

Owner's manual

SUPERBIKE

1299 PANIGALE R
FINAL EDITION



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 a place. In case of damage or loss, request a new copy by contacting:

Ducati North America, Inc.
10443 Bandlely Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
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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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Owner's manual

US/CANADA

SUPERBIKE

1299 PANIGALE R
FINAL EDITION

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 304.

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

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

Enjoy your ride!

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Routine maintenance record 326

Introduction

Safety guidelines

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.

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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

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement. This motorcycle may not be used on dirt roads or for off-road riding.



Attention

Using the bike off-road may cause the rider to lose control, which in turn may lead to vehicle damage, injury or death.



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.



Attention

The total weight of the motorcycle in running order with rider, baggage and additional accessories must not exceed 816 lb/ 370kg.



Important

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

Rider's obligations

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

Make sure that the helmet complies with safety specifications, provides excellent visibility, is the correct size for the head, and has the certification label affixed to the helmet surface conforming to the standards in force in your state. Road traffic laws differ from state to state. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .

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.

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 11; 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.

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 264).



Attention

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



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.

Use proper body position while riding.



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

The rider should keep his/her feet on the footpegs when the motorcycle is in motion.



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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



Attention

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

Refueling

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

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

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

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



Attention

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

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



Attention

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



Attention

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

Carrying the maximum load allowed

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



Attention

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 295.

Vehicle identification number



Note

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

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

Frame number

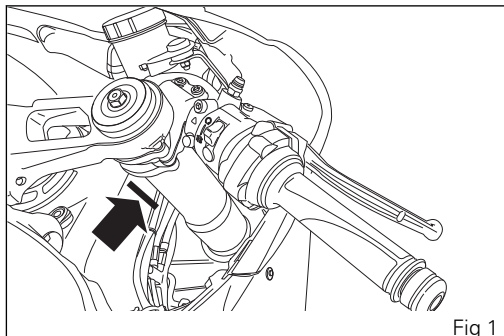


Fig 1

Engine identification number



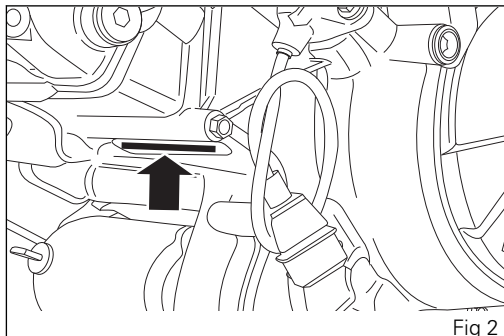
Note

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

The engine identification number is located in the motorcycle front side on the horizontal head cylinder lower side, near the starter motor and the generator cover.

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

Engine number



1299 Panigale R Final Edition



Note

This exclusive model was produced in a limited edition of units. Each motorcycle is identified by a progressive serial number and the model located on steering head.

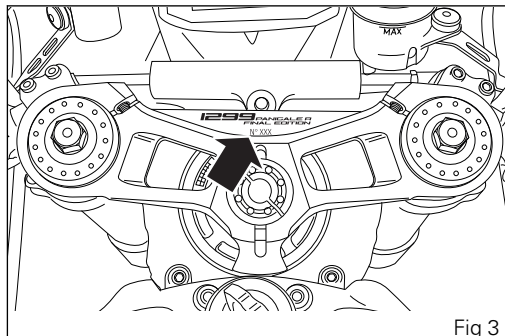


Plate position

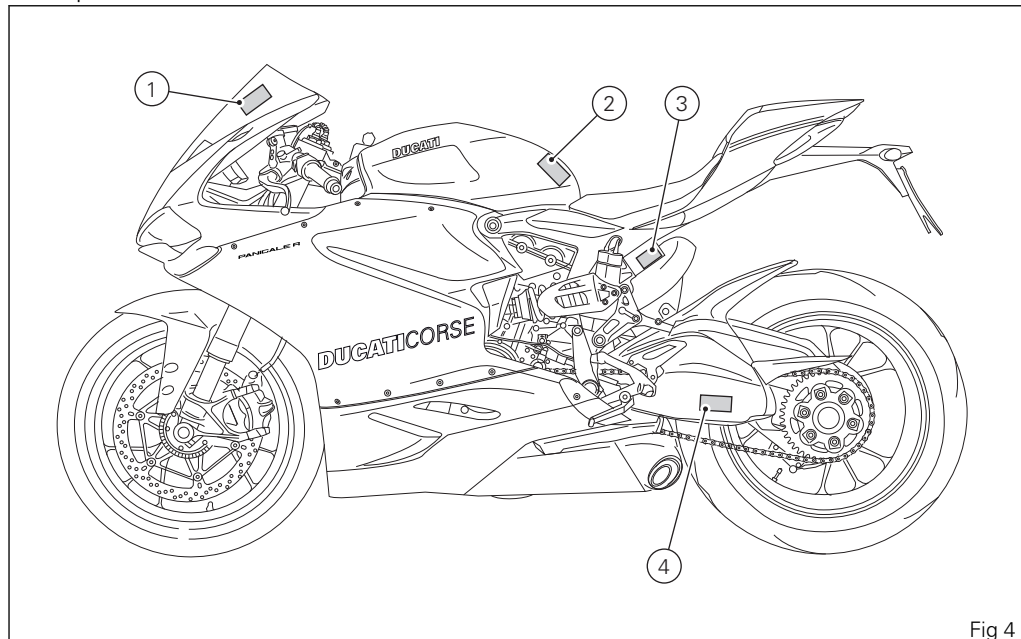


Fig 4

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. 433 1 165 1A

1

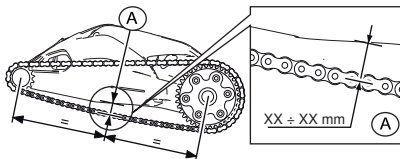
Appoggiare il veicolo sulla stampella laterale. Con la pressione del dito, spingere la catena verso il basso nel punto di misura e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone, che deve risultare: $A = \text{XX} \div \text{XX mm}$

Chain tension: Make the rear wheel turn until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain with one finger at the point of measurement

and release. Measure the distance (A) between the chain pins' centre and swing arm aluminium edge.

Reading must be: $A = \text{XX} \div \text{XX mm}$



4

CAUTION

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

2

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.

3

Fig 5

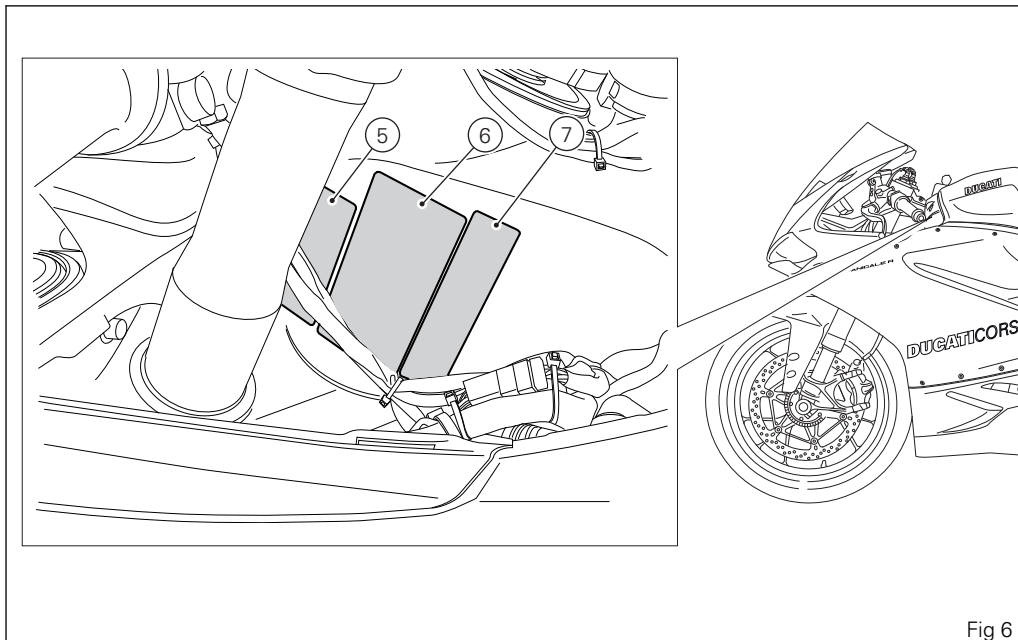


Fig 6

VEHICLE EMISSION CONTROL INFORMATION

ENGINE DISPLACEMENT: 1198 CC
ENGINE FAMILY: CDUCC1.20N9B
ENGINE EXHAUST CONTROL SYSTEM:
2 TWC, PAIR, 2H2S, SFI AND TBI
EVAP FAMILY: CDUCU0018234
PERMEATION FAMILY: CDUCPMETAL02

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2012 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 HC+NOK G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNEUP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	20° BTDC AT IDLE SPEED	NO ADJUSTEMENTS
IDLE SPEED (RPM)	1360 ± 100	NO ADJUSTEMENTS
IDLE MIXTURE	OPENING 0.10 ± 0.20 MM	NO ADJUSTEMENTS
VALVE CLEARANCE (IN & EX)	CLOSING 0.08 ± 0.13 MM	SEE SERVICE MANUAL
SPARK PLUG : NGK MARBA-J		OIL : SAE 10W/40 OR SAE 15W/50
SPARK PLUG GAP (mm) : 0.7 ± 0.9		FUEL : UNLEADED GASOLINE

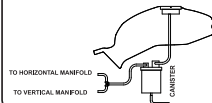
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IMPORTER: DUCATI NORTH AMERICA INC. - CUPERTINO - CALIFORNIA

432.1.622.1C

5

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: 1198 CC
ENGINE FAMILY: CDUCC1.20N9B
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2012 MODEL YEAR NEW MOTORCYCLES. EVAP FAMILY: CDUCU0018234



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

432.1.622.1D

6

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS 2012 DUC46E1200 MOTORCYCLE ZDM14BPW1CB000001 MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dB(A) AT 5913 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1.622.1A

7

Fig 7

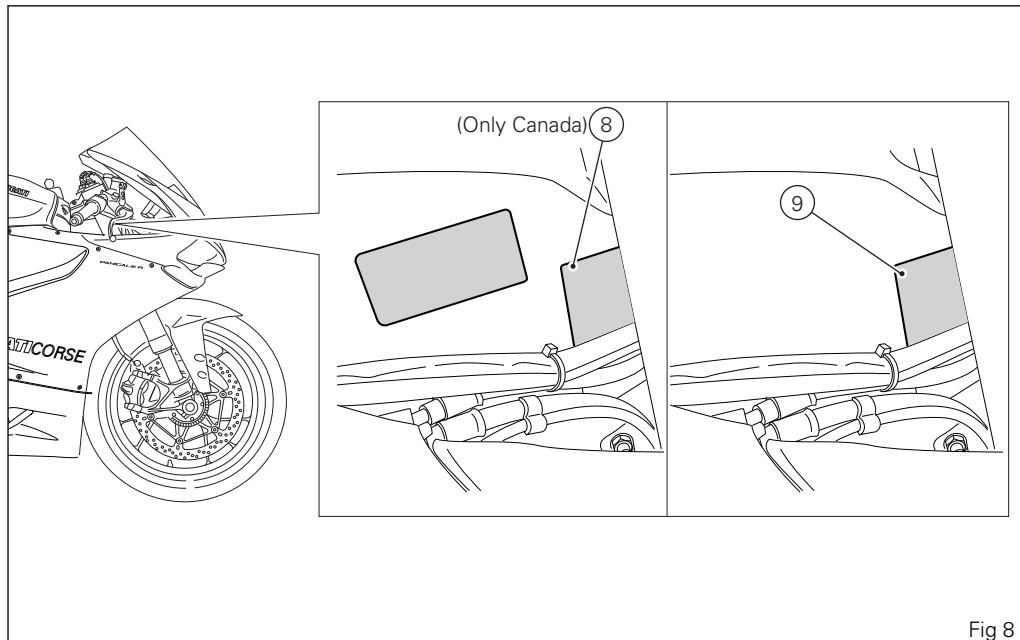


Fig 8

MANUFACTURED BY/FABRIQUÉ PAR :
DUCATMMOTORHOLDING spa DATE: 12/2011
 TYPE OF VEHICLE / TYPE DE VÉHICULE : MC
 GVWR / PNBV: 370 KG.
 V.I.N. / N.I.V.: ZDM14BPW1CB000001

GAWR PNBE KG	TIRE/PNEU DIMENSION RIM/JANTE	COLD INFL. PRESS. PRESS DE GOLFL. A FROID P.SI/LPC KPA
157 213	120/70ZR17 MT 3.50X17 200/55ZR17 MT 6.00X17	33.4 230 37.8 260

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 A' TOUTES LES NORMES QUI
 LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA
 SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN
 VIGUEUR A' LA DATE DE SA FABRICATION. 432.1.622.1F

8 (Only Canada)

MANUFACTURED BY: DATE: 12/2011
DUCATMMOTORHOLDING spa
 GVWR: 816 LBS (370 kg)

GAWR F: 346 LBS (157 kg) WITH 120/70ZR17
 TIRE, MT3.50x17 RIM, AT 33.4 PSI COLD
 GAWR R: 470 LBS (213 kg) WITH 180/55ZR17
 TIRE, MT6.00x17 RIM, AT 37.8 PSI COLD
 THIS VEHICLE CONFORMS TO ALL APPLICABLE
 FEDERAL MOTOR VEHICLE STANDARDS IN
 EFFECT ON THE DATE OF MANUFACTURE
 SHOW ABOVE.

TYPE CLASSIFICATION: MOTORCYCLE
 VEHICLE I.D. No. ZDM14BPW1CB000001

432.1.622.1B

9

Fig 9

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your

MY 2018 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

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

Owner's warranty responsibilities

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

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

California evaporation emission system

This system consists of:

- 1) Warm air inlet;
- 2) Canister;
- 3) Dell'Orto jet;
- 4) Fuel tank;
- 5) Breather pipe;
- 6) Intake manifolds.



Attention

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

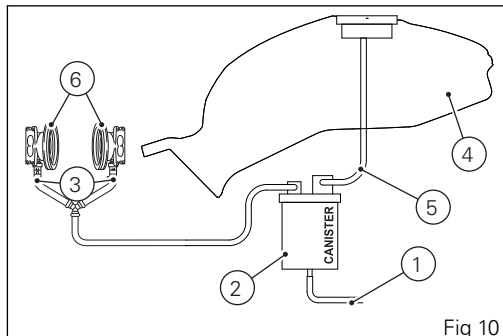


Fig 10

Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandle Drive
Cupertino, California, 95014 warrants that each new
1998 and later Ducati motorcycle, that includes as
standard equipment a headlight, tail-light and
stoplight, and is street legal:

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

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

I. Coverage

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

regulations of the United States Environmental
Protection Agency and the California

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

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

II. Limitations

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

A. Repair or replacement required as a result of

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

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

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

III. Limited liability

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

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

IV. Legal rights

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

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

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

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Instrument panel (Dashboard)

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

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

4) 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.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 5 liters of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE DIAGNOSIS - EOBD" LIGHT  (AMBER YELLOW).

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

8) GENERAL WARNING LIGHTS (RED).

the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in;

the lights (8b) turn on when RPM value reaches the second threshold before the rpm limiter kicks in.

9) ABS LIGHTS (AMBER YELLOW).

The light indicates ABS system status.

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

10) DTC / DWC INTERVENTION (AMBER YELLOW).

	DTC
No intervention	Light OFF
Intervention	Light steady ON

	DWC
No intervention	Light OFF
Throttle cut	Light steady ON

11) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

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



Note

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

	Immobilizer
Key-on status	Light OFF
Key-off status	Light ON flashing
Key-off status for over 12 hours	Light OFF

12) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

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

13) DTC / DWC WARNING LIGHT (AMBER YELLOW).

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

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

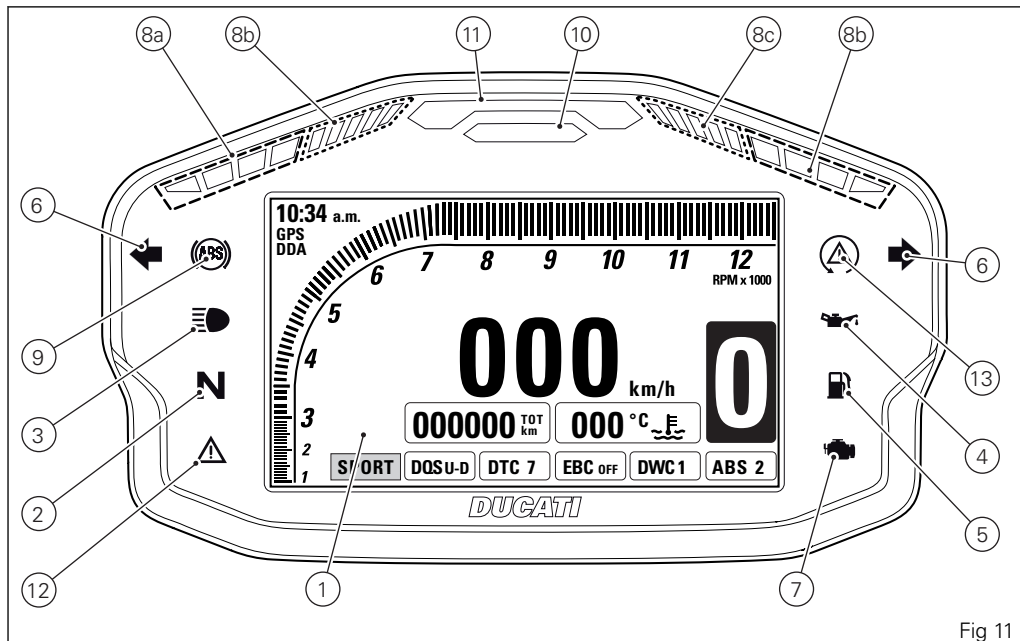


Fig 11

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

DDA

DUCATI Data Acquisition

DWC

DUCATI Wheelie Control

DSB

Instrument panel

DTC

DUCATI Traction Control

DQS

DUCATI Quick Shift

EBC

DUCATI Engine Brake Control

ECU

Engine Control Unit

E-Lock

Electronic Main Switch Set

GPS

Global Positioning System

IMU

Inertial Measurement Unit

Technological Dictionary

Engine Brake Control (EBC)

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lockup during aggressive downshifting.

If the system detects wheel slipping, it sends a signal to the engine control unit to slightly increase engine rpm until the rear wheel speed is again consistent with vehicle speed.

EBC features a three-tiered operating system and is integrated in the three Riding Modes.

Riding Mode

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

The Riding modes available for the Panigale R are: Race, Sport and Wet. 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. For the Panigale R there are three Power Modes, one for each Riding Mode:

- 120 HP with "smooth" delivery;
- 195 HP with "smooth" delivery;
- 195 HP with "instant" 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 eight indicates system intervention whenever a slight slipping is detected, while level one is for track use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS)

The ABS system fitted to the Panigale R is a safety system preventing wheel lockup while riding with the motorcycle straight and not leaning over. The Panigale R ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

The Panigale R 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.

ABS system features 3 different levels of intervention, one per Riding Mode. In RACE mode the system only works on the front disks to ensure top performance for track use. In the same way, also the cornering feature depends on set level.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system used for racing purposes that allows the rider to shift up under acceleration without using the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Ducati Wheelie Control (DWC)

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

prevention and less strong reaction to the same, if it occurs.

Ducati Data Analyzer+ (DDA+)

DDA+ is the latest generation of the Ducati Data Analyzer, with built-in GPS signal to create a "virtual finish line". The system automatically detects lap end and stops the lap timer, without the rider needing to do anything. Thanks to the built-in GPS signal, it also shows the trajectories on track map and the key vehicle parameters: throttle opening, speed, rpm, gear engaged, engine temperature, DTC intervention.

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

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

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style. Press this button for 3 seconds to the left side to activate the "Hazard" lights.

5) "UP" QUICK SELECTION BUTTON (5,

6) "DOWN" QUICK SELECTION BUTTON (6,

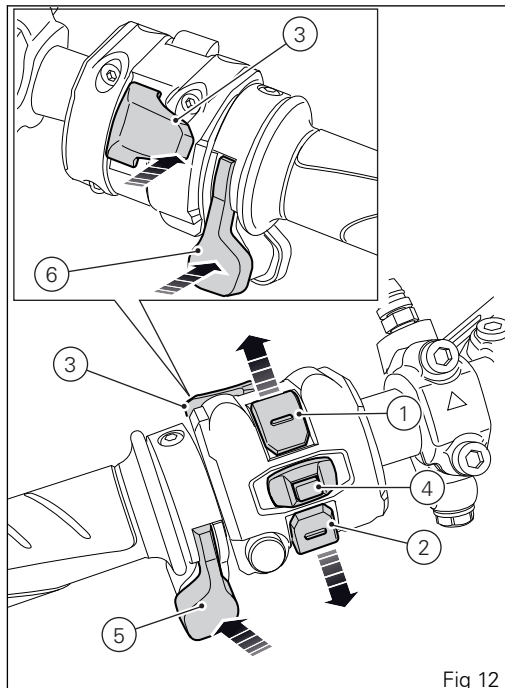


Fig 12



Attention

Using the UP or DOWN buttons while riding could result in dangerous situations, since it immediately changes the triggering threshold of the currently associated function: traction control (DTC), wheelie control (DWC), engine brake control (EBC). On your vehicle this setting can be changed while riding, regardless of the throttle twistgrip position: use this control carefully in order to avoid any dangerous situation. You are advised against using the UP or DOWN buttons while riding the motorcycle. Ducati shall not be liable for any loss or damage whatsoever linked to or connected with the Customer or third parties disabling or manually setting the riding aid functions.

Parameter setting and displaying

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

At the end of the check, the instrument panel displays the main Screen in ROAD or TRACK mode (it depends on the last configuration in use before the key-off).

If the key is properly acknowledged and configuration for enabling engine starting is verified, instrument panel initialization routine will carry on and:

- Check warning lights and display; this part is identified as "initial check";
- Display the "standard screen".

During this check stage, if the vehicle speed exceeds 6.2 mph (10 km/h) (actual speed), the instrument panel will stop:

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

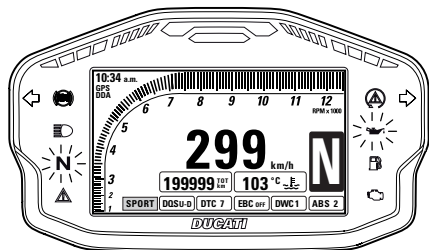
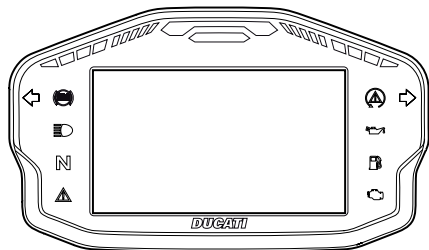


Fig 13



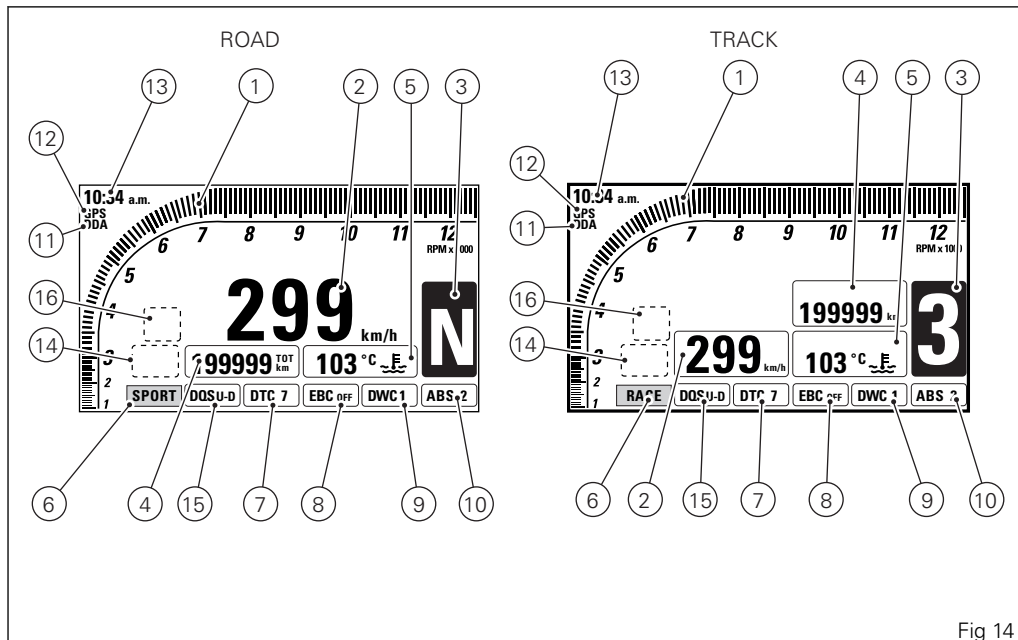
Note

When turning the key to OFF, vehicle power is cut only after 70 seconds and not immediately.

Two different main page layouts are available: ROAD and TRACK.

Data displayed on the main screen are as follows:

- 1) Rpm bar graph.
- 2) Vehicle speed.
- 3) Gear engaged.
- 4) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Lap time - only if active).
- 5) Menu 2 (Engine coolant temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time, Ambient air temperature).
- 6) Set Riding Mode.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) EBC ON indication or EBC OFF indication
- 9) DWC ON indication or DWC OFF indication.
- 10) ABS level indication (ON) or ABS OFF indication.
- 11) DDA indication (ON).
- 12) GPS receiving indication.
- 13) Clock.
- 14) SERVICE indication (only if active) - Alarm / Warning indication (only if present) - Error indication (only if present).
- 15) Indication for: DQS active for upshifting (U), DQS active for upshifting and downshifting (U/D) or DWS disabled.
- 16) Side stand indication — Indication for ABS active only on front wheel.



Press button (1) to display MENU 1 information.

Fig 14

The data displayed in a sequence, both in ROAD and TRACK modes, are:

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- Lap time (LAP) - only for TRACK mode;
- Leaning angle (LEAN ANGLE) - only for TRACK mode.

Press button (2) to display MENU 2 information.

The data displayed in a sequence, both in ROAD and TRACK modes, are:

- Coolant temperature;
- Instantaneous fuel consumption (CONS.);
- Average fuel consumption (CONS. AVG);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME);
- Air temperature.

Upon the Key-ON, the data displayed for MENU 1 and MENU 2 are the ones displayed upon the previous Key-OFF.



Note

In both ROAD and TRACK modes, the factory set default parameter (Odometer - TOT) is displayed for 10 seconds upon Key-ON for MENU 1 and then the parameter from last Key-OFF is displayed.



Note

In case of sudden and unexpected power off, the instrument panel displays the default settings upon the following Key-ON; in particular:

- for MENU 1 - Odometer (TOT);
- for MENU 2 - Coolant temperature.

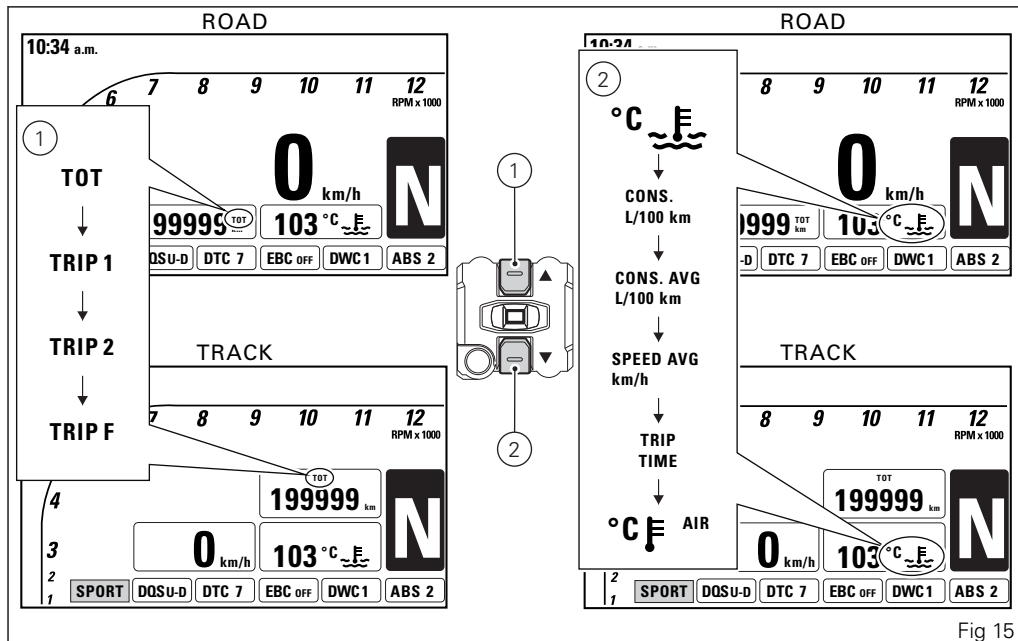


Fig 15

When the Standard Screen is displayed, hold the button (2) for 3 seconds, when actual motorcycle speed is $\leq$ (lower than or equal to) 20 km/h (12 mph), to enter the Setting MENU, where you can set any function.



Important

You can enter the SETTING MENU only when the actual vehicle speed is lower than or equal to 12 mph (20 km/h). If you are inside the Setting MENU and the actual vehicle speed exceeds 12 mph (20 km/h), the instrument panel automatically exits from this Menu and displays the Standard Screen.

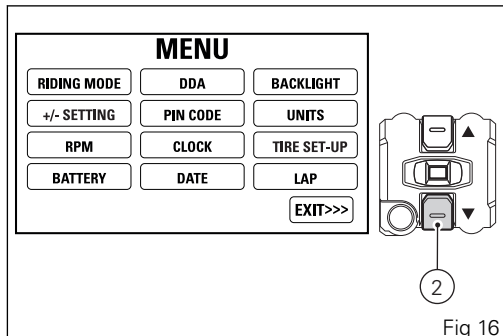


Fig 16

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 with an E-LOCK error warning and access to the Setting MENU is not allowed;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the personal code.

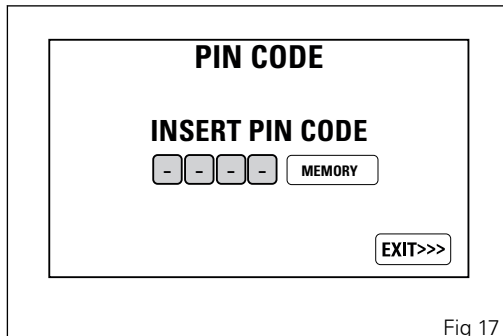


Fig 17

Main functions

The functions displayed in the Standard Screen are the following:

Main functions

- Engine rpm indication (RPM)
- Vehicle speed
- Gear
- Riding Mode
- DQS
- DTC
- EBC
- DWC
- ABS
- Quick change of DTC, DWC or EBC level
- MENU 1 displays the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Partial fuel reserve counter (TRIP FUEL)
 - LAP time - only if active and in TRACK mode
 - Leaning angle (LEAN ANGLE) - only if active and in TRACK mode

- MENU 2 displays the following functions:
 - Engine coolant temperature
 - Instantaneous fuel consumption (CONS.)
 - Average Fuel Consumption (CONS. AVG)
 - Average speed (SPEED AVG)
 - Trip time (TRIP TIME)
 - Ambient air temperature

Auxiliary functions

- DDA
- GPS
- CLOCK
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)
- ERROR indication

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:
 - ABS setting (ABS)
 - Display settings (DISPLAY)
 - DQS ON/OFF (DQS)
 - DTC level (DTC)
 - Engine setting (ENGINE)
 - EBC level (EBC)
 - DWC level (DWC)
 - Reset to default factory settings (DEFAULT)
- Engine rpm digital indication (RPM)
- Battery voltage (BATTERY)
- DDA (on/off - view - delete)
- PIN CODE (enter/change)
- Clock setting (CLOCK)
- Date setting (DATE)
- Display backlighting (BACK LIGHT)
- Unit setting (Speed - Temperature - Fuel consumption) UNIT
- LAP (view/delete/reset automatic settings)
- System recalibration in case the motorcycle fits tires different from OE tires (TIRE SET_UP)

The area for the 11000-11900 rpm range (pre-warning area) is indicated on the display in orange, used both for filling the bar graph and indicating the corresponding figure 11 ("orange area").

The area for the 12000-12500 rpm range (warning area) is indicated on the display in red, used both for filling the bar graph and indicating the corresponding figure 12 ("red area").



Important

During the first 1000 km (Break-in period), i.e. as long as the Odometer displays a value lower than or equal to 1000 km, the "orange area" (pre-warning area on the display with orange used for bar graph filling and to indicate the corresponding figure) is displayed when engine reaches 6000 rpm. During this break-in period, it is not advisable to exceed 6000 rpm, so make sure the instrument panel does not display the "orange area" of the bar graph.

After the break-in period, the "orange area" indicates and advises the rider to ride at lower revs when the engine is cold; the "orange area" position changes according to engine temperature as follows:

- from 8000 rpm with engine temperature lower than or equal to 104 °F (40 °C)
- from 9000 rpm with engine temperature lower than or equal to 122 °F (50 °C)
- from 11000 rpm with engine temperature upper than 122 °F (50 °C)

the lights turning on when the rev limiter thresholds are reached are divided into three groups according to the following thresholds:

1st threshold 11000 rpm (A)

2nd threshold 11200 rpm (B)

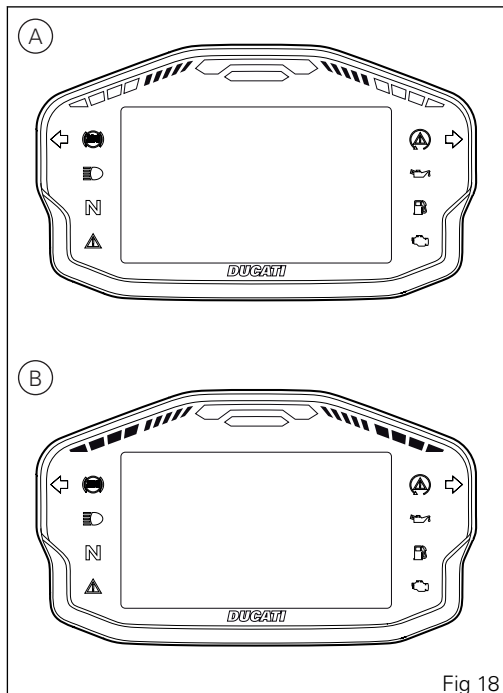
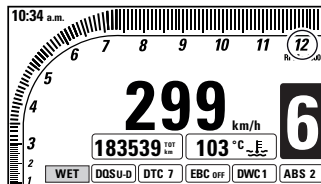
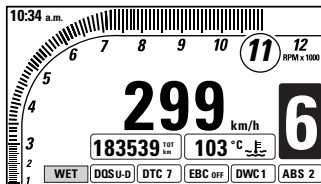
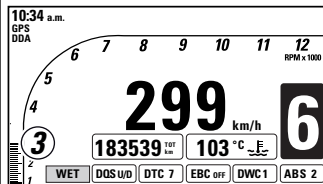


Fig 18

ROAD



TRACK

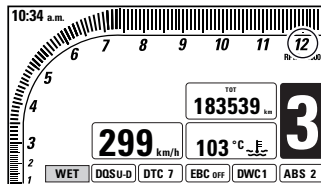
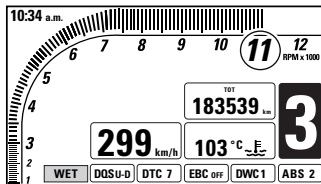
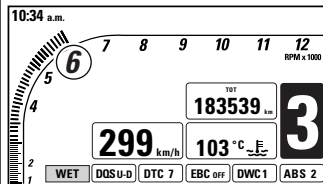


Fig 19

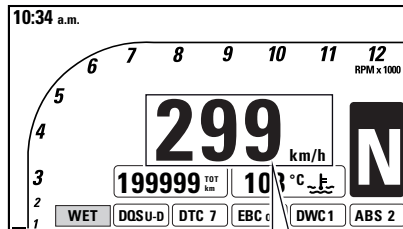
Vehicle speed

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).

