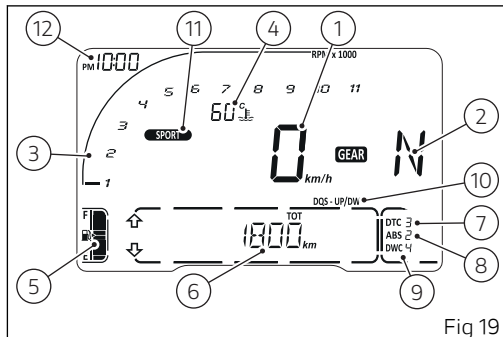


Fig 19

- SERVICE count-down indication
- Vehicle Hold Control (VHC)

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

- Cruise Control.
- Bluetooth.
- Infotainment.
- Heated handgrips (H.Grips).
- Warning/Alarm indication (Warning).
- Side stand status (Side Stand)
- SERVICE indication

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

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Trip time (TRIP 1 TIME);
- Average Fuel Consumption (CONS. AVG 1);
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG 1);
- Residual range (RANGE);
- Ambient air temperature (T-AIR);
- Player management (Player Control) (only available if the Bluetooth module is available and one Smartphone is connected);
- Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
- Tire deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed);
- ABS enabling/disabling;
- Setting menu (SETTING MENU).

Within the Menu box, on the LH side, are the UP  and DOWN  arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance

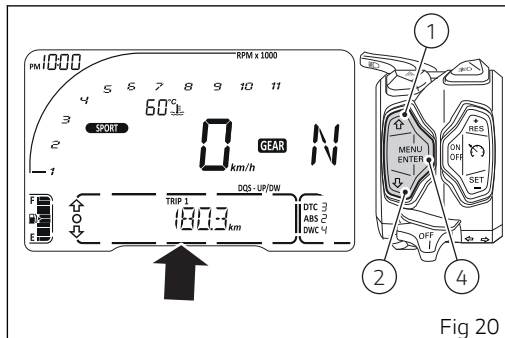


Fig 20

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 92).

The instrument panel stores Menu current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored function is displayed in the Menu. In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the Menu upon the following KEY-ON.

Upon KEY-ON, for each layout mode, the instrument panel displays "Odometer" screen for 10 seconds in the Menu and then displays the page saved upon previous KEY-OFF.

If the key is not acknowledged upon KEY-ON and once the check routine is over, the following will happen:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page (Fig 21) is displayed, allowing the rider to enter the override code (see "Restoring motorcycle operation via the PIN CODE" page 228).

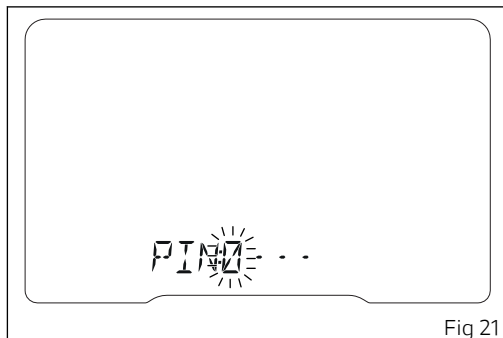


Fig 21

Main and auxiliary functions

The functions displayed in the Standard Screen are the following:

Main information

- Rev counter
- Vehicle speed
- Fuel level
- Engine coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DWC
- DQS (optional)
- Gear indication

- Menu displays the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP 1)
 - Trip meter 2 (TRIP 2)
 - Trip time (TRIP 1 TIME)
 - Average Fuel Consumption (CONS. AVG 1)
 - Instantaneous fuel consumption (CONS.)
 - Average speed (SPEED AVG 1)
 - Residual range (RANGE)
 - Ambient air temperature (T-AIR)
 - Player management (PLAYER CONTROL)
(only available if the Bluetooth module is available and one Smartphone is connected)
 - Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
 - Tire deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed)
 - ABS enabling/disabling
 - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Cruise Control
- Vehicle Hold Control (VHC)

- SERVICE indication
- SERVICE count-down indication
- Warning/Alarm indication (Warning)
- Heated handgrips (H.Grips)
- Side stand status (Side Stand)
- indication of paired devices, pairing, deletion of devices and displaying of Bluetooth version (BLUETOOTH) – only active if the Bluetooth module is fitted
- Setting the tire sensor deflation pressure (TIRE PRESSURES SET) – accessory (active only if installed)
- Turn indicator automatic switch-off feature (TURN INDICATORS OFF)
- Engine rpm digital indication (RPM)
- Battery indication (BATTERY).

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 level (DTC)
 - ABS level (ABS)
 - DWC level (DWC)
 - DQS level (DQS) (option)
 - Reset to default factory settings (DEFAULT)
- PIN CODE activation and modification (PIN CODE)
- date setting (DATE SETTING)
- time setting (CLOCK SETTING)
- backlighting setting (BACKLIGHT)
- setting the unit of measurement (UNITS SETTING)
- displaying service thresholds (SERVICE INFO)
- tire setting (TIRE CALIBRATION)

Engine rpm indication (RPM)

This Function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

When the threshold before the rpm limiter is reached, the corresponding warning lights (14, will turn on.

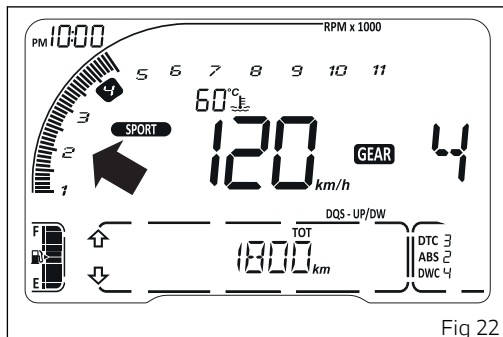


Fig 22

Vehicle speed

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).

The max. displayed speed is 186 mph (299 km/h).

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

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

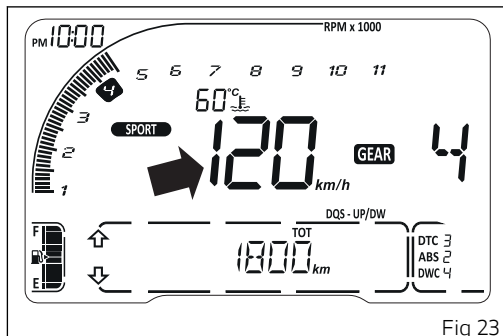


Fig 23

Fuel level

This function displays the fuel level.

The low fuel light (light 5, turns on when the level goes down to 1 steady mark blinking.

If the level goes further down, the whole scale will be flashing.



Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refueling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.



Note

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

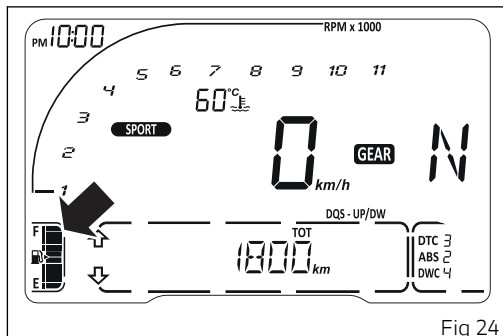


Fig 24

Engine coolant temperature

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

If reading is:

- $\leq$ (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO " is displayed steadily;
- included within the interval +104 °F (+40 °C) and +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 flashing dashes " - - - " is displayed with the set unit of measurement and the MIL light turns on (9, .
If the instrument panel is not receiving coolant temperature value, a string of steady dashes " - - - " is displayed, followed by the unit of measurement.

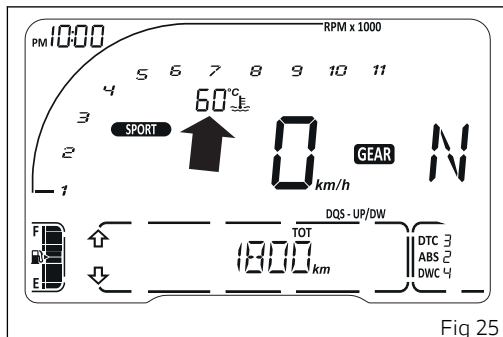


Fig 25



Note

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

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 "AM" steady.

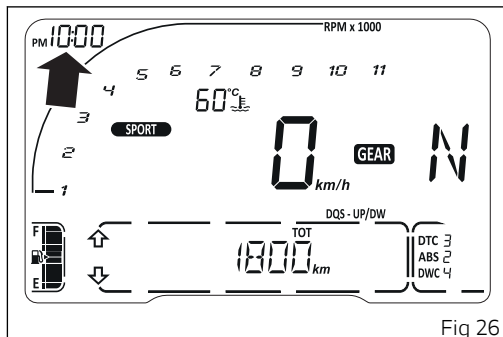


Fig 26

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the LH side of the display.



Attention

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

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

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

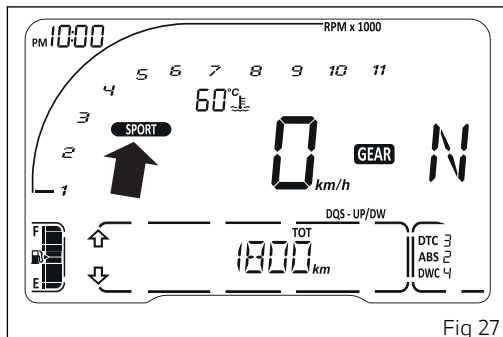


Fig 27

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in “ABS enabling/disabling” (page 106) (only possible in the ENDURO Riding Mode).

Riding mode change function

This function allows changing vehicle riding mode. Press the CONFIRM MENU button (4) for 1 second to change the riding mode.

The display shows the four riding modes (SPORT, TOURING, URBAN and ENDURO) and "EXIT" option under the speed indication.

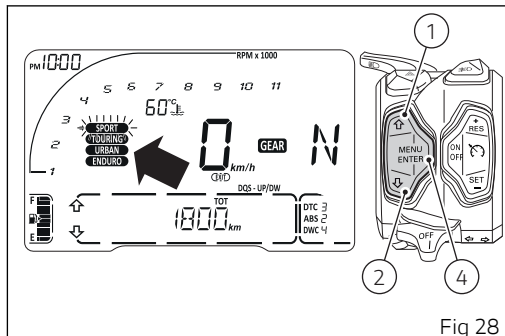
The name of "SPORT" riding mode starts flashing and the corresponding arrow is steady. Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to "EXIT".

Once desired mode is selected, press CONFIRM MENU button (4) to activate it.

If CONFIRM MENU button (4) is pressed when "EXIT" is selected (flashing), the instrument panel will quit without saving the new riding mode.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 3 mph (5 Km/h) and throttle control 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 vehicle speed is ≤ 3 mph (5 Km/h) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 3 mph (5 Km/h) and throttle control is "closed" and brakes are released, 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 vehicle speed is > 3 mph (5 Km/h) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.
 - if vehicle speed is > 3 mph (5 Km/h) and throttle control is "closed" but brakes are in use, the instrument panel will display the warning "DON'T BRK" in rolling mode within the Menu. Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.
 - if vehicle speed is > 3 mph (5 Km/h) and throttle control is "open" and brakes are in use, the instrument panel will display the warning "CLOSE GAS DON'T BRK" in rolling mode within the Menu. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in "ABS enabling/disabling" (page 106) (only possible in the ENDURO Riding Mode).
- If the above-described conditions for "validating" the change of Riding Mode are not true within 5 seconds from when "CLOSE GAS" and/or "DON'T BRK" warning is triggered, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

If you select "EXIT" and press button (4), the instrument panel will display the main screen,

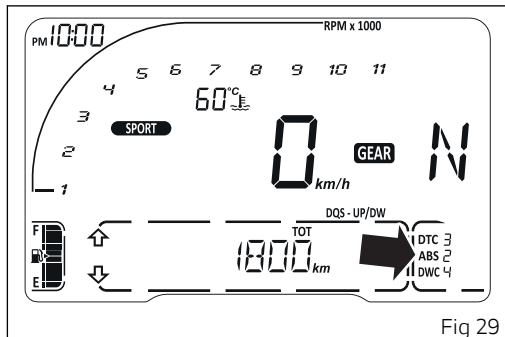
without storing the new setting (the new Riding Mode).

ABS

The motorcycle is equipped with ABS, the instrument panel indicates ABS status (on or off) by switching off, on or flashing the ABS warning light (10, .

The instrument panel displays:

- if the ABS is active, the message "ABS" and the set intervention level number "1" to "3";
- if ABS is active, but system is in degraded operation due to a fault (no "cornering" feature), "ABS" lettering and the ABS intervention level number, "1" to "3" (flashing); also the ABS warning light (10, starts flashing;
- if ABS is active, but system is in fault or ABS status information is missing, "ABS" lettering and the dash "-" (steady or flashing); also the ABS warning light (10, turns on;
- when in fault, the "ABS" indication, the flashing "Err" lettering; the ABS warning light (10, turns on;



- if the ABS is disabled, the "ABS" and "OFF" lettering and the ABS warning light (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 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 do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.

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	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	OFF-ROAD	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads). The system in this level does NOT control lift-up, there is NO front-to-rear combined braking and the cornering feature is NOT active.	It is the default level for the "ENDURO" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels, system creates pressure also at the rear caliper when the rider uses only the front brake (combined braking) and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels, system creates pressure also at the rear caliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" riding modes.



Attention

ABS OFF level can only be used when the "ENDURO" Riding mode is selected.



Attention

ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.



Attention

ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

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 Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. Using tires with different size and characteristics from the original tires and/or those recommended by Ducati 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 front-to-rear combined braking, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.

ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control, neither front-to-rear combined braking, nor cornering function.

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

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

DTC

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" lettering and the intervention level number, "1" to "8" (flashing); also the DTC/DWC warning light (8, starts flashing);
- if there is a fault in the system, the "DTC" lettering will flash and the intervention level number, "1" to "8" will be steady;
- when in fault, the "DTC" indication, the flashing "Err" lettering; the DTC/DWC warning light (8, turns steady on);
- if DTC is disabled, "DTC" "OFF" indication.



Attention

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

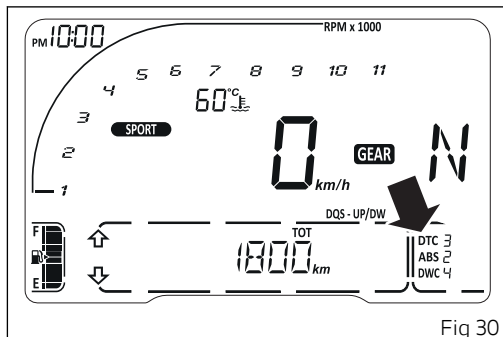


Fig 30



Attention

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

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

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

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

DTC	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	OFF-ROAD Professional	This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	NO
2	OFF-ROAD	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the "ENDURO" Riding Mode
3	SPORT / TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this mode, the DTC allows sideslipping.	NO

DTC	RIDING MODE	USE	DEFAULT
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the "SPORT" Riding Mode
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the "TOURING" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "URBAN" Riding Mode
7	RAIN	This level is designed for road use, when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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.

If level 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are 6 further intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

Levels 1 and 2 were specifically designed for off-road use and do not ensure a correct control of traction loss on asphalt.

With levels 3 and 4, 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). Poor grip requires a higher level that ensures a more aggressive DTC intervention.

Level depends on type of track

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

Level depends on riding style

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

Tips for use on the track

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

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

We recommend level 6 be used in order to get used to the system (default level for the URBAN riding mode). If the level of DTC intervention seems

aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you.

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).

Tips for off-road use

We recommend level 2 be used in order to get used to the system (default level for the ENDURO riding mode). If DTC intervention is felt to be too much aggressive, try level 1.

DWC

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" lettering and the intervention level number, "1" to "8" (flashing); also the DTC/DWC warning light (8, starts flashing;
- if there is a fault in the system, the "DWC" lettering will flash and the intervention level number, "1" to "8" will be steady.
- when in fault, the "DWC" indication, the flashing "Err" lettering; the DTC/DWC warning light (8, turns on;
- if DWC is disabled, "DWC" "OFF" indication;



Attention

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

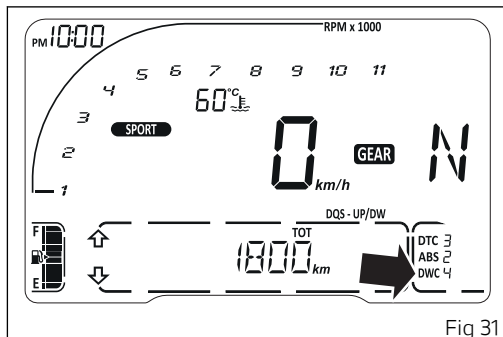


Fig 31



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

DWC	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.	It is the default level for the "SPORT" Riding Mode
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 "TOURING" 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	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 "URBAN" 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.	NO
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 ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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).

DQS

DQS function is an option.

The instrument panel displays DQS status as follows:

- if DQS is enabled, "DQS-UP/DW" indication is displayed (both upshifting and downshifting);
- if DQS is disabled, "DQS-" indication is displayed;
- if the DQS system or the control unit is in fault, the "DQS-" indication is displayed flashing.

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.

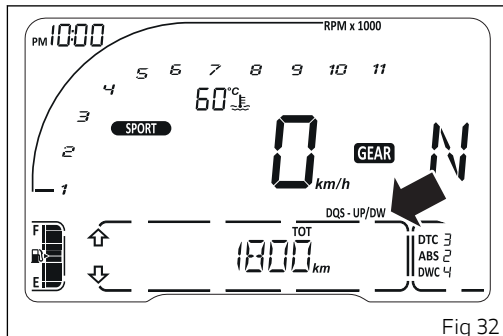


Fig 32

- For any gearshift request (up or down) 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 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, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

Gear

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, turns on.

Letter C and Neutral warning light (2, flash on the instrument panel when rider must shift gear.

A dash "-" is displayed in these cases:

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

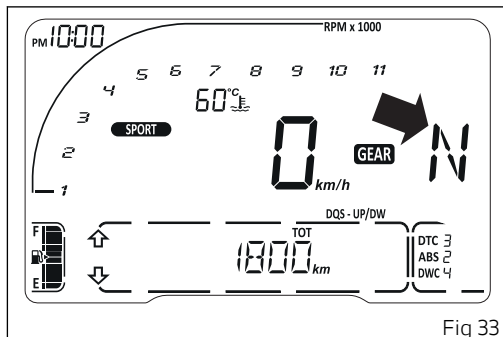


Fig 33



Note

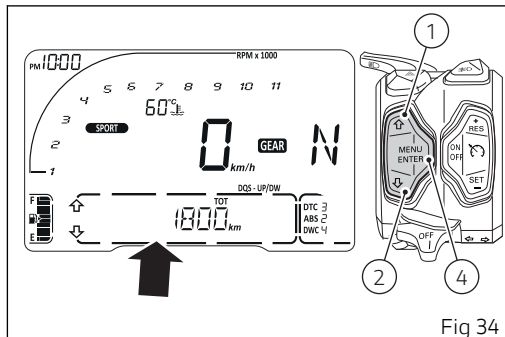
If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.

Menu Functions

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)
- Trip meter 2 (TRIP 2)
- Trip time (TRIP 1 TIME)
- Average Fuel Consumption (CONS. AVG 1)
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG 1)
- Residual range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER CONTROL) (only available if the Bluetooth module is available and one Smartphone is connected)
- Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
- Tire deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed)
- ABS enabling/disabling
- Setting menu (SETTING MENU)



Within the Menu box, on the LH side, are the UP  and DOWN  arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance 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 92).

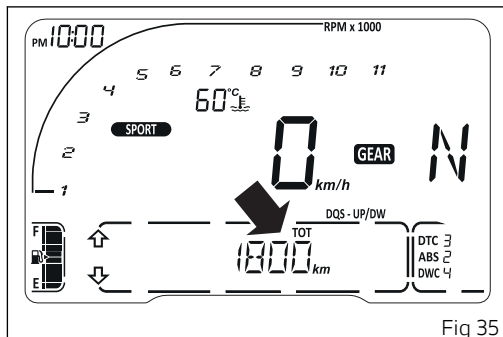
Odometer (TOT)

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.

Trip meter 1 (TRIP 1)

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.

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

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

When TRIP 1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

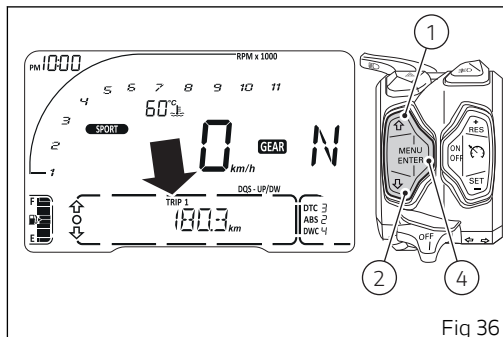


Fig 36

The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip meter 2 (TRIP 2)

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.

If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. While if you press button (4), value for TRIP 2 will be reset and the instrument panel will display TRIP 2 at "0.0" followed by set unit of measurement.

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

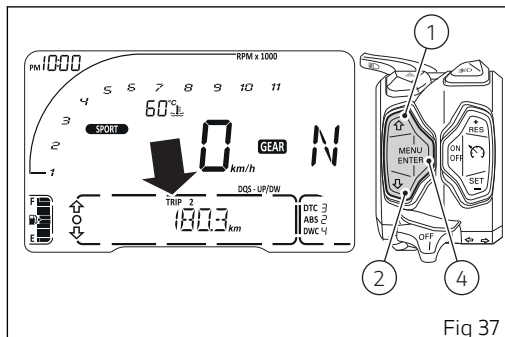


Fig 37

Trip time (TRIP 1 TIME)

The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by "TRIP 1 TIME" indication.

The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1, page 92), average fuel consumption (CONS.AVG 1, page 95) and average speed (SPEED AVG 1, page 98). When TRIP1 is reset, this value is reset as well.

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.

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the time. When this warning is active, Menu scrolling is not possible.

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

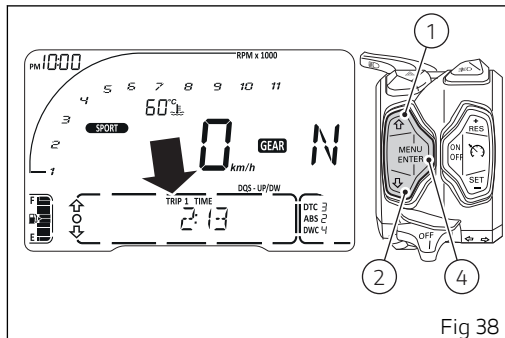


Fig 38

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



Note

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

Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.

Average fuel consumption is displayed followed by "CONS. AVG 1" and the set unit of measurement (liters / 100 km or mpg UK or mpg USA).

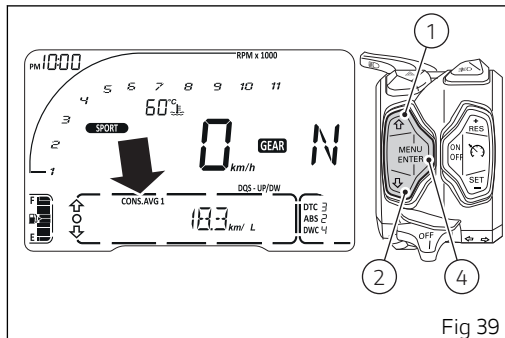
The calculation is made considering the quantity of fuel used and the distance traveled since TRIP 1 was last reset.

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 available, on the display, three steady dashes "- - -" are displayed as a value of average 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.

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. When this warning is active, Menu scrolling is not possible.

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

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

When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes "- - -" are shown. - - -

**Note**

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

**Note**

If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

**Note**

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

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.

Instant fuel consumption is displayed followed by "CONS." and the set unit of measurement (liters / 100 Km or mpg UK or mpg USA).

The calculation is made considering the quantity of fuel used and the distance traveled during the last second.

Value is expressed in the set unit of measurement: liters / 100 Km or mpg UK or mpg USA.

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.

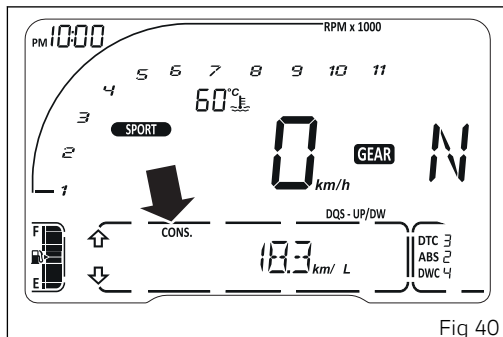


Fig 40



Note

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

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

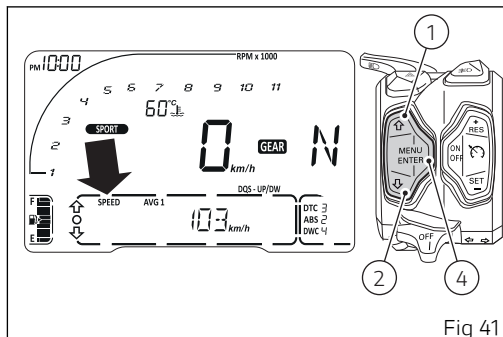
The vehicle average speed is displayed with the "SPEED AVG 1" indication and unit of measurement (km/h or mph).

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

The calculation considers the distance and time since TRIP 1 was last reset. 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 three dashes " - - - " steadily 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.

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. When this warning is active, Menu scrolling is not possible.



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

While if you press button (4), value for SPEED AVG 1 will be reset and the instrument panel will display SPEED AVG 1 at "0" followed by set unit of measurement.

When average speed is reset, during the first 10 seconds when the value is not available on the display, three steady dashes " - - - " are shown.



Note

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



Note

If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.



Note

You may change the units of measurement of speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the "UNITS SETTING" function.

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.

The mi or km value for the RANGE (residual range) is displayed with "RANGE" indication and unit of measurement (mi or km).

When the reading exceeds the maximum value (999 km or 621 mi), distance is reset and the meter automatically starts counting from 0 again.

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

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

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

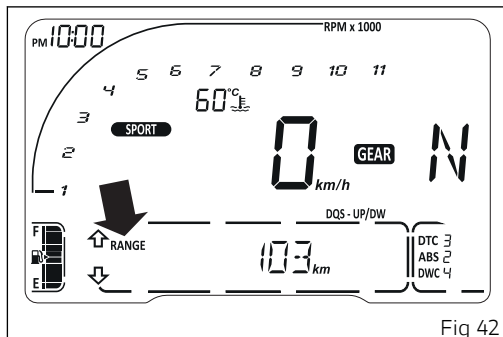


Fig 42

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 +257 °F (or -39 °C to +125 °C). For temperature values lower than -38 °F (-39 °C) or higher than +257 °F (+125 °C) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the 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.

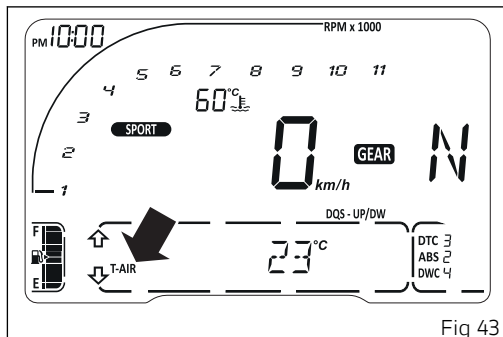


Fig 43

Player management (PLAYER CONTROL)

This function allows managing (turning on and off) the Player.

The PLAYER function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

If Player is not active, the instrument panel displays "PLAYER OFF". To turn it on and open the Player menu, press button (4) (please refer to "Infotainment", page 175 for information on how to use the Player).

If Player is active, the instrument panel displays "PLAYER ON". To open the Player menu, press button (1) for 2 seconds (please refer to "Infotainment", page 175 for information on how to use the Player).

To turn Player off, press button (4).

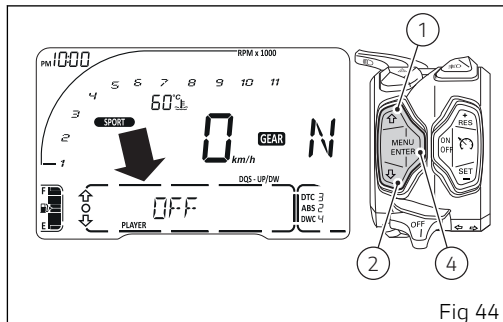


Fig 44

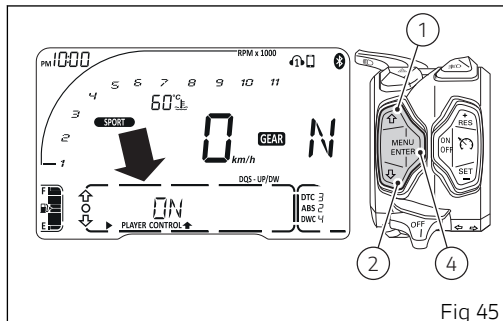


Fig 45

Call management (CALLS)

This function shows a list of the last calls missed, made or received.

The CALLS function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

Press button (4): when opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.

The instrument panel displays the corresponding name(s) or phone number(s). Use buttons (1) and (2) to scroll the list and press button (4) to call the displayed name or phone number.

If list includes no calls, the instrument panel displays "EMPTY" within the Menu.

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

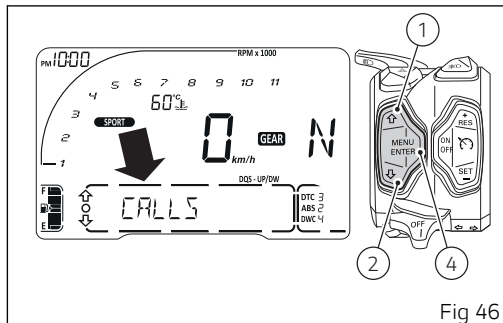


Fig 46

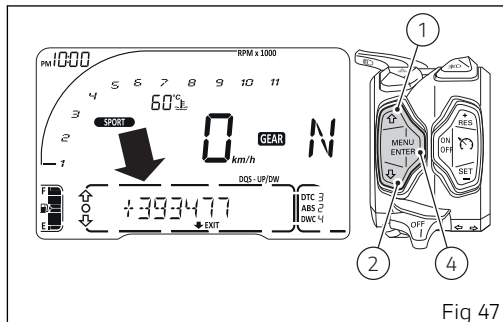


Fig 47

Tire deflation pressure indication (TIRE PRESSURE) - accessory

This function is available only if the tire pressure sensor accessory has been installed. The function shows the front and rear tire pressure values.



Note

The TPMS sensor (TIRE PRESSURE) detects the tire deflation.

The message "TIRE" is displayed with the pressure values indicated with letter "F" for the front tire and letter "R" for the rear tire.

The tire pressure values are expressed in bar.



Note

The steady on dashes "-.-" are displayed in these cases:

- if the instrument panel does not receive a valid pressure information for the front and/or rear tire;
- if one or both tire sensors are off.

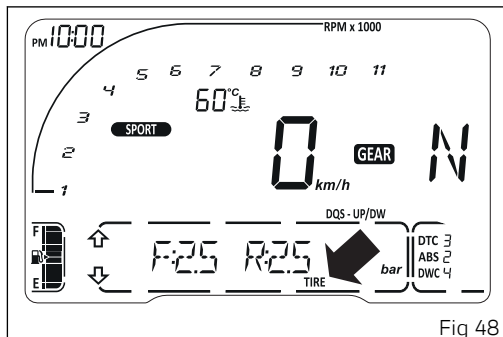


Fig 48



Note

If one or both tire sensors are in "alarm", the instrument panel shows the flashing value or the blinking dashes "-.-".



Important

Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph "Tubeless Tires" (page 337).

Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tires" (page 337).

ABS enabling/disabling

This function allows disabling or enabling the ABS system without entering the Setting Menu.



Note

"Manual" disabling and enabling of the ABS is only possible in ENDURO Riding Mode.

If the ABS is enabled, the instrument panel shows "ABS-OFF".

Once "ABS-OFF" is displayed, press button (4) to disable the ABS.



Note

Vehicle speed must be below or equal to 3 mph (5 km/h) for activating the ABS disabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, "WAIT ..." is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.

When system is disabled, "ABS-ON" is displayed, the ABS light (10, turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.

