

Owner's manual

DIAVEL

DIAVEL

DIAVEL
CARBON



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
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

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

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Owner's manual

US/CANADA

DIAVEL

DIAVEL

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CARBON

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 238.

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!

Table of Contents

Introduction	7
Safety guidelines	7
Warning symbols used in the manual	7
Intended use	8
Rider's obligations	9
Reporting of safety defects	11
Rider's training	11
Rider's training	11
Apparel	12
Safety "Best Practices"	13
Refueling	15
Carrying the maximum load allowed	16
Information about carrying capacity	16
Hazardous products - warnings	16
Vehicle identification number	19
Engine identification number	20
Plate position	21

Noise and exhaust emission control system information	27
California emission control warranty statement Your warranty rights and obligations	27
Manufacturer's warranty coverage	28
Owner's warranty responsibilities:	28
California evaporation emission system	30
Ducati limited warranty on emission control system	31

Instrument panel (Dashboard)	34
Instrument panel	34
Function buttons	38
Parameter setting/displaying	39
Main functions	42
Vehicle speed	43
Engine rpm indication (RPM)	44
Clock	45
Engine coolant temperature	46
Menu functions	47
Odometer (TOT)	48
Trip meter 1 (TRIP 1)	49
Trip meter 2 (TRIP 2)	50
Residual range (RANGE)	51
Average fuel consumption	52

Instantaneous fuel consumption	53	Menu 2 setting	105
Average speed	54	Display backlighting setting	107
Trip time (TRIP TIME)	55	Engine rpm digital indication	111
External air temperature	56	LAP	112
Gear	58	Battery voltage	118
Riding Mode (RIDING MODE)	59	Clock setting	120
LAP TIME	62	Setting the unit of measurement	122
Fuel level	65	ABS function setting	126
Viewing side stand status	68	Immobilizer system	128
Colore sfondo display (Autoregolazione)	69	Keys	129
Service warning (SERVICE)	70	Replacing the battery in the active key	131
OIL SERVICE zero warning	72	Duplicate keys	135
OIL SERVICE or DESMO SERVICE countdown indication	73	Immobilizer override procedure	136
OIL SERVICE or DESMO SERVICE indication	75	Light control	142
Warnings/Alarms (WARNING)	77	Other functions	150
Error warnings	85		
Setting menu	91	Controls	154
Customizing the Riding Mode (RIDING MODE)	93	Position of motorcycle controls	154
Customizing the Riding Mode: setting the DTC level	96	"Hands free" system	155
Customizing the Riding Mode: engine adjustment	101	Left-hand switch	166
Customizing the riding mode: restoring default settings (DEFAULT)	103	Clutch lever	167
		Right-hand switch	168
		Throttle twistgrip	169
		Front brake lever	170
		Rear brake pedal	171

Gear change pedal 172
Adjusting the gear change pedal and the rear
brake 173

Main components and devices 175

Position on the vehicle 175
Fuel tank plug 176
Seat lock 178
Side stand 181
Passenger grab handle 182
Front fork adjusters 183
Rear shock absorber adjusters 185

Riding the motorcycle 188

Running-in recommendations 188
Pre-ride checks 190
Engine start/stop 193
Moving off 196
Braking 197
ABS 197
Stopping the motorcycle 199
Parking 200
Refueling 203
Tool kit and accessories 204

Main use and maintenance operations 205

Changing the air filter 205
Checking coolant level and topping up, if
necessary 206
Checking brake and clutch fluid level 207
Checking brake pads for wear 209
Lubricating cables and joints 210
Throttle control free play adjustment 211
Charging the battery 212
Charging and maintenance of the battery during
winter storage 220
Checking drive chain tension 222
Lubricating the drive chain 224
Replacing the high and low beam bulbs 225
Aligning the headlight 226
Adjusting the rear-view mirrors 228
Tires 229
Check engine oil level 231
Cleaning and replacing the spark plugs 233
Cleaning the motorcycle 234
Storing the motorcycle 236
Important notes 237

Scheduled maintenance chart 238
Scheduled maintenance chart: operations to be
carried out by the dealer 238
Scheduled maintenance chart: operations to be
carried out by the customer 242

Routine maintenance record 259
Routine maintenance record 259

Specifications 243

Weights 243
Overall dimensions 244
Top-ups 245
Engine 247
Timing system 248
Performance 249
Spark plugs 249
Fuel system 249
Brakes 249
Transmission 250
Frame 251
Wheels 251
Tires 251
Suspensions 251
Exhaust system 252
Available colors 252
Electric system 253

Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use

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.

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 882lb/ 400kg.



Important

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

Rider's obligations

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Attention

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

Reporting of safety defects

If you believe your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, 10443 Bandle Drive Cupertino, California, 95014, Tel.: 001.408.253.0499, Fax: 001.408.253.4099. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

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



Attention

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

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

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

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

Important

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



Important

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



Important

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

Safety "Best Practices"

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



Important

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

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



Attention

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

Before starting the motorcycle, always perform the checks detailed in this manual (see page 190).



Attention

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



Attention

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

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

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



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

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



Important

The passenger should always hold on to the grab handle located inside the tail guard.

Refer to paragraph "Grab Handle" on page 182.



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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

Refueling

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

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

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

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



Attention

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

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



Attention

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



Attention

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

Carrying the maximum load allowed

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



Attention

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

Information about carrying capacity



Important

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



Important

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



Important

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



Important

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



Attention

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

Please refer to paragraph "Tires" on page 229.

Hazardous products - warnings

Used engine oil



Attention

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

Brake lining debris

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

Brake fluid



Attention

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



Attention

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

Coolant

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



Attention

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

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

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

Battery



Attention

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

Vehicle identification number

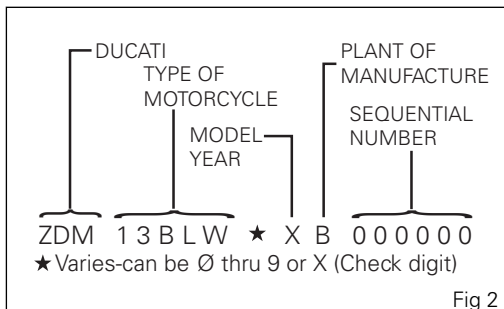
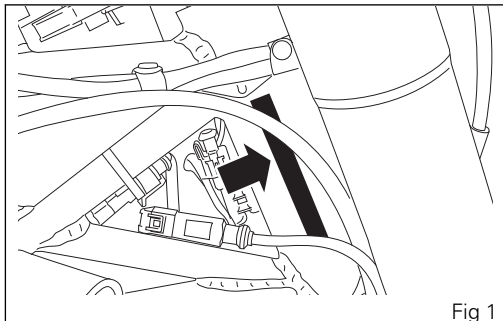


Note

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

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

Frame number



Engine identification number



Note

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

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

Engine number

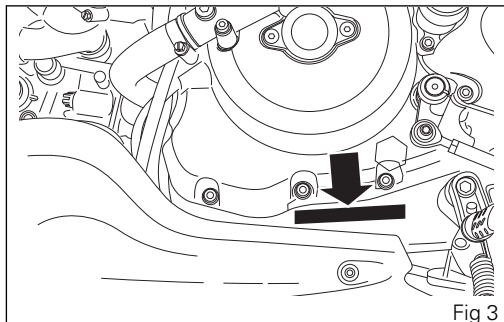


Fig 3

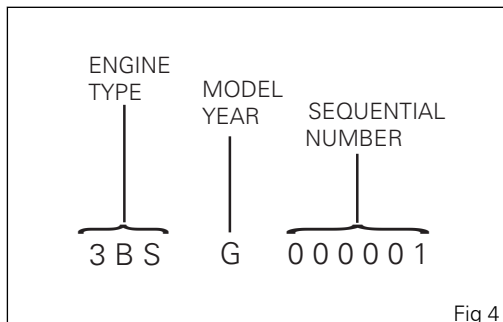


Fig 4

Plate position

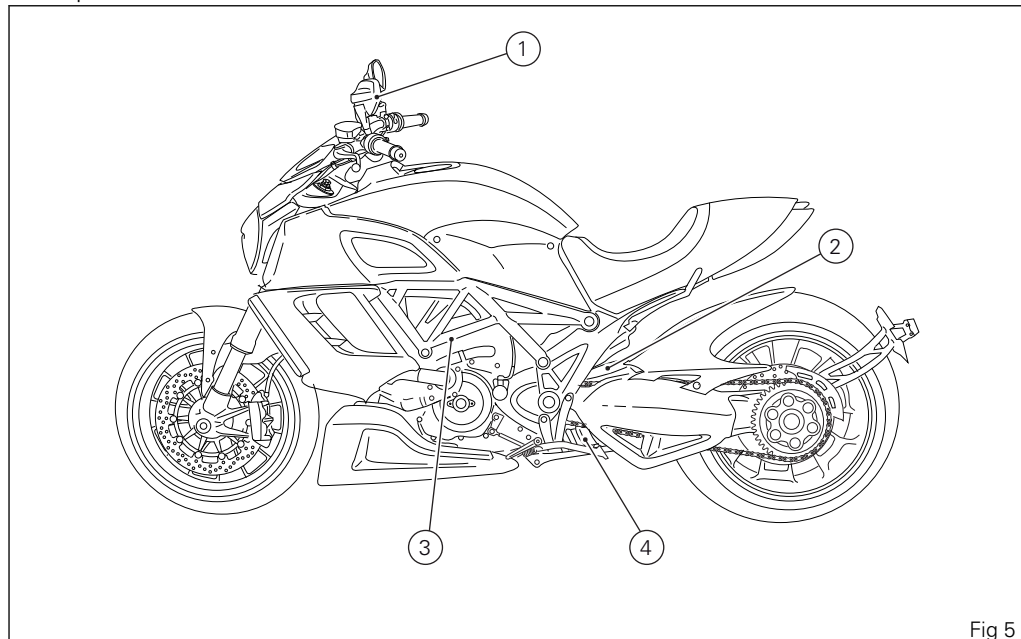


Fig 5

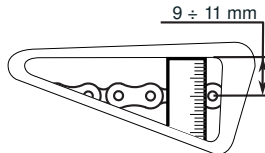
WARNING

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

Tensione catena (sul cavalletto laterale)
Chain Tension Adjustment (on side stand)



2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS [REDACTED] MOTORCYCLE, [REDACTED] MEETS EPA NOISE EMISSION REQUIREMENTS OF [REDACTED] dBA AT [REDACTED] 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.

Cod. 432 1 233 1A

3

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.

4

Fig 6

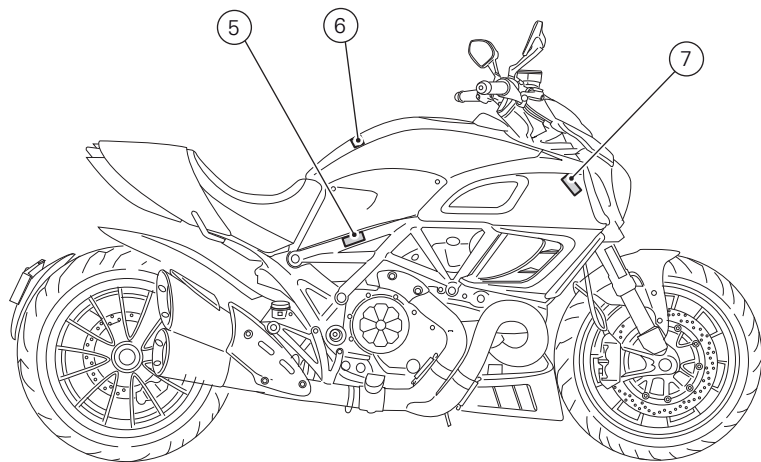


Fig 7

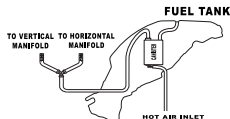
CAUTION

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.

6

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: 1198 cc ENGINE FAMILY: ADUCC1.20MTS
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS
APPLICABLE TO 2010 MODEL YEAR NEW MOTORCYCLES.
EVAP FAMILY: ADUCU0018234



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

432.1.594.1D

5

VEHICLE EMISSION CONTROL INFORMATION

Engine displacement: █ cc
Engine family: █
Engine exhaust control system: █

THIS VEHICLE CONFORMS TO U.S. EPA
REGULATIONS APPLICABLE TO █
MODEL YEAR NEW MOTORCYCLES

ENGINE TUNE-UP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	█ bTDC at idle speed	No adjustment
IDLE SPEED (RPM):	█ ± █ mm	No adjustment
IDLE MIXTURE:		No adjustment
	Opening █ ± █ mm	
VALVE CLEARANCE (in & ex):	Closing █ ± █ mm	See Service Manual
SPARK PLUG: CHAMPION █		
SPARK PLUG GAP (mm): █		
	OIL: █	
	FUEL: Unleaded gasoline	

DUCATIMOTORHOLDING spa - BOLOGNA - ITALY

7

Fig 8

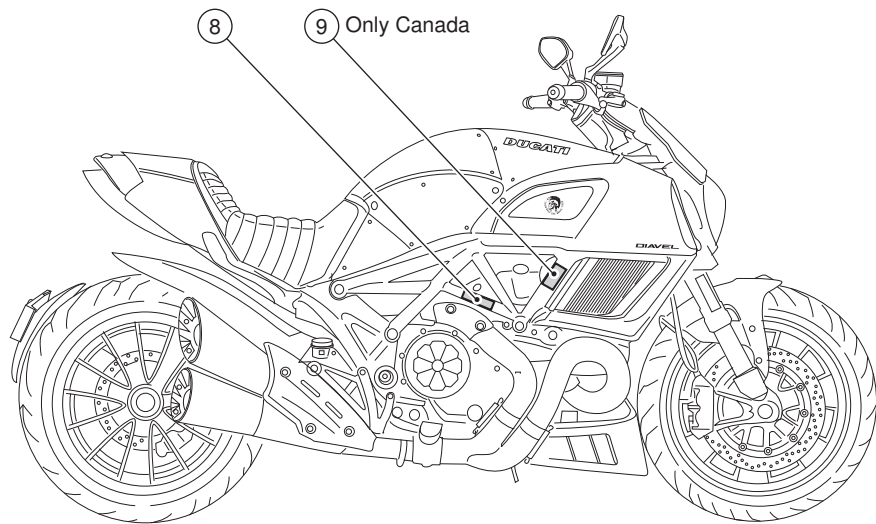


Fig 9

Manufactured by **DUCATI**MOTORHOLDING spa

DATE:

■/■

GVWR: ■ Lbs (■ kg)

GAWR front: ■ Lbs (■ kg) with ■ tire, ■ RIM at ■ PSI cold.

GAWR rear: ■ Lbs (■ kg) with ■ tire, ■ RIM at ■ PSI cold.

This vehicle conforms to all applicable Federal Motor Vehicle Safety standards in effect on the date of manufacture shown above. Type classification: Motorcycle

Vehicle I.D. No.: ■

Conf. 432 1 234 1A

8

MANUFACTURED BY / FABRIQUÉ PAR : **DUCATI**MOTORHOLDING spa

TYPE OF VEHICLE / TYPE DE VÉHICULE : MC

DATE : **/****

GVWR / PNBE *** KG. V.I.N. / N.I.V. : ZDM *****

GAWR / PNBE KG	TIRE/PNEU - DIMENSION - RIM/JANTE		COLD INFL. PRESS. PRESS DE GOLF. A FROID PSI/LPC KPA	
***	*** / *****	*****X**	***	***
***	*** / *****	*****X**	***	***

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN
MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE.

CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU
RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA
DATE DE SA FABRICATION.

*** ** *

9 (Only Canada)

Fig 10

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

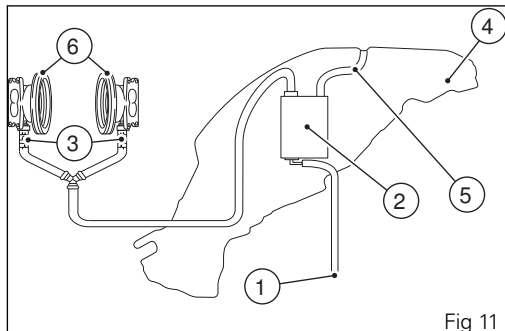
This system consists of:

- 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.



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

Instrument panel on handlebar

The instrument panel on handlebar consists of a LCD display (1) where main indications are shown (speed, engine rpm, engine coolant temperature and clock).

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

Comes on to indicate that the high beam lights are on.

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.

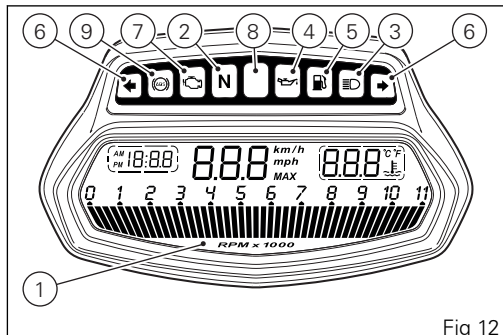


Fig 12



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 1.32 gallons (4 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT

 (AMBER YELLOW).

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

8) "OVER REV" LIMITER / "DTC" TRACTION CONTROL LIGHT (RED).

	Over rev light
No rev limitation	Off
1st threshold - no. RPM before the limiter threshold (*)	On - STEADY
Limiter (Overrev) kicks in (*)	On - Flashing

(*) Each calibration of the engine control unit, depending on the model, may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	DTC intervention light
No intervention	Off
Spark advance cut	On - STEADY
Injection cut	On - STEADY



Note

Should both lights for Over rev Function activation and DTC intervention come on, instrument panel will give priority to Over rev Function.

9) ABS LIGHT (AMBER YELLOW) (Fig 12).

Engine off/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function (**)	ABS enabled but not working yet
Engine on/ speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function	ABS enabled but not working yet
Engine on/ speed over 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS disabled with the menu function	ABS disabled and not functioning due to a problem

(**) the ABS can be considered as really disabled only when light continues flashing even after engine starting.

Instrument panel on tank

Instrument panel on tank consists of a color TFT display housed inside tank fairing and displays trip information (set riding mode, odometer, fuel consumption, average speed, etc.) as well as the "setting" menus to be used to enable and adjust the different functions.

10) 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.

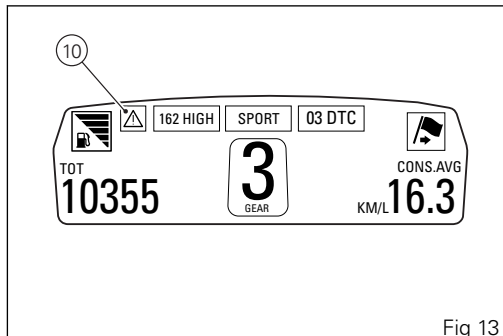
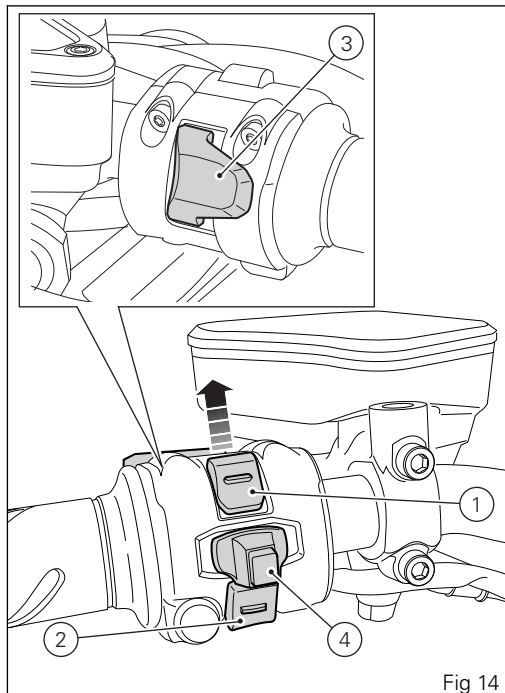


Fig 13

Function buttons

Functional buttons for the menus of the instrument panel on the tank.

- 1) CONTROL BUTTON.
Button used to display and set instrument panel parameters with the position "▲".
- 2) CONTROL BUTTON.
Button used to display and set instrument panel parameters with the position "▼".
- 3) HIGH-BEAM FLASHER FLASH BUTTON
The high-beam flash button may also be used for LAP functions.
- 4) DISABLE (RESET) BUTTON
The turn indicators disable button may also be used for the RESET/CONFIRM function of the instrument panel and for enabling the "Riding Mode".



Parameter setting/displaying



Attention

Operate on instrument panel only when the motorcycle is stopped. Do not operate on instrument panel while you are riding the motorcycle under no circumstances.

Once check routine is over, the instrument panel on the tank will always display the Odometer (TOT) on the left-hand side and the Average Consumption on the right-hand side as "main" indication (unless Menu 2 has been disabled).

"Main" displaying includes the following information:

- Set Riding Mode;
- Gear indication (GEAR);
- Menu 1: Odometer (TOT);
- Menu 2: Average fuel consumption (CONS. AVG).

By pressing button (1, Fig 15) it is possible to toggle to the following functions of menu 1:

- TRIP1: Trip meter 1;
- TRIP2: Trip meter 2;

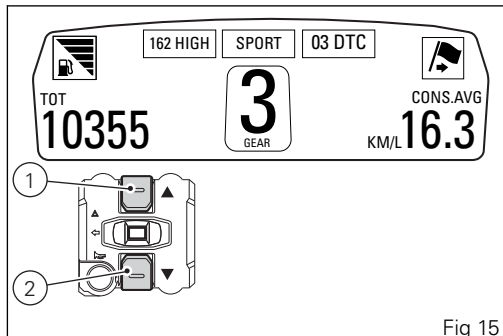


Fig 15

- RANGE: Indication of estimated distance that can be run.

By pressing button (2, Fig 15) it is possible to toggle to the following functions of menu 2:

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

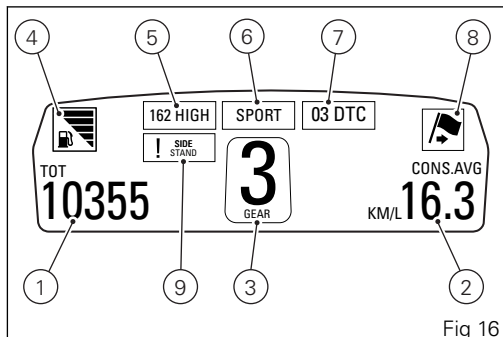


Note

Menu 2 displaying can be disabled through the "MENU 2 Setting" Function of the Setting menu.

The instrument panel on the tank displays trip information (set riding mode, odometer, fuel consumption, average speed, etc.) as well as the "setting" menus to be used to enable and adjust the different functions.

- 1) Menu 1 (TOT, TRIP1, TRIP2, RANGE).
- 2) Menu 2 (CONS.AVG., CONS., SPEED AVG, TRIP TIME and AIR) if active.
- 3) Gear / Neutral indication.
- 4) Icon indicating fuel level.
- 5) Engine setting indication for the currently set riding mode.
- 6) Currently set Riding Mode.
- 7) DTC (Traction Control) level indication for the currently set riding mode.
- 8) Icon referring to the function indicated under Menu 2.
- 9) Side stand open indication.



Main functions

The functions displayed on the LCD instrument panel screen on handlebar are:

1) TACHOMETER.

Indicates the vehicle speed.

2) RPM COUNTER.

It indicates engine rpm value.

3) CLOCK.

4) WATER TEMPERATURE INDICATOR.

It indicates the engine coolant temperature.



Important

Do not ride the motorcycle if temperature reaches the max. value as engine could suffer severe damage.

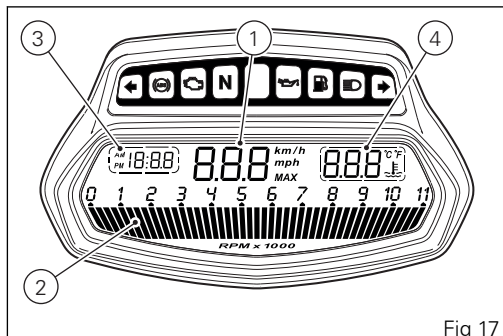


Fig 17

Vehicle speed

This function is used to display vehicle speed (Km/h or mph, depending on the selected unit of measurement).

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5%.

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

When speed exceeds 299 km/h (186 mph) a string of dashes "---" (not flashing) will be displayed.



Note

If instrument panel does not receive any data, a string of dashes "---" (not flashing) will be displayed.

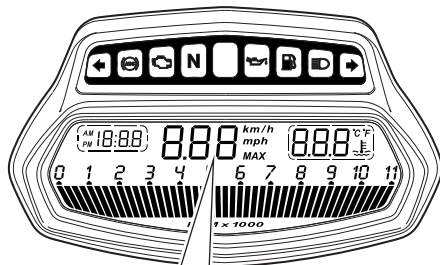
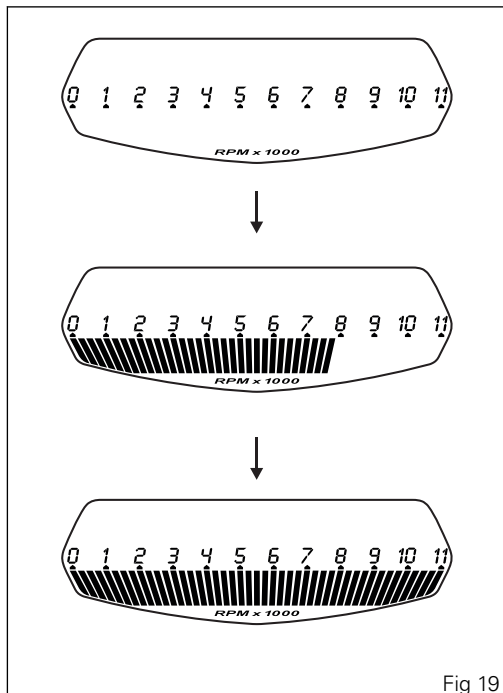


Fig 18

Engine rpm indication (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. Value is progressively displayed from left to right identifying rpm value.



Clock

This function allows displaying time indication.
Time is always displayed according to the following sequence:

- AM 0:00 to 11:59;
- PM 12:00 to 11:59.

In case of battery off (Batt-OFF), when the voltage is restored and upon next Key-On, clock will be reset and will automatically start counting from "0:00".

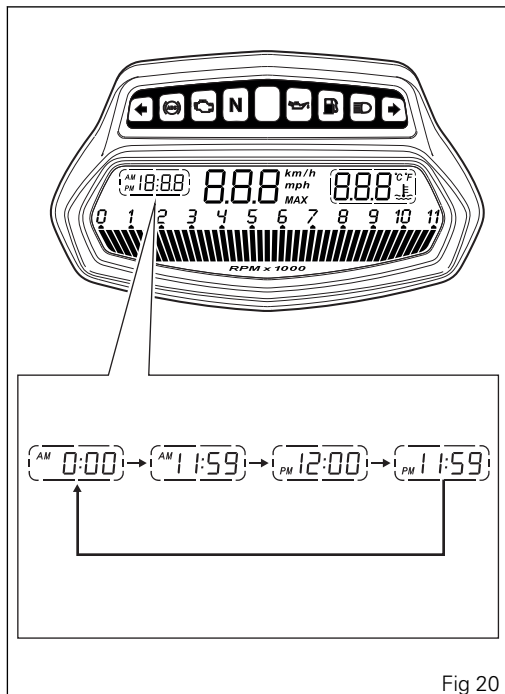


Fig 20

Engine coolant temperature

This function describes the operation of the engine coolant indicator.

It is possible to choose the temperature unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$).

Value is indicated as follows:

- if the reading is between -38°F and $+102^{\circ}\text{F}$ (-39°C and $+39^{\circ}\text{C}$), "LO" is shown on the instrument panel (steady);
- if the reading is between $+104^{\circ}\text{F}$ and $+248^{\circ}\text{F}$ ($+40^{\circ}\text{C}$ and $+120^{\circ}\text{C}$), it is shown on the instrument panel (steady);
- if reading is $+250^{\circ}\text{F}$ ($+121^{\circ}\text{C}$) or higher, "HI" is shown flashing on the instrument panel.



Note

If the sensor is in fault, the three flashing dashes ("---") will be displayed and, at the same time, the "Engine/Vehicle Diagnosis - EOBD" light will come on.

