



DUCATI MULTISTRADA 1200: SETTING A NEW STANDARD

As soon as it was launched back in 2010, the **Multistrada 1200** revolutionised the motorcycling world by offering, for the very first time, nothing less than four bikes in one: from super sport to long-distance tourer, from everyday runabout to enduro. Now, Ducati's technological expertise has produced a **new generation of Multistradas**, bikes featuring the latest **Ducati Testastretta DVT (Desmodromic Variable Timing)** engine and a **state-of-the-art technological package** that sets a whole new standard in its product segment. The new Multistrada 1200 is the "multibike" *par excellence*, with cutting-edge technology making it far more than just the 4-bikes-in-1 offered by its Riding Modes.

In what is a first for the motorcycle industry, the **DVT** engine features a variable valve timing system with independent control of both the intake and exhaust camshafts. This optimises engine performance throughout the power range in all riding conditions, thus ensuring **maximum power at high rpm, fluid delivery, punchy low-rpm torque and low fuel consumption** in full compliance with the latest Euro 4 regulations.

The new Multistrada 1200 also sets a new electronics benchmark thanks to the **Inertial Measurement Unit (IMU)** which dynamically measures roll, yaw and pitch angles as well as the rate of their change; with this information, the IMU enhances both performance and safety. For example, the presence of the IMU enables the ABS to include a Cornering system capable of controlling braking even on bends where wheel lock could otherwise cause skidding. On the Multistrada 1200 S it also enables control the Ducati **Cornering Lights (DCL)** in its **full LED headlamp**. Moreover, the IMU has allowed the introduction of **Ducati Wheelie Control (DWC)**: this detects and corrects any front wheel lift to ensure maximum acceleration in complete safety. Like Ducati Traction Control (DTC), DWC features rider-settable 8-level sensitivity. Lastly, the IMU inertial platform also interacts with the semi-active Ducati Skyhook Suspension (DSS) Evolution (DSS) control system featured on the Multistrada 1200 S.

All models now feature **Electronic Cruise Control**, which the rider can set as desired using controls incorporated in the switchgear on the left handlebar. On the S version a Bluetooth module is included as standard: this activates the **Ducati Multimedia System** and can connect the bike to a smartphone for user-friendly control of basic functions such as receiving incoming calls, notification of text messages, or playing music via the handlebar controls and on-dash info. Thanks to an iOS/Android app, the Bluetooth connection lets riders use bike data to activate other functions which enhance, extend or let them share their everyday riding or touring experiences; the app even allows interaction with the ducati.com website and social networks.



Main standard features on the Multistrada family

Multistrada 1200

- **Colour**
 1. Ducati Red with black wheels rims
- **Features**
 - New Ducati Testastretta DVT engine
 - IMU: Inertial Measurement Unit
 - Bosch-Brembo ABS 9.1ME Cornering braking system
 - Electronic cruise control
 - Riding Modes
 - Ride-by-Wire Power Modes (PM)
 - Ducati Wheelie Control (DWC)
 - Ducati Traction Control (DTC)
 - Height-adjustable seat
 - LCD instrument panel

Multistrada 1200 S (and Multistrada 1200 S D|air[®])

- **Colours**
 1. Ducati Red with black wheels rims (1200 S and 1200 S D|air[®])
 2. Iceberg White with black wheels rims (1200 S only)
- **Features**
 - New Ducati Testastretta DVT engine
 - IMU: Inertial Measurement Unit
 - Bosch-Brembo ABS 9.1ME Cornering braking system
 - Front brake discs with diameter of 330 mm, Brembo M504 4-piston radial calipers
 - Electronic cruise control
 - Ducati Multimedia System (DMS)
 - Lightweight machine-finished forged wheels
 - Riding Modes
 - Ride-by-Wire Power Modes (PM)
 - Ducati Wheelie Control (DWC)
 - Ducati Traction Control (DTC)
 - Height-adjustable seat
 - Electronic Sachs suspension (front and back) with the semi-active Ducati Skyhook Suspension (DSS) Evolution system
 - Full LED headlamp with Ducati Cornering Lights (DCL)
 - Instrument panel with 5" full colour TFT screen
 - D|air system (Multistrada 1200 S D|air[®] only)