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, Generic Error light on and SPEED SENSOR error displayed).

ROAD



TRACK

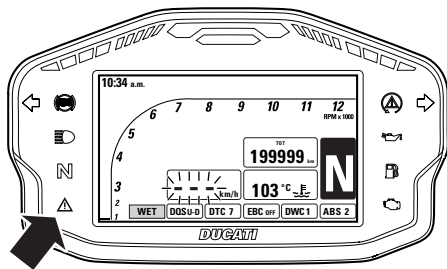
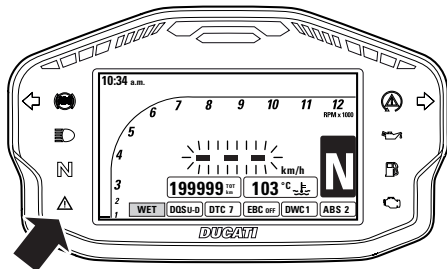
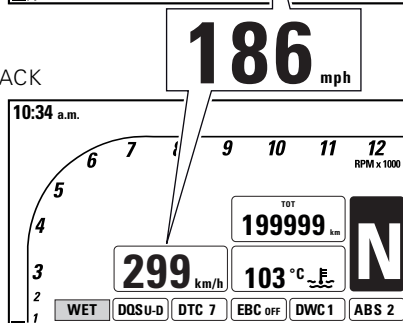


Fig 20

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.

Letter C is displayed when system requires you to shift gear.

A string of dashes "-" is displayed if:

- gear teach-in has not been carried out yet ("- flashing and Neutral light (A) blinking);
- the gear sensor is in fault ("- flashing, Generic Error light (B) on, GEAR SENSOR error displayed and Neutral light (A) flashing);
- the instrument panel is not receiving the gear data ("- steady ON).

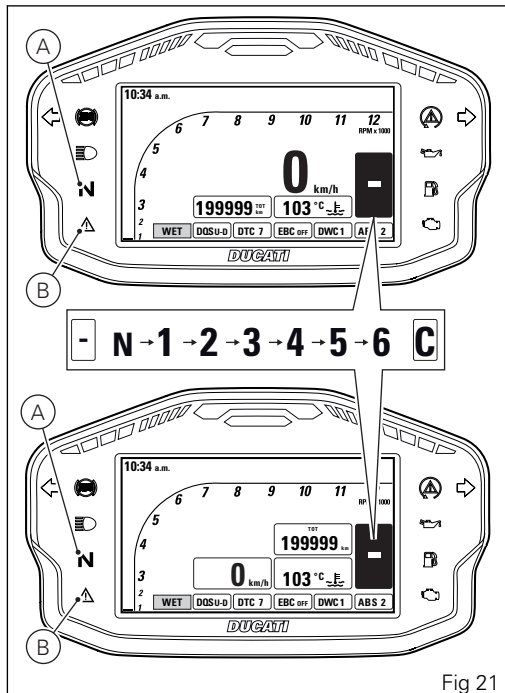


Fig 21

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: RACE, SPORT, WET.

The selected active Riding Mode is indicated at the bottom of the display inside a box with green background if the Riding Mode settings are the default ones, or with orange background if the Riding Mode settings have been customized by the rider. Riding Mode indication is flashing, regardless of the background color, if one or several of the set parameters have not been properly received by the relevant control unit.

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 engine power that will change throttle behavior (HIGH, MED, LOW).
- a specific ABS calibration (1, 2, 3, off);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, off);

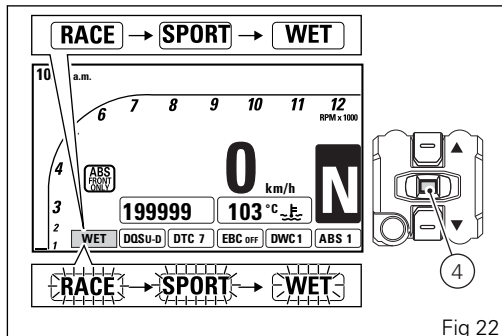


Fig 22

- a specific level of intervention for the DWC wheelie control (1, 2, 3, 4, 5, 6, 7, 8, off);
- the activation or deactivation of the quick shifter DQS (DQS UP, DQS UP & DOWN, DQS off).

Every Riding Mode also features a different standard screen layout (ROAD, TRACK), set by Ducati or customized by the rider through the setting function pages.



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).

Selecting the Riding Mode

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

- RACE
- SPORT
- WET

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



Attention

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

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

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

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

customized by the owner. Any time the CONFIRM MENU button (4) is pressed, you highlight a riding mode and the associated parameters are displayed (A, Fig 23).

Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is saved and the Standard Screen is displayed (B, Fig 23).

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the Standard Screen is displayed (C, Fig 23).

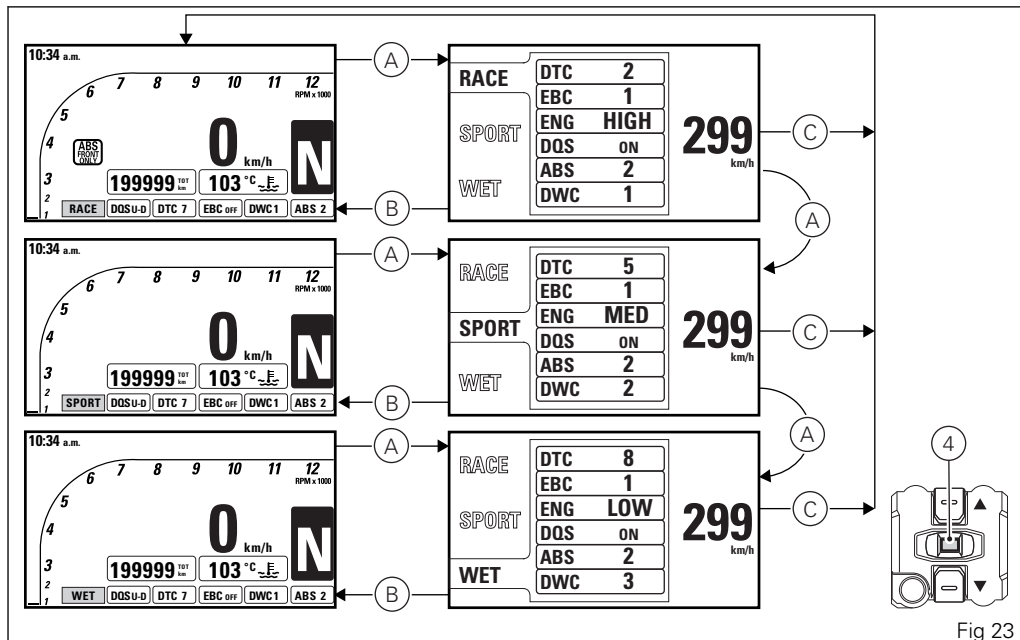


Fig 23

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

- the throttle twistgrip is open, brakes are activated and the vehicle is in motion; in this case CLOSE THROTTLE AND RELEASE BRAKES error is displayed and the procedure for changing riding mode will not be completed unless the rider closes the throttle and releases the brakes or the vehicle is stopped (zero speed) within 5 seconds. When the procedure is not successful the Standard Screen is displayed.



Note

If the change of riding mode is associated with the ABS change of state from "ON" to "OFF" or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

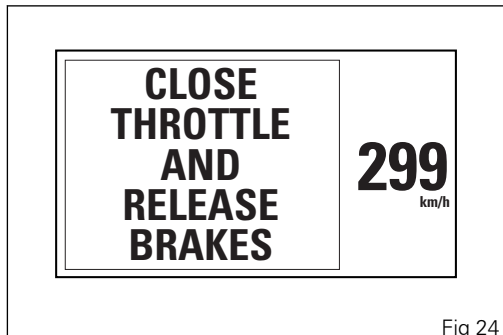


Fig 24

DQS

The instrument panel displays DQS status as follows:

- if DQS is enabled, DQS indication followed by U (upshifting) or U-D (both upshifting and downshifting);
- if DQS is disabled, DQS OFF indication;
- if DQS is in fault or the control unit is in fault, DQS — indication; the Generic error warning light turns on as well and the corresponding error is displayed;
- if the DQS is not present on the motorcycle, the symbol — is shown.

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. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system

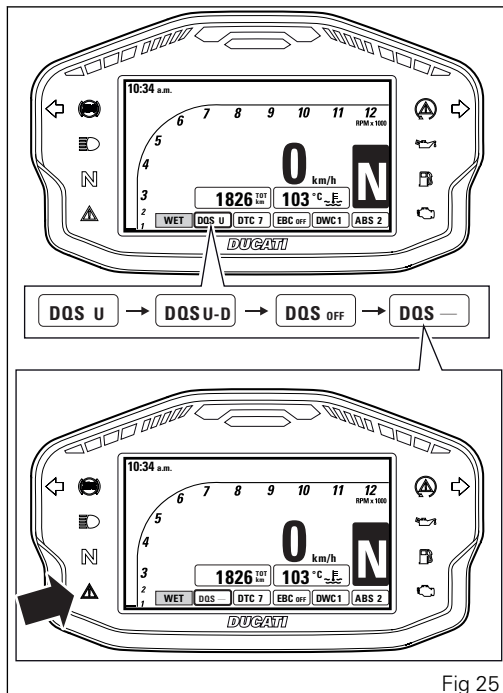


Fig 25

works in synergy with slipper clutch and EBC during downshifting.

When downshifting, according to the EBC level set by the rider, the DQS strategy changes the extent and duration of throttle opening so as to modulate engine brake exactly when a lower gear is engaged. With EBC set to OFF and 1, rider obtains maximum engine brake; medium engine brake in level 2 and the least engine brake in level 3.

For further details on level selection, refer to paragraph page 71 concerning the EBC system. The user can decide whether to activate only the upshift feature or both up and down features of the DQS, using the relevant menu on the instrument panel.

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and intervention level number (1 to 8) (steadily);
- if DTC is active, but system is in degraded operation due to a fault, DTC lettering and the DTC intervention level number, 1 to 8 (flashing); also the DTC/DWC warning light starts flashing;
- if DTC is disabled, DTC OFF lettering and DTC/DWC warning light steady on: if DTC is disabled, also DWC feature is disabled;
- if DTC is in fault or the Black Box is in fault, DTC — indication; the DTC/DWC warning light and Generic Error warning light turn on as well and the corresponding error is displayed.



Attention

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

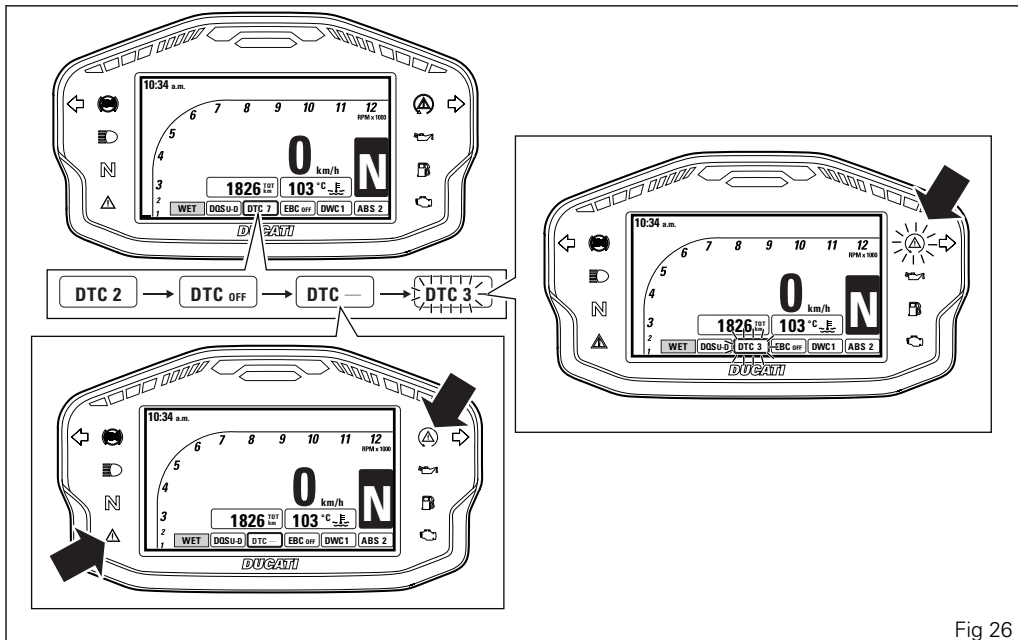


Fig 26

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 track use and very expert riders because it is less sensitive to slipping and intervention is thus rarer.



Attention

DTC 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 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	TRACK Professional	This level is designed for exclusive track use and for very expert riders. It is optimized for Pirelli tires with SC1 compound. In this mode, the DTC allows sideslipping.	NO
2	TRACK	This level is designed for exclusive track use and for very expert riders. It is optimized for OEM tires. In this mode, the DTC allows sideslipping.	NO
3	SPORT / TRACK	This level is designed for track use and for expert riders. In this mode, the DTC allows sideslipping.	It is the default level for the "RACE" Riding Mode
4	SPORT / TRACK	This level is designed for track use (and road use, for expert riders).	NO
5	SPORT	This level is designed for riding on the road or on the track, consistent with ENGINE LOW operation.	It is the default level for the "SPORT" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	NO

DTC	RIDING MODE	USE	DEFAULT
7	RAIN	This level is designed for track use, exclusively with Rain tires when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	It is the default level for the "WET" Riding Mode

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 and with the OE final drive ratio. In particular, OE tires for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/55ZR17 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.

As far as tires are concerned, in the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

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.

Level 1 is specifically designed for track use with SC1 compound tires (Pirelli Diablo Supercorsa SC1) that are not the OE ones for this motorcycle. The use of this level with tires having different characteristics may alter the operating characteristics of the system. 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 8 be used in order to get used to the system. 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).

EBC

The instrument panel displays EBC status as follows:

- if EBC is active, EBC indication and intervention level number (1 to 3);
- if EBC is disabled, EBC OFF indication;
- if EBC is in fault or the control unit is in fault, EBC — indication; the EOBD light or Generic error warning light turns on as well and the corresponding error is displayed.

The Engine Braking Control (EBC) system controls engine braking when riding with throttle control completely closed (both when downshifting and in a normal cut-off with the same gear engaged, while braking or not). This system independently adjusts the throttles to ensure a consistent torque goes back from the wheel to engine during these stages.

The system allows the rider to select among various settings, from a maximum engine brake with system set to OFF to a decreasing level of engine brake at increasing level number.

System intervention is quite important at high engine rpm and decreases as the engine rpm decreases.

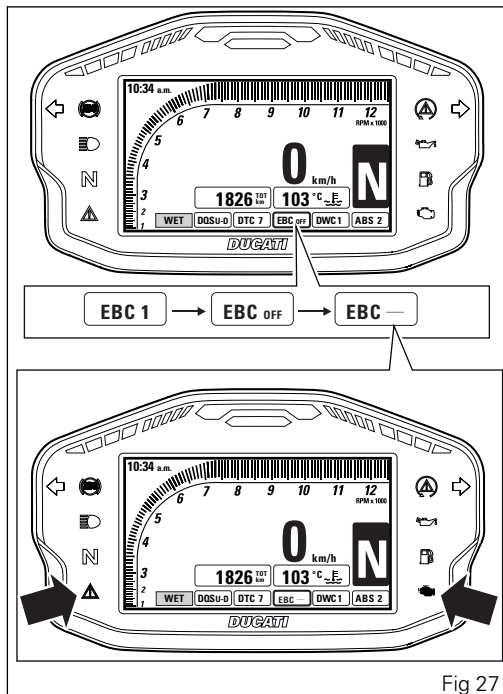


Fig 27



Attention

EBC 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 accidents or force emergency maneuvers, whether caused by his own errors or those of other road users.

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

EBC	FEATURE	DEFAULT
OFF	The EBC is disabled. The engine delivers maximum engine brake.	NO
1	In this level the engine delivers a considerable engine brake, but lower than the one that can be obtained with EBC OFF.	NO
2	In this level the engine delivers a poor engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration.	It is the default level for the RACE and SPORT Riding Modes.
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	It is the default level for the WET Riding Mode.

Tips on how to select the sensitivity level



Attention

Excellent operation of the EBC system, for all available levels, is ensured only with OE tires and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tires for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/55ZR17 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.

As far as tires are concerned, in the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake is increasing progressively; with EBC OFF you set the maximum engine brake possible.

The choice of the correct level mainly depends on the following 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.

Level depends on type of track

If the track/path requires consistent braking (always aggressive or always smooth), it will be easier to find a level suitable for all braking instances; while a track/path requiring different braking power will require an EBC level setting that is the best compromise for all instances.

DWC

The instrument panel displays DWC status as follows:

- if DWC is active, DWC lettering and the currently set Wheelie Control intervention level number (1 to 8) (steadily);
- if DWC is active, but system is in degraded operation due to a fault, DWC lettering and the DWC intervention level number, 1 to 8 (flashing); also the DTC/DWC warning light starts flashing;
- if DWC is disabled, DWC OFF lettering and DTC/DWC warning light steady on: if DWC is disabled, also DTC feature is disabled;
- if DWC is in fault or the Black Box is in fault, DWC — indication; the DTC/DWC warning light and EOBd warning light or Generic Error warning light turn on as well and the corresponding error is displayed.



Attention

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

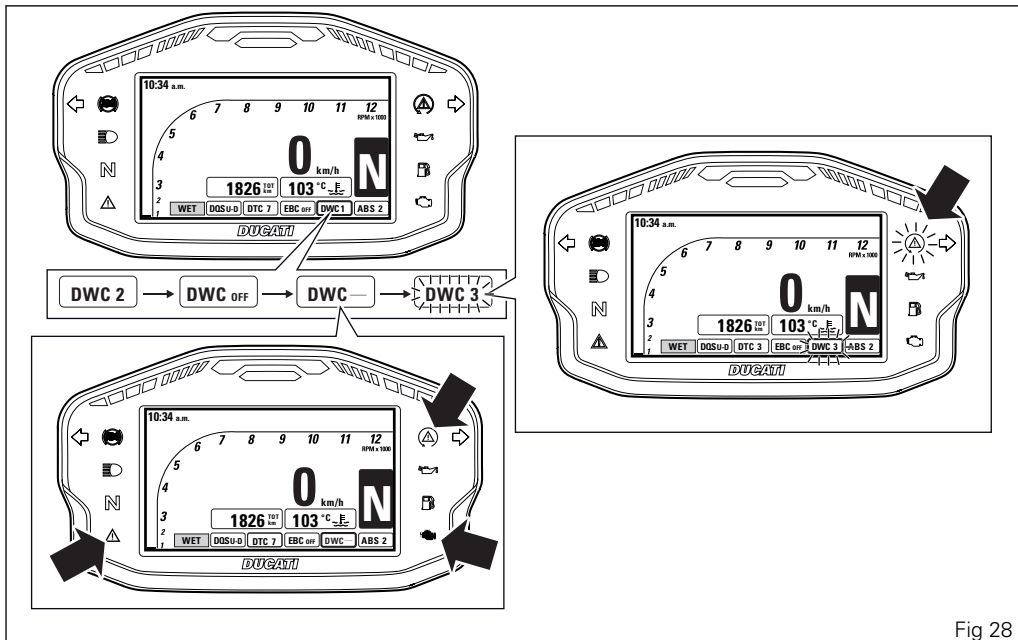


Fig 28

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



Attention

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

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle,

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

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

DWC	USE		DEFAULT
OFF		The DWC is disabled	NO
1	HIGH PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	MEDIUM PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
3	PERFORMANCE	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 "RACE" Riding Mode
4	PERFORMANCE	Track and road use for all kinds of riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
5	SPORT	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 "SPORT" Riding Mode

DWC	USE		DEFAULT
6	SPORT	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	MEDIUM 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.	It is the default level for the "WET" Riding Mode

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 Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/55ZR17 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.

The DWC level 1 setting has been optimized using tires with SC1 compound (Pirelli Diablo Supercorsa SC1), which are not originally supplied with your motorcycle. The use of this level with tires having different characteristics may alter the operating characteristics of the system.

As far as tires are concerned, in the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (rear = 200/55 ZR17; front = 120/70 ZR17), it is necessary

to use the relevant automatic calibration function in order to restore correct system operation.

As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

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:

- 1) The rider's experience.
- 2) 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).

ABS

The vehicle is equipped with ABS and the instrument panel displays the box with ABS status.

The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3) (steadily);
- if ABS is active, but system is in degraded operation due to a fault (no "cornering" feature"), ABS lettering and the ABS intervention level number, 1 to 8 (flashing); also the ABS warning light starts flashing;
- if ABS is disabled, ABS OFF indication and ABS light turns steady on;
- if ABS is in fault, ABS — indication; the ABS (steadily) and Generic Error lights turn on as well and the corresponding error is displayed.



Attention

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



Note

ABS 1 indication is always associated with the icon ABS FRONT ONLY displayed on amber background. This indication is displayed in the area where side stand status is, and the side stand status information has higher priority.

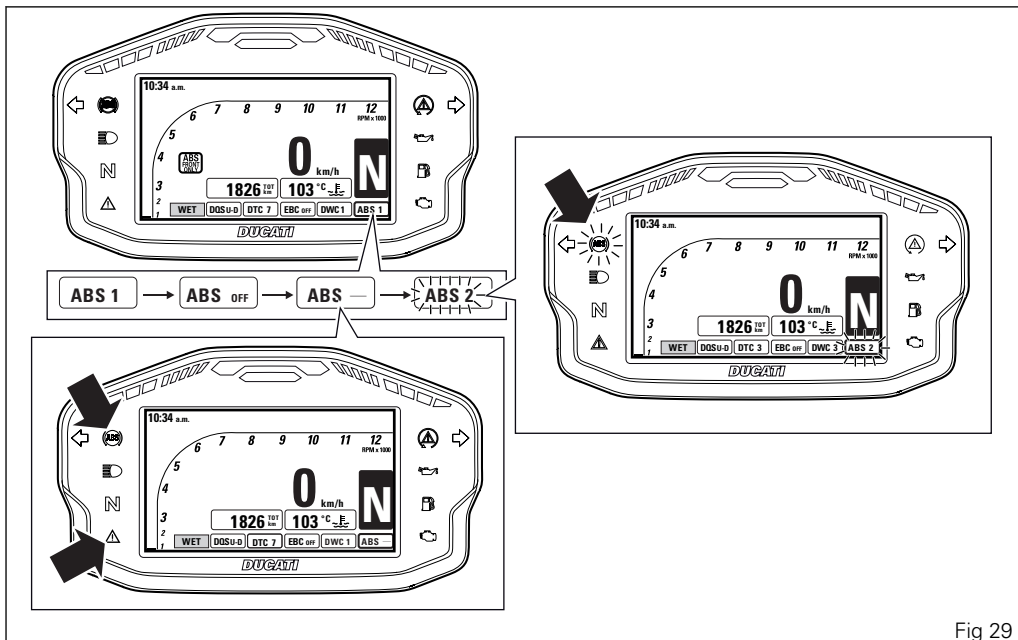


Fig 29

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

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

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

The Panigale R ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

Using the two brake controls separately reduces the motorcycle braking power. Never use the 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	FEATURE	DEFAULT
OFF		The ABS is disabled	NO
1	TRACK	This level is designed exclusively for track use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up and the cornering feature is NOT active.	It is the default level for the "RACE" Riding Mode
2	SPORT	This level is designed for use when riding on the road and on the track, with good grip conditions. ABS in this level controls both wheels 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

ABS	RIDING MODE	FEATURE	DEFAULT
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 and the cornering and anti-lift-up functions are active.	It is the default level for the "WET" Riding Mode.

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 Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/55ZR17 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.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action. 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. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

ABS level 1 is specific for track use and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature. The choice of the correct level mainly depends on the following parameters:

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

Function level quick change

The instrument panel allows the rider to quickly change the level set for one of the DTC, DWC or EBC functions, by means of the UP + (5) and DOWN – (6) buttons on the auxiliary LH switch.



Attention

Using the UP or DOWN buttons while riding could result in dangerous situations, since it immediately changes the triggering threshold of the currently associated function: traction control (DTC), wheelie control (DWC), engine brake control (EBC). On your vehicle this setting can be changed while riding, regardless of the throttle twistgrip position: use this control carefully in order to avoid any dangerous situation. You are advised against using the UP or DOWN buttons while riding the motorcycle. Ducati shall not be liable for any loss or damage whatsoever linked to or connected with the Customer or third parties disabling or manually setting the riding aid functions.

The function associated with the UP + (5) and DOWN – (6) buttons must be set through the Setting Menu. The rider is always aware of which function is

currently associated with the UP + (5) and DOWN – (6) buttons since it is highlighted on the main screen with a thicker border line.



Note

Quick selection UP (+) and DOWN (–) buttons are active only for the RACE Riding Mode.



Note

Any new level set by means of the UP (+) and DOWN (–) buttons is stored in the RACE Riding Mode as new setting for the associated function.

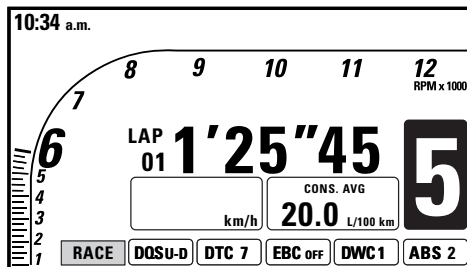
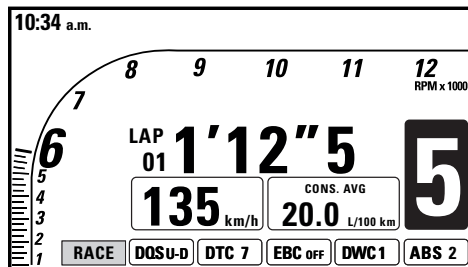
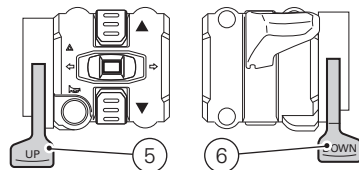
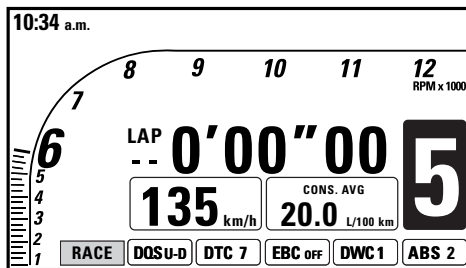


Fig 30

Any time rider pushes the UP + button (5) the level of the associated function is increased by one until the maximum level available is reached (DTC 8, DWC 8, EBC 3); if the button is pressed for a few seconds, the increase continues until the button is released or until the maximum level available is reached.

Any time rider pushes the DOWN - button (6) the level of the associated function is decreased by one until the minimum level available is reached (DTC 1, DWC 1, EBC 1); if the button is pressed for a few seconds, the increase continues until the button is released or until the minimum level available is reached.

It is not possible to enable or disable the function using the UP + (5) and DOWN - (6) buttons: it is not possible to switch it from ON to OFF nor from OFF to ON.

Any level change is indicated not only through the updated value on the main screen, but also with a temporary warning indicating the function name and the new set level.

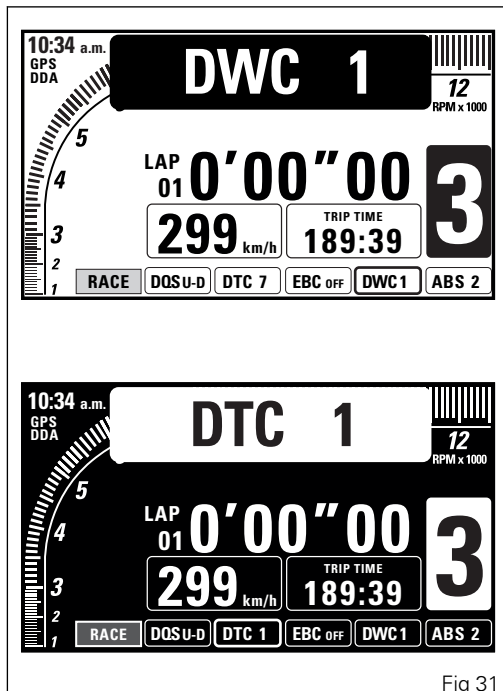


Fig 31

Menu 1 functions

MENU 1 functions can be displayed for every riding mode (Race, Sport and Wet) in one of the two following modes:

- ROAD;
- TRACK.

The functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Partial fuel reserve counter (TRIP FUEL);
- LAP time (if active) - only for TRACK mode;
- Leaning angle (LEAN ANGLE) - (if active) - only for TRACK mode.

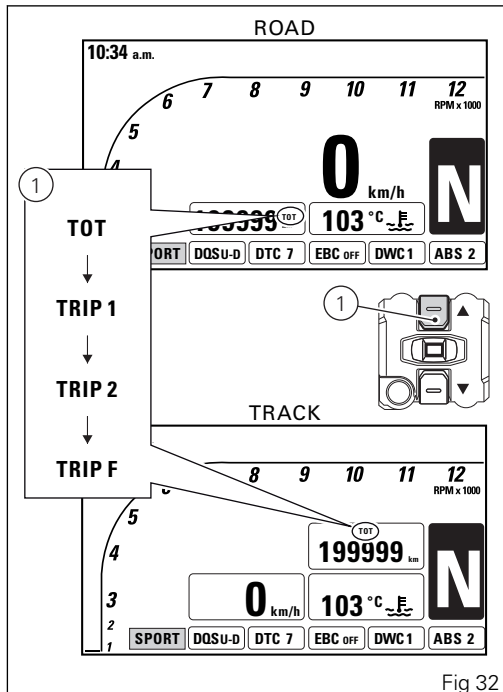


Fig 32

Odometer

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

Upon Key-On, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.



Note

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

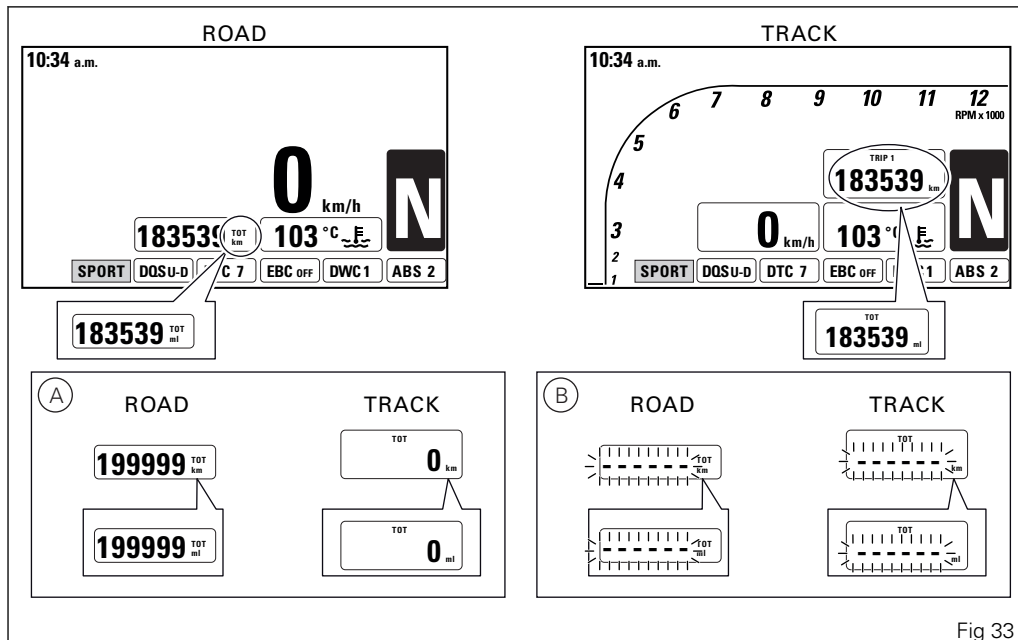


Fig 33

Trip meter 1

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

The TRIP1 number of mi or km is displayed with the TRIP1 indication and unit of measurement.

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

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

TRIP1 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

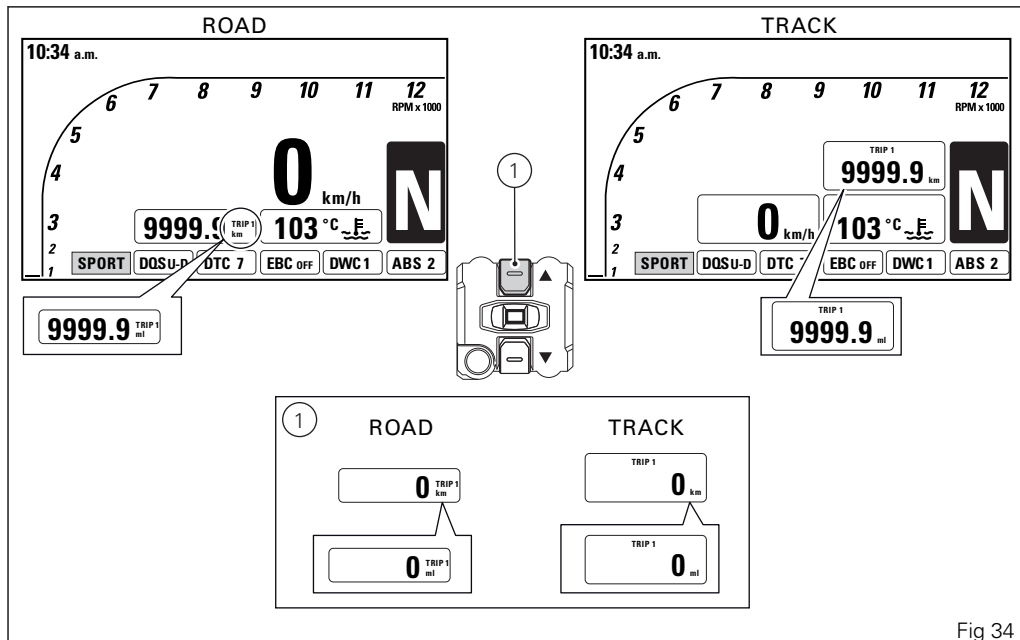


Fig 34

Trip meter 2

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

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

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

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 2.

