HYPERMOTARD

Owner's manual

ENGLISH

HYPERMOTARD 698 MONO

Dear Ducatista,

thank you for trusting us with the purchase of your new Hypermotard 698 Mono.

We recommend that you **read the use and maintenance manual carefully**, to quickly get familiar with your Ducati and **make the most of all its features**. In the manual, we provide lots of useful advice and information on your **safety**, on how to **take care** of your bike and on how to maintain its value through **correct maintenance** by specialist Service Centres.

You can also find this manual in **digital format, always up-to-date, in the dedicated area of the Ducati website** and **in the MyDucati App**, which can be consulted both from a PC and a phone.

In this way, you will always have the **most up-to-date version of the manual** available and you will also find **information and frequently asked questions** regarding your bike and the world of Ducati.

You can send suggestions for improvement regarding the contents of this Use and maintenance manual to the following address: OwnerManual@ducati.com

This manual forms an integral part of the motorcycle and must be kept with it for its whole service life. If the motorcycle is resold, the manual must always be handed over to the new owner. The quality standards and safety of Ducati motorcycles are steadily improved as new design solutions, equipment and accessories are developed. While the information contained in this manual is current at the time of going to print, Ducati Motor Holding S.p.A. reserves the right to make changes at any time without notice and without any obligations. For this reason, the illustrations in this manual might differ from your motorcycle.

Important

Check the FAQs and tutorials dedicated to your bike on the Ducati website to keep up to date with all the latest news regarding its functions and features.
The information in the manual is current at the time of going to print. The quality and safety standards of Ducati motorbikes are constantly updated. Check on the Ducati website the functions and features in the updated Owner's Manual of your motorbike.

 For any servicing or suggestions you might need, please contact our authorised service centres.

For further information, please contact us at:
contact_us@ducati.com
Our Advisors are available to give you suggestions and useful tips.

Important

For further information, please contact the Ducati Support by clicking on “Contact us” in the Services and Maintenance section of the www.ducati.com website.
Our Advisors are available to give you suggestions and useful tips.

Enjoy your ride!

Table of contents

Roadside Assistance

Roadside Assistance

ACI Global Servizi

Important

The "ACI Global Services" roadside assistance is in force only in the following countries:
Denmark, Belgium, France, Luxembourg, Switzerland, Ireland, United Kingdom, Italy, Norway, Holland, Spain, Austria, Germany, Sweden, Portugal, Canary Islands, Cyprus, Croatia, Czech Republic, Estonia, Latvia, Lithuania, Finland, Greece, Hungary, Malta, Poland, Serbia and Montenegro, Slovakia, Slovenia, Turkey, Ukraine.

The Ducati Card Assistance Programme, created in collaboration with Ducati and ACI Global Services, offers assistance in case of breakdown and/or accident to the Ducati Customer. The service is active 24 hours a day, 365 days a year, for 24 months (in case of extended warranty the relevant conditions will apply) from the date of delivery of the motorcycle or for the period of coverage of the Ever Red warranty extension.

The roadside assistance services include:

- Roadside assistance and towing
- Information Service
- Transport of passengers following roadside assistance
- Return of passengers or continuation of the journey
- Recovery of the repaired or found motorcycle
- Repatriation of the motorcycle from abroad
- Search and sending of spare parts abroad
- Hotel expenses
- Recovery of the motorcycle off the road in case of accident
- Advance payment of bail abroad

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany,

Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.

Important
All information is detailed and available on the Ducati website of the respective country.

Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
Should you have any problems in calling the number for your country from abroad, dial the phone number of the country where the Event has occurred.

Attention
If phone numbers are temporarily inactive due to a malfunction to telephone lines, the Beneficiary may call the number of ACI Global Servizi Operations Centre in Italy: +39-02 66165610.

Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	25 561580	+357-25 561580
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192

Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800.744.444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885

Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechtenstein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50

Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

Software updates

Software updates

Some components of the motorbike are operated by or involve the use of software. Such software may be subject to or require updates.

- Any updates that may be necessary to ensure the safety of the motorbike will be communicated by Ducati and made available for installation at the Ducati Service network.
- Information on updates that may be necessary to maintain the conformity of the motorbike is published on the Ducati website and the updates are made available, for two years from the date of purchase of the motorbike or for the longer term of the conventional warranty (if active for the motorbike), for installation at the Ducati Service network.
- Further updates and new versions of the software will be made available, in compliance with the motorbike maintenance schedule indicated in this Owner's Manual, for installation at the Ducati Service network when the motorbike is serviced.

We invite you to periodically consult the section of the Ducati website dedicated to updates and to download and install the My Ducati App to keep informed of available updates.

Attention

In order to maintain the motorbike's legal and, if applicable, conventional warranty of conformity (if applicable), you are required to install the updates made available as soon as possible and, in any case, within a reasonable period of time, also taking into account the importance of the update.
If the updates are not installed within a reasonable period of time, Ducati shall not be liable for any conformity or safety defects deriving from the failure to install the update.

Warranty information

General warranty conditions

1. Warranty content

1.1 Ducati Motor Holding S.p.A. - A Sole partner company- a Company of the Audi Group, with headquarters in via Cavalieri Ducati no. 3, 40132, Bologna, Italy (hereafter “Ducati”) - guarantees anywhere in the world where its official service network is present (see "World Dealer Guide" available at www.ducati.com) that all of its new motorcycles, manufactured for road use, for a period of twenty-four (24) months with no mileage/km limitation from the delivery date of the motorcycle to the first owner, shall be free of defects in workmanship as ascertained and recognised by Ducati.

1.2 In such cases, the Customer has the right to the repair or replacement of defective parts, free of charge.

1.3 The defective parts replaced under warranty become the property of Ducati.

1.4 The new parts replaced under warranty or repaired are covered by warranty for the remaining outstanding warranty period of the motorcycle.

1.5 Also, through a specific insurance policy taken out with ACI GLOBAL S.p.A, Ducati offers the Customer additional roadside assistance services in the Countries listed in the "Owner's manual", according to the specific terms and procedures reported therein, which are here fully referred to.

1.6 These general warranty conditions (hereinafter the "Warranty Conditions") do not affect the remedies for lack of conformity against the seller that the consumers have at their disposal by law, free of charge, in accordance with European regulations, as implemented in Italy by Legislative Decree no. 206 of 6 September 2005, and following amendments (so called Codice del Consumo or Consumer Code): In the event any one provision of these Warranty Conditions should conflict with mandatory law in force in the country of residence or domicile of the "consumer" such provision shall be treated as null and void.

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

- motorcycles used in sporting competitions of any kind;
- parts subject to wear and tear during normal operation of the motorcycle (such as for example: tyres, final drive, belts, flexible cables, spark plugs, brake and clutch parts subject to friction, the vehicle battery if not properly maintained using the Ducati battery maintainer);
- defects deriving from oxidation or caused by atmospheric agents extraordinary environmental conditions or circumstances or due to irregular or improper washing of the motorcycle;

2.2 Without prejudice to the provisions of the mandatory provisions for the protection of the consumer relating to the legal warranty pursuant to the national regulations transposing and implementing European legislation in the countries belonging to the European Union, the Customer cannot exercise this conventional warranty for damage/defects that are unrelated to the production process such as, by way of example, any damage/defect deriving from:

- negligence in the execution of the Scheduled Maintenance Plan specified by Ducati in article 5 below;
- incorrect maintenance or repair operations carried out by parties other than the Ducati Authorised Dealers and/or Service Centres
- assembly of spare parts or accessories whose use is not approved by Ducati;
- failure to comply with the prescriptions for the use of the vehicle and its equipment as indicated in the Owner's Manual;
- modifications to the vehicle made by the Customer and / or third parties without the express approval of Ducati;
- Customer's failure to adhere to any recall campaigns planned by Ducati.

3. Procedure for claiming the warranty

3.1. To activate this warranty and maintain its validity, the Customer is required to:

- report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com as soon as possible with respect to the time of

their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.
- comply with the scheduled maintenance plan foreseen in art. 5 of these warranty conditions;
- keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (service booklet/receipts/invoices with details of the work carried out and the parts used). A copy of this documentation should be given to the Dealer/Authorised Service Centre from whom the warranty claim is made, who will be able to verify that the work has been carried out correctly.

3.2 For tracking purposes necessary for the implementation of safety and technical update policies in the event of a change of motorcycle ownership, the new owner must notify Ducati of the change of ownership advising the Ducati Customer Service at the contact information available at www.ducati.com or at the Ducati Authorised Dealers and/or Service Centres within thirty (30) days after change of ownership date.

4. Limitations of liability

4.1 Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.
4.2 Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.
4.3 This warranty, under the conditions specified herein, is the only conventional warranty offered by Ducati, without prejudice to the possibility of extension through additional warranties offered by Ducati.
4.4 Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.
4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with.

In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

5. Scheduled maintenance plan and pre-delivery
5.1 The pre-delivery operations are carried out by the seller.
5.2 Ducati has defined the scheduled maintenance plan included in the "Owner's Manual" to keep their motorcycles at the best possible levels of efficiency, performance and safety.
5.3 Exact observance of the coupons, under the terms set forth herein, is a necessary condition to ensure the maintenance of the vehicle in correct usage status and the validity of this warranty. The following compulsory coupons must be carried out and paid for:

- first coupon: within six (6) months of delivery of the motorcycle to the Customer, or within the first 1000 km/600 miles travelled;
- second coupon, upon reaching the mileage specified in the maintenance schedule and in any case within twelve (12) months from previous service coupon.

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.
5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's

recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/ invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

Attention
A reference to 'you' is a reference to the Customer.

If you purchased your motorbike in Australia:
Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

If you purchased your motorbike in New Zealand:
Our goods come with guarantees that cannot be excluded under the Consumer Guarantees Act 1993. You are entitled to a replacement or refund for a failure of substantial character and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a failure of substantial character.

The benefits given to you by the warranty set out in this Owner's manual are in addition to any other rights and remedies you have under a law in relation to the motorcycle. If any provision of the general warranty conditions set out in this booklet should exclude or limit any rights under the Australian Consumer Law or the Consumer Guarantees Act 1993 (National Law), such provision is null and void. In circumstances where your rights under the National Law are greater than your rights under the Warranty, Ducati will honour your rights under the National Law.

To make a claim under the Warranty you must notify one of the Ducati Authorised Dealers and/or Workshops listed in the "Dealer Locator" (available at www.ducati.com) of any defects of the motorcycle within two (2) months of becoming aware of the defect. If you have any questions, you may contact Ducati ANZ Pty Ltd ACN 636 589 430 at Level 6, 895 South Dowling Street, Zetland NSW 2017 or by email at contactus@ducati.com or by phone on 1300 11 26 06 (AU) / 0800 382 284 (NZ).

You must bear the expense of claiming under the Warranty.

Infotainment

Infotainment (if any)

If the Bluetooth control unit is installed, the infotainment system is activated.

The infotainment system allows devices such as smartphones, rider and passenger helmet intercoms and satellite navigator to be connected via Bluetooth, allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

- For pairing and managing Bluetooth devices, see page 22.
- For managing phone calls, see page 29.
- For managing the music player see page 31.

Bluetooth device pairing and management (if any)

This function is available only if the Bluetooth control unit is installed and allows the user to manage any paired Bluetooth devices and add more.

- From the main screen, select “SETTING MENU” (see page 120) via buttons (1) and (2) and press the ENTER button (3).
- Select the “BTH” item (A) and press ENTER (3).

If no Bluetooth devices have been previously paired, “NO DEV” (B) is displayed and “PAIRING” (C) flashes. Press ENTER (3) to pair a new Bluetooth device.
If Bluetooth devices have been previously paired, the name of the first device is displayed scrolling, together with the message “PAIRING”. Use buttons (1) and (2) to scroll and select the devices already paired or select the flashing “PAIRING” item. When the name of one of the devices in the list is selected, press ENTER (3) to delete the device.

The number of currently paired devices (D) is indicated instead of the gear.

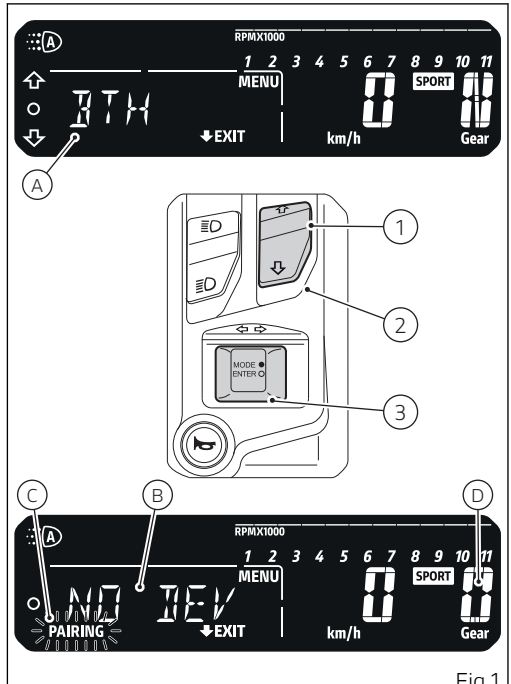

Fig 1

Note
Maximum of 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 satellite navigator can be paired up.

Note
If there are no paired devices, the message No device is displayed.

Attention
Smartphone and 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 Smartphone and 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:

1) the entire range of headphones and Smartphones available on the market;
2) Smartphones that do not support the required Bluetooth profiles.

Attention
Ducati has tested many of the most popular and recent smartphones; however, the operating systems and technological choices made by smartphone manufacturers are not under Ducati's control. Therefore, it is not possible to guarantee operation on all phones on the market and their software and firmware. To check compatible smartphones and operating systems, visit the Ducati website.

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.

PAIRING - pairing of a new Bluetooth device

This function allows pairing a new Bluetooth device.

- From the main screen, select "SETTING MENU" (see page 120) via buttons (1) and (2) and press the ENTER button (3).
- Select the "BTH" item and press ENTER (3).
- Use buttons (1) and (2) to select the flashing "PAIRING" item and press the ENTER button (3).

The types of Bluetooth devices that can be paired are listed: "PHONE" (E) is displayed flashing. Use buttons (1) and (2) to scroll through the items "RIDER", "PASSENGER" and "NAVI". To confirm the desired type, press the ENTER button (3).

Note

Maximum of 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 satellite navigator can be paired up.

The instrument panel then starts searching for Bluetooth devices within range by listing their names (F), while the number of devices found during the search (G) is displayed flashing instead of the speed. When the number of devices found stops flashing, the device search is complete.

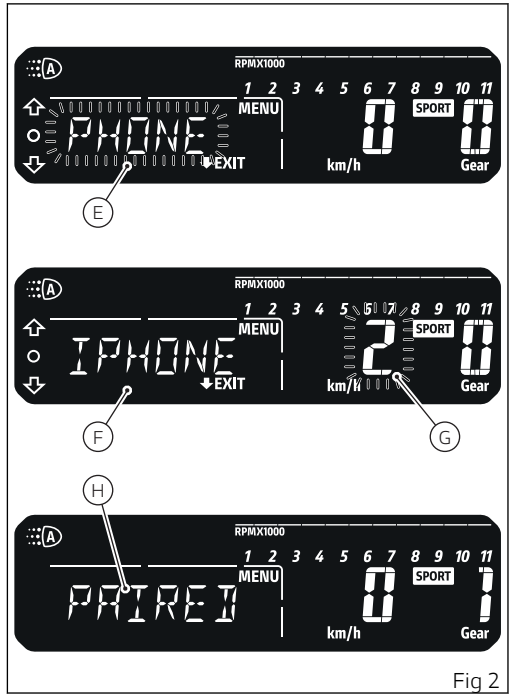

Fig 2

From the list of found devices (F), select the desired device using buttons (1) and (2) and press ENTER (3). The display shows the message "WAIT", while waiting validation by the Bluetooth device. Refer to what is indicated on the device to enable and proceed with pairing.

Once confirmed, if the device pairing is successful, “PAIRED” (H) is displayed for a few seconds and the number of paired devices is updated, then the instrument panel returns to the previous screen with the updated list of paired devices.

If you want to pair a new smartphone or headset or navigator device, but you have already reached the maximum number of devices allowed, you must first delete one of the already paired devices.

DELETE - delete a Bluetooth device

This function allows deleting already paired Bluetooth devices.

- From the main screen, select “SETTING MENU” (see page 120) via buttons (1) and (2) and press the ENTER button (3).
- Select the “BTH” item and press ENTER (3).
- Use buttons (1) and (2) to select the name of the device you wish to delete and press ENTER (3).

The message “DELETE” (I) is displayed, then press ENTER (3) to continue with the deletion; “WAIT” is displayed for a few seconds and then the list and number of associated devices are updated.
Deletion step can be cancelled by pressing and holding button (2) for a long time.

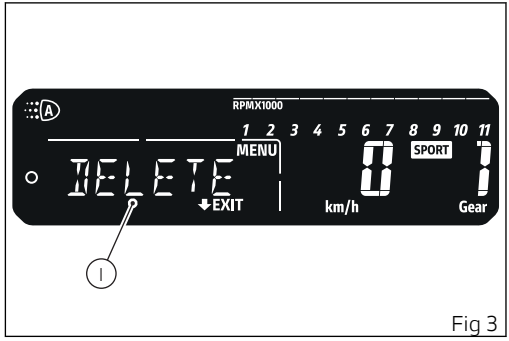

Fig 3

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) smartphone connected;
2) rider helmet intercom connected;
3) passenger helmet intercom connected;
4) rider and passenger helmet intercom connected;

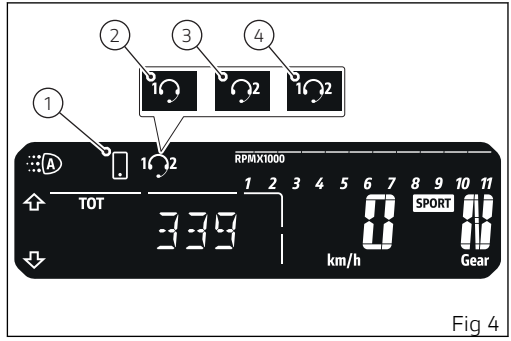

Fig 4

Phone (if any)

This function is available only if the Bluetooth control unit is installed and visible in the functions menu (see page 107): it displays the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

Use buttons (1) and (2) to select item “CALLS” (A) and press the ENTER button (3).
The first item (B) from the list of the last 7 calls made, received or missed is displayed. If a number or contact is present several times among the last calls, this is displayed only once.
Use buttons (1) and (2) to scroll through the calls in the list. Press ENTER (3) to make a call to the number or contact selected in the list.
To exit the function, keep button (2) pressed for a long time.

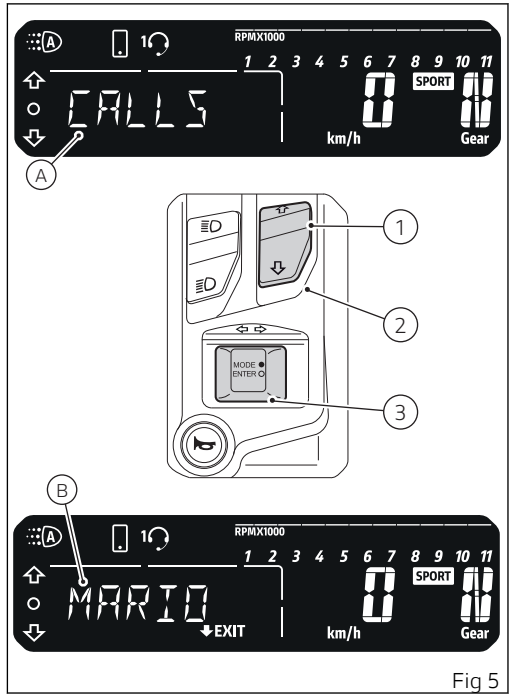

Fig 5

Call in progress

When a call is in progress, the name or number of the contact (C) is displayed. To end the call, press and hold button (2) for a long time.

Note
The music player will be paused during a call.

Incoming call

When a call is received, the name or number of the contact (D) is displayed: press button (1) to answer the call, press button (2) to decline it.

Call back

At the end of a call or after declining an incoming call, "RECALL" (E) will be displayed for 5 seconds: press button (1) to start the call.

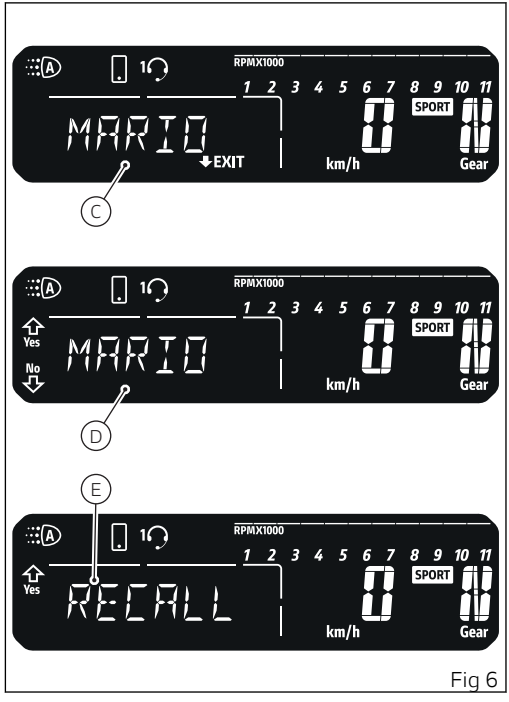

Fig 6

Music (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the functions menu (see page 107): it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

Use buttons (1) and (2) to select item “PLAYER” (A) and press the ENTER button (3).

Fig 7

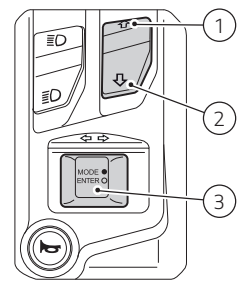

Fig 8

The music player (B) will be displayed where the controls and the track currently playing are shown.

- use buttons (1) and (2) to increase and decrease the volume respectively;
- press the ENTER button (3) briefly to skip to the next track;
- press the ENTER button (3) for a long time to either pause or play a track.

Press and hold down button (2) for a long time to exit the music player display to access other menu functions, while keeping the track playing.

Note
If the track information is not available, "N.A." is displayed.

Note
Music is played on the smartphone connected via Bluetooth. If the rider and passenger intercoms are also connected to the instrument panel the music is played through the intercoms.

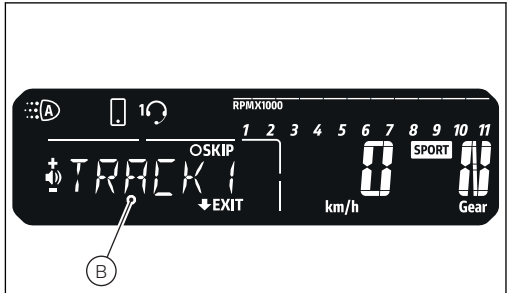

Fig 9

Attention
Ducati has tested many of the most popular and recent smartphones; however, the operating systems and technological choices made by smartphone manufacturers are not under Ducati's control. Therefore, it is not possible to guarantee operation on all phones on the market and their software and firmware. To check compatible smartphones and operating systems, visit the Ducati website.

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
CAN	Controller Area Network
EBC	DUCATI rear tyre Anti-locking System by ETV
DDA	DUCATI Data Acquisition
DQS	DUCATI Quick Shift
DRL	Daytime Running Lamp
DSB	Dashboard
DTC	DUCATI Traction Control
DWC	DUCATI Wheelie Control
ECU	Engine Control Unit
GPS	Global Positioning System

Warning symbols used in the manual

Several kinds of warnings are used as an alert of the possible hazards for you or other persons such as:

- Safety labels on the motorcycle;
- Safety messages preceded by a warning symbol and either WARNING or IMPORTANT.

Attention

Failure to comply with these instructions may put you at risk, and could lead to severe injury or even death of the rider or other persons.

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

Attention

This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.

Attention

This motorcycle may not be used to tow any trailers or with a side-car attached; this can lead to loss of control and result in an accident.

This motorcycle carries the rider and can carry a passenger.

Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 355kg/782.64lb.

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 valid licence.

Attention

Riding without a licence is illegal and is prosecuted by law. Always make sure you have your licence with you when riding. Do not let inexperienced riders or persons without a valid licence use your motorcycle.

Do not ride under the influence of alcohol and/or drugs.

Attention

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

Do not take prescription or other drugs before riding unless you have consulted your doctor about their side effects.

Attention

Some medications and drugs may cause drowsiness or other effects that slow down reaction time and the rider's ability to control the motorcycle, possibly leading to an accident.

Some states require vehicle insurance.

Attention

Check your state laws. Obtain insurance coverage and keep your insurance document secure with the other motorcycle documents.

To protect rider and passenger safety, some states mandate the use of a certified helmet.

Attention

Check your state laws. Riding without a helmet may be punishable by law.

Attention

Riders without helmets are more likely to suffer severe bodily injury or die if they are in an accident.

Attention

Check that your helmet complies with safety specifications, permits good vision, is the right size for your head, and carries a certification label indicating that it conforms to the standards in force in your state. Road traffic laws differ from state to state. Learn about traffic laws in your state before riding and always obey them.

