

Owner's manual

MULTISTRADA

MULTISTRADA 1200S



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

Ducati North America, Inc.
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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MULTISTRADA

MULTISTRADA 1200S

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 391.

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

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

Enjoy your ride!

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Routine maintenance record 413

Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use



Attention

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



Attention

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

This motorcycle carries the rider and can carry a passenger.



Attention

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



Attention

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

Rider's obligations

All riders must hold a driver's license.



Attention

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

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



Attention

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

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



Attention

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

Some countries require mandatory insurance coverage.



Attention

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

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



Attention

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



Attention

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



Attention

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



Attention

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

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

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

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

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

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

Reporting of safety defects

If you believe 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).

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 have the requisites as listed on page 10, if the helmet model has no visor, use suitable goggles;
- 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 352).



Attention

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



Attention

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

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

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



Important

The rider should ALWAYS keep both hands on the handlebar.



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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

Refueling

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

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

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

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

Attention

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

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

Attention

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

Attention

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

Carrying the maximum load allowed

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



Attention

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



Attention

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

Information about carrying capacity



Important

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



Important

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



Important

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



Important

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



Attention

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

Please refer to paragraph "Tires" on page 382.



Important

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

Dangerous products - warnings

Used engine oil



Attention

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

Brake lining debris

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

Brake fluid



Attention

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



Attention

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

Coolant

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



Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure. The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

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

Vehicle identification number



Note

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

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

Frame number

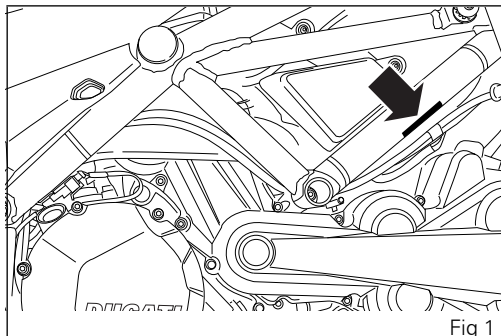


Fig 1

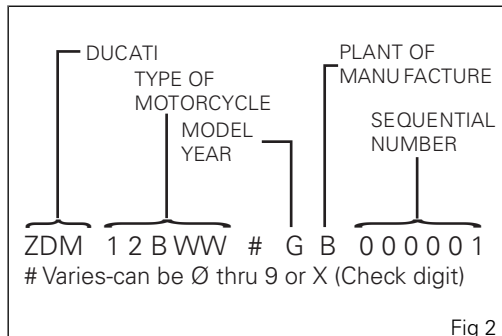


Fig 2

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

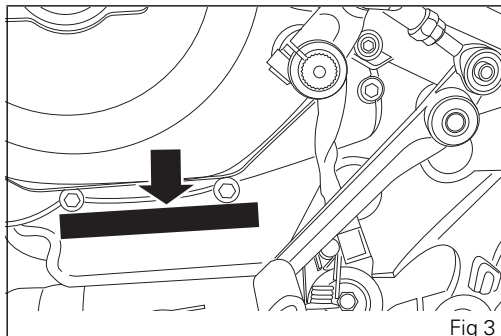


Fig 3

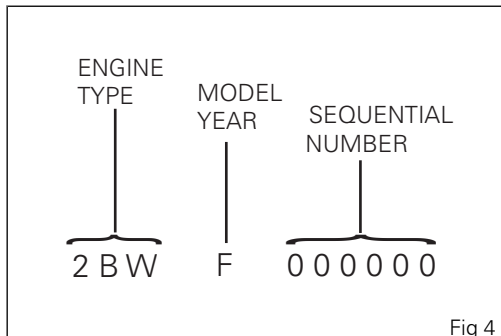


Fig 4

Option kits / Customizations

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

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

All details herein refer to a Multistrada 1200 S. Information concerning the other customizations (TOURING, SPORT, URBAN and ENDURO) are specified only when different from the details of the Multistrada 1200 S.

TOURING

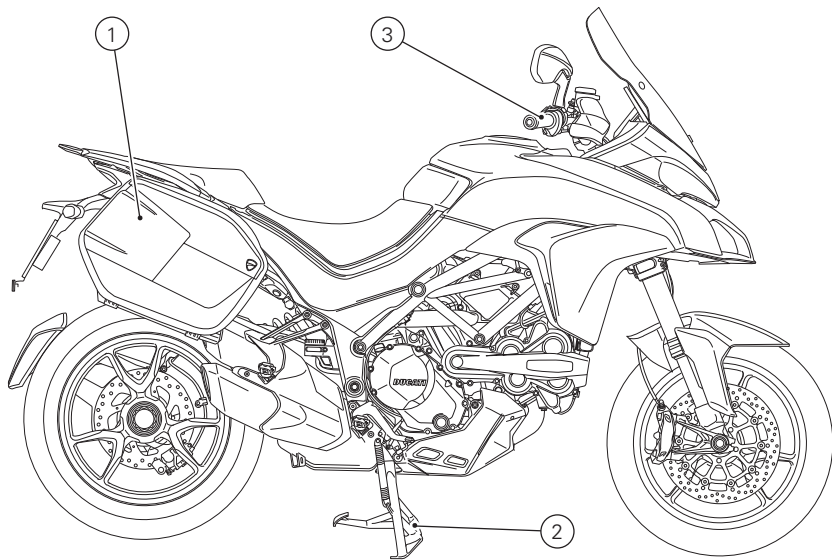


Fig 5

TOURING

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

SPORT

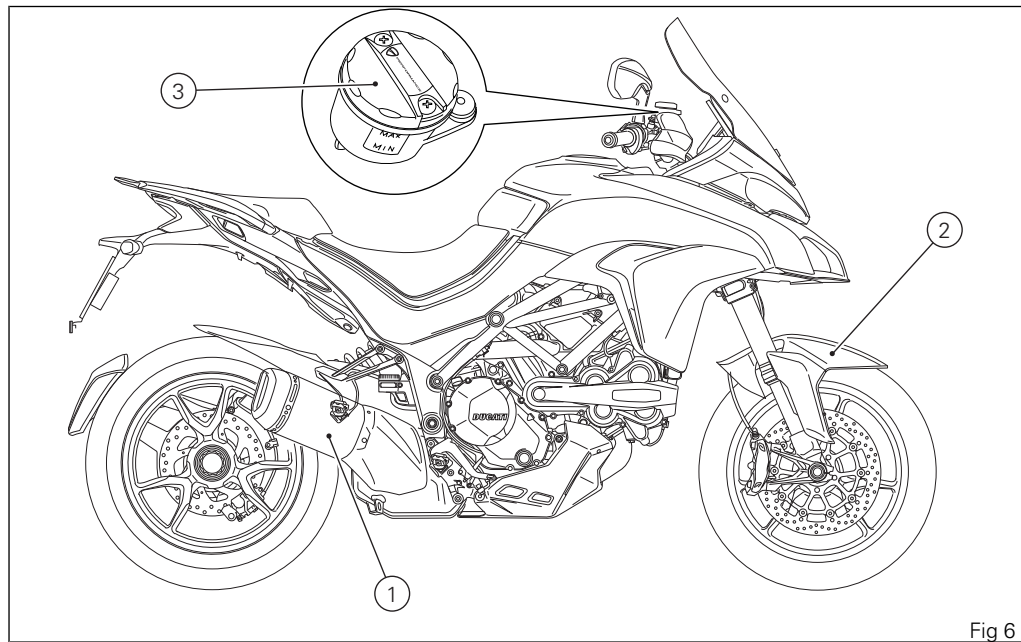


Fig 6

SPORT

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

URBAN

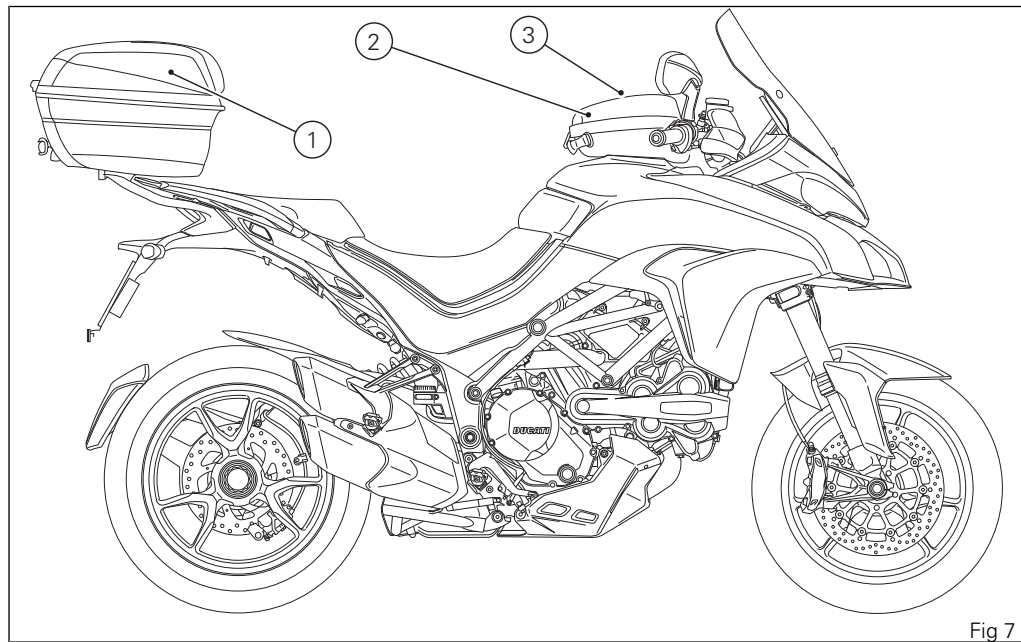


Fig 7

URBAN

- 1) 12.68-gal top case (48 l);
- 2) Semi-rigid tank bag with quick fitting;
- 3) USB hub for charging electronic devices.

ENDURO

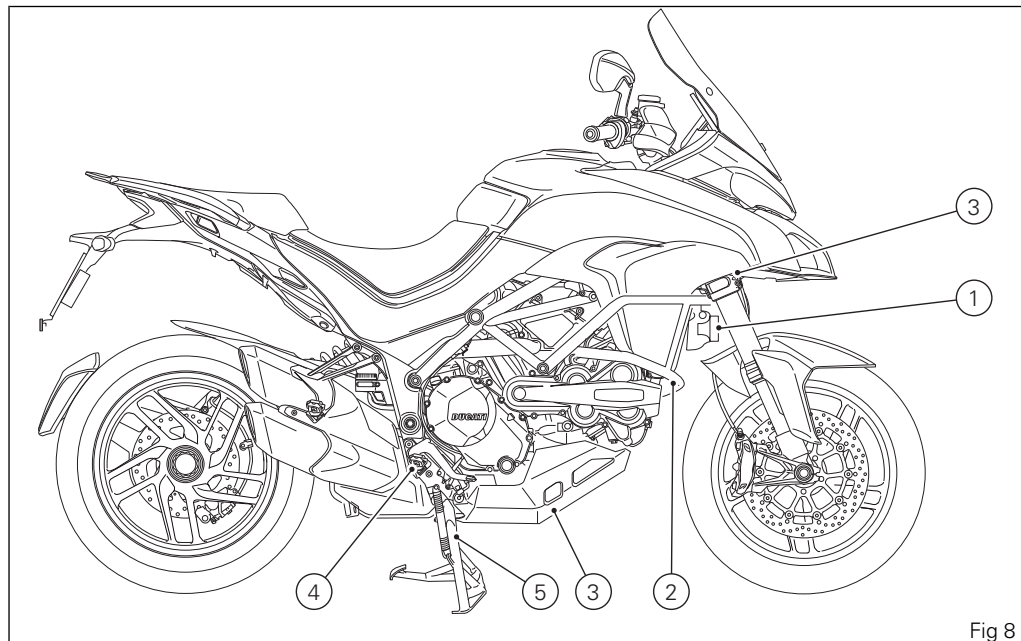


Fig 8

ENDURO

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

Plate position

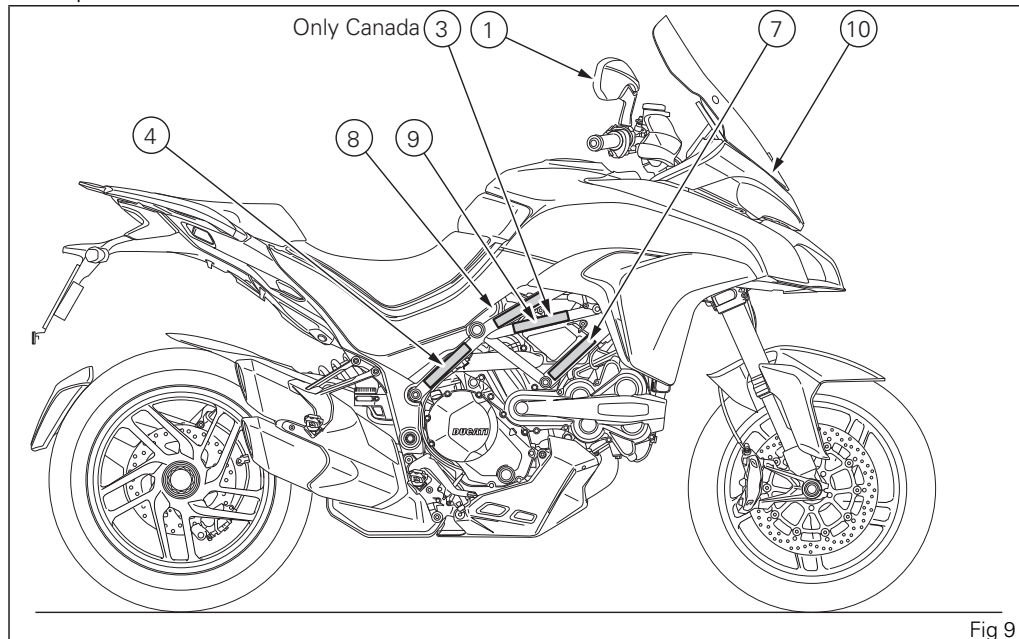


Fig 9

OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod 43311661A

1

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATI MOTORHOLDING spa**
 TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: **/****
 GVWR / PNBV: 450 KG. V.I.N. / N.I.V.: ZDM*****

GVWR PNBV KG	TIRE/PNEU - DIMENSION - RIM/JANTE	COLD INFLATION PRESSURE PRESSION DE GONFLAGE À FROID PSI/LPG RPA
***	*****X**	Driver only: *** ** Driver and passenger: *** **
***	*****X**	Driver only: *** ** Driver and passenger: *** **

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.

432.1769.1F

3 (Only Canada)

VEHICLE EMISSION CONTROL INFORMATION

ENGINE DISPLACEMENT: xxxxxxxx
 ENGINE FAMILY: xxxxxxxxxxxxxxxx
 ENGINE EXHAUST CONTROL SYSTEM:
 xxxxxxxxxxxxxxxx
 EVAP FAMILY: xxxxxxxxxxxxxxxx
 PERMEATION FAMILY: xxxxxxxxxxxxxxxx

THIS VEHICLE CONFORMS TO U.S., EPA AND CALIFORNIA REGULATIONS APPLICABLE TO xxxx MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO xxx HC-NOx GPM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNEUP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING: xx° BTDC AT IDLE SPEED	xxxx ± xxx	NON-ADJUSTABLE
IDLE SPEED (RPM)	xxxx ± xxx	NON-ADJUSTABLE
IDLE MIXTURE	xxxx ± xxx	NON-ADJUSTABLE
VALVE CLEARANCE (IN & EX):		
OPENING: xxxx + xxxx mm		OIL: xxxxxxxxxxxxxxxx
CLOSING: xxxx + xxxx mm		FUEL: UNLEADED GASOLINE
SEE SERVICE MANUAL		
SPARK PLUG: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx		
GAP (mm): xxx + xxx		

SPARK PLUG: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
 GAP (mm): xxx + xxx
 Importer: **DUCATI** North America Inc. - **Bologna - ITALY**
 Importer: **DUCATI** North America Inc. - **Cupertino - California**

432.1769.1C

8

Manufactured by: **DUCATI MOTORHOLDING spa** DATE: 02/2016

GVWR: 992 Lbs (450 kg)
 GAWR F: 994 Lbs (450 kg) with 120/70ZR17 tire, 113.50x17 rim
 GAWR R: 994 Lbs (450 kg) with 160/60ZR17 tire, 117.00x17 rim
 Recommended tire cold inflation pressure:
 Driver only: front tire 36.3 PSI cold, rear tire 36.3 PSI cold
 Driver and passenger: front tire 36.3 PSI cold, rear tire 42.1 PSI cold.

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

Vehicle I.D. No. ZDM12BWW1FB000001

432.1769.1B

9

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

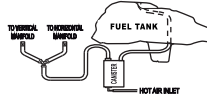
THIS [REDACTED] MOTORCYCLE [REDACTED] MEETS EPA NOISE EMISSION REQUIREMENTS OF [REDACTED] dB(A) AT [REDACTED] RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1769.1A

4

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: [REDACTED] ENGINE FAMILY: [REDACTED]
 THIS VEHICLE CONFORMS TO U.S., EPA AND CALIFORNIA REGULATIONS APPLICABLE TO [REDACTED] MODEL YEAR NEW MOTORCYCLES.
 EVAP FAMILY: [REDACTED]



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

432.1769.1D

7

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.

046.433.1166.1A

10

Fig 10

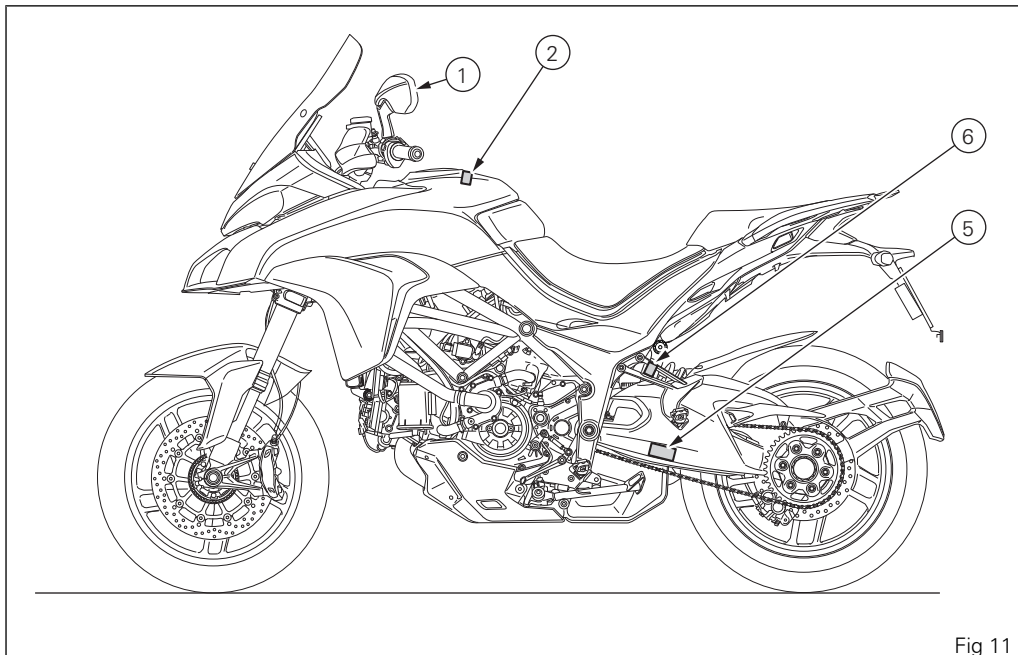


Fig 11

OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod.43311661A

1

CAUTION

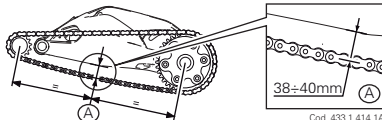
NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

2

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa.
Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere la catena verso il basso nel punto di misura e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e l'alluminio del forcellone, che deve risultare: $A=38\div40$ mm. Questa indicazione è valida solo con i settaggi standard con cui la moto viene consegnata.

Make the rear wheel turn until you find the position where chain is tightest.
Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the centre of the chain pins and the aluminium section of the swingarm: it must be $A = 38 \div 40$ mm.

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



Cod. 433.1.414.1A

5

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.

6

Fig 12

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2016 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 18641 miles (30,000 kilometers), whichever first occurs.

Owner's warranty responsibilities

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

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

California evaporation emission system

This system consists of:

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



Attention

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

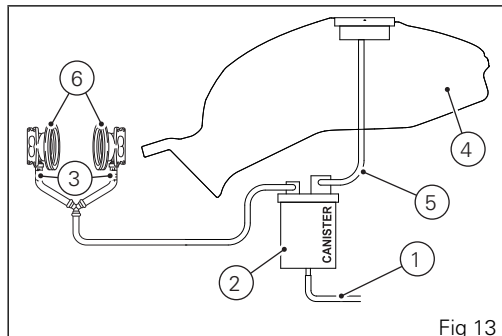


Fig 13

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.

Ducati North America, Inc..
10443 Bandle Drive
Cupertino, California, 95014
Tel.: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Instrument panel (Dashboard)



Important

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

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) CRUISE CONTROL LIGHT (GREEN).

Comes on to indicate operation of the Cruise Control.

4) HIGH BEAM LIGHT  (BLUE).

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

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 1.06 gal (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 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.

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

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

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

9) "ENGINE DIAGNOSIS - MIL " LIGHT (AMBER YELLOW).

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

10) ABS LIGHT (AMBER YELLOW) .

Indicates ABS status.

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

11) 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.

12) DTC INTERVENTION (AMBER YELLOW).

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

13) OVER REV / IMMOBILIZER SYSTEM (RED)

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



Note

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

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

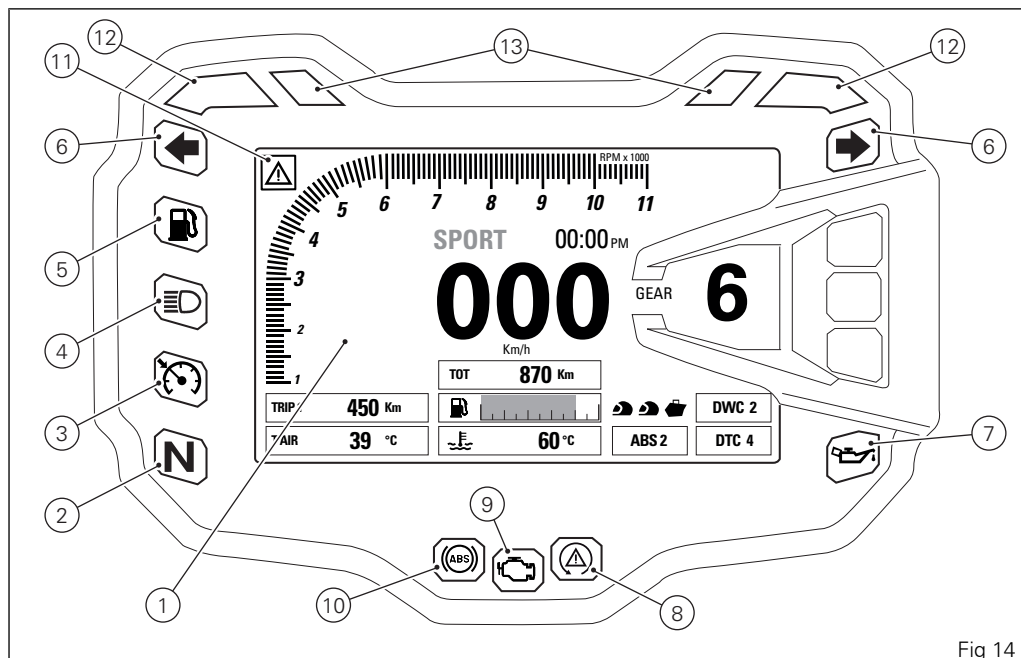


Fig 14

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

LIN

Local Interconnect Network

DSB

Instrument panel

DSS

DUCATI SkyHook System

DTC

DUCATI Traction Control

DWC

DUCATI Wheelie Control

ECU

Engine Control Unit

Technological Dictionary

Riding Mode

The rider can choose from 4 different preset bike configurations (Riding Modes) and pick the one that

best suits his/her riding style or ground conditions. The Riding Modes allow user to instantly change the engine power delivery (Power Mode), ABS, DTC and DWC settings, vehicle setup and instrument panel graphics.

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

Power Mode

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

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

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust

power delivery by directly affecting throttle opening angle.

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

Ducati Traction Control (DTC)

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

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada 1200 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Multistrada 1200 ABS also features a "cornering" function that widens ABS functionality to the

conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada 1200 ABS implements rear wheel lift-up control and combined braking (from front to rear) in order to ensure not only smaller stopping distance under braking, but also the best possible stability. The system features 3 levels, one associated to each Riding Mode. ABS can be disabled.

Ducati Wheelie Control (DWC)

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

Inertial Measurement Unit (IMU)

The Multistrada 1200 is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS, DWC signals and DSS semi-active suspension information, thereby optimizing the efficiency of all these systems, regardless of motorcycle position.

Ducati Cruise Control

Multistrada 1200 features a system for maintaining the cruise speed, the Ducati Cruise Control. System can be enabled with engaged gear equal to or higher than the second gear and vehicle speed ranging between 30 mph (50 Km/h) and 125 mph (200 Km/h).

Ducati SkyHook Suspension

Multistrada 1200 is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by

a standard passive suspension keeping at the same time the same performance.

Desmodromic Variable Timing (DVT)

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

Function buttons

1) CONTROL SWITCH UP "▲"

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

2) CONTROL SWITCH DOWN "▼"

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

3) LIGHT ON/OFF AND SWITCHING BUTTON (LOW BEAMS / HIGH BEAMS)(Fig 16)

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

4) CONFIRM MENU / SETTING MENU ENTRY BUTTON

Button used to confirm during MENU navigation.

5) CRUISE CONTROL BUTTON - ON/OFF

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

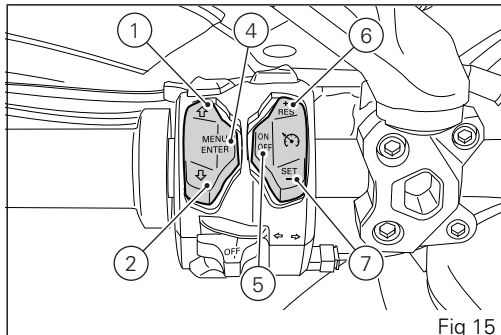


Fig 15

6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 15)

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

7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 15)

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

8) HAZARD BUTTON

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

9) FOG LIGHT BUTTON (OPTION)

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

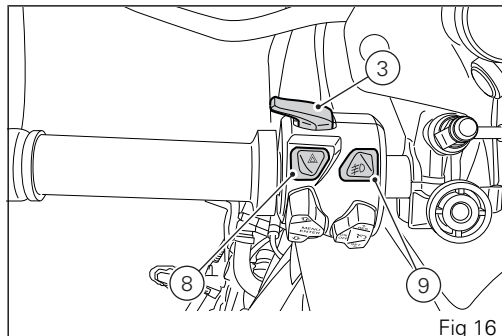


Fig 16

Parameter setting/displaying

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

After this routine, the instrument panel displays the main page in one of the available layouts (TRACK, FULL, CORE and OFF ROAD), depending on the one in use before last KEY-OFF.

During this check stage, if the vehicle speed exceeds 6 mph (10 km/h) (actual speed), the instrument panel will stop:

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

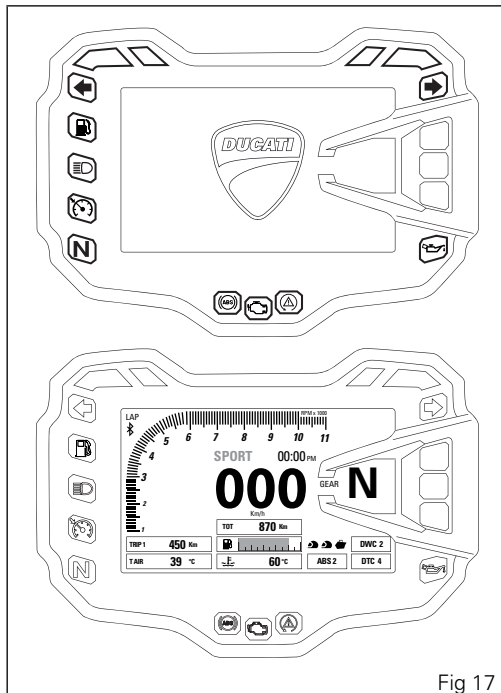


Fig 17

The main screen can have four different layouts:

TRACK, FULL, CORE and OFF ROAD.

Data displayed on the main screen for TRACK layout are as follows:

- 1) Vehicle speed.
- 2) Odometer
- 3) Fuel level.
- 4) Engine coolant temperature
- 5) Set Riding Mode.
- 6) ABS level indication (ON) or ABS OFF indication.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) DWC level indication or DWC off indication.
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication.
- 11) Clock.
- 12) Rev counter
- 13) Menu 1 (Range, Trip 1, Trip 2, Trip time).
- 14) Menu 2 (Instant fuel consumption, Average fuel consumption, Average speed, Ambient air temperature, Lap time - only if active).
- 15) Cruise Control indication.
- 16) Bluetooth indication
- 17) LAP indication (only if active).

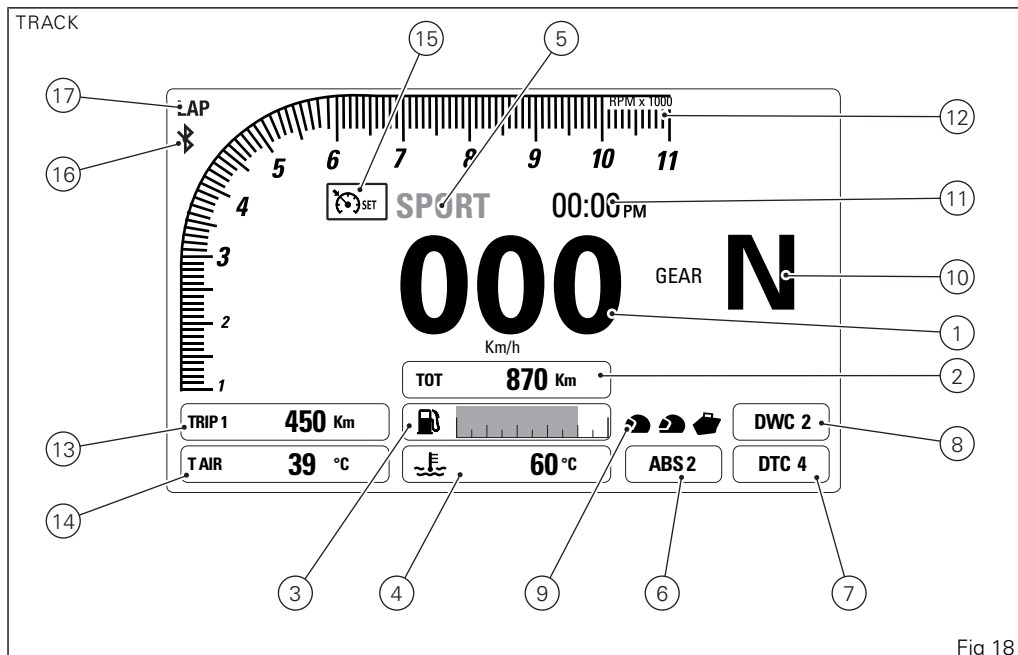


Fig 18

Data displayed on the main screen for FULL layout are as follows:

- 1) Vehicle speed.
- 2) Odometer
- 3) Fuel level.
- 4) Engine coolant temperature
- 5) Set Riding Mode.
- 6) ABS level indication (ON) or ABS OFF indication.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) DWC level indication or DWC off indication.
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication.
- 11) Clock.
- 12) Rev counter
- 13) Menu 1 (Range, Trip 1, Trip 2, Trip time).
- 14) Menu 2 (Instant fuel consumption, Average fuel consumption, Average speed, Ambient air temperature).
- 15) Cruise Control indication.
- 16) Bluetooth indication
- 17) Infotainment Menu — Connected devices / phone calls / sms
- 18) Infotainment Menu — Player (calls) / Phone (Recall)
- 19) Infotainment Menu — Player (volume / track selection)
- 20) LAP indication (only if active).

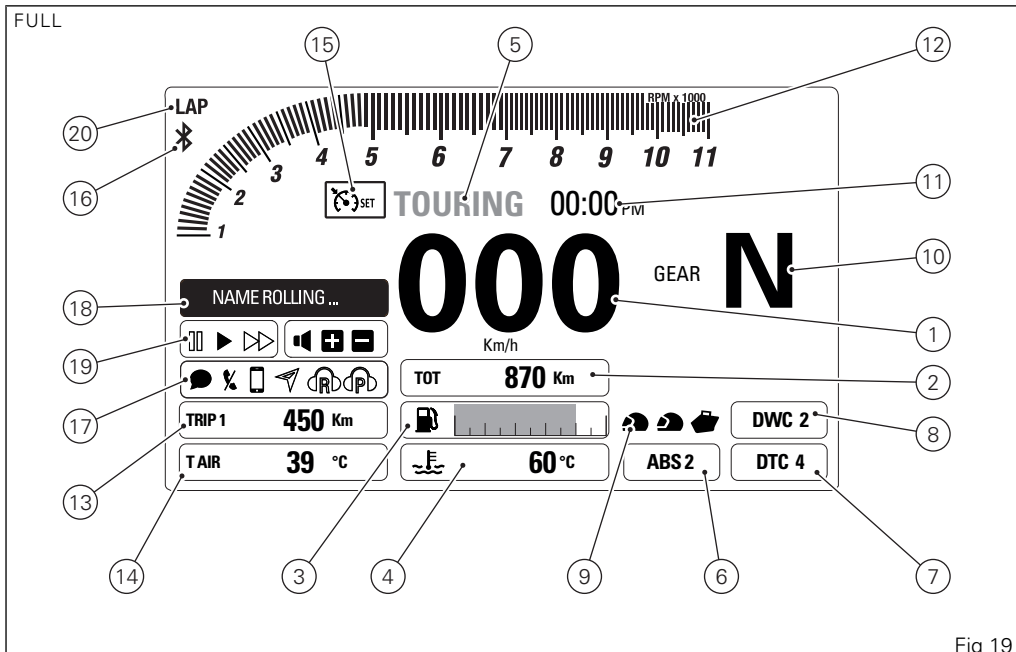


Fig 19

Data displayed on the main screen for CORE layout are as follows:

- 1) Vehicle speed.
- 2) Odometer
- 3) Fuel level.
- 4) Engine coolant temperature
- 5) Set Riding Mode.
- 6) ABS level indication (ON) or ABS OFF indication.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) DWC level indication or DWC off indication.
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication.
- 11) Clock.
- 12) Menu 1 (Range, Trip 1, Trip 2, Trip time).
- 13) Menu 2 (Instant fuel consumption, Average fuel consumption, Average speed, Ambient air temperature).
- 14) Cruise Control indication.
- 15) Bluetooth indication
- 16) Infotainment Menu — Connected devices / phone calls / sms
- 17) Infotainment Menu — Player (calls) / Phone (Recall)

18) Infotainment Menu — Player (volume / track selection)

19) LAP indication (only if active).

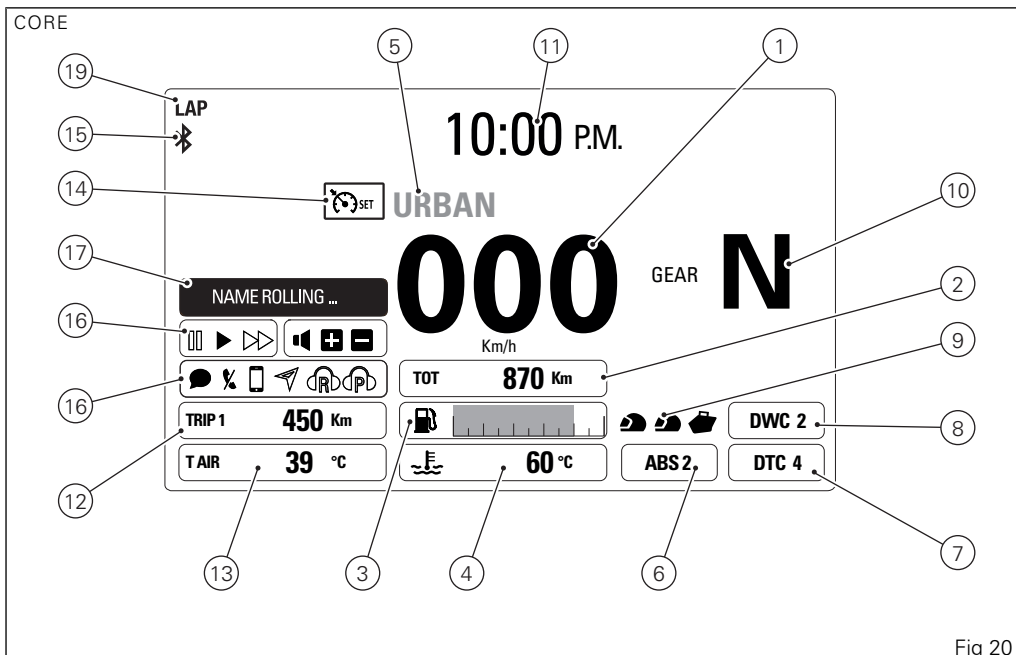


Fig 20

Data displayed on the main screen for OFF ROAD layout are as follows:

- 1) Vehicle speed.
- 2) Odometer
- 3) Fuel level.
- 4) Engine coolant temperature
- 5) Set Riding Mode.
- 6) ABS level indication (ON) or ABS OFF indication.
- 7) DTC level indication (ON) or DTC OFF indication.
- 8) DWC level indication or DWC off indication.
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication.
- 11) Clock.
- 12) Rev counter
- 13) TRIP MASTER.
- 14) Ambient air temperature (T AIR).
- 15) Cruise Control indication.
- 16) Bluetooth indication
- 17) Residual range (RANGE)
- 18) LAP indication (only if active).

The diagram shows a motorcycle instrument cluster with the following components labeled by numbered callouts:

- 1: Large digital speedometer display showing 000 Km/h.
- 2: Gear indicator showing 'N' (Neutral).
- 3: Fuel gauge with a fuel pump icon and a scale.
- 4: Water temperature gauge showing 60 °C with a thermometer icon.
- 5: Tachometer scale from 0 to 11,000 RPM x 1000.
- 6: ABS indicator showing 'ABS 2'.
- 7: DTC indicator showing 'DTC 4'.
- 8: Dual Warning Control (DWC) indicator showing 'DWC 2'.
- 9: Trip Master indicator showing 450 Km and an upward arrow.
- 10: Total distance (TOT) indicator showing 870 Km.
- 11: Ambient temperature (T AIR) indicator showing 39 °C.
- 12: Range indicator showing 299 Km.
- 13: Lap counter indicator showing 'LAP' and a star icon.
- 14: SET button for the trip master.
- 15: ENDURO mode indicator.
- 16: Digital clock showing 00:00 PM.
- 17: Trip master button.
- 18: Lap counter button.

Fig 21

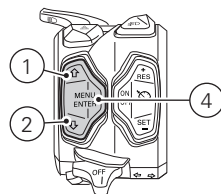
From the main screen of the TRACK mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- RANGE;
- TRIP 1;
- TRIP 2;
- TRIP TIME.

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Lap time (LAP) — only if active;
- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- Air temperature.

TRACK



② **LAP → CONS. AVG → CONS. → SPEED AVG → T AIR**

① **RANGE → TRIP 1 → TRIP 2 → TRIP TIME**

Fig 22

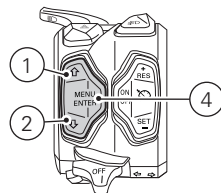
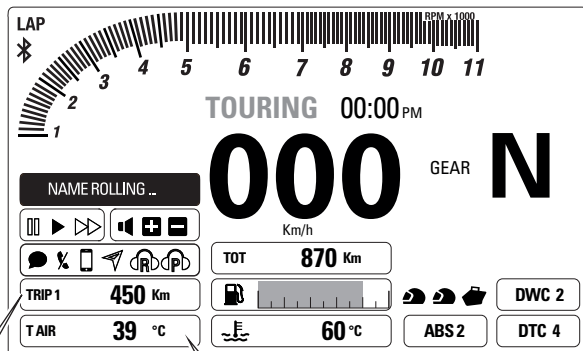
From the main screen of the FULL mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- RANGE;
- TRIP 1;
- TRIP 2;
- TRIP TIME;
- PLAYER ON/OFF (active only with connected Smartphone).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- Air temperature.