TRIP2 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

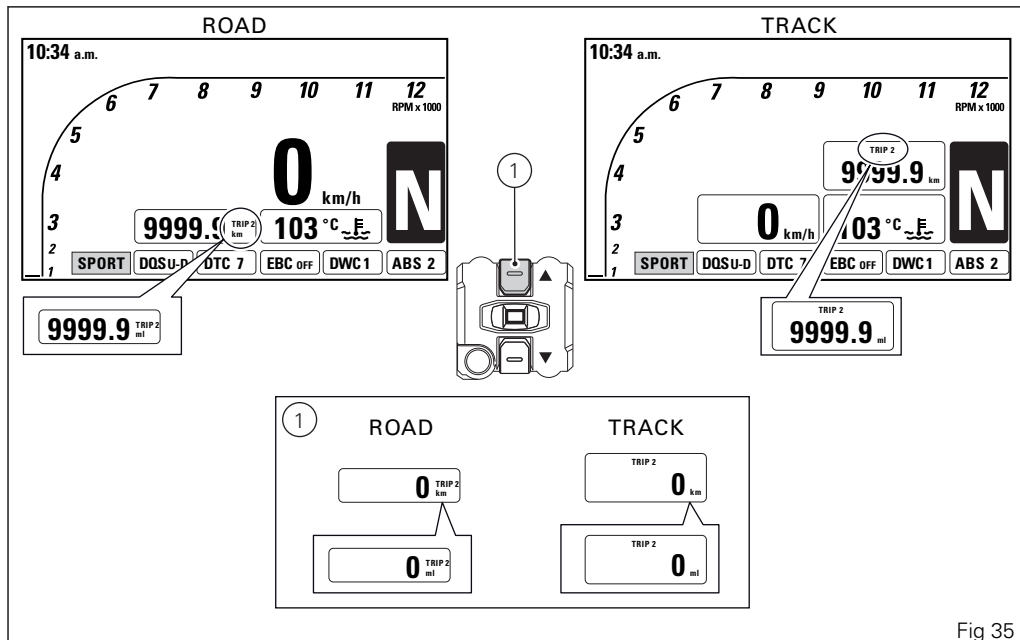


Fig 35

Partial fuel reserve counter

The fuel trip meter counts and displays the distance covered by the vehicle on reserve (since the low fuel light turns on) with the set unit of measurement (mi or km).

When the Low fuel light turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; it is then possible to toggle through the other Menu functions.

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

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

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

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

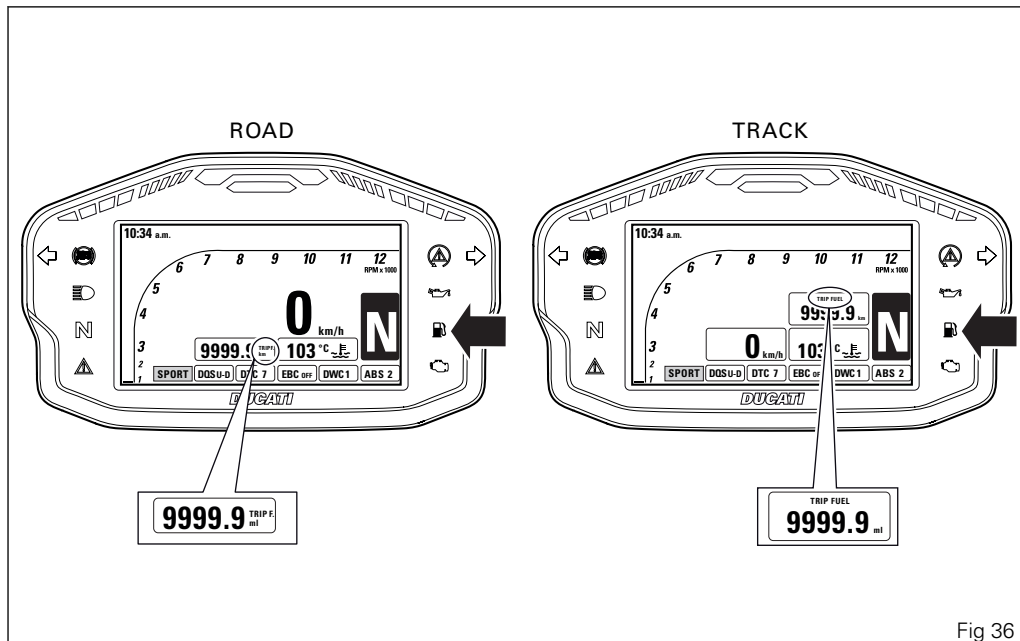


Fig 36

Lap time

The LAP function is only available for the display layout with standard screen in TRACK mode. LAP function information is available when the function is active. When selecting screen view in TRACK mode, the LAP function is displayed automatically: it is always possible to later view the other Menu 1 options. When the LAP function is activated, the timer is displayed indicating "0'00''00" as well as the LAP number with first indication "LAP --". Since the motorcycle has a GPS installed, the "Start/Stop" command of the lap is sent by GPS. To allow the GPS to automatically identify the "Start/Stop" at every lap, the finish line coordinates must be saved by pressing the FLASH (3) button upon first crossing of the finish line. The lap timer starts with a tenth-of-a-second resolution (0'00''00) and the LAP number in progress is displayed; with every successive crossing of the finish line the number and time for the lap just completed is temporarily displayed, followed by the display of the lap timer again and the new lap number in progress: even if the "LAP" function is not displayed, the lap is displayed for 5 seconds all the same and then the selected function will be displayed (e.g. LEAN). In addition, if there is a stored GPS finish line found within a radius of 15 km from the current

position, the message LAP is replaced by the checkerboard flag symbol to tell the user that the finish line coordinates have been stored. The finish line coordinates remain stored even after a key-off, whereas coordinates stored as finish line are updated every time the FLASH (3) button is pressed, with TRACK screen active. If a new memorization is made in conditions of a stored finish line, the word LAP will appear first followed by the checkerboard flag again. If lap timer is active but vehicle is at standstill, the lap timer is temporarily stopped after 5 seconds and it is displayed with the initial indication "0'00''00" and lap number "LAP --". At the next "Start" command sent by the GPS (cross of finish line) the lap timer is reactivated again. .

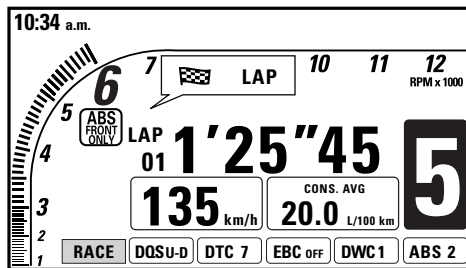
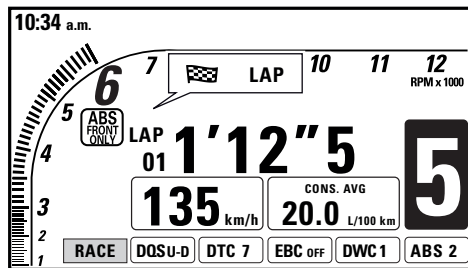
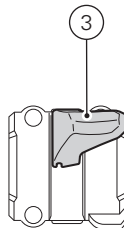
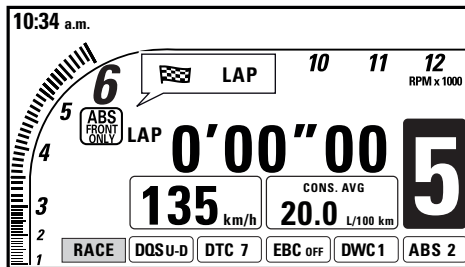


Fig 37



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam command and finish line memorization for GPS of the LAP timer (new lap start indication).



Note

The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.

LAP recording

If the LAP function is active, the lap time can be recorded for a total of 30 consecutive laps. Operation:

- to allow the GPS to automatically identify the "Start/Stop" at every lap, the finish line coordinates must be saved by pressing the FLASH (3) button upon first crossing of the finish line. The lap timer starts with a tenth-of-a-second resolution (0'00''00);
- with every successive crossing of the finish line the number and time for the lap just completed is displayed for 5 seconds and with the tenth-of-a-second resolution: even if the "LAP" function is not displayed, the lap is displayed for 5 seconds all the same and then the selected function will be displayed (e.g. LEAN);
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- if the vehicle is at a standstill for more than 5 seconds, lap timer operation is temporarily stopped and it displays the initial indication " 0'00''00 " and lap number "LAP – –";
- at the next "Start" command sent by the GPS (cross of finish line) the lap timer is reactivated again.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.

Laps are numbered from 01 to 30 and are in a loop: after the first 30 laps the instrument panel will overwrite information starting from Lap 01.

If the LAP function is interrupted (change to ROAD layout or temporary disabling or key-off) and then reactivated (back to TRACK layout or reactivation or key-on) but memorized laps are not deleted, lap information will be recorded by overwriting data of the oldest Lap. Example: if you ride 34 laps without deleting data, the instrument panel will store the first 30 laps and then overwrite the first 4 laps. Upon the following key-on or reactivation of the LAP function, if no data were deleted, the instrument panel will continue storing data from Lap 05.

During every lap, the following data are stored:

- no. 30 lap times (time between consecutive start and stop);
- no. 30 values for max. RPM (maximum RPM value reached in every lap);
- no. 30 values for max. speed (maximum speed value reached in every lap);
- no. 30 values for lean angle (maximum lean angle reached on the right and on the left).

Lean angle

The LEAN ANGLE function is only available for the display layout with standard screen in TRACK mode. The information about the LEAN ANGLE function, if active, is available under Menu 1. Thanks to the LEAN ANGLE function, the instrument panel can display the real-time lean angle of the motorcycle. Negative reading corresponds to lean angle on the left (from riding position) and positive reading corresponds to lean angle on the right.



Note

The TRIP FUEL function always has top priority over the LEAN ANGLE function: in case of activation of the TRIP FUEL function with active LEAN ANGLE function, the LEAN ANGLE view is automatically removed and TRIP FUEL information is displayed instead.

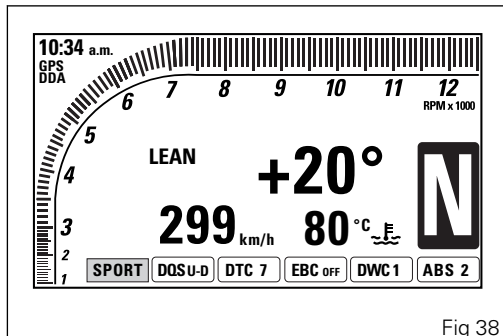


Fig 38

Menu 2 functions

MENU 2 functions can be displayed for every riding mode (Race, Sport and Wet) in one of the two following modes:

- ROAD
- TRACK

The functions are:

- Engine coolant temperature
- Instantaneous fuel consumption (CONS.)
- Average fuel consumption (CONS. AVG)
- Average speed (SPEED AVG)
- Trip time (TRIP TIME)
- External air temperature

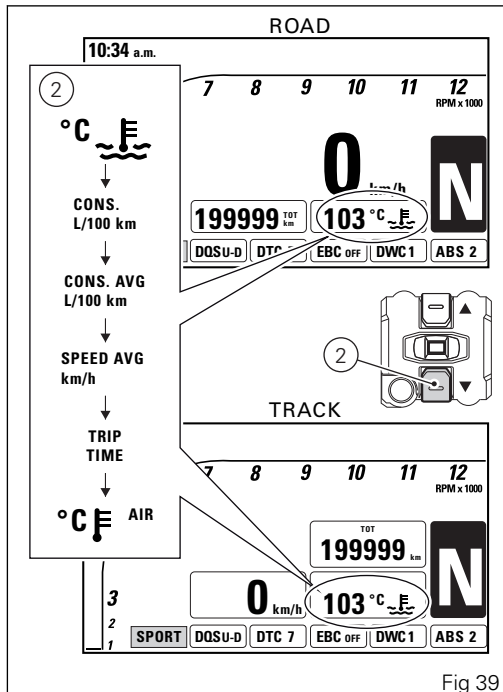


Fig 39

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 °F), a string of flashing dashes " - - - " is displayed;
- within the range -38.2 °F (-39 °C) to +102.2 °F (+39 °C), "LOW" is displayed steadily;
- included within the interval -40 °F (+40 °C) and -40 °F (+120 °C) the value is displayed steadily;
- $\geq$ (higher than or equal to) +249.8 °F (+121 °C), "HIGH" is displayed flashing.

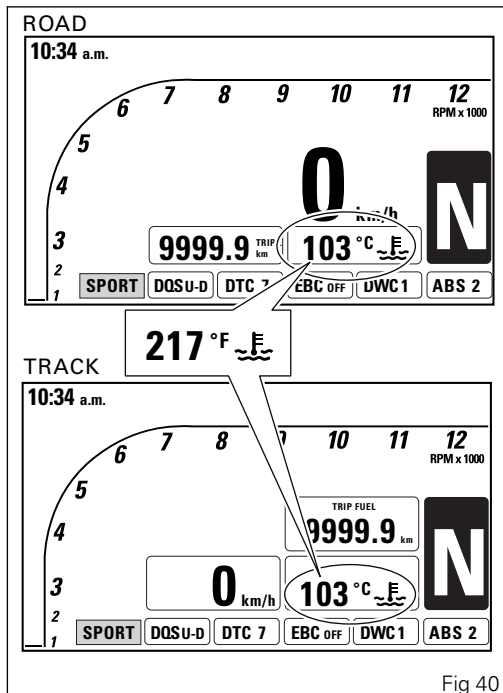


Fig 40

If coolant temperature exceeds:

- 212 °F (100 °C), the temperature reading is immediately displayed in MENU 2, regardless of any other function displayed in MENU 2; the other MENU 2 functions can still be displayed;
 - 249.8 °F (121 °C), the temperature reading is immediately displayed in MENU 2, regardless of any other function displayed in MENU 2; the other MENU 2 functions cannot be displayed.
- The alarm icon is also displayed.

If the coolant temperature sensor is in fault, a string of flashing dashes "--" is displayed, followed by the set unit of measurement; the EOBD light turns on as well together with the error ENGINE TEMP. SENSOR.

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

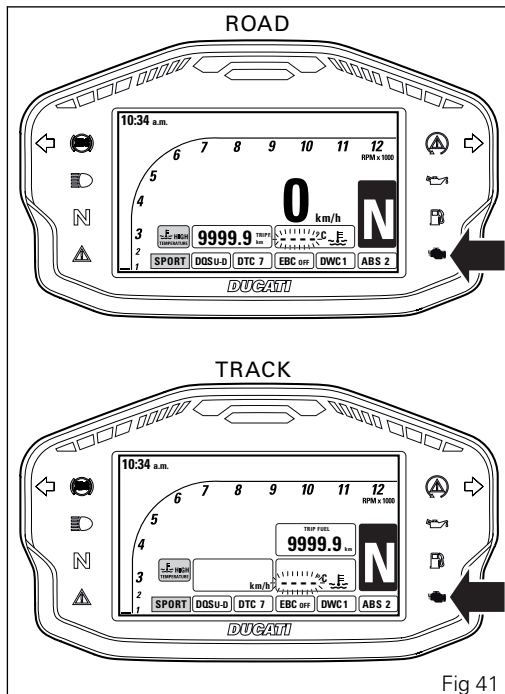


Fig 41

Instantaneous fuel consumption

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

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg 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 on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU using the UNITS function.

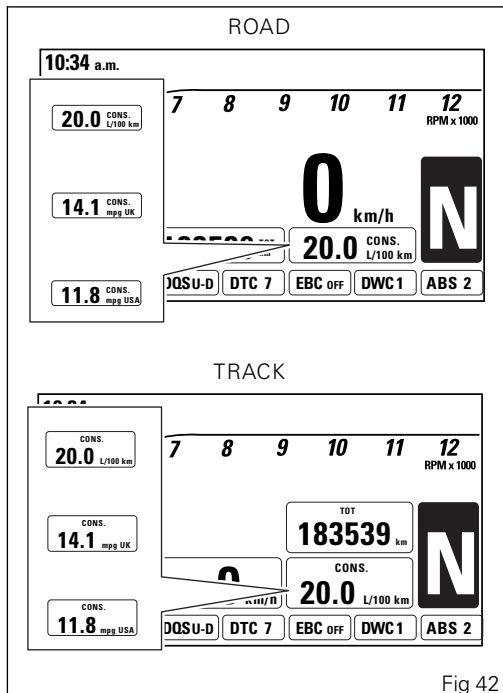


Fig 42

Average fuel consumption

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

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

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available on the display, three steady dashes "--.-" are displayed as a value of average consumption. Value is expressed in the set unit of measurement: (liters / 100 km or mpg UK or mpg USA).

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



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU using the UNITS function.

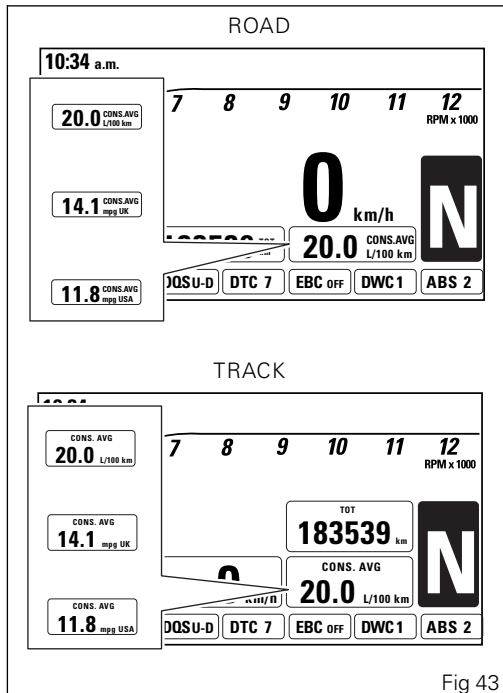


Fig 43

Average speed

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

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

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

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

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



Note

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

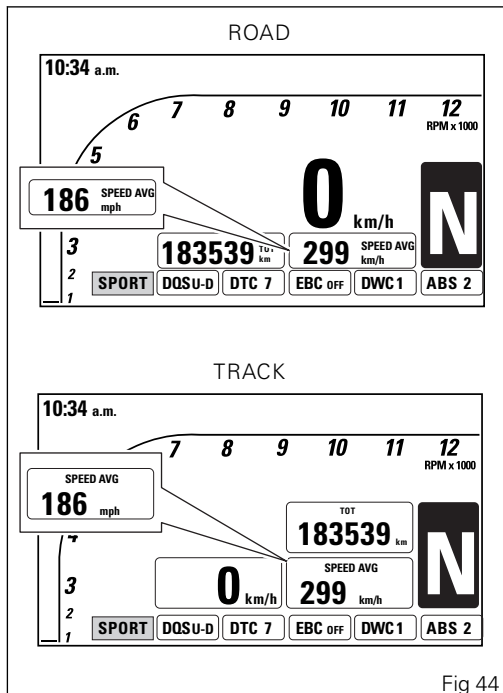


Fig 44

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again). When the reading exceeds 720:00 (720 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

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

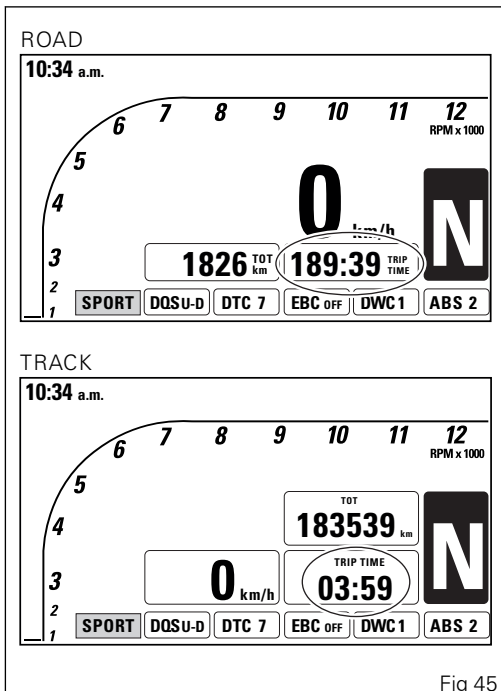


Fig 45

External air temperature

The instrument panel displays the ambient temperature in the set unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$), followed by the set unit of measurement, AIR text and the thermometer symbol. The temperature value is displayed when ranging from -38°F to $+255^{\circ}\text{F}$ (or -39°C to $+124^{\circ}\text{C}$). For different temperature values (lower than -38°F (-39°C) or higher than $+255^{\circ}\text{F}$ ($+124^{\circ}\text{C}$)) 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.

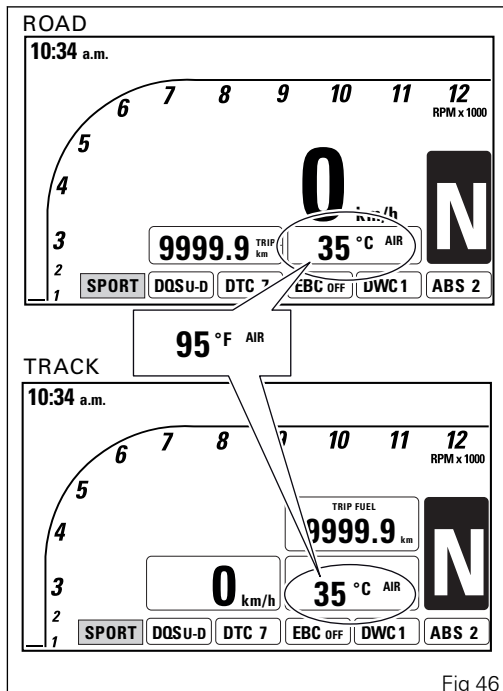


Fig 46

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement, the EOB light will turn on as well and the corresponding error T AIR SENSOR is displayed. If the instrument panel is not receiving air temperature value, a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

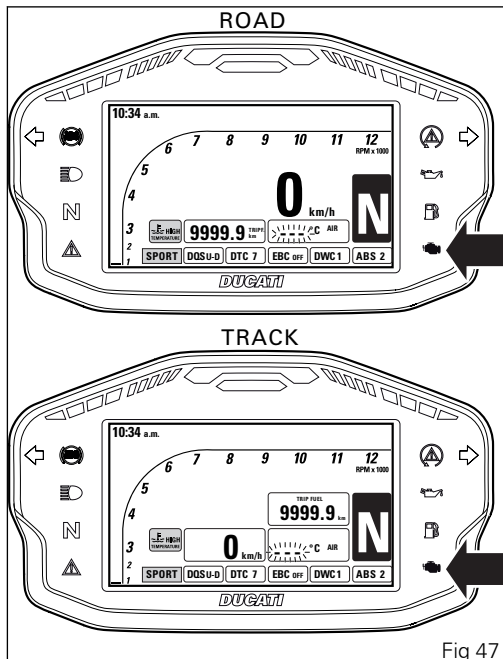


Fig 47

Auxiliary functions

DDA

The instrument panel indicates DDA status only if the vehicle fits the DDA.

If the DDA indication is displayed it means that the DDA is active and recording.

If the DDA indication is not displayed it means that the DDA is not active.

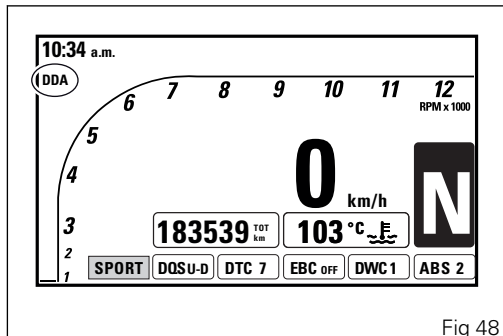


Fig 48

GPS

The instrument panel provides information only on the GPS receiver the motorcycle is provided with. The instrument panel displays the status of the GPS receiver if it is installed on the motorcycle. If "GPS" appears then the GPS receiver is in a correctly acquired position and in active satellite reception. If "GPS" does not appear, then the GPS receiver is in a non-acquired position or satellite reception is not available or else the GPS receiver is outputting an error. The GPS receiver can also be used as a finish line for the LAP function. In this case, the "new lap" command will be sent by the GPS receiver. To allow the GPS to automatically identify the "Start/Stop" at every lap, the GPS will save the finish line coordinates. Memorization must be carried out the first time the finish line is crossed by pressing the FLASH (3) button.

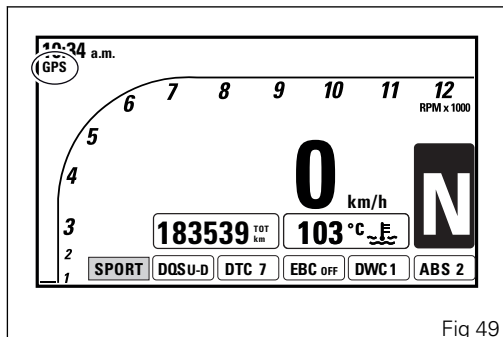


Fig 49

Clock

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

This indication is displayed at the top left side of the display.

The instrument panel shows the time in the following format:

hh (hours) : mm (minutes)

followed by a.m. (from 12:00 AM to 11:59) or p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

If the instrument panel does not receive current time information, it displays "-- : -- a.m." steadily.

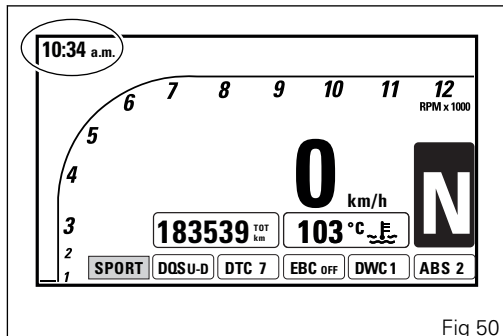


Fig 50

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.

Icons are displayed according to the Warnings/Alarms displaying rules (refer to “page 122”).

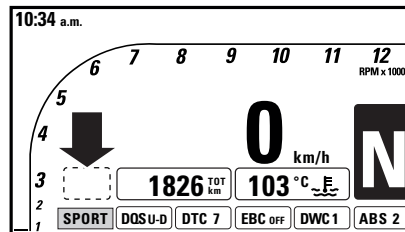


Fig 51

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero and is enabled when the odometer counter reaches the first 621 mi (1000 km): it is displayed in the "large" format, and then is always visible in the small format, until the Ducati Authorized Service Center "resets" it during servicing.

Icons are displayed according to the Warnings/Alarms displaying rules (refer to "page 122").



Fig 52

OIL SERVICE or DESMO SERVICE countdown indication

After OIL SERVICE zero reset (at 1000 km), the instrument panel activates the countdown of the miles (or kilometers) left before the following service operation (OIL SERVICE or DESMO SERVICE).

The green indication is shown upon Key-On for 2 seconds in the "large" format; when there are 621 mi (1000 km) left before the next service operation, the indication turns yellow and is enabled upon every Key-On for 5 seconds.

Icons are displayed according to the Warnings/Alarms displaying rules (refer to "page 122").

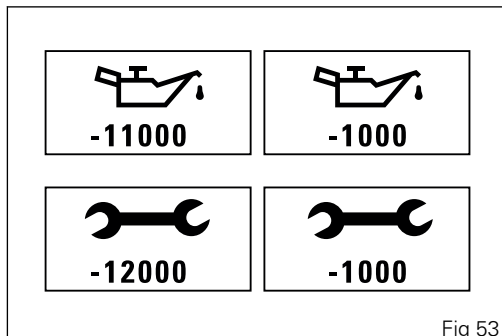


Fig 53

OIL SERVICE or DESMO SERVICE

indication

When the service threshold is reached, the warning for the type of service required is triggered (OIL SERVICE or DESMO SERVICE).

The indication of the service type is enabled upon every Key-On for 5 seconds in the "large" format, and then is always visible in the small format, until the Ducati Authorized Service Center "resets" it during servicing.

Icons are displayed according to the Warnings/Alarms displaying rules (refer to "page 122").

Warnings/Alarms (WARNING)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle. Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 5 seconds ("large" icon) then becomes smaller ("small" icon).

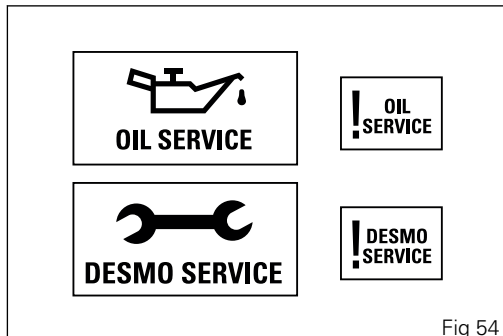


Fig 54

If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds. No special signal light turns on if any warning is activated.

High coolant temperature (High temperature)

This function warns the rider when the engine coolant temperature reaches 250°F (121°C).



Note

In this case, Ducati recommends stopping and shutting off the engine immediately; ensure that fans are on.

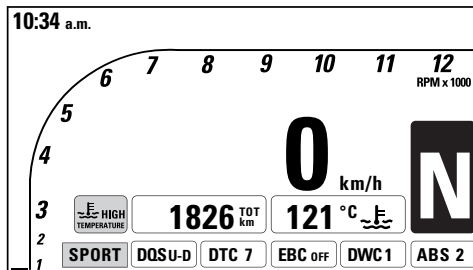
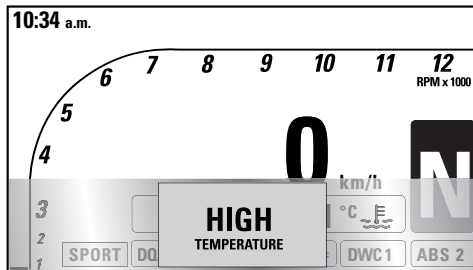


Fig 55

DDA memory full (DDA full)

This function warns the rider when the DDA memory is full, and thus no other trip data can be stored.

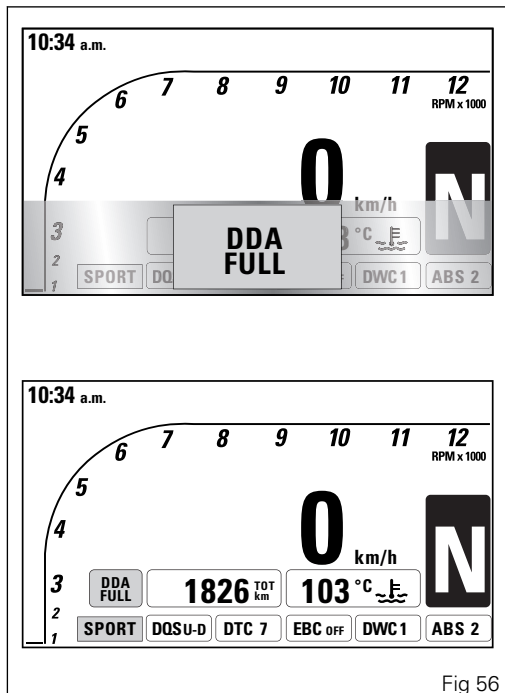


Fig 56

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.

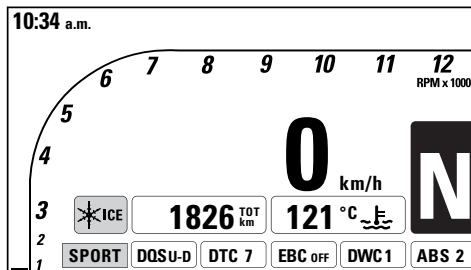
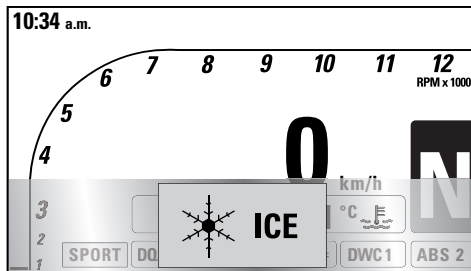


Fig 57

Error indication

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 displays any errors present and turns on the EOBd light (Fig 58) (in case of emission-related errors) or the Generic Error light (Fig 59) (in case of any other errors).

During vehicle normal operation, any time an error warning is activated, the instrument panel automatically displays the error indication and turns on the EOBd light or the Generic Error light. When an error is triggered, the indication remains well visible for 5 seconds ("large" icon) then becomes smaller ("small" icon).

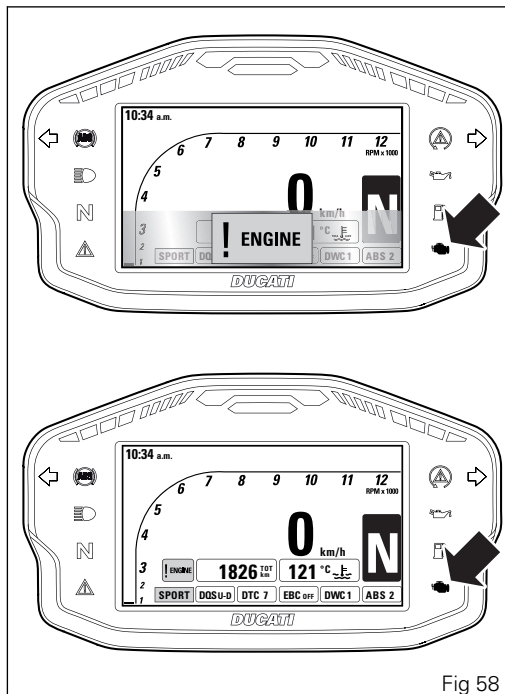


Fig 58

If several errors are present, the corresponding icons will be displayed one after the other and each will stay on for 3 seconds.

When an error is triggered, the EOBD light or the Generic Error light turns on as well: the table below specifies the warning light corresponding to each error.