Rider's training

Accidents are frequently due to inexperience. Riding, manoeuvres and braking must be performed in a different way than on the other vehicles.

Attention

Untrained riders or a wrong use of the vehicle may lead to loss of control, serious injuries or even death.

Apparel

Riding gear is very important for safety. Unlike cars, a motorcycle offers no impact protection in an accident.

Proper riding gear includes helmet, eye protection, gloves, boots, back protector, long sleeve jacket and long trousers.

- The helmet must meet the requirements listed at "Rider's obligations"; if your helmet does not have a visor, use suitable eye wear;
- Use certified, five-finger gloves made from leather or abrasion-resistant material; with knuckle protectors and reinforcements on the fingers;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- The back protector must be certified and sized based on the physical constitution of the rider, according to the manufacturer's specifications;
- Jacket, trousers or riding suit must be certified, made from leather or abrasion-resistant material and have high-visibility colours and inserts. Select products with certified protectors.

Important
Never wear loose clothing, items or accessories that may become tangled in motorcycle parts.

Important
For your safety, always wear suitable protective gear, regardless of season and weather.

Important
Have your passenger wear proper protective clothing.

"Safety ""Best Practices"""

These few simple operations are critical to people safety and to preserving the full performance of your motorcycle. Never forget to perform them before, while and after riding.

Important

Closely follow the indications provided at chapter "Riding the motorcycle" during the running-in period.
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

Before riding your motorcycle, become familiar with the controls you will need to use when riding.

These few simple operations are critical to people safety and to preserving the full performance of your motorcycle. Never forget to perform them before, while and after riding.

Perform the checks recommended in this manual under “Checks before riding” before each ride.

Attention

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

Attention

Start the engine outdoors or in a well ventilated area. The engine should never be started or run indoors.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
Use proper body position while riding and ensure your passenger does the same.

Important

Rider must hold the handlebar with both hands at ALL TIMES while riding.

Important

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

Important

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

Important
Be very careful when tackling road junctions, or when riding in areas near exits from private grounds, car parks or on slip roads to access motorways.

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

Important
ALWAYS signal your intention to turn or pull to the next lane in good time using the suitable turn indicators.

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

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

Attention
Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).
Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

Refuelling

Fuel label

Fuel identification label

Refuel outdoors with engine off.
Do not smoke or use open flames while refuelling.
Be careful not to spill fuel on engine or exhaust pipe.
Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.
When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Attention

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

Fig 10

Attention

In case of indisposition caused by breathing fuel vapours for a long time, stay in the open air and contact your doctor. In case of contact with eyes, thoroughly flush with water; in case of contact with skin, immediately clean with water and soap.

Attention

Fuel is highly flammable, in case of accidental spillage of fuel on your clothes it is necessary to change into clean clothes.

Carrying the maximum load allowed

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

Attention

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

Attention

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

Information about carrying capacity

Important

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

Important

Never fix bulky or heavy objects to the handlebar or to the front mudguard as this would affect stability and cause danger.

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 foul moving parts.

Attention

Make sure the tyres are inflated to the proper pressure and that they are in good condition.

Refer to chapter “Tyres” in the “Technical specifications”.

Dangerous products - warnings

Used engine oil

Attention
Prolonged or repeated contact with used engine oil may cause skin cancer. If working with engine oil on a daily basis, we recommend washing your hands thoroughly with soap immediately afterwards. Keep away from children.

Brake dust

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

Brake fluid

Attention
Spilling brake fluid onto plastic, rubber or painted parts of the motorcycle may cause damages. Protect these parts with a clean shop cloth before proceeding to service the system. Keep away from children.

Attention
The fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with abundant 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 irritant and poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.
The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

Attention
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Vehicle identification number

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

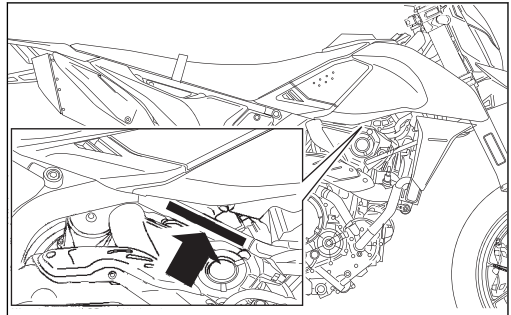

Fig 11

Engine identification number

Note

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

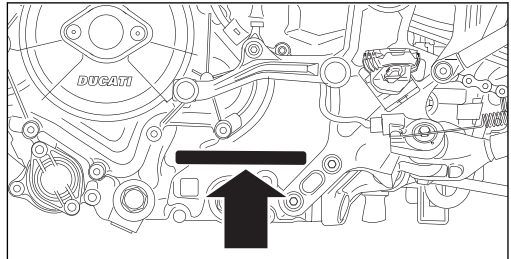

Fig 12

Main components and devices

Position on the vehicle

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

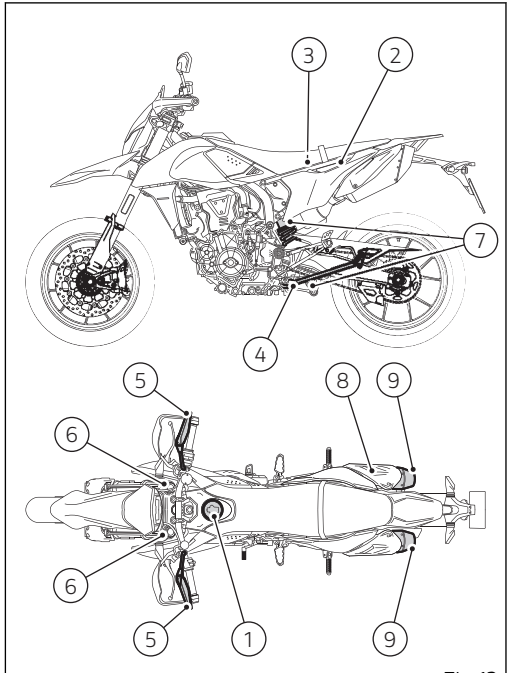

Fig 13

Tank filler plug

OPENING

Lift flap (1) and insert the key (2) in the lock. Turn the key clockwise by 1/4 of a turn to release the lock and remove the plug (3).

CLOSING

Reposition the plug (3) with the key inserted and push it down into its seat. Turn the key (2) anticlockwise to the original position and remove it. Close flap (1).

Note
Plug can only be closed when key is inserted.

Attention
After refuelling, always make sure that the plug is perfectly in place and closed.

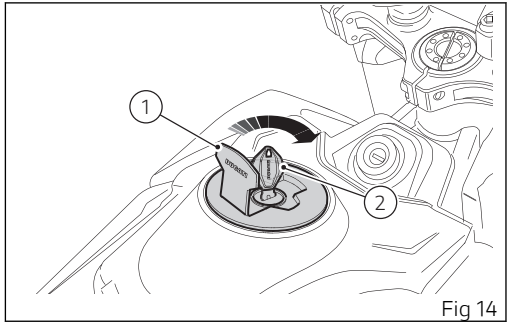

Fig 14

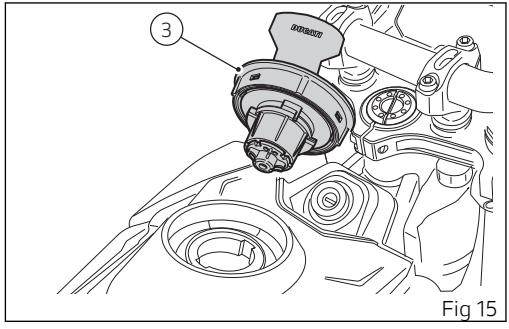

Fig 15

Removing and refitting the seat

Note
A 4 mm Allen key is supplied to remove the seat. Its location on the vehicle is described in the "Tool kit and accessories" chapter.

Removal procedure
Loosen the screws (1) securing the seat on both sides of the vehicle.
Release the front pins (A) from their seats (B) and the rear pins (C) from their seats (D).
Then remove the seat (2), moving it to the rear by removing the fastener (E) from the seat (F).
If the passenger strap (3) is used, pull the seat (2) out from under the strap (3).

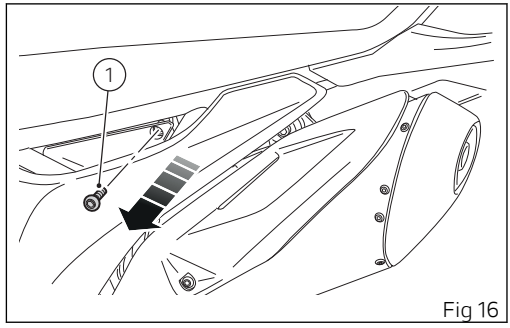

Fig 16

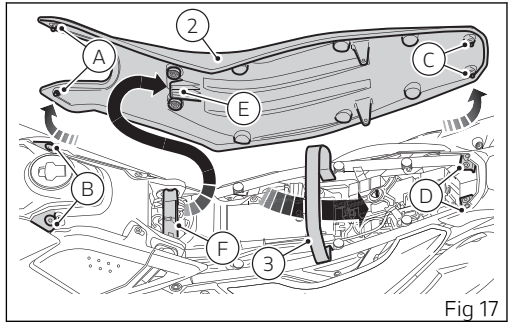

Fig 17

Refitting

Working in the opposite direction, place the seat (2) on the vehicle.

If the passenger strap (3) is used, pass the seat (2) under the strap (3), otherwise place the strap (3) folded under the seat (2).

Insert the fastener (E) into the seat (F).

Make sure to engage the front pins (A) in their seats (B) and the rear pins (C) in their seats (D).

Tighten the screws (1) securing the seat on both sides of the vehicle.

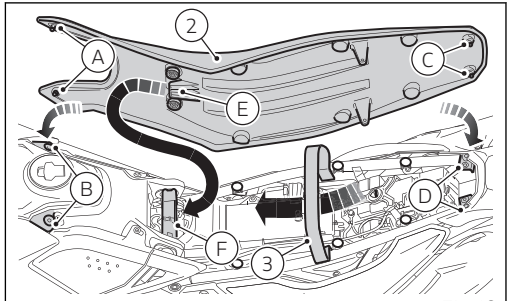

Fig 18

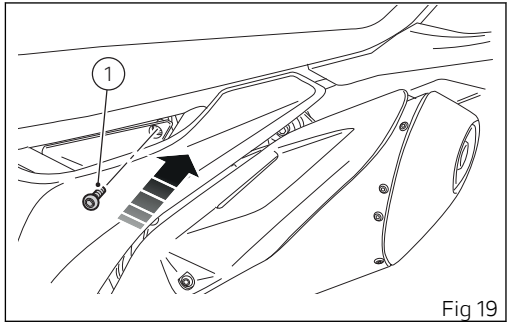

Fig 19

Passenger footpegs

Attention

To install/remove the passenger footpegs, thus configuring the vehicle in two-seater/single-seater mode, contact a Ducati Dealer or Authorised Service Centre.

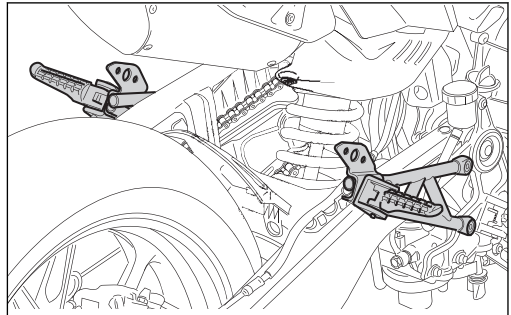

Fig 20

Maintaining the battery charge

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.

Your motorcycle is equipped with a connector (1) (diagnostic socket) , located under the rider seat, to which you can connect a special battery charger (2) available at our sales network.
To gain access, remove the rider seat as described in chapter “Removing and refitting the seat”.

Slide out the plug (A) by pressing the tab from the base of connector (1) and connect the connector to the battery charger (2).

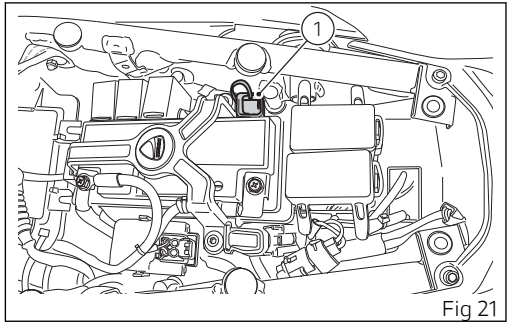

Fig 21

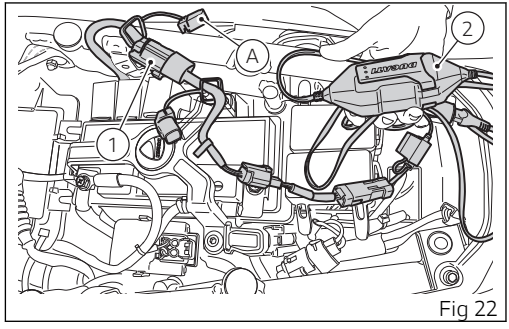

Fig 22

Attention

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

If battery is not kept at a minimum charge level by the battery charger / charge maintainer (B), battery could get damaged if voltage drops under 8 V.

Note

Using charge maintainers or battery chargers for lithium batteries not approved by Ducati could damage motorcycle electric system and/or lithium battery; motorcycle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as improper maintenance.

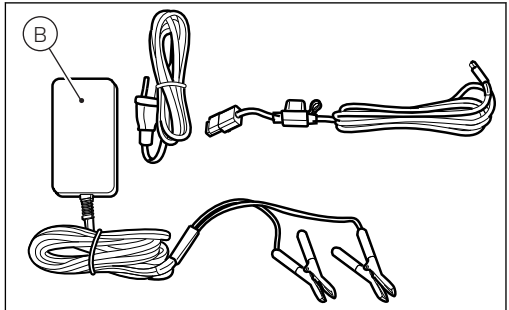

Fig 23

Important

Vehicles equipped with lithium batteries must never use devices such as Jump Starters or auxiliary batteries connected in parallel to the lithium battery if the latter has discharged to a level that does not allow starting. The cells of a lithium battery, if deeply discharged, can be irreparably damaged if they are recharged with unlimited currents, as is the case with connections to Jump Starters and/or parallel connections to charged batteries.

When the motorcycle is left unused (approximately for more than 30 days). We recommend owners to

use the Ducati battery charge maintainer (Battery maintenance kit) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the battery maintainer to the diagnostic socket.

Engine starting procedure at low temperature

Important

Your motorbike is equipped with a lithium-ion battery. Compared to lead acid batteries, lithium-ion batteries feature many advantages, such as lighter weight, lower self-discharge current, higher initial charge current and faster charging. It is important to make sure it will never drop below 8 Volts, otherwise it will be irreparably damaged!

Lithium-ion battery - Engine starting procedure at low temperature (below 0° C, 32° F)

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.
We would like to inform you that your motorbike is equipped with a lithium-ion battery whose performance at low temperatures (below 0° C/ 32° F) is guaranteed only if the battery is warmed up. The warm-up is carried out by simply supplying current to the battery by switching on the headlights for a few minutes (3/5 min.), for example.

This is required after a long period of inactivity of the motorbike at very low ambient temperatures (e.g. overnight). Therefore, in particular starting conditions at low temperatures (< 0° C, 32° F), it is suggested to carry out the following procedure before starting the engine:

1) Perform the KEY-ON;
2) Switch on the high beam lights of the motorbike for 3-5 minutes;
3) Switch off the high beam lights;
4) Start the engine by holding down the start button until it starts (the starter motor will be operated for a maximum of 5 sec.).

For temperatures below -5° C (23° F) or if the first starting attempt fails, repeat the procedure from step 1 before attempting to start the engine again.

Side stand

Important

Place the motorcycle on the side stand only when you are not going to use it for short periods of time. Before lowering the side stand, make sure that the bearing 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 handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To move the side stand to its "resting" position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

Attention

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

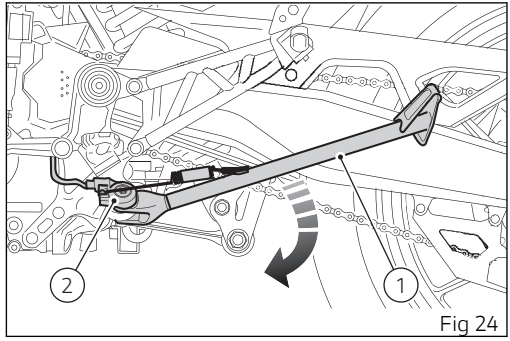

Fig 24

Note

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

USB connection

By removing the seat as described in chapter “Removing and refitting the seat”, you have access to the area where the USB socket (1) is located.

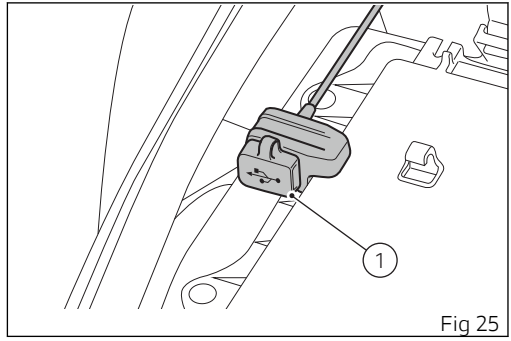

Fig 25

Front fork adjustment

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
It is possible to adjust the spring preload on both legs whereas compression and rebound can only be adjusted on the LH and RH legs, respectively.

Adjustment is done by external adjusters:
1) for rebound adjustment;
2) to adjust the preload of the inner springs;
3) to adjust the compression damping.

Position the motorcycle on its side stand so that it is stable. Turn adjuster (1) at the top end of the RH fork leg to adjust rebound damping. Turn adjuster (3) at the top end of the LH fork leg to adjust compression damping.

The stiffest damping setting is obtained with the adjusters (1) and (3) turned fully clockwise to the "0" position.
Starting from this position, turning anticlockwise, you can count the various turns of the adjusters.

To change preload of the spring inside each fork leg, turn adjuster (2) with a 22 mm (0.86 in) hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm (0.04 in) of spring preload.

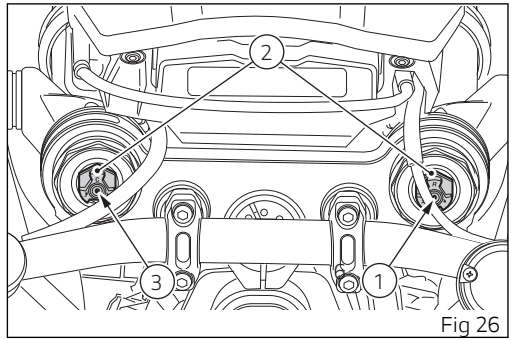

Fig 26

Setting the suspensions

Ducati recommends front fork settings as specified in the table: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

Attention

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

PARAMETER	RANGE	ROAD COM-FORT (STANDARD)	ROAD SPORT	TRACK	ROAD RIDER + PASSENGER
Spring preload	10 turns	5 turns	5 turns	5 turns	8 turns
Compression (from fully closed)	4 turns	3 turns and 1/2	2 turns and 1/4	1 turn	3 turns and 1/2
Rebound (from fully closed)	4 turns	2 turns	1.5 turns	1 turn	2 turns

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Adjuster (1) adjusts the damping during the compression phase. Turn adjuster (1) clockwise to stiffen the compression hydraulic damping, or counter clockwise to soften it.
Adjuster (3) adjusts the damping during the rebound phase (return). Turn adjuster (3) clockwise to stiffen the rebound hydraulic damping, or counter clockwise to soften it.

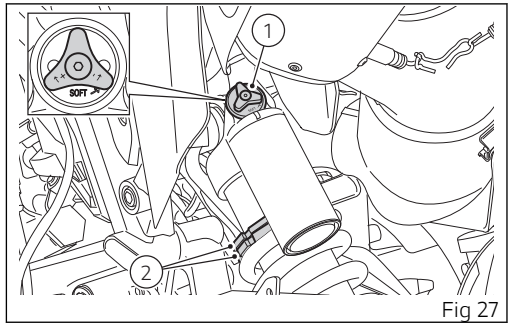

Fig 27

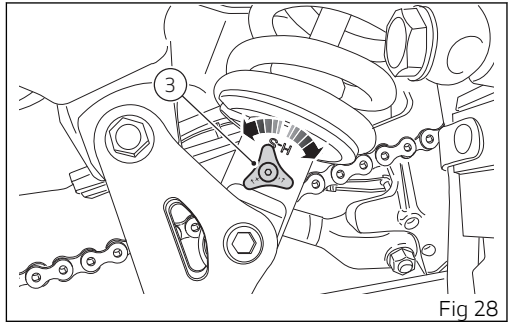

Fig 28

The two ring nuts (2), located in the shock absorber upper side, adjust the external spring preload.

To change spring preload, slacken the upper locking ring nut.

Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload, corresponding to dimension A, from completely uncompressed spring.

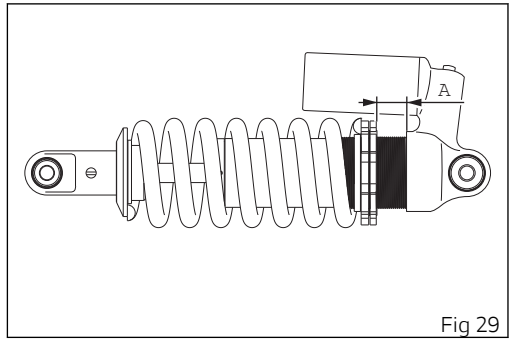

Fig 29

Setting the suspensions

Ducati recommends rear suspension settings as specified in the table: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

Attention

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

PARAMETER	RANGE	ROAD COM-FORT (STANDARD)	ROAD SPORT	TRACK	ROAD RIDER + PASSENGER
Spring preload (from fully uncompressed spring)	4-24 mm	14 mm	14 mm	14 mm	17 mm
Compression (from fully closed)	3 turns	2 turns	1.5 turns	0.5 turns	2 turns
Rebound (from fully closed)	4 turns	2 turns and 3/4	2 turns and 1/4	1.5 turns	2 turns

Attention
Avoid a preload exceeding the one indicated not to affect the reliability of the part.

Attention
Once the preload adjusted, re-tighten the locking ring nut against adjusting ring nut.

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

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

When carrying a passenger and luggage, preload the rear shock absorber spring and adjust the rebound and compression damping adjusters to improve motorcycle handling and keep safe clearance from the ground.

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) Left-hand switch.
4) Clutch lever.
5) Rear brake pedal.
6) Right-hand switch.
7) Throttle handgrip.
8) Front brake lever.
9) Gear change pedal.

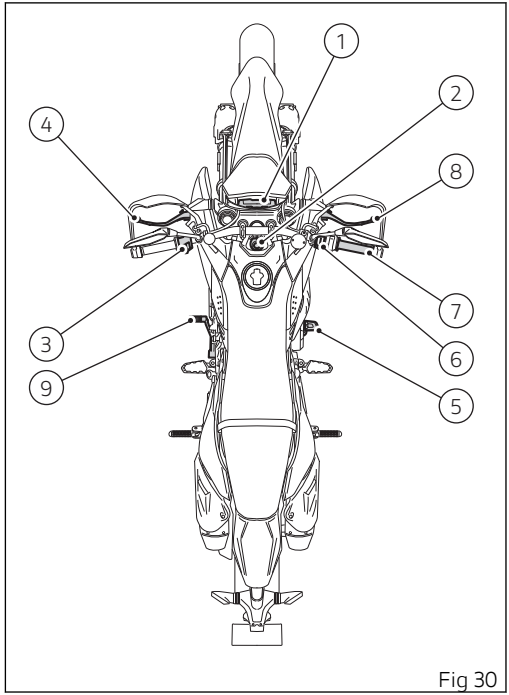

Fig 30

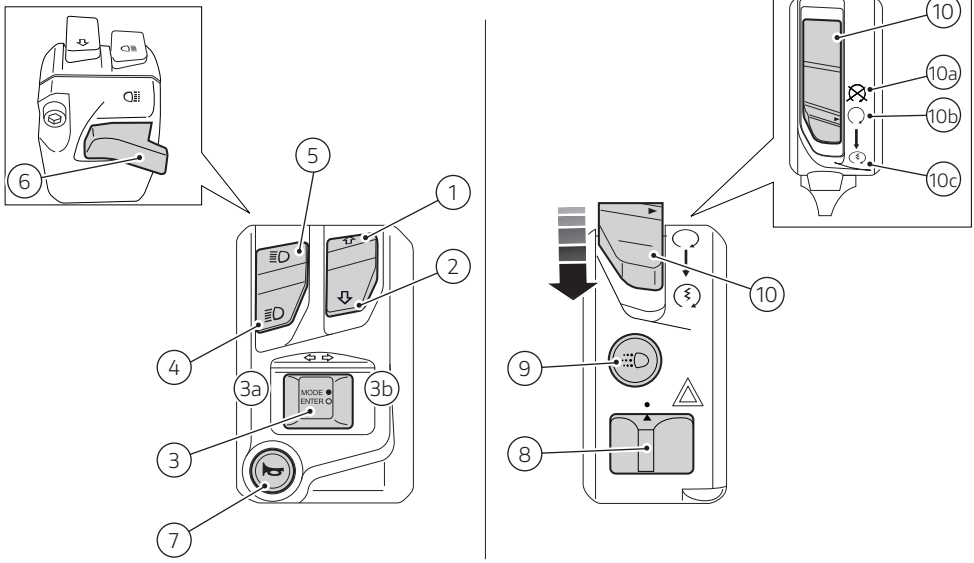

Fig 31

1	⇧	Control button up.
2	⇩	Control button down.
3	MODE ● ENTER ○ ⇦⇨	ENTER confirm menu button and turn indicator three-position switch: ● position (3a), left turn indicator; ● centre position, OFF; ● position (3b), right turn indicator.
4		Low beam.
5		High beam.
6		High-beam flasher.
7		Warning horn.
8		Hazard lights (red).
9		DRL (if present).
10		3-position switch (red).
10a		Engine off.
10b		Running position.
10c		Engine start, pushed down.