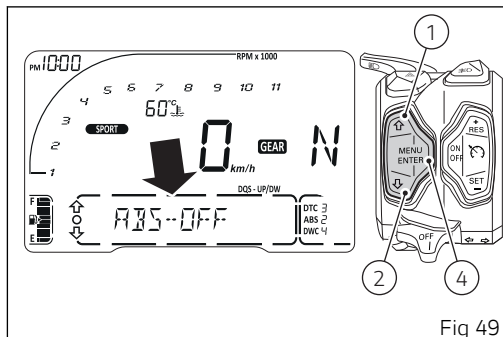


Fig 49

If the ABS is disabled, the instrument panel shows "ABS-ON" and ABS light on (10, . Once "ABS-ON" is displayed, press button (4) to enable the ABS.



Note

Vehicle speed must be below or equal to 3 mph (5 km/h) for activating the ABS enabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, "WAIT ..." is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.

When system is enabled, "ABS-OFF" is displayed, the ABS light (10), turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

If the ABS status does not change in 5 seconds, the instrument panel will replace "WAIT ..." message within the Menu with "ABS-ERR" message blinking for 3 seconds.

After 3 seconds:

- if disabling was requested, the instrument panel automatically shows again "ABS-OFF" and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again "ABS-ON" and the request can be made again, if required.

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 3 mph (5 km/h) 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" within the 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).

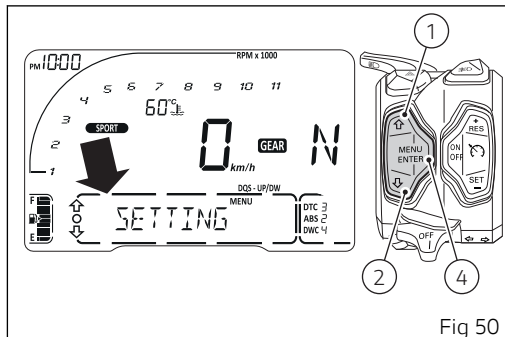


Fig 50

As you enter the SETTING MENU, the instrument panel displays the following functions:

- RIDING MODE
- PIN CODE
- DATE SETTING
- CLOCK SETTING
- BACKLIGHT
- UNITS SETTING
- SERVICE INFO
- TIRE CALIBRATION
- BLUETOOTH – active only if the Bluetooth module is fitted
- TIRE PRESSURES SET – accessory, active only if installed
- TURN INDICATORS OFF
- RPM
- BATTERY

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, keep button (2) pressed for 2 seconds.



Important

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

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

Customizing the Riding Mode (RIDING MODE)

All settings of every riding mode can be customized.

Enter the SETTING MENU.

Select RIDING MODE option (Fig 51), by pressing button (1) or (2). Once function is displayed, press button (4).

After entering the function (Fig 52) the display shows the four available riding modes "SPORT", "TOURING", "URBAN", "ENDURO", with a flashing arrow pointing at the "SPORT" riding mode. 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 enter the customization of the selected riding mode;
- use buttons (1) and (2) to select "EXIT" (flashing frame), then press button (4) to go back to previous page;
- use buttons (1) and (2) to select "DEFAULT" (flashing frame), then press button (4) for 2 seconds to restore default values for all four Riding Modes (ALL DEFAULT).

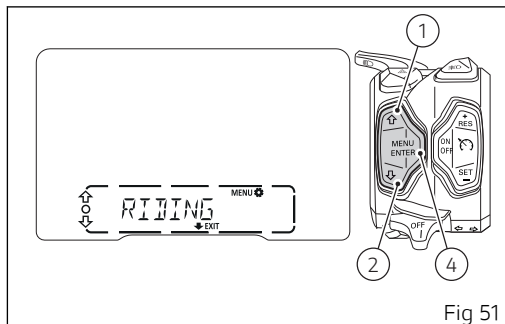


Fig 51

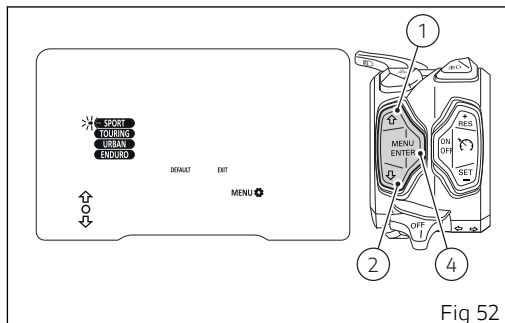


Fig 52

For each individual riding style, the parameters that can be customized are the following:

- ENGINE
- DTC
- ABS
- DWC (active only when DTC is not set to "OFF")
- DQS (active only if DQS option is present)
- DEFAULT

When entering the customization menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items using buttons (1) and (2) to select all available information (the selected parameter flashes) in the listed sequence.

Once parameter is highlighted, press button (4) to enter parameter customization page where you can edit the settings.

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

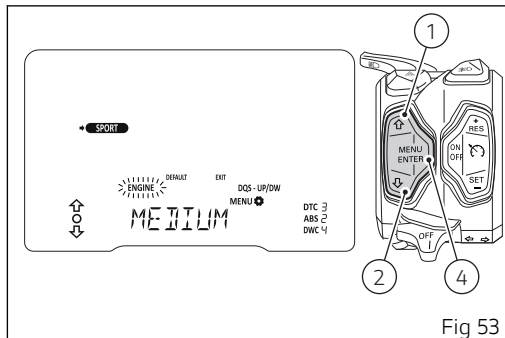


Fig 53



Attention

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

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

Customizing the Riding Mode: Engine setting

This function customizes engine power associated with each riding mode.

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select the parameter to be customized ENGINE (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

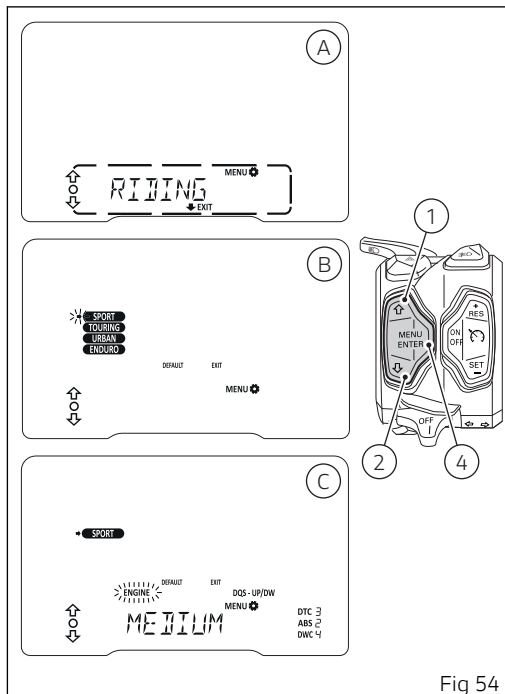
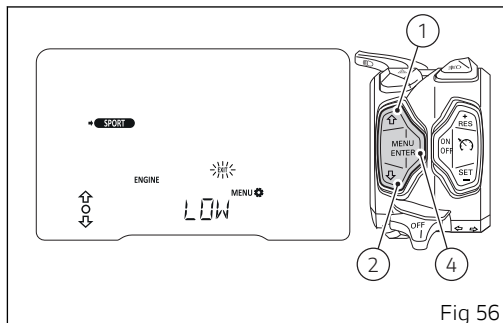
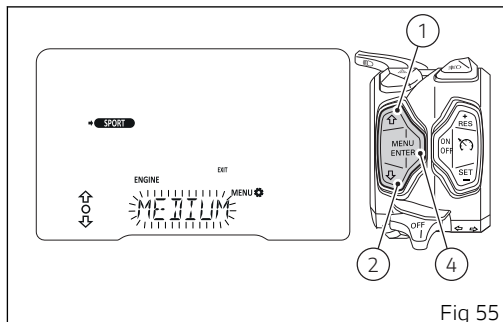


Fig 54

When entering the function, the currently set engine power ("HIGH", "MEDIUM" or "LOW") starts flashing (Fig 55). Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.

The instrument panel displays the new set level and "EXIT" flashing (Fig 56). Now press button (4) to go back to previous display mode.



Customizing the Riding Mode: DTC level setting

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

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select the parameter to be customized DTC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

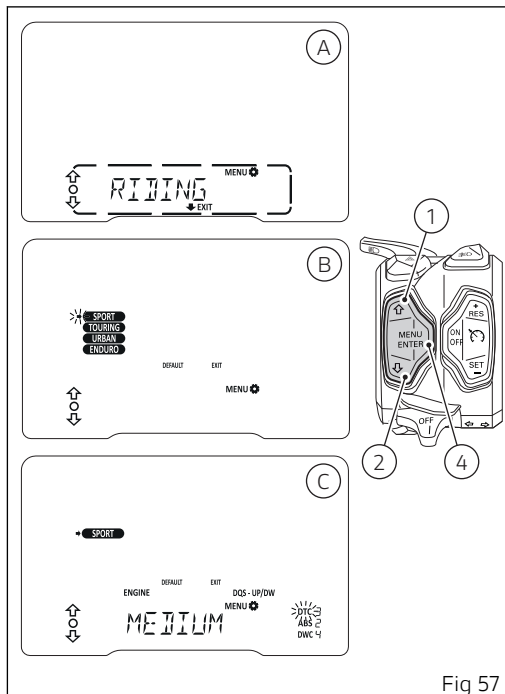


Fig 57

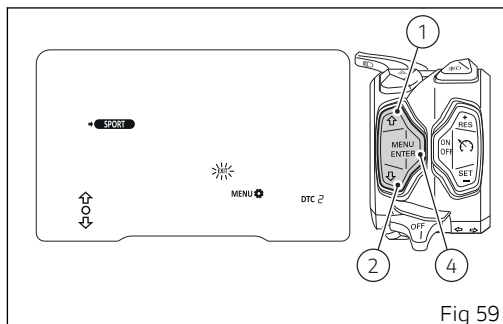
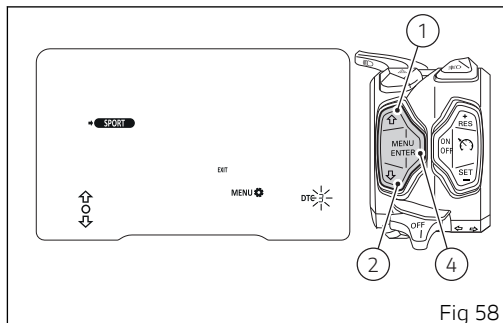
When entering the function, the DTC value starts flashing (Fig 58). Use buttons (1) and (2) to set required value, which can be 1 to 8 or "OFF", i.e. DTC disabled. To confirm, press the button (4). The instrument panel displays the new set level and "EXIT" flashing (Fig 59). Now press button (4) to go back to previous display mode.



Note

Setting "—" (Off) will disable the DTC.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.



Customizing the Riding Mode: ABS setting

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

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select the parameter to be customized ABS (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

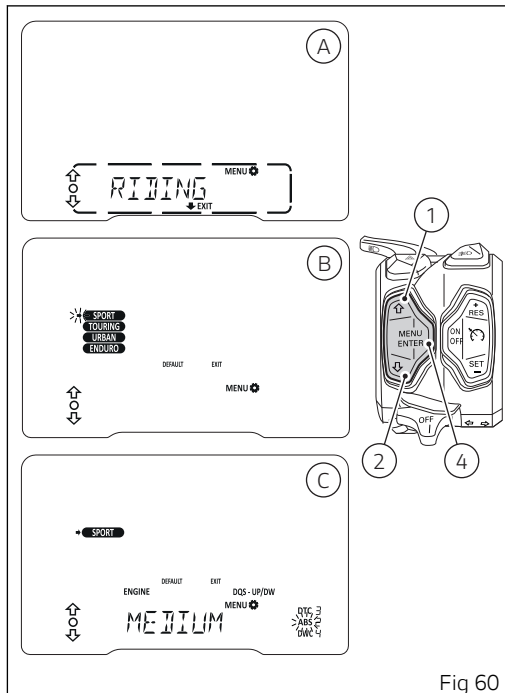


Fig 60

When entering the function, the ABS value starts flashing (Fig 61). Use buttons (1) and (2) to set required value, which can be 1 to 3 or "OFF", i.e. ABS disabled. To confirm, press the button (4). The instrument panel displays the new set level and "EXIT" flashing (Fig 62). Now press button (4) to go back to previous display mode.



Important

When setting the ABS OFF, Ducati recommends you to pay particular attention to the way you ride and brake.

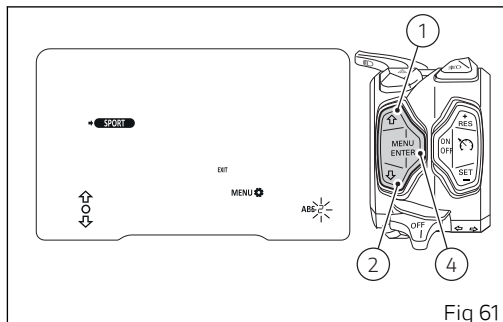


Fig 61

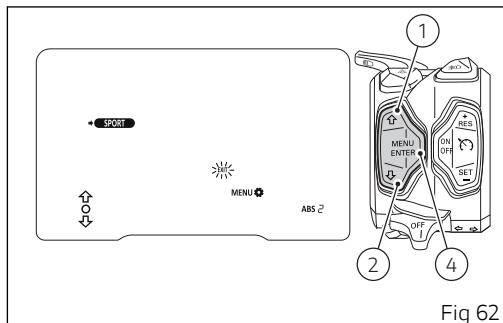


Fig 62

Customizing the Riding Mode: DWC level setting

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

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select the parameter to be customized DWC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

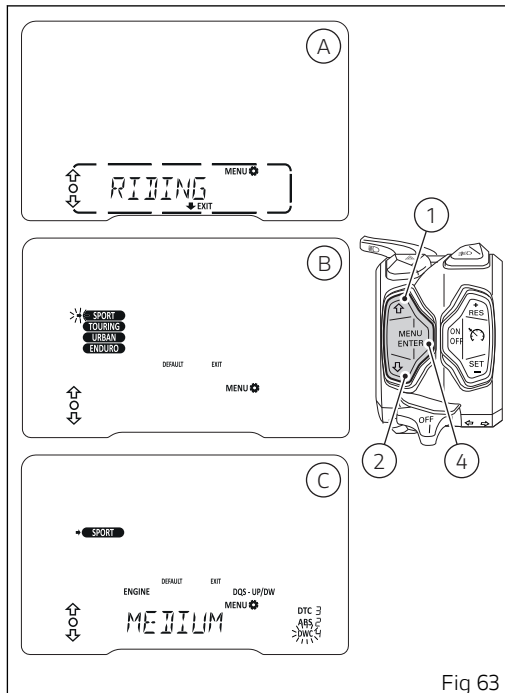
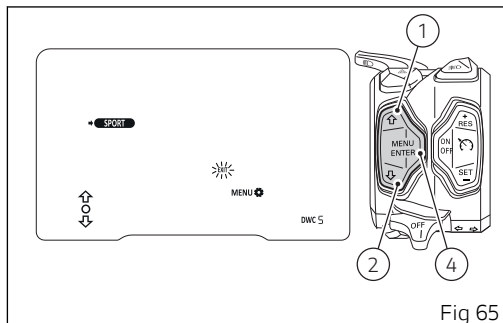
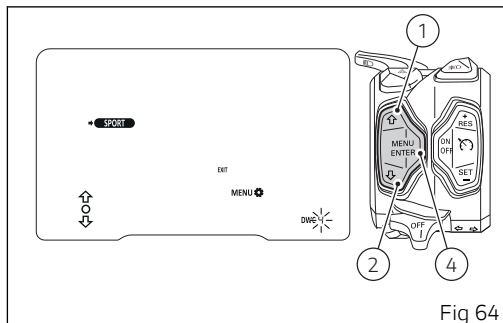


Fig 63

When entering the function, the DWC value starts flashing (Fig 64). Use buttons (1) and (2) to set required value, which can be 1 to 8 or "OFF", i.e. DWC disabled. To confirm, press the button (4). The instrument panel displays the new set level and "EXIT" flashing (Fig 65). Now press button (4) to go back to previous display mode.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.



Customizing the Riding Mode: DQS enabling/disabling

This function disables or sets DQS level for the selected riding mode: DQS is an optional feature.

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select the parameter to be customized "DQS -" (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

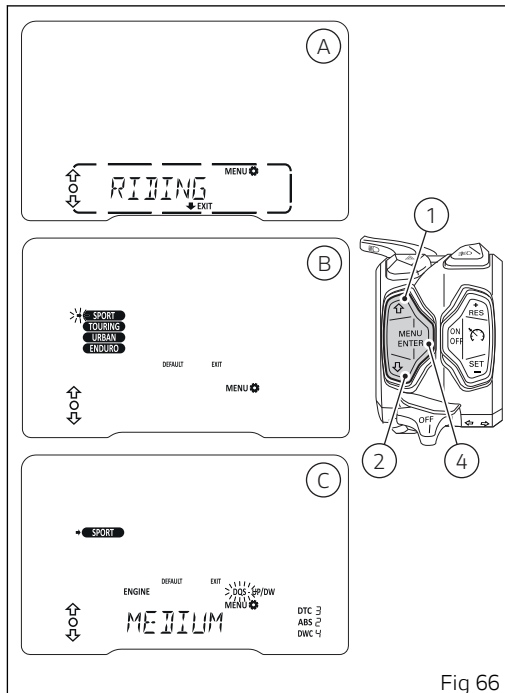


Fig 66

When entering the function, the DQS value starts flashing (Fig 67). Use buttons (1) and (2) to set required value, which can be "DQS - UP/DW" or "DQS -" (OFF), i.e. DQS disabled. To confirm, press the button (4).

The instrument panel displays the new set level and "EXIT" flashing (Fig 68). Now press button (4) to go back to previous display mode.

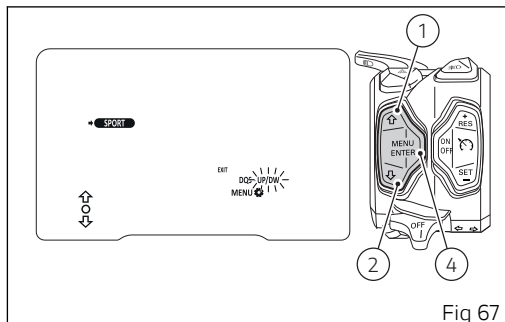


Fig 67

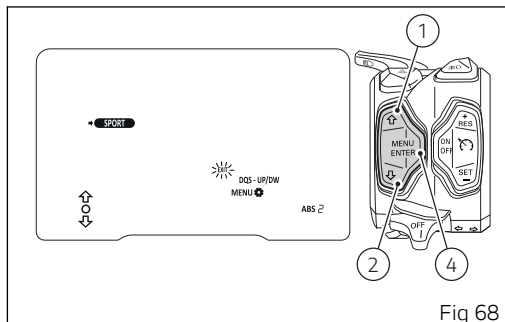


Fig 68

Customizing the Riding Mode: Reset to default settings (DEFAULT)

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

Enter the SETTING MENU.

Select RIDING MODE option (A), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customization Menu (e.g., "SPORT").

Press button (1) or (2), to select "DEFAULT" option (C) so it starts flashing.

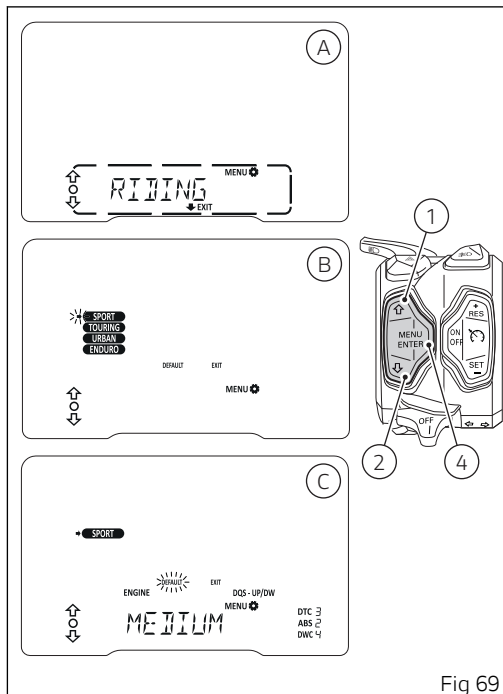


Fig 69

Press button (4) for 2 seconds: the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- the flashing dashes "-----" in the Menu
- the flashing symbol "-" instead of the values for DTC, ABS, DWC
- the flashing arrow next to the selected riding mode

Then, the instrument panel will display the steady indication "DF - OK" within the Menu for another 2 seconds, with the steady symbol "-" instead of the values for DTC, ABS, DWC.

After these 2 seconds, the instrument panel displays the parameters with the Riding Mode default values and EXIT is selected (flashing). Now press button (4) to go back to previous display mode.

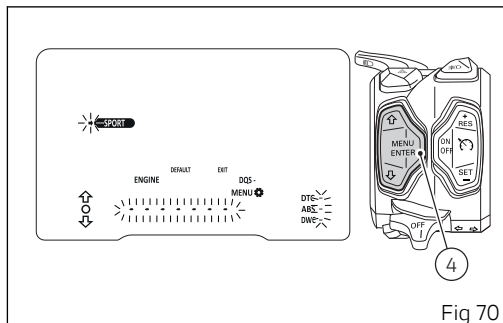


Fig 70

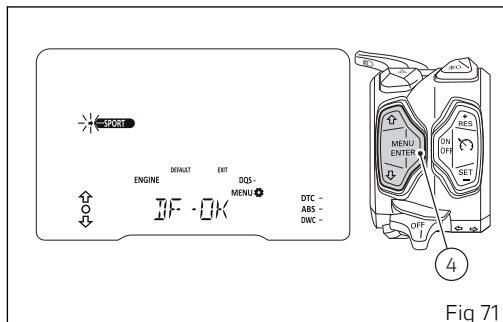


Fig 71

Customizing the Riding Mode: Reset to default settings (ALL DEFAULT)

This function allows restoring all the default values for ENGINE, DTC, ABS, DWC and DQS parameters associated to all riding modes.

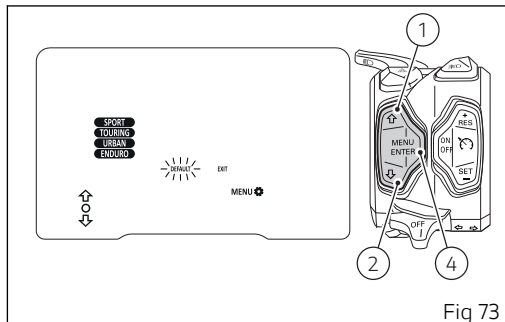
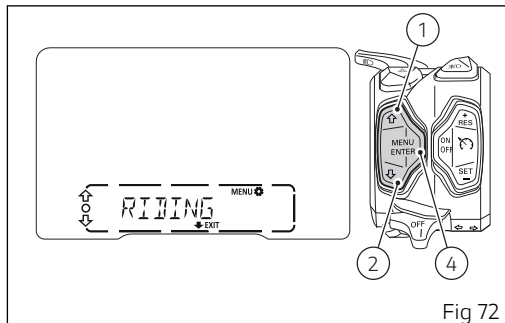
Enter the SETTING MENU.

Select RIDING MODE option (Fig 73), by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the RIDING MODE menu.

Press button (1) or (2), to select DEFAULT option (Fig 73) so it starts flashing.



Press button (4) for 2 seconds: the instrument panel will restore default values for all Riding Modes. The instrument panel displays all four Riding Modes for 2 seconds "SPORT", "TOURING", "URBAN" and "ENDURO" as steady indications, together with four flashing arrows on the left of the Riding Modes.

Then, the instrument panel will display the steady indication "DF - OK" within the Menu for another 2 seconds (Fig 74).

After these 2 seconds, EXIT is selected (flashing) (Fig 75).

Now press button (4) to go back to previous display mode.

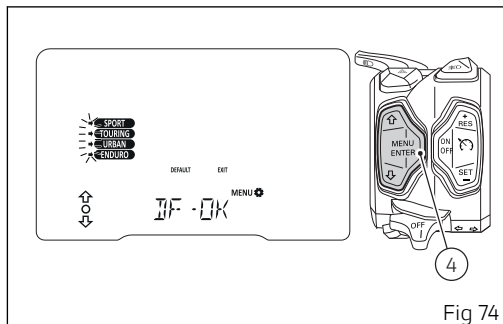


Fig 74

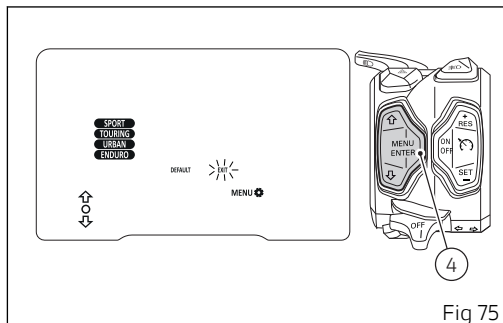


Fig 75

Activation of PIN CODE (PIN CODE)

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

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

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

To change the PIN refer to "Changing the PIN CODE" procedure page 130.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the PIN CODE" page 228.



Attention

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

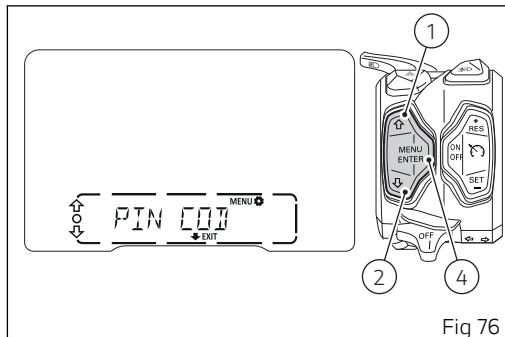
Activating the PIN CODE

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



Note

If "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.



When accessing this function, "PIN:" indication will be displayed followed by four flashing dashes " - - - - " (A).

To go back to the previous screen without activating any PIN CODE, use buttons (1) and (2) to select EXIT (flashing frame), and press button (4).

While if you press button (4), with the 4 flashing dashes " - - - - ", the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) Press button (4) to confirm the number and move on to the following digit.

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

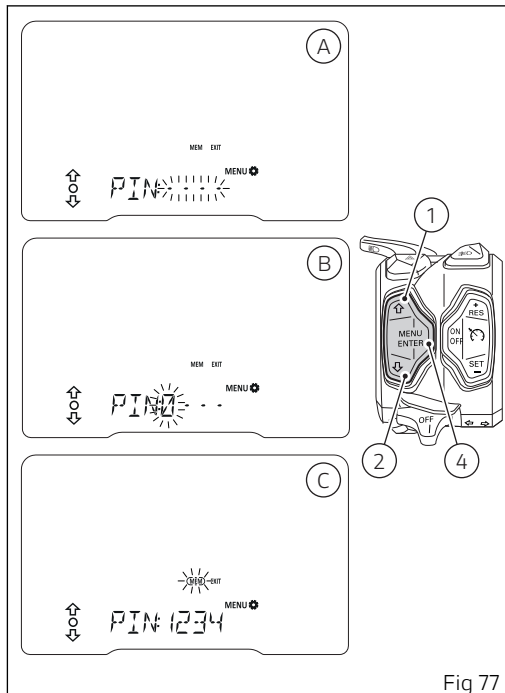


Fig 77

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C) is flashing (Fig 77).

Now you can use buttons (1) and (2) to do the following:

- select EXIT (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) (C, Fig 77) and press button (4) to save the new PIN CODE.

The instrument panel will then show "PIN MEM" within the Menu for 2 seconds, then will show EXIT with flashing frame.

Press button (4) to quit.

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

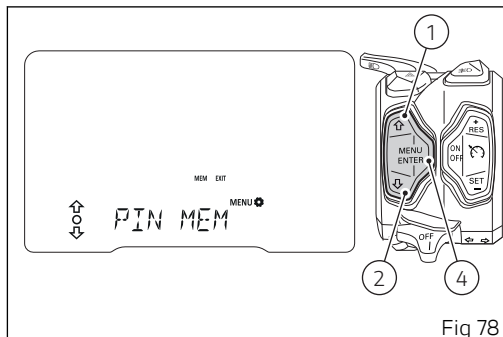


Fig 78

Modification of PIN CODE (PIN CODE)

To change the existing PIN CODE and activate a new one, you must open the SETTING MENU. Select PIN CODE option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

Note

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

Note

If "PIN:" appears when accessing this function and four flashing dashes " - - - - " are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

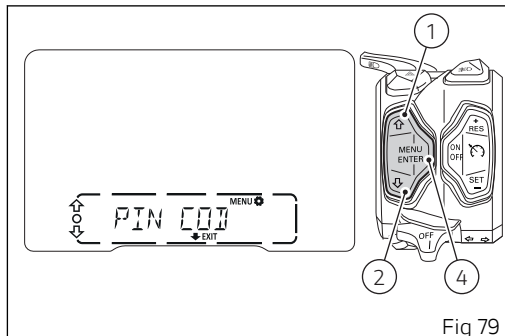


Fig 79

When accessing this function, "OLD:" indication will be displayed followed by four flashing dashes "----" (A).

To go back to the previous screen without changing the PIN CODE, use buttons (1) and (2) to select "EXIT" (flashing frame), and press button (4).

Entering the old code (B):

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

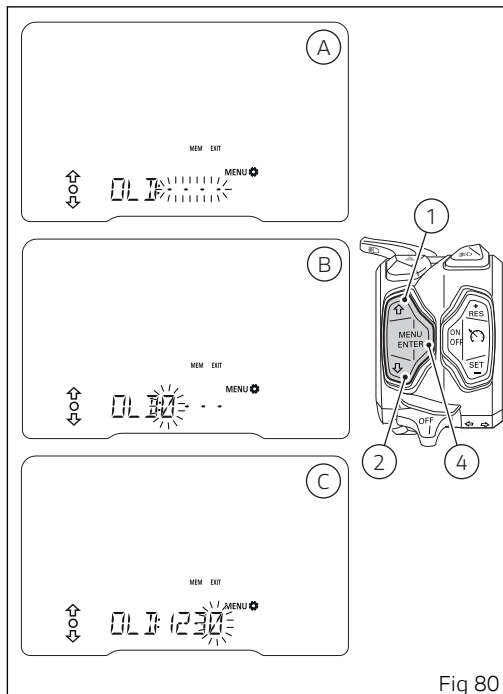
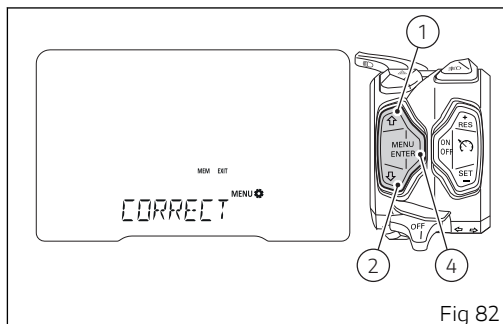
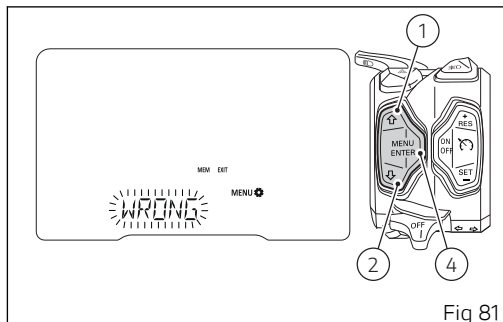


Fig 80

When you press button (4) to confirm the fourth and last digit (C, Fig 80), the instrument panel responds as follows:

- if the PIN is not correct, the instrument panel shows "WRONG" flashing for 2 seconds. After these 2 seconds, EXIT is selected (flashing frame). Now press button (4) to quit PIN CODE modification function or use buttons (1) and (2) to select and try again to enter the old code (A, Fig 80)
- if the PIN is correct, the instrument panel shows "CORRECT" for 2 seconds, and then displays the page for entering the new code.



When accessing this function, "NEW:" indication will be displayed followed by four flashing dashes "----" (A).