Attention

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

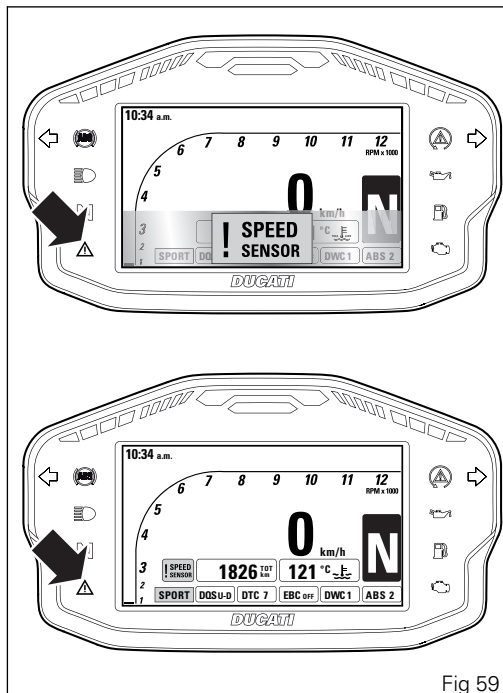


Fig 59

Displayed errors description

Displayed error	Description	Warning light
CAN LINE	BUS Off	Generic error
BBS	BBS/DTC operation generic failure	Generic error
	EXVL driver error	EOBD
	EXVL potentiometer error	EOBD
GEAR SENSOR	Gear sensor operation failure	EOBD
FUEL SENSOR	Reserve NTC sensor operation failure	Generic error
SPEED SENSOR	Rear speed sensor operation failure	EOBD
	Front speed sensor operation failure	Generic error
BATTERY	High or low battery voltage	Generic error
UNKNOWN DEVICE	CAN node not compatible	Generic error
DSB	CAN node absent or malfunction	Generic error
ABS	CAN node absent or malfunction	Generic error
STOP LIGHT	Stop light failure	Generic error
ENGINE	Throttle position sensor failure	EOBD
	Throttle grip position sensor failure	EOBD
	Throttle motor or relay failure	EOBD
	Pressure sensor failure	EOBD

Displayed error	Description	Warning light
	Engine coolant temperature sensor failure	EOBD
	Intake duct air temperature sensor failure	EOBD
	Injection relay failure	EOBD
	Ignition coil failure	EOBD
	Injector failure	EOBD
	Engine rpm sensor failure	EOBD
	Lambda sensor or Lambda sensor heater failure	EOBD
	ECU operation generic failure	EOBD
	Vehicle starting relay failure	EOBD
	Secondary air sensor operation failure	EOBD
	Quick shift device switch operation failure	Generic error
	CAN node absent or malfunction	EOBD or Generic Error
	Atmospheric pressure sensor failure	EOBD or Generic Error
	Purge valve error	EOBD
FAN	Electric cooling fan failure	Generic error
E-LOCK	E-Lock operation generic failure	Generic error

Displayed error	Description	Warning light
	(Immobilizer) key-antenna operation failure	Generic error
	CAN node absent or malfunction	Generic error
SIDE STAND	Side stand sensor operation failure	Generic error
INERTIAL SENSOR	CAN node absent or malfunction	Generic error
	Inertial platform control unit operation failure	Generic error
SCU	CAN node absent or malfunction	Generic error



Note

"FAN" indication can be activated also by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

	WARNING LIGHT / ERROR MESSAGE	ERROR
	ABS	ABS control unit
	BBS	Black-Box
	DSB	Instrument panel control unit
	E-LOCK	E-LOCK control unit
	CAN LINE	Can Bus OFF
	UNKNOWN DEVICE	Software compatibility
	FUEL SENSOR	Low fuel sensor
	INERTIAL SENSOR	Inertial platform
	GEAR SENSOR	Gear sensor
	SIDE STAND	Side stand sensor

WARNING LIGHT / ERROR MESSAGE	ERROR
 STOP LIGHT	Rear stop light
 BATTERY	Battery voltage
 ENGINE	ECU
 SPEEDSENSOR	Speed sensor
 FAN	Cooling fan



Note

"FAN" indication can be activated also by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Viewing side stand status

The instrument panel receives data about stand status and, if side stand is open, it displays "SIDE STAND" on a red background.

If the Side stand sensor error is live, the instrument panel displays the open side stand warning, turns on the Generic Error light and displays the corresponding "Side stand sensor" error.

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.

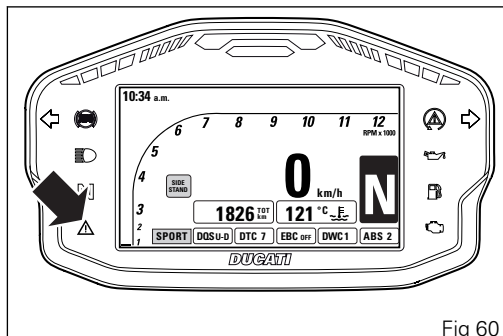


Fig 60

Setting menu

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

To enter the Setting MENU hold button (2) for 3 seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 20 km/h: once inside this menu, you may no longer view any other function. The Setting MENU displays the following functions:

- RIDING MODE
- +/- SETTING (only active for the RACE Riding Mode)
- RPM
- BATTERY
- DDA
- PIN CODE
- CLOCK
- DATE
- BACK LIGHT
- UNITS
- TIRE SET-UP
- LAP (active only for display "TRACK" layout)

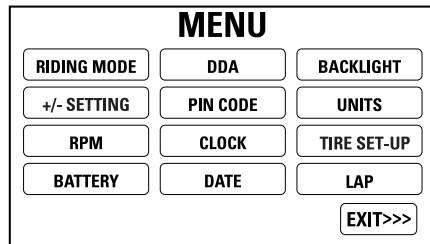
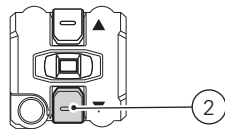
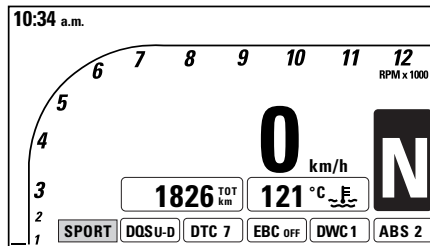


Fig 61



Important

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

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

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

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

To exit the Setting MENU, highlight "EXIT" and press CONFIRM MENU button 4.

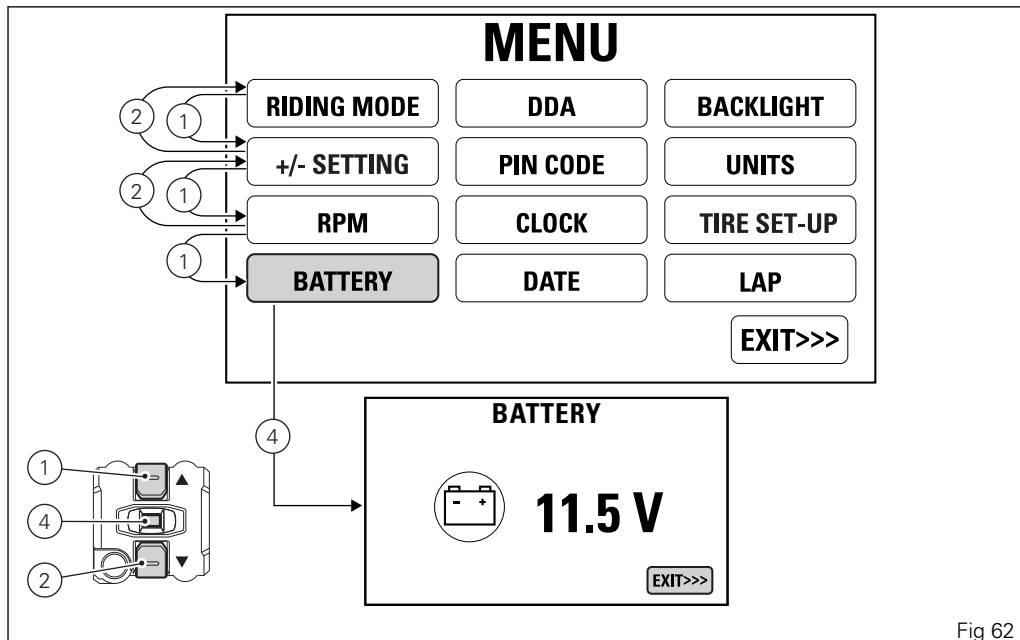


Fig 62

Customizing the Riding Mode (RIDING MODE)

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

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

Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu.

It is also possible to restore Ducati factory settings for all the Riding Modes, using the DEFAULT button. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

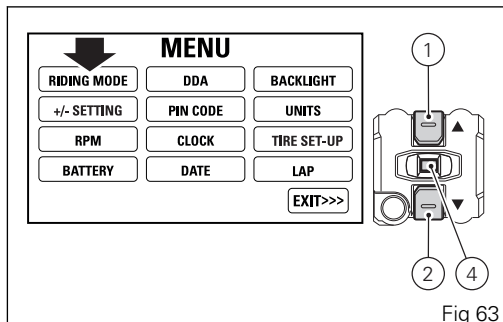


Fig 63

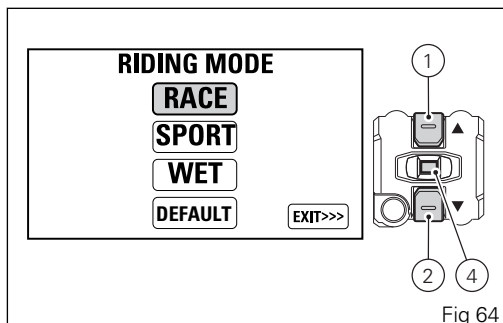


Fig 64

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

- ABS
- EBC
- DWC (active only when DTC is not set to OFF)
- DISPLAY
- DQS
- DTC
- ENGINE
- DEFAULT

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

After highlighting the required parameter, press button (4) to open the corresponding Menu page. Any parameter change made is saved and remains in the memory also after a Battery-Off.

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

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



Attention

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

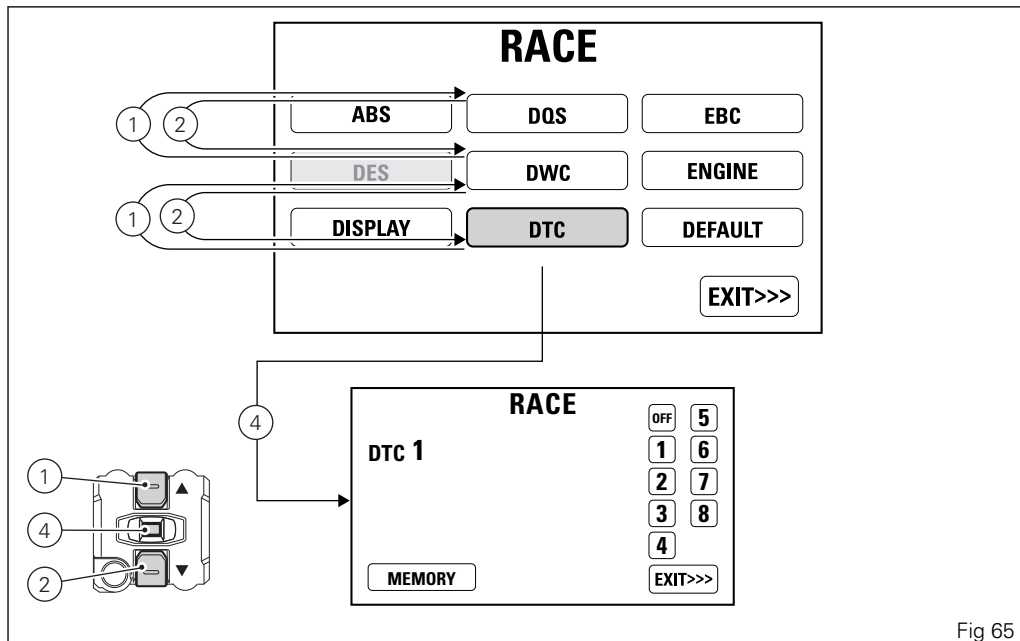


Fig 65

Customizing the Riding Mode: ABS adjustment

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

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

Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

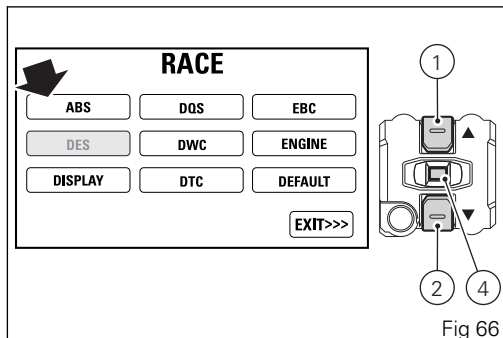


Fig 66

When you open the function, the currently set ABS level or status is shown on the left (e.g.: ABS 1). Customization options are listed on the right: levels from 1 to 3 and status OFF. Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

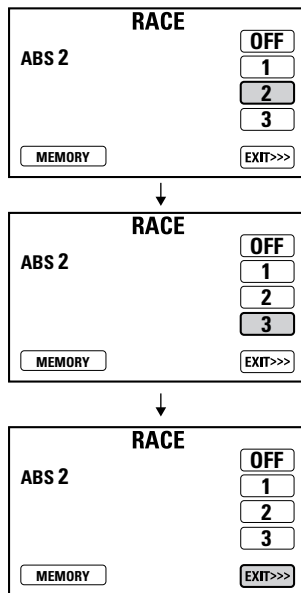


Fig 67

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).



Note

When you enable or disable the ABS through this function, i.e. toggling from disabled to enabled system or vice-versa, the procedure for activating or deactivating the ABS is carried out: the change of status of the ABS control unit is not instantaneous, it takes at least 6 seconds.

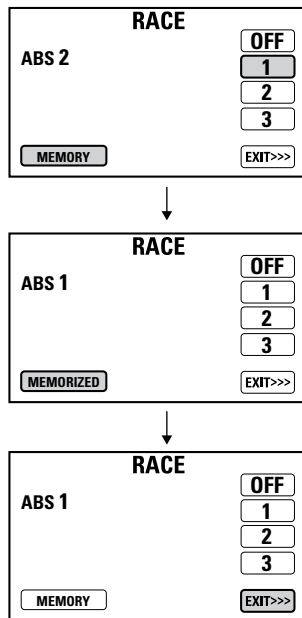


Fig 68

Customizing the Riding Mode: setting the display

This function allows selecting the layout of the main screen of each riding mode.

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

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

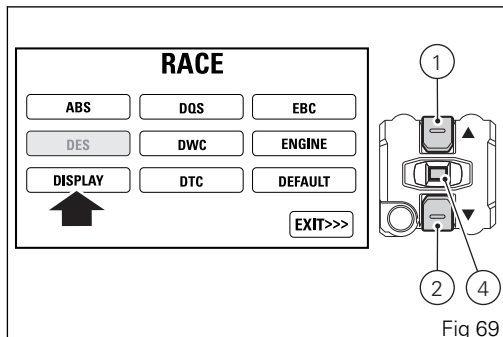
Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

You open the selected riding mode customization Menu.

Select the parameter to be customized (DISPLAY) by pressing button (1) or (2).

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



When opening this function, the currently set type of main page is shown on the left. Customization options are listed on the right: ROAD and TRACK. Press buttons (1) and (2) to highlight the main page types one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

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

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set page layout will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

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

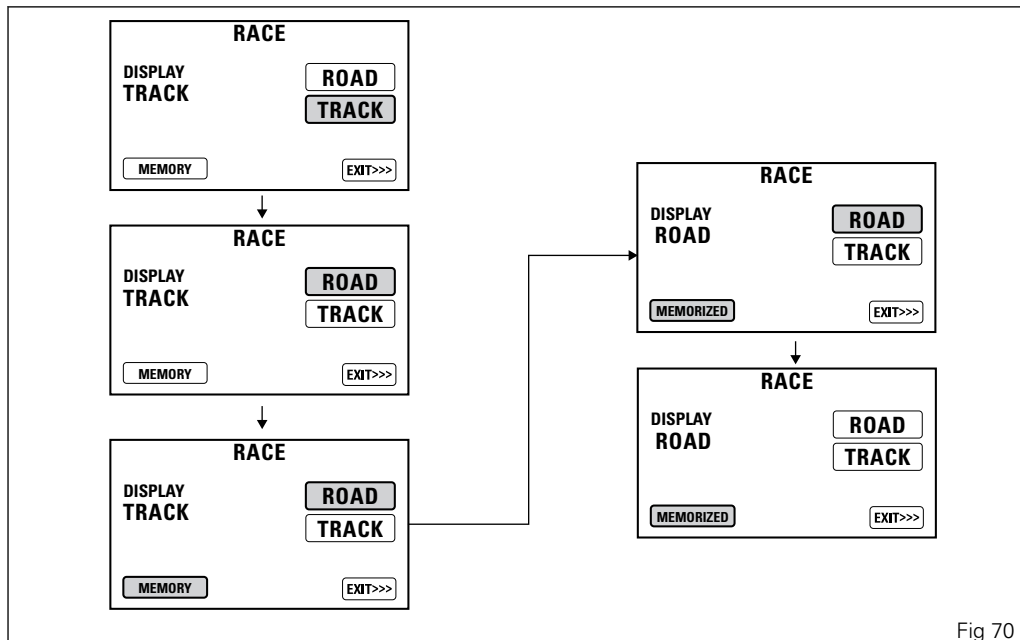


Fig 70

Customizing the Riding Mode: DQS enabling/disabling

The ABS customization page is only available for the bikes equipped with the DQS.

This function disables or enables the DQS for the selected riding mode.

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

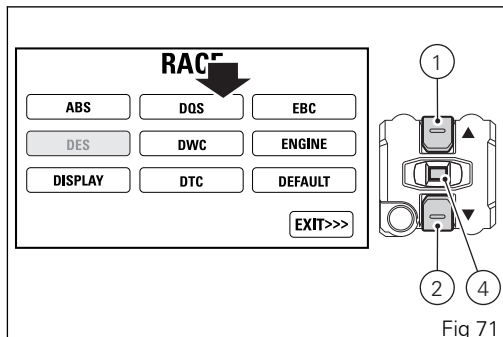
Once function is highlighted, press CONFIRM MENU button (4).

Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

You open the selected riding mode customization Menu. Select the parameter to be customized (DQS) by pressing button (1) or (2).

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



When opening this function, DQS currently set status is shown on the left (e.g.: DQS ON).

Customization options are listed on the right: status UP, status UP-DOWN and OFF.

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

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

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

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

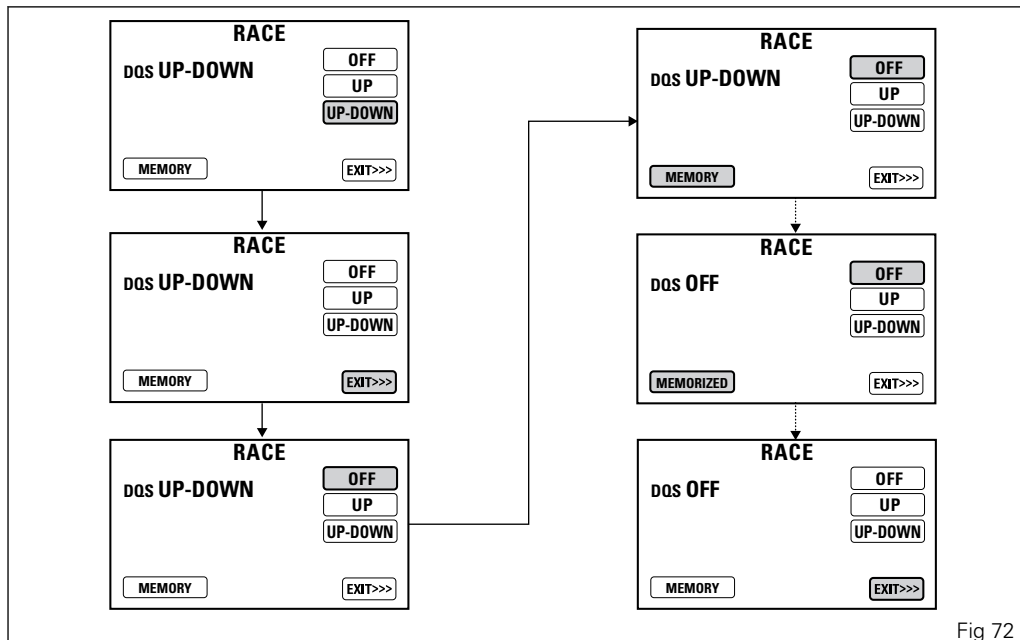


Fig 72

Customizing the Riding Mode: setting the DTC level

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

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

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

Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

You open the selected riding mode customization Menu.

Select the parameter to be customized (DTC) by pressing button (1) or (2).

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

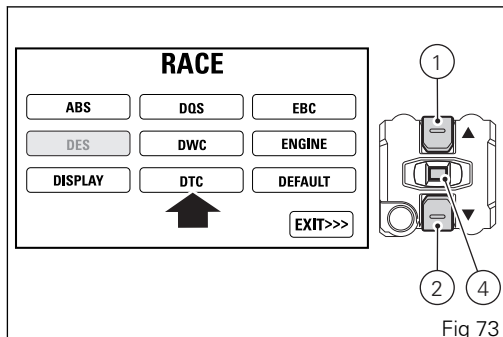


Fig 73

When you open the function, the currently set DTC level or status is shown on the left (e.g.: DTC 3). Customization options are listed on the right: levels from 1 to 8 and status OFF. Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

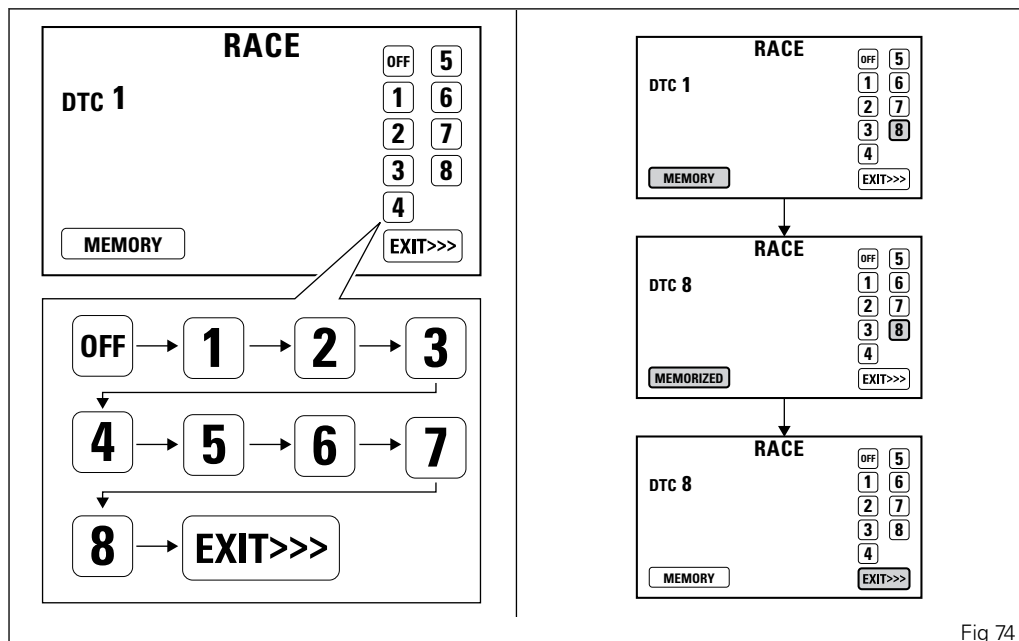


Fig 74

Customizing the Riding Mode: engine adjustment

This function customizes engine power associated with each riding mode.

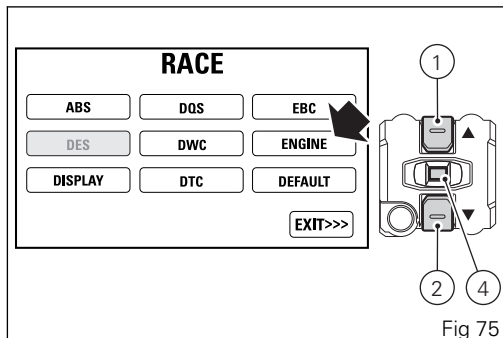
Enter the Setting MENU. Select "RIDING MODE" option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). Enter the "RIDING MODE" Menu.

Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).



When opening this function, the currently set engine power is shown on the left (e.g.: ENGINE HIGH). Customization options are listed on the right:

- HIGH, MED, LOW.

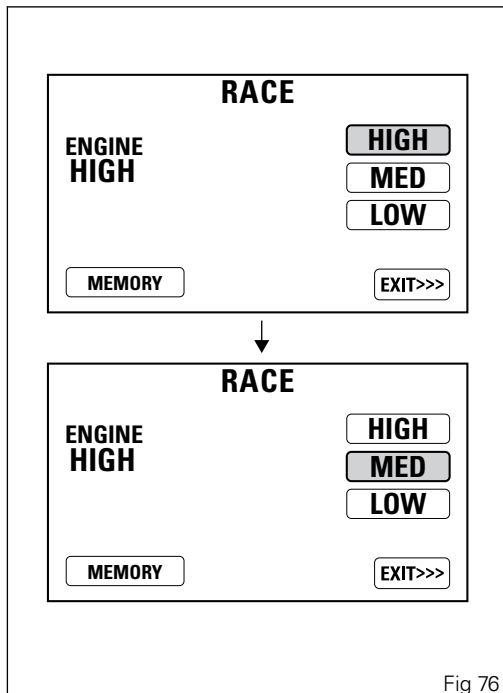


Fig 76

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

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

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set engine power will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

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

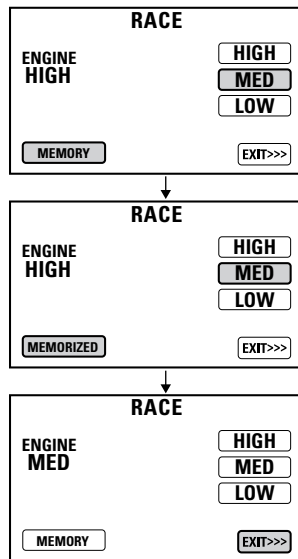


Fig 77

Customizing the Riding Mode: setting the EBC level

This function disables or sets the rear wheel anti-locking system (EBC) level for every single riding mode.

Enter the Setting MENU.

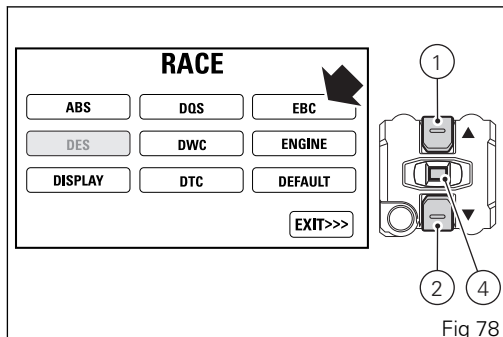
Select "RIDING MODE" option by pressing button (1) or (2).

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

Enter the "RIDING MODE" Menu.

Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (EBC) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).



When you open the function, the currently set EBC level or status is shown on the left (e.g.: EBC 1). Customization options are listed on the right: levels from 1 to 3 and status OFF. Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

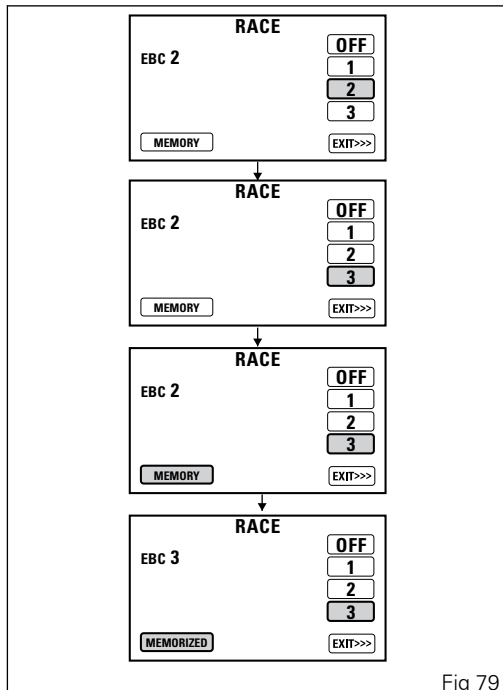


Fig 79

Customizing the Riding Mode: setting the DWC level

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

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

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

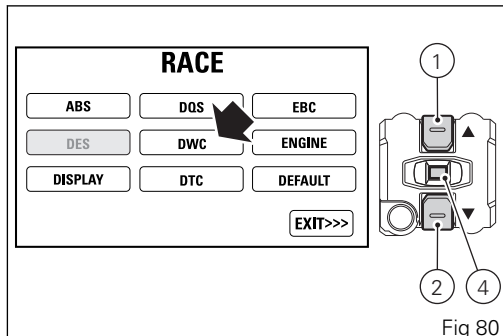
Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

You open the selected riding mode customization Menu.

Select the parameter to be customized (DWC) by pressing button (1) or (2).

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





Note

If DTC is set to OFF, also the DWC is automatically disabled and it will not be possible to gain access to the corresponding setup page.

When you open the function, the currently set DWC level or status is shown on the left (e.g.: DWC 3). Customization options are listed on the right: levels from 1 to 8 and status OFF.

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

following item and button (2) to highlight the previous item. Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green.

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

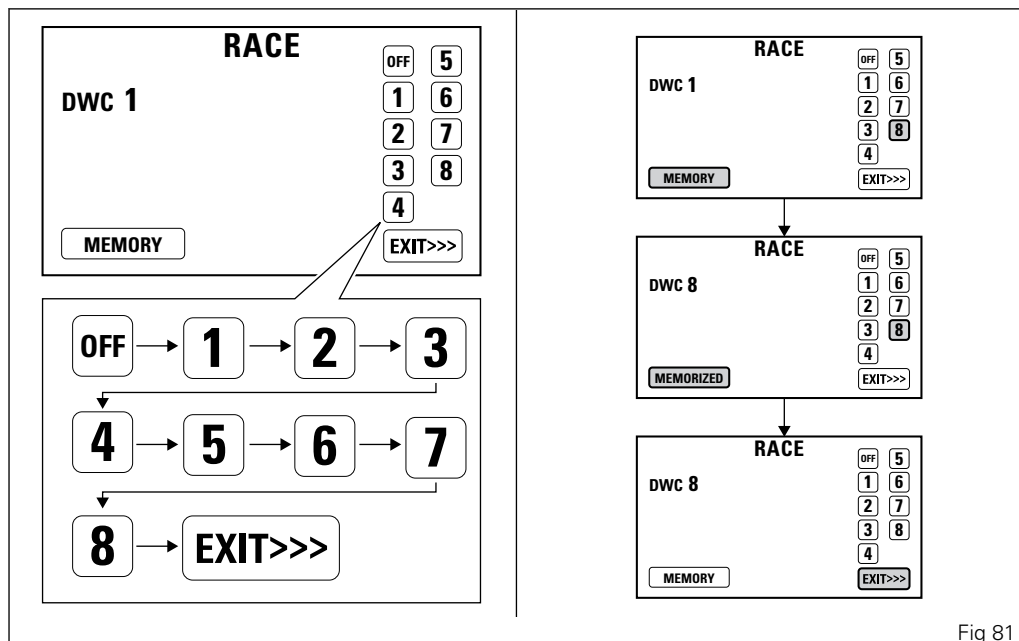


Fig 81

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting MENU. Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (DEFAULT) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).

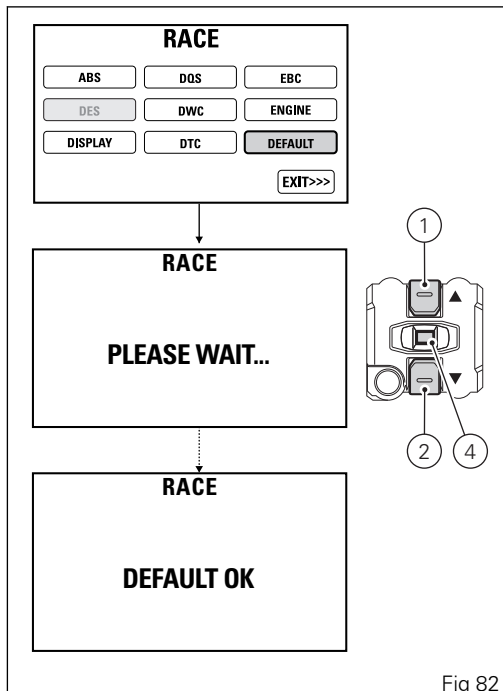


Fig 82

To restore parameters, the system needs 3 seconds; meanwhile, PLEASE WAIT... indication is displayed. Once procedure is completed, the display shows DEFAULT OK for 2 seconds to confirm that parameters have been reset to factory settings. The display then goes automatically back to the riding mode customization menu page, highlighting EXIT option.

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

Auxiliary button function setting

This function allows the rider to choose which function must be associated with the UP + (5) and DOWN – (6) buttons on the auxiliary LH switch, which are active only within the RACE Riding Mode.

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

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

Enter the "RIDING MODE" Menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

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

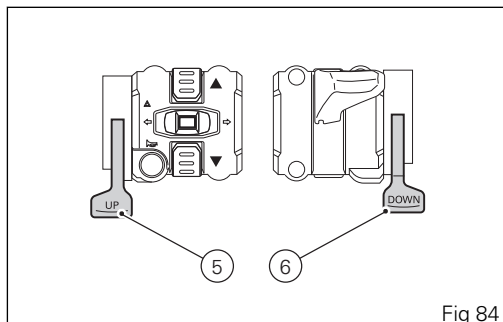
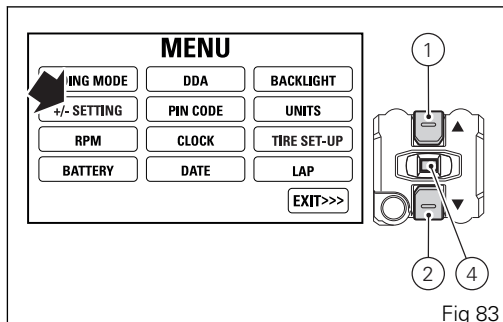
You open the selected riding mode customization Menu.

Select the parameter to be customized (+ / — SETTING), by pressing button (1) or (2).

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

When entering the function, the currently set function associated with the UP + and DOWN — buttons is indicated on the left (e.g.: DTC).

Customization options are listed on the right: DTC, DWC or EBC.



Press buttons (1) and (2) to highlight the functions one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired function is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the color green) and then EXIT will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

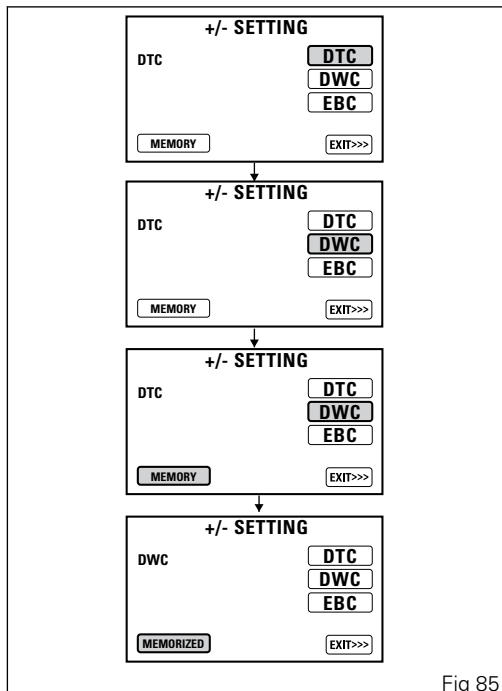


Fig 85

Engine rpm digital indication (RPM)

This function displays the number of RPM in digital format (recommended for improved accuracy when setting idle rpm).