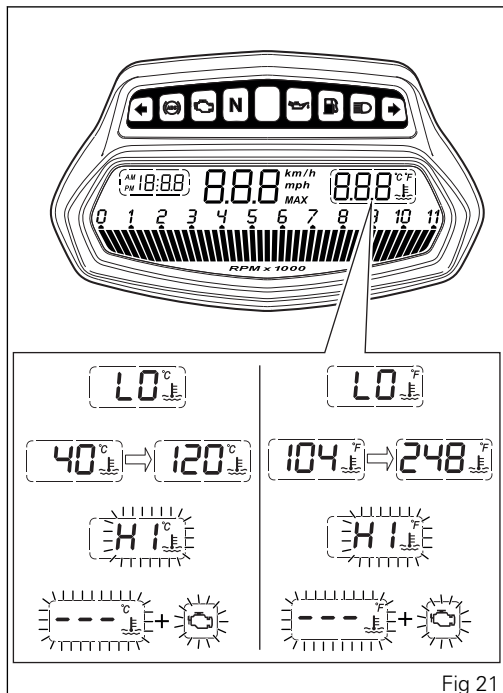


Fig 21

Menu functions

Menu functions are:

- Menu 1
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Indication of estimated distance that can be run (RANGE)
- Menu 2 (if active)
 - Average fuel consumption (CONS.AVG.)
 - Instantaneous fuel consumption (CONS.)
 - Average speed (SPEED AVG)
 - Trip time (TRIP TIME)
 - Air temperature (AIR)

Odometer (TOT)

This function allows displaying the indication of the total distance traveled (Km or miles according to the specific application).

Upon Key-On, system will automatically access this function.

The value is saved permanently and cannot be reset. If the value exceeds 199999 miles (or 199999 km) "199999" will be displayed permanently.

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

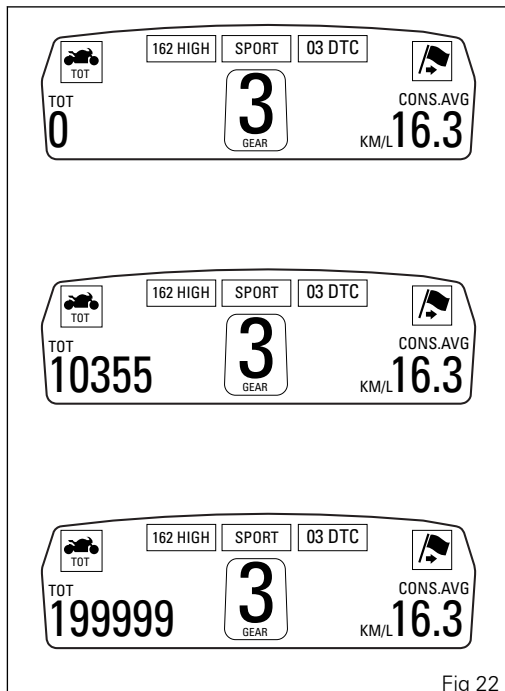


Fig 22

Trip meter 1 (TRIP 1)

This function allows displaying the indication of the partial distance traveled (Km or miles according to the specific application). When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.



Note

When this reading is reset, also "Average Consumption", "Average Speed" and "Trip Time" functions are reset.



Note

Whenever the system unit of measurement is changed from the "SET UNITS" function of the Setting menu or in case of power off (Battery Off), the distance traveled is reset and the meter starts counting from zero again (considering the new set units of measurement).

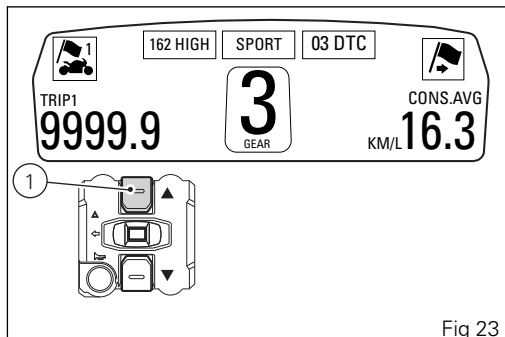


Fig 23

Trip meter 2 (TRIP 2)

This function allows displaying the indication of the partial distance traveled (Km or miles according to the specific application). When this function is accessed and button (1) is kept pressed for 3 seconds, trip meter will be reset. When the reading exceeds 9999.9, distance traveled is reset and the meter automatically starts again.



Note

Whenever the system unit of measurement is changed from the "SET UNITS" function of the Setting menu or in case of power off (Battery Off), the distance traveled is reset and the meter starts counting from zero again (considering the new set units of measurement).

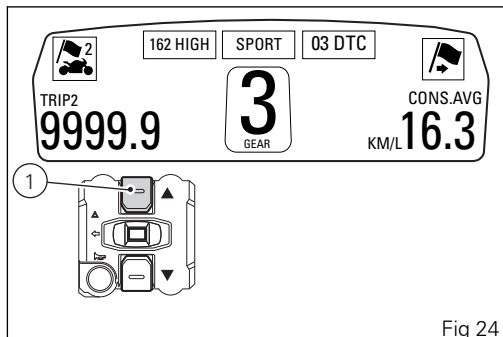


Fig 24

Residual range (RANGE)

This function estimates the distance that can be run depending on the quantity of fuel measured by the probe in the tank and on the average consumption measured in the last period.

This indication can be a value between 0 km and 340 km (approximate value) for the EU versions, or between 0 km and 320 km (approximate value) for the US versions.

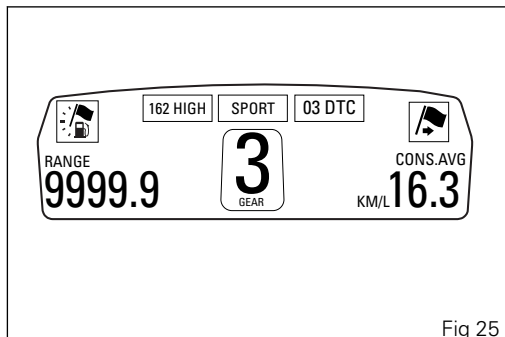


Fig 25

Average fuel consumption

This function indicates vehicle average fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled since Trip 1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "-.-".

Value is indicated in "L / 100" (liters / 100 Km).

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 "SET UNITS" function.

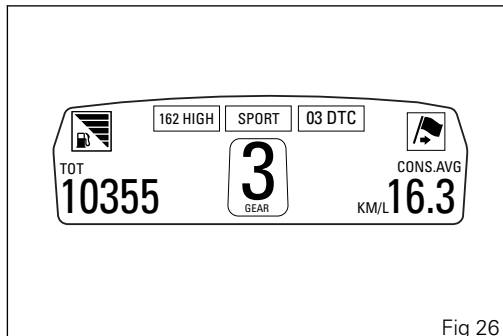


Fig 26

Instantaneous fuel consumption

This function indicates vehicle instantaneous fuel consumption.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is indicated in "L / 100" (liters / 100 Km). 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). When the calculation is not made, a string of dashes is displayed "-.-".



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 "SET UNITS" function.

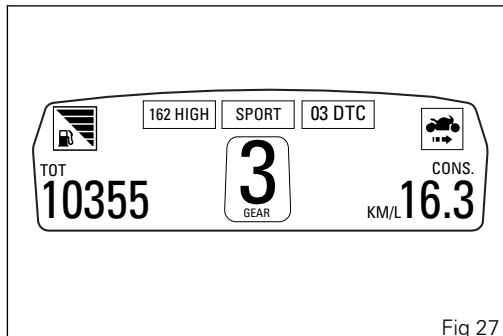


Fig 27

Average speed

This function indicates vehicle average speed. The calculation considers the distance and time since Trip1 was last reset. When Trip 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "-.-".

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 calculated value is then displayed increased by 5% to be aligned 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 "SET UNITS" Function.

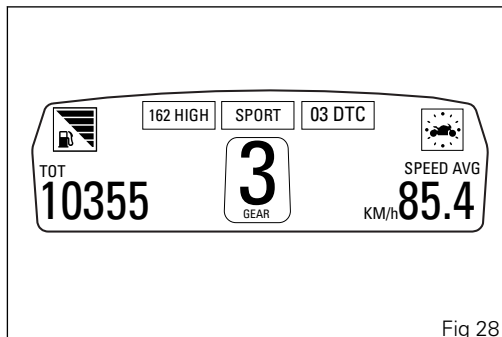


Fig 28

Trip time (TRIP TIME)

This function indicates vehicle trip time. The calculation considers the time since Trip 1 was last reset. When Trip 1 is reset, this value is reset as well. The count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again). When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

If you change the unit of measurement for an item connected to "speed" (and distance) or "consumption" using the "SET UNITS" Function of the Setting menu, the trip time value will be automatically reset.

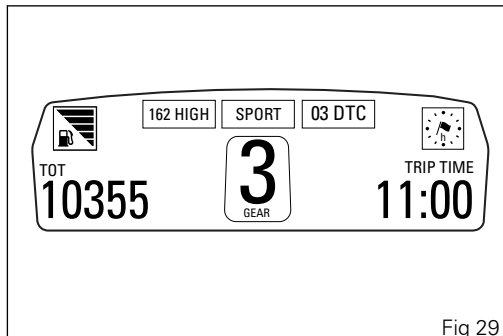


Fig 29

External air temperature

This function allows displaying ambient temperature.

Displaying range: $-39^{\circ}\text{C} \div +124^{\circ}\text{C}$.

In case of sensor FAULT (-40°C , $+125^{\circ}\text{C}$ or disconnected) a string of steady dashes "---" will be displayed and the "Engine/Vehicle Diagnosis - EOBD" light will come on.



Note

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

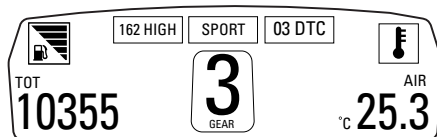


Fig 30

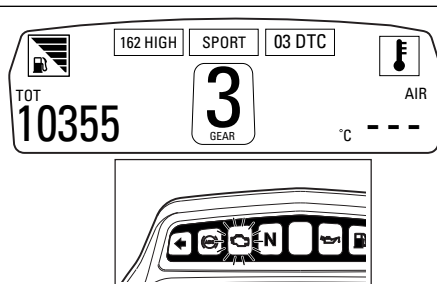


Fig 31

When temperature reading drops until reaching 39°F (4°C), the ice warning will be enabled. This indication will be disabled as soon as temperature rises 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.

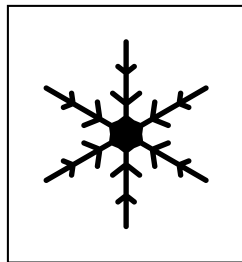


Fig 32

Gear

This function allows displaying gears (A). Instrument panel receives the information and indicates the engaged gear or "N" for neutral.



Note

In case of gear sensor "error", a dash "-" (not flashing) will be displayed.

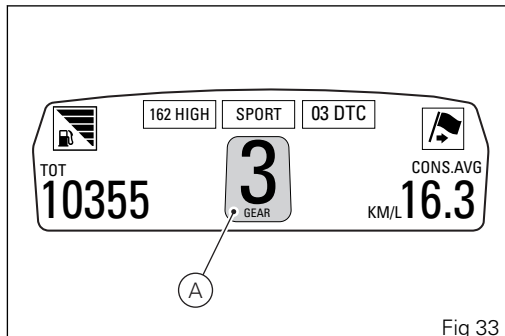


Fig 33

Riding Mode (RIDING MODE)

This function indicates the "Riding mode" set on vehicle.

THREE different "Riding modes" are available: SPORT, TOURING and URBAN.

Each riding mode can be changed through the "RIDING MODE" function.

The "background" indicating the riding mode (SPORT, TOURING or URBAN) (A) is blue if the parameters connected to the currently-set riding mode are the default ones (set by Ducati) or yellow if one or more parameters have been changed (customized) through the Setting menu, using "RIDING MODE" function.

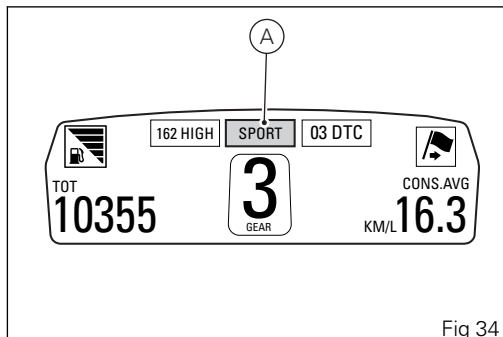


Fig 34

Selecting the Riding Mode

This function allows changing vehicle riding mode.

A different traction control (DTC - Ducati Traction Control) intervention level and a different engine power delivery (Engine) are associated to each riding mode.

To change motorcycle riding mode, simply press reset button (4) once and the "RIDING MODE" menu will be displayed.

Press the same reset button (4) several times to select the desired riding mode. To confirm the selected riding mode, keep the same button pressed for 3 seconds.

If throttle twistgrip is closed (vehicle stopped) the riding mode is immediately changed; while if throttle twistgrip is open (vehicle moving) the "CLOSE THROTTLE TO ACTIVATE" message will be displayed, asking you to close the throttle. This message stays on for 5 seconds, during which you will have to close the throttle to enable the new riding mode.

Once the 5 seconds have elapsed, if throttle twistgrip is not closed, the procedure will be aborted (riding mode will not be changed).

If the "RIDING MODE" menu is enabled and the reset button (4) is not pressed for 10 consecutive seconds,

instrument panel will automatically quit the page, and no change will be made.



Attention

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

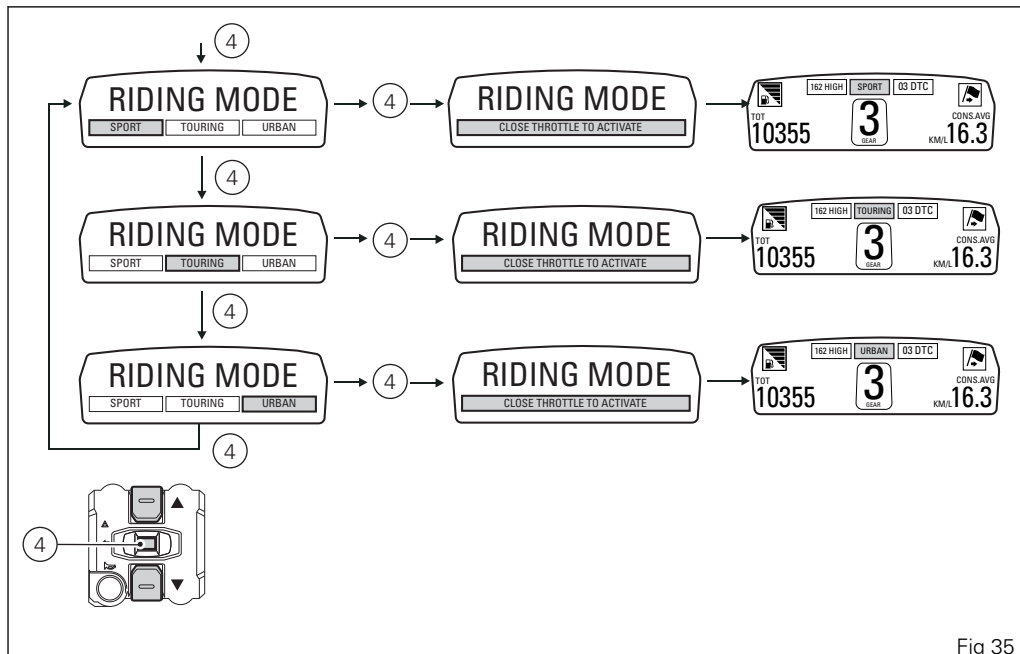


Fig 35

LAP TIME

This function indicates if the "LAP" (Lap time) function is enabled. (A) When menu 2 is active, whereas (B) when menu 2 is not active.

When "LAP" is off, function is disabled.

"LAP" Function can be enabled through the "LAP" Function of the Setting menu.

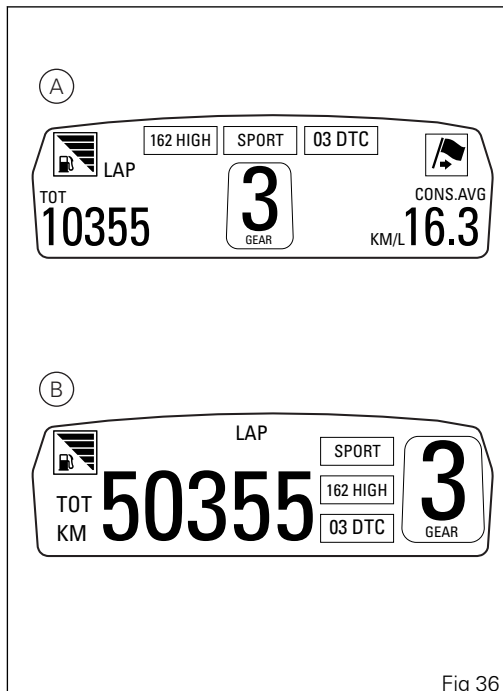


Fig 36

LAP recording

This function describes the "LAP" time recording procedure.

If this function has been enabled (see "LAP" page 112), lap time can be recorded as follows:

- the first time rider presses the flash (3) button, the "timer" of the first lap starts and "LAP START" will be displayed flashing on the instrument panel for 4 seconds, then the "previous" screen will appear again;
- from this moment onwards, every time the flash button (3) is pressed, the display automatically shows for 10 seconds the number and time of the lap, then goes back to the "previous" screen.

30 laps max. can be recorded. If memory is full, whenever the flash button (3) is pressed, the instrument panel does not record any lap time and "LAP FULL" will be displayed flashing for 4 seconds until lap times are reset.

When the "LAP" function is disabled, the current "lap" is not recorded. If the LAP function is enabled and vehicle is suddenly stopped (Key-Off), the function will be automatically disabled (even if timer was active, the current "lap" will not be recorded). 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 0 (zero) and will keep running until the recording function is disabled. If, on the contrary, the LAP function is enabled and "memory" was not reset, but recorded laps are less than 30 (example: 18 recorded laps) the Instrument Panel records any left lap until memory is full (in this case 12 further laps can be recorded). In this function only the lap times being recorded are displayed; other data are anyway recorded (MAX speed and MAX rpm), which can be later displayed in the "LAP DATA" (recorded LAP displaying) function.

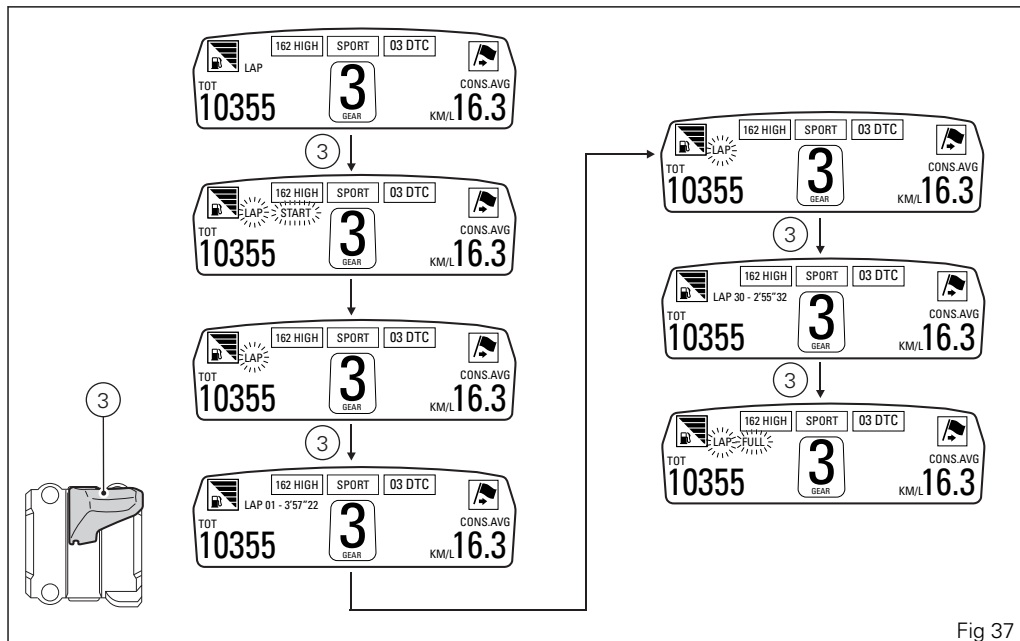


Fig 37

Fuel level

Suitable icons inform the rider of the quantity of fuel in the tank.

This indication is only present if MENU 2 is active. With MENU 2 active, if a level sensor error is triggered, no matter the fuel level output or calculated, as well as in case of CAN no frame or BUS-Off, the display will still show the level icon in the fixed status "off" (and sensor error warning will be displayed as well).

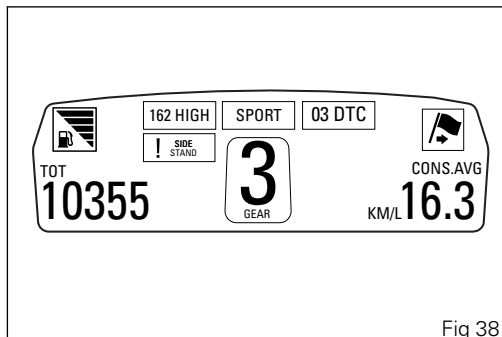


Fig 38

Icon	Icon backlighting color	Level	Fuel quantity- EU version	Fuel quantity- US version
	Green	Level 5	≥ 13.6 L	≥ 12.5 L
	Green	Level 4	≥ 10.1 L	≥ 9.4 L
	Green	Level 3	≥ 6.6 L	≥ 6.3 L
	Green	Level 2	≥ 3.1 L	≥ 3.1 L
	Yellow	Level 1 (reserve)	≥ 1.1 L	≥ 1.1 L
 / 	Yellow / White	"Refueling necessary" Night mode (blink)	< 1.1 L	< 1.1 L

 / 	Yellow / Black	"Refueling necessary" Day mode (blink)	<1.1 L	<1.1 L
	Black	Fuel level sensor error – Day mode		
	White	Fuel level sensor error – Night mode		

Viewing side stand status

This indication warns the rider that the side stand is open.

If side stand Sensor error is present on the CAN line, the display shows a stand down/open warning "SIDE STAND", turns on the EOBD light and displays the corresponding error "Side stand sensor".

If instrument panel does not receive side stand status (no frame), the indication will flash to indicate an undefined status.

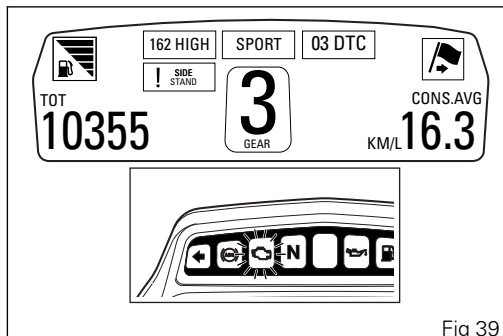


Fig 39

Colore sfondo display (Autoregolazione)

The dashboard adjusts the background color automatically according to the external light.

When the sensor detects "poor lighting" (night) it switches to black background mode; vice-versa if a "strong" light (day) is detected then it switches to white background mode.

This function can nevertheless be customized through the "setting" menu using the "BACK LIGHT - DASHBOARD 1" function, in page 107, permanently setting one of the two modes NIGHT or DAY (or going back to the AUTO mode).

Service warning (SERVICE)

This function indicates that the vehicle is about to reach or has reached a mileage that requires the vehicle to undergo a preventive general inspection or oil change at a Ducati Authorized Service Center.

Maintenance operation table

Indication	Traveled mileage	Traveled miles	count-down - 1000 Desmo service	count-down - 1000 Oil service	Desmo service	Oil service
1	1000	621				●
2	11000	6835		●		
	12000	7456				●
3	23000	14291	●			
	24000	14912			●	
4	35000	21748		●		
	36000	22369				●
5	47000	29204	●			
	48000	29826			●	
6	59000	36661		●		
	60000	37282				●

Indication	Traveled mileage	Traveled miles	count-down - 1000 Desmo service	count-down - 1000 Oil service	Desmo service	Oil service
7	71000	44117	●			
	72000	44739			●	
8	83000	51574		●		
	84000	52195				●
9	95000	59030	●			
	96000	59651			●	

OIL SERVICE zero warning

The first indication is enabled when the odometer counter reaches the first 600 miles (1000 km).

The (red) indication is enabled upon each Key-On for 10 seconds in the "large" size (A), and then continues being displayed in the small size (B) until "reset".



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

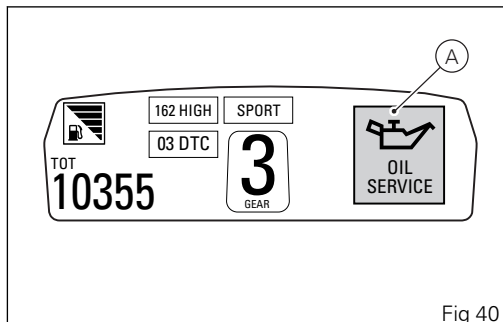


Fig 40

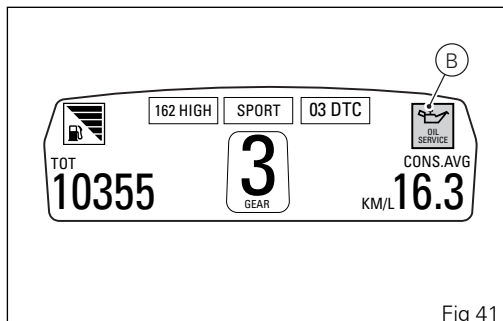


Fig 41

OIL SERVICE or DESMO SERVICE

countdown indication

After having reset the "first" OIL SERVICE indication (1000 km - 621 mi), upon each Key-On, system will display the indication relating to the next service (OIL SERVICE "A" and "B" or DESMO SERVICE "C" and "D") and the distance left.

The (A) and (C) (green) indication is enabled upon each Key-On for 2 seconds; while when 1000 km - 621 mi are left before threshold is reached, (B) and (D) (amber yellow) indication is enabled upon each Key-On for 5 seconds.



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

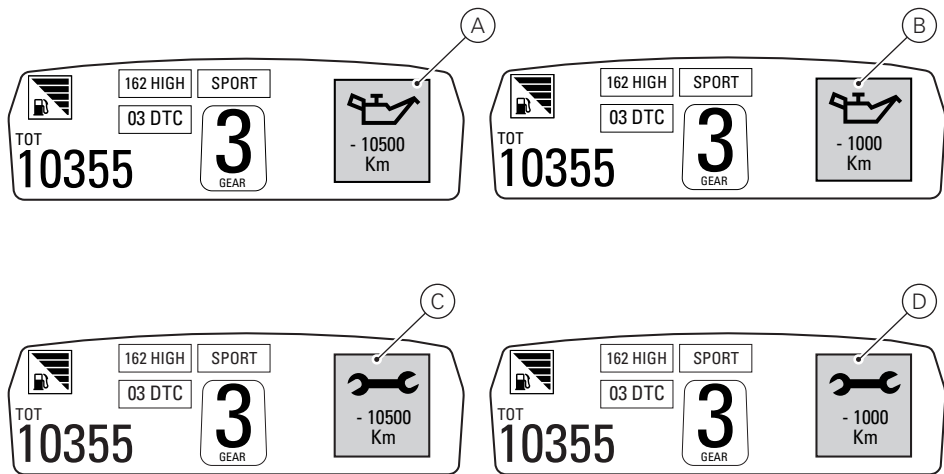


Fig 42

OIL SERVICE or DESMO SERVICE

indication

When the distance threshold requiring a service is reached, upon every Key-On system displays the indication relating to the service required (OIL SERVICE "A" and "B" or DESMO SERVICE "C" and "D"). The (red) indication is enabled upon each Key-On for 10 seconds in the "large" size (A) and (C), and then continues being displayed in the small size (B) and (D) until "reset".

After reset, system will display the next service indication and the residual distance (as described in previous paragraph).



Attention

Indication can be reset only by the Ducati Dealer or Authorized Service Center carrying out the maintenance operations.