Personalisation Packs

- **Touring Pack:** heated grips, panniers and center stand
- **Sport Pack:** road-legal exhaust (homologated only for EU) Ducati Performance by Termignoni and carbon fibre front mudguard, machined-from-billet aluminium brake and clutch reservoir caps
- **Urban Pack:** top case, tank bag with lock and USB hub
- **Enduro Pack:** supplementary lights and Ducati Performance components by Touratech: engine protection bars, radiator guard, oil sump guard, bigger kickstand base and off-road footpegs

The launch of the new Multistrada is enriched also by the Multistrada Link App: a smartphone app, available for iOS and Android, that further explains all content and new features of the bike. Through the app it's possible to rate individual aspects of the bike, and submit ideas and comments directly to Ducati. Further, it will deliver easily accessible weekly updates of a variety of content.



Technology-inspired design

Stylistically inventive and technologically advanced, the new Multistrada 1200 is a **limitless bike** able to indulge and adapt to the rider's every need. A simple click transforms it from **super sport** to **long-distance tourer**, yet it is equally capable as an **everyday bike** for getting to work or handling grittier off-road routes. All these characteristics have been poured into a new design that is more mature, sophisticated and effective than ever.

This new style of the Multistrada 1200 enhances its perceived quality compared to the previous model. Clean surfaces, taut lines and contrasting front and rear visual mass give it dynamism and sportiness. A greater number of painted parts lend it sophistication, while close attention to plastic part attachment has greatly reduced the number of screws in sight. Distinctive features also include the compact full LED headlamp which is aggressive-looking yet decidedly high-tech, and the rear tail light. Aspects such as the frame, which provides an optimum balance of weight and performance, the rear aluminium subframe with incorporated luggage rack, and the new, ergonomic practical switchgear are just some of the features that underscore Ducati's conscientious attention to detail. Just like the new key with an aluminium insert, and the, modern, compact instrument panel (LCD on the standard, TFT on the S and D|air[®] versions).

Everything on the new Multistrada 1200 has been designed for practicality and effectiveness. For example, the rider's seat is narrow at the front, allowing an easier reach to the ground; it's also 20 mm longer and offers 20 mm of height-adjustment. The passenger seat is lower and the passenger grab handles are more ergonomic. The new windshield height adjustment system is more fluid and can be operated with only one hand. Thanks to careful attention to every single component, the new Multistrada 1200 has a **dry weight of just 209 kg**. Together with the bike's optimal chassis set-up, this low weight gives the Multistrada 1200 **exceptional handling**, crucial in sport riding and when weaving through city traffic or riding over uneven terrain.



Ergonomic, comfort-focussed design

Developed to perform also as a long-distance tourer, the Multistrada 1200 was, from the very start, the subject of **in-depth ergonomic studies** both at CAD level and via repeated prototype testing, the aim being to ensure outstanding comfort with a fully laden bike. **Ducati carefully analysed the “ergonomic triangle” of both rider and passenger** to ensure comfort that allows extended journeys without fatigue.

This spacious bike can easily accommodate two people plus top case and panniers. The 1,530 mm **wheelbase** ensures optimal centring of the rider (and panniers, where attached), thus enhancing dynamic vehicle performance. To underscore the multi-role nature of the Multistrada 1200 even further the **ergonomics have been developed and tested to allow out-of-the-seat riding, essential for off-road use. The footpegs have been fitted with rubber inserts** to insulate against vibration but these can also be removed to provide **serrated-edge footpegs** for added grip with off-road boots.