Enter the Setting MENU.

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

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

You open the "RPM" menu. The display shows the numerical value of the RPM with a precision of 50 rpm.

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

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

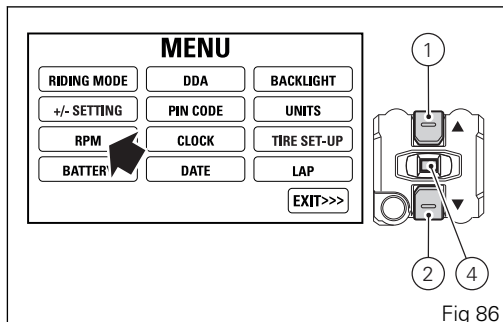


Fig 86

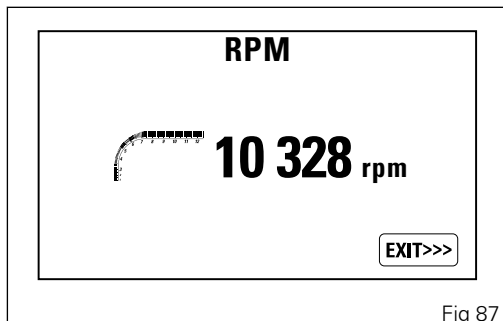


Fig 87

Battery voltage

This function allows you to check the vehicle battery voltage. Enter the Setting MENU. Select "BATTERY" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "BATTERY" Menu.

The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing LOW warning is displayed with the battery icon on a red background;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed as a steady value with the battery icon on the standard background;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is over 15.0 V, a flashing HIGH warning is displayed with the battery icon on a red background.

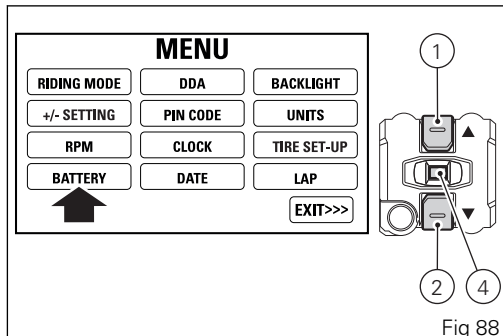


Fig 88

If the battery voltage error is present, the instrument panel will show three flashing dashes " --- " as voltage value, followed by the unit of measurement, the Generic Error light will turn on as well and the corresponding error BATTERY is displayed.

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

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

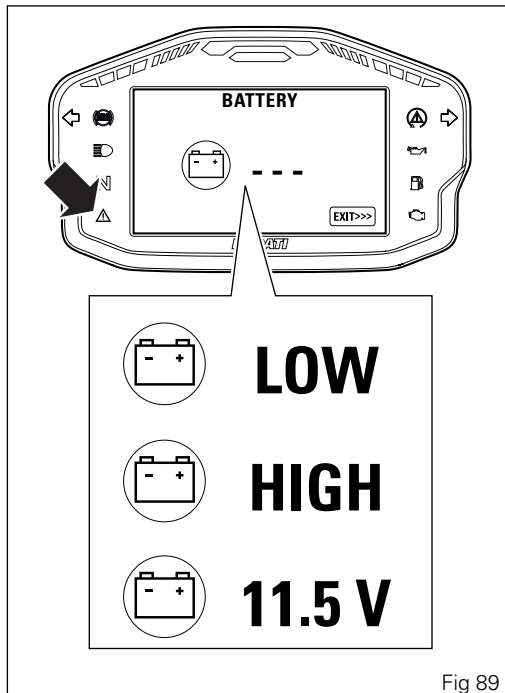


Fig 89

DDA

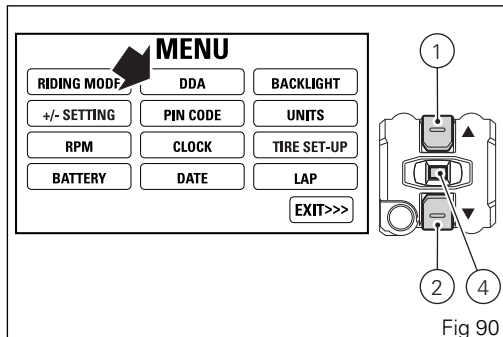
This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA memory.

The page for the DDA is only available when the device is fitted to the motorcycle.

Enter the Setting MENU. Select "DDA" option, by pressing button (1) or (2).

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

You open the "DDA" Menu.



DDA enabling/disabling

When opening this function, DDA currently set status is shown on the left (e.g.: DDA ON).

Customization options are listed below this indication: status ON and OFF.

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

Once desired status is selected, press CONFIRM MENU button (4) to confirm.

The new set status will be refreshed (refresh is indicated with the color green).

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



Note

The DDA is automatically disabled by the instrument panel upon every key-off.

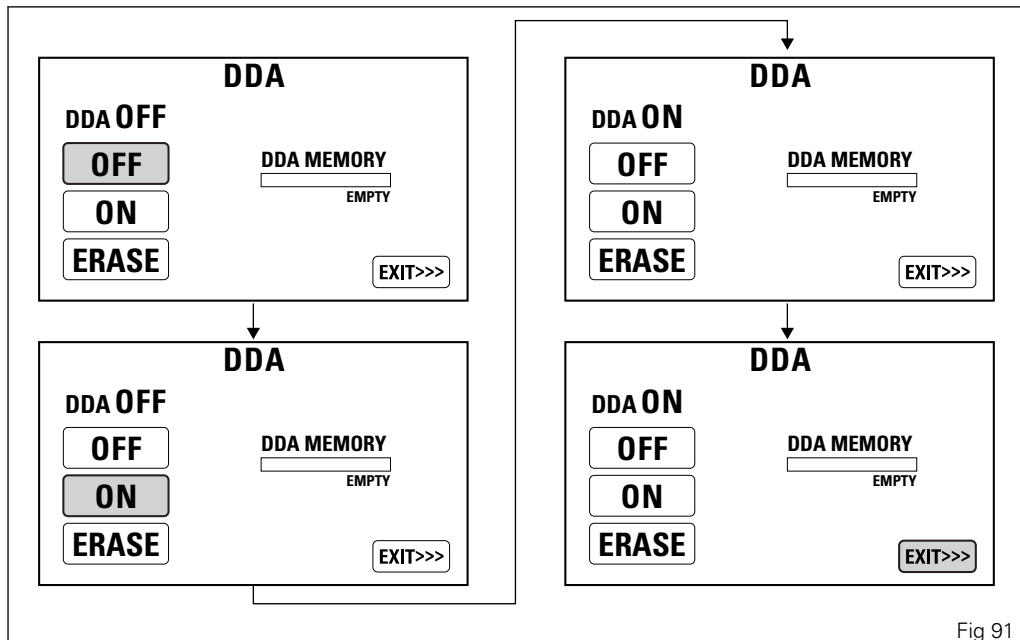


Fig 91

Viewing/deleting the DDA memory

When accessing the function, the DDA memory status is shown on the right as a percentage:

- when bar is empty and text EMPTY is shown, it means that the DDA memory is empty;
- when bar is partially colored and a percent is indicated, it means that the DDA memory is used for the specified percentage;
- when bar is full and text FULL is shown, it means that the DDA memory is full.

With DDA OFF, you can delete the memory. Select "ERASE" option, by pressing button (1) or (2). Press CONFIRM MENU (4) for at least 3 seconds to confirm.

After 3 seconds, the instrument panel will read "PLEASE WAIT..." for as long as the deletion is completed, which will depend on the quantity of data to be deleted.

If deletion is successful, the instrument panel will read ERASE OK for 2 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status.

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



Attention

If the DDA is set to "ON" the deletion is inhibited and you can not even select the ERASE option.

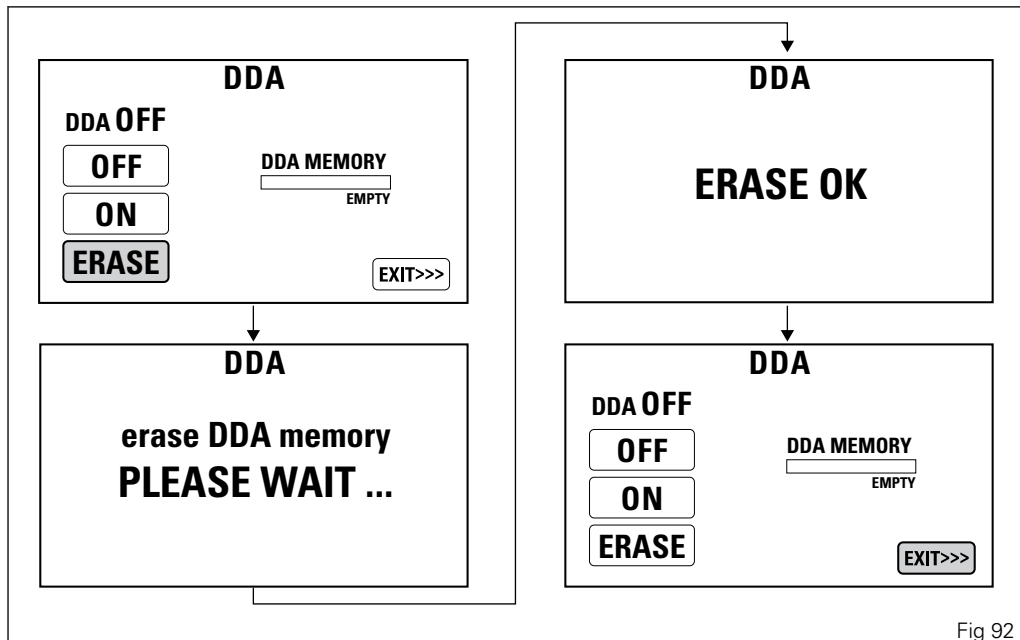


Fig 92

PIN CODE

This function makes it possible to "temporarily" turn on the motorcycle if the E-Lock system is not working (if the steering unlock is disabled and there are problems to the ELock system).

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.

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

In order to temporarily start the vehicle in case of malfunction of the E-Lock system, please refer to the Vehicle Release procedure.



Attention

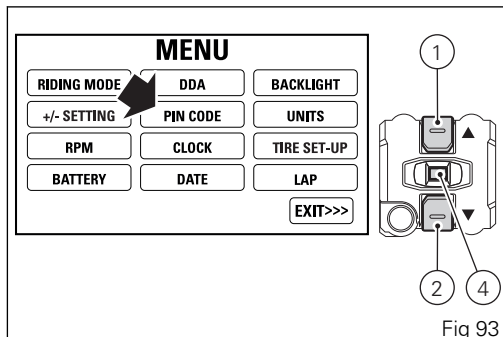
The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorized Ducati Dealer to have the function "reset". To perform this procedure, the Authorized Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

Entering 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 CONFIRM MENU button (4).

You open the "PIN CODE" menu.



When accessing the function, "INSERT PIN CODE" with four dashes "----" below highlighted in green will be displayed.

Entering the code:

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

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

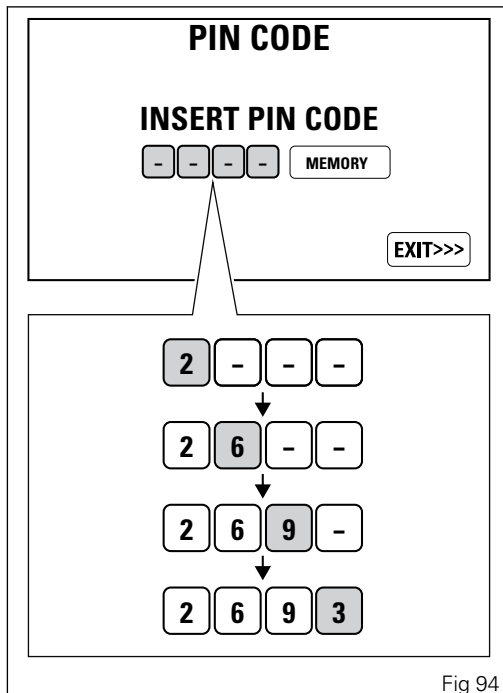


Fig 94

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

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

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

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

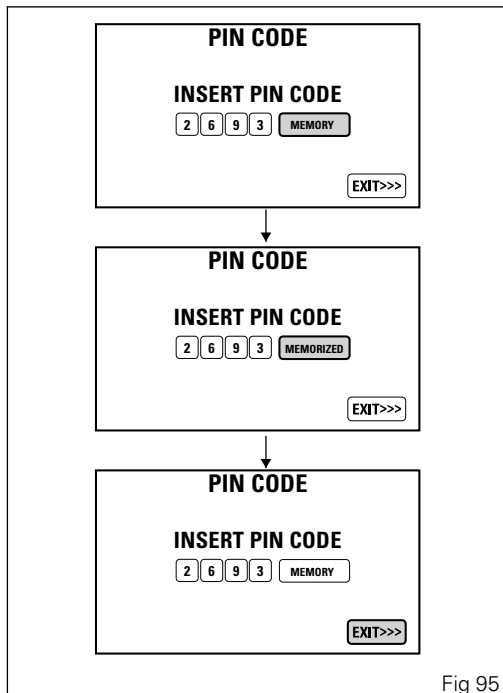


Fig 95

Changing the 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 CONFIRM MENU button (4). You open the "PIN CODE" menu. When accessing the function, OLD CODE with four dashes "----" will appear on the display highlighted in green with NEW CODE in line below.

Entering the "old" code:

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

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

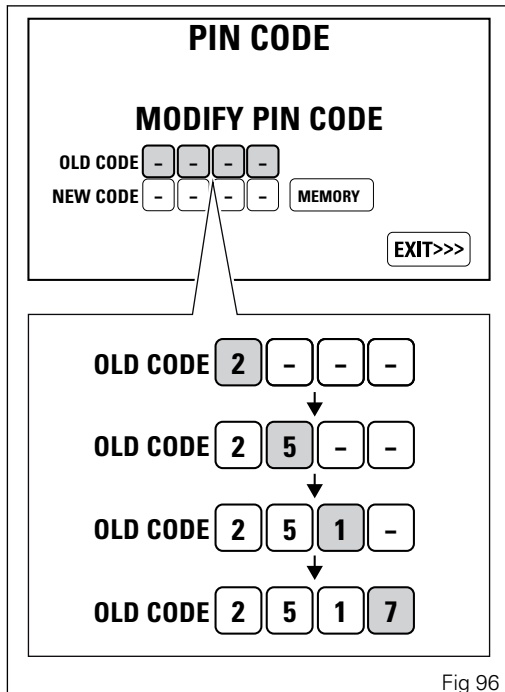


Fig 96

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

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" for the OLD PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays ERROR for 3 seconds and then highlights the EXIT item;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then highlights the string of four dashes "----" of the NEW PIN.

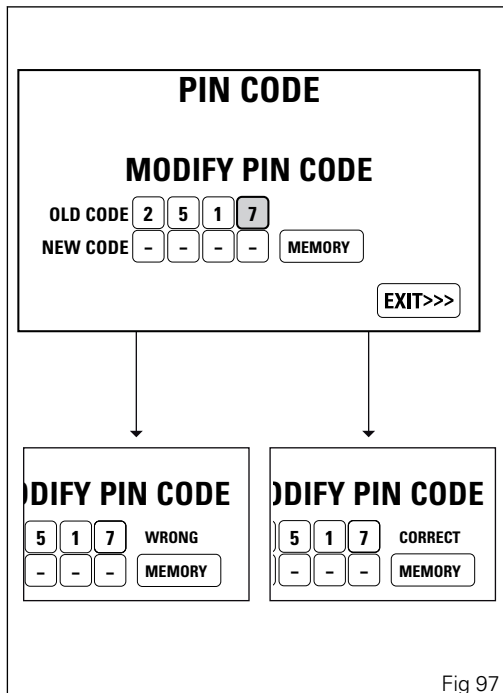
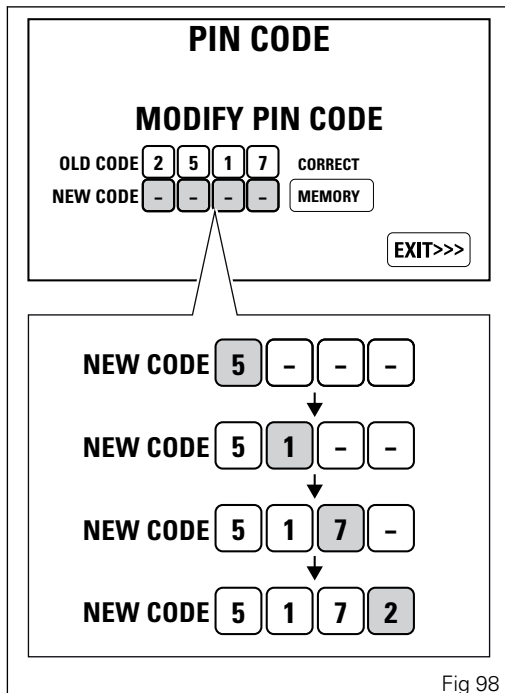


Fig 97

Entering the "new" code:

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

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



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

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange.

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

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

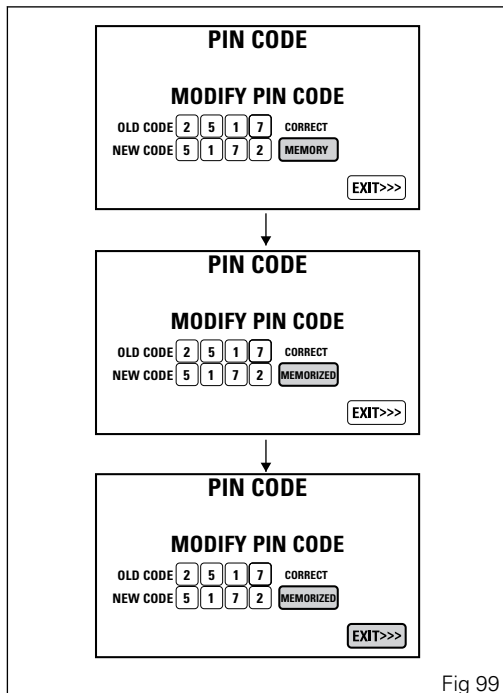


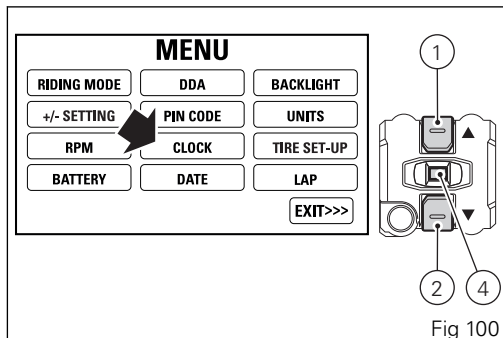
Fig 99

Clock setting

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

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

When entering the function, available settings are indicated on the left: HOUR, MINUTE, AM / PM, while current time is indicated on the right (e.g.: 10: 30 a.m.).



Setting the hours

Select "HOUR" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). The hour value starts flashing. Press button (1) to decrease hour value by 1: 0, 11, 1, 0 for AM - 12, 11, 1, 12 for PM. Press button (2) to increase hour value by 1: 11, 0, 1.... 11 for AM - 12, 1, 12 for PM. Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

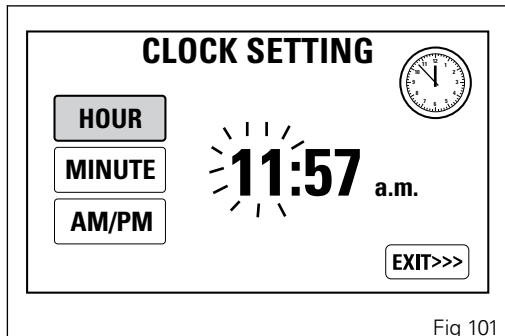


Fig 101

Setting the minutes

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

The minute value starts flashing.

Press button (1) to decrease minute value by 1: 59, 58, 00, 59.

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

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

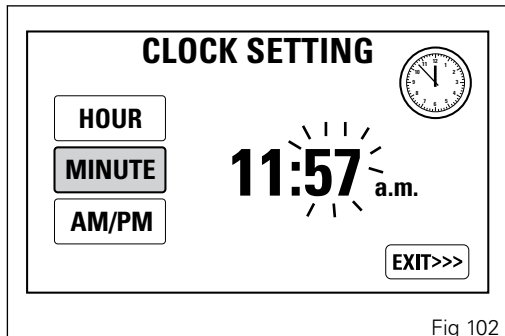


Fig 102

Setting am/pm

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

The indication starts flashing.

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

Once you reach the value to be set, press CONFIRM MENU button (4) and the setting will stop flashing. To exit the menu and go back to previous page, select EXIT and press button (4).



Note

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

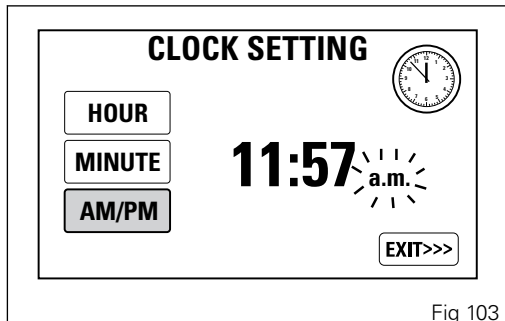


Fig 103

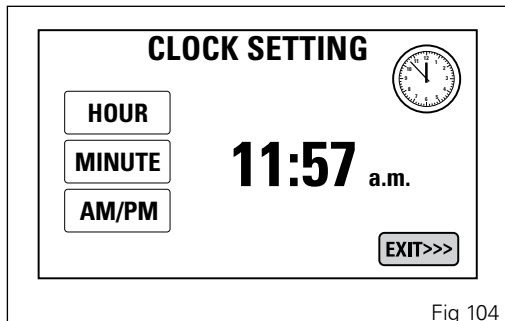


Fig 104

Date setting

This function allows the user to view and set/adjust the date.

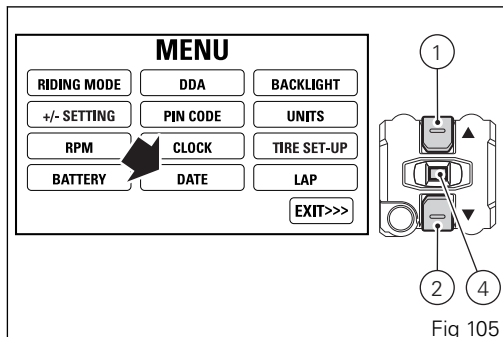
Enter the Setting MENU.

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

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

You open the "DATE SETTING" Menu.

When entering the function, available settings are indicated on the left: YEAR, MONTH, DAY, while current date is indicated on the right (e.g.: 2012/01/27).



Setting the year

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

The year value starts flashing.

Press button (1) to decrease year value by 1: 2250, 2249, 2000, 2250.

Press button (2) to increase year value by 1: 2000, 2001, 2250, 2000.

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

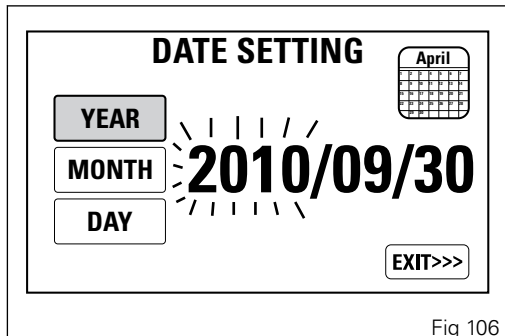


Fig 106

Setting the month

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

The month value starts flashing.

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

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

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

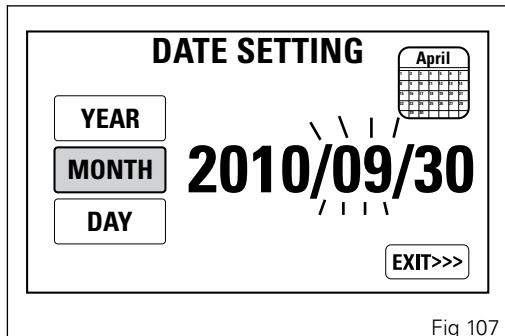


Fig 107

Setting the day

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

The day value starts flashing.

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

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

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

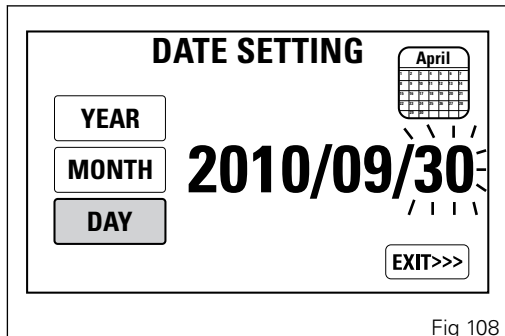


Fig 108

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



Note

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

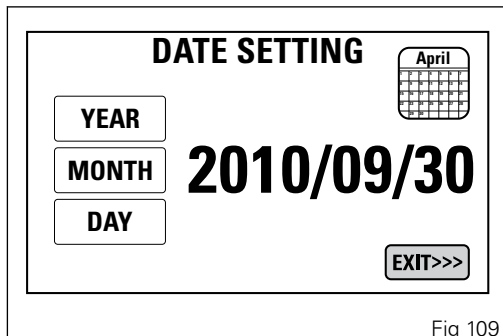


Fig 109

Display backlighting setting

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

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

You open the "BACKLIGHT" Menu. When entering the function, available backlighting options are indicated on the left: DAY, NIGHT, AUTO, and current option is highlighted.

Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Once desired backlighting option is selected, press CONFIRM MENU button (4) to confirm. The instrument panel immediately activates the selected backlighting and highlights the corresponding option.

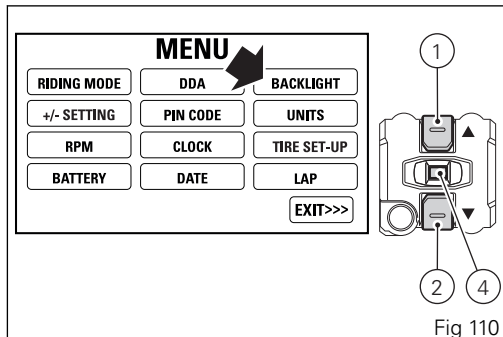


Fig 110

Selecting the DAY option you permanently activate the display "white" background to improve the readout view: recommended with strong external light. Selecting the NIGHT option you permanently activate the display black background for a dimmed readout view: recommended with poor external light and/or darkness.

Selecting the AUTO option (automatic mode) the color of the background is automatically adjusted according to the external lighting conditions (as detected by a sensor).

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

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

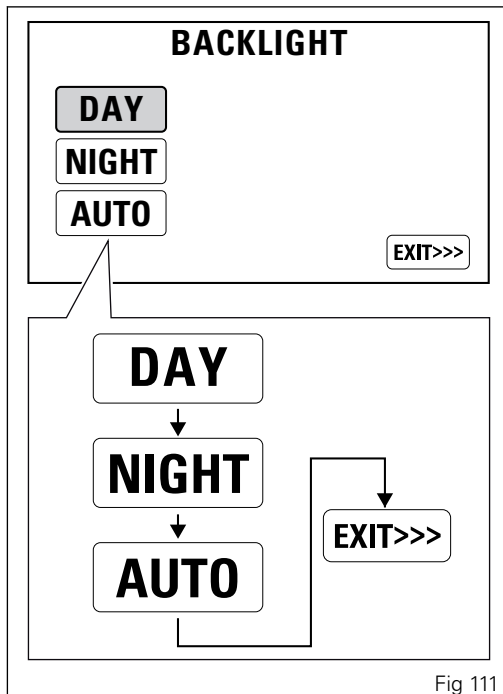
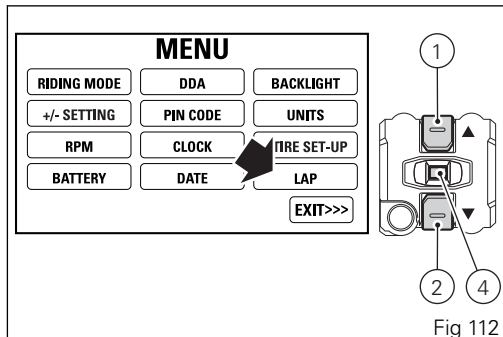


Fig 111

LAP

The LAPs previously stored with the function "LAP recording" (MENU 1 function, see page 102) can be displayed.

The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.



Displaying the stored LAPs

To view the stored LAPs, you must enter the Setting MENU.

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

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

You open the "LAP DATA" Menu.

When you enter the function, the following is displayed:

- LAP indication followed by the number of the LAP (e.g.: LAP 01);
- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap;
- LEANMAX followed by L and maximum lean angle on the left, and by R and maximum lean angle on the right.

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 30), and then highlight EXIT;

use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 LAP 01), and then highlight EXIT.

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



Note

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



Note

If the memory is empty, the display shows the lap timer reading "-.-.-", MAX RPM = —, MAX speed = — and MAX angles = L —° R —°.

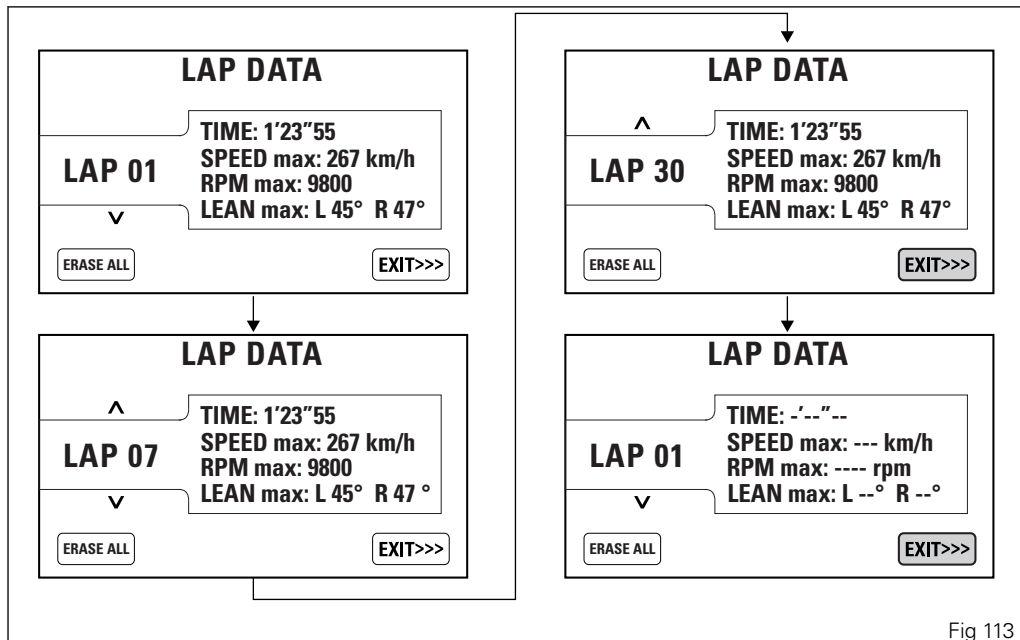


Fig 113

Erasing stored LAPs

To erase the stored LAPs, you must enter the Setting MENU.

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

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

You open the "LAP DATA" menu, where stored LAP data are viewed.

Press button (4) to highlight the option ERASE ALL.

User must confirm deletion by pressing button (4) for 3 seconds.

After 3 seconds, the instrument panel will display the indication:

- ERASE LAP PLEASE WAIT... for 3 seconds;
- ERASE OK for 2 seconds to inform about the result of the deletion process.

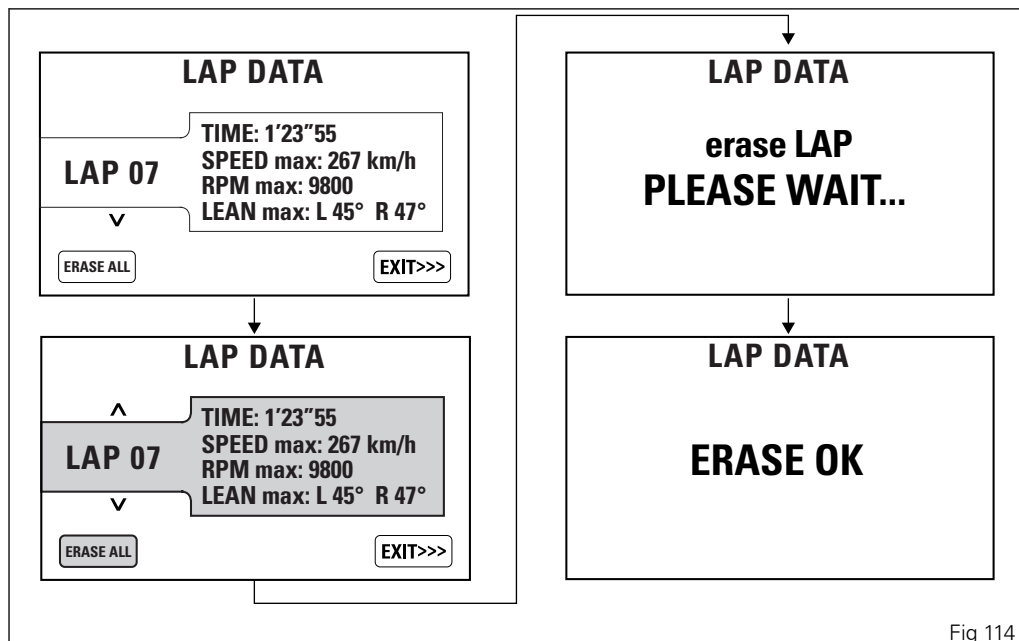


Fig 114

Deletion is one single command that erases all stored laps.

After deletion, the Laps 01 to 30 are displayed with all parameters showing an indefinite value "-" (time = -' -' --, rpm = -----, speed = ---, angles = L --° R --°).

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

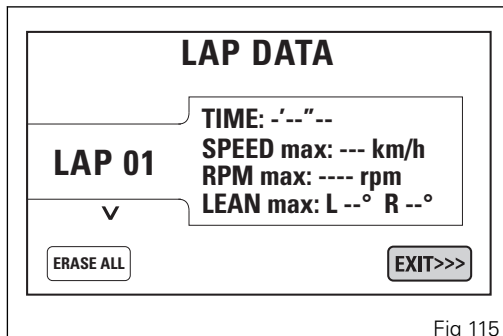


Fig 115

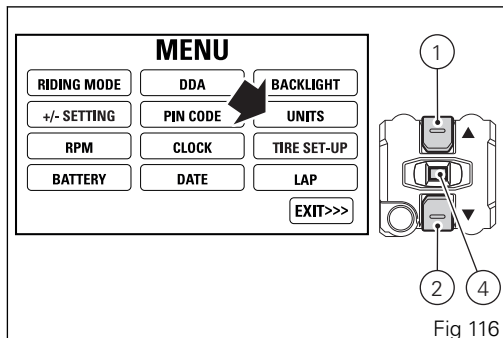
Setting the unit of measurement

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

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

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

You enter the "UNITS SETTING" Menu.



