MULTISTRADA

Owner's manual

ENGLISH

MULTISTRADA V4

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. Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorisation shall be addressed to this company, specifying the reasons for request. 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
The service is active only in the following countries:
Holland, Belgium, Luxembourg, France, Italy, Switzerland, United Kingdom, Ireland, Germany.

Enjoy your ride!

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
- Transport of passengers following roadside assistance
- Return of passengers or continuation of the journey
- Recovery of the repaired 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, Czech Republic, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany, Gibraltar, Greece, Hungary, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Portugal, Monaco,

Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.

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

Call Centre telephone numbers

The numbers to contact to request the services listed above are the following:

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	22 31 31 31	+357-22-31 31 31
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	-77476051
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

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Road safety rules

Road safety rules

The driver of a vehicle is responsible for driving and manoeuvring even if there are intelligent driving aid systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC) on the vehicle, which must always be checked or corrected by the rider.
Adaptive intelligent systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC), analyse surrounding situations and warn the rider of certain hazards, making a logical prediction of events that may occur based on the information they process. They are smart systems in the sense that they operate with rational logic as long as they understand, or can understand, the environmental context; they are advanced systems because they exploit computational technology, with its technological limitations.
These systems, although technologically sophisticated, are only designed to help the rider to ride, improving the riding conditions; they are not autonomous driving systems that replace the rider.
The rider is always responsible for choosing the riding style and for adopting the level of caution and attention required by the specific environmental context.
The function of adaptive smart systems is alerting the rider to critical situations, however, they use predictions that depend and are conditioned by the environmental context and the possible recognition of surrounding objects or subjects. They are not intended to avoid collisions, but to provide information (visual, acoustic or haptic) that the rider can use to prevent collisions, if possible.
Therefore, the rider must not rely solely or unreasonably on the "ability" of the system to understand the environmental context: the shape of certain objects, their surface, their static/dynamic position, the way they enter the radar visual space may cause the system not to understand this context and may cause the rider to receive incorrect information.
Distraction is the main cause of accidents. The rider must use the motorcycle smart systems, including the Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC), while maintaining constant control of the vehicle, also taking into account possible errors (false indications) of these systems. The rider must

also take into account possible dangers generated by objects or subjects in the environmental context by adopting a prudent behaviour. Riders must be cautious in their behaviour, in particular when making approach manoeuvres to other vehicles, making turns and braking appropriate to the circumstances and preventing incorrect or imprudent driving behaviour by others.

Any reference to the speed of the motorcycle in this document, whether it refers to km/h or miles per hour, must be understood as exclusively illustrative of the characteristics and warnings on the specific performance of the Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC) systems. The rider of the motorcycle is responsible for riding the vehicle always within the speed limits prescribed by the road traffic regulations in force in the country in which s/he is riding, and in any case in full compliance with the caution required by the type and state of the road s/he is travelling and the environmental conditions in which s/he is riding.

Introduction

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
CC
Cruise Control
DQS
Ducati Quick Shift
DRL
Daytime Running Lamp
DSB
Dashboard
DTC
Ducati Traction Control
DWC
Ducati Wheelie Control
GPS
Global Positioning System
VHC
Vehicle Hold control

Safety guidelines

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 260.

Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati

original spare parts only as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions.
Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

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

Attention

This motorcycle 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 470 kg/1,036.18 lb.

Attention

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

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, 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 five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

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.

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.).

Refuelling

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.

Fuel label

Fuel identification label.

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 1

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 full load 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 permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side bags and tank bag fitted, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side bags fitted, the maximum speed allowed is 160 km/h (100 mph).
However, speed must be adjusted to the legal 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 the paragraphs "Tubeless Tyres" in the "Main use and maintenance operations" section and "Tyres" in the "Technical specifications" section.

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

Dangerous products - warnings

Used engine oil

Attention
Prolonged or repeated contact with used engine oil may cause skin cancer. If 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.

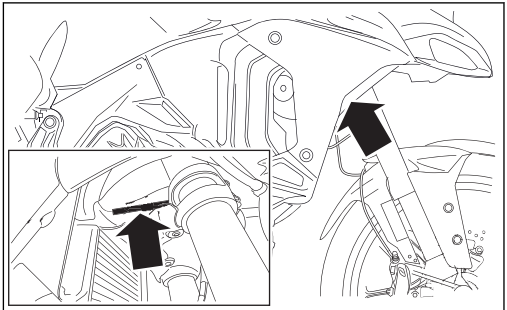

Fig 2

Engine identification number

Note

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

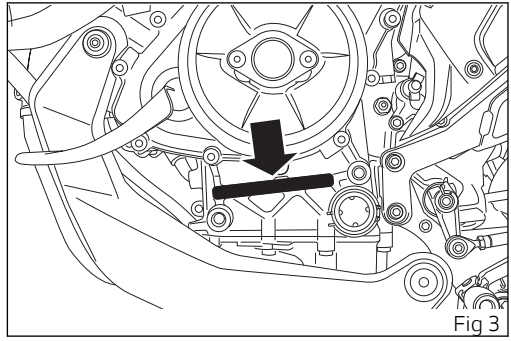

Fig 3

Equipment

The Multistrada V4 is set as ESSENTIAL.

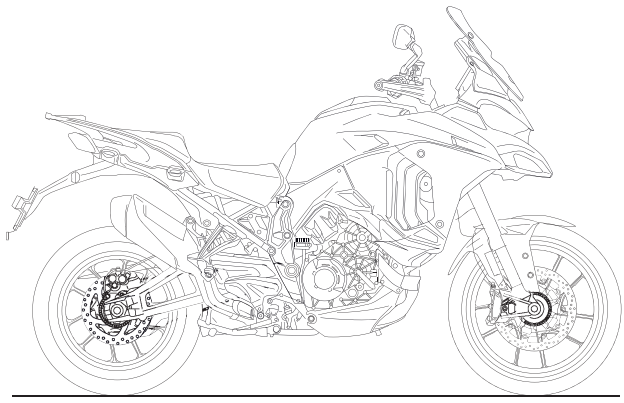

Fig 4

ESSENTIAL

- Dashboard with 5 TFT colour display
- Bulb headlight
- Automatic switching off of the turn indicators

Main components and devices

Position on the vehicle

1) Windscreen
2) Exhaust silencer
3) Seat lock
4) Smartphone compartment and USB port (smartphone charging only)
5) Tank filler plug
6) Rear-view mirrors
7) Front fork adjusters
8) Front power socket
9) Side stand
10) Tool kit compartment and rear power socket

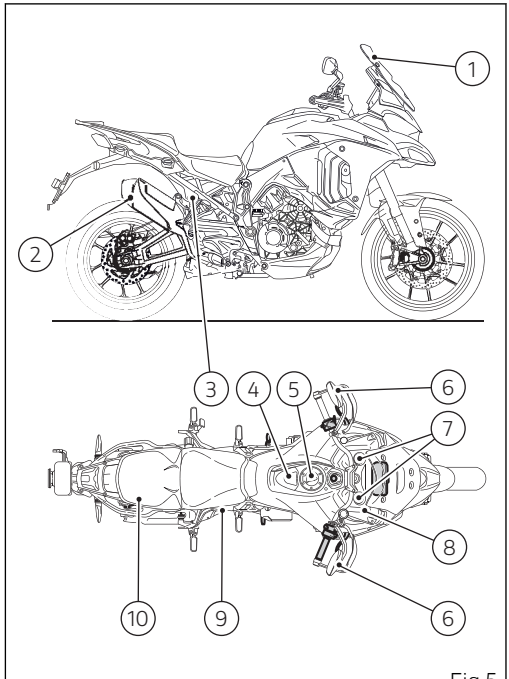

Fig 5

Tank filler plug

Opening

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

Closing

Close the plug (2) with the key inserted and push it down into its seat. Remove the key and close flap (1) protecting the lock.

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.

Electric filler plug opening (option)

Important
The electronic plug can be opened within 50 seconds from the key–off.

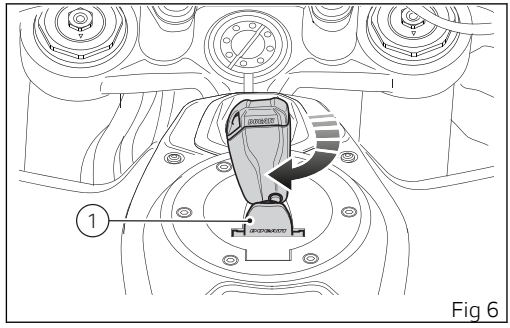

Fig 6

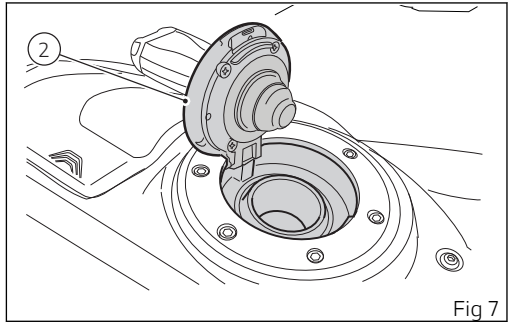

Fig 7

Seat lock

Working lock with key (1) you can remove the passenger seat, to reach the tool box, and the rider seat, to reach the battery and other devices.

Removing the seats

Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Carefully lift the passenger seat (2) at the rear.
Remove the passenger seat (2).

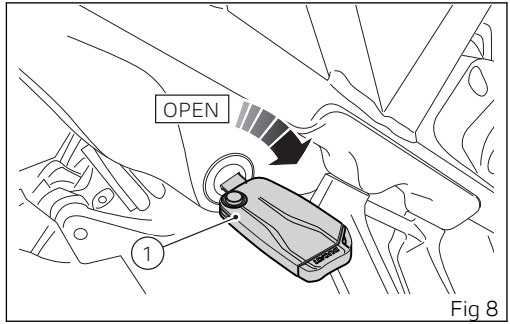

Fig 8

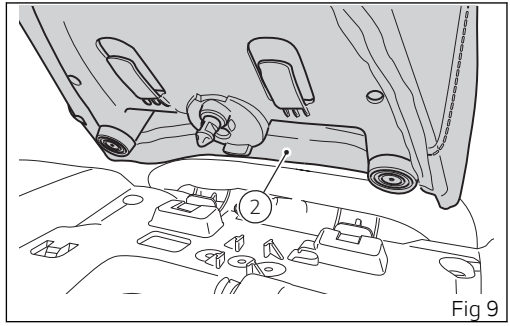

Fig 9

Turn the bayonet fittings (3) counter-clockwise to release them, lift the rider's seat (4) and pull it out at the rear making sure that the seats (5) remain in place.

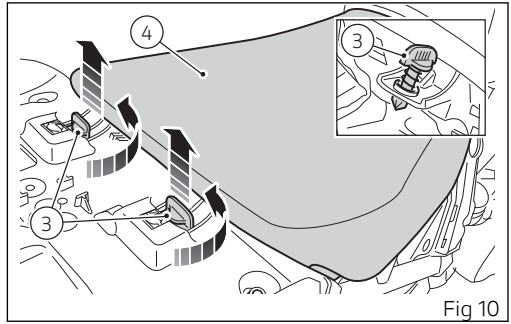

Fig 10

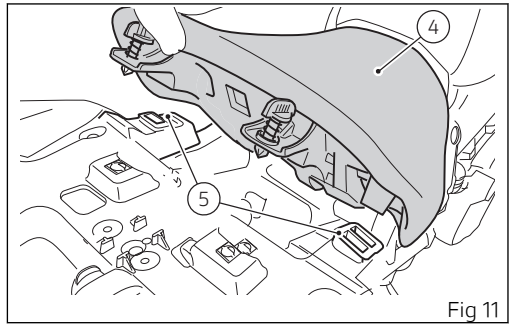

Fig 11

Refitting the rider seat

The rider seat (4) is adjustable in height.
Insert the supports (C) of the seat (4) into their housings:
- upper one (position A, high seat);
- lower one (position B, low seat).

Lower the rider seat (4) at the rear and check the correct positioning of the seat on the housings (5).

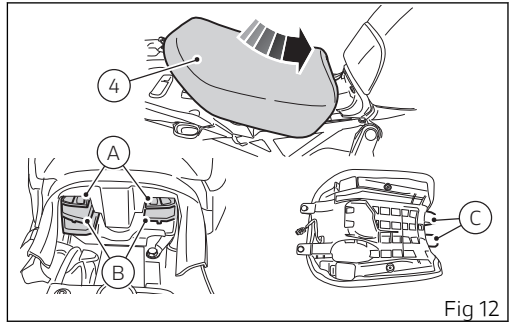

Fig 12

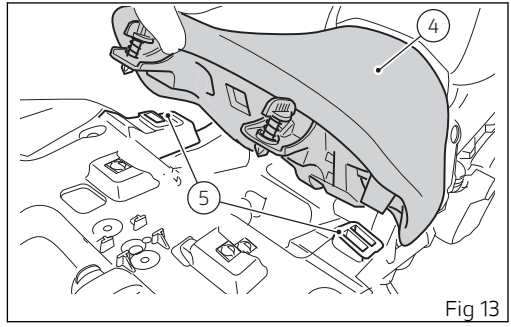

Fig 13

Press the bayonet fittings (3), turn them clockwise to tighten them.

Refitting the passenger seat

The passenger seat is adjustable lengthwise.
Slightly move the latch (C) in the indicated direction (towards the front of the seat) and disengage the pin (6) of the passenger seat (2) by turning it based on the desired position:
- A, pin facing the front end, seat forward;
- B, pin facing the rear end, seat backward.

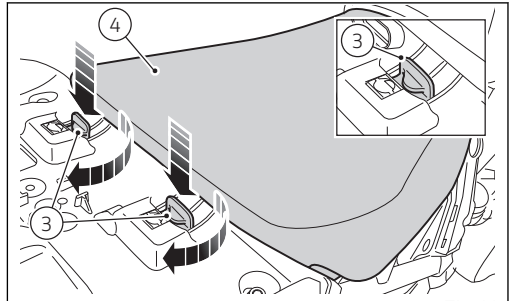

Fig 14

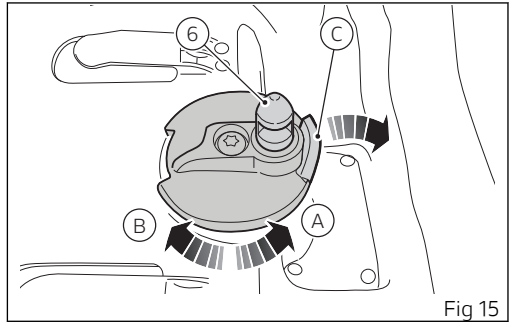

Fig 15

Position the passenger seat (2) by inserting the pin (6) at the housing (D).

Take care to insert the tabs (7) on both sides of the seat, at the rear, into the following housings:
- A, front for seat forward;
- B, rear for seat backward.

Press down at the pin (6) to lock the passenger seat.

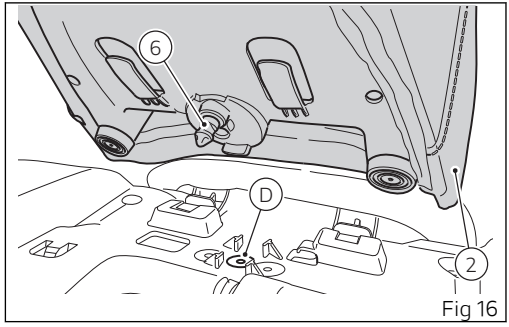

Fig 16

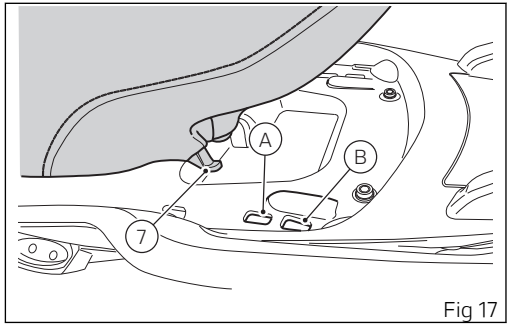

Fig 17

Bluetooth control unit

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

Attention

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

Attention

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

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

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

Attention

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

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

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse (socket, 7.5A) located in the front fuse box.
This fuse protects against any line overloads:

- front power socket;
- rear power socket;

The maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2) is equal to 7.5A.
Connecting higher loads will blow the line fuse and it will be necessary to replace it with a new one having the same rating.