Entering the new code (B):

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

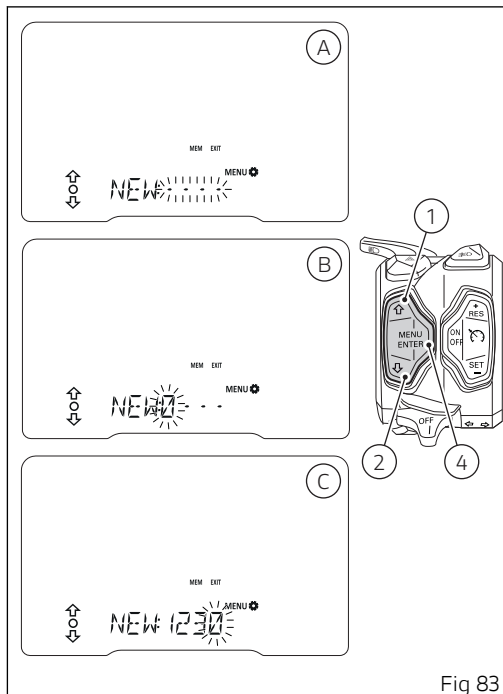


Fig 83

When you press button (4) to confirm the fourth and last digit, the MEM item frame is flashing.

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

- select EXIT (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) and press button (4) to save the new PIN CODE.

The instrument panel will then show "PIN MEM" within the Menu for 2 seconds, then will show EXIT with flashing frame.

Press button (4) to quit.



Note

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

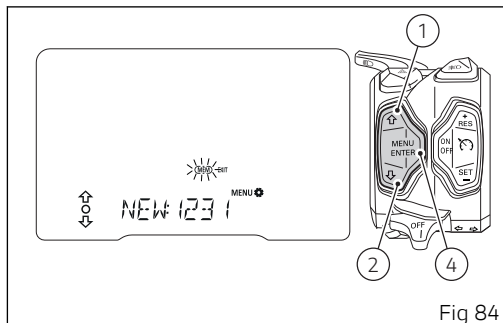


Fig 84

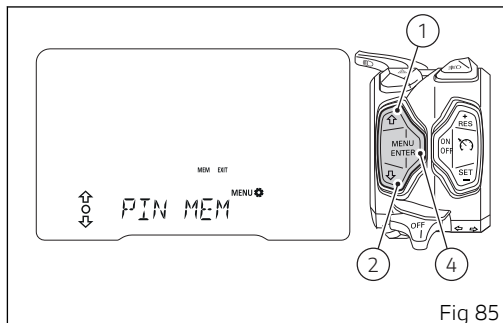


Fig 85

Date setting (DATE SETTING)

This function allows user to set or change the date.
Enter the SETTING MENU.

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

Once function is highlighted, press button (4).



Important

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



Note

If nobody set the date, display will read dashes "- - -" as year, month and day.

The displayed available settings are:

- Y: year
- M: month
- D: day

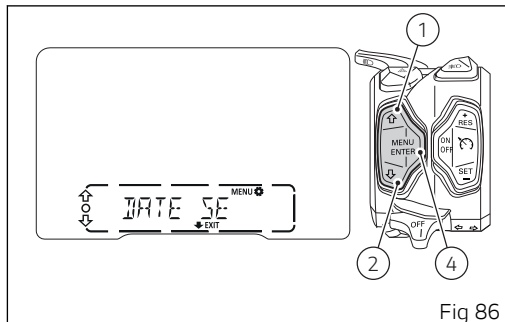


Fig 86

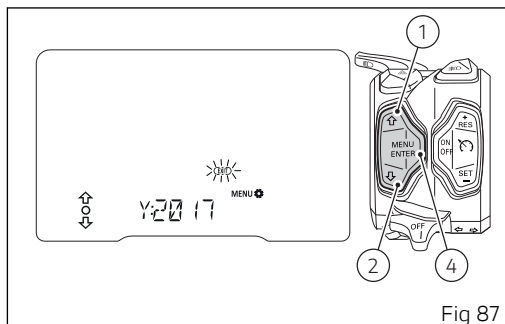


Fig 87

When entering this function, the instrument panel will display the current year within the Menu, as well as the EXIT item selected with flashing frame (Fig 87). Press button (4) to go back to the main screen of the SETTING MENU.

With buttons (1) and (2) it is possible to scroll and select within the Menu the flashing items "Y" (year) (A), "M" (month) (B), "D" (day) (C).

Press button (4) after selecting the parameter you wish to edit: current value will be flashing.

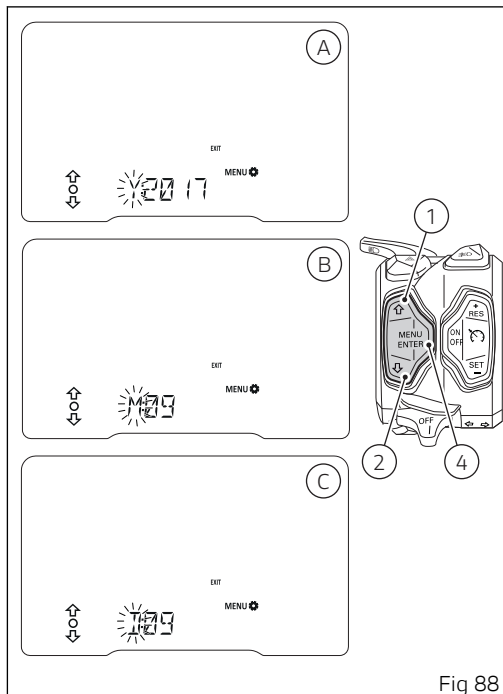


Fig 88

Setting the year

Select "Y" option flashing (A, Fig 88), by pressing button (1) or (2).

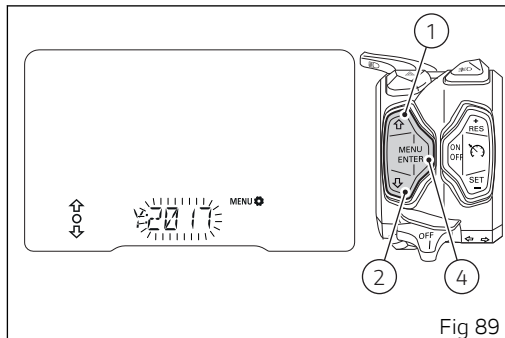
Once option is highlighted, press button (4).

Year 4-digit value starts flashing.

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 value to be set, press button (4) and the set year will stop flashing, while "Y" will be again flashing (A, Fig 88).



Setting the month

Select "M" option flashing (B, Fig 88), by pressing button (1) or (2).

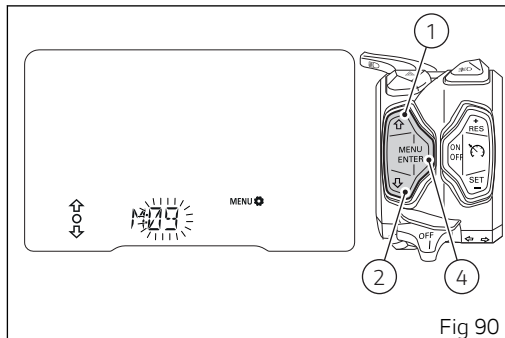
Once option is highlighted, press button (4).

Month 2-digit value starts flashing.

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

Press button (2) to decrease month value by 1: 12, 11, 01, 12.

Once you reach the value to be set, press button (4) and the set month will stop flashing, while "M" will be again flashing (B, Fig 88).



Setting the day

Select "D" option flashing (C, Fig 88), by pressing button (1) or (2).

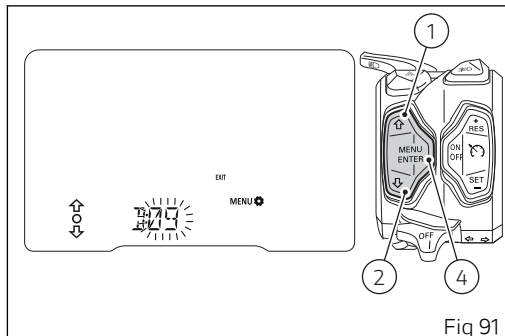
Once option is highlighted, press button (4).

Day 2-digit value starts flashing.

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

Press button (2) to decrease day value by 1: 31, 30, ..., 01, 31.

Once you reach the value to be set, press button (4) and the set day will stop flashing, while "D" will be again flashing (C, Fig 88).



Storing the date

To store set/modified date, select EXIT (flashing frame) using buttons (1) and (2) and press button (4). The instrument panel then checks whether entered date is correct or before the internal date (SERVICE DATE):

- If the date is incorrect, the instrument panel will show "WRONG" and "DATE" alternately for 6 seconds, then it will display a string of 4 steady dashes " - - - - " in place of the date and EXIT selected (flashing frame). In this case, press button (4) to go back to previous page of the SETTING MENU without changing the date; or use buttons (1) and (2) to set the data again by selecting the string of 4 dashes " - - - - " and repeating the operation.
- If date is correct, instrument panel will save the new date and then go back to previous page of the SETTING MENU.

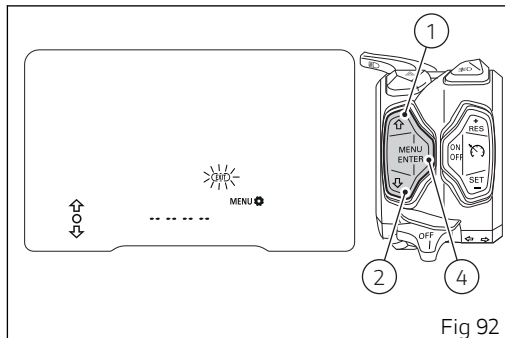


Fig 92

Clock settings (CLOCK SETTING)

This function allows user to set or adjust the time.

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).



Note

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



Note

If nobody set the time, display will read dashes "- -" as hour and minutes.

The displayed available settings are:

- AM / PM
- Hours
- Minutes

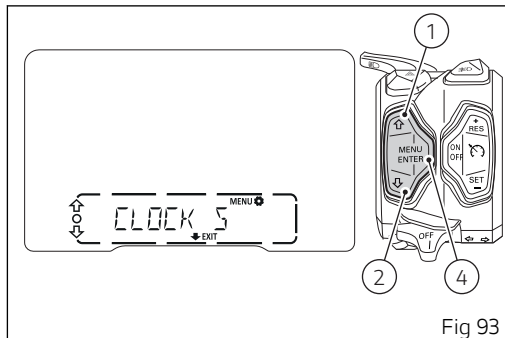


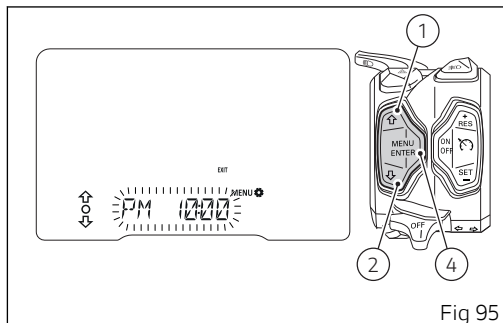
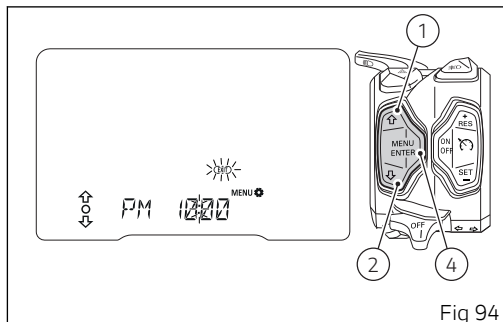
Fig 93

When entering this function, the instrument panel will display the current time within the Menu, as well as the EXIT item selected with flashing frame.

Use buttons (1) and (2) to scroll and select the time indicated within the Menu (flashing) or EXIT (flashing frame).

Press button (4) while EXIT is selected with a flashing frame and the display goes back to the main screen of the SETTING MENU.

Press button (4) with the time indicated within the Menu selected (flashing) to set the time.



When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour setting (hours will start flashing) (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute setting, (minutes will start flashing) (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

Press button (4), EXIT is selected (flashing frame) (Fig 94).

It is now possible to repeat time setting or go back to the previous page of the SETTING MENU by pressing button (4) with EXIT selected (flashing frame).

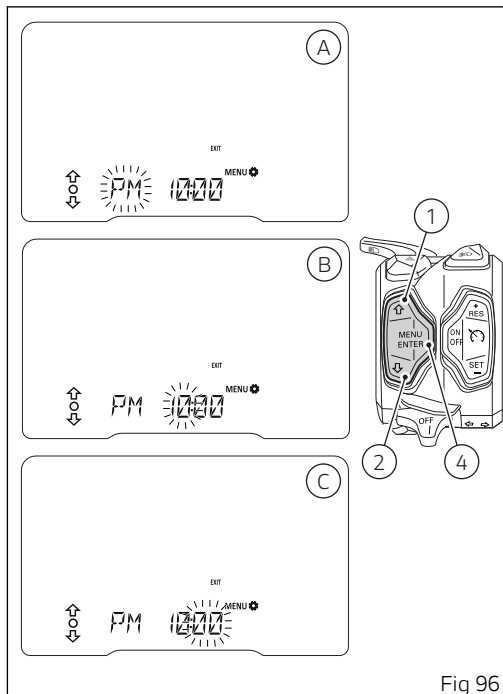


Fig 96

Backlighting setting (BACKLIGHT)

This function allows adjusting the backlighting intensity.

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value flashing within the Menu, as well as the EXIT item.

With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: "HIGH", "MEDIUM", "LOW".

While user is scrolling the three available settings, the instrument panel will change backlighting accordingly.

To confirm the selected value, press button (4).

The instrument panel will then set backlighting according to the selected value and will show EXIT with flashing frame.

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

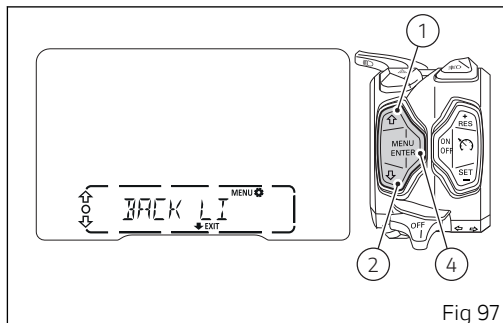


Fig 97

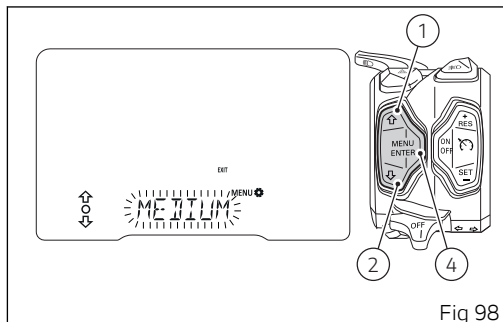


Fig 98

Setting the unit of measurement (UNITS SETTING)

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

Enter the SETTING MENU.

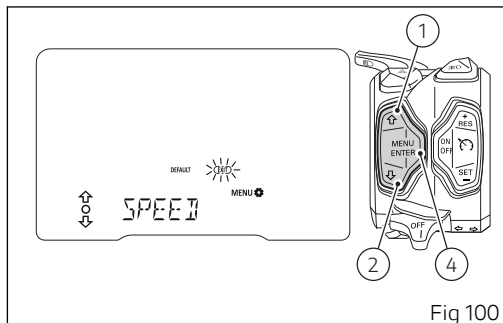
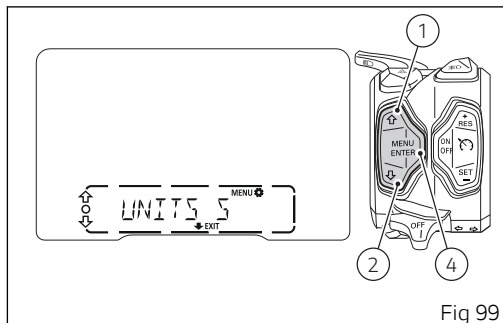
Select "UNITS SETTING" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

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

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

When entering this function, the instrument panel will display the "SPEED" item within the Menu, as well as the EXIT item selected with flashing frame.



With buttons (1) and (2) it is possible to scroll and select (flashing) "SPEED" (A), "TEMP." (B), "CONS." (C), DEFAULT (flashing frame) and then go back to EXIT (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

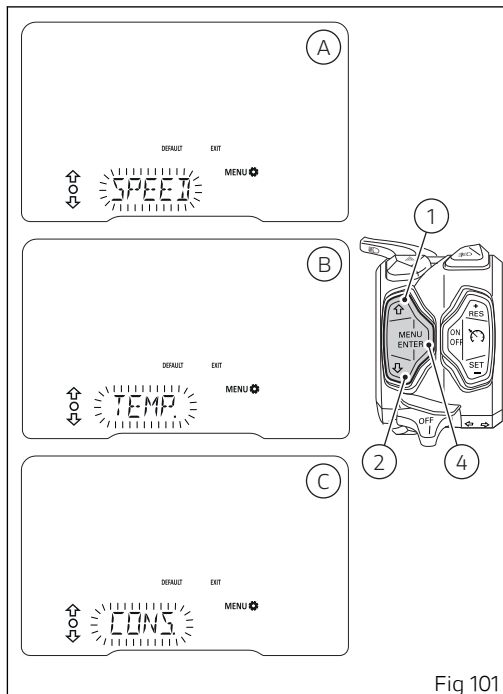


Fig 101

Setting the unit of measurement: Speed

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

When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units "km/h" and "mph", and select them (flashing).

Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

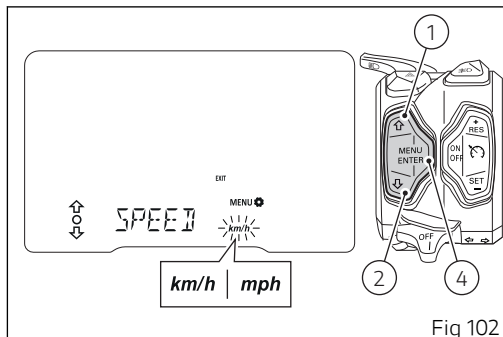


Fig 102

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement "°C" and "°F", and select them (flashing).

Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

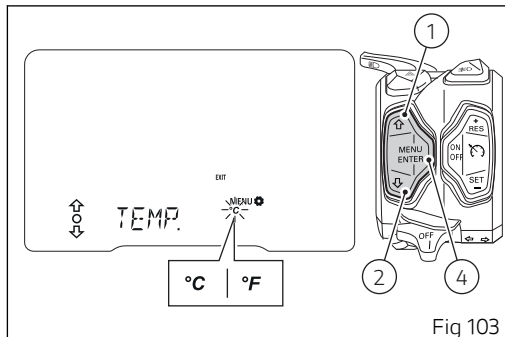


Fig 103

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption. When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units "L/100", "km/L", "mpg UK" and "mpg USA", and select them (flashing).

Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

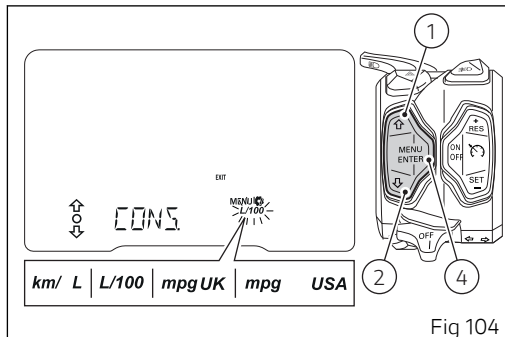


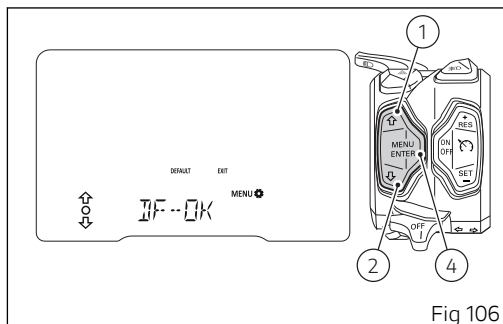
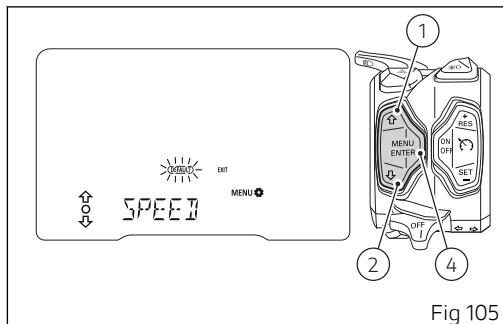
Fig 104

Setting the unit of measurement: Resetting to automatic DEFAULT settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. You open the "UNITS SETTING" menu, as described in the previous pages. Select DEFAULT option (flashing frame), by pressing button (1) or (2). Once function is highlighted, press button (4) for 2 seconds.

The display shows "WAIT.." for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.

After these 2 seconds, EXIT is selected (flashing frame). To quit and go back to previous page, press button (4).

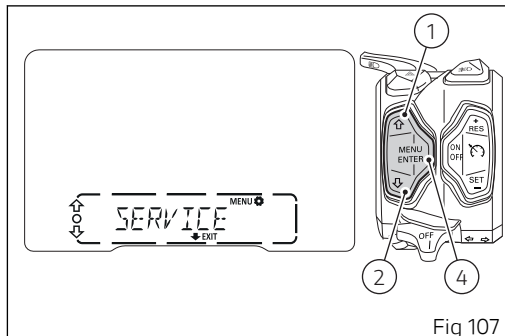


Service thresholds (SERVICE INFO)

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.

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

Once function is highlighted, press button (4).



In this page of the menu, the instrument panel displays "Oil Service" information (A) first. Each time you press button (2), the instrument panel displays "Annual Service" information (B), then "Desmo Service" information (C) and then goes back to "Oil Service" information (A).

If button (4) is pressed while EXIT has a flashing frame, display goes back to the main screen of the SETTING MENU.

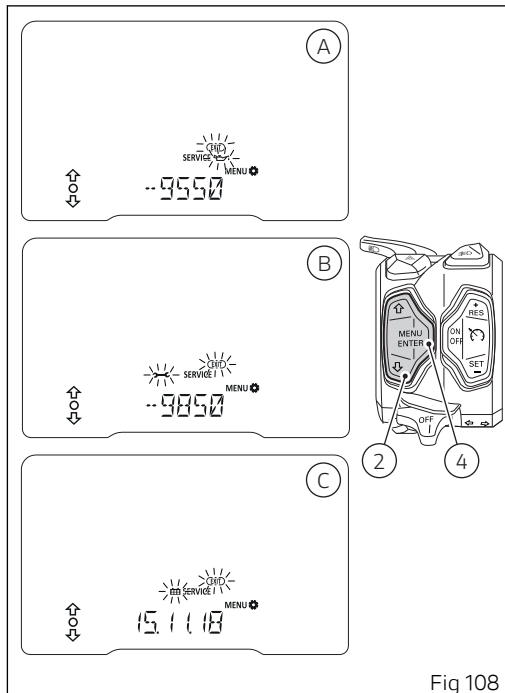


Fig 108

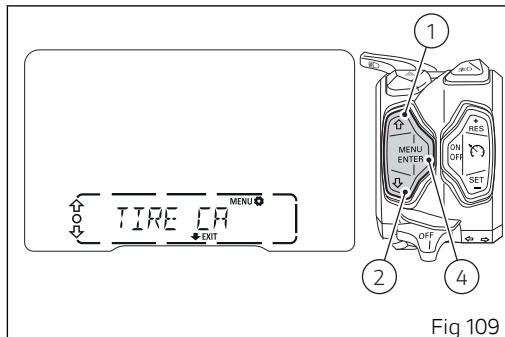
Tire setting and drive ratio (TIRE CALIBRATION)

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

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).



When entering this function, the instrument panel will display within the Menu the "START" text flashing, as well as the items DEFAULT and EXIT.



Note

The DEFAULT item is only active if a new calibration was previously carried out and if current calibration value is not the default one.

Use buttons (1) and (2) to scroll and select DEFAULT (flashing frame), EXIT (flashing frame) and get back to the flashing "START" option.

Press button (4) when "START" option is selected (flashing), to start the procedure for a new calibration.

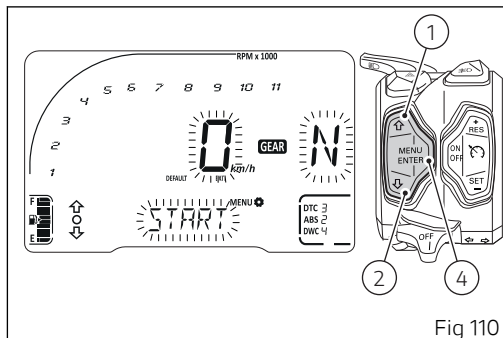


Fig 110

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.

Within the Menu, the instrument panel displays the rolling text "SPEED 48-52 – GEAR 2", while speed and gear indicators are displayed in flashing mode until the 2 parameters comply with the indicated range.

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

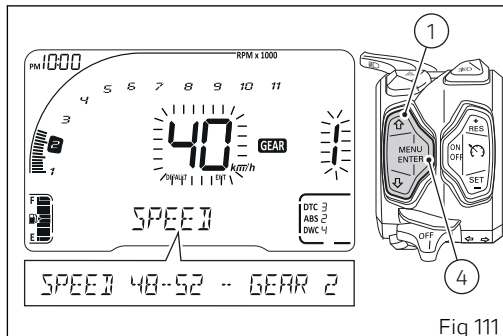
Note

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

Note

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

If the teach-in procedure is completed correctly, the instrument panel shows "ENDED" steady on, followed by the previous screen after a few seconds.



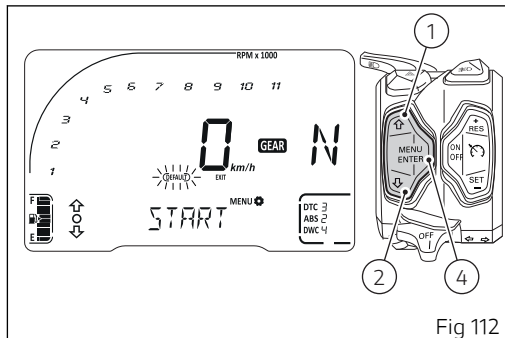
If the calibration procedure is aborted by the user, the instrument panel shows "ABORT" followed by the previous screen after a few seconds.

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

To reset the default settings, use buttons (1) and (2) to select DEFAULT (flashing frame) and press button (4).

Then, the instrument panel shows "WAIT.." within the Menu and after a few seconds "OK" for 2 seconds, then followed by the previous screen.

Use buttons (1) and (2) to select EXIT (flashing frame) and press button (4) to go back to the previous screen of the SETTING MENU.



Bluetooth device setting (BLUETOOTH)

This function allows pairing and/or deleting any paired Bluetooth devices.

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).

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

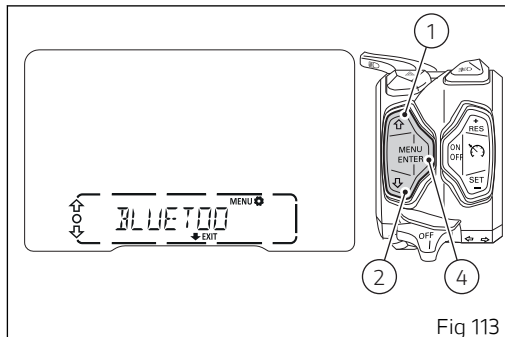


Fig 113

When entering the function, the instrument panel displays the number of associated devices (if any) in place of the time indication, displaying a 1-digit figure.

This figure is the number of devices already paired (max. 5). If at least 5 devices have already been paired, the message "PAIRING" and its frame will not be displayed.

The Menu will show the name of the first paired device if at least one device is already paired, or the message "NO DEVICE".

Use buttons (1) and (2) to select PAIRING (flashing frame) and then the name of the first device paired (if at least one device has already been paired) and then EXIT (flashing frame).

Now, if you press button (4):

- when PAIRING is selected (flashing frame), you run a pairing of one or several Bluetooth devices;
- when the name of the first device is flashing, you can delete any paired devices;
- when EXIT is selected (flashing frame), you go back to previous screen without deleting and/or pairing anything.

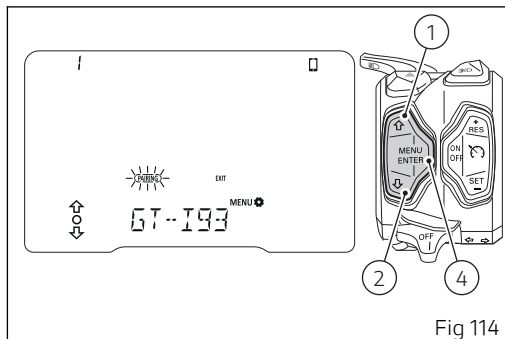


Fig 114

Pairing of a new device

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

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

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

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



Attention

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



Attention

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

- the entire range of headphones and Smartphones available on the market;
- Smartphones that do not support the required Bluetooth profiles.

The Pairing function is activated by pressing button (4) after selecting the PAIRING item (flashing frame) (Fig 114): this runs a search for all Bluetooth devices present within a certain range.

The instrument panel starts searching for devices, BT symbol flashes throughout the search, a string of 2 dashes "--" is displayed in the speed indicator and text "WAIT.." is displayed within the Menu. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

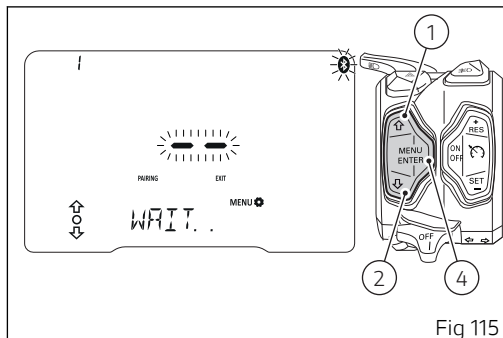


Fig 115

If the Pairing fails, the "PAIR KO" indication is displayed within the Menu. So, use buttons (1) and (2) to select EXIT (flashing frame) and press button (4) to quit and go back to the previous screen: in this condition you can only quit the BLUETOOTH SETTING MENU, and then go back into it to try a new Pairing.

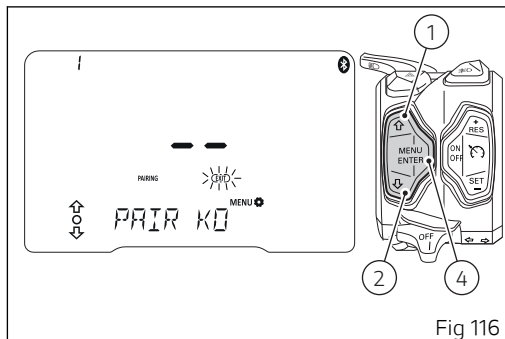


Fig 116

If Pairing is successful, as soon as BT devices are found, the instrument panel displays the number of devices detected and the Menu will list their names (in rolling mode, from right to left). Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest. If two or more detected devices have the same name, the list of devices in the Menu will include two or more devices with the same name. If one of the devices detected has no name, it will not be included in the list of devices detected.



Note

The list of devices found within the range during the pairing stage does not include already paired devices even if their Bluetooth connection is ON.

When a device in the list is selected, the user will have to specify the type of connected device, using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm. In this sequence:

- SMARTPHONE 
- RIDER HELMET (1) 

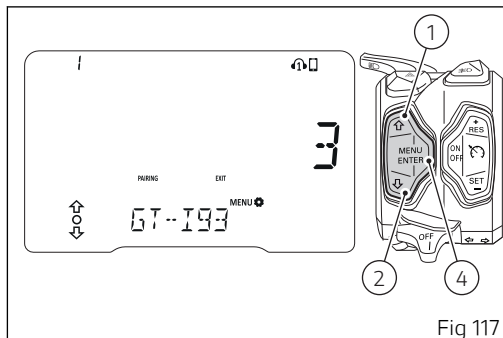


Fig 117

- PASSENGER HELMET (2) 
- GPS NAVIGATOR 

When device type is selected, the display reads "WAIT.." and number of paired devices is refreshed.

To pair a smartphone, the pairing procedure with the Bluetooth control unit is carried out directly via the smartphone.

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. Once the device is paired, the display will automatically show the BLUETOOTH SETTING MENU main page.

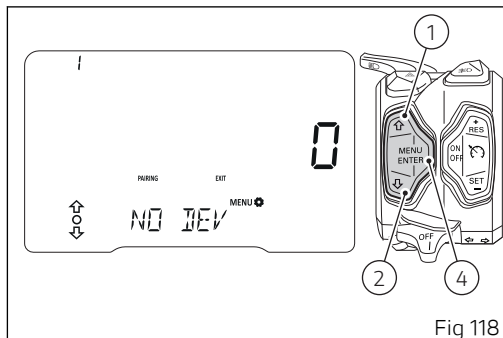


Note

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to BLUETOOTH SETTING MENU main screen.