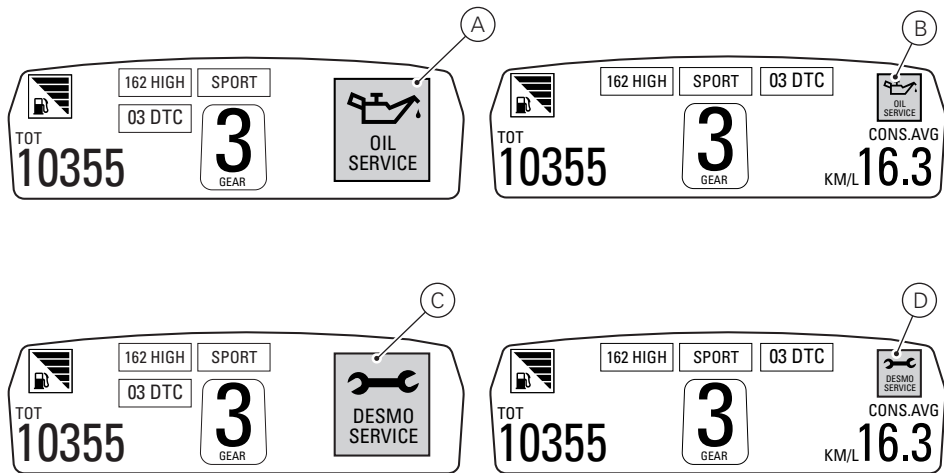


Fig 43

Warnings/Alarms (WARNING)

Instrument panel activates, in real time, some warnings / malfunctions which do not nevertheless affect motorcycle correct and safe operation.

Upon Key-On (once check routine is completed) one or more "warnings" are displayed, if active. As soon as one "warning" is activated, the (amber yellow) indication is clearly displayed (A) for 10 seconds, and it is then minimized (B).

If several warnings are present, they are displayed in "rolling" mode every 3 seconds.



Note

When one or more "warnings" are activated, no warning light will come on.

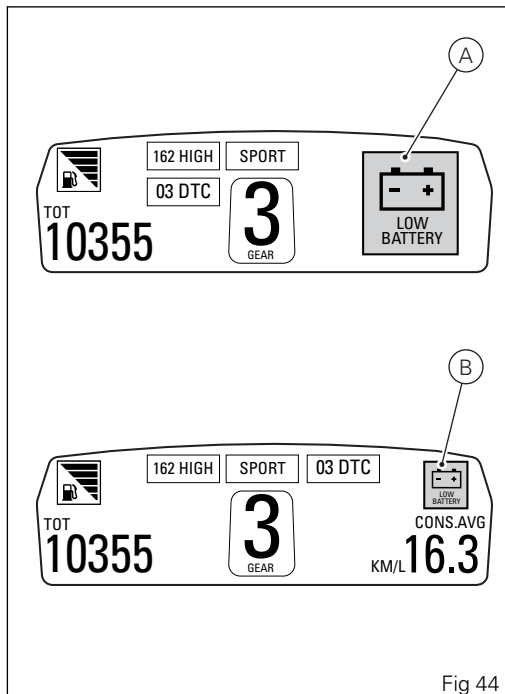


Fig 44

The following "warnings" could be displayed:

- "Low" battery level (LOW BATTERY);
- "Disabled" Traction Control (DTC OFF);
- Hands Free (HF) Key "not acknowledged";
- "Low" battery level of Hands Free (HF) key;
- "High" engine coolant temperature (HIGH TEMP);
- Steering unlock error.

"Low" Battery Level

The activation of this "warning" (amber yellow) indicates that the battery level is low. Warning is activated when battery voltage is lower than/equal to 11.0 Volt.



Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

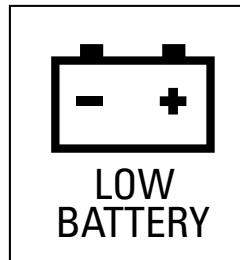


Fig 45

Traction Control (DTC) disabled

The activation of this "warning" (amber yellow) indicates that the DTC (Ducati Traction Control) is disabled.



Note

In this case, Ducati recommends paying particular attention while riding since the motorcycle's behavior is different than with active Traction Control.

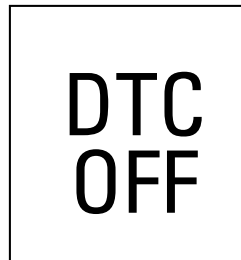


Fig 46

Hands Free (HF) Key not acknowledged

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



Note

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



Fig 47

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

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



Note

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

To change battery, refer to paragraph "Replacing the battery in the active key" page 131.

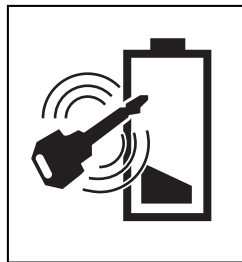


Fig 48

"High" engine coolant temperature

The activation of this "warning" (red) indicates that engine coolant temperature is high. Warning is activated when temperature reaches 250°F (121°C).



Note

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

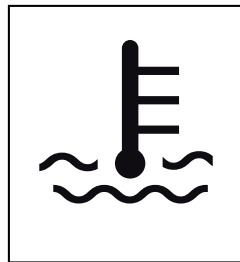


Fig 49

Steering unlock error - Steering still locked

The activation of this "warning" (amber yellow) indicates that the Hands Free System was not able to disengage the steering lock.



Attention

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorized Service Center.



**UNLOCK
ERROR**

Fig 50

Error warnings

This function allows detecting any vehicle abnormal behavior. Instrument panel activates, in real time, any vehicle abnormal behavior (ERRORS).

Upon Key-On (once check routine is completed) one or more "ERRORS" are displayed in red (if active, only). As soon as one "error" is activated, the (red) indication is clearly displayed (A) for 10 seconds, and it is then minimized (B).

In case of more than one error, they are displayed in "rolling" mode each 3 seconds; when one or more errors related to the engine control unit are activated, the relevant "Engine/Vehicle diagnosis - EOBD" warning light (C) is activated on the instrument panel on the handlebar, whereas for all other errors also the Generic Error warning light (D) on the tank instrument panel is activated.

Hereinafter is the table of the possible displayed errors.

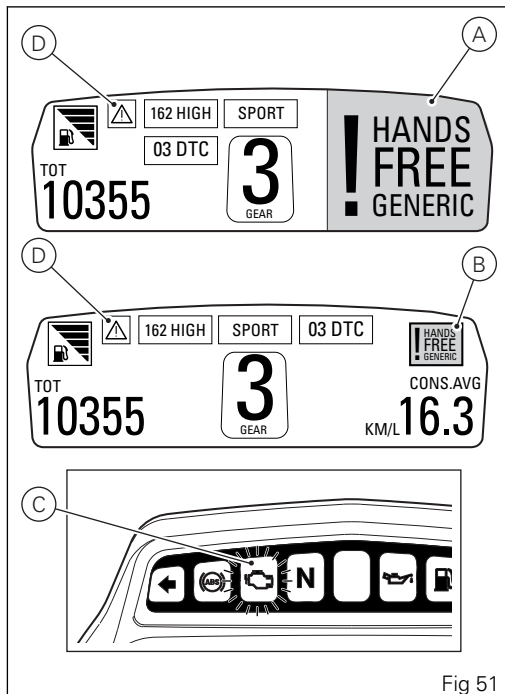


Fig 51



Attention

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

WARNING LIGHT	ERROR MESSAGE	ERROR
	BBS/DTC	Black Box / Traction Control Control Unit
	GEAR SENSOR	Gear sensor
	FUEL SENSOR	Fuel level sensor
	SPEED SENSOR	Speed sensor
	UNKNOWN DEVICE	Unknown control unit

WARNING LIGHT	ERROR MESSAGE	ERROR
	SIDE STAND	Side stand switch error
	DEVICE DSB SLAVE	Handlebar instrument panel not working
	DEVICE DDA	DDA error
	DEVICE DBS MASTER	Tank instrument panel not working
	FAN	Fan relay
	CAN LINE	CAN communication line

WARNING LIGHT	ERROR MESSAGE	ERROR
	BATTERY	Battery voltage (HIGH or LOW)
	DEVICE ABS	ABS control unit not working
	STOP LIGHT	Rear stop light
	DEVICE ECU	ECU not working
	ACCELER POSITION	Wrong accelerator position
	ETV	Motor relay or throttle motor not working

WARNING LIGHT	ERROR MESSAGE	ERROR
	PRESSURE SENSOR	Air temperature sensor
	ENGINE TEMP.	Engine temperature sensor
	T-AIR SENSOR	Air temperature sensor
	FUEL INJECT.	Injection relay
	COIL	Coil
	INJECTOR	Injector

WARNING LIGHT	ERROR MESSAGE	ERROR
 ECU	PICK UP	Timing/rpm sensor
 ECU	LAMBDA	Lambda sensor
 ECU	ECU GENERIC	ECU error
 ECU	KEY	HF communication problem
 ECU	HANDS FREE GENERIC	Hands Free Control Unit error

Setting menu

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

To access the "setting menu", keep button (2) pressed for 3 seconds.

No other function can be displayed when this menu is accessed.

- CLOCK
- SET UNITS
- ABS
- EXIT

To quit the setting menu, highlight "EXIT" with button (1) or button (2) and press the reset button (4).



Important

For safety reasons, the setting menu can be accessed only when Vehicle speed is below or equal to 12.43 mph (20 Km/h); if this menu is accessed and vehicle speed is above 12.43 mph (20 Km/h), the instrument panel will automatically quit and shift back to main screen.

Setting menu items are the following:

- RIDING MODE
- MENU 2
- BACK LIGHT
- RPM
- PIN CODE
- LAP
- BATTERY

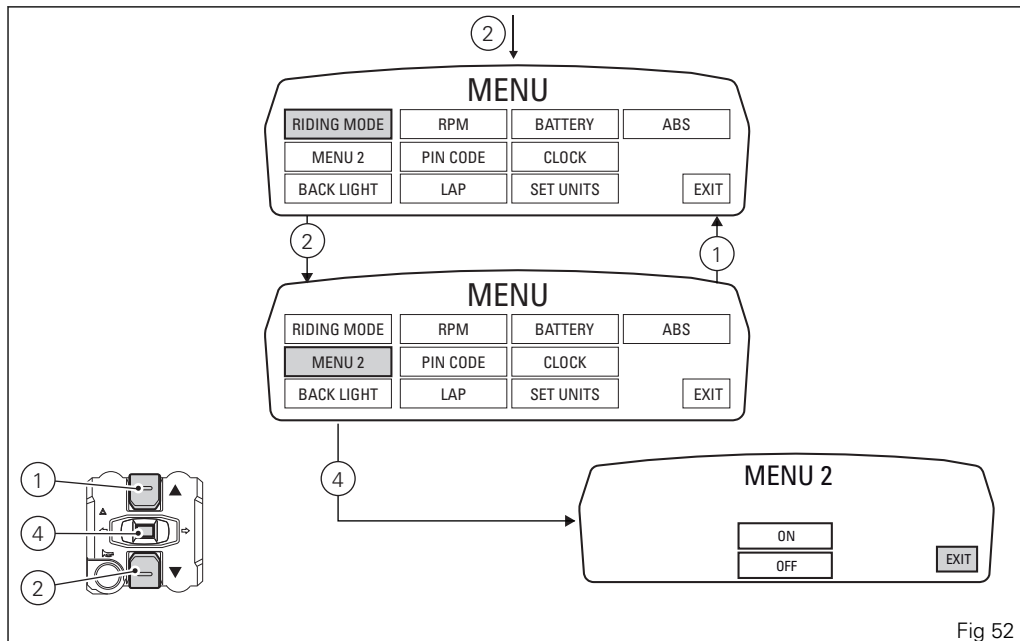


Fig 52

Customizing the Riding Mode (RIDING MODE)

This function allows customizing each single riding mode.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page.

Once function is accessed, the three riding modes are displayed; to customize parameters, use buttons (1) or (2) to select the riding mode you want to change and press the reset button (4) to confirm.

Customizable parameters are "DTC" (Ducati Traction Control) and "ENGINE".

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

To change DTC parameters, refer to "DTC (Ducati Traction Control)" paragraph page 96.

To change Engine parameters, refer to "ENGINE (Engine power control)" paragraph page 101.

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

To restore the parameters set by Ducati, see "DEFAULT (Restoring Ducati default parameters)" paragraph page 103.



Note

If one or more parameters have been customized, when quitting the Setting menu, in the "main" screen, the "background" of the riding mode indication (SPORT, TOURING or URBAN) becomes yellow.

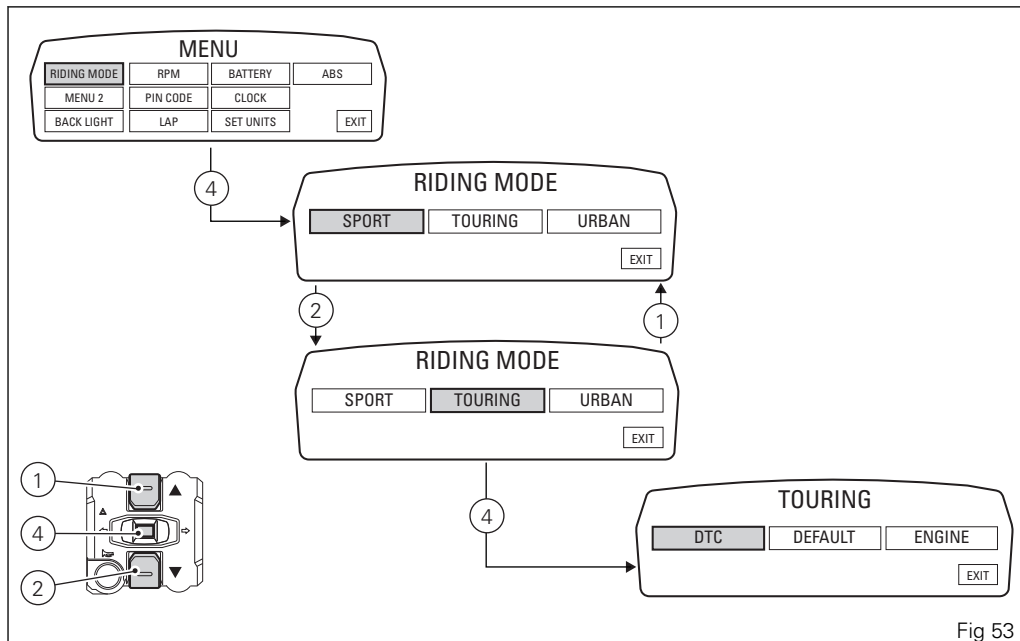


Fig 53



Note

If parameters were not changed (customized) or if parameters are restored through the "DEFAULT" function, once Setting menu is quit, the "background" indicating riding mode (SPORT, TOURING or URBAN) of "main" screen will turn blue.



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.

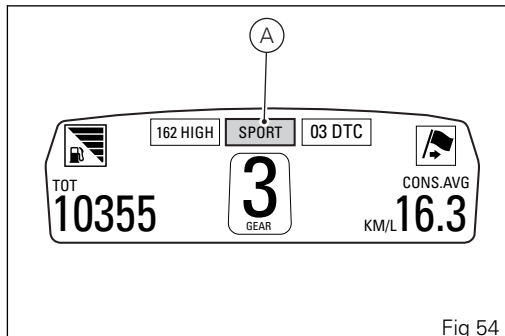


Fig 54

Customizing the Riding Mode: setting the DTC level

This function customizes the intervention level of the DTC (Ducati Traction Control) and allows disabling it for each riding mode.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page.

Then use button (1) or (2) to select the riding mode to change and press the reset button (4).

To access the following page, use button (1) or (2) to select "DTC" and press the reset button (4) again to confirm.

When accessing the function, on the left side of the display, the currently set DTC level is indicated inside a rectangle (e.g.: DTC 1).

Use button (1) or (2) to select the new intervention level (from 1 to 8) or OFF to disable the Traction Control; once the new setting is selected, press the reset button (4) to highlight "MEMORY".

Now store the new setting by keeping the reset button (4) pressed for 3 seconds with "MEMORY" highlighted.

If setting has been stored successfully, "MEMORIZED" will appear in green for 2 seconds, and "EXIT" will be automatically highlighted. To quit the setting function, press the reset button (4) with "EXIT" highlighted.

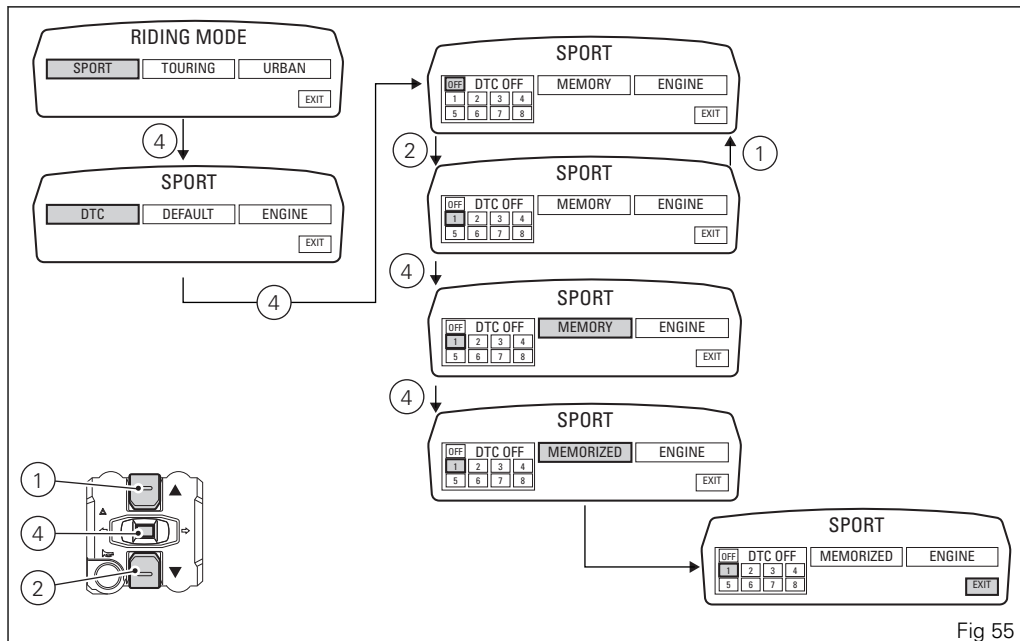


Fig 55

DTC intervention increases from level 1 to level 8. The following table indicates the most suitable level of DTC intervention for the different riding modes as well as the default settings in the "RIDING MODES" that can be selected by the rider:

DTC LEVEL	RIDING MODE	USE	DEFAULT?
1	Sport	Sport road style for experienced riders and on the track	It is the default level for the SPORT RIDING MODE
2	Sport-Touring	Road style for experienced riders	/
3	Touring	Standard use on the road	It is the default level for the TOURING RIDING MODE
4	Touring 2	Standard road style for less experienced riders	/
5	Urban	City style	It is the default level for the URBAN RIDING MODE
6	Urban 2	City style for less expert riders	/
7	Wet	Riding on moist road	/
8	Rain	Riding on wet road	/

Tips on how to select the intervention level



Attention

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

Motorcycle original equipment: (front 120/70-17 - rear 240/45-17).

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

Between level 8 and level 1 there are 6 further intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

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

With levels 3 and 4, DTC control unit allows both rear tire spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

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

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

Level depends on grip conditions:

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

Level depends on type of track:

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with a hairpin turn to be taken at very low speed compared to the other bends will require a DTC level setting that is the best compromise for all bends (on hairpin turn, DTC intervention will always be greater compared to the other bends).

The relation of the DTC intervention level to riding mode:

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

Tips for use on the track

We recommend that level 8 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 7, 6, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the

system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select level 8 and ride the motorcycle in your usual style; if the level of DTC 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 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).

Customizing the Riding Mode: engine adjustment

This function allows customizing ENGINE power and delivery.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page.

Select the riding mode you wish to change using button (1) or (2) and press the reset button (4) to shift to next page; now use buttons (1) or (2) to select the "ENGINE" indication and press the reset button (4) again to confirm selection.

Once function is accessed, engine setting (ENGINE 162 HIGH, 162 LOW or 100 HP) will be displayed on the right side inside a rectangle.



Note

In France, China and Japan versions, display will show settings (ENGINE HIGH, MIDDLE or LOW).

Use buttons (1) or (2) to select one of the three engine settings; once the new setting has been selected, press the reset button (4) to highlight "MEMORY".

Now store the new setting by keeping the reset button (4) pressed for 3 seconds with "MEMORY" highlighted.

If setting has been stored successfully, "MEMORIZED" will appear in green for 2 seconds, and "EXIT" will be automatically highlighted.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

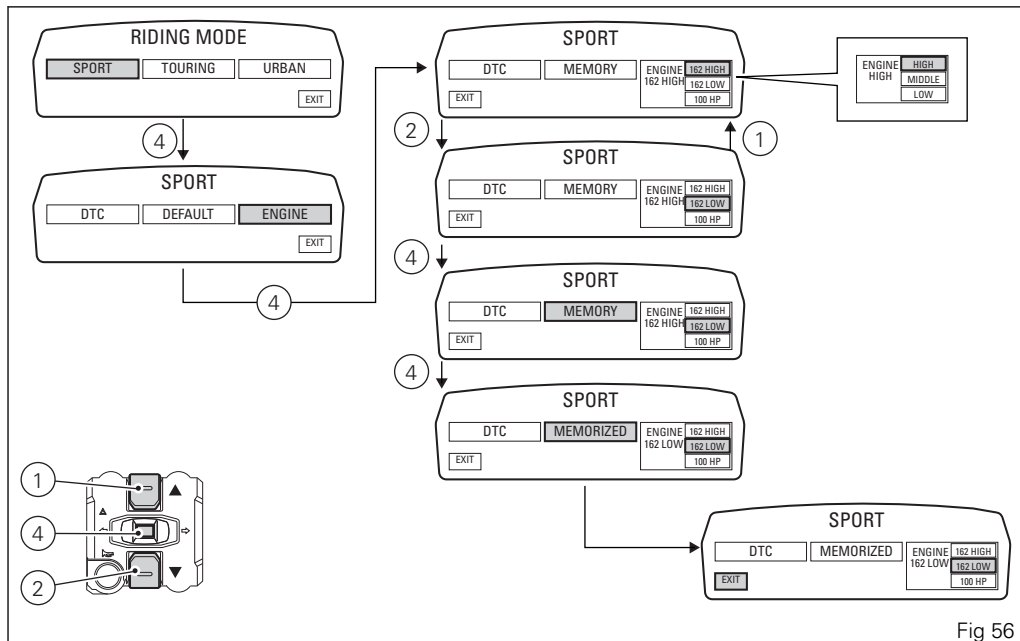


Fig 56

Customizing the riding mode: restoring default settings (DEFAULT)

This function allows restoring the parameters set by Ducati for each single Riding Mode. To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "RIDING MODE" function and press the reset button (4) to shift to next page. Use button (1) or (2) to select the riding mode where to reset the initial parameters (default parameters) and press button (4) to access the following page; then use button (1) or (2) to select "DEFAULT".

Now, to reset the default parameters keep the reset button (4) pressed for 3 seconds. To reset the parameters, the "PLEASE WAIT..." indication must be displayed for approximately 3 seconds; at the end of the procedure, the "DEFAULT OK" indication is displayed to indicate the actual resetting of the parameters.



Important

This procedure resets the parameters of all riding modes.

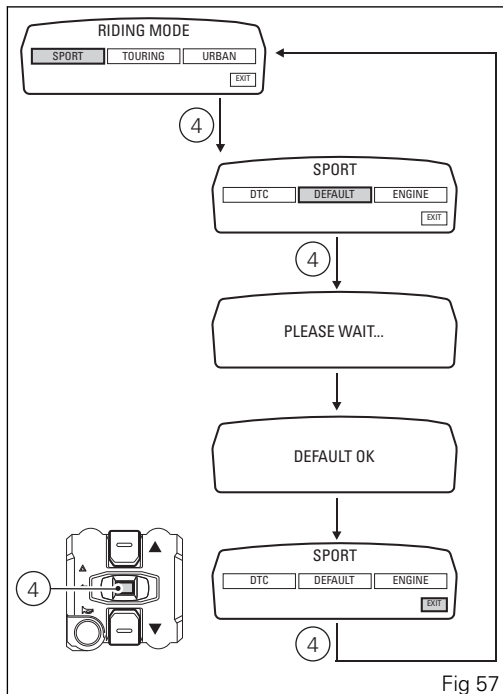


Fig 57

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

Menu 2 setting

This function allows disabling "OFF" Menu 2 (B) / re-enabling "ON" Menu 2 (A).

When Menu 2 is disabled, the average consumption (CONS.AVG), the instant consumption (CONS.), the average speed (SPEED AVG), the trip time (TRIP TIME) and the air temperature (AIR) functions will no longer be displayed on "main screen".

Meters will nevertheless continue calculating all these functions so that, once Menu 2 is activated again, all data will be updated and consistent.

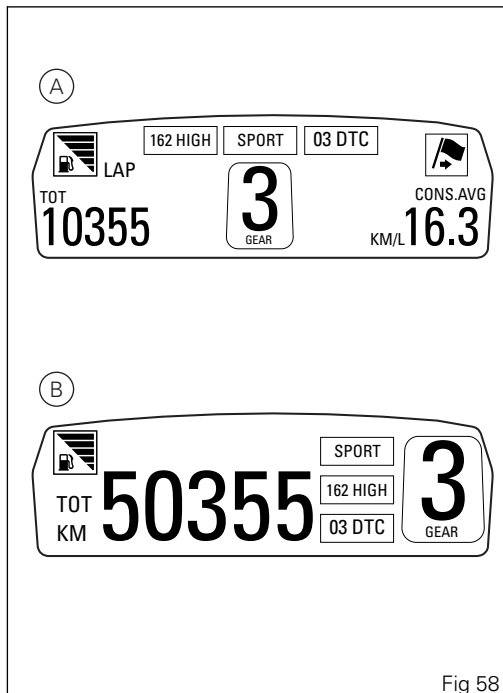


Fig 58

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "MENU 2" function and press the reset button (4) to shift to next page.

Function status is highlighted on the display (green if ON or yellow if OFF).

Use buttons (1) or (2) to move left arrow on the new setting, and press the reset button (4) to confirm it. To quit the setting function, press the reset button (4) with "EXIT" highlighted.

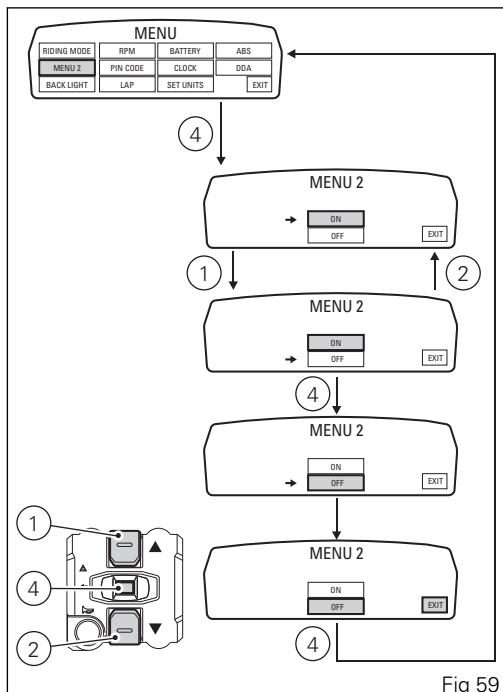


Fig 59

Display backlighting setting

Tank dashboard background adjustment - DASHBOARD 1

This function allows adjusting the "background" of the tank dashboard.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "BACK LIGHT" function and press the reset button (4) to shift to next page.

Then use buttons (1) or (2) to select the "DASHBOARD 1" function and press the reset button (4) to confirm.

Once in the "DASHBOARD 1" function, the setting status is highlighted on the display (DAY, NIGHT or AUTO in green); use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

"DAY" setting: the background of the dashboard turns permanently "white" for greater visibility - recommended with strong external light.

"NIGHT" setting: the background of the dashboard turns permanently "black" for dimmed visibility - recommended with poor external light and/or dark.

"AUTO" setting: the background of the dashboard is adjusted automatically according to the external light (detected by a sensor) and it will be "black" for dimmed visibility with poor external light and "white" for greater visibility with strong external light.



