

Owner's manual

PANIGALE V4



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

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

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

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

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

Owner's manual

US/CANADA

PANIGALE V4

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 319.

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 342

Introduction

Safety guidelines

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

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use

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



Attention

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



Attention

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



Attention

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



Important

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

Rider's obligations

All riders must hold a driver's license.

Attention

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

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

Attention

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

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

Attention

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

Some countries require mandatory insurance coverage.

Attention

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

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

Attention

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



Attention

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



Attention

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



Attention

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

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

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

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

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

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

Reporting of safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043, Tel: 001.888.391.5446. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

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



Attention

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

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

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

Apparel

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

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



Important

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

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 281).

Attention

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

Attention

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

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time. Use proper body position while riding.

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

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

Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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



Attention

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

Refueling

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

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

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

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

Attention

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

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



Attention

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



Attention

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

Carrying the maximum load allowed

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Please refer to paragraph "Tires" on page 310.

Hazardous products - warnings

Used engine oil

Attention

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

Brake lining debris

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

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

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

Battery



Attention

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

Vehicle identification number



Note

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

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

Frame number

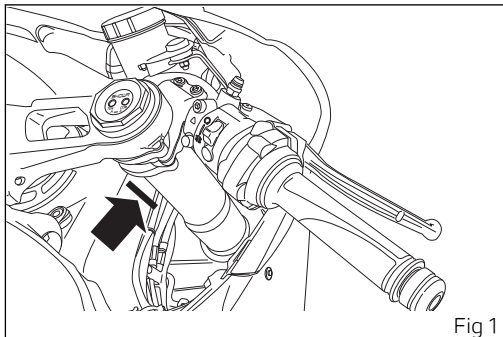
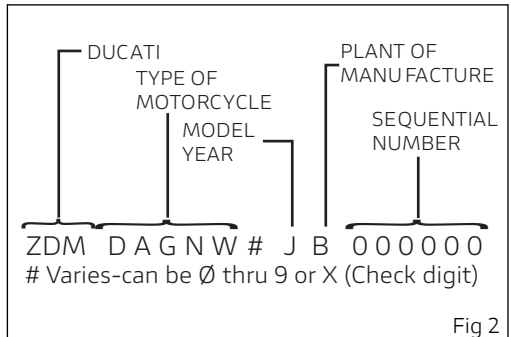


Fig 1

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



Engine identification number



Note

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

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

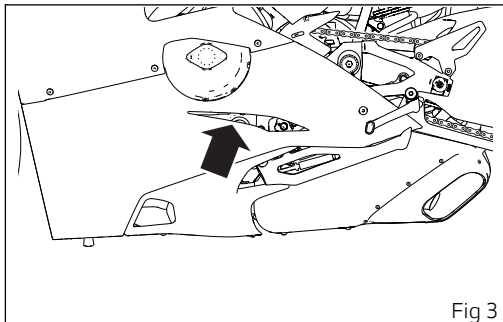


Fig 3

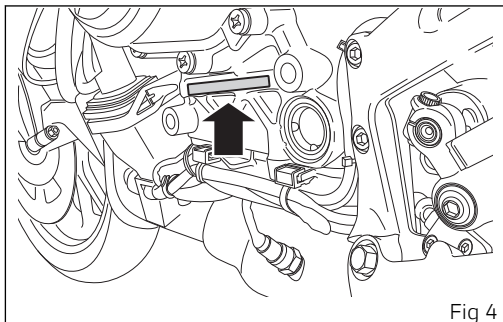


Fig 4

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

Engine number

The diagram shows a rectangular plate divided into three sections. The first section is labeled 'ENGINE TYPE' and contains the example 'AGN'. The second section is labeled 'MODEL YEAR' and contains the example 'J'. The third section is labeled 'SEQUENTIAL NUMBER' and contains the example '000000'. Each section has a horizontal line above the example characters and a vertical line connecting the label to the example.

ENGINE TYPE	MODEL YEAR	SEQUENTIAL NUMBER
AGN	J	000000

Fig 5

Plate position

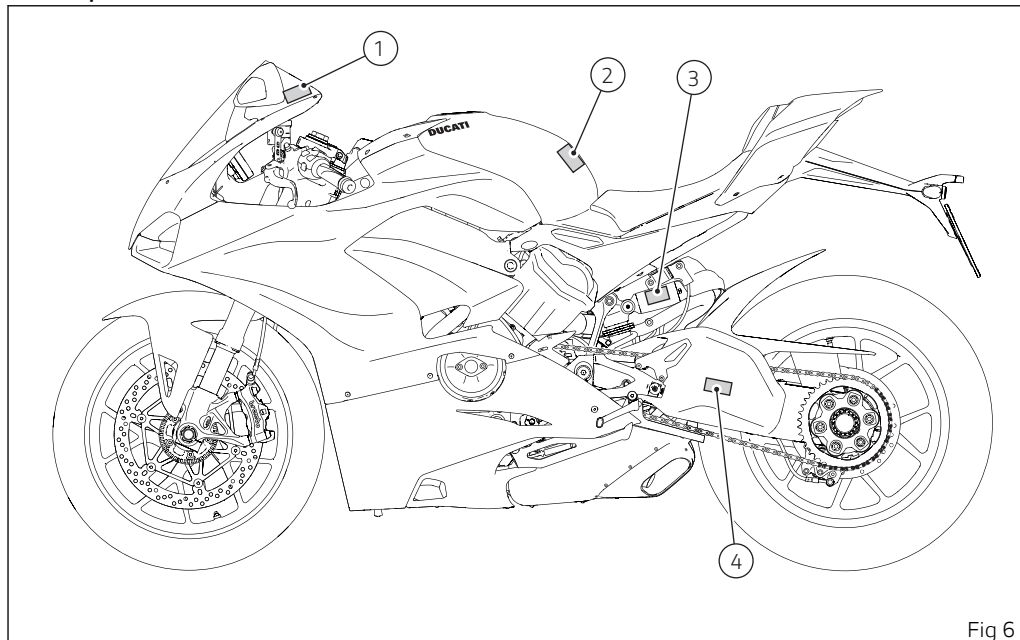


Fig 6

WARNING

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

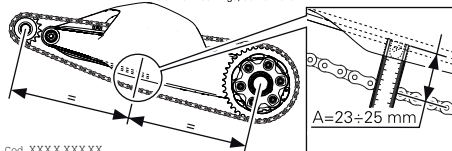
Cod. 633 1 165 1A

1

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 la plastica del pattino catena, che deve risultare: $A = 23 \pm 25$ 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. Push down the chain with one finger at the indicated point of measurement and release. Measure the distance (A) between the chain pins centre and the chain sliding shoe plastic.

Reading must be $A = 23 \pm 25$ mm. This indication is only valid with the motorcycle set to its standard settings, as delivered.



Cod. XXXX XXXXX

4

CAUTION

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

2

WARNING

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

3

Fig 7

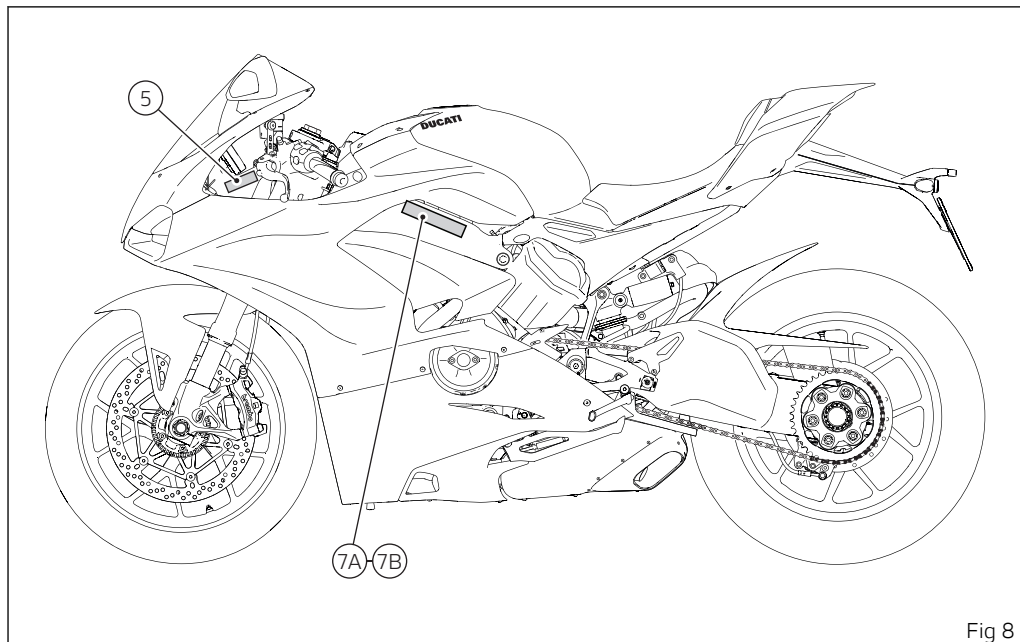


Fig 8

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

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

XXXXXXX

7B (Only Canada)

5

MANUFACTURED BY/FABRIQUÉ PAR : DUCATIMOTORHOLDING spa					
TYPE OF VEHICLE / TYPE DE VÉHICULE : MC DATE: XXXXX					
GVWR / PNBV: XXX KG. V.I.N. / N.I.V.: XXXXXXXXXXXXXXXXX					
GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only:	XX.X	XXX
			Driver and passenger:	XX.X	XXX
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only:	XX.X	XXX
			Driver and passenger:	XX.X	XXX
THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION					

XXX.XXX.XX

Manufactured by: **DUCATIMOTORHOLDING spa** date: XX/XXXX

XXXXXXXXXX

GVWR: XXX Lbs (XXX kg); GAWR FRONT: XXX Lbs (XXX kg); GAWR REAR: XXX Lbs (XXX kg)

WITH TIRES: FRONT XXX/XXXXX REAR XXX/XXXXX

WITH RIMS: FRONT XXXXXXXXX REAR XXXXXXXXX

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY FRONT XXX PSI (XXX kPa) REAR XXX PSI (XXX kPa)

DRIVER AND PAY LOAD, FRONT XXX PSI (XXX kPa) REAR XXX PSI (XXX kPa)

**THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE
 STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE**

Vehicle I.D. No. XXXXXXXXXXXXXXXXX

Type Classification: **MOTORCYCLE**

7A (Only California)

Fig 9

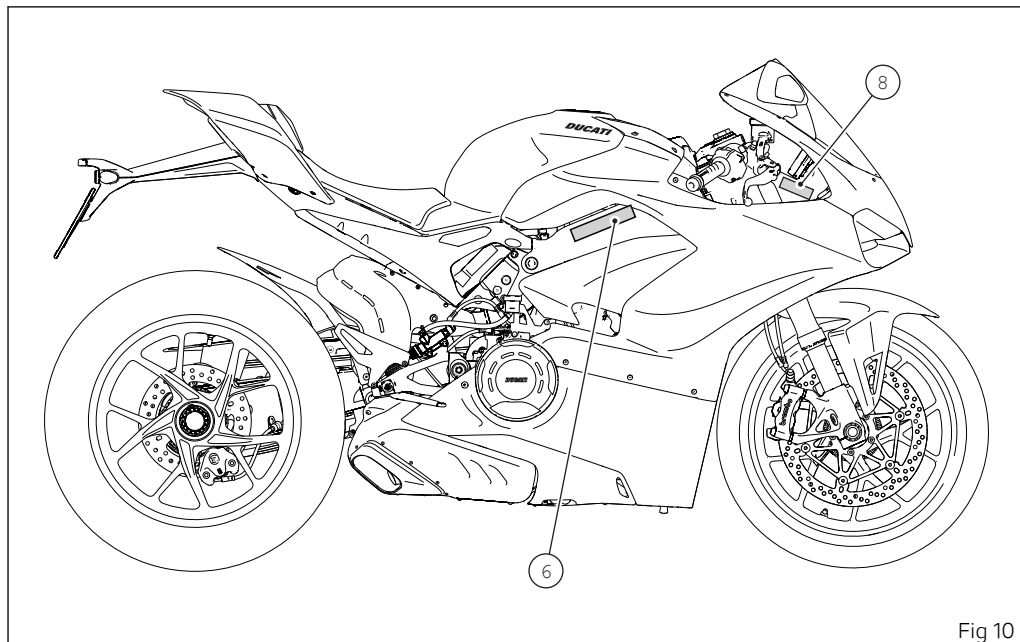
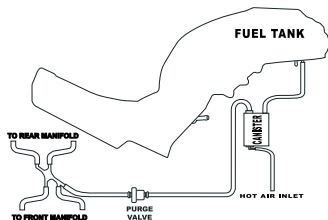


Fig 10

VEHICLE EMISSION CONTROL LABEL

ENGINE DISPLACEMENT: XXXX cc ENGINE FAMILY: XXXXXXXX.XXXX
 THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS
 APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES.
 EVAP FAMILY: XXXXXXXXXX



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

XXX.X.XXX.XX

VEHICLE EMISSION CONTROL INFORMATION		XXXXXXXXXX
Engine displacement: XXXX cc Engine family: XXXXXXXXXX Engine exhaust control system: XXXXX, XXXX, XXXXX, XXX Evap family: XXXXXXXXXX Permeation family: XXXXXXXXXX	THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO XX HC+NOx G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA	
ENGINE TUNEUP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	XX bTDC at idle speed	No adjustments
IDLE SPEED (RPM):	XXXX ± XX	No adjustments
IDLE MIXTURE:	Opening XXX + XXX mm	No adjustments
VALVE CLEARANCE (in & ex):	Closing XXX + XXX mm	See Service Manual
SPARK PLUG: NGK MAR10A-J		OIL: SAE 15W/50
SPARK PLUG GAP (mm): XX + XX		FUEL: Unleaded gasoline
DUCATI MOTORHOLDING sp.a. - Bologna - ITALY - Importer: DUCATI North America Inc. - Cupertino - California		

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

6

8

Fig 11

Noise and exhaust emission control system information

Source of Emissions

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

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2019 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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

Manufacturer's warranty coverage

Manufacturer's warranty coverage

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

Owner's warranty responsibilities

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

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

California evaporation emission system

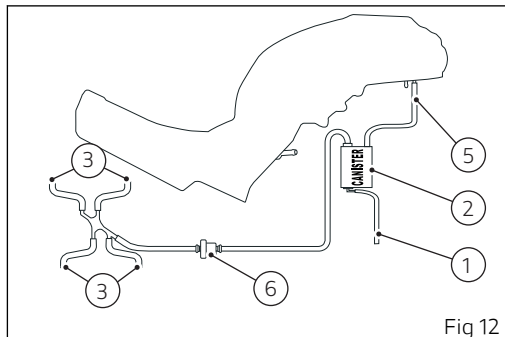
This system consists of:

- 1) Hot air inlet;
- 2) Canister;
- 3) To manifold;
- 4) Fuel tank;
- 5) Breather pipe;
- 6) Purge valve.



Attention

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



Ducati limited warranty on emission control system

Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

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

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

I. Coverage

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

applicable regulations of the United States Environmental Protection Agency and the California

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

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

II. Limitations

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

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

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

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

III. Limited liability

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

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

IV. Legal rights

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

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

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any

individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc.

448 E. Middlefield Road
Mountain View, CA 94043 USA

Tel: 001.888.391.5446

E-mail: customerservice@ducatiusa.com

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) DISPLAY

2) NEUTRAL LIGHT N (GREEN)

Comes on when in neutral position.

3) 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.

4) HIGH BEAM LIGHT (BLUE)

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

5) FUEL WARNING LIGHT (AMBER YELLOW)

Comes on when fuel is low and there are about 1.19 gallons (4.5 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS (GREEN)

Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT (RED)

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



Important

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

8) DAVC LIGHT (AMBER YELLOW)

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

- Light off: DTC/DWC/DSC enabled and functioning;
- Light ON flashing: DTC/DWC/DSC enabled, but with degraded performance;
- Light steady ON: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit.

9) ENGINE DIAGNOSIS - MIL LIGHT (AMBER YELLOW)

It turns on in the case of "engine" errors that in some cases will lock the engine.

10) ABS LIGHT (AMBER YELLOW)

Indicates ABS status.

- Light off: ABS enabled and functioning;
- Light ON flashing: ABS in self-diagnosis and/or functioning with degraded performance;
- Light steady ON: ABS disabled and/or not functioning due to a fault in the ABS control unit.

11) DRL LIGHT WARNING LIGHT (GREEN)

Indicates DRL lights status (not present in China, Canada and Japan versions).

- Light OFF: DRL light off;
- Light steady ON: DRL light active;
- Light ON flashing: DRL light in fault.

12) DTC INTERVENTION (AMBER YELLOW)

- Light OFF: no intervention;
- Light steady ON: advance cut or injection cut.

13) OVER REV / IMMOBILIZER SYSTEM

Over rev:

- Light OFF: no intervention;
- Light ON flashing: limiter;
- Light steady ON: first threshold (RPM no. before the limiter kicks in).



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:

- Light OFF: key-on status or key-off status for over 12 hours;
- Light ON flashing: key-off status;

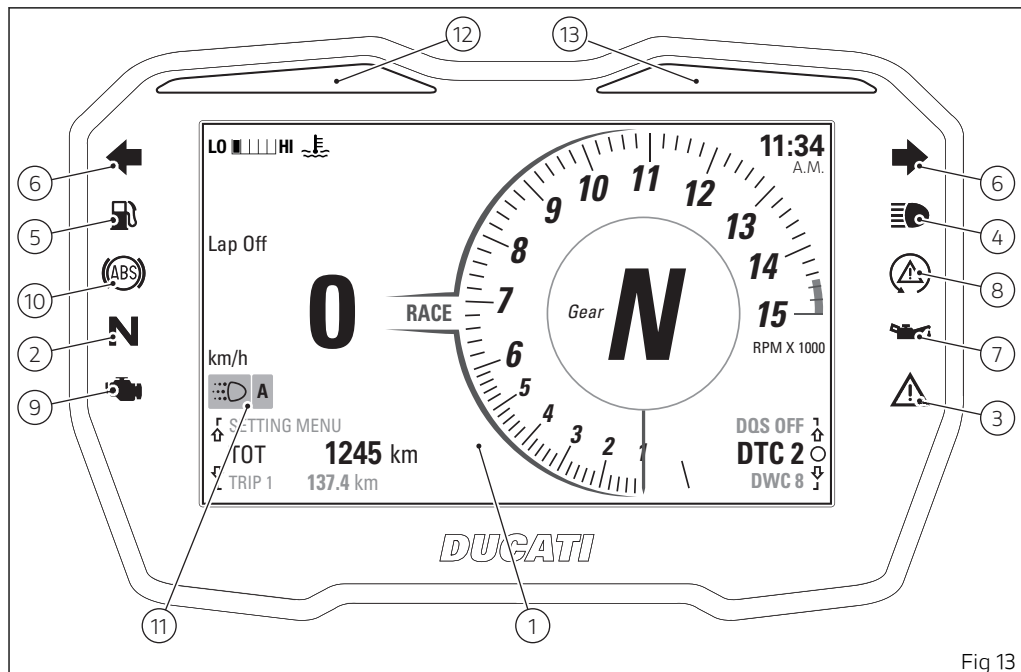


Fig 13

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DPL
Ducati Power Launch
DQS
DUCATI Quick Shift
DSB
Instrument panel
DSC
Ducati Slide Control
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
EBC
DUCATI Engine Brake Control
ECU

Engine Control Unit
GPS
Global Positioning System
IMU
Inertial Measurement Unit

Technological Dictionary

Engine Brake Control (EBC)

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

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

Riding Mode

The rider of a Panigale V4 can choose from 3 different preset motorcycle configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode), the ABS settings, DTC, DQS, EBC, DWC and instrument panel graphics.

The Riding Modes available for the Panigale V4 are: Race, Sport and Street. Within every Riding Mode, the rider can customize any setting.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. For the Panigale V4 there are three Power Modes, one for each Riding Mode:

- LOW, with "smooth" delivery;
- MEDIUM, 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 track use and very expert riders because it is less sensitive to slipping and intervention is thus rarer.

Ducati Slide Control (DSC)

The Ducati Slide Control (DSC) system assists the rider during the acceleration when exiting a curve in order to better control the sideslipping of the rear wheel. The system thus improves the intervention of the single DTC function that works on the tire longitudinal slipping providing better assistance in extreme riding conditions.

Anti-lock Braking System (ABS)

The ABS system fitted to the Panigale V4 is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level while riding with the motorcycle straight and not leaning over. The active presence of

strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The Panigale V4 ABS features a "cornering" function that optimizes 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 cornering function is active on all the ABS levels.

According to the selected level, the Panigale V4 ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

Ducati Quick Shift (DQS)

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

system, with controlled throttle opening for operation during downshifting.

Ducati Wheelie Control (DWC)

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

Ducati Data Analyzer+ (DDA+)

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

speed, rpm, gear engaged, engine temperature, DTC intervention.

Ducati Power Launch (DPL)

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.

The DPL system works with three intervention levels, each calibrated to offer a different start assist degree.

Function buttons

1) CONTROL SWITCH UP "▲"

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

2) CONTROL SWITCH DOWN "▼"

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

3) HIGH-BEAM FLASH BUTTON FLASH

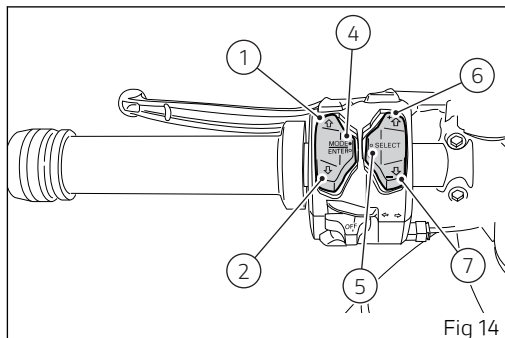
The high-beam flash button may also be used for LAP functions.

4) CONFIRM MENU / RIDING MODE CHANGE MENU BUTTON

Button used to confirm, to enter Riding Mode change menu and to enter Setting Menu.

5) "SELECT" QUICK SELECTION BUTTON

Button used to select / confirm the quick level change



6) UP "▲" QUICK SELECTION BUTTON (Fig 14)

Button used for UP selection of quick level change

7) DOWN "▼" QUICK SELECTION BUTTON

(Fig 14)

Button used for DOWN selection of quick level change

8) HAZARD BUTTON

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

9) DRL BUTTON

Button used to switch on/off the DRL lights (not present in China, Canada and Japan versions).

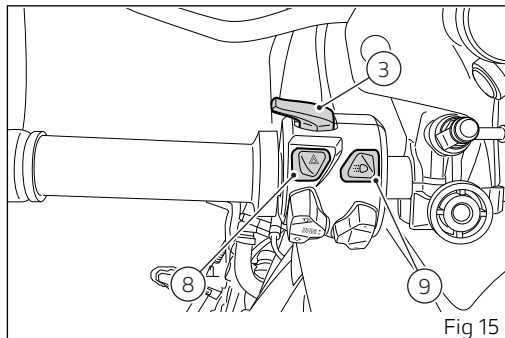


Fig 15



Attention

Using the quick selection buttons (6) and (7) while riding could result in dangerous situations, since it immediately changes the triggering threshold of the currently associated function: traction control (DTC), wheelie control (DWC), engine brake control (EBC). On your vehicle this setting can be changed while riding, regardless of the throttle twistgrip position: use this control carefully in order to avoid any dangerous situation. You are advised against using the UP or DOWN buttons while riding the motorcycle. Ducati shall not be liable for any loss or damage whatsoever linked to or connected with the Customer or third parties disabling or manually setting the riding aid functions.

Parameter setting and displaying

Upon key-on, the instrument panel displays the DUCATI Logo and carries out a sequential check of the LED warning lights.

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

During this check stage, if the vehicle speed exceeds 3 mph (5 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.

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

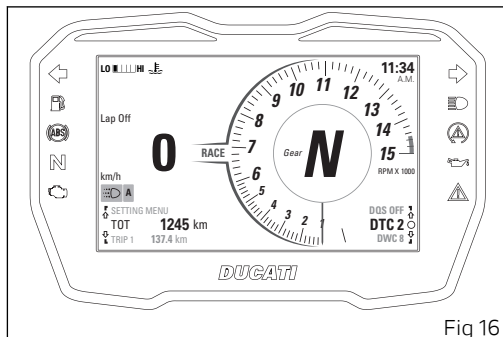


Fig 16

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

- 1) Vehicle speed
- 2) Engine coolant temperature
- 3) Set Riding Mode
- 4) Gear indication
- 5) Rev counter
- 6) Clock
- 7) LAP time (Lap) - if activated
- 8) Bluetooth indication (only if Bluetooth is available and active)
- 9) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is active and a smartphone is connected)
- 10) Connected device indication (only if Bluetooth is available and active)
- 11) Function menu
- 12) Parameter menu and level change
- 13) Status of DRL Lights (Auto, Manual or disabled) / Low Beams (active / not active): in this area DRL and Low Beams warning lights alternate (DRL lights are not present in China, Canada and Japan versions).

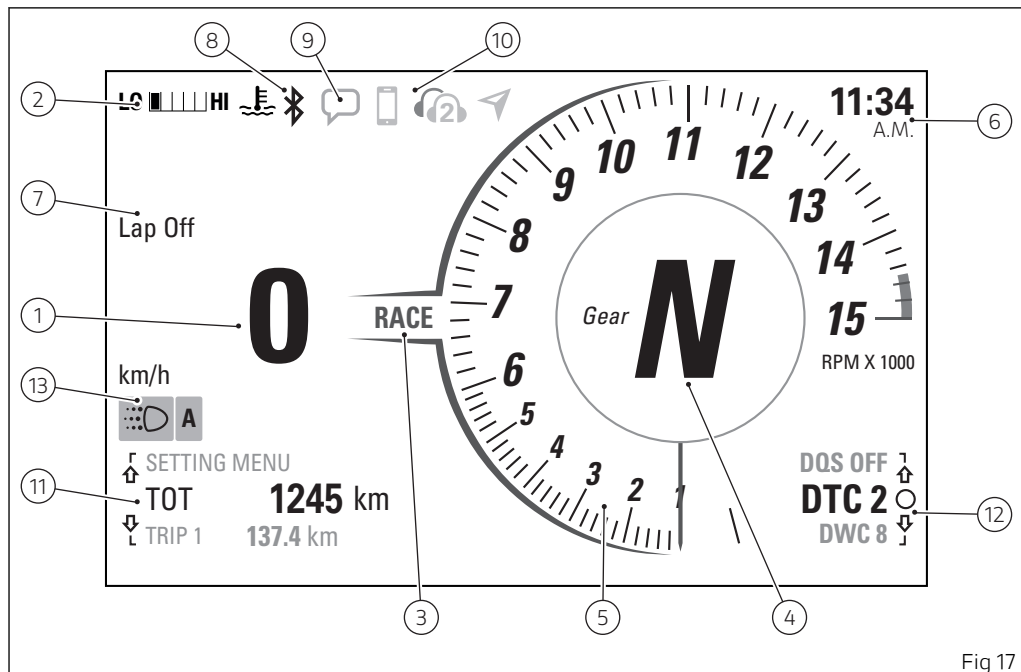


Fig 17

- Data displayed on the main screen for ROAD layout are as follows:
- 1) Vehicle speed
 - 2) Engine coolant temperature
 - 3) Set Riding Mode
 - 4) Gear indication
 - 5) Rev counter
 - 6) Clock
 - 7) Infotainment — Player (volume / track selection / track control)(only if Bluetooth active, smartphone connected and Player active)
 - 8) Bluetooth indication (only if Bluetooth is active)
 - 9) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is available and active and a smartphone is connected)
 - 10) Connected device indication (only if Bluetooth is available and active)
 - 11) Function menu
 - 12) Parameter menu and level change
 - 13) Status of DRL Lights (Auto, Manual or disabled) / Low Beams (active / not active): in this area DRL and Low Beams warning lights alternate (DRL lights are not present in China, Canada and Japan versions).

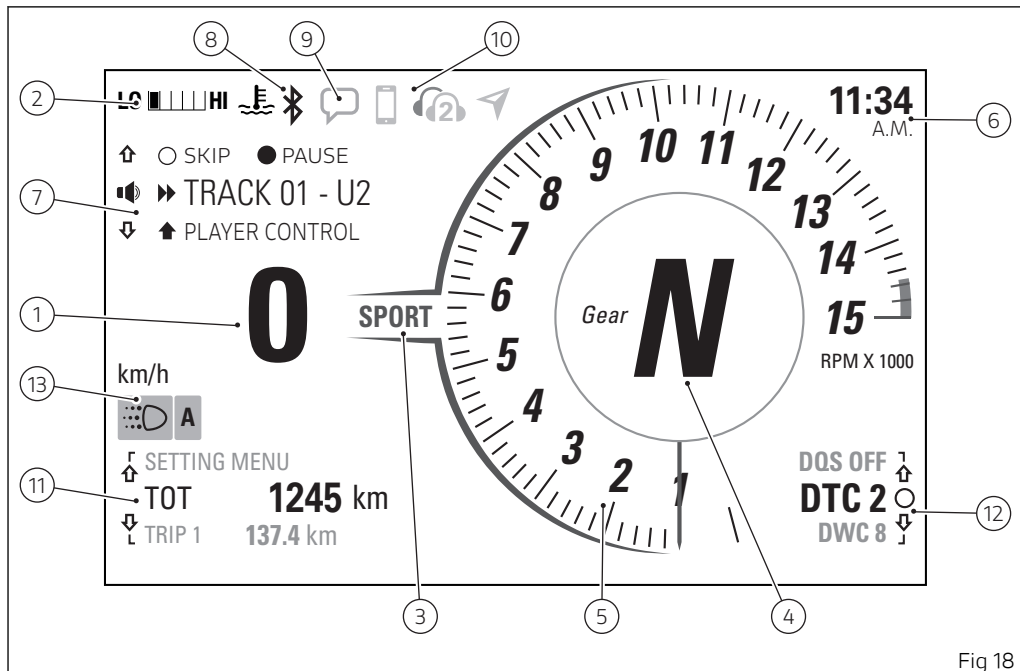


Fig 18

Main and auxiliary functions

The functions displayed in the Standard Screen are the following:

Main information

- Rev counter
- Vehicle speed
- Engine coolant temperature
- Clock
- Set Riding Mode
- Gear indication
- Parameter and level change menu:
 - DTC
 - DWC
 - DSC
 - EBC
 - ABS
 - DQS

- Function menu:
 - Odometer (TOT)
 - Trip meter 1 (TRIP 1)
 - Average Fuel Consumption (CONS. AVG 1)
 - Average speed (SPEED AVG 1)
 - Trip time (TRIP 1 TIME)
 - Ambient air temperature (T-AIR)
 - Partial fuel reserve counter (TRIP FUEL)
 - Trip meter 2 (TRIP 2)
 - Instantaneous fuel consumption (CONS. I.)
 - Lap time off/on (LAP) (only in TRACK mode)
 - Player management on/off (PLAYER) (only in ROAD mode and only if Bluetooth is active with a smartphone connected)
 - Call management (LAST CALLS) (only in ROAD mode and only if Bluetooth is active with a smartphone connected)
 - Setting menu (SETTING MENU)

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:
 - DTC/DWC/DSC levels setting (DAVC)
 - engine setting (Engine)
 - ABS level setting (ABS)
 - EBC level setting (EBC)
 - DQS level setting (DQS)
 - display mode customization (Info Mode)
 - reset to default factory settings (DEFAULT)
- PIN CODE activation and modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)
- Date and time setting (Date and Clock)
- unit of measurement setting (Units)
- Service thresholds display (Service)
- tire calibration (Tire Calibration)
- DRL lights setting (DRL) (DRL lights are not present in China, Canada and Japan versions)
- indication of associated devices, pairing, deletion of devices and displaying of Bluetooth version (Bluetooth)
- turn indicator automatic switch-off feature (Turn indicators)
- DDA
- Info (Info):
 - battery indication (BATTERY)
 - engine rpm digital indication (RPM)

Additional information

- Infotainment - Bluetooth
- Lap time (LAP)
- DPL level
- SERVICE indication
- SERVICE count-down indication
- Warning/Alarm indication (Warning)
- Side stand status (Side Stand)

Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it using a needle rev counter.

The rev counter is displayed in mode (A) in TRACK view and is displayed in mode (B) in ROAD view.

The needle movement is followed by a gray wake in DAY mode (C) and by a white wake in NIGHT mode. When exceeding 13000 rpm, the needle wake turns amber yellow (for Performance engine control units the threshold is 12500 rpm), while when the first limiter threshold (Over-rev) is reached, the wake turns red and warning light 15 (turns on). The red wake flashes when the limiter (Over-rev) activates. If the number of rpm is lower than 1000, the needle wake is not displayed.