On the new Multistrada 1200 the **seat is now height-adjustable between 825 and 845 mm** and, thanks to generous dimensions, immediately offers a sensation of comfort and wanderlust. The wide, tapered handlebars have also been designed to optimise comfort and to provide a dominant riding position without compromising tight turning performance. Moreover, the **handlebars are mounted on damping blocks** to filter out vibration and provide an optimal mix of comfort and road feel.

A roomy **storage area under the passenger seat** contains the tool kit, and manual, with space also for other personal items.

The windshield on the new Multistrada 1200 is high and wide, its surfaces shaped to provide greater rider protection over long distances. It also features a **60 mm vertical adjustment range: this is set with just one hand. Two 12V power sockets**, one positioned immediately underneath the passenger seat and the other on the front section of the bike, are available: these can carry loads of up to 8A (fused) and power items such as heated clothing, intercoms or mobile phone chargers. Available as a Ducati Performance accessory, the GARMIN sat-nav is powered via a special connector near the instrumentation. A USB socket is also available in the under-seat zone; this can be connected to a smartphone.

Numerous optional features make the Multistrada perfect for long-distance touring: these include the stylish, roomy **panniers**, which are redesigned to enhance both style and practicality and are easily removable.. Other touring features include **heated grips, which are** indispensable in poor weather, and the **centre stand, which is** useful when the bike is fully loaded.



DUCATI TESTASTRETТА DVT

A new generation

By independently varying the **timing of the camshaft** that controls the **intake** valves and the camshaft that controls the **exhaust** valves, the **DVT engine** optimises high-rpm performance to provide maximum power. At low-to-medium rpm, instead, it **smooths operation, making power delivery more fluid and boosting torque**. In practice, this is an engine that changes its characteristics as rpm varies while complying with Euro 4 specifications and giving good fuel economy.

When designing an engine one of the key performance parameters is **intake and exhaust valve overlap**. This is defined as the interval of crankshaft rotation, expressed in degrees, during which both valves remain open simultaneously. Overlap, which occurs between the end of the exhaust phase and the start of the intake phase, is usually a fixed parameter - but not on the DVT.

Variance of the valve overlap angle has been achieved by adopting the **DVT (Desmodromic Variable Timing)** system: a **valve timing adjuster** applied on the ends of each of the two overhead camshafts. The DVT system is divided into two parts: an external housing rigidly connected to the timing belt and an internal mechanism connected to the camshaft: the latter is **coaxial** to the former and can rotate in advance or delay with respect to the housing depending on the **oil pressure** in special chambers. This oil pressure is adjusted by **dedicated valves** and the timing of each cam is controlled dynamically by a **sensor** in the cam covers.

Desmo delight

As might be expected, the **Testastretta DVT** engine uses the Desmodromic **valve actuation system** that has made Ducati's Bologna-built bikes famous worldwide. This special system closes the intake and exhaust valves mechanically, with the same precision as they are opened. The term **desmodromic** stems from the Greek words **desmos** (link) and **dromos** (stroke), and refers to mechanisms with a control to operate them in one direction (e.g. opening) and another to activate them in the other (closure or return). The soundness of this system, **used on all Ducati models**, is demonstrated by its utilisation on Ducati Corse's Superbikes and MotoGP bikes.

In the Testastretta DVT engine, Desmodromic valve actuation provides a clear advantage over traditional valve springs; at low revs the system requires less force because there are no springs to be compressed. This makes it possible to keep the individual valve timing adjusters compact, which minimizes their weight and allows them to be smoothly integrated.



Ever-present strong torque

As a result, with a bore of 106 mm and stroke of 67.9 mm (giving a total displacement of 1198 cm³) the **Ducati Testastretta DVT** puts out **160 hp at 9500 rpm** and **136 Nm of torque at 7500 rpm**, with very linear delivery. In fact, even at just 3500 rpm the available torque is already **80 Nm** and remains near-constant, exceeding **100 Nm between 5750 and 9500 rpm**.

Yet the DVT system, despite the increase in power, also decreases **fuel consumption**, which drops by an average of **8%** over the riding cycle.