Note

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

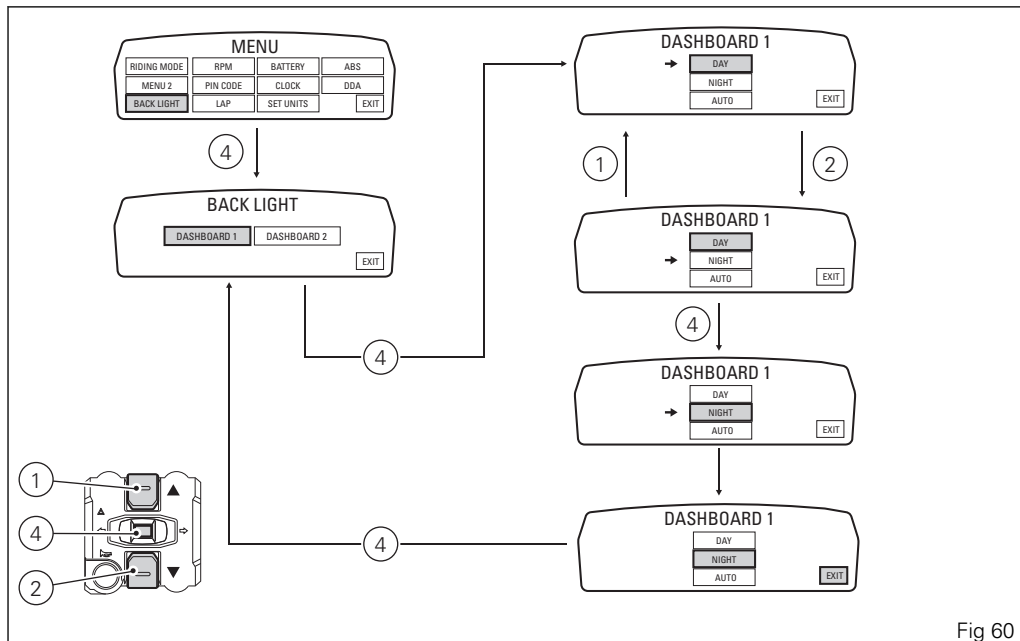


Fig 60

Handlebar dashboard background adjustment - DASHBOARD 2

This function allows setting the handlebar dashboard "backlighting".

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "BACK LIGHT" function and press the reset button (4) to shift to next page.

Then use button (1) or (2) to select the "DASHBOARD 2" function and press the reset button (4) to confirm. Once in the "DASHBOARD 2" function, the setting status is highlighted on the display (MAX, MIDDLE or MIN in green); use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

By selecting the "MAX" setting, the background of the dashboard on the handlebar sets the backlighting automatically to the maximum power for greater visibility - recommended with strong external light.

By selecting the "MIDDLE" setting, the background of the dashboard on the handlebar permanently sets a backlighting reduced by approx 30% its maximum

power for dimmed visibility - recommended with poor external light.

By selecting the "MIN" setting, the background of the dashboard on the handlebar permanently sets a backlighting reduced by approx. 50% its maximum power for dimmed visibility - recommended with poor external light and/or dark.

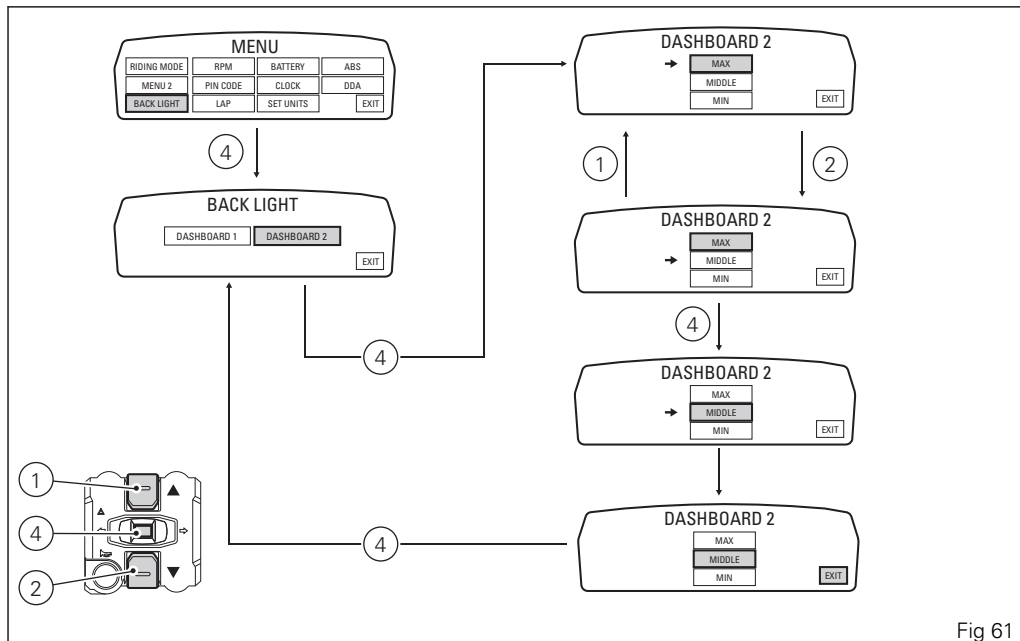


Fig 61

Engine rpm digital indication

This function displays the number of RPM to improve accuracy when setting idle rpm.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "RPM" function and press the reset button (4) to confirm.

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

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

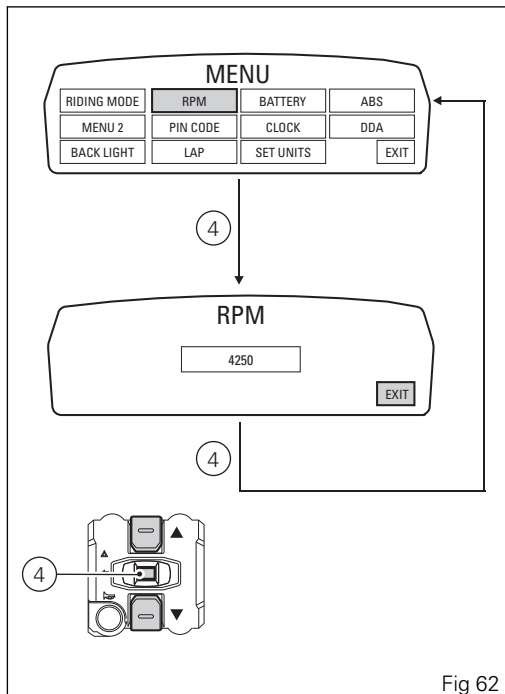


Fig 62

LAP

LAP enabling/disabling function

This function allows enabling/disabling LAP (lap time) function.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "LAP" function and press the reset button (4) to shift to next page.

Function status is highlighted on the display (green if ON or yellow if OFF); use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

If "OFF" is saved, LAP function will be disabled. If "ON" is saved, LAP function will be enabled (see "LAP Recording" paragraph page 62).



Note

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

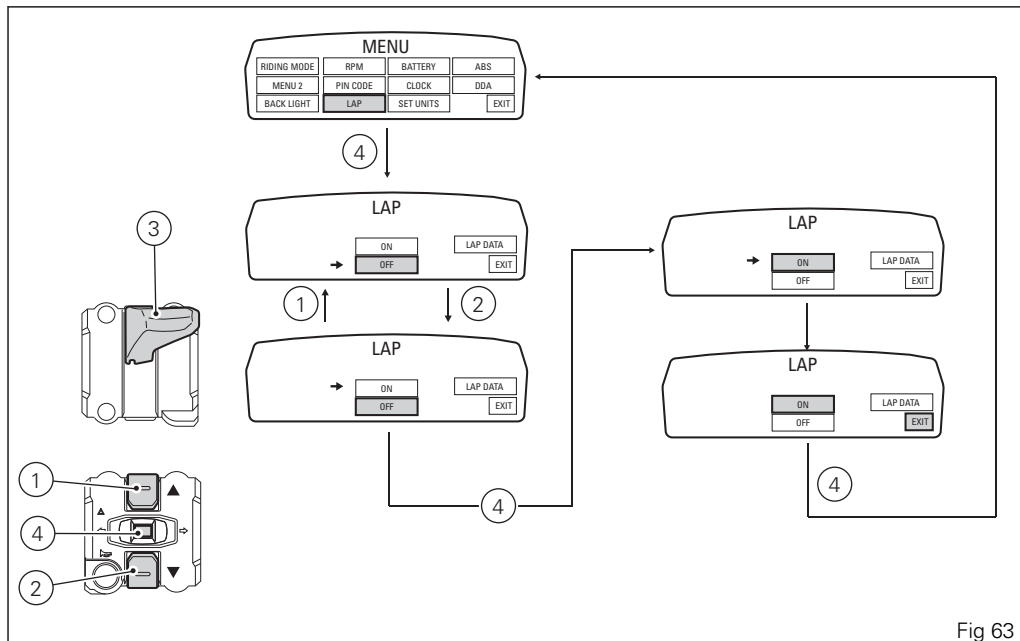


Fig 63

Stored LAPs display function

This function allows displaying recorded LAPs. To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "LAP" function and press the reset button (4) to shift to next page.

Use button (1) or (2) to select "LAP DATA" and press the reset button (4) again to access the page with the previously recorded times.

The information will be displayed as follows:

- on top left the number of the displayed lap (e.g.: LAP N.01);
- at the bottom left, a rectangle shows the LAP time (TIME), the maximum speed (SPEED MAX) and the engine rpm (RPM MAX) reached during the relevant lap;
- on the right side, it is possible to highlight, with button (1) or (2), the indications "NEXT" (that will allow displaying the next lap by pressing the reset button (4)) and "PREV" (that will allow displaying the previous lap by pressing the reset button (4));

To quit, highlight "EXIT" and press the reset button (4).



Note

The MAX stored speed is the one indicated on the display (increased by 5%).

If there are no data saved in the memory, the indication "NO LAP" is displayed, and the timer shows "-.-.-", the MAX rpm = ----- and the MAX speed = -----.



Note

If the stored times are deleted while the LAP function is active, it will be automatically disabled.

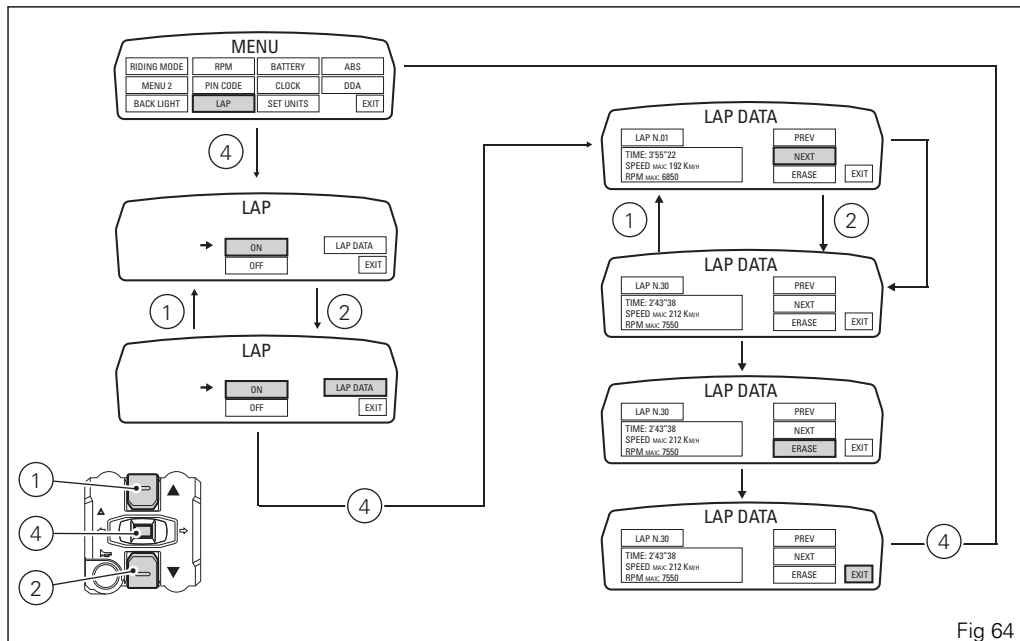


Fig 64

Stored LAPs erasing function

This function allows erasing recorded LAPs. To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "LAP" function and press the reset button (4) to shift to next page.

Use button (1) or (2) to select "LAP DATA" and press the reset button (4) again to access the page with the previously recorded times.

Highlight "ERASE", use buttons (1) or (2) to scroll down the stored LAPs to be erased, and press for 3 seconds the reset button (4).

Now, on the left side, the display shows "PLEASE WAIT..." and then, to confirm the performed erasing, it shows "ERASE OK" for 2 seconds. No data will be memorized and the indication "NO LAP" will be displayed.

To quit, highlight "EXIT" and press the reset button (4).

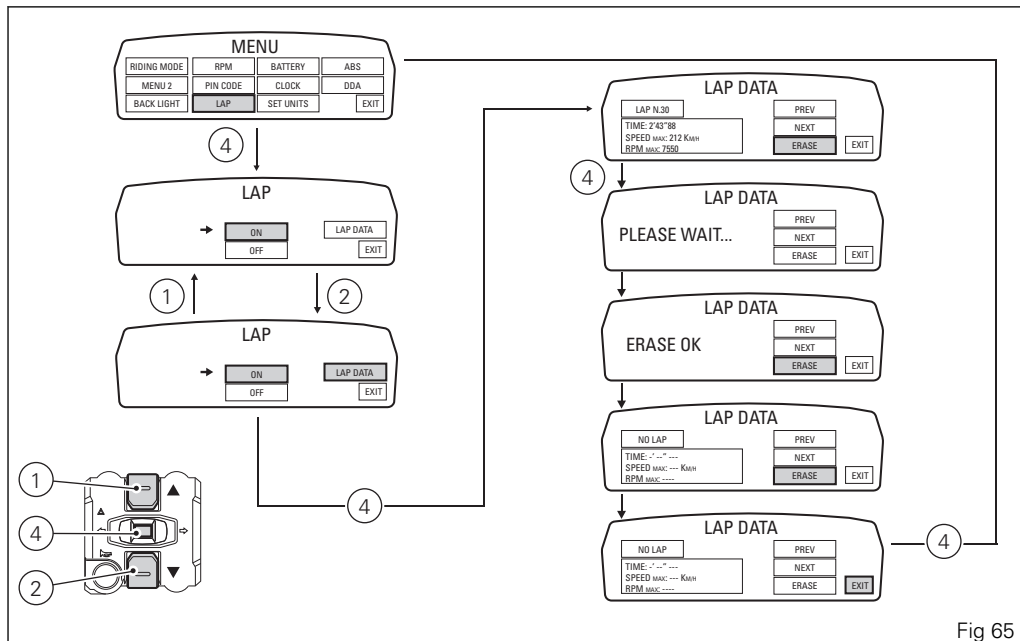


Fig 65

Battery voltage

This function describes the operation of the battery voltage indicator.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "BATTERY" function and press the reset button (4) to confirm.

The information will be displayed as follows:

- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;

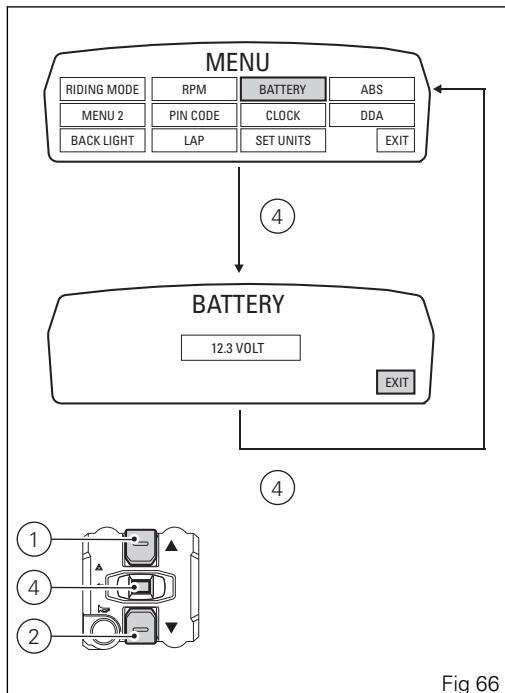


Fig 66

- if the battery voltage is lower than or equal to 10.9 Volt, the flashing indication "LOW" will be displayed and then the "Vehicle/engine diagnosis - EOBD" warning light will turn on;
- if the battery voltage is higher than or equal to 16.1 Volt, the flashing indication "HIGH" will be displayed and then the "Vehicle/engine diagnosis - EOBD" warning light will turn on;



Note

If the value is not available, a string of dashes "-" will be displayed.

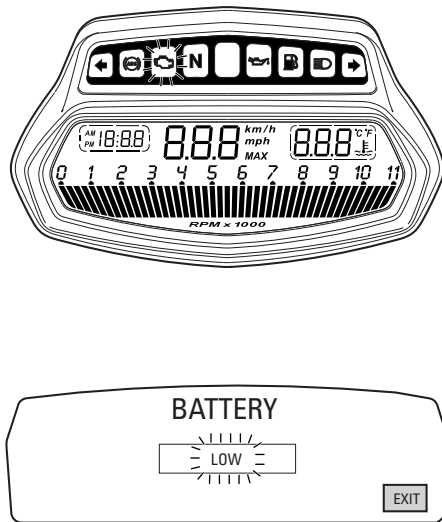


Fig 67

Clock setting

This function allows setting the clock. To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "CLOCK" function and press the reset button (4) to confirm.

The following screen will show "SETTING" highlighted in green (A); now, to change the time displayed on the handlebar instrument panel, press the reset button (4) for 3 seconds, and then the indication "SETTING" becomes gray (B).

Clock setting

On entering this mode, the message "AM" will flash; by pressing button (2) the "PM" indication starts flashing; by pressing button (2) you go back to the previous step (if the time is 00:00, when you pass from AM to PM, 12:00 will be displayed); if you press (1) you can set the hours that start flashing; every time you press button (2) the count increases cyclically in steps of 1 hour; by keeping button (2), the count increases by 1 hour every second (if the button is kept pressed, the hour will not flash).

If you press button (1) you pass to the setting of the minutes that start flashing. Each time you press button (2), the digit will increase by 1 minute. If you hold

button (2) down, the number increases cyclically in steps of 1 minute every second; if button (2) is kept depressed for more than 5 seconds, speed increases and digits change in steps of 1 every 100 m (when button (2) is held depressed, seconds will not flash).

If you press button (1) the setting stops and the "SETTING" indication is highlighted in green (C) on the instrument panel on the tank.

To quit, highlight "EXIT" and press the reset button (4).



Note

In the event of a Battery off, when power is restored and upon the next Key-On, the time will have to be set again (it will automatically start counting from 00:00).

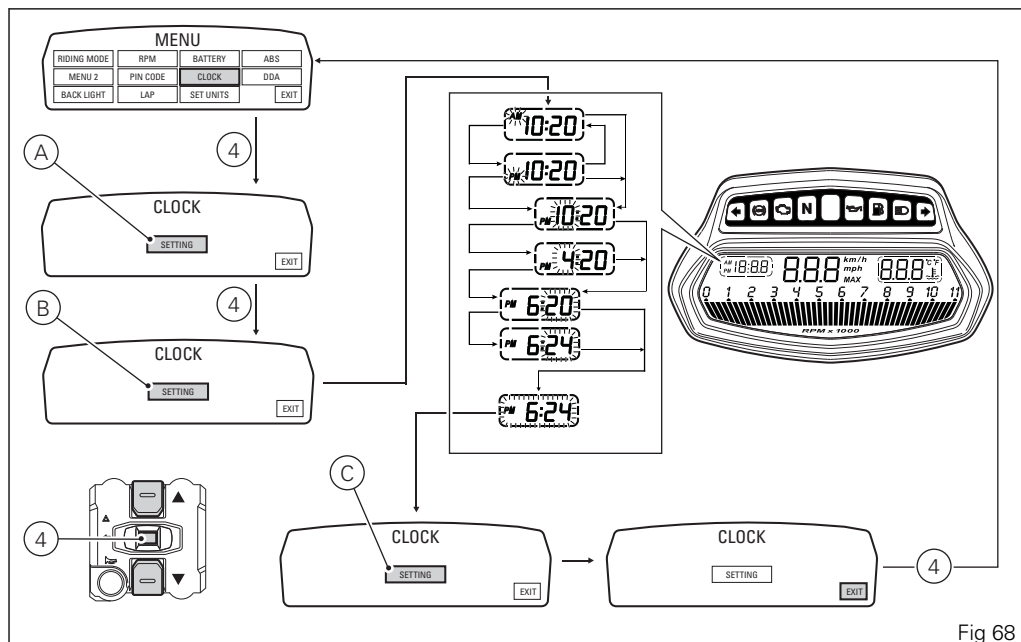


Fig 68

Setting the unit of measurement

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

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "SET UNITS" function and press the reset button (4) to shift to next page.

Use buttons (1) or (2) to select the value for which you wish to change the unit of measurement and press the reset button (4) again.

Instrument panel displays the values that can be changed; use buttons (1) or (2) to select the value you wish to change, and press the reset button (4) again.

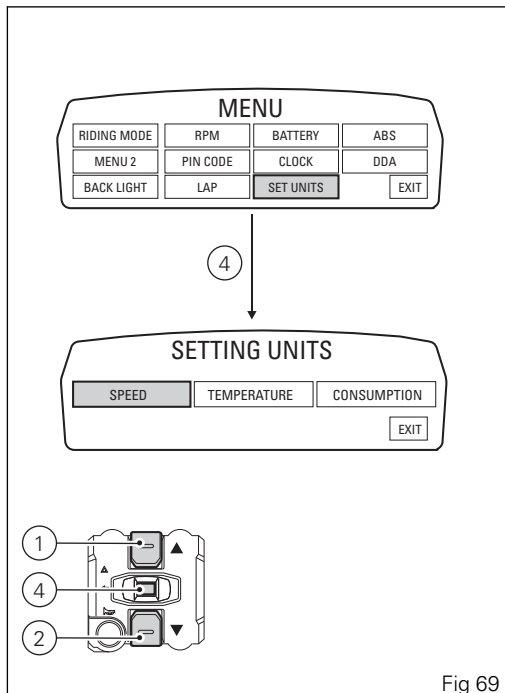


Fig 69

"SPEED" setting

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

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

1) Km/h: if this unit is set, the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: km
- Vehicle Speed and AVERAGE Speed (SPEED AVG): km/h

2) mph: if this unit is set, the following values will have the same units of measurement:

- TOT, TRIP1, TRIP2, TRIP FUEL: miles
- Vehicle Speed and AVERAGE Speed (SPEED AVG): mph.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

"TEMP" setting

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

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

3) °C: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °C

4) °F: if this unit is set, the following values will have the same units of measurement:

- Engine coolant temperature and T_AIR: °F

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

"CONS." setting

This function allows changing the units of measurement of the Average and Instant Fuel Consumption.

The currently set unit of measurement is highlighted in green on the display; use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) to confirm.

If setting is stored, when main screen is displayed again, the new units of measurement (if any) will be shown.

5) Km/L: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG.: Km/L

6) L/100: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: L/100

7) mpg UK: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg UK

8) mpg USA: if this unit is set, the following values will have the same units of measurement:

- CONS. and CONS. AVG: mpg USA

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

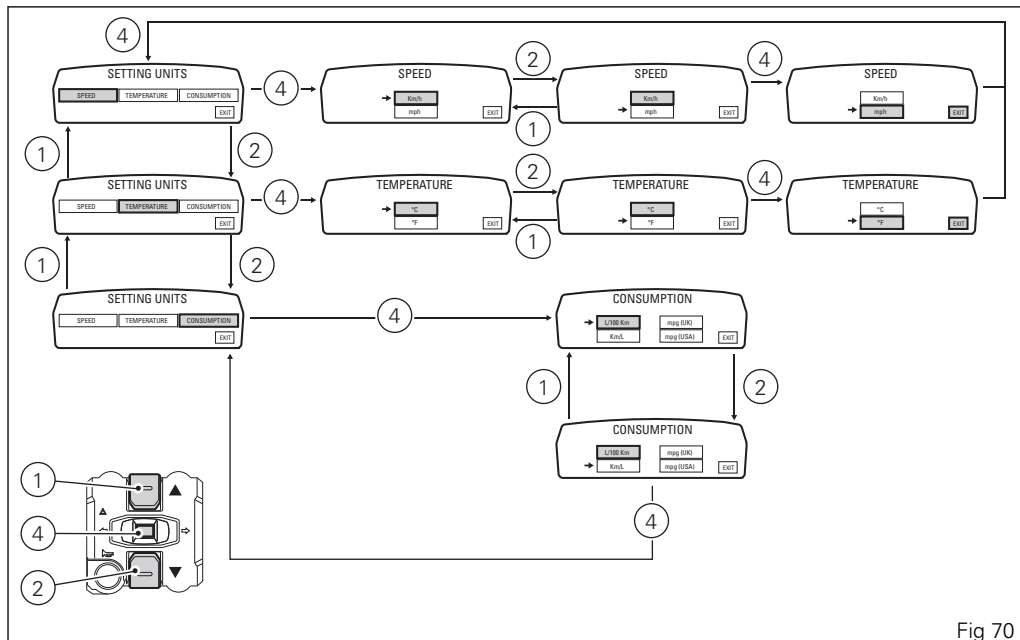


Fig 70

ABS function setting

This function allows disabling or enabling the ABS system.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "ABS" function and press the reset button (4) to shift to next page.

Function status is highlighted on the display (green if ON or yellow if OFF); use buttons (1) or (2) to move the left arrow on the new setting, and press the reset button (4) for 3 seconds to confirm.

After 3 seconds the system checks if the request was successful; during that check time, the indication "PLEASE WAIT..." is displayed.

At the end of the check time, the new condition will be displayed.



Note

If the disabling request fails, we recommend repeating the procedure. If the problem persists, contact a Ducati Dealer or Authorized Service Center.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.

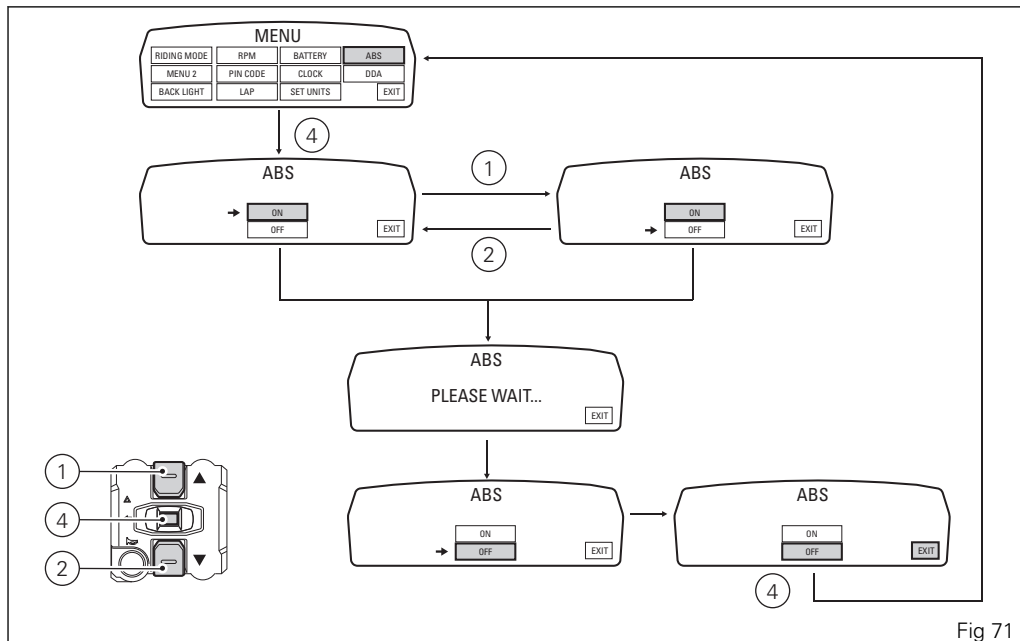


Fig 71

Immobilizer system

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

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna under the seat when the ignition is switched On.

The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgment.

Keys

The Owner receives a set of keys comprising:

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

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

The active key (1) is the mostly used one; press button (A) to open the metallic part completely, position (B).

By keeping button (A) pressed it is possible to move the metallic part to an intermediate position (C); then, release the button to lock it.

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

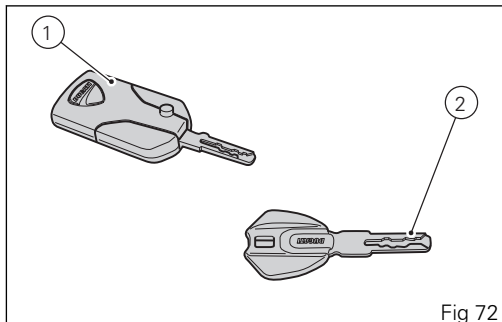


Fig 72

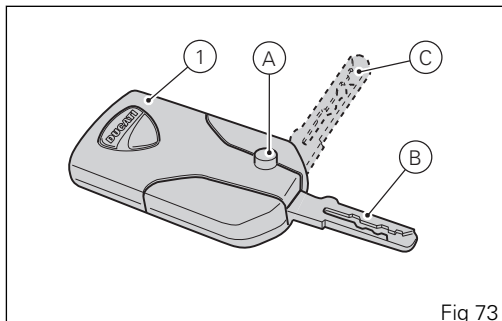


Fig 73

The active key contains a battery that must be replaced when the key low battery "warning" symbol is displayed when the instrument panel is turned on.