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

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

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

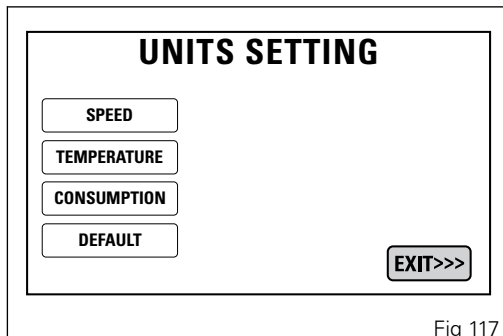


Fig 117

Setting the unit of measurement: Speed

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

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

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

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

When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: mph, km/h.

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

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

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

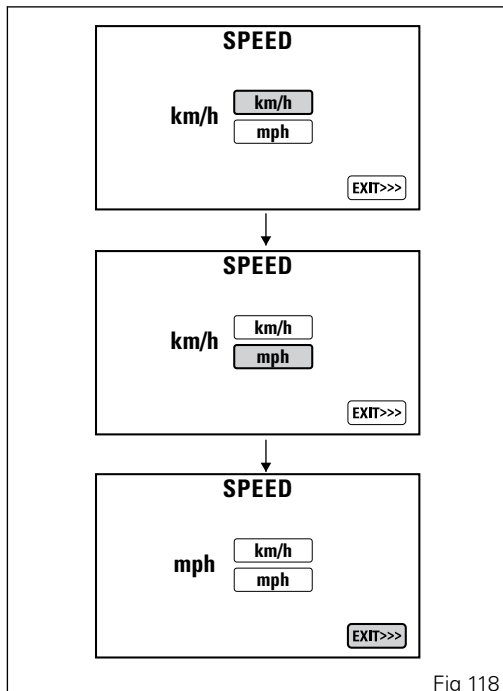


Fig 118

Setting the unit of measurement: Temperature

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

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

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

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

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

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

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

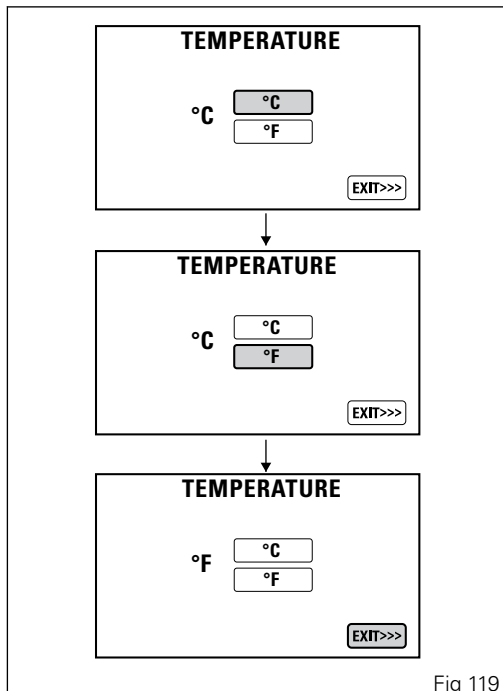


Fig 119

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption. You open the "UNITS SETTING" menu, as described in the previous pages.

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

Once function is highlighted, press CONFIRM MENU button (4). You open the "CONSUMPTION" Menu. When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

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

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

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

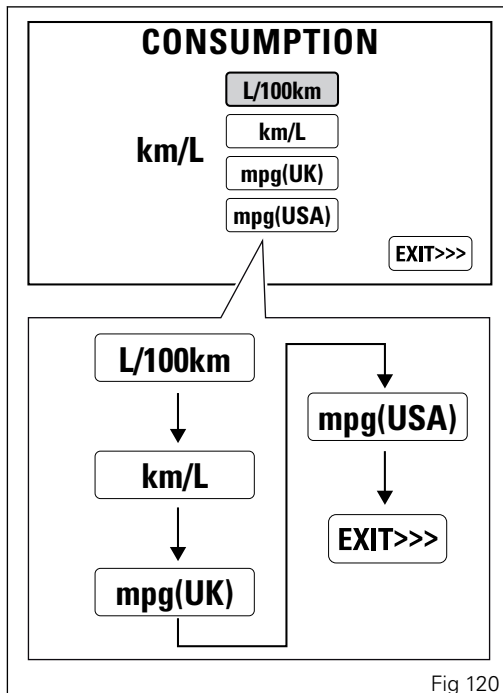


Fig 120

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

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

Once function is highlighted, press CONFIRM MENU button (4) for 3 seconds. The display will read PLEASE WAIT... for 3 seconds, and then DEFAULT OK for 2 seconds, and at last the page of the UNITS SETTING menu will be displayed with the EXIT option highlighted.

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

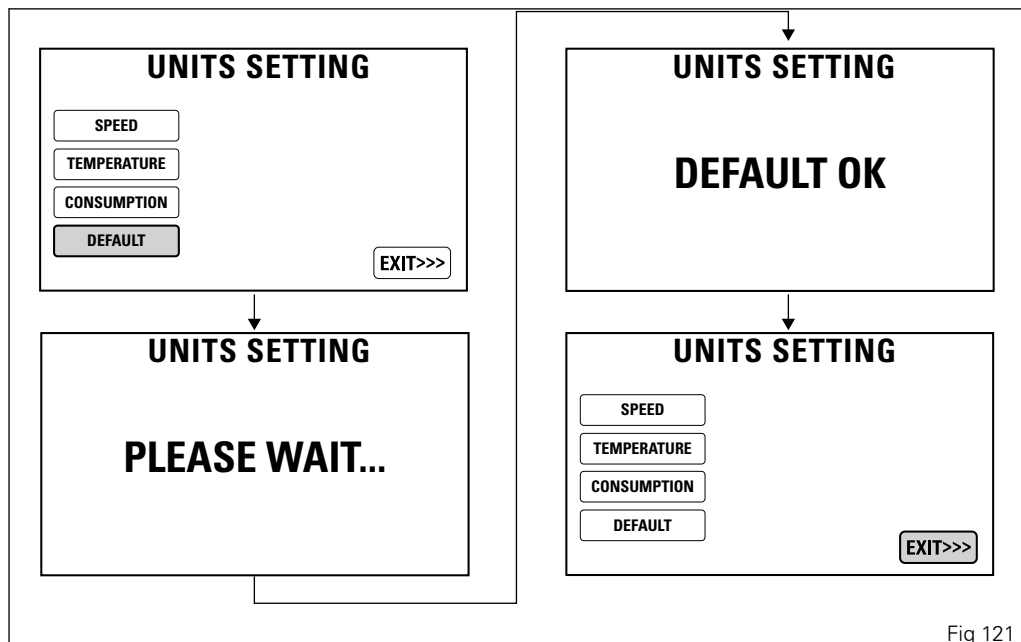


Fig 121

Tire Set-Up

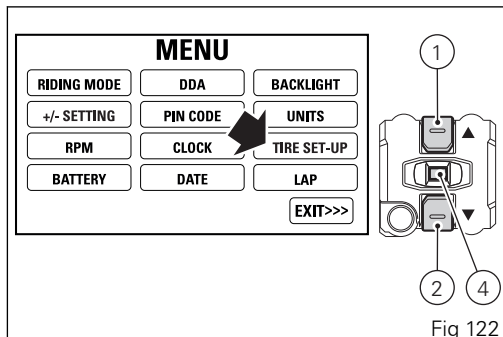
If owners install different tires than original equipment ones and yet belonging to the classes specified by Ducati, this function allows them to recalibrate the system. It also allows system correct recalibration of all controls (such as DTC DWC EBC) in case the owner changed front and rear sprocket ratio, so that all motorcycle control systems can consider these changes / variants and adapt their processing parameters accordingly.

From the Setting Menu, it is possible to start the teach-in procedure of the new rolling circumference and new final drive ratio or restore the default settings as established by Ducati for OEM outfit.

To do this, you must enter the Setting MENU.

Select TIRE SET-UP option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the TIRE SET-UP menu.



Press buttons (1) and (2) to select START or DEFAULT: the latter can be selected only if the motorcycle is currently not set to the factory default configuration.

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

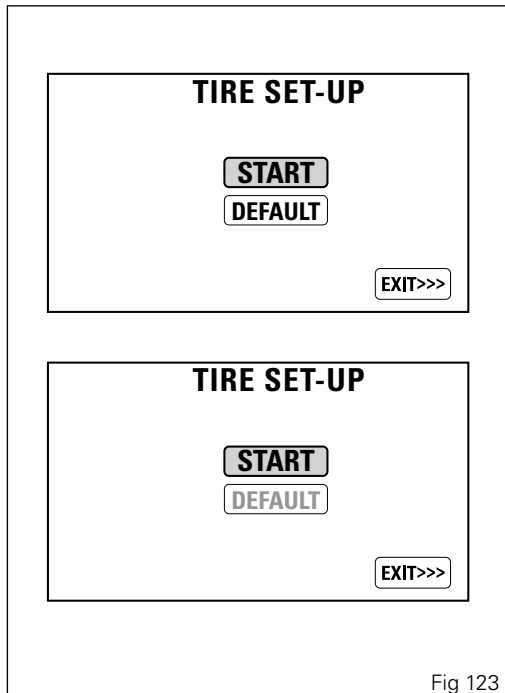


Fig 123

Teach-in procedure

When entering the function, the vehicle speed and gear engaged are indicated on the right, while the instructions on the required speed range and gear to be engaged to correctly carry out the procedure are displayed at the center.

Speed range: 30 ÷ 32 mph (48 ÷ 52 km/h)

Gear: 2

The first page indicates READY in red at the top of the display to warn the rider that the system is ready for the calibration procedure.

When the rider complies with the required conditions of vehicle speed and gear displayed, system calibration will start and an orange IN PROGRESS message will be displayed at the top.

If procedure is successfully completed, COMPLETED message in green will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

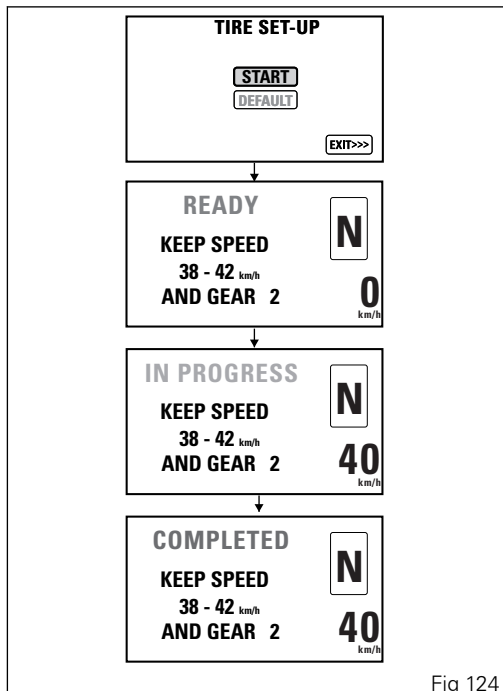


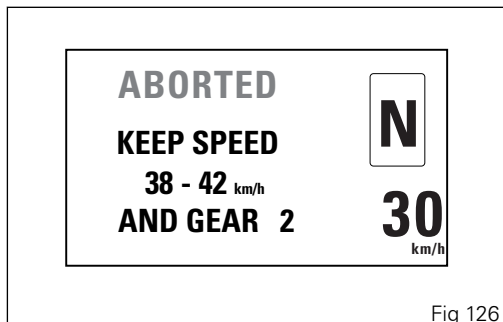
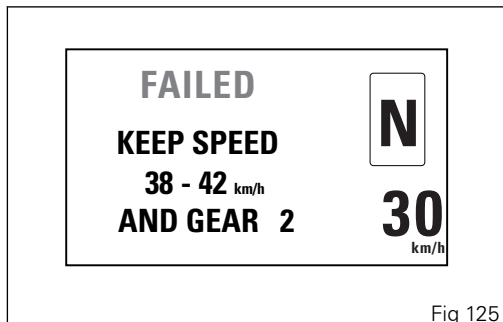
Fig 124

If it is not possible to start the procedure when the START is confirmed, after a few seconds the instrument panel will automatically highlight the option EXIT.

If an error or malfunction occurs during the calibration procedure, FAILED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The rider can abort the procedure both during the READY stage and during the IN PROGRESS stage, by pressing button (1) for 3 seconds. ABORTED message in red will come on at the top of the display, and after a few seconds it will be automatically replaced with the main screen.

The values shown in the pictures as required speed range and gear are just an example and shall not be considered as binding or corresponding to the ones actually set for the vehicle.



Restoring default settings

Open the TIRE SET-UP menu.

Then use buttons (1) and (2) to select DEFAULT and keep button (4) pressed for 3 seconds.

For a few seconds the message PLEASE WAIT... will be on the display.

If the procedure for restoring the default settings is successful, DEFAULT OK will be displayed for 2 seconds and after a few seconds it will be automatically replaced with the main screen.

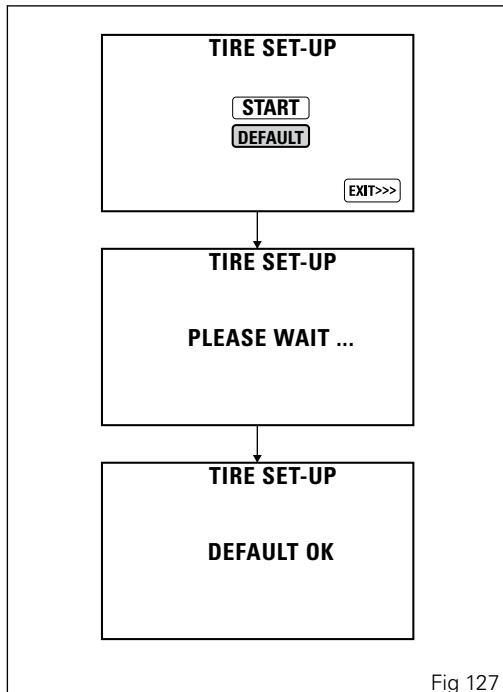


Fig 127

While, if the procedure for restoring the default settings is not successful, ABORTED will be displayed for 2 seconds and then the instrument panel will automatically display the main screen of the TIRE SET-UP menu with highlighted EXIT item.

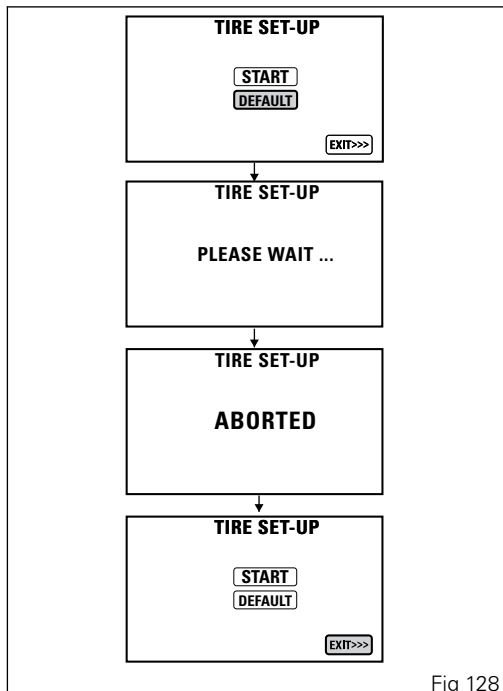


Fig 128

Display backlighting color

Display background color can be set automatically according to exterior lighting conditions. When the BACKLIGHT – AUTO function is active, if the sensor detects "poor lighting" (night) the instrument panel switches to black background (NIGHT mode); vice-versa if a strong light is detected (day) the instrument panel switches to white background (DAY mode). This function can be customized through the Setting MENU: select the "BACKLIGHT" function and open the "BACKLIGHT" menu:

- set either NIGHT or DAY permanently, or
- set the AUTO mode.

Refer to paragraph ("Display backlighting setting page 189").



Note

If power supply is over 16 V, the backlighting is disabled, while if it is below 8 V the backlighting is turned off.

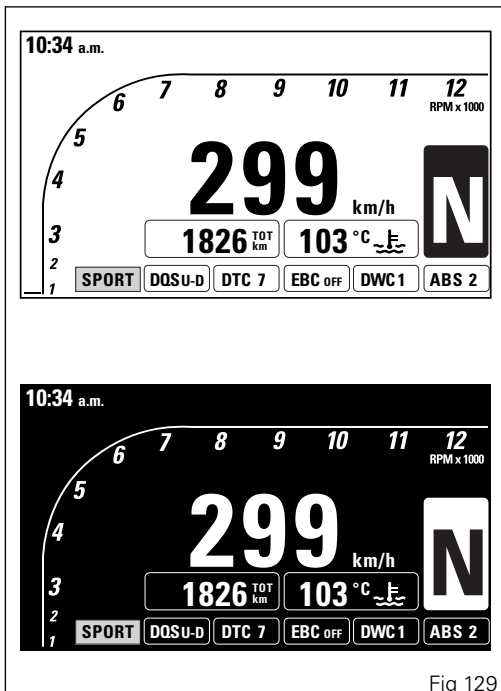


Fig 129

Light control

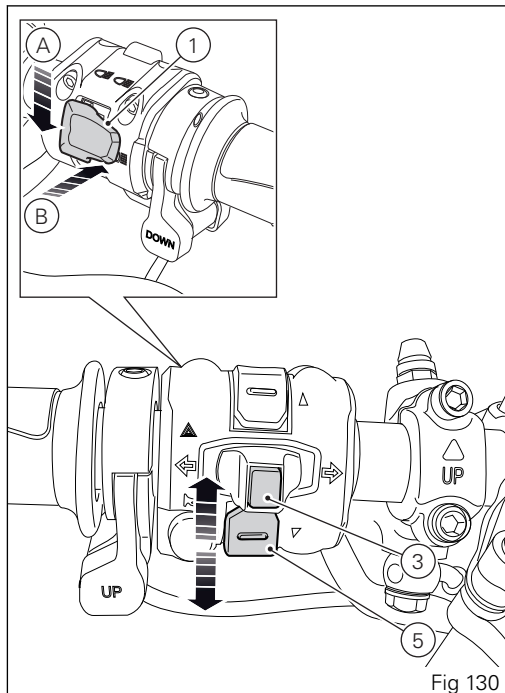
Low / High beam

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 on and off the high beam using button (1) in position (A), or flash using button (1) in position (B). If the engine is not started after key-on, it is still possible to turn on the low/high beam by pressing button (1) in position (A) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam.

If engine is not started within 60 seconds since the button was first pressed, the low and high beam lights are turned off.

If the low beam 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.

After activating one of the two turn indicators, user can reset them using the button (3, on the left switch.

If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h).

If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

Parking function



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.

The "Parking" function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked. The function is activated by pressing the button (5, for 3 seconds during the first 60 seconds after the motorcycle was turned off (after key-off).

Once the function is activated, the PARKING icon is displayed for 3 seconds and the lights stay on as long as the battery voltage is ≥ 12.2 V. If voltage is < 12.2 V the lights turn off automatically in order to save battery charge.

To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).



Fig 131



Important

The frequent use of this function can considerably reduce the battery charge. We recommend using this function only when really necessary.

Hazard function

The "Hazard" function activates all four turn indicators at the same time to warn about an emergency situation. Take button (3) in position (6) for 3 seconds to activate "Hazard" function. It can only be activated when vehicle is on (i.e. when key is turned to "ON", engine condition is irrelevant). When the "Hazard" function is active, all four turn indicators and the warning lights (7) on the instrument panel will flash at the same time. The "Hazard" function can be turned off either when vehicle is on (i.e. key turned to "ON") by taking button (3) in position (6) or by taking button (3) in the central position, or with vehicle off (i.e. key turned to "OFF") by taking button (3) in position (6).

Once the "Hazard" function is activated, if vehicle is turned off (i.e. key turned to "OFF"), the function stays active until manually turned off by the user or as long as the battery voltage is ≥ 12.2 V. If voltage is < 12.2 V the turn indicators will turn off automatically in order to save battery charge.

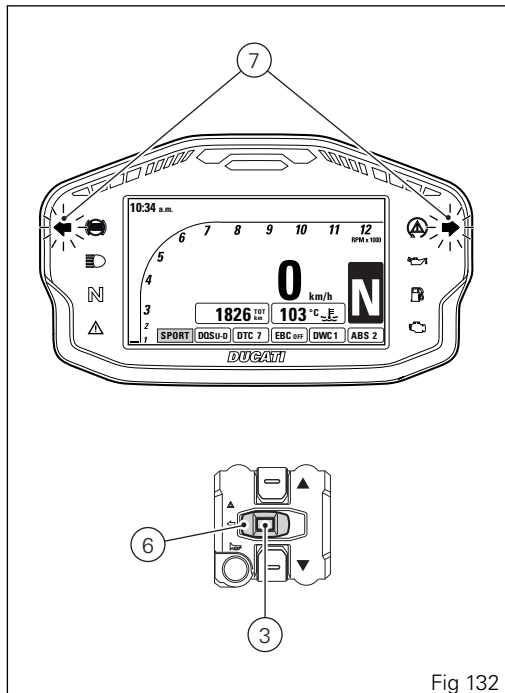


Fig 132



Note

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



Note

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.



Note

The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

Immobilizer system

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

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

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

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

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

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



Attention

Keep the keys separate and use only one of the keys to start the motorcycle.

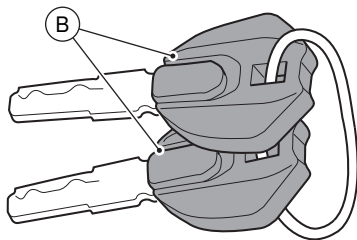


Fig 133

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation.

If the other key does not work out either, contact the Ducati Service network.



Attention

Any important shock might damage the electronic components fitted into the key. Use only one key during the procedure. Failure to do so might prevent the system from recognizing the code of the key in use.

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.

The Ducati Service Center will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.



Note

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation. If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard Screen instead, triggers the E-Lock error to inform the user that there is a problem with key reading/acknowledgment and disables the opportunity to enter the Setting MENU. The E-Lock error warning must be active until key-off.

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the request INSERT PIN CODE with a string of four dashes below it " - - - - " highlighted in green.

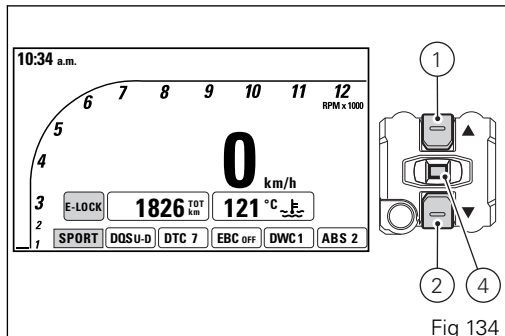


Fig 134

Entering the code:

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

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

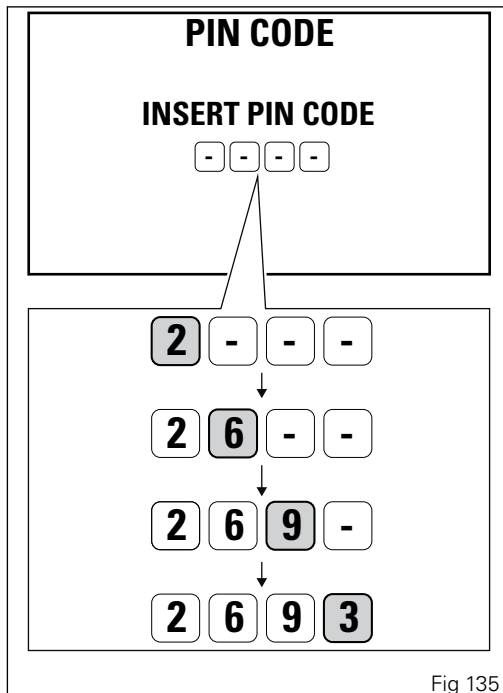


Fig 135

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

- if the PIN is not correct, the instrument panel displays **WRONG** for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard Screen, triggers the E-Lock error and disables the opportunity to enter the Setting Menu.
- if there is a problem during the PIN CODE check, the instrument panel displays **ERROR** for 3 seconds and then responds in the same way as for the **WRONG** error.
- if the PIN code is correct, the instrument panel displays **CORRECT** for 3 seconds and then shows the "standard screen" and triggers the E-Lock error to still show the user that there is a problem with key reading/acknowledgment.

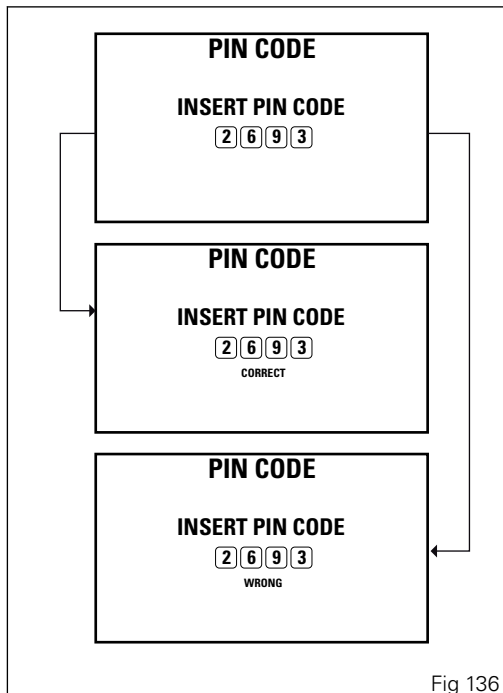


Fig 136



Important

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

Controls

Position of motorcycle controls



Attention

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

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

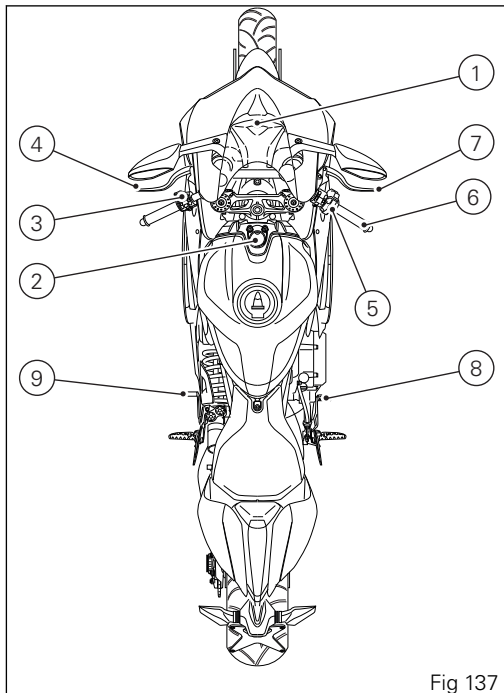


Fig 137

Ignition switch and steering lock

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

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked.



Note

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

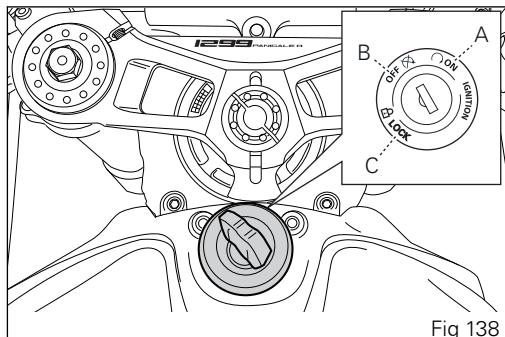


Fig 138

Left-hand switch

1) Dip switch, light dip switch, two positions:

(A) every time it is pressed down the light switches from low beam on () to low beam and high beam on;

(B) pushed to the side () = high beam flasher (FLASH), "Start-Stop lap" function.

2) three-position turn indicator button ():

central position = off;

position () = left turn;

3) Turn indicator off, "Riding mode" activation and menu navigation button.

4) Button () = warning horn.

5) Navigation menu, display scroll and TRIP1 and TRIP2 reset button.

6) Navigation menu, display scroll button.

7) Quick selection button "UP" (UP +) to increase the level of the selected function (DTC - DWC - BBC).

8) Quick selection button "DOWN" (DOWN -) to decrease the level of the selected function (DTC - DWC - BBC).

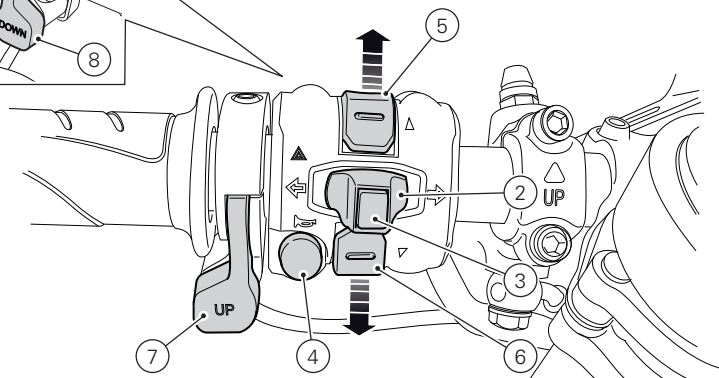
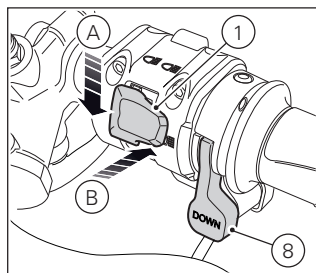
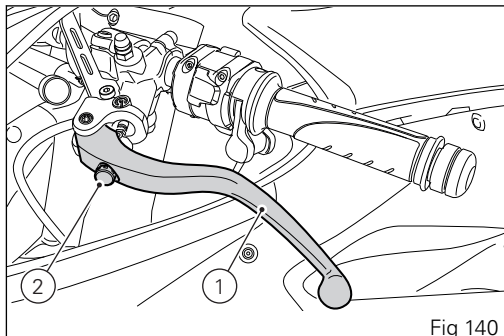


Fig 139

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip 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.



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 ON/OFF switch.
- 2) Black ENGINE START button.

The switch (1) has three positions:

- A) center: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
- B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
- C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).

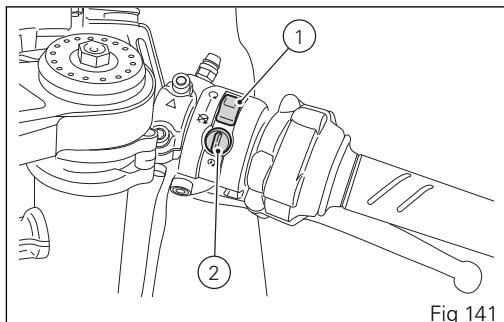


Fig 141

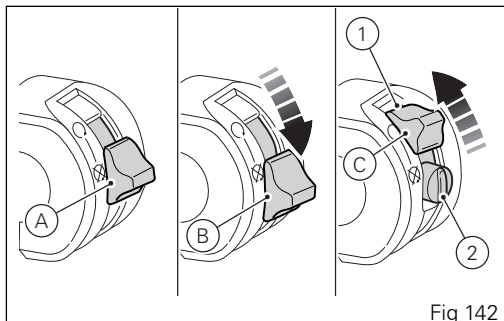
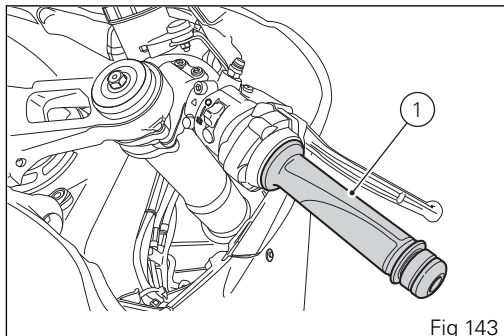


Fig 142

Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles.

When released, it will spring back to the initial position (idling speed).

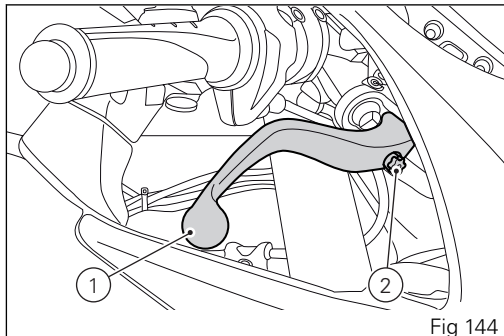


Front brake lever

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

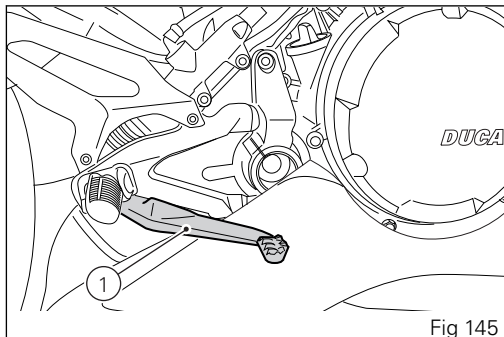
The control lever (1) features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment.

The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.



Rear brake pedal

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



Gear change pedal

When released, the gear change pedal (1) 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.

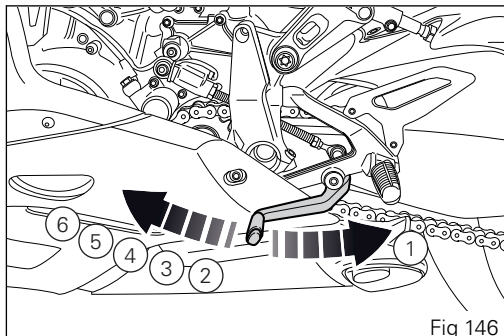


Fig 146

Adjusting the gear change pedal and the rear brake

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

Adjust the pedals as follows:

Gear change pedal

Hold linkage (1) using the special flat (A) and loosen nut (2).

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

Tighten nut (2) onto linkage.

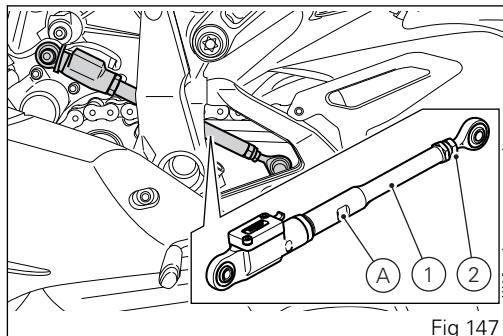


Fig 147

Once the adjustment is completed, check the correct value (B) of uniball travel (3). The uniball (3) travel value (B) must be between 0 in (0 mm) (uniball completely screwed in) and 0.24 in (6 mm).