Light control

Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button (D).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

To preserve the motorcycle battery, the headlight is automatically switched off when starting the engine and it is then switched on again when the engine has started.

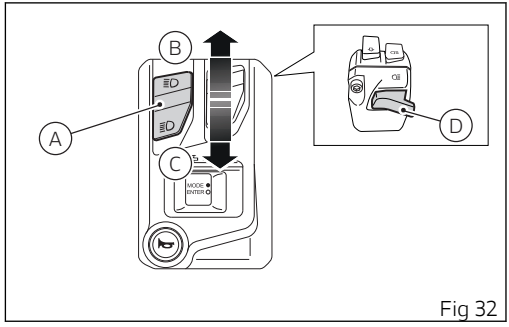

Fig 32

DRL in "Auto" mode – only for version with DRL lights

If the DRL lights were set to “Auto” via the “DRL” function within the “SETTING MENU” (see page 155), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

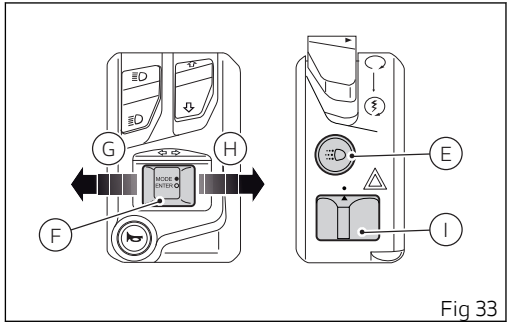

Fig 33

- if the instrument panel detects good light conditions (day) the DRL is turned on and the low beam is turned off;
- if the instrument panel detects poor light conditions (night) the DRL is turned off and the low beam is turned on.

When the DRL is set to “Auto” mode, the corresponding warning light will turn on.
If the DRL lights were set to "Auto" mode, press button (E,Fig 33) to disable that mode and set manual light management. Press again button (E,Fig 33) to re-enable DRL but with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

Attention
Using the DRL light in "Auto" 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 in "Manual" mode – only for version with DRL lights

If the DRL lights are in this mode, as set through the "DRL" function within the “SETTING MENU” (see page 155), DRL lights will not change their status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E, Fig 33).

Attention
Using the DRL lights in poor light conditions (dark) could compromise the riding visibility and dazzle anyone coming on the opposite lane.

Note
Using the DRL lights during the day improves visibility compared to low beam.

Turn indicators

Using the "TURN" function in the "SETTING MENU” (page 155), you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F,Fig 33) in position (G, Fig 33); to activate the right turn indicator, press button in position (H, Fig 33).
To switch off the turn indicators, set the button (F,Fig 33) to its centre position.

Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) 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 200 and 2000 metres (656-6562 feet), 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-initialised.

Attention
The automatic deactivation systems are assist systems helping the rider control the turn indicators in the most comfortable and easy way. Such systems have been designed to work in most riding manoeuvres, nonetheless the rider must pay attention to the turn indicator operation (disabling or enabling them by hand if needed).

Hazard lights

To activate or deactivate the hazard lights, press button (I,Fig 33) only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

Note
When turning the vehicle key ON with hazard lights still active, they will remain active.

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 lights have a higher priority than the normal operation of the individual turn indicators.

Note

Emergency braking

In the event of heavy braking from a speed of more than 55 km/h the tail light flashes rapidly in order to warn the vehicles behind. When deceleration is reduced below a predefined threshold, the flashing is automatically deactivated.

Note

When the instrument panel is switched on, the stop light comes on automatically for a certain period of time.

Keys

The motorcycle comes with 2 keys.
They contain the "Immobilizer system code".
The keys are those for the standard use, i.e. to:

- start the engine;
- open the fuel tank plug;

Attention

Separate the keys and use only one of the two to ride the bike.

Duplicate keys

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.
The Ducati authorised service centre will program all new and old keys.
The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.
The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.

Note

If the motorcycle owner changes, it is necessary that the new owner is given all keys.

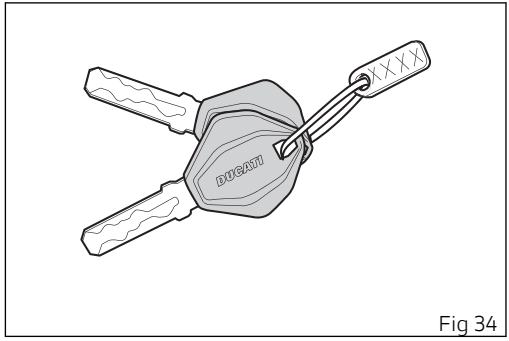

Fig 34

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.
Such modulated signal represents the "password", that changes upon every starting, that allows the

control unit to acknowledge the key and thus starting the engine.

Key-operated ignition switch and steering lock

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

A) ○ : enables lights and engine operation;
B) ⊠ : disables lights and engine operation;
C) 🔒 : the steering is locked;

Attention

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

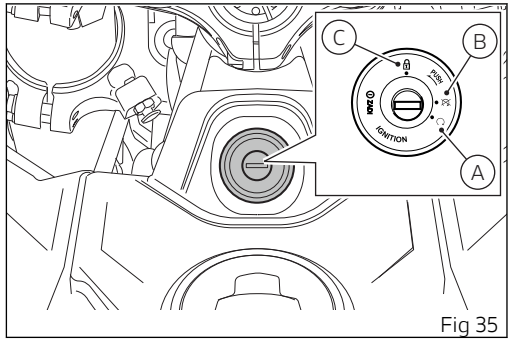

Fig 35

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code has been activated using the "PIN" function in the “SETTING MENU” (see page 156), the instrument panel displays “INSERT” (A) and "PIN" for a few seconds, then displays the spaces for entering the four digits of the PIN.

Entering the code:

- The first digit (B) flashes and the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is set, press ENTER (3) and the instrument panel behaviour will be as follows:

- if there is a problem during PIN check, the instrument panel displays "TIME OUT" for a few seconds, then switches to the main screen with engine start disabled.

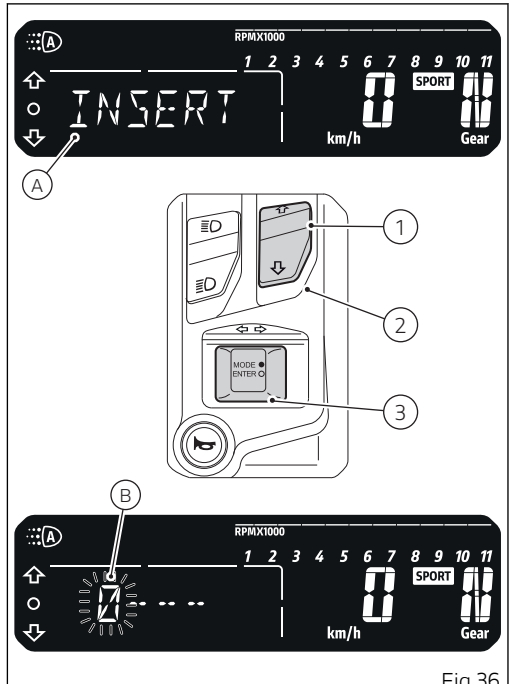

Fig 36

- if PIN code is not correct, the instrument panel displays “WRONG” for some seconds and then goes back to previous screen, to allow you to try again.
- if the PIN code is correct, the instrument panel displays "OK PIN" for a few seconds and then switches to the main screen allowing the engine to start.

Important

If this procedure is necessary in order to start the motorcycle, contact an Authorised Ducati Service Centre as soon as possible to fix the problem.

Clutch lever

Pull lever (1) towards the handgrip to activate the clutch.
The system is hydraulically operated and you just need to pull the lever gently.
The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Turn clockwise to increase lever distance from the handgrip. Turn the adjuster counter clockwise to decrease lever distance.

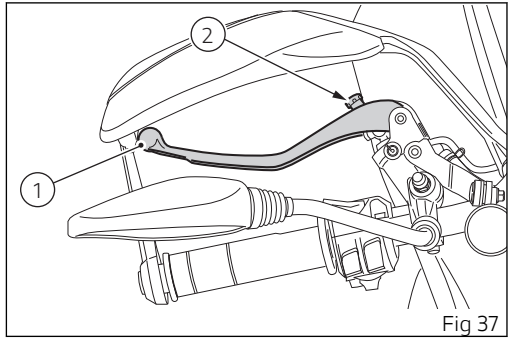

Fig 37

Attention

Before using these controls, thoroughly read instructions under paragraph "Moving off".

Attention

Set front brake (clutch) lever when motorcycle is stopped.

Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

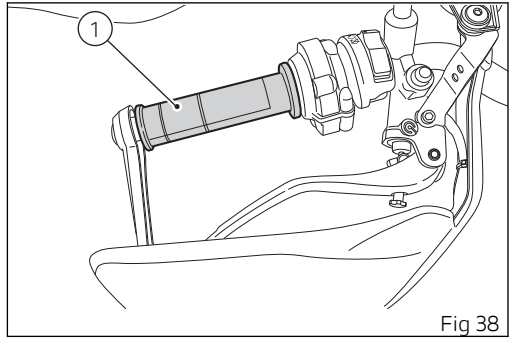

Fig 38

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip.
Turn the adjuster counter clockwise to decrease lever distance.

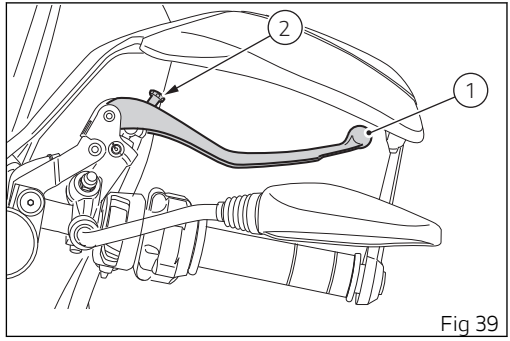

Fig 39

Attention

Before using these controls, thoroughly read instructions under "Moving off".

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The control system is of the hydraulic type.

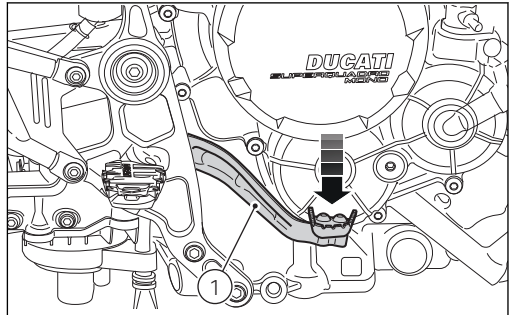

Fig 40

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the centre. This is indicated by the instrument panel light N coming on. The pedal can be moved:

- downwards = press down the pedal to engage the 1st gear and to downshift to a lower gear. The N light on the instrument panel will go out;
- upwards= lift the pedal to engage 2nd gear and then 3rd , 4th , 5th and 6th gear.

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

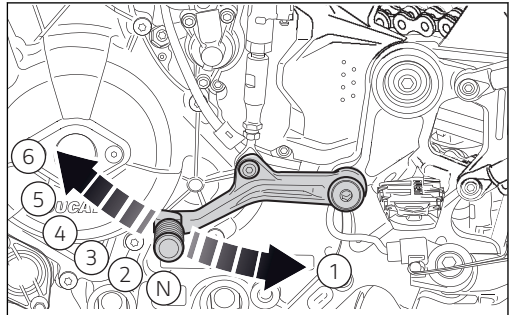

Fig 41

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange (1) and rear brake (2) pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

Have the gear change pedal (1) and rear brake pedal (2) adjusted at a Ducati Dealer or authorised Service Centre.

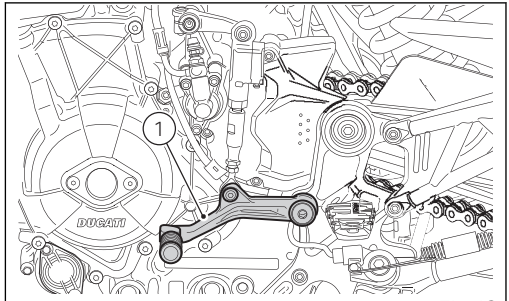

Fig 42

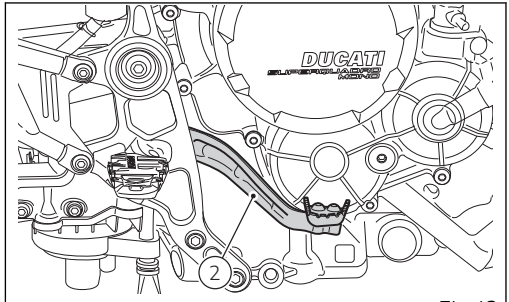

Fig 43

Riding the motorcycle

Motorcycle running-in period

During the running-in period, do not exceed the rpm indicated in the table below:

Maximum engine rpm not to be exceeded for the first period of use	
Up to 1,000 Km (621 mi)	6,000 rpm

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- During intensive use always shift down a gear to prevent the engine from overloading.
- Do not run the engine at high rpm for a long time, particularly when riding uphill; shifting up a gear reduces fuel consumption and noise.
- Avoid riding at constant speed, either slow or fast, for a long period of time.
- Do not ride at full throttle, especially when the engine is cold.
- Avoid starting at full throttle and rapid acceleration.
- Avoid abrupt and prolonged braking, act carefully on the brakes.
- Check the drive chain frequently. Lubricate as required.

Important

Before using the motorcycle, check for no labels on the rear-view mirrors; otherwise remove them.

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (see “Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless tyres”).
- 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.
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”) and of the seat (see “Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS warning light

After Key-ON, the ABS warning light stays ON. When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

Attention

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

Fig 44

ABS device

Check that the front (1) and rear (2) phonic wheels are clean.

Attention

Clogged reading slots would compromise system proper operation.

Attention

Prolonged wheelies could deactivate the ABS system.

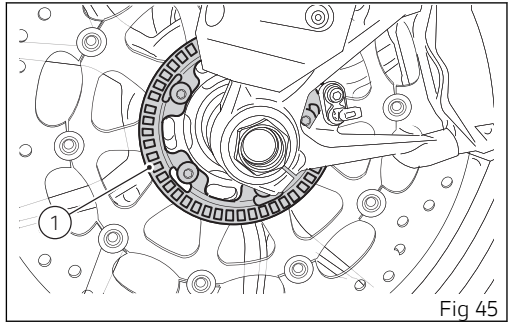

Fig 45

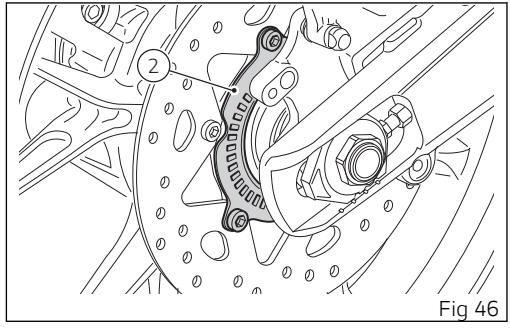

Fig 46

Engine start/stop

Attention

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

Attention

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

Switching

Turn the key to (A) ⟲ .
Make sure both the green light N (1) and the red light (2) 🛢 on the instrument panel come on.

Important

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

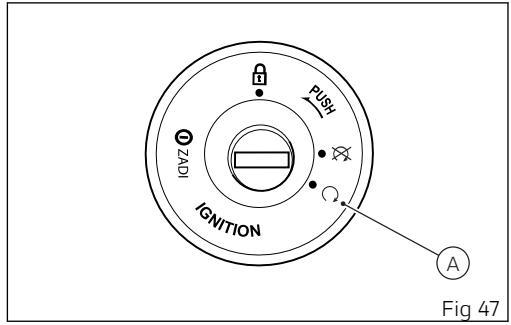

Fig 47

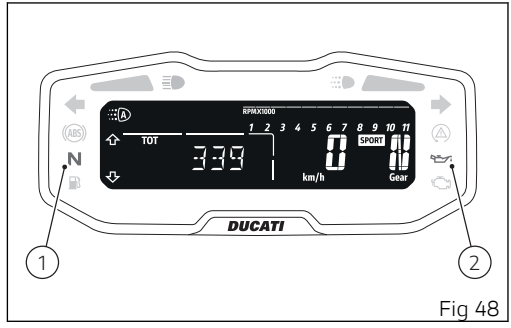

Fig 48

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

Note
It is possible to start the engine with side stand down and the gearbox in neutral. When starting the motorcycle with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Make sure that emergency start/stop switch (3), is set to (B) ↺ .
Move the switch (3) to the bottom (C) ⏻ and release it.
Let the motorcycle start without operating the throttle control.

Note
If the battery is flat, system automatically inhibits starter motor cranking operation.

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.

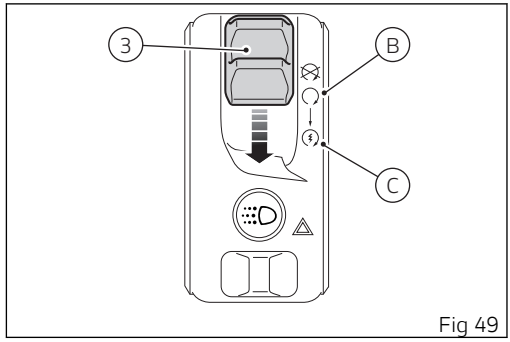

Fig 49

Attention

When the engine is cold, start immediately after starting the engine to ensure a gradual and uniform warm-up of all the components of both the engine and the vehicle. At this stage, limit the engine speed until normal engine operating temperature is reached.
In any case, never leave the engine running with the vehicle stationary, except during normal riding. Leaving the engine running while stationary for a long time can lead to overheating and damage and/or fire to the vehicle and everything in its vicinity. For the same reason, do not increase engine speed unnecessarily while the vehicle is stationary or even in motion when the gearbox is in neutral or the clutch is pulled.

Switching off

Move the switch (3) upwards to (D) .

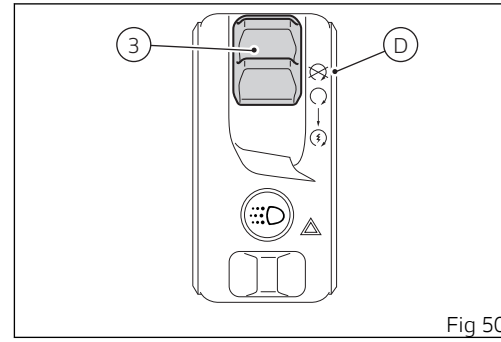

Fig 50

Moving off

1) Lift the side stand until it is horizontal.
2) Squeeze the control lever to disengage the clutch.
3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
4) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
5) Let go of clutch lever and speed up.
6) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Attention

Avoid harsh acceleration, as this may lead to misfiring and transmission snatching. The clutch lever should not be held in longer than necessary after a gear is engaged, otherwise friction parts may overheat and wear out.

Attention

Prolonged wheelies could deactivate the ABS system.

Engine shutdown in the event of a motorbike rollover

This system is designed to stop the engine in case of motorbike rollover being detected for a certain amount of time.
The purpose of the system is to limit the likelihood of engine damage in the event of a rollover (e.g. due to a lack of oil pick-up).
If the engine is switched off by this system then, in the absence of any other damage, to restart the engine simply reset the motorbike from the rollover condition, wait a few seconds and then turn the key off ( ) and back on ( ).

Important

In case of damage to the vehicle, the system may shut down and fail to stop the engine.
The system may not always guarantee accurate rollover detection.

Attention

It is only possible to restart the engine if the appropriate safety conditions are met.

Braking

Slow down in time, shift down to use engine brake and then brake by operating both front and rear brakes. Pull the clutch before the motorcycle stops to avoid engine from suddenly stalling.

Anti-Lock Braking System (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 motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than 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 motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs 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 position (2).

Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

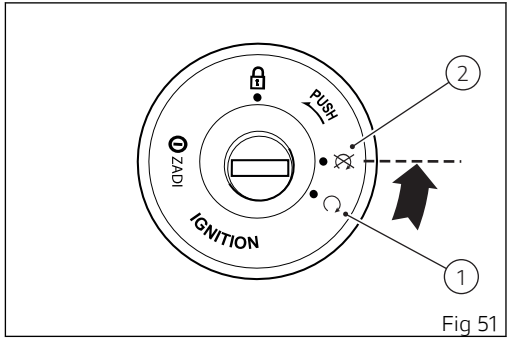

Fig 51

Parking

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

Parking light switching on

After switching off the engine, the instrument panel displays "PARK" for 20 seconds: to switch on the parking light, press and hold button (1) in the LH turn indicator position; "WAIT" is displayed on the instrument panel for a few seconds.
After this operation, if the parking light is properly switched on, the confirmation message "PARK ON" will be displayed on the instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Important

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

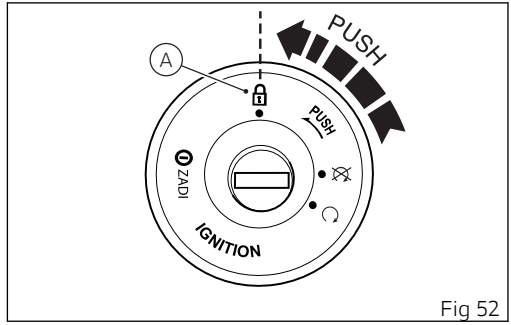

Fig 52

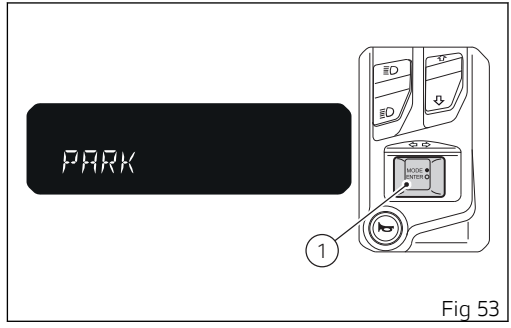

Fig 53

Attention

Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).
Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

Attention

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

Refuelling

Never overfill the tank when refuelling. Fuel should never be touching the rim of filler recess (1).

Warning

The fuel pressure inside the tank may, in extreme cases, cause fuel to "spray" when opening the fuel cap.

Always open the fuel cap slowly and carefully during the refill.

If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

The sound is residual pressure escaping from the fuel tank, therefore the stop of the hiss indicates that there is no more residual pressure.

The situation described above is more likely in hot weather conditions.

Attention

Use fuel with low lead content and an original octane number of at least 95.

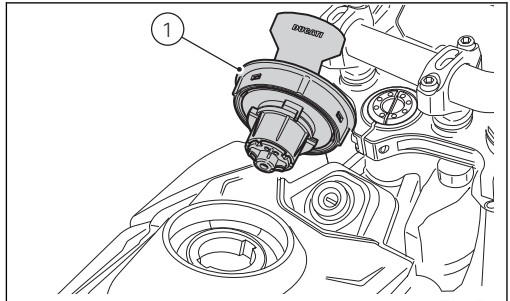

Fig 54

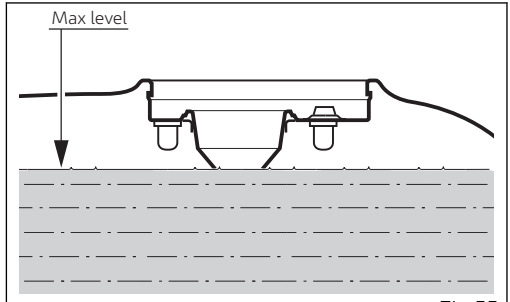

Fig 55

Attention

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

Fuel label

The label in figure identifies the fuel recommended for this vehicle.

1) The E5 reference inside the label indicates the use of fuel with a maximum oxygen content of 2.7% by weight and a maximum ethanol content of 5% by volume, according to EN 228.
2) The E10 reference inside the label indicates the use of fuel with a maximum oxygen content of 3.7% by weight and a maximum ethanol content of 10% by volume, according to EN 228.

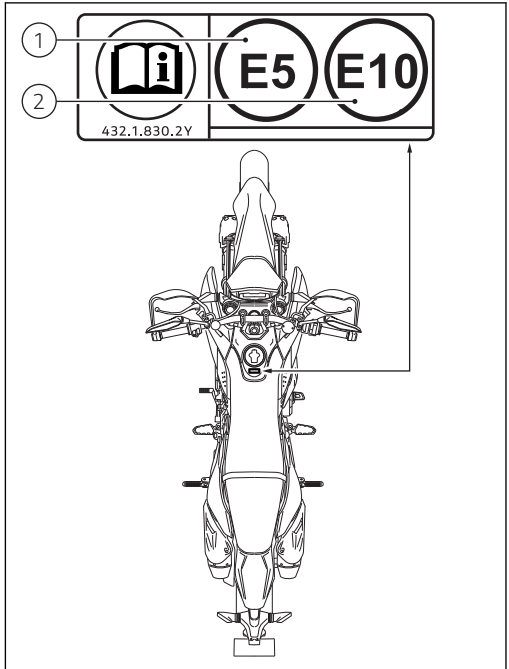

Fig 56

Tool kit and accessories

A 4 mm Allen wrench (1) located under the cover (A) is supplied to remove the seat, as described in the "Removing and refitting the seat" chapter.