If no device is selected during the pairing phase, Menu will show "NO DEVICE" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed. Use buttons (1) and (2) to select PAIRING (flashing frame) and then press button (4) to repeat the search for devices in the range. As an alternative, select EXIT (flashing frame) and press button (4) to go back to the previous screen.

Pairing deactivation takes place when quitting the BLUETOOTH SETTING MENU or when no more devices are present.



Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.

After entering BLUETOOTH SETTING MENU (Fig 114), use buttons (1) and (2) to select the device to be deleted from the list shown in the Menu. Once the device is selected, press button (4). The instrument panel displays "DELETE" within the Menu. Press again button (4) to confirm, or press button (2) for 2 seconds to cancel deletion of the device. If user confirms deletion of the device, the instrument panel will display "WAIT" within the Menu.

As soon as the deletion procedure is completed, the device is removed from the list and the number of paired devices will be automatically updated. If the list includes no devices, the instrument panel will show "NO DEVICE" in the Menu.

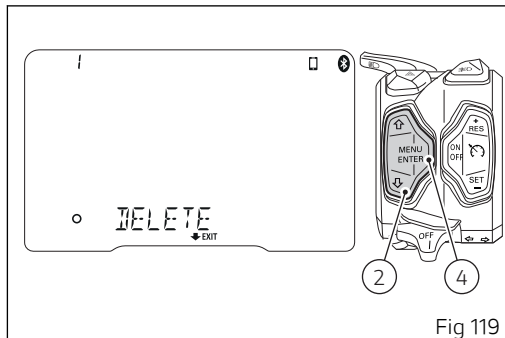


Fig 119



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.

Setting the tire sensor reference deflation pressure (TIRE PRESSURES SET) - accessory

This function allows customizing the reference pressure values of the front and rear tires and is only active if the tire pressure sensors are installed, which can be purchased as accessory.

Enter the SETTING MENU.

Select "TIRE PRESSURE SET", by pressing button (1) or (2).

Once function is highlighted, press button (4).

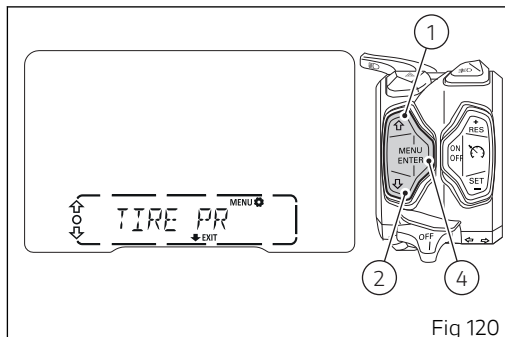


Fig 120

When entering this function, the instrument panel will display the currently set reference pressure values, and "EXIT" selected with flashing frame (A). The reference pressure values are indicated with letter "F" for the front tire and letter "R" for the rear tire.

Use buttons (1) and (2) to scroll and select the flashing reference pressure of the front (B) and rear (C) tire, and then to go back to "EXIT" with flashing frame (A).

Press button (4) while "EXIT" is selected with a flashing frame (A) and the display goes back to the main screen of the SETTING MENU.

Press button (4) when letter "F" (front) or "R" (rear) is flashing to enter the setting page of the tire reference pressure, as described below.

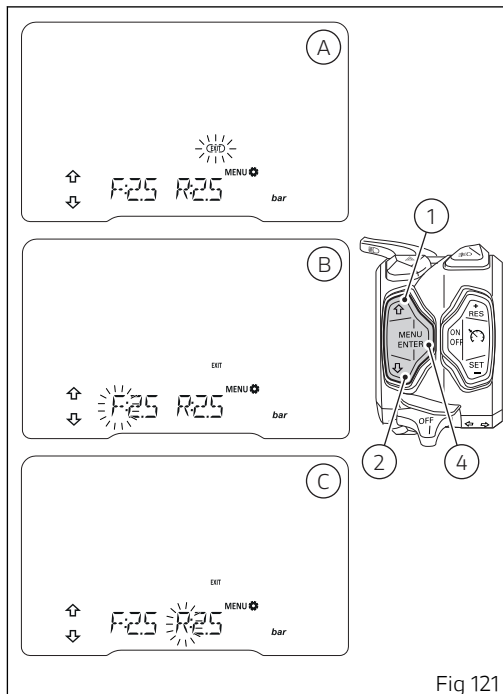


Fig 121

Setting the front tire reference pressure

After pressing button (4) with flashing "F", the pressure value starts flashing.

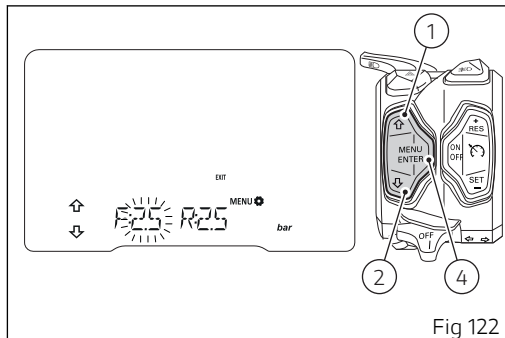
Press button (1) to increase the value by 1.54 psi (0.1 bar), for example:

21.76 psi (1.5 bar), 23.21 psi (1.6 bar), 24.66 psi (1.7 bar) until a maximum of 45.51 psi (3.0 bar).

Press button (2) to decrease the value by 1.54 psi (0.1 bar), for example:

45.51 psi (3.0 bar), 42.06 psi (2.9 bar), 40.61 psi (2.8 bar) until a minimum of 21.76 psi (1.5 bar).

To confirm the set value, press button (4).
Then letter "F" (B, Fig 121) will start flashing again.



⚠ Important
Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph "Tubeless Tires" (page 337). Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tires" (page 337).

Setting the rear tire reference pressure

After pressing button (4) with flashing "R", the pressure value starts flashing.

Press button (1) to increase the value by 1.54 psi (0.1 bar), for example:

21.76 psi (1.5 bar), 23.21 psi (1.6 bar), 24.66 psi (1.7 bar) until a maximum of 45.51 psi (3.0 bar).

Press button (2) to decrease the value by 1.54 psi (0.1 bar), for example:

45.51 psi (3.0 bar), 42.06 psi (2.9 bar), 40.61 psi (2.8 bar) until a minimum of 21.76 psi (1.5 bar).

To confirm the set value, press button (4).
Then letter "R" (C, Fig 121) will start flashing again.

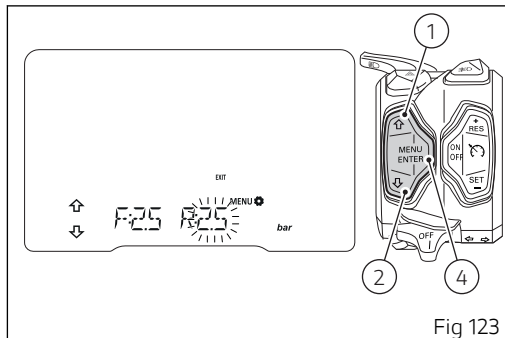


Fig 123

Important

Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph "Tubeless Tires" (page 337). Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tires" (page 337).

Turn indicator automatic switch-off feature (TURN INDICATORS OFF)

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 (AUTO) or manual mode (MANUAL).

Enter the SETTING MENU.

Select "TURN INDICATORS OFF", by pressing button (1) or (2).

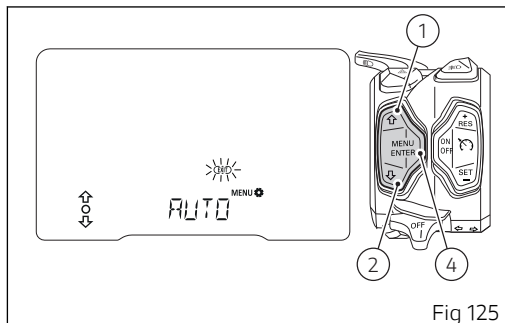
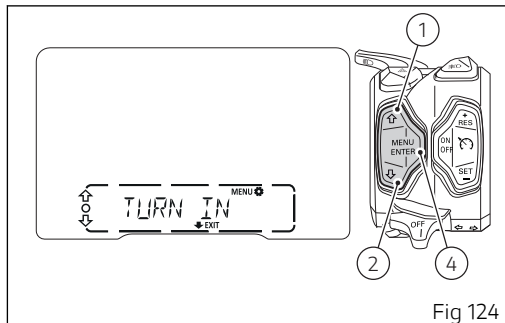
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the current mode within the Menu, as well as the EXIT item selected with flashing frame.

If current mode is "AUTO", use buttons (1) and (2) to change to "MANUAL" mode (flashing) and EXIT will be displayed with flashing frame.

If current mode is "MANUAL", use buttons (1) and (2) to change to "AUTO" mode (flashing) and EXIT will be displayed with flashing frame.

Press button (4), instrument panel will set the selected mode and then go back to previous screen.



**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).

**Note**

At any moment, if the instrument panel finds that the ABS control unit is in "error", system will disable the set switch-off strategy (so turn indicators will not be canceled automatically).

Engine rpm digital indication (RPM)

This function displays the engine RPM in a digital way.

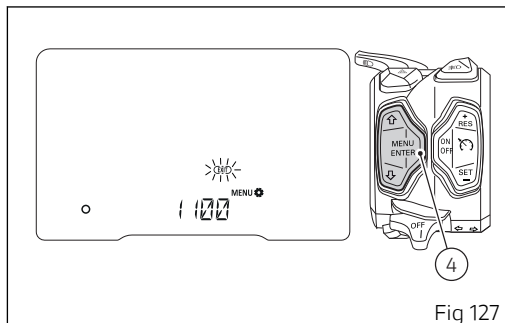
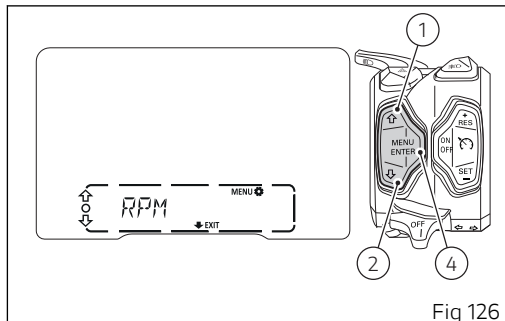
Enter the SETTING MENU.

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

Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the engine RPM in a digital way within the Menu.

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



Battery indication (BATTERY)

This Function allows viewing the vehicle Battery voltage.

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).

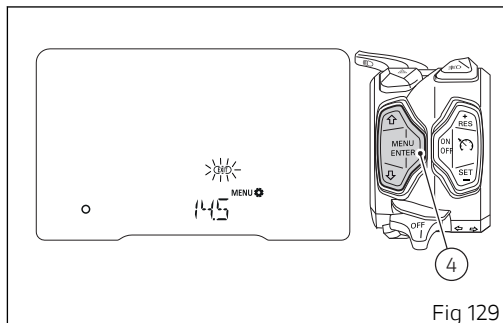
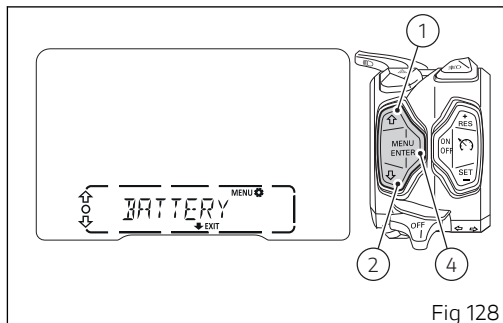
When entering this function, the instrument panel will display the battery voltage within the Menu.

If value is between 11.0 V and 11.7 V or 15.0 and 16.0 V the reading will be displayed flashing.

If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.

If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

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



Infotainment

Multistrada can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorized Service Center.

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

When the Bluetooth is active, the main screen displays the Bluetooth icon. Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

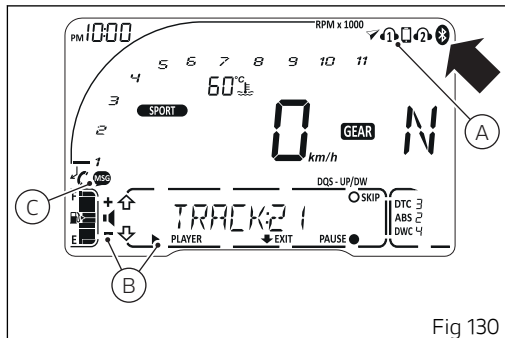


Fig 130

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

- 1) Ducati GPS navigator;
- 2) Rider helmet earphones;
- 3) Smartphone;
- 4) Passenger helmet earphones.

It is possible to connect up to a maximum of 4 devices.

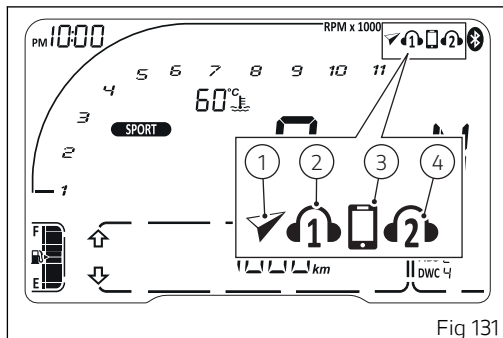


Fig 131

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function);
- to recall any of the last 7 calling numbers from the list under CALLS function (page).



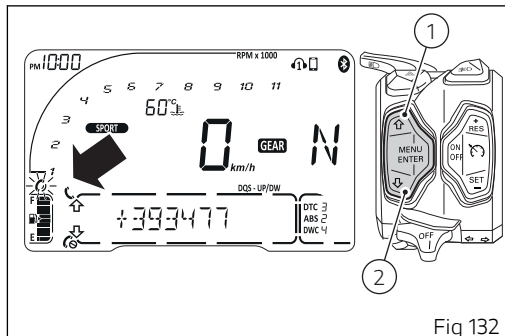
Note

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

When there is an incoming call, the instrument panel displays:

- the handset ringing symbol for incoming call, flashing
- the calling name/number in the Menu
- the handset symbol over arrow up ↑
- the handset hang-up symbol under arrow down ↓

To answer the call, press button (1).



To reject the call, press button (2).



Note

If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

When a call is in progress, incoming call symbol is displayed, calling name/number is shown in the Menu and the empty circle symbol  comes on, followed by "END".

To end the call, press button (4).

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

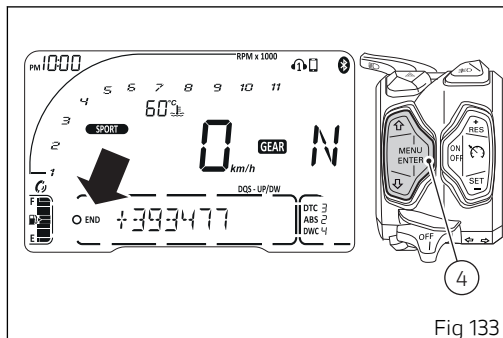


Fig 133

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: arrow up  is displayed followed by "YES" and Menu shows "RECALL?".

To activate the Recall function within the 5 seconds, press button (1).

After this 5 second time, the Recall function is disabled.

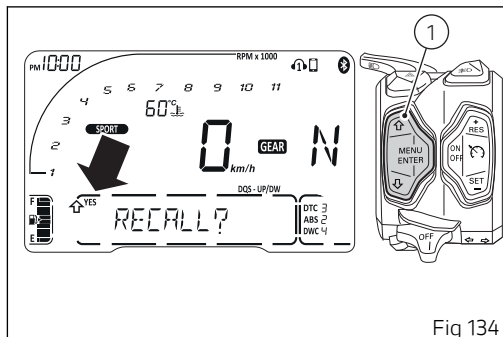


Fig 134

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.

The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed.

The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

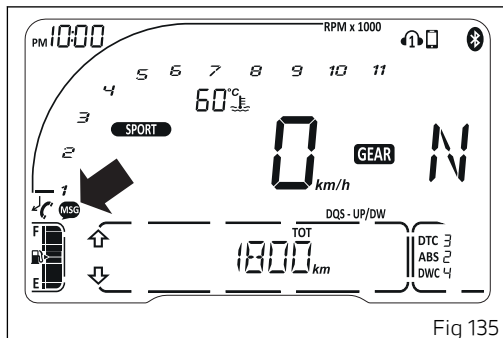


Fig 135

Player

If one Smartphone is connected, Menu will show the PLAYER function.

Use button (1) or (2) to scroll the Menu functions and view the PLAYER function.

If Player is not active the instrument panel displays "PLAYER OFF" (.

Press button (4) to switch it on.

If Player is active the instrument panel displays "PLAYER ON" (.

Press button (4) to switch it off.

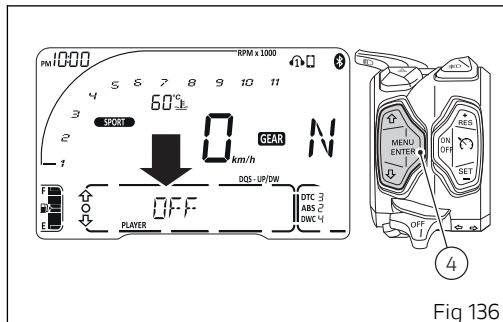


Fig 136



Note

The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

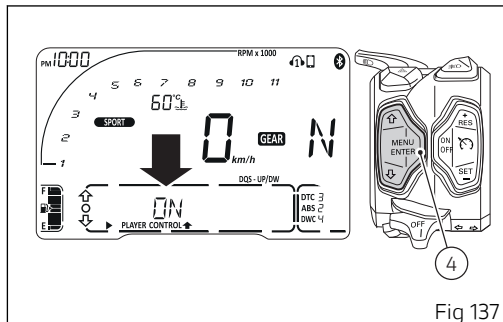


Fig 137

Once the Player is on (PLAYER ON), press button (1) for 2 seconds to open Player control mode. The name of audio file is shown in rolling mode in the Menu and Player control graphics is available. If instrument panel is not receiving track name, it pauses the track being played and will show the message "NOT AVAILABLE" in rolling mode.

If the smartphone contains no tracks that can be read, the instrument panel shows again the message "NOT AVAILABLE".

When the Player is turned on, within Player control page, button (1), button (2) and button (4) can only be used to control the Player.

- Volume up: Press button (1) once.
- Volume down: Press button (2) once.
- Pause / Play: Press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit Player controls (although maintaining Player ON). The instrument panel will display "PLAYER" and "ON". After quitting Player controls:

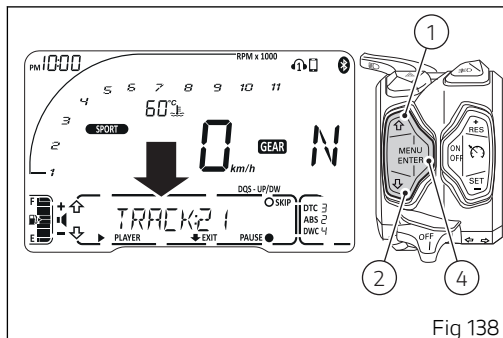


Fig 138

- player and its volume can no longer be controlled via the instrument panel;
- button (1), button (2) and button (4) have the normal functions.

F.A.Q.

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

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

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

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

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

3) Earphones do not connect. Why?

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

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

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

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

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

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

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

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

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

Cruise Control

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

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

When Cruise Control is activated by pressing ON/OFF button (5), the instrument panel will turn on the Cruise Control warning light (3). When the system is on, the Cruise Control icon on the instrument panel turns on.

In these conditions, the Ducati Cruise Control is ready to be set with the target speed to be maintained automatically, with no need to hold the throttle twistgrip in position.

When SET button (7) is pressed, current speed is set as target cruise speed.

To confirm correct setting of cruise speed, the target speed is activated on the instrument panel for 5 seconds.

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

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

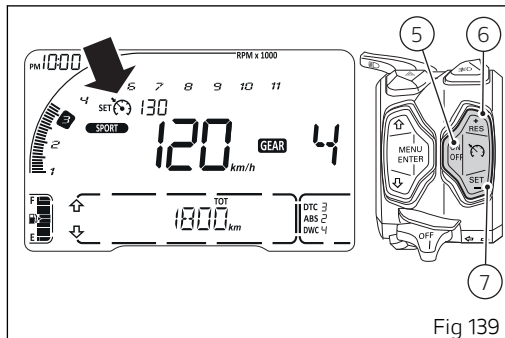


Fig 139

The new set target speed is displayed in the coolant temperature box when system is reaching said speed.

When the new requested target speed has been reached for over 5 seconds the display will show the coolant temperature again.

Press RES button (6) to resume previous SET speed, in case the Ducati Cruise Control was previously disabled.



Important

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

Once the system is enabled, it is possible to set the current speed as the desired speed by pressing RES (6) or SET (7): press RES (6) if no target speed has been previously set.

In this case, the system saves the vehicle current speed and keeps it without the rider having to work on the twistgrip: the set speed is displayed on the instrument panel.

In stand-by mode, if you press RES (6) and a target speed has been previously set and the operating conditions are met, the system starts working again and brings the vehicle to the last set target speed.

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

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

The Ducati Cruise Control can be disabled as follows:

- turning the throttle twistgrip in the direction as to decelerate;
- pressing button (5);
- activating the front brake;
- activating the rear brake;
- pulling the clutch.

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

Vehicle Hold Control (VHC)

The Multistrada ABS is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure. This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON).

Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the following warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

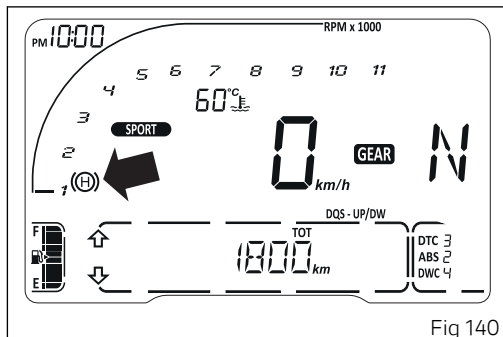


Fig 140



Note

This function is disabled when the user starts or pulls the front brake lever twice in close sequence or after 9 seconds from the activation, or when the user opens the side stand.



Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.



Attention

The system can be activated only if the ABS is not in fault or in the initialization phase or in degraded operation: when the ABS system is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialization phase or in degraded operation, the ABS warning light blinks.

Service warning (SERVICE)

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

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

There are 3 types of scheduled maintenance interventions:

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

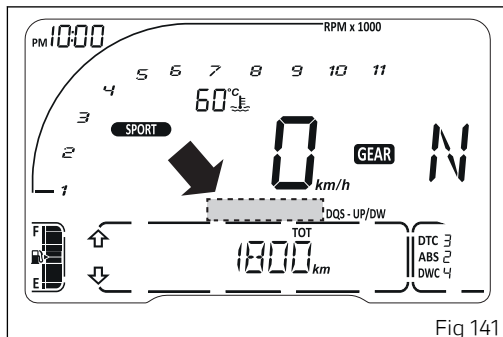


Fig 141

OIL SERVICE zero warning

The first maintenance indication is the OIL SERVICE zero warning, which is enabled for 5 seconds upon each key-on when the odometer counter reaches the first 600 miles (1,000 km).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol  and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol  become steady until Key-OFF or until a Ducati Authorized Service Center performs a Reset.

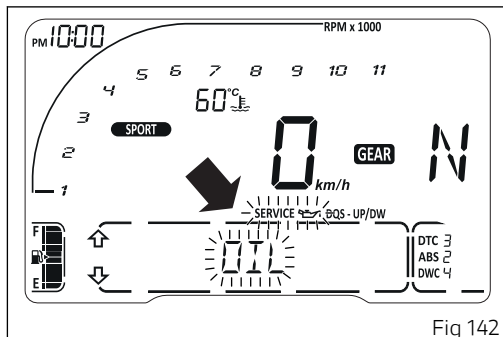


Fig 142

OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

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

- OIL SERVICE (A);
- ANNUAL SERVICE (B);
- DESMO SERVICE (C).

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil symbol  and "OIL" text (A); or the Annual  symbol and "ANNUAL" text (B); or the Desmo  symbol and "DESMO" (C) upon each Key-ON.

After 5 seconds, both the message SERVICE and the Oil symbol  or the Annual symbol  or the Desmo symbol  become steady until Key-OFF or until an Authorized Ducati Service Center performs a "Reset".

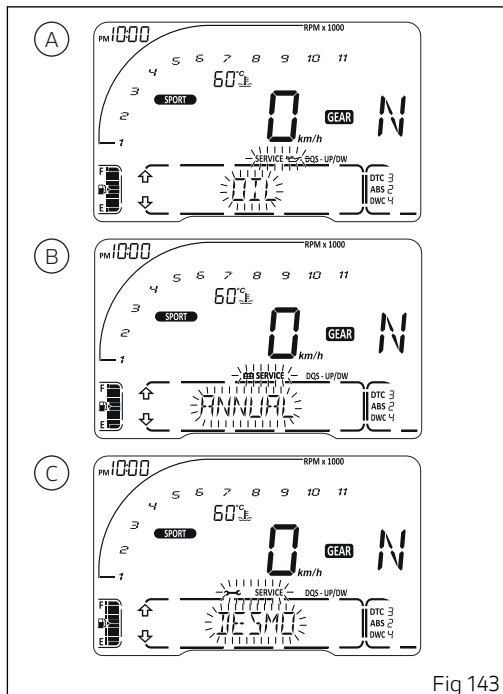


Fig 143

OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

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

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

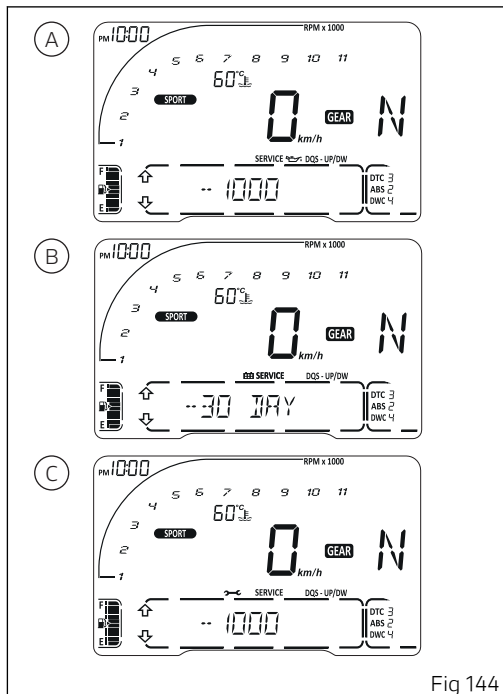


Fig 144

Warning/Alarm (Warning)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle.

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

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning.

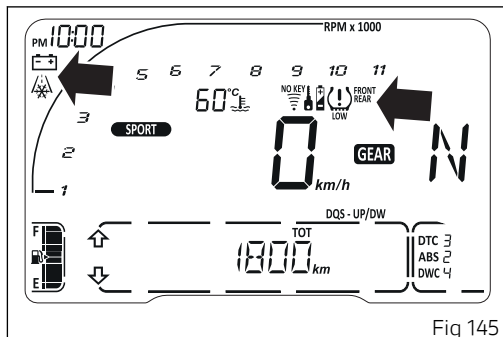


Fig 145

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 146

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 147

Hands Free (HF) Key not acknowledged

The activation of this "warning" indicates that the Hands Free system does not detect the "active key" near the vehicle.



Note

In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.



Fig 148

"Low" battery level of Hands Free (HF) key

The activation of this "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.



Note

In this case, Ducati recommends changing battery in the shortest delay.

To change battery, refer to paragraph "Replacing the battery in the active key" page 222.



Fig 149

Low front tire pressure (accessory)

The activation of this “warning” indicates that the front tire pressure is not sufficient, i.e. below 23.2 psi (1.6 bar).



Attention

In this case, Ducati recommends stopping riding and checking the front tire pressure.

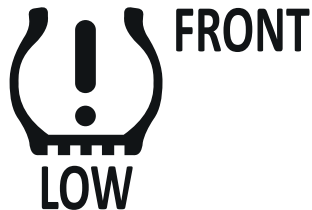


Fig 150

Low rear tire pressure (accessory)

The activation of this “warning” indicates that the rear tire pressure is not sufficient, i.e. below 23.2 psi (1.6 bar).



Attention

In this case, Ducati recommends stopping riding and checking the rear tire pressure.



Fig 151

Low battery level of the front tire sensor (accessory)

The activation of this “warning” indicates that the battery inside the front sensor is almost discharged and so the front tire pressure information will soon no longer be available.



Important

In this case, go as soon as possible to a Ducati authorized service center or Dealer and have the sensor checked because it is necessary to replace it.



Important

Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph “Tubeless Tires” (page 337). Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tires” (page 337).

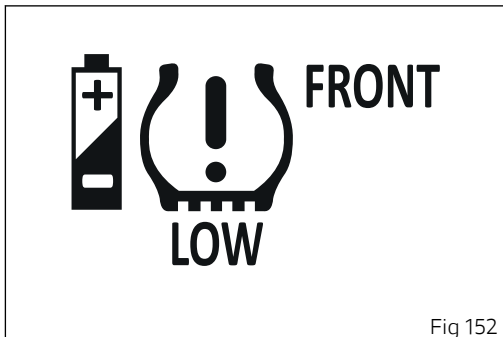


Fig 152

Low battery level of the rear tire sensor (accessory)

The activation of this “warning” indicates that the battery inside the rear sensor is almost discharged and so the front tire pressure information will soon no longer be available.



Important

In this case, go as soon as possible to a Ducati authorized service center or Dealer and have the sensor checked because it is necessary to replace it.



Important

Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph “Tubeless Tires” (page 337). Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tires” (page 337).

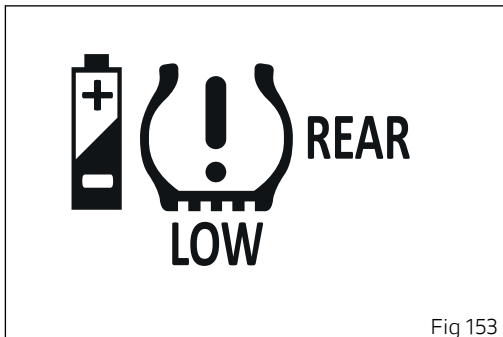


Fig 153

Entering the tire pressure (accessory)

This "warning" indicates that it is necessary to enter the tire reference pressure through the SETTING MENU (page 167).



Important

Ducati recommends that the values to be set as a reference for the tire pressure sensors are entered as specified in paragraph "Tubeless Tires" (page 337). Every time you replace the tires, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tires" (page 337).



Fig 154

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows "INSERT" and "DATE" for 6 seconds upon Key-ON.

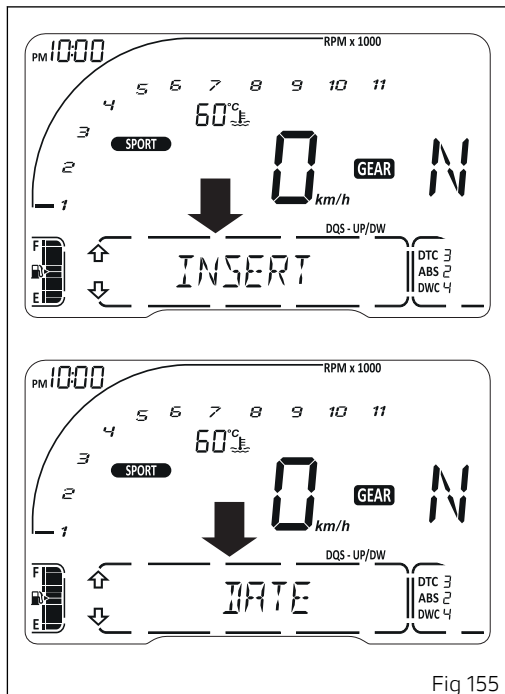


Fig 155

Steering lock fault indication (Unlock Error)

This "warning" indicates that the steering could not be unlocked due to an error. The instrument panel shows "UNLOCK" and "ERROR" for 6 seconds upon Key-ON.