FULL



② **CONS. AVG → CONS. → SPEED AVG → T AIR**

① **RANGE → TRIP 1 → TRIP 2 → TRIP TIME**

Fig 23

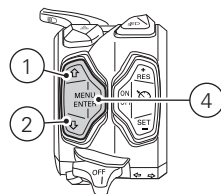
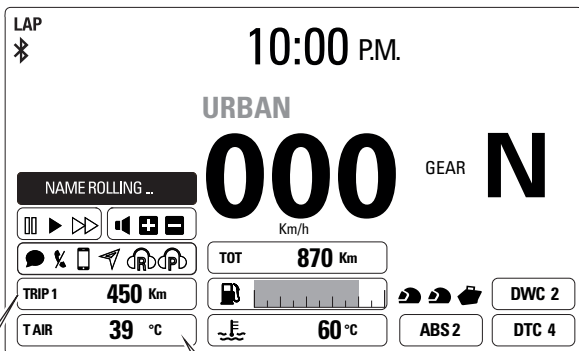
From the main screen of the CORE mode, pressing button (1) on the left-hand switch allows displaying Menu 1 information.

- RANGE;
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- PLAYER ON/OFF (active only with connected Smartphone).

Pressing button (2) on the left-hand switch allows displaying Menu 2 information.

- Average fuel consumption (CONS. AVG);
- Instantaneous fuel consumption (CONS.I);
- Average speed (SPEED AVG);
- Air temperature.

CORE



② **CONS. AVG → CONS. → SPEED AVG → T AIR**

① **RANGE → TRIP 1 → TRIP 2 → TRIP TIME**

Fig 24

OFF ROAD layout does not feature any Menu 1 or Menu 2.

The functions for "TRIP MASTER", "T-AIR" and "RANGE" are displayed instead of Menu 1 and Menu 2. Buttons (1) and (2) on LH switch are only used for the "TRIP MASTER" function.

In the 3 layouts (TRACK, FULL, CORE) the instrument panel stores Menu 1 and Menu 2 settings in use upon KEY-OFF. Upon the following KEY-ON, the previously stored Menu 1 and Menu 2 screens are displayed. In case of sudden and unexpected power off, the instrument panel displays the Menu 1 and Menu 2 default settings upon the following KEY-ON:

- Menu 1 default page = RANGE;
- Menu 2 default page = CONS AVG (Average fuel consumption).

When the standard screen of the set mode is displayed, hold the button (4) for 2 seconds with the actual vehicle speed lower than or equal to 12 mph (20 km/h) to gain access to the Setting Menu, where you can set any function.



Important

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

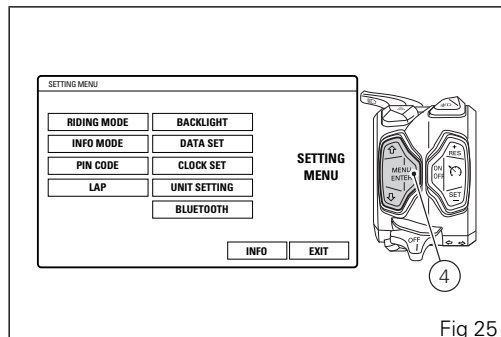


Fig 25

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

- if the PIN CODE function is not active, the instrument panel skips the warning light check, displays the standard screen with an error warning and does not allow accessing the PIN CODE function of the Setting Menu;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the personal code.

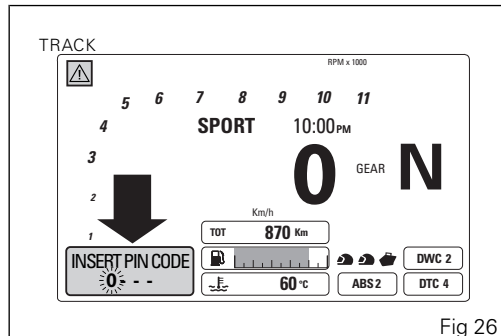


Fig 26

Main functions

Data displayed in the standard screen of the selected display layout (TRACK, FULL, CORE, or OFF ROAD) are the following:

Main information

- Engine rpm indication (RPM)
- Vehicle speed
- Odometer (TOT)
- Fuel level
- Engine coolant temperature
- Riding Mode
- ABS
- DTC
- DWC
- LOAD (motorcycle setup and semi-active suspension setup)
- Gear
- Clock

- the menus display the following functions:

- Residual range (RANGE)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Trip time (TRIP TIME)
- Instantaneous fuel consumption (CONS.)
- Average fuel consumption (CONS. AVG)
- Average speed (SPEED AVG)
- External air temperature
- LAP time
- TRIP MASTER

Additional information

- LAP
- Infotainment — Bluetooth
- Cruise Control
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)
- Heated handgrips (optional)

The functions within the Setting Menu that can be modified by the user are the following:

- RIDING MODE customization: within this menu, rider can customize the following:
 - Engine setting (ENGINE)
 - DTC level (DTC)
 - DWC level (DWC)
 - ABS setting (ABS)
 - Semi-active suspension setting (DSS)
 - Reset to default factory settings (DEFAULT)
- Display mode setting (INFO MODE)
- PIN CODE (enter/change)
- LAP (view/delete/reset automatic settings)
- Display backlighting (BACK LIGHT)
- Date setting (DATE SET)
- Clock setting (CLOCK SET)
- Unit setting (Speed - Temperature - Fuel consumption) (UNIT SETTING)
- Bluetooth setting (pairing/deleting any paired devices)
- General information indication (INFO): Battery voltage — rpm digital indication — Bluetooth version

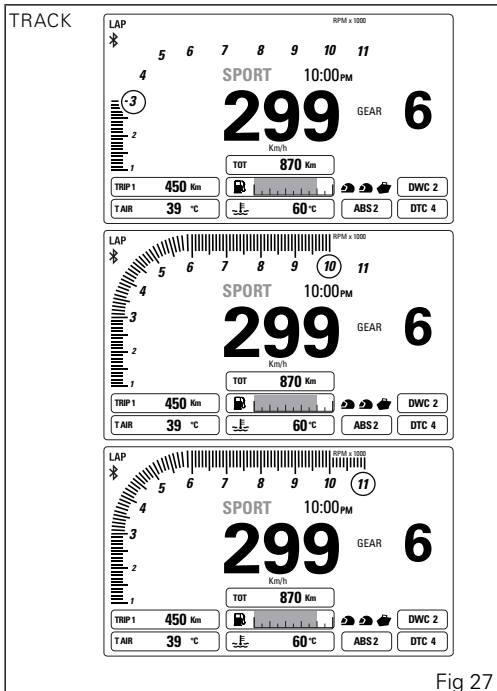
Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in TRACK, FULL and OFF ROAD display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (e.g., if the RPM value is "8000" or higher, number "8" is displayed bigger).

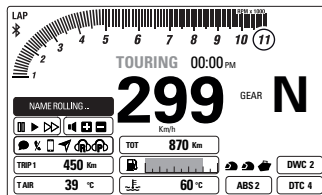
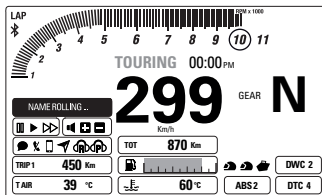
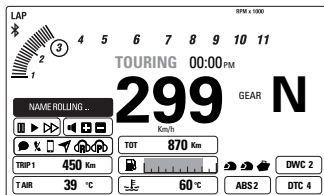
The area for the 8500-10500 rpm range (pre-warning area) is indicated on the display in orange, used both for filling the bar graph and indicating the corresponding figure 10 ("orange area").

The area for the 10500-11000 rpm range (warning area) is indicated on the display in red, used both for filling the bar graph and indicating the corresponding figure 11 ("red area").

TRACK layout indicates rpm in a different way compared to FULL and OFF ROAD layouts. CORE layout does not provide for rpm indication.



FULL



OFF ROAD

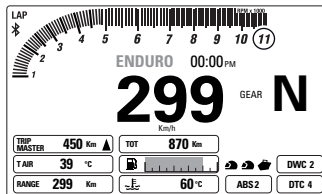
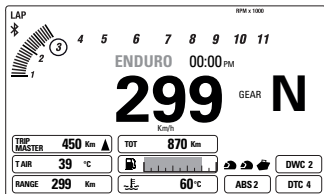
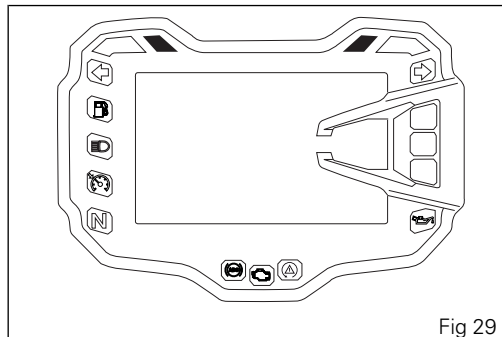


Fig 28

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



Vehicle speed

The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).

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

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

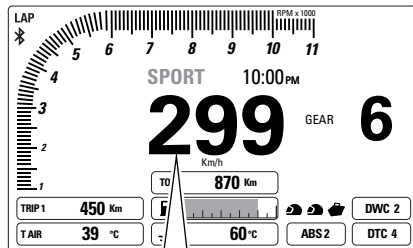
Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.



Note

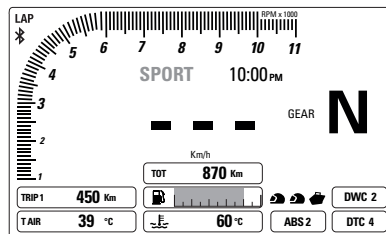
If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

TRACK



186
mph

TRACK



TRACK

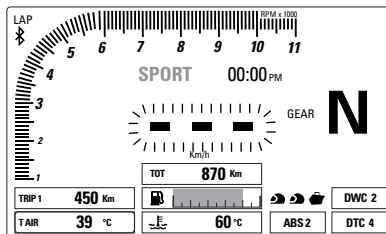


Fig 30

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the top part of the instrument panel display, above the speed indication, in all four layouts.

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

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific level of intervention for the DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific ABS calibration (1, 2, 3, OFF);
- a specific engine power that will change throttle behavior (HIGH, MEDIUM, LOW);
- a specific calibration of DSS suspensions (setup of front and rear suspensions and spring preload setup for the rear shock absorber).

A different standard screen layout (TRACK, FULL, CORE and OFF ROAD) is associated to every riding mode; it is set by Ducati or customized by the user

from the setting functions; the layouts set by Ducati are associated to the Riding modes as follows:

- TRACK layout for the SPORT Riding mode;
- FULL layout for the TOURING Riding mode;
- CORE layout for the URBAN Riding mode;
- OFF ROAD layout for the ENDURO Riding mode.



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).

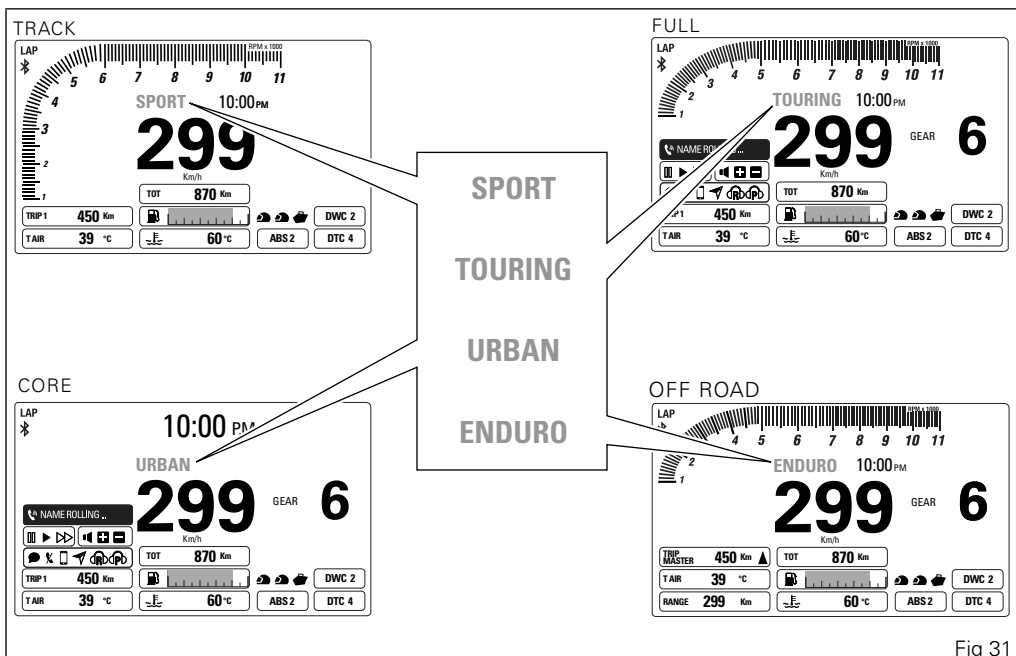


Fig 31

Selecting the Riding Mode

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

- SPORT
- TOURING
- URBAN
- ENDURO

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

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

- engine power (ENGINE): ENGINE lettering followed by set engine power (HIGH, MEDIUM or LOW);
- ABS: the ABS text followed by the level of calibration set (1, 2, 3) in case the ABS is active or by OFF in case the ABS is disabled.
- DTC: the DTC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DTC is active or by OFF in case the DTC is disabled;
- DWC: the DWC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DWC is active or by OFF in case the DWC is disabled;
- DSS front suspension: FRONT lettering followed by set compression and rebound for the fork;
- DSS rear suspension: REAR lettering followed by set compression and rebound for the rear shock absorber;
- rear shock absorber spring preload: PRELOAD lettering followed by set spring preload (from 01 to 24) for the rear shock absorber.

The displayed information are the settings stored in every single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customized by the owner. Any time the CONFIRM MENU button (4) is pressed, you highlight a riding mode and the associated parameters are displayed (A, Fig 32).

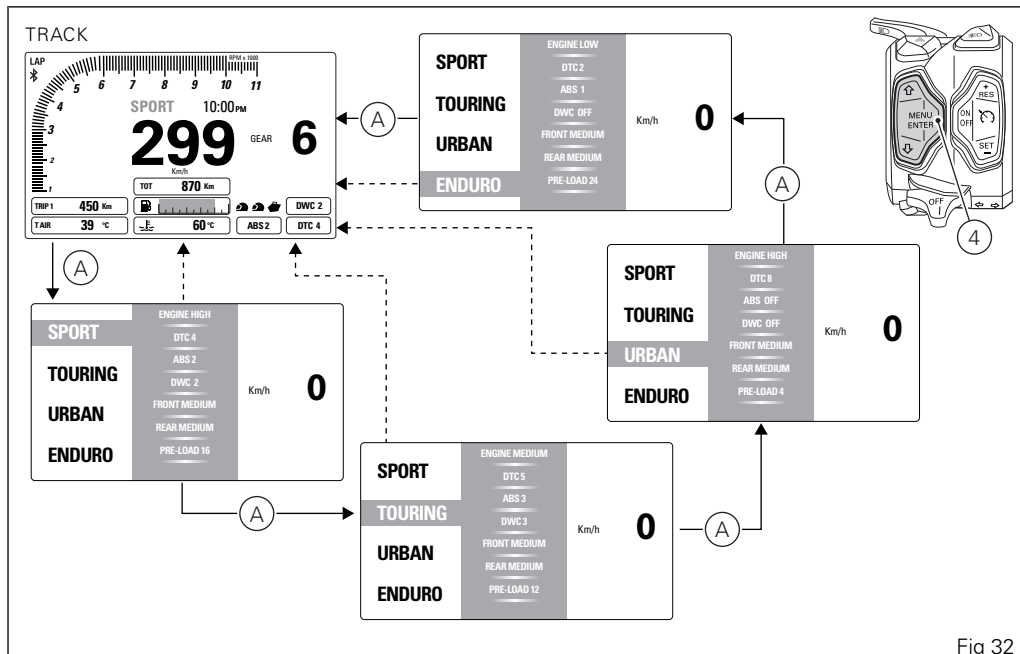


Fig 32

Once the desired riding mode (A, Fig 33) is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is stored and the standard screen (C, Fig 33) is displayed for the selected riding mode.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed.

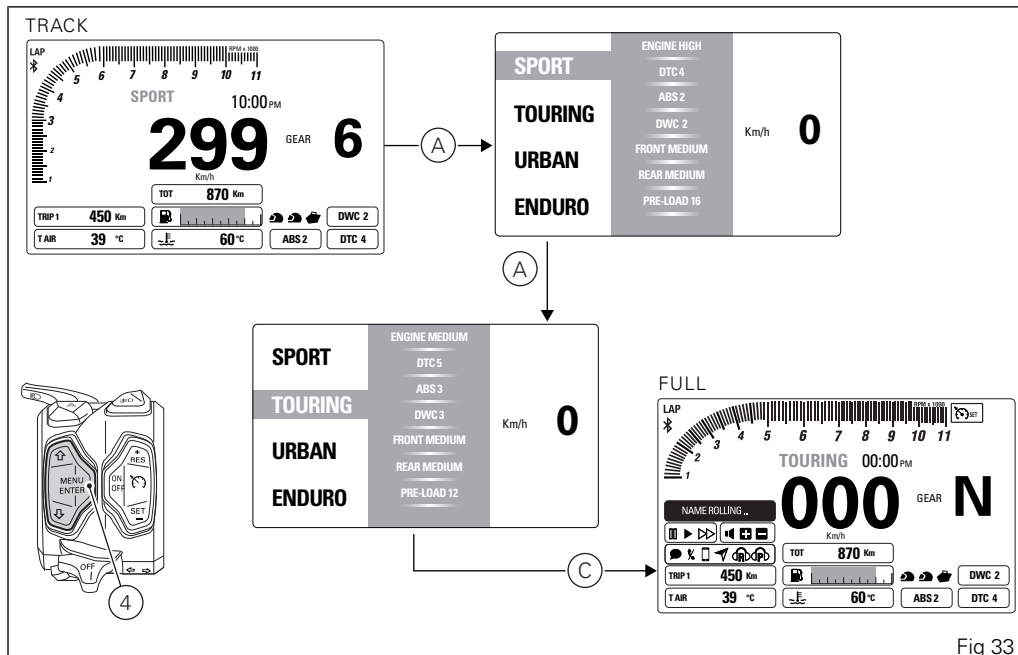


Fig 33

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

- the vehicle is stopped, the instrument panel only checks whether the throttle control is closed / open by indicating CLOSE THROTTLE if so;
- the vehicle is moving, the instrument panel checks whether the throttle control is open / closed or whether the brakes are pulled or not; the instrument panel may display CLOSE THROTTLE AND RELEASE BRAKES or CLOSE THROTTLE or RELEASE BRAKES.

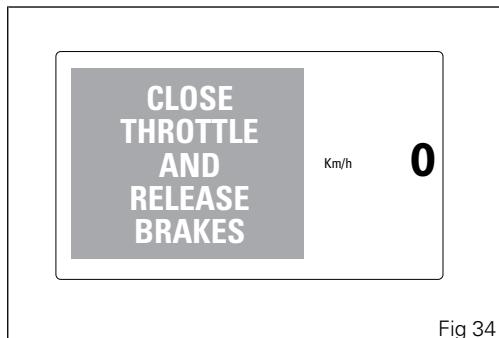


Fig 34

Changing motorcycle Load Mode.

This function allows changing the motorcycle load setup under static and dynamic conditions, thereby modifying the suspension setup within the current Riding Mode.

Available settings are as follows:

- Rider only: symbol with one helmet steady on;
- Rider with luggage: symbol with one helmet and luggage steady on;
- Rider and passenger: symbol with two helmets steady on;
- Rider and passenger with luggage: symbol with two helmets and luggage steady on.

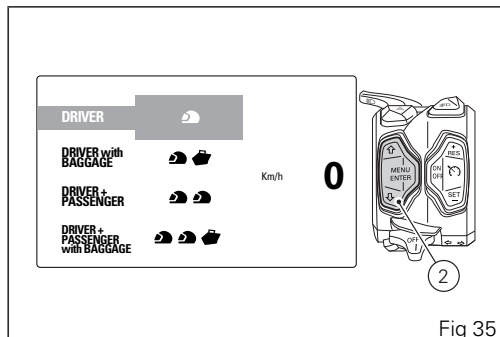


Fig 35



Attention

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

Every load setup is associated with a specific front fork rebound and compression damping, a specific rear shock absorber rebound and compression damping as well as a specific rear shock absorber spring preload.

Press button (2) for two seconds to activate the load mode function menu.

Every time user presses button (2), the instrument panel will highlight, within the motorcycle load mode menu, one of the four available options.

Once the required setup is highlighted, hold button (2) for two seconds to confirm: the motorcycle load mode will be stored and standard screen will be displayed, showing the just-selected load mode.

Once the desired load mode is highlighted, if the button (2) is not pressed within 5 seconds, the new load mode selection will not be stored and the standard screen will be displayed.

Example of operation: if load mode is changed from "rider only" to "rider with luggage", the change extent can vary depending on set riding mode: in fact, "rider with luggage" load mode could feature different settings according to set riding mode, SPORT, TOURING, URBAN or ENDURO.



Attention

Changing load mode could result in a different riding style; it is recommended to pay utmost attention when changing load mode while riding (it is recommended to change load mode at low speed).

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and intervention level number (1 to 8);
- if DTC is active, but system is in degraded operation due to a fault, DTC lettering and the DTC intervention level number, 1 to 8 (flashing);
- also the DTC/DWC warning light starts flashing;
- if DTC is disabled, DTC OFF indication;
- if system is in fault, DTC lettering and the intervention level number (1 to 8) in orange.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

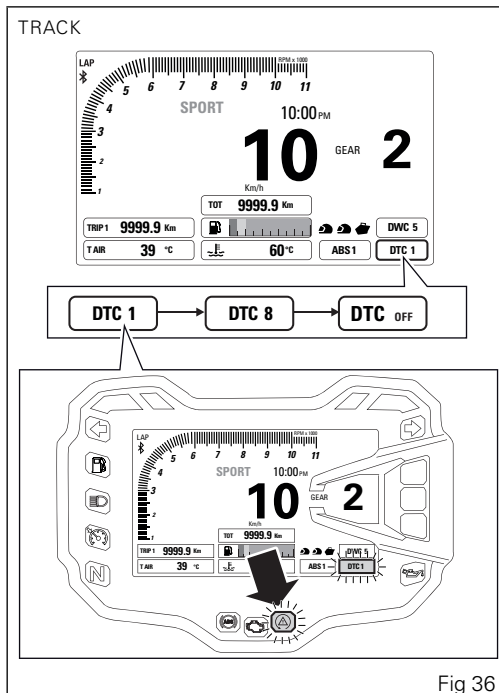


Fig 36

If DTC is in fault or the Black Box is in fault, the instrument panel will display DTC Err and DTC/DWC warning light will be steady on.



Attention

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

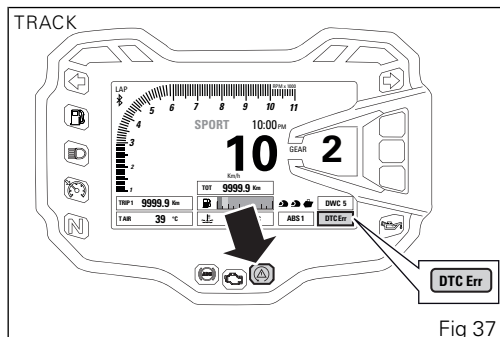


Fig 37



Attention

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

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

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

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

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

Tips on how to select the sensitivity level



Attention

Excellent operation of the DTC system, for all available levels, is ensured only with the OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR17 at the front, 190/55ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

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

With levels 3 and 4, DTC control unit allows both rear tire spinning and sliding sideways when exiting a turn;

we recommend using these levels only on track and to very experienced riders.

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

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

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road). Poor grip requires a higher level that ensures a more aggressive DTC intervention.

Level depends on type of track

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

Level depends on riding style

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

Tips for use on the track

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

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

Tips for use on the road

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

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

Tips for off-road use

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

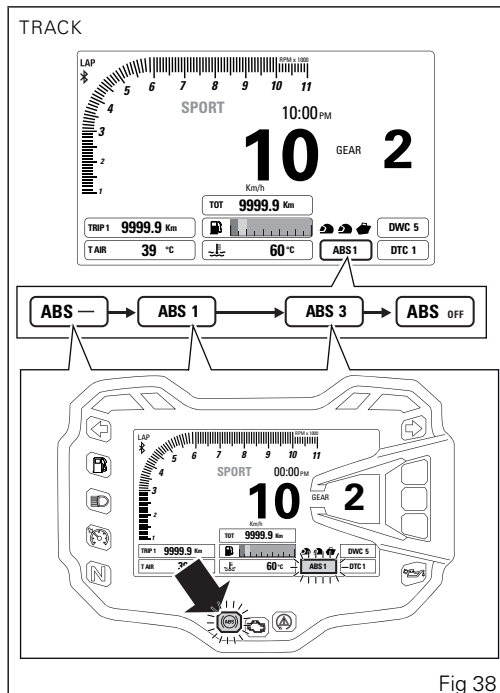
ABS

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

The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3) (steadily);
- if ABS is active, but system is in degraded operation due to a fault (no "cornering" feature"), ABS lettering and the ABS intervention level number, 1 to 8 (flashing); also the ABS warning light starts flashing;
- if system is in fault, ABS lettering and the intervention level in orange.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.



If the ABS is in fault, the instrument panel will display ABS Err and ABS warning light will be steady on.



Attention

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

If ABS is disabled, the instrument panel will display ABS OFF indication and ABS light will be steady on.

TRACK

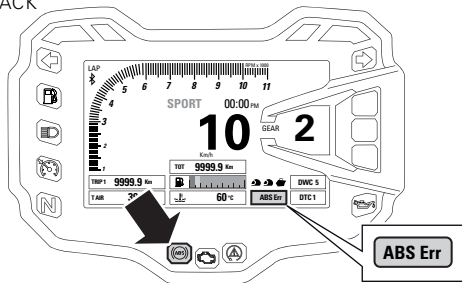


Fig 39

TRACK

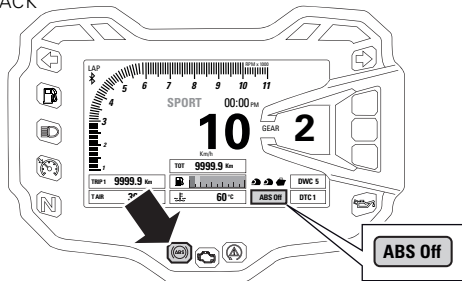


Fig 40

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 is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes do not use separate control systems: the ABS on this bike provides for an

electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake. The Multistrada 1200 ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.

Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

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

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

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

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR17 at the front, 190/55ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

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

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

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

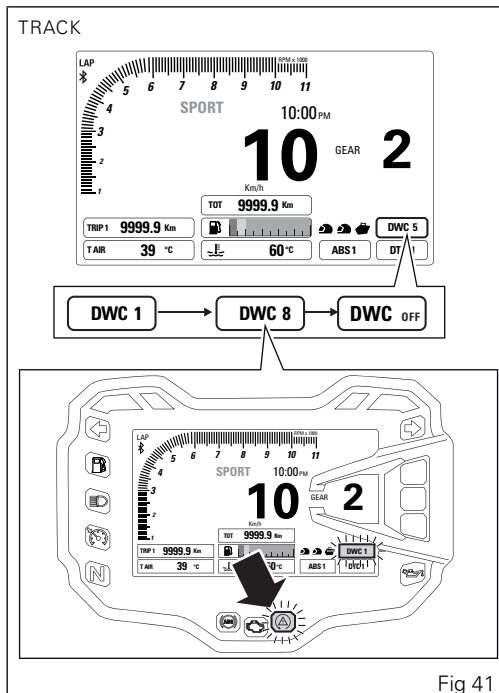
- 1) The tire/road grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings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

DWC

The instrument panel displays DWC status as follows:

- if DWC is active, DWC lettering and the currently set Wheelie Control intervention level number (1 to 8);
- if DWC is active, but system is in degraded operation due to a fault, DWC lettering and the DWC intervention level number, 1 to 8 (flashing); also the DTC/DWC warning light starts flashing;
- if DWC is disabled, DWC OFF indication;
- if system is in fault, DWC lettering and the intervention level number (1 to 8) in orange.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.



If DWC is in fault or the Black Box is in fault, the instrument panel will display DWC Err and DTC/DWC warning light will be steady on.



Attention

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



Note

If DTC is set to OFF, DWC is also forced to OFF.

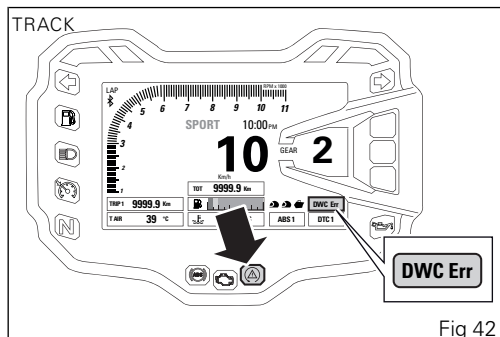


Fig 42

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



Attention

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

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

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

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

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	HIGH PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
3	SPORTIVE	Track use and road use for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode
4	SPORTIVE	Track and road use for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	NO

DWC	USE		DEFAULT
5	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
6	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR17 at the front, 190/55ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

- The rider's experience.
- The characteristics of the path/circuit (bend exit with low or high gear engaged).

The rider's experience

The choice of level setting depends greatly on the riders' experience and ability to control wheelies on their own. Levels 1, 2 and 3 require a great experience to ensure proper control.

Level depends on type of track

If the track/path features bends where out speed and gear are low, a lower level will be necessary; while a track/path with faster bends will allow the use of a higher level setting.

Tips for use on the track

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

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try reducing the setting to level 7, 6, etc., until you find the level that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

Motorcycle setup

The instrument panel displays motorcycle setup according to DSS (Ducati Skyhook Suspension) electronic suspension setup.

It is possible to associate any of the four available setups with a specific riding mode:

- Rider only: symbol with one helmet steady on;
- Rider with luggage: symbol with one helmet and luggage steady on;
- Rider and passenger: symbol with two helmets steady on;
- Rider and passenger with luggage: symbol with two helmets and luggage steady on.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

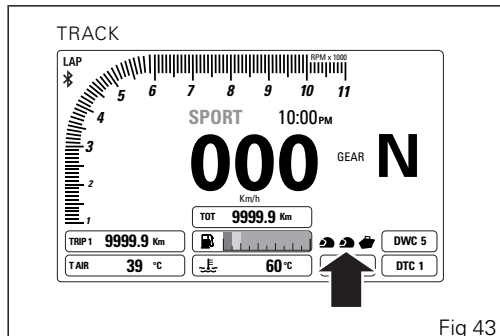


Fig 43



Note

In case of system fault, set setup symbol will be ORANGE.



Attention

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

DSS

Every riding mode is associated with a specific calibration of the DSS Suspensions (front and rear suspension setup and rear shock absorber spring preload setup), designed by Ducati or customized by the user through the setting functions.

When you select the riding mode, i.e., when pressing CONFIRM MENU (4) from the main page, and you open the menu for selecting the riding mode (A), among the parameters associated to each riding mode the following are listed:

- 1) FRONT (DSS front suspension) followed by set compression and rebound for the fork;
- 2) REAR (DSS rear suspension) followed by set compression and rebound for the rear shock absorber;
- 3) PRELOAD (rear shock absorber spring preload) followed by set spring preload (from 01 to 24) for the rear shock absorber.

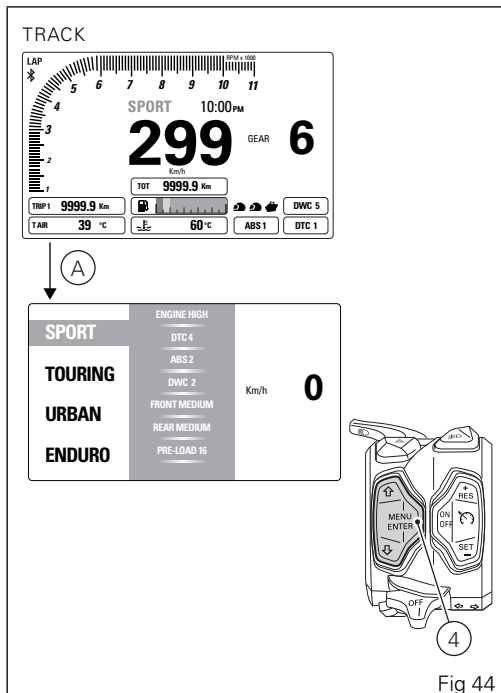


Fig 44

Multistrada 1200 is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

The DSS system makes use of several sensors present on the motorcycle to define its setup and vertical and longitudinal movements, and adapt suspension damping accordingly. The DSS, in particular, dialogues also with the DTC control unit and the ABS to define motorcycle status minute by minute. The result of this process is a more comfortable bike, able to better absorb asphalt bumps without affecting vehicle balance or its rideability. Vertical movements as well as sinking (pitching) during braking and acceleration are minimized.

The DSS system is fully integrated with bike Riding Modes. By selecting a certain Riding Mode, the rider can establish the default suspension behavior, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DSS will intervene to correct its behavior regardless of the Riding Mode that will nevertheless define suspension basic behavior (namely, more comfortable for RM URBAN and more controlled for RM SPORT).

To better understand this aspect, let's consider the URBAN and TOURING Riding Modes, for example. The URBAN riding mode was set for city use: suspension basic behavior is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more comfortable. The TOURING Riding Mode, on the contrary, was devised for a tourist style, more demanding for the bike and requiring a stricter and more controlled basic behavior of the suspension. In both cases, the DSS system intervenes whenever bike behavior - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.

To save battery charge, two conditions are envisaged:

- 1) with engine running, if engine is turned off but instrument panel is still on, after 30 seconds suspensions are no longer powered;
- 2) with engine off, if instrument panel is turned on but engine is still off, after 30 seconds suspensions are no longer powered.



Note

These suspensions, when not powered, are particularly hard due to the high hydraulic damping, as it happens when bike is off. The transition from powered suspensions to suspensions off can be perfectly perceived.



Note

With key-off (bike off), suspension is hard as valves, being not powered, keep hydraulic damping at the minimum level.

The following table shows the Riding Modes of Multistrada 1200 and the relevant suspension behavior.

ENDURO	When ENDURO Riding Mode is selected, the DSS will allow a basic suspension setting for a good absorption of off-road typical bumps and offering a longitudinal dynamics optimized for the off-road grip.
SPORT	When SPORT Riding Mode is selected, the DSS system will allow a stiff suspension basic setting, duly optimized for use on good grip roads and with a few bumps. The bike will be very responsive and controlled, allowing the rider to fully exploit it.
TOURING	When the TOURING Riding Mode is selected, the DSS will allow a suspension basic setting optimized for tourist riding offering a comfortable but controlled basic setting.
URBAN	When the URBAN Riding Mode is selected, the DSS will allow a suspension basic setting allowing a good absorption of the typical bumps of city riding, keeping at the same time a high control of bike dynamics, with a general highly comfortable behavior.

DSS default setting can be changed using the corresponding menu through the instrument panel. This menu allows the rider to increase or decrease the base damping settings characterizing the operation of fork and rear shock absorber for each Riding Mode. When a SOFT setting is selected, the DSS will change suspension response to be softer, while if a HARD setting is selected, the DSS will on the contrary change suspension response to be harder.

The DSS system also interacts with bike load setting, from the individual rider to the pillion rider and several bags calibration. Indeed, selecting a different load, besides changing rear shock absorber preload to ensure a constant and correct response while riding with a load, also affects the parameters defining bike dynamic response. Load selection thus ensures motorcycle top performance in accordance with load-related dynamics.

Preload basic setting can be changed as well, through the special menu on the instrument panel. The preload actuator specific range is 0.47 in (12 mm), the instrument panel allows setting preload value among 24 positions; a preload change of 0.02 in (0.5 mm) corresponds to each position and allows any rider to find the optimal setting for each load condition.



Attention

The DSS system setting strongly depends on specified bike load. Riding the bike with a load setting other than the real one does not ensure system optimal operation. The DSS system was calibrated with bike standard springs. Any change to the components involved in the system could result in a non-perfect behavior of system and bike.

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value. If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.

A string of flashing dashes "-" is displayed if gear teach-in procedure has not been carried out yet, or if instrument panel is not receiving gear information. If the gear sensor is in fault, a string of dashes "-" is displayed steady on.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

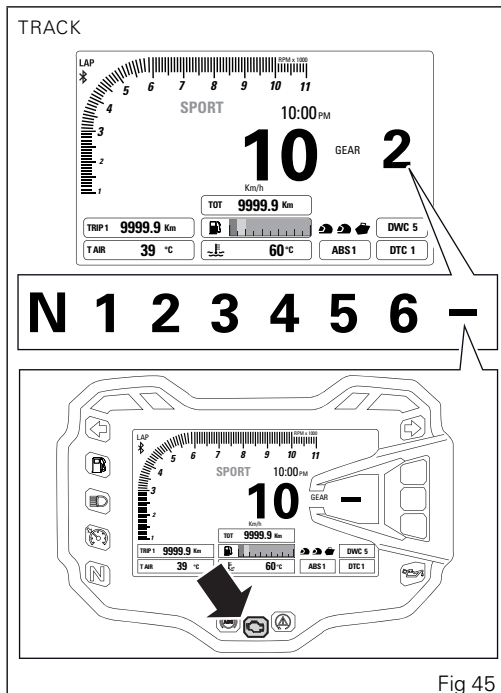


Fig 45

Fuel level

This function displays the fuel level.

The low fuel light turns on when the level goes down to 2 steady marks that become orange and the fuel pump symbol is steady and orange: this means that there are approximately 1.06 gal (4 liters) in the tank. If the level goes further down, the last mark will be red and flashing and the fuel pump symbol will be steady and red.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

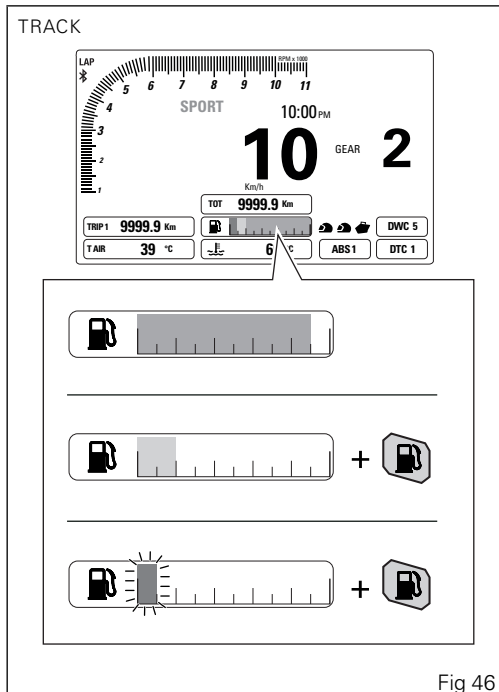


Fig 46



Note

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

Odometer (TOT)

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

The odometer number of mi or km is displayed with the TOT indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

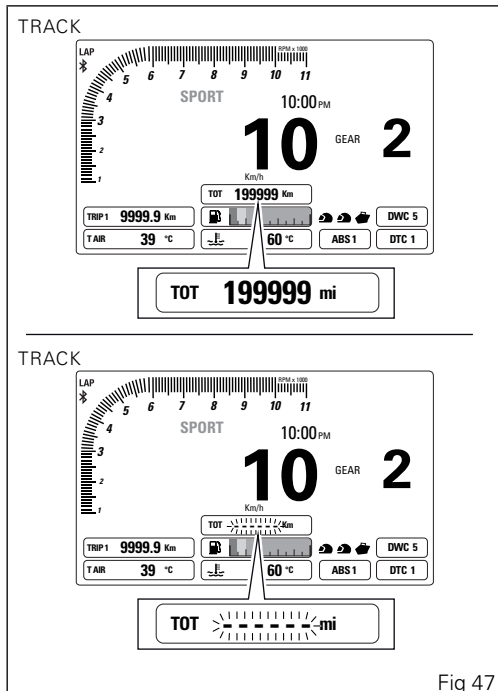


Fig 47

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



Note

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

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement and the engine temperature symbol.

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

If reading is:

- $\leq$ (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- included within the interval -38 °F (-39 °C) and +102 °F (+39 °C) "LOW" is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) the value is displayed steadily;
- $\geq$ (higher than or equal to) +250 °F (121 °C), "HIGH" is displayed flashing and in red, the Coolant Temperature symbol is steady and red.

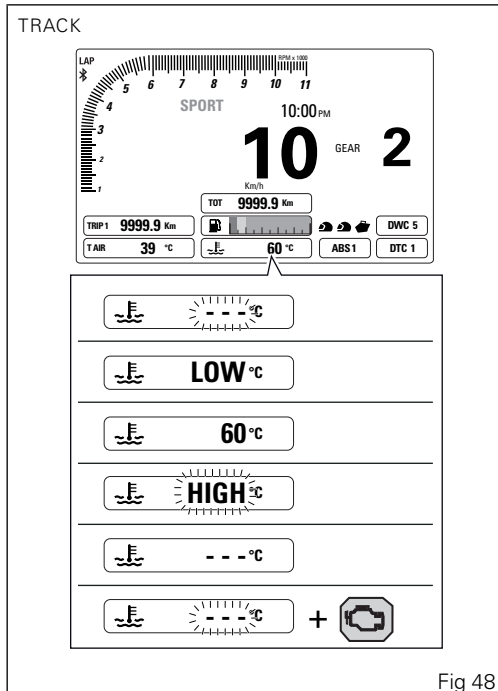


Fig 48

If the coolant temperature sensor is in fault, a string of flashing dashes "--" is displayed with the set unit of measurement and the MIL light turns on.