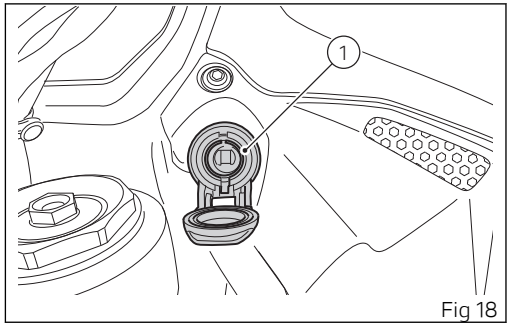

Fig 18

Important

When the engine is off, do not leave accessories connected to the power outlets for a long period of time as the motorcycle battery could run flat.

The power outlets are located at the front RH side (1) on instrument panel and at the rear end, under the passenger seat (2).

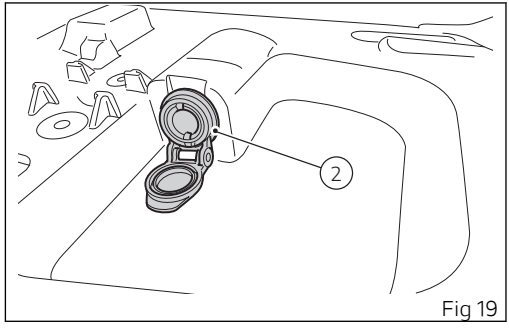

Fig 19

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 rest 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.

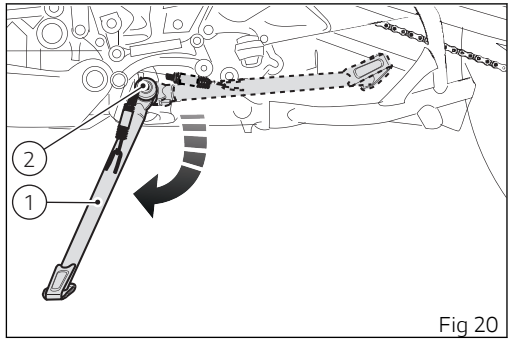

Fig 20

Note

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

Note

It is possible to start the engine with stand unfolded and gearbox in neutral.

Assembling the Ducati side panniers

Assembling the side bags (accessory)

Side bags are not supplied with this vehicle but can be purchased as an accessory.

Insert the key (1) in the lock and turn it clockwise.

Open the handle (2) and lift the lever (3) towards the front side, until it is perpendicular to the bag.

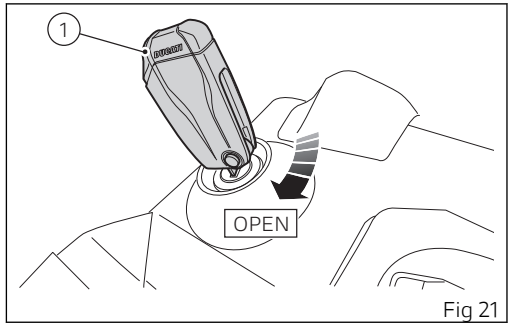

Fig 21

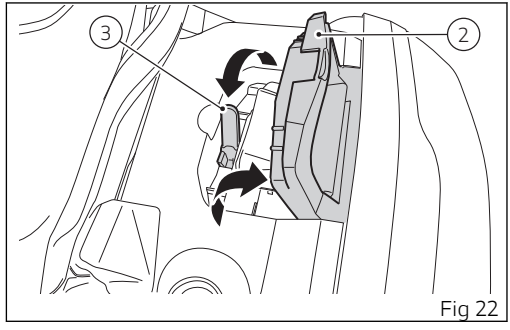

Fig 22

Position the side bag by inserting top hooks (4) in the corresponding housing (5).

Note
Position the front hook first and then the rear hook.

Check the correct positioning of the bag (6) on the lower support (7).

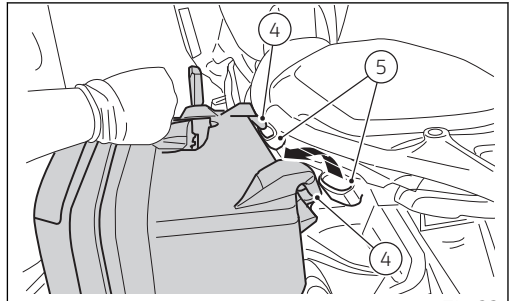

Fig 23

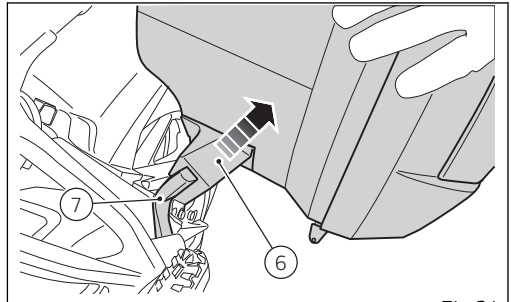

Fig 24

Lower the lever (3) towards the rear side, until it is fully home.

Close the handle (2) and turn the key anticlockwise to lock the bag.
Remove the key.
Make sure the bag is fixed correctly by pulling the bag gently to the side and also checking the swinging movement.
Repeat the same operation for assembling the other side bag.

Fig 25

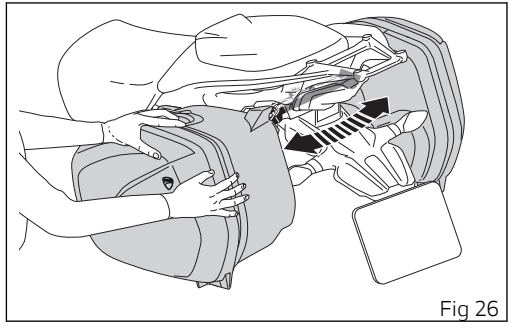
Fig 26

Install both bags, check the swinging movement of both, moving them to the right and left, on the rear side of the bags.
If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

Attention

Pay attention to the safe positioning of your hands when checking the swinging movement.

Attention

If the Top Case is also fitted, once the lock has been closed and the key removed, proceed to check the lateral swinging movement, by moving it to the right and left. If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

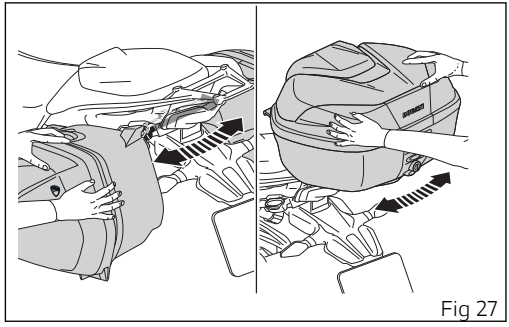

Fig 27

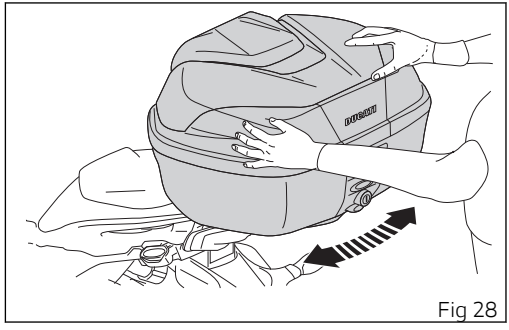

Fig 28

Attention
Always ensure that the bags are correctly fitted and fastened to the vehicle.

Attention
Ensure that the weight of the bags is evenly distributed on both sides to avoid problems of vehicle imbalance.

Attention
Install both side bags; for safety reasons, it is not permitted to install only one of them.

Attention
Do not place any objects on the seat and be careful not to attach floating restraining devices to the bag/top case mounts.

Attention
Check the maximum permissible weight and speed, depending on the installed configuration (side bags and/or Top Case and/or tank bag). Check the settings and speed values in the sub-section "Carrying the maximum load allowed" and the weights in the section "Technical characteristics", sub-section "Weights.

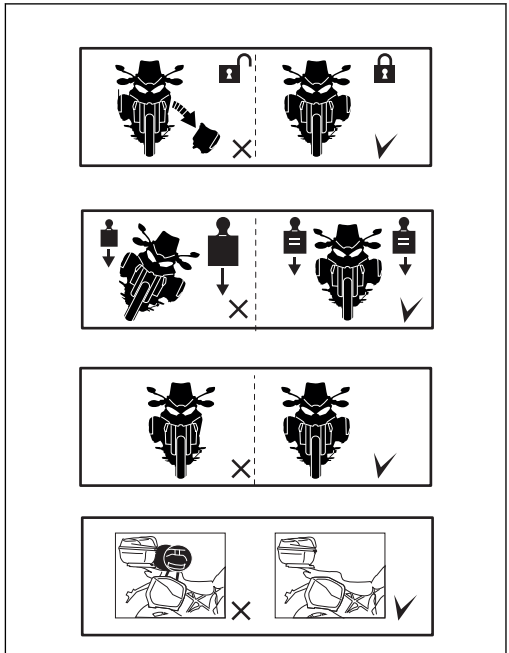

Fig 29

Attention

Once the vehicle load has been defined, check and if necessary adjust the tyre pressure as described in the section "Technical Specifications", sub-section "Tyres".

Removing the side bags

Insert the key (1) in the lock and turn it clockwise.

Open handle (2).
Lift the lever (3) towards the front side, until it is perpendicular to the bag.

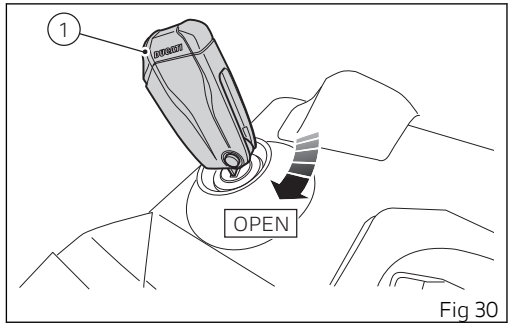

Fig 30

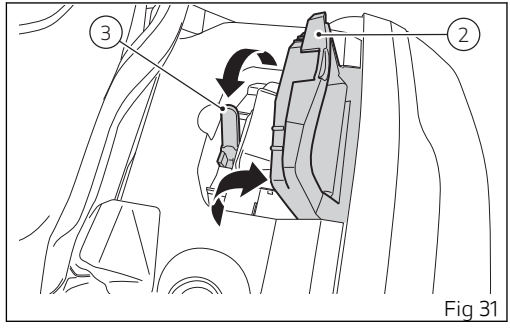

Fig 31

Holding it by the handle (2), pull the side bag (6) out of the housings (5) in hooks (4), first pulling out the rear and then the front, and from the lower support (7).

Repeat the same operation for removing the other side bag.

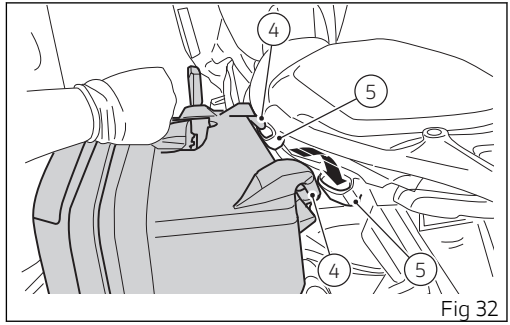

Fig 32

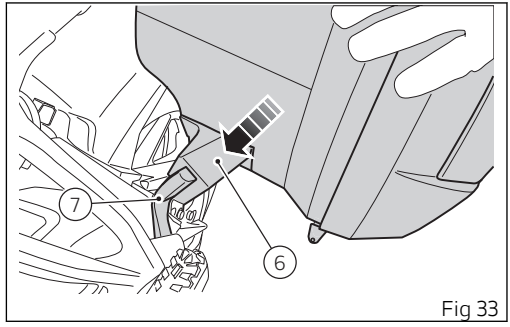

Fig 33

Using the side panniers

Side bags are not supplied with this vehicle but can be purchased as an accessory.

Opening

To open the side bag, turn the key (1) in the lock (2) clockwise and release the safety device (3) by pulling it up from the back.

Closing

To close the side bag, turn the key (1) in the lock (2) anticlockwise and lock the safety device (3) by lifting it up and closing it again, making sure that the cover (4) is engaged into retainer (A).

Attention

The side bags are only for light luggage: each bag can hold a maximum weight of 10 kg (22 lb). Excessive load might compromise control of the motorcycle.

Attention

Arrange luggage evenly and keep the heaviest items to the inside of the bag, so as to avoid unexpected unbalance of the vehicle.

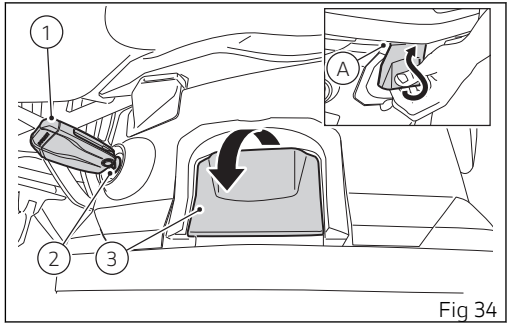

Fig 34

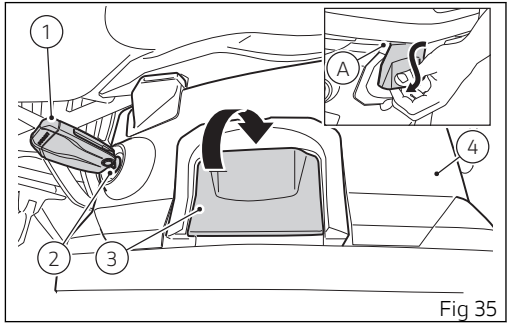

Fig 35

When the cover (4) is open, you can release the elastic bands (5) from the pins (6) in order to open it completely.

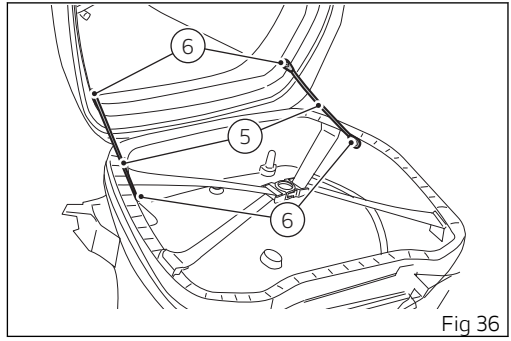

Fig 36

USB connection

The motorcycle is provided with a 5V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.
The USB connection (1) is located in the smartphone compartment on the tank and is protected by a cover (2) which can be opened by pressing on the pictogram (3).

Attention

The smartphone compartment is not sealed.

Important

The USB port is for smartphone charging only.

Important

When the engine is off and key set to ON, do not leave accessories connected to the USB socket for a long period of time as the motorcycle battery could run flat.

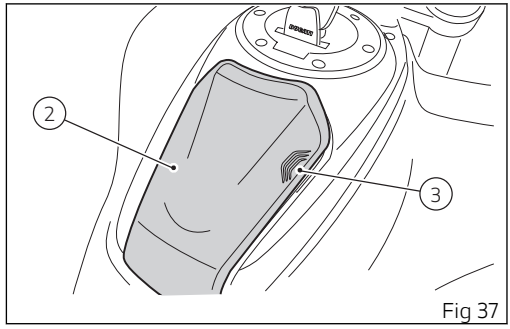

Fig 37

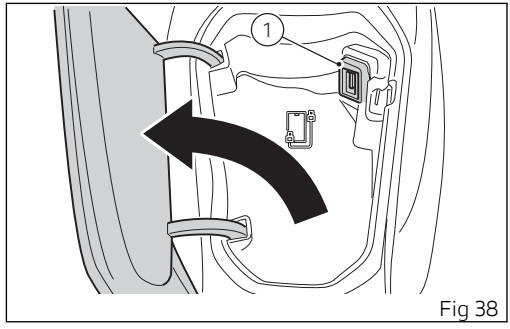

Fig 38

Adjusting windscreen height

Adjust windscreen (1) height using lever (2).
Push up to lift the windscreen, or down to lower it.

Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

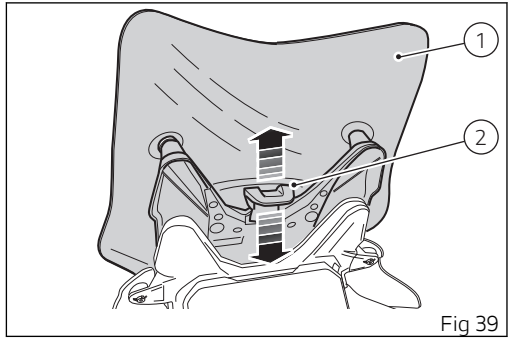

Fig 39

Adjusting the front fork

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

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

Position the motorcycle on its side stand so that it is stable.
Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound.
Turn adjuster (2) at the top end of the LH fork leg with a suitable screwdriver to adjust compression.

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position, turning counter-clockwise, you can count the turns corresponding to the indicated adjustments.

STANDARD setting:
1) Rebound: - 2 turns (from fully closed)
2) Compression: - 2 turns (from fully closed)

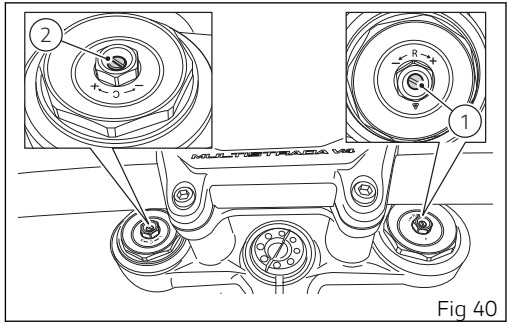

Fig 40

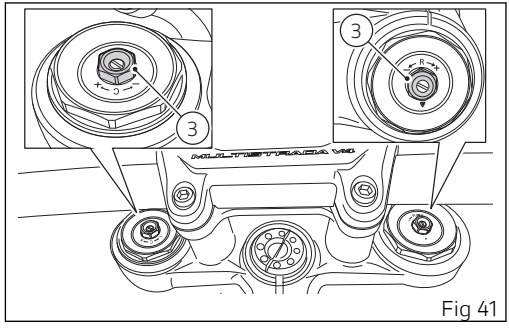

Fig 41

3) Spring preload: +5 turns (from MIN, fully uncompressed)

Adjusting the rear shock absorber

The rear shock absorber (1) has external adjusters that enable you to adjust the setting to suit the load on the motorcycle.
The adjuster (1) located on the left side, on the upper connection holding the shock absorber to the engine, adjusts the damping during the compression phase.
Turn adjuster (2) clockwise to stiffen the damping, or counter-clockwise to soften it.

The adjuster (3) located on the right side, on the lower connection holding the shock absorber to the swinging arm, adjusts the damping during the rebound phase.
Turn adjuster (3) clockwise to stiffen the damping, or counter-clockwise to soften it.

Knob (4) adjusts the preload of the external spring.
Turn knobs (4) clockwise to stiffen the preload, or counter-clockwise to soften it.

STANDARD setting from the fully closed position (clockwise):

1) Compression: 5 clicks from all closed, on the adjuster (2)

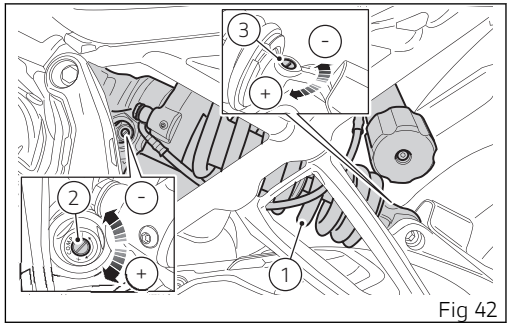

Fig 42

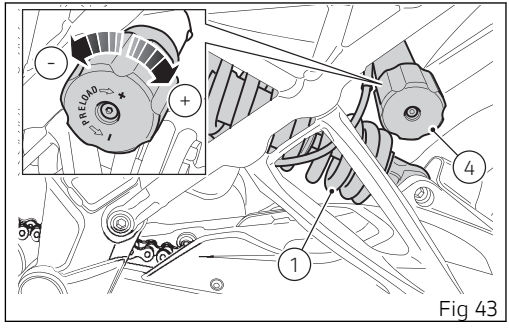

Fig 43

2) Rebound: 12 clicks from all closed, on the adjuster (3)
3) Spring preload: 17 mm (0.67 in) from fully uncompressed spring

Attention

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

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) Ignition switch.
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.

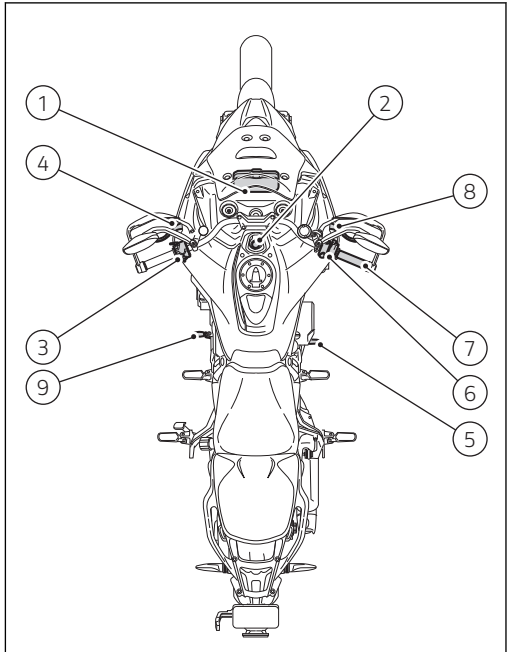

Fig 44

Switchgears

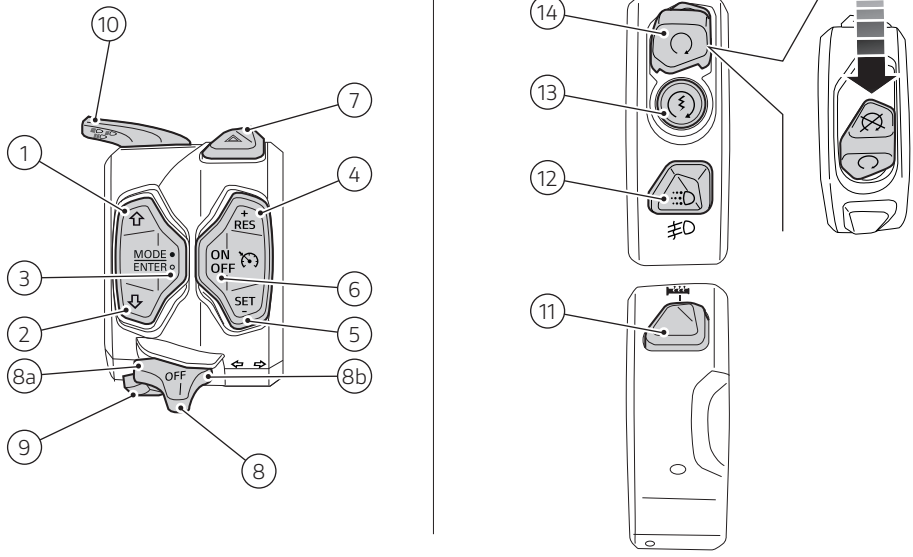

Fig 45

1	⇧	Control button up
2	⇩	Control button down
3	MODE ● ENTER ○	Button for Riding Mode change and ENTER function
4	+ RES	Cruise control RES/+
5	SET –	Cruise control SET/-
6	ON OFF	Cruise control ON/OFF
7		Hazard lights (red)
8	⇦ ⇨ OFF	3-position turn indicator control: - position (8a), left turn indicator - centre position, OFF - position (8b), right turn indicator
9		Warning horn
10		Light selector: - high beam, pushed up - low beam, at the centre - high-beam flasher and Start/Stop Lap function, pushed down
11		Heated grips (if present)

12		DRL (if present)/ fog light
13		Engine start
14		Engine kill, pushed down (red)

Key-operated ignition switch and steering lock

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

A) : disables lights and engine operation;
B) : enables lights and engine operation;
C) : the steering is locked;
D) : parking light and steering lock.

Note

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

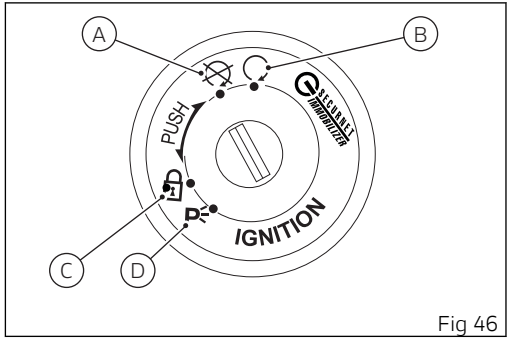

Fig 46

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

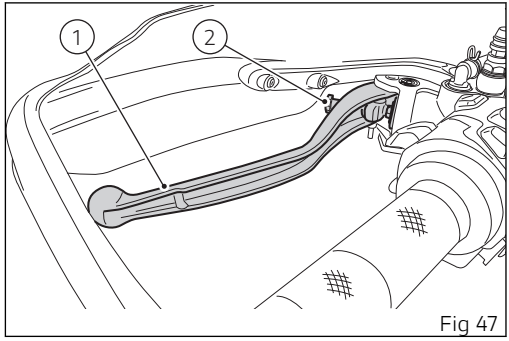

Fig 47

Attention

Set clutch lever when motorcycle is stopped.

Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.

Note

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

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;
- open the seat lock.

Attention

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

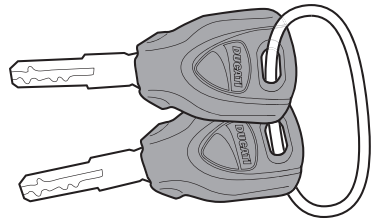

Fig 48

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.

Throttle twistgrip

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

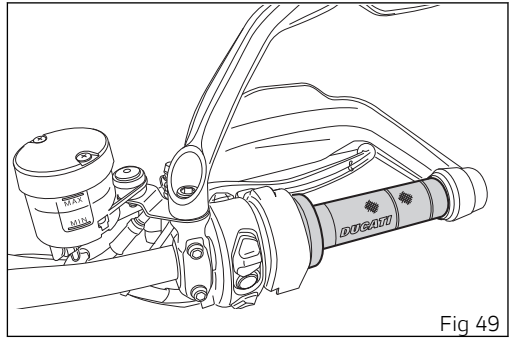

Fig 49

Front brake lever

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and handgrip 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 anticlockwise to decrease lever distance.
When a high pressure is applied to the front brake lever and the conditions for the VHC system activation are fulfilled, the Vehicle Hold Control (VHC) is activated as described in sub-section Vehicle Hold Control (VHC).

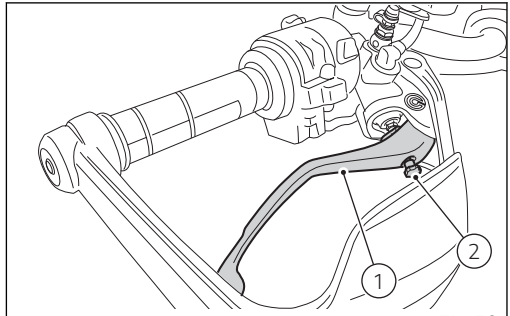

Fig 50

Rear brake pedal

Press pedal down with your foot to operate the rear brake.
The control system is of the hydraulic type.
When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph Vehicle Hold Control (VHC).

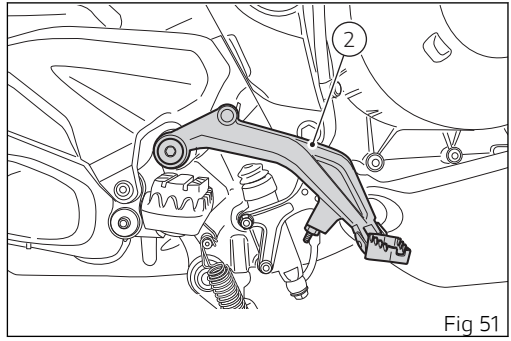

Fig 51

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 warning light N coming on.

The pedal can be moved:

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

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

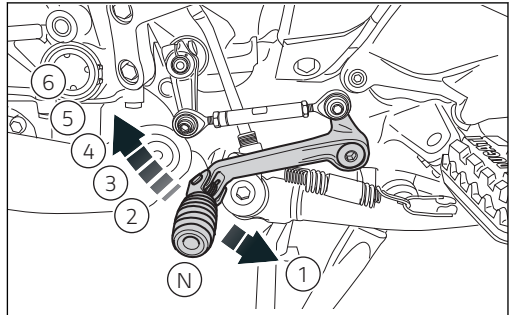

Fig 52

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gear change pedal (1) and rear brake pedal (2) in relation to the footpeg can be adjusted to suit the requirements of the rider.

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

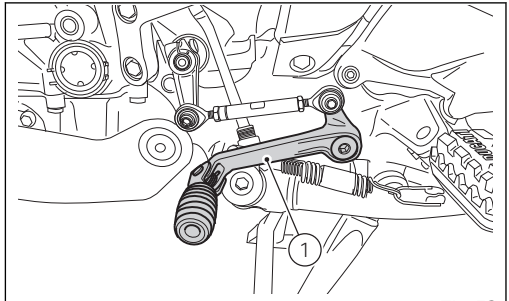

Fig 53

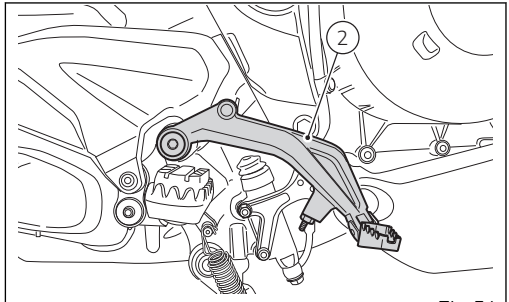

Fig 54

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (621 mi);
2) From 621 mi (1,000 km) to 1,553 mi (2,500 km).

Up to 1000 km (621 mi):

During the first 1000 km (621 mi) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

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 (Refuelling).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (Engine oil level check).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- BRAKE AND CLUTCH SYSTEMS
  Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (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. Replace any burnt-out bulbs ("Electric system").
- KEY LOCKS
  Check the tightening of the filler plug (Tank filler plug) and of the seat (Seat lock).
- STAND
  Make sure side stand operates smoothly and is in the correct position (Side stand).
- SIDE BAGS AND TOP CASE (accessory)
  Ensure that the side bags and the Top Case are securely fastened and check their swinging movement (Assembling the side bags).

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is

possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

ABS warning light

After Key-ON, the ABS warning light stays ON. When the motorcycle speed exceeds 5 km/h (3 mph), 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.

ABS device

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

Attention

Clogged reading slots would compromise system proper operation. It is recommended to disable ABS system in case of muddy road surface because under this condition the system might be subject to sudden failure.

Attention

Prolonged wheelies could deactivate the ABS system.

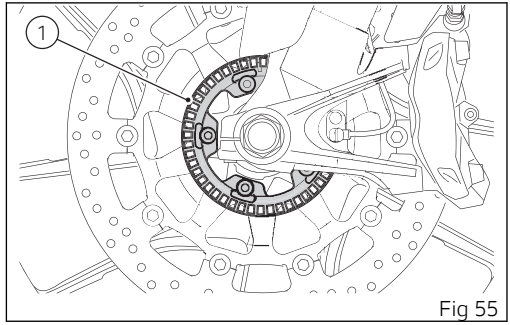

Fig 55

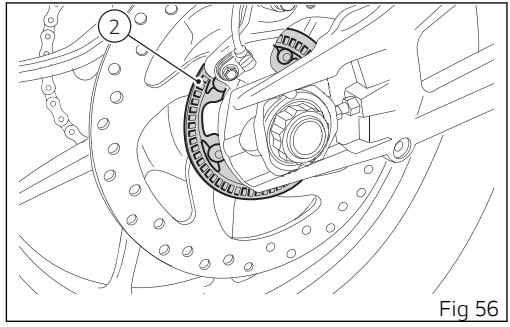

Fig 56

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.