Ducati's **continuous research and development** into injection systems has led, on the Testastretta DVT, to the use of fuel injectors positioned to direct their spray onto the heated rear of the intake valve instead of the relatively cooler intake duct wall. This maximises fuel vaporisation, improving combustion and smoothness.

The DVT is also equipped with the **Dual Spark (DS)** system, which uses two spark plugs per cylinder to enhance combustion efficiency and time. Each spark plug has **independent** ignition control to ensure optimisation throughout the rev range under all riding conditions. There is also an **anti-knock** sensor to keep the engine running smoothly even when lower-octane fuels are used or under other conditions (e.g. high altitude) that might affect combustion.

Lastly, to maximize performance and minimize emissions, the Testastretta DVT also features a **secondary air system**. This allows a richer fuel mixture to be used without increasing emissions, by completely oxidizing unburnt hydrocarbons to keep HC and CO levels to a minimum.

The clutch on the Multistrada 1200 is of the **oil-bath slipper** type and can be operated with light effort at the lever, thanks to a progressive self-servo mechanism which allows a reduced clutch spring load. The result is improved feel and outstanding comfort even during frequent gear changing, in city traffic or on long-distance trips. Upon deceleration, the same mechanism reduces pressure on the clutch plates, giving them a slipper effect to prevent hopping of the rear end during aggressive downshifts.

The exhaust system layout is based on two primary manifolds that merge directly in the single 2-chamber silencer; the latter, in addition to acting as a 2-1-2 collector, contains the catalytic converter. From here exit two pipes directly to the light, compact silencers, which are side-mounted and feature aluminium alloy outer sleeves.

Long maintenance intervals

Constant investment in quality - ensured by design, advanced materials and cutting-edge engineering - has allowed Ducati to reduce scheduled maintenance requirements; **routine maintenance intervals** have been extended to **15,000 km (or one year)** and **valve timing adjustment to 30,000 km**, providing clear advantages for customers. This has been achieved by employing special materials for the valve seats, improving combustion efficiency, and containing the running temperature of the Testastretta DVT engine. Moreover, the innovative DVT system does not in any way complicate the valve timing adjustment procedure.



INNOVATIVE TECHNOLOGY

A new benchmark

The introduction of the IMU (**Inertial Measurement Unit**) has reshaped the 4-bikes-in-1 concept that lies at the core of the Multistrada. In addition to allowing implementation of all the electronic strategies already featured on the previous version, the new Multistrada 1200 also introduces **Ducati Wheelie Control (DWC)** and Cornering ABS. The four Riding Modes (Sport, Touring, Urban and Enduro) are made even more effective as, on the Multistrada 1200 S, they are supported by the new **Ducati Skyhook Suspension (DSS) Evolution**; this configures the suspension setup dynamically in response to different road and riding conditions, maintaining control, performance, and comfort at all times.

On the new Multistrada 1200 engine output is controlled by a Ride By Wire system. Power is not adjusted directly via a throttle cable; instead, throttle body opening is regulated by the engine control unit after it reads and processes the Ride by Wire signal input. This means three different mappings can be used to adjust power delivery.

Sport Riding Mode

Selecting **Sport Riding Mode** provides a thrilling **160 hp** and a breathtaking 136 Nm of torque, together with (on the S version) a sporty suspension setup with the appropriate **DSS** mapping. Sport Mode is also characterised by **low levels of Ducati Traction Control and Ducati Wheelie Control**, and a level 2 **ABS** setting. This gives braking response that suits highly dynamic riding, with a slight reduction in combined front/rear action and **rear-wheel lift detection off, while maintaining Cornering ABS functionality**.