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



Note

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

Clock

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

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 12:00 to 11:59) or p.m. (from 12:00 to 11:59).

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

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

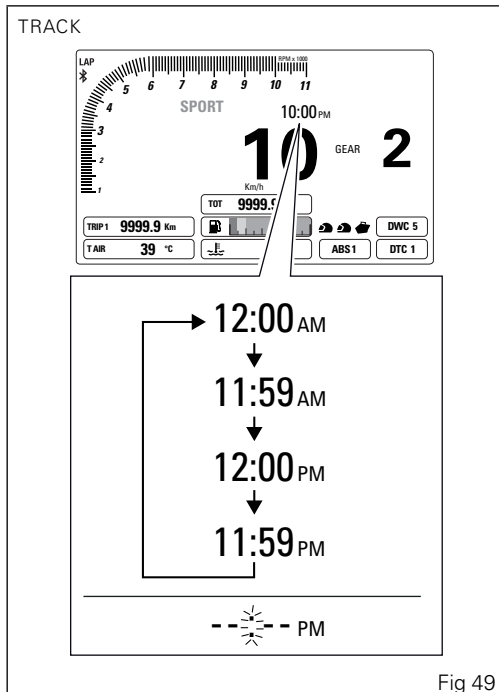


Fig 49

Menu Functions

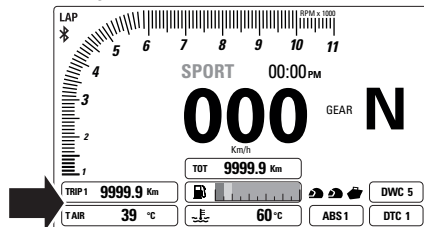
For each of the four riding modes (SPORT, TOURING, URBAN and ENDURO) menu functions can be displayed in one of the following four layouts or modes:

- TRACK;
- FULL;
- CORE;
- OFF ROAD.

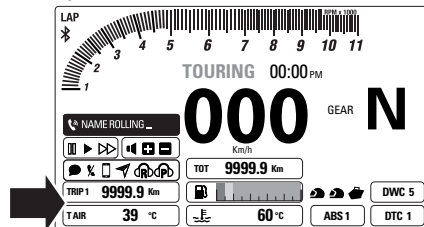
The functions are:

- Residual range (RANGE);
- Trip meter 1 (TRIP1);
- Trip meter 2 (TRIP2);
- Trip time (TRIP TIME);
- Instantaneous fuel consumption (CONS.);
- Average Fuel Consumption (CONS. AVG);
- Average speed (SPEED AVG);
- External air temperature;
- LAP time (only if active);
- TRIP MASTER (only displayed in OFF ROAD layout).

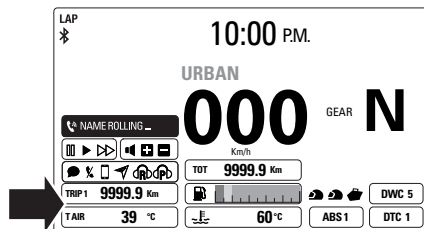
TRACK



FULL



CORE



OFF ROAD



Fig 50

Residual range (RANGE)

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

Information is indicated as RANGE, in the set unit of measurement.

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

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



Note

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

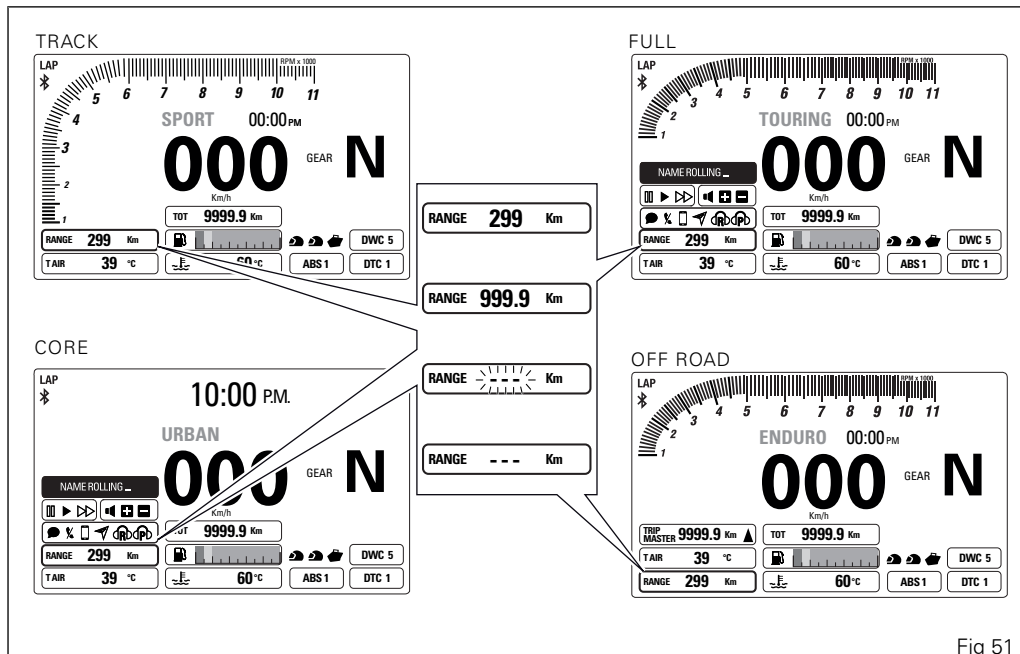


Fig 51

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number of mi or km is displayed with the TRIP1 indication and unit of measurement.

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

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

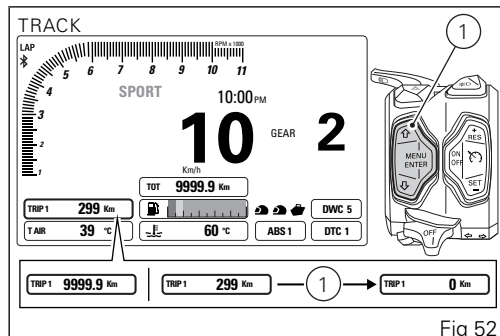


Fig 52

The TRIP1 counter is automatically reset in case the system unit of measurement is changed manually or after a Battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip meter 2 (TRIP 2)

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

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

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

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

The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a Battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

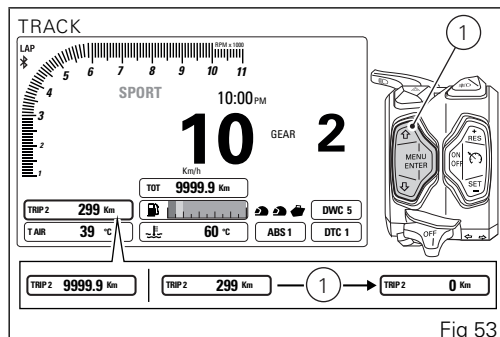


Fig 53

Trip time (TRIP TIME)

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

When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

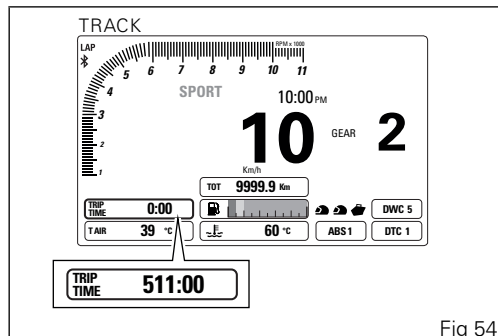


Fig 54

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



Note

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

LAP time

The LAP function is visible for the TRACK layout under menu 1.

LAP function information is available when the function is active.

When the LAP function is active, upon the first press on FLASH button (3) main screen will display LAP flashing at the top left-hand side, menu 1 will display LAP 01, and START will be flashing for 4 seconds within menu 1. Upon any further press of the FLASH button (3), the just ended lap number and time are displayed with a resolution of one hundredth of a second ("0'00''00") for 6 seconds and then lap timer is displayed again together with the number of new current lap (if LAP function is selected from menu 1).

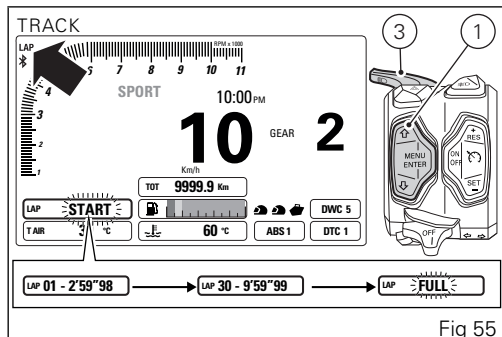


Fig 55

If the LAP function is not selected from the menu, the instrument panel will go back to the functions present before the FLASH button (3) was pressed.

It is possible to scroll the other menu functions at any time.

When storing the 15th LAP, the LAP function is stopped and, upon any further press on the FLASH button (3), the instrument panel will display flashing FULL message for 4 seconds warning that the storage space for lap times is full.

- no. 15 lap times (time between consecutive start and stop);
- no. 15 values for max. RPM (maximum RPM value reached in every lap);
- no. 15 values for max. speed (maximum speed value reached in every lap).



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam flash.

LAP recording

If the LAP function is active, the lap time can be recorded for a total of 15 consecutive laps.

Operation:

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

During every lap, the following data are stored:

Average fuel consumption

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

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

Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.



Note

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

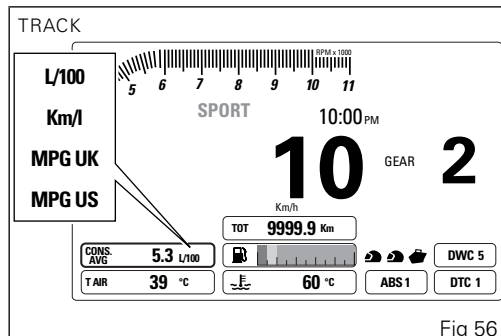


Fig 56

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

During the first 10 seconds when the value is not available on the display, three steady dashes "- . - ." are displayed as a value of average consumption.

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

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

Instantaneous fuel consumption

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

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg USA.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption. Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

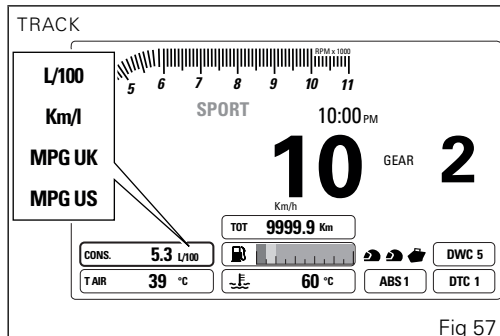


Fig 57



Note

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

Average speed

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

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

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

Considering that the FULL and CORE layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

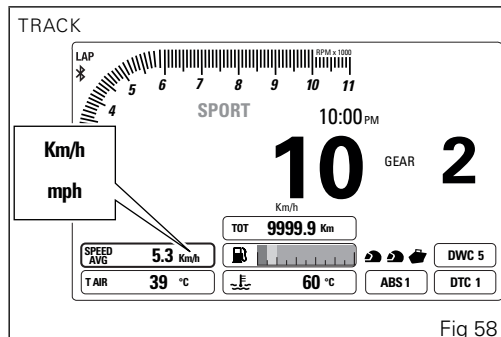


Fig 58



Note

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

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset.

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

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

External air temperature

The instrument panel displays the ambient temperature in the set unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$), followed by the set unit of measurement, the message T AIR and the thermometer symbol. The temperature value is displayed when ranging from -38°F to $+257^{\circ}\text{F}$ (or -39°C to $+125^{\circ}\text{C}$). For different temperature values (lower than -38°F (-39°C) or higher than $+257^{\circ}\text{F}$ ($+125^{\circ}\text{C}$)) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light will turn on. Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

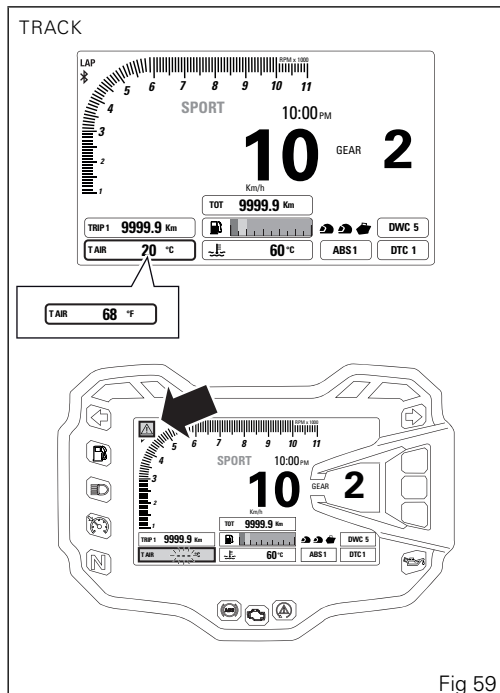


Fig 59



Note

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

TRIP MASTER

Trip Master meter counts and displays the partial kilometers or miles run by the vehicle. Trip Master count increases with mileage, can be reset and can also be "stopped" (paused) and "reversed" (countdown).

Trip Master is only displayed in OFF ROAD layout. The instrument panel displays the value indicated as TRIP MASTER and an arrow up (when count is increasing) or down (when count is decreasing). TRIP MASTER function can be managed via button (1) and button (2), but only within OFF ROAD layout.

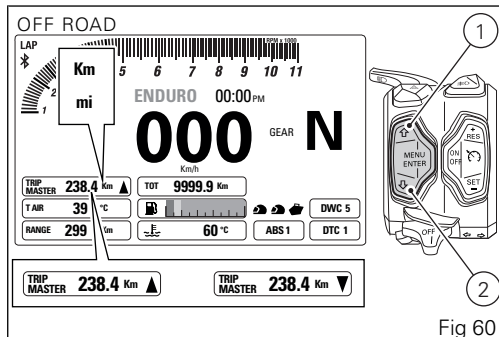


Fig 60

Press button (1):

- if count is increasing, it stops (PAUSE) and value is flashing; press again button (1) to resume metering;
- if count is decreasing, it changes and starts increasing the value.

Press button (2):

- if count is increasing, it changes and starts decreasing the value;
- if count is decreasing, it stops (PAUSE) and value is flashing; press again button (2) to resume metering;

When count is 0.0 (miles or Km), the Trip Master can only be increased and it is not possible to reverse the count as long as value is below or equal to 0.1 miles (100 meters).

If value reaches 999.9 (miles or Km), while increasing, it will get automatically back to zero (0.0) and carry on increasing.

If value reaches 0.0 (miles or Km), while decreasing, the counting will stop (PAUSE), value will flash and calculation will be reversed to become increasing.

Value is automatically reset and counter restarts its increasing operation in the following instances:

- upon any power off (Battery-Off);
- if units of measurement are changed through the instrument panel UNIT SETTING function.

Auxiliary functions

LAP

The instrument panel displays the LAP function status (LAP recording on or off).

LAP message at top left-hand side is on if the LAP function is active, and is off if the LAP function is not active; the same message will flash in the recording stage.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

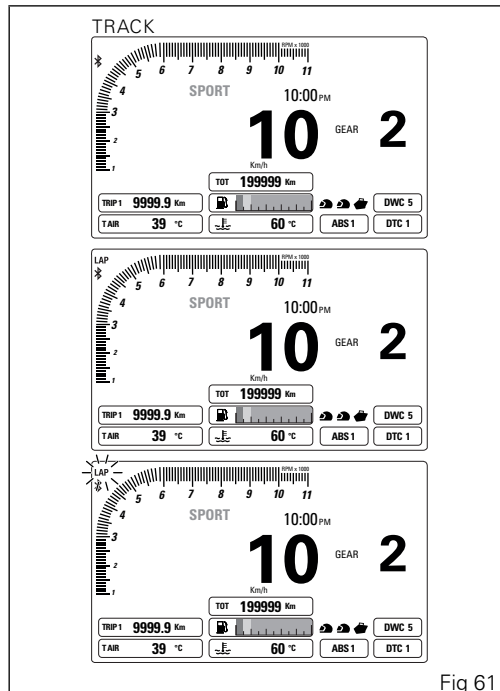


Fig 61

Heated handgrips (option) control function

This function allows enabling and adjusting the heated handgrips.

Press the heated handgrips button (12) and the instrument panel will display grip icon followed by OFF indication.

Any time you press button (12), the instrument panel will toggle from OFF to the following settings: LOW, MED and then HIGH (and then back to OFF).



Note

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

Level selection with Heated Handgrips "on": When setting LOW, MED or HIGH level, the icons will have the following background colors (for both DAY and NIGHT backlighting options of the instrument panel):

- GREEN for LOW;
- YELLOW for MED;
- RED for HIGH.

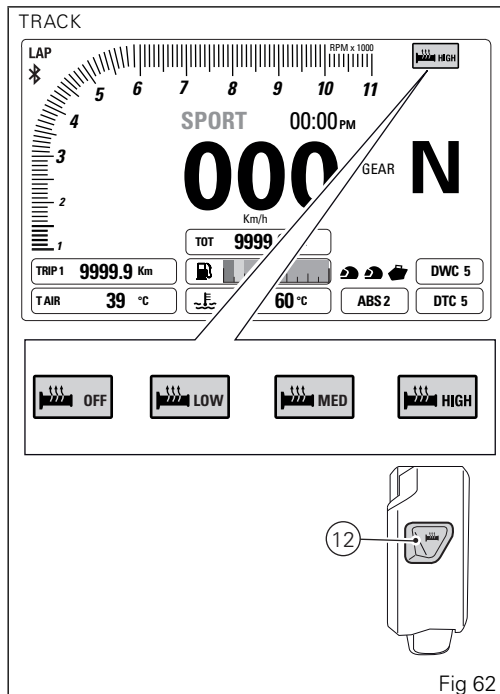


Fig 62

Level selection with Heated Handgrips "off": Even if heated handgrips are turned off, it is still possible to set them to LOW, MED or HIGH level, but the icon will have a white background (in DAY backlighting option of the instrument panel) or BLACK (in NIGHT backlighting option of the instrument panel).



Note

The heated handgrips with engine at idle (RPM ≤ 2000) are controlled by setting the temperature to "Low" even though set by user to "Medium" or "High"; as soon as engine revs up (RPM > 2000) the heat will increase and reach the actual user-setting.



Note

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



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.



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.

Infotainment

Multistrada 1200 fits the Ducati Multimedia System (DMS) as standard, thanks to which the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

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

When the Bluetooth is active, the main screen displays the Bluetooth icon (A).

Moreover, in the FULL and CORE layouts, the Infotainment functions are visible within the dedicated menus (B).

In the TRACK and OFF ROAD layouts, the Infotainment functions are not visible on the instrument panel, but calls can nevertheless be answered/rejected/terminated using the function buttons.



Attention

All data concerning the Infotainment (Player, access to Contact List, Name of devices, etc.) are managed for use of Western character sets.

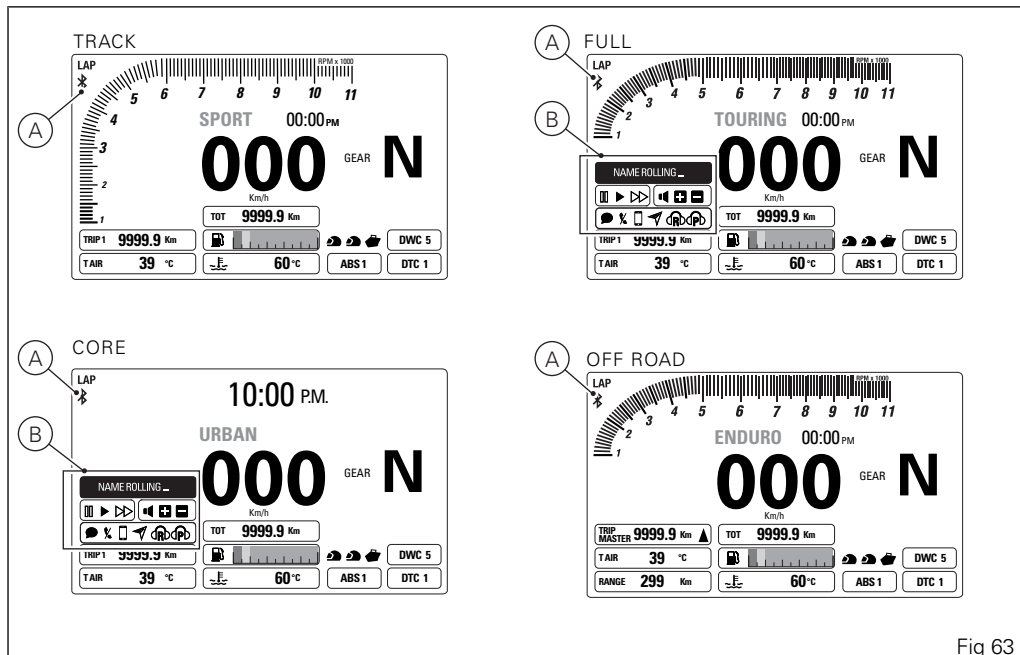
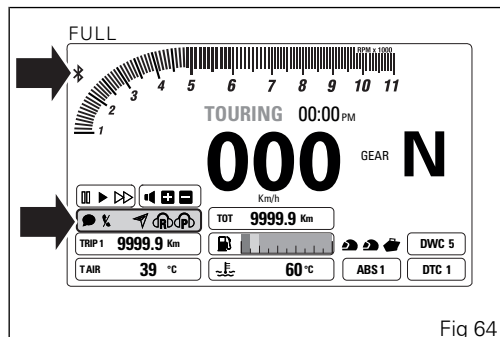


Fig 63

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as smartphone, rider and passenger helmet earphones, Ducati GPS navigator.

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



Phone

Use the PHONE function:

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



Note

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

When there is an incoming call (B) the blue color filling the rectangle is flashing; while, when you answer the call, the blue background stops flashing.

In the TRACK and OFF ROAD layouts, when there is an incoming call, the instrument panel will not display the caller's name or number. The rider will hear the ringing tone through Bluetooth earphones upon any incoming call.

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

To answer the call, press button (2).

To terminate the call, keep button (1) pressed for 2 seconds.

If main screen is set to FULL or CORE layout, during 5 seconds after hang-up, the rectangle corresponding to the Recall function (C) is activated to allow the recall.

After this 5 second time, the rectangle for the recall function is disabled.

In TRACK and OFF ROAD layouts, no recall function is provided.

To activate the Recall function within the 5 seconds, press button (2).

FULL

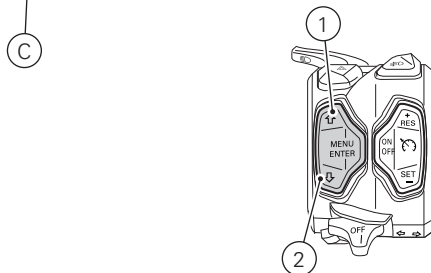
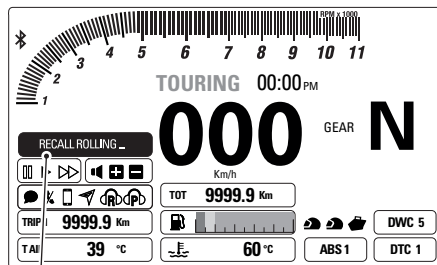
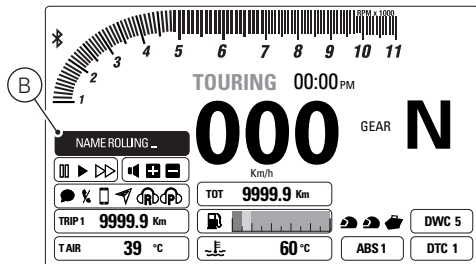
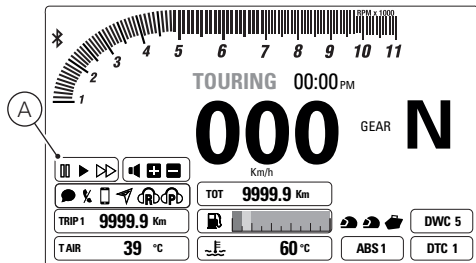


Fig 65

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed. The number of missed calls is not displayed.

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

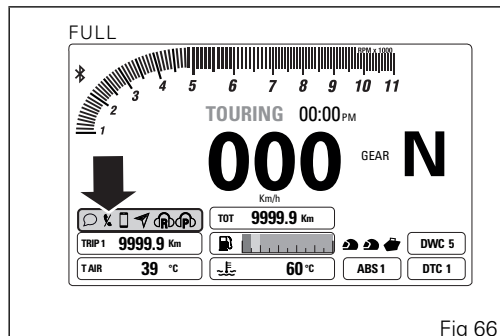


Fig 66

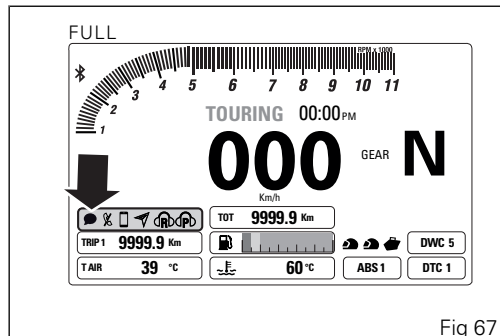


Fig 67

Player

The Player can be activated only in URBAN or TOURING riding mode.

If at least one Smartphone device is connected (blue icon on main screen), Menu 1 in the FULL and CORE layouts will include PLAYER OFF option.

The Player is activated by pressing button (1) for 2 seconds.

On instrument panel, Menu 1 includes PLAYER ON option and the Player controls are activated. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and the message "NOT AVAILABLE" is displayed within the track name box.



Important

The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

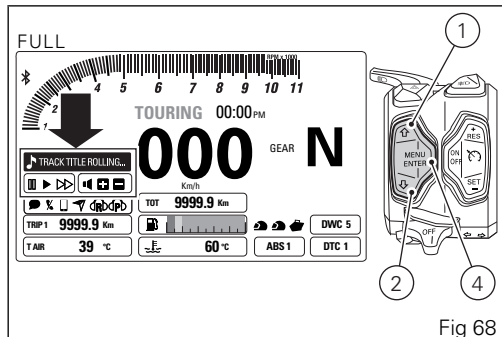


Fig 68

Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.

It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.

The player can be turned off by quitting the player control (pressing button (2) for 2 seconds) and then pressing button (1) for 2 seconds: under menu 1, item will be PLAYER OFF in place of "Player ON" within 3 seconds.

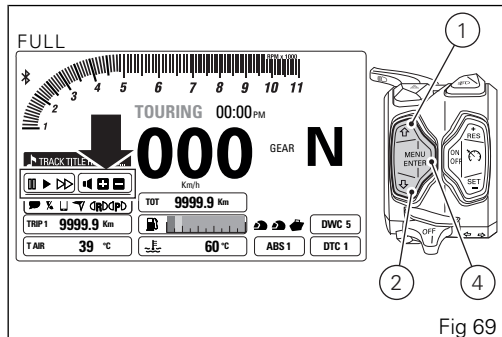


Fig 69

Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status.

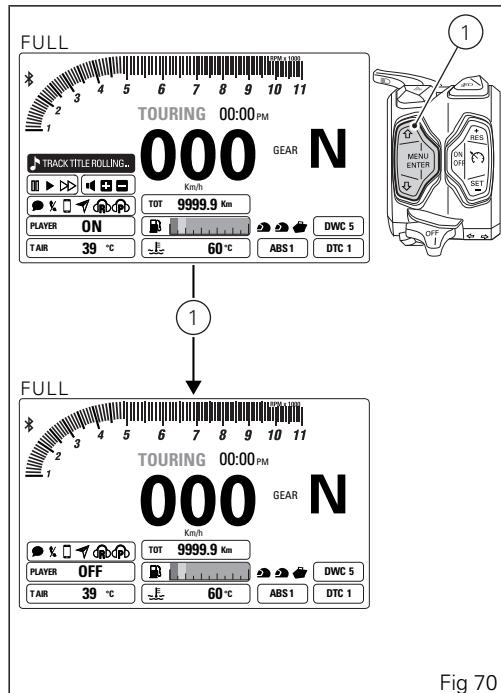


Fig 70

F.A.Q.

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

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

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

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

3) Earphones do not connect. Why?

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

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

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

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

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

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

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

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

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

Cruise Control

Multistrada 1200 is equipped with a system for maintaining the cruise speed: Ducati Cruise Control.

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

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

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

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

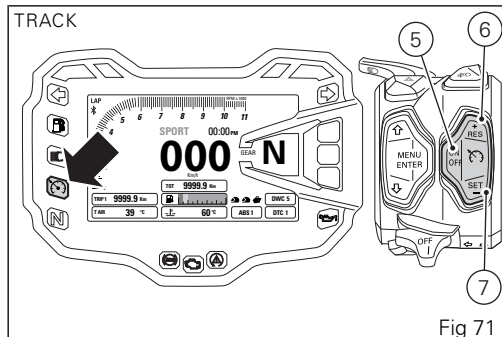


Fig 71

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

To confirm correct setting of cruise speed, the target speed is activated on the instrument panel for 5 seconds then followed by the "Set" icon.

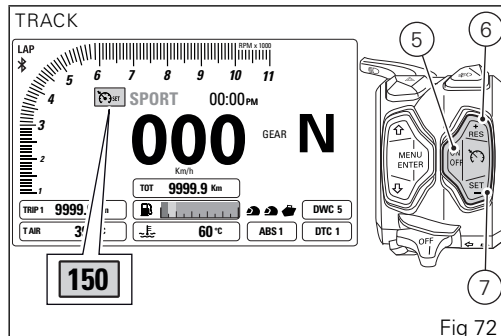
It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively. Every "click" corresponds to a speed increase or decrease of 0.62 mph (1 Km/h).

The new set target speed is displayed in place of the SET icon when system is reaching said speed. When the new requested target speed has been reached for over 5 seconds, the SET icon is displayed again.

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

Important

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



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

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

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

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

- second gear or higher engaged;
- vehicle speed higher than or equal to 30 mph (50 Km/h) or lower than or equal to 125 mph (200 Km/h);
- the brake has been applied at least once (no matter if at the front or the rear side) after the key-ON.

The Ducati Cruise Control can be disabled as follows:

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

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

Service warning (SERVICE)

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

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

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

There are 3 types of scheduled maintenance interventions:

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

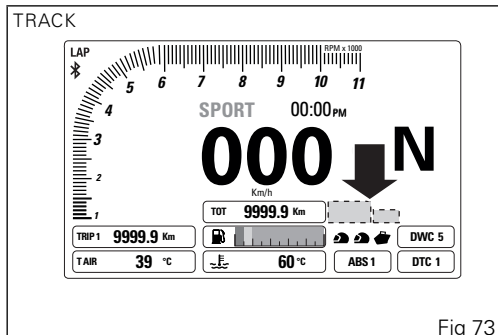
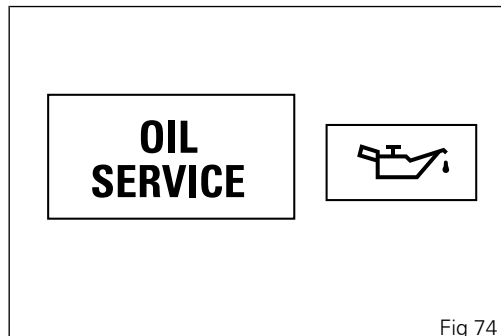


Fig 73

OIL SERVICE zero warning

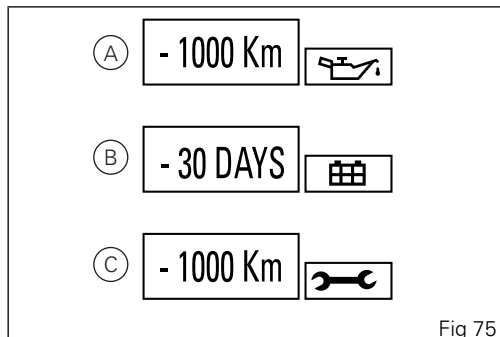
The first service warning is the OIL SERVICE zero and is triggered as soon as the odometer reaches the first 600 mi (1,000 km). Warning is displayed until "Reset" by the Ducati authorized service center, during maintenance.



OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

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

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

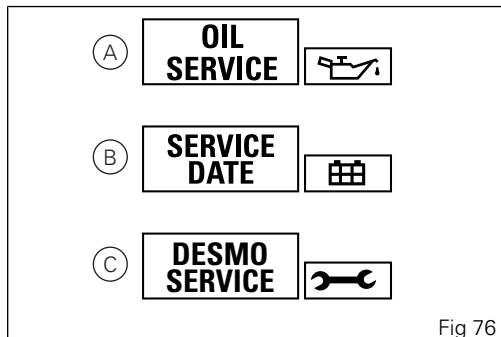


OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

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

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

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



Warning/Alarm (Warning)

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

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

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 10 seconds ("large" icon) then becomes smaller ("small" icon).

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

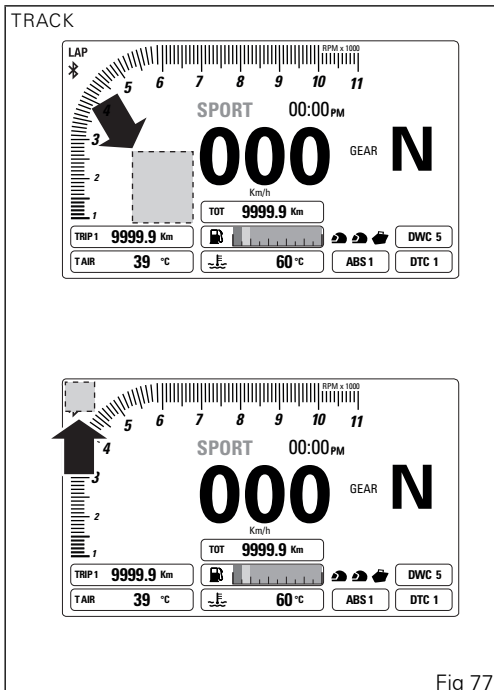


Fig 77



Attention

If one or several warnings are triggered and, at the same time, the Generic Error light turns on, the small warning icon is not displayed on instrument panel until the Generic Error light stays on; warnings will only be displayed within the first 10 seconds as a large-size icon.

Considering that the FULL, CORE and OFF ROAD layouts show the values for this function in a similar to the TRACK layout, the example shown depicts the function in TRACK layout.

Ice

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.

The message is displayed when the temperature goes down to 39°F (4°C), and is disabled when temperature goes up to 43°F (6°C).



Attention

This warning does not exclude the possibility of icy road sections even at temperatures above 39°F (4°C); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

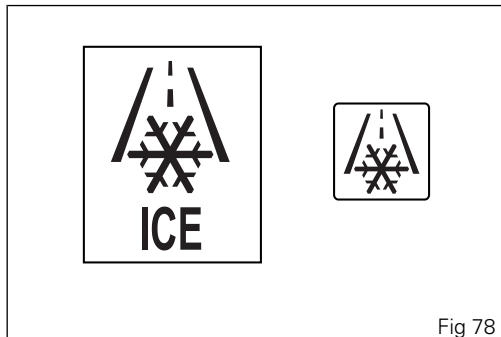


Fig 78

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is lower than/equal to 11.0 Volt.



Note

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

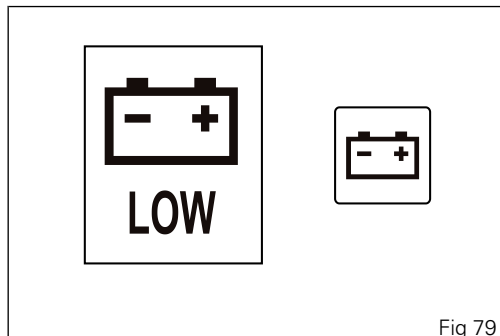


Fig 79

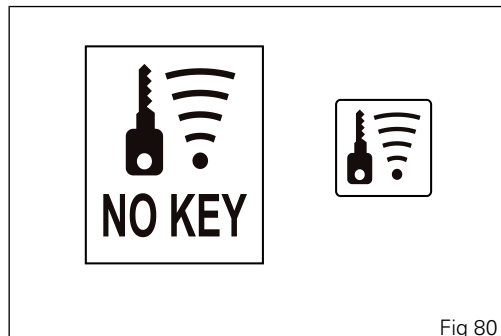
Hands Free (HF) Key not acknowledged

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



Note

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



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

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



Note

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

To change battery, refer to paragraph "Replacing the battery in the active key" page 276.

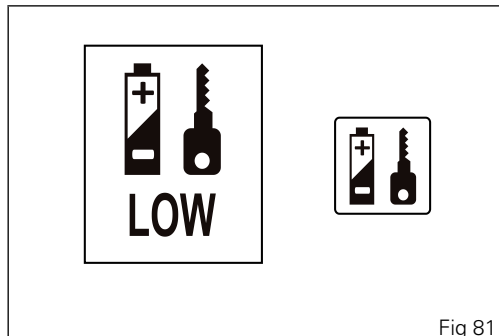


Fig 81

DTC off-road setting (DTC ENDURO)

The activation of this "warning" indicates that you must ride "carefully" on the asphalt as the bike is set with an "extreme" Traction control (designed for off road use).

This warning activates when DTC (Ducati Traction Control) intervention levels 01 and 02 are used.



Attention

In this case, Ducati recommends to ride carefully and use this type of DTC (Ducati Traction Control) setting NOT for road, but for off-road use only.

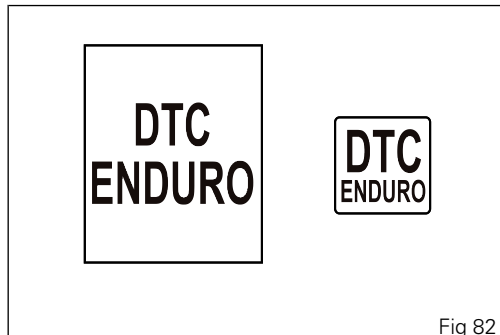


Fig 82

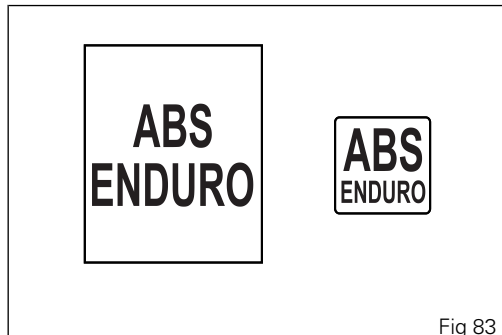
ABS off-road setting (ABS ENDURO)

When this warning is activated, it is necessary to ride carefully because ABS setting in use is the one designed for dirt roads and only the front wheel braking is controlled by the system in this case. This warning is activated whenever ABS level 01 is selected.



Attention

In this case, Ducati recommends to ride carefully and use this type of ABS setting NOT for road, but for off-road use only.



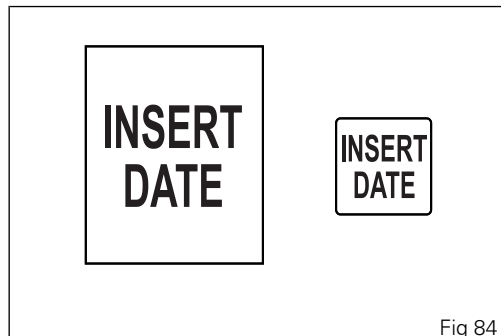
Date setting

This function prompts the user to enter the date via the Setting Menu.



Note

In this case Ducati recommends to stop and enter the calendar date using the function "DATASET".



Steering unlock error - Steering still locked

The activation of this "warning" 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 Authorised Service Centre.

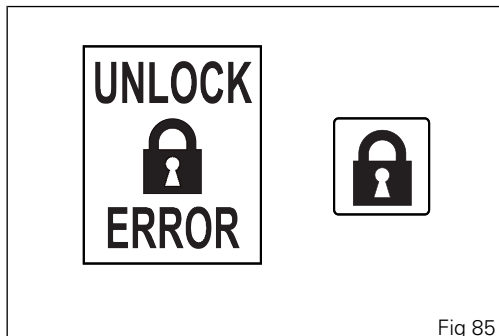


Fig 85

Error warnings

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

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (B) (in case of errors directly connected to the engine control unit) or the Generic Error light (A) (in case of any other errors).