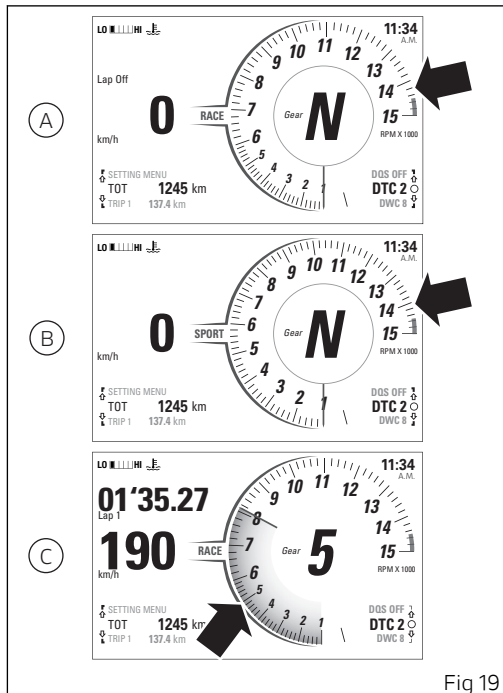


Fig 19

Vehicle speed

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

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

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

Note

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

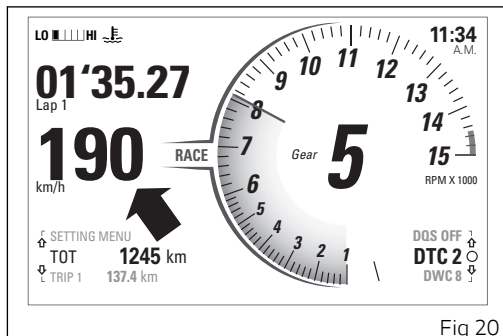


Fig 20

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, turns on.

Dash “-” steady and Neutral (warning light 2 flashing are displayed on the instrument panel in case of gear sensor fault.

Note

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

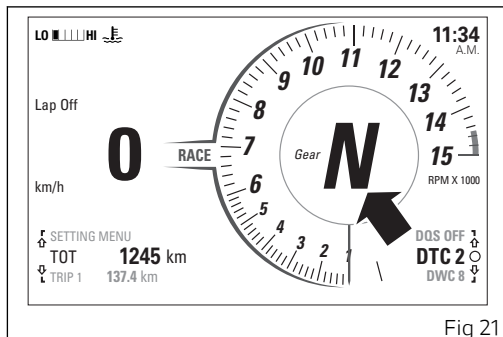


Fig 21

Clock

The instrument panel shows the time in the following format:

- A.M. (from 12:00 to 11:59) or P.M. (from 12:00 to 11:59).
- hh (hours) : mm (minutes);

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

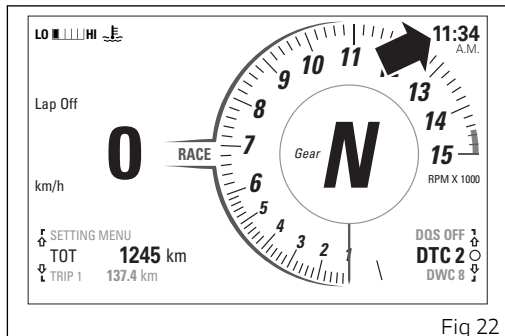


Fig 22

Engine coolant temperature

The instrument panel displays the engine temperature value through a graduated scale divided into 5 notches between "LO" and "HI" symbols.

The temperature display range goes from +104°F to +257°F (+40°C ÷ +125°C).

When the temperature is higher than +257°F (+125°C), the graduated scale is replaced by the red flashing "HIGH" message.

Attention

In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.

If the motorcycle continues to be used when the engine is overheated, severe damage may occur.

When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.

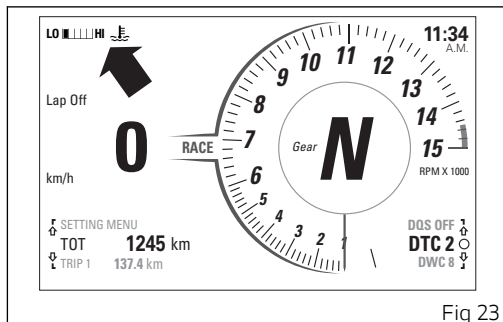


Fig 23

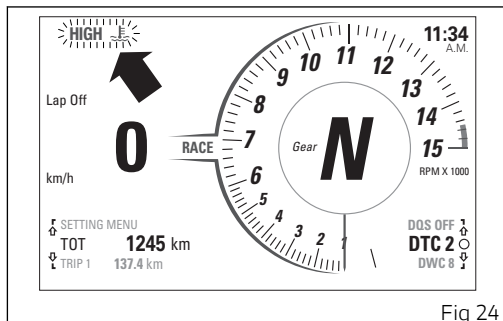


Fig 24

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: RACE, SPORT, STREET.

The selected and active riding mode is displayed in the central part of the display, between the speed value and the rev counter.

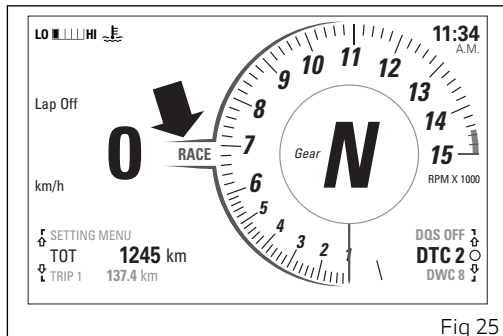


Attention

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

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

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



- a specific level of intervention for the DSC control of side slipping of the rear tire (1, 2, 3, OFF);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, OFF);
- a specific DQS level (UP/DOWN, OFF)

A different standard screen layout (TRACK, ROAD) is associated to every riding mode; it is set by Ducati or customized by the user from the setting function page; the layouts set by Ducati are associated to the Riding modes as follows:

- TRACK layout for the RACE Riding mode (Fig 17);
- ROAD layout for the SPORT Riding mode (Fig 18);
- ROAD layout for the STREET Riding mode (Fig 18);

Riding mode change function

This Function allows changing vehicle Riding Modes in static and dynamic conditions. There are four possible riding modes: RACE, SPORT, STREET.

To select the riding mode it is necessary to access the specific Riding Mode Menu by pressing button (4) for 1 second.

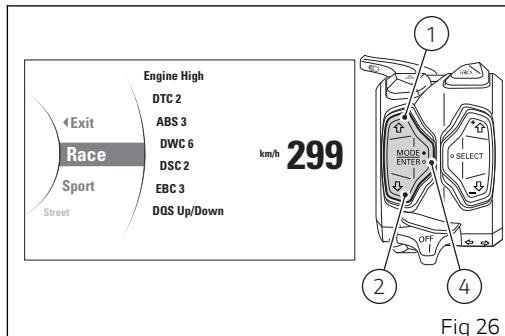
The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- RACE
- SPORT
- STREET

One of these will be highlighted to indicate that it was the last memorized setting and is currently in use. The "EXIT" message is also present: if button (4) is pressed when this application is selected, the instrument panel will quit without memorizing the new riding mode.

For the highlighted riding mode some of the parameter settings are displayed:

- engine power (ENGINE): "Engine" lettering followed by set engine power ("High" "Medium" "Low");



- DTC system: the "DTC" message 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;
- ABS system: the "ABS" text followed by the level of calibration set ("1" "2" "3");
- DWC system: the "DWC" message 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;

- DSC system: the "DSC" message followed by the level of intervention set ("1" "2" "3") in case the DSC is active or by "off" in case the DSC is disabled;
 - EBC system: "EBC" message followed by the level of intervention set ("1" "2" "3") in case EBC is active or by "off" in case the EBC is disabled;
 - DQS system: the "DQS" message followed by the level of intervention set ("Up/Down") in case the DQS is active or by "off" in case the DQS is disabled.
- Once the desired riding mode is selected press button (4) to memorize the new Riding Mode.

The displayed information is the settings stored for every single Riding Mode. The stored settings may be the Ducati default settings or the ones customized by the owner.

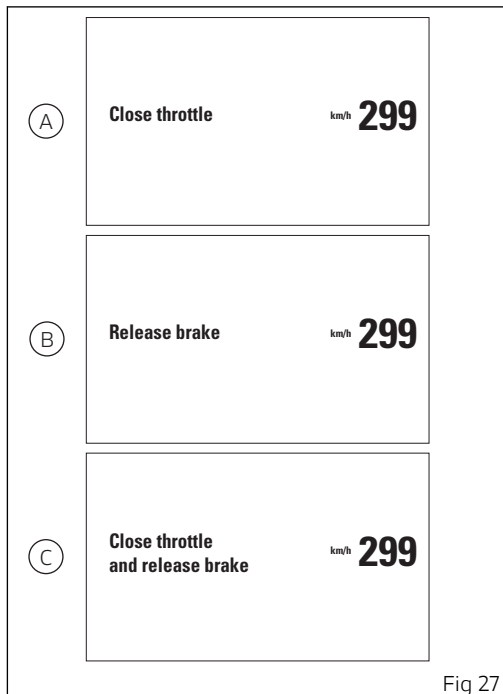
Now, every time button (1) or button (2) is pressed the instrument panel scrolls the other Riding Modes (RACE, SPORT, STREET) and " ◀ EXIT". If, for instance, the starting Riding Mode is RACE, by pressing button (2) the instrument panel highlights SPORT, STREET, and " ◀ EXIT" to then go back to RACE; by pressing instead button (1) the instrument panel will highlight " ◀ EXIT", STREET, SPORT to then go back to RACE.

If vehicle speed is lower than or equal to 3 mph (5 Km/h) the instrument panel checks the throttle position only:

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying;
- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A), indication; only when throttle is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying.

If vehicle speed is higher than 3 mph (5 Km/h), the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode, the name of the Riding mode flashes for 3 seconds and goes back to "standard page" displaying;



- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "RELEASE BRAKES" (B) indication and only when brakes are released the new selected riding mode is confirmed and memorized, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" (C) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorizes the new selected riding mode and goes back to "standard page" displaying.

If the above-described conditions for "validating" the change of Riding Mode are not observed within 5 seconds from when "CLOSE THROTTLE" or "RELEASE BRAKES" or "CLOSE THROTTLE AND RELEASE BRAKES" indications, the selection

procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

If you select "EXIT" and press button (4) (, the instrument panel will display the main screen, without storing the new setting (the new Riding Mode).

Parameter menu and level change

In the lower right corner of the main screen the “Parameter and level change menu” is displayed. This menu features 2 modes:

- Parameter displaying
- Oil change

Note

Upon next Key-On the “Parameter and level change menu” displays the last mode used before Key-Off.

Note

In case of battery off, when the voltage is restored and upon next Key-On, the “Parameter and level change menu” displays “Parameter displaying” mode.

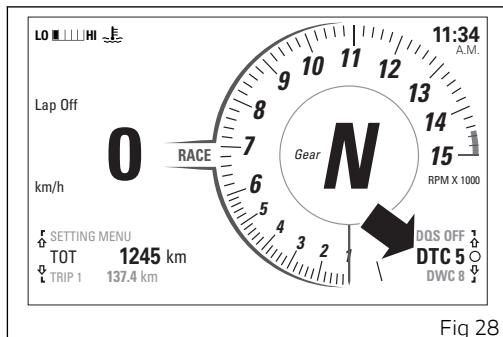


Fig 28

Parameter displaying

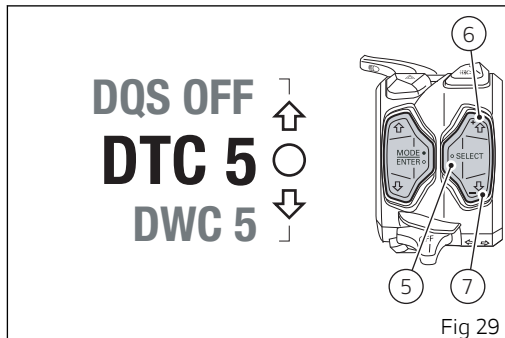
This mode of “Parameter and level change menu” displays the following parameters with the relevant values currently set:

- DTC
- DWC
- DSC
- EBC
- ABS
- DQS

With button (6)  and button (7)  it is possible to scroll in rotation the list of available parameters. When the empty circle symbol  at the right of the parameter is displayed, it is possible to carry out a level change for that parameter by pressing button (5) .

Note

If a parameter has been set to “off” through the Setting Menu (e.g. DTC, DWC, DSC, EBC), “off” status is displayed and it is not possible to perform its quick change.



Oil change

This mode of “Parameter and level change menu” displays the selected parameter and the relevant level currently set, and it is possible to set a new level among the available values.

Parameters for which it is possible to perform the quick change are the following:

- DTC (from level 1 to level 8)
- DWC (from level 1 to level 8)
- DSC (from level 1 to level 2)
- EBC (from level 1 to level 3)

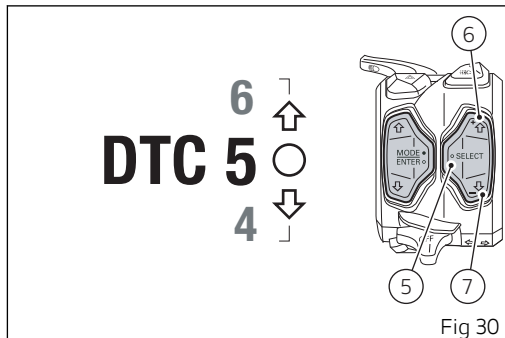
In “Parameter displaying” mode, when one parameter listed above is displayed, press button (5) 

to enter level quick change mode.

The parameter is displayed inside the menu on the left side and it is possible to select the desired level using button (6)  and button (7) .

For example, if the parameter for which you wish to carry out the quick level change is “DTC” and the current level is “5”:

- each time you press the button (7)  it decreases by one level until reaching level “1”;



- each time you press the button (6)  it increases by one level until reaching level “8”.

The level displayed is immediately set by the instrument panel for the concerned parameter.



Note

Through the quick change it is not possible to disable the parameter by setting an “off” level.

Press button (5)  to go back to “Displaying of parameters and relevant values” mode.

DTC

The instrument panel displays DTC status through the "Parameter and level change menu" page 64:

- if the DTC is active, the message "DTC" and the set intervention level number "1" to "8";
- if DTC is active, but system is in degraded operation, "DTC" indication and the number, "1" to "8" (flashing); also the DAVC warning light (8, starts flashing;
- when in fault, the "DTC" indication and the red "Err" message;
- if the DTC is disabled, the "DTC" indication and "Off" message; also the DAVC warning light (8, turns on.



Attention

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

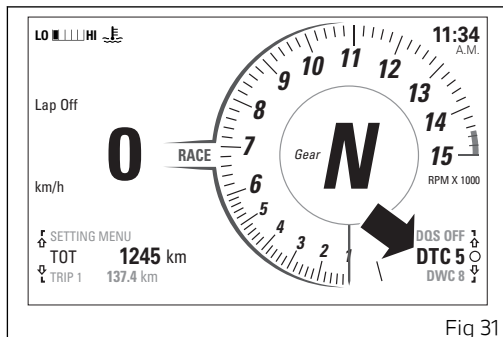


Fig 31



Attention

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

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

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

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

DTC	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	TRACK Professional	This level is designed for exclusive track use and for very expert riders. It is optimized for Pirelli tires with SC1 compound. In this mode, the DTC allows sideslipping.	NO
2	TRACK	This level is designed for exclusive track use and for very expert riders. It is optimized for OEM tires. In this mode, the DTC allows sideslipping.	NO
3	SPORT / TRACK	This level is designed for track use and for expert riders. In this mode, the DTC allows sideslipping.	It is the default level for the "RACE" Riding Mode
4	SPORT / TRACK	This level is designed for track use (and road use, for expert riders).	

DTC	RIDING MODE	USE	DEFAULT
5	SPORT	This level is designed for riding on the road or on the track, consistent with ENGINE LOW operation.	It is the default level for the "SPORT" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "STREET" Riding Mode
7	RAIN	This level is designed for track use, exclusively with Rain tires when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level.	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE tires and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tires for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/60ZR17 at the rear. The use of tires of different size and characteristics to the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended

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

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

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

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Level depends on riding style

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

Tips for use on the track

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

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

Tips for use on the road

We recommend level 8 be used in order to get used to the system. If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc. until you find the level that suits you 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).

DWC

The instrument panel displays DWC status through the "Parameter menu and level change" page 64:

- if the DWC is active, the message "DWC" and the set intervention level number "1" to "8";
- if DWC is active, but system is in degraded operation, "DWC" message and the number, "1" to "8" (flashing); also the DAVC warning light (8, starts flashing;
- when in fault, the "DWC" indication, the red "Err" message; also the DAVC warning light (8, turns on;
- if DWC is disabled, "DWC" "OFF" indication;



Attention

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



Note

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

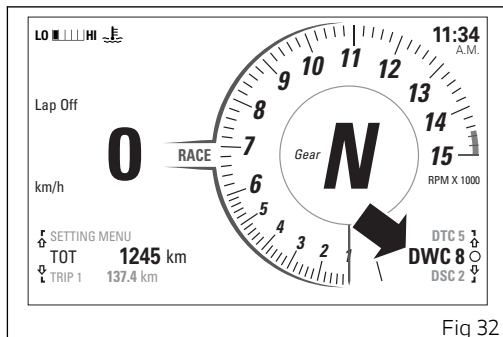


Fig 32

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



Attention

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

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

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

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

DWC	USE		DEFAULT
6	SPORT	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
7	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	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 Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/60ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate

levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

- 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).

DSC

The instrument panel displays DSC status through the "Parameter and level change menu" page 64:

- if the DSC is active, the "DSC" indication and the set intervention level number "1" to "2";
- if DSC is active, but system is in degraded operation, the "DSC" indication and the number, "1" to "2" (flashing); also the DAVC warning light (8, starts flashing;
- when in fault, the "DSC" indication and the red "Err" message;
- if the DSC is disabled, the "DSC" indication and "OFF" message; also the DAVC warning light (8, turns on.



Attention

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



Note

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

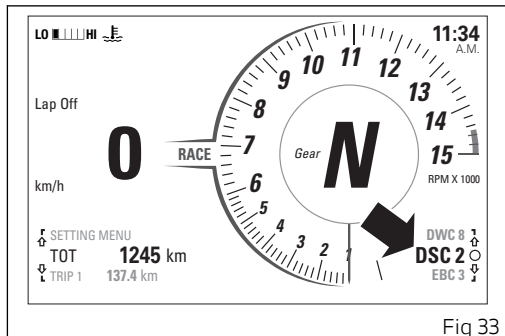


Fig 33

The Ducati Slide Control (DSC) system assists the rider during the acceleration when exiting a curve in order to better control the sideslipping of the rear wheel. The system thus improves the intervention of the single DTC function that works on the tire longitudinal slipping providing better assistance in extreme riding conditions.

The DSC system works on 2 different levels, each calibrated to offer a different intervention on the side slipping of the tire in combination with a specific DTC level.

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 DSC intervention level depending on the various riding styles. Depending on the selected DTC level, the different levels are optimized for tires and the indicated DTC levels.

DSC	USE	DEFAULT
OFF	The DSC is disabled.	NO
1	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a limited way in order limit side slipping.	NO
2	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a more significant way in order limit side slipping.	It is the default level for the "RACE", "SPORT" and "STREET" Riding Modes.



Attention

The DSC system assists the rider in the control of the rear tire side slipping and facilitates the acceleration out of curves. Therefore, the system does not prevent the rider from reaching potentially dangerous leaning angles and for safety reasons it must be used with due riding care.

Tips on how to select the intervention level

According to the riding style, the curve-exit phase can be performed in a rougher or smoother way and can lead to different leaning angles. Therefore, it is suitable to follow the indications provided below to identify the intervention level most appropriate for your riding style.

To this end, we recommend to identify first the most suitable DTC level according to the indications provided in the DTC system description. Then, we recommend selecting the DSC 2 level, i.e. the most invasive intervention, and ride some laps to become familiar with the system. If the system intervention on the lateral grip is too strong, we recommend trying DSC 1 level, associated to a softer intervention.

If non-OEM tires of a different size class are used or if the tire size differs significantly from the original tires, it may be that the system operation is compromised.

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



Attention

The DSC is a rider assist system. 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.

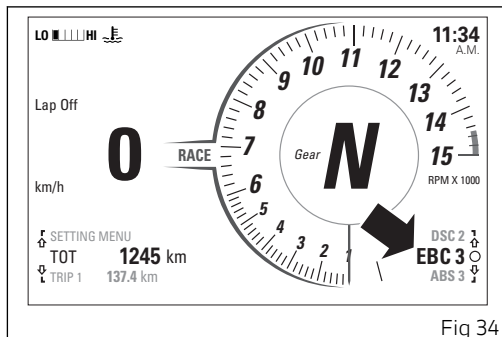
EBC

The instrument panel displays EBC status through the "Parameter and level change menu" page 64:

- if EBC is active, the message "EBC" with the set intervention level number (1 to 3);
- if EBC is active, but system is in degraded operation, "EBC" message and the number, "1" to "3" (flashing);
- when in fault, the "EBC" indication and the red "Err" message;
- if EBC is disabled, "EBC" and "Off" indication.

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

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



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



Attention

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

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

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

Tips on how to select the sensitivity level



Attention

Excellent operation of the EBC system, for all available levels, is ensured only with OE tires and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tires for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/60 ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended

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

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

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

- The grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
- The Riding Mode.

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit.

Level depends on type of track

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

ABS

The instrument panel displays ABS status through the "Parameter and level change menu" page 64:

- the message "ABS" and the set intervention level number "1" to "3";
- if ABS is in degraded operation due to a fault (no "cornering" feature), "ABS" message and the set intervention level number "1" to "3" (flashing); also the ABS warning light (10, starts flashing);
- when in fault, the "ABS" indication, the red "Err" message; also the ABS warning light (10, turns on);



Attention

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

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at

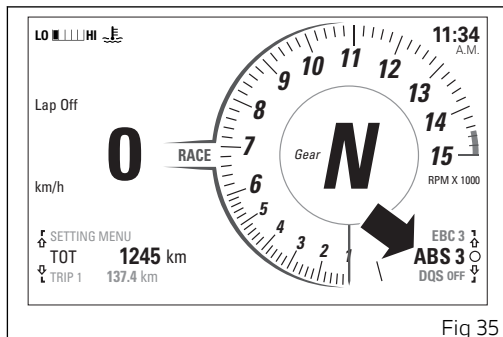


Fig 35

any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the

wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The ABS system fitted to the Panigale V4 is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The Panigale V4 ABS features a "cornering" function that optimizes 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 cornering function is active on all the ABS levels.

According to the selected level, the Panigale V4 ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced

stopping distance under braking, but also the highest possible stability.

In ABS level 1, associated by default to RACE Riding Mode, the system only works on the front discs to ensure top performance for track use. Also in this mode the cornering function is active: its level of intervention is described below.

In ABS level 2, associated by default to SPORT Riding Mode, also the DSC control (slide control under braking) is active. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.



Attention

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

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
1	TRACK	This level is designed exclusively for track use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control the lift-up. While cornering function is active.	It is the default level for the "RACE" Riding Mode
2	SPORT	This level is designed for use when riding on the road and on the track, with good grip conditions. ABS in this level controls both wheels and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider. In this level, also the DSC (slide control under braking) is active.	It is the default level for the "SPORT" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active.	It is the default level for the "STREET" Riding Mode

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE Tires for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70 ZR17 at the front, 200/60 ZR17 at the rear. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tires of different size than the ones approved for your vehicle.

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

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. Moreover, level 2 activates the DSC function (available in this level only).

ABS level 1 is specific for track use and ABS is active only on the front wheel to help performance. In this level there is no lift-up control, but the cornering feature remains active.

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.

DQS

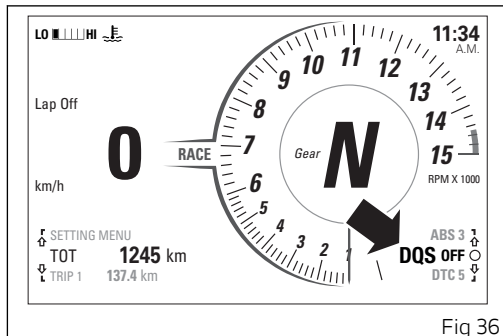
The instrument panel displays DQS status through the "Parameter and level change menu" page 64:

- if DQS is enabled, "DQS U-D" indication (both upshifting and downshifting);
- if DQS is in reduced performance mode, "DQS" indication is displayed flashing;
- if the DQS system or the control unit is in fault, the "Err" message is displayed in red;
- if DQS is disabled, "DQS Off" indication.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a different way when upshifting and downshifting.

Here below are some tips that will ensure you properly exploit this feature:

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.



- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn't move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.

- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorized in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

Function menu

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

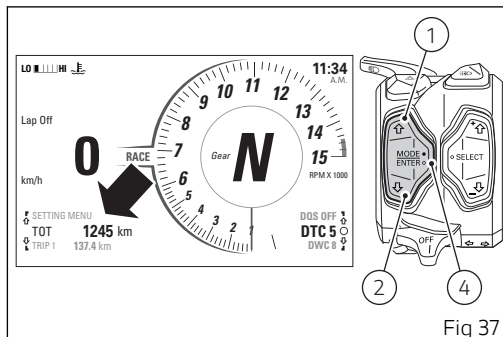
Whenever button (1) is pressed, instrument panel will increase the "position" (from first position to last position, and back to the first one). Whenever button (2) is pressed, instrument panel will decrease the "position" (from last position to first position, and back to the last one).

In Function Menu box, on the LH side, are the UP

⬆ and DOWN ⬇ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 99).

Based on the set Info Mode and Riding Mode, the Function Menu can display different functions. All functions available in the Function Menu are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption (CONS. AVG 1)
- Average speed (SPEED AVG 1)



- Trip time (TRIP 1 TIME)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS. I.)
- Lap time disabling/enabling (LAP Off / On) visible in TRACK info mode only (Fig 17)
- Player management disabling/enabling (PLAYER Off / On) only if BT module is available and a smartphone is connected; visible in ROAD info mode only (Fig 18)

- Call management (LAST CALLS)
only if BT module is available and a smartphone
is connected; visible in ROAD info mode only
(Fig 18)
- Setting menu (SETTING MENU)

Odometer (TOT)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "TOT".

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

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

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

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

Note

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

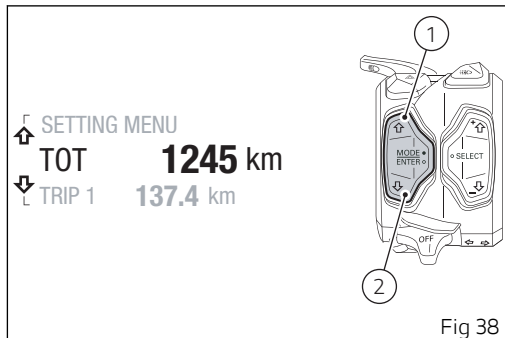


Fig 38

Trip meter 1 (TRIP 1)

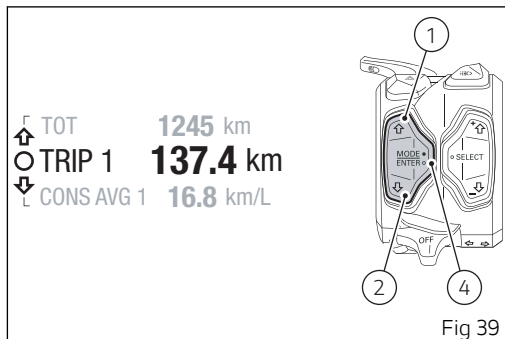
To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "TRIP 1".

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "TRIP 1 RESET ?" in place of the value and unit of measurement. When this warning is active, Function Menu scrolling is not possible.

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



When TRIP 1 is reset, the Average Fuel Consumption (CONS. AVG 1), Average Speed (SPEED AVG 1) and Trip Time (TRIP 1 TIME) are reset as well.

The TRIP 1 counter is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery Off);

- in case of manual change of the units of measurement of the system.

Average Fuel Consumption (CONS. AVG 1)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "CONS. AVG 1".

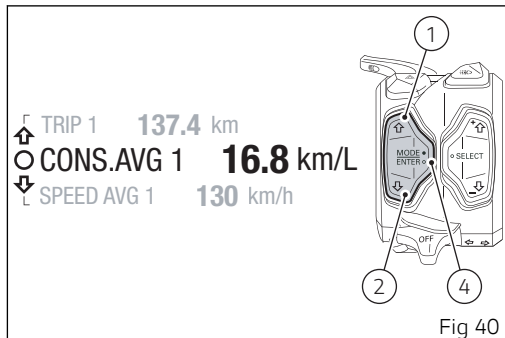
The instrument panel calculates and shows vehicle average fuel consumption.

Average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (km/l or l/100 km or mpg UK or mpg US).

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

When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available, on the display, three steady dashes "- . - ." are displayed as a value of average consumption.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.



If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "CONS.AVG 1 RESET ?" in place of the value and unit of measurement. When this warning is active, Function Menu scrolling is not possible.

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

While if you press button (4), value for CONS. AVG 1 will be reset and the instrument panel will display

CONS. AVG 1 at "0.0" followed by set unit of measurement.

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

When CONS. AVG 1 is reset, the data of the Trip meter 1 (TRIP 1), Average Speed (SPEED AVG 1) and Trip Time (TRIP 1 TIME) are reset as well.

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Trip meter 1 (TRIP 1) is reset;
- due to a battery disconnection (Battery Off);
- in case of manual change of the units of measurement of the system.



Note

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

Average speed (SPEED AVG 1)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "SPEED AVG. 1".

The instrument panel calculates and shows vehicle average speed

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

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

The calculation considers the distance and time since TRIP 1 was last reset. When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average speed is displayed, the instrument panel will activate the

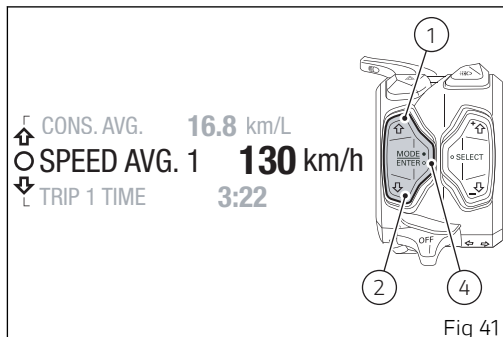


Fig 41

warning "SPEED AVG 1 RESET ?" in place of the value and unit of measurement. When this warning is active, Function Menu scrolling is not possible. If you press button (1) or (2), the instrument panel will display SPEED AVG. 1 again, without resetting the value.

If button (4) is pressed, the value of SPEED AVG. 1 is reset and the instrument panel will display SPEED AVG. 1 with "0" and the set unit of measurement.

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

When SPEED AVG. 1 is reset, also Trip meter 1 (TRIP 1), Average Fuel Consumption (CONS. AVG 1) and Trip time (TRIP 1 TIME) data are reset.

SPEED AVG. 1 counter is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery Off);
- in case of manual change of the units of measurement of the system.

Trip time (TRIP 1 TIME)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "TRIP 1 TIME".

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

The calculation considers the time since Trip meter 1 (TRIP 1), Average Fuel Consumption (CONS. AVG 1) and Average speed (SPEED AVG 1) were last reset.

The active time counting phase occurs when the engine is running, even when the vehicle is stopped. The time count is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again.

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

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "TRIP 1 TIME RESET ?" in place of the time. When this warning is active, Function Menu scrolling is not possible.

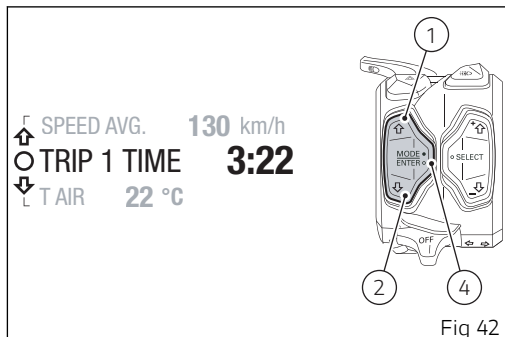


Fig 42

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

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

When TRIP 1 TIME is reset, the Trip meter 1 (TRIP 1), Average speed (SPEED AVG 1) and Average Fuel Consumption (CONS. AVG 1) data are also reset.

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery Off);
- in case of manual change of the units of measurement of the system.

Ambient air temperature (T-AIR)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "T AIR".

The instrument panel displays the ambient temperature followed by "T AIR" and the set unit of measurement (°C or °F).