To reach the wrench (1) remove the cover (A) located on the left side of the vehicle and remove the wrench from its housing.

The passenger footpeg kit is also supplied to configure the vehicle in twin-seater mode.

Attention

To install/remove the passenger footpegs, thus configuring the vehicle in two-seater/single-seater mode, contact a Ducati Dealer or Authorised Service Centre.

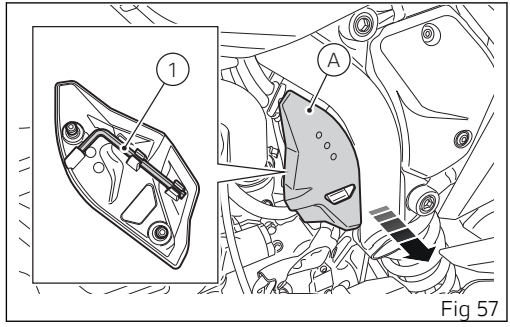

Fig 57

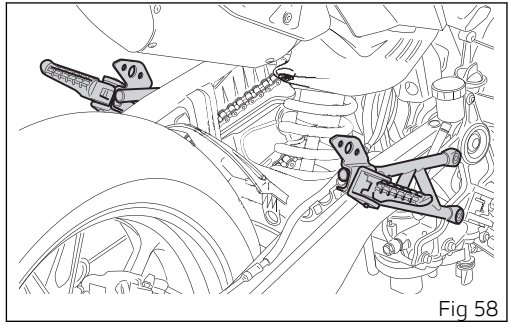
Fig 58

Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with an instrument panel featuring an LCD display.

The instrument panel provides all the information needed for safe driving and allows you to customise the vehicle settings and parameters.

Warning lights

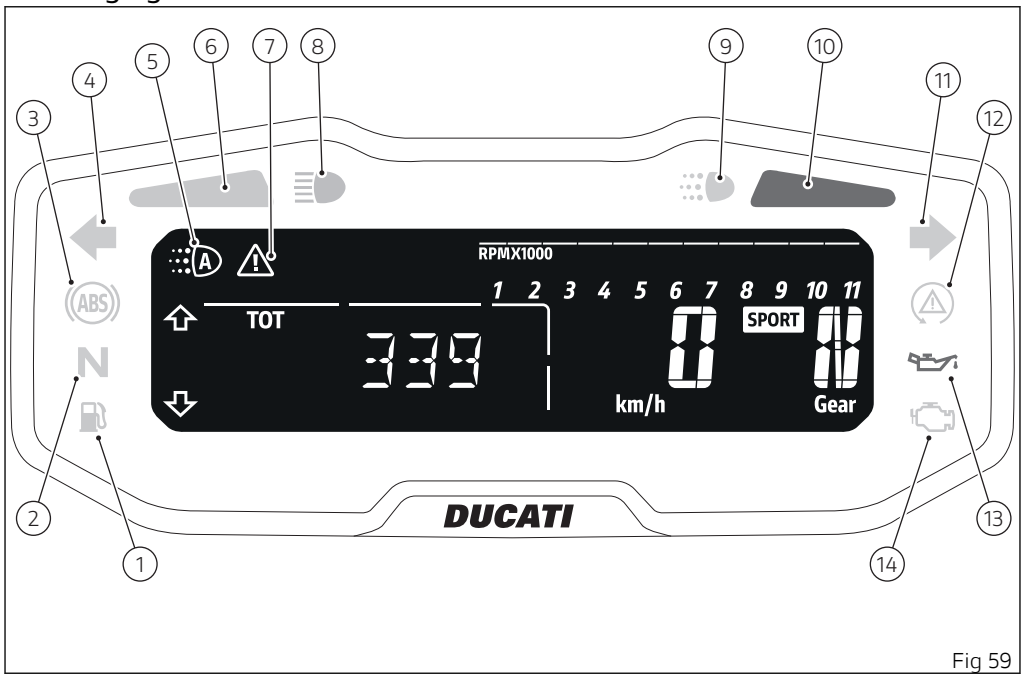

Fig 59

no.	Description	Colour
1	Low fuel	Amber yellow
2	Neutral gear	Green
3	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow
4	Left turn indicator	Green
5	Daytime running light set in “Auto” mode (see page 155) (not present in China and Canada versions)	(display)
6	DTC intervention	Amber yellow
7	Generic error	(display)
8	High beam on	Blue
9	Daytime riding lights on (not present in China and Canada versions)	Green
10	Rev limiter / immobilizer (red): • Rev limiter (see page 115): flashing light, limiter activated. **Note** Each calibration of the Engine Control Unit may have a different setting for the rev limiter.	Red / green

no.	Description	Colour
	Gear shift indicator (flashing green, see page 115)	
11	Right turn indicator	Green
12	DAVC Diagnosis • flashing: DTC enabled, but with degraded performance; • on: DTC disabled and/or not functioning due to a fault.	Amber yellow
13	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
14	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow

Important
If the display shows the blinking message “TRANSP”, immediately contact your Ducati Dealer that will delete this message and ensure the full operation of the motorcycle.

Upon key-on, the instrument panel activates all digits of the LCD display and carries out a sequential check of the LED warning lights.
After this routine, the instrument panel displays the main page in the mode in use before last Key-Off.

If during this check phase the speed of the motorbike exceeds 5 km/h (3 mph), the instrument panel stops checking the warning lights, leaving on only those that are actually active at the moment, and stops checking the display, showing the standard screen with updated information.

Main page items

The main screen displays all the information and elements needed for riding.
It is possible to change units of measurement through the “UNITS” function in the “SETTING MENU” (page 120)

The table lists the available items.

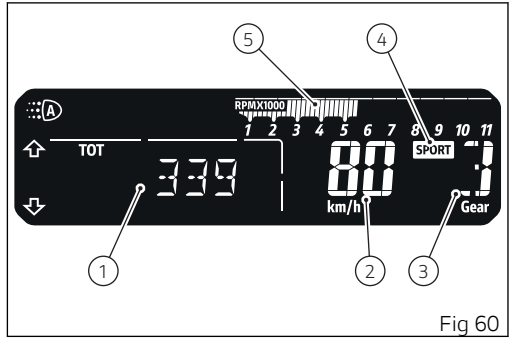

Fig 60

no.	Description
1	Function menu
2	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
3	Gear
4	Riding Mode in use
5	Rev counter Refer to “Engine rpm indication” (page 115)

Function menu

This menu (A) contains a series of trip information and functions that can be activated by the rider. Following are the available functions and information in the menu.

Fig 61

Name	Description	Measurement units
TOT	Total odometer.	km, miles
TRIP	Partial mileage.	km, miles
TRIP FUEL	It shows the distance travelled since the start of the low-fuel condition. When the motorcycle is in a low fuel condition, this function is activated and automatically displayed in the menu, regardless of the item previously displayed. It is still possible to scroll through the other items present.  **Note** When the bike is no longer in a low fuel condition, the “TOT” function is automatically displayed while the “TRIP FUEL” function is displayed.	km, miles
AIR	Air temperature  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.	°C, °F
SETTING MENU	Settings menu (see page 120).	
Clock	It shows the time in 12-hour format. It is possible to set it through the "CLOCK" function in the "SETTING MENU" (page 160).	

Name	Description	Measurement units
Engine Coolant temperature	Engine coolant temperature. The temperature display range goes from +40 °C to +119 °C (+104 °F ÷ +246 °F). If the temperature is below +40°C (+104°F), "LO" is displayed, whereas if it is above +119 °C (+246 °F), "HI" is displayed flashing. **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.	°C, °F
H.GRIPS (if any)	Heated handgrips (see page 119).	
DTC (quick change)	It shows the currently set DTC level for the Riding Mode in use and allows it to be changed.	
DWC (quick change)	It shows the currently set DWC level for the Riding Mode in use and allows it to be changed.	

Name	Description	Measurement units
ABS	It shows the currently set ABS level for the Riding Mode in use.	
CALLS (if present)	It shows the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth (see page 29).	
PLAYER (if present)	It allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth (see page 31).	
DPL	It allows access to the controlled start function (see page 181).	

Navigation within the function menu

Buttons (1) and (2) are used to scroll and select the available items. Button (3) is used to activate and interact with the selected item. The left part of the menu shows the following symbols indicating the possible interaction of buttons (1), (2) and (3):

- ⇧ short press of button (1);
- ⇩ short press of button (2);
- O short press of button (3).

To reset the partial mileage, select the “TRIP” item using buttons (1) and (2) and press the ENTER button (3): "RESET" (B) will be displayed.
To confirm, press the ENTER button (3). To exit without making any changes, press button (1) or (2).

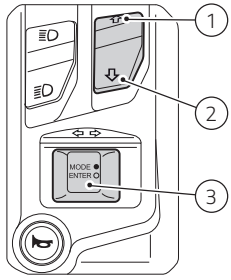

Fig 62

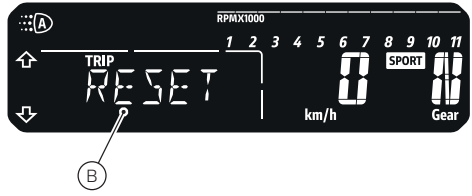

Fig 63

Riding Mode

4 Riding Modes are available: SPORT, ROAD, URBAN, WET.
The name of the active Riding Mode is displayed between the speed and gear indication (A).

The parameters associated to each Riding Mode are: Power, DTC, ABS, DWC, DQS, EBC.
For each Riding Mode it is possible to customise the parameters using the “R.MODE” function in the “SETTING MENU” (page 120); for the Riding Mode in use it is also possible to customise the DTC and DWC levels using the quick change function (see page 116).

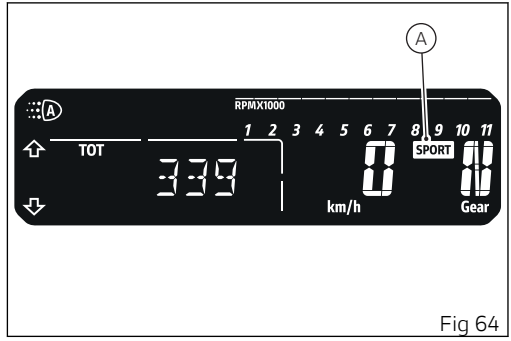

Fig 64

Changing the Riding Mode

- From the main screen, press and hold the MODE/ENTER button (3) for a long time.
- The dedicated screen is displayed (Fig 66) where an arrow appears next to the currently selected Riding Mode (blinking). Use buttons (1) and (2) to scroll through the available Riding Modes.
- Press the MODE/ENTER button (3) to confirm.

To exit the screen without making any changes, keep button (2) pressed for a long time.

As soon as the new Riding Mode is confirmed, the instrument panel checks the following conditions:

- If the throttle control is open the message "CLOSE GAS" is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and then the main screen is displayed.
- If speed is above 5 km/h (3 mph), throttle control is closed, but brakes are actuated, the message "DO NOT BRAKE", is displayed; the new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.

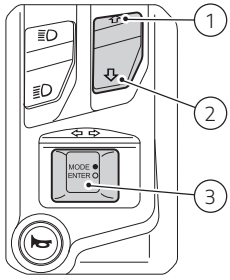

Fig 65

Fig 66

- If both of the above conditions occur, "CLOSE GAS" and "DO NOT BRAKE" are displayed. The new Riding Mode is confirmed and stored only when both conditions are resolved and then the main screen is displayed.

If either of the conditions required to validate the change of Riding Mode are not true within 5 seconds from activation of one of the above-described conditions, the procedure will be aborted, the instrument panel will go back to displaying the main page and no settings will be changed.

Attention

Ducati recommends changing the Riding mode when the motorcycle 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).

Engine rpm indication

The number of engine rpm is displayed via the rev counter (A).
During the first 1000 km (600 mi) of the odometer (vehicle break-in period), or up to the first service, a virtual engine rpm limiter is set.
After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature.
When the warning light (B) flashes green, the instrument panel is warning the rider to shift up.
The warning light (B) becomes flashing red (Over-Rev) when the rev limiter trips.

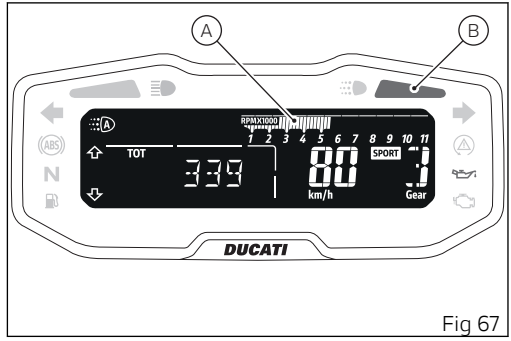

Fig 67

DTC and DWT level quick change

The functions menu contains the DTC and DWC items: both items allow you to quickly set the levels for the respective parameters associated with the Riding Mode currently in use.
DTC and DWC can also be set via the "R.MODE" function available in the "SETTING MENU" (see page 120).

DTC level quick change

- In the main screen select "DTC" using buttons (1) and (2): the item with the currently set value is then displayed (A), press ENTER (3) to change it.
- The level flashes (B) and the value can be changed from 1 to 4 using buttons (1) and (2). To confirm the new value and return to the previous display, press the ENTER (3) button. To go back to the previous display without making changes, press and hold button (2).

For a correct selection of the DTC levels refer to the chapter "SETTING MENU - R.MODE - DTC" (see page 125).

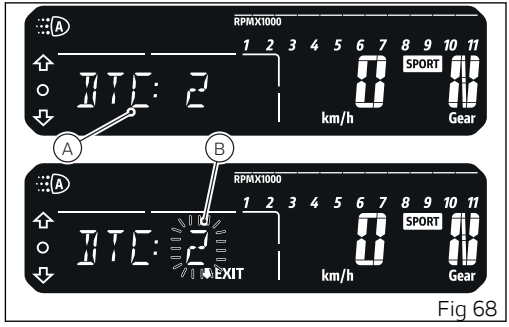

Fig 68

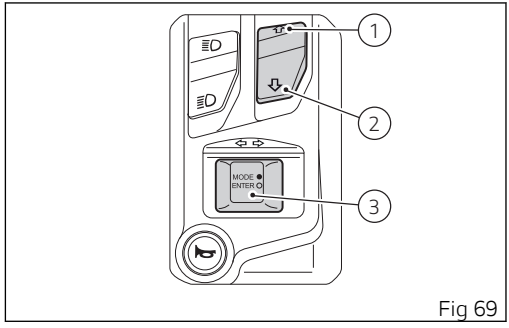

Fig 69

Note
In the level quick change it is not possible to set the value to OFF.

DWC level quick change

- In the main screen select "DWC" using buttons (1) and (2): the item with the currently set value is then displayed (C), press ENTER (3) to change it.
- The level flashes (D) and the value can be changed from 1 to 4 using buttons (1) and (2). To confirm the new value and return to the previous display, press the ENTER (3) button. To go back to the previous display without making changes, press and hold button (2).

For a correct selection of the DWC levels refer to the chapter "SETTING MENU - R.MODE - DWC" (see page 139).

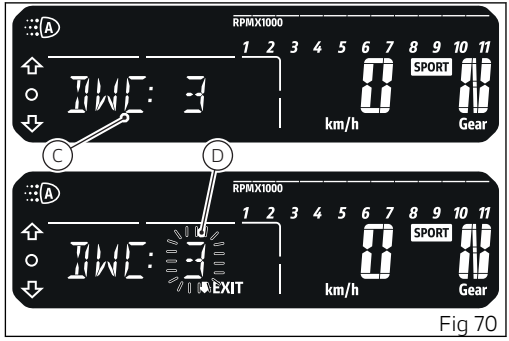

Fig 70

Note
In the level quick change it is not possible to set the value to OFF.

Heated handgrips (if any)

This function is only available if heated handgrips have been installed and allows you to activate and set the heating of the handgrips.

- Use buttons (1) and (2) to select the “H.GRIPS” (A) item and press the ENTER button (3). The currently set level is then displayed (flashing) (B).
- With buttons (1) and (2) it is possible to select the desired level among OFF, LOW, MED or HIG. To confirm the selected level, simply do not press buttons (1), (2) or ENTER (3) for a few seconds, after which the instrument panel returns to the previous display.

Each level is associated to the relevant icon (C). When the heating is switched on, "ON" is displayed (D).

Note

The actual turning on (heating) of the heated handgrips occurs only with engine started, and when a certain number of engine rpm have been reached and maintained: heating power is limited to 50% up to 2,000 rpm.

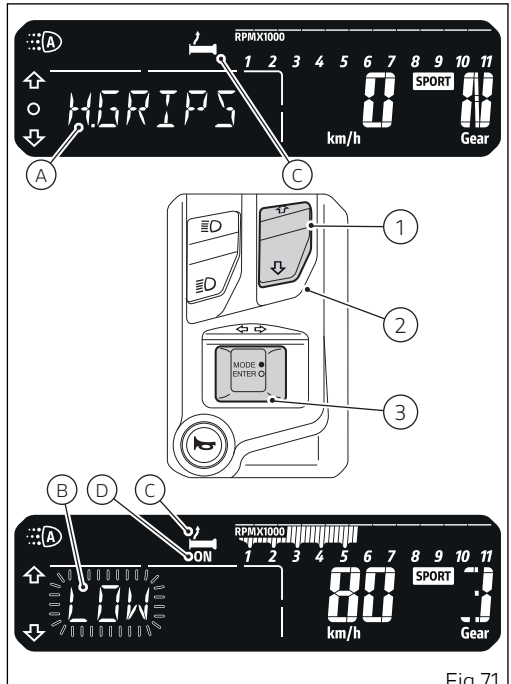

Fig 71

SETTING MENU

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

For safety reasons, you can enter this Menu only when the speed is lower than or equal to 5 km/h (3 mph). If you are inside the "SETTING MENU" and the speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the setting menu. It is recommended to use this menu with the motorcycle at a standstill.

To access the menu, from the main screen, select "SETTING MENU" (A) via buttons (1) and (2) and press the ENTER button (3).

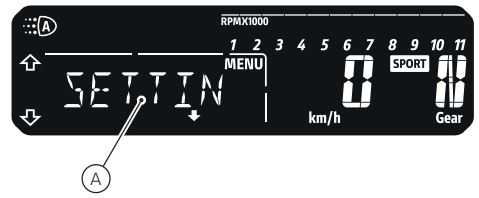

Fig 72

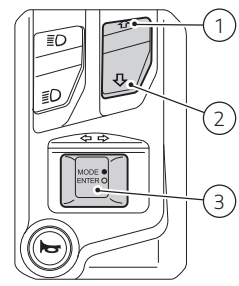

Fig 73

SETTING MENU items are the following:

- "R.MODE" - Riding Mode customisation
- "B.LIGHT" - display brightness adjustment
- "DRL" - daytime running lights setting (not present in China and Canada versions)
- "PIN" - PIN code setting
- "CLOCK" - time setting
- "DATE" - date setting
- "SERV:" - service coupon deadline display
- "BTH" - Bluetooth device pairing and management (if any) (see page 22)
- "TURN" - turn indicators setting
- "UNITS" - units of measurement setting
- "BATT." - battery charge level display
- "RPM" - engine rpm digital display
- "TYRE" - tyre calibration

When the SETTING MENU is displayed, buttons (1), (2) and (3) can be used as follows:

- buttons (1) and (2) to scroll and select the available items;
- ENTER button (3) to confirm the selected item.

To exit the submenus contained in the SETTING MENU, keep button (2) pressed for a long time.

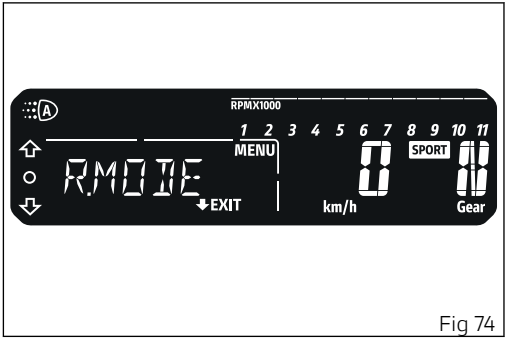

Fig 74

To exit the SETTING MENU and return to the main screen, press and hold button (2) for a long time.

SETTING MENU - R.MODE

This function allows customising each Riding Mode.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select “R.MODE” (A) and press ENTER (3).

The Riding Modes "SPORT", "ROAD", "URBAN", "WET" are displayed with the flashing arrow (B) indicating the currently active Riding Mode, and the item "DEFAULT" (visible only if one or more Riding Mode parameters have been changed).
Use buttons (1) and (2) to select the Riding Mode you wish to customise and press ENTER (3).

Attention

Changes should only be made to the parameters by people who are experts in motorcycle set-up. If the parameters are changed accidentally, use the "DEFAULT" function to restore factory settings.

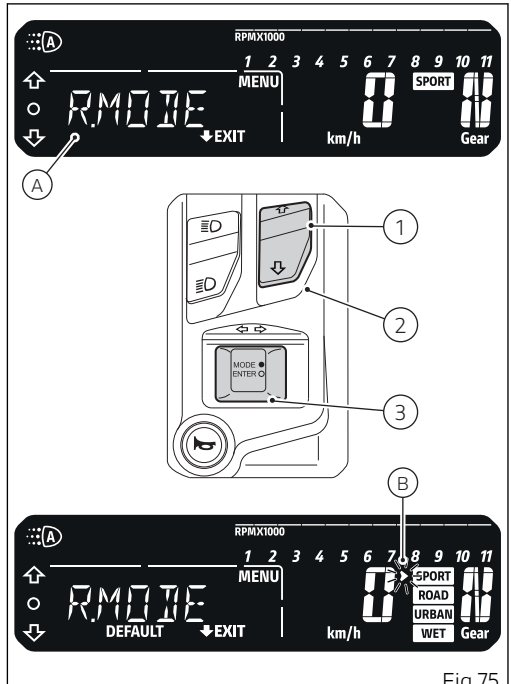

Fig 75

The customisable items and parameters are the following:

- PWR
- DTC
- ABS
- DWC
- DQS (if present)
- EBC
- DEFAULT (visible only if one or more parameters of the selected Riding Mode have been changed)

When an item is selected, it is displayed flashing. Use buttons (1) and (2) to select the item you wish to customise and press ENTER (3).

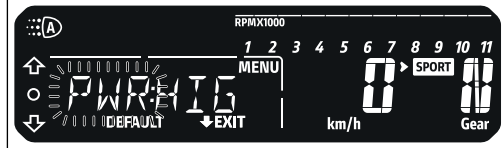

Fig 76

SETTING MENU - R.MODE - PWR

This function allows setting the engine power.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing "PWR:" (A) item followed by the currently set level. To change its level:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available levels HIG, MED, LOW.
- Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

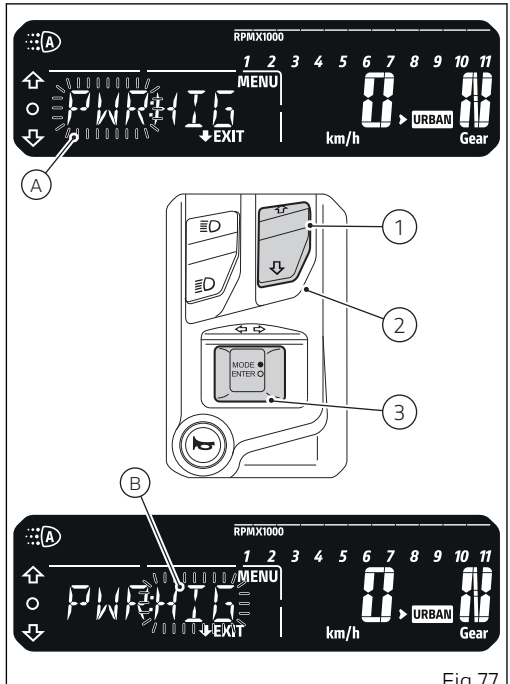

Fig 77

SETTING MENU - R.MODE - DTC

This function allows setting the intervention level of the DTC or deactivating it.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing "DTC:" (A) item followed by the currently set level. To change its level:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available levels from 1 to 4 and OFF.
- Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

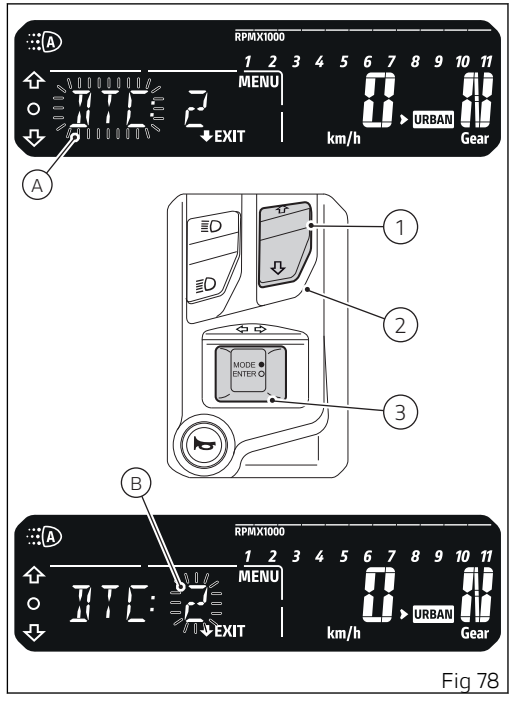

Fig 78

Attention
When the DTC is set to Off, the DWC is also automatically set to Off, so both the wheelie control and the vehicle dynamics stabilisation control are deactivated.