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



Attention

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

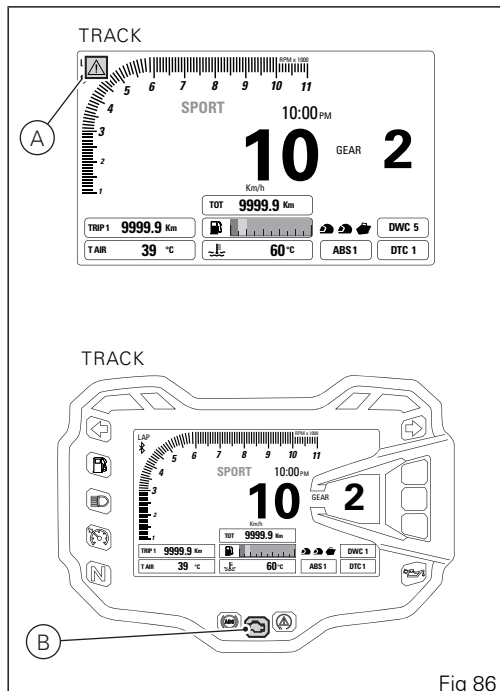


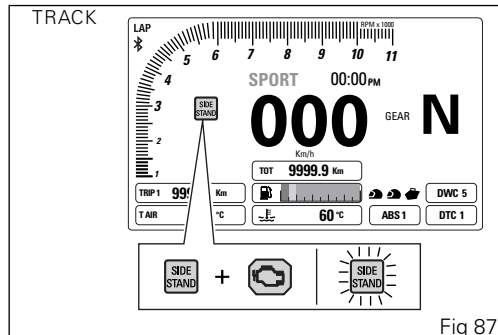
Fig 86

Side stand warning

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

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

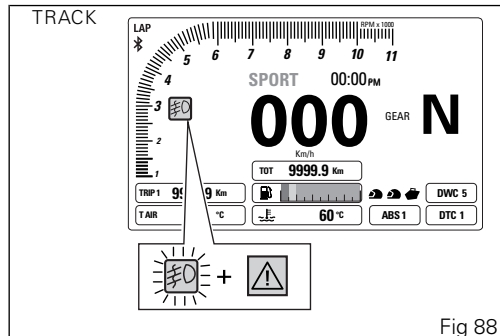
If the instrument panel does not receive the side stand status, the "SIDE STAND" indication (open side stand) will flash to indicate an indefinite status.



Fog lights

The instrument panel activates the fog light warning light when the fog lights (option) are present and active.

In case of fog light fault, the DSB displays the flashing Fog Light warning light and turns on the Generic Error light.



Setting MENU

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

To enter the Setting Menu hold button (4) for three seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 12 mph (20 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- RIDING MODE
- INFO MODE
- PIN CODE
- LAP
- BACK LIGHT
- DATA SET
- CLOCK SET
- UNIT SETTING
- BLUETOOTH (only if Bluetooth is active)

TRACK

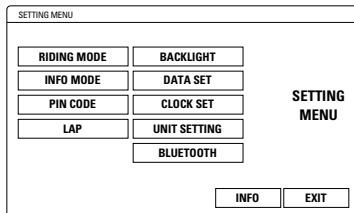
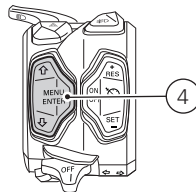
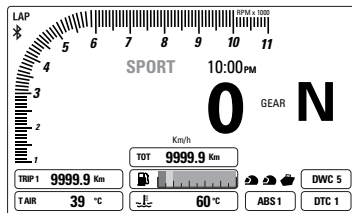


Fig 89



Important

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

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

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

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

At the top of instrument panel display is a text indicating the menu and sub-menu path during navigation through the setting functions.

To quit the Setting Menu you shall highlight "EXIT" and press button (4).

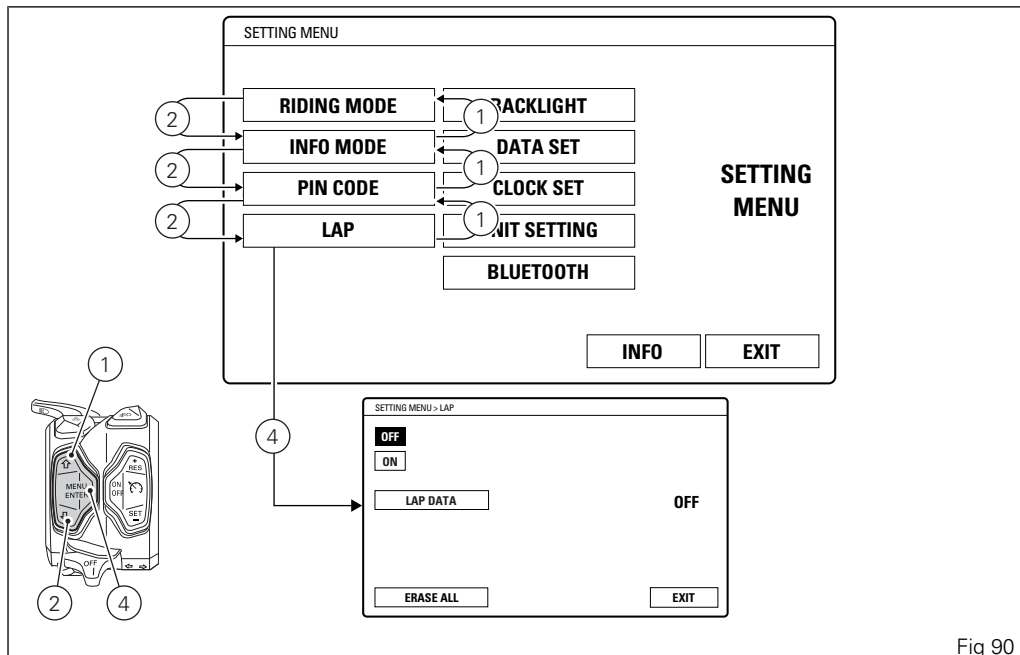
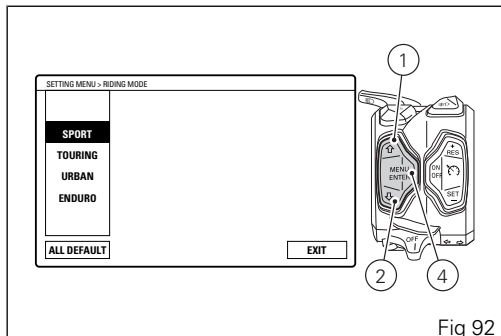
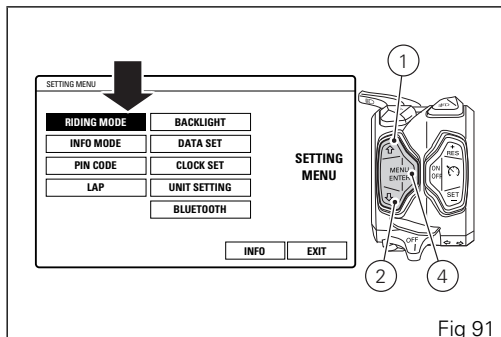


Fig 90

Customizing the Riding Mode

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

Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO), by pressing button (1) or (2). Once the desired mode is highlighted, press button (4). You open the selected riding mode customization Menu. While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.



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

- ENGINE
- DTC
- DWC
- ABS
- Setting motorcycle setup and relevant DSS semi-active suspension settings (front fork — rear shock absorber)
 - rider only
 - rider with luggage
 - rider and passenger
 - rider and passenger with luggage
- DEFAULT

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

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

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

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

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



Attention

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

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

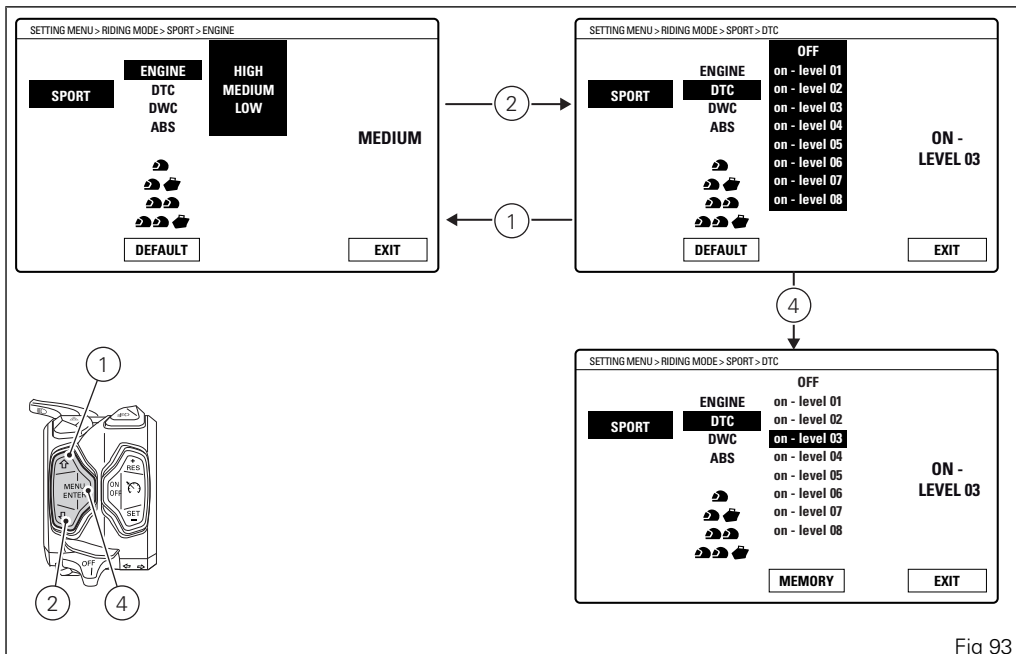


Fig 93

Customizing the Riding Mode: Engine setting

This function customizes engine power associated with each riding mode.

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

Once function is highlighted, press button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2). Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) from the drop-down menu, by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).

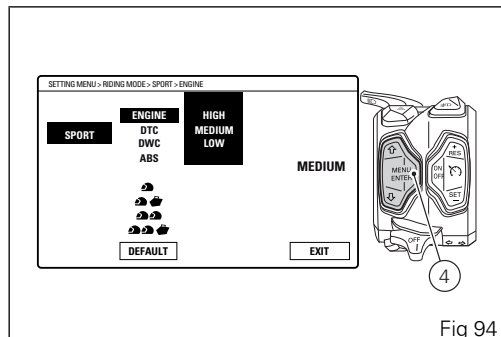


Fig 94

When entering the function, currently set engine power is indicated on the right (e.g.: MEDIUM). The central drop-down menu lists the available customization options:

- HIGH
- MEDIUM
- LOW

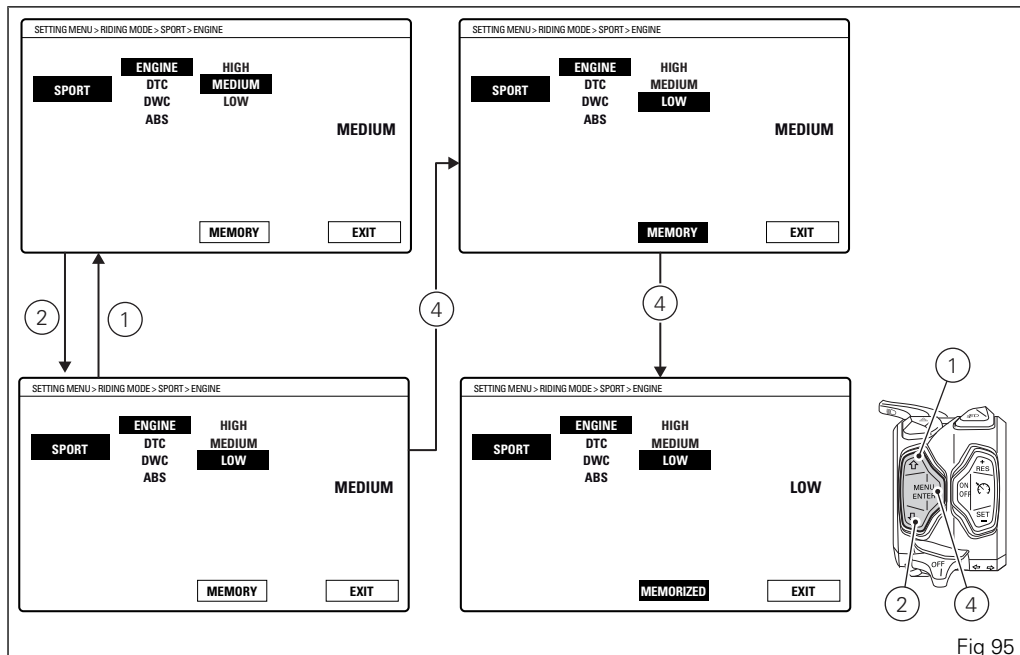
Press buttons (1) and (2) to highlight the engine power values one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.

Once the desired power level is highlighted, press button (4) to highlight MEMORY in orange.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, power level will be refreshed and then EXIT will be highlighted in green.

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



Customizing the Riding Mode: DTC level setting

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

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

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2).

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

You open the selected riding mode customization Menu.

Select the parameter to be customized (DTC) from the drop-down menu, by pressing button (1) or (2).

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

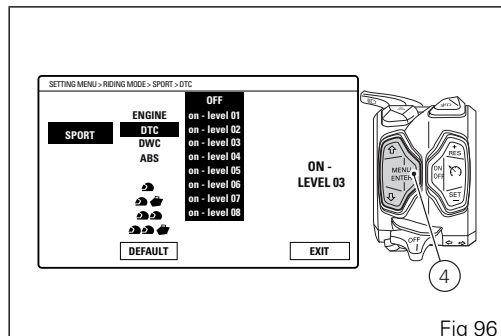


Fig 96

When entering the function, the currently set DTC level or status is indicated on the right (e.g.: ON LEVEL 03).

Customization options are indicated on the central drop-down menu: levels 1 to 8 and status OFF.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green.

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

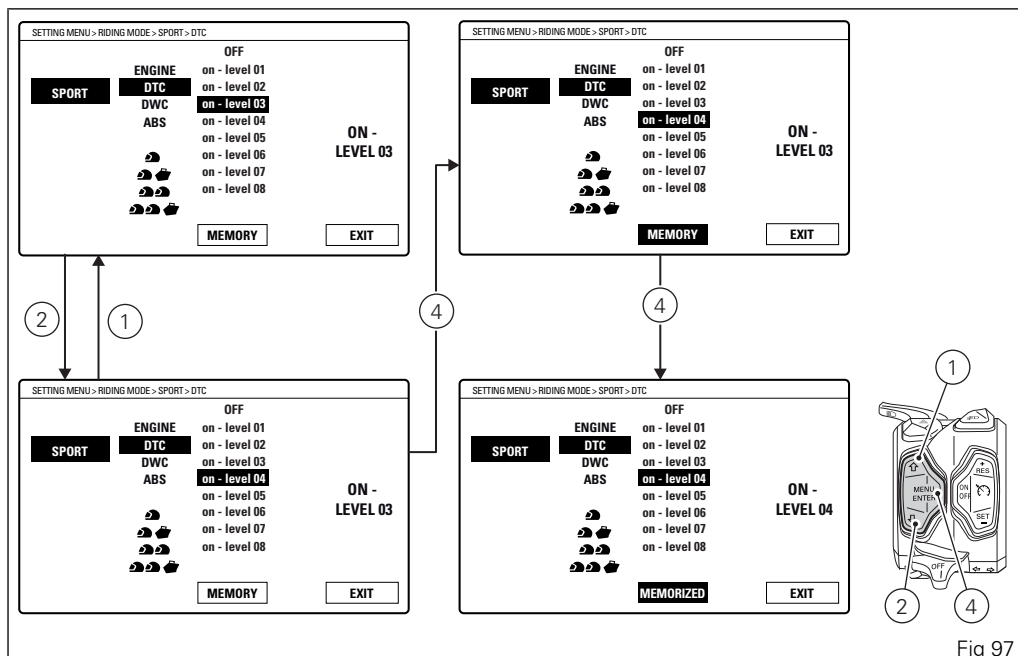


Fig 97

Customizing the Riding Mode: DWC level setting

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

Enter the Setting Menu. Select "RIDING MODE" option by pressing button (1) or (2). Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2). Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu. Select the parameter to be customized (DWC) from the drop-down menu, by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).

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

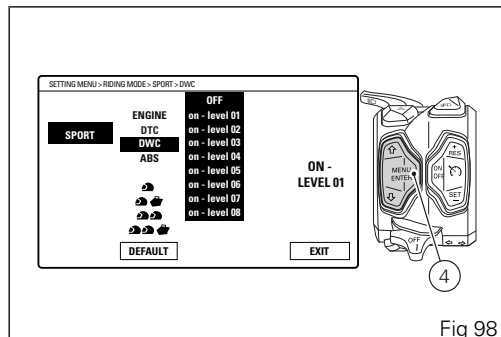


Fig 98

When entering the function, the currently set DWC level or status is indicated on the right (e.g.: ON LEVEL 01).

Customization options are indicated on the central drop-down menu: levels 1 to 8 and status OFF.

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green.

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

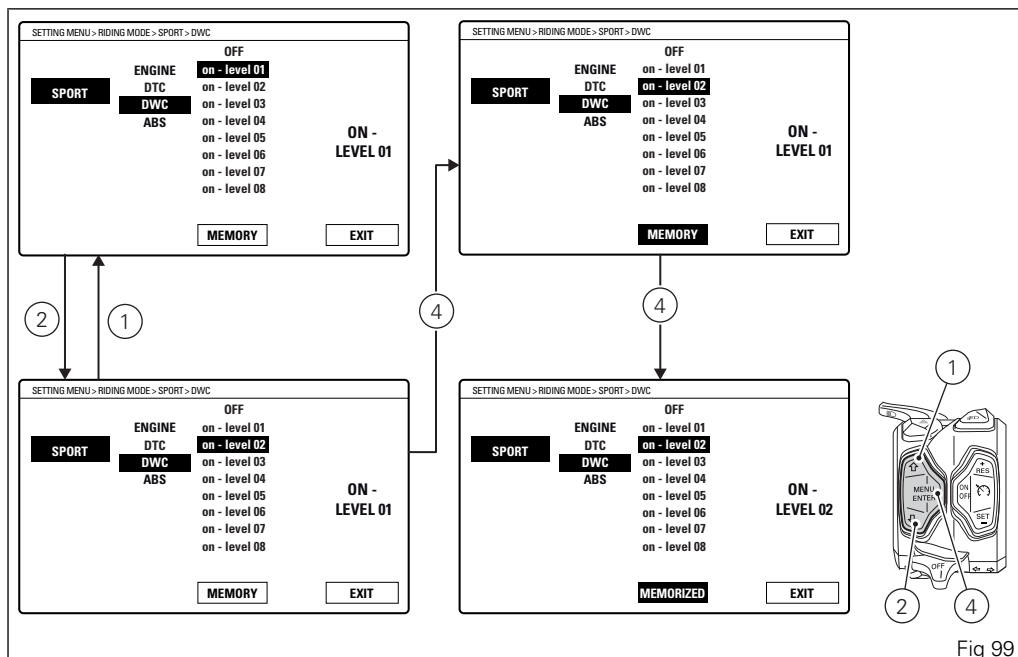


Fig 99

Customizing the Riding Mode: ABS setting

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

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2).

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

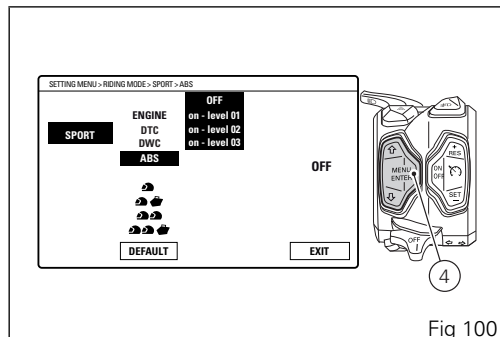


Fig 100

When entering the function, the currently set ABS level or status is indicated on the right (e.g.: OFF). Customization options are indicated on the central drop-down menu: levels 1 to 3 and status OFF. Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

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

Once the desired new setting is highlighted, press button (4) to highlight MEMORY in orange.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, set level or status will be refreshed and then EXIT will be highlighted in green.

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



Note

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

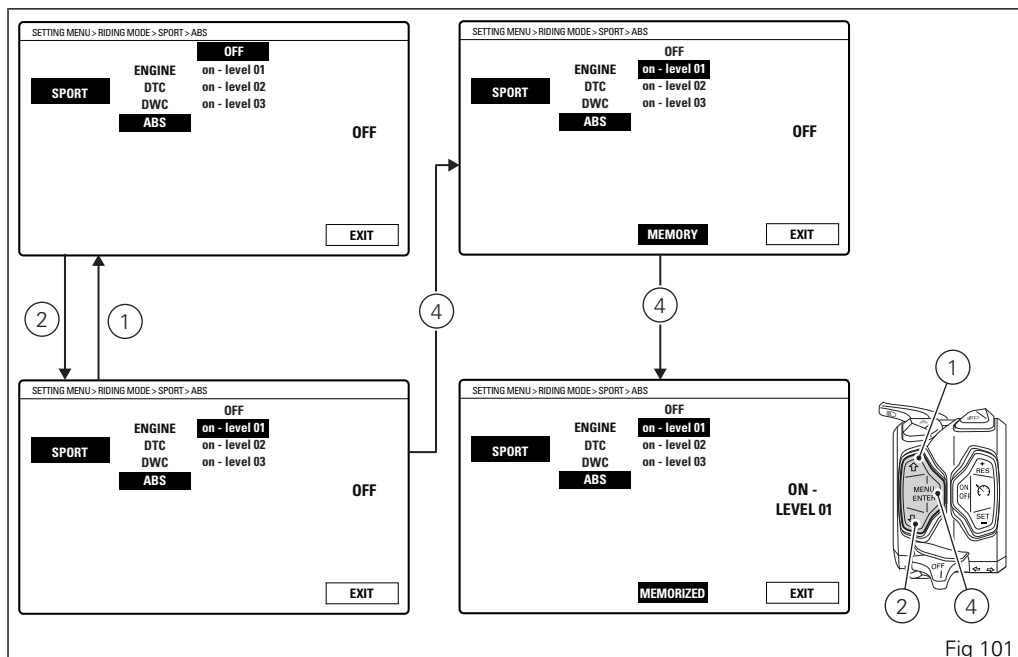


Fig 101

Customizing the Riding Mode: DSS suspension setting

This function allows selecting the motorcycle setup and type of control of the electronic suspension associated with each riding mode.

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

Once function is highlighted, press button (4).

You open the "RIDING MODE" menu. Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2).

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

You open the selected riding mode customization Menu.

Select the setup to be customized from the drop-down menu items, by pressing button (1) or (2).

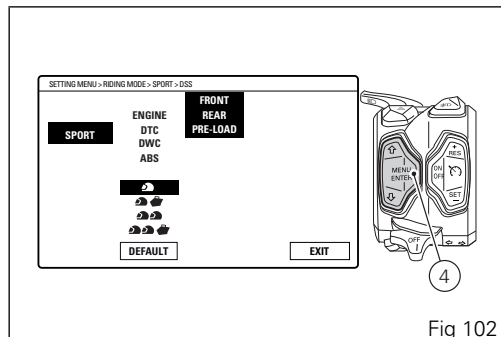


Fig 102

Available setup types are four:

- Rider only (one passenger symbol);
- Rider with luggage (one passenger with luggage symbol);
- Rider and passenger (two passengers symbol);
- Rider and passenger with luggage (two passengers with luggage symbol).

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

For every setup, user can set the electronic suspension setup:

- FRONT: fork compression and rebound setting (Hardest, Harder, Default, Softer, Softest);
- REAR: rear shock absorber compression and rebound setting (Hardest, Harder, Default, Softer, Softest);
- PRELOAD: rear shock absorber spring preload (Level 01-24).

Once the desired setup is highlighted, press button (4).

Setup customization page will open.

Select one of the suspension settings from the central drop-down menu, by pressing button (1) or (2).

For every setting, the menu below shows available options and currently set value is on the right.

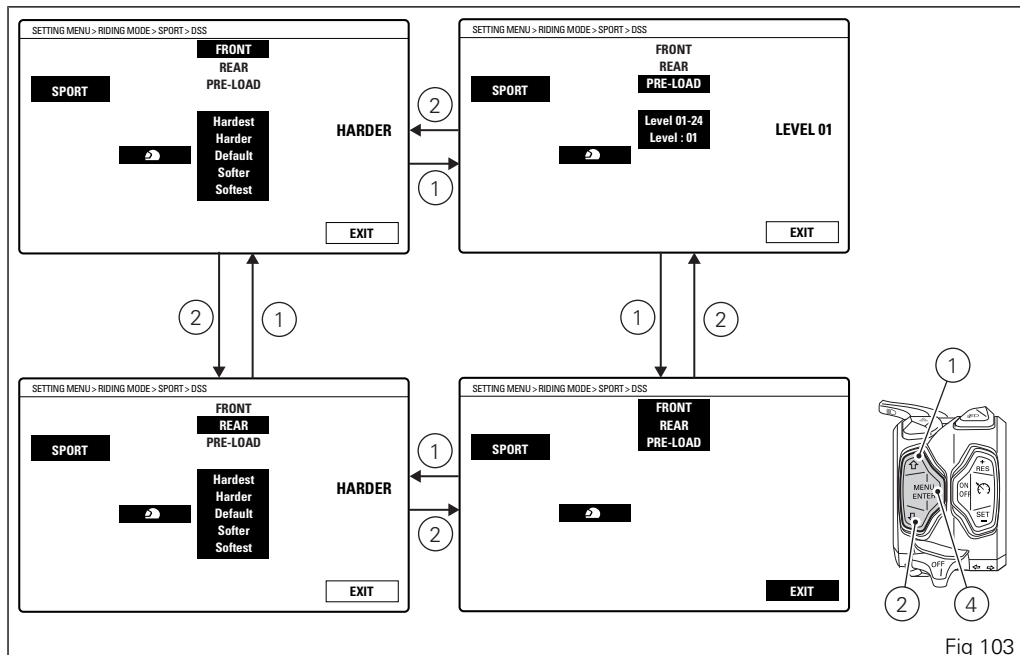


Fig 103

Fork compression and rebound setting

This function allows changing Electronic Suspension (DSS) front fork compression/rebound setting for every single riding mode and for each suspension setup.

Open the setup customization page as previously described.

Select FRONT (front fork) from the central drop-down menu, by pressing button (1) or (2). The menu below shows available options and currently set value is on the right.

Once setup is highlighted, press button (4).

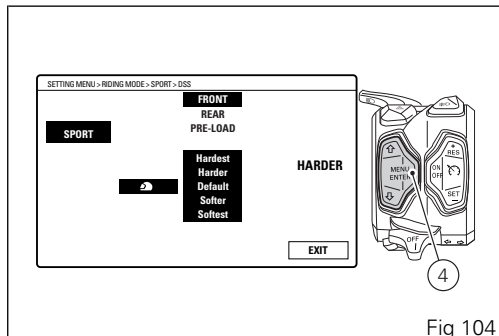


Fig 104

Available customization options are as follows:

- HARDEST;
- HARDER;
- DEFAULT;
- SOFTEST;
- SOFTER.

Use button (1) or (2) to select one of the available customization options and press button (4) to confirm and highlight MEMORY.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, customized option will be refreshed and then "EXIT" will be highlighted in green.

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

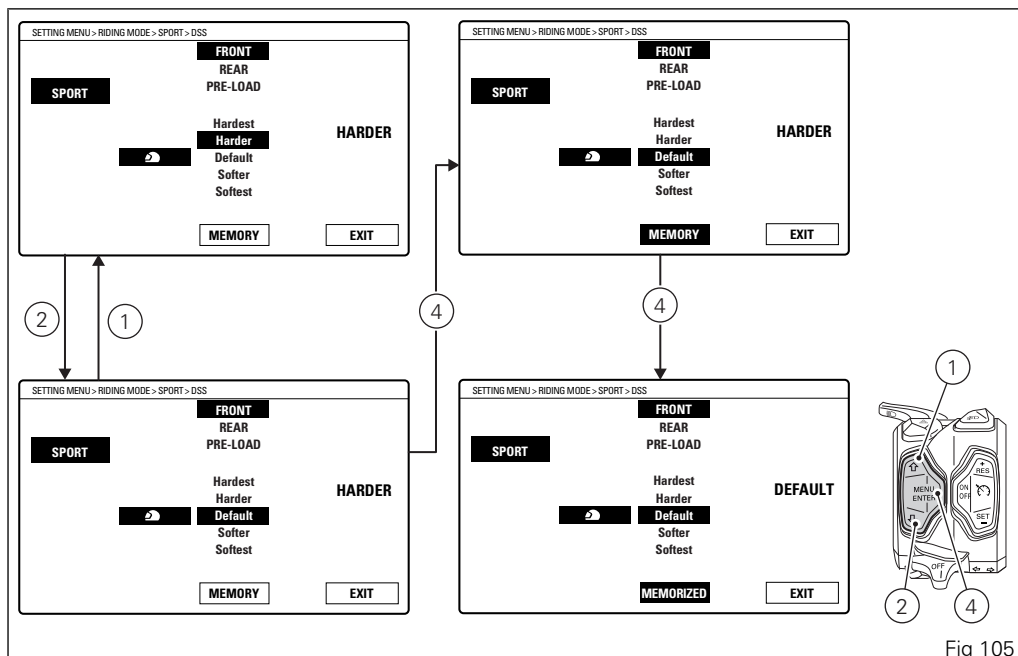


Fig 105

Adjustment of rear suspension rebound and compression damping

This function allows changing Electronic Suspension (DSS) rear shock absorber compression/rebound damping setting for every single riding mode and for each suspension setup.

Open the setup customization page as previously described.

Select REAR (rear shock absorber) from the central drop-down menu, by pressing button (1) or (2). The menu below shows available options and currently set value is on the right.

Once setup is highlighted, press button (4).

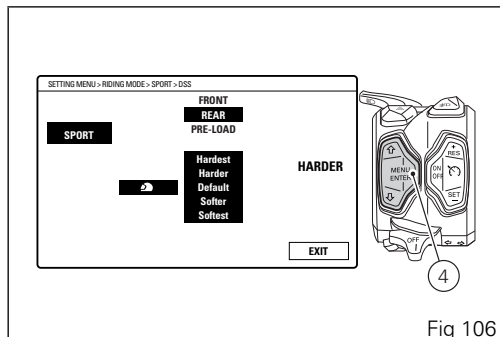


Fig 106

Available customization options are as follows:

- HARDEST;
- HARDER;
- DEFAULT;
- SOFTEST;
- SOFTER.

Use button (1) or (2) to select one of the available customization options and press button (4) to confirm and highlight MEMORY.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, customized option will be refreshed and then "EXIT" will be highlighted in green.

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

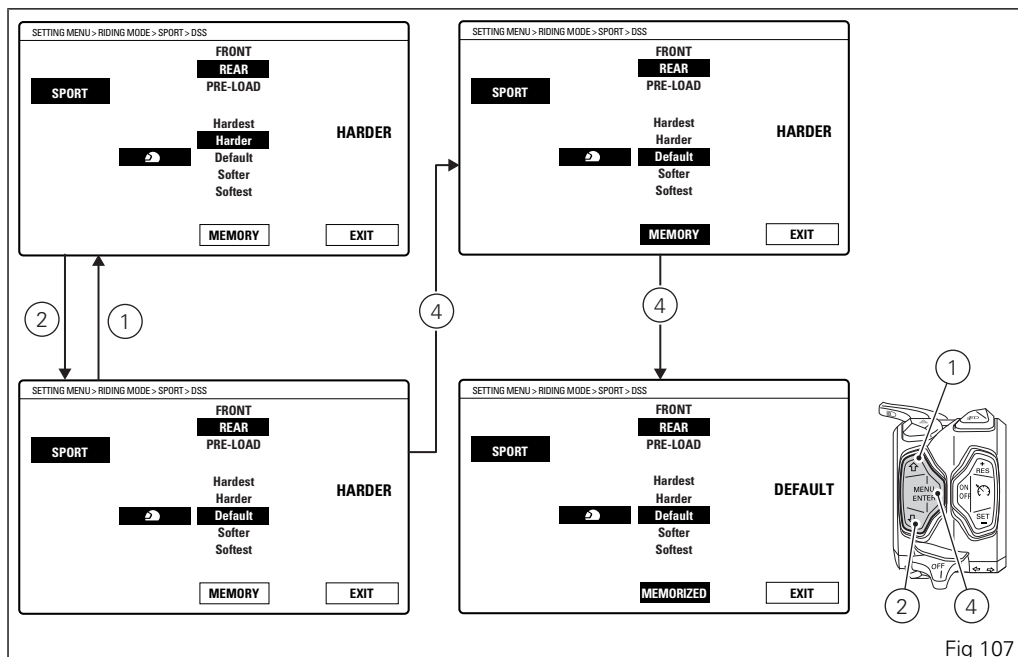


Fig 107

Adjustment of the rear shock absorber spring preload

This function allows changing Electronic Suspension (DSS) rear shock absorber spring preload setting for every single riding mode and for each suspension setup.

Open the setup customization page as previously described.

Select PRELOAD (rear shock absorber spring preload) from the central drop-down menu, by pressing button (1) or (2). The menu below shows available options and currently set value is on the right.

Once setup is highlighted, press button (4).

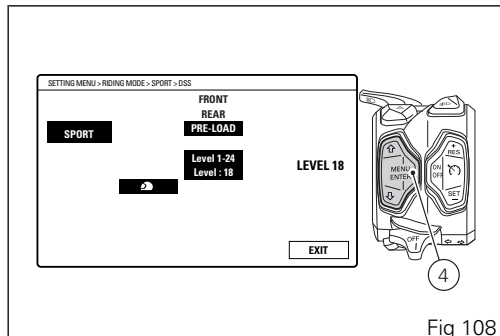


Fig 108

Possible customization options are from level 01 to 24.

Each time you press button (1), the displayed number increases from 01 to 24 and then returns to 01.

Each time you press button (2), the displayed number decreases from 24 to 01 and then returns to 24.

Once the desired level is highlighted, press confirm button (4) to highlight MEMORY.

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, level will be refreshed and then "EXIT" will be highlighted in green. To exit the menu and go back to previous page, select EXIT and press button (4).

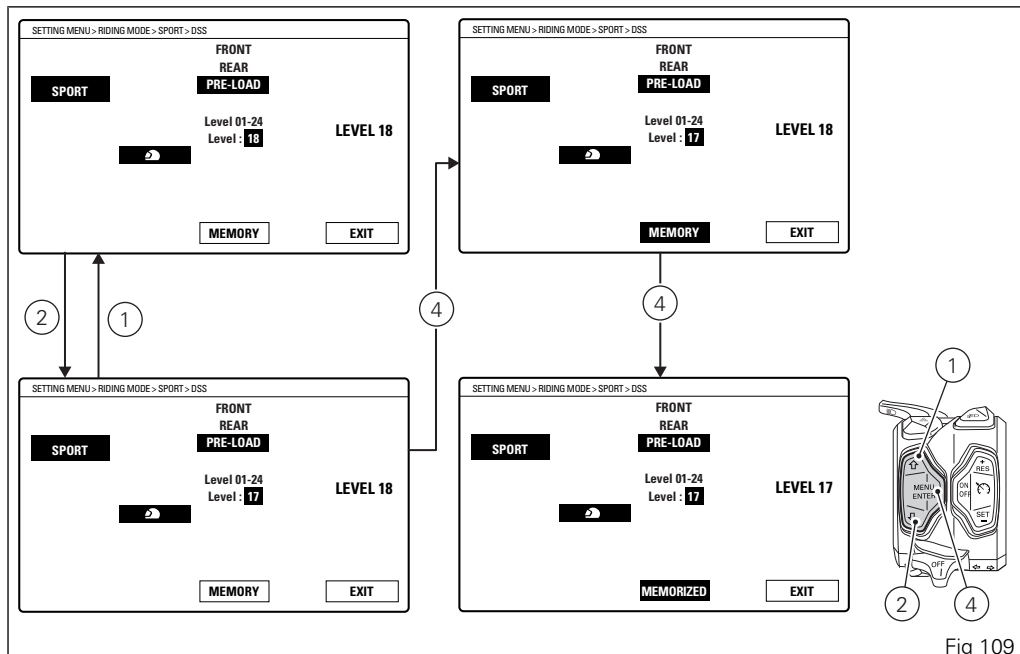


Fig 109

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

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

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

Once function is highlighted, press button (4). You open the "RIDING MODE" menu.

Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO) from the drop-down menu, by pressing button (1) or (2). Once the desired mode is highlighted, press button (4).

You open the selected riding mode customization Menu.

Select DEFAULT option, by pressing button (1) or (2). Once desired parameter is highlighted, keep button (4) pressed for two seconds.

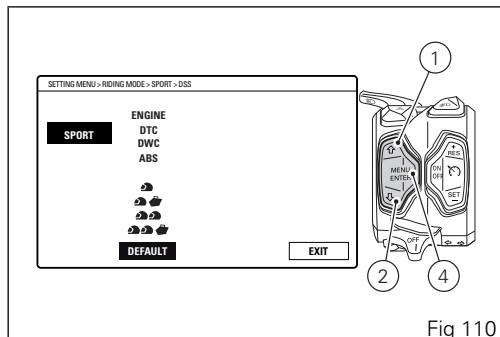


Fig 110

It will take three seconds to restore parameters, during which "WAIT..." will appear on the display. Once procedure is completed, "OK" will appear for two seconds to confirm that default parameters have been restored and the message EXIT will be highlighted.

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

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

This function allows restoring the default values set by Ducati for all the parameters associated to all riding modes.

To gain access to this function, enter the Setting Menu, use button (1) or (2) to select RIDING MODE and press button (4). Then use button (1) or (2) to select ALL DEFAULT and keep button (4) pressed for two seconds.



Note

If "ALL DEFAULT" option cannot be selected, it means that all parameters for all riding modes are already in the "Default" condition.

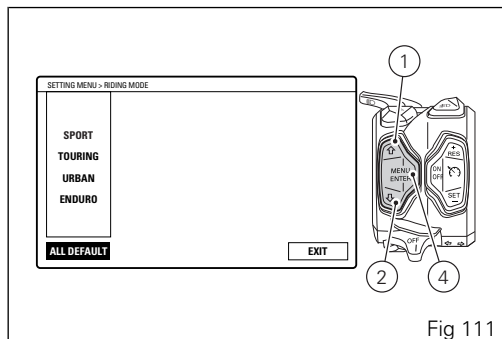


Fig 111

Display mode setting

The display mode can be customized by selecting one of the four available display modes: CORE, FULL, TRACK and OFF ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

Nevertheless, it is possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected Riding Mode. To select the display mode open the Setting Menu. Select INFO MODE option by pressing button (1) or (2). Once function is highlighted, press button (4).

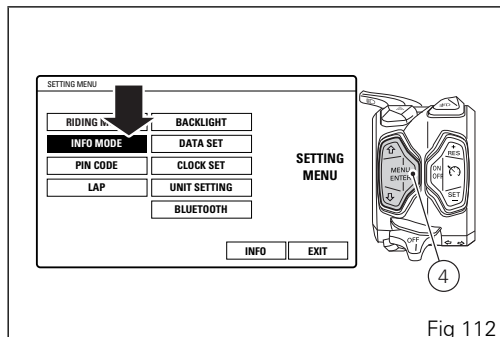
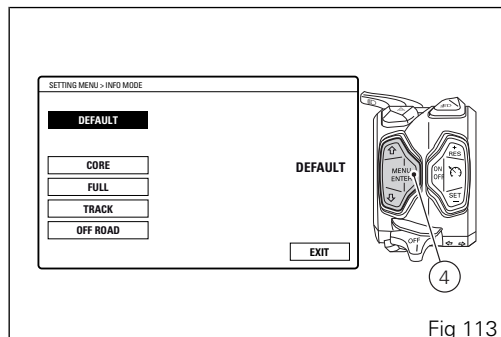


Fig 112

Enter the INFO MODE menu.

Ducati associated by default the layouts to the Riding modes as follows:

- CORE layout for the URBAN Riding mode;
- FULL layout for the TOURING Riding mode;
- TRACK layout for the SPORT Riding mode;
- OFF ROAD layout for the ENDURO Riding mode.



To select a layout for all riding modes, press button (1) or button (2). Once mode is highlighted, press button (4). The selected option is stored, current mode indication is refreshed and the EXIT option is automatically highlighted. Press button (4) to go back to previous display mode.