Note

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

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



Attention

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

Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit. Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

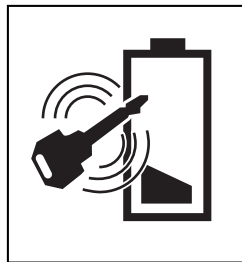


Fig 74

Replacing the battery in the active key

Only use 3 Volt CR 2032 lithium-ion batteries.



Note

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

Remove the metal part of the battery.

Open the plastic shells of the grip using a big coin (2 Euros) as shown in the figure.



Important

Insert the coin only in the indicated point. Do not use objects other than the indicated one since this could damage the integrated circuit and/or the protection seal.

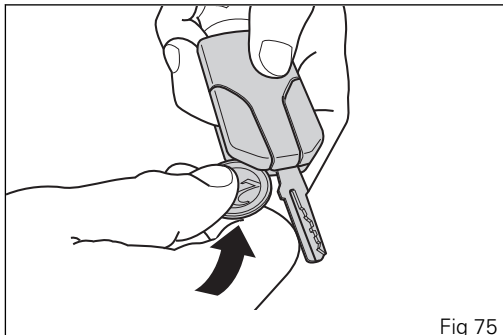


Fig 75

Once the plastic shells are separated, remove the printed circuit (1) by GENTLY pushing under it with a small flat screwdriver, as shown in the figure.



Important

Insert the tip of a flat screwdriver just under the printed circuit paying the utmost attention not to damage it. Do not push too much on the battery or its holder.

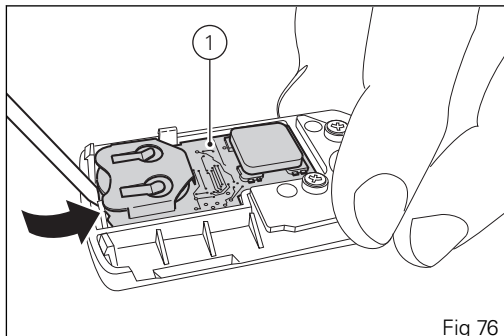


Fig 76

Slide out battery (2) from the printed circuit (1) and replace it with a new one.
Pay attention to the poles: the positive pole (+) must be facing up.



Important

Only use the required type of battery.

Reinsert the printed circuit (1) from the side with the battery (2) in the plastic shell.

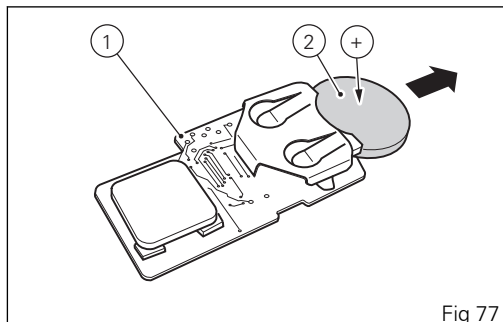


Fig 77

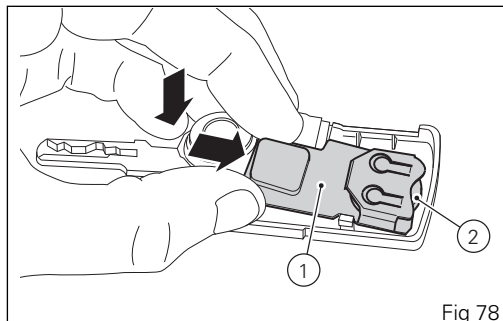


Fig 78

Slightly press on the antenna (3) of the printed circuit until hearing the engagement "click" sound.

Align the two shells of the grip and press on the areas indicated by the arrows to close them.

Make sure the shells close properly by hearing the typical "click" and that the key is well closed.

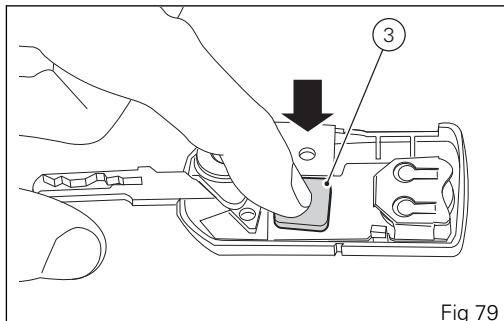


Fig 79

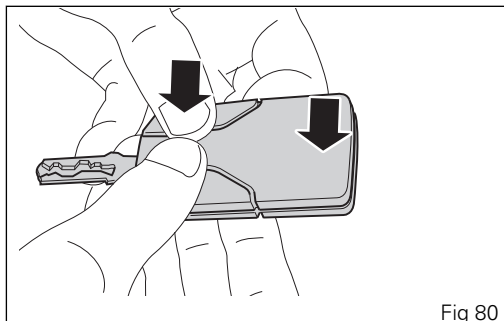


Fig 80

Duplicate keys

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

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

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

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

Immobilizer override procedure

This procedure makes it possible to temporarily turn on the motorcycle if the HF (Hands Free) system is not working.



Note

The PIN CODE function must be activated by the user by entering your 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.



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.

PIN CODE activation function

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "PIN CODE" function and press the reset button (4) to shift to next page.



Note

If "MODIFY PIN CODE" appears when accessing this function, this means that there is already a stored PIN and therefore the function is already active.

If, when entering the function, the round display shows "INSERT NEW PIN CODE" and four dashes "--" below highlighted in green, this means that no PIN CODE is available; then, enter a 4-digit code.

Entering the code:

press the reset button (4).

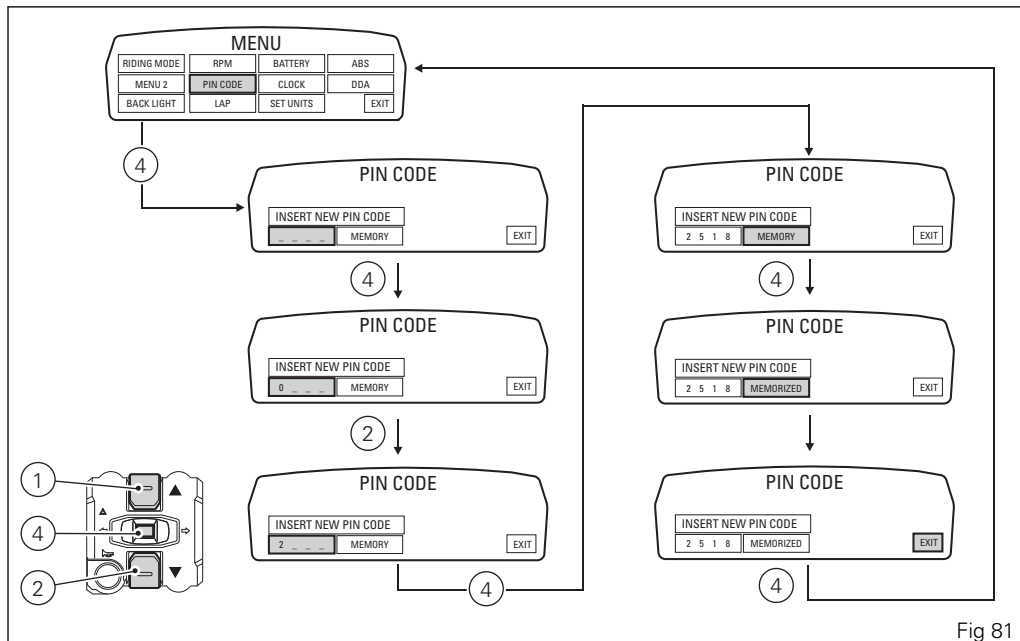
Each time button (2) is pressed, the highlighted number increases from "0" to "9" and then goes back to "0"; to confirm the desired number press the reset button (4). Repeat the procedure until entering the fourth digit.

Press the reset button (4) again to pass to the "MEMORY" indication.

To save the entered PIN, press the reset button (4) for 3 seconds with the "MEMORY" indication highlighted in green. To confirm that the PIN has been saved, the display shows "MEMORIZED" for approximately 2 seconds passing automatically to the "EXIT" indication.

From this moment, "MODIFY PIN CODE" will be displayed when accessing the "PIN CODE" function and the PIN can be changed again for an unlimited number of times.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.



PIN CODE modification function

This function allows changing your own 4-digit PIN CODE.

To gain access to this function display the "setting" menu page 91, use buttons (1) or (2) to select the "PIN CODE" function and press the reset button (4) to shift to next page.



Note

If, when accessing this function, "INSERT NEW PIN" and a string of dashes "----" are displayed, function is not active as PIN CODE has never been entered. Enter your PIN code with the "PIN enabling" function.

If when entering the function, the round display shows "MODIFY PIN CODE" and "OLD PIN" and four dashes "----" below highlighted in green, this means that a PIN CODE is already available; then, enter a 4-digit code.



Note

To change the PIN code, you must remember the already stored PIN.

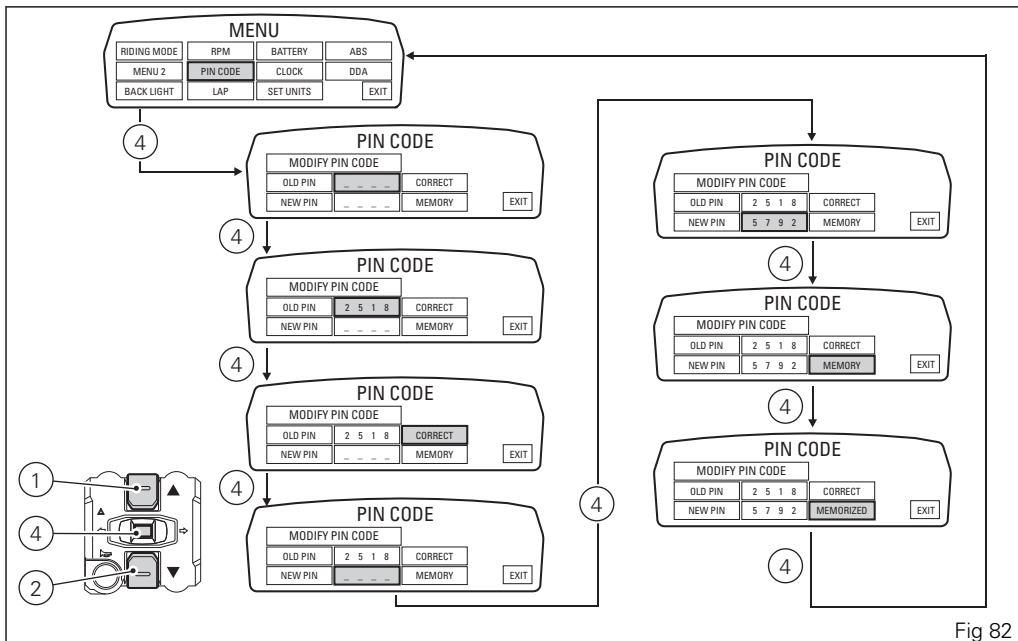
Then, enter "old" PIN (OLD PIN).

Press the reset button (4); each time button (2) is pressed, the highlighted number increases from "0" to "9" and then goes back to "0"; to confirm the desired number press the reset button (4).

Repeat the procedure until entering the fourth digit, press the reset button (4) again to confirm. If the entered code is incorrect, the instrument panel will return to the four dashes "----" indication to allow you to enter the code again. If, on the other hand, the entered code is correct, the indication "CORRECT" is highlighted automatically for approximately 2 seconds followed by four dashes "----" next to the "NEW PIN" indication; then, enter the "new" 4-digit code.

Press the reset button (4); each time button (2) is pressed, the highlighted number increases from "0" to "9" and then goes back to "0"; to confirm the desired number press the reset button (4).

Repeat the procedure until entering the fourth digit, press the reset button (4) again to confirm. The "MEMORY" indication is highlighted automatically.



To save the new PIN, press the reset button (4) for 3 seconds with the "MEMORY" indication highlighted in green.

To confirm that the new PIN has been saved, the display shows "MEMORIZED" for approximately 2 seconds passing automatically to the "EXIT" indication.

To quit the setting function, press the reset button (4) with "EXIT" highlighted.



Note

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

Light control

Headlight control

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

Upon Key-On, low and high beams are Off. By starting the engine, the low beam will switch on automatically; then, the "standard" operation becomes active: it will be possible to switch from low to high beam (with button (3)) or use the "FLASH" function (with button (3)).

If upon Key-On the engine is not started, it is nevertheless possible to activate the lights by pressing the high/low beam activation switch (button (3)); press it once to activate the low beams; from now on, the same button will allow enabling (and disabling) the high beam (if within 60 seconds the engine is not started, the active low or high beam will be disabled).

If the headlight was turned on before starting the engine with the procedure described above, the headlight turns off automatically when starting the vehicle and will turn on again when the engine has been completely started.

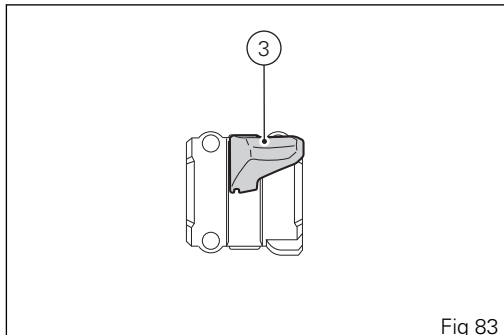


Fig 83

Turn indicators (Automatic Reset)

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset them using the reset button (4). If turn indicator is not manually "reset", instrument panel will automatically disable the turn indicator after having traveled 0.3 miles (500 m) since it was activated. The counter for the distance traveled for automatic deactivation is 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.

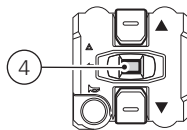


Fig 84

"Parking" function

This function allows activating the "PARKING" mode. 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 button (2) for 3 seconds during the first 60 seconds after the motorcycle was turned off.

Once the function is activated, the indication remains on the round display for 5 seconds and the lights remain on for 2 hours and then go off automatically. To interrupt the function it is necessary to turn the vehicle ON and OFF (Key-On / Key-Off)..



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.



Important

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



Fig 85

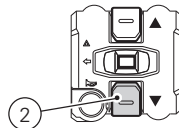


Fig 86

Ducati recommends using this function only if necessary.

Warning reading "Keep ignition switch pressed to lock the steering"

This function indicates that it is necessary to keep the button pressed to engage the steering lock. The indication becomes active if button (8) is kept pressed for 1 second.

**KEEP
PRESSED
TO
LOCK**

Fig 87

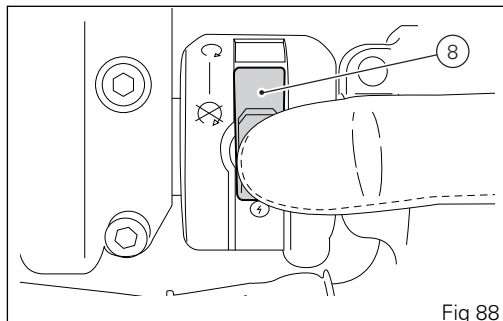


Fig 88

Activated "Steering lock" indication

This function indicates that the steering lock was activated.

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

If the steering lock was activated correctly, the instrument panel will display the indication for 5 seconds.



Note

The steering lock can be activated only if the steering is in position.

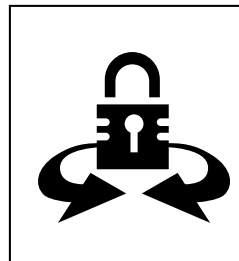


Fig 89

Possible "Fault" indication on the red ignition switch.

This function indicates that it is necessary to bring the button back to the "up" position to ensure that there is no unusual absorption in the system.



Important

This could discharge the vehicle battery in short time.

The indication of possible faults is detected in the first 60 seconds after turning the key off.

If you press the ignition switch (8) for more than 1 second to perform the key-off, the system activates the "RED SWITCH NOT RELEASED" flashing indication.



Fig 90

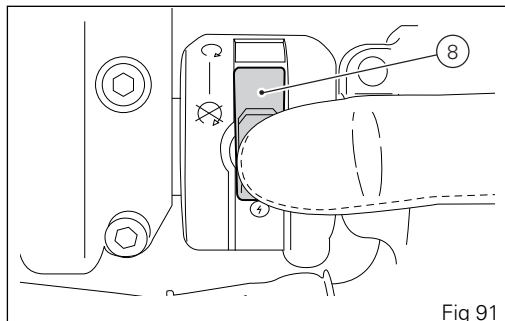
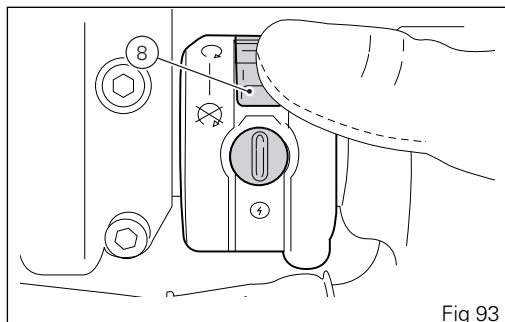
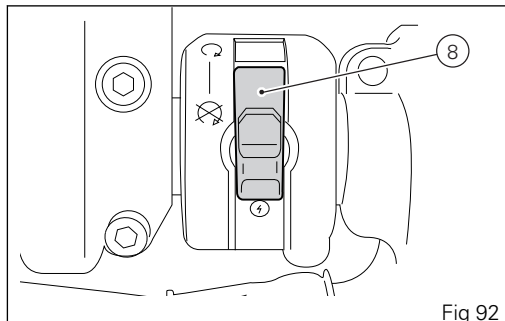


Fig 91

If this indication remains displayed after that button (8) is no longer pressed, it is necessary to move button (8) back to the "up" position. In this case, inform the Ducati Dealer or Authorized Service Center of such fault.



Other functions

Heated handgrips (not available in this version)

This function allows enabling and adjusting the heated handgrips: this function is active only if the heated handgrips are installed.

The heated handgrips kit can be purchased separately at a Ducati Dealer or Authorized Service Centre.

To enable the "H.GRIPS" control menu for the heated handgrips, press the Start button (5) on the RH switch.



Note

The Start button (12) controls the heated handgrips only when the engine is running.

The display layout could be of two types:

- with Menu 2 enabled (Fig 94);
- with Menu 2 disabled (Fig 95);

Once the menu is activated, press the same button several times to select the desired indication ("OFF", "LOW", "MEDIUM" or "HIGH") which is zoomed.

If "OFF" indication is zoomed, the heated handgrips are switched off.

If "LOW" indication is zoomed, the heated handgrips are activated in their lowest setting.

If "MEDIUM" indication is zoomed, the heated handgrips are activated in their intermediate setting.

If "HIGH" indication is zoomed, the heated handgrips are activated in their highest setting.

Select the desired setting then leave button (5) undisturbed; after 3 seconds with no controls, the instrument panel automatically quits the indication and maintains the last stored condition.

When quitting the handgrips setting menu, the instrument panel warns the user if heated grips have been activated by turning the specific icon yellow (at the top RH side if Menu 2 is enabled or at the top LH side if Menu 2 is disabled), and showing the setting ("LOW", "MEDIUM" or "HIGH").

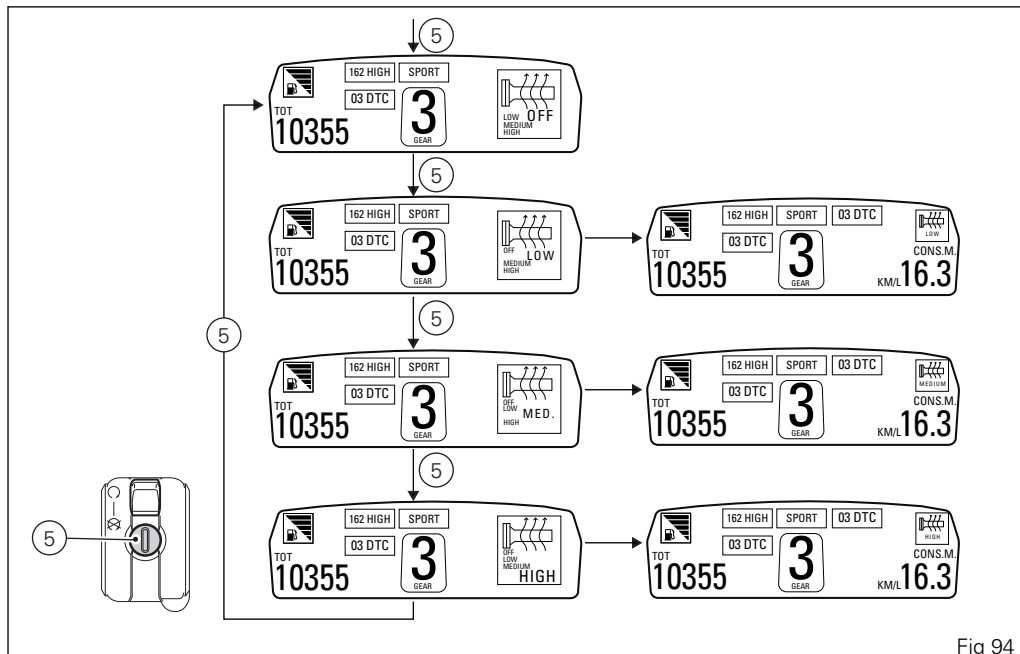
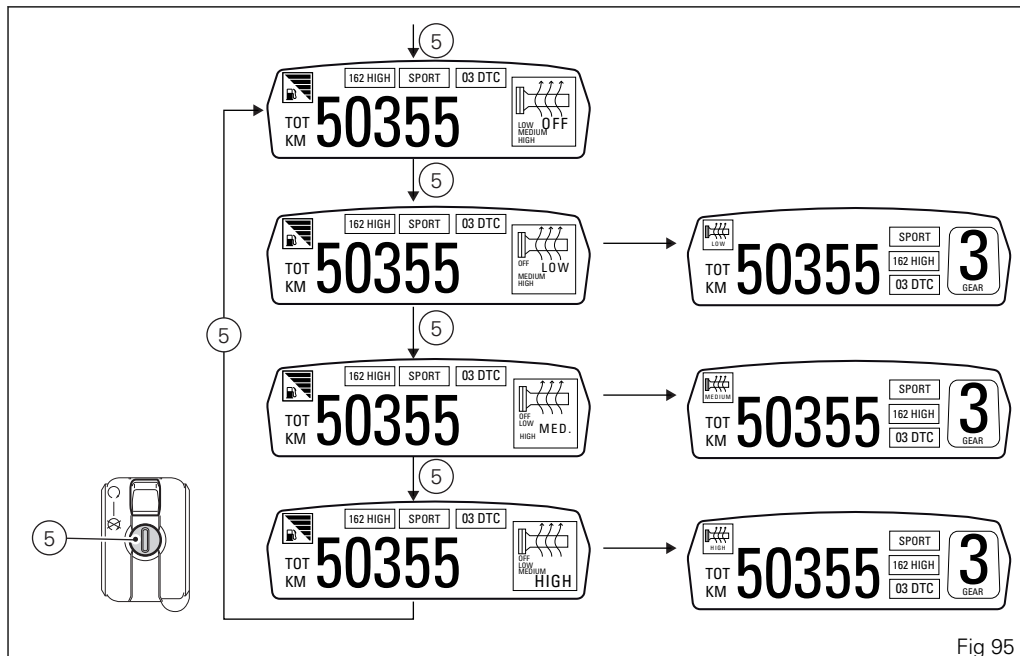


Fig 94





Note

The heated handgrips actually activate and warm up only with engine running.



Note

This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.



Attention

Ducati recommends NOT to use the heated handgrips when ambient temperature is above 15° ÷ 20°C since they might get damaged.



Note

Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 11.9 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Controls

Position of motorcycle controls



Attention

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

- 1) Instrument panel on handlebar.
- 2) "Hands free" system.
- 3) Instrument panel on tank.
- 4) LH switch.
- 5) Clutch lever.
- 6) Rear brake pedal.
- 7) RH switch.
- 8) Throttle twistgrip.
- 9) Front brake lever.
- 10) Gear change pedal.

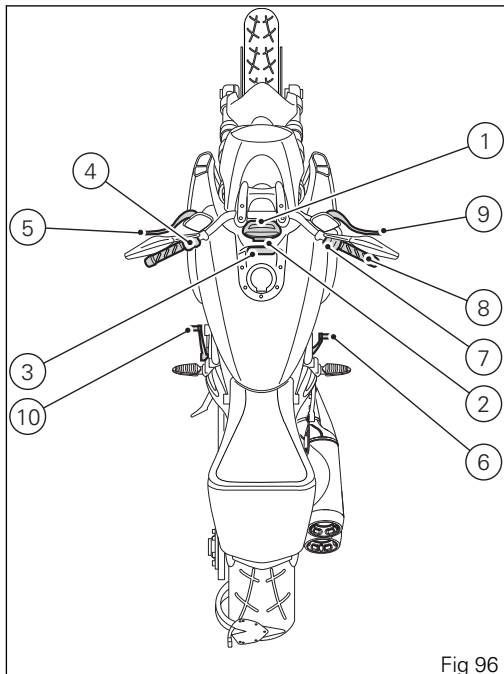


Fig 96

"Hands free" system

The Hands free system consists of:

- 1) Hands free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Tank filler plug.

The "Hands free" button (7, Fig 101) is located on the tank front end.

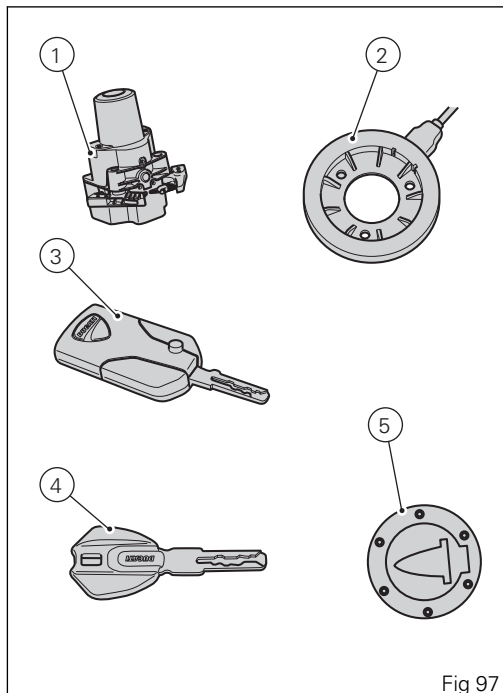


Fig 97

⚠ Important
Conditions affecting the correct operation of the Hands Free system.

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

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

(Fig 98) indicates the position of the Hands Free block (7) and (Fig 99) indicates the position of the antenna (2).

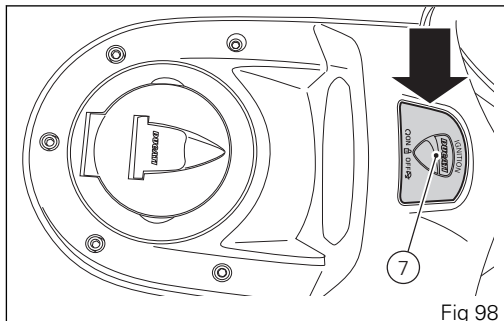


Fig 98

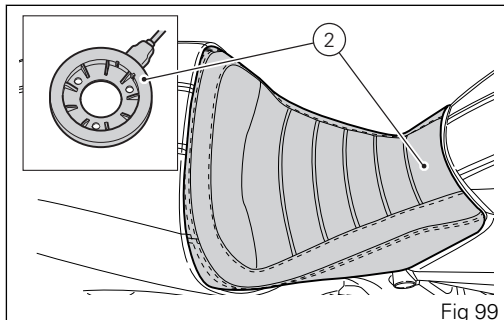


Fig 99

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

Key-On consists in turning on the hands free system and all electronic devices. Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off. Key-On is done using button (6) on the right switch on the handlebar or using the emergency button (7) on the Hands free lock. Key-Off is done using button (6) on the right switch on the handlebar or using button (7) on the Hands free lock.



Note

The use of one of the two buttons (6) or (7) does not exclude the other, e.g.: if you use one for switch-on, you can switch off with the other and vice versa.