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

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



Note

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

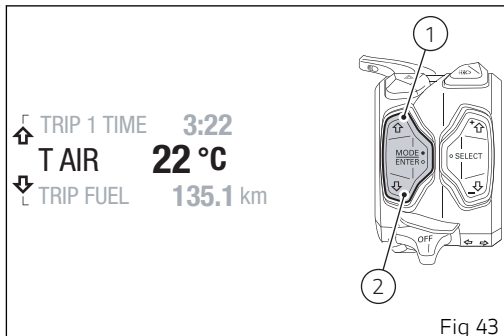


Fig 43

Partial fuel reserve counter (TRIP FUEL)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "TRIP FUEL".

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (i.e. since the Low Fuel Light, (5, turns on) with the set unit of measurement (km or mi).

When the Low Fuel Light (5 turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; then, it is possible to toggle through the other Function Menu functions.

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

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

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

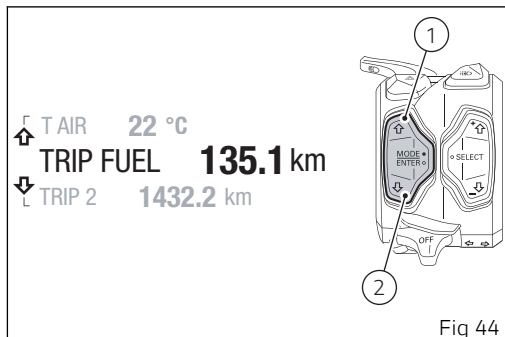


Fig 44

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

Trip meter 2 (TRIP 2)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "TRIP 2".

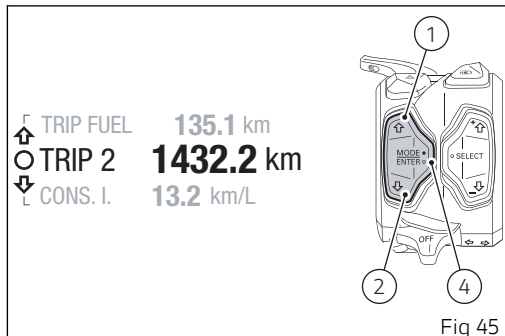
The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km). The mi or km value for TRIP 2 is displayed with the "TRIP 2" indication and unit of measurement.

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "TRIP 2 RESET ?" in place of the value and units of measurement. When this warning is active, Function Menu scrolling is not possible.

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

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or



after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Instantaneous fuel consumption

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "CONS. I."

The instrument panel calculates and shows vehicle instant fuel consumption.

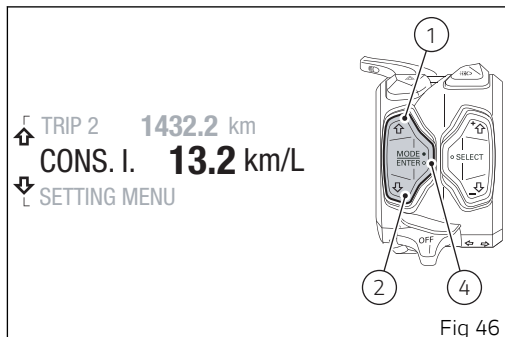
The instantaneous fuel consumption is displayed with the indication "CONS. I." and the indication of the unit of measurement (km/l or l/100 km or mpg UK or mpg US).

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 (km/l or l/100 km or mpg UK or mpg US).

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).

During the phase when no calculation is performed, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

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

Lap time (LAP Off / On)

This function is available for the TRACK (Fig 17) display mode only.

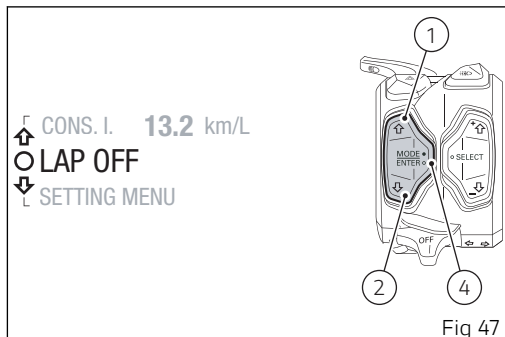
To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "LAP".

This function allows enabling/disabling the Lap time (LAP Time) page recording function.

If LAP is not active, the instrument panel displays "LAP OFF". Press button (4) to switch it on.

If LAP is active, the instrument panel displays "LAP ON". Press button (4) to switch it off.

It is possible to activate or deactivate LAP also through the Setting Menu page 157.



Player management (PLAYER Off / On)

This function is available for the ROAD (Fig 18) display mode only.

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "PLAYER".

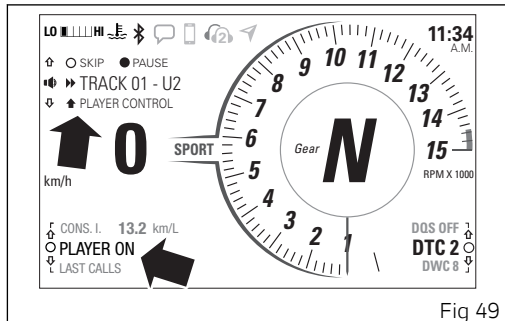
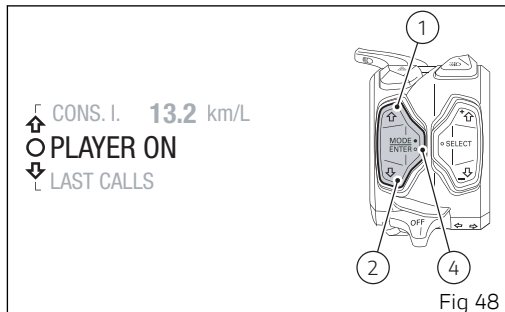
This function allows managing (turning on and off) the Player.

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

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

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

To turn Player off, press button (4).



Call management (LAST CALLS)

This function is available for the ROAD (Fig 18) display mode only.

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display "LAST CALLS".

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

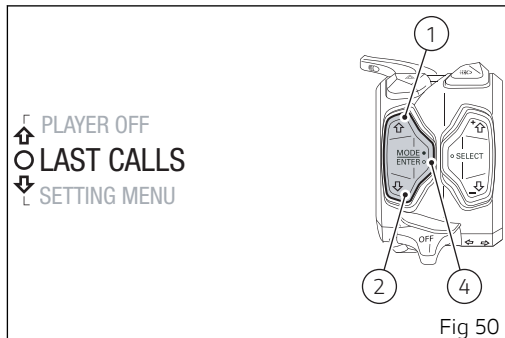
The LAST CALLS function is only available in the Function Menu if the Bluetooth module is available and one Smartphone is connected.

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

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

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

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

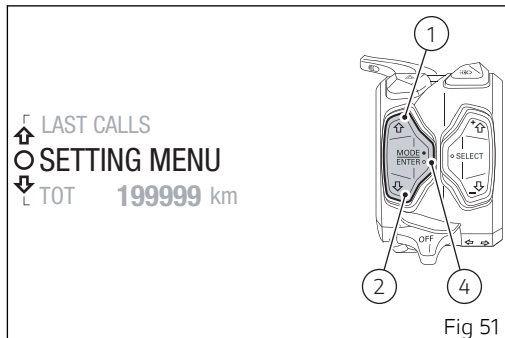


Setting menu (SETTING MENU)

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

For safety reasons, you can enter this Menu only when the actual vehicle speed is lower than or equal to 3 mph (5 km/h). If you are inside the SETTING MENU and the actual vehicle speed exceeds 3 mph (5 km/h) the instrument panel automatically exits from the SETTING MENU and displays the main screen.

To gain access to the SETTING MENU, use button (1) or (2) to select "SETTING MENU" in the left Menu (by displaying it in the "main" position, that is in the central box) and press button (4).



The following indications will be displayed inside the Setting Menu:

- ◀ Exit
- Riding Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tire Calibration
- DRL
- Bluetooth
- Turn indicators
- DDA
- Info
 - BATTERY
 - RPM
- ◀ Exit



Important

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

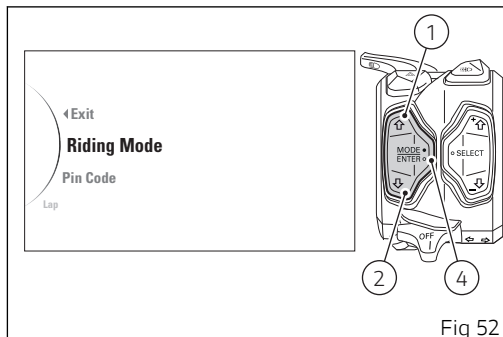


Fig 52

The functions that can be set and consulted are the following:

- Riding Mode
- Pin Code (activation and modification of PIN CODE)
- Lap (Lap time)
- Backlight (setting backlight to AUTO, DAY, NIGHT)
- Date and Clock (setting Date and Time)
- Units (setting the unit of measurement)
- Service (indication of Service thresholds)
- Tire Calibration (Drive Ratio and Tire Calibration)

- DRL (management of DRL lights; the DRL lights are not present in China, Canada and Japan versions)
- Bluetooth (deletion of associated devices and pairing) (function active only if the Bluetooth control unit is available; in this model it is not available, but it can be purchased)
- Turn indicators (Disabling turn indicators automatic switch off)
- DDA (displaying of DDA information) (function active only if DDA option is present)
- Info
 - BATTERY (battery voltage indication)
 - RPM (engine rpm digital indication)

Press buttons (1) and (2) to set the Functions listed above to the "main" position: this means that the indication of the function is highlighted with a more visible character (example **Riding Mode**).

After displaying the required function in the "main" position, press button (4) to open the corresponding menu page.

To quit the SETTING MENU, keep button (4) pressed when the "◀ Exit" indication is in "main" position.

Customizing the Riding Mode

All settings of every riding mode can be customized.

Enter the SETTING MENU.

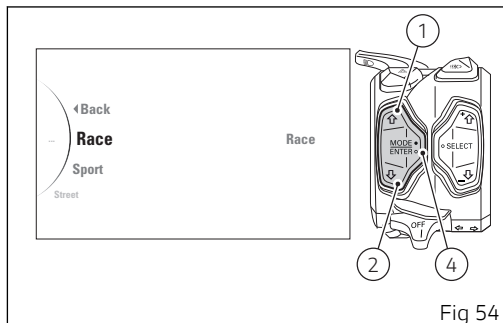
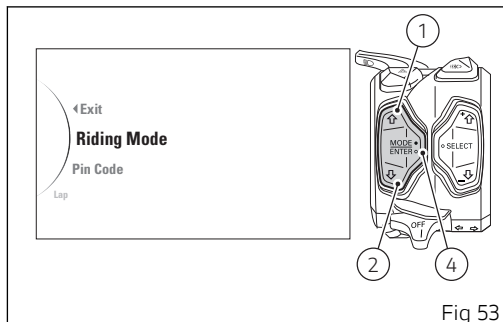
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

After entering the function, the display shows the available riding modes (Race, Sport and Street) on the left side and set Riding Mode on the right side.

The following indications will be displayed in this page:

- ◀ Back
- Race
- Sport
- Street
- All Default (visible only if one or more parameters of one or more Riding Modes are different from the "default" ones)
- ◀ Back



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

- use buttons (1) and (2) to highlight and select the riding mode to customize, then press button (4) to access the customization page for the selected riding mode;
- use buttons (1) and (2) to highlight and select "◀ Back", then press button (4) to go back to previous page;
- use buttons (1) and (2) to highlight and select "All Default", press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customized are DAVC (DTC, DWC, DSC), Engine, ABS, EBC, DQS, Info Mode and DEFAULT (to reset to default factory values for the riding mode). The following indications will be displayed in this page:

- ◀ Back
- DAVC
- Engine
- ABS
- EBC
- DQS
- Info Mode

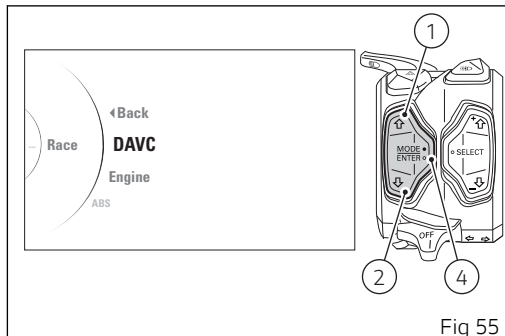


Fig 55

- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time button (1) or button (2) is pressed, the instrument panel allows scrolling all parameters of the Riding Mode selected; once parameter is highlighted, press button (4) to enter parameter customization page where you can edit the settings of the parameter.

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 mode can be reset with the "Default" function and by pressing button (4). Highlight "◀ **Back**" and press button (4) to 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.

The DAVC function is the package of electronic controls (DTC, DWC, DSC) managing motorcycle traction during the acceleration phase: if the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

Customizing the riding mode: DAVC

This function allows setting the levels of functions DTC DWC DSC grouped in the DAVC function associated to each riding mode.

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2).

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

You will access the selected riding mode customization menu (e.g., "Race") (C).

Press button (1) or button (2) to highlight and select "DAVC" and press button (4).

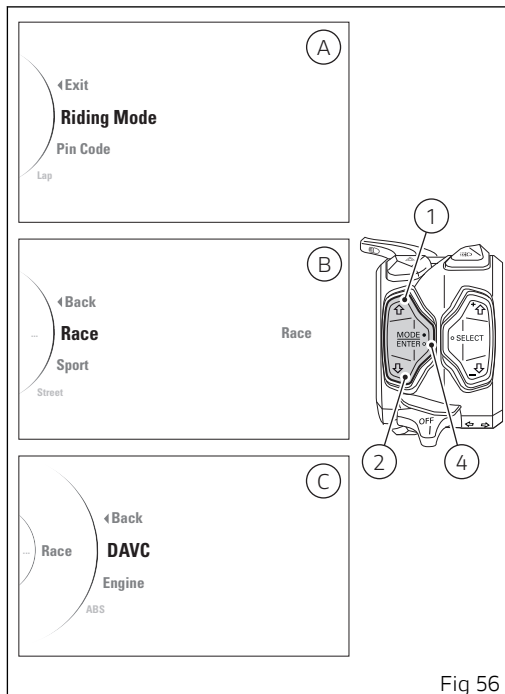


Fig 56

The DAVC function is the package of electronic controls (DTC, DWC, DSC) managing motorcycle traction during the acceleration phase.

When entering the function, it is possible to select the function to be customized (DTC, DWC, DSC). The following selectable indications will be displayed in this page:

- ◀ Back
- DTC
- DWC
- DSC
- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time button (1) or button (2) is pressed, the instrument panel allows scrolling DTC, DWC, DSC functions; once the function is highlighted, press button (4) to enter the function to be customized. Highlight "◀ Back" and press button (4) to exit the sub-menu and go back to previous page.

For DTC function, refer to paragraph page 123.

For DWC function, refer to paragraph page 126.

For DSC function, refer to paragraph page 129.

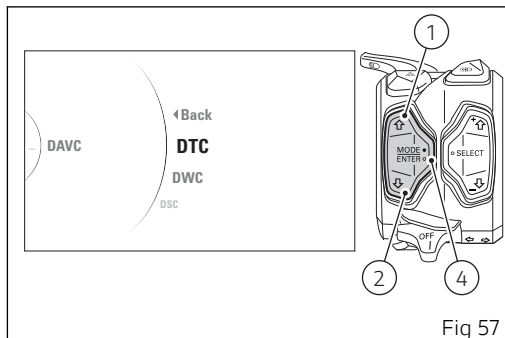


Fig 57

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

For DAVC function, which includes DTC, DWC and DSC functions, it is possible to restore the parameters set by Ducati for all the functions: press button (1) or button (2) to highlight and select "Default" and press button (4).

The default parameters for DAVC function, which includes DTC, DWC and DSC functions for the selected Riding Mode, are reset.

From this moment (and until one or more parameters are customized) the "Default" indication is no longer visible.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Customizing the Riding Mode: setting the DTC level

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race" (C).

Press button (1) or button (2), select "**DAVC**" and press button (4).

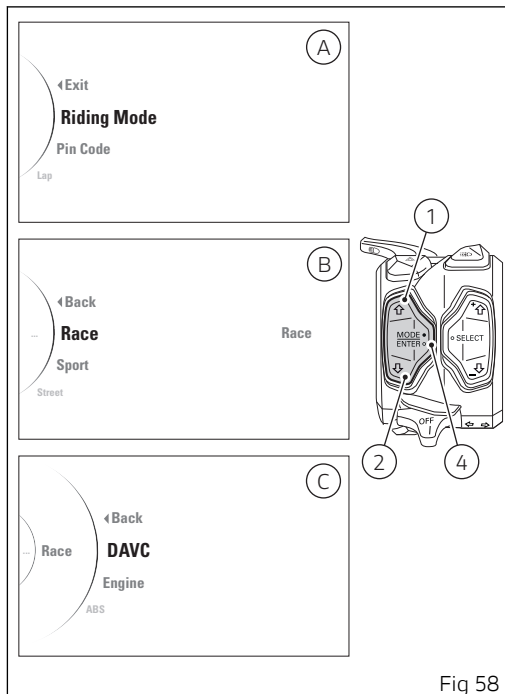


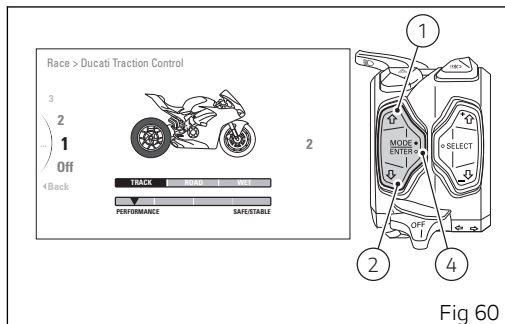
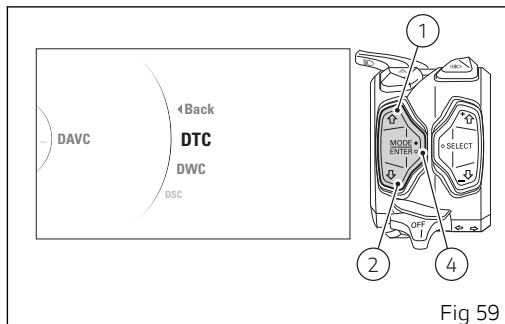
Fig 58

In DAVC function menu, press button (1) or button (2) to highlight and select “DTC” and press button (4). When you access the function, all possible customization levels (levels from 1 to 8 and OFF status) are listed on the left and the set DTC level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.



With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed. If level 7 is selected, "**RAIN TIRE ONLY!**" is displayed.

Once the desired level is highlighted, press button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (2).

Note

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

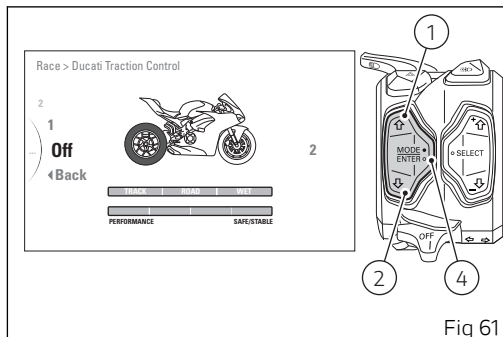


Fig 61

Customizing the Riding Mode: setting the DWC level

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race" (C).

Press button (1) or button (2), select "**DAVC**" and press button (4).

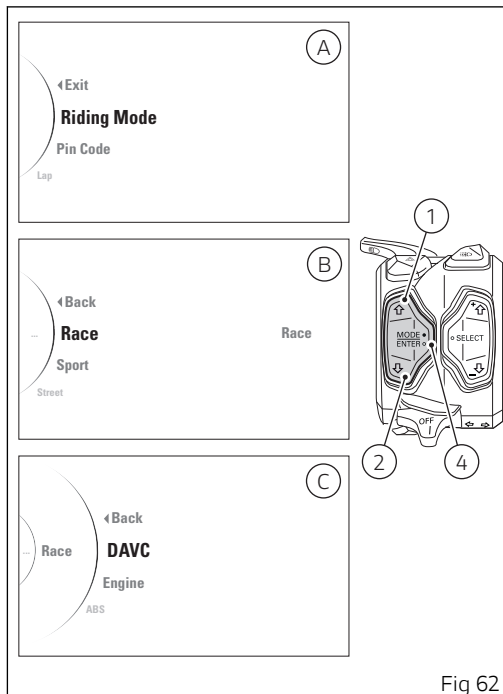


Fig 62

In DAVC function menu, press button (1) or button (2) to highlight and select “**DWC**” and press button (4). When you access the function, all possible customization levels (levels from 1 to 8 and OFF status) are listed on the left and the set DWC level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

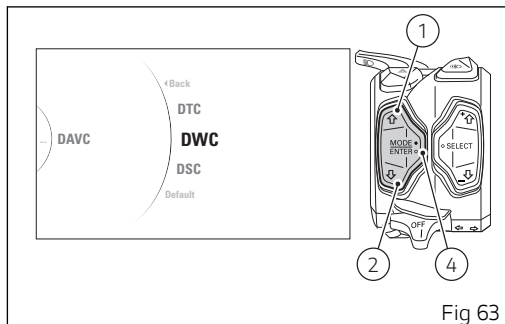


Fig 63

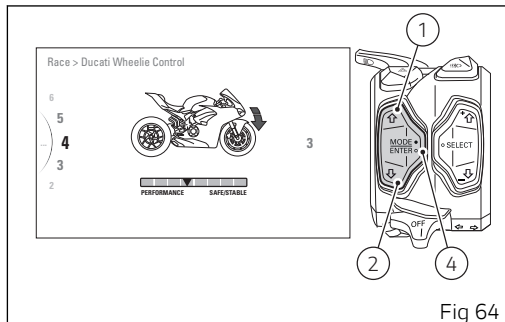


Fig 64

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Moreover, the system intervention level will be indicated with a Light Blue arrow.

Once the desired level is highlighted, press button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (2).

Note

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

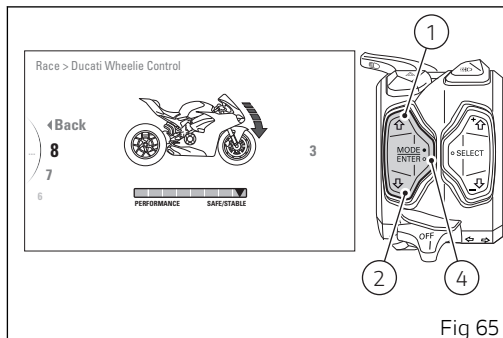


Fig 65

Customizing the Riding Mode: setting the DSC level

This function allows setting the DSC intervention level or disabling the DSC for the single riding style.

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race" (C).

Press button (1) or button (2), select "**DAVC**" and press button (4).

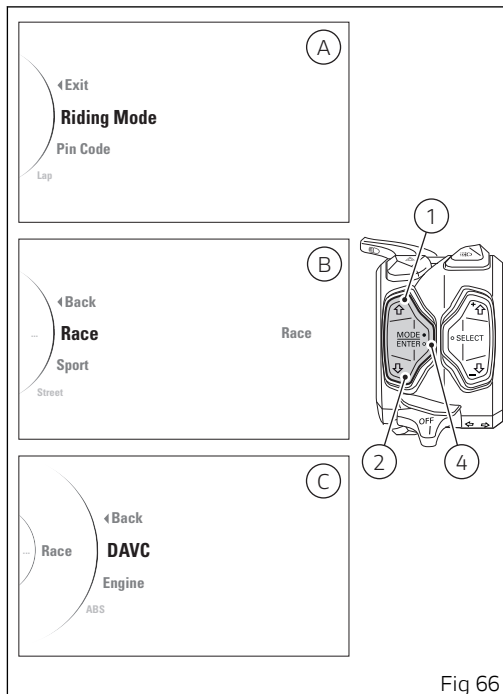


Fig 66

In DAVC function menu, press button (1) or button (2) to highlight and select “DSC” and press button (4). When you access the function, all possible customization levels (levels 1 and 2 and OFF status) are listed on the left and the set DSC level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed.

Once the desired level is highlighted, press button (4) to memorize the new selection.

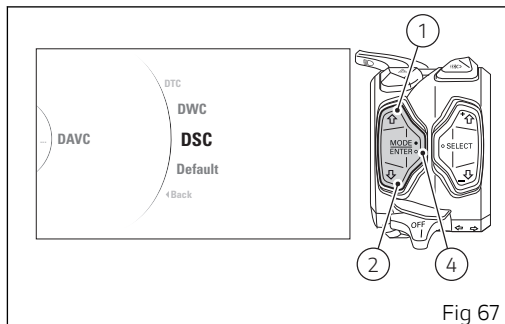


Fig 67

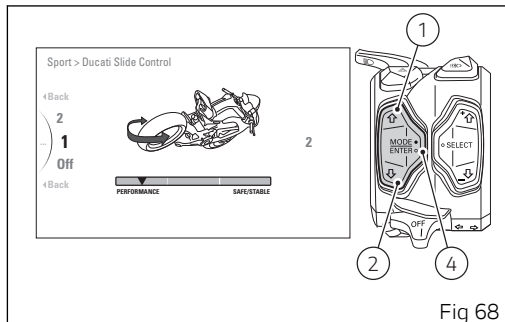


Fig 68

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Customizing the Riding Mode: engine adjustment

This function customizes engine power associated with each riding mode.

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race") (C).

Press button (1) or button (2) to highlight and select "Engine" and press button (4).

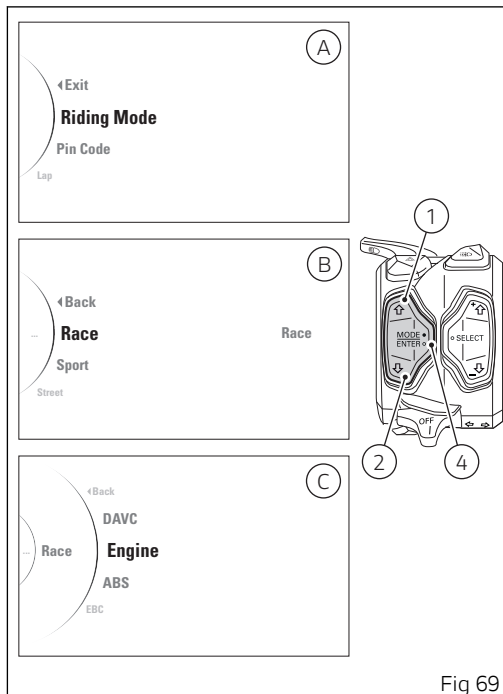


Fig 69

When entering the function, settings available for customization are indicated on the left: High, Medium, Low whereas the set value is displayed on the right.

The following selectable indications will be displayed in this page:

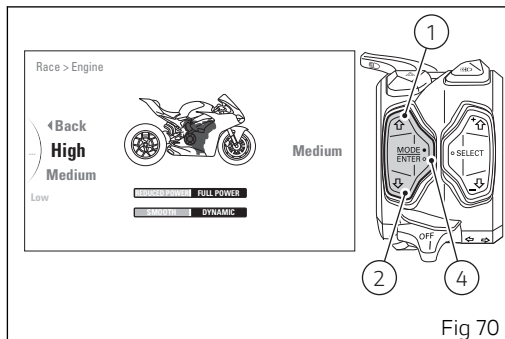
- ◀ Back
- High
- Medium
- Low
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new desired engine power.

For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed.

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



To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Customizing the Riding Mode: ABS adjustment

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race") (C). Press button (1) or button (2) to highlight and select "ABS" and press button (4).

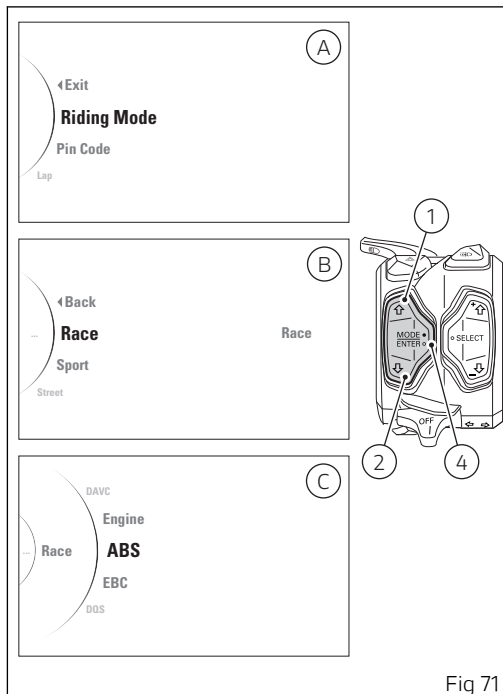


Fig 71

When you access the function, all possible customization levels (levels from 1 to 3) are listed on the left and the set ABS level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 3
- 2
- 1
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

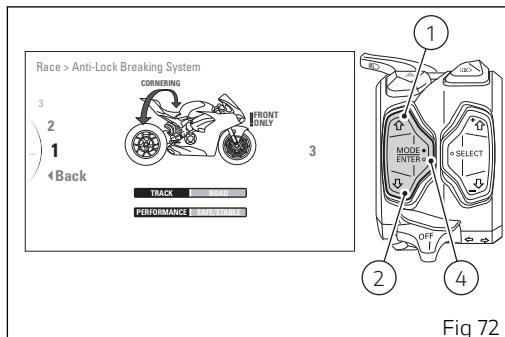


Fig 72

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed. Moreover, the braking system intervention level will be indicated in Light Blue: **"FRONT ONLY!"** (Fig 72) for front brake active only, **"CORNERING"** (Fig 73) for Cornering function active. Once the desired level is highlighted, press button (4) to memorize the new selection. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (2).

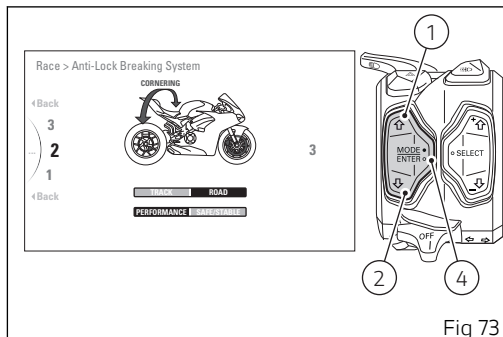


Fig 73

Customizing the Riding Mode: setting the EBC level

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2).

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

You will access the selected riding mode customization menu (e.g., "Race") (C).

Press button (1) or button (2) to highlight and select "EBC" and press button (4).

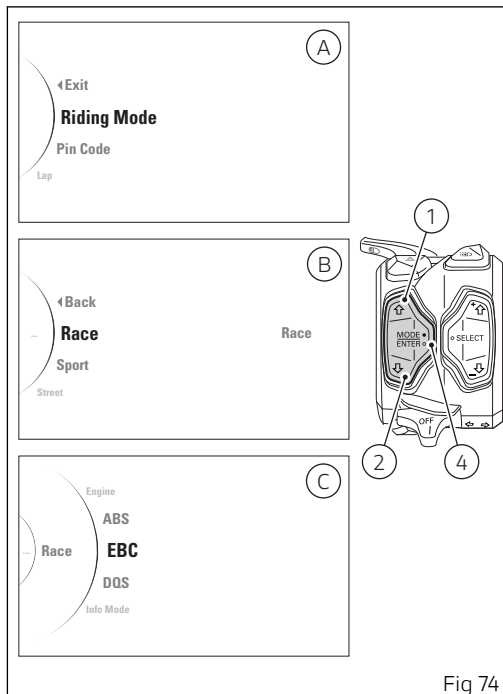


Fig 74

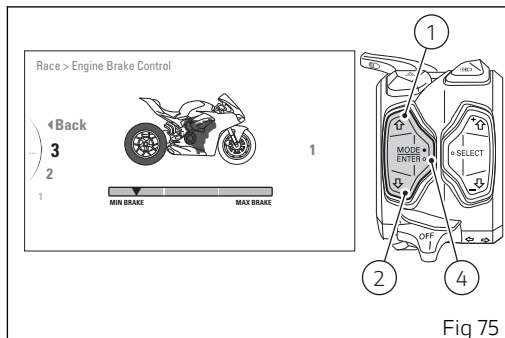
When you access the function, all possible customization levels (levels from 1 to 3 and OFF status) are listed on the left and the set EBC level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 3
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Once the desired level is highlighted, press button (4) to memorize the new selection.



To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Customizing the Riding Mode: DSQ enabling/disabling

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race") (C).

Press button (1) or button (2) to highlight and select "DQS" and press button (4).

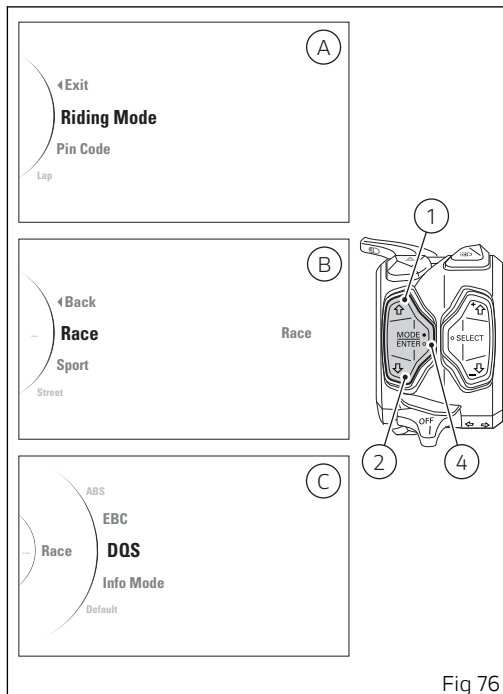


Fig 76

When you access the function, all possible customization levels (OFF, UP/DOWN) are listed on the right and the currently set DQS level or status is shown on the left.