Turn the key to position (B) and check that the green light (C) and the red light (D) are on.

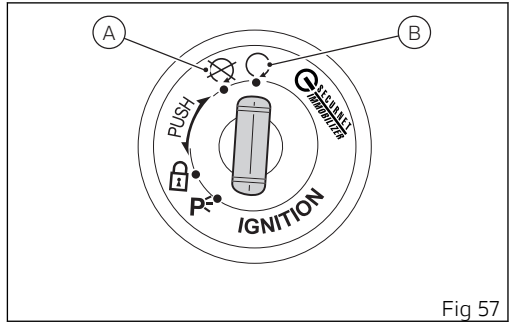

Fig 57

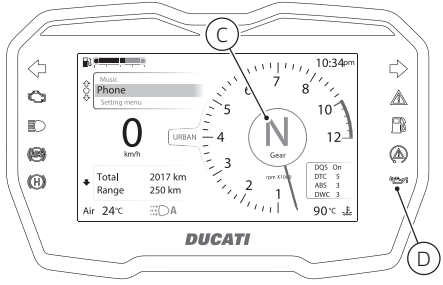

Fig 58

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).

Move the red switch (1) upwards to the "RUN" position, uncovering the button (2).
Push the button (5) to start the engine.
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.

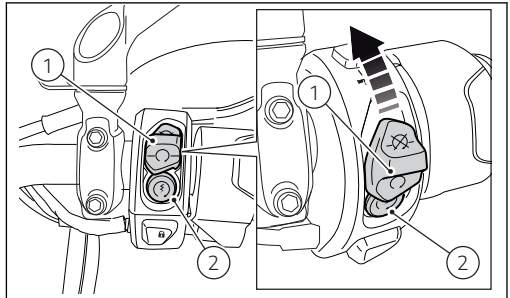

Fig 59

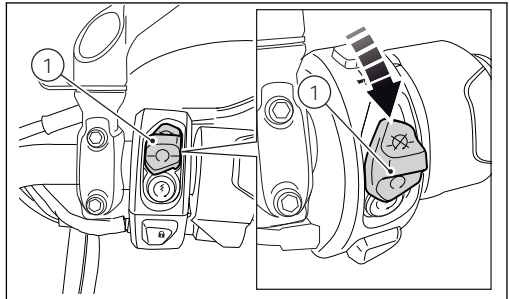

Fig 60

To stop the engine, move the red switch (1) downwards to the "RUN OFF" position.
Turn the vehicle key off by turning the key to position (A).

Attention

Keeping the engine running for too long with the vehicle stationary may cause damage due to overheating caused by insufficient cooling. Do not run the engine unnecessarily while the vehicle is stationary. Move immediately after starting the engine.

Moving off

1) Squeeze the control lever to disengage the clutch.
2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
3) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
4) Let go of clutch lever and speed up.
5) 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.

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 via the "PIN Code" function in the "Setting menu page 161, the instrument panel displays "PIN Code" and next to it the spaces for the four digits of the PIN to be entered.

Entering the code:

- The 2 arrows above and below the digit indicate that 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 and the instrument panel behaviour will be as follows:

- if there is a problem during the PIN check, the instrument panel displays an error for 2 seconds and then passes to the main screen;

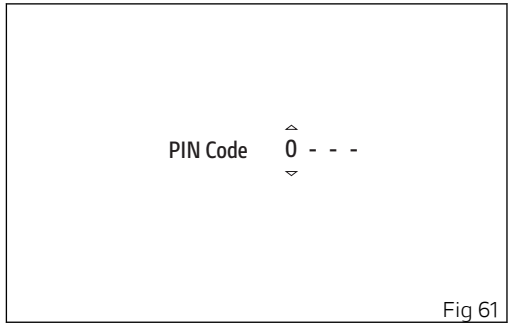

Fig 61

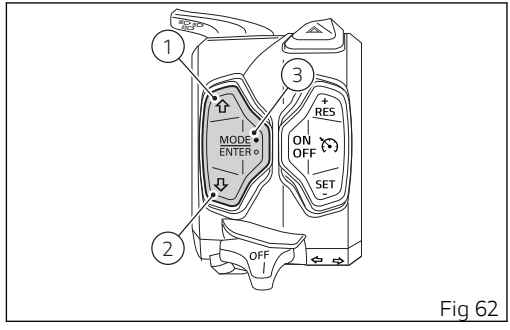

Fig 62

- if PIN code is not correct, the instrument panel displays Wrong for 2 seconds and then goes back to previous screen, to allow you to try again.
- if the PIN CODE is correct, the instrument panel shows Correct for 2 seconds, and then displays the standard screen.

Important

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

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 do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

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

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden 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.

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.

Stopping the motorcycle

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

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

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

Turn the vehicle key off by turning the key to position (A).

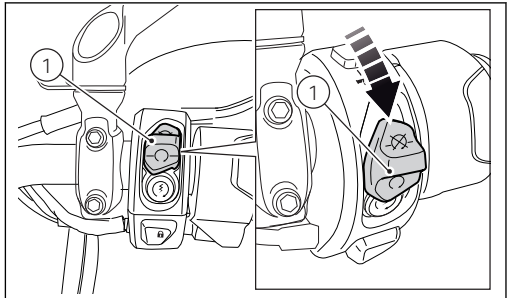

Fig 63

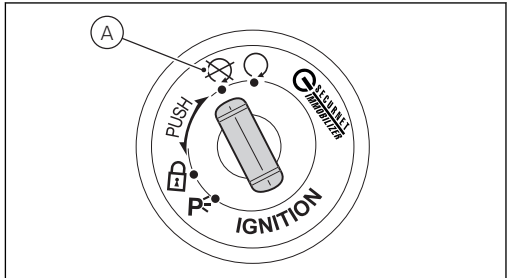

Fig 64

Parking

Park the stopped motorcycle on the side stand. Fully steer handlebar to the left or to the right.
After stopping the engine, the instrument panel will display instructions to switch on the parking light for 30 seconds.

Press and hold the left turn indicator button (A) to turn on the parking light.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati Authorised Service Centre.

Attention

The exhaust system might be hot, even after engine is switched OFF; pay particular attention not to touch the exhaust system with any body part and do not park the motorcycle next to inflammable material (wood, leaves etc.).

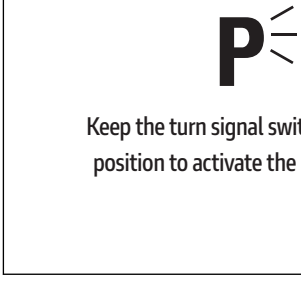

Fig 65

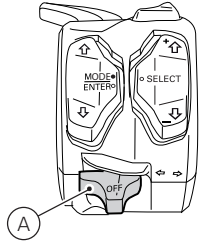

Fig 66

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.

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.

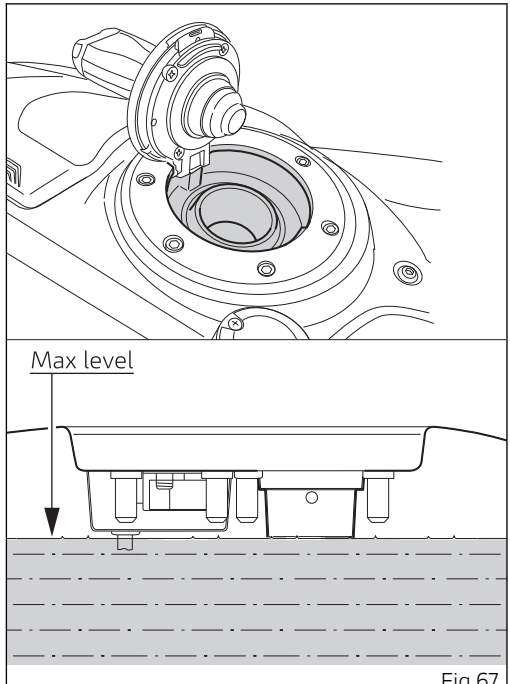

Fig 67

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 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.

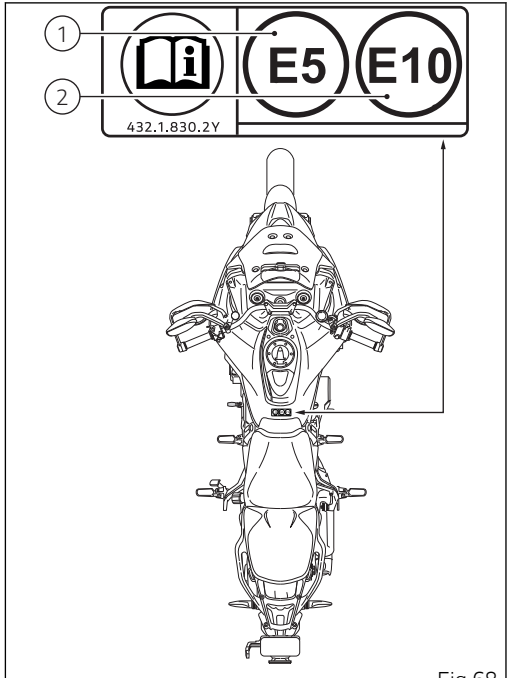

Fig 68

Tool kit and accessories

The tool kit (2) is located under the passenger seat (1) and includes:
3) chain tensioning gauge;
4) Allen wrench 4 mm (0.15 in);
5) fuse pliers;
6) quick fix tyre repair kit consisting of three cans and relevant accessories.

Attention

Instructions for use of the quick fix tyre repair kit can be found inside the package.

To gain access to the compartment, remove the passenger seat as described in "Seat lock".

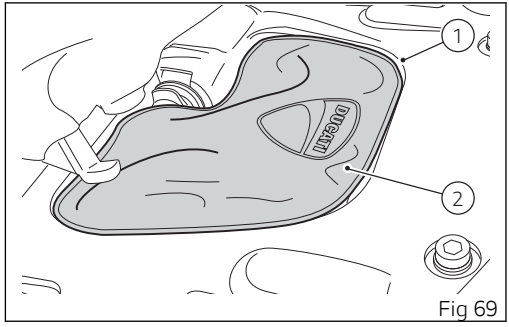

Fig 69

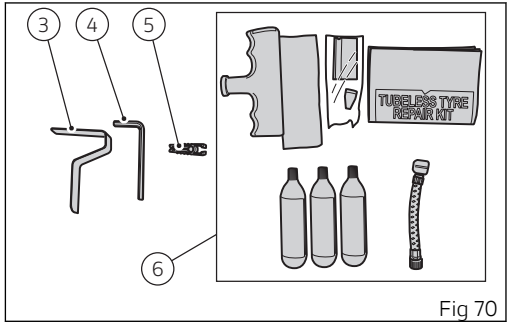

Fig 70

Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with a Bosch instrument panel featuring a 5" TFT colour display.

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

Warning lights

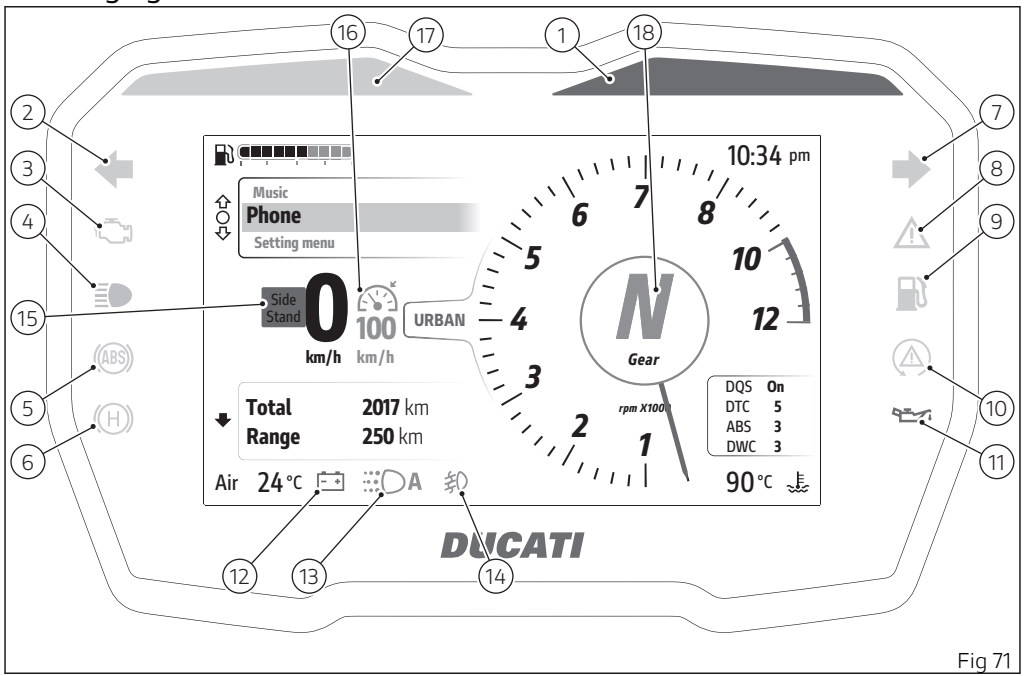

Fig 71

no.	Description	Colour
1	Rev limiter / immobilizer	Red
2	Left turn indicator	Green
3	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
4	High beam on	Blue
5	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
6	VHC	Amber yellow
7	Right turn indicator	Green
8	Generic error	Amber yellow
9	Low fuel	Amber yellow

no.	Description	Colour
10	DAVC Diagnosis - flashing: DTC/DWC enabled, but with degraded performance; - on: DTC/DWC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
11	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
12	Low battery charge level	Red (display)
13	DRL daytime riding lights on (not present in China, Canada and Japan versions)	Green (display)
14	Fog lights on	Amber yellow (display)
15	Side stand	Red (display)
16	Cruise Control on	Green (display)
17	DTC intervention	Amber yellow
18	Neutral gear	Green (display)

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

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

During this check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will stop:
- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave ON only the warning lights that are actually active at the moment.

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 Measurement units function in the Setting menu (page 188)

The table lists the available items.

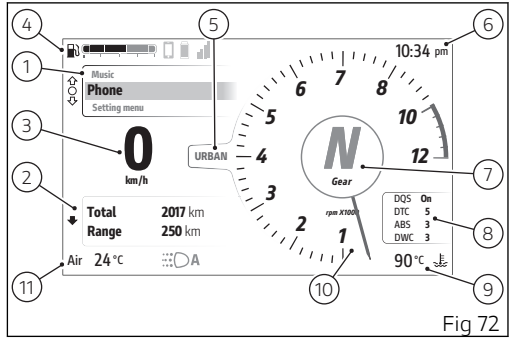

Fig 72

no.	Description
1	Interactive menu
2	Info display
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the "Fuel indicator" function in the "Setting menu" (page 156).
5	Riding Mode in use Refer to Riding Mode (page 97)
6	Clock Available in the 12 or 24-hour format. It is possible to set it through the "Date and time" function in the "Setting menu" (page 167).
7	Gear
8	Parameters window It displays the values of the DQS, DTC, ABS, DWC parameters set for the current Riding Mode The window disappears when the motorcycle speed exceeds 5 km/h (3 mph).

no.	Description
9	Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F). If the temperature is below +40 °C (+104 °F), Low is displayed, whereas if it is above +150 °C (+302 °F), High is displayed flashing red. **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.
10	Rev counter Refer to Engine rpm indication (page 100)
11	Air temperature (°C or °F) **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

Interactive menu and Info display

The Interactive Menu contains a series of functions that can be activated by the rider. When a function is activated, a corresponding window is displayed with which you can interact. The list of functions in the Interactive Menu varies depending on the Riding Mode in use.