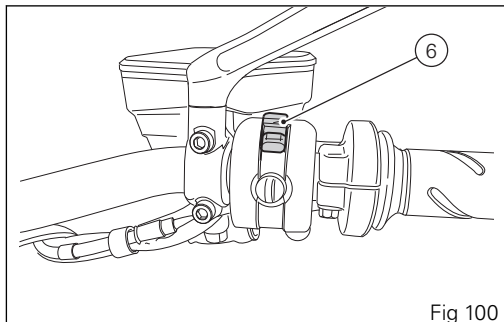


Fig 100

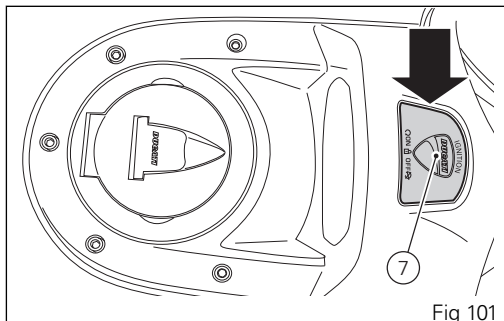


Fig 101

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code. Key-Off can also occur without any key (3) or (4). Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6) on the handlebar or by pressing the Hands free button (7). When speed is not equal to zero, perform key-off by pressing the Hands free button (7).

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



Note

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

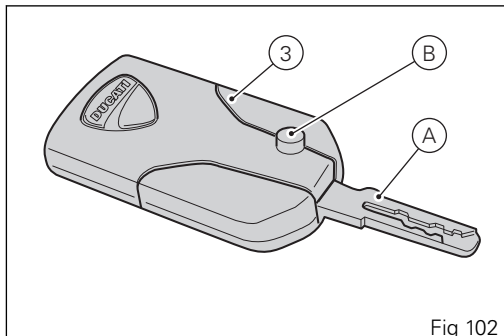


Fig 102

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

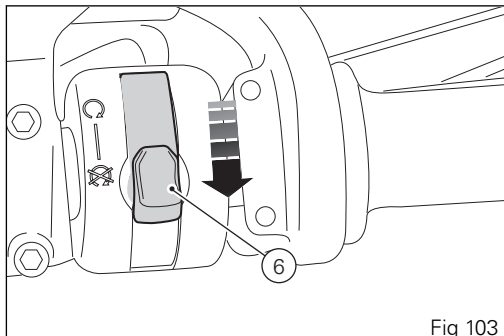
A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the active key (3, Fig 97).



Note

The active key (3) has a range of approx. 59.06 in (1.5 m), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can also be performed without the key (3, Fig 97) only if motorcycle speed is equal to zero.



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

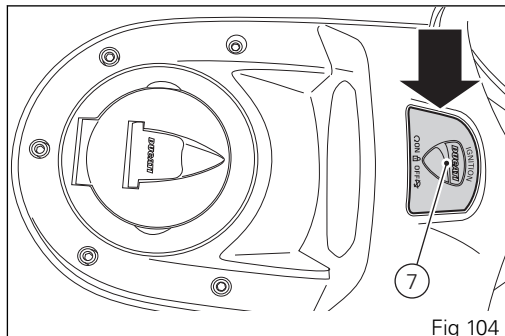
with active key. Key-On can be performed by pressing button (7) on the Hands free lock (1, Fig 97) and with the presence of the active key (3, Fig 97).



Note

The active key (3) has a range of approx. 59.06 in (1.5 m), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 97), also without the key (3, Fig 97).



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

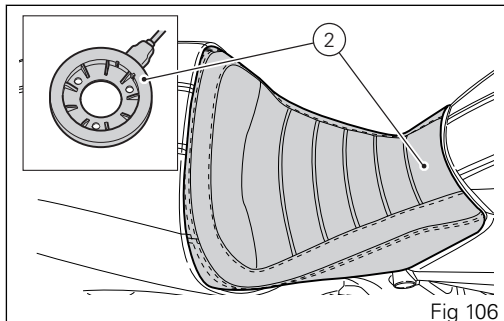
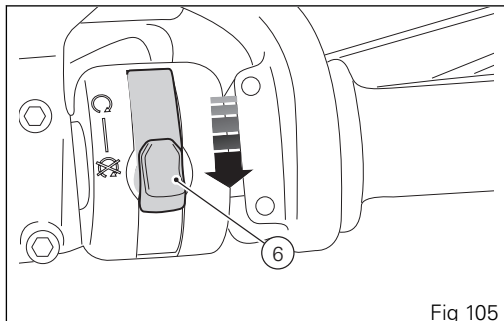
A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the passive key (4, Fig 97).



Note

The passive key has a range of a few inches (cm), therefore the key must be positioned near the antenna. Remove the seat to reach the antenna.

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can also be performed without the key (4, Fig 97) only if motorcycle speed is equal to zero.



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

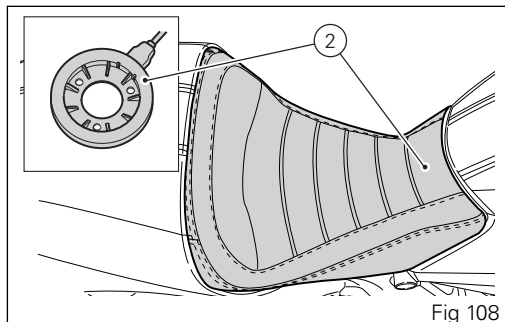
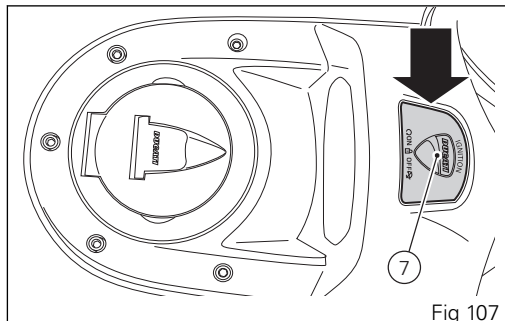
Key-On can be performed by pressing button (7) on the Hands free lock and with the presence of the passive key (4, Fig 97).



Note

The passive key has a range of a few inches (cm), therefore the key must be positioned near the antenna. Remove the seat to reach the antenna.

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 97), also without the key (4, Fig 97).



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

Key-On can be performed by pressing button (7) on the hands free lock (1, Fig 97) without the presence of the keys (3, Fig 97) and (4, Fig 97) and entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar / Hands Free button (7) / engine off, no key in the range.

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

The pin must be entered within 120 sec, after which a Key-Off occurs automatically.

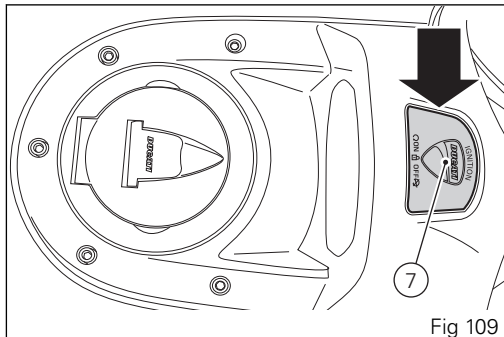


Fig 109

Entering PIN CODE function for overriding purposes

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

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

After pressing the button, the instrument panel activates the "INSERT PIN CODE" indication on the display with four dashes "----" in the bottom line, highlighted in green, for you to enter the 4 digit PIN code.

Entering the code:

Press the reset button (4).

Each time you press button (2), the displayed number increases from "0" to "9" and then returns to "0".

Press the reset button (4) to confirm each number.

Repeat the procedure until entering the fourth digit.

Press the reset button (4) again to confirm.

If the code is incorrect, the instrument panel will return to the four dashes "----" indication to allow you to enter the code again.



Note

There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after any attempt to enter the code.

If the entered code is correct, the message "CORRECT" will flash on the display for 3 seconds. After 3 seconds, the instrument panel will return to the "normal" view (with all indications active). From this moment, the vehicle can be started using the start button (Key-On).



Note

The vehicle can be started until a Key-Off is performed. If the problem still persists upon the next starting attempt, repeat the procedure from the beginning in order to start the motorcycle "temporarily" again.



Important

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

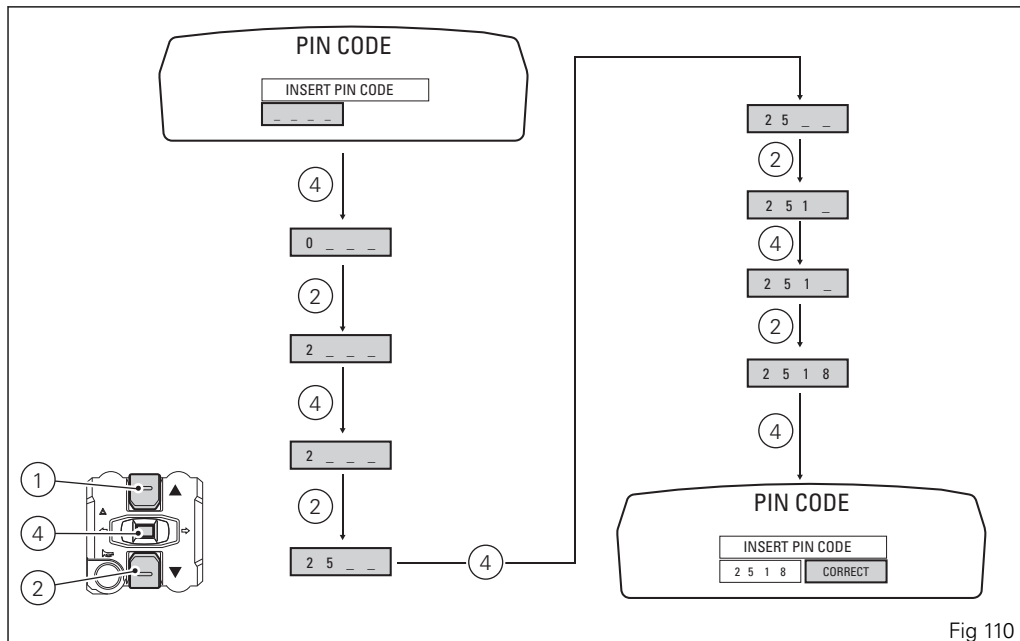


Fig 110

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;

position  = right 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.

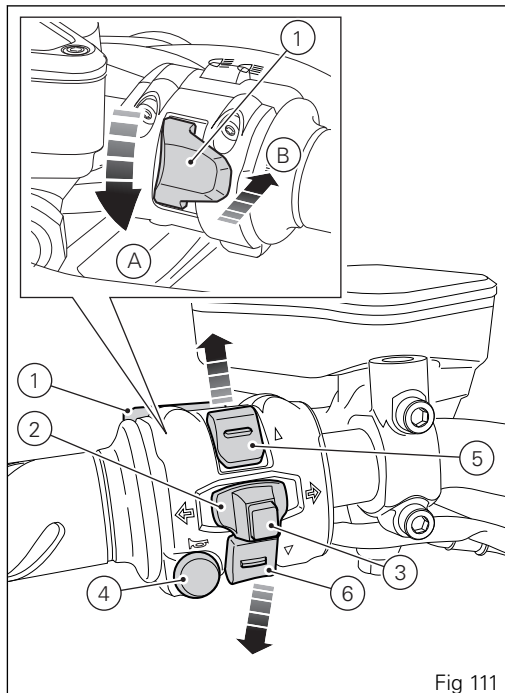


Fig 111

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.

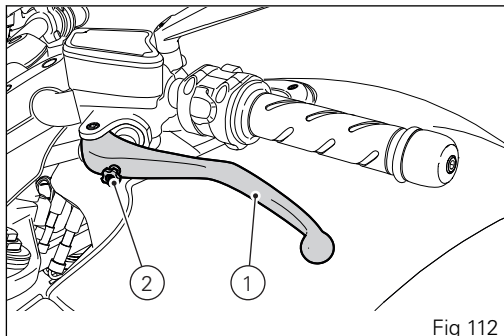


Fig 112



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).

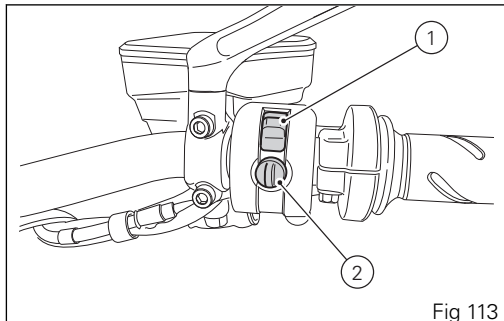


Fig 113

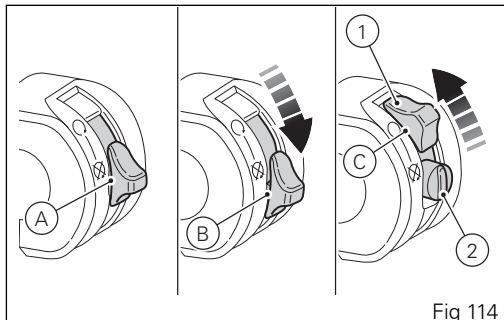


Fig 114

Throttle twistgrip

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

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

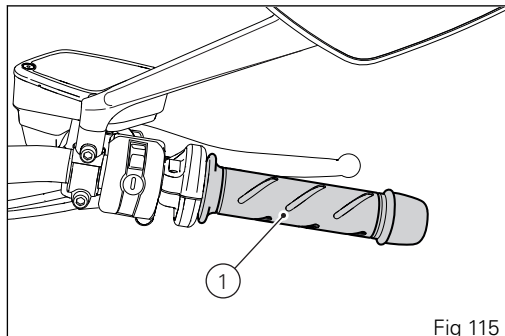


Fig 115

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.

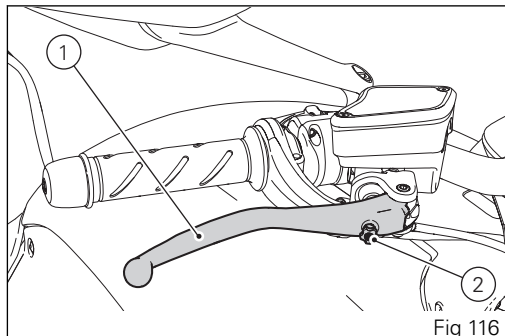


Fig 116

Rear brake pedal

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

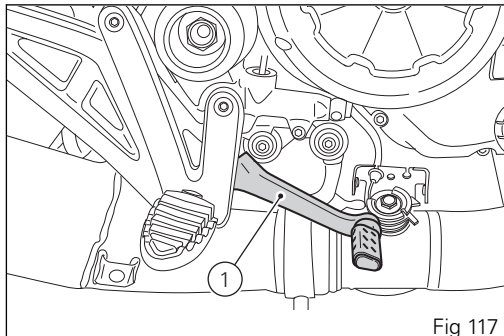


Fig 117

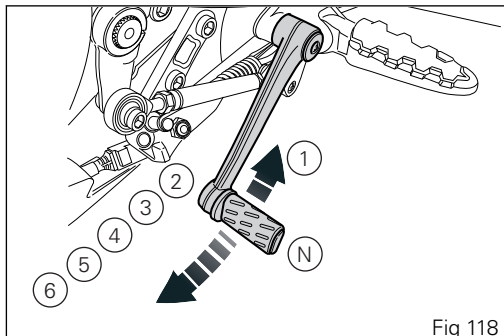
Gear change pedal

When released, the gear change pedal (1) automatically returns to rest position N in the center. This is indicated by the dashboard light N (2, Fig 12) coming on.

The pedal can be moved:

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

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



Adjusting the gear change pedal and the rear brake

The position of the 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 the linkage (1) and slacken the lock nuts (2) and (3).

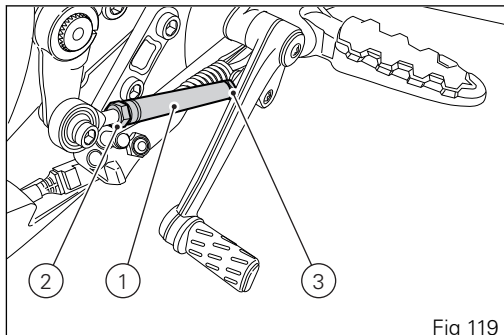


Note

Nut (2) features a left-hand threading.

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

Tighten both check nuts onto linkage.



Rear brake pedal

Loosen counter nut (7).

Turn pedal stroke adjusting screw (6) until pedal is in the desired position.

Tighten the counter nut (7).

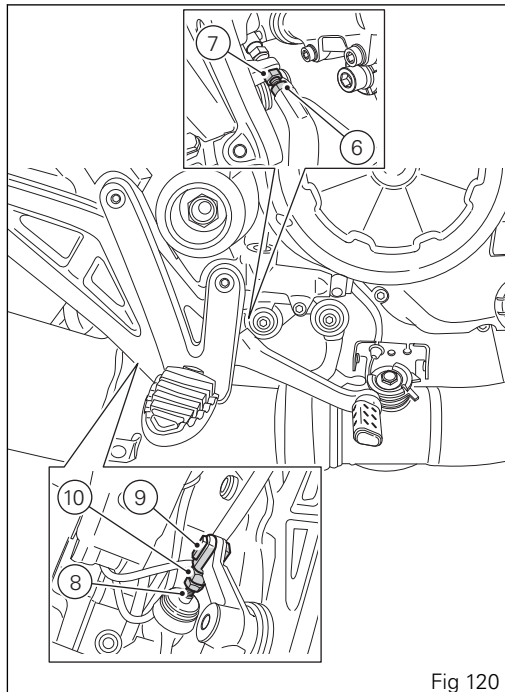
Operate the pedal by hand to check that there is about $0.12 \div 0.24$ in ($3 \div 6$ mm) of free play before the brake bites.

If not, adjust the length of the master cylinder pushrod as follows:

Loosen lock nut (10) on master cylinder rod.

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

Tighten lock nut (10) and check again clearance.



Main components and devices

Position on the vehicle

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

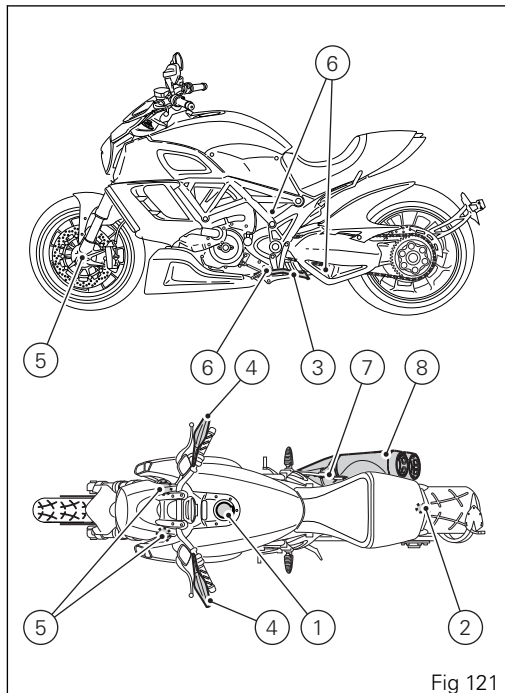


Fig 121

Fuel tank plug



Note

To open or close the tank plug using the active key, position the metallic part in the intermediate position.

Opening

Lift flap (1) and insert the active or passive key in the lock.

Turn the key clockwise 1/4 turn to unlock.

Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat.

Remove the key and replace the lock cover (1).



Note

The plug can only be closed with the key in.

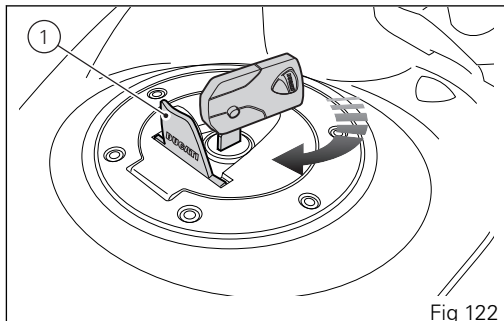


Fig 122

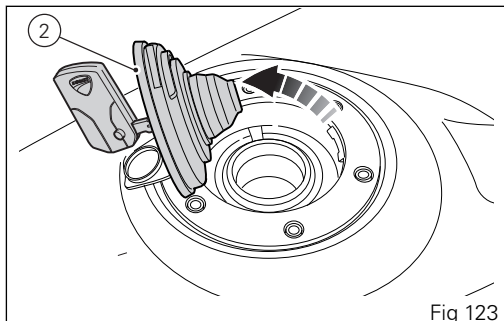


Fig 123



Attention

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

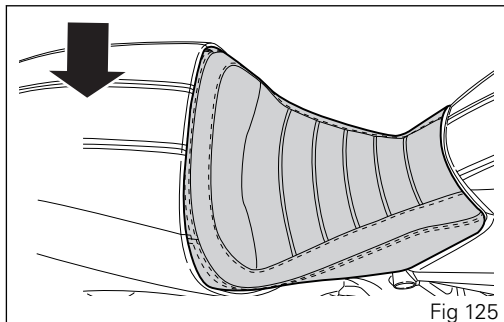
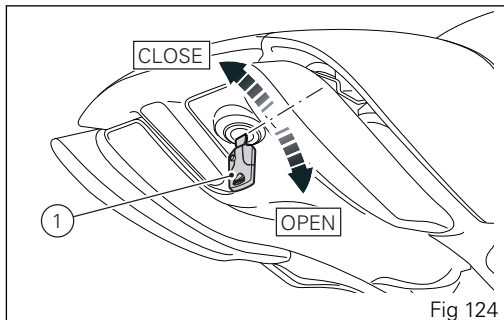
Seat lock

Work latch (1) to remove the seat and access the underseat compartment and reach any other device under it.

Removing the seat

Insert the active or passive key in the lock (1), turn clockwise while pressing down at the latch to help release the pin.

Remove the seat pulling it backwards until sliding it out of the front retainers.



Helmet cable



Note

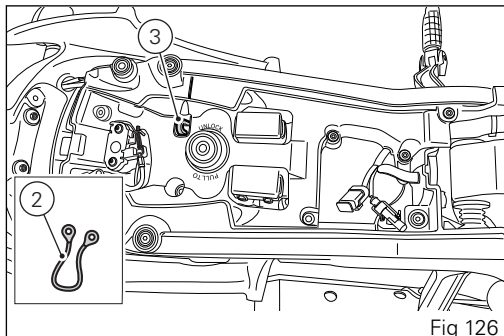
The helmet cable is inside the tool box.

Route cable through helmet and engage cable end into pin (3). Leave the helmet hanging and refit the seat to hold it in place.



Attention

This device protects the helmet against theft when the motorcycle is parked. Do not leave the helmet attached when riding the motorcycle; it could interfere with your movements and cause loss of control of the motorcycle.



Refitting the seat

Make sure that all elements are correctly positioned and fastened to the compartment under the seat. Insert the brackets (4) of the seat base in the projecting parts (5) of the frame, then push the rear end of the seat until you hear the bolt in the lock click into place.

Make sure the seat is safely secured to the frame and remove the key from the lock.

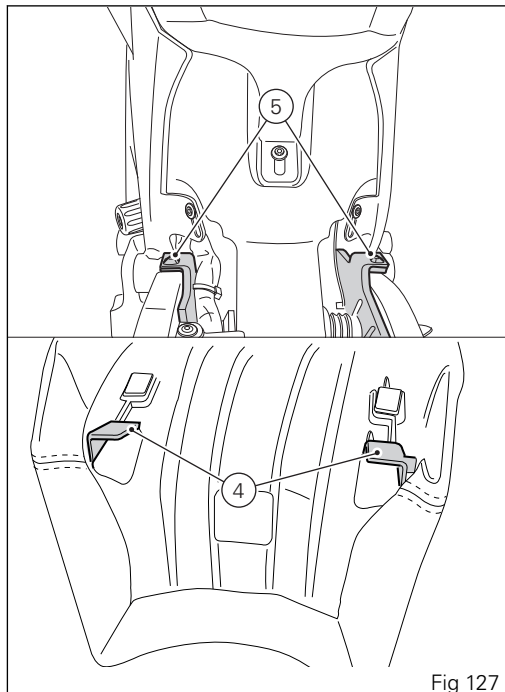


Fig 127

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.

Attention

Do not sit on the motorcycle when it is supported on the side stand.

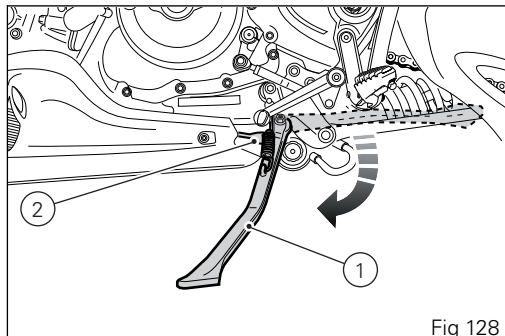


Fig 128



Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.



Note

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

Passenger grab handle

Passenger grab handle (1, Fig 129) is located inside the tail guard; to take it out, remove the seat (see "Removing the seat" on page page 178), pull knob (2, Fig 129) while taking out the grab handle (1, Fig 129) from its housing until it is fully extended.



Attention

Before use, pull grab handle back and forth to ensure that it is locked in the correct position.

To put it back, pull knob (2, Fig 129), push grab handle (1, Fig 129) in its housing until it is completely flush with the tail guard (1, Fig 130) and refit the seat (see "Refitting the seat" on page page 178).

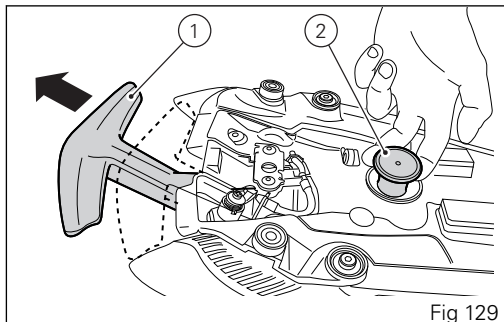


Fig 129

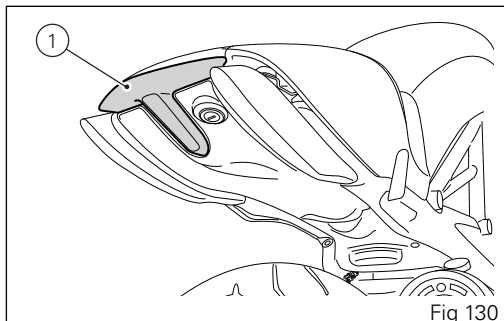


Fig 130

Front fork adjusters

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

Use the external screw adjusters:

- 1) to adjust the rebound damping (Fig 131);
- 2) to adjust the preload of the inner springs (Fig 131);
- 3) to adjust the compression damping (Fig 132).

Position the motorcycle on its side stand so that it is stable. Turn the knob (1) at the top end of each fork leg to adjust rebound damping. Turn the adjuster (3) at the bottom of each fork leg with a flat screwdriver to adjust compression damping. Turn knob (1) and the adjusting screws (3) to adjust damping. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position and by rotating counterclockwise, you can count the turns.

To change preload of the spring inside each fork leg, turn the hex. adjuster (2, Fig 131) with a hexagon wrench of 0.87 in (22 mm), starting from the fully open (clockwise) position.

From reference (A, Fig 131), every full turn clockwise corresponds to 0.04 in (1 mm) of preload of the

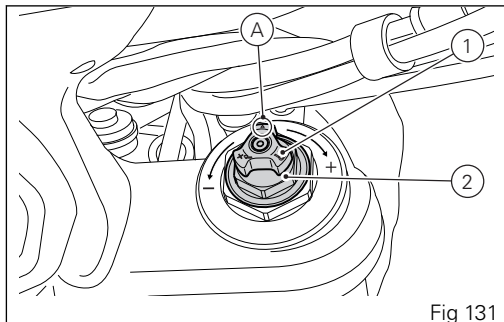


Fig 131

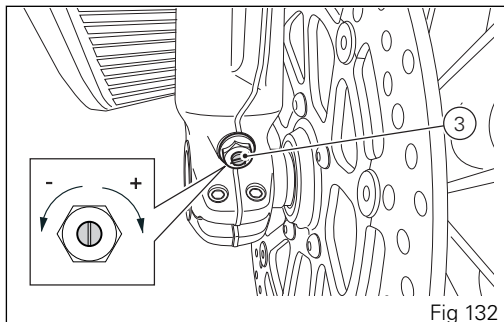


Fig 132

spring, up to a maximum of 0.59 in (15 mm), corresponding to 15 full turns.

STANDARD settings from completely closed are as follows:

- compression: 1 and a half turns;
- rebound: 1 and a half turns;
- spring preload: FULLY OPEN.