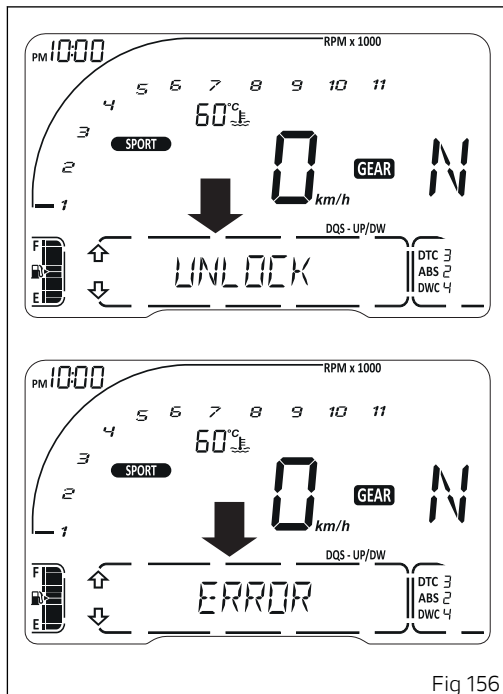


Fig 156

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (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.

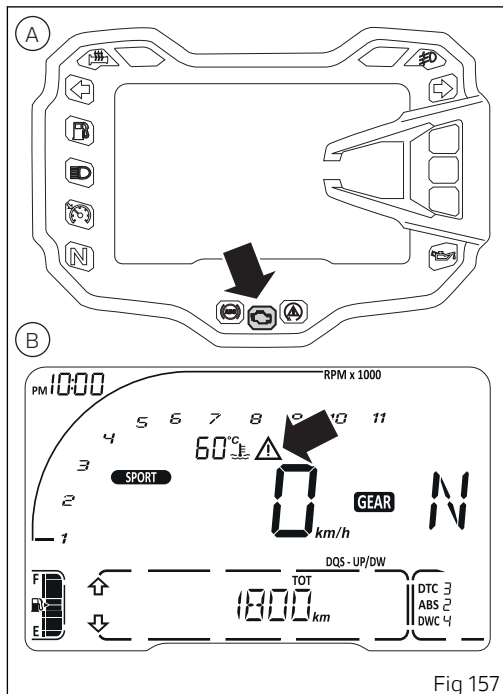


Fig 157

Heated handgrips

This function allows enabling and adjusting the heated handgrips only if these are installed. When heated handgrips are installed, the instrument panel displays the function by means of a symbol and the set level (OFF, LOW, MED, HIGH).



Note

The heated handgrips are actually "on" (heating) only when engine is running.

Press button (12) to adjust.

Each time you press button (12), you scroll the setting through "OFF", "LOW", "MED", "HIGH" and then return to "OFF".

The heated handgrips actually warm up when the engine is started; at that point the "ON" text under the logo is activated and the Heated handgrip warning light (12, turns on).



Note

In case of Battery-Off, upon the following Battery-On / Key-On, the instrument panel sets this function by default to "OFF".

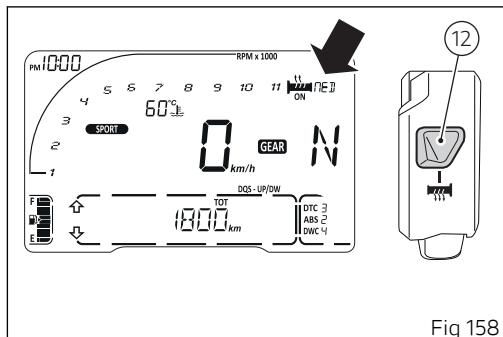


Fig 158



Note

This means that if heated handgrips are enabled and engine stops, the heating is disabled so the "ON" indication (below the logo) disappears and the Heated Handgrip warning light turns off, but the level indication (HIGH, MED, LOW) is still active. Heating will automatically turn on when engine is started again.

**Note**

In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to “LOW” level even if actually set to “MED” or “HIGH”. As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting (“MED” or “HIGH”).

**Note**

Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

**Note**

If there is an error in the heated handgrips and the air temperature sensor is in fault, button (12) will not work and the instrument panel will turn on the “Generic Error” warning light, and turn off the heated handgrip warning light.

**Note**

In case of heated handgrip fault, the instrument panel turns on the “Generic Error” light only.

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.

In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light (9, on).

If the instrument panel does not receive the side stand status, the "SIDE STAND" indication (open side stand) will flash to indicate an indefinite status.

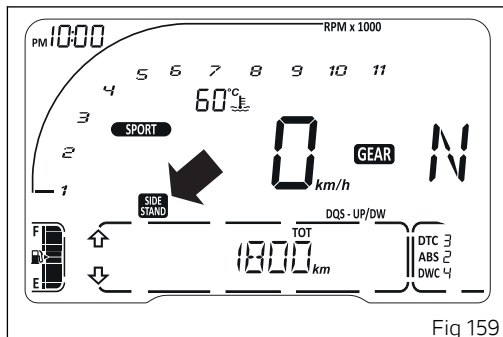


Fig 159

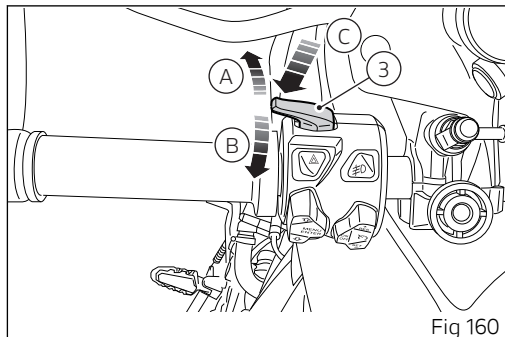
Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on.

Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.



If engine is not started within 60 seconds since "manual ignition", the low and/or high beam lights are turned OFF.

If the low beam and/or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn on again when the engine has been completely started.

Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).

Turn indicators can be canceled by pressing button (10) on LH switch.

Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.

This means that automatic switch-off is triggered when vehicle speed exceeds 12.4 mph (20 km/h) after the turn indicator button was pressed.

Turn indicators also switch off automatically if they remained on for a long mileage which can range between 656-6562 feet (between 200 and 2000 meters), depending on vehicle speed when the turn indicator button was pressed.

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

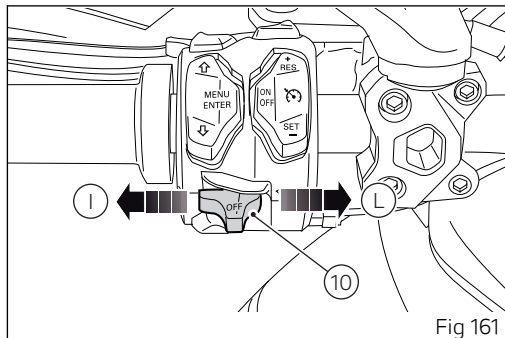


Fig 161

Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS OFF) page 171.



Attention

The automatic disabling systems are assistance systems available for the riders to control the turn indicators in the best possible way. These systems have been developed to work in most of the riding maneuvers. Despite this, riders must always pay attention to the operation of the turn indicators (by disabling or enabling them manually if necessary).

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Push button (11) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (11).

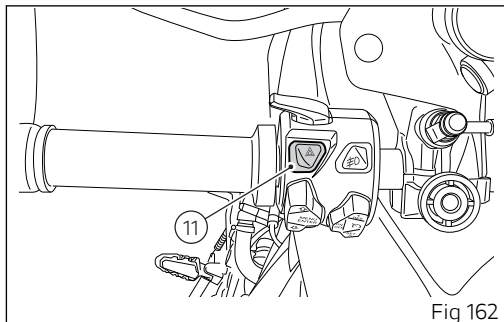


Fig 162

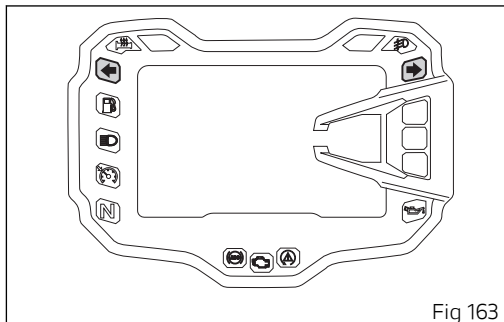


Fig 163

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for two hours. After two hours, the turn indicators switch OFF automatically in order to save battery charge.



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.

Warning reading "Keep pressed to lock" (upon Key-Off)

This warns that it is necessary to keep the button pressed to engage the steering lock.

The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button.

Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.

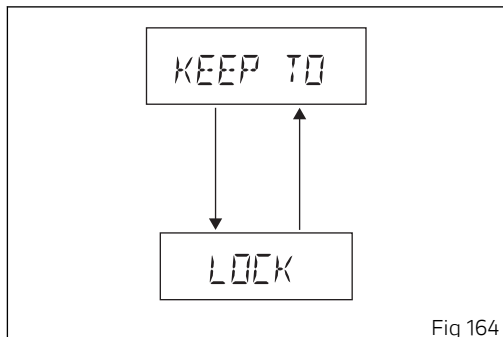
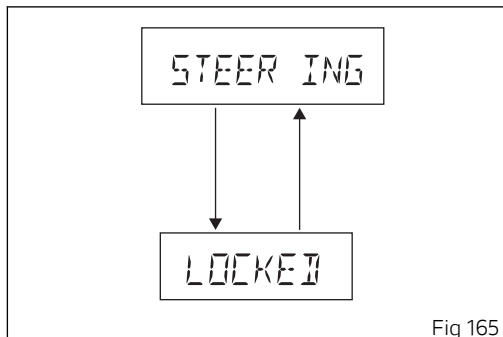


Fig 164

Warning reading "Steering locked" (upon Key-Off)

This warns that the steering lock was activated after Key-Off.

If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 6 seconds.



Fog lights

This Function allows switching on/off the Fog Lights (option). The function is active only if the Fog Lights are installed.

Push button (13) to activate the Fog Light function. After activating the function, push button (13) to switch it off.

If engine is not started upon key-on, it is anyway possible to switch on this function by pushing button (13) on LH switch.

If the fog lights were turned on before starting the engine (with the procedure described above), the fog lights turn off automatically when starting the engine and will turn on again when the engine has completely started.

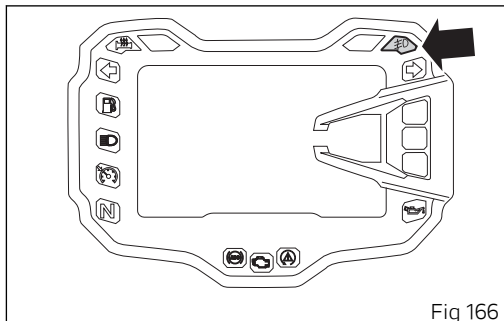


Fig 166

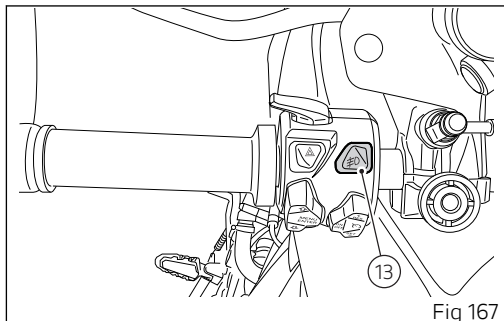


Fig 167

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgment.

Keys

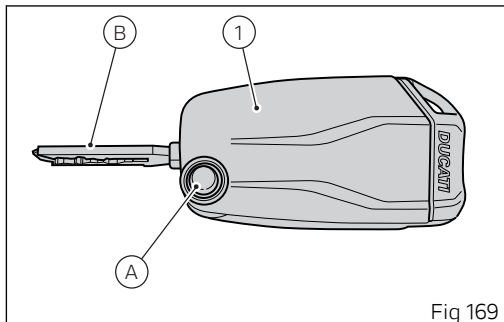
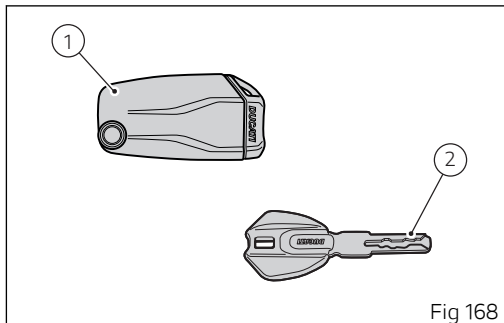
The Owner receives a set of keys comprising:

- 1 active key (1);
- 1 passive key (2).

They contain the code used by the "Hands free" system for the Key-On, in different modes.

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).

The metal part returns inside the grip by pushing it in.



The active key contains a battery (3) that must be replaced when the key and the battery symbols are displayed when the instrument panel is turned on.



Note

In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.

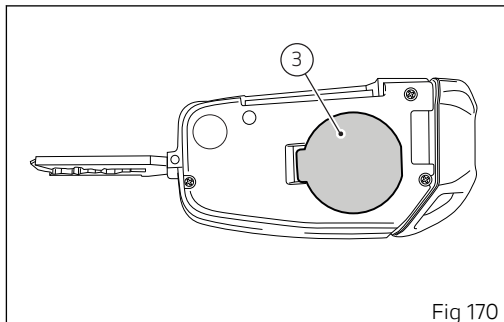


Fig 170

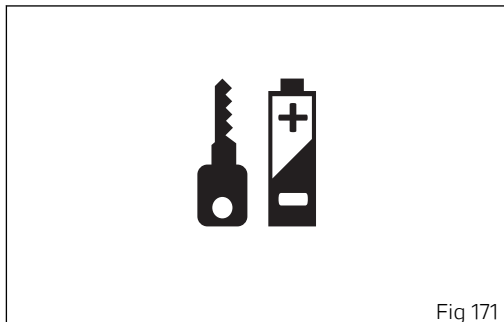


Fig 171



Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.

Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.

Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Replacing the battery in the active key

Pay attention (A) during the procedure for removing the battery from the key.



Attention

Explosion hazard if battery is changed improperly. Only replace using the same type of battery or an equivalent type.



Attention

Make sure the key is never exposed to high temperatures, for instance on the instrument panel and directly in the sun.



Attention

This symbol (B) warns the user about the presence of important instructions for use and maintenance within the documents delivered with the equipment.

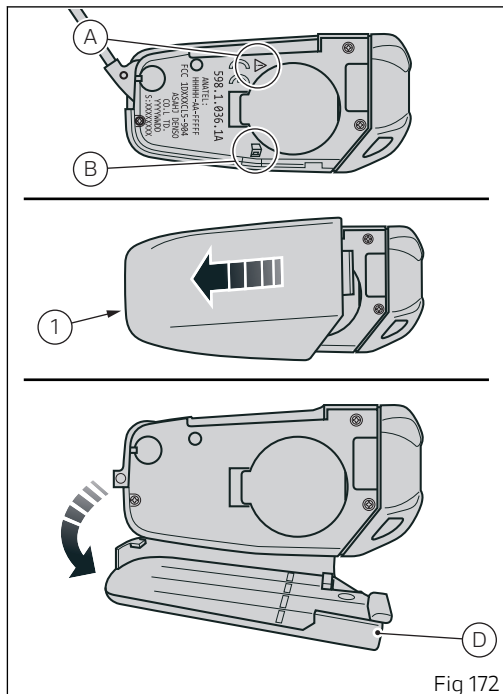


Fig 172

**Note**

The keys do not need to be reprogrammed after replacing the battery.

Remove the rear plastic shell (1) of the grip by pushing it forward and lifting it as shown in the figures.

After separating the plastic shells, pry tab (C) to remove the battery (3) protection cap (2). Remove battery (3) and install a new one.



Attention

Do not swallow the battery, risk of chemical burn.

This product contains a button battery. If swallowed, the button battery could cause severe internal burns and lead to death in just 2 hours.

This product contains a button battery. If swallowed, the button battery could cause severe internal burns and lead to death in just 2 hours.

If you suspect the swallowing of batteries or their positioning in any part of the body, immediately contact a physician.

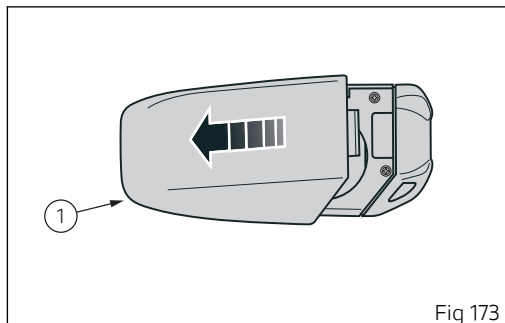


Fig 173

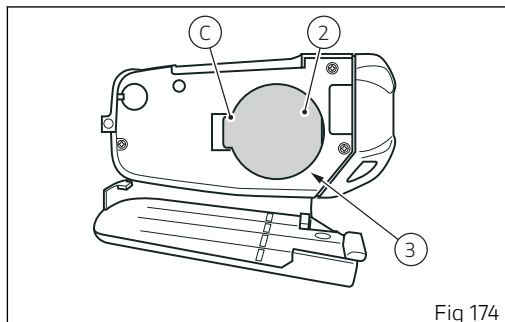


Fig 174

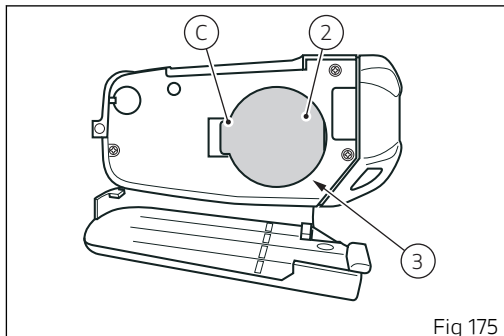
Install the battery in place, paying attention to respect polarity: positive pole (+) must be facing up.



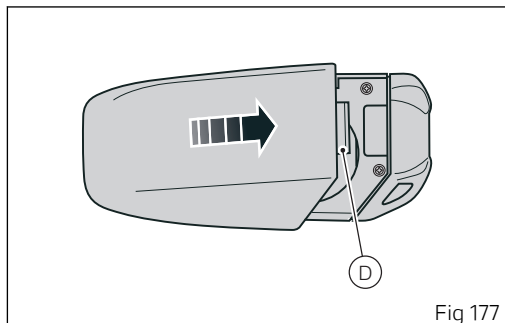
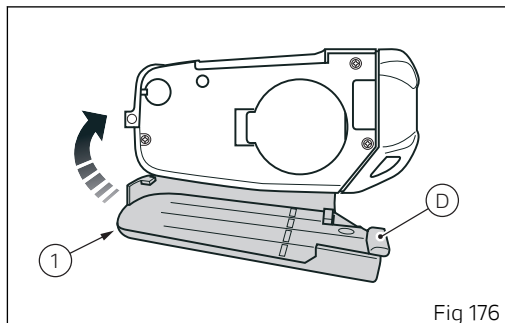
Important

Only use the required type of battery.

Refit protection cap (2) on the battery (3), making sure to reposition tab (C) in the corresponding slot.



Reinstall the rear plastic shell (1) and push slightly as shown in the figure.
Engage tab (D).
Make sure shells closed properly and that the key is well closed.



Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left. The Ducati Service Center will program all the new keys as well as any keys you already have. You may be asked to provide proof that you are the legitimate owner of the motorcycle. The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

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 enables the possibility to enter the override code in the Menu. "PIN:" indication is displayed with "0" flashing and a string of three dashes "- - -".

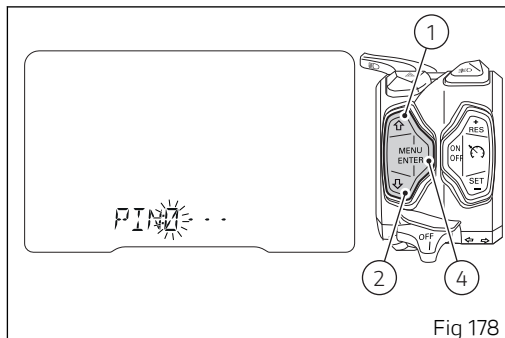


Fig 178

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: "0" flashing in the next digit.
- 4) Repeat the operations under steps 2) - 3) until you confirm all the 4 digits of the PIN CODE.

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

- if the PIN CODE is not correct the instrument panel displays "WRONG" flashing for 2 seconds (B). After these 2 seconds, the instrument panel allows you to try and enter the PIN again, so it will display "PIN:", a flashing "0" and a string of three dashes "- - -".
- if the PIN CODE is correct, the instrument panel shows "CORRECT" for 2 seconds (C) not flashing, and then displays the main screen.

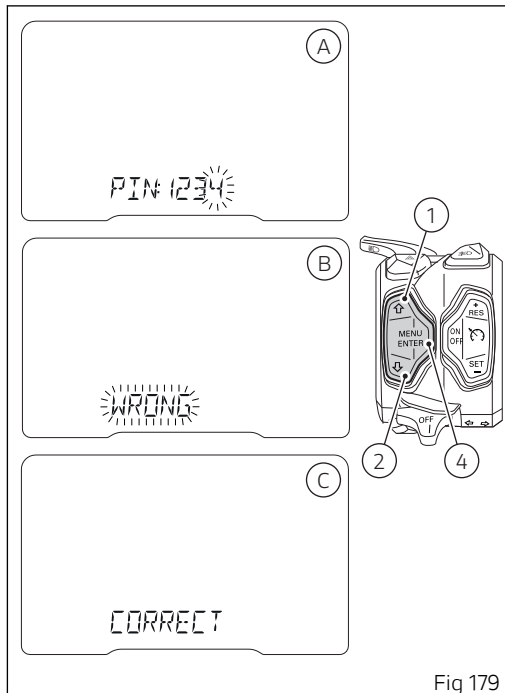


Fig 179

The instrument panel will automatically turn off if no operation is made within 2 minutes, while entering the PIN CODE.

If there is a problem during the PIN CODE check, the instrument panel displays "ERROR" for 2 seconds and then responds in the same way as for the "WRONG" message.



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) "Hands free" system.
- 3) LH switch.
- 4) Clutch lever.
- 5) Rear brake pedal.
- 6) RH switch.
- 7) Throttle twistgrip.
- 8) Front brake lever.
- 9) Gear change pedal.

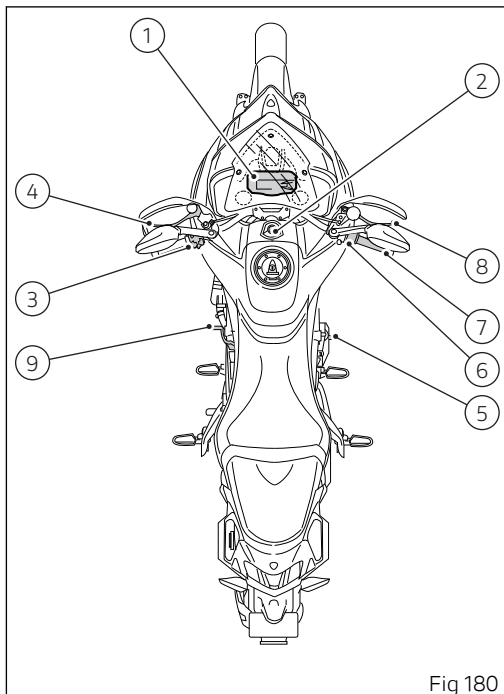


Fig 180

"Hands free" system

The Hands free system consists of:

- 1) Hands free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Electric plug (Optional).

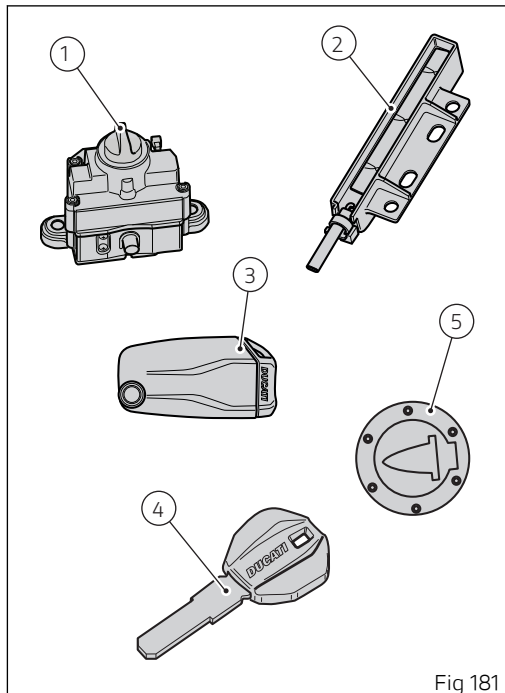


Fig 181

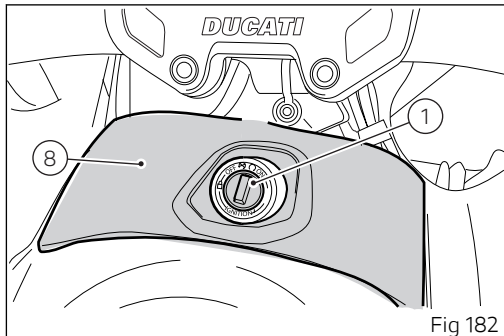


Important

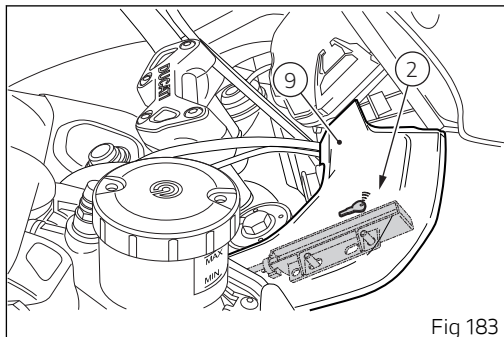
Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.



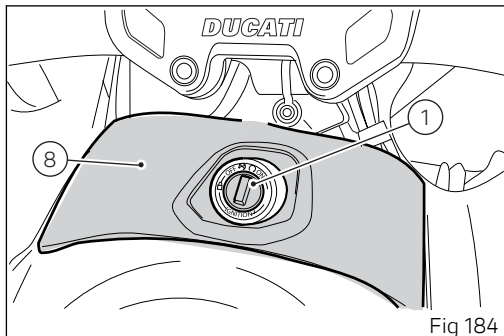
(Fig 182) indicates the position of the Hands Free unit (1), with protection lid (8) and (Fig 183) indicates the position of the antenna (2) under panel (9) at the key symbol.



Hands free protection lid opening and closing

The "Hands free" unit (1, Fig 181) is located on the tank front end.

In the US version, the emergency button on the Hands free unit (1) can be reached without removing the lid (8).



Hands free system "Key-On" and "Key-Off"

Key-On consists in turning on the hands free system and all electronic devices.

Key-On is done using button (6) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).

Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.

Key-Off is done using button (6) on the right switch on the handlebar or using the button on the Hands free unit (1).

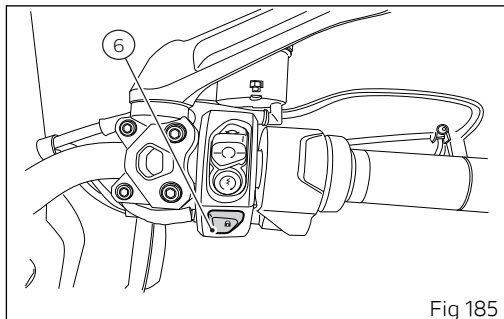


Fig 185

Note

The use of one of the two buttons, (6) on handlebar or (1) on Hands free, does not exclude the other; e.g., if you use one for switch-on, you can switch off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.

Key-Off can also occur without any key (3) or (4).

Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6, Fig 185) on the handlebar or by turning the Hands free button

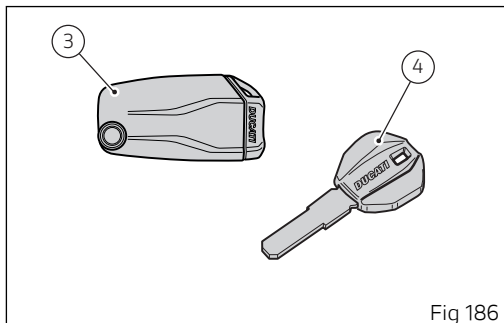


Fig 186

(1, Fig 181). When speed is not equal to zero, perform key-off by turning the Hands free button (1, Fig 181).

Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the right-hand panel (9), at the key symbol, where antenna (2) is located.

Important

If active key battery is flat, the key works as a passive key so its range is reduced to a few inches (cm) from antenna (2). Instrument panel shows when battery is flat. If active key battery is flat, the key can still be used as a passive key.

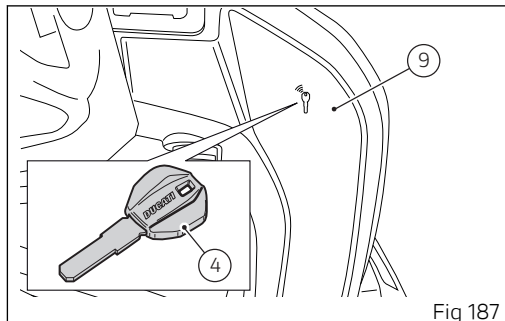


Fig 187

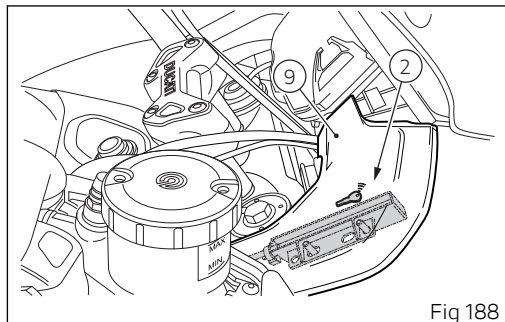


Fig 188

The mechanical part (A) of the key (3) is used to open the fuel filler cap, the seat latch and bag locks. The metal part (A) of the key (3) remains hidden inside its housing, you can take it out by pressing button (B).



Note

With the vehicle in "Key-On" and "engine off" condition, if the presence of the active key (3) is not detected for fifteen consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

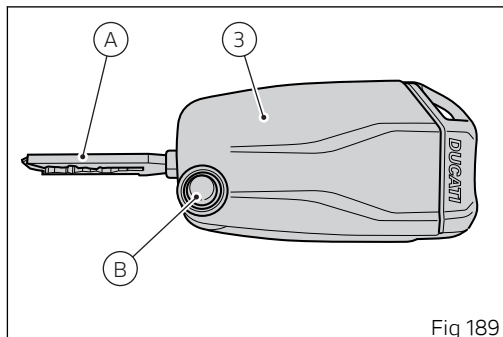


Fig 189

Key-On/Key-Off with the active key using the button on the handlebar

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3, Fig 181).



Note

The active key (3) has a range of approx. 59.05 in (1.5 m), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the key (3, Fig 181) only if motorcycle speed is equal to zero.

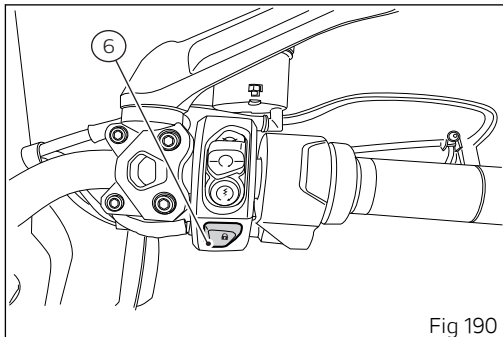


Fig 190

Key-On/Key-Off using the button on the Hands free lock with the active key

Key-On can be performed by turning button (7) on the Hands free unit (1, Fig 181) and with the presence of the active key (3, Fig 181).



Note

The active key (3) has a range of approx. 59.05 in (1.5 m), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by turning button (7) on the Hands free unit (1, Fig 181), also without the key (3, Fig 181).

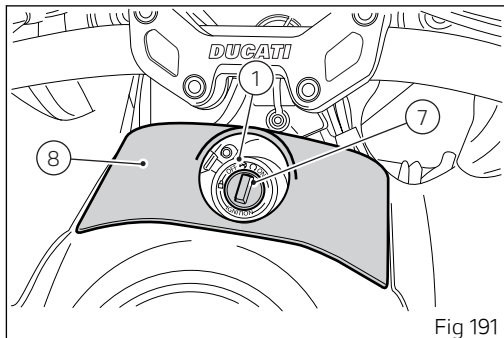


Fig 191

Key-On/Key-Off using the button on the handlebar with the passive key

Key-On can be performed by pressing the gray button (6) on the handlebar and with the presence of the passive key (4, Fig 181).



Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing the gray button (6) on the handlebar. It can also be performed without the key (4, Fig 181) only if motorcycle speed is equal to zero.

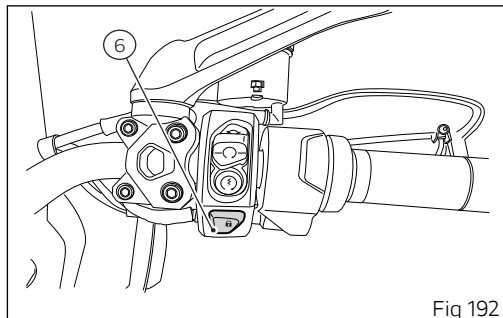


Fig 192

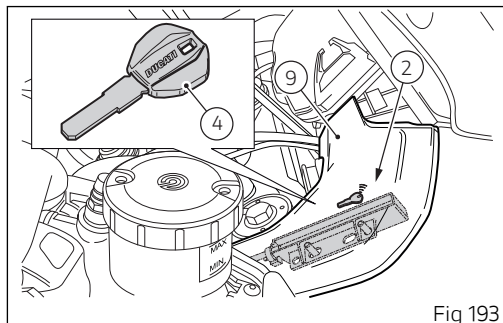


Fig 193

Key-On/Key-Off using the button on the Hands free lock with the passive key

Key-On can be performed by turning button (7) on the Hands free unit and with the presence of the passive key (4, Fig 181).



Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the antenna (2).

Key-Off can be performed by turning button (7) on the Hands free unit (1, Fig 181), also without the key (4, Fig 181).

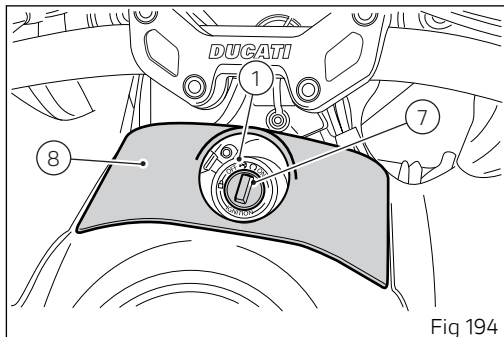


Fig 194

Key-On/Key-Off using the pin code (immobilizer override)

Key-On can be performed by turning button (7) on the Hands free unit (1, Fig 181) without the presence of the keys (3) and (4) and by entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar.

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is turned, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

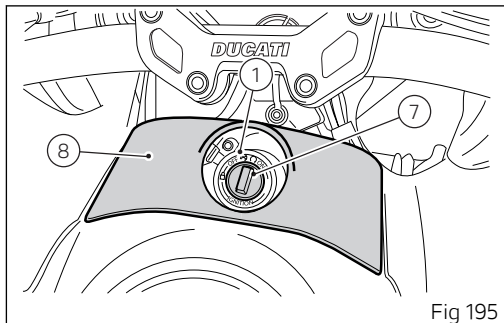


Fig 195

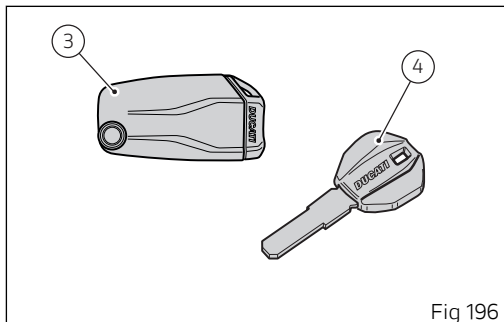


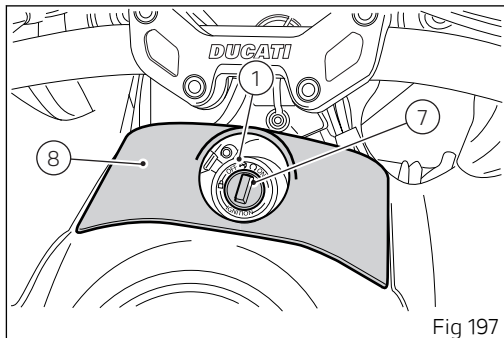
Fig 196

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".

If the motorcycle cannot be turned on using the normal starter button, turn the "emergency" Hands Free button (7) to activate the function.

After turning the button, the instrument panel activates the page for entering the override code. Refer to the "Restoring motorcycle operation via the PIN CODE" procedure page 228.

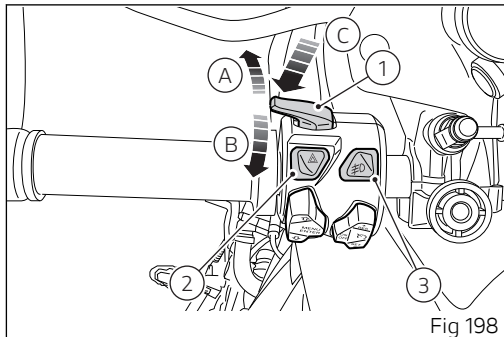


Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

Left-hand switch

- 1) Dip switch, light dip switch, two positions:
 - pushed up (A): high beam ON (), back to its initial position (B): low beam ON ();
 - (C) pushed down: high-beam flasher ();
 - (FLASH), "Start-Stop lap" function.
- 2) 4 turn indicators (Hazard) on/off button.
- 3) Fog lights (option) on/off button.



- 4) Menu navigation button.
- 5) Cruise Control button.
- 6) three-position turn indicator button (↔):
 - central position = OFF;
 - position (↶) = left turn.
- 7) Turn indicators cancel button.
- 8) Button (📢) = warning horn.

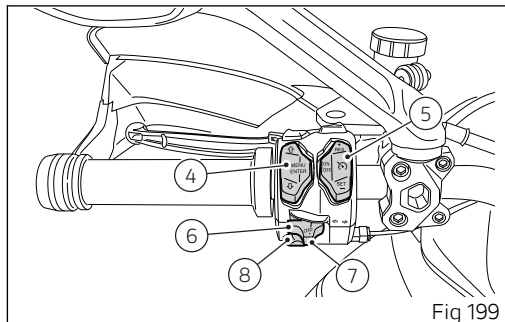


Fig 199

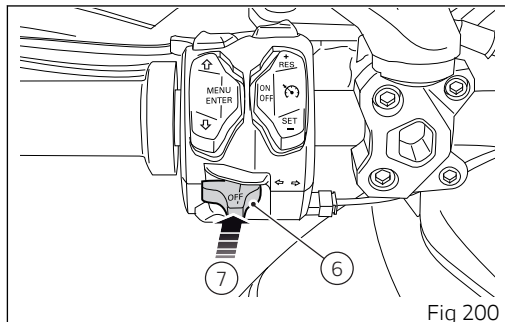


Fig 200

Button (4) for menu navigation features three positions:

- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for Cruise Control features three positions:

- (G) Cruise Control on/off;
- (H) increase cruise speed or resume previous speed;
- (I) decrease cruise speed or set a new speed;

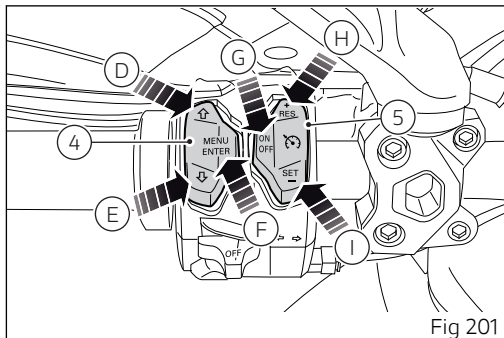


Fig 201

Key

- A) Low beam.
- B) High beam.
- D) Menu UP
- E) Menu DOWN.
- F) Menu confirm.
- G) Cruise Off, On.
- H) Speed +.
- I) Speed set.
- 2) Hazard.
- 3) Fog lights.
- 5) Cruise.
- 6) Turn indicator.
- 7) Turn indicator off.
- 8) Horn.

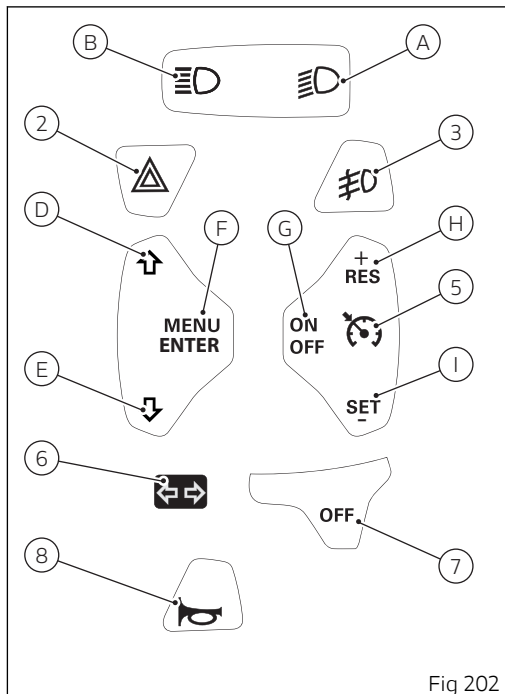


Fig 202

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster counterclockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

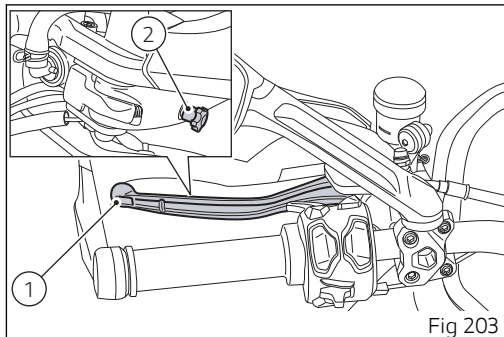


Fig 203



Attention

Set clutch lever when motorcycle is stopped.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

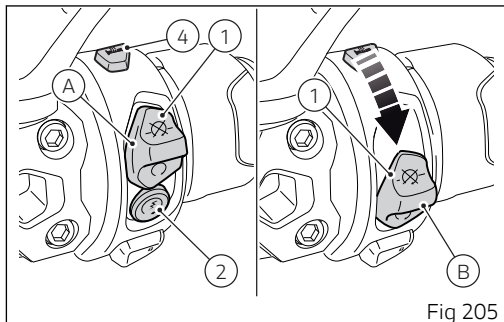
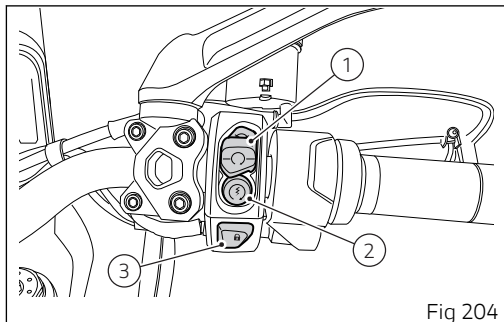
Right-hand switch

- 1) Red ENGINE OFF switch.
- 2) ENGINE START button.
- 3) System SWITCH-ON/OFF (key-on/key-off) and steering lock engagement.
- 4) HEATED HANDGRIP button.

The switch (1) has two positions:

B) pushed down: KILL ENGINE.

A) pushed up: RUN ON. The engine can only be started in this position, pushing the button (2).



Key

- 2) Engine starting.
- 3) Electronic steering lock.
- 4) Heated handgrips control.
- A) Run ON.
- B) Run OFF.
- C) Key-on.
- D) Key-off.

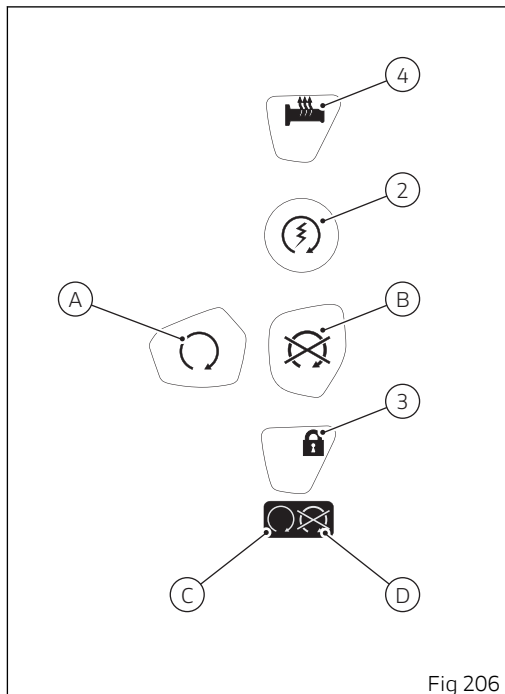


Fig 206

Throttle twistgrip

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

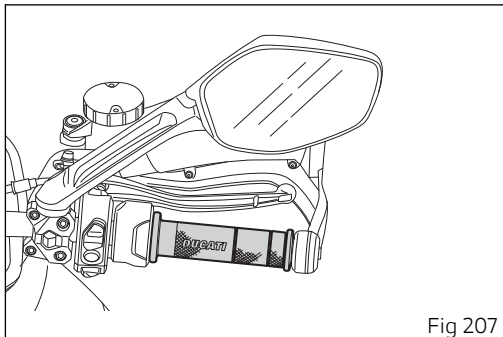


Fig 207

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.

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

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

When high pressure is applied to the front brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 187.

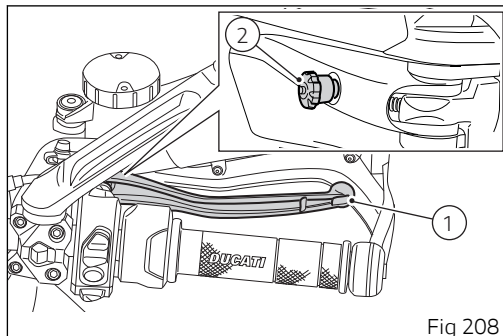


Fig 208

Rear brake pedal

Press pedal down with your foot to operate the rear brake.

The system is hydraulically operated.

When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 187.

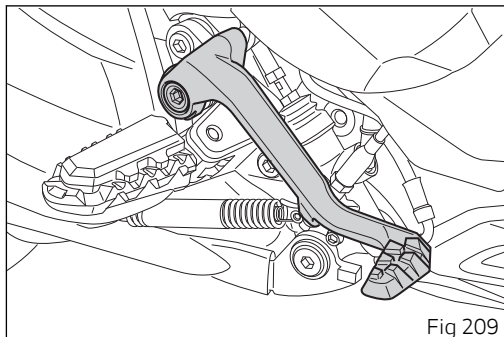


Fig 209

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the center. This is indicated by the instrument panel light N coming on. The pedal can be moved:

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

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

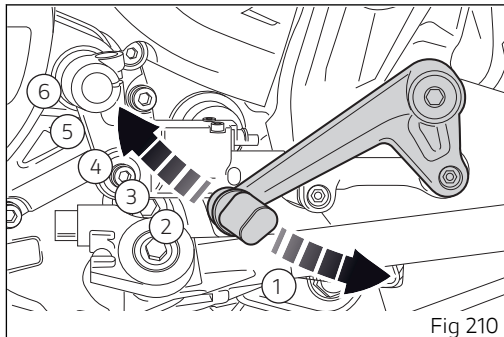


Fig 210

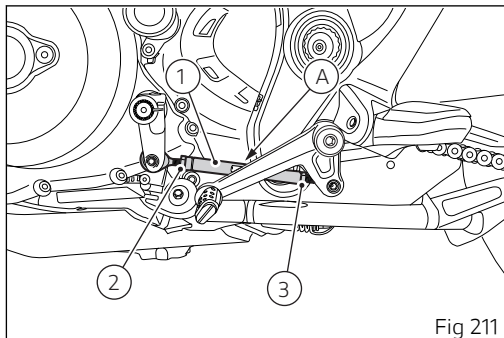
Adjusting the position of the gearchange pedal and rear brake pedal

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

To adjust the position of the gear shift lever, proceed as follows: hold the linkage (1) at flat (A) and slacken the lock nuts (2) and (3).



Note

Nut (2) features a left-hand threading.

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position. Tighten both lock nuts onto linkage.

Rear brake pedal

Loosen counter nut (6).

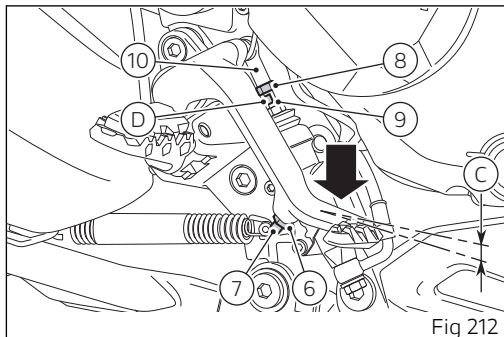
Turn pedal stroke adjusting screw (7) until pedal is in the desired position. Tighten the counter nut (6).

Operate the pedal by hand to check that there is a free play (C) of about $0.08 \div 0.19$ in ($2 \div 5$ mm) before the brake bites. If not, adjust the length of the master cylinder pushrod as follows, using flat (D).

Loosen lock nut (8) on master cylinder rod.

Tighten rod (9) on fork (10) to increase clearance or loosen it to decrease it.

Tighten lock nut (8) and check again clearance.



Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Power outlet.
- 5) Rear-view mirrors.
- 6) Front fork adjusters.
- 7) Rear shock absorber adjusters.
- 8) Catalytic converter.
- 9) Exhaust silencer.
- 10) USB socket.
- 11) Windscreen.

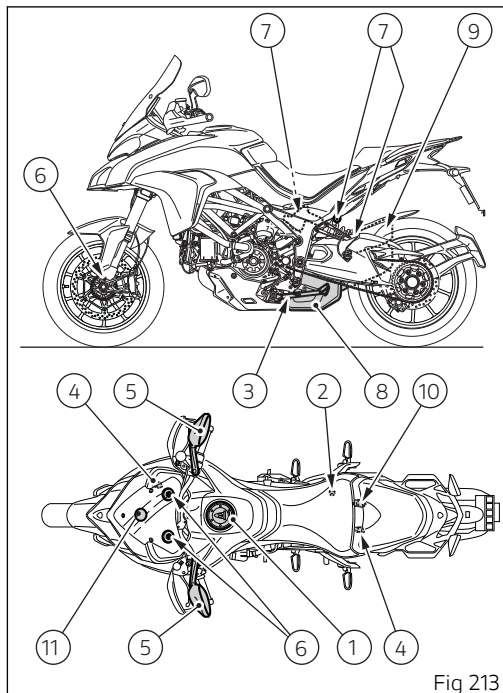


Fig 213

Fuel tank plug

Opening

Lift flap (1) and insert the active or passive key in the lock. Turn the key clockwise 1/4 turn to unlock. Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1).



Note

The plug can only be closed with the key in.



Attention

Always make sure you have properly refitted and closed the plug after refueling.

Electric filler plug opening (option)



Important

The electronic plug can be opened within 50 seconds from the key-off.

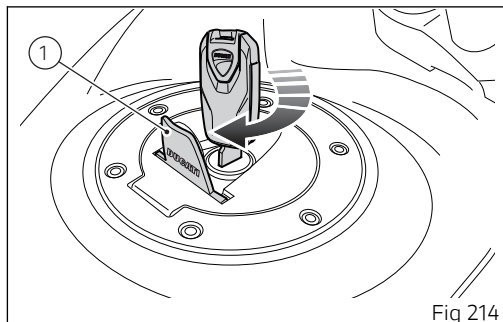


Fig 214

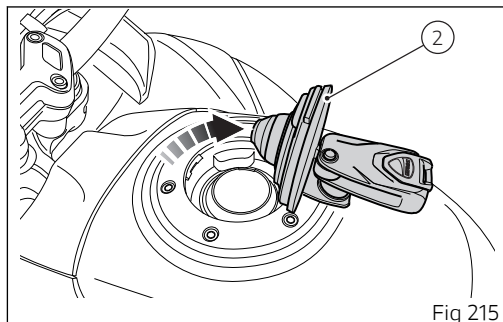


Fig 215

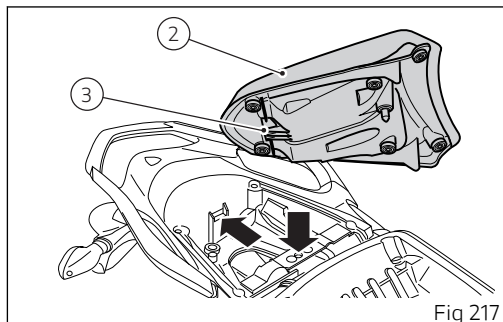
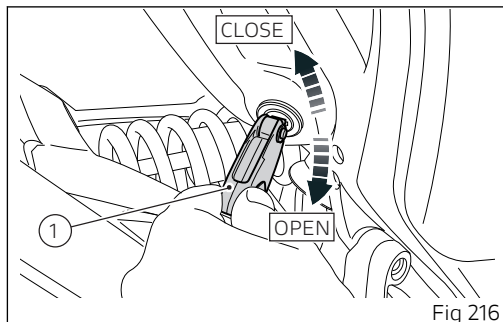
Seat lock

Working lock (1) you can remove the passenger seat, to reach the tool box, and the rider seat, to reach the battery and other devices.

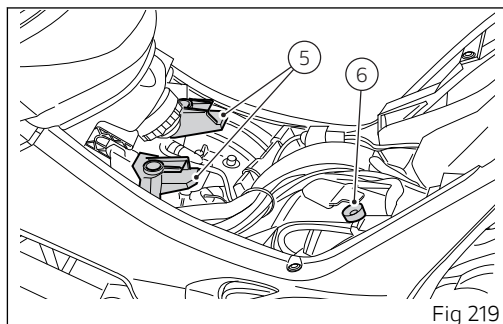
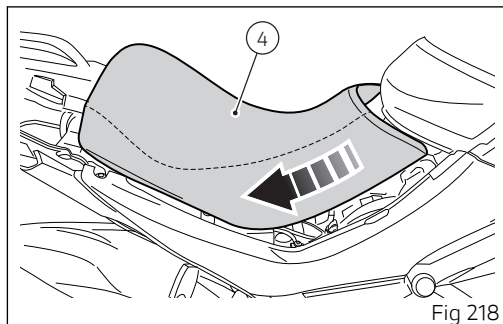
Removing the seats

Insert the active or passive key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.

Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).



Pull back to slide it out of the guides (5) and at the same time pull up to remove it from pin (6).



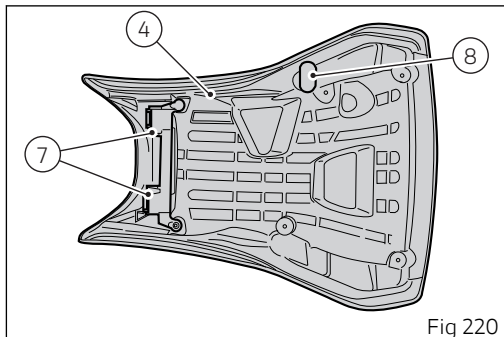
Refitting the seats

Position rider seat (4) front end, with slots (7), into guides (5, Fig 219) and engage pin (6, Fig 219) into its housing (8).

Make sure that pin (6, Fig 219) is engaged in its housing (8).

Make sure the passenger seat is properly fastened by moderately pulling it up.

Take key out of the lock (1, Fig 216).

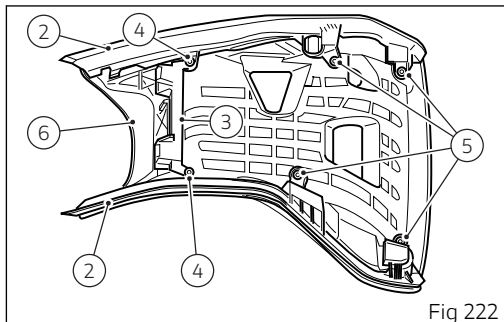
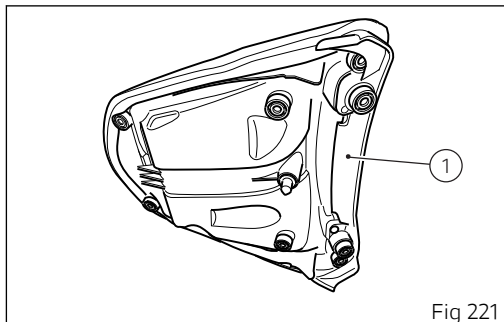


Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.

To lower the seat height, remove seats as indicated on page 261.

Install the elastic support (1) to passenger seat. Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).



Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 261.

Remove the elastic support (1) from passenger seat. Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).

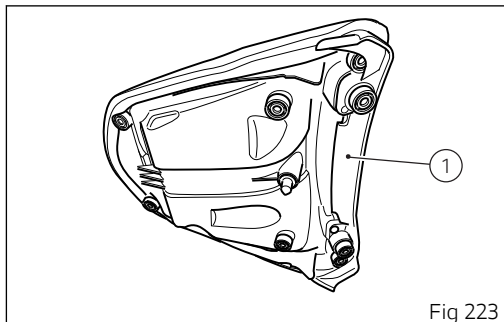


Fig 223

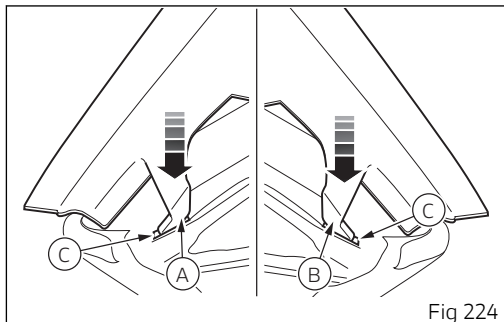


Fig 224

Install bracket (3) and position it as shown in the figure and ensuring that tabs (D) engage in slots (E). Start screws (4), screws (5) on supports (2) and tighten them to 4 Nm. Refit both seats on the motorcycle.

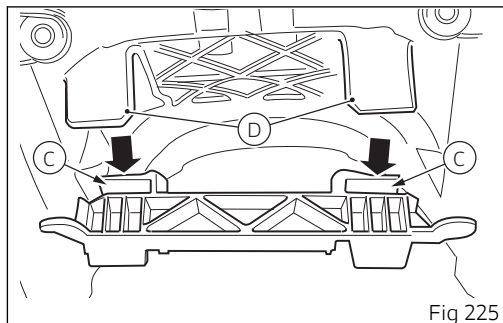


Fig 225

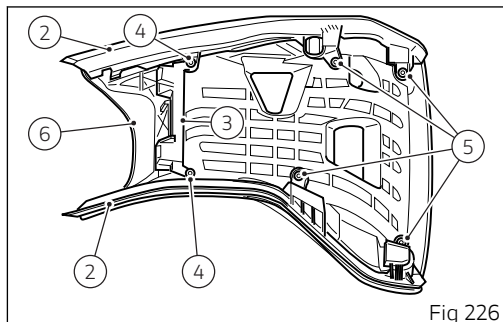


Fig 226

Side stand



Important

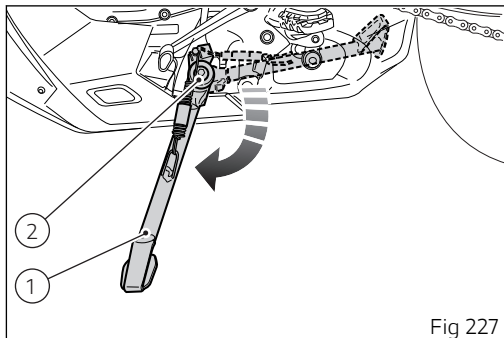
Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

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.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Bluetooth control unit

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.

The Bluetooth control unit can be purchased by a Ducati Dealer or Authorized Service Center.



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:

- the entire range of headphones and Smartphones available on the market;
- Smartphones that do not support the required Bluetooth profiles.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.



Attention

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

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

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.

This fuse protects against any line overloads:

- power socket (1,;
- power socket (2, Fig 229);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

The following is the maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)):

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

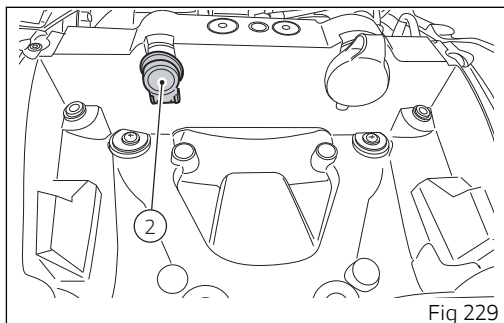
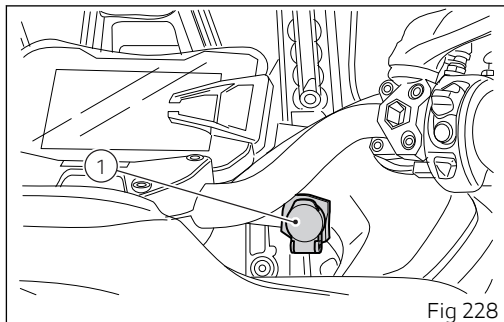
Connecting higher loads will blow the line fuse.



Important

When the engine is off, do not leave accessories connected to the power outlets for a long period of time as the motorcycle battery could run flat.

The power outlets are located at the front LH side (1) on instrument panel and at the rear end, under the passenger seat (2).



Central stand;

Always use the central stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.

Attention

Before lowering the central stand, make sure that the bearing surface (2) is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile, pull motorcycle up and back.

To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

Before moving off, always make sure that the central stand is at its rest position.

Check for proper operation of the stand mechanism (two springs, one into the other) at regular intervals.

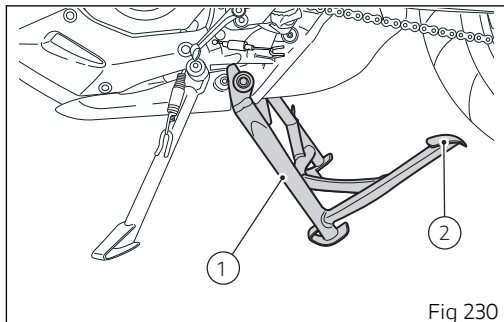


Fig 230

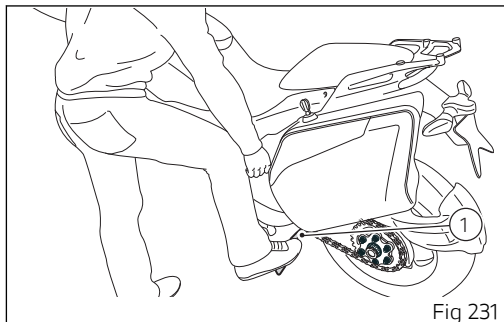


Fig 231

Assembling the Ducati side panniers

Fitting the pannier in place

Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism
back.

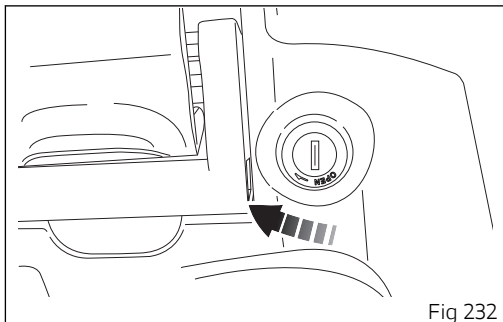


Fig 232

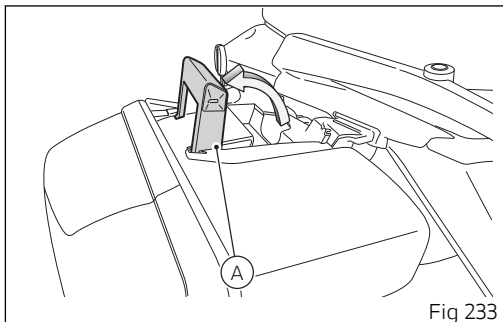
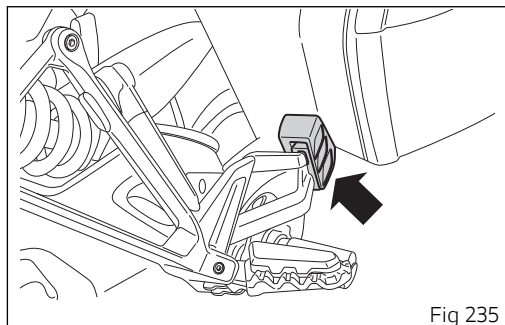
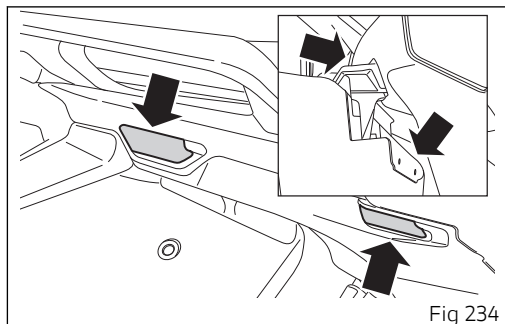
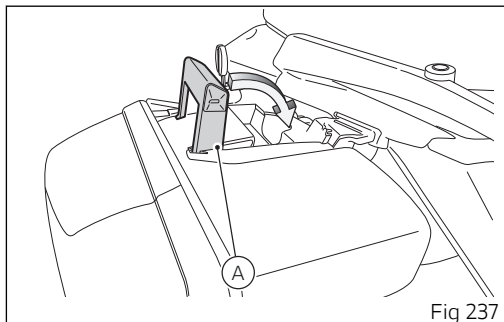
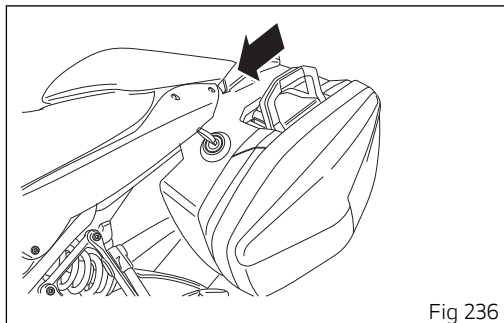


Fig 233

Duly engage pannier in place, making sure to properly engage hooks.