Touring Riding Mode

In **Touring Riding Mode** the Multistrada 1200 provides the engine's full **160 hp** with a smoother, less direct throttle response compared to Sport Mode. Active safety is enhanced by **higher DTC and DWC sensitivity levels**, to maintain rock-solid stability. The **ABS is set to interaction level 3**, perfect for touring; this turns **rear-wheel lift detection and Cornering ABS functionality** on, while also optimising the front/rear combined braking effect. On the **S version** a suspension setup perfect for long-distance rides is selected, ensuring maximum comfort for rider and passenger alike, while the **DSS mapping** is reconfigured for additional on-bike load.

Urban Riding Mode

In **Urban Riding Mode** power output is reduced to a maximum of **100 hp**, and on the S version suspension is set for optimum agility with corresponding DSS mapping. **DTC and DWC are set to high levels** for maximum security on less-than-perfect city roads. **ABS** is set to "Safe and Stable" (**3**), which maximises the sensation of confidence: rear-wheel lift detection is on, front/rear combined braking is optimised, and Cornering functionality is engaged.

Enduro Riding Mode

The Multistrada 1200's **Enduro Riding Mode** sets engine power to a maximum of **100 hp**, with off-road oriented suspension settings and DSS mapping for the S. **DTC and DWC level settings are low** and the **ABS** is set to **level 1** interaction, suitable for off-road use on low grip surfaces: rear-wheel lift detection is off, Cornering functionality is off, and ABS on the rear wheel is disabled.



DTC (Ducati Traction Control)

A key part of the **Ducati Safety Pack**, DTC – a pure racing offshoot – is an intelligent system that acts as a filter between the rider's right hand and the rear tyre. In just a few thousandths of a second, DTC can detect and control rear wheelspin, **boosting performance and active safety significantly**.

This system has **eight different intervention levels**. Each one has been programmed to provide a rear wheelspin tolerance that matches progressive levels of riding ability (classified from one to eight). Level one has the lowest degree of system intervention, while level eight, intended for wet road surfaces, gives maximum prevention of wheelspin. On the Multistrada 1200 DTC is incorporated into the Riding Modes. DTC levels within the four modes are initially pre-set but can subsequently be personalised and saved to suit individual riding styles or preferences. The outcome of thousands of hours of road and track tests, this technology significantly enhances safety when accelerating in turns. A **Default** function lets the user restore the original factory settings.

Ducati Wheelie Control (DWC)

This system was developed from that used on the 1199 Superleggera: using data from the IMU, it analyses the attitude of the bike (to detect any front wheel lift) and controls torque and power accordingly to maximise acceleration in safety without destabilising balance. Like DTC, it features 8-level adjustment and is incorporated into the Riding Modes. Again, a Default function lets the user restore the original factory settings.



Ducati Skyhook Suspension (DSS) Evolution

The **DSS (Ducati Skyhook Suspension) Evolution** system has now been developed even further. This evolved version includes a new Sachs fork with pressurised damper cartridge and low-friction stanchion, a new sensor to control the action of the rear damper plus new software that also handles data from the IMU and features new algorithms. Included as standard on the Multistrada 1200 S, the DSS platform has a **48 mm front fork and a Sachs rear monoshock**, both electronic; this allows the DSS to continuously adjust **hydraulic damper compression and rebound using semi-active control** to ensure correct vehicle balance. In this way the bike remains stable independently of road surface conditions, significantly increasing comfort and safety.

The **Skyhook** name stems from the unique sensation experienced during riding, as if the bike were suspended from a hook in the sky, keeping it balanced and stable. This innovative technology outperforms conventional passive suspension systems **through constant control of dynamic wheel behaviour**. In the **DSS Evolution** system, settings have been further refined to maximize performance, safety, and comfort.

DSS Evolution technology analyses data from numerous sensors on the sprung and unsprung weights of the bike to **calculate and set the damping needed to make the ride as smooth as possible**. An **accelerometer** on the steering yoke, one at the rear of the bike and one inside the control unit that tracks the DSS Evolution provide data on sprung weight while an accelerometer on the fork bottom provides input on unsprung weight. At the rear, another sensor measures suspension travel. **The DSS Evolution processes this information via a semi-active control algorithm** that, by referring to an imaginary fixed point in the sky above the bike, **makes extremely rapid adjustments to the hydraulic damper to minimise vehicle movement in relation to this point**: just as if the bike were suspended from it (hence the term "skyhook").