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through four different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each riding mode features a pre-set intervention level. Level 4 indicates system intervention whenever a slight slipping is detected, while level 1 is for very expert riders because it is less sensitive to slipping and intervention is hence softer.

Attention
DTC is a rider aid that can be used on the track, on the road and off road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

Attention
In case of system malfunction, contact a Ducati Dealer or Authorised Service Centre.

DTC is a rider aid that can be used on the track, on the road and off road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.
The following table indicates the most suitable level of DTC intervention for the different riding modes as well as the default settings in the "Riding Modes" that can be selected by the rider:

DTC LEVEL	RIDING MODE	INTENDED USE/OPERATION CHARACTERISTICS	DEFAULT
OFF		The DTC is disabled.	
1	TRACK	Level for sporty use on the track. The system allows sliding sideways. Can also be used with “Slick” tyres.	
2	SPORT	Level for sporty use on the road, on asphalt with good grip. The system does not allow sliding sideways.	It is the default level for the "SPORT" Riding Mode
3	ROAD	Level for city or long-distance riding on asphalt with low grip. The system does not allow sliding sideways and intervenes promptly if the rear wheel slips.	It is the default level for the "ROAD" and "URBAN” Riding Modes
4	WET	Level for use on wet asphalt. The system intervenes promptly if the rear wheel slips.	It is the default level for the "WET" Riding Mode

Tips on how to select the intervention level

Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are indicated in the “Technical specifications” section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

If level 4 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin. Between level 4 and level 1 there are other 2 intermediate levels. DTC intervention gradually decreases from level 4 to level 1. With levels 1 and 2, DTC control unit allows both rear tyre spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

The choice of the correct level depends on 3 main variables:

- The grip (type of tyre, amount of tyre 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 (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/path (see below, tips for use on the track and on the road).

Level depends on type of track

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

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding style, where the motorcycle is leaned over

further, rather than with a "rough" style, where the motorcycle is straightened up as quickly as possible when exiting a turn.

Tips for use on the track

We recommend that level 3 is used for a couple of full laps (to allow the tyres to warm up) and in order to get used to the system. Then try levels 2, 1, in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select DTC 3 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try DTC level 2; if also this RM sensitivity seems excessive try DTC level 1. If none of the level suits your riding style, you can select the level by following the indications given on the previous table until finding the intervention level you prefer. 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 2 the DTC intervention seems excessive, switch to level 1; alternatively, if on level 2 you cannot perceive any DTC intervention, switch to level 3).

Recovery in case of error

If a DTC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error, power modulation will no longer be present but the error status will still be signalled. In any situation, if the system is switched off by the user, no power modulation will be applied other than that requested by the user.

SETTING MENU - R.MODE - ABS

This function allows setting the ABS intervention level.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select “R.MODE” and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing “ABS:” (A) item followed by the currently set level. To change its level:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available levels from 1 to 4.
- Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

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

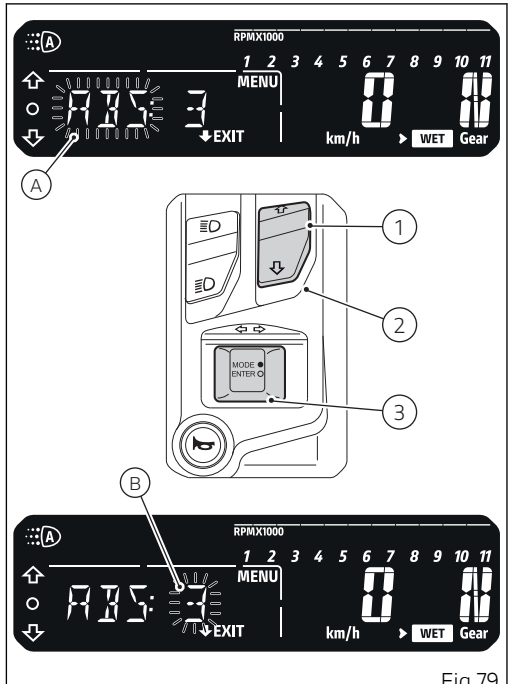

Fig 79

motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power 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. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the 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 or pedal.
The front and rear brakes use separate control systems.

The ABS of this motorbike, depending on the level selected, can include:

- the "cornering" function, which optimises the ABS operation even when the vehicle is leaning over. The system manages the front and rear brake systems according to the leaning angle of the vehicle, helping to maintain the set trajectory by preventing wheel lock-up and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions;
- the lift-up control, which limits or prevents lift-up of the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability;
- the slide control while braking. 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

In case of system malfunction, contact a Ducati Dealer or Authorised Service Centre.

Attention

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

Attention

The braking systems and the ABS system of Ducati motorbikes are developed and calibrated using the OE tyres recommended by Ducati; in particular, the vehicle's OE tyres are listed in the "Technical specifications" section of this manual. The use of tyres of different size and characteristics to the OE tyres and/or those recommended by Ducati may alter the operating characteristics of the system thus making it unsafe. In particular, please note that the vehicle is not approved for the use of tyres in sizes different from those indicated on the vehicle registration document.

Attention

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 the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

ABS levels

The ABS system fitted to this bike is a safety system preventing wheel lock-up while braking, adopting different strategies depending on the selected level.
The ABS features 4 levels, one associated to each Riding Mode.
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 LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
1	MOTARD PRO	This level is designed for professional riders. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. Braking slide management is completely left to the rider. The system in this level does not control lift-up and the cornering feature is not active.	
2	MOTARD EXPERT	This level favours braking power and is designed for very experienced riders. ABS in this level controls both wheels and the cornering function is active; anti-lift-up control is not active. In this level, also the “slide control under braking” is active to provide yaw control of the bike developed especially for experienced users.	

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
3	MOTARD	This level favours braking power and is designed for experienced riders. ABS in this level controls both wheels and the cornering function is active; anti-lift-up control is not active. In this level, also the “slide control under braking” is active to provide yaw control of the bike developed especially to allow the user to become familiar with the feature.	It is the default level for the “SPORT” Riding Mode
4	ALL/URBAN/WET CONDITIONS	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. This is the recommended level for use on public roads.	It is the default level for the “ROAD”, “URBAN” and “WET” Riding Modes.

Tips on how to select the sensitivity level

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

1) The tyre/road grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) Use (road or track).
3) The rider's experience and sensitivity.

Selecting level 4 of the ABS ensures a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep good stability during the whole braking action. This level features a “cornering” function which, with vehicle leaning over, prevents wheel lock-up as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
This is the recommended level for use on public roads.

ABS levels 2 and 3 privilege braking power, and cornering function is active. Slide control while braking is available in these levels, but intervenes in a differentiated manner. These controls have been optimised for track use with the rider only.

- In level 3 ("MOTARD"), the slide control intervenes for moderate lean angles and provides complete control of the bike's yaw, within the physical limits allowed by the vehicle and road conditions. This level is recommended for track use by users of average experience and is designed to introduce the user to the technique of sliding sideways.

Attention
This ABS level does not feature the active anti-lift-up function.

- In level 2 ("MOTARD EXPERT"), the slide control is active even at lean angles greater than level 3 and typical of track use, in order to guarantee entry into corners while sliding; in addition, level 2 allows greater slide angles than level 3.
  This level is recommended for track use by more experienced users.

Attention
In this level the cornering function has been developed for track use and to ensure entering curves with the slide function active: in some cases the complete stability of the vehicle is not guaranteed and must be managed by the riders themselves. This ABS level does not have active lift-up control function.

- Level 1 of the ABS system ("MOTARD PRO") is designed for very experienced users and provides ABS active only on the front wheel to favour performance while leaving the rider to manage vehicle dynamics. No lift-up control is implemented in this level, nor is there any cornering or slide function.
  In this level it is therefore possible to lock the rear wheel, leaving the rider free to manage the slide.

Note
When ABS level 1 is set, the display shows "REAR ABS OFF".

The slide control

The slide control while braking, which is available in ABS levels 2 and 3, allows greater rear wheel slip to be achieved in order to reach yaw (or slide) angles that allow different corner entry, as dictated by Supermotard riding technique.
ABS level 2 allows higher yaw angles than Level 3. Due to the sporty functionality of the slide control, it should only be used on the track and not on public roads, without a passenger.

The slide control is only activated when braking hard enough at the front to achieve medium/high deceleration. The vehicle speed must be greater than 40 km/h.
If deceleration is such that it exceeds the minimum required value, then braking firmly with the rear brake is sufficient to activate the slide function. Once the slide function is activated, simply maintain pressure on both brakes, the ABS system will automatically adjust the pressure required to maintain the slide. If the vehicle's slipping or slide level increases too much, the ABS decreases the pressure at the rear, automatically bringing the slide and slip values back within the set parameters.

To optimise the slide control, it is recommended not to pull the clutch. The clutch has been specially developed to ensure slide control with the clutch released.
The clutch should only be used when necessary, e.g. when approaching a vehicle stop or in case of incipient rear wheel lock-up.

In order to make the most of the slide function, it is therefore recommended to perform the following manoeuvres in succession:

- brake progressively and smoothly with the front brake, in order to achieve the deceleration required to activate the slide strategy.
- If necessary, downshift the number of gears deemed appropriate to ride the curve (in the case of downshifting without DQS functionality, completely release the clutch once downshifting is complete).
- Once the appropriate gear is engaged, brake firmly with the rear brake to activate the slide function.
- Maintain pressure on both brakes until the slide function is required.

Attention
The slide function is only to be used on a dry track with optimum road surface grip conditions. The slide control is conceived to be used in a controlled environment or in a closed circuit. For safety reasons ABS levels 2 and 3 are therefore not to be used on roads open to the public.

Attention
The slide control system deactivates (returning the vehicle to a stable, zero yaw condition) in case of:

- release of the front or rear brake;
- detection of excessive slip or locking of the front wheel: in this case the ABS momentarily returns to standard operation, realigning the vehicle to ensure maximum safety at all times and preventing the wheel from locking;
- speeds below 35 km/h;
- exceeding the maximum lean angle value allowed by the slide strategy.

SETTING MENU - R.MODE - DWC

This function allows setting the intervention level of the DWC or deactivating it.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing "DWC:" (A) item followed by the currently set level. To change its level:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available levels from 1 to 4 and OFF.
- Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

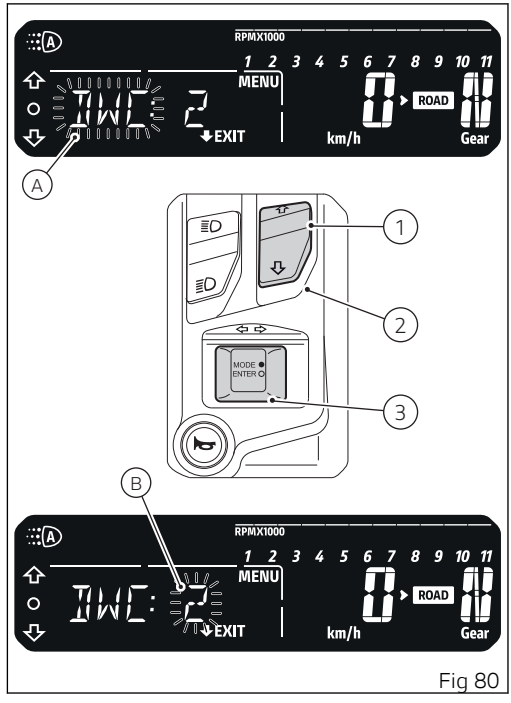

Fig 80

Attention

When the DTC is set to Off, the DWC is also automatically set to Off, so both the wheelie control and the vehicle dynamics stabilisation control are deactivated.

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through four different levels that are calibrated to offer a different prevention and reaction to wheelies. Each riding mode features a pre-set intervention level. Level 4 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Stabilisation of dynamics

The DWC also assists the rider in stabilising the vehicle dynamics at high speed by modulating the torque delivered by the engine in a controlled manner.
This assistance, which is normally not necessary, could be useful, depending on the load, under particularly unfavourable conditions such as worn tyres, incorrect tyre inflation pressure, external disturbances due to strong winds or uneven road surfaces.
In these conditions, the DWC system assists the rider by adjusting the vehicle acceleration. As with other control systems, it does not, in any way, replace the rider's action. In case of intervention of the DWC system for wheelie control or for the stabilisation of the vehicle dynamics, the warning light on the dashboard is lit.

Attention

DWC is a rider aid that can be used on both 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 drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

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 the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

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

DWC LEVEL	RIDING MODE	INTENDED USE/OPERATION CHARACTERISTICS	DEFAULT
OFF			
1	SPORTIVE	Level intended for users who are very experienced in handling wheelies. The system intervenes in a mild manner, reducing the wheelie speed.	
2	SPORT/MAX PERFORMANCE	Level for moderately expert riders. The system allows small wheelie angles, reducing the speed at which the bike wheelies and ensuring maximum acceleration performance of the vehicle.	It is the default level for the "SPORT" Riding Mode
3	ROAD	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "ROAD" and "URBAN" Riding Modes
4	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie	It is the default level for the "WET" Riding Mode

Tips on how to select the intervention level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the original equipment drive ratio of the motorbike and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are indicated in the “Technical specifications” section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

At level 4 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 4 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1 and 2 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 and 2 require a great experience to ensure proper control.

Level depends on type of path

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 to use level 4 for a couple of full laps in order to get used to the system. Then try levels 3, 2, 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 tyres to warm up).

Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one 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 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

Recovery in case of error

If a DWC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error, power modulation will no longer be present but the error status will still be signalled. In any situation, if the system is switched off by the user, no power modulation will be applied other than that requested by the user.

SETTING MENU - R.MODE - DQS (if any)

This function is available if the DQS system is installed and allows activating or disabling it.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing "DQS:" (A) item followed by the currently set status. To change the status:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available items ON and OFF.
- Press the ENTER button (3) to confirm the selected status and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever.

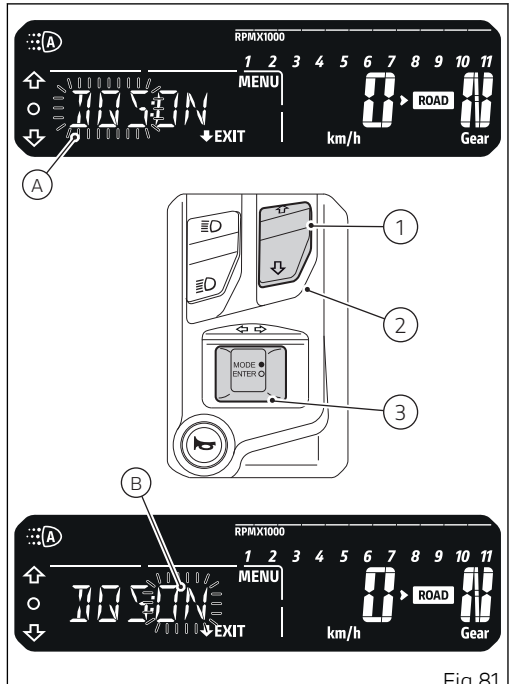

Fig 81

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 (upshifting or downshifting) 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 does not 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 (downshifting) only when the throttle control is closed or partially open.
- If the Ducati Quick Shift strategy does not 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 memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again.
- Ducati Quick Shift is designed to work best above 3,000 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

SETTING MENU - R.MODE - EBC

This function allows setting the EBC intervention level.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Select the desired Riding Mode by moving the flashing arrow with buttons (1) and (2), then press the ENTER button (3).

Use buttons (1) and (2) to select the flashing "EBC:" (A) item followed by the currently set level. To change its level:

- Press the ENTER button (3), the currently set level starts flashing (B).
- Use buttons (1) and (2) to scroll through the available levels from 1 to 3.
- Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

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

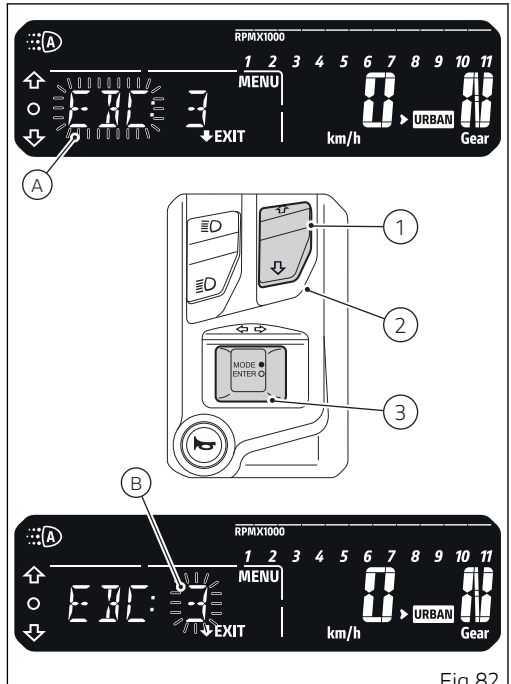

Fig 82

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 set "engine brake", the range being from a maximum engine braking with system set to level 1, and progressively decreasing as level increases.
System is particularly sensitive at high rpm and sensitivity gradually decreases as soon as engine rpm decrease.

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, but in no way relieves the rider of the obligation to ride responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

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

EBC LEVEL	CHARACTERISTIC	DEFAULT
1	In this level the engine delivers the maximum engine brake.	It is the default level for the SPORT Riding Mode.
2	In this level the engine delivers an intermediate engine brake.	It is the default level for the ROAD and URBAN Riding Modes.
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	It is the default level for the WET Riding Mode.

Tips on how to select the intervention level

Attention

Excellent operation of the EBC system, for all available levels, is ensured only with OE tyres and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tyres for this motorcycle are indicated in the “Technical specifications” section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

As far as tyres are concerned, in the case of minor differences such as, for example, tyres 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 only possible for tracing 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 levels are increasing progressively; with level 1 you set the maximum engine brake level possible.

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

- The grip (type of tyre, amount of tyre 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.

SETTING MENU - R.MODE - DEFAULT

This function allows restoring the values of the parameters linked to the Riding Modes set by Ducati, and is visible only if the parameters have been previously modified.

Resetting the parameter values for all Riding Modes:

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select "R.MODE" and press ENTER (3).
- Use buttons (1) and (2) to select the flashing "DEFAULT" (A) item and press the ENTER button (3). "WAIT" is displayed for a few seconds together with all the flashing Riding Mode arrows (B), followed by the message "DEF OK". The instrument panel returns to the previous display without the "DEFAULT" item.

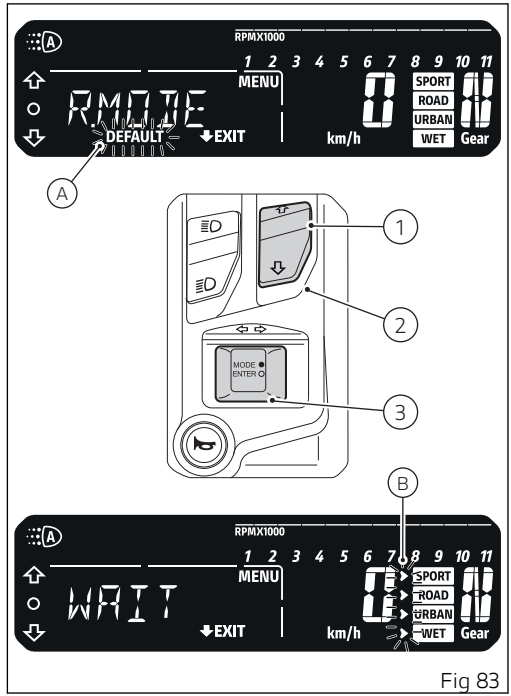

Fig 83

Resetting of parameter values for a single Riding Mode:

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select “R.MODE” and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Use buttons (1) and (2) to select the flashing “DEFAULT” (A) item and press the ENTER button (3). “WAIT” is displayed for a few seconds together with the flashing Riding Mode arrow (B), followed by the message “DEF OK”. The instrument panel returns to the previous display without the “DEFAULT” item.

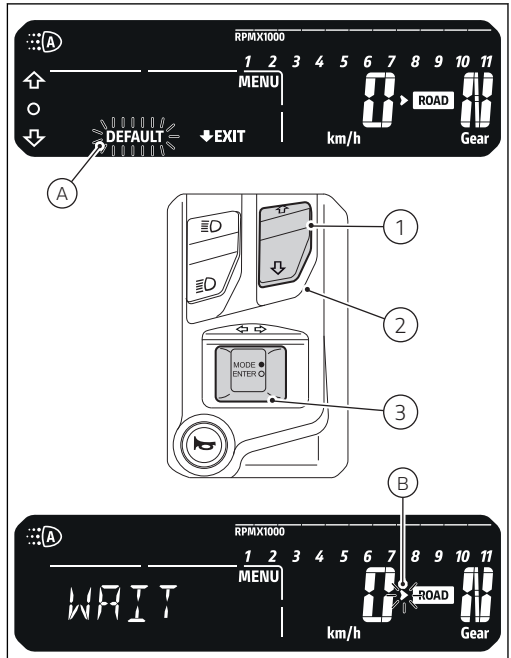

Fig 84

The following table shows the default values set by Ducati, for all the parameters of all Riding Modes:

	SPORT	ROAD	URBAN	WET
Intended use	Track	Road	Road	Road
Power Mode	High	Medium	Low	Low
Maximum power	57kW@9750rpm	57kW@9750rpm	44kW@9750rpm	44kW@9500 rpm
Throttle response	Dynamic	Smooth	Smooth	Smooth
ABS	3	4	4	4
DTC	2	3	3	4
DWC	2	3	4	4
DQS (if present)	ON	ON	ON	ON

SETTING MENU - B.LIGHT

This function allows adjusting the backlighting intensity.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select “B.LIGHT” (A) and press ENTER (3).

“B.L:” is displayed followed by the currently set level flashing (B). Use buttons (1) and (2) to scroll through the available levels HIG, MED, LOW. Press the ENTER button (3) to confirm the selected level and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.
The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.
The intensity level can be set for both daylight and night light conditions.

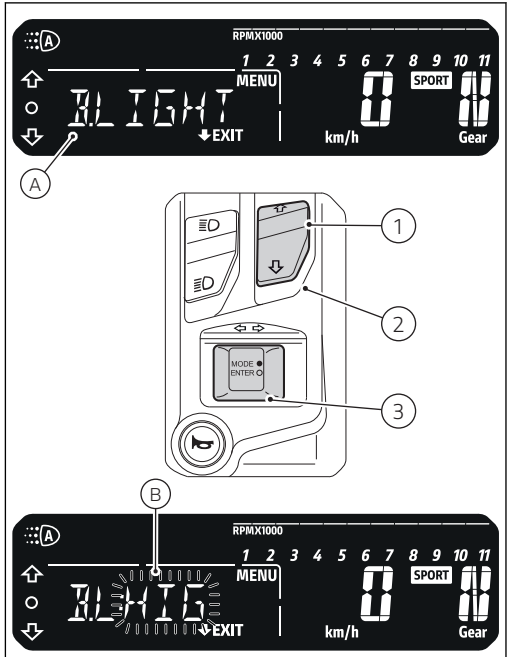

Fig 85

SETTING MENU - DRL

This function allows setting the status of the DRL in automatic or manual mode. Available only if daytime running lights (DRL) are present.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “DRL” item (A) (displayed followed by the current status) and press ENTER (3).

The currently set flashing mode (B) is displayed. Use buttons (1) and (2) to scroll through the available modes AUTO and MANUAL. Press the ENTER button (3) to confirm the selected mode and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

Note

In case of battery disconnection, the "Auto" mode is automatically set.

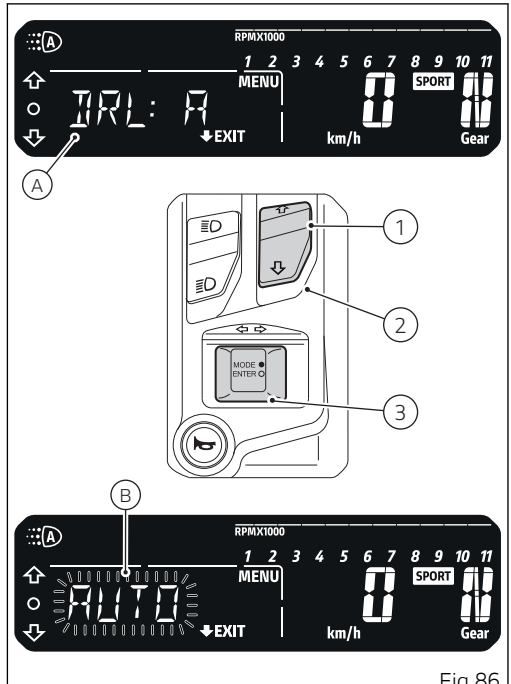

Fig 86

SETTING MENU - PIN

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

- From the main screen, select “SETTING MENU” via buttons (1) and (2) and press ENTER (3).
- Select the “PIN” item (A) and press ENTER (3).