The following selectable indications will be displayed in this page:

- ◀ Back
- Up/Down
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the system intervention level (highlighted with two black arrows) will be displayed.

Once the desired level is highlighted, press button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

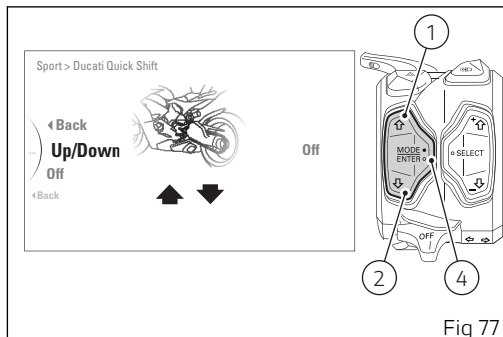


Fig 77

Customizing the Riding Mode: setting of displaying mode (Info Mode)

This function allows rider to select the main screen displaying mode associated with every riding mode.

To select the desired mode, open the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4). You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4). You will access the selected riding mode customization menu (e.g., "Race") (C). Press button (1) or button (2) to highlight and select "Info Mode" and press button (4).

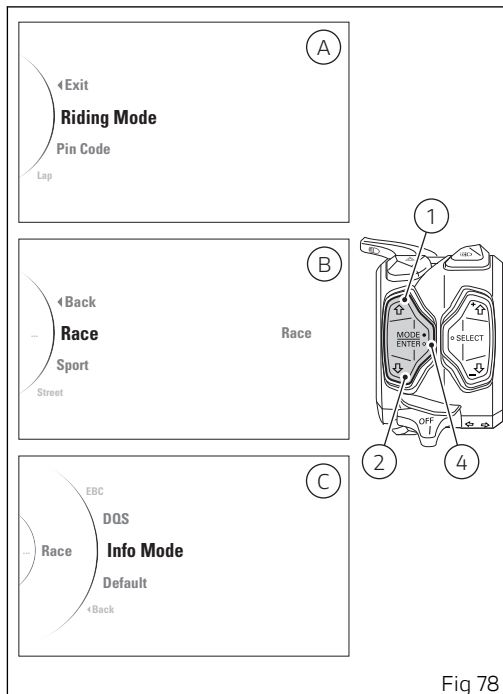


Fig 78

After entering the function, the display shows the available Info Modes ("Track", and "Road") on the left side and set Info Mode on the right side. Within this page, the instrument panel displays the following indications:

- ◀ Back
- Track
- Road
- Default
- ◀ Back

The "Default" indication is visible only if one or more parameters have been modified.

With buttons (1) and (2) select the new desired Info Mode. Once the desired Info Mode is highlighted, press confirm button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

There are two available display modes: TRACK and ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

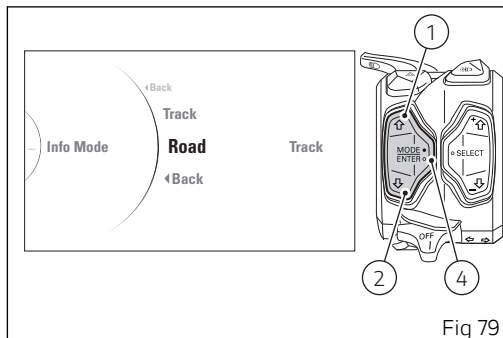


Fig 79

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

- TRACK layout for the RACE Riding Mode;
- ROAD layout for the SPORT Riding Mode and for the STREET Riding Mode.

Customizing the Riding Mode: restoring default settings

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** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Race, Sport, Street) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Race") (C). Press button (1) or button (2) to highlight and select **"Default"** and press button (4).

The default parameters for the selected Riding Mode are reset.

From this moment (and until one or more parameters are customized) the "Default" indication is no longer visible.

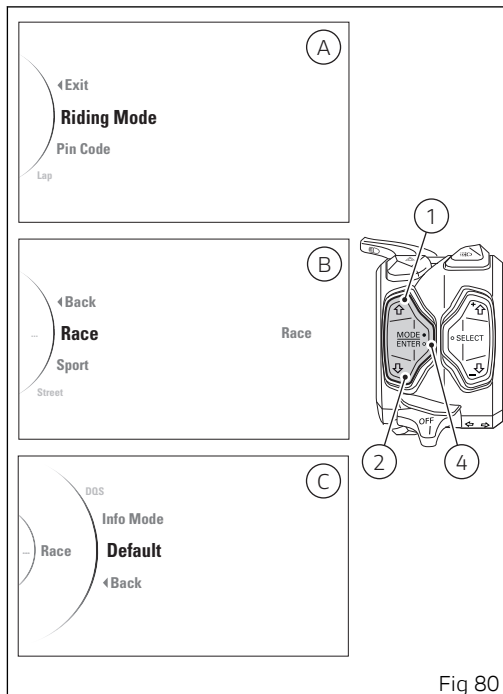


Fig 80

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Customizing the Riding Mode: restoring default settings (All Default)

This function allows restoring the default values set by Ducati for parameters (DAVC (DTC, DWC, DSC), Engine, ABS, EBC, DQS, Info Mode) of all riding modes: the function is only visible if at least one of the parameters of one riding mode is not the "default" one.

Enter the SETTING MENU.

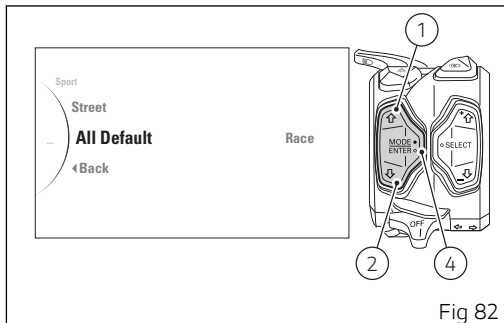
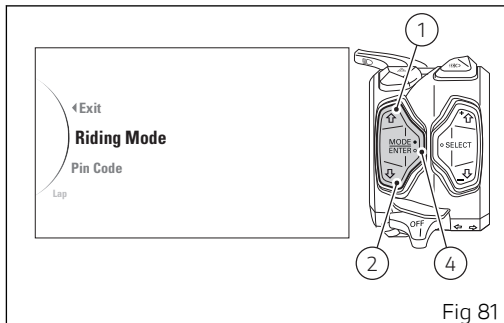
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

Use buttons (1) and (2) to highlight and select "**All Default**", press button (4) to reset to default values for all three Riding Modes.

From this moment (and until one or more parameters are customized) the "All Default" indication is no longer visible.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



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 and/or modify the PIN CODE you must enter the SETTING MENU.

Select **Pin Code** option, by pressing button (1) or (2). Once function is highlighted, press button (4).

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

To change the PIN refer to "Changing the PIN CODE" procedure page 151.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the PIN CODE" page 240.

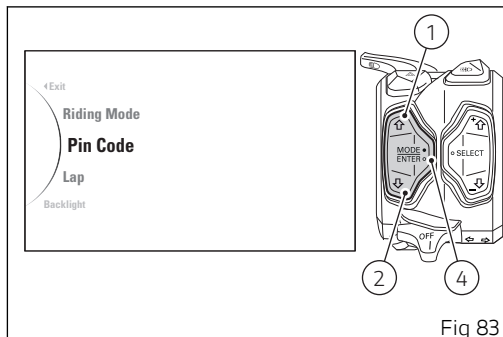


Fig 83



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).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- New Pin

Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

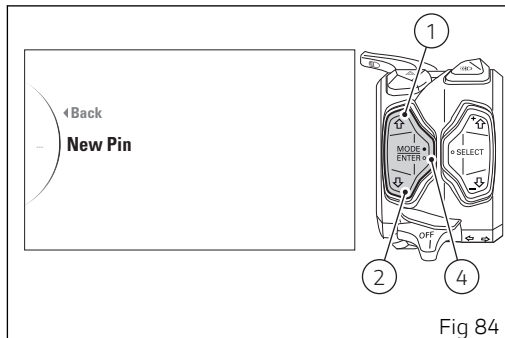
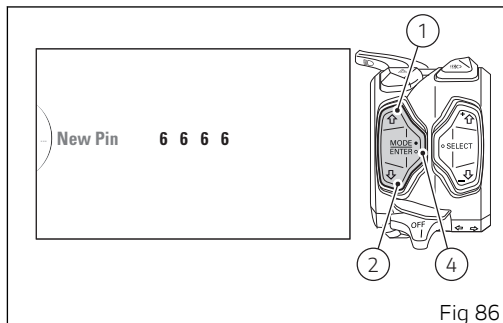
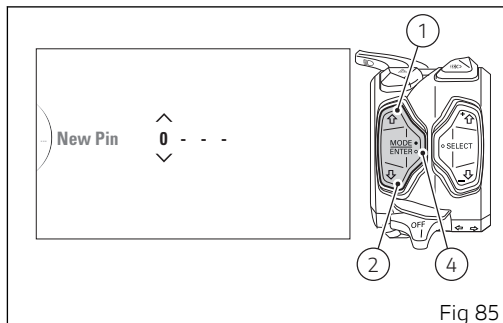


Fig 84

After accessing the Pin Code entering function (New Pin), the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the new Pin code to be entered: "0" and "---". The two arrows on the digit give the possibility to set it.

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button 2 the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.



Once the "fourth" digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4). To memorize the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the "Memorized" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication "**Modify Pin**" (instead of "New Pin") (ref. page 151): in fact, after memorizing the first PIN CODE, the page of the menu where to enter the "New Pin" is no longer available and is replaced by the page to modify the PIN CODE.

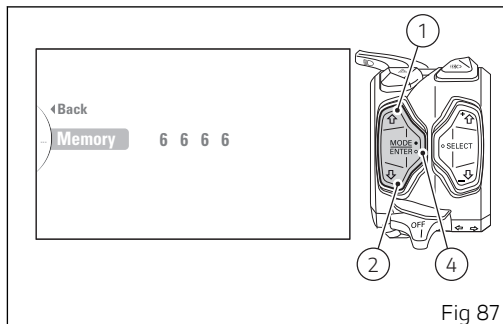


Fig 87



Fig 88



Note

The page for entering the PIN CODE is active and available again only in case the Pin Code function is reset (but this is only possible through the DUCATI diagnosis instrument).

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Changing the Pin Code

To customize the existing PIN CODE and activate the new one, enter the SETTING MENU, use buttons (1) and (2) to select "**Pin Code**" and press button (4).



Note

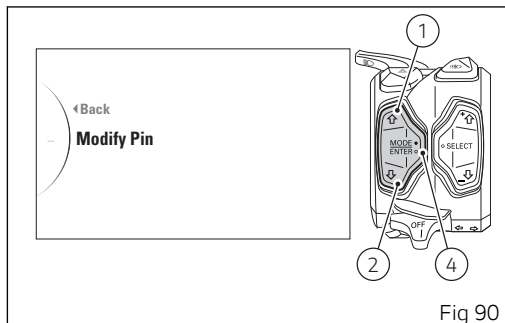
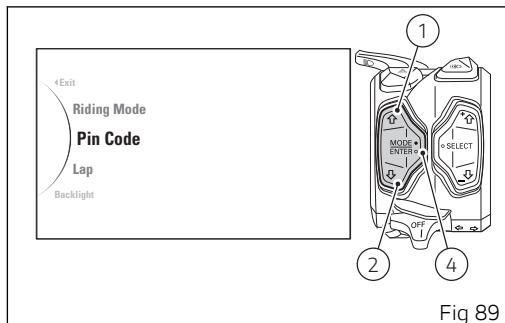
To change the PIN CODE, you must know the already stored PIN.

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Modify Pin

Use buttons (1) and (2) to select "**Modify Pin**" and press button (4) to enter the Pin Code change function.

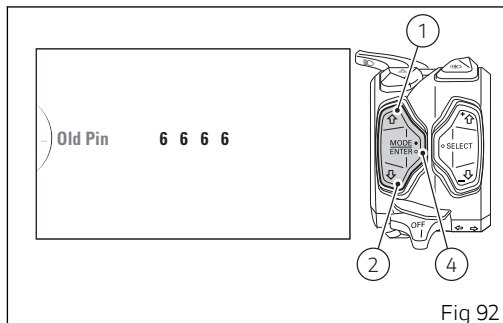
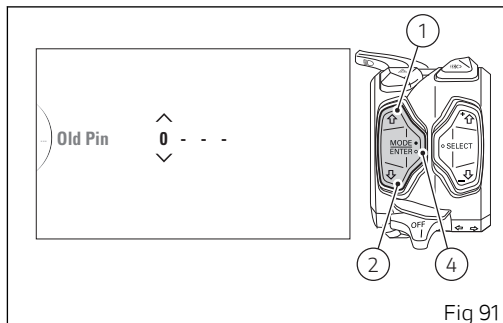
To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



After accessing the Pin Code change function (Modify Pin), the instrument panel displays "Old Pin" with spaces allowing to enter the four digits of the set Pin code. "0" and "- - -". The two arrows on the digit give the possibility to set it.

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button 2 the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.



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

- if the PIN is not correct, the instrument panel displays "WRONG" highlighted in red for 2 seconds and then highlights the menu with the indication "Modify Pin" and the spaces to enter the digits, to allow you to try again;
- if the PIN is correct, the instrument panel displays "CORRECT" for 2 seconds in green and then passes to the menu with the "New Pin" indication and the spaces to enter the digits in order to allow you to enter the new PIN CODE.

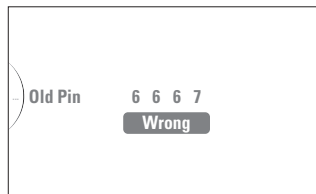


Fig 93

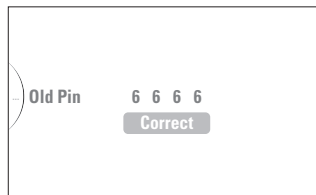
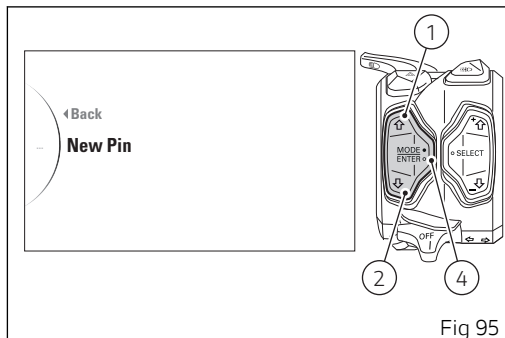


Fig 94

If the PIN is correct, the instrument panel displays the following indications:

- ◀ Back
- New Pin

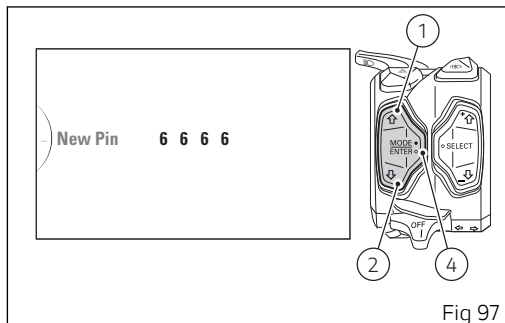
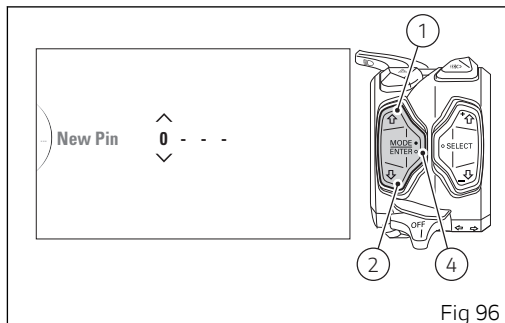
Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).



After accessing the Pin Code entering function (New Pin), the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the new Pin code to be entered: "0" and "---". The two arrows on the digit give the possibility to set it.

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button 2 the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) Press button (4) to confirm the number and move on to the following digit;
- 4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.



Once the "fourth" digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4). To memorize the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the "Memorized" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Note

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

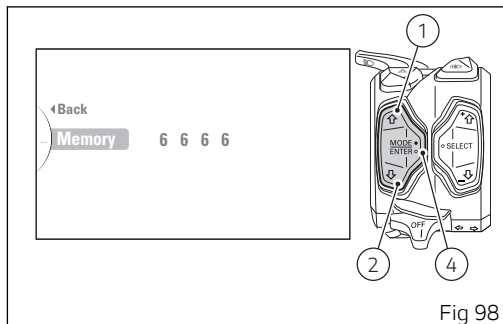


Fig 98



Fig 99

Lap

Enter the SETTING MENU.

Select **Lap** option, by pressing button (1) or (2). Once function is displayed, press button (4).

You open the LAP Menu.

The following indications will be displayed in this page:

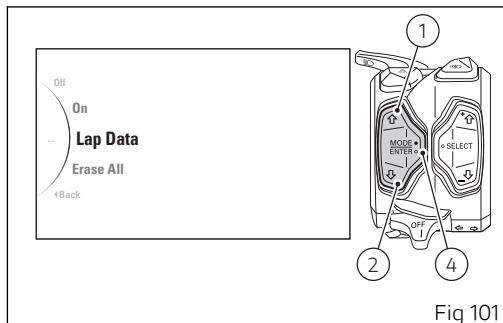
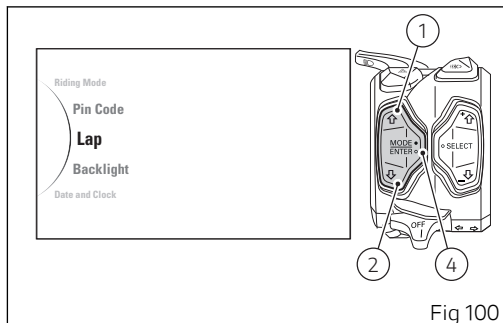
- ◀ Back
- On (*)
- Off (**)
- Lap Data
- Erase All (***)
- ◀ Back

(*) This indication is visible only if the Lap function is "disabled" (Off)

(**) This indication is visible only if the Lap function is "enabled" (On)

(***) This indication is visible only if one or more saved LAPs are present

Use buttons (1) and (2) to select the indication and press button (4) to activate the relevant function.



- If the indication is **"On"** the instrument panel activates the Lap Function; once it is activated, it is possible to record the LAP time (ref. page 218);
- If the indication is **"Off"** the instrument panel disabled the Lap function;
- If the indication is **"Lap Data"**, the instrument panel shows the memorized LAPs (ref. to paragraph **"Displaying the stored LAPs"**);
- If the indication is **"Erase All"**, the instrument panel erases all memorized LAPs (ref. to paragraph **"Erasing the stored LAPs"**).



Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the system sets the LAP function automatically to the "Off" mode.

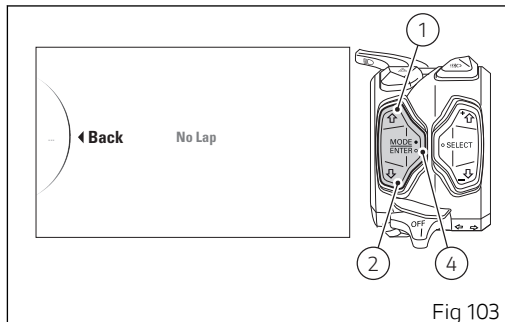
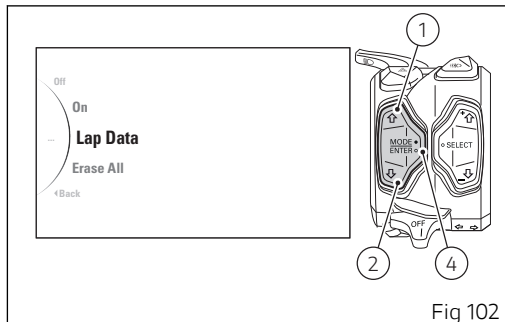
To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Displaying the stored LAPs

The LAPs previously stored can be displayed. The information displayed is lap time, maximum rpm and top speed.

To view the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select "**Lap**" and press button (4). Then use buttons (1) and (2) to select "**Lap Data**" and press button (4).

If there are no memorized LAPs, when accessing this page the instrument panel will show "◀Back" and "No Lap".



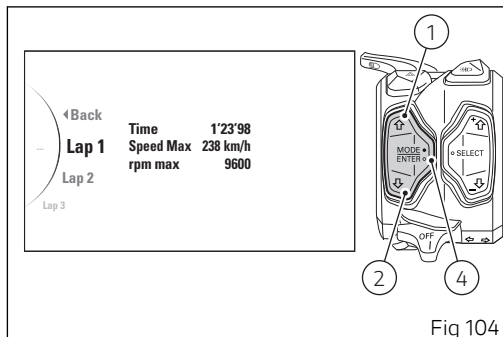
If there are memorized LAPs, when accessing this page the instrument panel will show the following information:

- ◀ Back
- Lap 01
-
- Lap 15
- ◀ Back

With buttons (1) or (2) it is possible to select one information. The displayed LAPs are only the recorded ones. For each memorized LAP, the display shows also:

- the word "Time" followed by the recorded LAP time (minutes – seconds – hundredths of second);
- "Speed Max" indication followed by the top speed recorded during the lap;
- "Rpm Max" indication followed by the engine rpm value reached in the recorded lap.

It is possible to record maximum of 15 LAPs.



To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Note

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

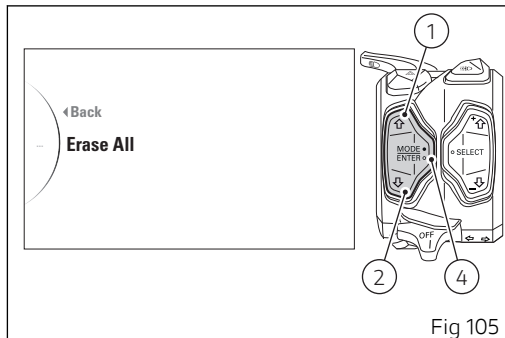
Erasing stored LAPs

The memorized laps can be erased with the “Erase All” function.

To delete the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select “**Lap**” and press button (4). Then use buttons (1) and (2) to select “**Erase All**” and press button (4).

When entering this display mode, if there is no memorized LAP, the instrument panel will show no indication allowing the erasing function; otherwise, it will display “Erase All”.

Use buttons (1) and (2) to select “**Erase All**” and press button (4).

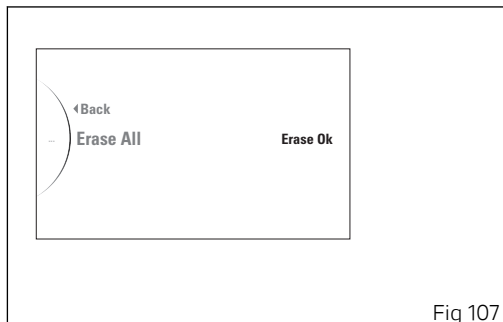
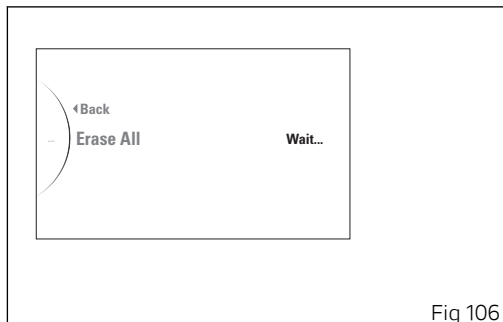


After confirming the "Erase All" function, the instrument panel shows:

- "Wait..." for 2 seconds;
- and then "Erase OK" for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Backlighting setting (Backlight)

This function allows adjusting the backlighting intensity.

To customize the background configuration, enter the SETTING MENU, use buttons (1) and (2) to select "Backlight" and press button (4).

As you enter this function, the instrument panel displays the following indications:

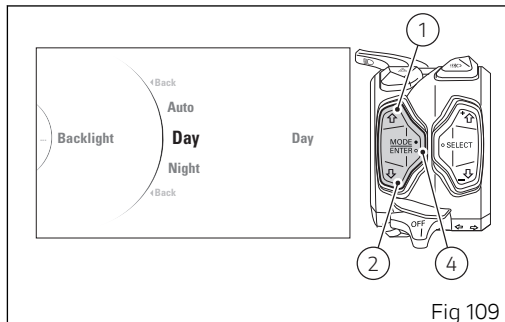
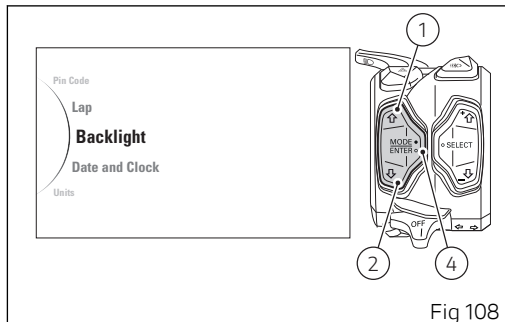
- ◀ Back
- Auto
- Day
- Night
- ◀ Back

With buttons (1) and (2) it is possible to select the desired display backlight.

Once the desired backlight is highlighted, press confirm button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Selecting the AUTO option ("automatic mode ") the color of the background is automatically adjusted according to the external lighting conditions (as



detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background ”.

Selecting the DAY option you permanently activate the display "white" background to improve the readout view: recommended with strong external light.

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



Note

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

Date setting (Date and Clock)

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

Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Date
- Clock
- ◀ Back

Use buttons (1) and (2) to select "**Date**": when this indication is highlighted, the instrument panel displays the date in the set format: YEAR, MONTH, DAY (e.g.: 2016/01/20).



Note

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

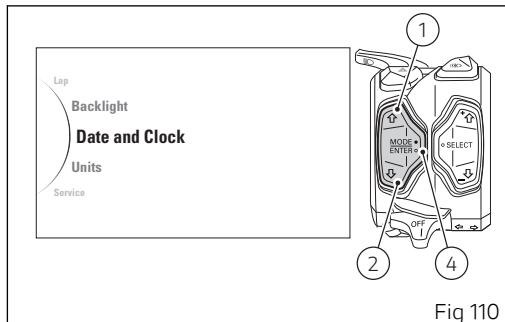


Fig 110

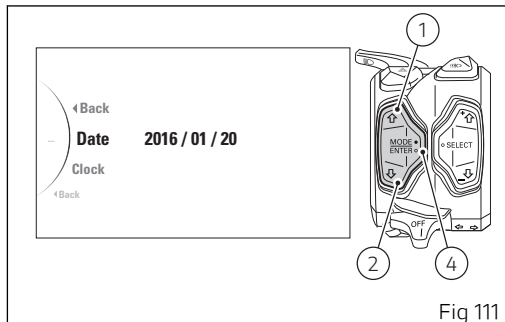


Fig 111

Highlight the **"Date"** indication and press button (4). When two arrows are displayed on the year indication, they give the possibility to set it:

- Press button (1) to increase year value by 1 ("2000", "2001", "2099", "2000");
- Press button (2) to decrease year value by 1 ("2099", "2098", "2000", "2099");
- once you reach the year to be set, press button (4) to confirm: the arrows move to the "month" value to allow setting it.

When two arrows are displayed on the month indication, they give the possibility to set it:

- press button (1) to increase the month by 1 ("01", "02", "12", "01");
- press button (2) to decrease the month by 1 ("12", "11", "01", "12");
- once you reach the month to be set, press button (4) to confirm: the arrows move to the "day" value to allow setting it.

When two arrows are displayed on the day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 ("01", "02", "31", "01");

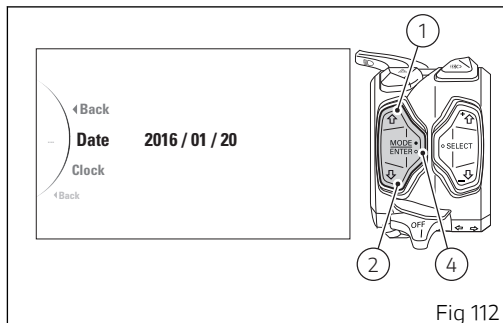


Fig 112

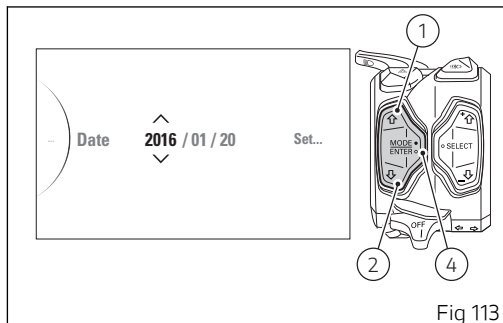


Fig 113

- press button (2) to decrease the day by 1 ("31", "30", "01", "31");
- Once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set / modified date and activates the indication " ◀ **Back**".

If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically highlight the year (with the two arrows) to set another date.

To exit the menu highlight the " ◀ **Back**" indication and press button (4).



Important

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

Clock setting (Date and Clock)

This function allows user to set or adjust the time. Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Date
- Clock
- ▶ Back

Use buttons (1) and (2) to select "**Clock**": when this indication is highlighted, the instrument panel displays the time in the set format: AM / PM, HOUR, MINUTE (e.g.: AM 10 : 25).



Note

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

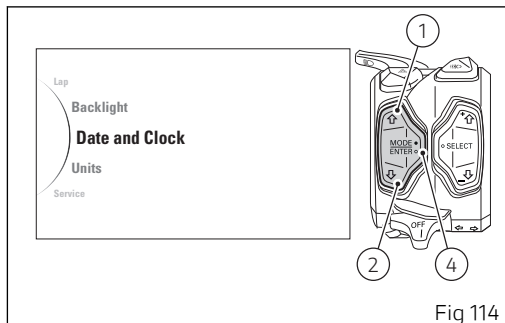


Fig 114

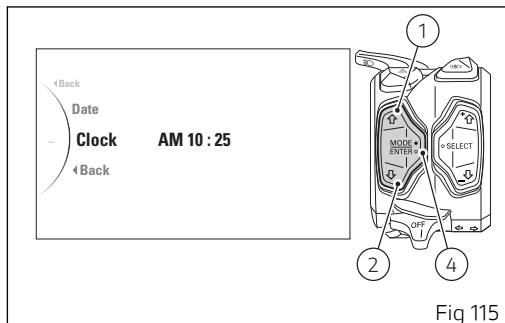


Fig 115

Highlight the **"Clock"** indication and press button (4). When two arrows are displayed on AM / PM, they give the possibility to set them:

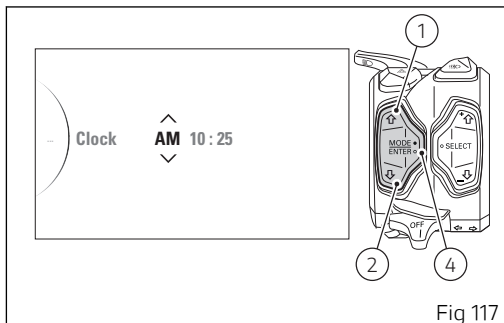
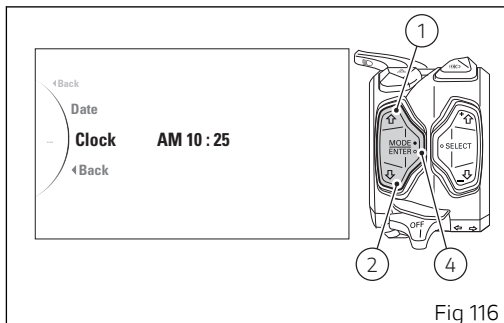
- press button (1) to pass from "PM" to "AM";
- press button (2) to pass from "AM" to "PM";
- once you reach the desired value, press button (4) to confirm: the arrows move to the "hour" value to allow setting it.

When two arrows are displayed on the HOUR indication, they give the possibility to set it:

- use button (1) to increase by 1 the hour value ("11", "0", "1" "11" for AM and "12", "1", "12" for PM);
- Use button (2) to decrease by 1 the hour value ("0", "11", "1", "0" for AM and "12", "11", "1", "12" for PM);
- once you reach the desired value, press button (4) to confirm: the arrows move to the "minutes" value to allow setting it.

When two arrows are displayed on the MINUTE indication, they give the possibility to set it:

- press button (1) to increase minutes by 1 ("00", "01", "59", "00");



- press button (2) to decrease minutes by 1 ("59", "58", "00", "59");
- once you reach the desired value, press button (4) to confirm: the arrows move to the "minutes" value to allow setting it.

After pressing button (4) to confirm the minutes, the instrument panel saves the set / modified time and activates the indication " ◀ **Back**".