To smooth the longitudinal forces of acceleration and deceleration, **the system also makes use of the Ducati Traction Control (DTC) longitudinal accelerometer sensor, the ABS system pressure detectors** for rapid calculation and activation of a response that reduces resulting vehicle oscillation, and the data from the **IMU** which dynamically reveals **the bikes attitude on the two axes** (lateral and vertical tilt).



Brembo brake system with Bosch Cornering ABS

The entire Multistrada **1200** family features a **Brembo braking system** with the **Bosch 9.1ME ABS ECU**, an integral part of the **Ducati Safety Pack (DSP)**. Cornering ABS makes use of the **IMU (Inertial Measurement Unit) platform to optimise front and rear braking power even in critical situations with the bike at considerable lean angles.**

Through interaction with the Riding Modes, the system provides compromise-free solutions whatever the situation or riding conditions.

Thanks to its ABS control processor the **Multistrada** makes use of an Electronic Combined Braking System that is optimised for the **Urban and Touring Riding Modes** but has a lower degree of interaction in **Sport mode** where combined braking is less desirable. The combined braking system increases stability by using **four pressure detectors** to allocate braking power optimally between front and rear.

Designed to improve rear tyre control during hard braking, the **rear-wheel lift detection** is fully enabled in **Urban and Touring Riding Modes** yet disabled in **Sport and Enduro modes**. **ABS can also be applied to the front wheel only**, as is the case in Enduro Riding Mode, the aim being to allow rear wheel lock on the dirt. **ABS can also be fully disabled from the instrument panel** in any Riding Mode, and settings can be saved and recalled at the next Key-On.

The system integrates smoothly with the Ducati Riding Modes and has three available levels. **Level 2** ensures, **in Sport mode**, equilibrium between front and rear without rear wheel lift detection but with the Cornering function on and calibrated for sports-style riding. **Level 3** allows, in Touring and Urban modes, optimisation of the combined braking action with rear wheel lift detection on for maximum safety and performance and with Cornering functionality on and calibrated for maximum safety. **Level 1** maximises off-road performance by disabling rear-wheel lift detection and allowing the rear wheel to lock, with ABS being applied only at the front.

The front braking system on the new Multistrada 1200 features **monobloc radially-mounted Brembo 4-piston callipers with 32 mm diameter pistons and 2 pads, a radial master cylinder with adjustable lever, and dual 320 mm discs**. At the rear, there is a **single 265 mm diameter disc gripped by a floating calliper, again from Brembo**. These components ensure top braking performance, a standard Ducati feature. On the Multistrada **1200 S** the braking system draws directly on solutions used by Ducati in Superbike competition: **330 mm discs at the front** coupled with **Brembo M50 monobloc radial 4-piston callipers** with a 16 mm master cylinder.



Instrument panel and lighting

The dashboard consists of a **large high-visibility LCD screen** providing all primary and secondary information. On the Multistrada 1200 S the LCD is replaced by a full colour **5" TFT** display. Both the **LCD and TFT** provide info on speed, rpm, selected gear, total mileage, trip1 and trip2, engine coolant temperature, fuel gauge and a clock. Other information shown includes the selected Riding Mode, miles remaining, current fuel consumption, average fuel consumption, average speed, air temperature, travelling time and an icy road surface warning.

At a standstill it is possible to gain access, via the left handlebar switchgear, to a settings menu which enables and adjusts various functions such as DTC and DWC personalisation and the **3-level Cornering ABS** function. On the Multistrada 1200 S suspension can also be adjusted through the settings menu.. **It is also possible, either at a standstill or on the move, to select the Riding Mode** (Sport, Touring, Urban or Enduro) **and load settings** to correspond with the current riding configuration: rider only, rider with luggage, rider with passenger or rider with passenger and luggage.