Attention

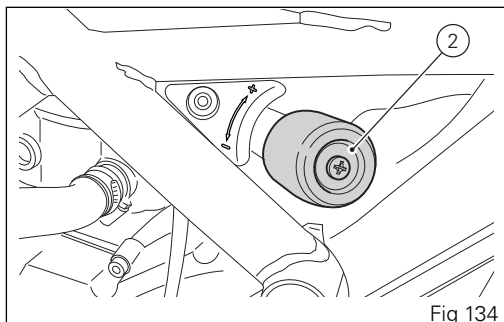
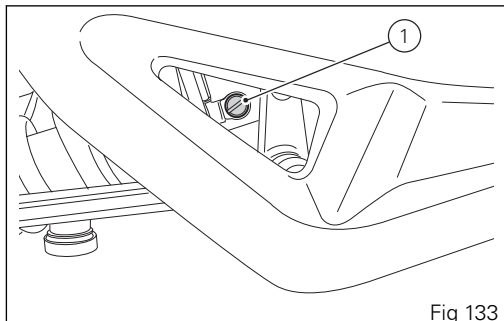
Regulate the adjusters on both legs to the same positions.

Rear shock absorber adjusters

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

The adjuster (1, Fig 133), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).

The knob (2, Fig 134) located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.



The knob (3, Fig 135), located on the expansion reservoir of the shock absorber, adjusts the damping during the compression phase. Turn the adjusters (1) with a screwdriver or the knobs (2) and (3) clockwise to obtain a harder setting or increase preload. Turn them counter-clockwise to obtain the opposite setting.

STANDARD calibration; from the fully closed position (clockwise) unscrew:

- rebound: open adjuster (1) by 12 clicks from fully closed position;
- preload: knob (2) FULLY OPEN;
- compression: open knob (3) by 25 clicks from fully closed position.

When carrying full load, set the rear shock absorber spring to maximum preload to improve motorcycle handling and keep safe clearance from the ground.



Note

When carrying full load, set the rear shock absorber spring to maximum preload to improve motorcycle handling and keep safe clearance from the ground.

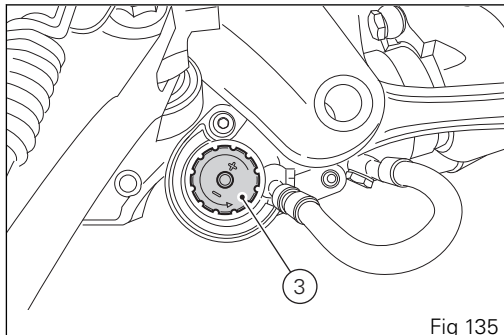


Fig 135



Attention

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

CHOOSING THE SUSPENSION SETTING

The values in the table are indicative. They have been calculated considering a dressed rider weighing 176.4-198.4 lb (80-90 kg) and a dressed passenger weighing 154.3-176.4 lb (70-80 kg).

Front fork					
	Range	Standard	Sport use	Comfort use	Rider + Passenger
Compression	0 ÷ 3 turns	1.5 turns	1 turn	2 turns	1.5 turns
Rebound	0 ÷ 3 turns	1.5 turns	1 turn	2 turns	1.5 turns
Preload	0 ÷ 15 turns	0 turns	7 turns	0 turns	10 turns

Rear shock absorber					
	Range	Standard	Sport use	Comfort use	Rider + Passenger
Compression	0 ÷ 40 clicks	25 clicks	6 clicks	35 clicks	20 clicks
Rebound	0 ÷ 24 clicks	12 clicks	2 clicks	12 clicks	12 clicks
Preload	0 ÷ 54 clicks	0 clicks	25 clicks	0 clicks	40 clicks

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

- 1) Up to 600 mi (1000 km);
- 2) From 600 mi (1000 km) to 1553 mi (2500 km).

Up to 600 mi (1000 km)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.

For the first 100 km, use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against

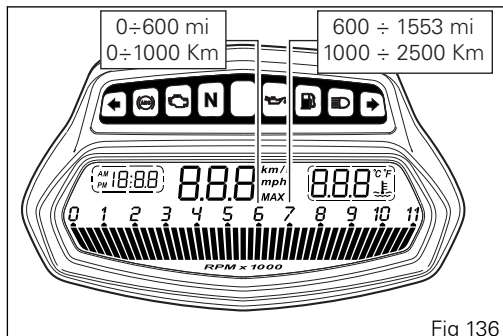


Fig 136

the brake disks. So that the mechanical parts of the motorcycle can adapt to each other, 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.

From 600 mi (1000 km) to 1553 mi (2500 km)

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- FUEL LEVEL IN THE TANK
Check the fuel level in the tank. Fill tank if needed (page 203).
- ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 231).
- BRAKE AND CLUTCH FLUID
Check fluid level in the relevant reservoirs (page 207).
- COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 206).
- TIRE CONDITION
Check tire pressure and condition (page 229).

- CONTROLS
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
Make sure lights, indicators and horn work properly. In case of light malfunction, contact a Ducati Dealer or Authorized Service Center.
- KEY LOCKS
Ensure that tank filler plug (page 176) and seat (page 178).
- STAND
Make sure side stand operates smoothly and is in the correct position (page 181).

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.

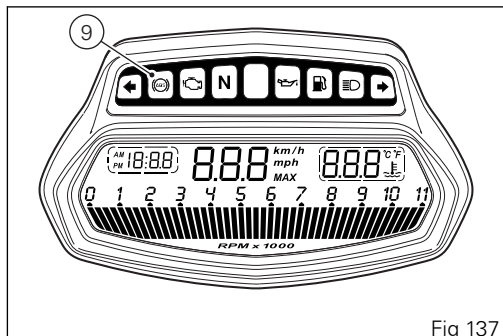


Fig 137

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.

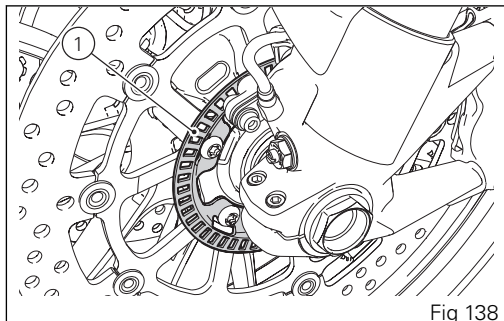


Fig 138

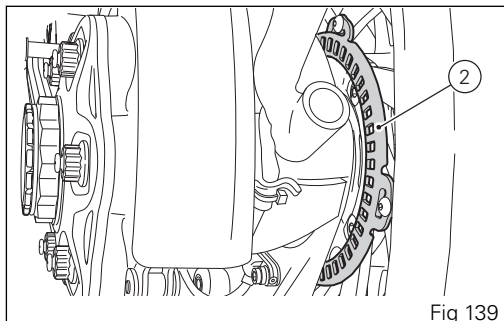


Fig 139

Engine start/stop



Attention

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



Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by pushing the red switch (1), on the right side of the handlebar, downward.

The instrument panel on handlebar will perform the initialization and will control the on-board systems, turning on all lights in sequence, from the outside to the inside, for a few seconds. After this control, only the green light N (2) and the red light (3) must remain on.

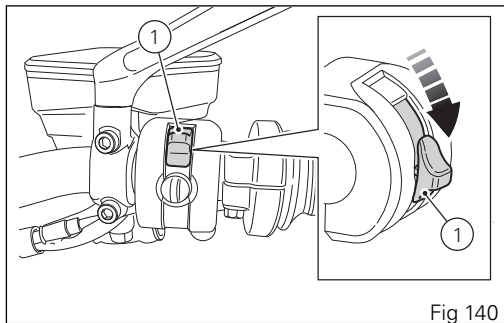


Fig 140

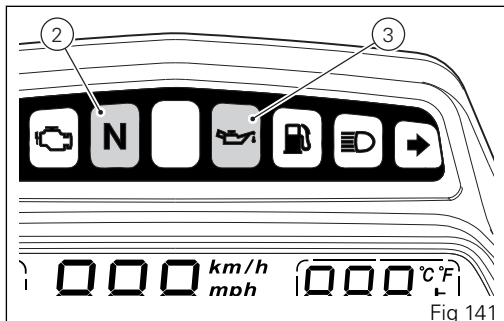


Fig 141



Attention

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

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.



Note

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

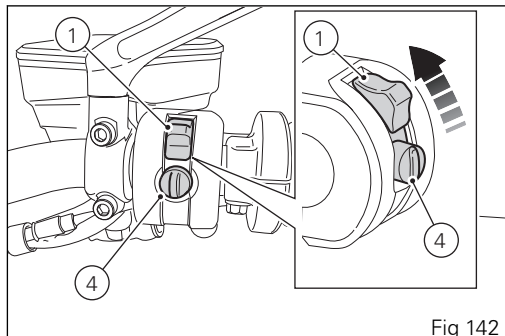
Move the red switch (1) up to uncover the black button (4).

Push the button (4) to start the engine.



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.



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

The engine will shut off by turning the red button (1) on the handlebar to RUN OFF.



Note

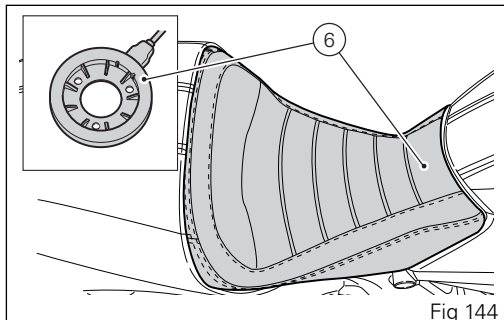
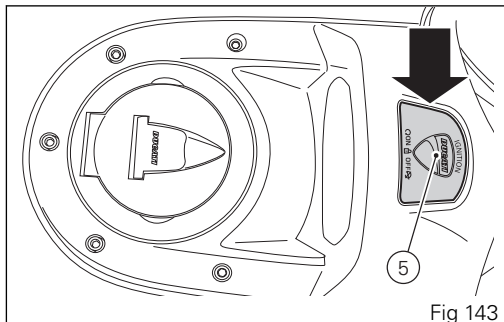
To turn on the "Hands free" system and all electronic onboard systems, refer to "Hands Free System".

⚠ Important
Conditions affecting the correct operation of the Hands Free system.

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

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

(Fig 143) indicates the position of the Hands Free block (5) and (Fig 144) indicates the position of the antenna (6).



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 "ABS function setting" page 126.



Attention

Using the two brake controls separately reduces the motorcycle braking power. 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 or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

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

Stop the engine by pushing the red switch (1) down.

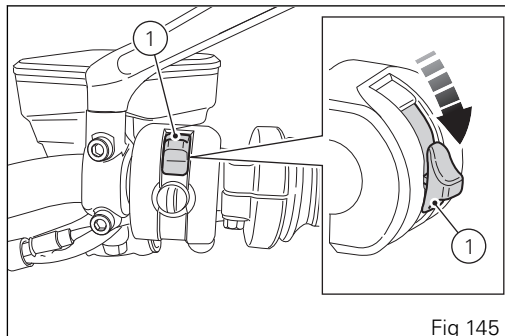


Fig 145

Parking

Park the stopped motorcycle on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval move the red switch (1) down again and hold it depressed for 3 consecutive seconds with steering turned completely to the left or to the right.

After a second, the message "KEEP PRESSED FOR LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. If steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case the steering lock does not engage, after 5 seconds the instrument panel shows the message "RED SWITCH NOT RELEASED".

Then, release the button and try engaging the steering lock again within 60 seconds from the key-off.

In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

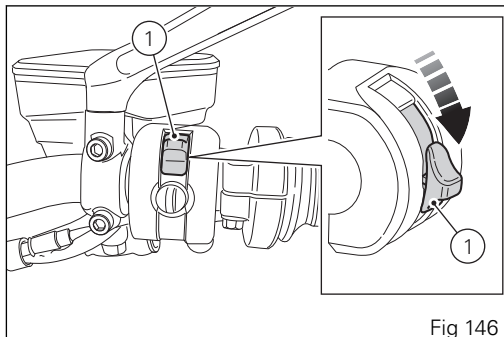


Fig 146

Press button (2, Fig 147) for at least 3 seconds: the round display of the instrument panel shows the indication of activated function(Fig 148) for 5 seconds and the lights remain on for 2 hours. Then, they go off automatically.



Note

In case of a sudden interruption of the power supplied by the battery, during the "Parking" function, as soon as the power supply is restored, the instrument panel will disable said function.



Important

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



Attention

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

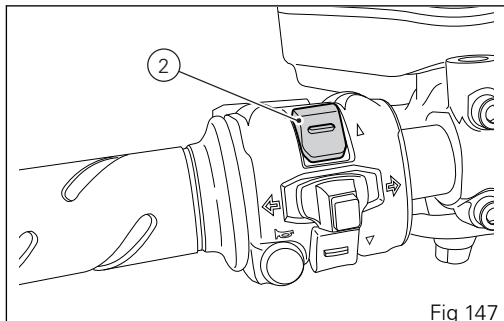


Fig 147



Fig 148



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

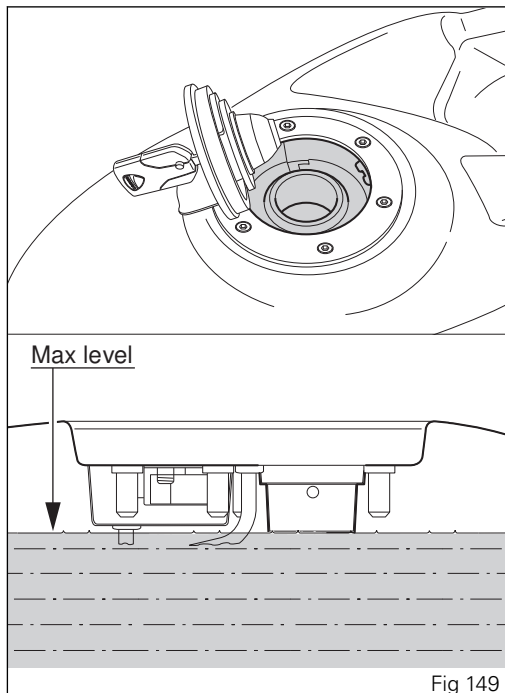


Fig 149

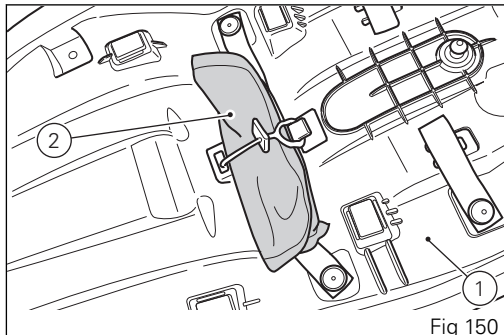
Tool kit and accessories

The tool kit (2) is housed under the seat (1), and the owner's manual is in the underseat compartment.

Tool kit includes:

- fuse pliers;
- two helmet anti-theft system cables;
- screwdriver;
- screwdriver handgrip;
- box wrench 0.55/0.62 in (14/16 mm);
- double-ended wrench 0.31/0.39 in (8/10 mm);
- rod 0.23 in (6 mm);
- Allen wrench, 0.11 in (3 mm);
- Allen wrench, 0.15 in (4 mm);
- Allen wrench, 0.19 in (5 mm).
- Allen wrench, 0.23 in (6 mm).

To access the compartment, remove the seat (see "Removing the seat" on page 178).



Main use and maintenance operations

Changing the air filter



Important

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

Checking coolant level and topping up, if necessary

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

Screw plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).

Cooling circuit capacity: 0.66 gallons - 2.5 cu. dm (liters).

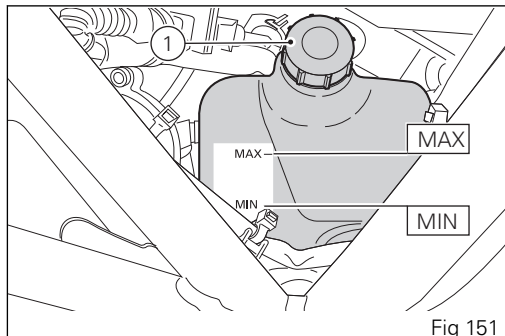


Fig 151



Attention

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

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.

Brake system

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

Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

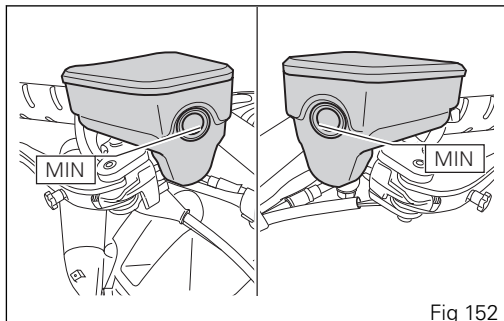


Fig 152

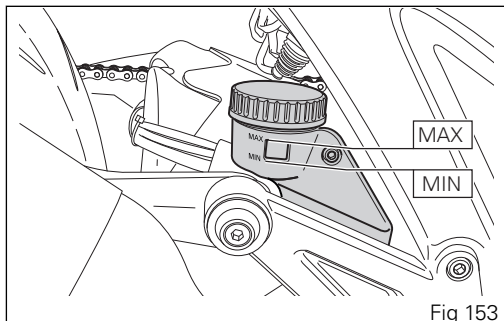


Fig 153



Attention

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.



Attention

Clutch fluid level will increase in reservoir as clutch plate friction material wears down. Do not exceed the specified level (0.12 in (3 mm) above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 0.04 in (1 mm) replace both pads.



Attention

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



Important

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

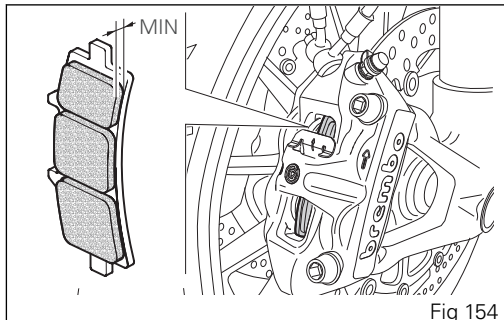


Fig 154

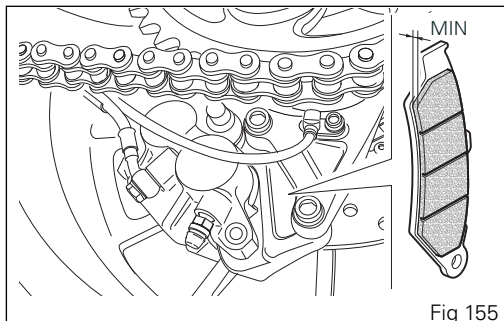


Fig 155

Lubricating cables and joints

It is necessary to check the conditions of the throttle control cable external sheath. Their external plastic sheath should be free of cracking or flattening. Operate the control to make sure inner cables slide smoothly: have it replaced by a Ducati Dealer or Authorized Service Center if you find friction or hard spots.

To avoid these problems, as far as throttle cable is concerned, we recommend opening the control by loosening the two retaining screws (1), then grease the cable ends and the pulley (2) with Advance Grease or Retinax LX2 grease.



Attention

Carefully close the control after engaging the cable in the pulley.

Refit the cover and tighten the screws (1) to a torque of 10 Nm.

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.

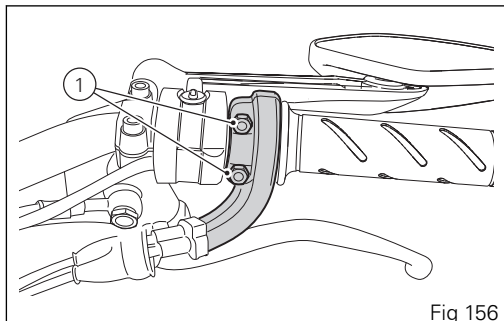


Fig 156

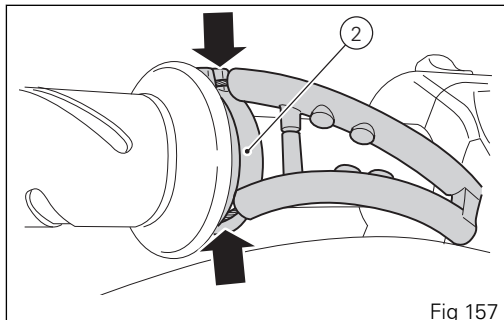


Fig 157

Throttle control free play adjustment

The throttle grip must have a free play of $0.06 \div 0.08$ in ($1.5 \div 2.0$ mm) in all steering positions, measured on the outer edge of the twistgrip.

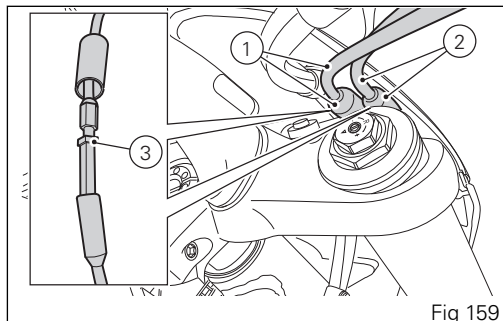
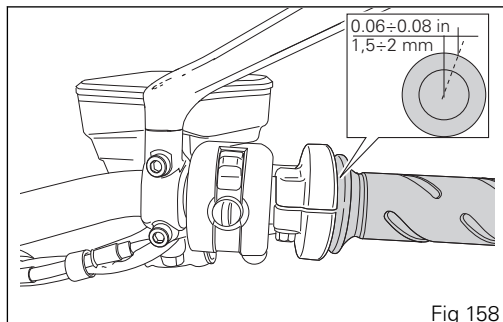
If necessary, adjust using the relevant adjusters (1 and 2) located on the steering tube on the right side of the motorcycle.

Adjuster (1) is for throttle opening, while adjuster (2) is for throttle closing.

Slip the rubber gaiters off the adjusters and loosen the check nuts (3).

Adjust both adjusters by the same amount: turn clockwise to increase free play and counter clockwise to reduce free play.

When finished, tighten the lock nuts (3) and refit the protection gaiters to the adjusters.



Charging the battery

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



Important

The battery is located under the cowling; to remove it, ALWAYS contact a Ducati Dealer or authorized Service Center.

Remove the left cowling (1) by loosening:

- the retaining screw (2) on the side of electrical components compartment;
- the retaining screw (3) on the upper side of electrical components compartment;
- the retaining screw (4) under the central cowling;

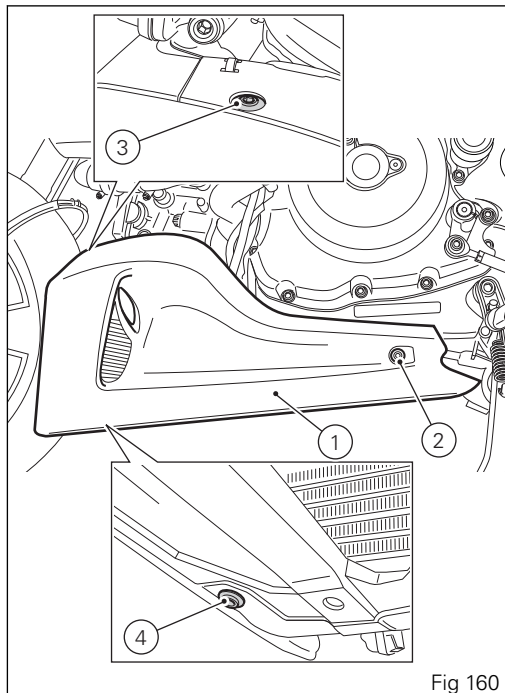


Fig 160

- screw (5) securing central cowling to left cowling;
- the screws (6) and remove the battery mounting cover (7).

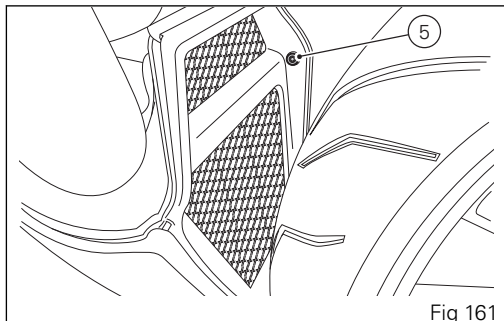


Fig 161

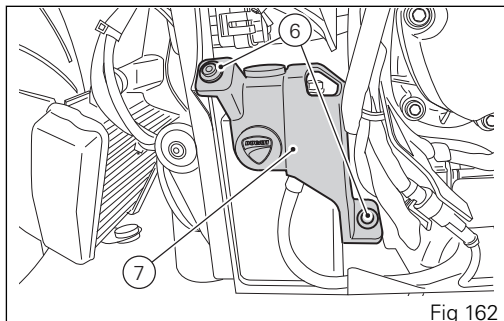


Fig 162

Slide out the battery (8) from its housing and, always starting from the negative terminal (-), loosen the screws (9).

Remove the positive cable (10), the ABS positive cable (11) from the positive terminal and the negative cable (12) from the negative terminal.



Attention

The battery produces explosive gases: keep it away from heat sources

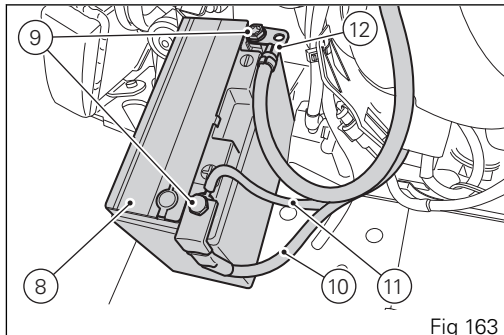


Attention

Keep the battery out of the reach of children.

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

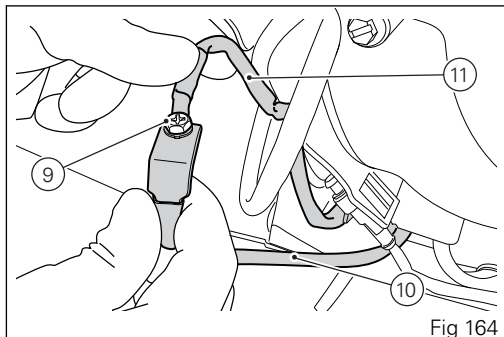
Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).



Important

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

Lay down the ABS positive cable (11), onto positive cable (10) and start screw (9) in its thread on these cables.



Connect the positive cable (10), previously assembled to ABS cable (11), to battery positive terminal, and negative cable (12) to battery negative terminal, by starting the other screw (9) in its thread.

Tighten the terminal clamp screws (9) to a torque of 5 Nm $\pm$ 10% and apply grease onto the battery terminals to prevent oxidation.

Reposition the battery (8) in the support, positioning the cables (10) and (11) as shown in (Fig 166).

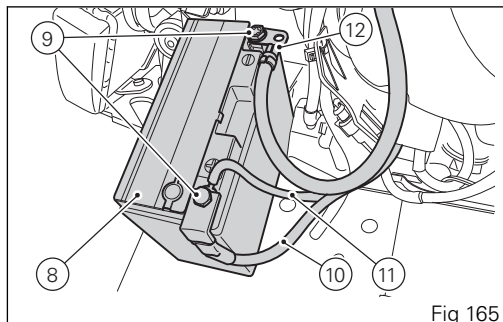


Fig 165

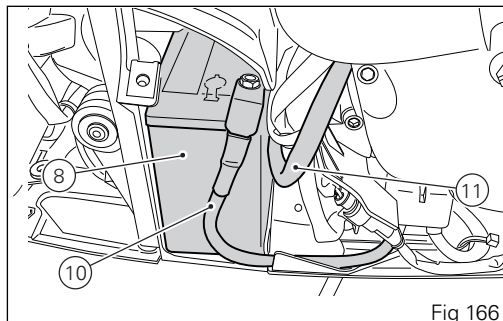
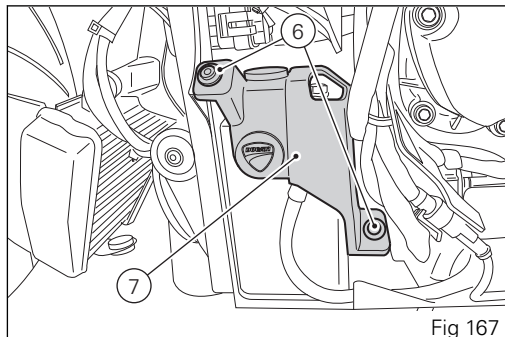


Fig 166

Refit battery mounting cover (7) and fasten, tightening the screws (6) to a torque of $10\text{ Nm} \pm 10\%$.