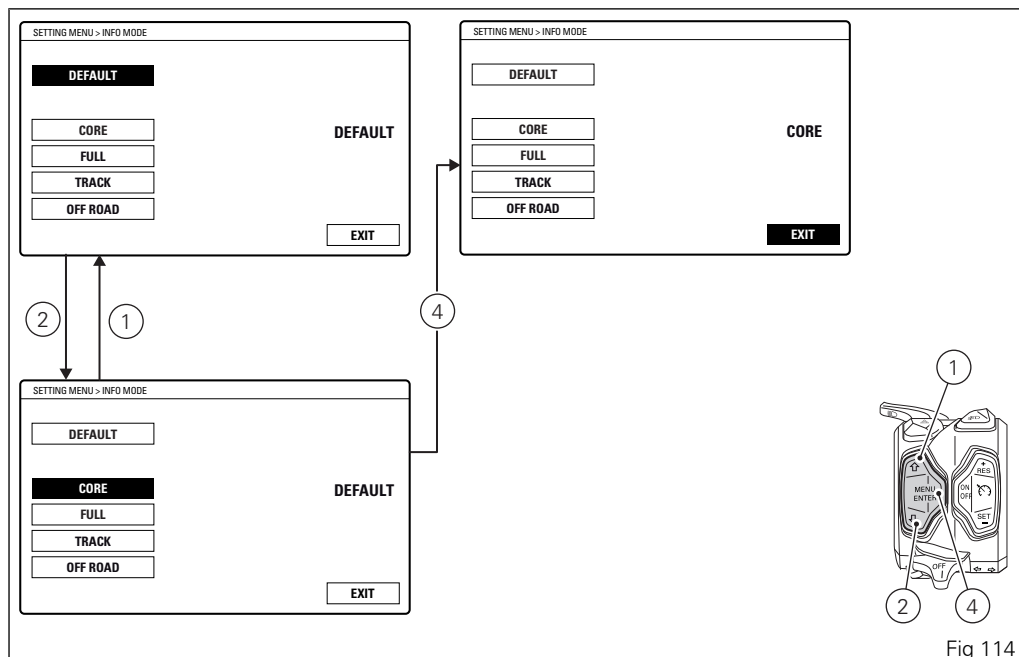


Fig 114

Pin Code

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

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

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

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

In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 281.



Attention

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

Activating the PIN CODE

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

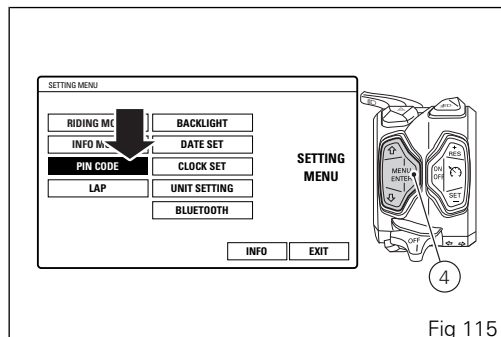


Fig 115

When entering the function, the display shows the message INSERT NEW PIN CODE followed by the first digit in green and three dashes "0 - - -".
Entering the code:

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

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

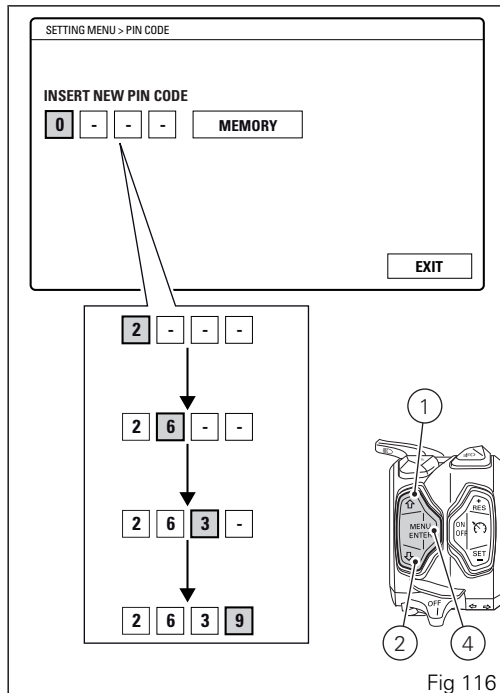


Fig 116

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

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

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

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

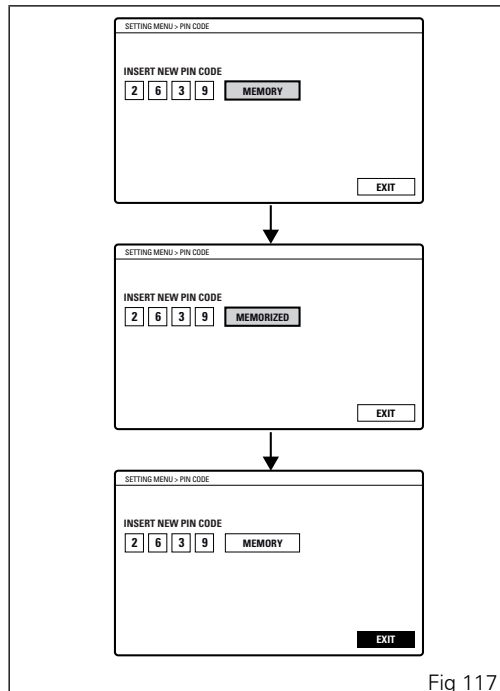


Fig 117

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.

Select "PIN CODE" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "PIN CODE" menu. When opening the function, the screen displays INSERT OLD PIN CODE and three dashes "0 - - -", the first digit "0" is highlighted in green.

Entering the "old" code:

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

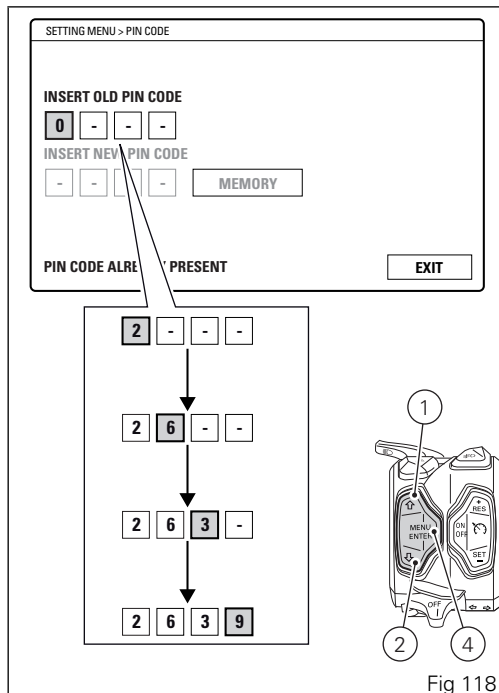


Fig 118

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

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

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" for the OLD PIN to allow you to try again;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds, the screen displays INSERT NEW PIN CODE and four dashes "- - - -", the first of which is highlighted in green, for the user to enter the new PIN CODE.

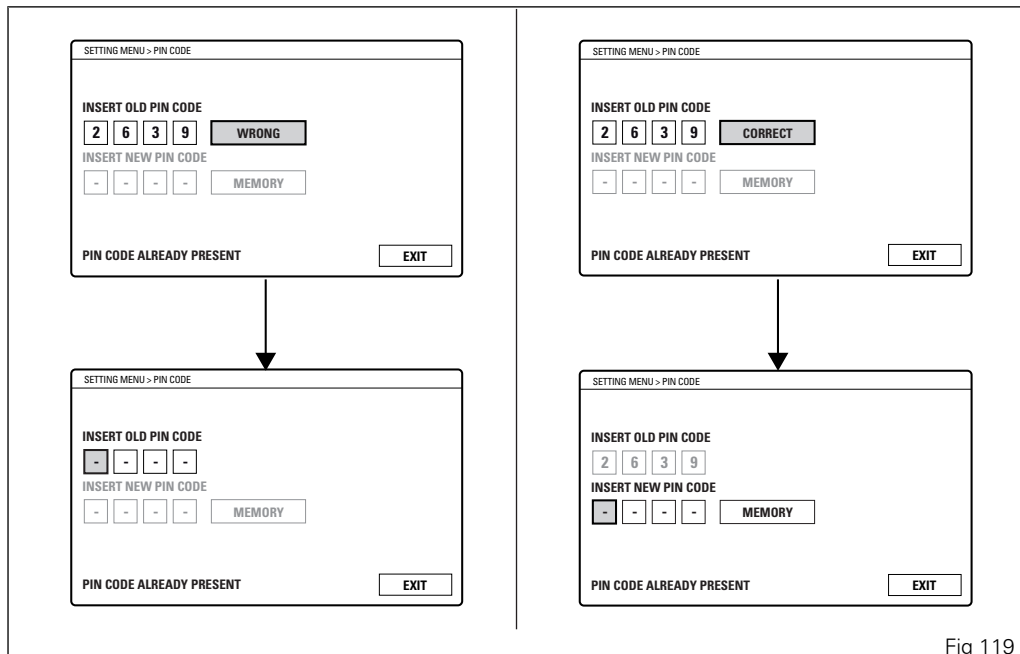


Fig 119

Entering the "new" code:

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

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

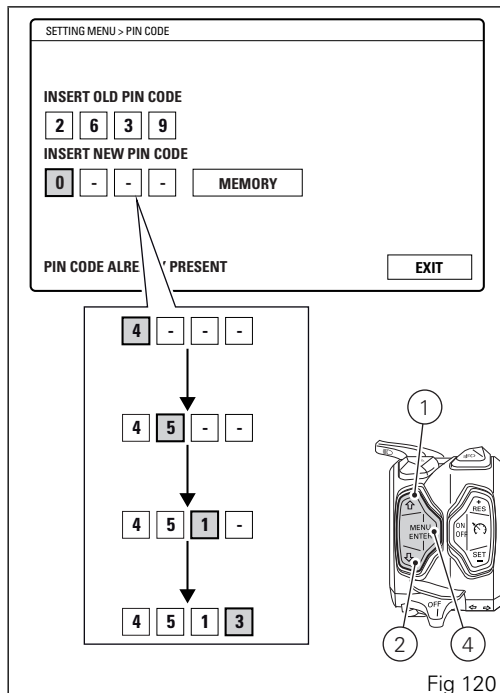


Fig 120

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

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

If storage is successful, MEMORIZED will be highlighted in green for two seconds, and then EXIT will be highlighted in green.

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

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

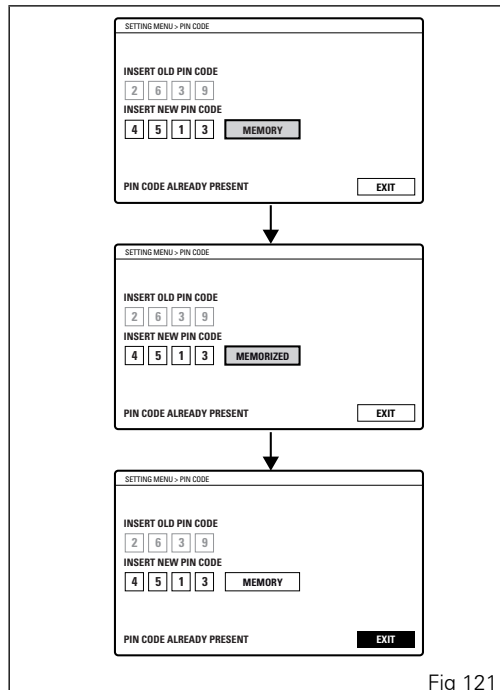


Fig 121

LAP

To open the LAP function menu, enter the Setting Menu. Select LAP option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the LAP Menu.

The menu allows you to:

- OFF: disable the LAP function;
- ON: enable the LAP function;
- LAP DATA: view LAPs previously recorded by means of the "LAP recording" function;
- ERASE ALL: delete all recorded LAPs.

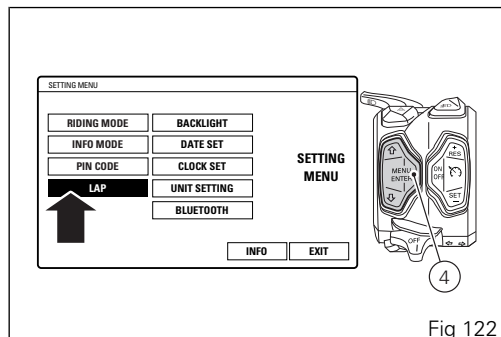
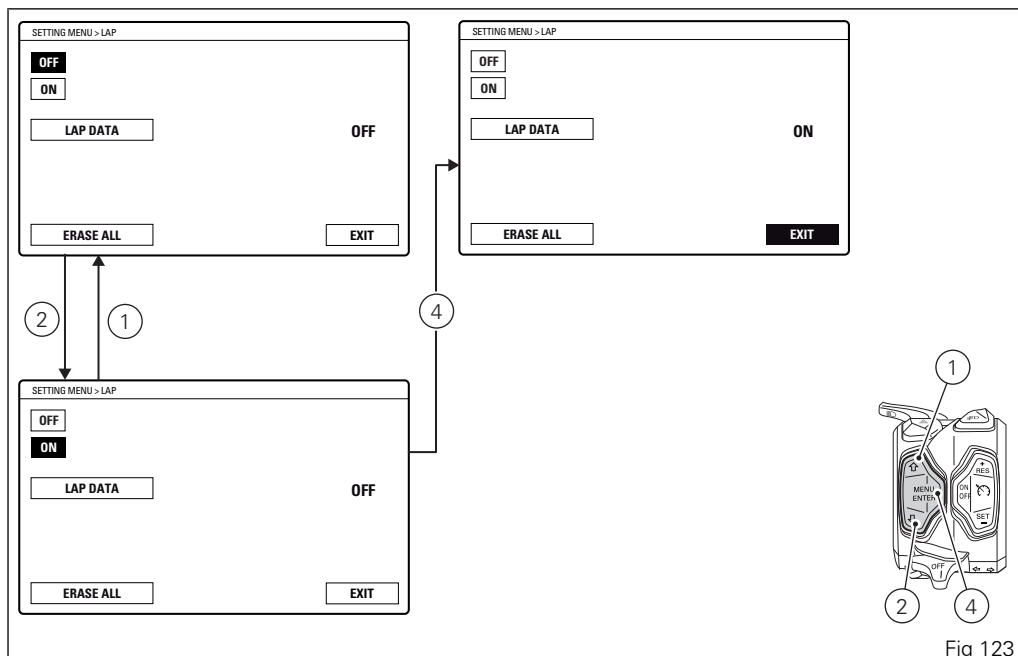


Fig 122



Displaying the stored LAPs

To view the stored LAPs, you must enter the LAP menu.

Select "LAP DATA" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

When you enter the function, the following is displayed:

- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap;
- LAP indication followed by the number of the LAP (e.g.: LAP 01);

Press buttons (1) and (2) to highlight stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 15), and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 15 ... LAP 14 ... LAP 13 LAP 01), and then highlight EXIT.

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



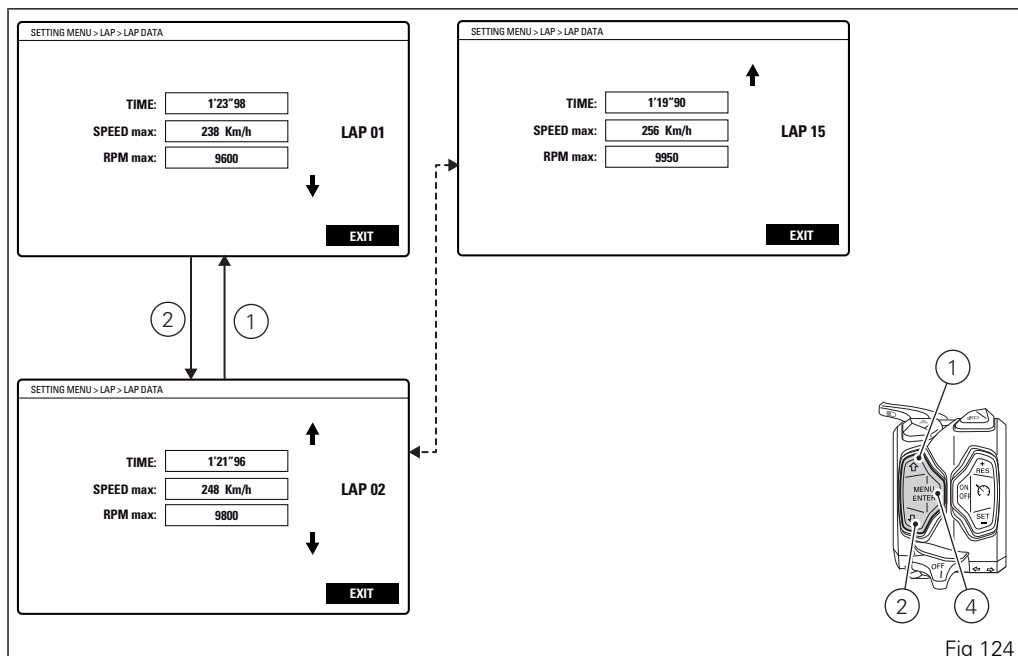
Note

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



Note

If the memory is empty, the display shows the lap timer reading "-.-.-", MAX RPM = ---- and MAX speed = ----.



Erasing stored LAPs

To delete the stored LAPs, you must enter the LAP menu.

LAPs can be erased from the LAP menu or from the LAP viewing page (LAP DATA).

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

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

After two seconds, the instrument panel display shows:

- WAIT... for two seconds;
- and then ERASE OK for 2 seconds to inform about the result of the deletion process.

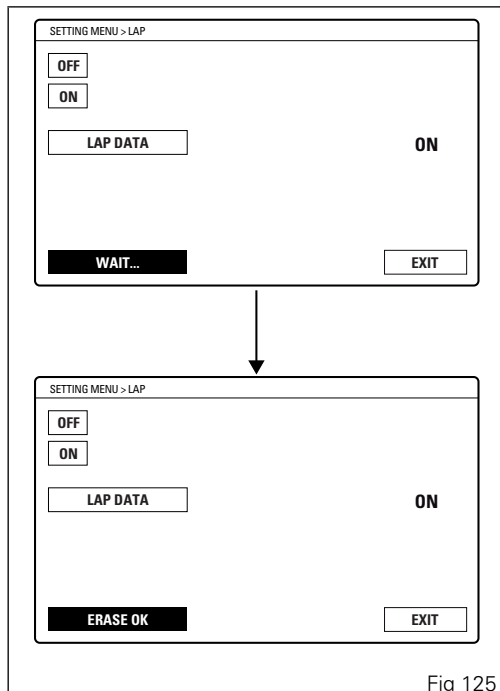


Fig 125

Deletion is one single command that erases all stored laps.

After deletion, the Laps 01 to 15 are displayed with all parameters showing an indefinite value "-" (time = -' --'' --, rpm = -----, speed = ---).

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

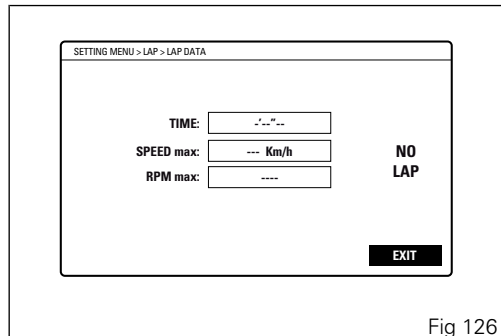


Fig 126

Display backlighting setting

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

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

You open the "BACKLIGHT" menu.

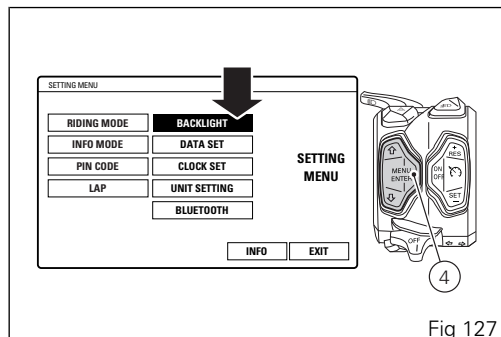


Fig 127

When entering the function, available backlighting options are indicated on the left: DAY, NIGHT, AUTO, while currently selected option is indicated on the right.

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

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

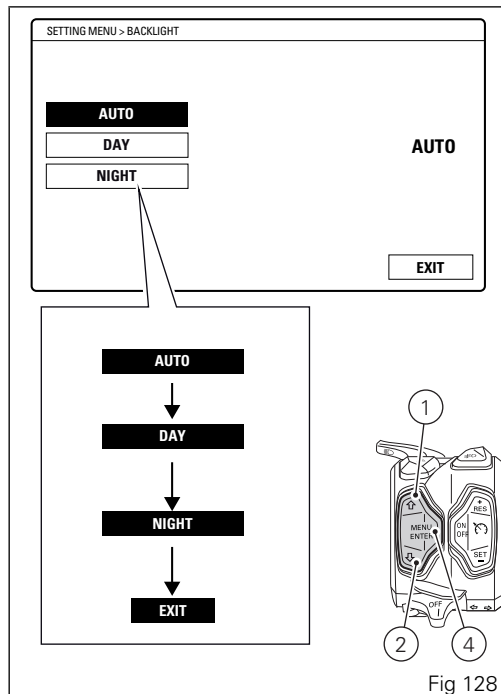


Fig 128

Select DAY (day mode) to permanently set display "white" background for improved readability - recommended in conditions of strong ambient light. Select NIGHT (night mode) to permanently set display black background for dimmed visibility - recommended in case of poor ambient light and/or at night.

Select AUTO (automatic mode) to automatically adjust background color according to ambient light (detected by a sensor).

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

Date setting

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

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

Once function is highlighted, press button (4).



Important

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

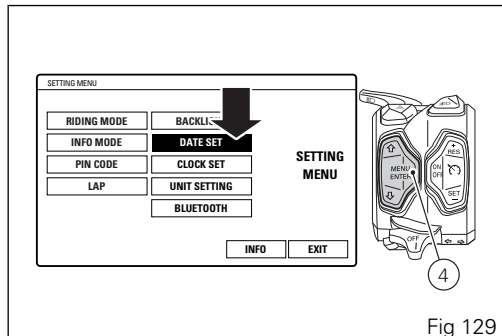


Fig 129

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

Setting the year

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

The year value starts flashing.

Press button (1) to decrease year value by 1: 2099, 2098, 2000, 2099.

Press button (2) to increase year value by 1: 2000, 2001, 2099, 2000.

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

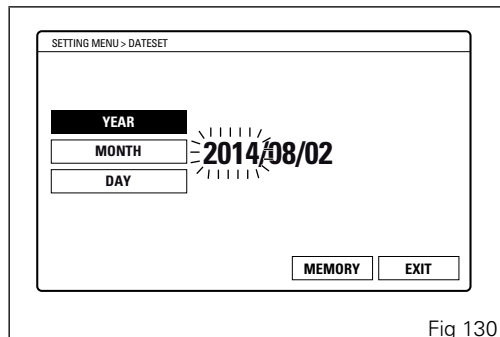


Fig 130

Setting the month

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

Once option is highlighted, press button (4).

The month value starts flashing.

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

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

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

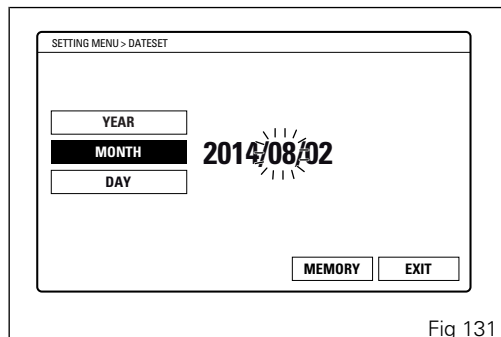


Fig 131

Setting the day

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

Once option is highlighted, press button (4).

The day value starts flashing.

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

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

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

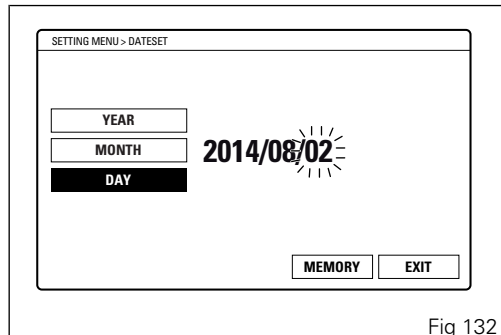


Fig 132

Storing the date

To store set/modified date, select MEMORY using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display MEMORIZED for two seconds and then automatically highlight EXIT.

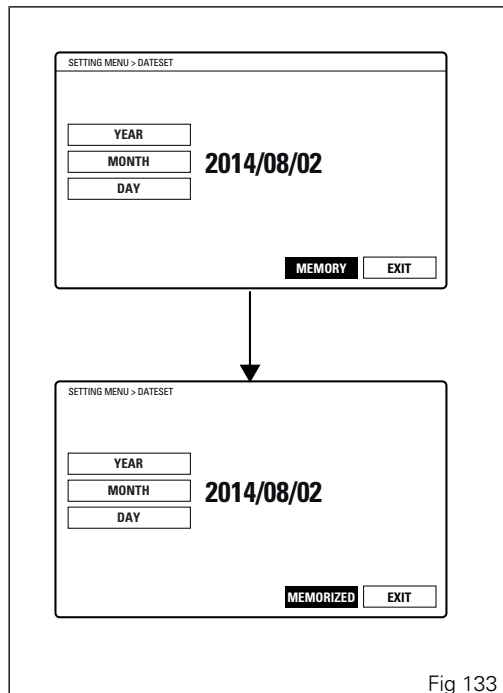


Fig 133

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "----/--/--" steady. It is still possible to set a new date.

To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.

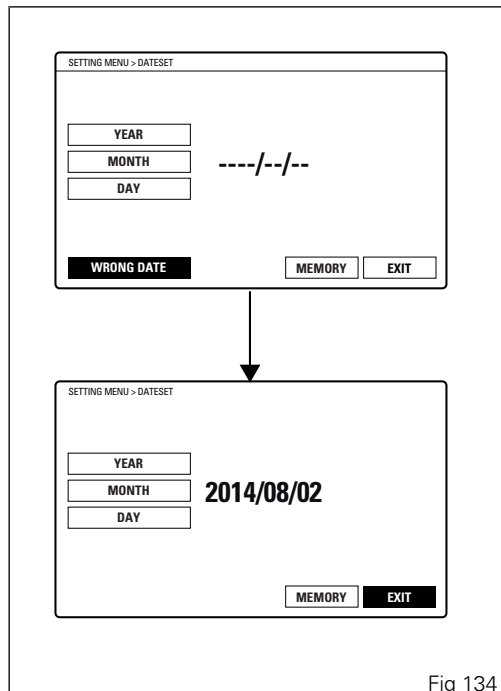


Fig 134

Clock setting

This function allows user to set or adjust the time. Enter the Setting Menu. Select "CLOCK SET" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "CLOCKSET" Menu.



Note

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

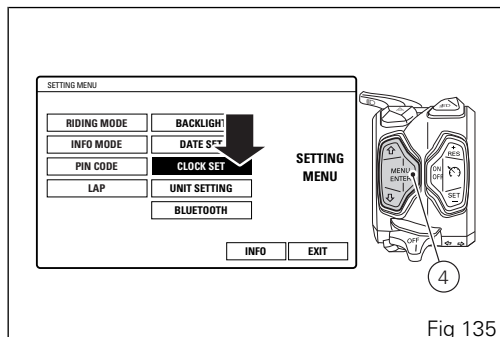


Fig 135

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

Setting AM/PM

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

The indication starts flashing.

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

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

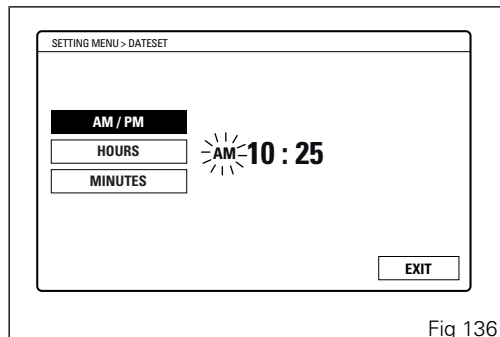


Fig 136

Setting the hours

Select "HOUR" option, by pressing button (1) or (2). Once option is highlighted, press button (4). The hour value starts flashing.

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

Press button (2) to increase hour value by 1: 12, 1, 12.

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

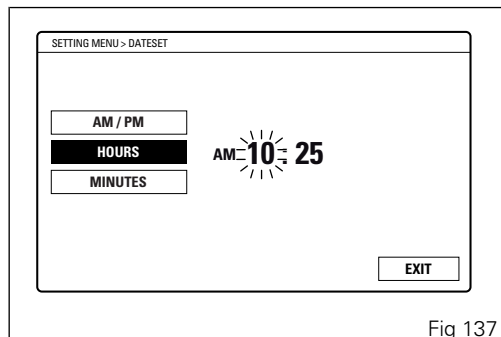


Fig 137

Setting the minutes

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

The minute value starts flashing.

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

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

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

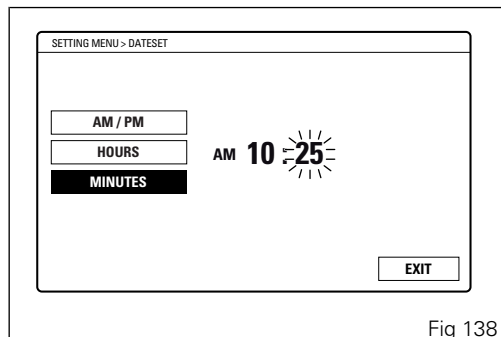
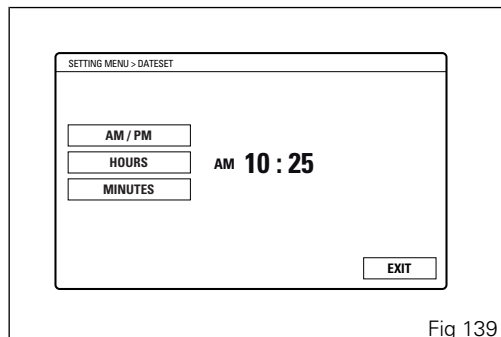


Fig 138

Storing the time

Time is set automatically any time you quit each single setting (and colon is flashing).

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



Setting the unit of measurement

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

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

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

You open the "UNITS SETTING" menu.

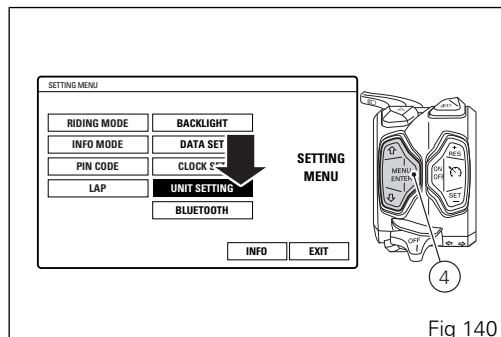
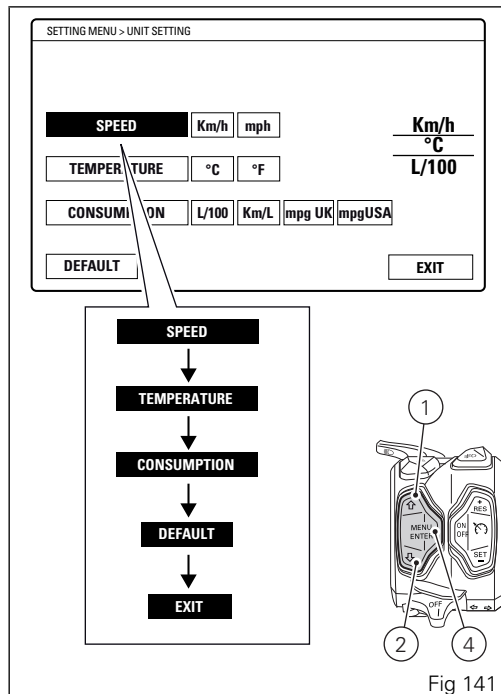


Fig 140

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

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

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



Setting the unit of measurement: Speed

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

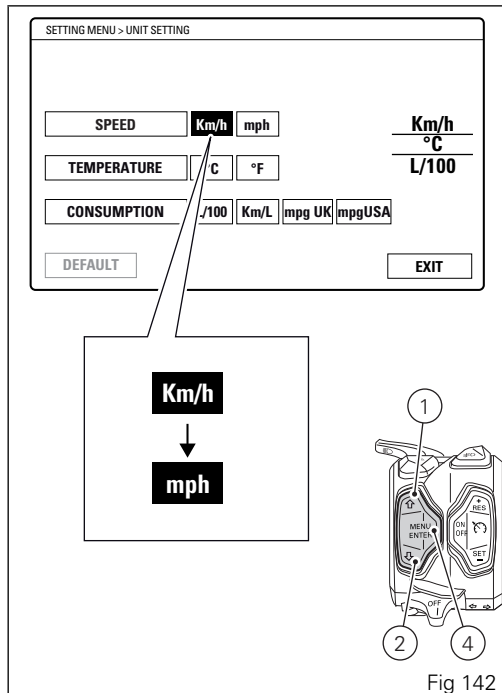
You open the "UNITS SETTING" menu, as described in the previous pages.

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

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

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

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



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

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

Setting the unit of measurement: Temperature

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

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

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

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

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

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

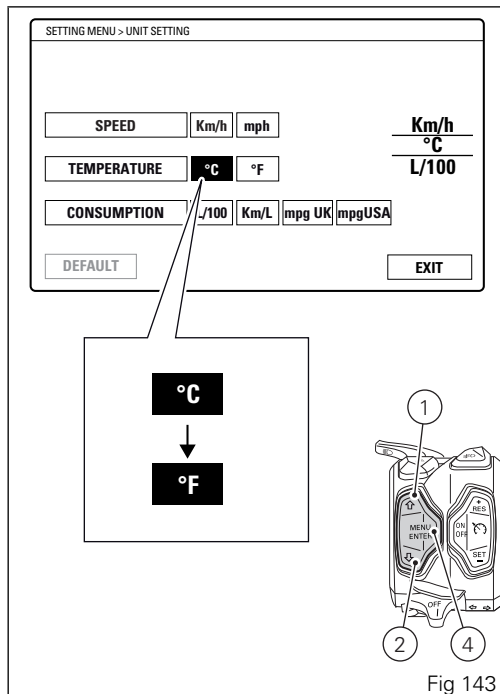


Fig 143

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

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

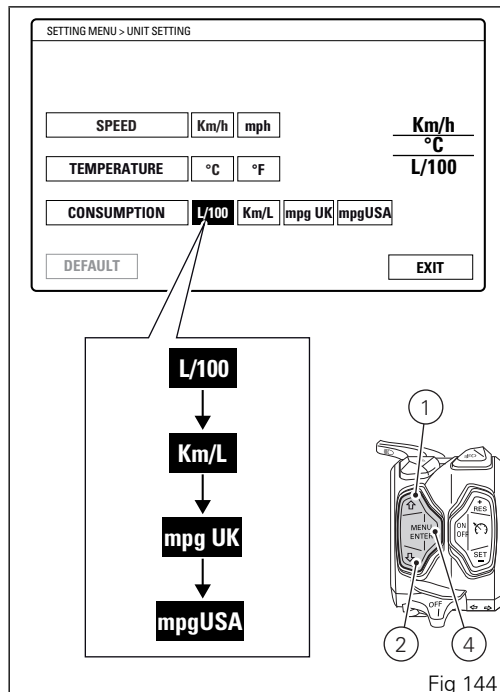
This function allows you to change the units of measurement of the fuel consumption. You open the "UNITS SETTING" menu, as described in the previous pages.

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

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

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

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



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

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.

You open the "UNITS SETTING" menu, as described in the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4) for 3 seconds. WAIT... will be displayed for two seconds, and then the UNITS SETTING menu page with the EXIT option highlighted.

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

SETTING MENU > UNIT SETTING

SPEED	Km/h	mph	$\frac{\text{Km/h}}{^{\circ}\text{C}}$ L/100	
TEMPERATURE	°C	°F		
CONSUMPTION	L/100	Km/L		mpg UK

DEFAULT EXIT

SETTING MENU > UNIT SETTING

SPEED	Km/h	mph	$\frac{\text{Km/h}}{^{\circ}\text{C}}$ L/100	
TEMPERATURE	°C	°F		
CONSUMPTION	L/100	Km/L		mpg UK

WAIT... EXIT

SETTING MENU > UNIT SETTING

SPEED	Km/h	mph	$\frac{\text{Km/h}}{^{\circ}\text{C}}$ L/100	
TEMPERATURE	°C	°F		
CONSUMPTION	L/100	Km/L		mpg UK

DEFAULT **EXIT**

Fig 145

Bluetooth device setting

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

To do this, you must enter the Setting Menu.

Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

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

To carry out the pairing procedure, refer to "Pairing of a new device".

To delete any paired devices, refer to "Deleting a paired device".

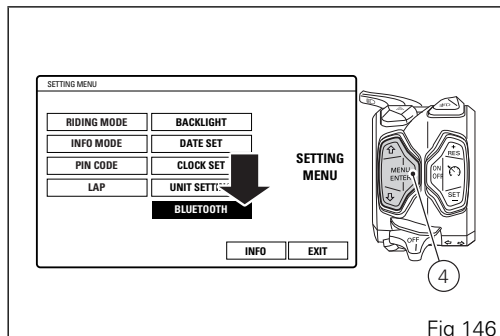


Fig 146

Pairing of a new device

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

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

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

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



Attention

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



Attention

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

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

When opening the BLUETOOTH menu for the first time, the first label highlighted by default will be "PAIRING".

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Device search symbol is activated and message "WAIT..." is displayed.

The pairing ends automatically when devices are detected within the range.

If Pairing is not successful, "PAIRING LOST. PLEASE WAIT" message will be displayed. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.

If Pairing is successful, as soon as Bluetooth devices are detected, their name is displayed in a list: up to 20 devices can be displayed.

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

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.

If one of the devices detected has no name, it is not included in the list of devices detected.

During the search stage, user can:

- scroll the list by pressing buttons (1) and (2);
- select "CONNECT", by pressing button (4) on the device to be paired. After selection, the label of the selected device will display "WAIT".

To quit the Pairing stage, select EXIT and press button (4).

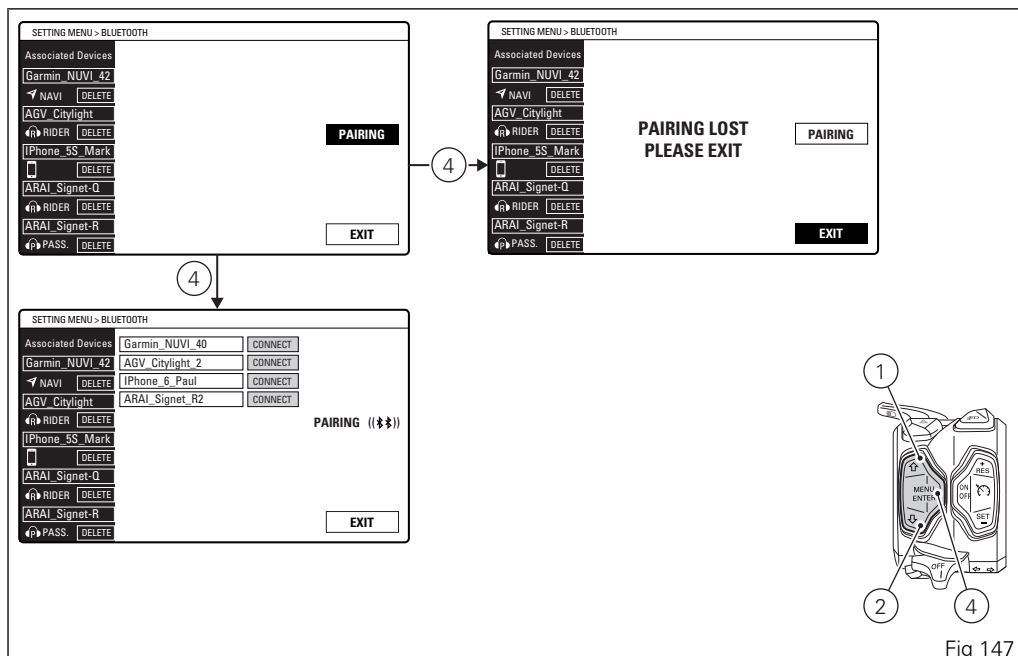


Fig 147

It is possible to pair up to:

- 2 smartphones;
- 1 navigator;
- 1 rider helmet;
- 1 passenger helmet.

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5 DEVICES CAN BE ASSOCIATED" and "REFER TO USER MANUAL". System automatically highlights DELETE indication for the first associated device and user can delete one or several devices (refer to Deleting associated devices) or quit the Bluetooth Setting Menu.

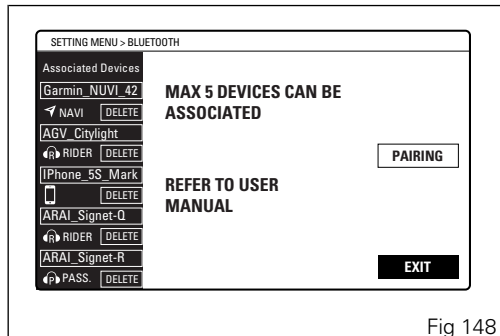


Fig 148

When device is associated and connected, the user will select the type of connected device, using buttons (1), (2) and then button (4) to confirm. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

After selecting the type of device, "WAIT..." will be displayed.

After pairing, WAIT message is replaced by the name of the connected device: name of device only displays the first characters.

Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are present.