The Multistrada 1200 S features a **full LED headlight** with **Ducati Cornering Lights** (DCL) functionality, which activates in curves to give optimal illumination of the road surface. Once again, it is the **IMU inertial platform** that makes this new function possible. Another option designed to enhance lighting efficiency consists of a pair of supplementary headlights: controlled via a dedicated key on the left switchgear, these provide **excellent peripheral lighting**. All models of the Multistrada 1200 also feature **hazard lights**, activated simply by pressing a dedicated button.

Hands Free Ignition

The Multistrada 1200 can be **started without inserting a mechanical key**, if its electronic key is within a 2 metre radius of the bike. The system automatically reads the key's code, even if it is never removed from the rider's pocket. Pressing the "on" button powers-up the bike, activates the display, and allows the engine to be started. The electronic key also includes a mechanical "flip" key for seat and filler cap removal. Further, the Multistrada 1200 features an electrical steering lock actuator: when the bike is parked, the steering lock can be engaged with the push of a button, and is automatically released when the bike is next turned on.



CHASSIS

Frame

The components used on the new Multistrada 1200 offer state-of-the-art technological content and performance: all components and production technologies have been designed to ensure **maximum vehicle performance** and compliance with the distinctive design choices. Key chassis set-up parameters, such as wheelbase, swingarm length and steering geometry (trail and offset), have been defined by identifying the best possible compromise between **high speed stability and handling**. Low vehicle weight and a **generous steering lock** make **low-speed tight manoeuvring simple and easy**: so doing a U-turn on city streets or narrow mountain roads presents no problem at all.

The chassis design features a **frontal Trellis frame** with large-diameter yet thin tubing and **two lateral subframes closed off by a rear load bearing element** made of fibreglass-reinforced engineering plastic for maximum torsional rigidity.. On the new Multistrada 1200 the frame has been **stiffened** further and the **ground clearance has been raised by 20 mm to 180 mm**, a big advantage when riding off-road.

From a mechanical viewpoint, the most important – and perhaps the most complex – component on the Multistrada 1200 is the single-sided swingarm. This single, die-casted part, with fabricated and welded sections, provides a strong, hollow and lightweight component that contributes considerably to the Multistrada's sure-footed handling.

Suspension

The **Multistrada 1200** features a **48 mm upside-down fork**, with a dedicated cast lower, fully adjustable for spring preload, compression, and rebound. The rear is controlled by a Sachs monoshock, also fully adjustable in compression and rebound and with spring preload adjustable by using a handy remote manual adjuster. The spring works progressively, therefore providing augmented riding comfort even when the bike is fully laden.

The **Multistrada 1200 S** comes with a **Sachs 48 mm front fork (with tubes in the typical ceramic grey) and rear damper, which are both semi-active and controlled by the Ducati Skyhook Suspension (DSS) Evolution** system. In addition to allowing compression and rebound adjustment of the hydraulic damper and rear spring preload (automatic and integrated into the Riding Modes or personalised via the on-board computer), the semi-active system exerts continuous control to keep the bike perfectly balanced.

Both suspension systems feature 170 mm travel (both front and rear), **allowing for comfortable riding** even with the bike loaded and, above all, safe handling on off-road routes. On the S comfort is enhanced further by the **DSS Evolution which allows quick, user-friendly modification of the bike's configuration to suit riding configuration and journey type**: rider only, rider with luggage, rider with passenger and rider with passenger and luggage.



Tyres and wheels

In the first decade of the new millennium, Ducati launched the new Multistrada. Pirelli, one of Ducati's most important partners, responded by developing the SCORPION™ Sync, the first sporty-on-the-road tyre to feature a knobby tread, produced in the 120/70-17 and 180/55-17 sizes. Some ten years later, Pirelli is still the leader - thanks to the introduction of SCORPION™ Trail dual compound 190/55-17" rear tyres - of a segment revolution that ushered in a new generation of street enduro bikes like the new Ducati Multistrada 1200. The **SCORPION™ Trail II**, as standard on the Ducati Multistrada (**190/55 R17 rear** and **120/70 R17 front**), is Pirelli's latest enduro street tyre and the direct successor of the SCORPION™ Trail.