To exit the menu highlight the " ◀ **Back**" indication and press button (4).



Note

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

Unit of measurement setting (Units)

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

Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Units**" and press button (4).

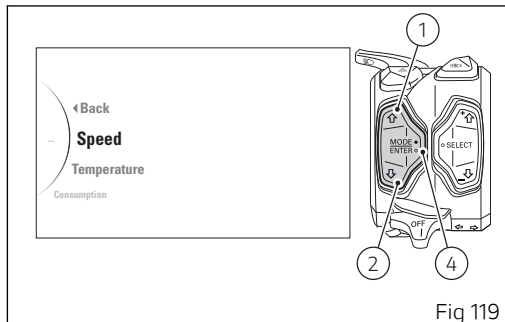
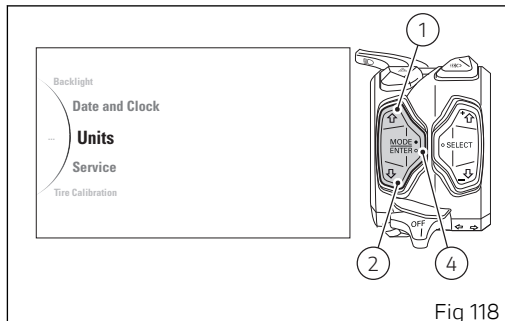
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Speed
- Temperature
- Consumption
- All Default (*)
- ◀ Back

(*) This indication is visible only if one or more parameters have been modified.

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

- Speed;
- Temperature;
- Fuel consumption.



With buttons (1) and (2) it is possible to select the measurement of which you wish to change the unit:

- if the indication is "**Speed**", press button (4) to customize the Speed unit of measurement;
- if the indication is "**Temperature**", press button (4) to customize temperature unit of measurement;
- if the indication is "**Fuel consumption**", press button (4) to fuel consumption unit of measurement;
- if the indication is "**All Default**", press button (4) to restore all values of the units of measurements of all displayed measurements.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication 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).

As you enter this function, the instrument panel displays the following indications:

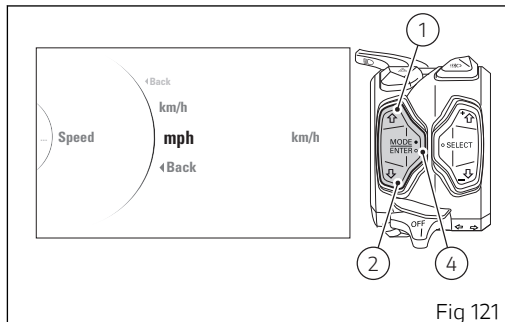
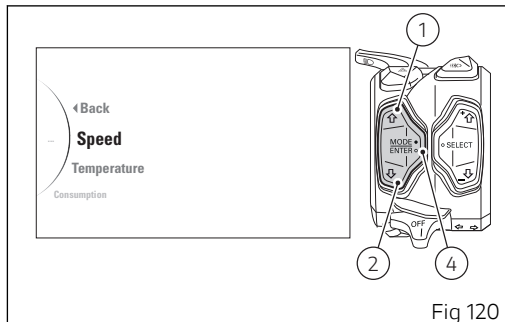
- ◀ Back
- km/h
- mph
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- °F
- °C
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

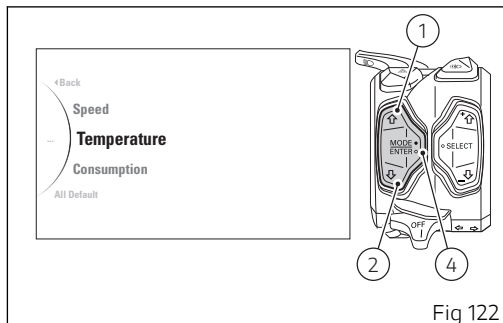


Fig 122

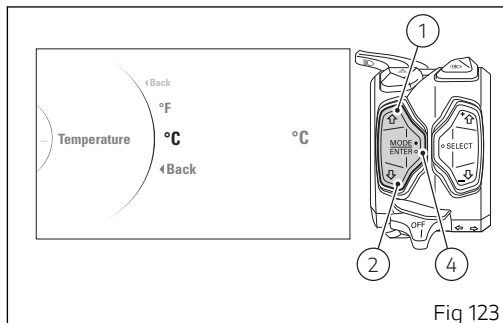


Fig 123

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption. As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- l/100
- Km/l
- mpg UK
- mpg US
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

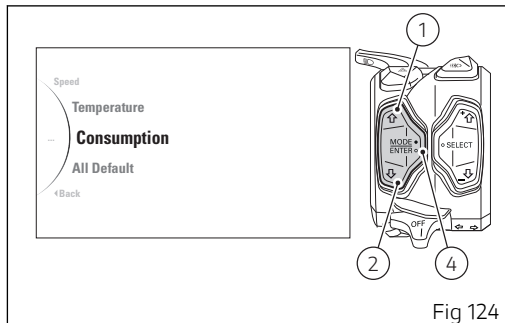


Fig 124

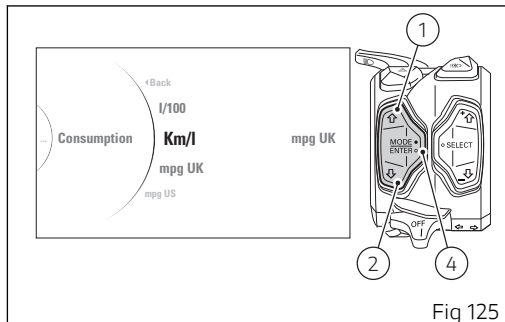


Fig 125

Service thresholds display (Service)

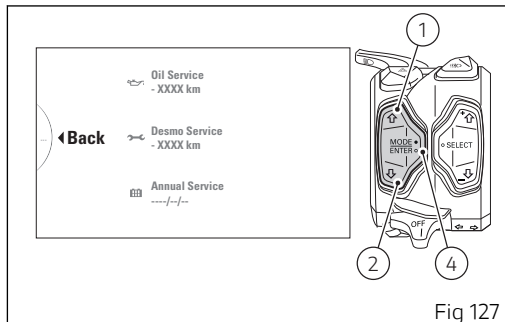
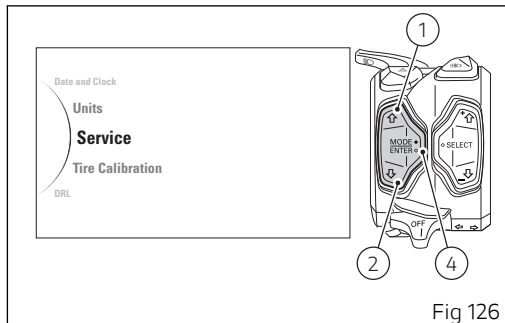
This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date). Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Service**" and press button (4).

When entering this function, the instrument panel will list for each type of maintenance the relevant indication upon reaching the maintenance threshold:

- Oil service with logo and mile (or km) countdown to the next OIL SERVICE;
- Desmo service with logo and mile (or km) countdown to the next DESMO SERVICE;
- Annual service with logo and Annual Service expiration date.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Tire setting and drive ratio (Tire Calibration)

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

Enter the SETTING MENU.

Select "**Tire Calibration**" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Start
- Default (this indication is visible only if the set parameter is different from the "default" parameter)

To exit the menu and go back to previous page highlight the "◀ **Back**" indication using button (1) or (2) and press button (4).

To start the drive ratio and tire calibration procedure press button (4) when "**Start**" is highlighted.

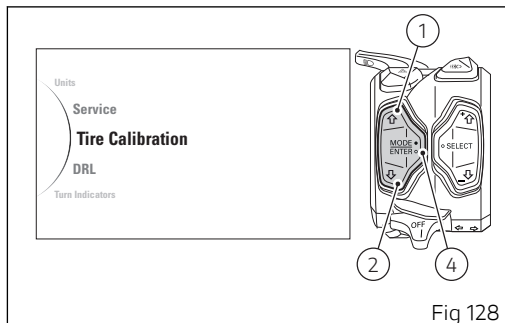


Fig 128

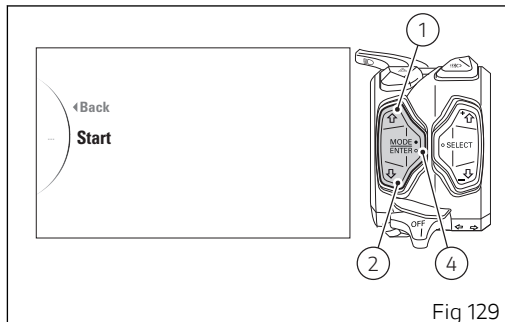


Fig 129

When the calibration procedure starts, the instrument panel displays the message "**Ready**" flashing, the message "**Keep Speed**" with speed range and the gear to be maintained by the user to complete the teach-in procedure. On the right the reference Riding Mode, current speed and gear engaged.

Important

The teach-in procedure is allowed only at a vehicle speed between 30 mph (48 Km/h) and 32 mph (52 Km/h) in the 2nd gear.

When the rider complies with the required conditions of vehicle speed and gear displayed, the instrument panel starts system calibration: all previous information will be displayed showing "**In progress**" instead of "Ready".

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

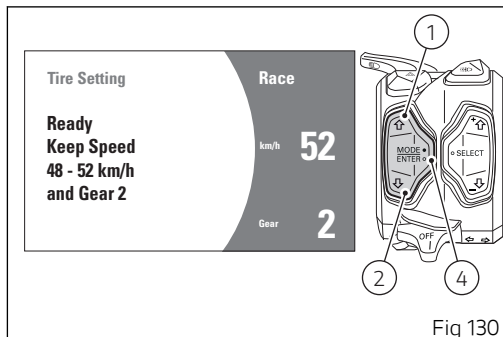


Fig 130

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

Note

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

Note

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

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

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

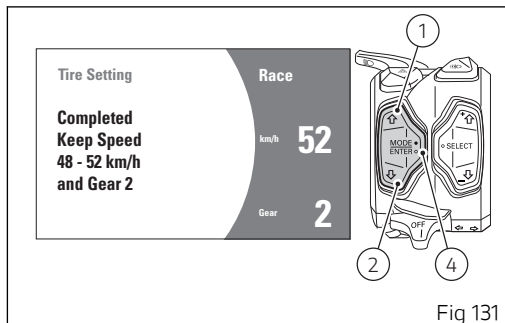


Fig 131

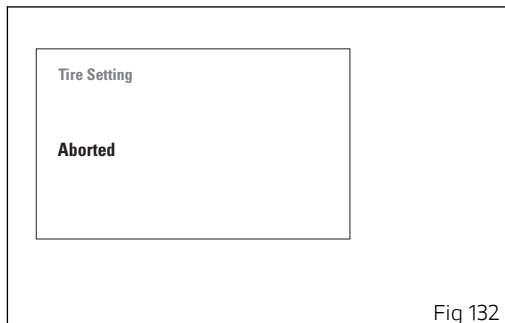


Fig 132

To reset to the default settings, use buttons (1) and (2) to select "**Default**" and press button (4). Now the instrument panel shows "Default Please Wait.." and after a while "Default Default Ok" for 2 seconds, then followed by the previous screen.



Note

If during the calibration procedure a vehicle key-off is performed, the procedure will stop and end with negative result.

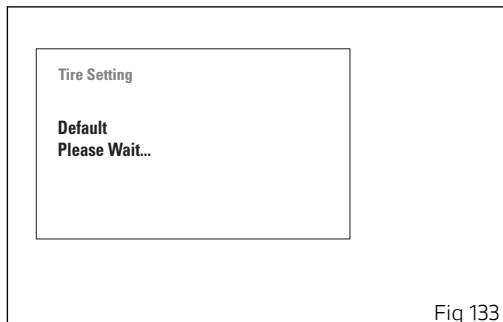


Fig 133

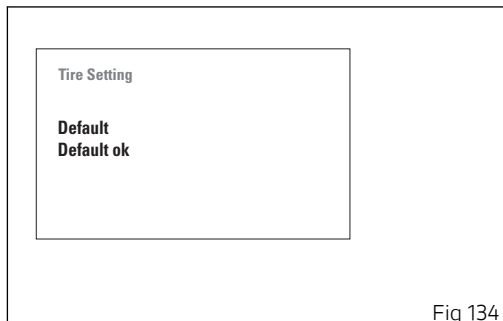


Fig 134

DRL mode setting (DRL)

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL; the DRL lights are not present in China, Canada and Japan versions.

Enter the SETTING MENU.

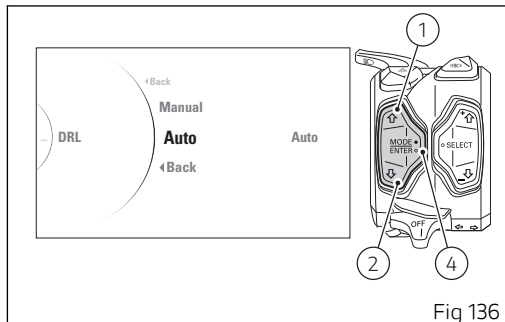
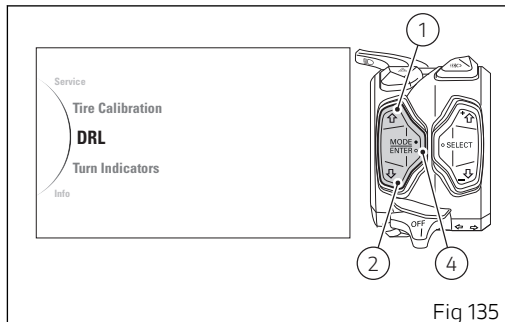
Select **"DRL"** option, by pressing button (1) or (2). Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Manual
- Auto
- ◀ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting **"Auto"** the DRL lights, the high and/or low beams are automatically switched from the DAY mode to the NIGHT mode and vice versa according to the ambient light;
- by selecting **"Manual"** the automatic management of DRL lights is disabled.



Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).



Note

This setting ("AUTO" or "MANUAL") remains stored even after Key-Off. In the event of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the mode will always be set by default to the "AUTO" mode.

Bluetooth device setting (Bluetooth)

This function allows pairing the Bluetooth devices and/or deleting them if necessary: the function is active only when the Bluetooth control unit is available. In this model it is not available, but it can be purchased at a Ducati Dealer or Authorized Service Center.

Enter the SETTING MENU.

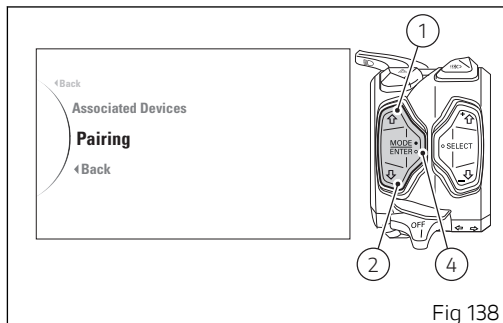
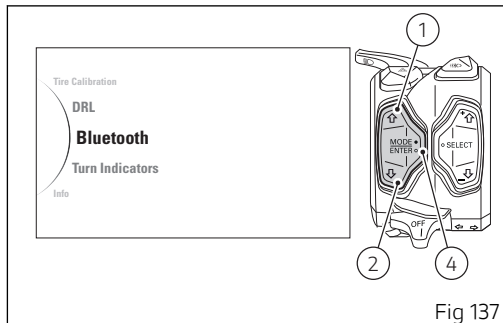
Use buttons (1) and (2) to select "**Bluetooth**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Associated Devices
- Pairing
- ◀ Back

Use buttons (1) and (2) to select the desired function:

- if "**Associated Devices**" is highlighted, press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display";



- if **"Pairing"** is highlighted, press button (4) to pair new devices, as described in paragraph "Search and pairing of a new device".

Search and pairing of a new device (Pairing)

To perform the "Pairing" procedure of one or more Bluetooth devices it is necessary to set the 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 can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

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.

To perform pairing procedure use buttons (1) and (2) to select "**Pairing**" and press button (4). As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Smartphone
- Rider
- Passenger
- Navi
- ◀ Back

Use buttons (1) and (2) to select the type of device for which you wish to start the device search procedure. Once the device is highlighted, press button (4).

To exit the menu highlight the "◀ Back" indication and press button (4).

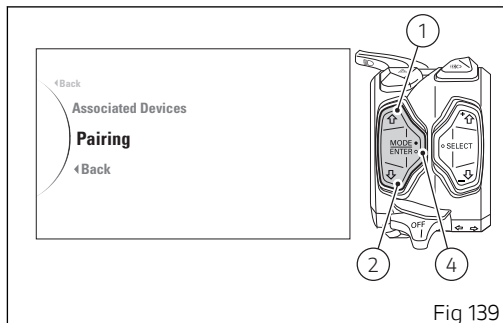


Fig 139

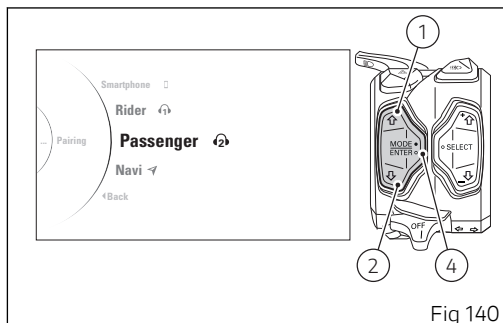


Fig 140

The instrument panel displays the relevant icon for each device type, namely:

- Smartphone 📱
- Rider 🏍️ (Rider intercom)
- Passenger 🧑 (Passenger intercom)
- Navi 📍 (navigator)

The instrument panel displays "Wait..." during device search phase. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

At the end of this operation, a list of all found devices that can be paired is displayed: the list can show a maximum of 20 devices.



Note

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

With buttons (1) and (2) select the indication of the device you wish to pair.

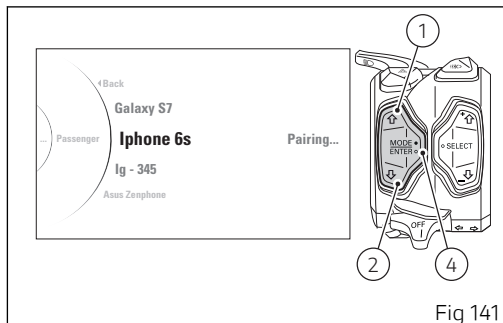


Fig 141

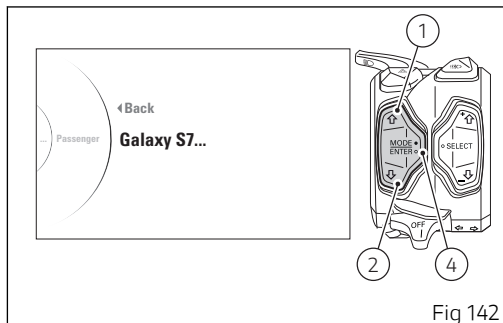


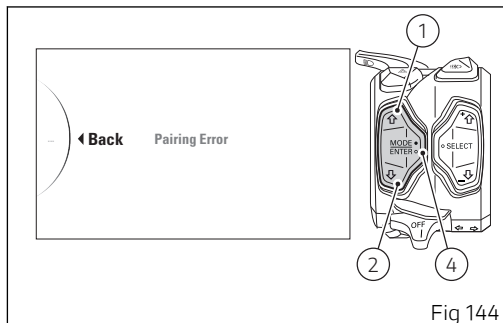
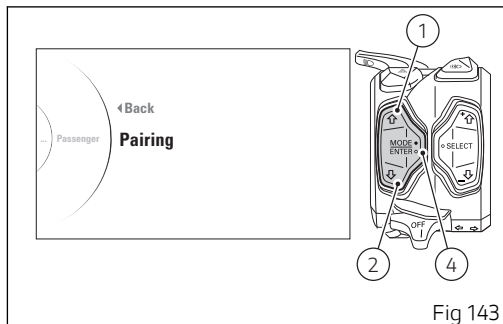
Fig 142

Once the device is chosen, highlight it and press button (4).

The instrument panel shows "Pairing": to confirm the selected device Pairing press button (4) again. If you do not wish to proceed with pairing, highlight the "◀ Back" indication and press button (2). By confirming the device pairing, the instrument panel will display "Wait...". As soon as the procedure is completed, the device is added to the list of associated devices.

If Pairing is not successful, the "Pairing error" message will be displayed.

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. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.



Associated Devices display

To view the devices already associated, access the SETTING MENU, use buttons (1) and (2) to select "Bluetooth" and press button (4). Use buttons (1) and (2) to select "**Associated Devices**" and press button (4).

A list of all associated devices is displayed: the list can show a maximum of 5 devices. For each device the relevant icon indicating the type is shown on the side.

To exit the menu highlight the "◀ **Back**" indication and press button (4).

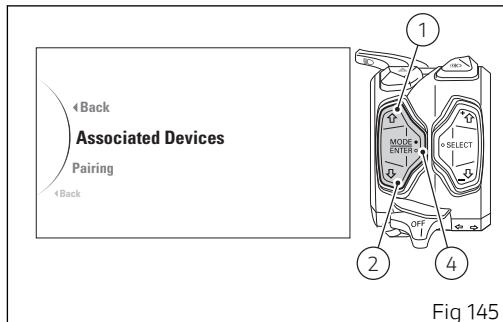


Fig 145

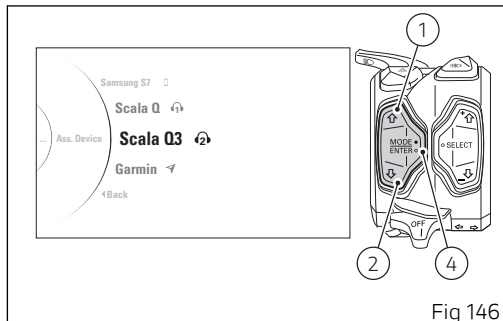
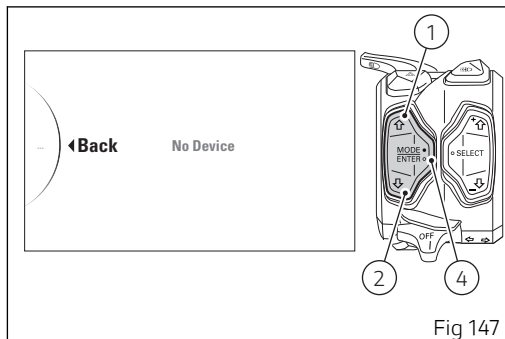


Fig 146

If no associated devices are present, the instrument panel will show "No Device".



Deleting associated device(s)

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

Access the already associated devices page, use buttons (1) and (2) to select "Associated Devices" and press button (4).

Use buttons (1) and (2) to highlight and select the device to be deleted from the list. Press button (4).

The instrument panel shows "Delete" and press button (4) again to confirm.

If you do not wish to delete it, highlight the "◀ Back" indication and press button (4).

By confirming the device deletion, the instrument panel will display "Wait..."

As soon as the procedure is completed, the device is removed from the list of associated devices.

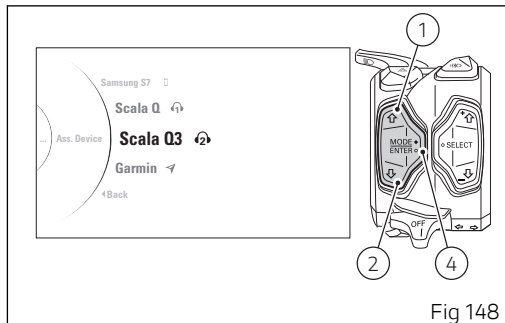


Fig 148

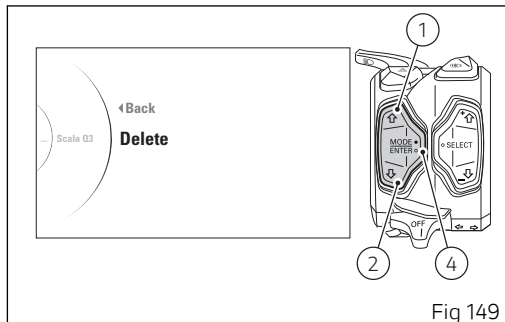


Fig 149



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

DDA

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

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

Enter the SETTING MENU.

Select “**DDA**” option, by pressing button (1) or (2). Once function is highlighted, press button (4).

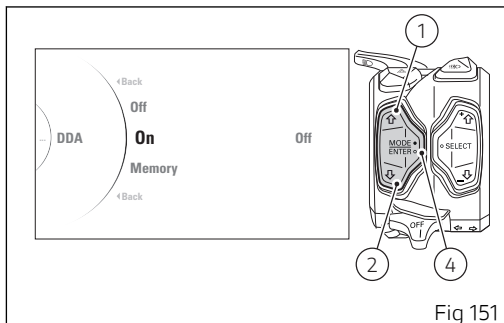
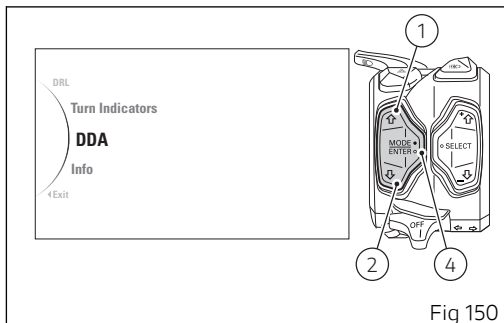
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Off
- On
- Memory
- ◀ Back

The currently set DDA status is also indicated on the right (e.g.: DDA Off).

Use buttons (1) and (2) to select the desired setting:

- if “**Off**” is selected, press button (4) to deactivate DDA;



- if "**On**" is selected, press button (4) to activate DDA;
- if "**Memory**" is selected, press button (4) to display or delete DDA memory.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).



Note

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

Select "**Memory**" indication to display and/or delete data in DDA memory.

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Erase (*).

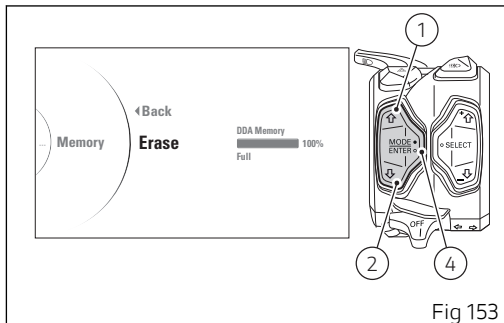
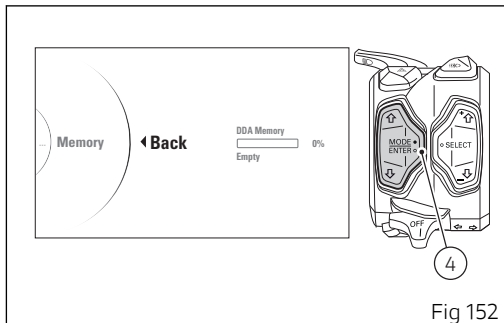
The current DDA memory status is also displayed on the right as a percentage:

- when bar is empty and reads Empty 0%, DDA memory is not empty;
- when bar is partially colored and a percent is indicated, it means that the DDA memory is used for the specified percentage;
- when bar is completely colored and reads Full 100%, DDA memory is completely full.

(*) The "Erase" indication is displayed only if DDA memory is not empty.

To delete the memory, use button (1) or (2) to select **Erase** and press button (4).

The instrument panel will show "Wait..." for as long as the deletion is completed (depending on the quantity of data to be deleted).



If deletion is successful, the instrument panel will read "Erase OK" for 3 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Turn indicator automatic switch-off feature (Turn indicators)

This Function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode (AUTO) or manual mode (MANUAL).

Enter the SETTING MENU.

Select **"Turn indicators"**, by pressing button (1) or (2). Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Auto
- Manual
- ▶ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting **"Auto"**, the system activates the self-disabling strategy of the turn indicators;
- by selecting **"Manual"**, the system disabled the self-disabling strategy of the turn indicators (so the turn indicators can be turned off manually only by pressing the dedicated button).

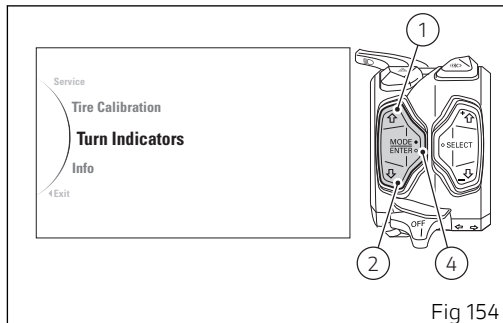


Fig 154

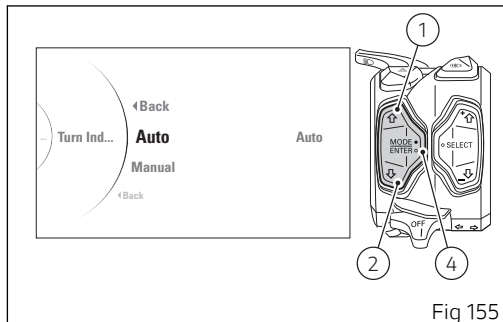


Fig 155

Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Note

This setting ("AUTO" or "MANUAL") remains stored even after Key-Off. In the event of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the mode will always be set by default to the "AUTO" mode.

Note

The strategy for automatically switching off the turn indicators is not active if all turn indicators are on at the same time (Hazard function).

Note

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

Information (Info)

This Function allows viewing the vehicle battery voltage and the RPM "digital" indication.

Enter the SETTING MENU.

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

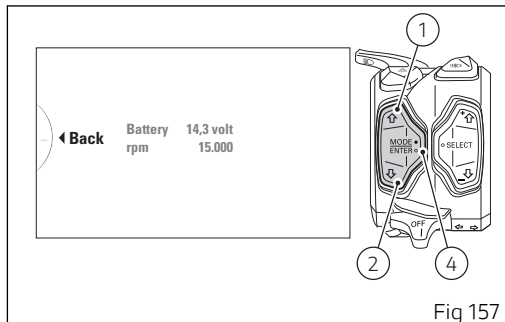
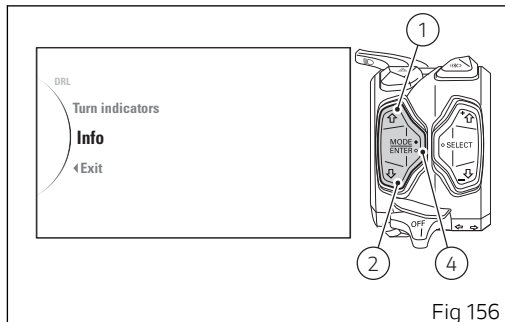
When entering this function, the instrument panel displays:

- "Battery" with battery voltage value;
- "rpm" with the number of engine rpm in digital format.

To exit the menu and go back to previous page highlight the "**◀ Back**" indication and press button (4).

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;



- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed as a steady value with the battery icon on the standard background;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.

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

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

Infotainment

The Panigale V4 can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available (not present in this model); thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology. In this model the Bluetooth control unit which is not present, can be purchased at a Ducati Dealer or Authorized Service Center.



Note

Download the Ducati Link app available for iOS and Android devices to activate different services such as: journey recording, motorbike data saving, motorbike maintenance data consultation, parameter setting and much more.

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.

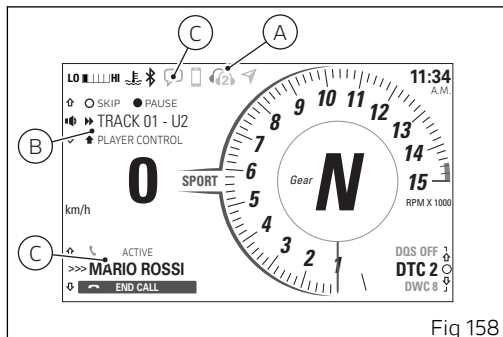


Fig 158

Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B) visible only in ROAD mode (Info Mode) (Fig 18);
- Telephone (C).

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

- 1) Smartphone connected;
- 2) Rider helmet earphones connected;
- 3) Passenger helmet earphones connected;
- 4) Rider helmet earphones connected and passenger helmet earphones associated;
- 5) Passenger helmet earphones connected and rider helmet earphones associated;
- 6) Rider helmet and passenger helmet earphones connected;
- 7) Ducati GPS navigator connected.

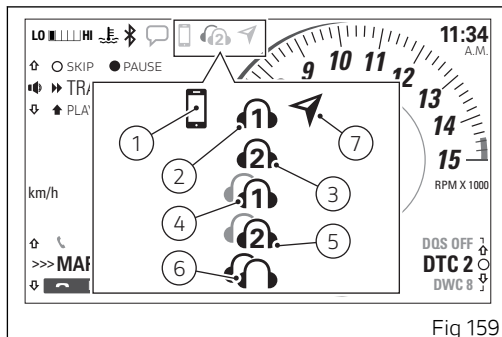


Fig 159

In general, for all the devices, if the icon is gray, the device is associated but not connected; if the icon is blue, the device is connected.