Attention

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

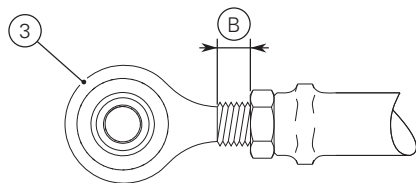


Fig 148

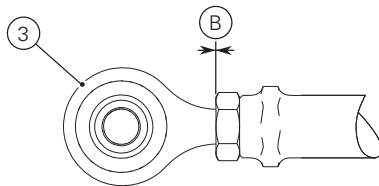


Fig 149

Rear brake pedal

Loosen counter nut (7).

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

Operate the pedal (8) by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites.

If not, adjust the length of the master cylinder pushrod.



Attention

Have the pedal adjusted at a Ducati Dealer or Authorized Service Center.

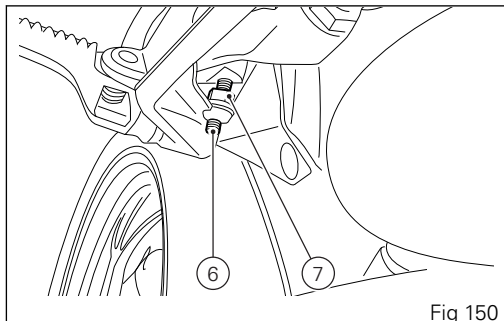


Fig 150

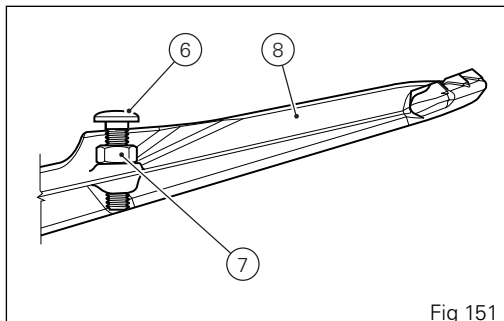


Fig 151

Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter (both sides).
- 8) Exhaust muffler (both sides).

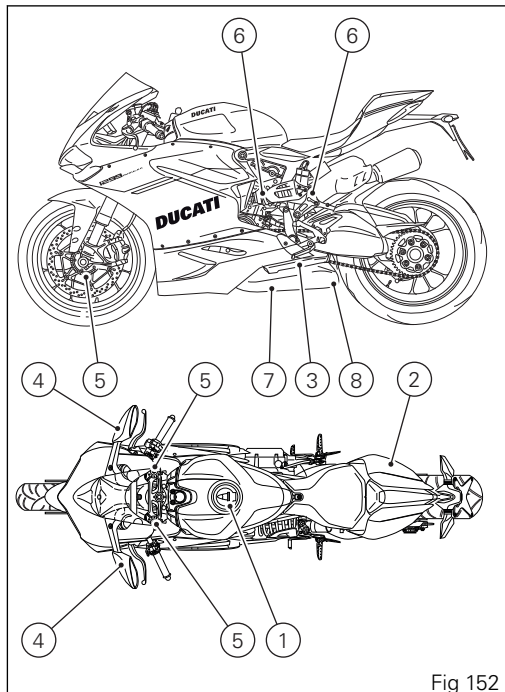


Fig 152

Fuel tank plug

Opening

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

Lift the plug (2).

Closing

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



Note

The plug can only be closed with the key in.



Attention

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

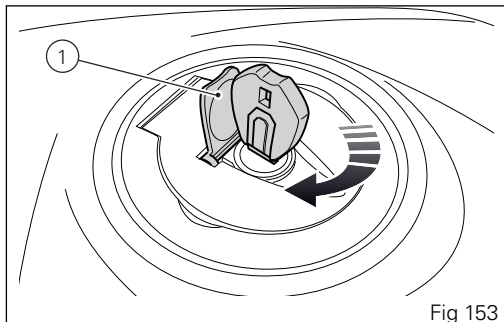


Fig 153

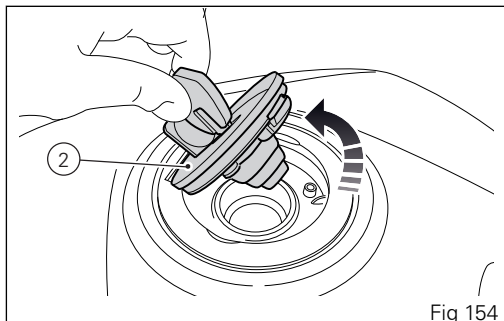


Fig 154

Seat lock

Opening

Insert the key into the seat lock (1) and turn it until the seat (2) disengages with an audible click.

Slide out the seat cover (2) towards front of the motorcycle until it comes off.

Closing

Insert the seat cover (2) from the seat side and slide the cover towards the rear of the motorcycle until it fits in place.

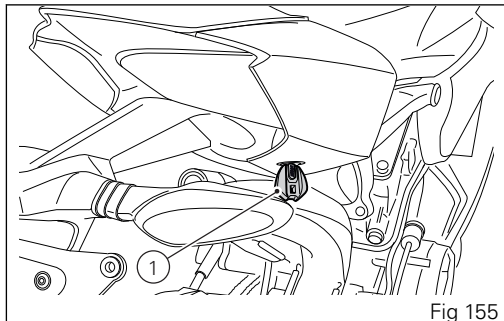


Fig 155



Attention

To close the seat cover insert it from the motorcycle side and slide it towards the rear side until hearing the engagement click.

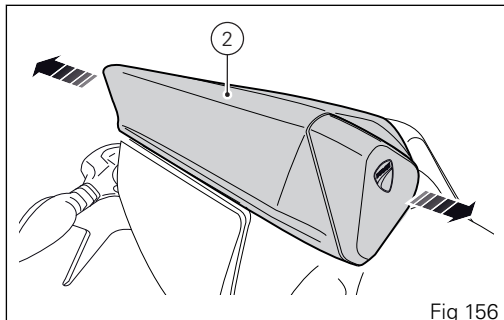


Fig 156

Side stand



Important

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

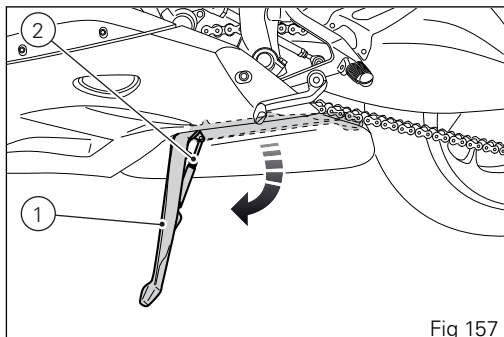


Fig 157



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).

Steering damper

It is located up front before the handlebar and is secured to the steering head.

It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

If you turn the knob (1) clockwise, steering will be harder; if you turn it counterclockwise, steering will be softer. Every setting is identified by a "click": set to maximum 14 clicks.



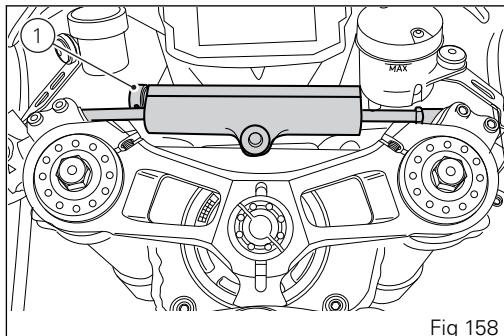
Attention

Beyond such adjustment the steering could be too damped leading to dangerous situations.



Attention

Never try to adjust knob (1) position while riding or you could lose control of the vehicle.



Front fork adjustment

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.

Use the external adjusters:

- for rebound adjustment, turn adjuster (2) on RH fork leg;
- for compression adjustment, turn adjuster (1) on LH fork leg.
- for internal spring preload adjustment, work 0.67 in (17mm) hexagonal adjuster on both fork legs (3 and 4);

Put the motorcycle on the side stand and make sure it is stable to set the adjusters.

Turn adjuster (1) at the top end of the LH fork leg with a 0.12 in (3 mm) Allen wrench to adjust compression.

Turn adjuster (2) at the top end of the RH fork leg with a 0.12 in (3 mm) Allen wrench to adjust rebound.

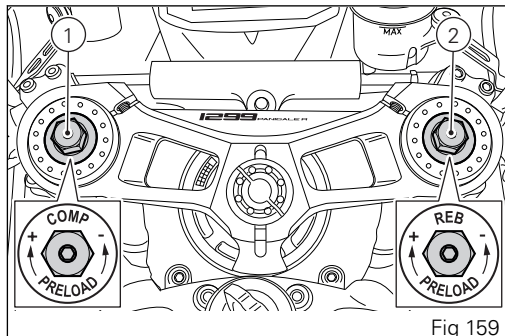


Fig 159

By turning adjusters (1, Fig 159) and (2, Fig 159) you will hear some clicks; each click corresponds to a damping setting.

The stiffest damping setting is obtained with the adjusters (1, Fig 159) and (2, Fig 159) turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

To adjust preload, fully loosen 0.67 in (17mm) hexagonal adjusters (3 and 4), then set preload considering that each turn corresponds to a 1mm preload.

STANDARD factory setting is as follows:

- rebound: open 16 clicks from fully closed position;
- compression: open 14 clicks from fully closed position;
- spring preload: 0.24 in (6 mm).

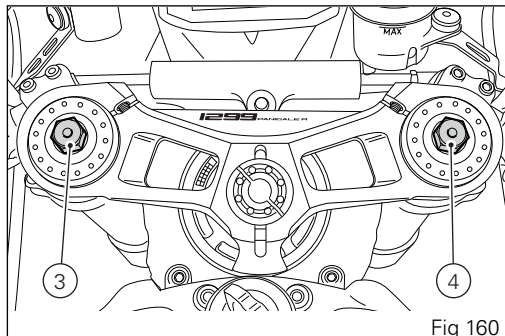


Fig 160

Adjusting the rear shock absorber

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle.

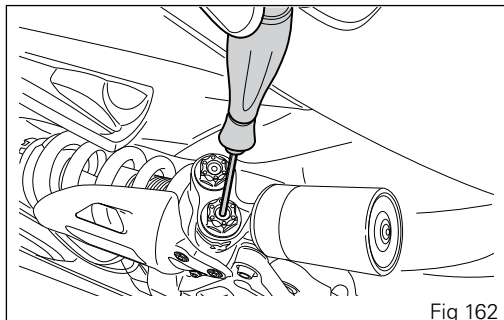
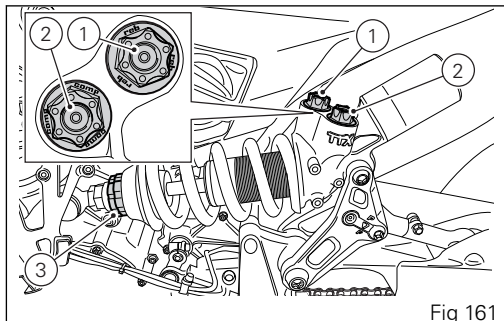
Adjuster (1) adjusts the damping during the rebound phase (return).

Adjuster (2) adjusts the damping during the compression phase.

Turn adjusters (1) and (2) clockwise with a 0.12 in (3 mm) Allen wrench to stiffen the damping, or counter clockwise to soften it.

STANDARD factory setting is as follows:

- adjuster (1): open 14 clicks from fully closed position
- adjuster (2): open 12 clicks from fully closed position
- Spring preload: 0.59 in (15 mm) from fully uncompressed spring.
- Suspension distance between centers: 12.24 in (311 mm)





Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

The two ring nuts (3) and (4) adjust the external spring preload.

To adjust the spring preload, loosen the top ring nut (4). SCREWING or UNSCREWING the bottom ring nut (3) will INCREASE or DECREASE the preload. Once the spring preload is set, tighten the top ring nut.



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.

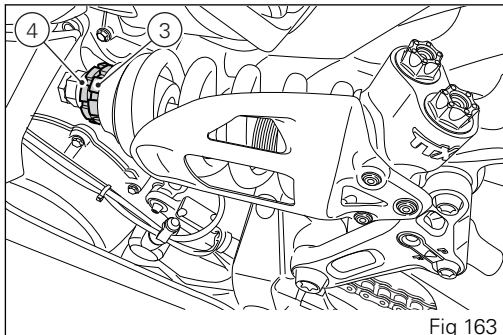


Fig 163

To change the shock absorber distance, loosen the ring nut (5) with the hexagon head wrench of 0.94 in (24 mm) and then work on nut (6) with hexagon head wrench of 0.94 in (24 mm) to increase or decrease the shock absorber distance. After reaching the desired distance, bring the lock nut (5) against the nut (6) while counter-holding nut (6) to avoid moving the reached adjustment.



Attention

The shock absorber has a maximum distance indicated by a groove on the threaded section of its eyelet.

When reaching the maximum distance, the groove is

aligned with the lock nut (5) when tightened .

If with tightened lock nut (5), the groove is not aligned with the lock nut, this indicates the use of a wrong

distance (too long, ).

The shock absorber contains a safety pin to avoid reaching too long distances: if you try reaching not allowed distances, the pin could damage irremediably the shock absorber thread: if during the shock

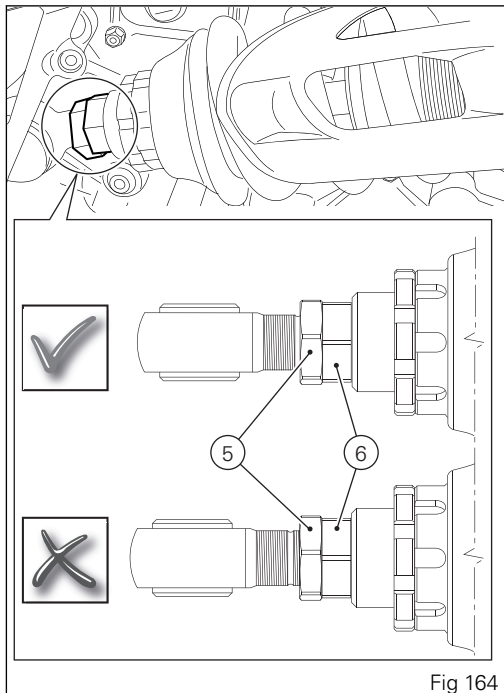


Fig 164

absorber distance adjustment operation you detect an increase of the torque necessary to rotate the nut (6), you have probably reached the allowed adjustment limit; avoid trying the adjustment again in order not to damage the component.

CHOOSING THE SUSPENSION SETTING

Ducati recommends following the front fork and rear suspension settings indicated in the table: these settings are to be considered as indications according to the various riding situations and considering the rider's skills and need in terms of comfort.



Attention

The values in the table are indicative. They have been calculated considering a dressed rider weighing 176.36-198.42 lb (80-90 kg).



Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

ÖHLINS front fork				
Parameter	Range	Race	Sport	Wet
Compression	30 clicks from fully closed	14 clicks from fully closed	22 clicks from fully closed	30 clicks from fully closed
Rebound	30 clicks from fully closed	16 clicks from fully closed	24 clicks from fully closed	26 clicks from fully closed
Spring preload	15 turns	6 turns	6 turns	2 turns

Rear shock absorber				
Parameter	Range	Race	Sport	Wet

Compression	28 clicks from fully closed	12 clicks from fully closed	20 clicks from fully closed	28 clicks from fully closed
Rebound	28 clicks from fully closed	14 clicks from fully closed	22 clicks from fully closed	28 clicks from fully closed
Spring preload	0.24-0.91 in (6-23 mm)	0.59 in (15 mm) from fully released condition	0.59 in (15 mm) from fully released condition	0.59 in (15 mm) from fully released condition
Distance	12.01-12.40 in (305-315 mm)	12.24 in (311 mm)	12.24 in (311 mm)	12.24 in (311 mm)

Motorcycle track alignment variation

Motorcycle setup is the result of tests carried out under different riding conditions by our technical staff. Modifying factory setting is a very delicate operation, which may lead to serious damage if performed by someone who is unskilled.

The rider can modify setup according to his/her needs by changing working position of the shock absorber.



Attention

Have the track alignment set at a Ducati Dealer or Authorized Service Center.

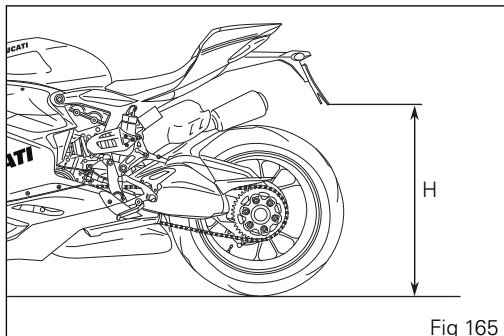
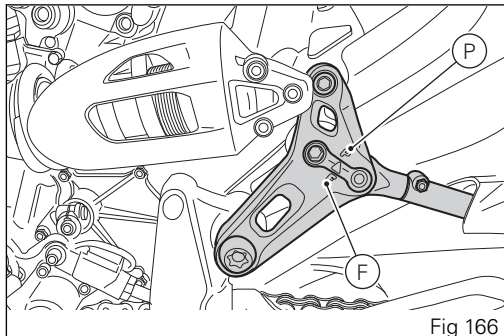


Fig 165



Important

Rear shock hardness changes according to the selected setup (FLAT or PROGRESSIVE). FLAT is the recommended setup, i.e. the factory standard one.



Riding the motorcycle

Running-in recommendations

Maximum rpm

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

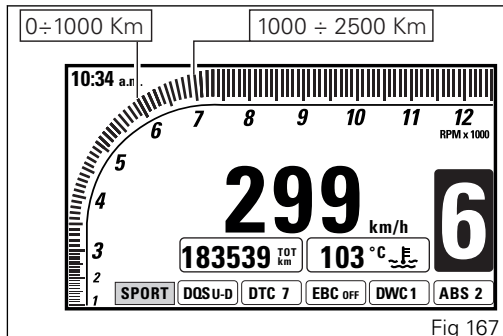
- 1) Up to 621 mi (1000 km);
- 2) 621 mi (1000 km) to 1553 mi (2500 km).

Up to 621 mi (1000 km)

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500 ÷ (included) 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.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.





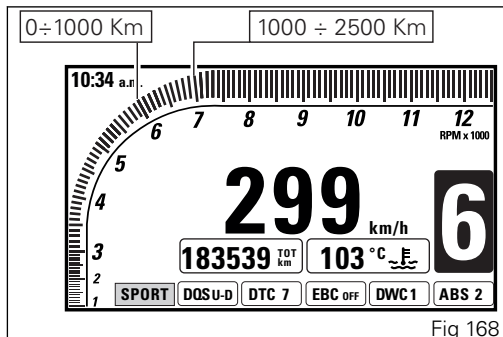
Important

During the first 1000 km (Break-in period), i.e. as long as the Odometer displays a value lower than or equal to 1000 km, the "orange area" (pre-warning area on the display with orange used for bar graph filling and to indicate the corresponding figure) is displayed when engine reaches 6000 rpm. During this break-in period, it is not advisable to exceed 6000 rpm, so make sure the instrument panel does not display the "orange area" of the bar graph.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions. For the first 61 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

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.

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 268).
- ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 297).
- BRAKE AND CLUTCH FLUID
Check fluid level in the relevant reservoirs (page 277).
- COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 274).
- TIRE CONDITION
Check tire pressure and condition (page 295).
- 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 290).
- KEY LOCKS
Ensure that tank filler plug (page 240) and seat (page 241).
- STAND
Make sure side stand operates smoothly and is in the correct position (page 242).

To ensure trouble-free operation, the engine coolant pump of your Panigale requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather pipe (A) and this will not affect proper operation of the engine or the cooling system.

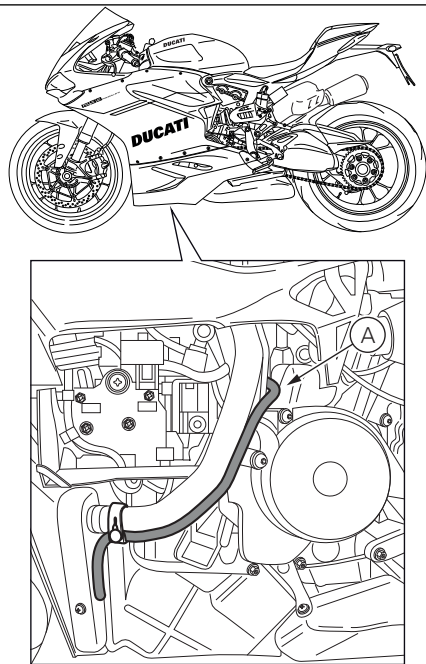


Fig 169

ABS light

After Key-On, the ABS light (9) stays on.

When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.



Attention

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

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.

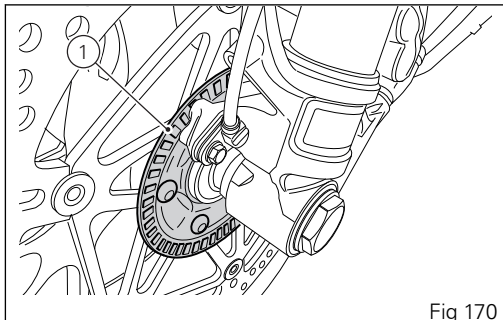


Fig 170

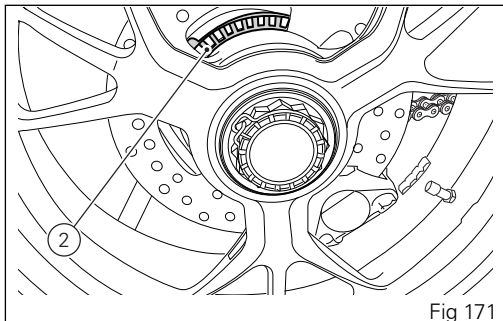


Fig 171

Engine start



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

Move the ignition key to ON. Make sure both the green light N (1) and the red light  (2) on the instrument panel come on.



Important

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

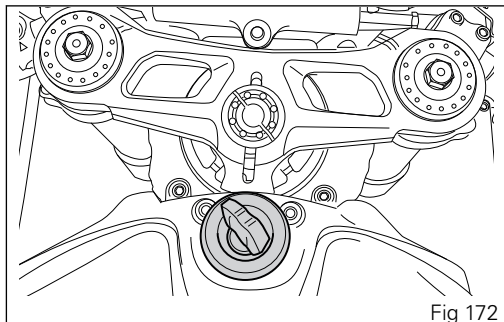


Fig 172

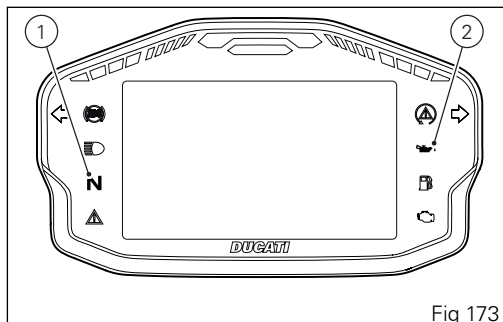


Fig 173



Attention

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



Note

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



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.

Check that the stop switch (3) is positioned to (RUN), then press the starter button (4).

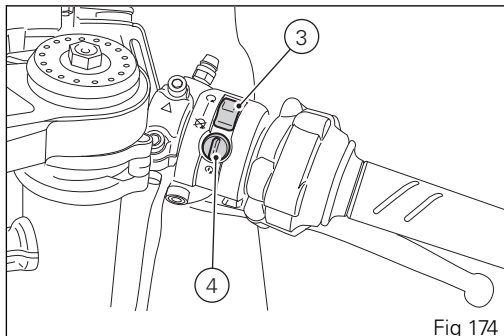


Fig 174

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 use separate control systems, meaning that they operate independently.

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

If desired, the system can be deactivated from the instrument panel by using the "Customizing Riding Modes: ABS setting page 140" function.



Attention

When ABS is disabled, the vehicle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

To switch the engine off, simply turn the key to OFF (page 227).

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.



Important

Never leave the ignition key in the switch when you are leaving your bike unattended.



Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).



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.

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.

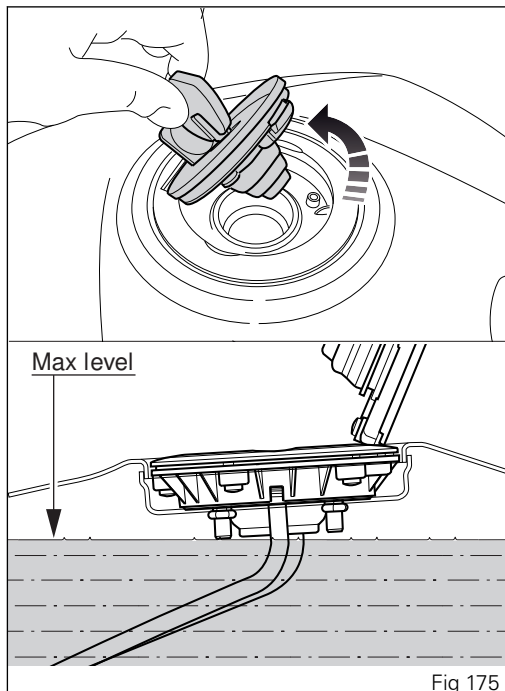


Fig 175

Tool kit and accessories

The tool kit is located under the seat cover and includes:

- screwdriver handgrip;
- flat-blade/Phillips screwdriver;
- box wrench;
- fixed wrench.
- 0.16 in (4 mm) Allen wrench;
- 0.12 in (3 mm) Allen wrench;

The following parts are supplied with the bike:

- battery charger kit;

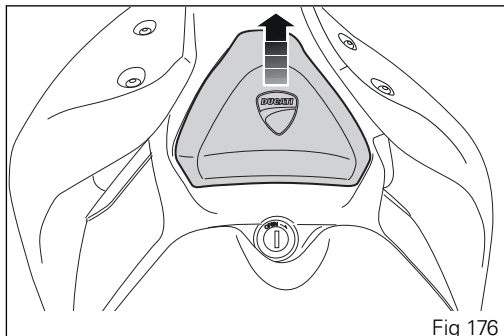


Fig 176

The following parts, also supplied as standard, must be installed by a Ducati Dealer or Authorized Service Center:

- oversized Plexiglas kit (3);
- DDA + (4).

Have the racing kit supplied with your Superbike 1299 Panigale R Final Edition installed by a Ducati Dealer or Authorized Service Center. The kit must be used for track riding, only, and consists of:

- rear-view mirror removal kit (5);



Attention

This kit is for racing use (i.e., closed-course competition) only. After mounting the complete kit or even a part of it, the vehicle cannot be used on public roads. Owner is responsible for compliance with all laws concerning racing use and competition vehicles.

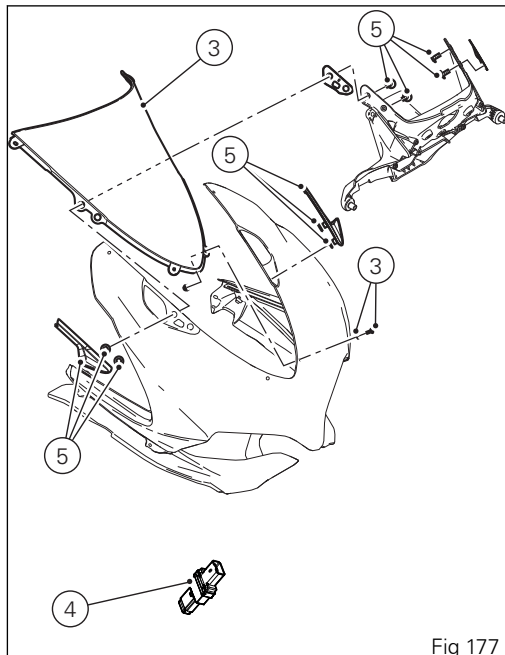


Fig 177

Main use and maintenance operations



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

Removing the fairings

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.



Attention

If parts that have been removed are not refitted correctly they may suddenly become loose while riding and cause you to lose control of your motorcycle.



Important

During reassembly always fit nylon washers when tightening fastening screws to avoid damage to painted parts and Plexiglas windscreen of headlight fairing.

Side fairings

To remove the fairings, use the Allen wrench fitted under the seat to loosen the following:

- the two screws (1) securing the fairing panels to the brackets;
- the four screws (2) securing the fairing panels to the headlight fairing;
- the three screws (3) securing the fairing panels to the frame;
- the two screws (4) located under the fairing that join the right fairing panel to the left fairing panel;
- the two screws (5) securing the fairing panels at the center;
- the two screws (6) securing the front of the fairing to the headlight fairing.



Note

Be careful of the splash guard, which is released by the fairing panel fastening.



Note

To refit the left fairing panel, lower the side stand and pass it through the hole in the panel.

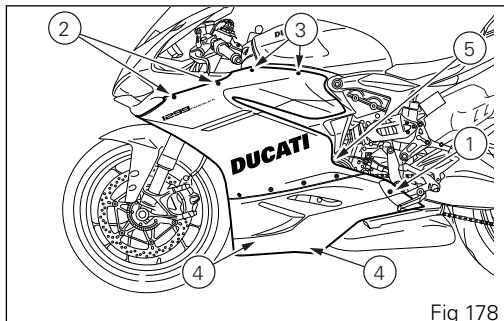


Fig 178

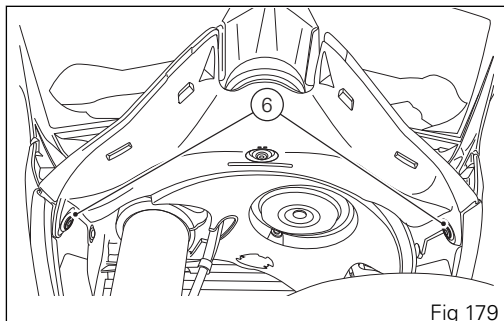


Fig 179

Change air filter



Important

Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

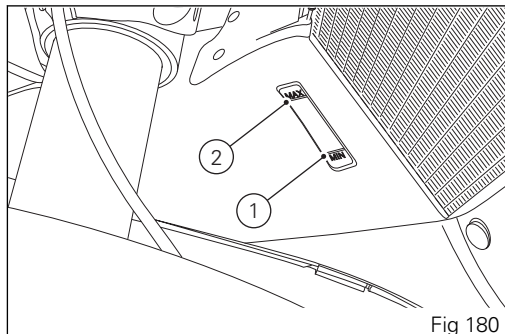
Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the vehicle.

Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Remove the right-hand side fairing (page 272).



Unscrew the filler plug (3) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Refit the filler plug (3) and reassemble all removed parts. This type of mixture ensures the best operating conditions (the coolant starts to freeze at -4 °F/-20 °C). Cooling circuit capacity: 0.61 gallons (2.3 cu. dm liters).



Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.



Important

Have the top-up performed at a Ducati Dealer or Authorized Service Center.

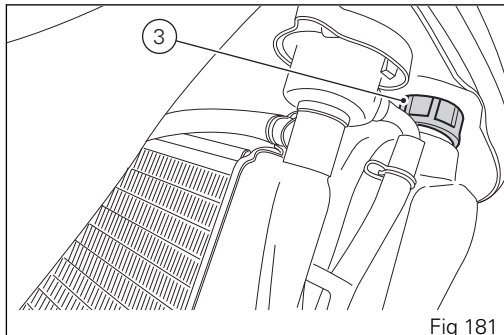


Fig 181

To ensure trouble-free operation, the engine coolant pump of your Panigale requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather pipe and this will not affect proper operation of the engine or the cooling system.

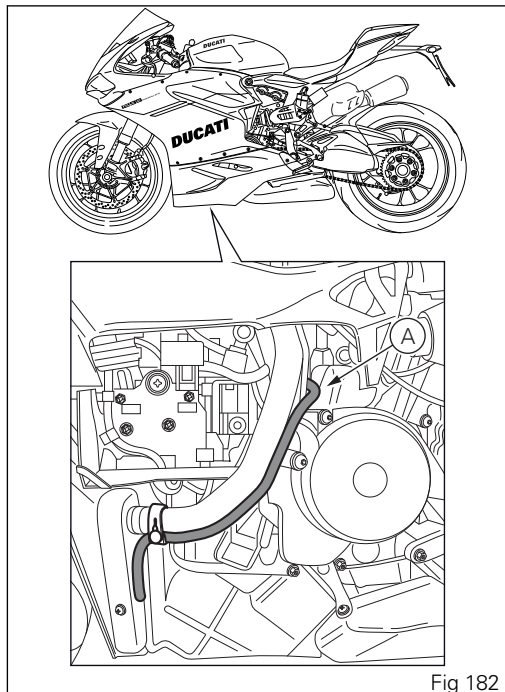


Fig 182

Checking brake and clutch fluid level

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

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

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



Important

All brake and clutch lines should be changed every four years.

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.

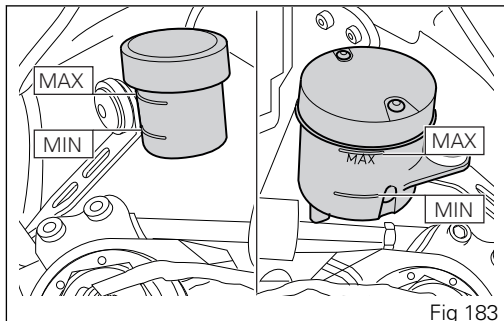


Fig 183

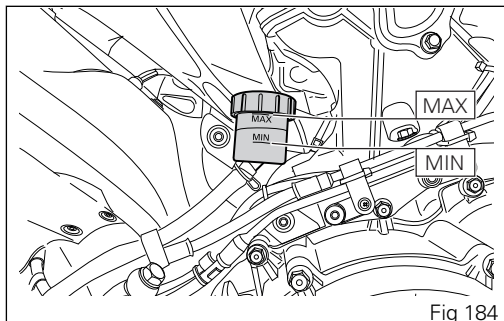


Fig 184



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.



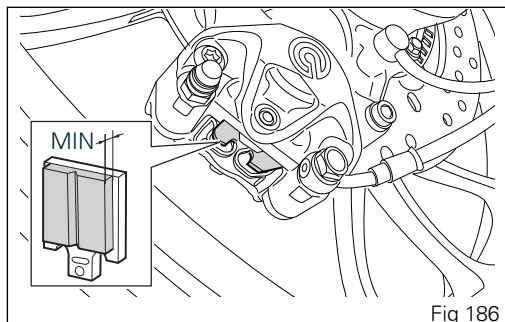
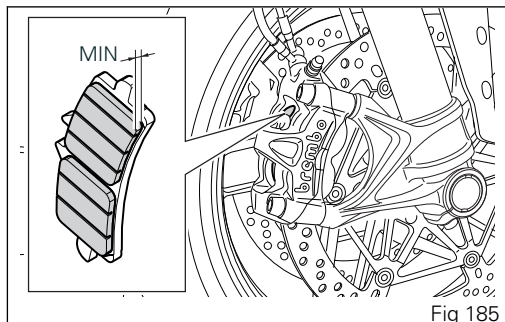
Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disk and compromise braking efficiency, disk integrity and rider safety.