Pirelli was the first company to introduce the dual compound solution on certain sizes of rear enduro street tyre like the SCORPION™ Trail. Now, the Italian manufacturer is able to apply this technology on all rear tyres in the SCORPION™ Trail II range. Combining road and off-road performance to perfection, it has been designed to satisfy even the most demanding motorcyclists: its strong points include outstanding mileage, consistent performance throughout its lifecycle and first-rate running in the wet.

While the innovative SCORPION™ Trail II tread pattern is a derivative of the distinctive SCORPION™ off-road style, it also draws on Pirelli's experience in developing the ANGEL™ GT, Pirelli's best sport touring tyre that is also seen as the segment benchmark. Yet behind this aggressive-looking tread pattern typical of an off-road tyre, the SCORPION™ Trail II provides first-rate performance that merges the characteristics of both enduro and sport touring tyres.

The side slits on the new SCORPION™ Trail II are designed to channel away rainwater efficiently; water dispersion is also aided by the 'dual trench' central groove arrangement, which also ensures improved traction, greater solidity and more even wear. Compared to its predecessor, this new tyre gives greater mileage without compromising on cornering performance and, above all, performs excellently in the wet. SCORPION™ Trail II profiles derive directly from those used on the ANGEL™ GT, the winner of important comparative tests carried out by top international magazines. Thanks to a shorter yet wider contact patch, the profile reduces and evens out tread wear, ensuring greater mileage. Application of new profiles has also resulted in better handling, which remains consistent throughout the product lifetime.

The Multistrada 1200, 1200 S and 1200 S D|air feature light alloy Y-spoke wheels. All versions are equipped with 3.50 x 17" front wheels and 6.00 x 17" rear wheels.



MULTISTRADA 1200 S D|AIR

Ducati, ever-attentive to new technology and safety, has also introduced a D|air version of the new Multistrada 1200 S which, in addition to the other as-standard features, provides **an intelligent on-vehicle system that is wirelessly connected to airbag-equipped Ducati Apparel D|air® clothing by Dainese**. This solution, which brings together two major Italian brands, represents a big step forwards in two-wheel safety: the combined experience of Ducati and Dainese has led to the development of a passive safety system that, thanks to **on-board sensors and electronics, constantly monitors the dynamic status of the vehicle so the airbag can be activated in the event of an accident**. The Multistrada D|air analyses the data and can open both rider and passenger in-jacket airbags in just **45 milliseconds**, considerably reducing the risk of impact-related injuries. The Multistrada 1200 S D|air is also certified by **TÜV SÜD**, the authoritative German body responsible for wearable airbag standards. Use of technology developed jointly with Dainese once again demonstrates **Ducati's constant commitment to safety**, as already highlighted by the Ducati Safety Pack, provided as standard across the entire Multistrada 1200 range.



Colours

All **Multistrada 1200** bikes are available in **Ducati Red**, and the S version (except the D|air) is also available in **Iceberg White**. All models in the Multistrada family have wheels with a black finish.

Personalisation Packs

All versions of the new Multistrada 1200 can be enhanced with special packs designed to meet specific needs. The **Touring Pack** includes heated grips, panniers and a centre stand; the **Sport Pack** provides a road-legal exhaust (homologated only for EU) Ducati Performance by Termignoni, carbon fibre front mudguard, and machined-from-billet aluminium brake and clutch reservoir caps; the **Urban Pack** has a top case and lockable tank bag with a USB hub, and the **Enduro Pack** offers supplementary lights and Ducati Performance components by Touratech: 4 mm thick engine protection bars, a radiator guard, an oil sump guard, a larger kickstand base and off-road footpegs.