The PIN Code is initially not present in the motorcycle and must be activated by the user by entering the 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN Code”.

If the PIN Code has never been activated, the item “N:” followed by 4 flashing dashes (B) appears in this menu to activate it. Otherwise, if the PIN code has already been activated, the item "O:" followed by 4 flashing dashes appears within this menu to change the PIN code already saved.

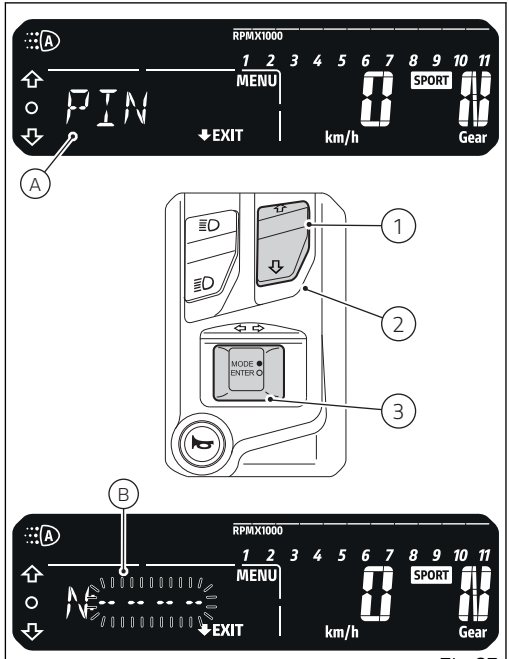

Fig 87

New PIN

- From the main screen, select “SETTING MENU” via buttons (1) and (2) and press ENTER (3).
- Select the “PIN” item and press ENTER (3).
- Letter "N:" followed by 4 flashing dashes is displayed, press ENTER (3) to enter the code.

Entering a new PIN:

- The first digit (C) flashes and the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the last digit has been confirmed, “MEM” (D) is displayed flashing.
Press ENTER (3) to confirm, “MEM OK” is then displayed for a few seconds; then the instrument panel returns to the previous screen.
To exit without saving the PIN, keep button (2) pressed for a long time.

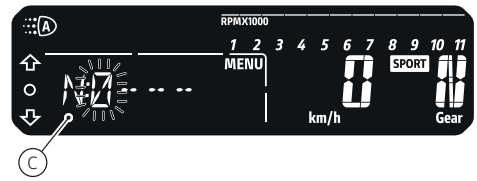

Fig 88

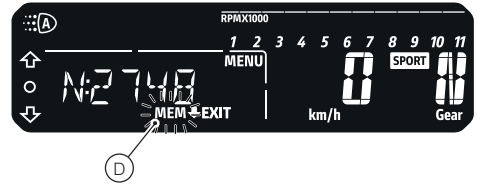

Fig 89

Modify PIN

- From the main screen, select “SETTING MENU” via buttons (1) and (2) and press ENTER (3).
- Select the “PIN” item and press ENTER (3).
- Letter "O:" followed by 4 flashing dashes is displayed, press ENTER (3) to enter the code.

Entering the old PIN:

- The first digit (E) flashes and the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is entered, press ENTER (3) and the instrument panel behaviour will be as follows:

- If the entered PIN is correct, "OK" is displayed for a few seconds.
- If the PIN entered is incorrect, “ERROR” is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.
The display shows the first of the 4 flashing digits ready for the new PIN to be entered (B, Fig 87).

Entering a new PIN:

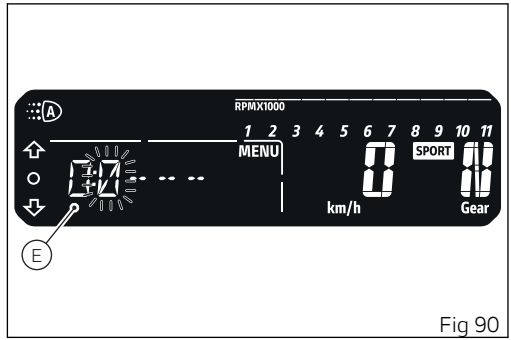

Fig 90

- The first digit (CFig 88) flashes and the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the last digit has been confirmed, “MEM” (D, Fig 89) is displayed.
Press ENTER (3) to confirm, “MEM OK” is then displayed for a few seconds; then the instrument panel returns to the previous screen.

To exit without saving the PIN, keep button (2) pressed for a long time.

Attention

The PIN Code must be activated and stored by the vehicle owner. If an unknown PIN Code is already set, please contact your Ducati authorised dealer to reset it. The Ducati authorised dealer may ask you to demonstrate that you are the owner of the motorcycle.

SETTING MENU - CLOCK

This function allows setting the time.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the "CLOCK" item (A) and press ENTER (3).
- The number of hours flashes (B), use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and set the minutes.
- The number of minutes flashes, use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM setting.
- The AM item flashes, use buttons (1) and (2) to scroll and select the desired value (AM/PM). Press ENTER (3) to confirm the time and return to the previous screen.

Note

If the date or time has not been set yet, dashes - are displayed instead of the relevant values.

Attention

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

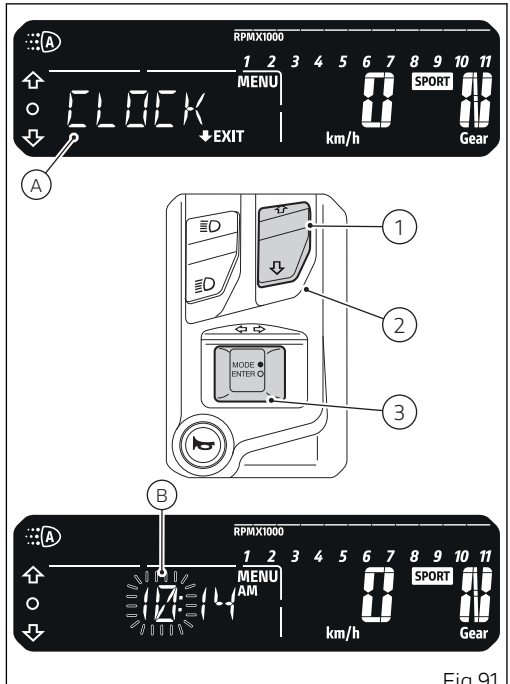

Fig 91

SETTING MENU - DATE

This function allows setting the date.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the "DATE" item (A) and press ENTER (3).
- The item "Y" is displayed followed by the flashing year number (B); buttons (1) and (2) can be used to scroll and select the desired value. Press ENTER (3) to confirm and set the month.
- The item "M" is displayed followed by the flashing month number; buttons (1) and (2) can be used to scroll and select the desired value. Press ENTER (3) to confirm and set the day.
- The item "D" is displayed followed by the flashing day number; buttons (1) and (2) can be used to scroll and select the desired value. Press ENTER (3) to confirm the date and return to the previous screen.

Note

If the date or time has not been set yet, dashes - are displayed instead of the relevant values.

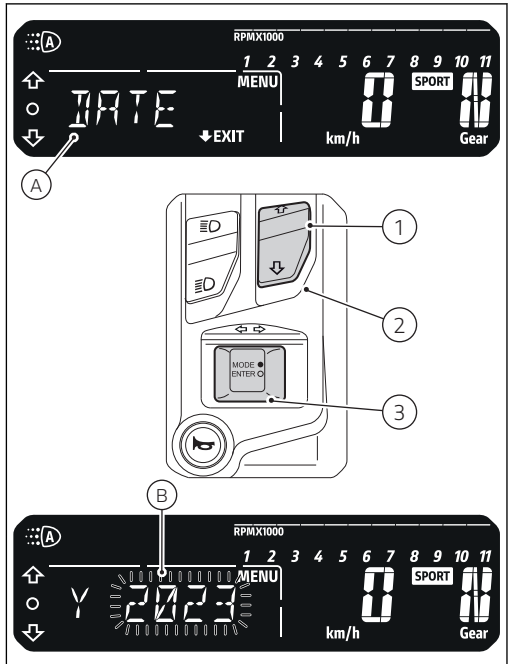

Fig 92

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

SETTING MENU - SERV.

This function allows displaying service coupons.

- From the main screen, select “SETTING MENU” via buttons (1) and (2) and press ENTER (3).
- Select the “SERV.” item (A) and press ENTER (3).

“OIL” (B) is displayed flashing; use buttons (1) and (2) to scroll through the “OIL", "DESMO" and "ANNUAL" items. Press ENTER (3) to display the information for the selected service.

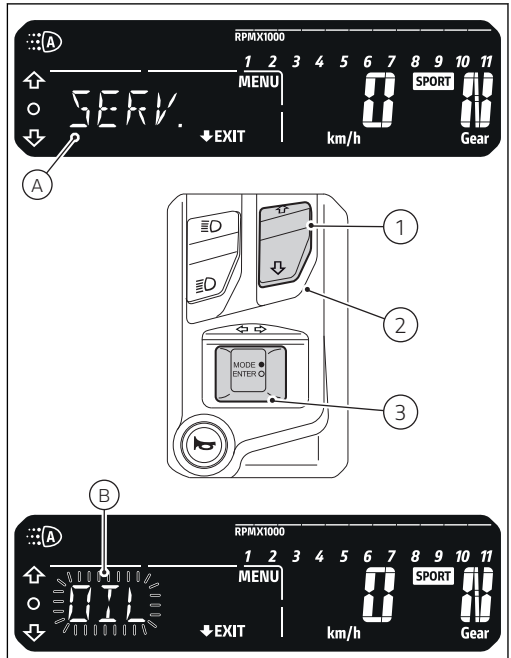

Fig 93

The following information for the respective service is displayed:

- OIL - Oil service, remaining kilometres or miles (C)
- DESMO - Desmo service, remaining kilometres or miles (D)
- ANNUAL - Annual Service, date in day.month.year format (E)

This function does not allow any kind of changes. Press and hold the button (2) for a long time to exit. The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 223).
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

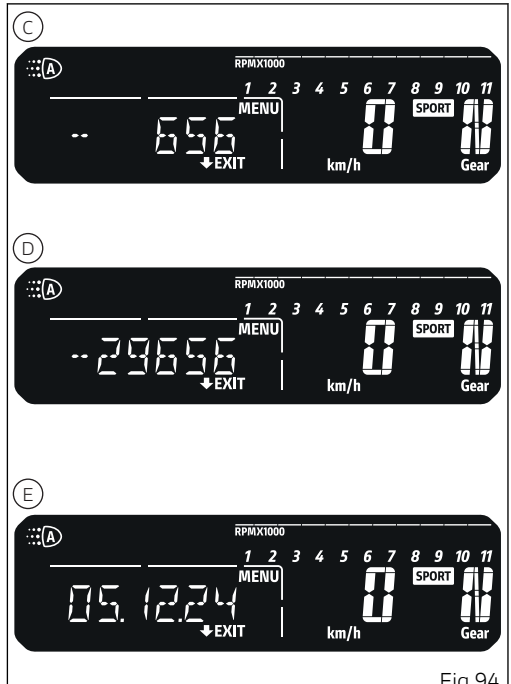

Fig 94

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.

When the thresholds set for service coupons are close, the warning light (F) turns on and the instrument panel activates for five seconds the indication of the remaining km/mi or days upon each Key-On: for “Oil service” and “Desmo Service” it is activated 1,000 km (621 miles) (G) before service is due, for “Annual service” 30 days (H) before service is due.
Once the service threshold has been reached and exceeded, and each time the instrument panel is switched on, it displays for 5 seconds the distance or days exceeded with respect to the pre-set threshold for the related service.

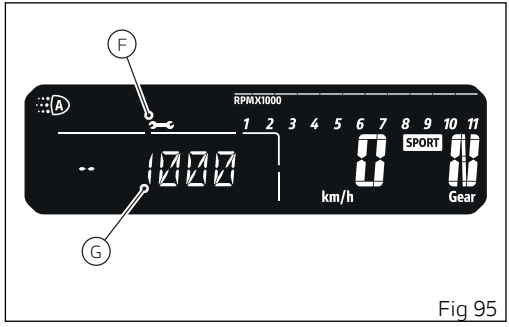

Fig 95

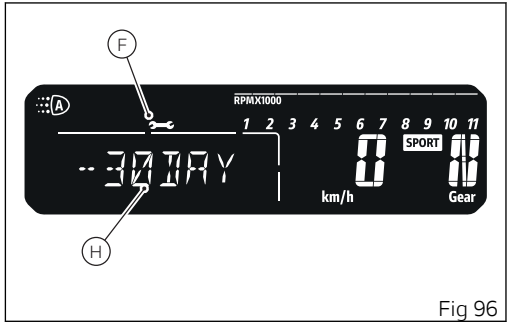

Fig 96

Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.

Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines. The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet). The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.

SETTING MENU - TURN

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the "TURN" item (A) (displayed followed by the current status) and press ENTER (3).

The currently set flashing mode (B) is displayed. Use buttons (1) and (2) to scroll through the available modes AUTO and MANUAL. Press the ENTER button (3) to confirm the selected mode and go back to previous display mode. To exit without making any changes, keep button (2) pressed for a long time.

Note
In case of battery disconnection, the automatic mode is set.

Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning

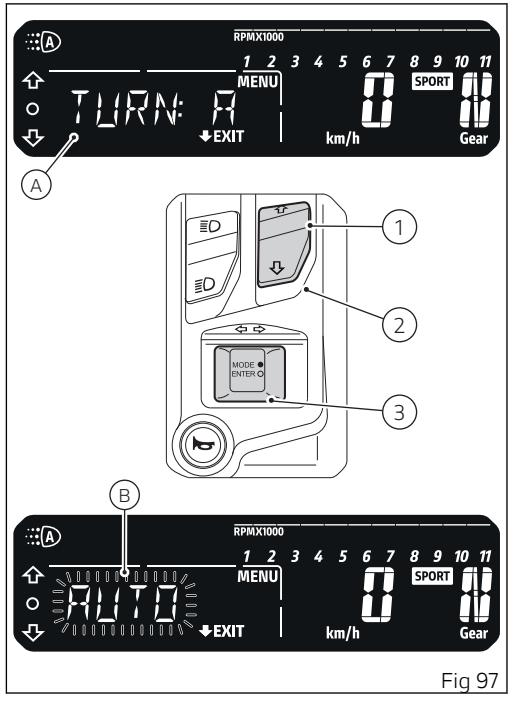

Fig 97

angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) 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 200 and 2000 metres (656-6562 feet), 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-initialised.

SETTING MENU - UNITS

This function allows setting the units of measurement used by the instrument panel.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “UNITS” item (A) and press ENTER (3).

“SPEED” (B) is displayed flashing; use buttons (1) and (2) to scroll through the “SPEED", "TEMP." and "DEFAULT" items (visible only if one or more units of measurement have been changed). Press ENTER (3) to set the unit of measurement for the desired size.

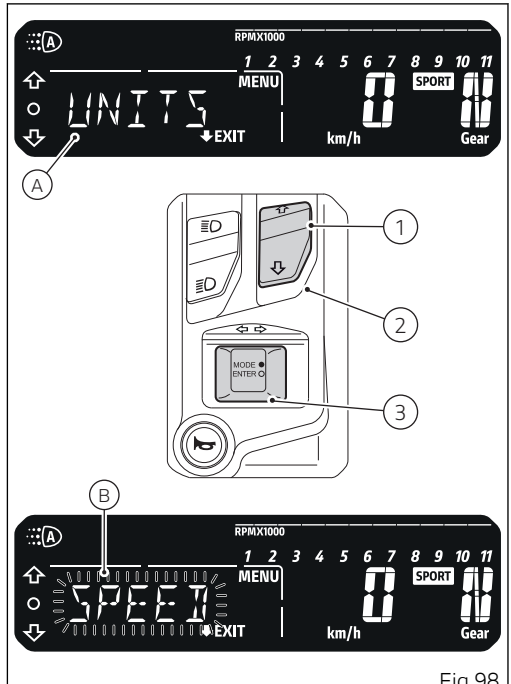

Fig 98

SPEED

To set the speed measurement unit:

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “UNITS” item and press ENTER (3).
- Select the flashing “SPEED” item (B) and press ENTER (3).
- The units of measurement “Km/h” and “mph” are displayed with the one currently set flashing (km/h in the example) (C).
- Use buttons (1) and (2) to select the desired unit of measurement. Press ENTER (3) to confirm and return to the previous screen. To exit without making any changes, keep button (2) pressed for a long time.

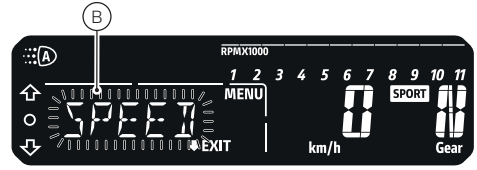

Fig 99

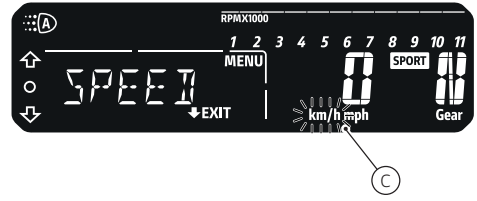

Fig 100

TEMP.

To set the temperature measurement unit:

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the "UNITS" item and press ENTER (3).
- Select the flashing "TEMP." item (D) and press ENTER (3).
- The units of measurement "°C" and "°F" are displayed with the one currently set flashing (°C in the example) (E).
- Use buttons (1) and (2) to select the desired unit of measurement. Press ENTER (3) to confirm and return to the previous screen. To exit without making any changes, keep button (2) pressed for a long time.

Fig 101

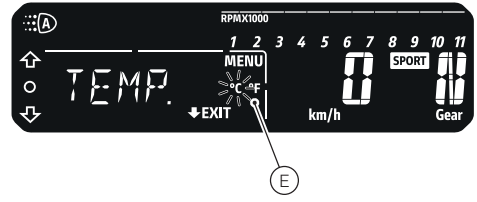

Fig 102

DEFAULT

This function is only visible if one or more units of measurement have been changed and allows all units to be reset:

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “UNITS” item and press ENTER (3).
- Select the flashing "DEFAULT" item (F) and press the ENTER button (3). The message “WAIT” (G) is displayed for a few seconds followed by the message “DEF OK”. The instrument panel returns to the previous display without the “DEFAULT” item.

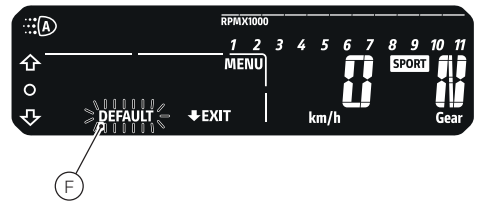

Fig 103

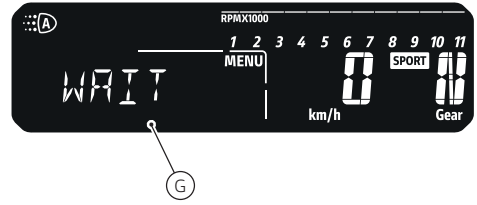

Fig 104

SETTING MENU - BATT.

This function allows the battery voltage to be displayed.

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “BATT.” item (A) and press ENTER (3).

The battery voltage is displayed (B).
This function does not allow changes, to exit hold button (2) pressed for a long time.

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing.
If the battery voltage is less than 11.0 volts, "LOW" is displayed instead of the battery data.
If the battery voltage is higher than 16.0 volts, "HIGH" is displayed instead of the battery data.

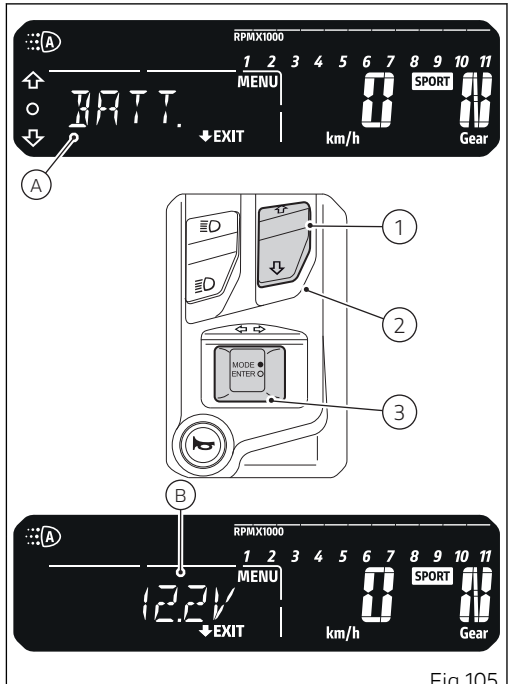

Fig 105

SETTING MENU - RPM

This function allows viewing the engine rpm digital indication.

- From the main screen, select "SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the "RPM" item (A) and press ENTER (3).

The number of engine rpm (B) is displayed.
This function does not allow changes, to exit hold button (2) pressed for a long time.

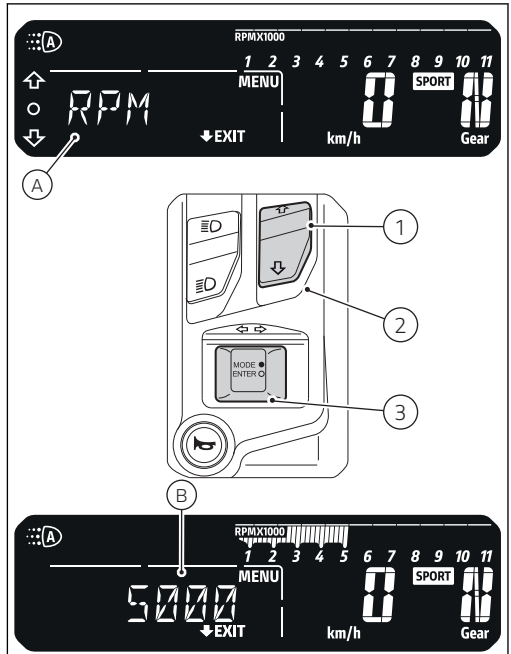

Fig 106

SETTING MENU - TYRE

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference or to restore their original values. It also allows you to correctly learn the final drive ratio (front sprocket/rear sprocket) in the event of modifications to the approved configuration. Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

Then perform the tyre calibration function:

- if tyres must be replaced
- if final drive ratio must be changed

Condition for successful calibration:

- constant speed between 48 and 52 km/h
- 2nd gear

To open this function:

- From the main screen, select “SETTING MENU" via buttons (1) and (2) and press the ENTER button (3).
- Select the “TYRE” item (A) and press ENTER (3).

“START” (B) is displayed flashing and “DEFAULT” is only visible if a calibration has already been performed.

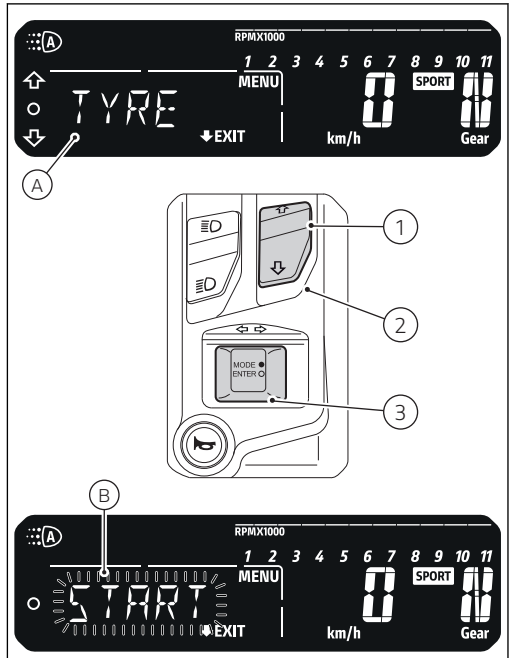

Fig 107

TYRE - START

When entering the function with the buttons (1) and (2), select the “START” flashing item and press ENTER (3); the instrument panel shows the instructions to proceed with calibration (C). “SPEED 49-51” and “GEAR 2” are displayed scrolling to indicate to keep the speed constant between 49 (30 mph) and 51 Km/h (32 mph), with second gear engaged. The speed and engaged gear value flashes until the value reached corresponds to the indicated speed and gear conditions.
When the rider complies with the required conditions of speed and gear indicated the instrument panel, system calibration starts. Calibration is done by maintaining the speed and gear within the given parameters for 5 seconds.

If the teach-in procedure is completed correctly, the instrument panel shows “ENDED” (D) followed by the previous screen after a few seconds.

The procedure can be aborted by holding button (1) pressed for a long time: in this case the instrument panel displays the message "ABORT", followed by the previous screen after a few seconds.