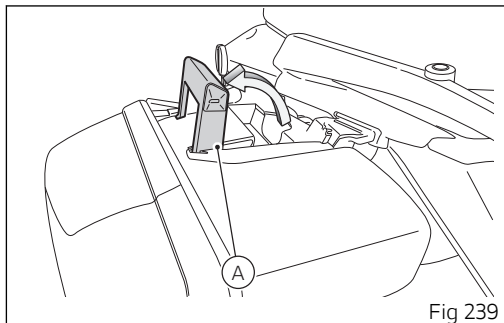
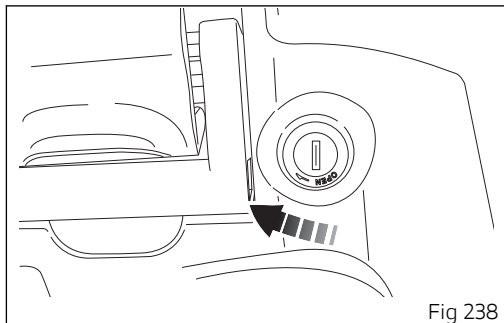


Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counterclockwise to lock handle and remove it.



Removing the pannier from its seat

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.



Pull pannier fully backwards (1), towards the rear wheel, without lifting it.
Now pull the pannier up (2) to disengage BOTH hooks.
Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

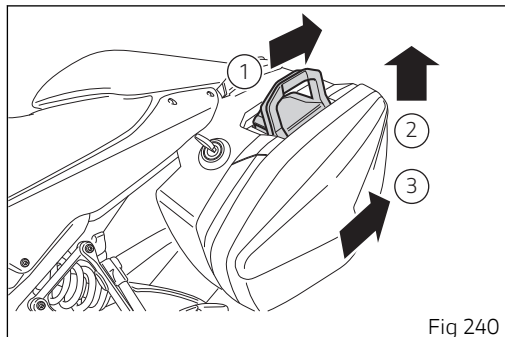


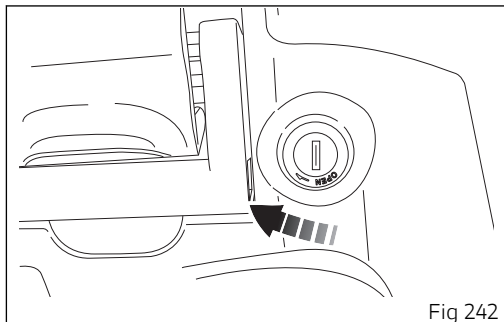
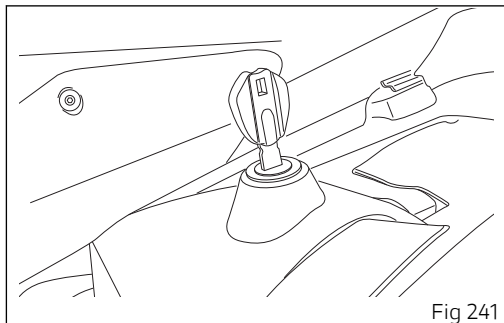
Fig 240

Using the side panniers

Opening

Open the side pannier as follows.

Insert the key in pannier lock and turn it clockwise.



Lift fastening plate (A) and open the pannier.



Attention

The side panniers are only for light luggage: each pannier can hold a maximum weight of 22 lb (K) (10 kg). Excessive load might compromise control of the motorcycle.



Fig 243

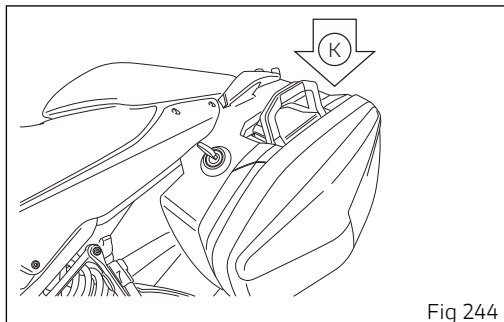


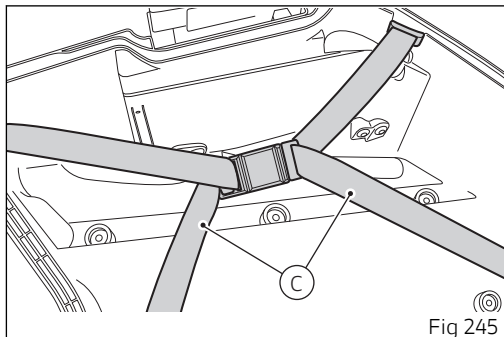
Fig 244

The fixed part of the pannier fits straps (C) to be used for holding the luggage.



Attention

Arrange luggage evenly and keep the heaviest items to the inside of the bag, so as to avoid unexpected unbalance of the vehicle.



Closing

Close the side pannier as follows.

Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.

Insert fastening plate (A) into the pannier external cover and push down.

Turn key counterclockwise.

It is possible to remove key from lock only in these conditions.



Fig 246

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.

USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

Important

With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

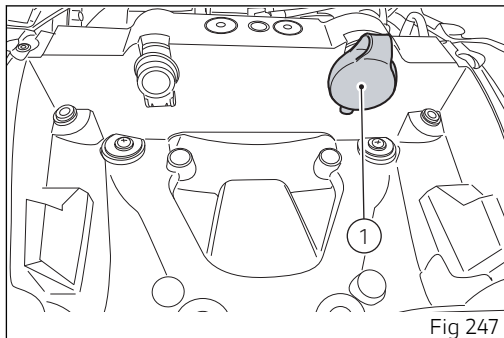


Fig 247

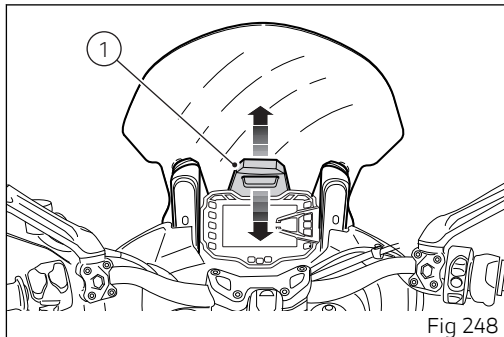
Adjusting windscreen height

Adjust windscreen height using lever (1).
Push up to lift the windscreen, or down to lower it.



Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.



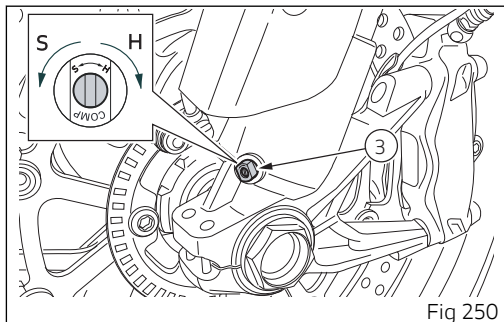
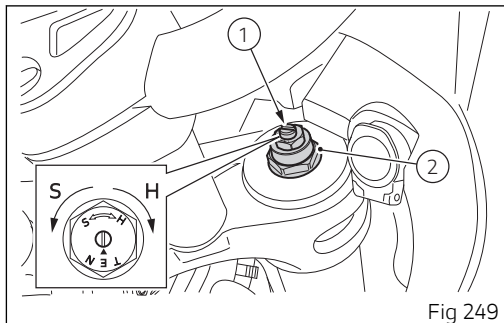
Front fork adjustment

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.

Use the external screw adjusters:

- 1) to adjust the rebound damping (Fig 249);
- 2) to adjust the preload of the inner springs (Fig 249);
- 3) to adjust the compression damping (Fig 250).

Position the motorcycle on its side stand so that it is stable. Turn the adjuster (1) at the top end of each fork leg with a flat screwdriver to adjust rebound damping.



Turn adjuster (3) on the fork bottom end front side with a flat-blade screwdriver to adjust compression. To change preload of the spring inside each fork leg, turn the hex. adjuster (2) using a 0.87 in (22 mm) hex wrench. 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.

STANDARD factory setting is as follows:
preload: 8 turns from fully open;
compression: 13 clicks from fully closed;
rebound: 12 clicks from fully closed.



Attention

Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting to suit the load on the motorcycle.

The adjuster (1, Fig 251), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).

The knob (2, Fig 251) located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.

The adjuster (3, Fig 252) located on the expansion reservoir of the shock absorber adjusts the compression damping.

Reach adjuster (3, Fig 252) removing the seat and lifting the cover (4, Fig 252).

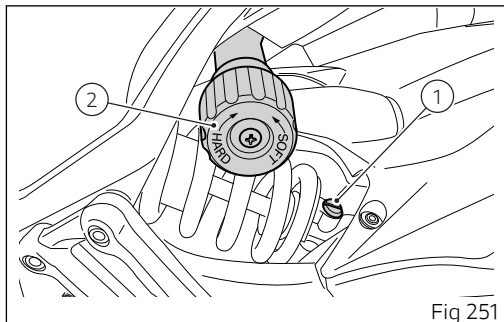


Fig 251

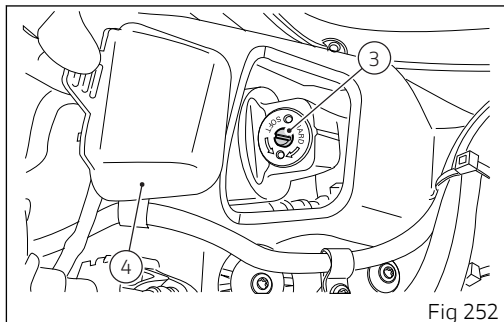


Fig 252

To reach adjuster (3) it is necessary to remove the rider seat and cover (4) next to the battery. It is possible to work on adjuster (3) through the opening on the battery support. Turn adjusters (1, Fig 251) and (3) or knob (2, Fig 251) clockwise or counterclockwise respectively to stiffen or soften the damping or the preload.

STANDARD setting.

From the fully closed position (clockwise):

- loosen adjuster (1, Fig 251) by 9 clicks;
- 18 turns of knob (2, Fig 251) from fully open (0.16 in (4 mm) preload);
- loosen adjuster (3, Fig 252) by 1.5 turns.

You may find that rebound damping needs adjusting as well.



Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

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.

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

- 1) Up to 621 mi (1000 km);
- 2) From 621 mi (1000 km) to 1553 mi (2500 km).

Up to 621 mi (1000 km):

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.

For the first 62 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow

the friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

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

621 mi (1000 km) to 1553 mi (2500 km):

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 304).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 340).
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the relevant reservoirs (page 313).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 311).
- **TIRE CONDITION**
Check tire pressure and condition (page 337).
- **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 (page 330).
- **KEY LOCKS**
Ensure that tank filler plug (page 260) and seat (page 261).
- **STAND**
Make sure side stand operates smoothly and is in the correct position (page 267).

ABS light

After Key-ON, the ABS light (10, stays ON.
When the vehicle speed exceeds 3 mph (5 km/h), the warning light switches off to indicate the correct operation of the ABS.



Attention

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

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

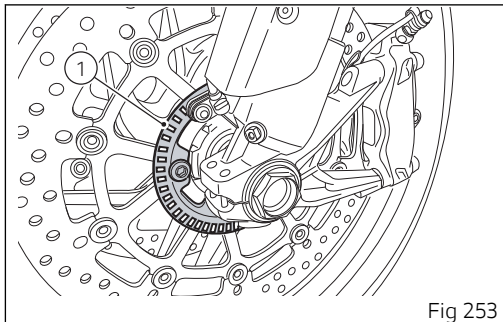


Fig 253

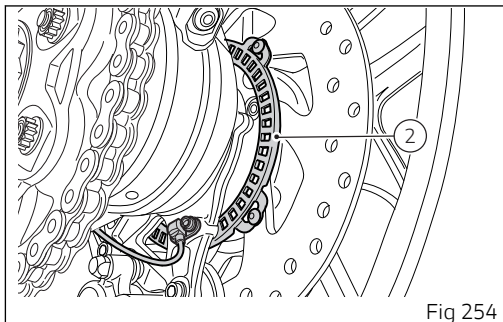


Fig 254

Engine start/stop



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialization and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.

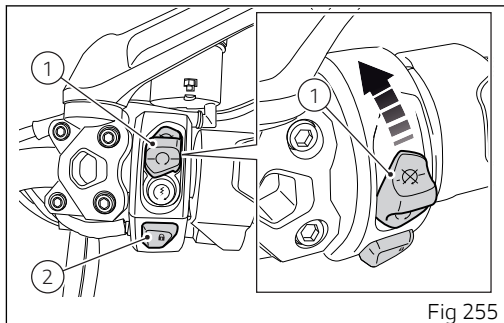


Fig 255

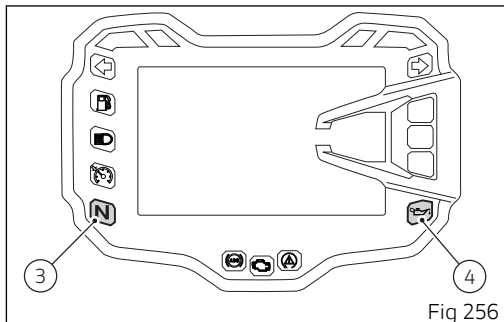


Fig 256



Attention

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

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.



Note

The engine can be started with side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Move the red switch (1) up to uncover button (5).
Push the button (5) to start the engine.



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.

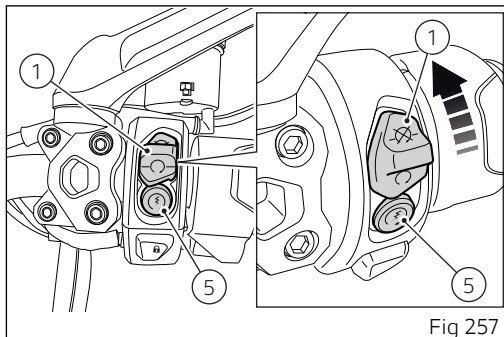
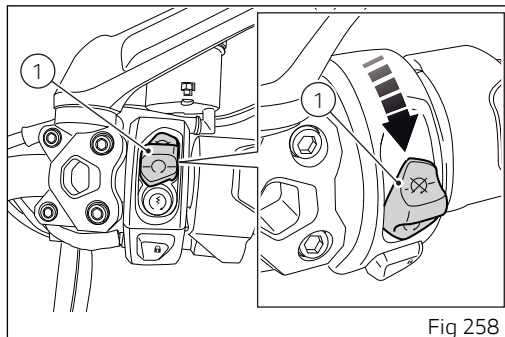


Fig 257

The red oil pressure warning light (4, Fig 256) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 232 "Hands Free System".





Important

Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.

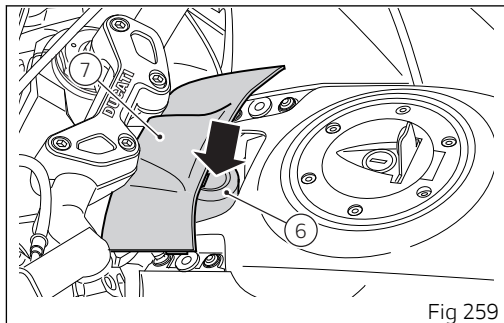


Fig 259

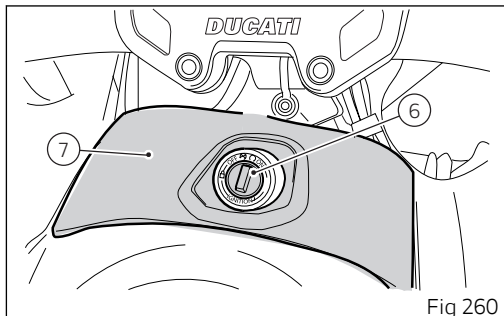


Fig 260

(Fig 259) indicates the position of the Hands Free unit (6), with protection lid (7) and (Fig 260) indicates the position of the Hands Free unit (6) for the US version, while (Fig 261) indicates the position of the antenna (8).

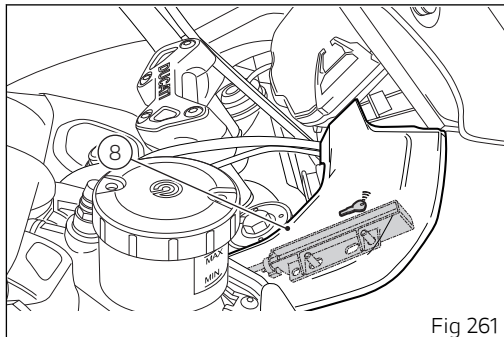


Fig 261

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

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

The Anti-lock 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 do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.

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

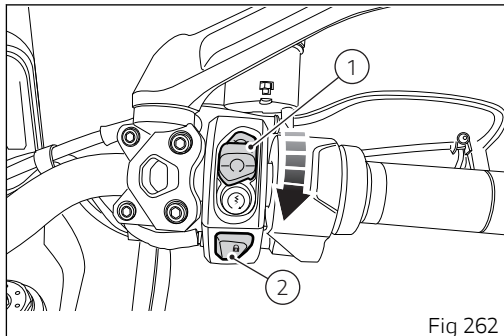
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine 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.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

Stop the engine by pushing the red switch (1) down. Press button (2) for Key-off.



Parking

Park the stopped motorcycle on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After a second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

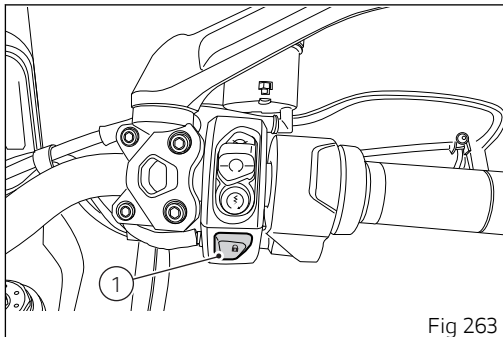


Fig 263



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

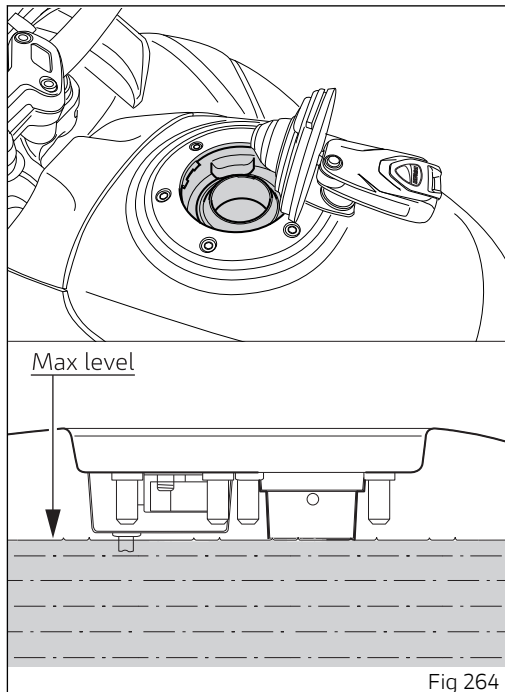


Fig 264

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 0.31 in (8 mm) Allen wrench.
- 0.20 in (5 mm) Allen wrench.
- 0.39 in (10 mm) Allen wrench.
- Pin wrench for eccentric.
- Box wrench for spark plug.
- Chain tension gage (follow instructions under page 328 for its use).

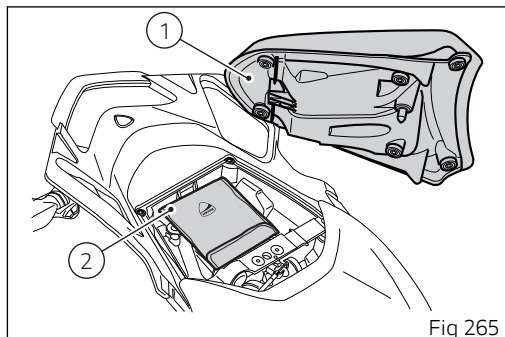


Fig 265

- Inflate and Repair kit consisting in:
 - repair tool (handgrip, 2.76 in (70 mm)
internal repair needle, 2.76 in (70 mm)
external repair needle, 2.76 in (70 mm)
reamer);
 - 2.09x1.97 in (53x50 mm) compressed air
dosing union;
 - 1.57x0.79 in (40x20 mm) bead trimming
blade;
 - three compressed air cylinders, length 3.54
in (90 mm), diameter 0.79 in (20 mm);
 - three Safety Seal repairs, length 3.94 in (100
mm), diameter 0.12 in (3 mm);
 - chalk.

To access the compartment, remove the passenger seat.

The front mudguard half kit is supplied as standard.

Front mudguard half kit



Important

When front mudguard half kit must be installed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Remove hose guide (1) from mudguard (6) by loosening the two screws (2).

Set front mudguard half kit (3) on front mudguard (6) routing front brake hose (4) and front phonic wheel cable (5) as indicated in figure (Fig 267).

To position the front semi-mudguard kit (3), insert the tabs (A) in the front mudguard (6) seat.

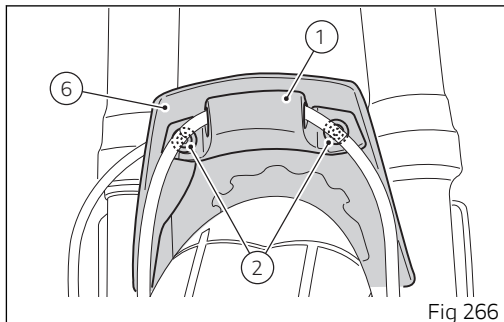


Fig 266

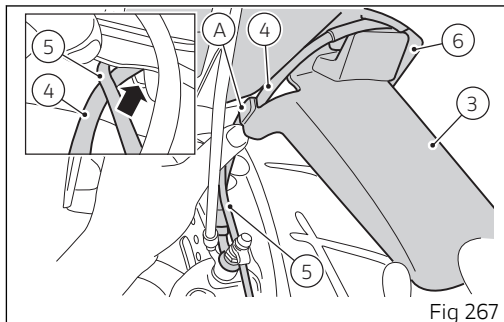


Fig 267

Fit the tabs (A) of front semi-mudguard kit (3) in the front mudguard (6) seat: the tabs must be inserted in the seat as shown in the figure.



correct positioning.

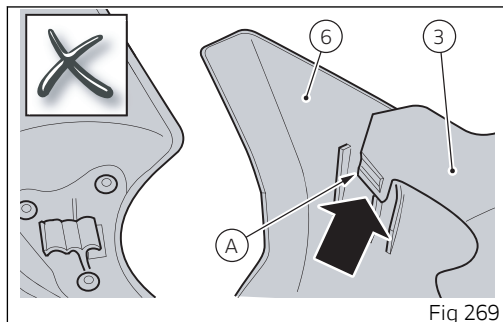
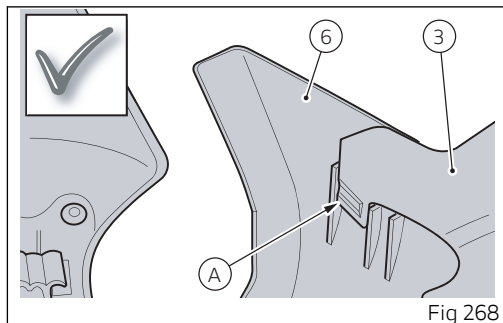


incorrect positioning.



Attention

The tabs are present both on LH and RH sides of the front semi-mudguard.



Moreover, make sure that semi-mudguard profiles are aligned as shown in the figure.



correct positioning.



incorrect positioning.

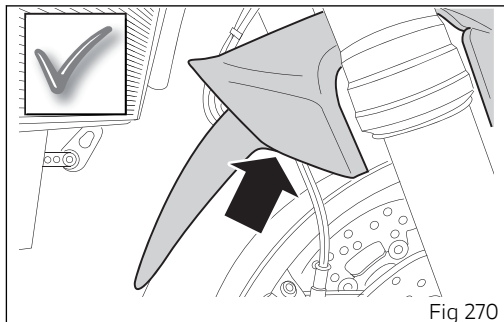


Fig 270

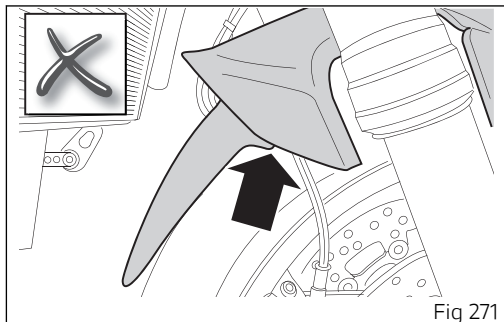
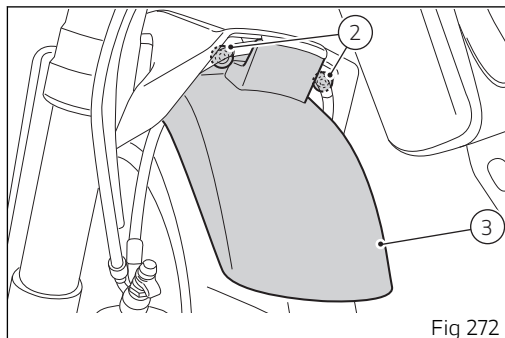


Fig 271

Start screws (2) previously removed and tighten them to a torque of $3.5 \text{ Nm} \pm 10\%$.



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).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$). Cooling circuit capacity: 0.66 gal (2.5 cu. dm - liters).

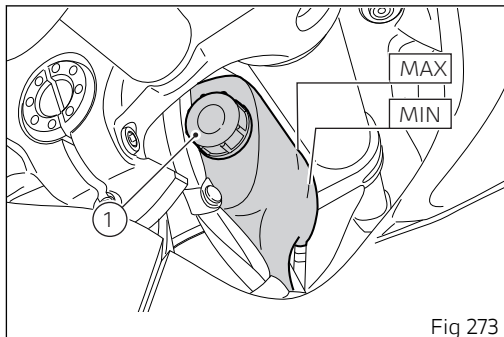


Fig 273



Attention

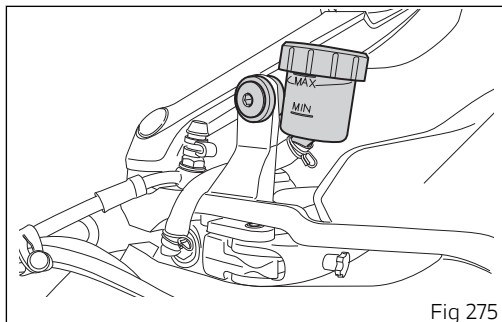
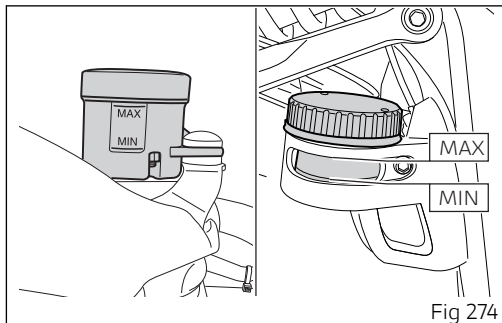
Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 274) shows the front and rear brake fluid reservoirs, while (Fig 275) shows the clutch fluid reservoir).

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

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



Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.

Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.



Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 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.

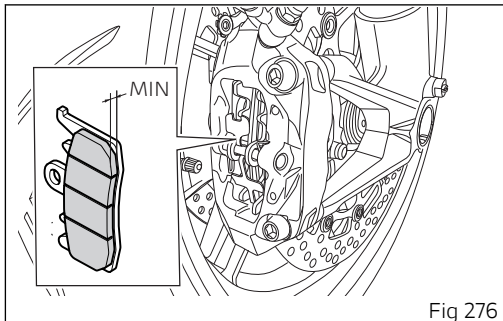


Fig 276

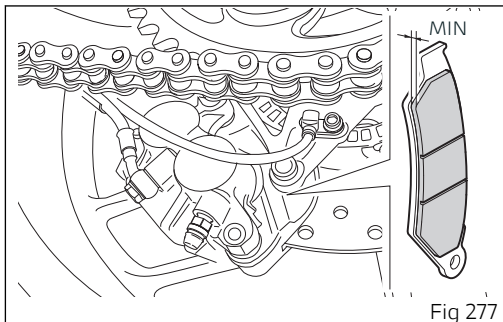


Fig 277

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.

Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.



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 (-).

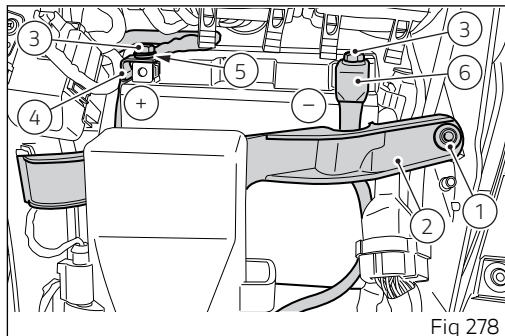


Fig 278



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 (3).

Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).

Fit the battery mounting bracket (2) and tighten the screw (1).



Attention

Keep the battery out of the reach of children.

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

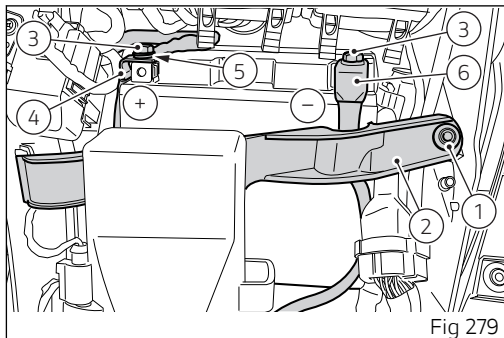


Fig 279

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1), located 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.

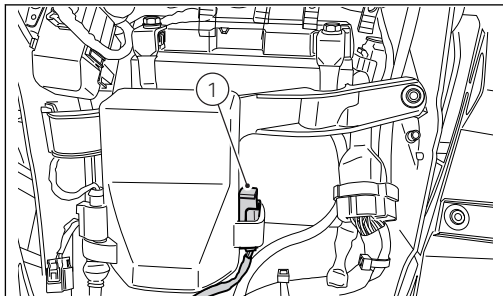


Fig 280

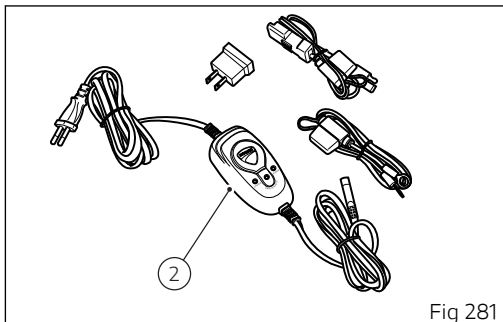


Fig 281



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: $A = 1.61 \div 1.69$ in ($41 \div 43$ mm).