Important

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



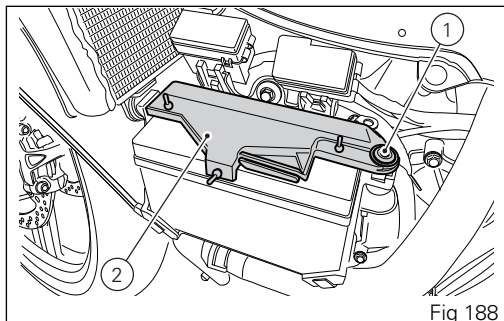
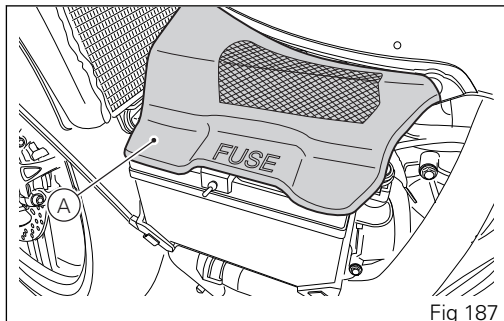
Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.

Remove the left-hand side fairing (page 272).

Remove the fuse cover (A).

Unscrew the screw (1) and remove the battery mounting cover (2).



Slide out the battery (3) from its housing and, always starting from the negative terminal (-), loosen the screws (4).

Remove the positive cable (5), the ABS positive cable (6) from the positive terminal and the negative cable (7) from the negative terminal.



Attention

The battery produces explosive gases: keep it away from sparks, flames, cigarettes and heat sources.



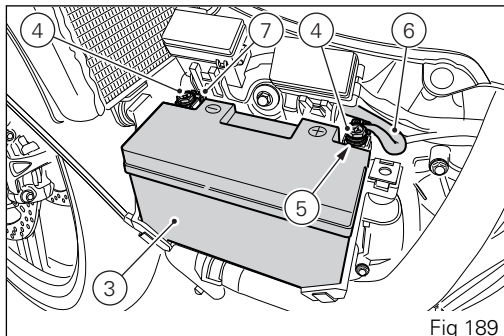
Attention

Keep the battery out of the reach of children.

Charge battery using the special Ducati-approved battery charger for lithium batteries, only. Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.

Charge the battery in a duly ventilated room with a temperature below 104° F (40° C).

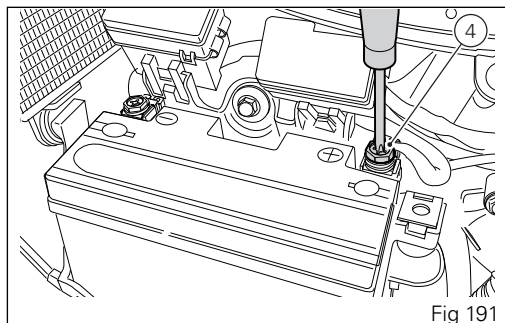
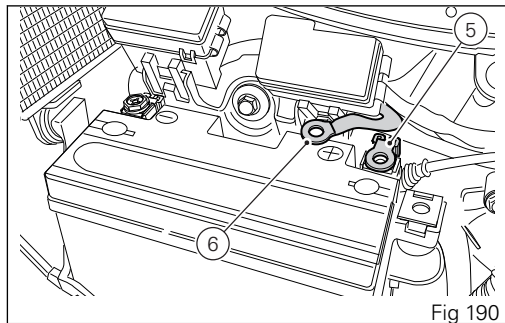
Connect the battery charger leads to the battery terminals, respecting polarity: the red one to the positive terminal (+), the black one to the negative terminal (-).



Important

Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) in its thread on these cables.



Connect the positive cable (5), previously assembled to ABS cable (6), to battery positive terminal, and negative cable (7) to battery negative terminal, by starting the other screw (4) in its thread.

Tighten the terminal clamp screws (4) to a torque of $5 \text{ Nm} \pm 10\%$ and apply grease onto the battery terminals to prevent oxidation.

Reposition the battery (3) in the support, positioning the cables (5) and (6) as shown in (Fig 189).

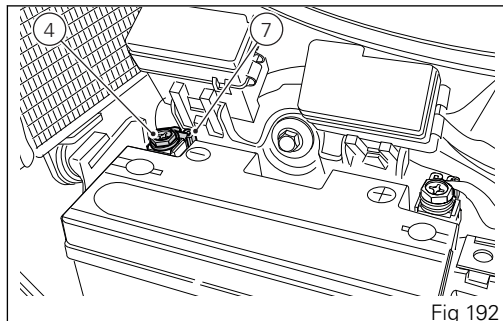


Fig 192

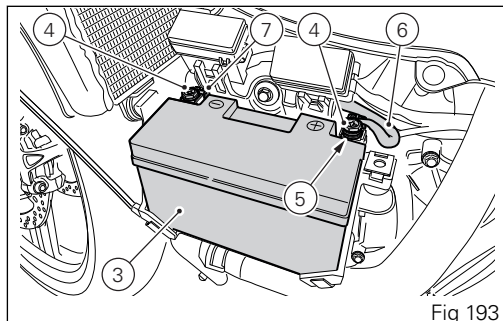
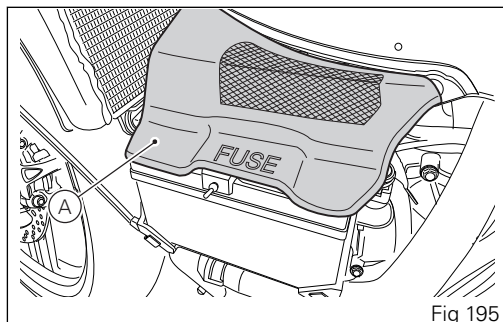
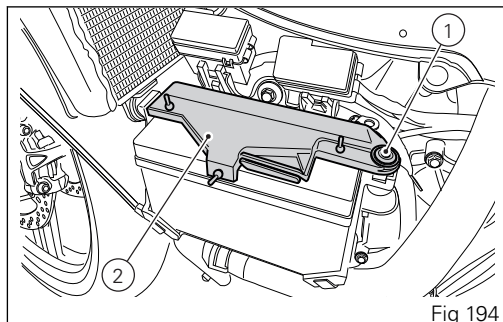


Fig 193

Refit battery mounting cover (2) and fasten, tightening the screw (1) to a torque of $10 \text{ Nm} \pm 10\%$.
Refit the fuse cover (A).
Refit the left-hand side fairing (page 272).



Charging and maintenance of the battery during winter storage

Your motorcycle features a special connector (1) for the supplied Ducati-approved battery charger for lithium batteries.



Attention

Use only the Ducati-approved battery charger for lithium batteries also as a maintainer. Do not use the battery Maintainer kit part no. 69924601A (various countries) or the Battery maintainer kit part no. 69924601AX (for Japan, China and Australia, only), being suitable for lead batteries.



Note

The Panigale R electric system 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.

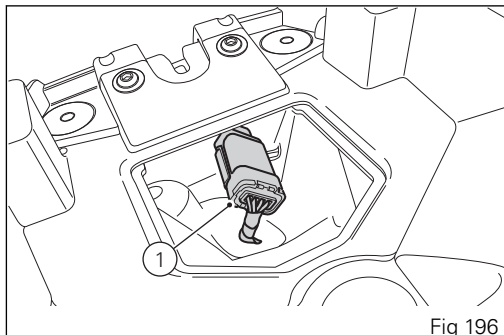


Fig 196



Important

If battery is not kept at a minimum charge level by the special battery charger / charge maintainer for lithium batteries, battery could get damaged if voltage drops under 8 V.



Note

When the motorcycle is left unused (approximately for more than 30 days), we recommend owners to use the Ducati battery charger for lithium batteries as charge maintainer. Connect the maintainer to the diagnostics socket located in the rear end of the bike.



Note

Using charge maintainers or battery chargers for lithium batteries not approved by Ducati could damage motorcycle electric system and/or lithium battery; motorcycle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as improper 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: $A = 1.57 \div 1.65$ in ($40 \div 42$ mm).



Important

This only applies to the motorcycle standard settings, available upon delivery (in particular, with pivot in position -0.16 in/-4 mm).

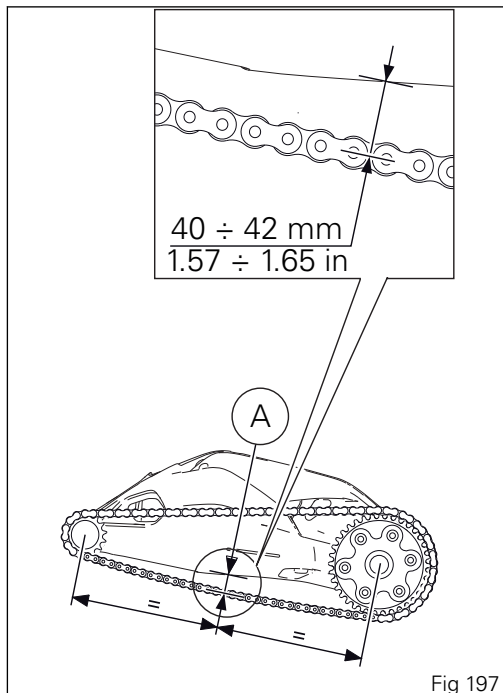


Fig 197



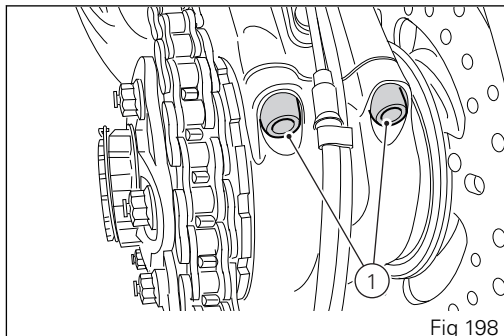
Attention

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



Important

Improper chain tension will lead to rapid wear of transmission parts.



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.

The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.

After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.



Important

Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

Replacing the high and low beam bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 320.

Always check that the bulb functions before reassembling removed parts. The figure indicates the position of the low beams (LO), high beams (HI) and led parking lights (1).

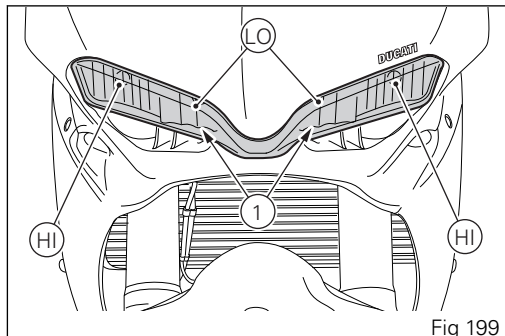


Fig 199

Headlight

Gain access to the left bulb.

Turn the ring nut on upper bulb holder counterclockwise and remove the burnt-out bulb.

Replace the bulb with an identical one. Turn the ring nut clockwise to lock.

Gain access to the right bulb and replace it using the same procedure described for the left bulb.

Replacing the parking light bulb

LED parking lights are maintenance-free.

Rear turn indicators

LED turn indicator lights are maintenance-free.



Important

To change headlight bulbs, it is not necessary to disconnect main wiring harness cable from headlight body.



Note

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



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.

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). 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.

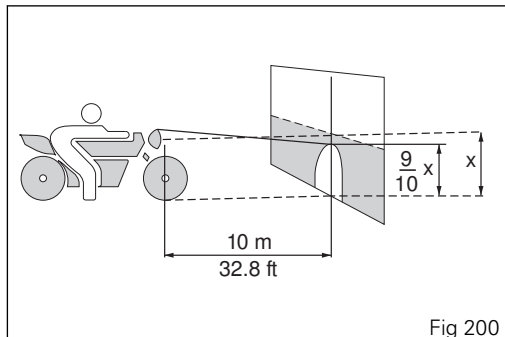


Fig 200



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

To adjust the headlight beam, turn the four screws (1) and (2) located at the front, on the right and left side of the vehicle; in particular:

- the two screws (1), located on the right and left side of the vehicle allow you to adjust the beam vertically
- the two screws (2), located on the right and left side of the vehicle allow you to adjust the beam horizontally.



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

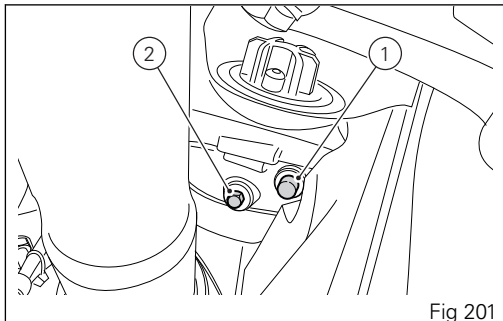


Fig 201

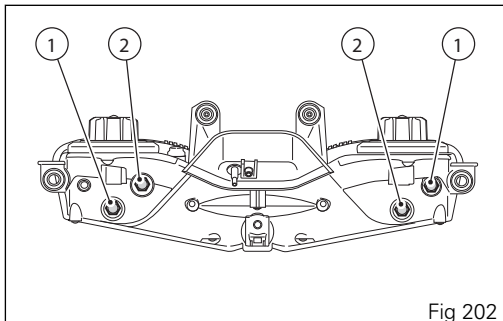


Fig 202

Adjusting the rear-view mirrors

The rear view mirror can be adjusted manually by pressing on point (A).

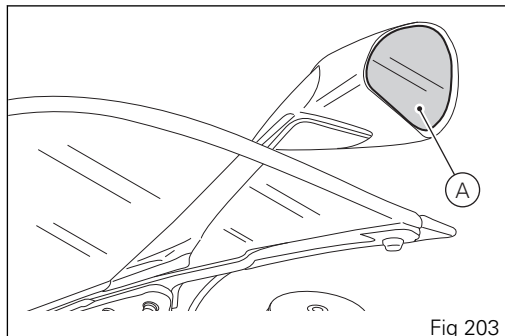


Fig 203

Tubeless tires

Front tire pressure:

2.3 bar (230 kPa).

Rear tire pressure:

2.1 bar (210 kPa).

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.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or shift the wheel balancing weights.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

Minimum tread depth

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



Important

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.

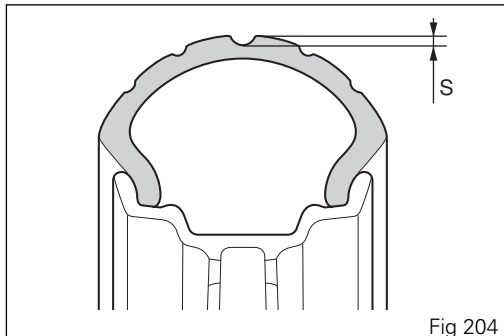


Fig 204

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 filler plug (2).



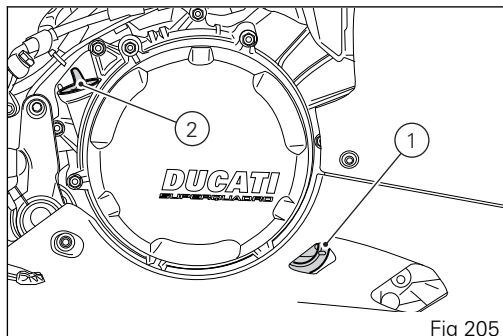
Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).



During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning 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 disks. Loss of braking and further accidents may occur. Clean the disks 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 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.



Note

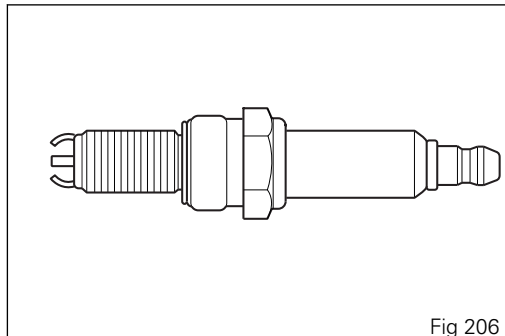
Do not use alcohol or alcohol-derived products to clean the instrument panel.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the motorcycle.

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.



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;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see page 285);
- 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, Europe, 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



Attention

This scheduled maintenance chart is designed for a road use of the Panigale R. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use of your Panigale R.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Read the error memory with DDS 2.0 and check of Software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Change engine oil mesh filter assembly				•		•	-
Check and/or adjust valve clearance				•		•	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Visual check for wear of the chain timing system					●		-
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check the proper tightening of the clutch cover and clutch protection cover bolts			●	●	●	●	-
Check the proper tightening of the oil sump bolts			●	●	●	●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							24
Check brake pads. 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 wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	24
Check the cush drive damper on rear sprocket				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive chain sliders for wear		●	●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check tightening of water-oil heat exchanger retaining screws		●	●	●	●	●	-
Check steering bearings and lubricate, if necessary				●		●	24
Change front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check for proper tightening of the frame-to-engine fasteners and swinging arm			●	●	●	●	-
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Check coolant level		●	●	●	●	●	12
Check electric fan operation		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Check secondary air system operation				●		●	-
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check the indicators and lighting		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12



Attention

This scheduled maintenance chart is designed for a road use of the Panigale R. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use of your Panigale R.

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 brake and clutch fluid level		●
Check tire pressure and wear		●
Check the drive chain tension and lubrication. If necessary, contact your dealer to adjust.		●
Check chain and sprocket for wear. If necessary, contact your dealer to replace components.		●
Check brake pads. If necessary, contact your dealer to replace components.		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 418.88 lb (190 kg).

Overall weight (without fluids and battery): 370.38 lb (168 kg).

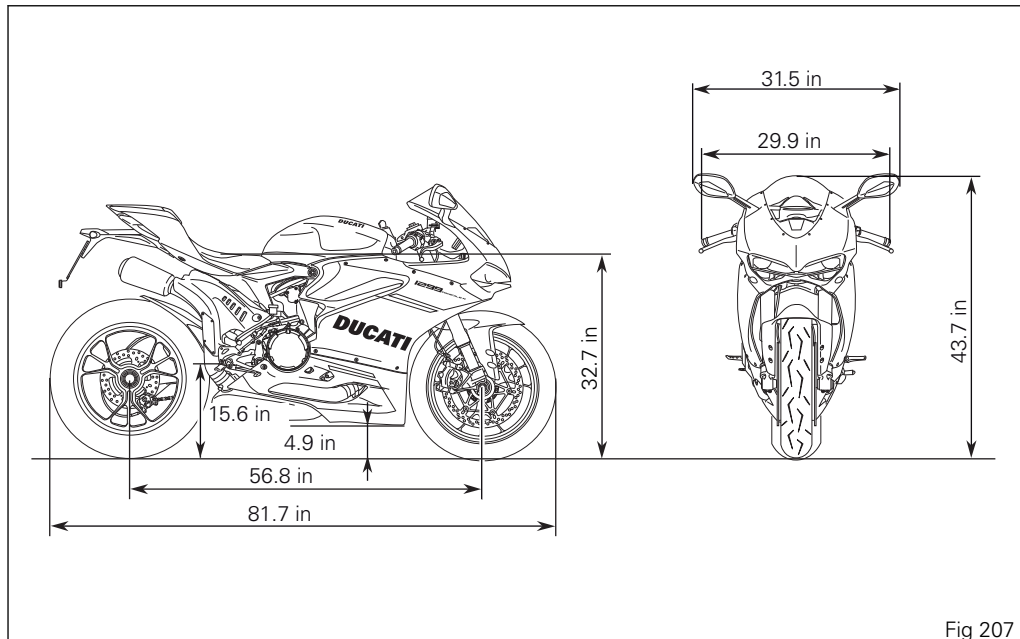
Maximum allowed weight (carrying full load): 815.71 lb (370 kg).



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions



Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.32 gallons (5 cu. dm liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2	4.5 gallons (17 cu. dm - liters)
Oil sump and filter	Ducati recommends use of SHELL Advance DUCATI 15W-50 Fully Synthetic Oil	0.98 gallons (3.7 cu. dm - liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	0.23 cubic inch - 155 cc (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.61 gallons - 2.3 cu. dm (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

Superquadro: twin cylinder, "L" type, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 4.57 in (116 mm)

Stroke: 2.39 in (60.8 mm)

Total displacement, cu. cm: 1285

Compression ratio:

13.0 ± 0.5: 1

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

154 kW/209.4 HP at 11,000 rpm

83 kW/99 HP at 8,250 rpm (for French market, only).

Maximum torque at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

142.0 Nm/14.5 kgm at 9,000 rpm

112.0 Nm/10.7 kgm at 6,500 rpm (for the French market, only).

Maximum rpm:

- 12000 rpm / 12300 rpm (6th gear).



Important

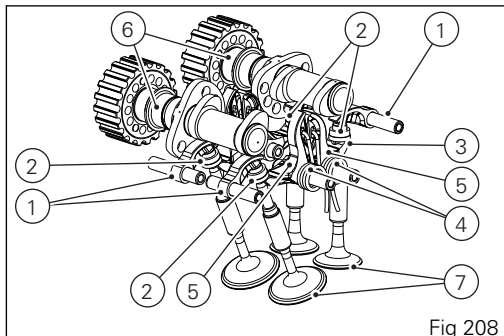
Do not exceed the specified rpm limits in any running conditions.

Timing system

Double overhead camshaft (DOHC) driven by chain and gearwheels, 4 valves per cylinder, desmodromic system.

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.



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: MAR10A-J.

Fuel system

MITSUBISHI indirect electronic injection type:
a/n / a/n.

Full Ride-by-Wire elliptical throttle body
(corresponding diameter):
2.66 in (67.5 mm)

Injectors per cylinder: 2

Firing points per injector: 12

Fuel with a minimum octane rating of 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.

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: aluminum.

Disk diameter: 12.99 in (330 mm).

Brake disk thickness: 0.2 in (5 mm)

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO.

Type: radially-mounted monobloc Evo M50.

Number of pistons per caliper: 4

Friction material: BRB10B HH.

Cylinder type: PR16/21.

REAR

With fixed drilled stainless steel disk.

Disk diameter: 9.6 in (245 mm).

Brake disk thickness: 0.2 in (5 mm)

Hydraulically operated by a pedal on RH side.

Brake caliper make: BREMBO

Number of pistons per caliper: 2.

Cornering ABS as standard.

Type: P34c (caliper with Ø 34 pistons).

Friction material: Ferodo Ferit I/D 450 FF.

Cylinder type: PS 13.

Master cylinder diameter: 0.51 in (13 mm).



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.

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

Front chain sprocket/clutch gearwheel ratio: 30/53
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/39

Total gear ratios:

1st 15/37

2nd 16/30

3rd 18/27

4th 20/25

5th 22/24

6th 24/23

Drive chain from gearbox to rear wheel.

Make: REGINA 525 ZRPK

Links: 104



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding

S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and cause irreparable damage to your motorcycle.

Frame

Aluminum alloy monocoque frame.
aluminum alloy cast rear subframe.
Steering head angle: 24°.
Steering angle: 24° on the left / 24° on the right.
Trail: 3.78 in (96 mm).

Wheels

Front

3-spoke, light-alloy cast rim.
Size: MT3.50x17"

Rear

3-spoke, light-alloy cast rim.

Size: MT6.00x17"

Tires

Front

Pirelli Diablo Supercorsa SP "tubeless" radial type.
Size: 120/70-ZR17.

Rear

Pirelli Diablo Supercorsa SP "tubeless" radial type.
Size: 200/55-ZR17.

Suspensions

Front

Öhlins FL 9230 hydraulic upside-down fork, fully adjustable.
Stanchion diameter:
1.7 in (43 mm) TiN coated.
Wheel travel:
4.7 in (120 mm).

Rear

Öhlins TTX shock absorber is manually fully adjustable for rebound, compression and spring preload.

The shock absorber is connected to the crankcase at the front pivot point and to the rocker arm at the rear pivot point.

The swinging arm is connected to the pivot shafts going through the engine.

The whole system gives the bike excellent stability.

Wheel travel:

5.1 in (130 mm).

Steering damper

Adjustable Öhlins steering damper

Exhaust system

"2 into 1 into 2" manifold layout.

Titanium primary pipes; titanium presilencer; titanium silencers.

Available colors

Tank primer (all over):

code 40225 (INVER).

Tank primer (only painted areas):

code 2920007 (Lechler).

Primer for plastic parts:

code DS20052 (Lechler).

Red Base Coat:

code 471.019 (PPG).

Green Base Coat:

code 929.D398 (Palinal).

White base coat:

Tricolore White code 929D.398 (Palinal).

Clear Coat:

code 96230 (Lechler).

Grey frame.

Subframe: Matt Black 4 Gloss Red rims:

code 81784 (INVER).

Electric system

Basic electric items are:

Headlight type:

no. 2 bulbs: H11 12 V 55 W (low beam);

no. 2 bulbs: H11 12 V 55 W (high beam).

parking light type:

no. 8 SEOUL STW8Q14B B LEDs

Tail light type:

no. 2 LEDs LUMILEDS LXM2-PH01-0060.

LED stop lights type:

no. 8 LA G6SP-CBEA-24-1 LEDs.

LED number plate light type:

no. 3 CREE CLA1A-WKW-CXAYB453 LEDs.

Electrical controls on handlebars.

LED front turn indicators type:

no. 15 OSRAM LYE6SF-ABBB-45 PLCC4 LEDs

LED rear turn indicators type:

no. 4 CREE LEDs.

BULB rear turn indicator type (USA version):

RY10W (12V-10W) Amber Color.

Horn.

Stop light switches.

Lithium-ion battery:

12.8V - 4Ah (LiFePO4 Battery).

Generator (Denso):

14V - 390W.

ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, under the battery (C, Fig 211).

Starter motor:

Denso BA06 12V - 0.6 kW.



Note

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

Fuses

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

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front left fuse box (A, Fig 209) and the front right one (B, Fig 210) are located above the battery. To access the fuses, remove the left fairing (page 272).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

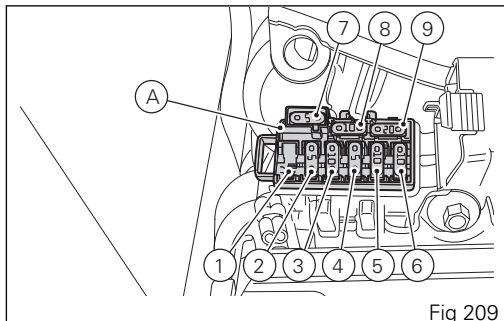


Fig 209

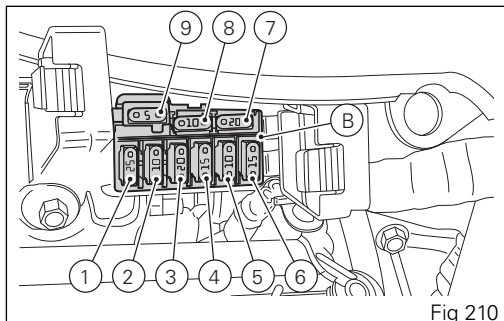


Fig 210

Front left fuse box key		
Pos	El. item	Rat.
1	-	-
2	GPS/IMU	5 A
3	Key-sense	10 A
4	Diagnostics	5 A
5	Throttle opening relay (ETV)	10 A
6	Instrument panel	10 A
7	Spare	5 A
8	Spare	10 A
9	Spare	20 A

Front right fuse box key		
Pos	El. item	Rat.
1	ABS 2	25 A
2	ABS 1	10 A
3	Injection relay	20 A
4	Lights	15 A

Front right fuse box key		
5	ECU	10 A
6	Black Box System (BBS)	15 A
7	Spare	20 A
8	Spare	10 A
9	Spare	5 A

To access the main fuse, remove the left half-fairing (page 272).

The main fuse (C, Fig 211), is positioned next to the battery, on the solenoid starter (D, Fig 211). Remove the fuse cap (E, Fig 211), to reach it. A blown fuse is identified by the interrupted center link (F, Fig 212).



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.

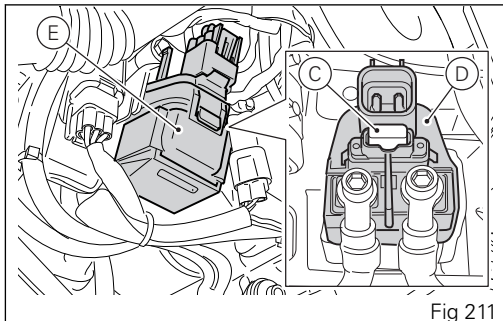


Fig 211

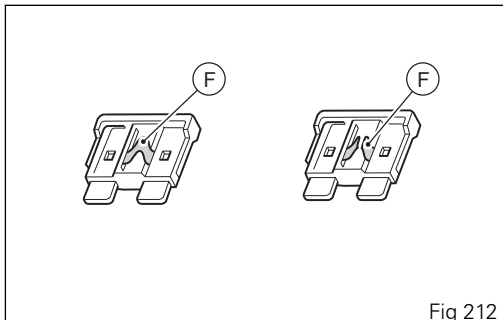


Fig 212

Injection /electric system diagram key

- 1) Right-hand switch
- 2) E-lock control unit
- 3) E-lock relay
- 4) Fuse box 1
- 5) Fuse box 2
- 6) ECU
- 7) APS sensor
- 8) Starter motor
- 9) Fused solenoid
- 10) Battery
- 11) Engine ground
- 12) Regulator
- 13) Generator
- 14) Fans
- 15) Rear right turn indicator
- 16) Rear light
- 17) Rear left turn indicator
- 18) Number plate light
- 19) Diagnostics socket
- 20) Fuel pump
- 21) Fuel level
- 22) Vehicle control unit (BBS)
- 23) Ex-up motor
- 24) Gear sensor

- 25) Rear speed sensor
- 26) Front speed sensor
- 27) Vertical coil
- 28) Horizontal coil
- 29) Timing/rpm sensor
- 30) Vertical lambda sensor
- 31) Horizontal lambda sensor
- 32) Quick shifter
- 33) Oil pressure sensor
- 34) Rear stop switch
- 35) Side stand switch
- 36) Clutch switch
- 37) Front stop switch
- 38) Fuel pump relay
- 39) Vertical ETV relay
- 40) Horizontal ETV relay
- 41) Vertical MAP sensor
- 42) Horizontal MAP sensor
- 43) Water temperature sensor
- 44) Air temperature sensor
- 45) Horizontal TPS
- 46) Vertical TPS
- 47) Main horizontal injector
- 48) Top horizontal injector
- 49) Main vertical injector
- 50) Top vertical injector

- 51) Horizontal ETV drive
- 52) Vertical ETV drive
- 53) Secondary air actuator
- 54) ABS control unit
- 55) Left-hand switch
- 56) High beam
- 57) Low beam
- 58) Parking lights
- 59) Horn
- 60) Inertial platform
- 61) Front left turn indicator
- 62) Instrument panel
- 63) Front right turn indicator
- 64) Low beam
- 65) High beam
- 66) Low beam relay
- 67) High beam relay
- 68) UP/DOWN auxiliary switch
- 69) GPS
- 70) Purge valve

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.

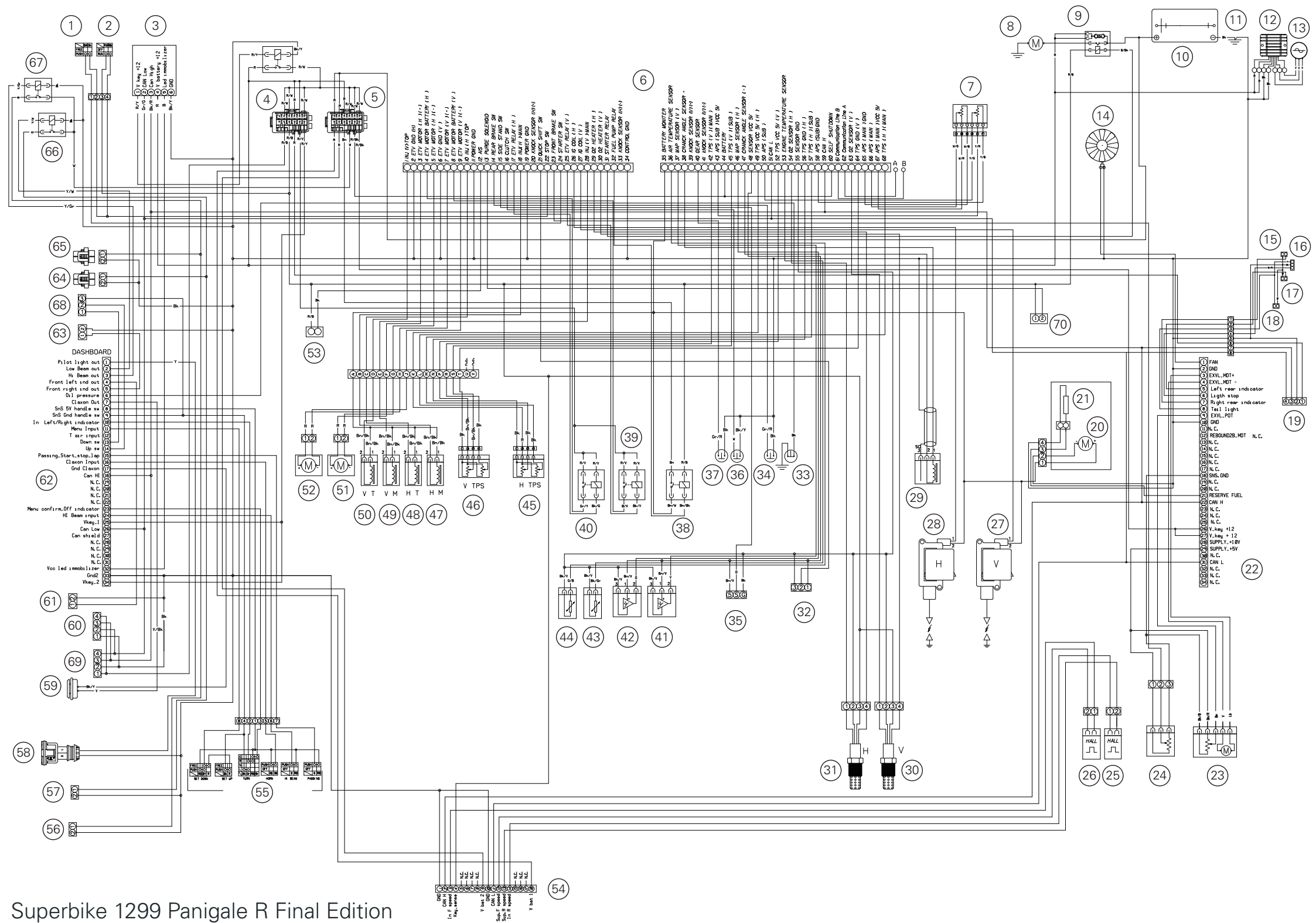
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			

Stampato 07/2017

Cod. 913.7.358.1H



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