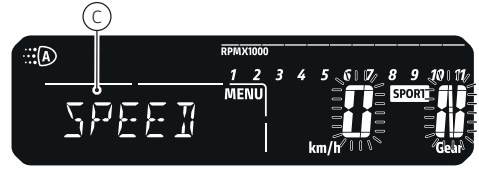

Fig 108

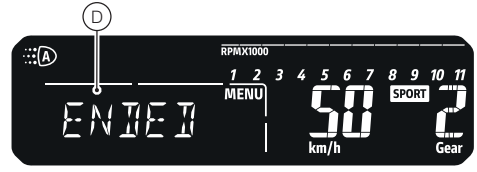

Fig 109

If during the calibration procedure the required speed and gear conditions are not maintained, or an error or malfunction occurs, the instrument panel displays the message "FAILED" followed by the previous screen after a few seconds.

Note

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

TYRE - DEFAULT

This function is only available if a calibration has already been carried out.
When entering the function using buttons (1) and (2), select the flashing message “DEFAULT” (E) and press ENTER (3). The instrument panel will display “WAIT” (F) for a few seconds, followed by “OK” for 2 seconds, and then it will return to the previous screen.

Attention

Changing the final drive ratio is only allowed for circuit (racetrack) use of the motorcycle, not on public roads.

Attention

In the event of front sprocket and/or rear sprocket replacement, after performing the “Tyre Calibration” procedure, it is necessary to go to an authorised Ducati dealer who will perform a “drive adaptive system reset” with the diagnosis instrument. This allows you to avoid false plausibility diagnoses related to the final drive ratio modification.

Fig 110

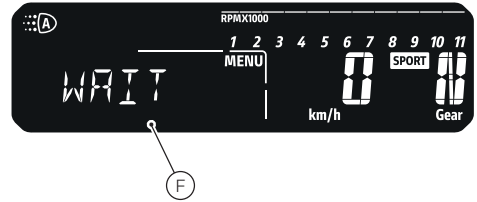

Fig 111

Attention

Changing the final drive ratio immediately makes the warranty null and void and the motorcycle can not be used on public roads as it no longer corresponds to the type-approved version.

Final drive ratio		Rear sprocket					
		39	40	41	42	43	44
Front sprocket	15	2.6	2.67	2.73	2.80	2.87	2.93

Assisted start (DPL)

This function allows activating the assisted start (called DPL - Ducati Power Launch).

Use buttons (1) and (2) to select item "DPL" (A) and press the ENTER button (3).
In the Launch Control menu, the flashing level (B) is displayed. 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 the ENTER button (3) 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.

Note
If the available launches are finished, the instrument panel shows the message "NO LAUNCHES AVAILABLE" with the message "0 LAUN".

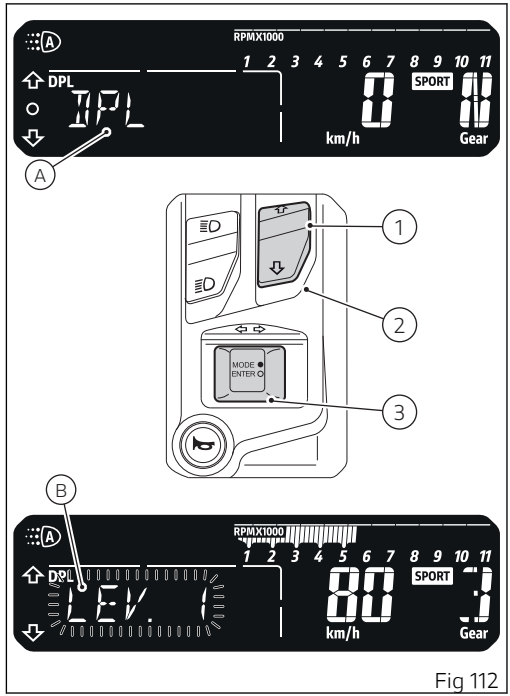

Fig 112

Once the DPL level is set, the instrument panel shows the wait screen showing “WAITING...” (C): if you press the ENTER button (2) for 2 seconds while this message is displayed, 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 start" screen and shows “REL.” (D) and “CLUTCH” (E). 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.

If the DTC is set to OFF, when the DPL function is activated, the instrument panel shows "DTC.OFF" and "DPL N.A" for 5 seconds; at the end of the 5 seconds the instrument panel returns 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 “ERROR” for three seconds and then again the main screen.

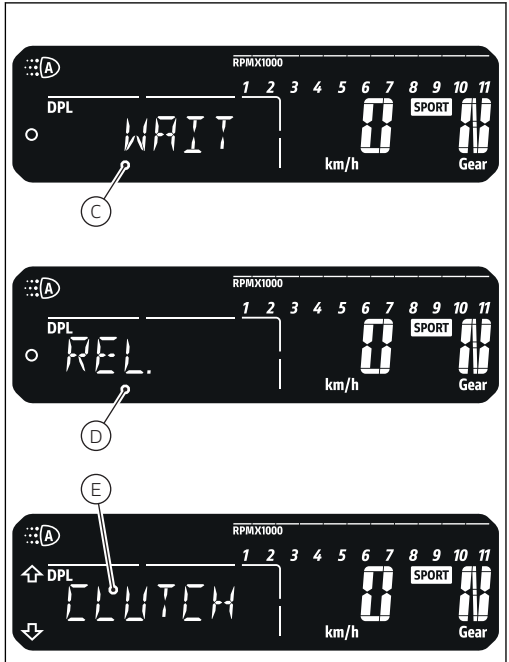

Fig 113

Note
If the available launches are finished, the instrument panel shows the message “NO LAUNCHES AVAILABLE” with the message “0 LAUN”.

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 riding modes.
All levels are to be intended optimised for OEM (Original Equipment Manufactured) tyres.

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 minimises 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 not 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 abruptly. The engine torque is adjusted also in the second phase, by maximising the delivered power and limiting the vehicle wheeling or rear wheel slipping.
To preserve the clutch, the DPL system calculates in real time 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 dashboard 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 120 km/h (74.6 mph);
- 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 (3 mph).

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 behaviour 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 behaviour.

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 tyres of a different size class are used or if the tyre size differs significantly from the original

tyres, it may be that the system operation is compromised.

As far as tyres are concerned, in the case of minor differences such as, for example, tyres 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 drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.
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 the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

Warning displaying

The instrument panel manages a number of warnings and alarms aimed at giving useful information to the rider during use.
In the event of active warnings, the instrument panel shows the warnings or alarms present on the display: each active warning or alarm can be temporarily deactivated by pressing the ENTER button (3) when displayed.
Each time the instrument panel is switched on, the active warnings or alarms will be displayed again until they are cleared.

Fig 114

LOW.BAT - low battery (A)

"LOW.BAT" is displayed flashing and indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.
Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

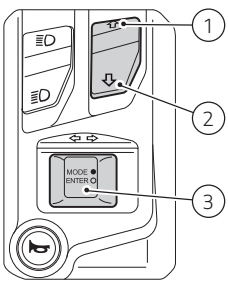

Fig 115

INSERT DATE - Set date (B)

"INSERT" and "DATE" are displayed alternately to indicate that the date must be entered using the "DATE" function in the "SETTING" MENU (page 161).

NO KEY - Key not acknowledged (C)

"NO KEY" is displayed flashing to indicate that the inserted key was not acknowledged.

REAR ABS OFF (D)

"REAR ABS OFF" is displayed to indicate that the level set for ABS makes it active on the front wheel only.
To change the ABS level see page 130.
This warning cannot be deactivated by pressing the ENTER button (3).

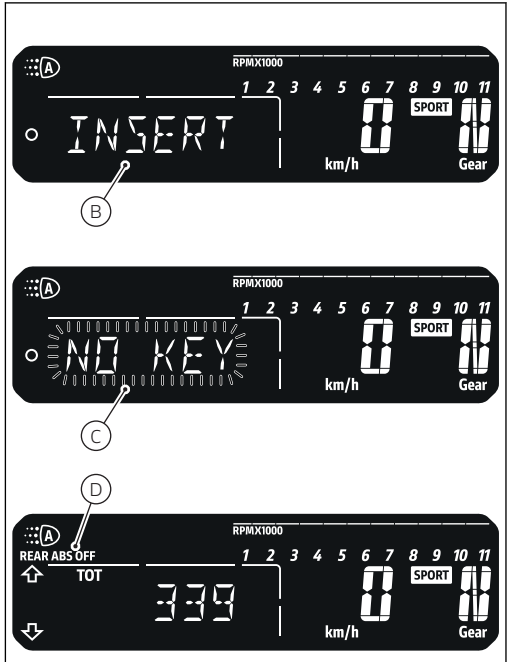

Fig 116

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
In the event of active errors, the instrument panel shows the corresponding indication on the display.
Active errors can be temporarily deactivated by pressing button (2) for a long time.
Each time the instrument panel is switched on, the active errors will be displayed again until they are cleared.

DTC:ERR - DTC error (A)

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the vehicle's Traction Control. The corresponding DAVC warning light is also activated (see page 101).

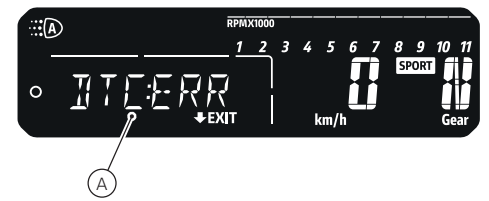

Fig 117

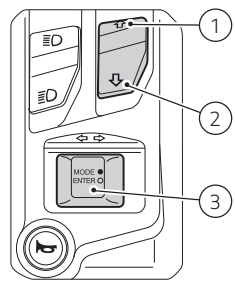

Fig 118

DWC:ERR - DWC error (B)

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the DWC system. The corresponding DAVC warning light is also activated (see page 101).

ABS:ERR - ABS error (C)

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the ABS system. The corresponding ABS warning light is also activated (see page 101).

Fig 119

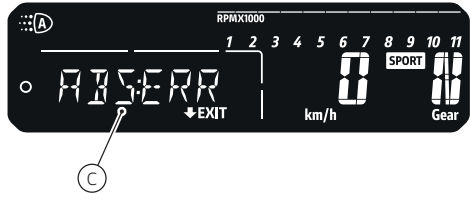

Fig 120

Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, “ENGINE AUTO OFF” and “PRESS START” (A) messages are shown scrolling on the display.

To start the engine press the starter button.

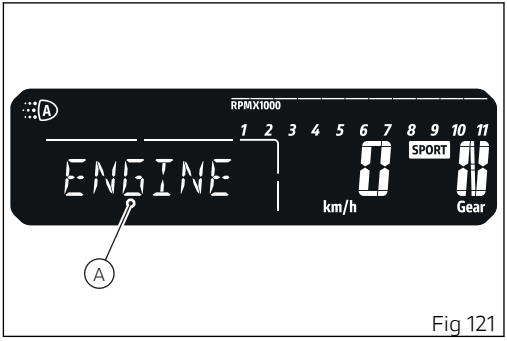

Fig 121

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check coolant level in the expansion tank on the right side of the steering tube.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1). This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

Cooling circuit capacity: 1.26 l (0.26 gal).

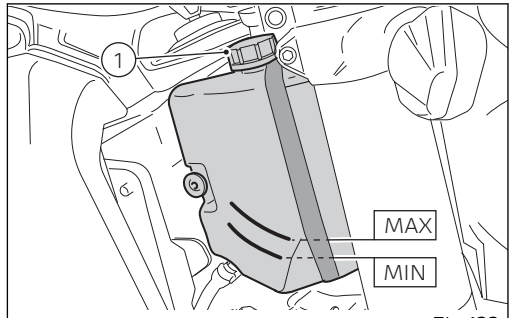

Fig 122

Attention
This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

Check clutch and brake 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 Authorised Service Centre.

CLUTCH SYSTEM

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there is air in the circuit. Contact your Ducati Dealer or authorised Service Centre 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).

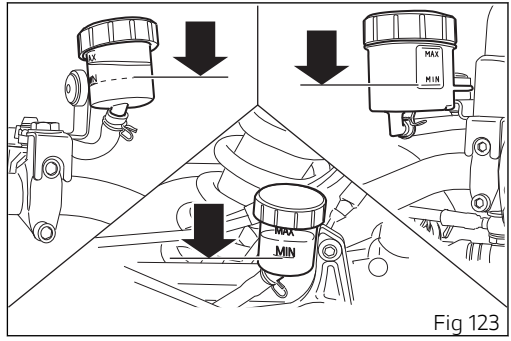

Fig 123

BRAKE SYSTEM

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre 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 fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm.

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 authorised Service Centre.

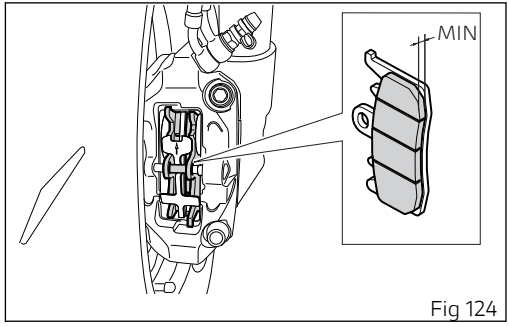

Fig 124

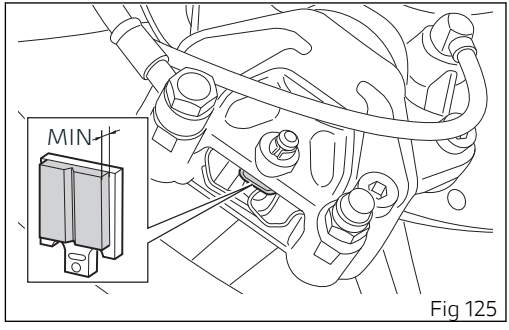

Fig 125

Charging the battery

Preparation

To gain access to the battery (1), remove the seat (see chapter "Removing and refitting the seat").
We recommend recharging the lithium battery by connecting the suitable battery charger directly to the positive and negative terminals of the battery using the cable with clips.
To do this, the following steps must be performed in sequence.

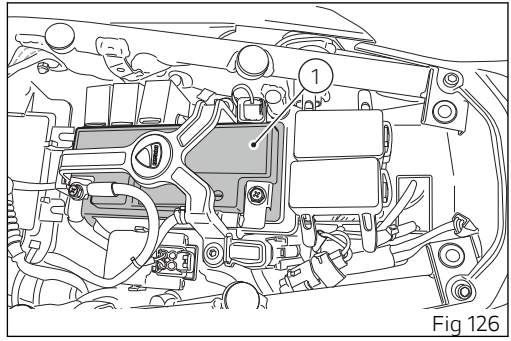

Fig 126

Connecting the battery to the charger

With the battery charger (A) disconnected from the power supply, firmly connect the red clip (5a) to the positive terminal (2).
Connect the black clip (6a) firmly to the negative terminal (3).
Connect the plug of the battery charger (A) to the wall outlet.

Attention

Keep the battery out of the reach of children.

Charge battery using the special Ducati-approved battery charger (A) for lithium batteries, only.
Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.
Charge the battery ensuring the vehicle is in a room with a temperature below 40° C (104° F).

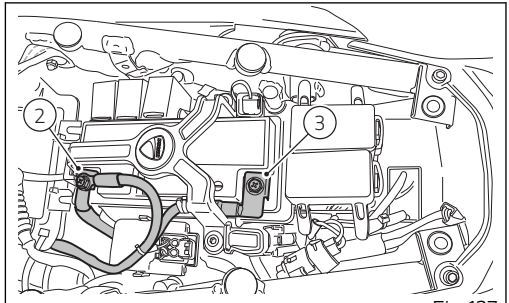

Fig 127

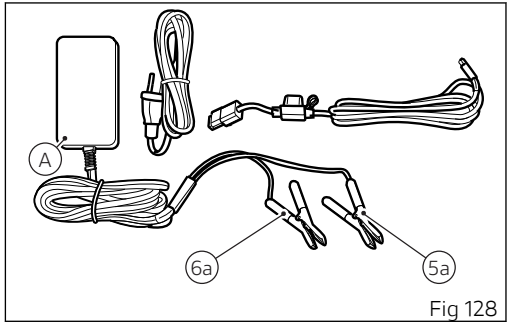

Fig 128

Disconnecting the battery from the charger

Once the charging process is complete, disconnect the battery charger (A) by carrying out the connection operations in reverse order.
Disconnect the plug of the battery charger (A) from the wall outlet.
Disconnect the black clip (6a) from the negative terminal (3) and the red clip (5a) from the positive terminal (2).

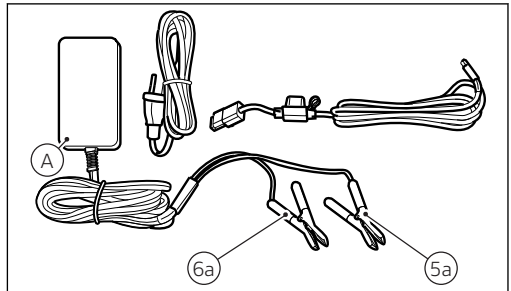

Fig 129

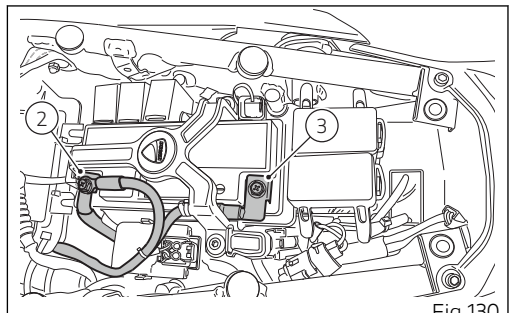

Fig 130

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

Attention
Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.
The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.
This could lead to a serious functional problem.
Please, replace the battery or recharge it, and check it before using the bike.

Attention
Do not push start the bike.

Removing the battery

Remove clamp (B) that fixes the negative cable (7) to the bracket (5).
Remove the screws (4) and the battery retaining bracket (5) by pulling the retaining pin from its seat on the battery compartment as shown.
Always starting from the negative terminal (-), loosen the screws (6).
Remove the negative cable (7) from the negative terminal.
Remove the ABS positive cable (8) and positive cable (9) from the positive terminal.
Remove battery (1) from its seat.

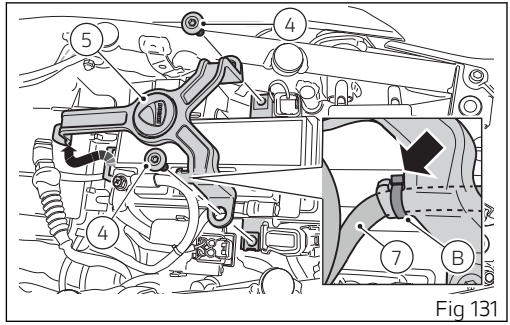

Fig 131

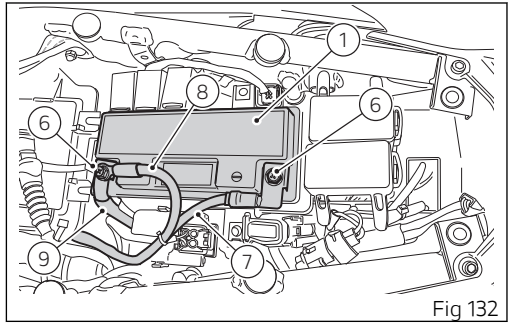

Fig 132

Refitting the battery

Position the battery (1) in its seat.
Lay down the ABS positive cable (8), onto positive cable (9) and start screw (6) on these cables.
Lay down the negative cable (7) and start screw (6) on it.
Tighten the terminal retaining screws (6).
Apply grease around the battery terminals to prevent oxidation.
Aim the cables as indicated.
Position the battery retaining bracket (5) by reinserting the retaining pin into its seat on the battery compartment as shown, check that the negative cable (7) is positioned below the bracket (5).
Fix the negative cable (7) with a clamp (B) to the bracket (5) at the indicated point.
Fix the battery mounting bracket (5) with the screws (4).

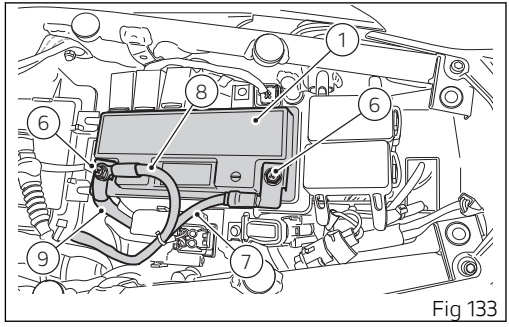

Fig 133

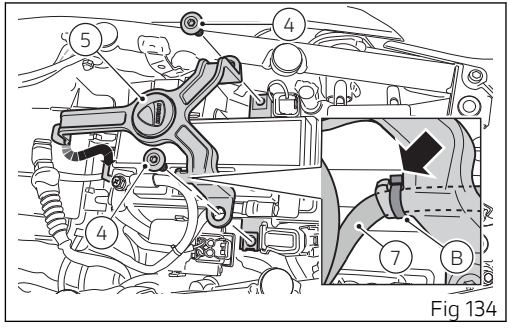

Fig 134

Storing the motorcycle

If the bike is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket.

Checking drive chain tension

Important

Have chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With a finger, push down the chain at the point of measurement and release. Measure the distance (A) between chain pin centre points and the swinging arm at the end of the chain sliding shoe, which must be: 46-48 mm (1.81-1.88 in).

Important

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

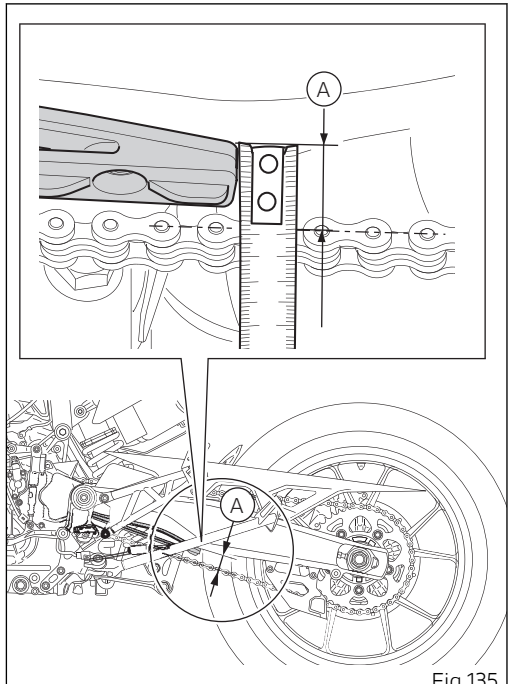

Fig 135

Attention
Correct tightening of the rear wheel shaft (1) is critical to rider and passenger safety.

Important
If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

Important
Improper chain tension will lead to early wear of transmission parts.

Important
To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.

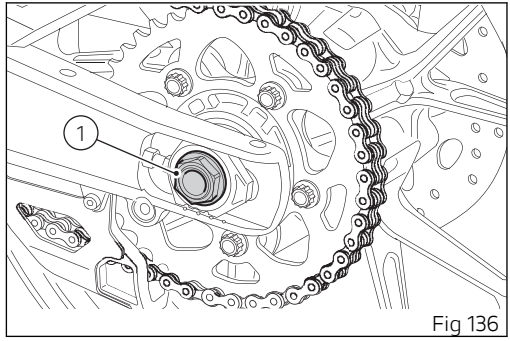

Fig 136

Lubricating the drive chain

Important

Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.
The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Check the chain for wear by checking the links at the points indicated (2).

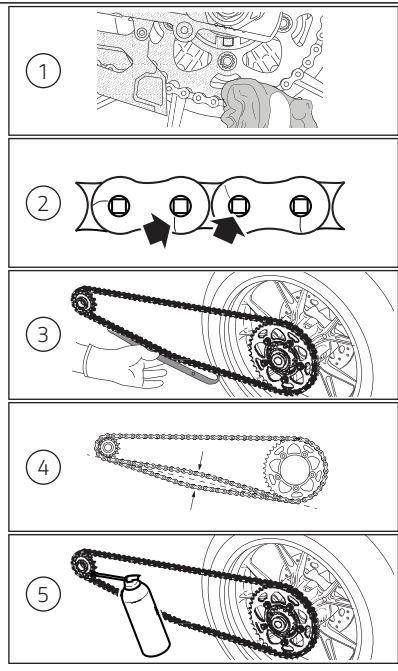

Fig 137

Attention
Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.

Attention
In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

Checking the sliding shoe
Check the wear of the sliding shoe (3) and, if necessary, contact a Ducati Dealer or Authorised Service Centre.

Checking the tension
Check the chain tension (4) as indicated in the sub-section “Checking the drive chain tension”.
Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Important

Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

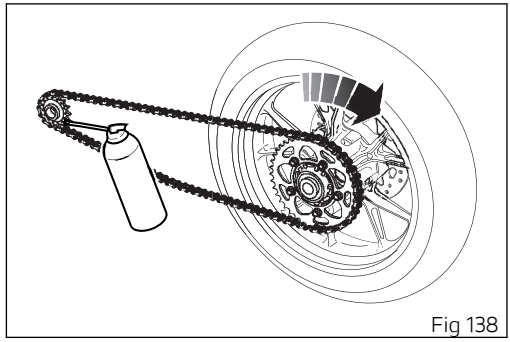

Fig 138

Apply the lubricant jet (1) inside the chain between the inner and outer links, in point (2) immediately before the engagement point on the sprocket.