Available functions are displayed on 3 lines. The selected function is the one indicated in the central line.

The "Info display" menu includes all counters referred to available trip information (see page 101)

When one of the menus is selected, it is indicated with the active frame (A) and buttons (1), (2) and (3) are used for menu navigation and interaction.

To toggle the selection between "Interactive menu" and "Info display" and vice versa:

- if "Interactive menu" is currently selected, long press and hold button (2, Fig 73) to move the selection to Info display (C, Fig 73);
- if "Info display" is currently selected, long press and hold button (1, Fig 73) to move the selection to "Interactive menu" (B, Fig 73).

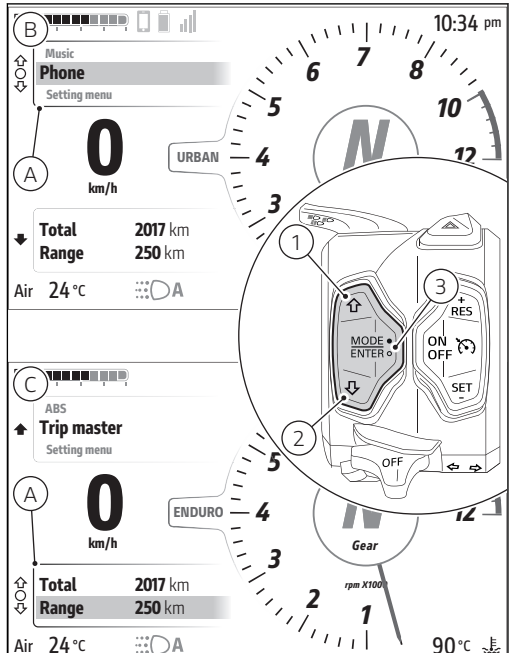

Fig 73

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

- ⇧ short press of button (1);
- ⇩ short press of button (2);
- ○ short press of button (3);
- ⬆ long press of button (1);
- ⬇ long press of button (2);
- ● long press of button (3).

Riding Mode

4 Riding Modes are available: SPORT, ENDURO, URBAN, TOURING.
The name of the active Riding Mode is shown at the centre of the display (A, Fig 74).
Each Riding Mode is associated with a different colour for the name and rev counter box.

The parameters associated to each Riding Mode are: Engine, DTC, ABS, DWC, DQS.
For each Riding Mode it is possible to customise the parameters using the Riding Mode function in the Setting menu (page 127).

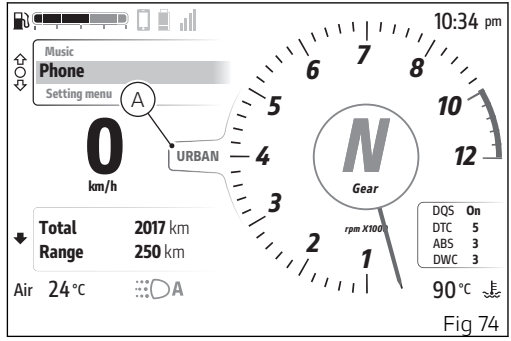

Fig 74

Changing the Riding Mode

- Press and hold the MODE/ENTER button (3) for a long time.
- The dedicated screen is displayed (Fig 76) where, using buttons (1) and (2), it is possible to scroll through the available Riding Modes and display the parameters with the relevant set values.
- Press the MODE/ENTER button (3) to confirm.

Select "Exit" and press MODE/ENTER button (3) to quit the screen without making any changes.

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

- If speed is lower than or equal to 5 km/h (3 mph) and throttle control is open, the message Close throttle 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 lower than or equal to 5 km/h (3 mph), throttle control is closed but brakes are actuated, the message Release brakes is displayed. The new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.
- If both of the above conditions occur, the message "Close throttle and release brakes" is

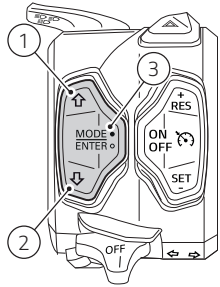

Fig 75

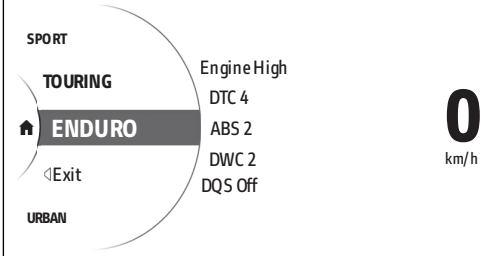

Fig 76

displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied 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

Engine revs per minute are displayed using a rev counter featuring a grey wake needle (A).
During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set and is indicated when the needle wake becomes amber yellow.
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:

- if the engine temperature is below 50 °C (122 °F), the rpm threshold is 8,000 rpm;
- if the engine temperature is within 50 °C (122 °F) and 60 °C (140 °F), the rpm threshold is 9,000 rpm;
- if the engine temperature is above 60 °C (140 °F), the rpm threshold is 10,000 rpm.

When the needle wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips (Over-rev): in this case the rev limiter light (01, Fig 71) turns on, too.

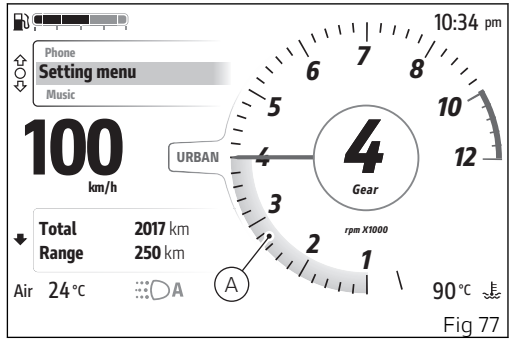

Fig 77

If the number of rpm is lower than 1000 rpm, the needle wake is not displayed.

Info display

The Info display menu contains all available meters with travel information (A, Fig 78).
To select the "Info display" menu, press and hold the button (2) for a long time.
The information is displayed on 2 lines, the selected item is the one highlighted in the second line (B, Fig 78). Once you have selected the Info display menu, scroll through the list of information using the buttons (1) and (2).

The order of the information can be changed via the Info display function in the Setting menu (page 153).

The units of measurement of the trip information can be changed using the Measurement units function in the Setting menu (page 188).

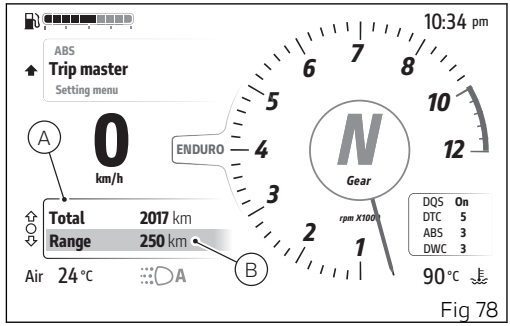

Fig 78

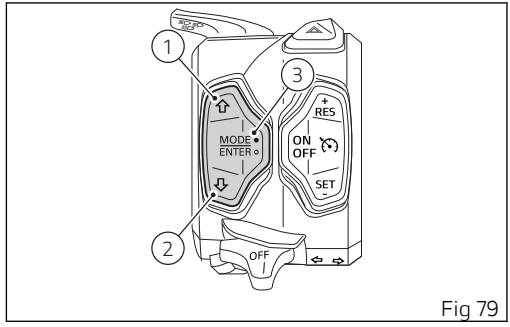

Fig 79

The information contained in the Info display menu are listed below.

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to Level (page 156)	km, miles
Trip 1	Partial mileage 1	km, miles
Ø cons.1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip 1 time	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles
Inst. cons.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US

Resetting Trip 1 information

The "Trip 1", "Ø cons.1", "Ø speed 1" and "Trip 1 time" information can be reset by pressing the ENTER button (3) when selected: "Reset Trip 1 info?" and the items "Yes" and "No" (Fig 80) will be displayed.
Use buttons (1) and (2) to select "Yes" or "No" and press ENTER to confirm your choice.
To exit without making any changes, keep button (1) pressed for a long time.
When the trip 1 information is reset, all the meters that refer to it are reset as well.

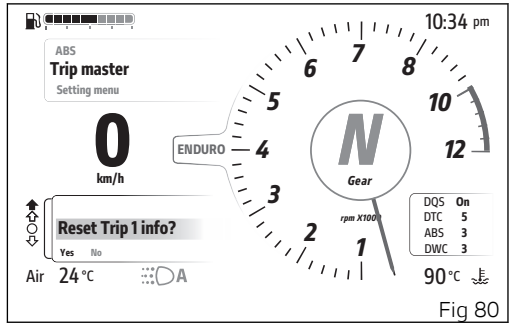

Fig 80

Resetting Trip 2 information

The Trip 2 information can be reset by pressing the ENTER button (3) when selected: "Reset Trip 2 info?" and the items "Yes" and "No" will be displayed (Fig 81).
Use buttons (1) and (2) to select "Yes" or "No" and press the ENTER button (3) to confirm your choice.
To exit without making any changes, keep button (1) pressed for a long time.

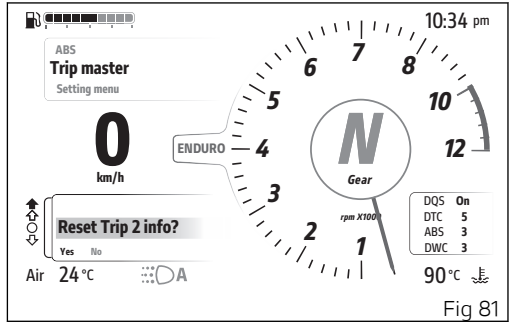

Fig 81

Cruise Control

Cruise Control (CC) assists the rider in maintaining a constant cruising speed. The system maintains the desired cruising speed by accelerating and acting on the brakes, within the limits of the system. This feature increases comfort during long motorway journeys.

Attention

The Cruise Control is not a safety system, but its function is improving the rider's riding comfort. It is designed to assist the rider, but does not replace the rider in riding the motorcycle. The rider is always responsible for maintaining control of the motorcycle, a correct and prudent speed, a safe distance from the vehicle ahead appropriate to the environmental context, compliance with the road traffic rules in the country where s/he is riding, as well as for actively intervening to avoid collisions by braking or accelerating. The rider must always maintain a very high level of concentration while riding, always keeping both hands on the handlebar.
The Cruise Control is designed for use on motorways or express roads. It is not designed for urban, mountain or off-road use. It is recommended not to use the Cruise Control on bumpy roads (with gravel or in wet asphalt conditions that may lead to aquaplaning risk) or in bad weather conditions (ice, snow, fog, rain, hail). In such contexts, the Cruise Control does not perform its function properly and may not operate correctly.
It is also recommended not to use the Cruise Control function in complex road contexts, characterised by

roads with many bends, accesses to or exits of motorways, roads with roadworks.

Attention
The Cruise Control is only available with ABS on and set to level 2 or 3, and with Traction Control on.

Attention
The Cruise Control is not a safety system. While braking or accelerating, it does not perform emergency braking: its braking capacity is limited. In some conditions of the surrounding environment or traffic, the system may react by braking or accelerating unexpectedly: the rider will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle. The Cruise Control may not affect the brakes if the rider turns the throttle handgrip, as this may override the Cruise Control function (see the "Override" section).

What features can be set?

When the Cruise Control is switched on, the current speed of the motorcycle can be set as the cruising speed (see paragraph "Switching on and off"). While riding, you can change the cruising speed or interrupt its setting (see paragraphs "Changing the speed" and "Stopping the speed control").

Cornering behaviour

When the Cruise Control detects that the motorcycle is leaning (e.g. in bends), it can slow down the speed of the bike to ensure greater comfort; this is done within the limits of the system. The amount of deceleration is a function of the leaning angle.

Attention
When entering or exiting a bend, the system may behave unexpectedly, suddenly accelerating or braking. Similar events may more likely occur if the radius of the bend is narrow or variable.

Switching on and off

The maximum cruising speed that can be set is 160 km/h (98 mph)
The minimum cruising speed that can be set depends on the gear selected:

Gear	Minimum cruising speed
1st and 2nd	30 km/h (18 mph)
3rd	35 km/h (22 mph)

4th	40 km/h (25 mph)
5th	45 km/h (28 mph)
6th	50 km/h (31 mph)

Attention

Even when the Cruise Control is active, the rider is always responsible for compliance with the speed limits and, more generally, the road traffic regulations in force in the country in which s/he is riding, as well as for the way the motorcycle is ridden.

The icon on the instrument panel informs the user of system status and current setting.

Switching on the CC

Press the ON/OFF button (C, Fig 82)to turn on the CC.

Saving the speed and activating the control

To store the current motorcycle speed as your cruising speed and activate the control, press SET/- (E, Fig 82) RES/+ (D, Fig 82). The stored speed is shown in the Cruise Control icon (A, Fig 83).

Switching off the CC

Press the ON/OFF button (C, Fig 82) to turn off the Cruise Control. The Cruise Control icon (A, Fig 83) disappears.

Icon (A, Fig 83)

The Cruise Control icon can be:

- green and grey: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green: the system is on and speed control is active;
- yellow: the system asks the rider to take prompt action;

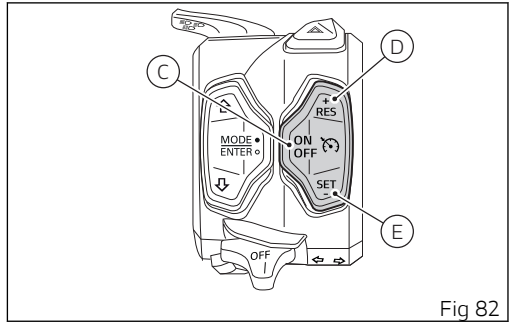

Fig 82

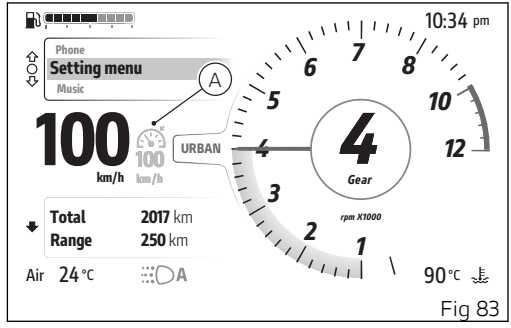

Fig 83

- red: the system is in error. Speed control is not active.

Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 82) or SET/- (E, Fig 82) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 82) or SET/- (E, Fig 82) respectively, until reaching the desired cruising speed.

Stopping the speed control

Requirement: the Cruise Control must be switched on.

Stopping the speed control while riding

You can stop the speed control in the following ways:
- by braking manually;
- by turning the throttle handgrip forwards from the released handgrip position.

In addition, speed control is interrupted if one of the following events occurs:

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;
- in case of prolonged ABS or Traction Control intervention;
- in case of a leaning angle exceeding 50°.

In this condition, the cruising speed in the Cruise Control icon turns grey.

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 82) or SET/- (E, Fig 82). If RES/+ (D, Fig 82) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 82) is pressed, the set cruising speed is the current speed.

Attention
Do not reactivate the control with the previously stored cruising speed if the current road, traffic and weather conditions do not allow it. Failure to comply will increase the risk of accidents.

Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. If this manoeuvre is carried out while

remaining below 180 km/h (112 mph), once the throttle is released, the Cruise Control will resume speed control on its own.

Attention
The rider is always responsible for compliance with the speed limits and, more generally, the road traffic regulations in force in the country in which s/he is riding, as well as for the way the motorcycle is ridden.

Request for riders intervention

In some situations the Cruise Control may require the rider to intervene. When such a request is made, the Cruise Control icon (A, Fig 83) turns yellow.

This may occur in the following cases:

- if an engine speed of 8,500 rpm is reached, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious driving conditions allow the rider to do so.
- If the engine speed is too low for the gear engaged, the CC requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious driving conditions allow the rider to do so.