Refit the left cowling (1) as follows:

- start the retaining screw (2) on the side of electrical components compartment;
- start the retaining screw (3) on the upper side of electrical components compartment;
- start the retaining screw (4) under the central cowling;

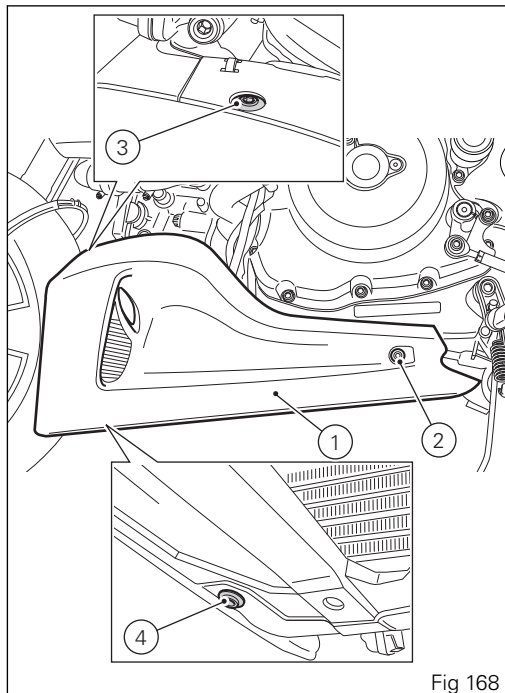
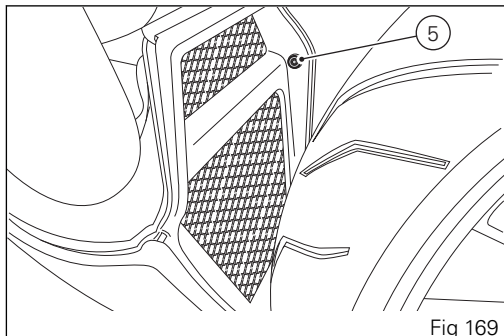


Fig 168

- start screw (5) securing central cowling to left cowling.

Tighten screws(2, Fig 168) ,(3, Fig 168) ,(4, Fig 168) and (5, Fig 169) to a torque of $10 \text{ Nm} \pm 10\%$.



Charging and maintenance of the battery during winter storage

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



Note

The electric system of this model is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.



Important

If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.

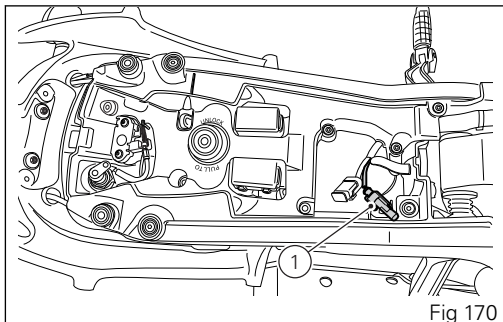


Fig 170

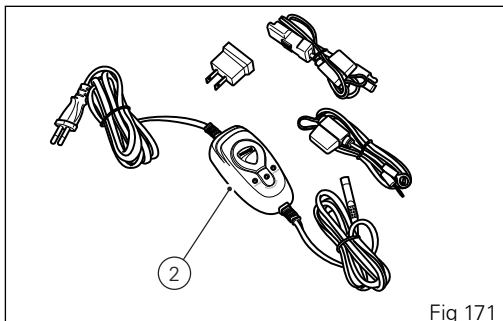


Fig 171



Note

When the motorcycle is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the rear side of the motorcycle.



Note

Using charge maintainers not approved by Ducati could damage the electric system; vehicle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered incorrect maintenance.

Checking drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest.

Set the vehicle on the side stand. Push down the chain at the point of measurement and release.

Measure the distance between the "aperture" upper profile and the pin center.

This distance must be: $0.35 \div 0.43$ in ($9 \div 11$ mm).



Important

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



Important

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

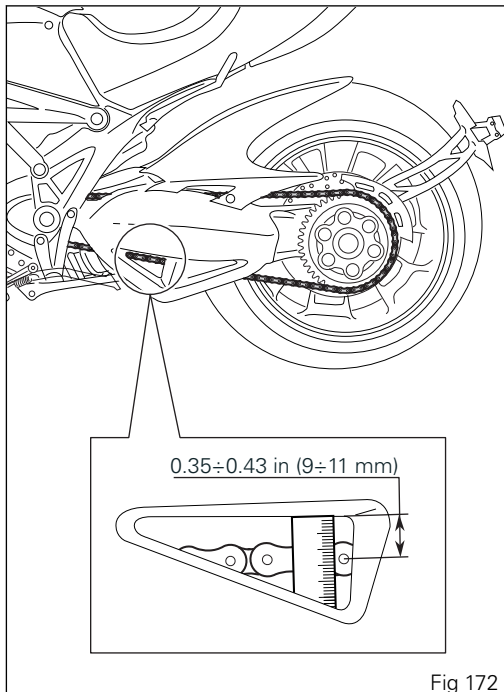


Fig 172



Attention

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



Important

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

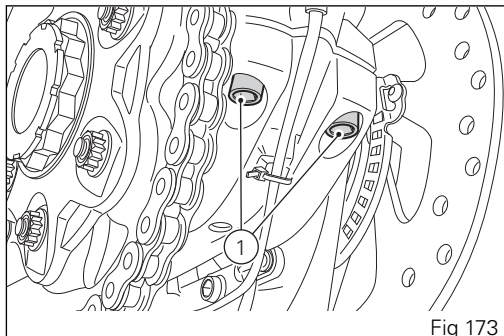


Fig 173

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 253.

Always check that the bulb functions before reassembling removed parts.

Figure shows the locations of the low beam (LO), high beam (HI) and parking lights (1).

Headlight

The headlight is a full LED unit.

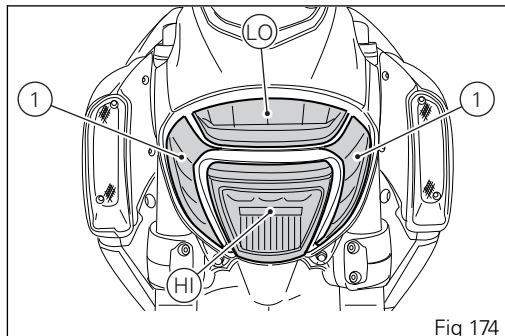


Fig 174



Important

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



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). On the wall or surface, draw a horizontal line at the same height from the ground as the center of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle.

If possible, perform this check in dim light.

Switch on the low beam:

the height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight center.



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

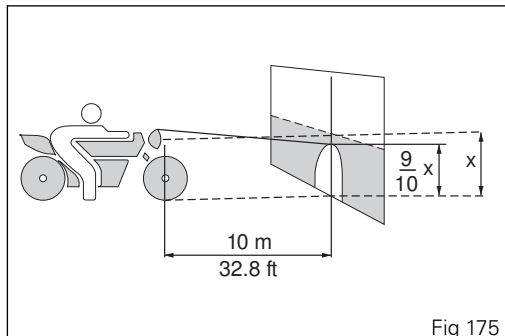


Fig 175

To vertically align the low beam, turn the screws (1).
To vertically align the high beam, turn the screw (2).

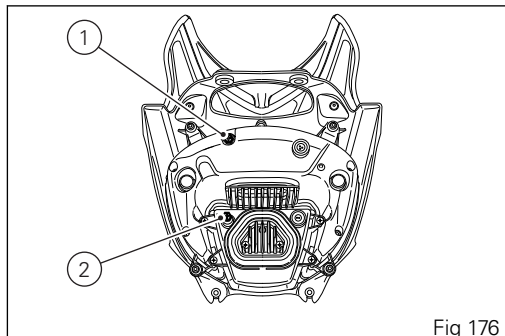
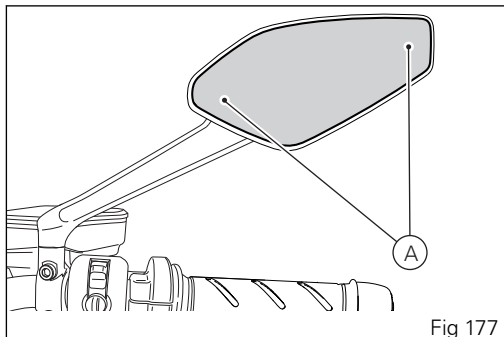


Fig 176

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).



Tires

Front tire pressure:

2.50 bar (36.26 PSI - 250 KPa) (rider only) - 2.6 bar (37.70 PSI - 260 KPa) (with passenger and/or bags).

Rear tire pressure:

2.50 bar (36.26 PSI - 250 KPa) (rider only) - 2.9 bar (42.06 PSI - 290 KPa) (with passenger and/or bags).

As tire pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.



Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or 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.

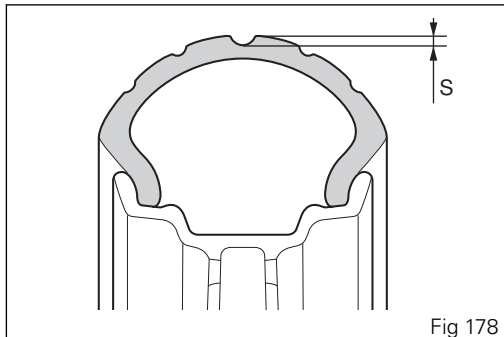
Minimum tread depth

Measure tread depth (S, Fig 178) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.



Important

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



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.



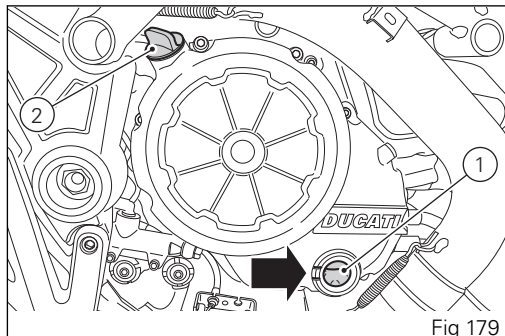
Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).



During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

This operation allows checking the engine operating conditions.

Have the spark plug checked and replaced by a Ducati Dealer or an authorized Service Center.

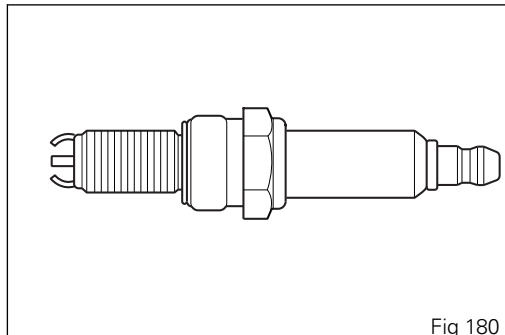


Fig 180

Cleaning the motorcycle



Note

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.



Attention

To clean the side panniers, sue warm water, neutral soap and a soft cloth. Soap and soft brushes are suitable to clean the zips; rinse them with clean water. Do not use aggressive detergents and too hard cleaning tools. Zips that prove hard to be moved can be loosened using a bit of talcum powder.

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.

The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
Check the proper tightening of brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change front fork fluid				•		•	-
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1000	1	15	30	45	60	Time (months)
		0.6	9	18	27	36	
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
Check the coolant level and check circuit for damage		•	•	•	•	•	12
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check the operation of the safety electrical devices (side stand switch, front and rear brake switches, engine stop switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12
Reset the Service indication through the DDS		•	•	•	•	•	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		•	•	•	•	•	12
Softly clean the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Scheduled maintenance chart: operations to be carried out by the customer



Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tire pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components.		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Specifications

Weights

Weight in running order without fluids and battery:

462.97 lb - (210 kg) (Diavel ABS);

451.95 lb - (205 kg) (Diavel Carbon ABS).

Carrying full load: 881.85 lb. - (400 kg).



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions

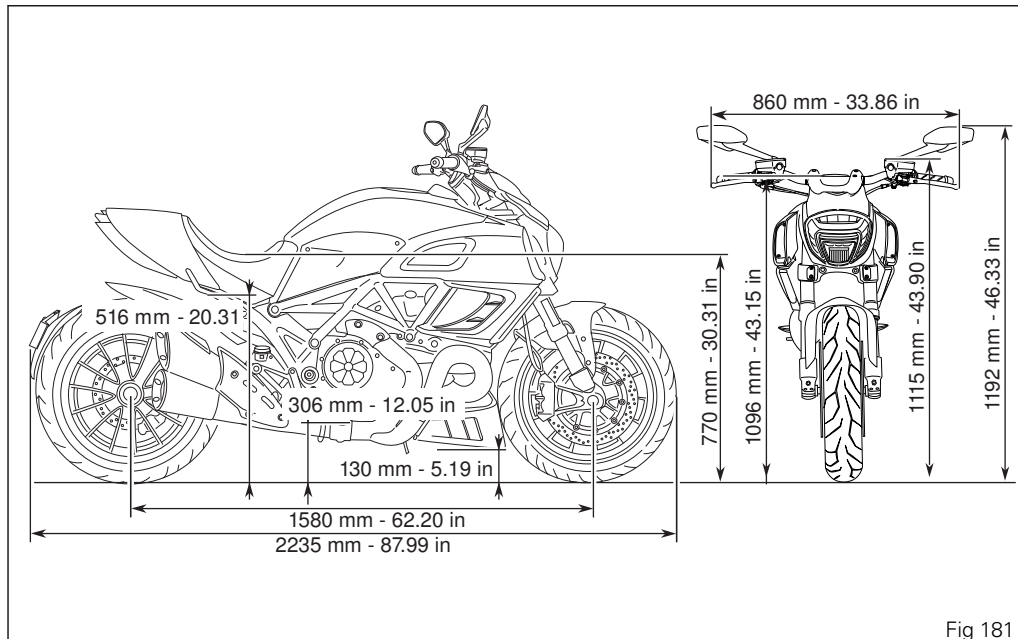


Fig 181

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.32 gallons (4 cu. dm)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	17 cu. dm (liters) 4.49 gallons
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	4 cu. dm (liters) 1.6 gallons
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	720 cc (per leg) 43.94 cu in
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 cu. dm (liters) 0.66 gallons



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

Testastretta 11°, 90° longitudinal L-type twin-cylinder,
4 valves per cylinder, liquid cooling with deep sump
die-cast crankcase.

Bore:

4.17 in (106 mm)

Stroke:

2.67 in (67.9 mm)

Total displacement, cu. cm:

1198.4

Compression ratio:

11.5±0.5:1

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

119 kW/162 HP at 9,500 rpm

74 kW/99 HP at 8,500 rpm (for French market, only).

Maximum torque at crankshaft (EU) Regulation no.

134/2014, Annex X:

13 kgm/128 Nm at 8,000 rpm

111 Nm at 5,750 rpm (for French market, only).

Maximum rpm:

10,800

10,500 (for French market, only).



Important

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

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) Opening rocker shim;
- 3) Closing (or lower) rocker shim;
- 4) Return spring for lower rocker;
- 5) Closing (or lower) rocker arm;
- 6) Camshaft;
- 7) Valve.

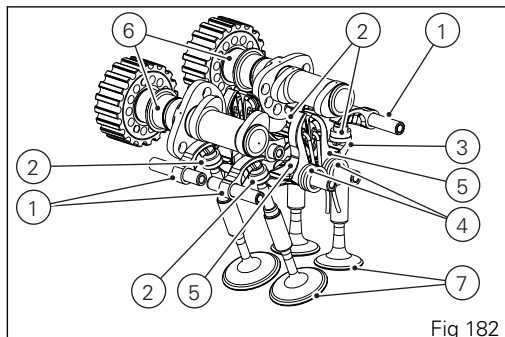


Fig 182

Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK.

Type: MAR9A-J

Fuel system

MITSUBISHI indirect electronic injection. Oval throttle body (corresponding diameter):

2.2 in (56 mm)

Injectors per cylinder: 1

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 braking 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: steel.

Carrier material: aluminum

Disk diameter: 320 mm.

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO.

Type: M4.34a (4-piston caliper, Ø 34)

Friction material: TT 2182 FF

Cylinder type: PR18/19.

Rear

With fixed drilled steel disk.

Disk diameter: 265 mm.

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: PF 30/32a (floating 2-piston caliper, Ø 30 / Ø 32).

Friction material: Toshiba TT2182 FF.

Cylinder type: PS 13.

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

Wet 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: 33/61

6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

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

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/27

4th 22/24

5th 24/23

6th 25/22

Drive chain from gearbox to rear wheel:

Make: DID

Type: HV2 525

Size: 5/8"x1/16"

Links: 118

Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about

the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

ALS450 steel tubular trellis.

Aluminum rear subframe.

Steering head angle: 28°.

Steering angle: 34° on the left / 34° on the right.

Trail: 130 mm

Wheels

Fourteen-spoke, light-alloy rims (Diavel ABS).

Nine-spoke, light-alloy rims (Diavel Carbon).

Front

Size: MT 3.50x17".

Rear

Size: MT 8.00x17".

Tires

Front

Tubeless, radial tire.

Size: 120/70-ZR17

Rear

Tubeless, radial tire.

Size: 240/45-ZR17

Suspensions

Front

Hydraulic upside-down fork provided with external adjusters for rebound and compression damping and preload (for inner springs of fork legs).

Stanchion diameter: 1.9 in (50 mm).

Wheel travel: 4.7 in (120 mm).

Rear

Shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto frame at the top and onto a light alloy swinging arm at the bottom. The swinging

arm is connected to the pivot shaft going through the frame and the engine. Rims, Glossy Black.

The whole system gives the bike excellent stability.

Shock absorber stroke: 2.3 in (59.5 mm).

Wheel travel: 4.7 in (120 mm).

Exhaust system

Stainless steel silencer with aluminum endcaps.

Built-in catalytic converter and two lambda sensors.

Available colors

Diavel ABS

Dark Stealth

Primer 2 K Black code 873.A002 (Palinal).

Primer Black Stealth (Black 94) code 929.R223 (Palinal).

Matt Clear Coat 2 K code 929.R223 (Palinal).

Frame, Racing Black code 43805 (Inver).

Rear subframe, Graphite Gray code 36345 (Inver).

Rims, Black.

Diavel ABS Carbon

4 Gloss Matt Clear Coat code 923I2176 (Palinal).

Ducati dark chrome frame code 73471114 (AZKO).

Rear subframe, Graphite Gray code 36,345 (Inver).

Electric system

Basic electric items are:

Headlight:

LED low beam light type:

No. 4 LEDs (13.5V - 24.3W);

LED high beam light type:

No. 5 LEDs (13.5V - 18.9W);

LED parking light type:

No. 5 LEDs (13.5V - 6.2W).

Electrical controls on handlebars.

Turn indicators: front ones:

LED (13.5V - 4.7W).

Horn.

Stop light switches.

Sealed battery, 12V-10 Ah.

GENERATOR 14V-490W - 35A.

MASTER FUSE, protected by a 30A fuse, of the Automotive type, not including ABS which has two specific ones, located on solenoid starter, behind the battery (C, Fig 185).

Starter motor: 12V-0.7 kW.

Tail light, stop light and rear turn indicators:

parking light: (13.5V-0.3W);

stop light: LED (13.5V-1.4W);

rear turn indicators: LED (13.5V-2.06W).

Number plate light: LED (13.5V-0.7W).



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 and rear fuse boxes, and one on the electric solenoid starter. There are three spare fuses (S) in every box.

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

The rear left fuse box (A, Fig 183) and the rear right one (B, Fig 184) are located under the seat, inside the underseat compartment.

To access the fuses, remove the seat (see "Removing the seat" on page page 178).

To expose the fuses, lift the box protective cover.

Mounting position and ampere capacity are marked on box cover.

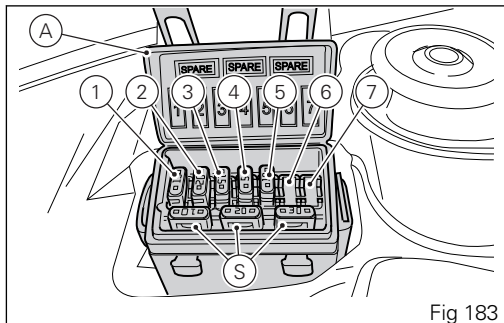


Fig 183

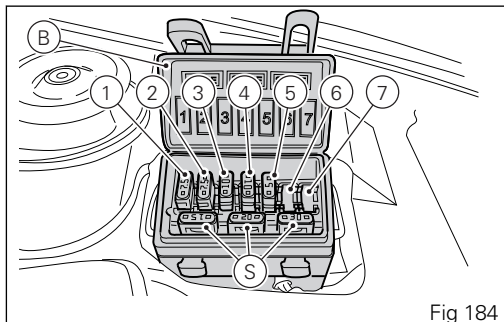


Fig 184

Rear left fuse box key (A)		
Pos	El. item	Rat.
1	Throttle opening relay (ETV)	15 A
2	Injection relay	20 A
3	Key-sense	15 A
4	ECU	10 A
5	Instrument panel	10 A
6	-	-
7	-	-

Rear right fuse box key (B)		
Pos	El. item	Rat.
1	Diagnosis/Recharge	7.5 A
2	Navigators/Alarm	7.5 A
3	Black Box System (BBS)	15 A
4	Black Box System (BBS) KEY	10 A
5	Heated handgrips	5 A
6	-	-
7	-	-



Note

To access the main fuse, remove the left belly fairing.

The main fuse (C, Fig 185), is positioned next to the battery, on the solenoid starter (D, Fig 185). Remove the fuse cap (E, Fig 185), to reach it.

A blown fuse is identified by the interrupted center link (F, Fig 186).



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 the specified value. Failure to observe this rule may damage the electric system or even cause fire.

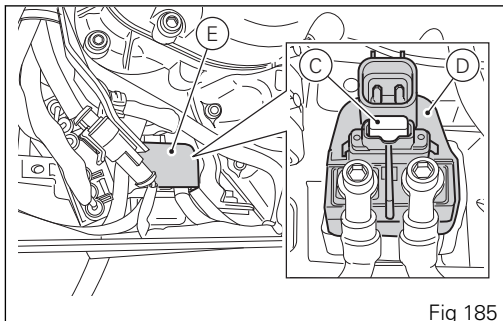


Fig 185

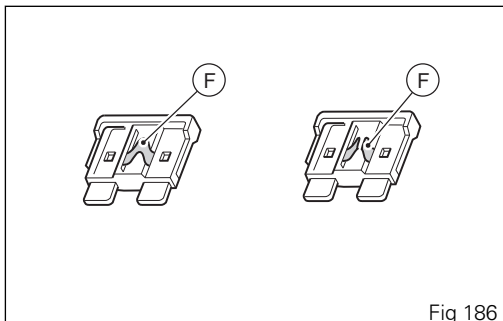


Fig 186

Injection /electric system diagram key

- 1) Right-hand switch
- 2) Immobilizer
- 3) Hands Free relay
- 4) Hands free
- 5) LH fuse box
- 6) RH fan
- 7) LH fan
- 8) Fuel pump relay
- 9) Ride-by-wire relay (ETV)
- 10) Injection control unit (EMS)
- 11) RH fuse box
- 12) Data Acquisition / Diagnosis
- 13) Starter motor
- 14) Fused solenoid
- 15) Battery
- 16) Wiring ground
- 17) Regulator
- 18) Generator
- 19) Fuel pump
- 20) Fuel level
- 21) Rear right turn indicator
- 22) Rear light
- 23) Rear left turn indicator
- 24) Vehicle control unit (BBS)

- 25) Anti-theft system alarm
- 26) Exhaust valve actuator
- 27) Gear sensor
- 28) Rear speed sensor
- 29) ABS control unit
- 30) Accelerator position sensor (APS)
- 31) Potentiometer motor / ride-by-wire (TPS/ETV)
- 32) Timing/rpm sensor
- 33) Vertical MAP sensor
- 34) Horizontal MAP sensor
- 35) Engine temperature
- 36) Air temperature sensor
- 37) Vertical lambda sensor
- 38) Horizontal lambda sensor
- 39) Oil pressure switch
- 40) Rear stop light
- 41) Side stand switch
- 42) Clutch switch
- 43) Front stop light
- 44) Main vertical injector
- 45) Main horizontal injector
- 46) Horizontal coil
- 47) Vertical coil
- 48) Secondary air actuator
- 49) Left-hand switch
- 50) Horn

- 51) Front speed sensor
- 52) Front left turn indicator
- 53) Instrument panel on handlebar
- 54) Instrument panel on tank
- 55) Front right turn indicator
- 56) Heated handgrip control unit (optional)
- 57) High / Low beam
- 58) Parking light
- 59) Heated handgrips (optional)

Wire color coding

B Blue
W White
V Violet
BK Black
Y Yellow
R Red
LB Light blue
GR Gray
G Green
BN Brown
O Orange
P Pink



Note

The electric system wiring diagram is at the end of this manual.

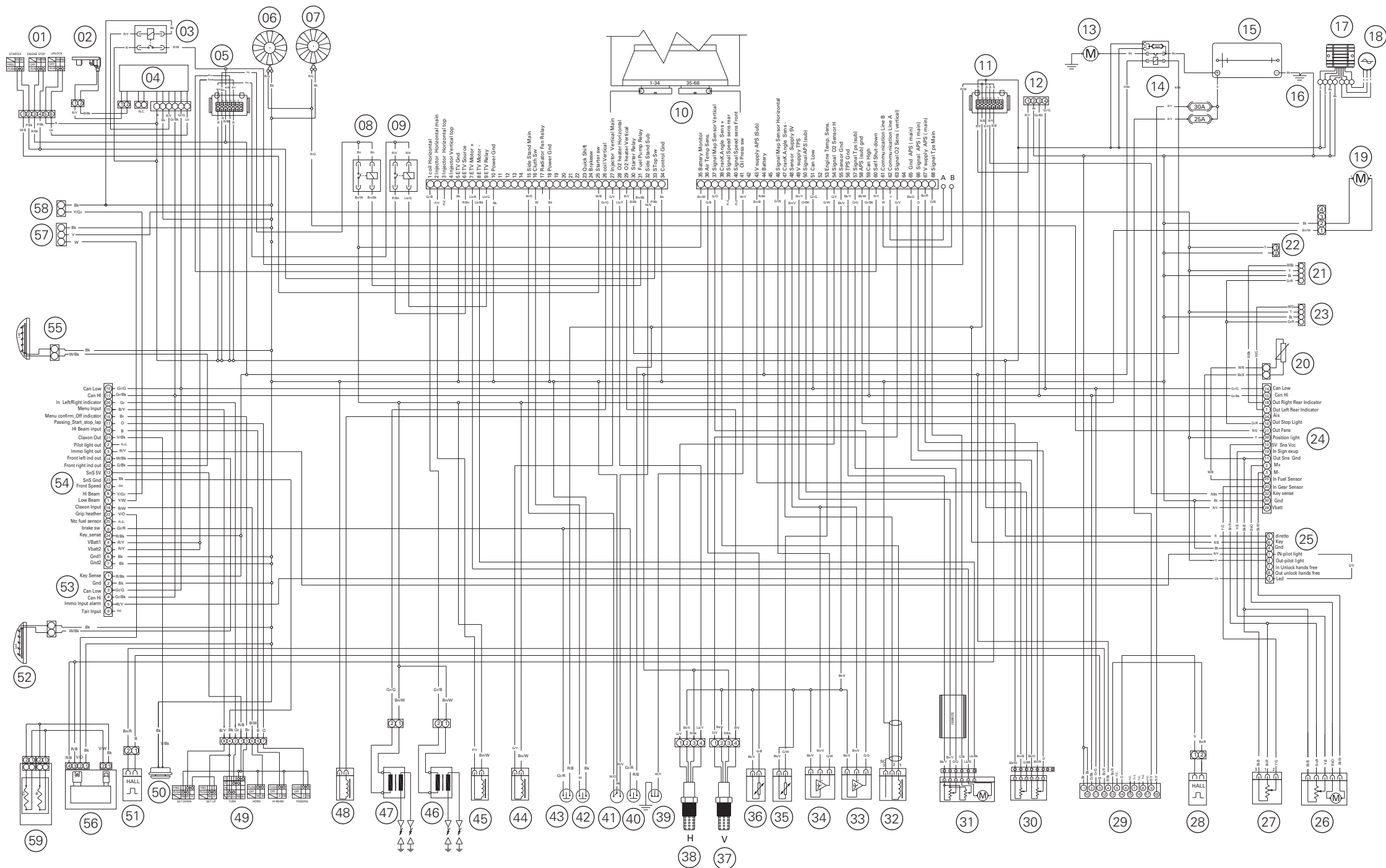
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			

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