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), button (2) and button (4);
- to recall the last calling number within 5 seconds from call interruption (RECALL function);
- to recall any of the last 7 calling numbers from the list under CALLS function (page 113).



Note

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

To answer the call, press button (1).

To reject the call, press button (2).

To end the call once accepted, press button (2).

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

During 5 seconds after hang-up, the rectangle corresponding to the Recall function is activated to allow the recall. After this 5 second time, the rectangle of the Recall function is disabled.

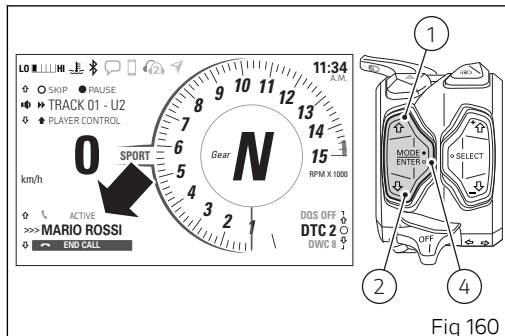


Fig 160

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



Note

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

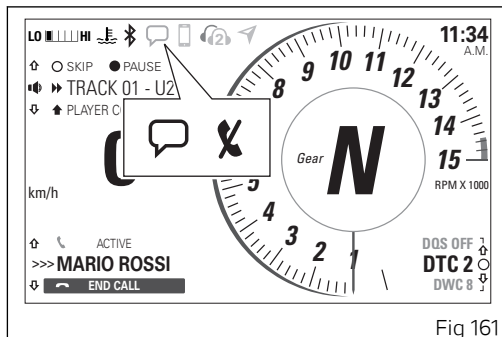
In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.

The number of missed calls is not displayed.

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

The number of unread messages is not displayed.

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



Player

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

Use button (1) or (2) to scroll the Function Menu and view the PLAYER function in ROAD layout (Fig 18) (Info Mode) only.

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

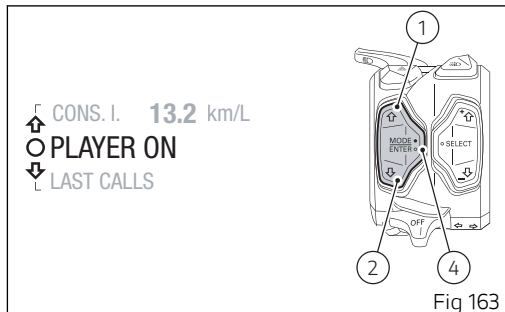
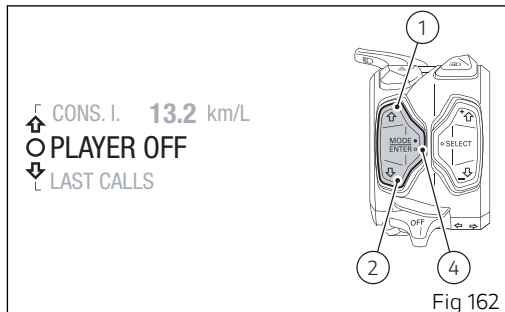
Press button (4) to switch it on. The instrument panel shows "PLAYER ON" and displays the Player menu above the speed value.

To deactivate the player menu display, keep button (2) pressed for 2 seconds.

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

To display the Player menu, keep button (1) pressed for 2 seconds.

To turn off the Player press button (4), the instrument panel will now display "PLAYER OFF".





Note

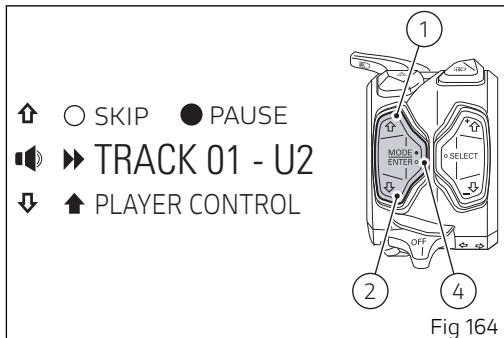
The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

When the Player is turned on, within Player control page (Fig 164), button (1), button (2) and button (4) can only be used to control the Player:

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

Press button (2) for 2 seconds to quit Player menu while maintaining the Player ON. The instrument panel will display "PLAYER ON" in the Function Menu but will deactivate the Player menu (Fig 164). After quitting Player controls:

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



After quitting player menu press button (4) to turn Player off. The instrument panel shows "PLAYER OFF" (Fig 162).

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".

Assisted start (Launch Control - DPL)

This Function allows activating the assisted start function (called DPL - Ducati Power Launch).

By pressing button (12) it is possible to access the Launch Control menu only if the vehicle speed is equal to or less than 3 mph (5 km/h).

In the Launch Control menu, it is possible to select the desired DPL level (1, 2, 3) by pressing buttons (1) and (2), and to set the selected level by keeping button (4) pressed for 2 seconds.



Note

If no change is made in this menu within ten seconds, the instrument panel will set DPL to OFF and go back to the previous screen.

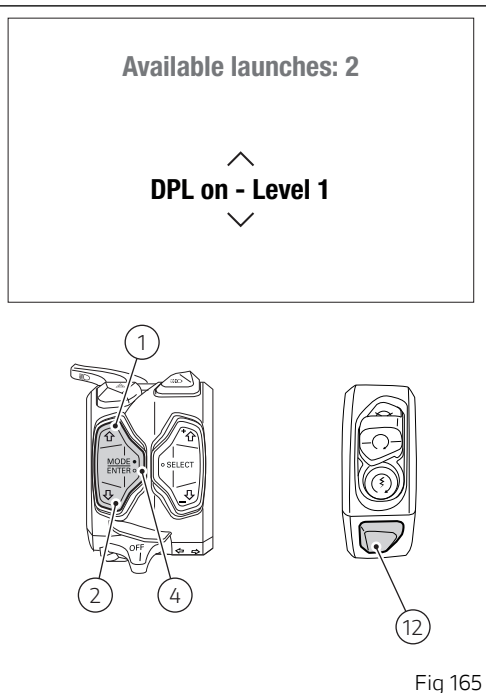


Fig 165

Once the DPL level is set, the instrument panel shows the wait screen for 1 second (Fig 166): during this time, if you press button (4) the wait phase is interrupted and the instrument panel displays the main screen and sets the DPL to OFF.

Then the instrument panel shows the "assisted launch" screen (Fig 167).

After the assisted start, the instrument panel sets the DPL to OFF and shows the "main screen" again. The DPL is set to OFF by default by Ducati.

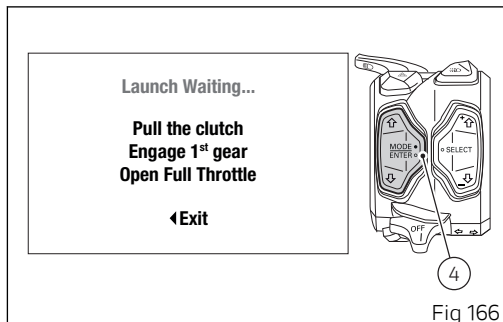


Fig 166

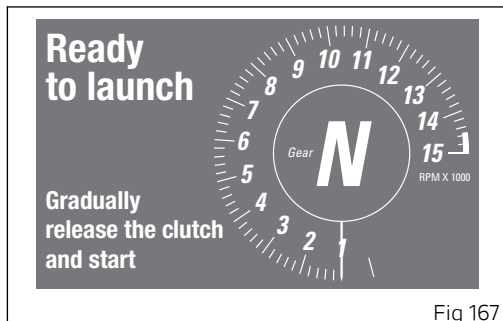


Fig 167



Note

If the DTC is set to "OFF", the DPL function can not be activated.

If the DTC is set to OFF and you press button (12), the instrument panel shows for 5 seconds the indication DTC OFF – DPL NOT AVAILABLE; when the 5 seconds are over, the instrument panel goes back to the main screen.



Note

If the instrument panel detects a control unit error when entering the DPL menu, regardless of the currently set display mode, it will show the blinking message LAUNCH CONTROL ERROR for three seconds and then again the main screen.

DTC off
DPL not available

◀Exit

Fig 168

Launch Control Error

◀Exit

Fig 169



Note

If the available launches are finished, the instrument panel shows the message NO LAUNCHES AVAILABLE.

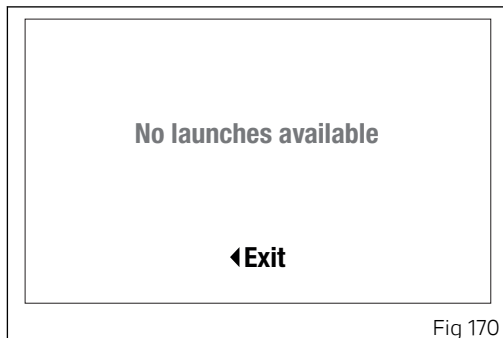


Fig 170

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.

The DPL system works with three intervention levels, each calibrated to offer a different start assist degree. The following table indicates the most suitable DPL intervention level depending on the various starting types. All levels are to be intended optimized for OEM (Original Equipment Manufactured) tires.

DPL level	Performance	Use
1	High	Use focused on the best performance for very expert riders. The system allows the wheelie and the rear wheel slipping, but reduces the speed at which these two situations take place.
2	Medium	Use for expert riders. The system reduces the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.
3	Medium	Use for all kinds of riders. The system minimizes the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.



Attention

The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.

The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

Starting procedure

The starting procedure basically consists of two phases:

- The first: with not completely released clutch so that the torque transmitted to the ground depends on the clutch position and slipping;
- The second: with clutch fully released so that the torque transmitted to the ground depends on the torque delivered by the engine.

The DPL system helps the rider to start from a standstill and during the first phase by automatically adjusting the torque delivered by the engine to keep the engine rpm at the ideal value to start. This allows the rider to concentrate only on the clutch release that must be progressive and "smooth" instead of

fast or abrupt. The engine torque is adjusted also in the second phase, by maximizing the delivered power and limiting the vehicle wheeling or rear wheel slipping.

To preserve the clutch, the DPL system calculates in real time and shows in the dedicated menu on the instrument panel the number of starts that can be performed consecutively by decreasing it by one unit every time a start is completed. The DPL system increases the value by one unit according to the distance covered by the vehicle and the time during which the vehicle engine was on and off.

The DPL system allows performing other assisted starts only when the number of remaining starts is higher than zero.



Attention

Using the DPL system could reduce the useful life of the engine and transmission mechanical parts. The DPL system should be used only when the engine has reached the operating temperature.

To perform an assisted start with the DPL, the rider must first of all set the vehicle in the following condition:

- vehicle speed at zero;
- vertical position;
- engine on;
- DTC set to ON.

If the count of the residual assisted starts is above zero, the rider can select on the instrument panel the desired DPL level by accessing the relevant menu through the dedicated button.

After selecting the level, the rider must pull the clutch, engage the first gear and fully open the throttle twistgrip.

If all operations indicated above have been performed, the DPL system will show a confirmation screen on the instrument panel indicating that the system is ready to start.

The rider must then release the clutch progressively by keeping the throttle twistgrip fully open. When the vehicle speed exceeds 20 km/h, the instrument panel shows the standard screen while keeping the indication of the selected DPL system level for the entire duration of the start phase.

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 160 km/h;
- third gear engaged.

The DPL system is switched off also if, after releasing the clutch, the rider decides to interrupt the start phase by closing the throttle and bringing the vehicle speed under 5 km/h.



Attention

The system manages the power delivered by the engine but not the clutch lever release that remains under the control of the rider.

During the starting phase, an abrupt release of the clutch will prevent an optimal behavior of the vehicle. Likewise, a prolonged activation of the clutch may overheat and thus damage it.



Attention

The rider position on the bike may influence the system behavior.

Tips on how to select the intervention level

If level 3 is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel

slipping during the starting phase. Levels 2 and 1 provide a limited intervention of the system.

To identify the DPL level most suitable to your riding style we recommend to activate the system, select level 3 and perform a start to become familiar with the system. Then we recommend to try levels 2 and 1 in sequence until finding the best intervention.

If non-OEM tires of a different size class are used or if the tire size differs significantly from the original tires, it may be that the system operation is compromised.

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



Attention

The DPL is a rider assist system. 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.

LAP time

The LAP function is available for the TRACK layout (Fig 17) only. LAP function information is available when the function is activated through the Function Menu or through the Setting Menu. When selecting screen view in TRACK mode, the LAP function is displayed automatically. Upon activation of the LAP function, the display shows the timer with the first indication "0'00'00" and the LAP number with the first indication "LAP --" (Fig 171).

Upon the first press on FLASH button (3) the timer starts with a resolution of one tenth of a second ("0'00'0") and the screen displays the current LAP number, both information flash for 1 second and then remain steady on.

Every time the FLASH button (3) is pressed again, the display shows the number and time of the just-ended lap for 1 second, both flashing, then they remain steady on for further 5 seconds. Then the timer and the number of the new current lap (Fig 172) are displayed again.

If lap timer is active but motorcycle is at standstill, lap timer is stopped after 5 seconds and it is displayed with the initial indication "0'00'00" and the LAP number "LAP --". The next time rider

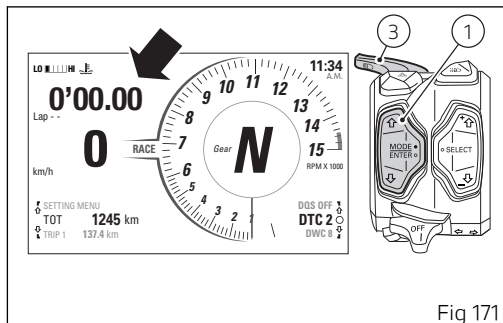


Fig 171

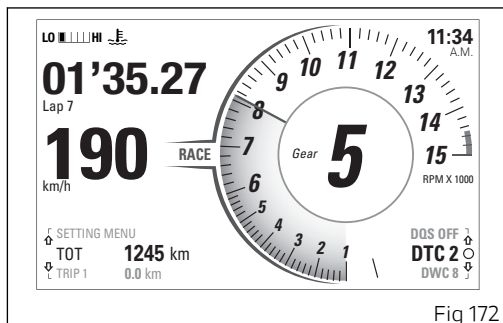


Fig 172

pushes the FLASH button (3), lap timer is reactivated.

- 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" and LAP timer start / stop (new lap start indication).

It is possible to record the lap time, for a total of 15 consecutive laps.

Laps are numbered from 01 to 15: when lap 15 is reached, "FULL" is displayed when button FLASH (3) is pressed.

To delete the recorded laps, refer to LAP paragraph page 157 of Setting menu.

For each lap, the lap time, max RPM value and max speed value are memorized.

The instrument panel can record:

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

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.

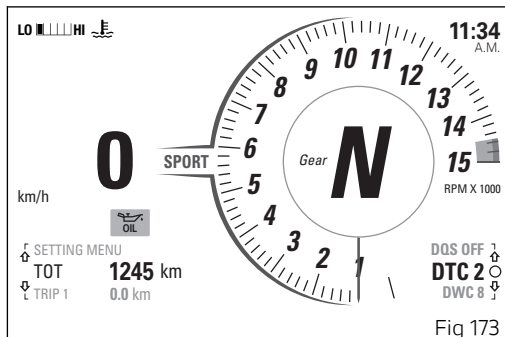


Fig 173

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

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

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

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

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 176.

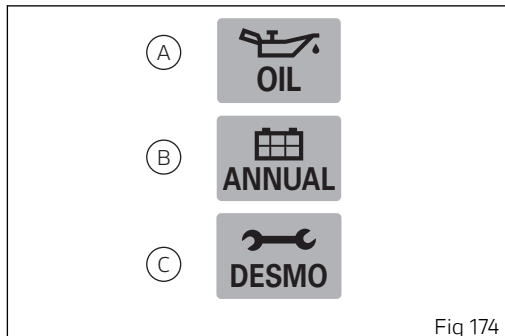


Fig 174

OIL SERVICE or ANNUAL SERVICE 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 OIL SERVICE (A) indication with the count of the mileage in miles (kilometers) instead of the odometer (TOT), 600 mi (1000 km) earlier than the service threshold;
- The ANNUAL SERVICE (B) indication with the count of the days remaining to the due service, displayed instead of the odometer (TOT);
- The DESMO SERVICE (C) indication with the count of the mileage in miles (kilometers) instead of the odometer (TOT), 600 mi (1000 km) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 176.

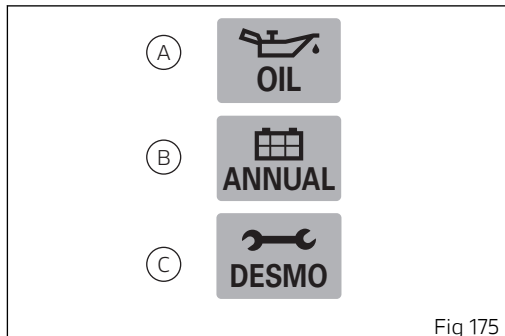


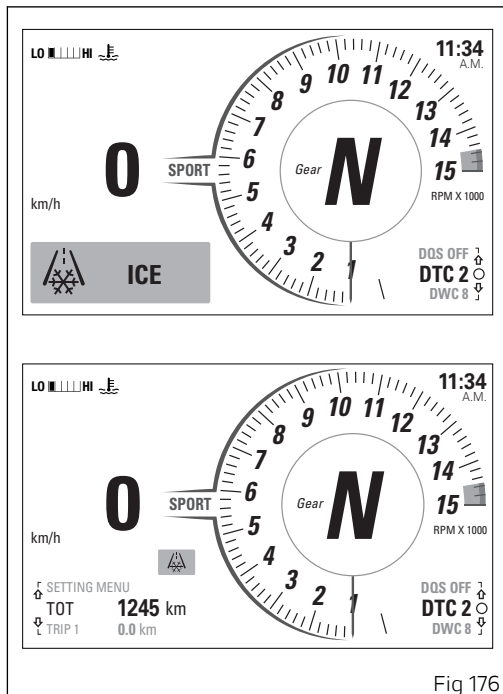
Fig 175

Warnings/Alarms (WARNING)

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

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

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 3 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.



Ice on the road indication (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.

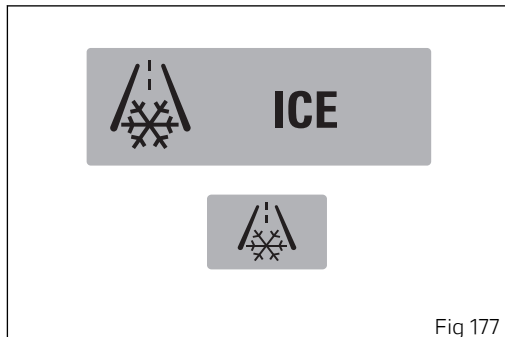


Fig 177

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.

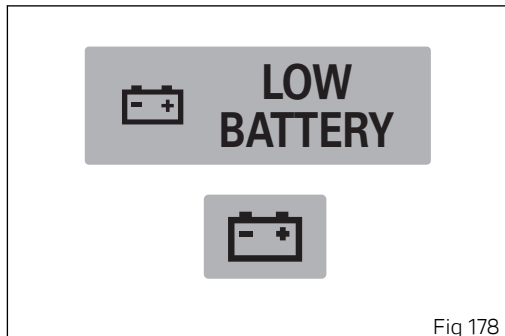


Fig 178

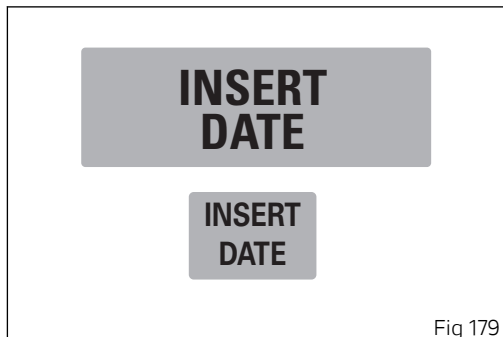
Date setting

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 "Date setting (Date and Clock)".



ABS Front Only

When this warning is activated, it is necessary to ride carefully because the ABS setting in use only controls the front wheel braking.

This warning is activated whenever ABS level 1 is selected.



Attention

In this case Ducati recommends you pay utmost attention when riding and especially while braking.



Fig 180

Error indication

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

Upon vehicle key-on, in case of active errors on the instrument panel, the MIL light (A) or the Generic Error light (B) will turn on.

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



Attention

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

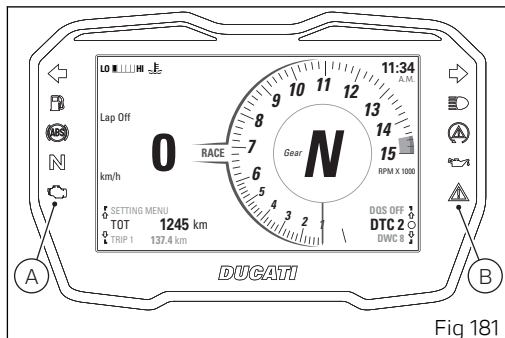


Fig 181

Viewing side stand status

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 (9, on).

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

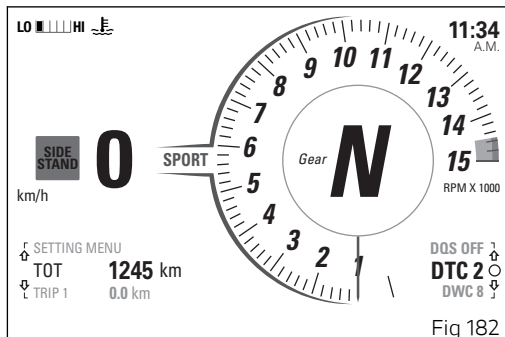


Fig 182

Light control

Low / High beam

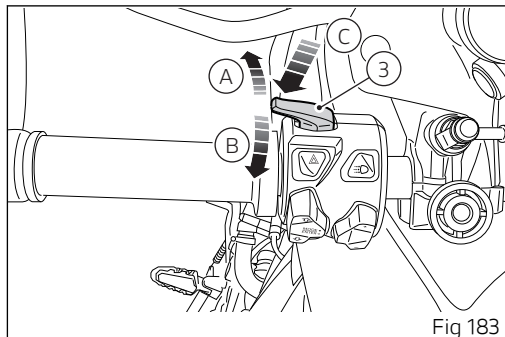
At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on (DRL lights are not present in China, Canada and Japan versions).

After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice-versa) with button (9).

If the low beam is activated, it is possible to switch on the high beam by pressing button (3), 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 within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

Light switching-off during vehicle starting



To preserve the motorcycle battery, if the high/low beams or DRL lights are ON during engine starting, the headlight is automatically switched off and then on again when the engine is started.

DRL (Daytime Running Light)

Upon Key-On, the DRL lights are turned on (DRL lights are not present in China, Canada and Japan versions). It is possible to switch off the DRL lights by means of button (9) on the left-hand switch. By pressing button (9) again, the DRL lights are switched on again.



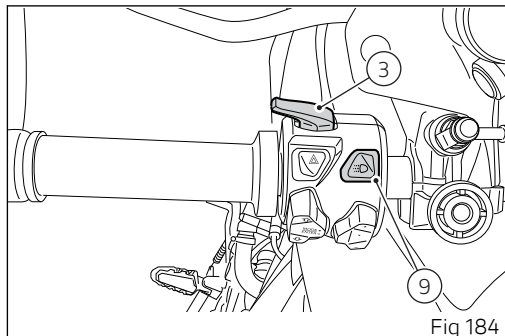
Note

Every time button (9) is pressed, the DRL light automatically switches to MANUAL mode. To go back to the AUTO mode, turn the Key Off and On or set the AUTO mode by means of the DRL CONTROL function in the Setting Menu.

By pressing button (3), the high and low beams are turned on, whereas the DRL light is turned off. Upon releasing the button (3), the DRL light is automatically switched on again.

DRL light in AUTO mode

If the DRL light is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL



light remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice-versa, according to the detected ambient light conditions. The display shows the green logo with letter A.



Attention

Using the DRL light in AUTO (automatic) mode in case of poor light conditions, especially in case of fog or clouds, could impair safety: in this case DUCATI recommends to manually activate the low beam.

DRL light in MANUAL mode

If the DRL light is in this mode, it does not change status when starting the engine. To switch on or off the DRL light it is necessary to press button (9). The display shows the yellow logo with letter M.



Attention

Using the DRL light in poor light conditions (dark) could compromise the riding visibility and dazzle who is coming on the opposite lane.



Note

Using the DRL light during the day improves visibility as it is easier to be perceived by those coming on the opposite side compared with the low beam.

Turn indicators

Turn indicators are automatically reset by the instrument panel.

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

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

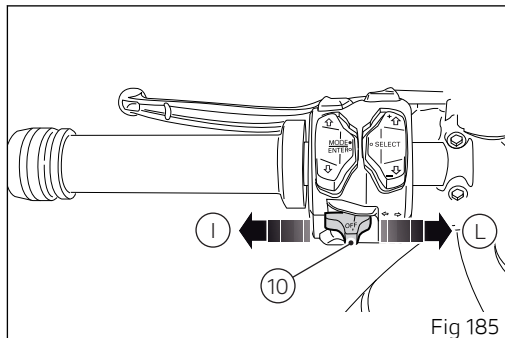
Automatic switch-off:

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

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

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

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



Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS) page 198.



Attention

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

Hazard function

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

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).

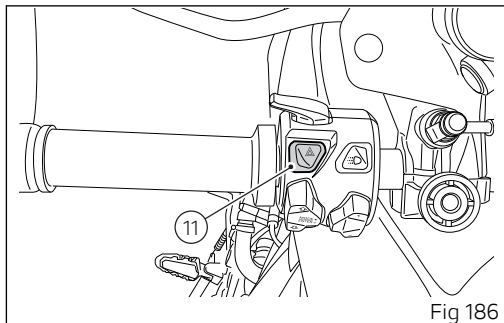


Fig 186

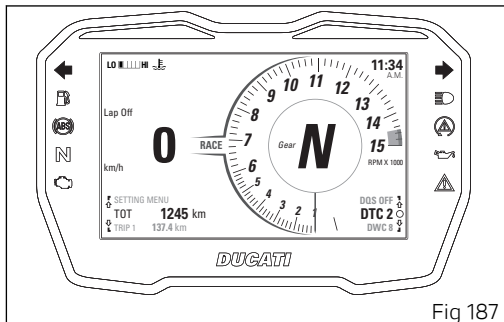


Fig 187

**Note**

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

**Note**

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

Immobilizer system

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

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

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

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

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

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



Attention

Separate the keys and use only one of the two to ride the bike.

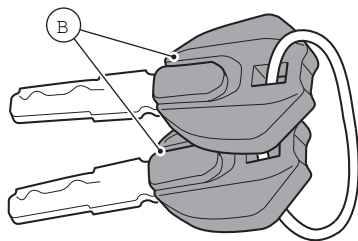


Fig 188

Duplicate keys

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



Note

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.

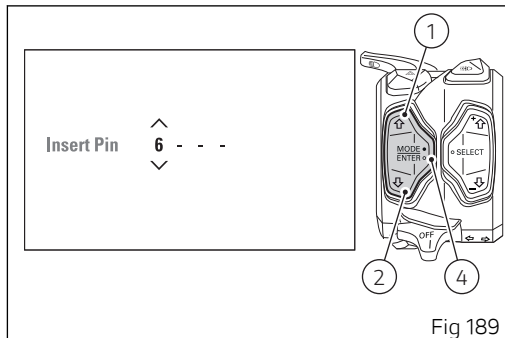
if the PIN CODE function is active, the instrument panel displays "Insert Pin" with four spaces allowing the rider to enter digits of the Pin code to be entered. "0" and "- - -".

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) 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 there is a problem during the PIN code check, the instrument panel displays "ERROR" for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the "Insert Pin" indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 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.

Controls

Position of motorcycle controls



Attention

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

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

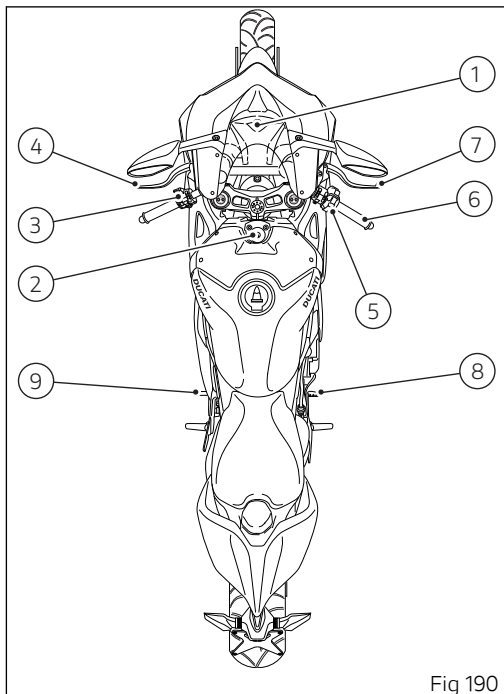


Fig 190

Ignition switch and steering lock

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

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

Note

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

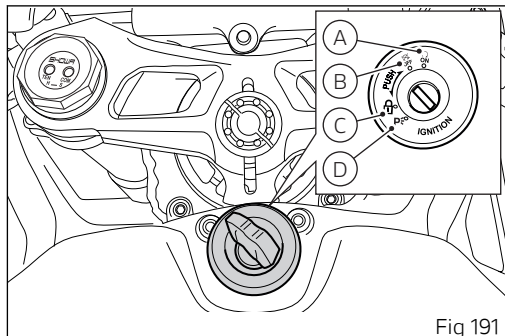
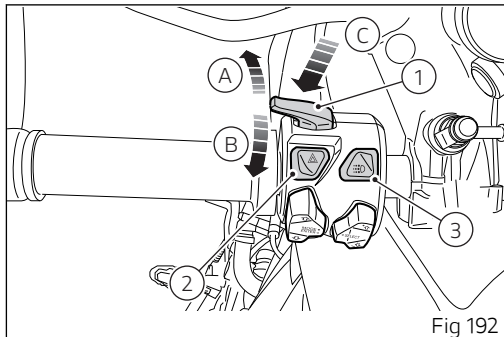


Fig 191

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) DRL light on/off button.

The DRL lights are not present in China, Canada and Japan versions.



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

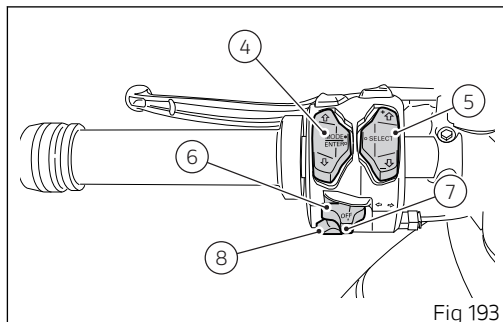


Fig 193

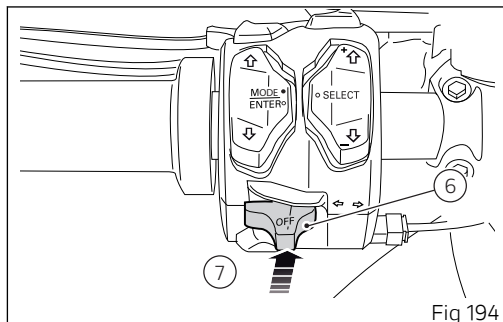


Fig 194

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 quick selection features three positions:

- (G) quick selection confirmation;
- (H) quick selection button "UP" (UP+) to increase the level of the selected function;
- (I) quick selection button "DOWN" (DOWN-) to decrease the level of the selected function;

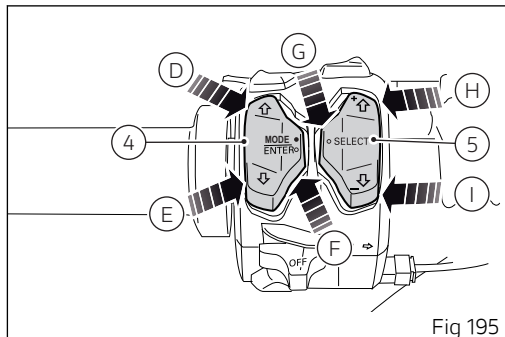


Fig 195

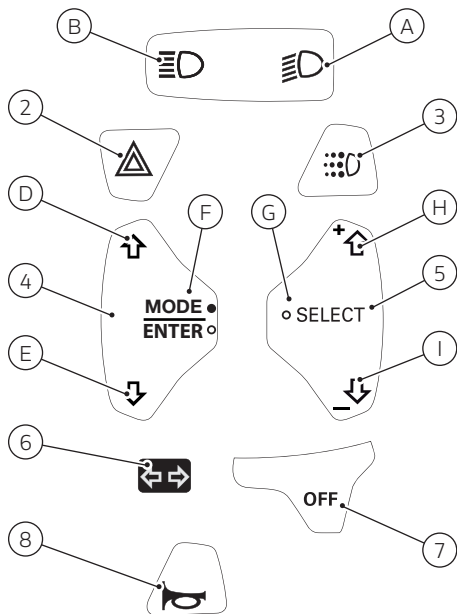


Fig 196

Key

- A) Low beam.
- B) High beam.
- D) Menu UP
- E) Menu DOWN.
- F) Confirm display menu.
- G) Confirm quick selection.
- H) Quick selection UP.
- H) Quick selection DOWN.
- 2) Hazard.
- 3) DRL.
- 4) Menu navigation.
- 5) Quick selection.
- 6) Turn indicator.
- 7) Turn indicator off.
- 8) Horn.