Note
When accelerating, it is possible to shift gears using the DQS.

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 84). If this happens, proceed as follows:

1. turn the ignition off and back on.

Note

Perform this operation only when the motorcycle is at a standstill and in safe conditions;

2. if the icon has remained red after the first operation, contact a Ducati authorised service centre.

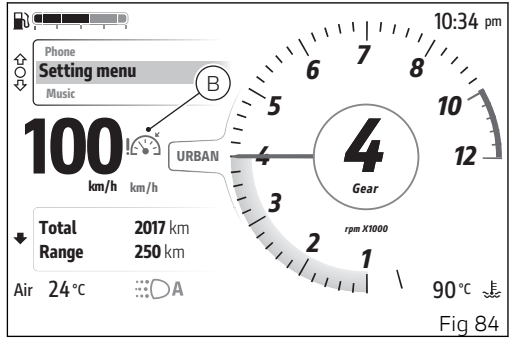

Fig 84

Infotainment

The instrument panel is equipped with an infotainment system that allows managing up to 4 types of devices that can be connected via Bluetooth: smartphone, rider helmet intercom, passenger helmet intercom and satellite navigator. To pair or remove Bluetooth devices, refer to the sub-section "Setting menu - Bluetooth (page 183). After connection, they are displayed as follows:

1) smartphone connected;
2) battery level of the connected smartphone;
3) network signal strength of the connected smartphone;
4) rider helmet intercom connected;
5) passenger helmet intercom connected;
6) rider helmet intercom connected and passenger helmet intercom associated;
7) rider helmet intercom associated and passenger helmet intercom connected;
8) rider and passenger helmet intercom connected;
9) satellite navigator connected.

Icons are light blue if the corresponding device is connected. They are grey if the corresponding device is paired but not connected.

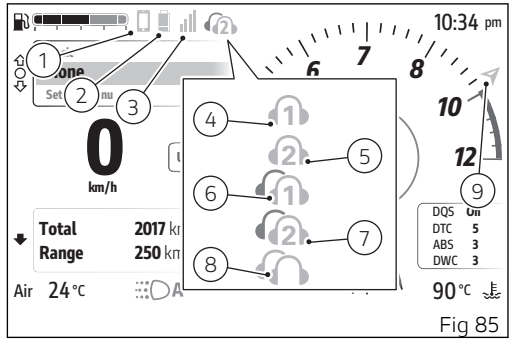

Fig 85

If a smartphone is connected to the instrument panel, the system allows managing the music player, the list of the last calls and receiving phone calls. Refer to the chapters "Music" (page 123) and "Phone" (page 120).

Lap

This function is available inside the Interactive Menu and allows recording the lap times. Only available in Sport Riding Mode.

- Select the Interactive Menu (A, Fig 86) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item Lap (B, Fig 86)and press the ENTER button (3).

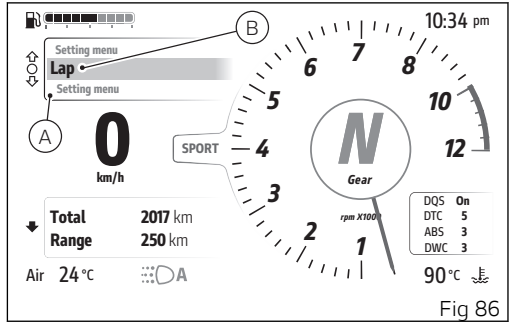

Fig 86

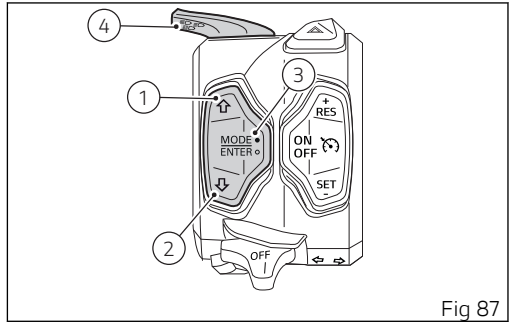

Fig 87

The relevant window (C, Fig 88) is displayed:

- If the function is disabled, Off is shown with the stopwatch and indication of the available laps (D, Fig 89); press ENTER button (3) to enable the function.
- If the function is enabled, On is shown with the stopwatch and indication of the available laps (E, Fig 89); press ENTER button (3) to disable the function.

When the function is active, Lap is displayed next to the gear indication.

Below the stopwatch is the current lap number. It is possible to record maximum 30 laps. Once the function is activated, flash button (4, Fig 87) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (4) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and

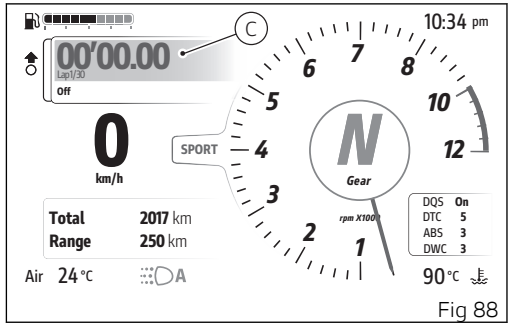

Fig 88

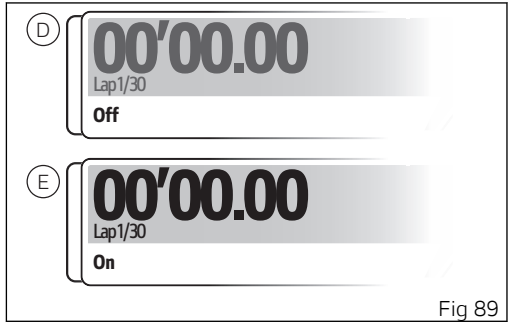

Fig 89

steadily for another 5 seconds, after which it returns to display the time of the current lap, updating the number of laps. When the 30th lap is reached, the message Full memory is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Using the "Lap" function in the "Setting menu" (page 175) it is possible to:

- Activate or deactivate the function
- View the recorded lap data
- Delete recorded data

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function active.

The instrument panel stops recording the lap by resetting the stopwatch in the following cases:

- If bike speed is equal to 0 after 5 seconds from first lap start.
- If bike speed drops below 5 km/h (3 mph) for more than 5 seconds during lap recording.
- If the engine is turned off.

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM

Note
The stopwatch can be started only when the motorcycle speed is higher than 5 km/h (3 mph).

Note
If during lap recording the flash button (4) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

ABS

This function is available inside the Interactive Menu and allows disabling and re-enabling the ABS system. Only available in Enduro Riding Mode.

- Select the Interactive Menu (A, Fig 90) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item ABS (B, Fig 91)and press the ENTER button (3).

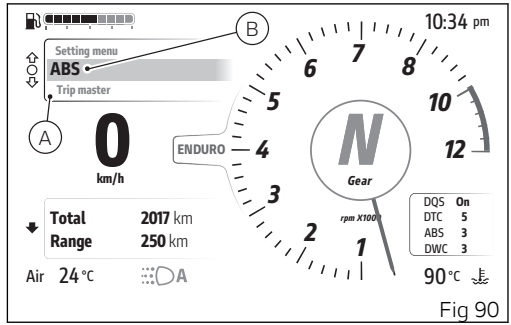

Fig 90

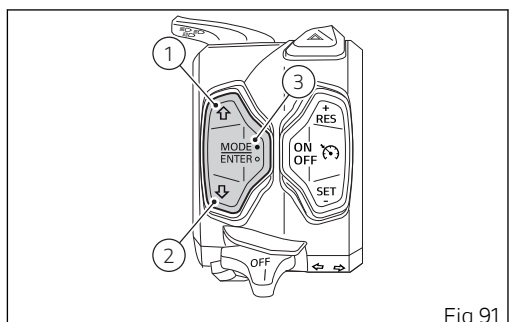

Fig 91

The relative window (C, Fig 92) is displayed. The current ABS On status is displayed at the bottom of the window and ABS Off (D, Fig 93) is displayed in the middle of the window. When the ENTER button (3) is pressed, Wait... is displayed for a few seconds, then the ABS system is deactivated with Off displayed at the bottom and ABS On (E,Fig 93) shown in the middle of the window. (Fig 93)

Attention

The window remains active as long as the ABS system is disabled. In this case the window cannot be closed. Press ENTER (3) to re-enable the ABS system: once reactivated, the window returns to the previous condition and it will be possible to close it by pressing and holding the button (1) pressed for a long time.

Note

If an error occurs during the status change from On to Off and vice versa, the red Error message is displayed for a few seconds, then the window shows the previous status.

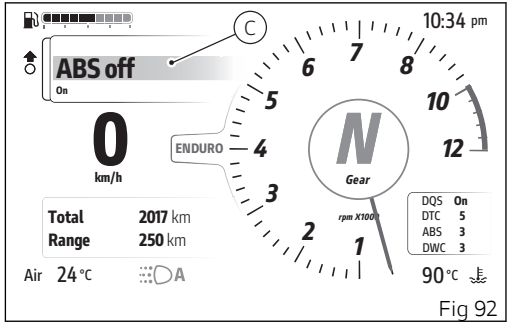

Fig 92

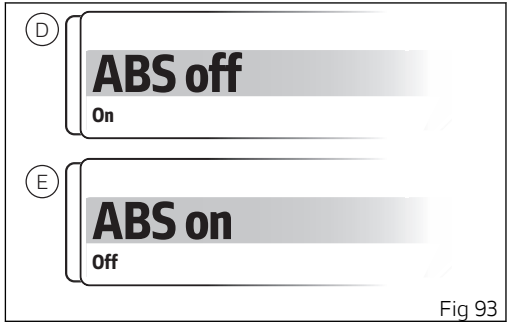

Fig 93

Trip master

This function is available inside the Interactive Menu and calculates the partial distance travelled by the motorbike. Only available in Enduro Riding Mode. The Trip master calculation can be set in incremental or differential mode and can also be temporarily stopped and reset.

- Select the Interactive Menu (A, Fig 94) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item Trip master (B, Fig 94)and press the ENTER button (3).

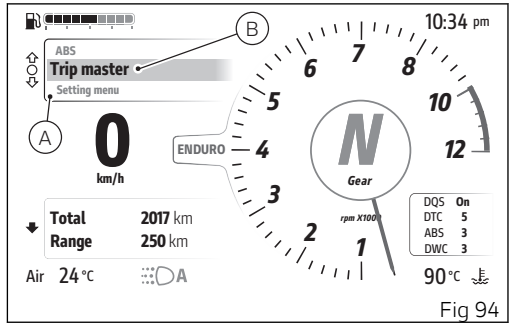

Fig 94

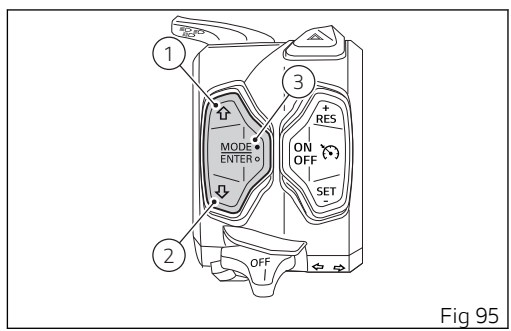

Fig 95

The relevant window (C, Fig 96) is displayed with the following controls available:

- On or Off to activate or deactivate the meter (D, Fig 97)
- ▶ play or ⏸ pause to start or stop the distance calculation (E, Fig 97)
- ↻ reset to reset the meter (F, Fig 97)
- ⏏ incremental or ▼ differential to change the distance calculation mode (G, Fig 97)

The meter is displayed in km or miles and with the arrow indicating the counting mode of the distance travelled (incremental or differential).
If the function is disabled, only the On control is active: press button ENTER (3) to activate the function and enable all controls.
When the function is active, pressing the ENTER (3) button briefly allows the individual controls to be selected: when a control is selected, long press the ENTER button (3) to activate the control.
When the Trip master is paused, the number flashes.

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function and count active.

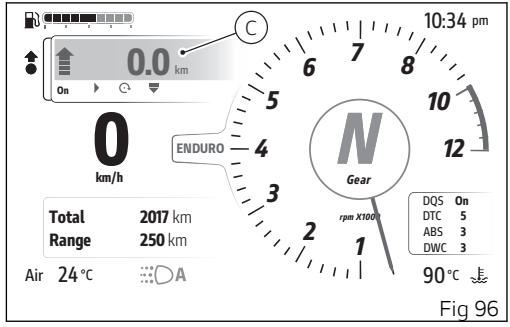

Fig 96

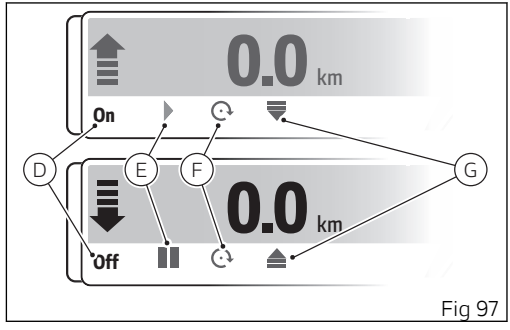

Fig 97

If the meter in differential mode reaches 0.0 km or miles, the Trip master count is paused and the counting mode is changed to incremental.

The measurement unit can be modified using the "Measurement units" function in the "Setting menu" (page 188).

Phone

This function is available in the Interactive Menu and displays the list of the last missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth. Available only in the Touring and Urban Riding Modes.

For the Bluetooth pairing procedure, refer to subsection Setting menu Bluetooth (page 183).

- Select the Interactive Menu (A, Fig 98) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item "Phone (B, Fig 98)and press the ENTER button (3).

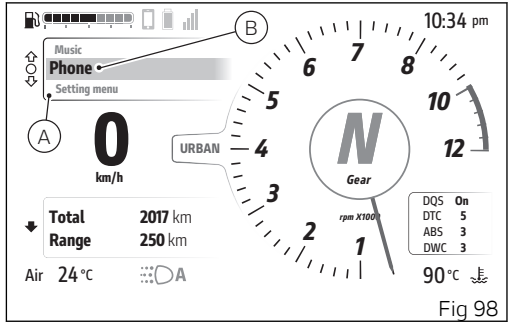

Fig 98

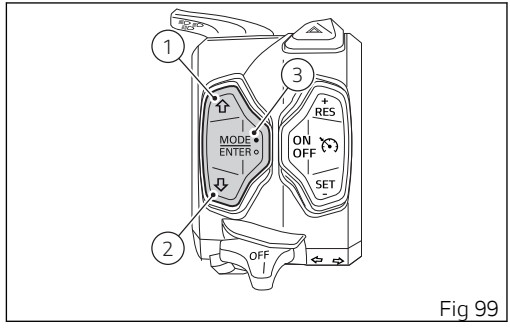

Fig 99

The relevant window (C, Fig 100) is shown listing the last 7 calls made, received or missed. 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 close the window, press and hold button (1) for a long time.

Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items Accept and Decline (D, Fig 101).
In this case, shortly press the ENTER button (3) to select the "Accept" or "Decline" item, press the ENTER button (3) for a long time to perform the action of the selected item.

Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item End call (E, Fig 101). To end the call, press the ENTER button (3).

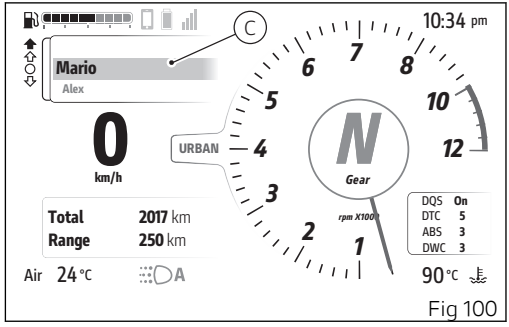

Fig 100

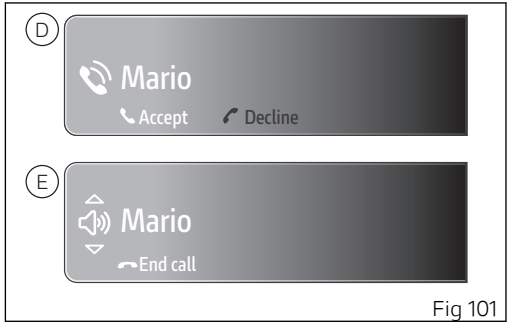

Fig 101

Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5 seconds with the name or number of the contact and Call back: press ENTER button (3) to start the call.