Important

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

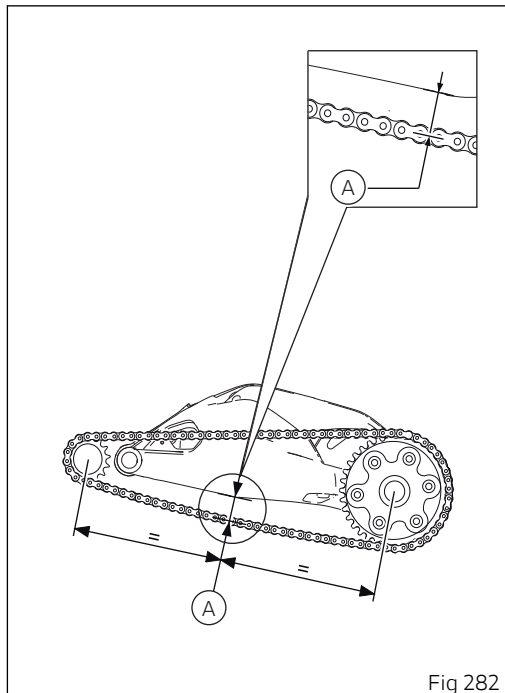


Fig 282



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.

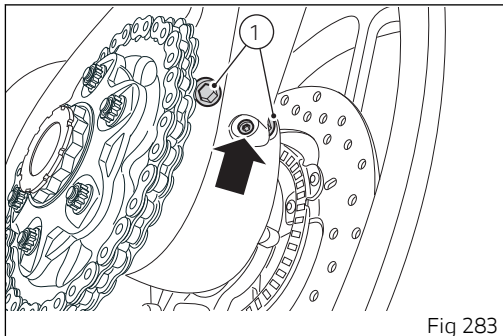
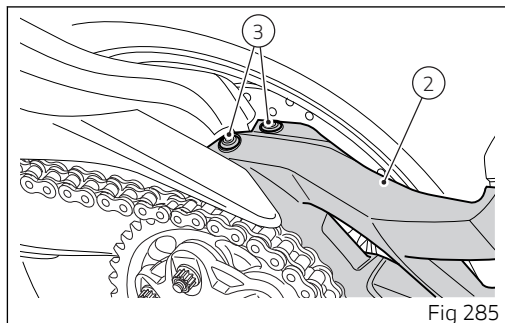
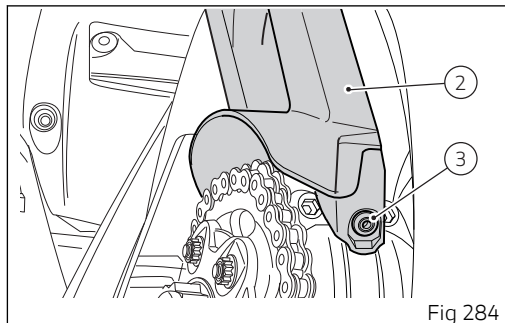


Fig 283

To reach screws (1) it is necessary to remove the rear chain guard (2) and loosen the three screws (3).



Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).



Attention

Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.



Attention

In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

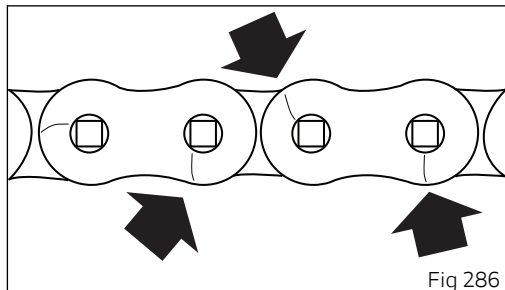


Fig 286

Lubricating the drive chain



Important

Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

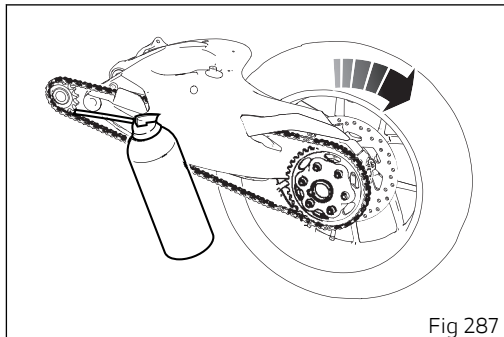


Attention

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.

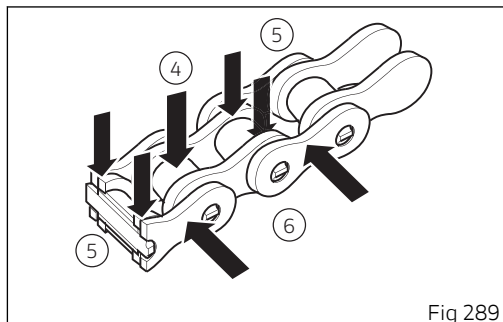
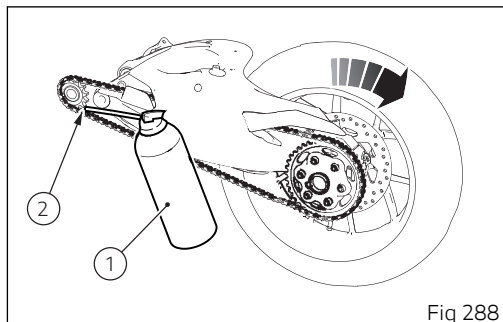
Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.



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.



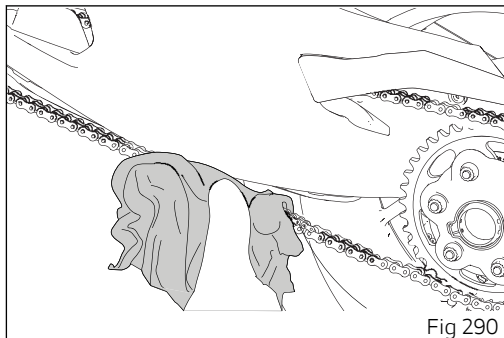
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

⚠ 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.



Using the supplied chain tension gage

To take a correct measurement, the bike must be set on the side stand. Proper chain tensioning must always be inspected at the point where the chain is tightest (then repeat measurement at several equidistant points of the chain).



Note

Chain tensioning changes according to the set Riding Mode. It is recommended to take the measurement with preload set to Level 1 (Riding Mode "URBAN" and motorcycle setup SET TO "RIDER ONLY").

Before proceeding, move the chain down with one finger, release it and apply gage (1).

Chain tension gage (1) must be inserted between swinging arm and lower chain sliding shoe, at the chain sliding shoe central fastening point (.

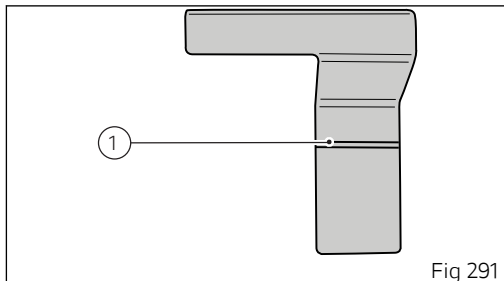


Fig 291

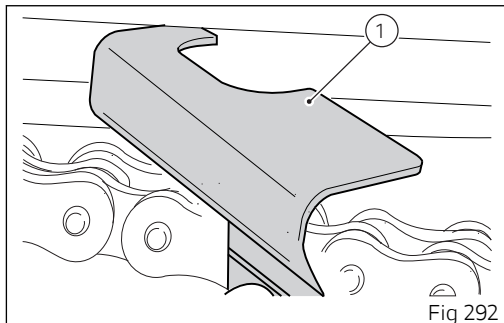


Fig 292

To measure the proper chain tensioning, it is necessary to check the correspondence of the chain pin axis, within the distance identified by references (X, Fig 294) on the gauge.

If chain pins are higher or lower than this interval and height $A=1.61\div1.69$ in ($41\div43$ mm) (Fig 293) is not complied with, it is necessary to tension the chain page 320.



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

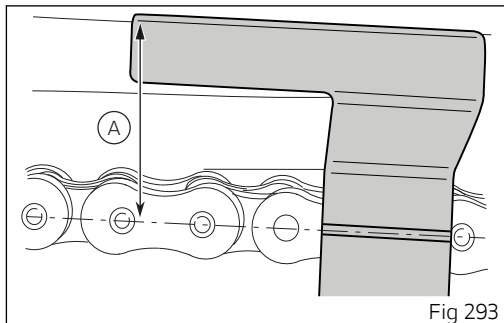


Fig 293

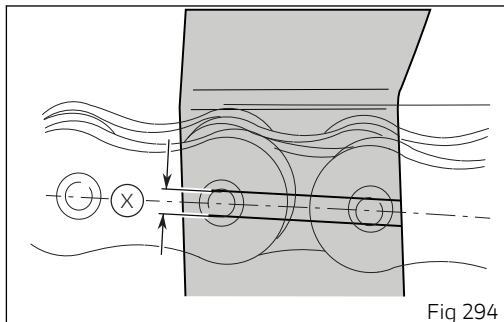


Fig 294

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System".

Always check that the bulb functions before reassembling removed parts.

(Fig 295) shows the location of the LED parking lights (1), the LED low beams (2) and the high beam bulbs (3).

To reach the headlight bulbs, fully steer handlebar to the opposite side of the bulb to be removed (steer handlebar to the left to remove the RH bulb and vice versa).

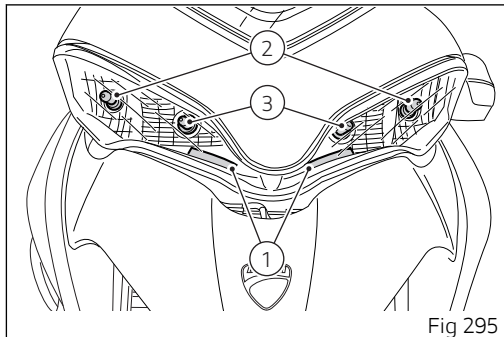


Fig 295

Disconnect connector (4) from bulb holder (5). Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it. Replace the light bulb with a new identical one.

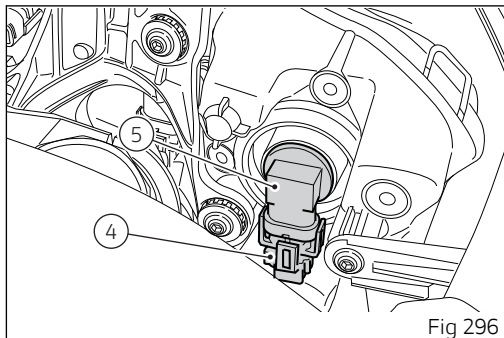
 Note

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

Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover. Reconnect the connector (4).

 Note

To replace the LED parking light, contact a Ducati authorized service center.



Rear turn indicators

Undo the screw (1) and detach the lens (2) 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 (2) by inserting the tab in the corresponding slot in the turn indicator support.

Tighten screw (1).

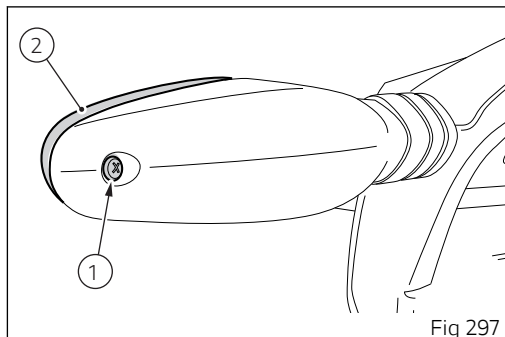


Fig 297

Number plate light

LED number plate light is maintenance-free.

Aligning the headlight



Note

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

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). 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.

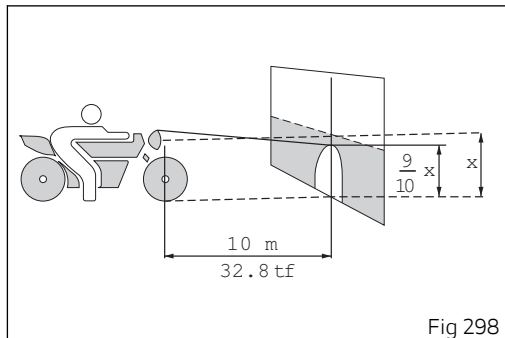


Fig 298



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum aiming height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

Procedure for adjusting low beam/high beam along the vertical axis

- 1) Switch low beam on.
- 2) Fully cover one of the two low beams (right or left).
- 3) Adjust uncovered beam vertically by working the corresponding adjuster screw (2), i.e., the one on the same side. Turn screw (2) clockwise to move beam down, or counterclockwise to move beam up.
- 4) Cover the already-set beam and uncover the other one, then repeat step 3.
- 5) Turn on the high beam and adjust by working adjuster screw (1). Turn screw (1) clockwise to move high beam down, or counter clockwise to move beam up.

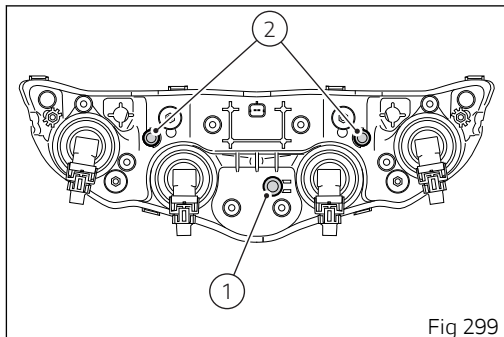


Fig 299

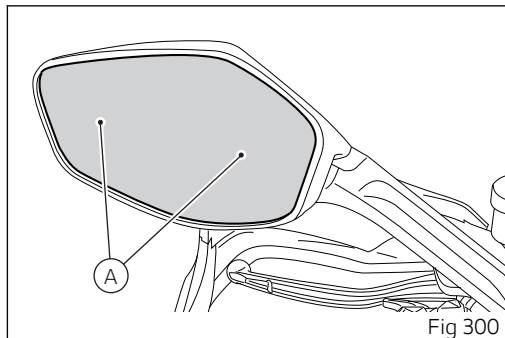


Attention

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.

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).



Tubeless tires

Front tire pressure:

2.50 bar (36.26 psi) (rider only) - 2.50 bar (36.26 psi) (rider, passenger and/or bags).

Rear tire pressure:

2.50 bar (36.26 psi) (rider only) - 2.90 bar (42.06 psi) (rider, passenger and/or bags).

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 tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or move the counterweights for wheel balancing.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.



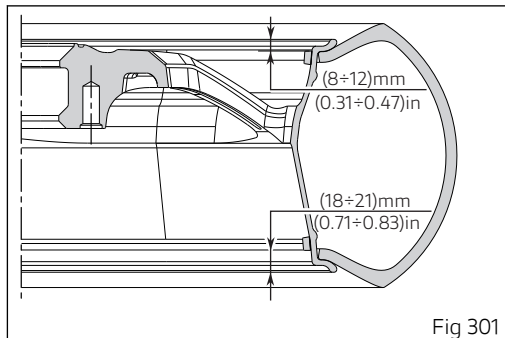
Attention

In case of replacement of the front wheel, the Ducati Dealer or authorized Service Center must follow the instructions specified in the Workshop Manual concerning removal and refitting of the front wheel shaft.



Attention

Counterweights for dynamic balancing of the rear wheel must be positioned in the areas indicated in the figure.



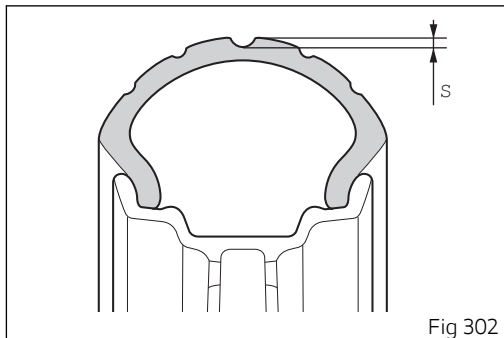
Minimum tread depth

Measure tread depth (S, Fig 302) at the point where tread is most worn down: it should not be less than 0.078 in (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.

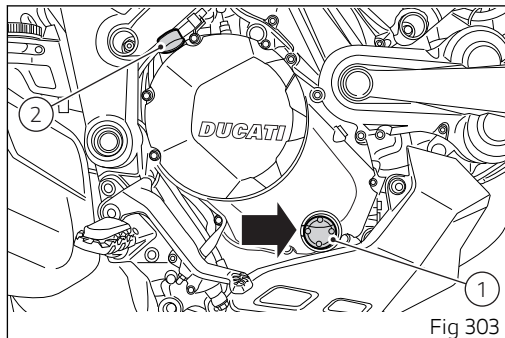


Important

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.



Attention

In engines equipped with timing variators it may happen that a certain quantity of engine oil remains in the cylinder heads when the engine is off and requires a certain amount of time to flow completely into the oil sump. This could lead to an incorrect measurement of the oil level.

Recommendations concerning oil

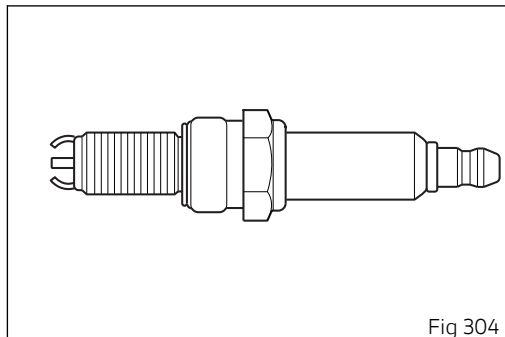
It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. 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.



Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.

The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS 2 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				•		•	-
Clean plugs with metal mesh filters on heads						•	-
Clean air filter			•		•		-
Change air filter				•		•	-
Check brake and clutch fluid level		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		•	•	•	•	•	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) 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 [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12
Visually check the fuel lines			•	•	•	•	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		•	•	•	•	•	12
Lubricate the levers at the handlebar and pedal controls			•	•	•	•	12
Change coolant					•		48
Visually check the coolant level and sealing of the circuit		•	•	•	•	•	12
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12
Activate LED front lighting (if any) through DDS 2.0			•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

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, miles or months), whichever occurs first.

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 511.47 lb (232 Kg).

Overall weight (in running order without fluids and battery): 460.76 lb (209 Kg).

Maximum allowed weight (carrying full load): 992.08 lb (450 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.



Attention

The maximum speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 112 mph (180 km/h) and at any rate it must comply with the applicable statutory speed limits.

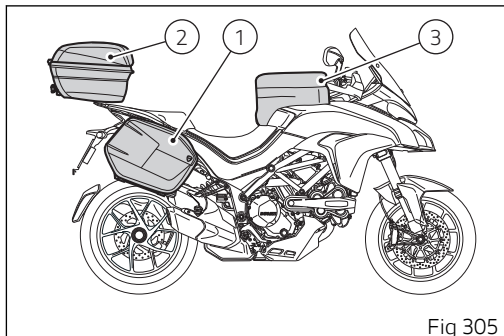


Fig 305



Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 66 lb (30 kg), divided as follows:
22 lb (10 kg) max. per side pannier (1);
11 lb (5 kg) max. for the top case (2);
11 lb (5 kg) max. for the tank bag (3).

Overall dimensions

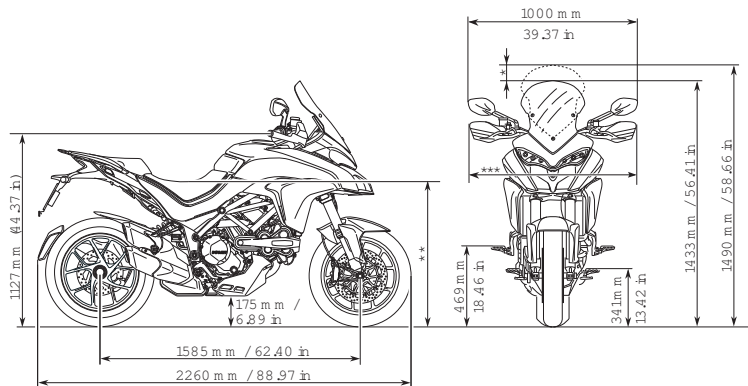


Fig 306

* 56.41 in (1433 mm) (headlight fairing all down), 56.97 in (1447 mm) (headlight fairing at first detent), 57.52 in (1461 mm) (headlight fairing at second detent), 58.11 in (1476 mm) (headlight fairing at third detent), 58.66 in (1490 mm) (headlight fairing at last detent).

** Adjustable at 32.48 -33.27 in (825 and 845 mm) (lowered, 31.49 in (800 mm), seat as option).

*** Maximum hand guard overall dimensions: 38.62 in (981 mm).

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 US gal (4 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	5.28 US gal (20 liters)
Oil sump and filter	Ducati recommends use of SHELL Advance DUCATI 15W-50 Fully Synthetic Oil	1.11 US gal (4.2 liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	701 cc. (42.78 cu in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.66 US gal (2.5 liters)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Engine

Ducati Testastretta "L" twin-cylinder engine with DVT system ("Desmodromic Variable Timing"), 4 valves per cylinder, Dual Spark, liquid-cooled.

Bore, mm: 4.17 in (106 mm).

Stroke, mm: 2.81 in (71.5 mm).

Total displacement: 77.01 cu.in (1262 cu. cm).

Compression ratio: (13±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

116.4 kW/158.2 HP at 9500 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:

74 kW/100.6 HP at 7,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

128 Nm - 13 kgm at 7,500 rpm

Max. torque at crankshaft (EU) Regulation no. 134/2014 Annex X, for France version only:

120 Nm - 11.8 kgm at 5,000 rpm

Maximum rpm: 10,500 rpm.



Important

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



Note

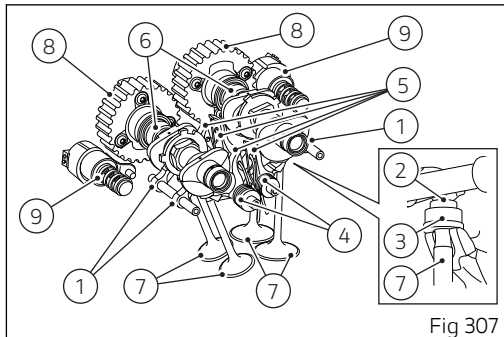
The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Desmodromic timing system with variable timing (DVT)

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.
- 8) Timing Variator.
- 9) Actuators.



Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK.

Type: MAR9A-J.

Fuel system

BOSCH electronic injection.

Type of throttle body: elliptical with full Ride-by-Wire system.

Diameter of throttle body: 2.2 in (56 mm).

Injectors per cylinder: 1.

Firing points per injector: 10.

Fuel supply: 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 drilled twin-disk.

Braking material: stainless steel.

Carrier material: painted stainless steel, black color.

Disk diameter: 12.60 in (320 mm).

Front brake disk thickness: 0.18 in (4.5 mm).

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO, radially-mounted monobloc calipers.

Front brake type: M4X32B.

Friction material: BRM11E HH.
Brake master cylinder type: PR18/19.

REAR

With fixed drilled steel disk.
Disk diameter: 0.43 in (265 mm).
Rear brake disk thickness: 0.23 in (6 mm)
Hydraulically operated by a pedal on RH side.
Brake caliper make: BREMBO, floating 2-piston
caliper with cornering ABS as standard.
Rear brake type: PF 2x28.
Friction material: TT 2181 FF.
Brake master cylinder type: PS 13.
Fixed, 1.10 in (28 mm) diameter 2-piston caliper.



Attention

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch

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: 15/40.

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/27

4th 22/24

5th 24/23

6th 25/22

Drive chain from gearbox to rear wheel.

Make: REGINA

Type: 136ZRPB2

Size: 5/8" x 1/16"

Links: 114



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.

Steel tube trellis rear sub-frame.

Light alloy die-cast side plates, pivoted on engine.

Steering head angle: 25°.

Trail: 4.45 in (113 mm).

Steering angle: 40° on the left / 40° on the right.

Wheels

Front

Light alloy cast rims with five Y-shaped spokes.

Size: MT3.50x17".

Rear

Light alloy cast rims with five Y-shaped spokes.

Size: MT6.00x17".

Tires

Front

"Tubeless", radial tire.

Size: 120/70-ZR17

Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tire.

Size: 190/55-ZR17

Make and type: Pirelli Scorpion Trail II.

Suspensions

Front

Kayaba upside-down fork manually adjustable in rebound, compression, and preload for inner springs of fork legs.

Stanchion diameter:

1.89 in (48 mm).

Wheel travel: 6.69 in (170 mm).

Rear

SACHS shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto frame at the top and onto an aluminum single-sided swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine. The whole system gives the bike excellent stability.
Rear wheel travel: 6.69 in (170 mm).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.
Split absorption tail pipe.

Available colors

Ducati anniversary red

Primer, Antiflex White code L0040652 (Lechler);
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler);
Frame, Racing Black;
Subframe, Mercury Gray;
Rims, Glossy Black.

Iceberg White

Primer code 873.A002 (Palinal);
Base coat code 928.K058 (Palinal);
Clear coat code 823.I2105 (Palinal);
Frame, Mineral Gray code MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code EP050V (Akzo Nobel)
Varnish code 43NZ0016 (Akzo Nobel)

Volcano Grey

Primer code DS20052 (Lechler);
Base coat code L2909042 (Lechler);
Clear coat code 96.230 (Lechler);
Frame, Mineral Gray code MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code EP050V (Akzo Nobel)
Varnish code 43NZ0016 (Akzo Nobel)

Electric system

Basic electric items are:

Headlight

Low beam with BULB: no. 2 bulbs H11 12V-55W;
High beam with BULB: no. 2 bulbs H11 12V-55W;
LED parking light: no. 2 LEDs STW9Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 LEDs
Dominant Primax NAZY-BGH-MN3-1;
Rear ones (Europe), LED units: No. 1 LED PC AMBER
PHILIPS LXM2-PL01.
Rear ones (USA), bulb units: No. 1 bulb RY10W 12V -
10W amber.

Tail light

LED parking light: No. 4 Osram LA-W5SM-
JYKY-24-1 LEDs;
LED stop light: No. 10 Osram LA-E6SF-BBCB-24-1
LEDs.
LED number plate light: No. 3 CREE CLA1A-WKW-
CXAYB453 LEDs.

Fog lights

LED fog lights (Enduro customization): No. 1 LED
Altilon LAFL - C4L - 850 (each).

Horn.

Stop light switches.

Battery, 12V -10Ah.

Generator DENSO 12V - 500W.

Electronic rectifier, protected by a 30A fuse.

Starter motor DENSO, 12 V-0.7 kW.

Fuses

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

- box (A): 7.5A, 15A, 25A;
- box (B): 10A, 15A, 25A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The fuse box (A, is located under the rider seat, next to the relays, so it is necessary to remove the seat to reach it. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear fuse box (B, and ABS fuse box (C, are located under the rider seat. To reach rear and ABS fuse boxes, remove seat, see page 261. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

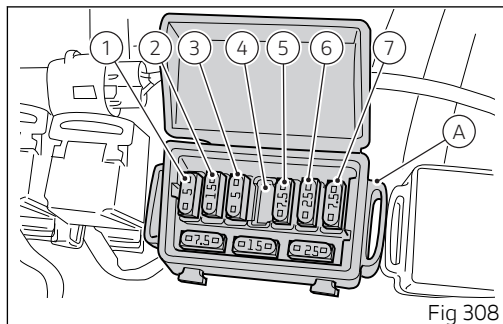


Fig 308

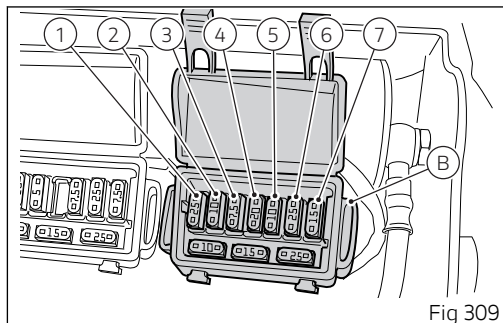


Fig 309

Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	5 A
4	-	-
5	KEY Accessories	7.5 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	20 A

Rear fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The 30A main starter fuse (C) is located under the rider seat, on the right-hand side. Remove the protection cap to reach it.

The spare 30A fuses (D) are located on the solenoid starter; remove the protection cap to reach them.

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.

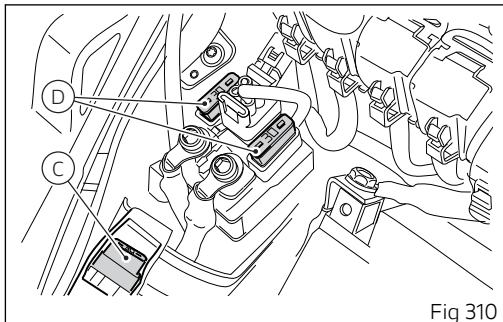


Fig 310

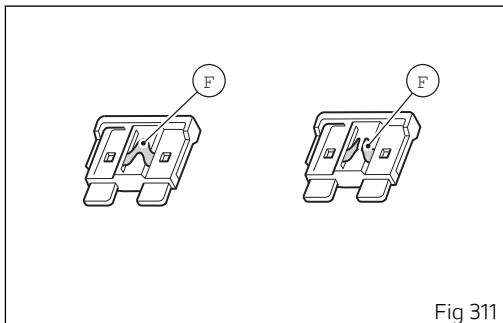


Fig 311

Injection /electric system diagram key

- | | |
|----------------------------------|--|
| 1) Front 12V power socket | 25) Number plate light |
| 2) GPS navigation system | 26) Temperature sensor |
| 3) Bluetooth | 27) LH heated handgrip connector (optional) |
| 4) Left-hand switch | 28) RH heated handgrip connector (optional) |
| 5) Right-hand switch | 29) Exhaust valve actuator |
| 6) Inertial sensor | 30) Rear stop light |
| 7) Immobilizer | 31) Vehicle control unit (BBS) |
| 8) Hands free | 32) Fuel level |
| 9) Hands Free relay | 33) - |
| 10) Battery | 34) Fuse box (2) |
| 11) Wiring ground | 35) Fuse box (1) |
| 12) Remote control switch | 36) ABS control unit |
| 13) LH fan | 37) Rear speed sensor |
| 14) RH fan | 38) Front speed sensor |
| 15) Generator | 39) Fuel pump |
| 16) Regulator | 40) Main control unit relay |
| 17) USB socket | 41) Fuel pump relay |
| 18) Rear 12V power outlet | 42) Starter relay |
| 19) Data Acquisition / Diagnosis | 43) Injection control unit connector A (EMS) |
| 20) Anti-theft system alarm | 44) Injection control unit connector B (EMS) |
| 21) Rear light | 45) Gear sensor |
| 22) Rear right turn indicator | 46) Accelerator position sensor (APS) |
| 23) Rear left turn indicator | 47) Vertical (ETV) |
| 24) Rear wiring | 48) Horizontal (ETV) |
| | 49) Main vertical injector |
| | 50) Main horizontal injector |

- 51) Vertical lambda sensor
- 52) Horizontal lambda sensor
- 53) Timing/rpm sensor
- 54) Vertical cylinder secondary coil
- 55) Vertical cylinder main coil
- 56) Horizontal cylinder secondary coil
- 57) Horizontal cylinder main coil
- 58) Oil pressure sensor
- 59) Purge valve
- 60) Oil temperature
- 61) Brake switch
- 62) Clutch switch
- 63) Side stand switch
- 64) Engine temperature sensor
- 65) Air temperature sensor
- 66) Vertical MAP sensor
- 67) Horizontal MAP sensor
- 68) Vertical cylinder knock sensor
- 69) Horizontal cylinder knock sensor
- 70) Secondary air sensor
- 71) Vertical cylinder EX timing sensor
- 72) Vertical cylinder IN timing sensor
- 73) Horizontal cylinder EX timing sensor
- 74) Horizontal cylinder IN timing sensor
- 75) Vertical cylinder EX timing connector
- 76) Vertical cylinder IN timing connector

- 77) Horizontal cylinder EX timing connector
- 78) Horizontal cylinder IN timing connector
- 79) Front left turn indicator
- 80) Instrument panel
- 81) Front right turn indicator
- 82) Right high beam
- 83) Left high beam
- 84) Right low beam
- 85) Left low beam
- 86) Front parking light
- 87) Horn
- 88) Fog lights (option)
- 89) ABS positive
- 90) Starter relay positive
- 91) Starter motor positive
- 92) Starter motor
- 93) Ducati Quick Shift (DQS)
- 94) Starter fuse

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow

R Red
Lb Light blue
Gr Gray
G Green
Bn Brown
O Orange
P Pink

**Note**

The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			



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