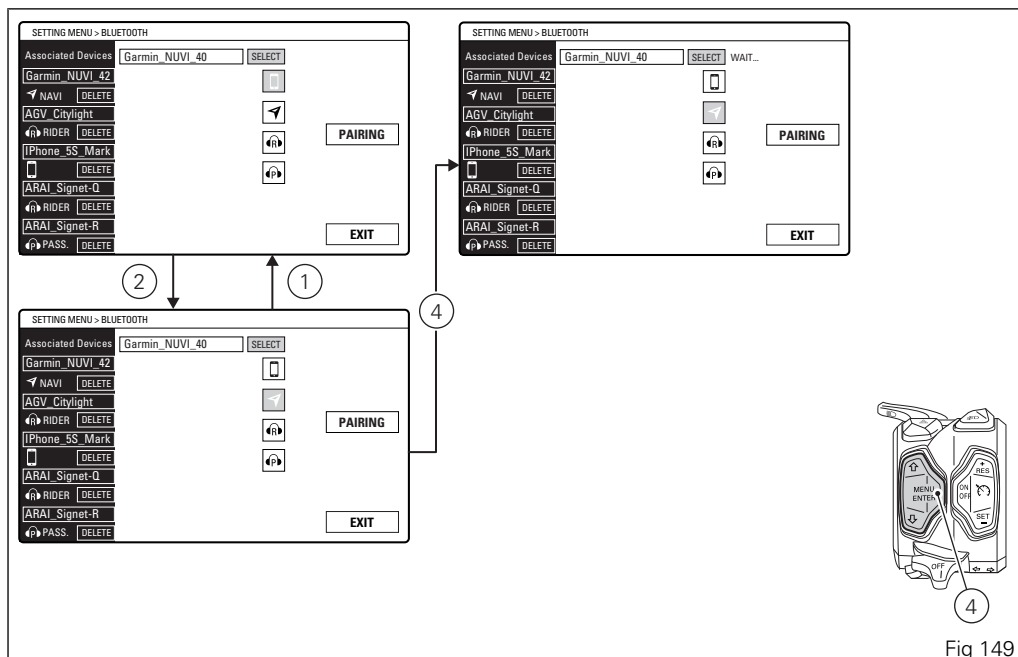


Fig 149

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit. In this case, the Instrument panel displays the PIN to be entered "INSERT PIN ON SMARTPHONE: 0000". When user enters the PIN on the Smartphone, the device will be paired.

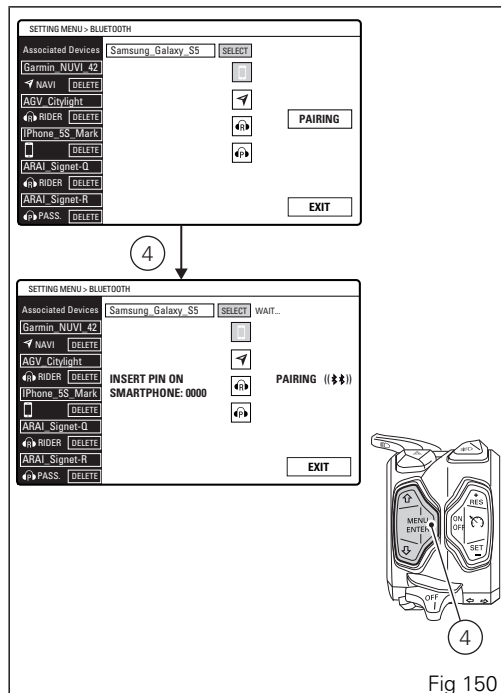


Fig 150

GPS navigation system

If you wish to connect a Bluetooth Navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, within the Bluetooth Setting Menu, during pairing, you will find the indication "CONNECT ON NAVI", which will go out as soon as connection between control unit and device is successfully established.



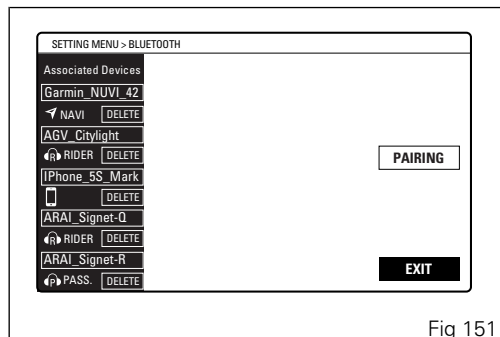
Note

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

In case of pairing in progress, scrolling is activated 90 seconds after pairing start (if there were errors during pairing) during which system only allows selection of the flashing box around EXIT option to abort pairing, if necessary:

- press UP/DOWN to highlight Exit in green (and press ENTER to quit the Bluetooth Setting Menu);
- press UP/DOWN to highlight Exit in white (in this case it is not possible to quit the Bluetooth Setting Menu).

After pairing, message WAIT will be replaced by the name of connected device. (system will scroll through its complete name, and then string is cut to the first characters).



Deleting associated devices

From the Bluetooth menu, associated device list can be opened by pressing button (4) at DEVICE item. From the list of associated devices, user can select the device by pressing button (1) or button (2). Then press button (4) for at least two seconds, at "DELETE" item to delete it.

The deleted device will be erased from the list of associated devices. The list of associated devices is then refreshed. Select the flashing box of the EXIT option, and press button (4) to quit the list of associated devices and go back to Setting Menu main screen.

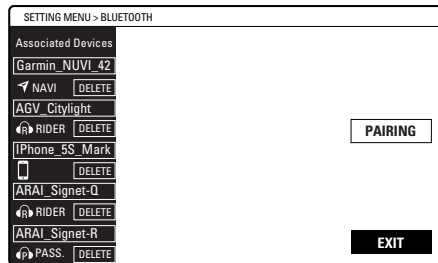


Fig 152

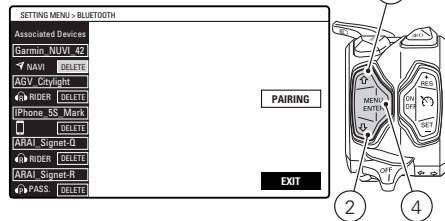
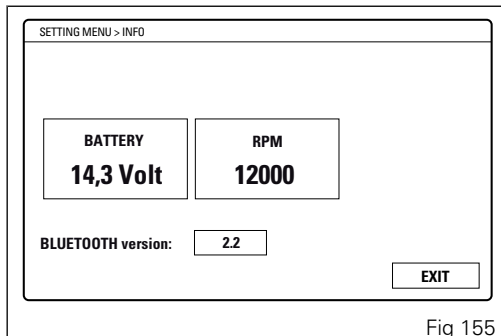
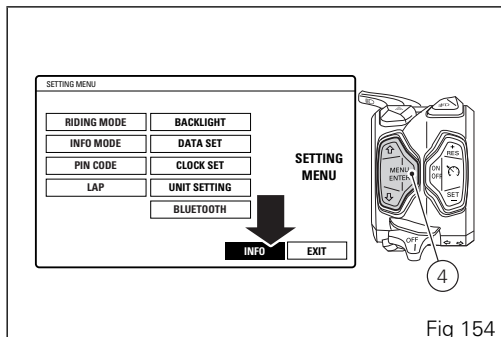


Fig 153

Information (INFO)

This function allows displaying several useful details. To view the "INFO", enter the Setting Menu, use button (1) or (2) to select "INFO" and press button (4). Available information:

- BATTERY (battery voltage);
- RPM (engine rpm indication);
- BLUETOOTH version (Bluetooth module version).



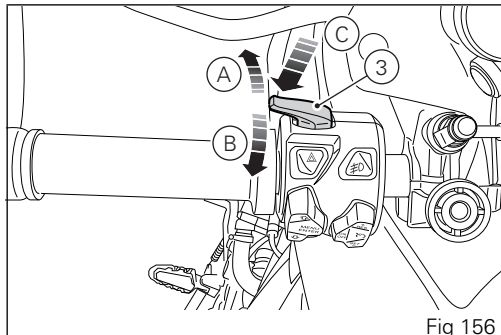
Light control

Low / High beam

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

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

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



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

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

Function for switching the Cornering lights on/off

This Function allows the automatic switch-on/off of the Cornering lights. The cornering lights are used to enhance lighting in a bend, i.e., in the part of the road ahead, on the side of the bend. The cornering lights are activated on the right when the lean angle is to the right, while they activate on the left when the lean angle is to the left.

Turn indicators

Turn indicators are automatically reset by the instrument panel.

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

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

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

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

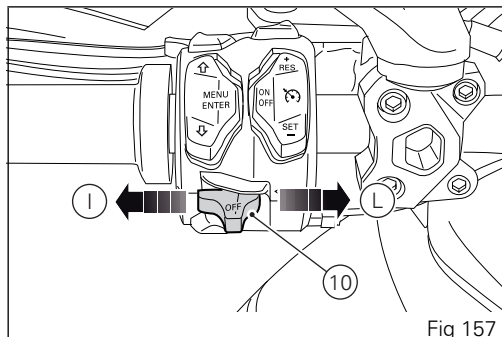


Fig 157

Hazard function

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

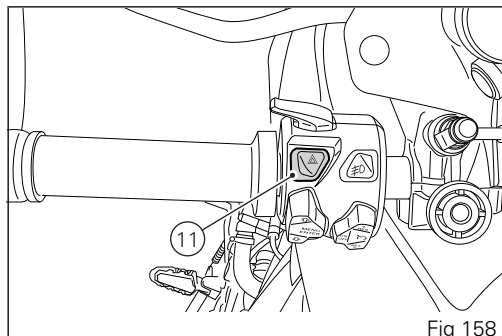


Fig 158

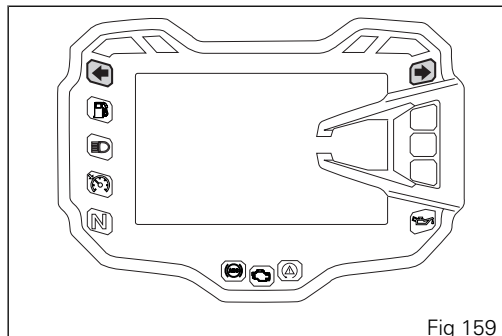


Fig 159

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.



Note

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



Note

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



Note

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

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

This warns that it is necessary to keep the button pressed to engage the steering lock. The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button. Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.

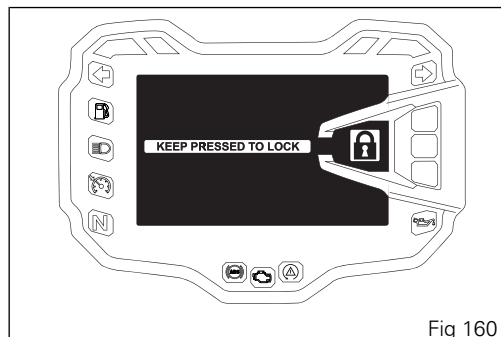
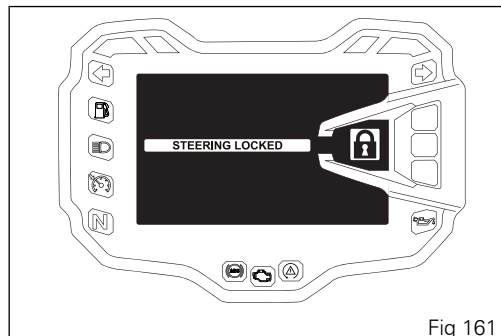


Fig 160

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

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

If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 5 seconds.



Immobilizer system

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

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

Keys

The Owner receives a set of keys comprising:

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

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

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

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

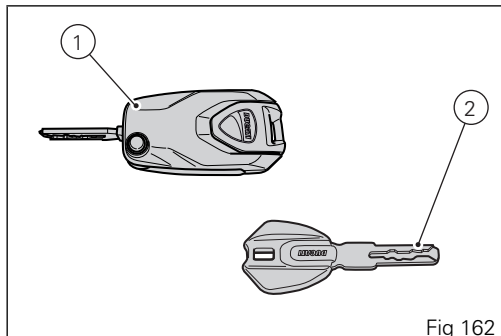


Fig 162

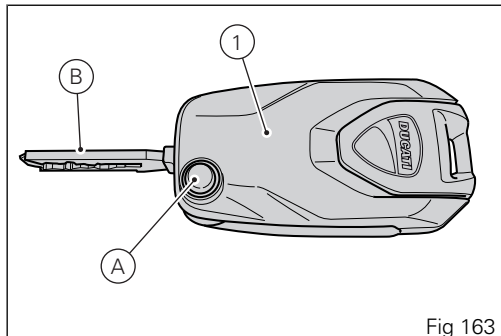


Fig 163

The active key contains a battery that must be replaced when the message "low level" is displayed under the key and battery symbols when the instrument panel is turned on.



Note

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

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

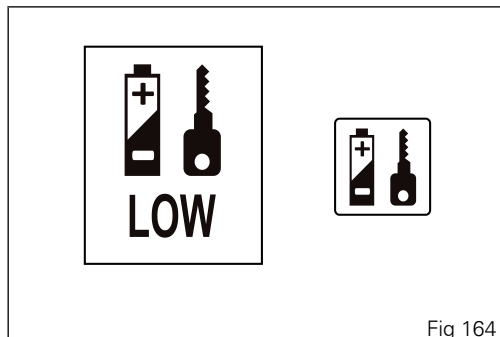


Fig 164



Attention

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

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

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

Replacing the battery in the active key



Note

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

Remove the metal part of the battery.
Remove the rear plastic shell of the grip by pushing it forward and lifting it as shown in the figures.

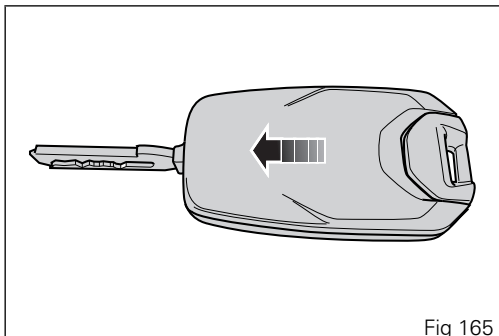


Fig 165

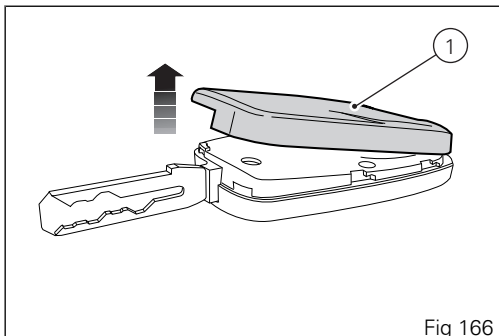


Fig 166

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

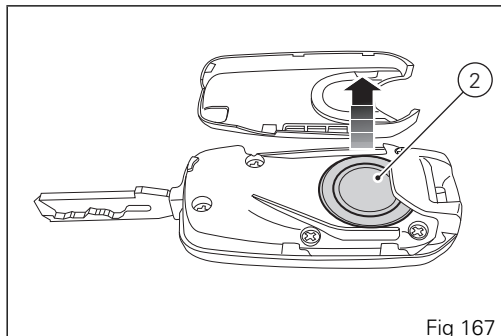


Fig 167

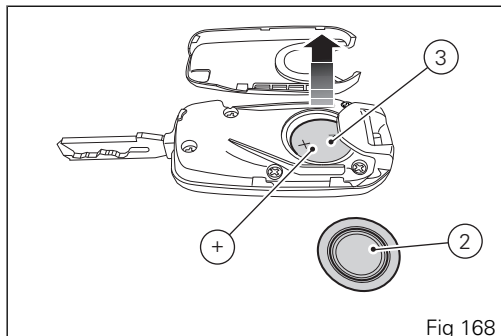


Fig 168

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



Important

Only use the required type of battery.

Refit protection cap (2) on the battery.

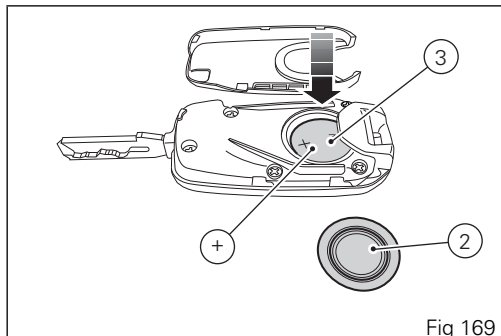


Fig 169

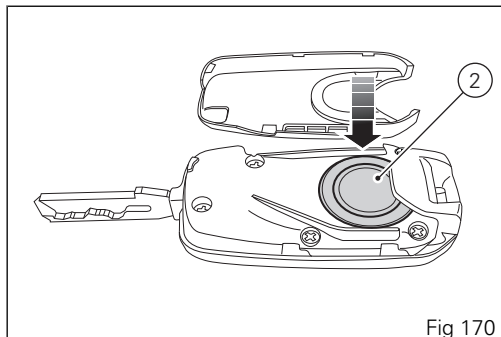
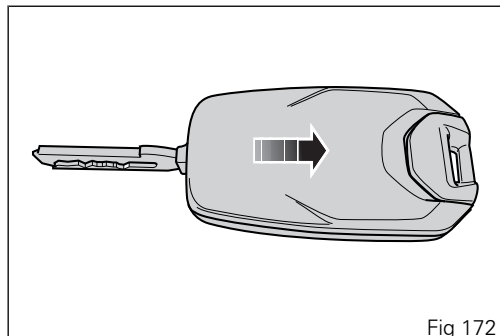
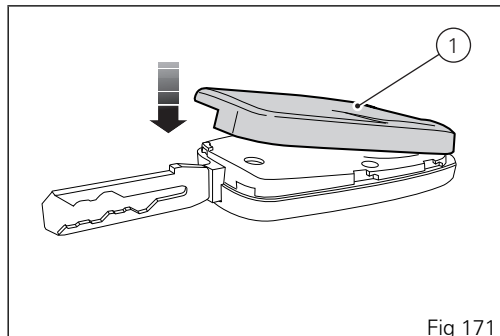


Fig 170

Reinstall the rear plastic shell and push slightly as shown in the figure.
Make sure shells close properly and that the key is well closed.



Duplicate keys

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

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

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

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

Restoring motorcycle operation via the PIN CODE

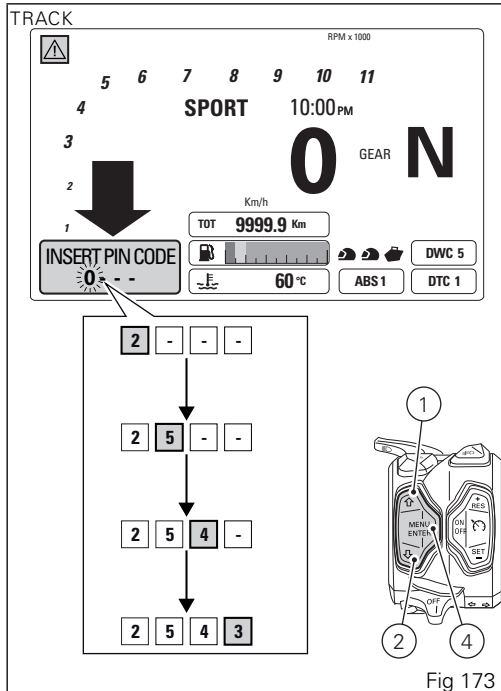
In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.

If the PIN CODE function is active, the instrument panel activates the possibility to enter the release code within "Menu 1" and displays the message INSERT PIN CODE with zero ("0") as first digit and a string of three dashes " - - - - " under it.

Entering the code:

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

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



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

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 3 seconds, and then displays the "standard screen".



Important

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

TRACK

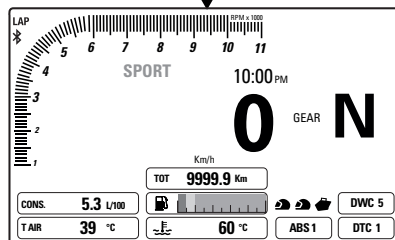
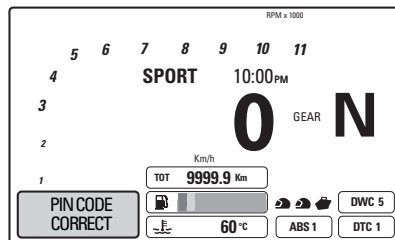
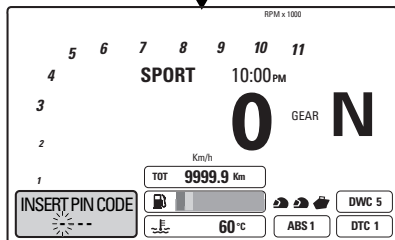
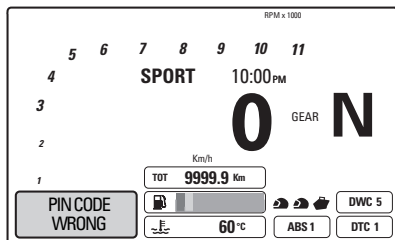


Fig 174

Controls

Position of motorcycle controls



Attention

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

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

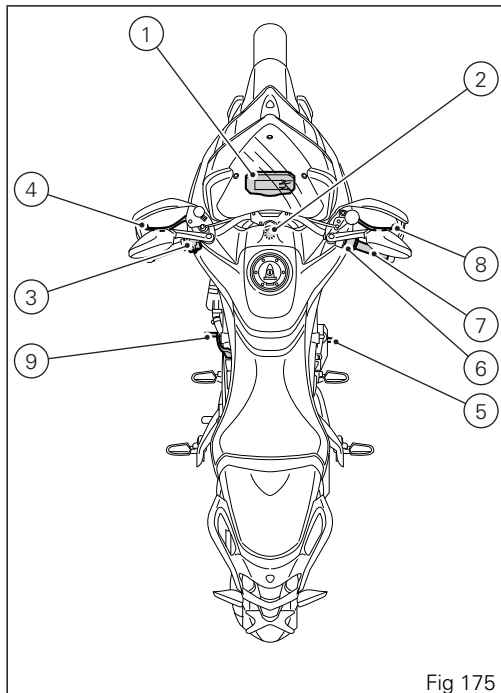


Fig 175

"Hands free" system

The Hands free system consists of:

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

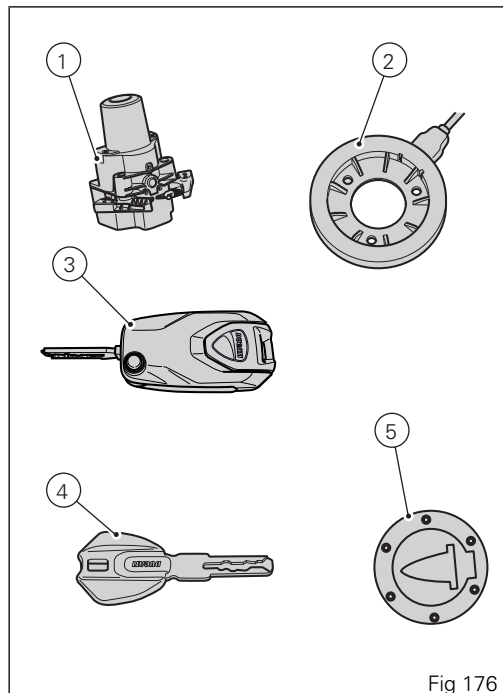


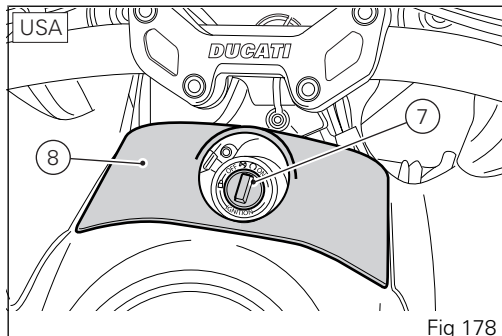
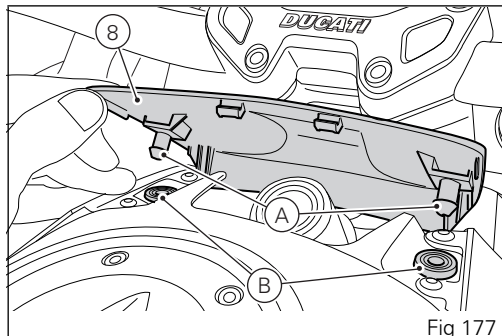
Fig 176

Hands free lid opening and closing

The "Hands free" unit (1, Fig 176) is located on tank front side and can be accessed by pulling up and removing lid (8).

Close lid (8), making sure to engage pins (A) into rubber blocks (B) and push onto tabs until they lock in place.

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



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

Key-On consists in turning on the hands free system and all electronic devices. Key-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 handlebar right switch or using the emergency button / knob (7) on the Hands free lock: in the case of the knob, rotate it clockwise. Key-Off is done using button (6) on the handlebar right switch or using button / knob (7) on the Hands free lock: in the case of the knob, rotate it counterclockwise.

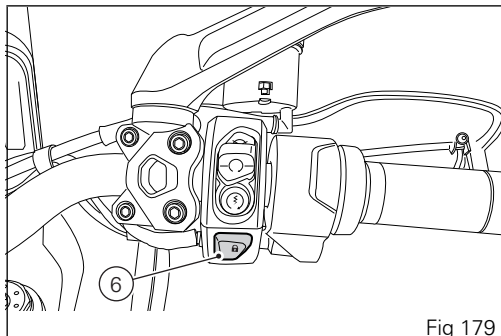


Fig 179



Attention

Button (7) remains hidden under lid (8). Remove lid to reach button (7).



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.

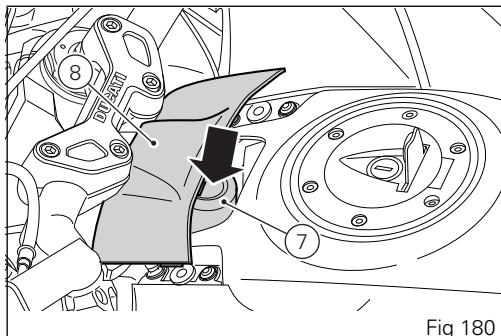


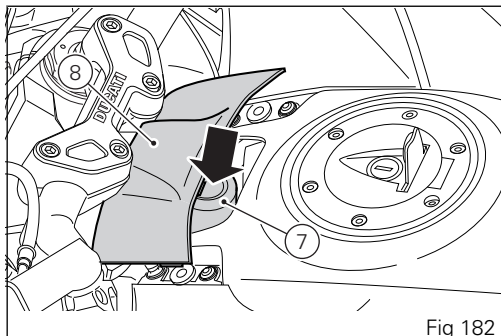
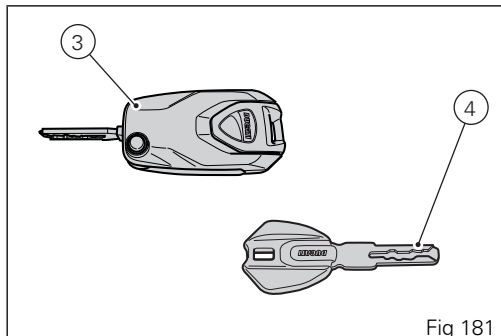
Fig 180

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 motorcycle speed is equal to zero, by pressing button (6) on the handlebar or by pressing the Hands free button (7) (or rotating the knob counterclockwise in the US version). When speed is other than zero, perform key-off by pressing the Hands free button (7) (or rotating the knob counterclockwise in the US version).



Note

When battery is flat, the active key (3) behaves as the passive one (4). Instrument panel shows when battery is flat.



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.

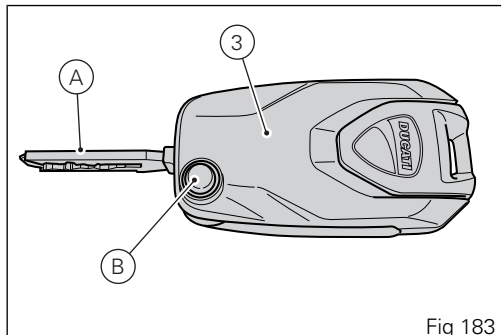


Fig 183

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

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



Note

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

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

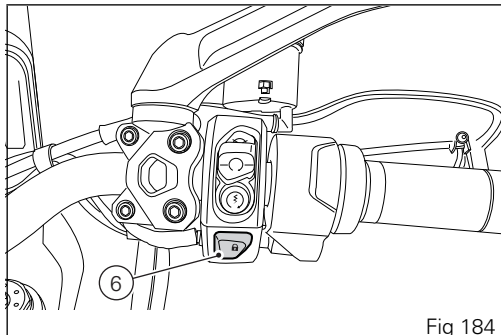


Fig 184

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

Key-On can be performed by pressing button (7) (or rotating knob (7) clockwise in the US version) on the Hands free lock (1, Fig 176) and with the presence of active key (3, Fig 181).



Note

The active key (3) has a range of approx. 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) (or rotating knob (7) counterclockwise in the US version) on the Hands free lock (1, Fig 176) even without key (3, Fig 181).

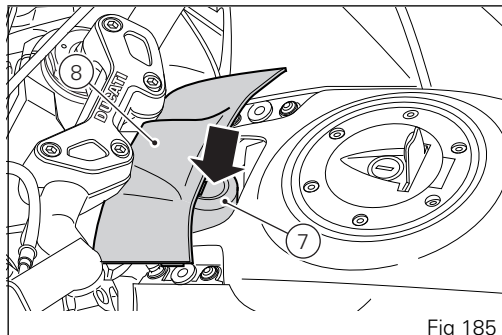


Fig 185

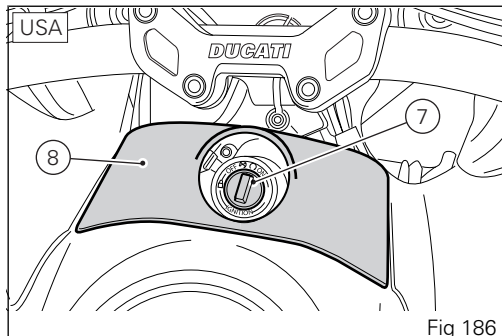


Fig 186

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

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



Note

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

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

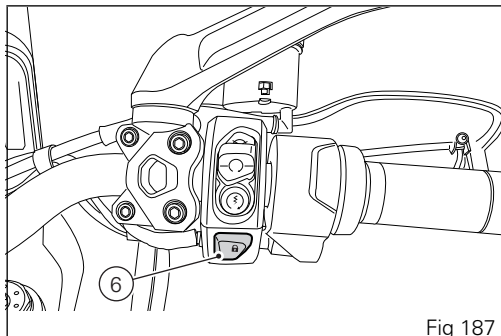


Fig 187

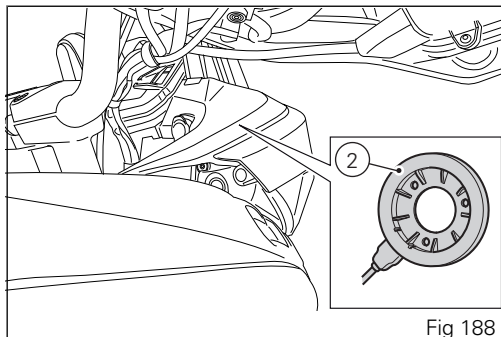


Fig 188

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) (or rotating knob (7) clockwise in the US version) on the Hands free lock and with the presence of passive key (4, Fig 181).



Note

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

Key-Off can be performed by pressing button (7) (or rotating knob (7) counterclockwise in the US version) on the Hands free lock (1, Fig 176) even without key (4, Fig 181).

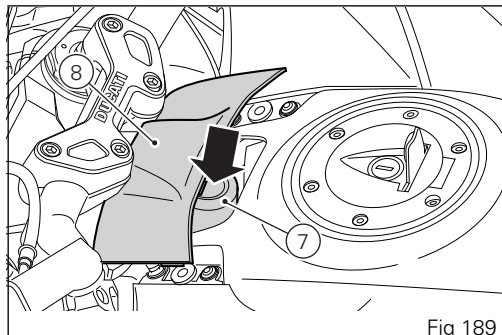


Fig 189

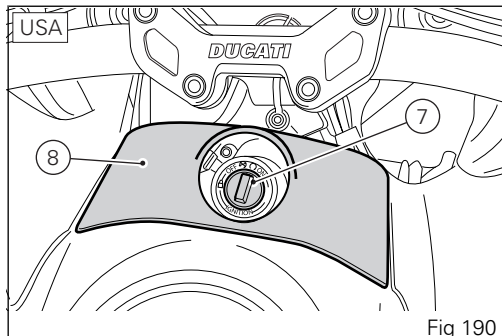


Fig 190

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

Key-On can be performed by pressing button (7) (or rotating knob (7) clockwise in the US version) on the Hands free lock (1, Fig 176) without the presence of keys (3, Fig 181) and (4, Fig 181) and entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar, from Engine On position to Engine Off position.

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 (or knob (7) is rotated clockwise in the US version) the instrument panel activates the function that allows entering the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

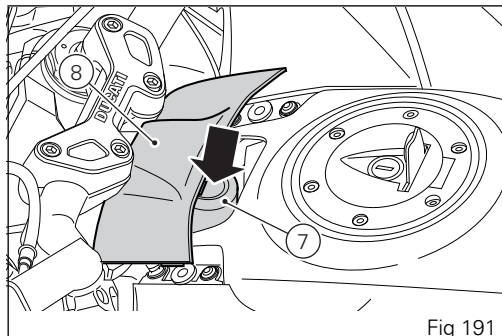


Fig 191

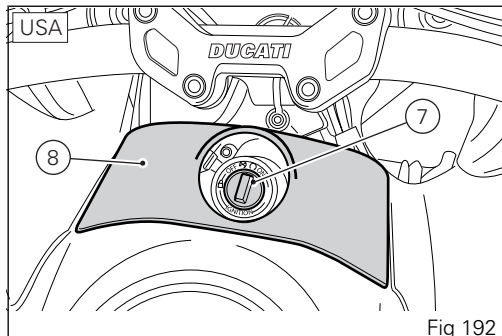


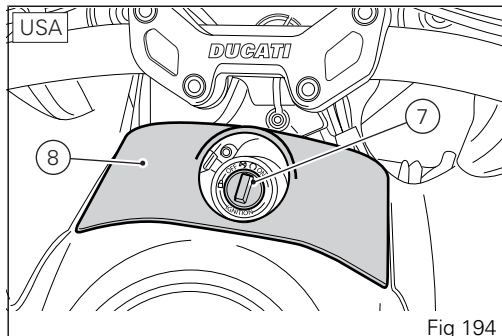
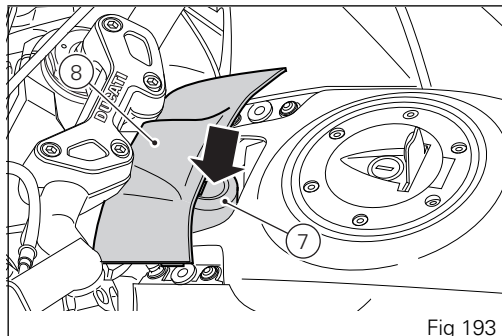
Fig 192

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), lifting lid (8), to activate the function. in the US version, to activate this function, rotate emergency knob (7) that can be reached without removing the lid (8).

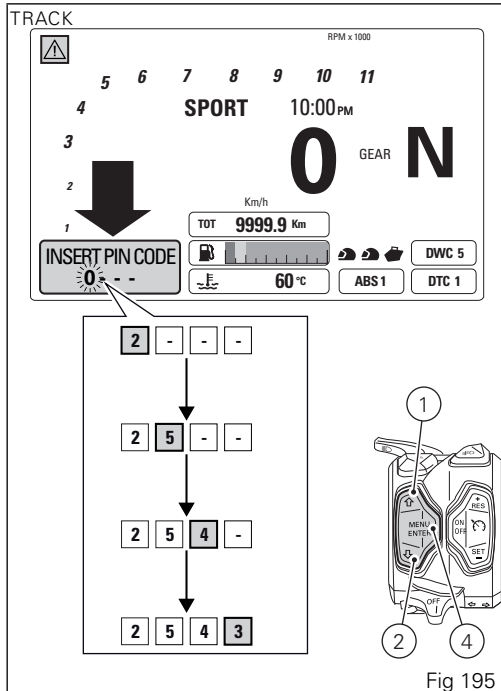
After pressing the button or rotating the knob, the instrument panel activates the page for entering the code and displays the message INSERT PIN CODE with a string of four green dashes " - - - - " under it.



Entering the code:

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

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



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

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 3 seconds, and then displays the "standard screen".



Important

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

TRACK

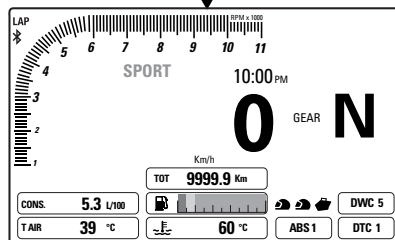
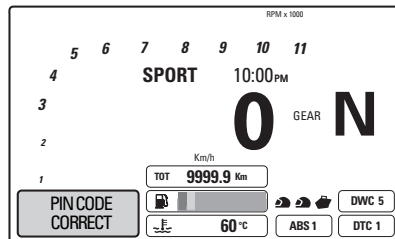
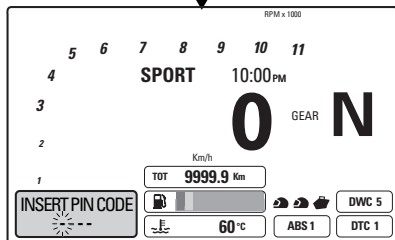
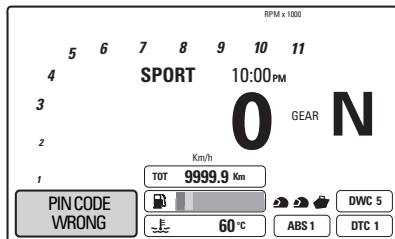
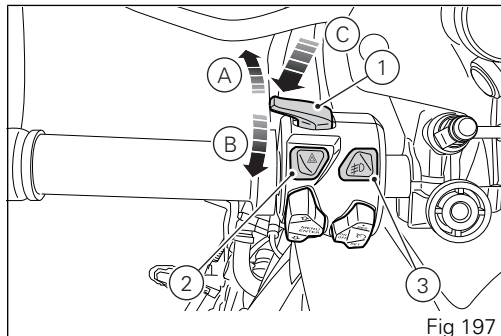


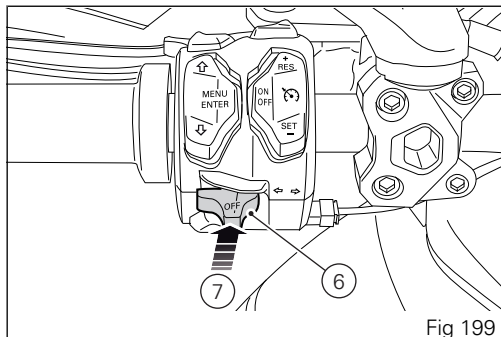
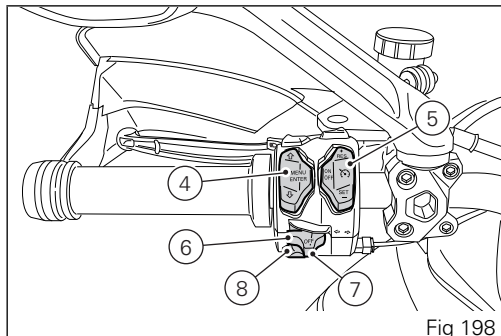
Fig 196

Left-hand switch

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



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

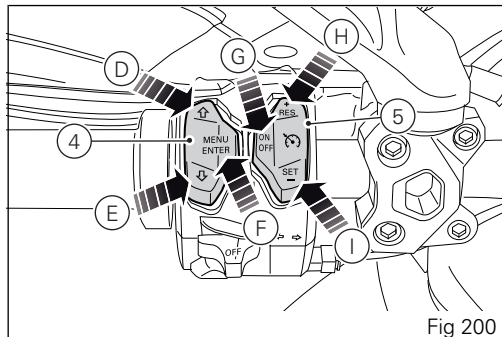


Button (4) for menu navigation features three positions:

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

Button (5) for Cruise Control features three positions:

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



Key

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

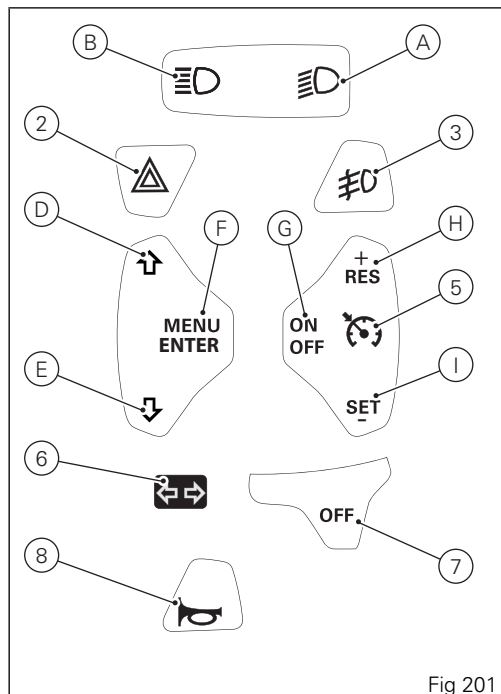


Fig 201

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 twistgrip. Turn the adjuster counterclockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Attention

Set clutch lever when motorcycle is stopped.