Note

The music player will be paused during a call.

Missed call

In case of missed call, the display will show the symbol (F, Fig 103)for 60 seconds, flashing for the first 3 seconds.

Note

The number of missed calls is not displayed.

Fig 102

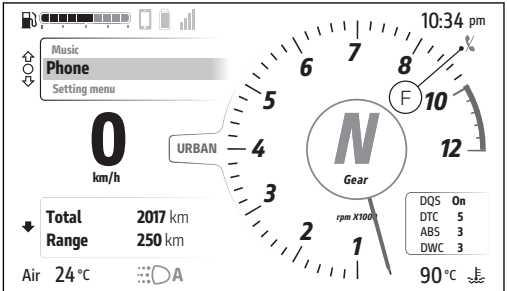

Fig 103

Music

This function is available in the Interactive Menu and allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth. Available only in the Touring and Urban Riding Modes.

For the Bluetooth pairing procedure, refer to subsection Setting menu Bluetooth (page 183).

- Select the Interactive Menu (A, Fig 104) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item Music (B, Fig 104)and press the ENTER button (3).

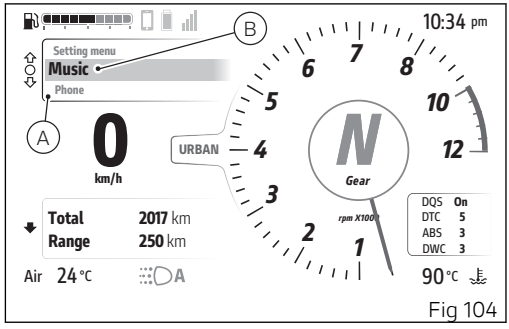

Fig 104

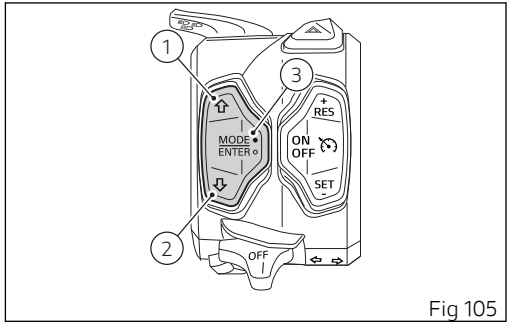

Fig 105

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.

Window (C, Fig 106) will be displayed where the controls of the music player and the track currently playing are shown.

- By briefly pressing buttons (1) and (2) you can increase and decrease the volume respectively;
- by briefly pressing the ENTER button (3) it is possible to scroll and select the following controls, to activate the selected control press the ENTER button (3) for a long time:
  - ◀◀ previous track
  - ▶ play or ⏸ pause
  - ■ stop
  - ▶▶ next track

Pressing and holding button (1) for a long time while a track is playing will close the music player window but the track will not be stopped.
When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

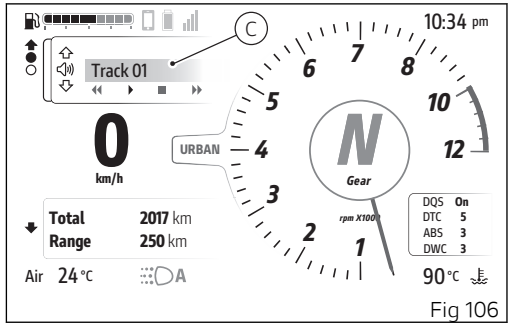

Fig 106

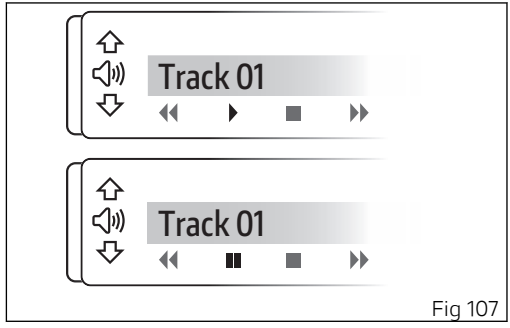

Fig 107

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.

- Select the Interactive Menu (A, Fig 108) by pressing and holding button (1) pressed for a long time.
- Use buttons (1) and (2) to select item Setting menu (B, Fig 108)and press the ENTER button (3).

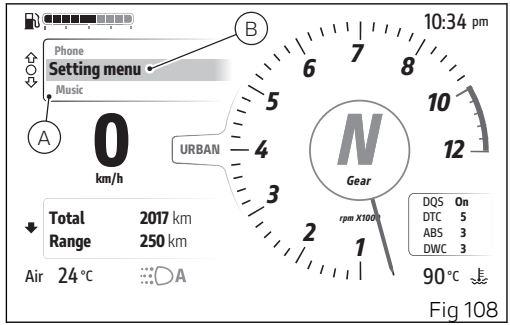

Fig 108

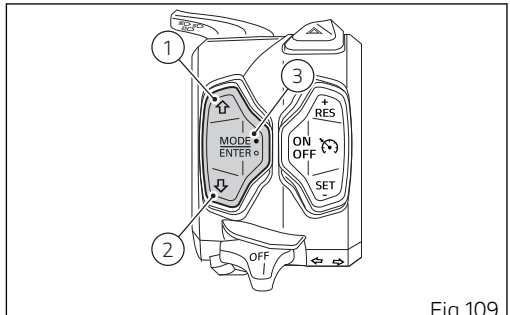

Fig 109

The instrument panel displays the dedicated page listing the available settings:
- Riding Mode
- Info display
- Fuel Indicator
- DRL (if present)
- Backlight
- PIN Code
- Antitheft
- Date and time
- Service
- Lap
- Tyre calibration
- Bluetooth
- Turn signals
- Language
- Measurement units
- Info

Buttons (1), (2) and (3) are used as follows when displaying the Setting menu:
- buttons (1) and (2) to scroll and select the available items;
- ENTER button (3) to confirm the selected item.

To exit the sub-menus of the Setting menu, select the "Back" item and press the ENTER button (3).

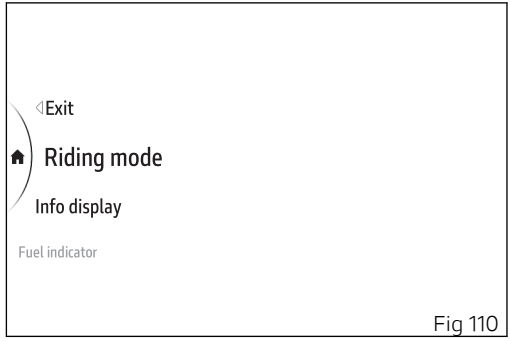

Fig 110

To exit the Setting menu and return to the main screen, select the "Exit" item and press the ENTER button (3).

Setting menu - Riding Mode

This function allows customising each Riding mode.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).

The Sport, Touring, Enduro, Urban Riding Modes and Default item are displayed (only visible if one or more parameters of one or more riding modes have been changed). The active Riding Mode (Fig 112) is displayed on the right side.

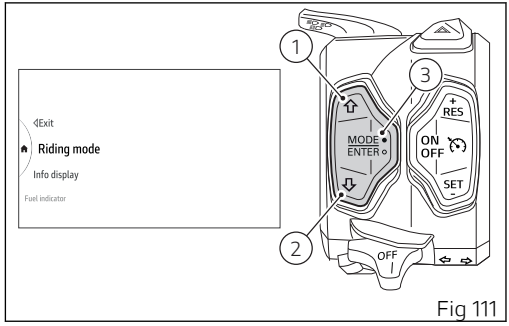

Fig 111

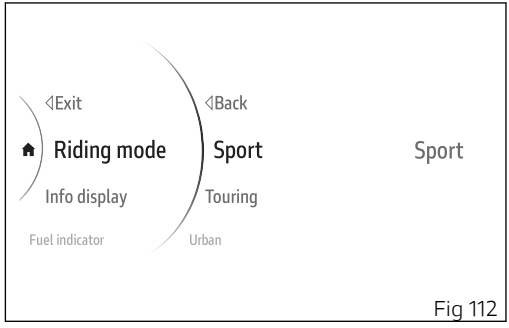

Fig 112

Use buttons (1) and (2) (Fig 111) to select the Riding mode you wish to customise and press ENTER.
The customisable parameters are the following:

- Engine
- DTC
- ABS
- DWC
- DQS
- Default (visible only if one or more parameters of the selected Riding Mode have been changed)

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER to modify the parameters.

Fig 113

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.

Setting menu - Riding Mode - Engine

This function allows setting the engine power.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the Engine item and press ENTER (3).

Levels High, Medium and Low are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

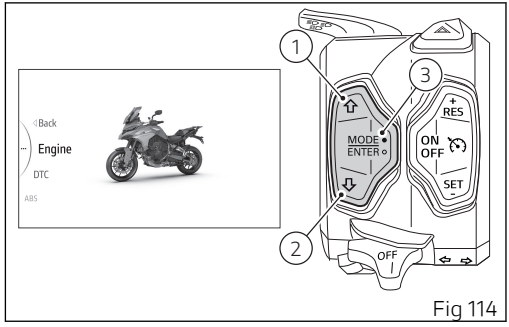

Fig 114

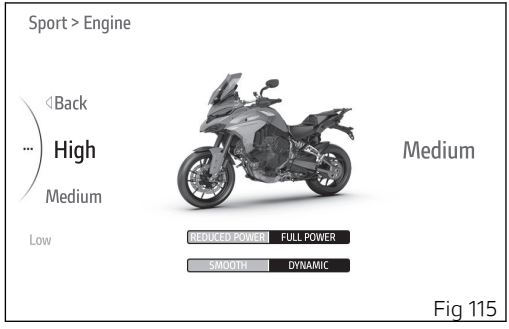

Fig 115

Setting menu - Riding Mode - DTC

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

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the DTC item and press ENTER (3).

Levels from 1 to 8 and Off are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

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.

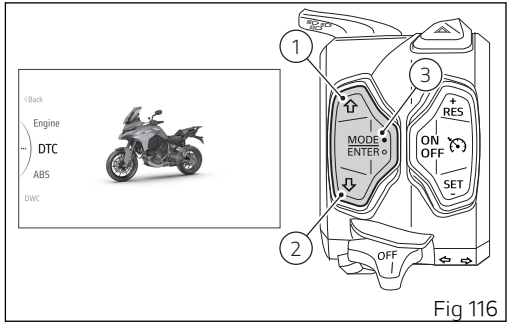

Fig 116

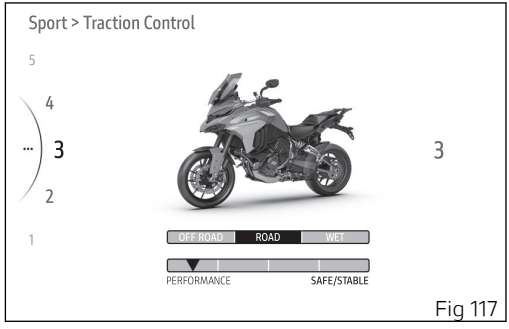

Fig 117

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

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.

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 DTC intervention for the various riding types as well as the default settings in the Riding Mode that can be selected by the rider:

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
OFF		The DTC is disabled.	NO
1	OFF-ROAD Professional	This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	NO
2	OFF-ROAD	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the "ENDURO" Riding Mode

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
3	SPORT / TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this mode, the DTC allows side slipping.	NO
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the "SPORT" Riding Mode
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the "TOURING" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "URBAN" Riding Mode
7	RAIN	This level is designed for road use, when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	NO

Tips on how to select the intervention level

Attention

Excellent operation of the DTC system, for all available levels, is ensured only with the OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR19 at the front, 170/60ZR17 at the rear. 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 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are other 6 intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

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

With levels 3 and 4, DTC control unit allows both rear 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:

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

Level depends on grip conditions

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

Level depends on type of track

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

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding 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 6 is used for a couple of full laps in order to heat the tyres and get used to the system. Then try levels 6, 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a 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

We recommend level 6 be used in order to get used to the system (default level for the URBAN Riding Mode). If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

Tips for off-road use

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

Setting menu - Riding Mode - ABS

This function allows setting the ABS intervention level.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the ABS item and press ENTER (3).

Levels from 1 to 3 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

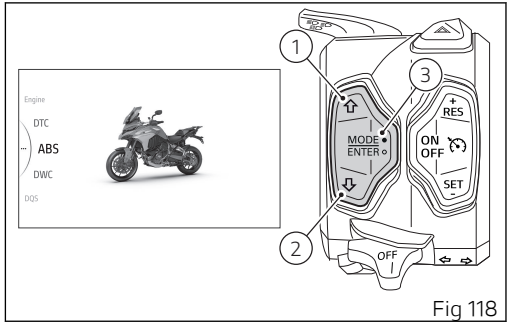

Fig 118

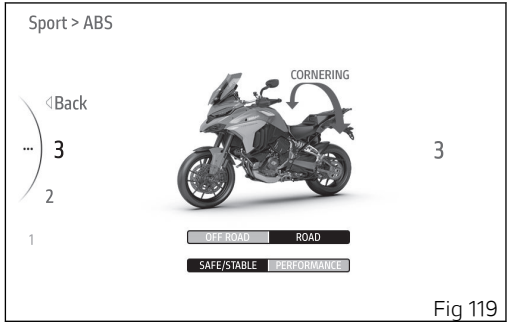

Fig 119

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. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, the pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip within the system limits. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated.
Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF only within the Enduro Riding Mode.

Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on low-grip 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.

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

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active. This calibration gives priority to the braking power while ensuring a good compromise between performance and stability.	It is the default level for the "SPORT" Riding Mode
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" Riding modes.

Attention
The ABS OFF level can only be activated via the ABS function in the Interactive Menu, visible only if the Riding Mode is set to ENDURO.

Attention
ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.

Important
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70 ZR19 at the front, 170/60 ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres and/or those recommended by Ducati 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.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control and front-to-rear combined braking, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
Selecting level 2, the ABS will privilege more the braking power than stability. Level 2 provides for the front-to-rear combined braking and the cornering function and lift-up control.
ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control, neither front-to-rear combined braking, nor cornering function.

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

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

Setting menu - Riding Mode - DWC

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

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the DWC item and press ENTER (3).

Levels from 1 to 8 and Off are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

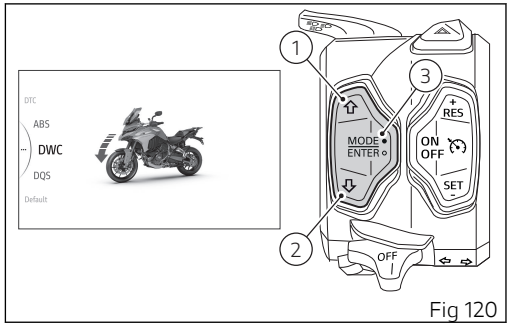

Fig 120

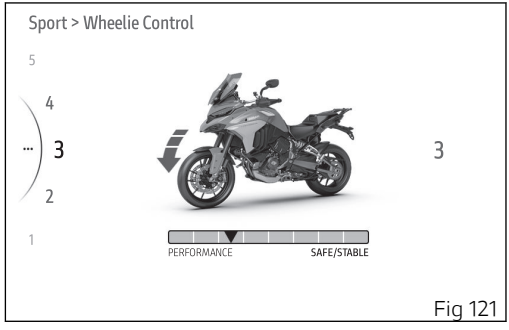

Fig 121

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 eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level 8 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.
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 riders 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 types as well as the default settings in the Riding Mode that can be selected by the rider:

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

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

Tips on how to select the intervention level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR19 at the front, 170/60ZR17 at the rear. 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 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

The rider's experience

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

Level depends on type of path

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

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, 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 7 the DWC intervention seems

excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

Setting menu - Riding Mode - DQS

This function allows activating or deactivating the DQS system.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the DQS item and press ENTER (3).