Clutch lever

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

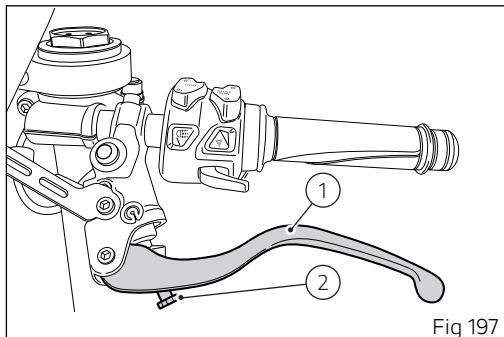


Fig 197



Attention

Set clutch lever when motorcycle is stopped.



Important

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



Note

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

Right-hand switch

- 1) Red ENGINE OFF switch.
- 2) ENGINE START button.
- 3) DPL 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).

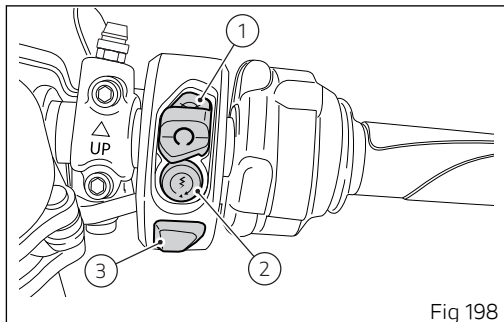


Fig 198

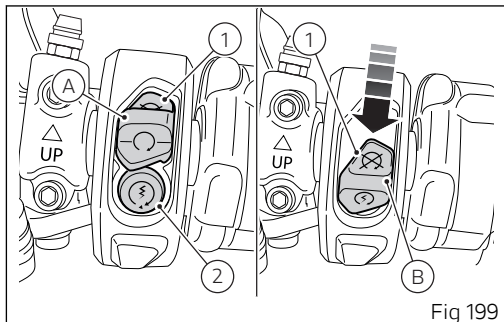


Fig 199

Key

2) Engine starting.

3) DPL.

A) Run ON.

B) Run OFF.

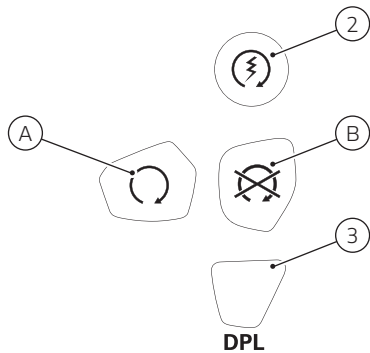


Fig 200

Throttle twistgrip

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

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

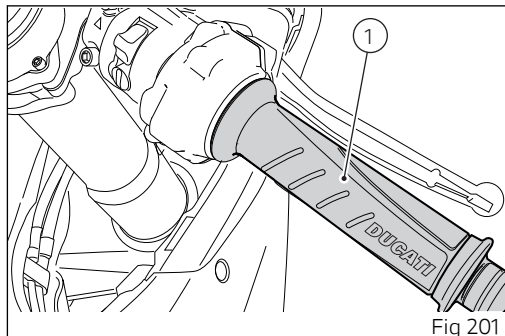


Fig 201

Front brake lever

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

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

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

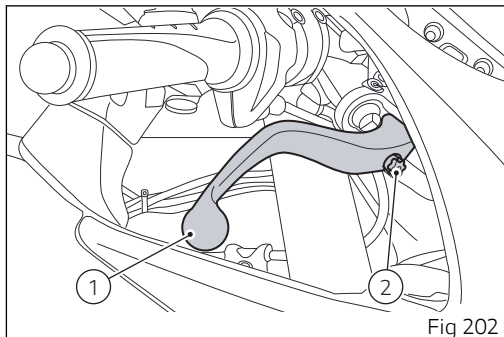


Fig 202

Rear brake pedal

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

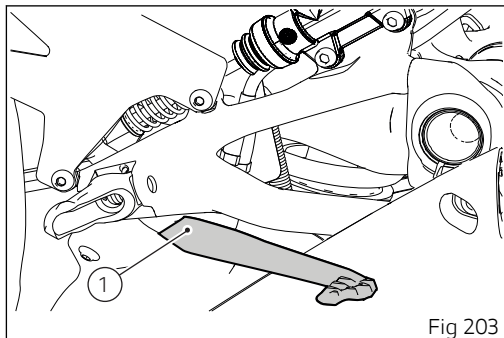


Fig 203

Gear change pedal

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

The pedal can be moved:

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

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

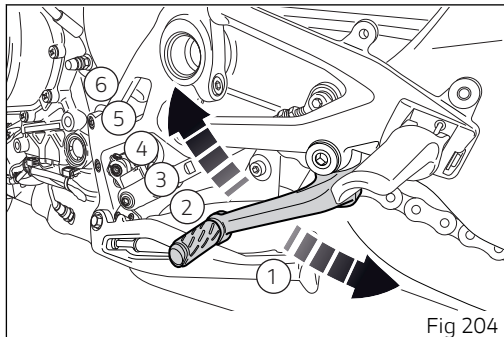


Fig 204

Adjusting the gear change pedal and the rear brake

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

Adjust the pedals as follows:

Gear change pedal

The position of the gear change pedal in relation to the footrest can be adjusted to suit the requirements of the rider.

To correctly operate on the rod, remove the relevant side fairing.



Attention

Have the gearchange rod adjusted at a Ducati Dealer or authorized Service Center.

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

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

Tighten nut (2) onto linkage.

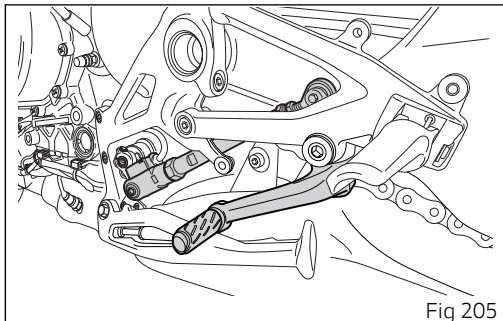


Fig 205

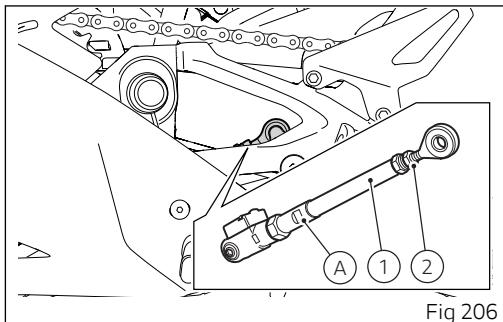


Fig 206

Once the adjustment is completed, check the correct value (B) of uniball travel (3).

The uniball (3) travel value (B) must be between 0 in (0 mm) (uniball completely screwed in) and 0.24 in (6 mm).



Attention

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

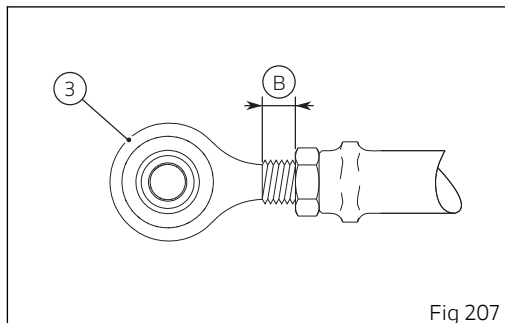


Fig 207

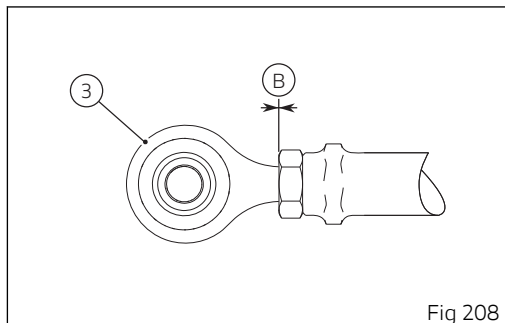


Fig 208

Rear brake pedal

Loosen counter nut (7).

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

Operate the pedal (8) by hand to check that there is $0.06 \div 0.09$ in ($1.5 \div 2$ mm) of free play before the brake bites.

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



Attention

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

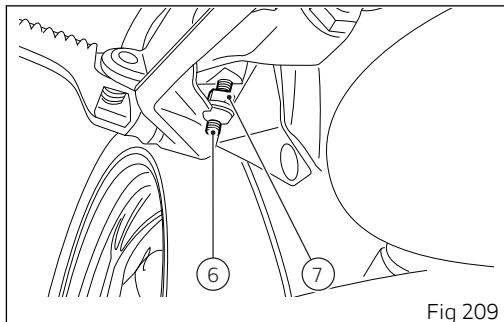


Fig 209

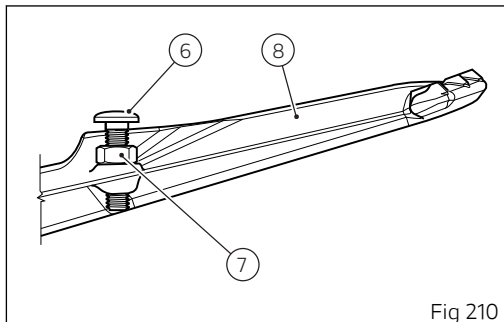


Fig 210

Main components and devices

Position on the vehicle

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

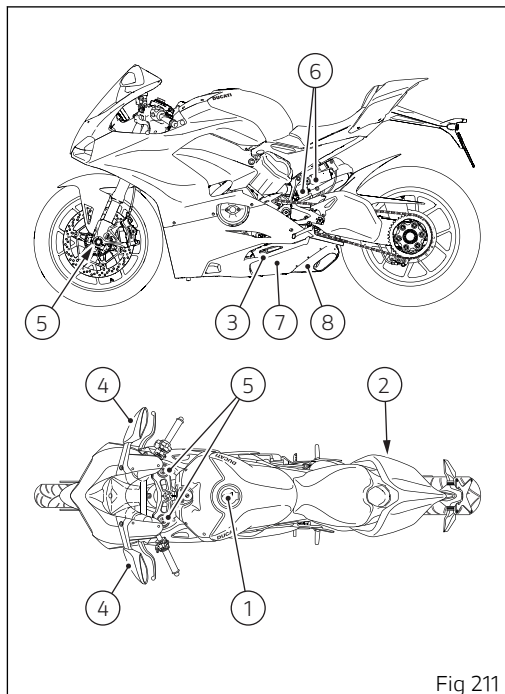


Fig 211

Fuel tank plug

Opening

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

Lift the plug (2).

Closing

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



Note

The plug can only be closed with the key in.



Attention

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

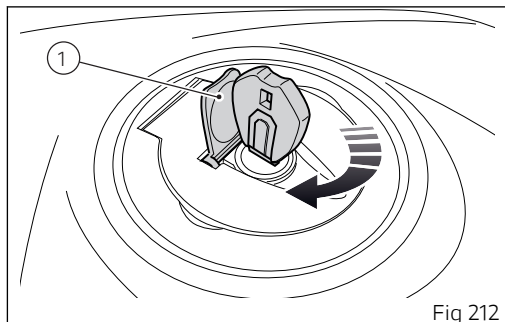


Fig 212

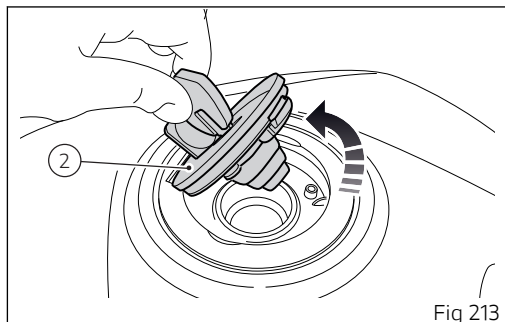


Fig 213

Seat lock

Opening

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

Pull the passenger seat (2) towards the front end of the motorcycle until releasing it.

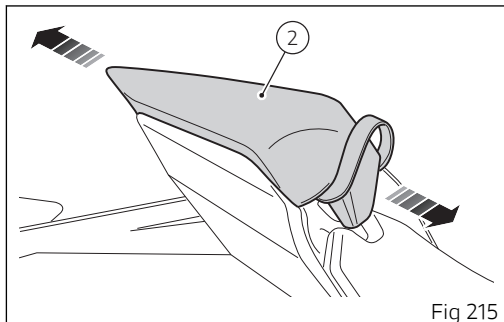
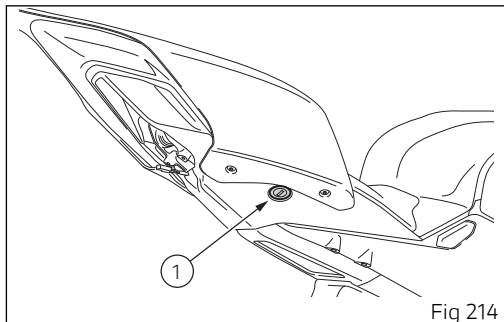
Closing

Insert the passenger seat (2) from the side and push it towards the rear end of the motorcycle until fully home.



Attention

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



Before fitting the passenger seat (2), make sure that passenger strap (3) is correctly positioned.

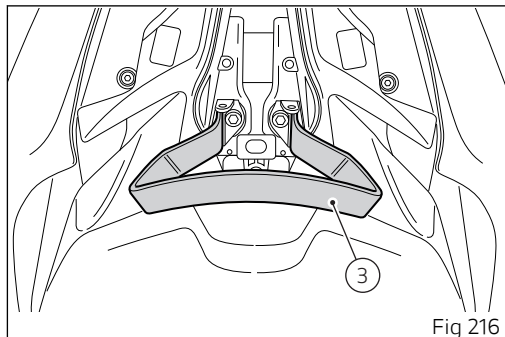


Fig 216

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.

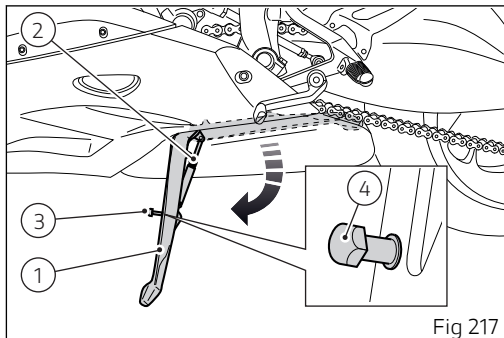
To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To easily find the side stand during the opening phase, press on pin (3) with your foot.



Attention

When using the bike on the track, we recommend removing the pin (3) by working on the key (4).



To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot. To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.



Attention

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

**Note**

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

**Note**

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

Bluetooth control unit

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

The Bluetooth control unit, which is not installed in this vehicle, can be purchased at a Ducati Dealer or Authorized Service Center.



Attention

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



Attention

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

- 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.



Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Steering damper

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

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

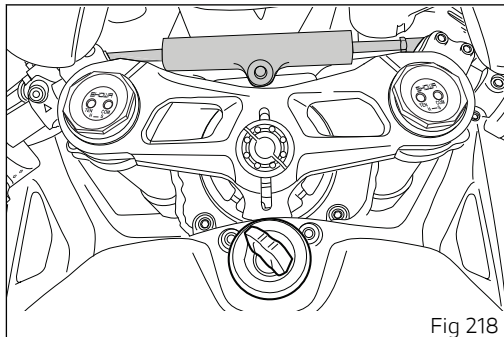


Fig 218

Front fork adjustment

The front fork used on this motorcycle has rebound, compression and spring preload adjustment. Use the external screw adjusters to make adjustments.

- 1) to adjust the rebound damping (1, ;
- 2) to adjust the compression damping (2, ;
- 3) to adjust the preload of the inner springs (3, Fig 220);

Position the motorcycle on its side stand so that it is stable.

Turn the adjuster (1) at the top end of each fork leg with a flat screwdriver to adjust rebound damping. Turn the adjuster (2) at the top end of each fork leg with a flat screwdriver to adjust compression damping.

Turn the adjusting screws (1) and (2) to adjust the damping. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position and by rotating counterclockwise, you can count the turns.

To change preload of the spring inside each fork leg, turn the hex. adjuster(3, Fig 220) with a hex wrench, starting from the fully open (clockwise) position.

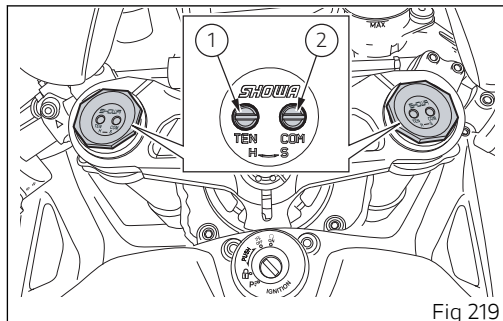


Fig 219

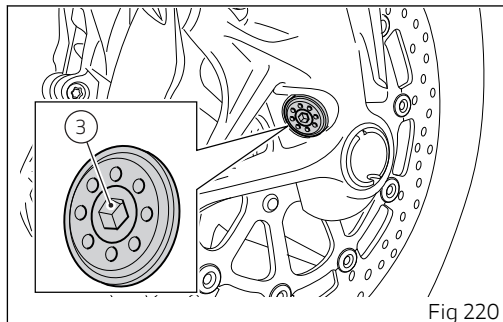


Fig 220

STANDARD factory setting is as follows:

compression: Max – 6 turns (from fully closed);

rebound: Max – 4 turns (from fully closed);

spring preload: Min 4 turns (0.157 in) (4.0 mm) (from fully open).

Setting RANGE:

compression: Max 7 turns;

rebound: Max 5.5 turns;

spring preload: Max 15 turns.



Attention

Regulate the adjusters on both legs to the same positions.

Adjusting the rear shock absorber

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

Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).

The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the compression damping.

The ring nuts (3) allow adjusting the shock absorber external spring preload.

To adjust the spring preload, loosen the top ring nut. SCREWING or UNSCREWING the bottom ring nut will INCREASE or DECREASE the preload.

Once the spring preload is set, tighten the top ring nut.

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

rebound (1): 6 ± 2 clicks from fully closed;

compression (2): 1.5 ± 0.25 turns from fully closed;

spring preload: 0.51 in (13 mm) from fully uncompressed spring.

Maximum RANGE:

rebound (1): 22 ± 5 turns;

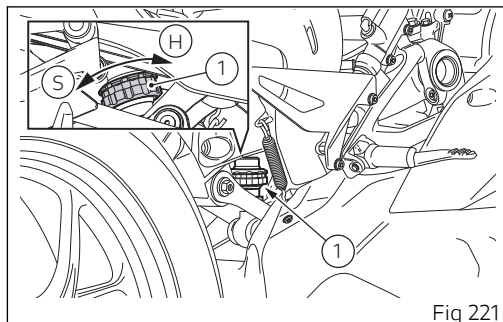


Fig 221

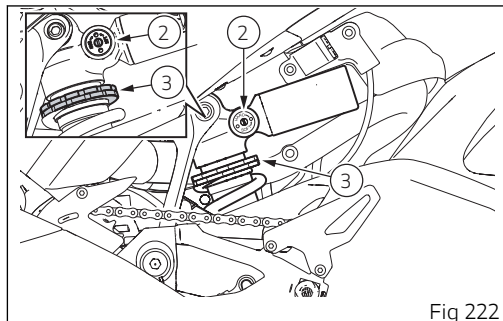


Fig 222

compression (2): 3.5 ± 0.25 turns;



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 setting of the vehicle when it is put on the market (standard settings indicated in the previous paragraphs) corresponds to a setting suitable to all use conditions (riding situations, rider's skills and needs), to obtain the best solution for a sport use on the road.

Riding the motorcycle

Running-in recommendations

Maximum rpm

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

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

Up to 621 mi (1000 km)

During the first 621.37 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500 ÷ (included) 6,000 rpm.

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

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



Important

During the first 621 mi (1000 km) (Break-in period), i.e. as long as the Odometer displays a value lower than or equal to 621 mi (1000 km), the "orange area" (pre-warning area on the display with orange used for bar graph filling and to indicate the corresponding figure) is displayed when engine reaches 6000 rpm. During this break-in period, it is not advisable to exceed 6000 rpm, so make sure the instrument panel does not display the "orange area" of the bar graph.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions. For the first 62 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.

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

It is also advisable to inspect the drive chain frequently and lubricate as required.

From from 621 to 1553 mi (from 1000 to 2500 km)

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



Important

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

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

Pre-ride checks

Attention

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

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

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 285).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 312).
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the relevant reservoirs (page 290).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 289).
- **TIRE CONDITION**
Check tire pressure and condition (page 310).

- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 305).
- **KEY LOCKS**
Ensure that tank filler plug (page 260) and seat (page 261).
- **SIDE STAND**
Make sure side stand operates smoothly and is in the correct position (page 263).

Attention

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

To ensure trouble-free operation, the engine coolant pump of your Panigale V4 requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather hole positioned on the upper part of the crankcase, and this will not

affect proper operation of the engine or the cooling system.

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.

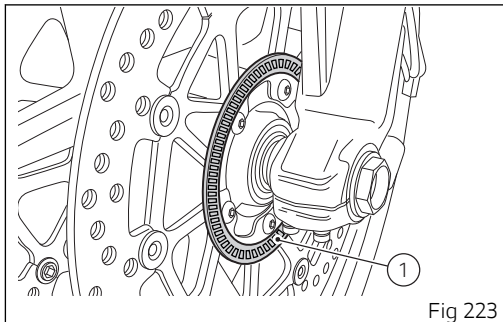


Fig 223

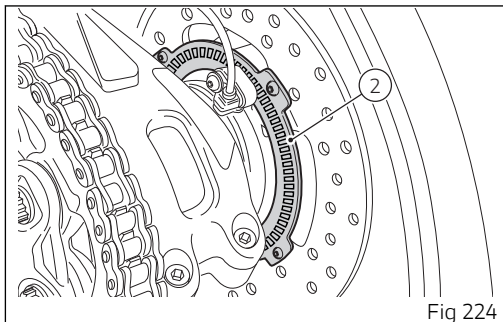


Fig 224

Engine start



Attention

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



Attention

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

Move the ignition key to ON. Make sure both the green light N (3) and the red light  (4) on the instrument panel come on.



Important

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

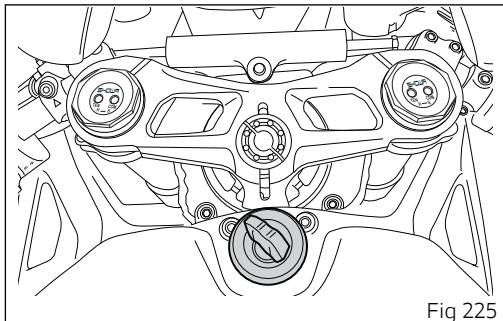


Fig 225

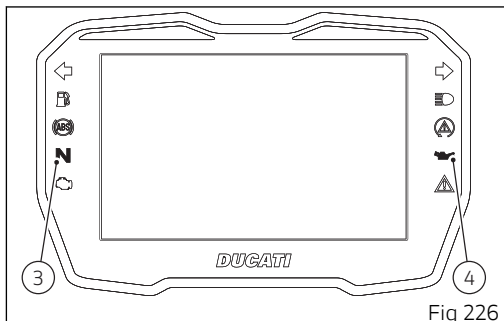


Fig 226



Attention

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



Note

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

Move the red switch (1), on the right side of the handlebar upwards, and press button (2).

Let the motorcycle start without operating the throttle control.
The red oil pressure warning light (4, Fig 226) should go out a few seconds after the engine has started.



Note

If the battery is flat, system automatically inhibits starter motor cranking operation.

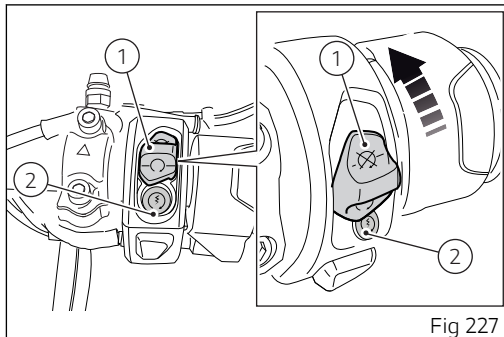


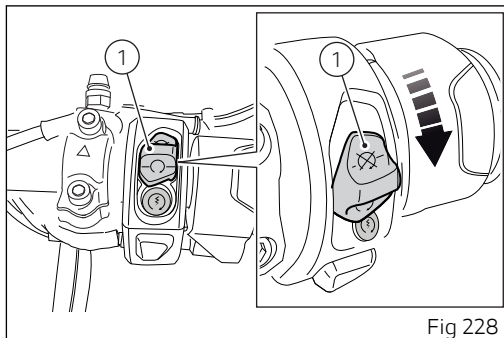
Fig 227



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



Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently.

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

Stopping the motorcycle

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

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

To switch the engine off, simply turn the key to OFF (page 243).

Parking

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

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



Important

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



Attention

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



Attention

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

Refueling

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



Attention

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



Attention

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

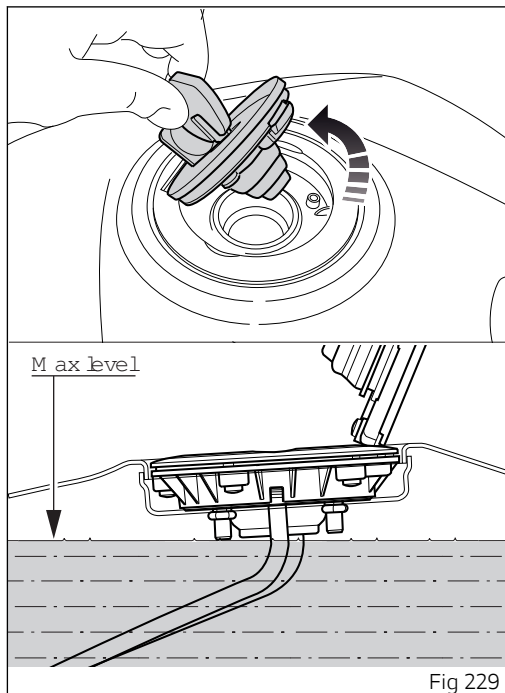


Fig 229

Tool kit and accessories

The glove compartment positioned under the passenger seat contains a 0.16 in (4 mm) L-shaped Allen wrench (1).

To access the compartment, remove the passenger seat (page 261) and slide out the back (A) from the front.

Have the following parts (supplied as standard) installed by a Ducati Dealer or Authorized Service Center:

- passenger seat;
- left and right rear footpegs.

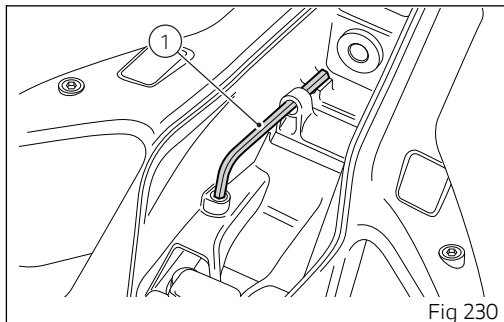


Fig 230

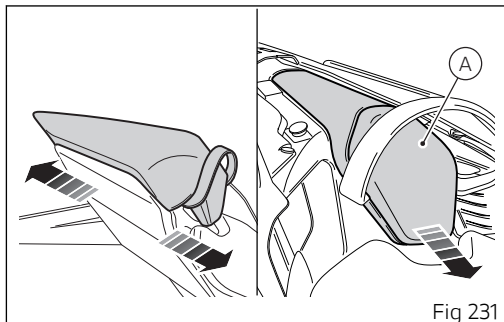


Fig 231

Main use and maintenance operations



Important

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

Removing the fairings

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



Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.



Important

At every reassembly, to avoid damaging the painted areas and the Plexiglass windscreen, always place the nylon washers at the retaining screws.

Change air filter



Important

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

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir, on the right side of the vehicle, through the inner sight slot, gaining access from the front wheel housing.

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

Top up if the level is below the MIN mark.



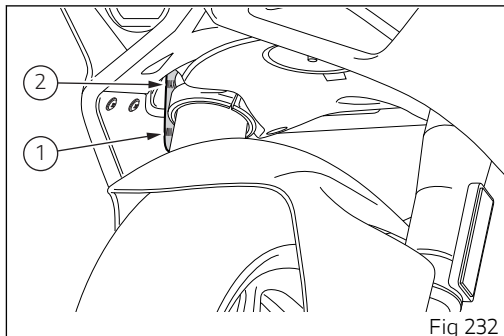
Attention

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



Important

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



Checking brake and clutch fluid level

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

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

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

Brake system

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

Attention

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

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

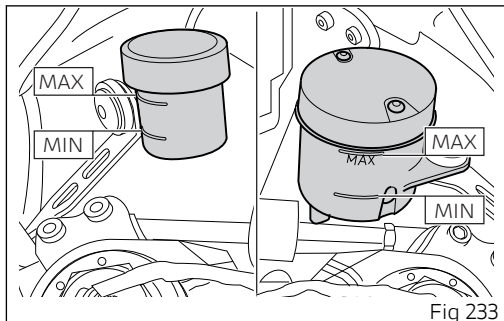


Fig 233

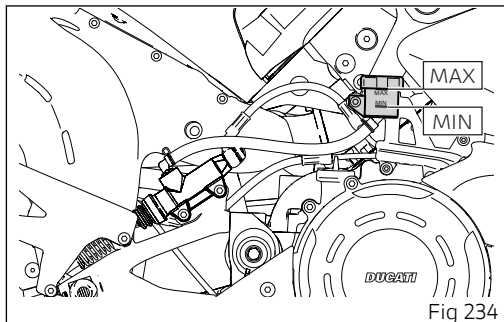


Fig 234

Clutch system

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



Attention

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



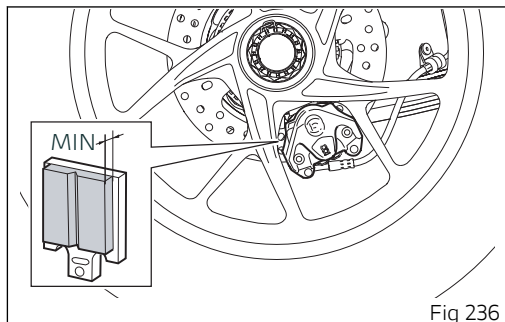
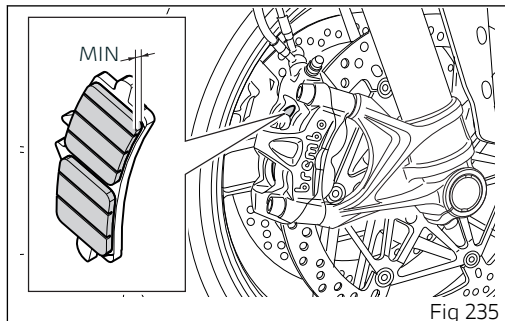
Attention

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



Important

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



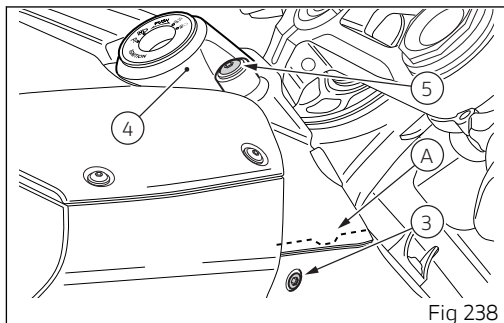
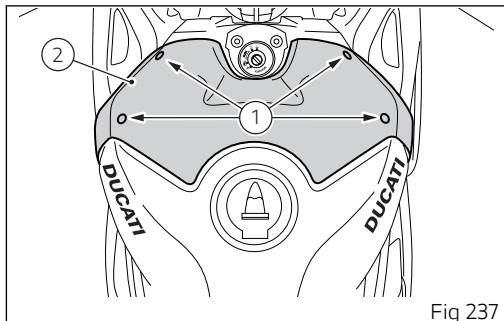
Charging the battery

Removal

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

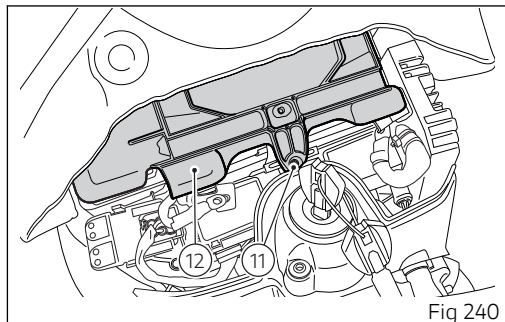
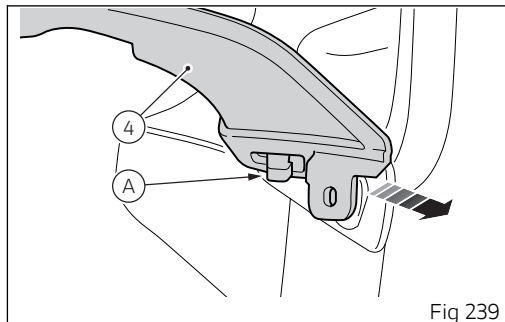
Loosen the 4 screws (1), collect the relevant washers, and remove the tank cover (2).