Due to the centrifugal force, the lubricant, made fluid by the solvents contained in the spray, will expand in the working area between the pin and the bush, ensuring perfect lubrication.

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.

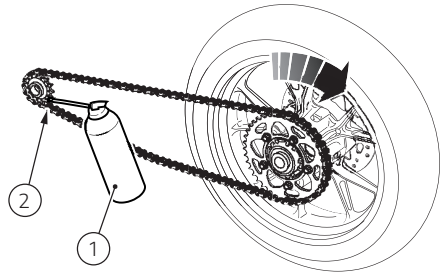

Fig 139

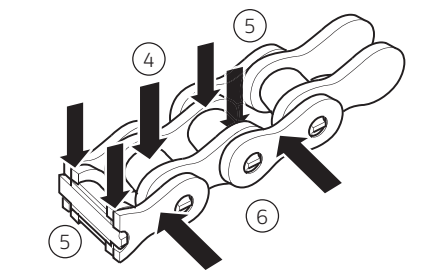

Fig 140

After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

Important
Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tyre or the rider's footpeg.

Important
Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.

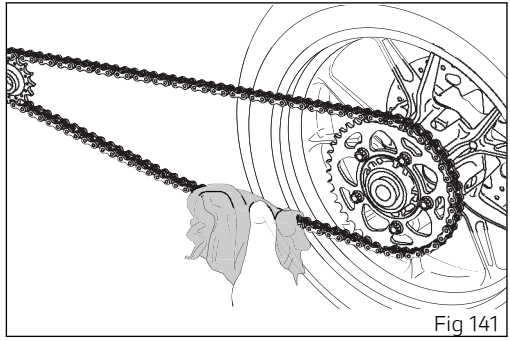
Fig 141

Aligning the headlight

Check correct headlight aiming. Position the motorcycle 10 m (32.8 ft) from a wall or a screen, the motorcycle must be perfectly upright with the Tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

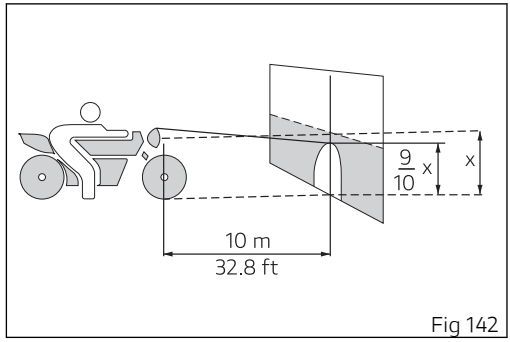

Fig 142

Note

This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

Aligning the headlight

Turn the screw (1) to set beam height.

Turn screw (1) clockwise to move beam down.
Turn screw (1) anticlockwise to move beam up.

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

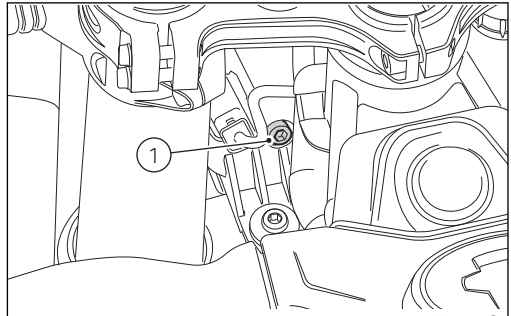

Fig 143

Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.

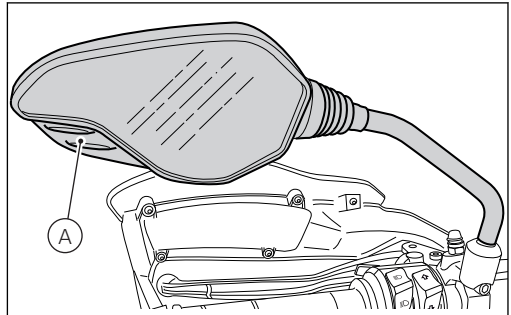

Fig 144

Tubeless tyres

For information on tyre type and inflation pressure, see the "Tyres" sub-section in the "Technical specifications" section.

Important

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

Tyre repair or change (Tubeless tyres)

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

Attention

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

After replacing a tyre, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

Have the tyres replaced at a Ducati Dealer or authorised Service Centre. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

Minimum tread depth

Measure tread depth (S, Fig 145) at the point where tread is most worn down: it should not be less than 2 mm, and in any case not less than the legal limit.

Important

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

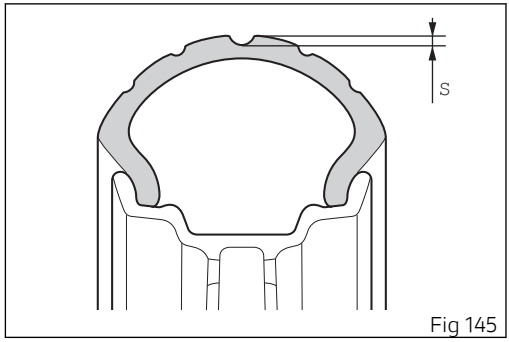

Fig 145

Check engine oil level

The engine oil level can be checked using the oil dipstick on the filler plug (1).
The level must be between the MIN and MAX marks. If the level is low, top up with engine oil.
Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).
Remove the oil filler plug (1) and top up until the oil reaches the required level. Refit the plug.

Important

UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

Attention

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart in this booklet (sub-section “Scheduled maintenance plan”).

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

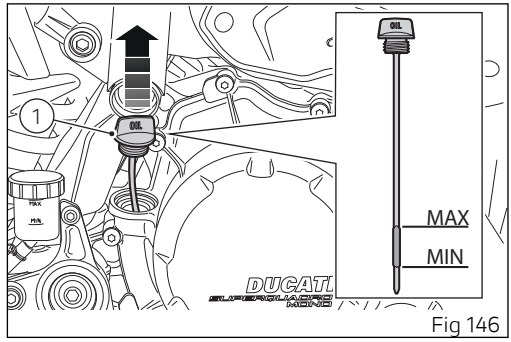

Fig 146

Note

The level should be checked at warm engine, about 15 minutes after the engine has been stopped

1) Warm up the engine and keep it idling for at least 30 seconds before turning off.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) At this point, remove the filler plug (1) and wipe off the engine oil on the oil level dipstick with a cloth.

5) Refit and screw in the filler plug (1), then pull it out again and check that the oil mark on the dipstick is between the MIN and MAX marks.
6) 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;
- standard API: SN;
- standard JASO: MA2.

Attention
UK VERSION: 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. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Use of Ducati Corse Performance Oil by Shell

Attention
The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

However, 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 forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the 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 in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the 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.

Pay special attention when cleaning the wheel rims since they have parts in machined aluminium; clean and dry them every time you use the vehicle.

Important
To clean and lubricate the drive chain, refer to the paragraph “Lubricating the drive chain”.

Important
Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

Characteristic of the standard version fairing elements

The bike's fairing elements are made from a compounded polymer which has the advantage of being mass-coloured, thus not presenting a different colour if scratched. It offers maximum resistance to shock and vibration and a large variety of customisation options (e.g. through films or aesthetic stickers). The finish and aesthetic rendering are typical of this material and not comparable with painted surfaces.
These fairing elements cannot be treated with the polishes/abrasives used to clean or polish painted surfaces (i.e. benzine/thinners) as they would immediately and irreparably become dull, therefore non-aggressive cleaning agents, such as mild soap and water, should be use to clean their surface using soft cloths.

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:

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

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.
Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.
The canvas is available from Ducati Performance.

Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.

In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.

Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

- Remove all loose objects and accessories from the vehicle.
- Align the front wheel straight in the riding direction and lock it properly to prevent any movement.
- Engage the first gear.
- Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.).
- The straps or ropes must NOT rub against any painted motorcycle components.
- The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

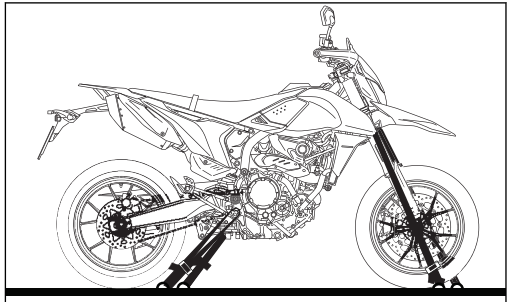

Fig 147

Attention

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

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.

	Oil Service 1000	Oil Service (every 15,000 km/9,000 mi or 24 months)	Desmo Service (every 30,000 km/18,000 mi)	Annual Service (every 12 months)
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•
Change engine oil and filter	•	•		
Check and clean the air filter and, if necessary, the airbox		•		
Change air filter			•	
Check and/or adjust valve clearance			•	

				Annual Service (every 12 months)
			Desmo Service (every 30,000 km/18,000 mi)	
		Oil Service (every 15,000 km/9,000 mi or 24 months)		
	Oil Service 1000			
Change spark plugs			•	
Replace the water pump seal and visually check the water pump bushing			•	
Change coolant	Every 48 months			
Change front fork fluid	Every 45,000 km/ 27,000 mi			
Visual check of the front fork and rear shock absorber seals	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid	Every 24 months			
Check front and rear brake disc and pad wear. Change if necessary		•		•
Check the proper tightening of brake calliper bolts and front and rear brake disk screws		•		•
Check front and rear wheel nuts and rear sprocket nut tightening		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		
Check the front and rear wheel hub bearings and steering tube bearing play		•		•
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		

	Oil Service 1000	Oil Service (every 15,000 km/9,000 mi or 24 months)	Desmo Service (every 30,000 km/18,000 mi)	Annual Service (every 12 months)
Check and lubricate the final drive, check chain sliding shoe and guide Check chain elongation with dedicated tool Detected elongation value:_____ (mm) (in) **Note** We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.	•	•		•
Check the freedom of movement and tightening of the side stand	•	•		•
Check that the visible wiring and hoses (e.g. steering area and handlebar controls wiring, fuel, brake, clutch, cooling system, breather hoses, etc.) for cracks, tightness and correct positioning	•	•		•
Check free play of rear brake lever	•	•		•
Check for freedom of movement and possible lubrication of handlebar and pedal controls		•		•
Check tyre pressure and wear	•	•		•
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•		•
Check lighting devices, turn indicators, horn and controls operation	•	•		•

	Oil Service 1000	Oil Service (every 15,000 km/9,000 mi or 24 months)	Desmo Service (every 30,000 km/18,000 mi)	Annual Service (every 12 months)
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, ACC and BSD), electric fans and idling	•	•	•	•
Visual check of the coolant level and of sealing of the circuit	•	•	•	•
Soft cleaning of the vehicle, record of the service coupon with Service warning light turning off on the instrument panel using the DDS 3.0. If required, indicate that the service was performed in on-board documentation (Service Booklet)	•	•	•	•

The**Oil Service 1000**must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
The**Oil Service**must be carried out every 15,000 km/9,000 mi or 24 months.
The**Desmo Service**must be carried out every 30,000 km/18,000 mi.
The**Annual Service**must be carried out every 12 months.

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. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

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

Technical data

Weights

Total weight (in running order without fuel)	151 kg (332.89 lb)
Maximum permissible weight (in running order carrying full load)	355 kg (782.64 lb)

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

Dimensions

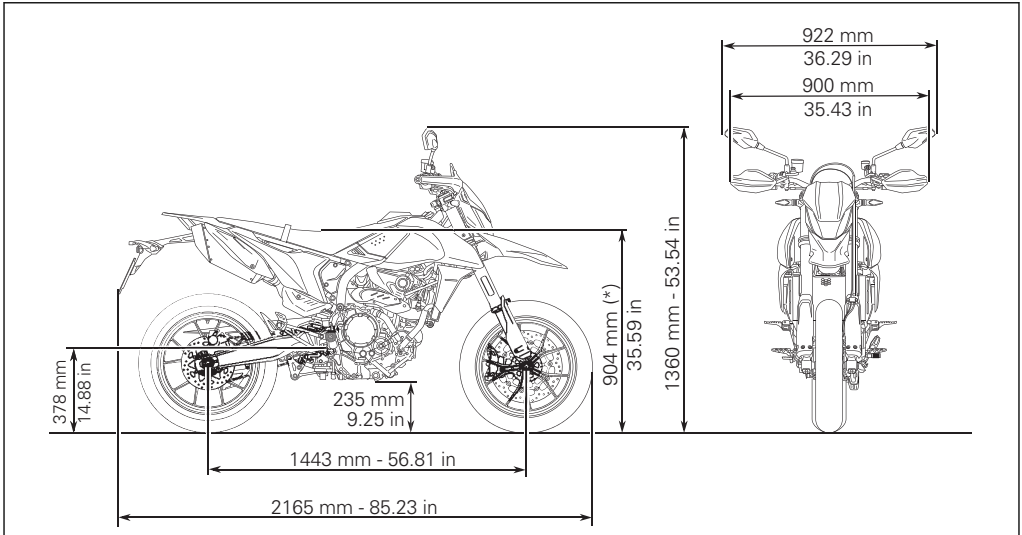

Fig 148

(*) low seat height: 884 mm (34.80).

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.87 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	12 litres (2.63 UK gal)
Lubrication circuit	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN). SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	2.3 litres (0.50 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		385 cu. cm (23.49 cu in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	1.26 litres (0.27 UK 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 motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Important
These references identify the fuel recommended for this vehicle, as specified by the European Regulation EN228.

Attention
The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Engine

Single cylinder

Bore, mm: 116 mm (4.5 in)

Stroke, mm: 62.4 mm (2.45 in)

Total displacement, cu. cm: 659 cu. cm (40.21 cu in)

Compression ratio: 13.1 : 1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
57 kW / 77.5 HP at 9750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
63 Nm / 6.42 kgm at 8000 rpm

Maximum rpm: 10250

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.

Lubrication
One trochoid oil delivery pump with integrated by-pass valve and one trochoid scavenge pump.

Consumption: 4.8 l/100km.
Emissions: CO2 112 g/km.
Type-approved: Euro 5.

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms and two overhead camshafts. This system is driven by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

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

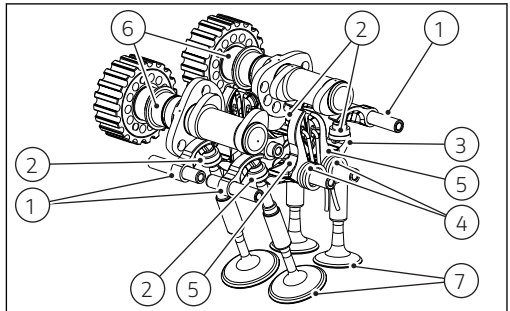

Fig 149

Performance data

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

Important

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

Spark plugs

Make:
NGK
Type:
MAR9A-J

Fuel system

Inductive discharge electronic injection.
Throttle body type: elliptical.
Diameter of throttle body: 62.
Injectors: 1.
Firing points per injector: 10.
Fuel supply: 95-98 RON.

Attention

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

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection.

FRONT

Front brake discs

Floating disc with 330 mm (12.99 in) aluminium flange.
Braking surface material: stainless steel.
Disc carrier material: aluminium.
Disc thickness: 5 mm (0.19 in).
Maximum wear on disc thickness: 4.5 mm (0.17 in).

Front brake control

Hydraulically operated by an adjustable control lever on handlebar right-hand side.

Front brake callipers

Front brake calliper: Radial fixed.
Brake calliper make: BREMBO.
Type: M4.32.
Friction material: BRM10B HH.
Calliper piston diameter: 32 mm (1.26 in).
Number of calliper pistons: 4.

Front brake master cylinder

Front brake master cylinder: Radial, PR15/19.

REAR

Rear brake disc

With fixed drilled steel disc.
Disc diameter: 245 mm (9.65 in).
Disc thickness: 4 mm (0.15 in).
Maximum disc wear: 3.6 mm (0.14 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Make: BREMBO.
Type: one-piston, floating.
Friction material: BRM10L GG.

Rear brake master cylinder

Master cylinder type: PS13.
Cylinder Ø: 13 mm (0.51 in).

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 abundant running water.

Transmission

Multiplate wet clutch controlled hydraulically, by the lever on left-hand side of the handlebar. Self-servo and slipper mechanism.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 31/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43.
Total gear ratios:
1st gear 13/36
2nd gear 17/35
3rd gear 20/32
4th gear 22/29
5th gear 21/24
6th gear 25/26

Drive chain from gearbox to rear wheel.
Make: DID.
Links: 110.

Important

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

Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre.
If improperly replaced, this component could seriously endanger your safety, as well as the passenger one, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis.
Steel rear subframe.
Steering head angle: 26.1°.
Steering angle: 42° LH side / 42° RH side.
Trail: 108 mm (4.25 in).

Wheels

Front
Light-alloy rims with 5 Y-shaped spokes.
Size: MT 3.50x17".

Rear
Light-alloy rims with 5 Y-shaped spokes.
Size: MT 5.00x17".

Both wheel shafts can be removed.

Tyres

Tyre type
Front
Pirelli Diablo Rosso 4 "tubeless" radial type.
Size:
120/70-17.
Rear
Pirelli Diablo Rosso 4 "tubeless" radial type.
Size:
160/60-17.

TYRE PRESSURE
Front tyre pressure:
2.50 bar (rider only) - 2.50 bar (full load).
Rear tyre pressure:
2.50 bar (rider only) - 2.90 bar (full load).
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Suspension

Front

Marzocchi fully-adjustable hydraulic fork.
Stanchion diameter:
45 mm (1.77 in).
Wheel travel:
215 mm (8.46 in).

Rear

Fully adjustable.
Suspension travel:
100 mm (3.93 in).
Rear wheel travel:
240 mm (9.44 in).

Exhaust system

1 into 2 exhaust system, dual absorption silencer with aluminium tailpipe, catalytic converter and lambda sensor.

Available colours

Frame

Azko Red Powder Enamel Interpon Autobody 5000 - Azko Nobel code QG000K

Subframe

Grey metallic Interpon code Y5104TH

Wheel rims

Enkote Glossy Black Topcoat – Azko nobel code BB-B029AE

REPLICA VILLA D'ESTE

Frame

VPIC Glossy Black Powder Enamel – Anko Nobel code NJN-3819AV

Subframe

Racing Red:

- Primer – Interpon A4700 Powder primer Grey – Azko Nobel code EP050V;
- Base coat – Enkote Ducati White primer – Azko Nobel code 43NK0002;
- Clear coat – Enkote Racing Red – Azko Nobel code BR-TCB-005AE.

Wheel rims

Racing Red + Glossy Black Enkei:

- Primer – Interpon A4700 Powder Primer Grey – Azko Nobel code EP050V;
- Base coat 1 – Enkote Ducati White Primer – Azko Nobel code 43NK0002;
- Base coat 2 – Enkote Ducati DU5 Black – Azko Nobel code 43NL0007;
- Clear coat – Normal Clear – Thai DMT Paint.

Tank cover + Rear side body panels + Radiator cover + Headlight trim

Thrilling Black:

- Primer – 2K Black Primer - Palinal code 873.A002;
- Base – Black Stealth – Palinal code 929.R223;
- Clear Coat – Palinal code 923M1598.

Front and rear mudguard

Racing Red:

- Primer – White Polyurethane Primer – PPG code 490.019;

- Base Coat 1 – White Tricolore – Palinal code 929.D398;
- Base Coat 2 – Racing Red D-X1/B – PPG code 0080(X1);/2 (0066);
- Clear Coat - Tixo Klarlack 09 – Lechler code 96230.

Electric system

Basic electric items are:

Headlight

Low beam: NO. 2 OSRAM KW3 CGLNM2.TK LEDs
High beam: NO. 3 OSRAM KW3 CGLNM2.TK LEDs
Parking light: NO. 14 DOMINANT MAW-YZHG LEDs
DRL lights (not available on China, Canada versions): NO. 14 DOMINANT MAW-YZHG LEDs

Electrical controls on handlebar

Front turn indicators: Luminant LUXEON Rebel PC Amber DS62
Rear turn indicators: Luminant LUXEON Rebel PC Amber DS62
Warning horn
Stop light switches

Electrical components

Lithium battery HJT7B-FPZ-SCR 4Ah LX
Generator DENSO - 240W
Electronic rectifier, protected by a 30A fuse under the seat
Starter motor MITSUBA SM18 0.6KW

Tail light

Parking light: NO. 30 DOMINANT SVA-HHG LEDs
Stop light: NO. 4 SEOUL SEMICONDUCTORS STR0CILX LEDs — NO.30 DOMINANT SVA-HHG LEDs
Number plate light: NO.3 CREE CLA1A-WKW LEDs

Fuses

There are fourteen fuses that protect the electric components, located inside the front and rear fuse boxes, one on the solenoid starter and one main fuse. 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 fuse boxes (A) and (B) are located next to the battery and can be reached by removing the seat, as described in the chapter “Removing and refitting the seat”.
To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

Front fuse box key (A)		
Pos	El. item	Rat.
1	ECU/ABS/IMU	5 A
2	DSB/BBS	15 A
3	ACCESSORIES	10 A
4	DIAGNOSTIC	7.5 A
5	FUEL PUMP RLY	10 A
6	ALARM	5
7	-	-
8	Spare	15 A
9	Spare	7.5 A
10	Spare	10 A

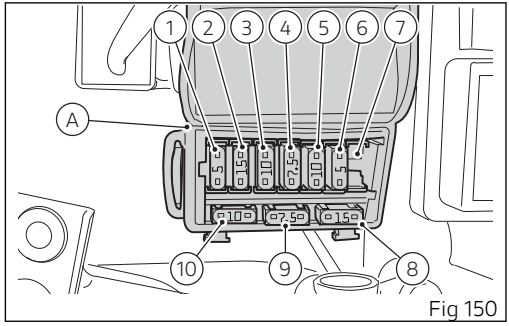

Fig 150

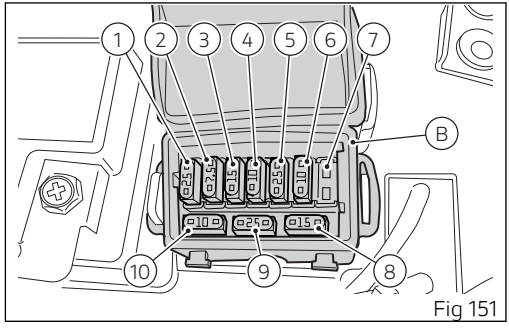

Fig 151

Rear fuse box key (B)		
Pos	El. item	Rat.
1	LOAD RLY ECU	25 A
2	STARTER RELAY	7.5 A
3	DASHBOARD	15 A
4	BBS	10 A
5	UBMR	25 A
6	UBVR	10 A
7	-	-
8	Spare	15 A
9	Spare	25 A
10	Spare	10 A

The solenoid starter fuse (C) is located next to the rear fuse box, on solenoid starter (D). Remove the fuse cap (E) to reach it.
The main fuse (F) is located near the solenoid started; to reach it, the connector must be removed from its housing as well as the protective cap.
A blown fuse can be identified by breakage of the inner filament (G).

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.

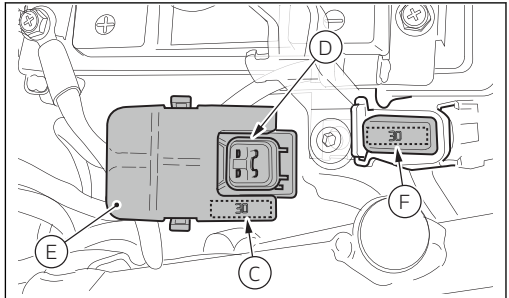

Fig 152

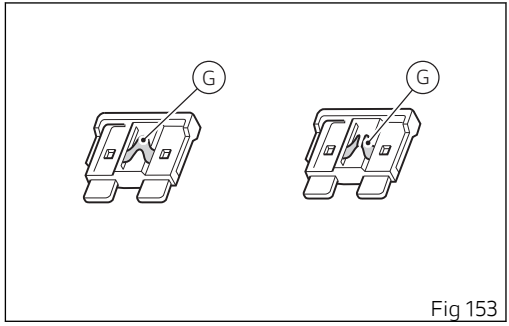

Fig 153

Open source software

Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

Note
Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Instrument panel	134.6 KHz 119 KHz ÷ 135 KHz	< 66dBμA/m (10m)
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4mW
Antitheft	433.92MHz (±75KHz)	<0.6mA

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Instrument panel	MAE Via Presolana 31/33 24030 Medolago (Bergamo), Italy
Ducati Multimedia System (Bluetooth)	COBO S.p.a. Via Tito Speri, 10 25024 Leno (BS), Italy
Antitheft	PATROLLINE Via Cesare Cantù, 15/C 22031 Albavilla (CO), Italy

Simplified EU declaration of conformity

[Austria]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]

Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Croatia]

Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Cyprus]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]

Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Denmark]

Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]

Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]

Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Germany]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Greece]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Hungary]

Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

[Italy]

Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Latvia]

Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Lithuania]

Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Malta]

Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]

Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]

Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]

O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Slovakia]

Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Slovenia]

Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Spain]

Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Sweden]

Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Turkey]

Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

[United Kingdom]

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

- RF exposure Information according 2.1091/2.1093 / OET bulletin 65:

Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N

Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	R-R-Cbo-1080795

Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	09738-21-10873

91377441EN

Updated on 12/2023 ED.02

Ducati Motor Holding spa
ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580