Important

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

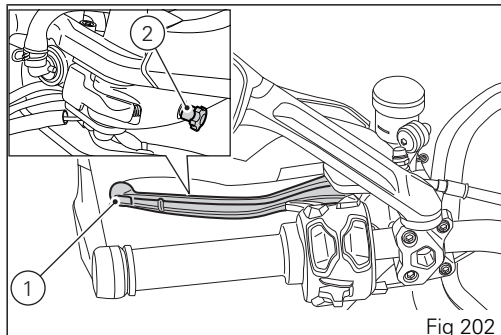


Fig 202



Note

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

Right-hand switch

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

The switch (1) has two positions:

B) pushed down: KILL ENGINE.

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

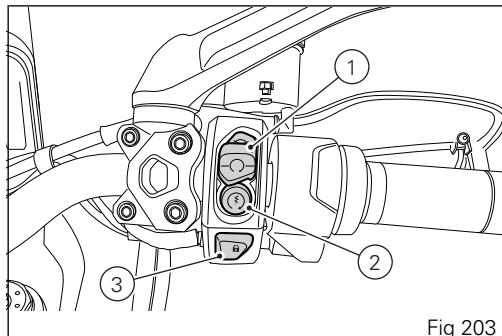


Fig 203

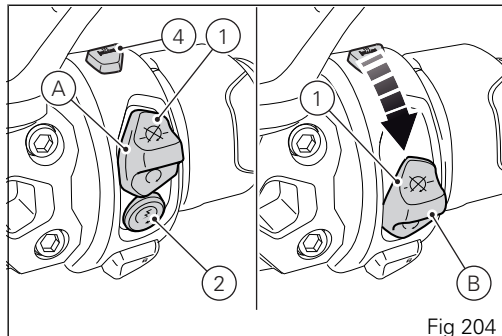


Fig 204

Key

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

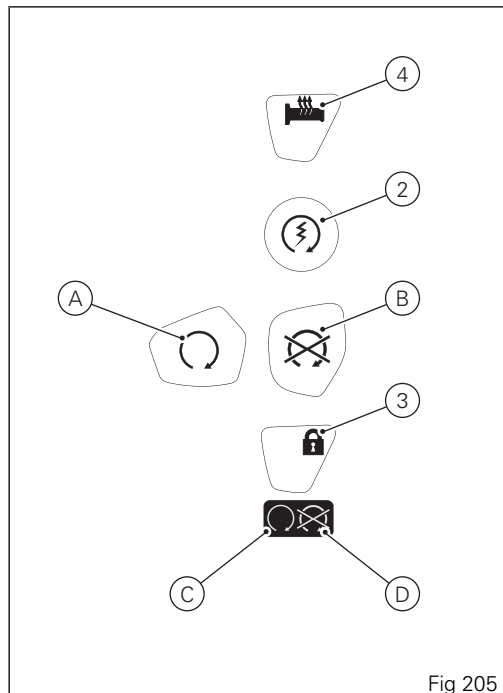


Fig 205

Throttle twistgrip

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

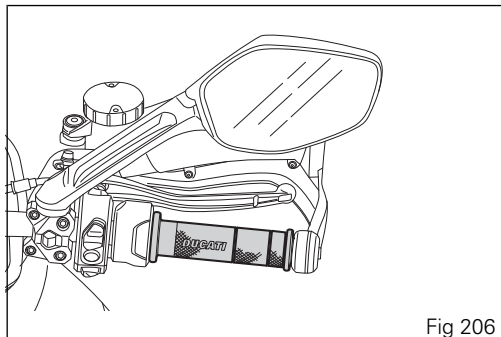


Fig 206

Front brake lever

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

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

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

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

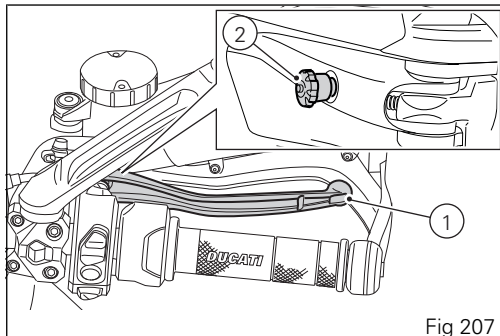


Fig 207

Rear brake pedal

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

The system is hydraulically operated.

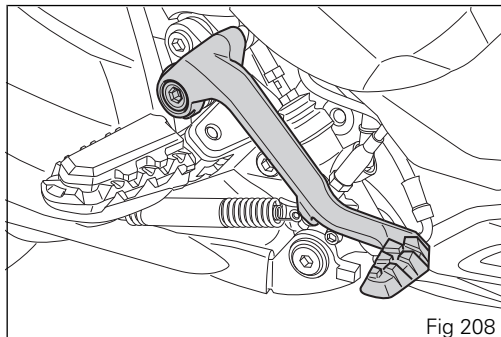


Fig 208

Gear change pedal

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

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

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

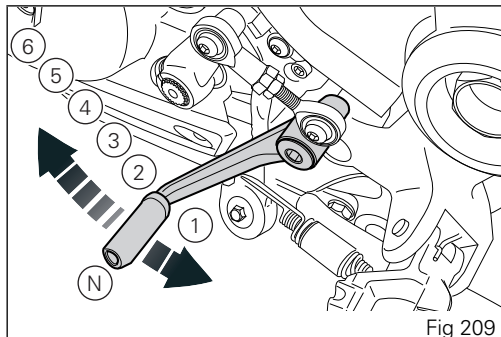


Fig 209

Adjusting the position of the gearchange pedal and rear brake pedal

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

Adjust the pedals as follows:

Gear change pedal

Hold end (1) on the rod, then work flat (2) using an open-end wrench and slacken lock nut (3).

Loosen screw (4), so as to release the complete rod from the gearchange lever.

Turn rod (5), setting the gearchange pedal to the required position.

Fasten gearchange lever to rod (5) using screw (4).

Tighten lock nut (3) against the ball terminal (1).

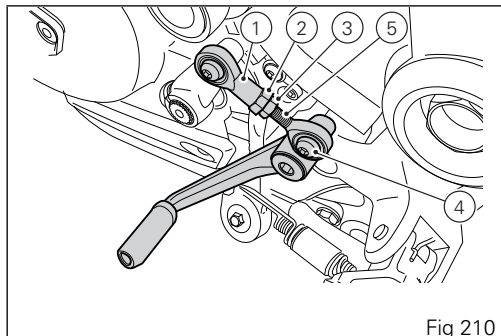


Fig 210

Rear brake pedal

Loosen counter nut (7).

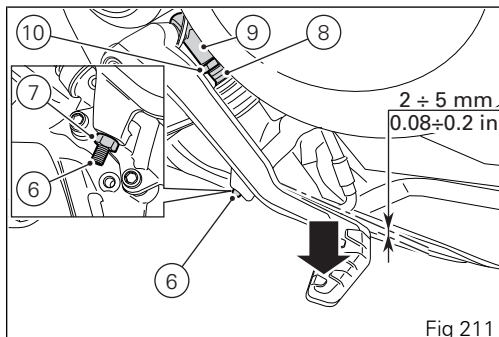
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).

Operate the pedal by hand to check that there is about $0.08 \div 0.2$ in ($2 \div 5$ 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) Power outlet.
- 5) Rear-view mirrors.
- 6) Front fork adjusters.
- 7) Rear shock absorber adjusters.
- 8) Catalytic converter.
- 9) Exhaust silencer.
- 10) USB socket.
- 11) Windscreen.

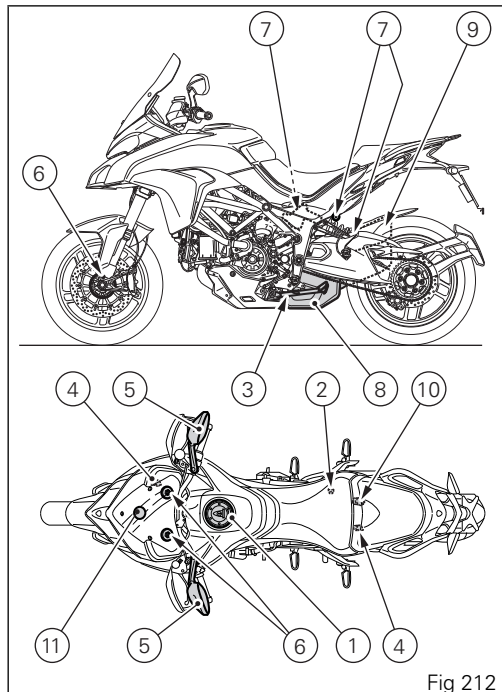


Fig 212

Fuel tank plug

Opening

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

Closing

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



Note

The plug can only be closed with the key in.



Attention

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

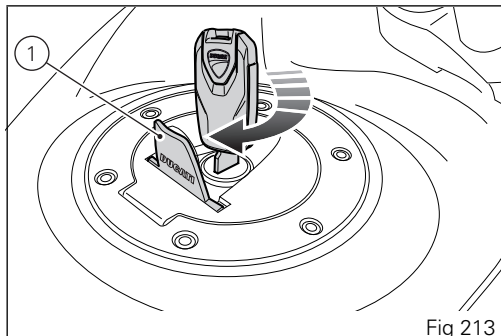


Fig 213

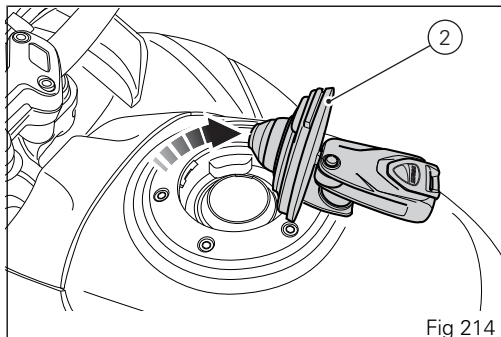


Fig 214

Electric filler plug opening (option)

The electric plug (2, Fig 214) opens after every key-off for 60 seconds, after working lever (1, Fig 213) present on plug.

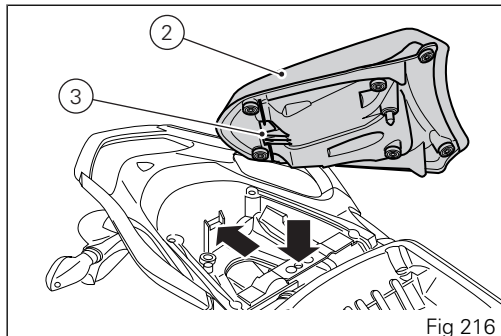
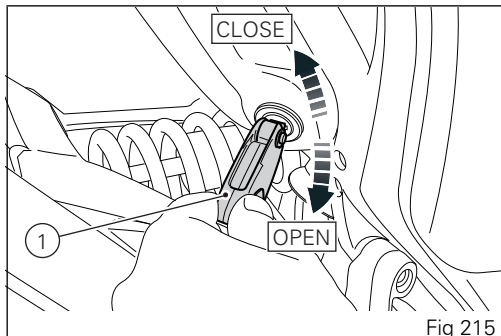
Seat lock

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

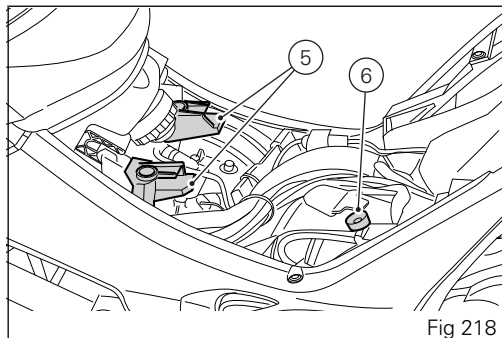
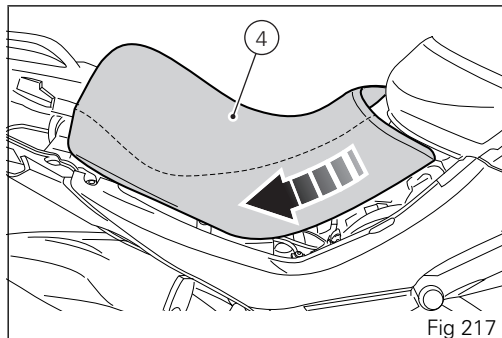
Removing the seats

Insert the active or passive key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.

Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).



Pull back to slide it out of the guides (5) and at the same time pull up to remove it from pin (6).



Refitting the seats

Position rider seat (4) front end, with slots (7), into guides (5, Fig 218) and engage pin (6, Fig 218) into its housing (8).

Make sure that pin (6, Fig 218) is engaged in its housing (8).

Make sure the passenger seat is properly fastened by moderately pulling it up.

Take key out of the lock (1, Fig 215).

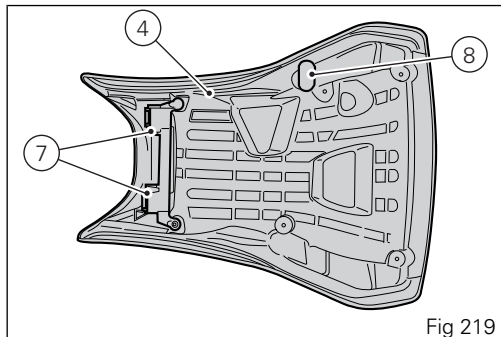


Fig 219

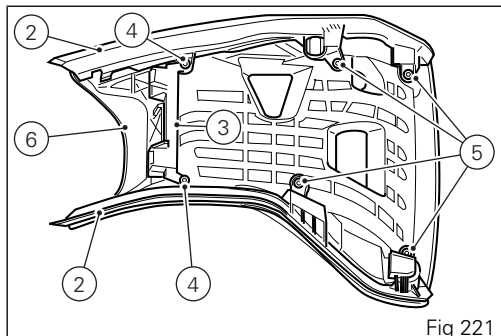
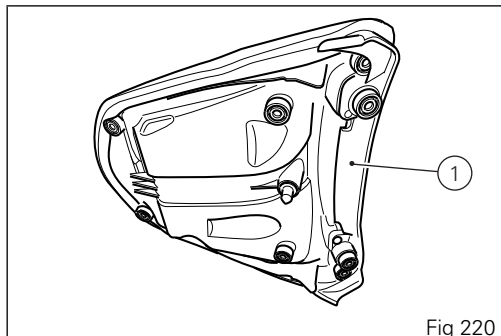
Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.

To lower the seat height, remove seats as indicated on page 316.

Install the elastic support (1) to passenger seat.

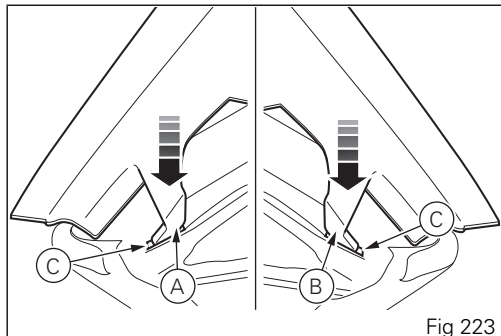
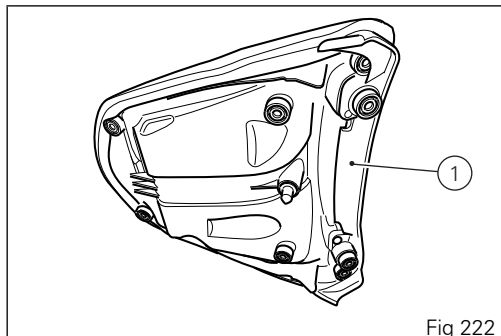
Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).



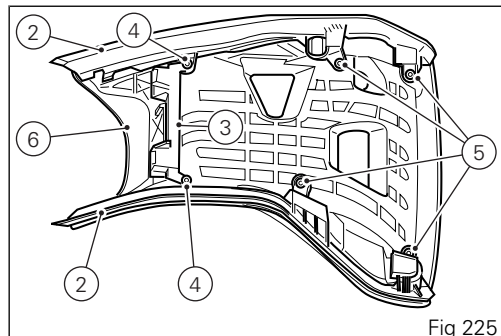
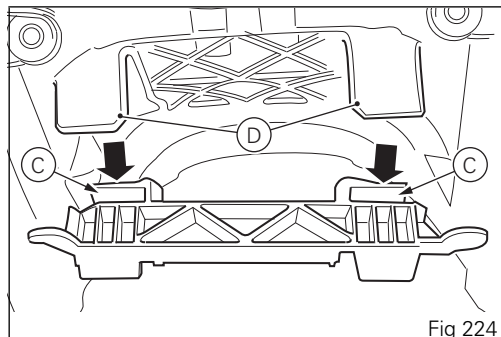
Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 316.

Remove the elastic support (1) from passenger seat. Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).



Install bracket (3) and position it as shown in the figure and ensuring that tabs (D) engage in slots (E). Start screws (4), screws (5) on supports (2) and tighten them to 4 Nm.
Refit both seats on the motorcycle.



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.

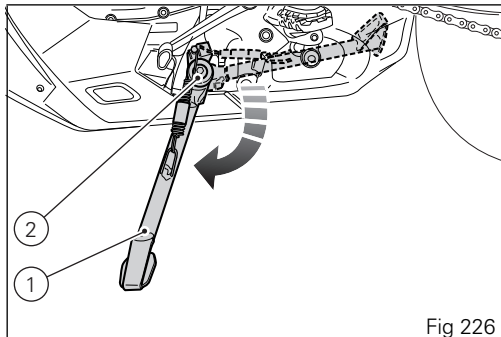


Fig 226



Attention

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



Note

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



Note

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

Bluetooth control unit

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



Attention

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



Attention

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

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.

This fuse protects against any line overloads:

- power socket (1, Fig 227);
- power socket (2, Fig 228);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

The following is the maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)):

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

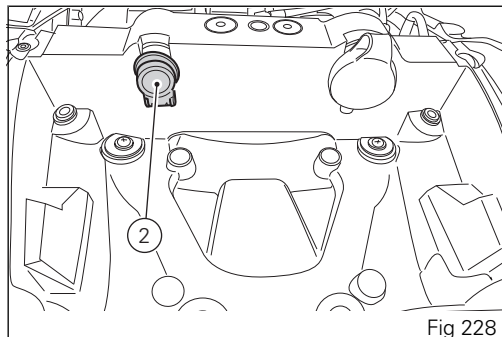
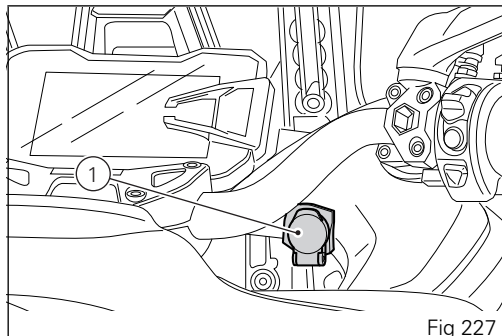
Connecting higher loads will blow the line fuse.



Important

When the engine is off, do not leave accessories connected to the power outlets for a long period of time as the motorcycle battery could run flat.

The power outlets are located at the front LH side (1) on instrument panel and at the rear end, under the passenger seat (2).



Central stand;

Always use the central stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.



Attention

Before lowering the central stand, make sure that the bearing surface is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile, pull motorcycle up and back.

To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

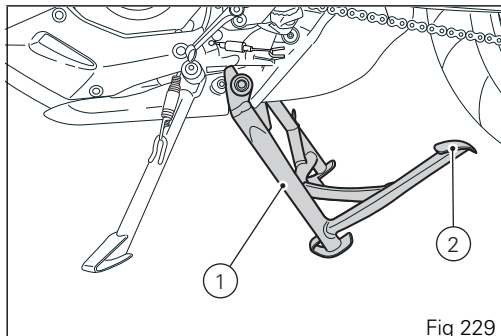


Fig 229

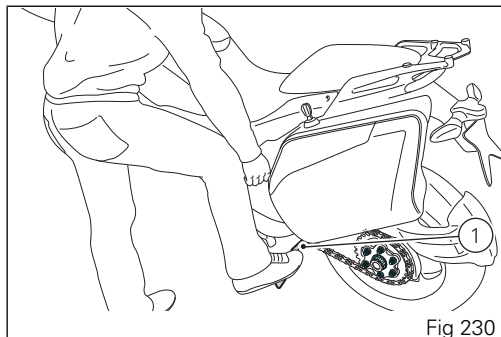


Fig 230



Attention

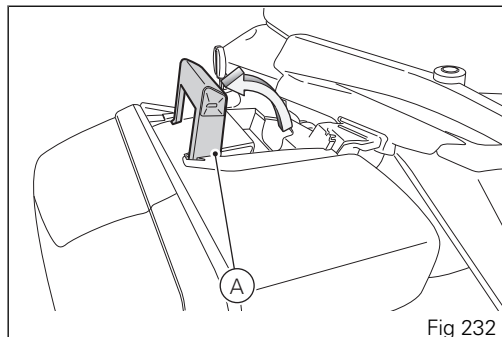
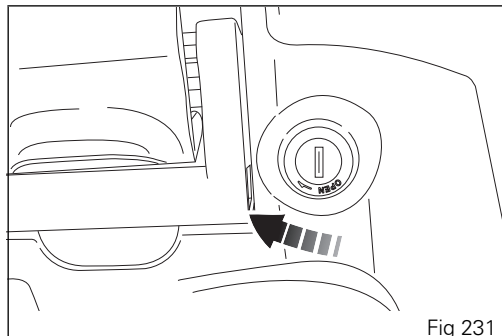
Before moving off, always make sure that the central stand is at its rest position.

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

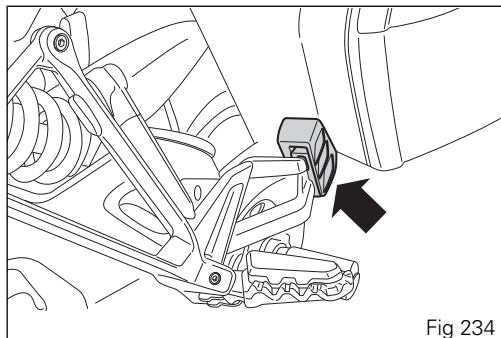
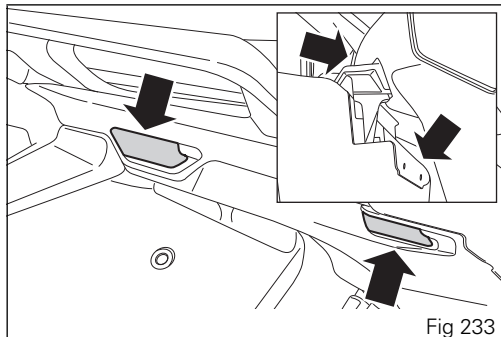
Assembling the Ducati side panniers

Fitting the pannier in place

Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism back.



Duly engage pannier in place, making sure to properly engage hooks.



Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counterclockwise to lock handle and remove it.

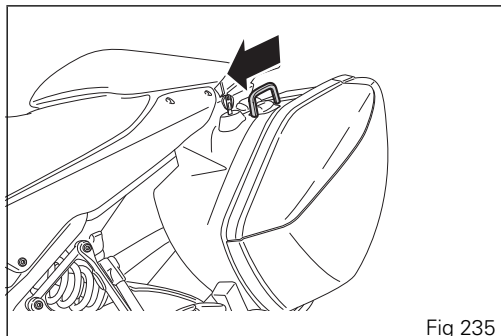


Fig 235

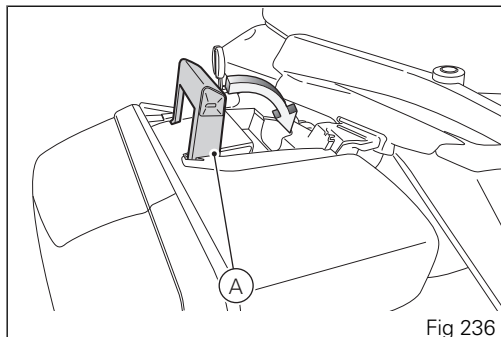
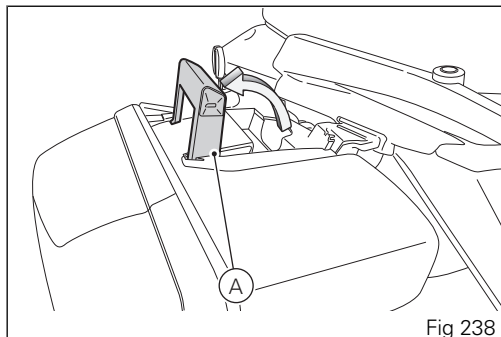
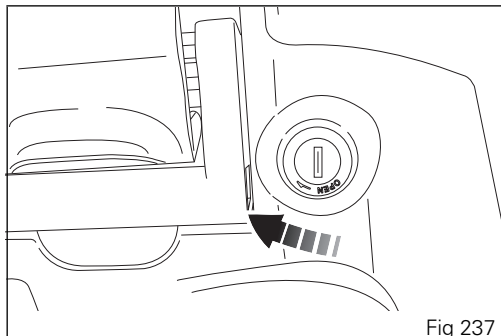


Fig 236

Removing the pannier from its seat

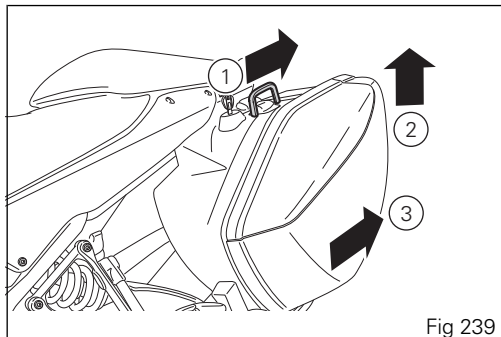
Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism back.



Pull pannier fully backwards (1), towards the rear wheel, without lifting it.

Now pull the pannier up (2) to disengage BOTH hooks.

Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

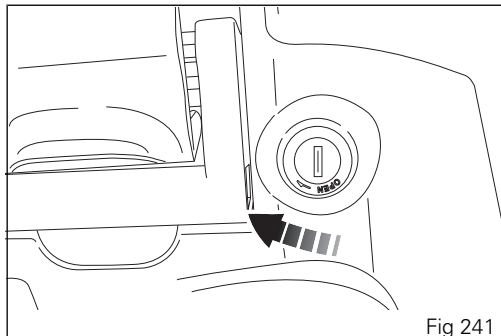
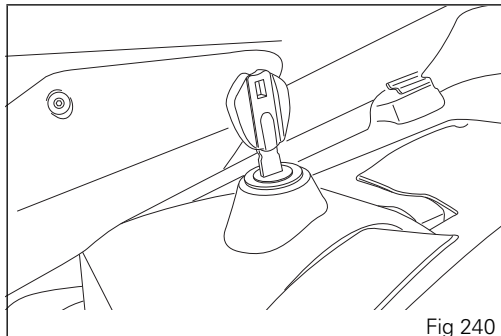


Using the side panniers

Opening

Open the side pannier as follows.

Insert the key in pannier lock and turn it clockwise.



Lift fastening plate (A) and open the pannier.



Attention

The side panniers are only for light luggage: each pannier can hold a maximum weight of 22 lb (K) (10 kg). Excessive load might compromise control of the motorcycle.



Fig 242

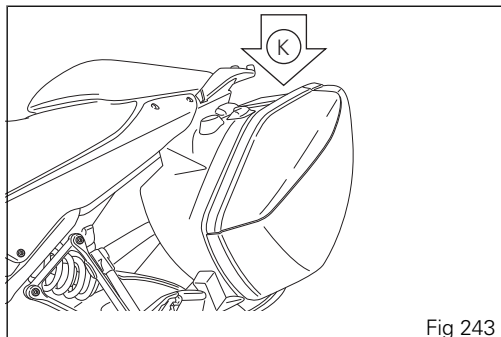


Fig 243

The fixed part of the pannier fits straps (C) to be used for holding the luggage.



Attention

Arrange luggage evenly and keep the heaviest items to the inside of the bag, so as to avoid unexpected unbalance of the vehicle.

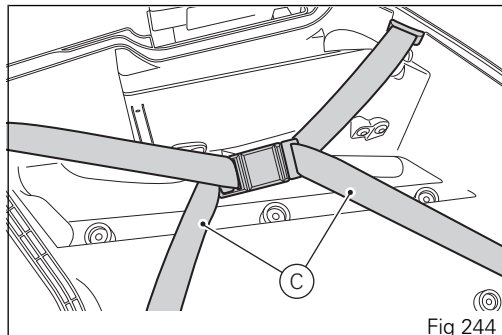


Fig 244

Closing

Close the side pannier as follows.

Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.

Insert fastening plate (A) into the pannier external cover and push down.

Turn key counterclockwise.

It is possible to remove key from lock only in these conditions.



Fig 245

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.

USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.



Important

With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.



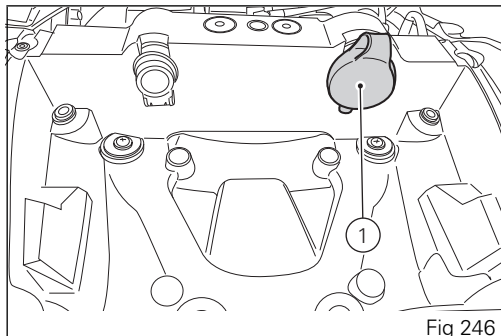
Attention

When not in use, ALWAYS keep USB socket closed with its cap.



Attention

NEVER use the USB socket if it is raining.



Adjusting windscreen height

Adjust windscreen height using lever (1).

Push up to lift the windscreen, or down to lower it.



Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

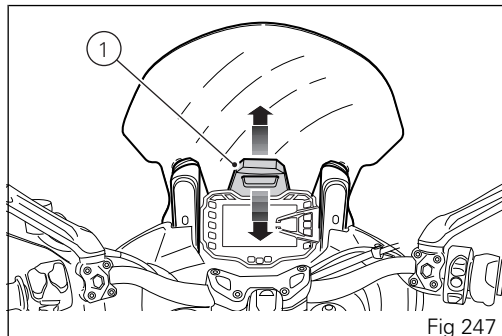


Fig 247

Front fork adjustment

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

Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs; spring preload is adjusted manually through adjuster (1) on RH fork leg.



Attention

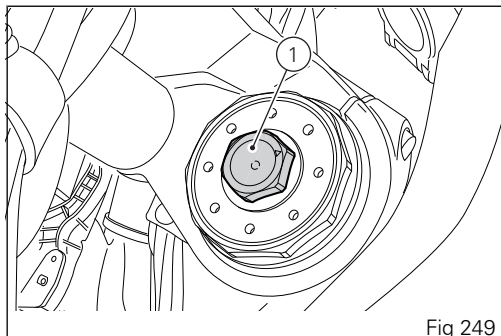
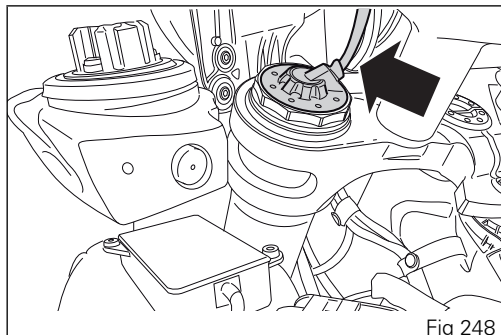
Have the spring preload adjusted at a Ducati Dealer or Authorized Service Center.

For fork adjustment, follow the description on page 196 "Customizing Riding Mode: DSS suspension setting".

For further details on the operating principle of the fork and the DSS (Ducati SkyHook System) please refer to page 46.

Spring preload initial setting:

- 10 turns (fully open);



Adjusting the rear shock absorber

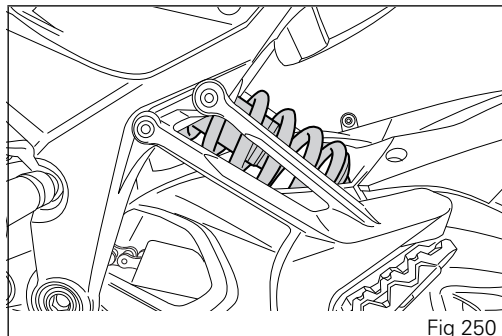
The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle.



Attention

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

If you intend to transport a passenger and baggage, preload the shock absorber spring to the maximum to improve the dynamic performance of the motorcycle and to avoid possible interference with ground. You may find that rebound damping needs adjusting as well. The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

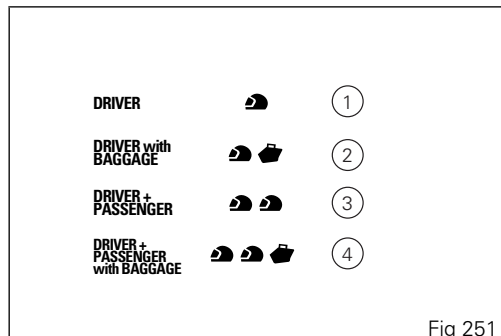


Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions. The rider can use the instrument panel and set one of the four available setup options:

- Rider only (DRIVER) (1);
- Rider with luggage (DRIVER + BAGGAGE) (2);
- Rider and passenger (DRIVER + PASSENGER) (3);
- Rider and passenger with luggage (DRIVER + PASSENGER + BAGGAGE) (4).

For each of these settings, user can select either of the four available riding modes (SPORT, TOURING, URBAN and ENDURO) and, within each one, change the initial setting for the traction control (DTC), wheelie control (DWC), engine power, suspension damping and ABS level. To change the setting following the instruction underpage 77 "Changing motorcycle Load Mode".



Riding the motorcycle

Running-in recommendations

Maximum rpm

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

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

Up to 621 mi (1000 km)

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500 ÷ 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 61 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the

friction material on the brake pads to bed in against the brake disks.

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

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

621 mi (1000 km) to 1553 mi (2500 km)

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



Important

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

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

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider 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 358).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 385).
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the relevant reservoirs (page 366).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 364).
- **TIRE CONDITION**
Check tire pressure and condition (page 382).

- **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 fuel filler plug (page 314) and seat (page 316) are locked.
- **SIDE STAND**
Make sure side stand operates smoothly and is in the correct position (page 322).

ABS light

After Key-ON, the ABS light (10, Fig 14) stays ON.
When the vehicle speed exceeds 3.12 mph (5 km/h),
the warning light switches off to indicate the correct
operation of the ABS.



Attention

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

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

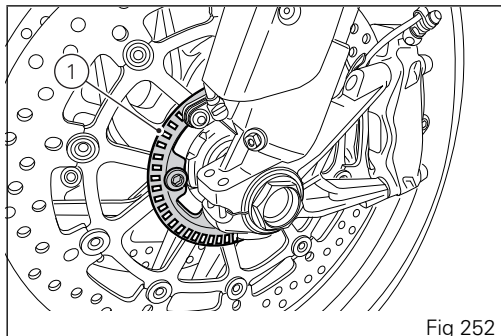


Fig 252

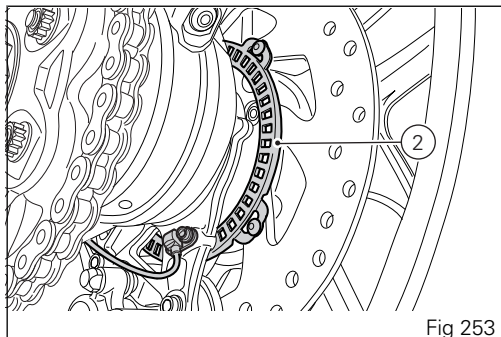


Fig 253

Engine start/stop



Attention

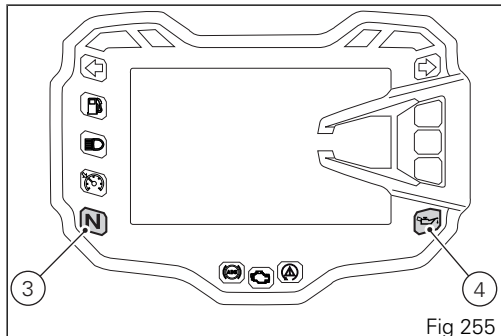
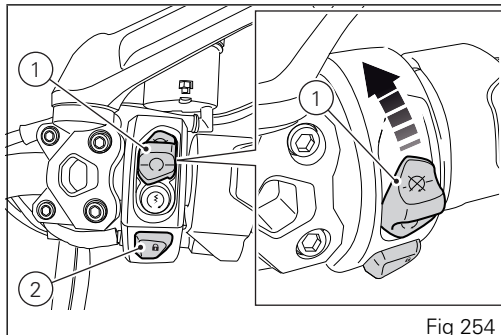
Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialization and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.





Attention

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

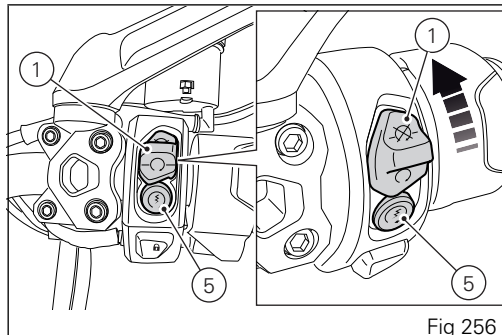
After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.



Note

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

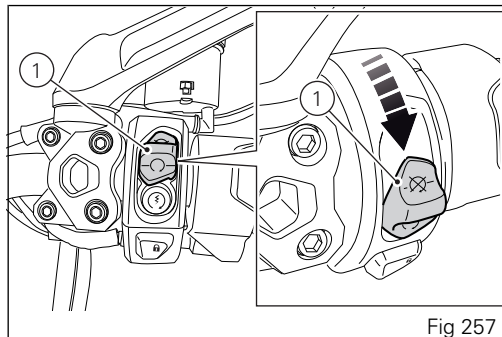
Move the red switch (1) up to uncover button (5). Push the button (5) to start the engine.



Important

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

The red oil pressure warning light (4, Fig 255) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 286 "Hands Free System".



Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

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

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

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

This avoids wheel lockup and preserves traction.

Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

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



Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

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

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

Stop the engine by pushing the red switch (1) down. Press button (2) for Key-off.

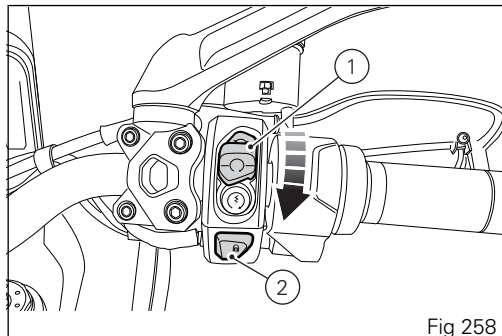


Fig 258

Parking

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

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After a second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

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

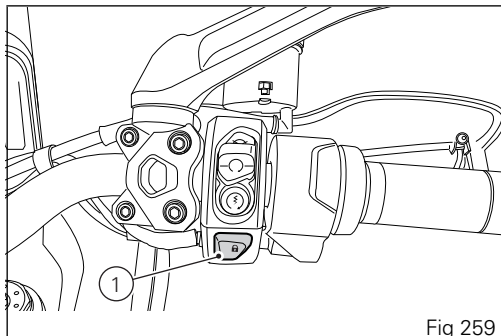


Fig 259



Attention

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



Attention

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

Refueling

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



Attention

Use fuel with low lead content and an original octane number of at least 95.



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.

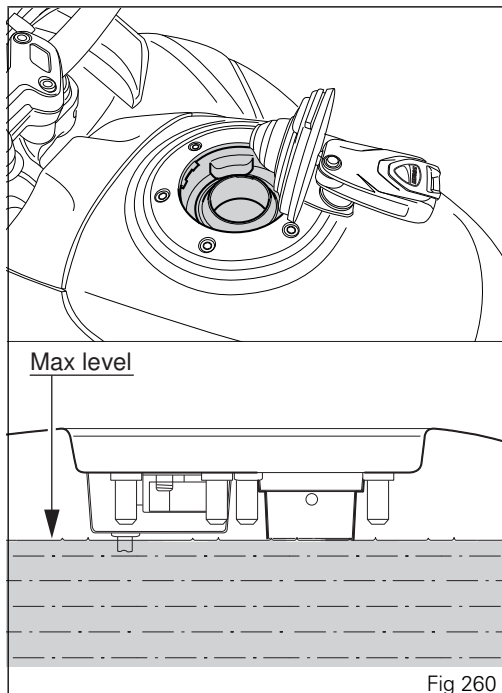


Fig 260

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- 1 90° needle with scraper for rubber;
- 2 rubber plugs for punctures;
- 2 high-pressure cylinders;
- 2 valve adaptors (unless already present on cylinders);
- 1 0.2 in (5 mm) Allen wrench for gravel guard;
- 1 0.39 in (10 mm) Allen wrench for eccentric;
- 1 pin wrench for eccentric;
- 1 extension for pin wrench, 0.39 in (10 mm) Allen wrench, screwdriver;
- 1 chain tension gage (follow instructions under page 376 for its use);
- 1 Phillips screwdriver or 0.39 in (10 mm) wrench for battery;

To access the compartment, remove the passenger seat.