Loosen the two side (3) and upper (5) screws retaining the ignition switch cover (4).



Slide out the ignition switch cover (4) from the rear and from upwards, paying attention to the inner tabs (A) connected to the side fairing, positioned on both sides.

Loosen screw (11) and slide out cover (12) retaining the battery.



Slide out the battery (6) from its housing and, always starting from the negative terminal (-), loosen the screws (7).

Remove the ABS positive cable (8) and positive cable (9) from the positive terminal and the two negative cables (10) from the negative terminal.



Attention

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



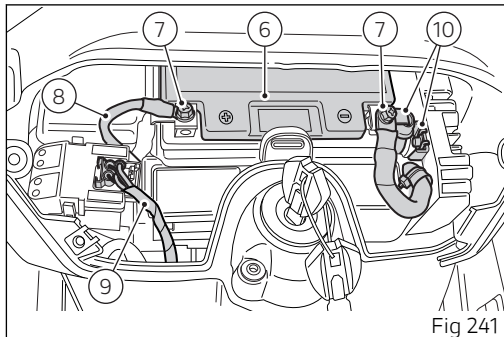
Attention

Keep the battery out of the reach of children.

Charging the battery

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

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



Attention

Before activating the battery charger, connect it to the battery always starting with the red positive terminal (+) first.



Attention

While charging, the battery gives off toxic gases. Recharge in a ventilated room.

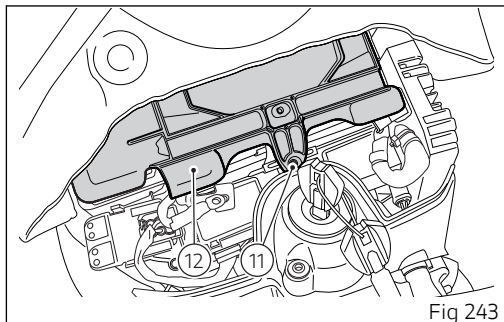
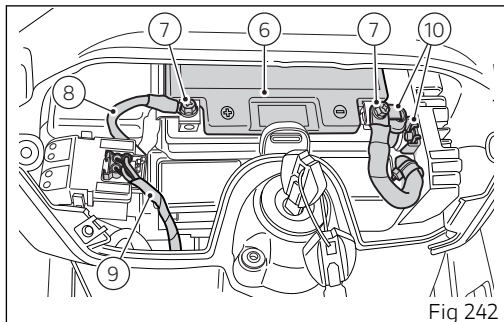
Refitting

Lay down the ABS positive cable (8), onto positive cable (9) and start screw (4) in its thread on these cables.

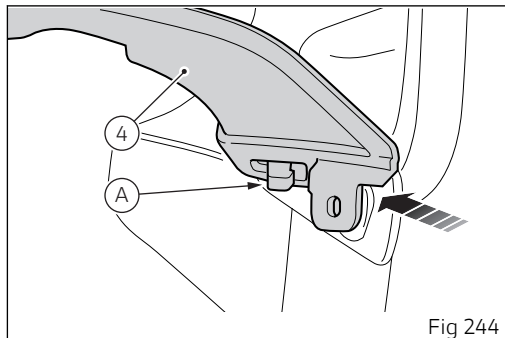
Connect the two negative cables (10) to battery negative terminal, by starting the other screw (4). Tighten the terminal clamp screws (4) to a torque of 2Nm and apply grease onto the battery terminals to prevent oxidation.

Reinstall the battery (6) in the support, positioning the cables as shown in (Fig 242).

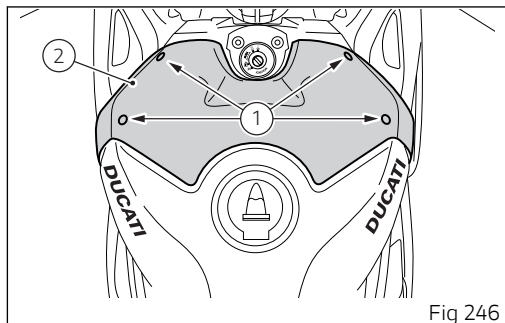
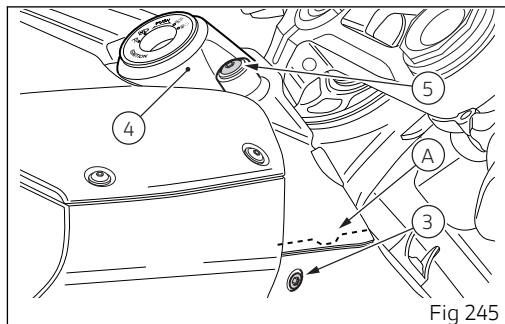
Position the cover (12) fastening the battery and tighten the screw (11).



Position the ignition switch cover (4), operating from the front side, and paying attention to the inner tabs (A) connected to the side fairing, positioned on both sides.



Tighten the two side (3) and upper (5) screws retaining the ignition switch cover (4). Once the tank cover (2) is positioned, tighten the four screws (1), complete with the relevant lower washers, to a torque of 2.5 Nm.



Charging and maintenance of the battery during winter storage

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

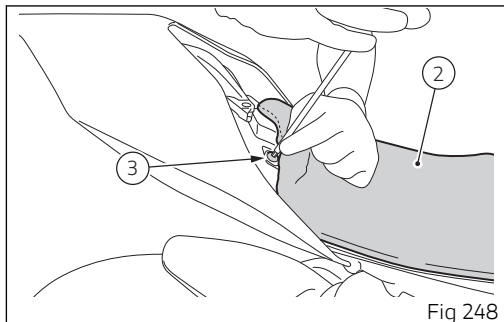
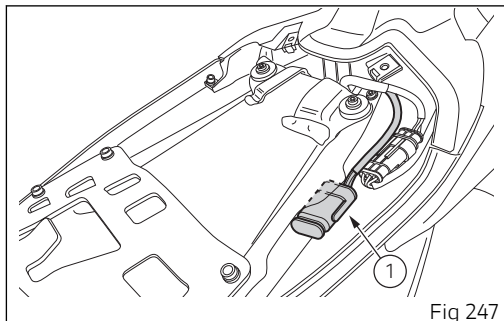
Connector (1) is located under the rider seat (2), on the left side.

To reach it, remove the two screws (3) on both sides and remove the rider seat (2).



Attention

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





Important

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



Attention

When the motorcycle is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (A) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601A - UK; 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.

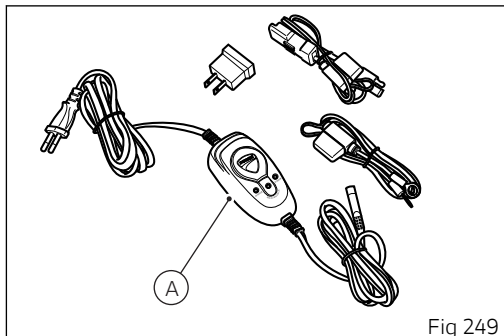


Fig 249

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 plastic section of the chain sliding shoe. It must be: $A = 0.90 \div 0.98$ in ($23 \div 25$ mm).



Important

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

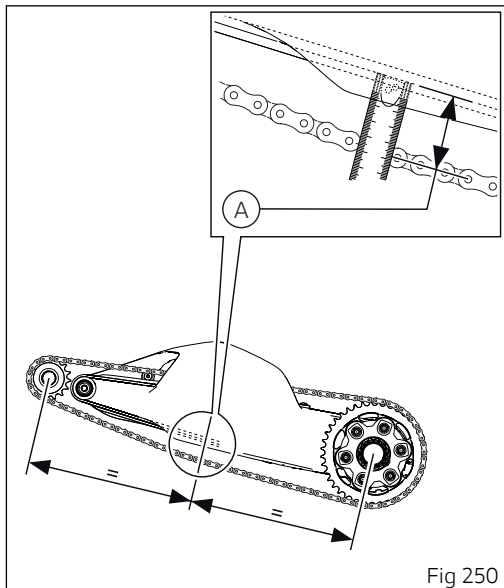


Fig 250



Attention

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



Important

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

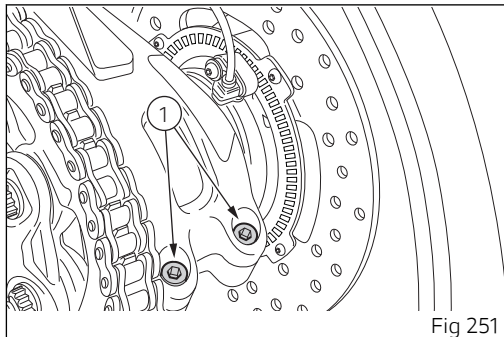


Fig 251

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

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

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



Important

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

Replacing the high and low beam bulbs

The whole front LED headlight assembly is maintenance-free. Figure shows the locations of the high beam (HI), low beam (LO) and parking lights (1). Have the lights replaced at a Ducati Dealer or authorized Service Center.

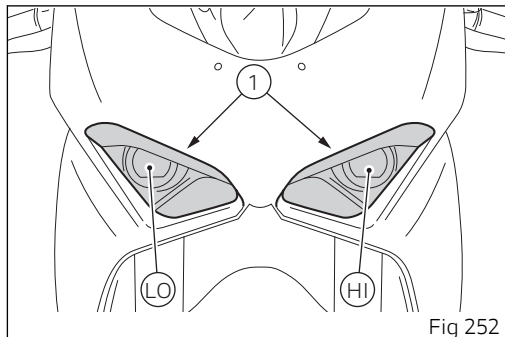


Fig 252

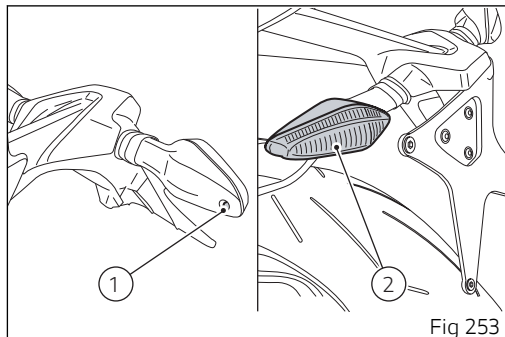
Rear turn indicators

To change the rear turn indicator bulbs, rotate the indicator body (1) by a 1/4 turn so that the lens is up, and then extract indicator body from the indicator light unit.

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 indicator body (2) to its support and rotate it by a 1/4 turn.



Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.

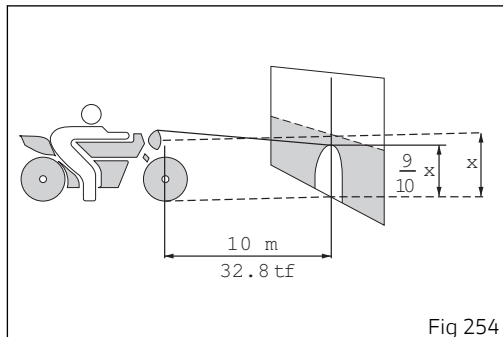


Fig 254

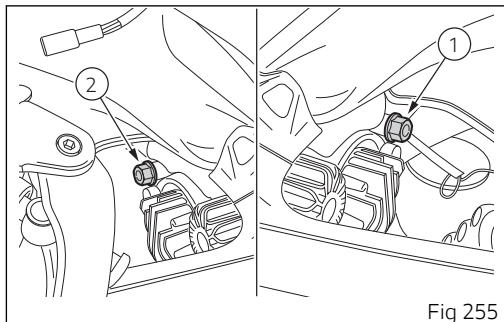
To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides.

Screw (1), positioned on the left side, acts on the high beam:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

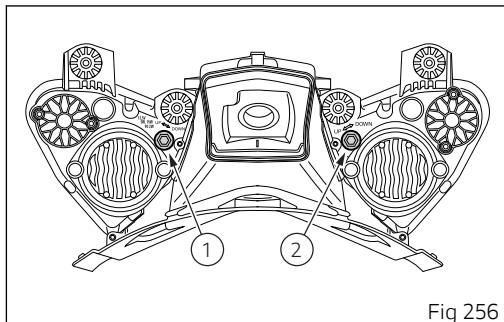
Screw (2), positioned on the right side, acts on the low beam:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.



Attention

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



Adjusting the rear-view mirrors

The rear view mirror can be adjusted manually by pressing on point (A).

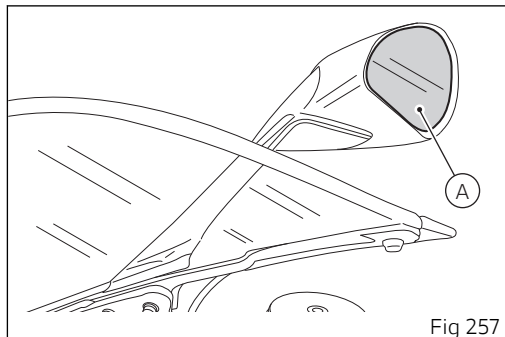


Fig 257

Tubeless tires

On the road (rider only)

2.3 bar (33.36 psi) (front) - 2.1 bar (30.46 psi) (rear).

On the road (rider + passenger):

2.5 bar (36.26 psi) (front) - 2.9 bar (42.06 psi) (rear).

On track (rider only):

2.3 bar (33.36 psi) (front) - 1.8 bar (26.10 psi) (rear).

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.



Attention

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.90÷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

In case of puncture replace the tyre. Replace the tyres using the make and type of the original equipment. Make sure that protective caps of valves are tightened to avoid pressure drops while riding. Never use tube type tyres; failure to comply with this provision can cause the sudden explosion of the tyre, with severe consequences for the rider.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or move the counterweights for wheel balancing.



Note

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

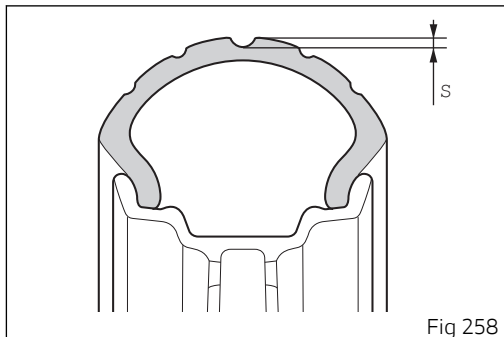
Minimum tread depth

Measure tread depth (S, 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

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



Check engine oil level

Engine oil level can be checked through the sight glass (1) located on the left side of the engine block. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

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

Remove the oil filler cap (2) located on the right side of the vehicle and top up until the oil reaches the required level. Refit the filler plug (2).

Important

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

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

- 1) The level must be checked with engine off for at least 2 hours to allow the oil collected in the cylinder heads to reach the sump.
- 2) Position the bike with both wheels on a flat ground and in straight position.
- 3) Then, check the engine oil through the sight glass.

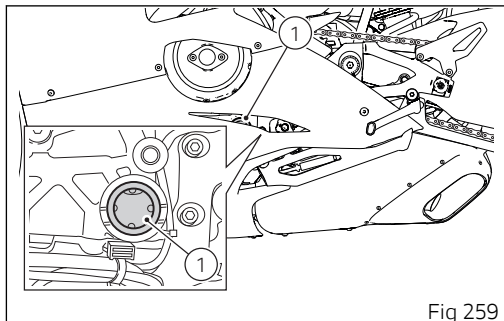


Fig 259

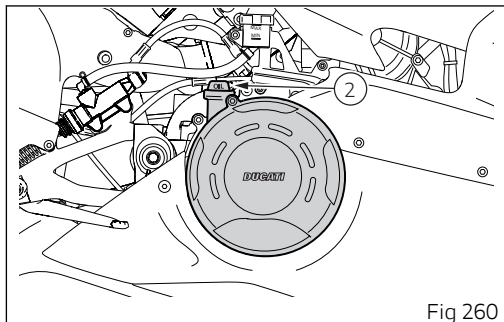


Fig 260

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



Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50.

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

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.



Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.



Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.



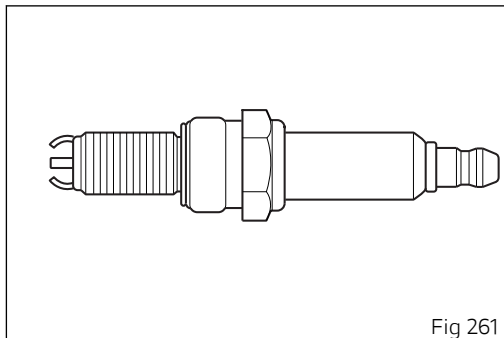
Note

To clean the instrument panel do not use alcohol or its by-products.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the vehicle.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.



Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see page 299);
- Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate. The canvas is available from Ducati Performance.

Important notes

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

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

Scheduled maintenance chart

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



Attention

This scheduled maintenance chart is designed for a road use of the Panigale V4. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or authorized Service Center where you can receive customized service advice according to the sport use you make of your Panigale V4.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Read the error memory with DDS 2.0 and check of Software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Change engine oil mesh filter assembly				•		•	-
Check and/or adjust valve clearance				•		•	-
Visual check for wear of the chain timing system and of the oil pump drive chain						•	-
Change spark plugs				•		•	-
Clean air filter			•		•		-
Change air filter				•		•	-
Replace the fastening screws of clutch cover, clutch protection cover, generator cover, and oil sump				•		•	-
Check brake and clutch fluid level		•	•	•	•	•	12
Change brake and clutch fluid							24
Check brake pads. Change if necessary		•	•	•	•	•	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check wheel hub bearings				•		•	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check and lubricate the rear wheel shaft				●		●	24
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 sliders for wear		●	●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	24
Change front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check for proper tightening of the frame-to-engine fasteners and swinging arm			●	●	●	●	-
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	48
Check coolant level		●	●	●	●	●	12
Check electric fan operation		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Adjustment of the Bowden cable of the exhaust valve opening through the DDS 2.0		●		●		●	-
Check secondary air system operation				●		●	-
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Reset of the adjustable height bellmouth system (VIS) using DDS 2.0				●		●	-
Check the indicators and lighting		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		•	•	•	•	•	12
Softly clean the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

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

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



Important

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

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

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

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 436.5 lb (198 kg).

Overall weight (without fluids and battery): 385.8 lb (175 kg).

Maximum allowed weight (carrying full load): 815.7 lb (370 kg).



Attention

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

Overall dimensions

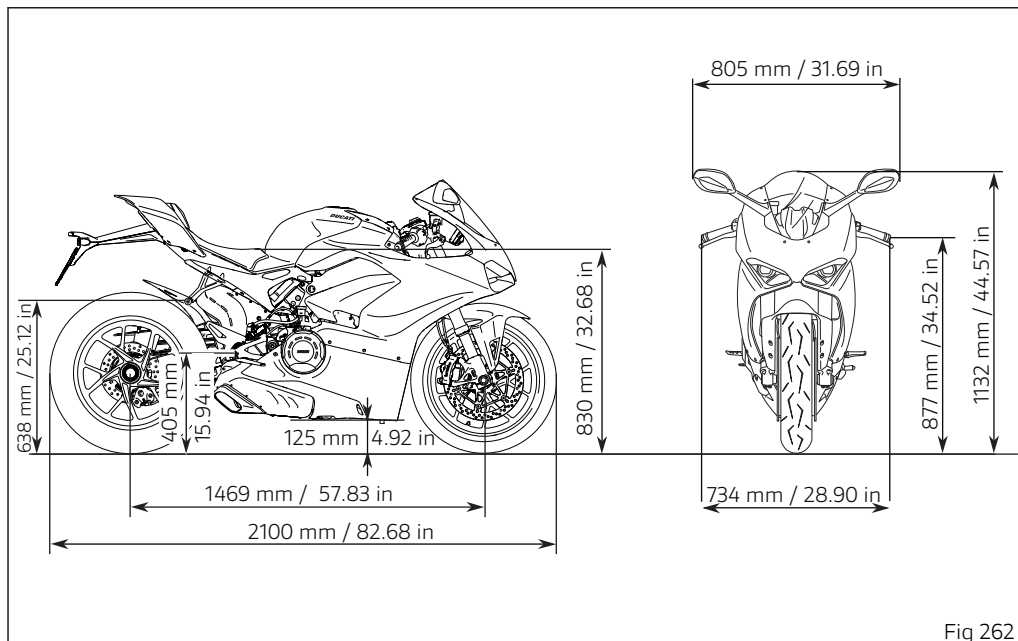


Fig 262

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.19 gal (4.5 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2	16 liters (3.52 gal) (976 cu in)
Oil sump and filter	Ducati recommends use of SHELL Advance DUCATI 15W-50 Fully Synthetic Oil	3.8 cu. dm (liters) (1 gal) (232 cu in)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	84 mm (3.31 in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.05 liters (0.54 gal)



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

Desmosedici Stradale: V4 90°, counter-rotating crankshaft, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 3.19 in (81 mm)

Stroke: 2.1 in (53.3 mm)

Total displacement: 67.31 cu in (1103 cu. cm)

Compression ratio: 14.0 ± 0.5:1

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

157.5 kW/214.0 HP at 13,000 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:

84 kW/114.2 HP at 10,500 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

124 Nm / 12.6 kgm at 10,000 rpm

Max. torque at crankshaft (EU) Regulation no. 134/2014 Annex X, for France version only:

99 Nm - 10.1 kgm at 7,500 rpm

Maximum rpm: 14,500 rpm / 15,000 rpm (6th gear).



Important

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



Note

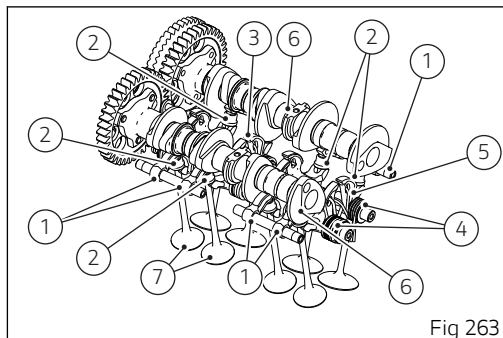
The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Timing system

Desmodromic, 4 valves per cylinder

Desmodromic timing system

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



Performance

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



Important

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

Spark plugs

Make: NGK.

Type: LMDR10A-JS.

Fuel system

Inductive discharge indirect electronic injection, intake system with variable length ducts

Throttle body: Full Ride-by-Wire elliptical (corresponding diameter):

2.05 in (52 mm)

Injectors per cylinder: 2

Fuel with a minimum octane rating of 90 (RON +MON)/2.



Attention

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

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

FRONT

Semi-floating drilled twin-disk.

Braking material: stainless steel.

Carrier material: aluminum.

Disk diameter: 12.99 in (330 mm).

Brake disk thickness: 0.2 in (5 mm)

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

Brake caliper make: BREMBO.

Type: Stylema monobloc (R) M4.30, radial mount (ABS Cornering EVO)

Number of pistons per caliper: 4

Friction material: BRM10H.

Cylinder type: PR16/21.

REAR

With fixed drilled stainless steel disk.

Disk diameter: 9.6 in (245 mm).

Brake disk thickness: 0.2 in (5 mm)

Hydraulically operated by a pedal on RH side.

Brake caliper make: BREMBO

Number of pistons per caliper: 2.

Cornering ABS as standard.

Friction material: Ferodo Ferit I/D 450 FF.

Cylinder type: PS 13.

Master cylinder diameter: 0.51 in (13 mm).

Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Primary drive: 1.80:1

6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 16/41

Total gear ratios:

1th 38/14

2th 36/17

3th 33/19

4th 32/21

5th 30/22

6th 30/24

Drive chain from gearbox to rear wheel.

Make: DID 525HV3 KAI ZB

Links: 114

Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

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

Frame

Aluminum alloy frame.

Aluminum alloy rear subframe.

Steering head angle: 24.5°.

Steering angle: 26° on the left / 26° on the right.

Trail: 3.93 in (100 mm).

Wheels

Front

5-spoke, light-alloy forged rim.

Size: MT3.50x17"

Rear

5-spoke, light-alloy forged rim.

Size: MT6.00x17"

Tires

Front

Pirelli Diablo Supercorsa SP "tubeless" radial type.

Size: 120/70-ZR17.

Rear

Pirelli Diablo Supercorsa SP "tubeless" radial type.

Size: 200/60-ZR17.

Suspensions

Front

Fully adjustable Showa BPF upside-down fork with chromed steel fork legs.

Stanchion diameter: 43 mm.

Wheel travel: 120 mm.

Rear

Sachs monoshock, with adjustable rebound and compression damping and spring preload.

Wheel travel: 51 in (130 mm)

Aluminum single-sided swinging arm

Steering damper

Sachs steering damper

Exhaust system

Layout 4 - 2 - 1 - 2: the exhaust system structure is 4 into 2 into 1 into 2.

Two lambda sensors and two catalytic converters.

Available colors

Ducati Anniversary red code 473.101 (PPG);

Primer (Acriflex White) code LMC06017 (LECHLER);

gray frame and black rims.

Electric system

Basic electric items are:

Headlight type:

no.1 Luxeon Altilon LED + No.2 Luxeon F Plus LEDs
(low beam);

No.1 Luxeon Altilon LED (high beam);

No.4 Luxeon F ES LEDs (parking light/DRL)

(the DRL lights are not present in China, Canada and Japan versions).

Electrical controls on handlebars.

LED front turn indicators type:

No.15 OSRAM LYE6SF LEDs

LED rear turn indicator type (Europe version):

No.1 PHILIPS LXM2-PL01 LED

BULB rear turn indicator type (USA version):

RY10W (12V-10W) Amber Color.

Tail light type:

No.18 OSRAM LSA67F LEDs.

LED stop lights type:

No.18 OSRAM LAE6SF LEDs

LED number plate light type:

No. 3 CREE CLA1A-WKW LEDs.

Horn.

Stop light switches.

Battery:

12V - 6.5Ah 10HR

(YUASA YT7B-BS)

Generator:

14.5V - 440W.

ELECTRONIC RECTIFIER, protected by a 30A fuse
located on the solenoid starter, next to the battery.

Starter motor (Denzo):

BA06 12V - 0.6 kW



Note

For bulb replacement instructions, please read
"Replacing the high and low beam bulbs".

Fuses

There are twelve fuses that protect the electric components located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front left fuse box (A, Fig 264) and the front right one (B, Fig 265) are located above the battery. To access the fuses, remove the tank cover (page 293).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

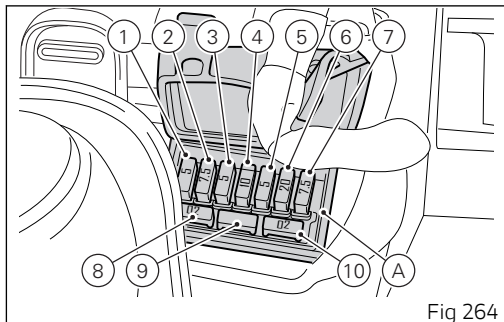


Fig 264

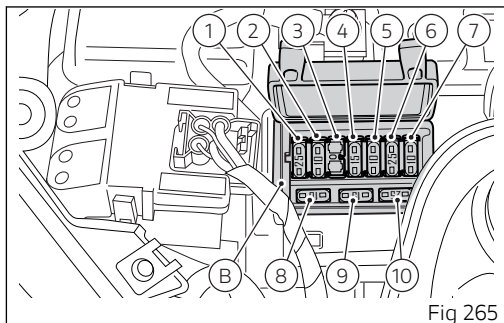


Fig 265

Front left fuse box (A) key		
Pos	El. item	Rat.
1	EMS/ABS/IMU	5 A
2	DASH/BBS/SMEC	7.5 A
3	Front optical unit	5 A
4	SBS	-
5	Accessories	5 A
6	Injection relay	20 A
7	Diagnostics/ Recharge	7.5 A
8	Spare	20 A
9	Spare	15 A
10	Spare	5 A

Front right fuse box (B) key		
Pos	El. item	Rat.
1	EMS powered relays	25 A
2	Fuel pump relay	10 A
3	Starter relay	-

Front right fuse box (B) key		
4	Instrument panel	15 A
5	Black Box System (BBS)	15 A
6	ABS 1	25 A
7	ABS 2	10 A
8	Spare	25 A
9	Spare	15 A
10	Spare	10 A

The main fuse (C) is located on the right side of the fuse box (B , Fig 265)on solenoid starter (D). To access it, remove the tank cover (page 293) and the fuse cap (E). 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.

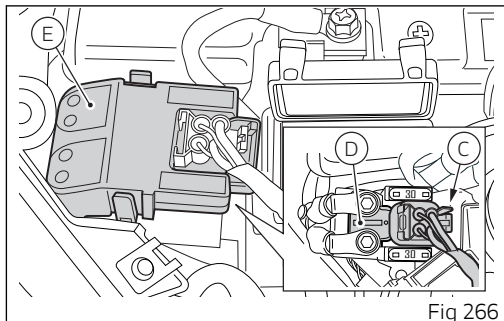


Fig 266

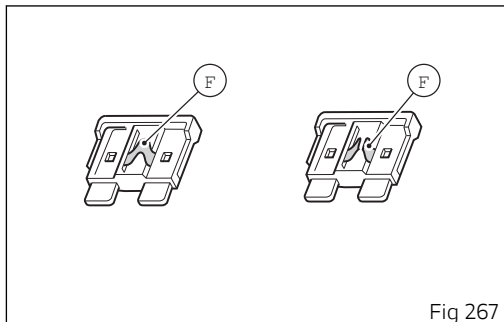


Fig 267

Injection /electric system diagram key

- | | |
|--|-------------------------------|
| 1) Left-hand switch | 25) Cylinder 1 upper injector |
| 2) Right-hand switch | 26) Cylinder 4 rear injector |
| 3) Front stop switch | 27) Cylinder 3 rear injector |
| 4) Immobilizer | 28) Cylinder 2 front injector |
| 5) Ignition system (ignition switch) | 29) Cylinder 1 front injector |
| 6) LH fan | 30) Rear coil 4 |
| 7) RH fan | 31) Rear coil 3 |
| 8) Front speed sensor | 32) Front coil 2 |
| 9) ABS control unit | 33) Front coil 1 |
| 10) Rear speed sensor | 34) Purge valve |
| 11) Smart EC control unit | 35) Secondary air actuator |
| 12) Vehicle control unit (BBS) | 36) Intake funnel motor (VIM) |
| 13) Rear light | 37) Rear potentiometer |
| 14) Diagnostics | 38) Front potentiometer |
| 15) Main wiring / rear wiring cable coupling | 39) Rear lambda sensor |
| 16) Main wiring / rear wiring cable | 40) Front lambda sensor |
| 17) Rear wiring | 41) Rear knock sensor |
| 18) Rear right turn indicator | 42) Front knock sensor |
| 19) Number plate light | 43) Side stand switch |
| 20) Rear left turn indicator | 44) Quick shifter |
| 21) ECU | 45) Gear sensor |
| 22) Cylinder 4 upper injector | 46) Engine temperature |
| 23) Cylinder 3 upper injector | 47) Timing/rpm sensor |
| 24) Cylinder 2 upper injector | 48) Rear stop switch |
| | 49) Rear MAP sensor 4 |
| | 50) Rear MAP sensor 3 |

- 51) Front MAP sensor 2
- 52) Front MAP sensor 1
- 53) Rear TPS
- 54) Front TPS
- 55) Accessory devices
- 56) Air temperature
- 57) Clutch switch
- 58) Front left turn indicator
- 59) GPS (optional)
- 60) Headlight
- 61) Instrument panel
- 62) Front right turn indicator
- 63) Oil pressure sensor
- 64) Horn
- 65) Fan relay
- 66) Ex-up motor
- 67) Fuel tank ground
- 68) Fuel pump
- 69) Load relay (LOADS EMS)
- 70) Key-Sense relay
- 71) Fuel pump relay
- 72) LH fuse box
- 73) RH fuse box
- 74) Engine ground
- 75) Fused solenoid
- 76) Starter motor

- 77) Regulator
- 78) IMU 1
- 79) IMU 2
- 80) APS sensor
- 81) Release connector 1
- 82) Release connector 2
- 83) Battery

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow
- R Red
- Lb Light blue
- Gr Gray
- G Green
- Bn Brown
- O Orange
- P Pink

**Note**

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

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			



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