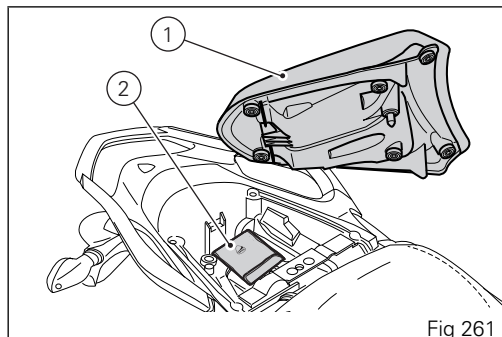


Fig 261

Front mudguard half kit



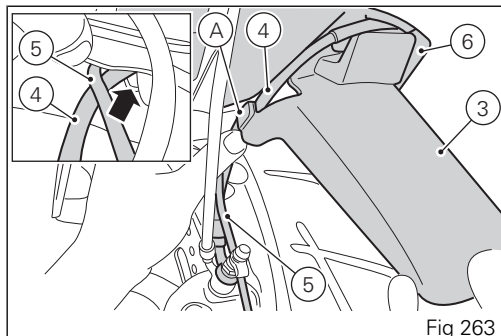
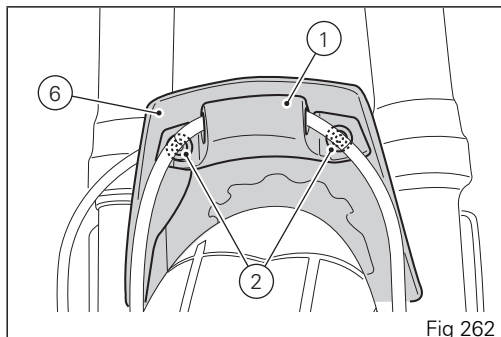
Important

When front mudguard half kit must be installed, ALWAYS contact a Ducati Dealer or Authorized Service Center.

Remove hose guide (1) from mudguard (6) by loosening the two screws (2).

Set front mudguard half kit (3) on front mudguard (6) routing front brake hose (4) and front phonic wheel cable (5) as indicated in figure (Fig 263).

To position the front mudguard half kit (3), insert the tabs (A) in the front mudguard (6) seat.



Fit the tabs (A) of front mudguard half kit (3) in the front mudguard (6) seat: the tabs must be inserted in the seat as shown in the figure.



correct positioning.

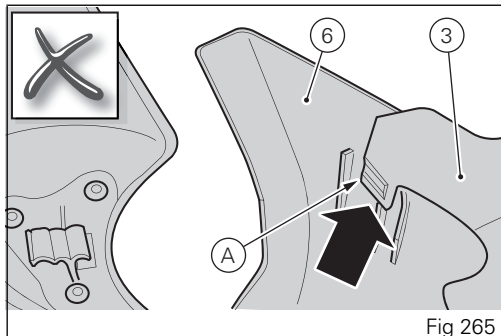
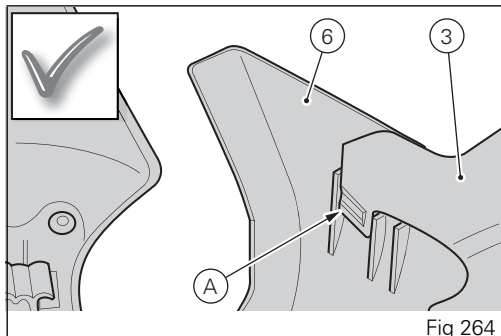


incorrect positioning.



Attention

The tabs are present both on LH and RH sides of the front semi-mudguard.



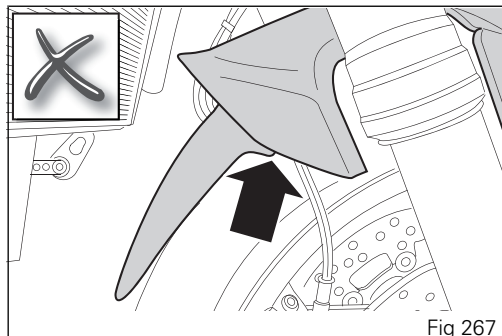
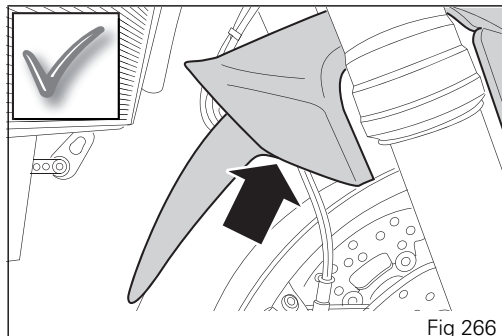
Moreover, make sure that semi-mudguard profiles are aligned as shown in the figure.



correct positioning.



incorrect positioning.



Start screws (2) previously removed and tighten them to a torque of $3.5 \text{ Nm} \pm 10\%$.

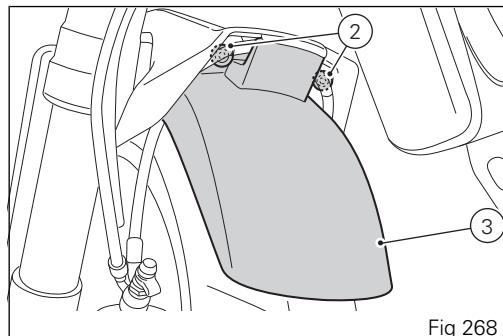


Fig 268

Main use and maintenance operations

Checking coolant level and topping up, if necessary

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

Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).

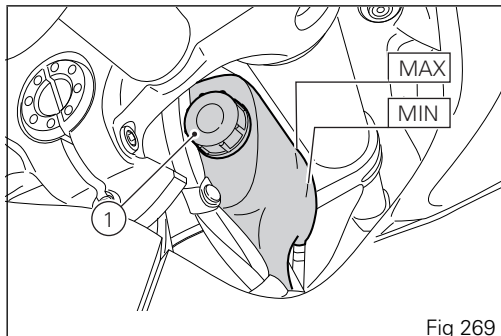


Fig 269

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).
Cooling circuit capacity: 0.66 gal (2.5 cu. dm - liters).



Attention

This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapor leakage with possible consequent severe burns.

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 270) shows the front and rear brake fluid reservoirs, while (Fig 271) shows the clutch fluid reservoir).

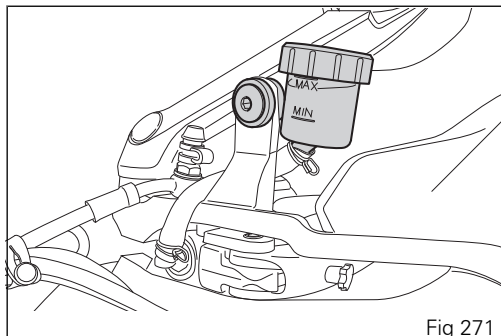
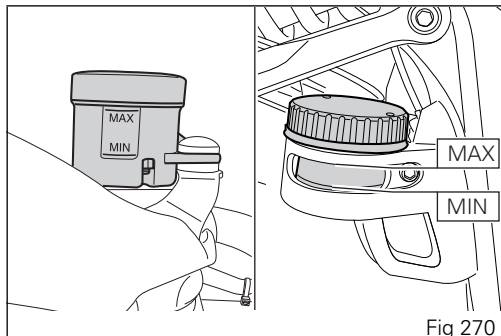
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

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



Important

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



Brake system

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



Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

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



Attention

Clutch fluid level will increase 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.

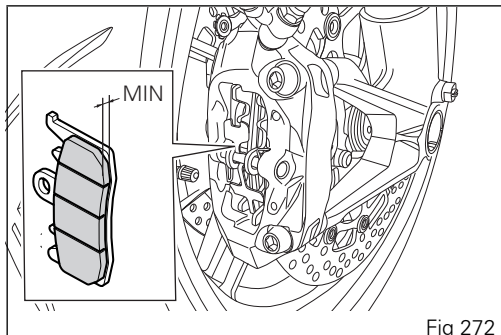


Fig 272

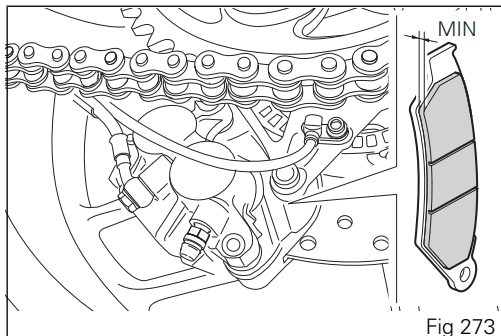


Fig 273

Charging the battery

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

Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.



Attention

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

Charge the battery in a ventilated room.

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

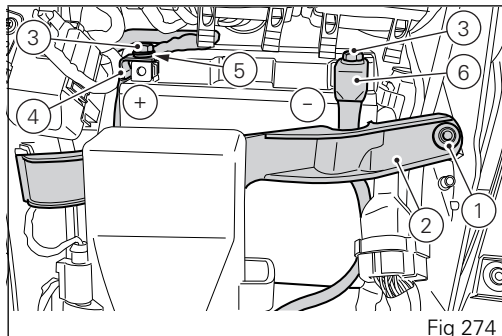


Fig 274



Important

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

Grease the screws (3).

Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).

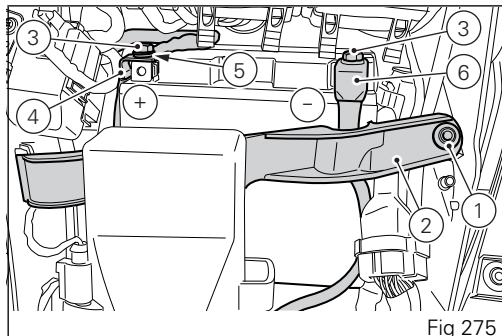
Fit the battery mounting bracket (2) and tighten the screw (1).



Attention

Keep the battery out of the reach of children.

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



Charging and maintenance of the battery during winter storage

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



Note

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

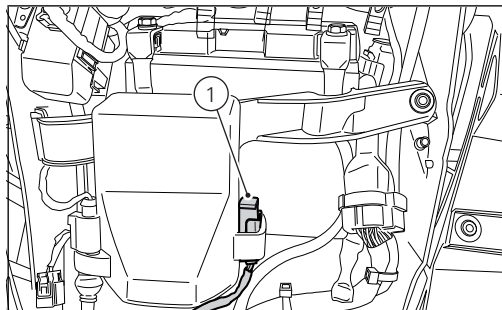


Fig 276

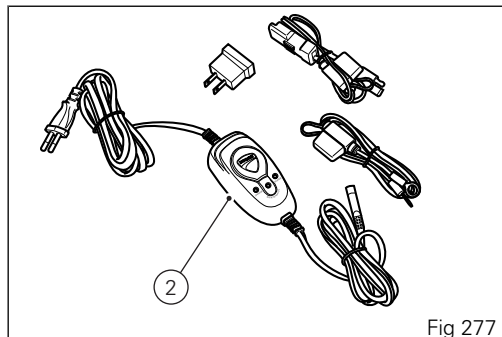


Fig 277



Important

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



Note

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



Note

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

Checking drive chain tension



Important

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

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release.

Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be: $A = 1.50 \div 1.57$ in ($38 \div 40$ mm).

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

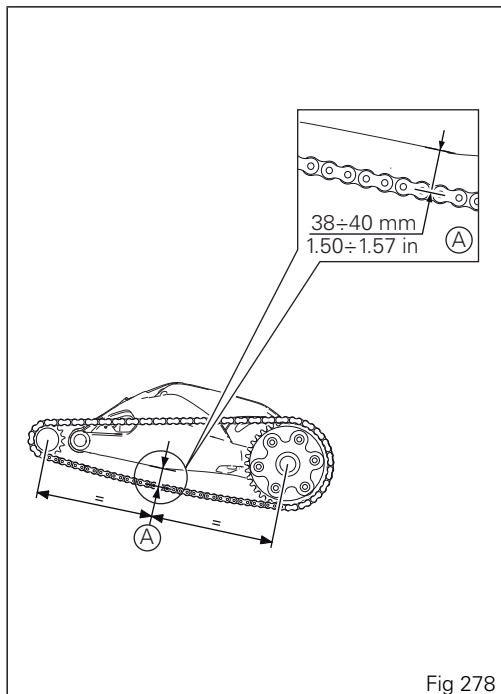


Fig 278



Attention

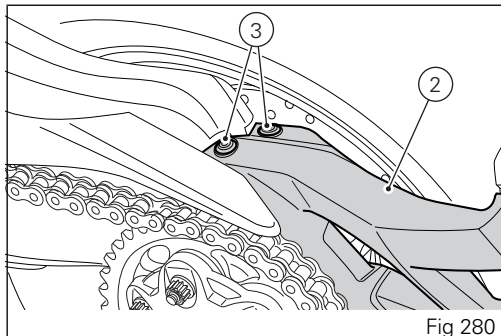
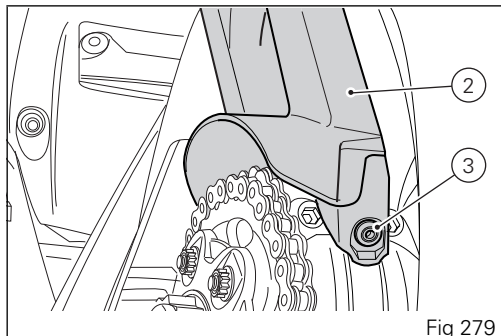
Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.



Important

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

To reach screws (1) it is necessary to remove the gravel guard (2) and rear chain guard (3), and loosen the three screws (4).



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.

Using the supplied chain tension gage

To take a correct measurement, the bike must be set on the side stand. Proper chain tensioning must always be inspected at the point where the chain is tightest (then repeat measurement at several equidistant points of the chain).



Note

Chain tensioning changes according to the set Riding Mode. It is recommended to take the measurement with preload set to Level 1 (Riding Mode "URBAN" and motorcycle setup SET TO "RIDER ONLY").

Before proceeding, move the chain down with one finger, release it and apply gage (1).

Chain tension gage (1) must be inserted between swinging arm and lower chain sliding shoe, at the chain sliding shoe central fastening point (Fig 282).

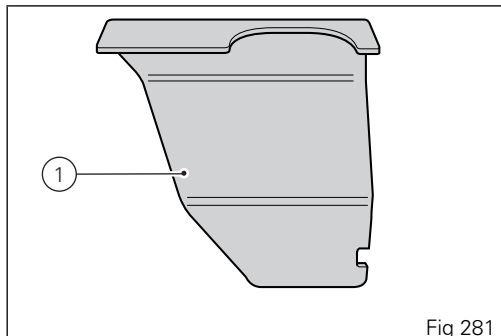


Fig 281

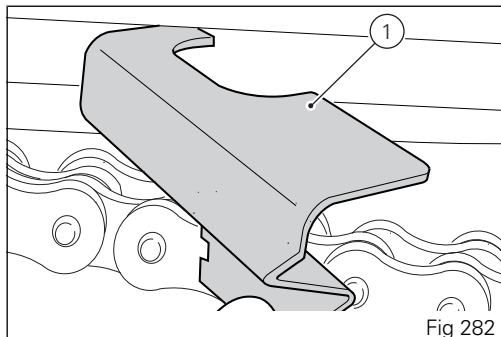


Fig 282

To measure the proper chain tensioning, it is necessary to check the correspondence of the chain pin axis (black line in (Fig 283)), within the distance identified with the cutout on chain tension gage (interval indicated by the arrows in (Fig 284)). If chain pins are higher or lower than this interval (Fig 283), it is necessary to tension the chain page 373.



Important

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

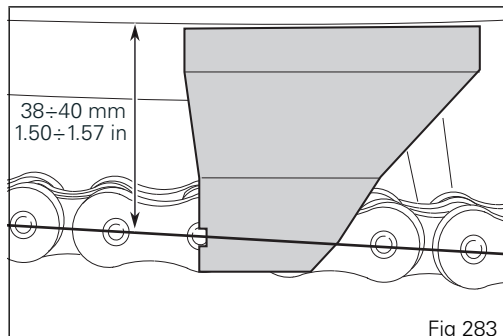


Fig 283

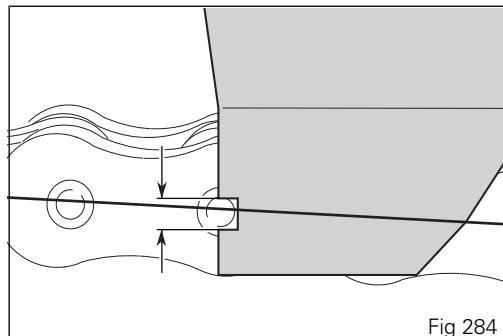


Fig 284

Rear turn indicators

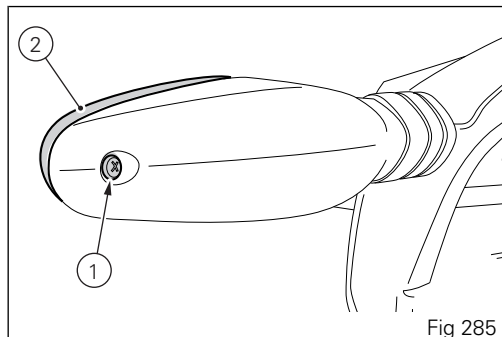
Undo the screw (1) and detach the lens (2) from the turn indicator support.

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

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

Refit the lens (2) by inserting the tab in the corresponding slot in the turn indicator support.

Tighten screw (1).



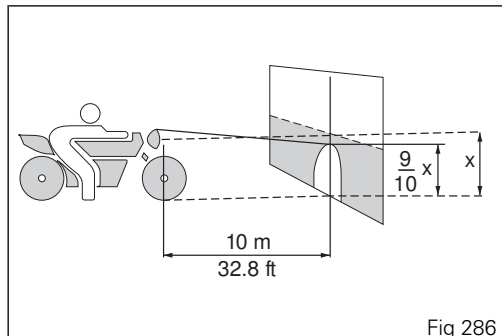
Aligning the headlight



Note

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

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.



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.

Procedure for adjusting low beam/high beam along the vertical axis

- 1) Switch low beam on.
- 2) Adjust the beam vertically by working the adjuster screw (1). Turn screw (1) clockwise to move beam down, or counterclockwise to move beam up.



Attention

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

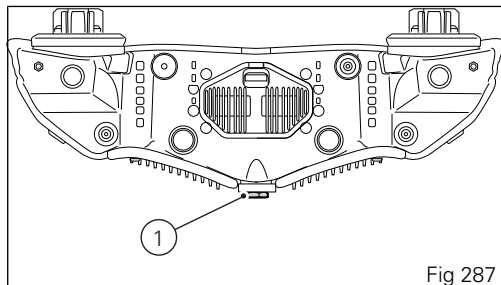
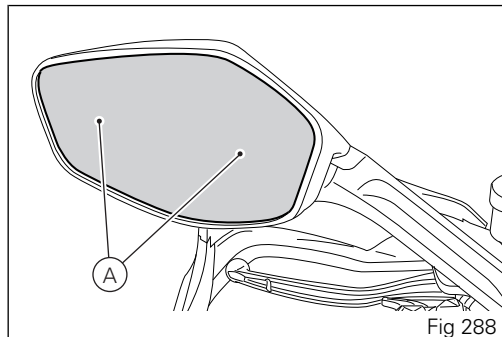


Fig 287

Adjusting the rear-view mirrors

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



Tubeless tires

Front tire pressure:

250 kPa - 36.26 psi (2.50 bar) (rider only).

250 kPa - 36.26 psi (2.5 bar) (with passenger and/or bags).

Rear tire pressure:

250 kPa - 36.26 psi (2.50 bar) (rider only).

290 kPa - 42 psi (2.9 bar) (with passenger and/or bags).

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



Important

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

Tire repair or change (Tubeless tires)

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



Attention

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

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or 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.



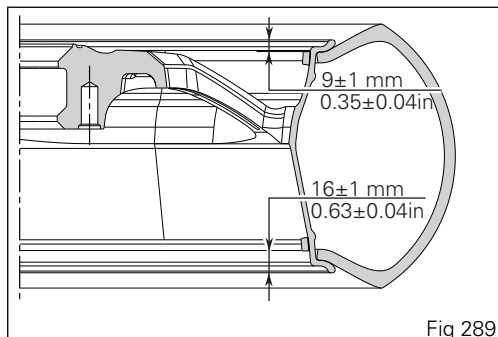
Attention

In case of replacement of the front wheel, the Ducati Dealer or authorized Service Center must follow the instructions specified in the Workshop Manual concerning removal and refitting of the front wheel shaft.



Attention

Counterweights for dynamic balancing of the rear wheel must be positioned in the areas indicated in the figure.



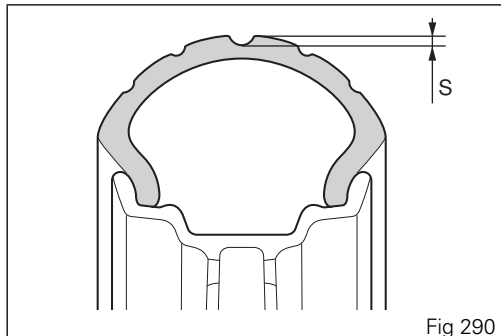
Minimum tread depth

Measure tread depth (S, Fig 290) 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.

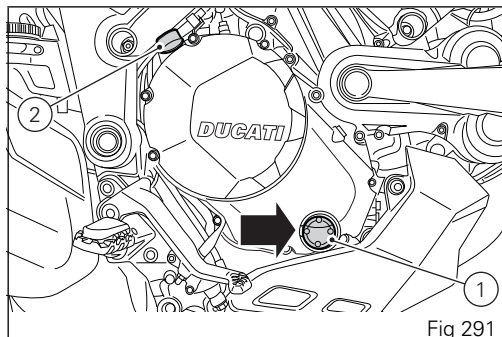


Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. 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 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM.

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.

Recommendations concerning oil

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

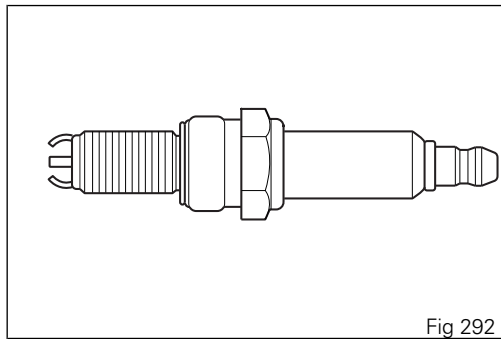
- viscosity grade SAE 15W-50;
- standard API: SM;
- standard JASO: MA2.

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. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Cleaning and replacing the spark plugs

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

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



Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat.

Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool; only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces. Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake 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.



Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.



Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Storing the motorcycle

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

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

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

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

The canvas is available from Ducati Performance.

Important notes

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

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

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Reading of the error memory with DDS 2 and check of software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12
Clean the engine oil mesh filter assembly		•					-
Check and/or adjust valve clearance				•		•	-
Change timing belts				•		•	60
Change spark plugs				•		•	-
Clean plugs with metal mesh filters on heads				•		•	-
Clean air filter			•		•		-
Change air filter				•		•	-
Check brake and clutch fluid level		•	•	•	•	•	12
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	1	15	30	45	60	Time (months)
	mi. x1000	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 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
Visually check the fuel lines			•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of 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
Activate LED front lighting (if any) through DDS 2.0			●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
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

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

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 518 lb (235 Kg).

Overall weight (in running order without fluids and battery): 467 lb (212 Kg).

Maximum allowed weight (carrying full load): 992 lb (450 kg).



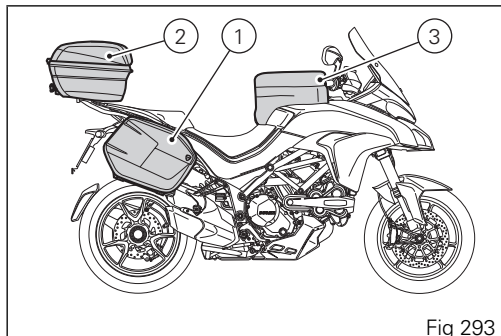
Attention

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



Attention

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



Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 66 lb (30 kg), divided as follows:
22 lb (10 kg) max. per side pannier (1);
11 lb (5 kg) max. for the top case (2);
11 lb (5 kg) max. for the tank bag (3).

Technical drawing of the Honda CBR600F4i motorcycle, showing side and front views with dimensions in millimeters (mm) and inches (in).

Side View Dimensions:

- Overall length: 2200 mm / 86.61 in
- Wheelbase: 1529 mm / 60.20 in
- Seat height: 175 mm / 6.89 in
- Overall height (excluding mirrors): 1350 mm / 53.15 in
- Overall height (including mirrors): 1545 mm / 60.83 in

Front View Dimensions:

- Overall width: 1000 mm / 39.37 in
- Headlight height: 469 mm / 18.46 in
- Front fender height: 427 mm / 16.81 in

* 56.5 in (1435 mm) (headlight fairing at first detent), 59.1 in (1500 mm) (headlight fairing at second detent).
 ** Adjustable at 32.5 - 33.3 in (825 and 845 mm) (lowered, 31.5 in (800 mm), seat as option).

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.06 gallons (4 cu. dm liters)	Unleaded fuel with a minimum octane rating of RON 95.	20.0 cu. dm (liters) 5.28 (gallon)
Oil sump and filter	Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM	4.10 cu. dm (liters) 1.08 (gallon)
Front/rear brake and clutch circuits	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	15.4±0.3 cu in (252±5 cc) active fork leg. 39.2±0.3 cu in (642±5 cc) passive fork leg.
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 cu. dm (liters). 0.66 (gallon)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

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

Engine

Ducati Testastretta "L" twin-cylinder engine with DVT system ("Desmodromic Variable Timing"), 4 valves per cylinder, Dual Spark, liquid-cooled.

Bore:

4.17 in (106 mm).

Stroke:

2.67 in (67.9 mm).

Total displacement, cu. cm: 1198.4.

Compression ratio: 12.5±0.5:1

Max. crankshaft power (95/1/EC), kW/HP:

117.7 kW/160 HP at 9,500 rpm

Max. torque at crankshaft (95/1/EC):

13.9 kgm/136 Nm at 7,500 rpm

Maximum rpm:

10,700.



Important

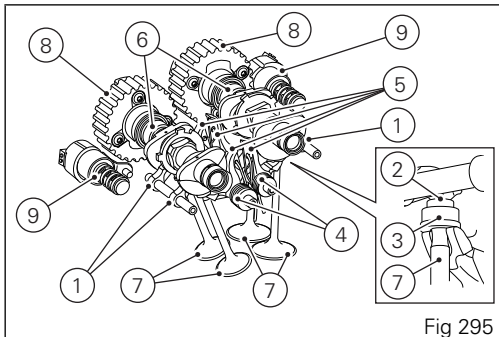
Do not exceed the specified rpm limits in any running conditions.

Desmodromic timing system with variable timing (DVT)

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.
- 8) Timing Variator.
- 9) Actuators.



Performance

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



Important

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

Spark plugs

Make: NGK.

Type: MAR10A-J.

Fuel system

BOSCH electronic injection.

Type of throttle body: elliptical with full Ride-by-Wire system.

Diameter of throttle body: 2.20 in (56 mm).

Injectors per cylinder: 1.

Firing points per injector: 10.

Fuel supply: 95-98 RON.



Attention

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

Brakes

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

FRONT

Semi-floating drilled twin-disk.

Braking material: stainless steel.

Carrier material: aluminum.

Disk diameter: 13 in (330 mm).

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

Brake caliper make: BREMBO, radially-mounted monobloc calipers.

Front brake type: M50 (2x30).

Friction material: TT 2182.

Brake master cylinder type: PR16/19 with cornering ABS as standard.

REAR

With fixed drilled steel disk.

Disk diameter: 10.4 in (265 mm).

Hydraulically operated by a pedal on RH side.

Brake caliper make: BREMBO, floating 2-piston caliper with cornering ABS as standard.

Rear brake type: PS 2x28.

Friction material: TT 2181 FF.

Brake master cylinder type: PS 13.

Fixed, 1.1 in (28 mm) diameter 2-piston caliper.



Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch

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

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

Gearbox output sprocket/rear chain sprocket ratio: 15/40.

Total gear ratios:

1st gear 15/37

2nd gear 17/30

3rd gear 20/27

4th gear 22/24

5th gear 24/23

6th gear 25/22

Drive chain from gearbox to rear wheel.

Make: REGINA

Type: 136ZRPB2

Size: 5/8" x 1/16"

Links: 108



Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

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

Frame

Steel tubular trellis.

Steel tube trellis rear sub-frame.

Light alloy die-cast side plates, pivoted on engine.

Steering head angle: 24°.

Wheels

Front

Light alloy cast rims with three Y-shaped spokes.

Size: MT3.50x17".

Rear

3-spoke, light-alloy cast rims.

Size: MT6.00x17".

Tires

Front

"Tubeless", radial tire.

Size: 120/70-ZR17

Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tire.

Size: 190/55-ZR17

Make and type: Pirelli Scorpion Trail II.

Suspensions

FRONT

Front

Hydraulic upside-down fork

Front fork is adjusted by means of electric impulses output by the instrument panel to adjusters. Only the RH fork leg is equipped with an external adjuster for setting the preload of the inner spring

Stanchion diameter:

1.89 in (48 mm).

Wheel travel: 6.69 in (170 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. The whole system gives the bike excellent stability.

Shock absorber stroke: 2.34 in (59.5 mm).

Rear wheel travel: 6.69 in (170 mm).



Note

Front fork and rear shock absorber are adjusted by means of electric impulses output by the instrument panel to adjusters.

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter. Split absorption tail pipe.

Available colors

Ducati anniversary red

Primer, Antiflex White code L0040652 (Lechler);

Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler);

Frame, Racing Black;

Subframe, Mercury Gray;

Rims, Glossy Black.

Iceberg White

Primer, Dual Primer White code DS20052 (Lechler);

Clear coat Tixo Klarlack code 96.230 (Lechler);

Frame, Racing Black;

Subframe, Mercury Gray;

Rims, Glossy Black.

Electric system

Basic electric items are:

Headlight

LED low beam: No. 2 LEDs Ostar LE UW D1W4 01-5Q6Q-GMKM-T01;

LED high beam: No. 8 LEDs Oslon Square LCW CQAR.PC-MUNQ-5F7G-1-700-R18;

LED cornering light: No. 2 LEDs Oslon Square LCW CQAR.PC-MUNQ-5F7G-1-700-R18;

LED parking light: No. 2 LEDs SEOUL STW9Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 11

Dominant Primax 150 nazy-bhg-mn3-1;

Rear ones (Europe / USA), bulb units: No. 1 bulb RY10W 12V - 10W amber.

Tail light

LED parking light: No. 4 Osram LA-W5SM-JYKY-24-1 LEDs;

LED stop light: No. 10 Osram LA-E6SF-BBCB-24-1 LEDs.

LED number plate light: No. 10 Osram LA-E6SF-BBCB-24-1 LEDs.

Fog lights

LED fog lights (Enduro customization): No. 1 LED Altilon LAFL - C4L - 850 (each).

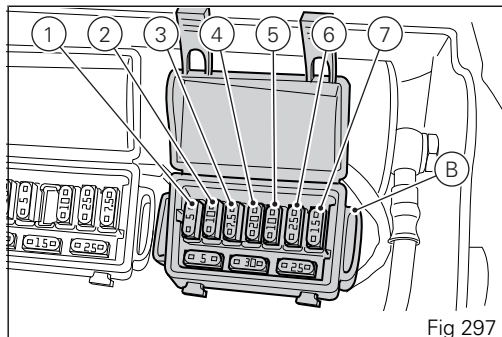
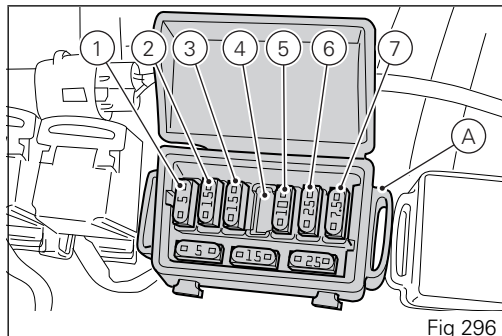
Fuses

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

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

The front fuse box (A, Fig 296) is located inside the left panel and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear fuse box (B, Fig 297) is located on rear subframe right-hand side, next to the ABS control unit. To reach rear and ABS fuse boxes, remove rider seat, see page 316. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.



Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	15 A
4	-	-
5	KEY Accessories	10 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	10 A

Rear fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The main fuse (C) is positioned on the solenoid starter. Remove the fuse cap to reach it. A blown fuse is identified by the interrupted center link (F).



Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Attention

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

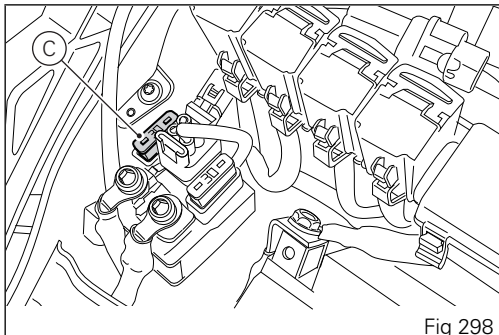


Fig 298

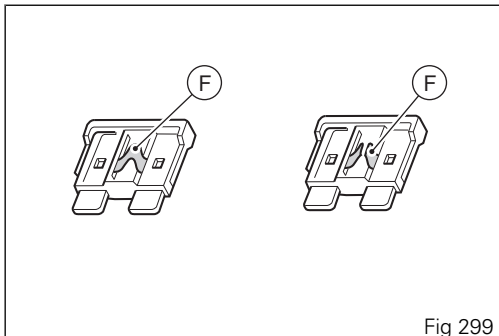


Fig 299

Injection /electric system diagram key

- 1) Front 12V power socket
- 2) GPS navigation system
- 3) Bluetooth
- 4) Left-hand switch
- 5) Right-hand switch
- 6) Inertial sensor
- 7) Immobilizer
- 8) Hands free
- 9) Hands Free relay
- 10) Battery
- 11) Wiring ground
- 12) Fused solenoid
- 13) LH fan
- 14) RH fan
- 15) Generator
- 16) Regulator
- 17) USB socket
- 18) Rear 12V power outlet
- 19) Data Acquisition / Diagnosis
- 20) Anti-theft system alarm
- 21) Rear light
- 22) Rear right turn indicator
- 23) Rear left turn indicator
- 24) Rear wiring

- 25) Number plate light
- 26) Temperature sensor
- 27) LH heated handgrip connector (optional)
- 28) RH heated handgrip connector (optional)
- 29) Rear suspension adjustment sensor
- 30) Exhaust valve actuator
- 31) Rear stop light
- 32) Vehicle control unit (BBS)
- 33) Front accelerometer (wheel)
- 34) Front accelerometer (body)
- 35) Front fork adjustment
- 36) Rear suspension adjustment (compression/rebound)
- 37) Fuel level
- 38) Rear suspension adjustment (preload)
- 39) Fuse box (2)
- 40) Fuse box (1)
- 41) ABS
- 42) Rear speed sensor
- 43) Front speed sensor
- 44) Fuel pump
- 45) Main control unit relay
- 46) Fuel pump relay
- 47) Starter relay
- 48) Injection control unit connector A (EMS)
- 49) Injection control unit connector B (EMS)

- 50) Gear sensor
- 51) Accelerator position sensor (APS)
- 52) Vertical ETV
- 53) Horizontal ETV
- 54) Main vertical injector
- 55) Main horizontal injector
- 56) Vertical lambda sensor
- 57) Horizontal lambda sensor
- 58) Timing/rpm sensor
- 59) Vertical cylinder secondary coil
- 60) Vertical cylinder main coil
- 61) Horizontal cylinder secondary coil
- 62) Horizontal cylinder main coil
- 63) Oil pressure sensor
- 64) Purge valve
- 65) Oil temperature
- 66) Brake switch
- 67) Clutch switch
- 68) Side stand switch
- 69) Engine temperature sensor
- 70) Air temperature sensor
- 71) Vertical MAP sensor
- 72) Horizontal MAP sensor
- 73) Vertical cylinder knock sensor
- 74) Horizontal cylinder knock sensor
- 75) Secondary air sensor

- 76) Vertical cylinder EX timing sensor
- 77) Vertical cylinder IN timing sensor
- 78) Horizontal cylinder EX timing sensor
- 79) Horizontal cylinder IN timing sensor
- 80) Vertical cylinder EX timing connector
- 81) Vertical cylinder IN timing connector
- 82) Horizontal cylinder EX timing connector
- 83) Horizontal cylinder IN timing connector
- 84) Front left turn indicator
- 85) Instrument panel
- 86) Front right turn indicator
- 87) Headlight
- 88) Horn
- 89) Fog lights (option)

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.

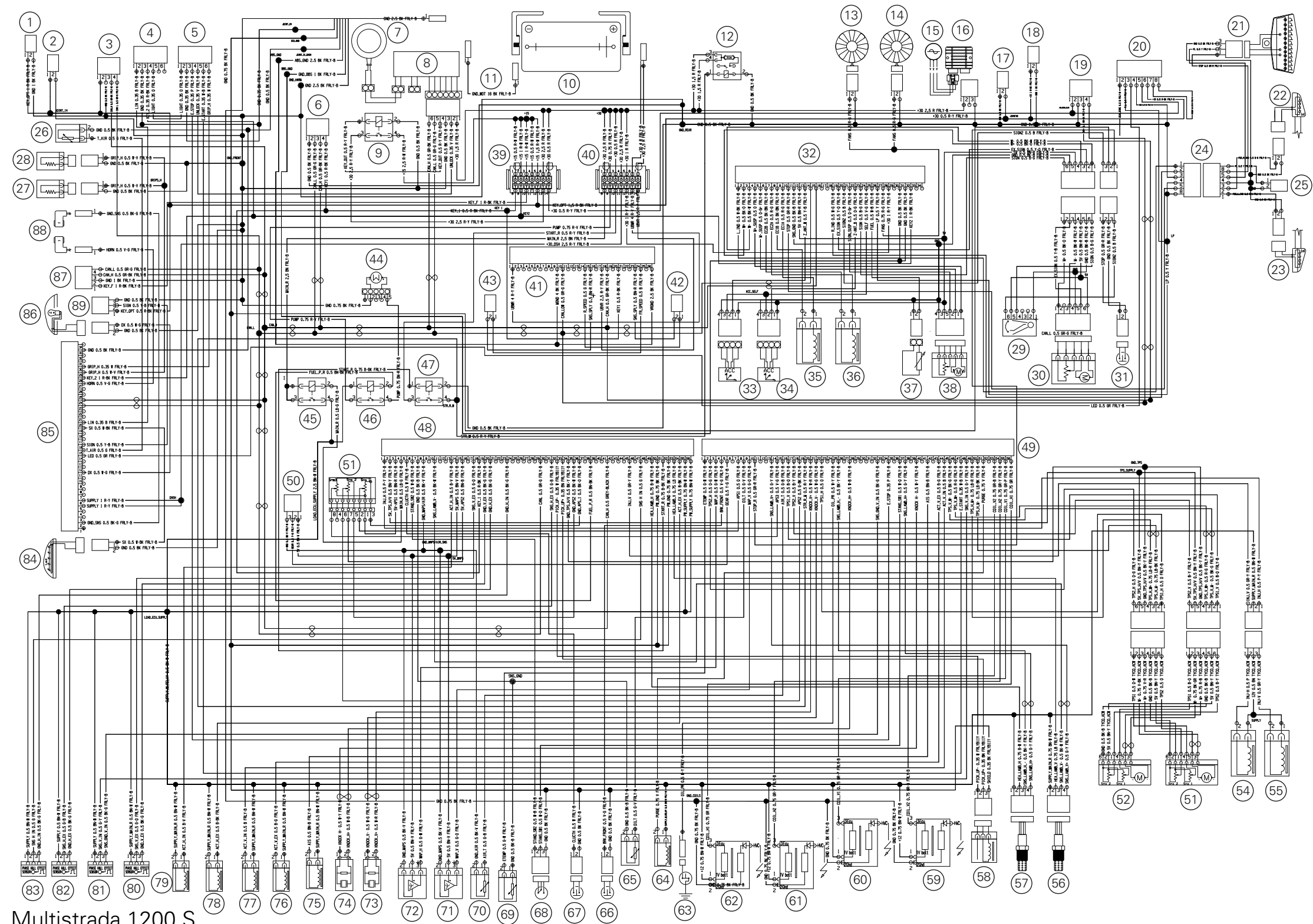
Routine maintenance record

Routine maintenance record

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

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