Levels On and Off are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

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

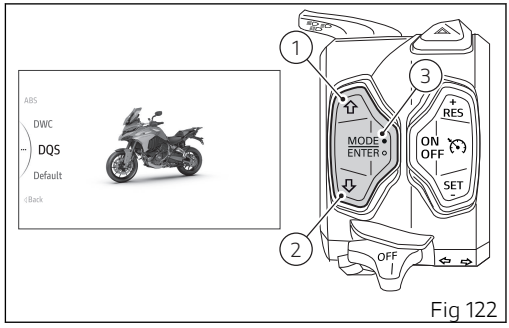

Fig 122

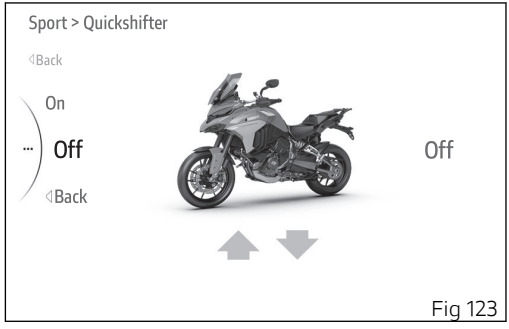

Fig 123

The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.
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.
- Ducati Quick Shift electronic shifting will not activate when the clutch lever is pulled.
- Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work properly, 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 operate above 2,500 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 - Riding 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 parameters for a single Riding Mode:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the Default item and press ENTER (3). The message Wait... is displayed for a few seconds followed by the message Default Ok. Then Default disappears from the menu list.

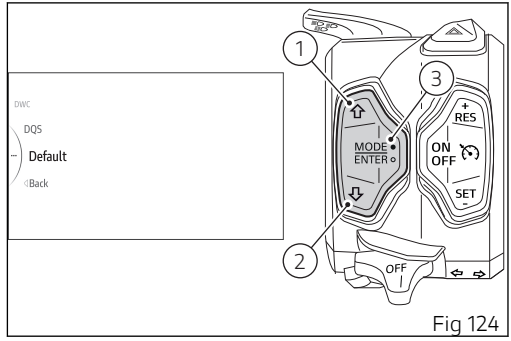

Fig 124

Resetting the parameters for all Riding Modes:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Riding Mode item and press ENTER (3).
- Select the Default item and press ENTER (3). The message Wait... is displayed for a few seconds followed by the message Default Ok. Then Default disappears from the menu list.

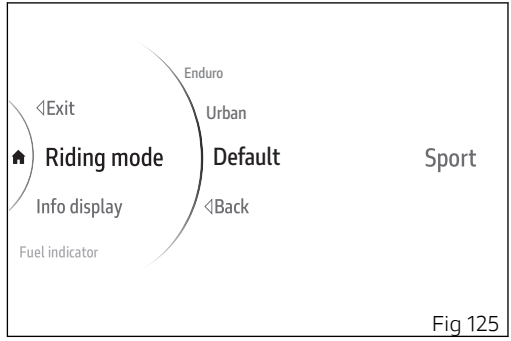

Fig 125

Setting menu - Info display

This function allows you to change the order of the travel information displayed in the Info display.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Info display item and press ENTER (3).

The list of the 8 selectable items, with the number of their current position (A, Fig 127)is displayed in the middle. The current order of the Info display (B, Fig 127)is displayed on the right-hand side. Use buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

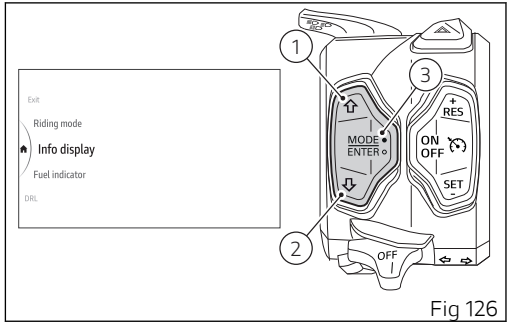

Fig 126

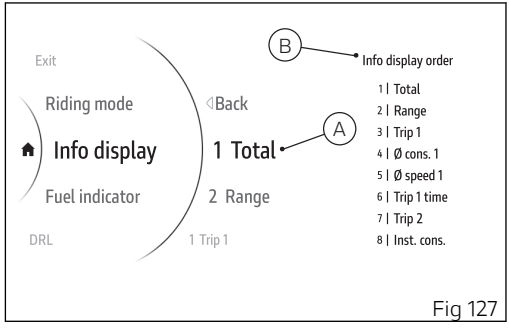

Fig 127

In the following example, the position of the Total item is changed from 1 to 3:

- Use buttons (1) and (2) to select item "Total and press the ENTER button (3).
- Two arrows (A, Fig 128)are displayed above and below the position number, indicating that by means of the buttons (1) and (2) it is possible to change the position number from 1 to 8 (in this example "3").
- Press ENTER to confirm. The order of the Info display is then updated with the new position (B, Fig 129).

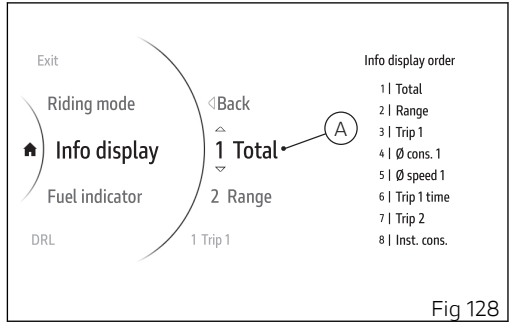

Fig 128

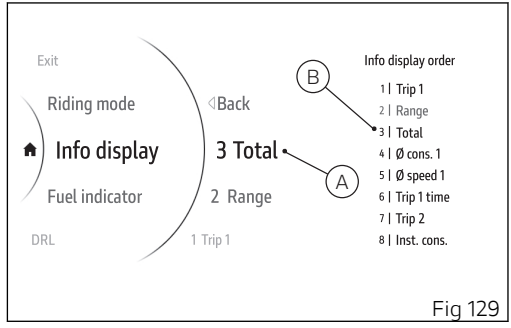

Fig 129

When the item positions are changed from the original order, Default is displayed in the list of selectable items.

To restore the original order, select the Default item and press ENTER: Wait... is displayed for a few seconds followed by Default Ok. Then, Default item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions.

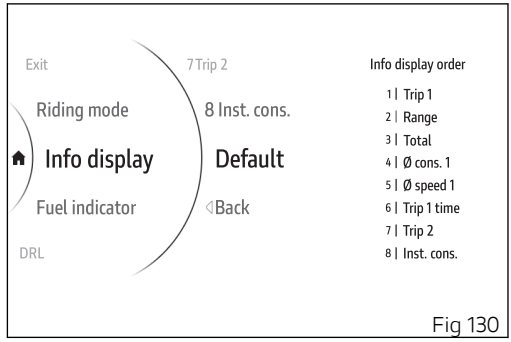

Fig 130

Setting menu - Fuel indicator

This function allows changing the display mode of the fuel level, by choosing among graduated bar or remaining km or miles.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Fuel indicator item and press ENTER (3).

Level and Range are displayed in the middle. While the currently set mode is shown on the right.
Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

Note
When the fuel level is set to remaining km or miles, the Range item is not displayed in the Info display list.

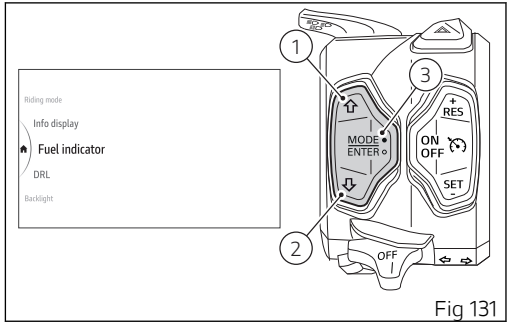

Fig 131

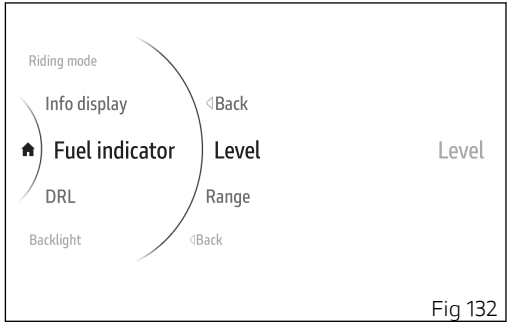

Fig 132

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.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the DRL item and press ENTER (3).

Auto and Manual are displayed in the middle. While the currently set mode is shown on the right.
Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

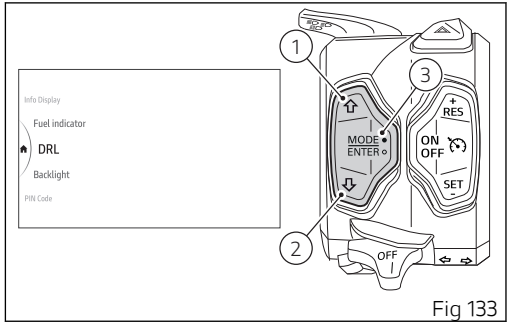

Fig 133

Note

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

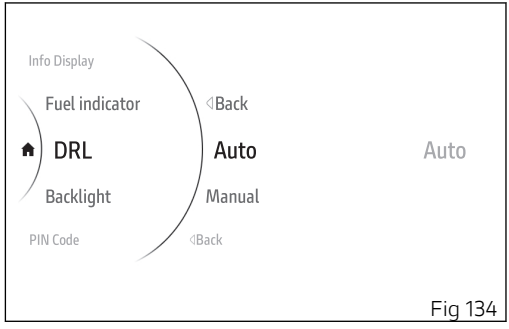

Fig 134

Setting menu - Backlight

This function allows setting the day or night mode and adjust the backlight intensity.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Backlight item and press ENTER (3).

Mode and Dimmering are displayed in the middle. While the currently set level is shown on the right (Fig 136).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

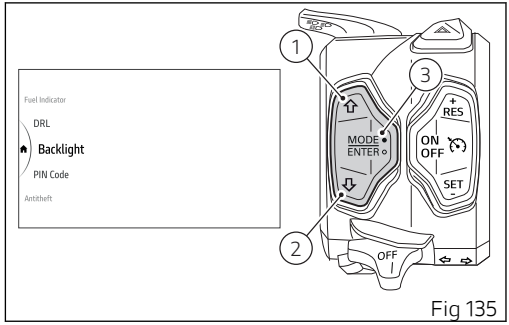

Fig 135

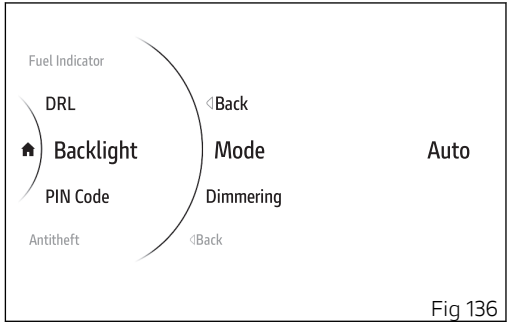

Fig 136

Mode

This function allows setting the display day or night mode.

- Use buttons (1) and (2) (Fig 135) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Backlight item and press ENTER (3).
- Select the Mode item and press ENTER (3).

Auto, Day and Night are displayed in the middle. While the current status of the function is shown on the right.
The "Auto" mode allows the background colour to automatically change according to the ambient light detected by the instrument panel.
Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

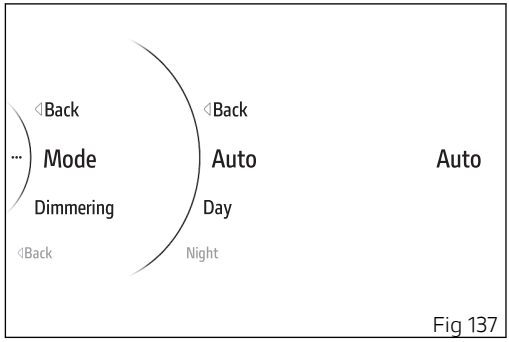

Fig 137

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

Dimmering

This function allows adjusting the backlighting intensity.

- Use buttons (1) and (2) (Fig 135) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Backlight item and press ENTER (3).
- Select the Dimmering item and press ENTER (3).

Levels from 100% to 20% are displayed in the middle. While the currently set level is shown on the right. The backlight 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.

Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

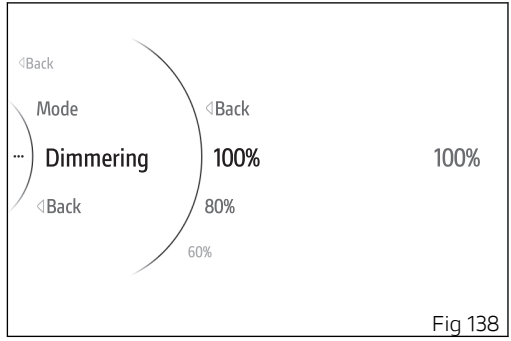

Fig 138

Setting menu - PIN Code

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

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the "PIN Code" item and press ENTER.

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, this menu will include New PIN item to activate it. While if the PIN Code has already been activated, this menu will include Modify PIN item, which allows modifying the already stored PIN.

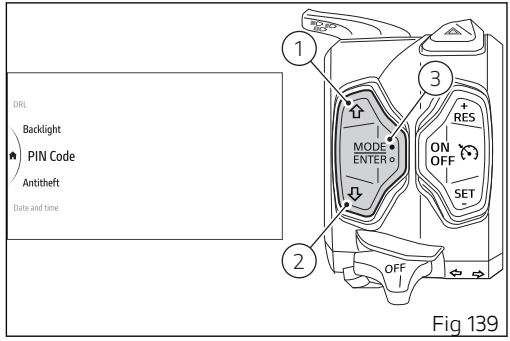

Fig 139

Attention

The PIN Code must be activated and stored by the vehicle owner. If a 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.

New PIN

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the New PIN item and press ENTER (3).

The display shows New PIN on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that 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 (Fig 142).

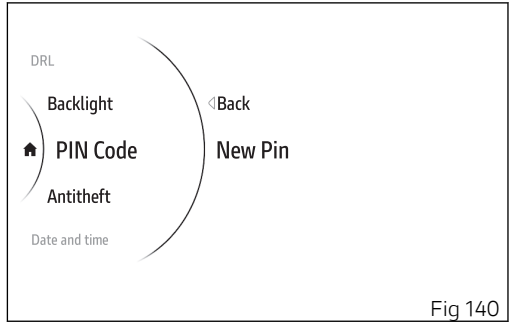

Fig 140

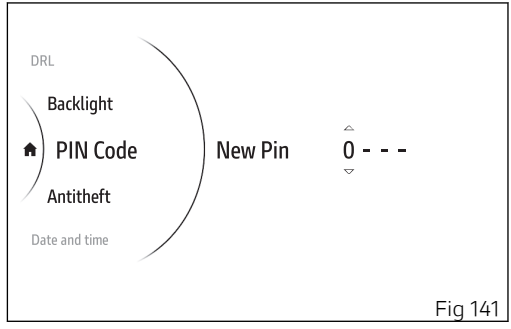

Fig 141

Once the last digit has been confirmed, Save is displayed.
Press ENTER to confirm, Saved is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying Modify PIN instead of New PIN (Fig 143).

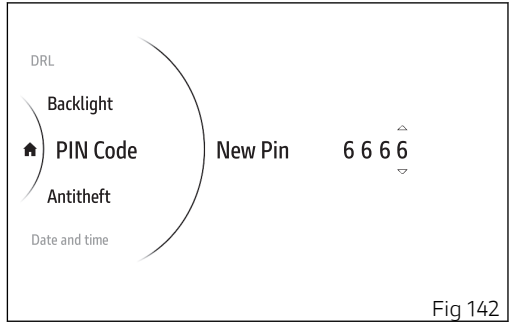

Fig 142

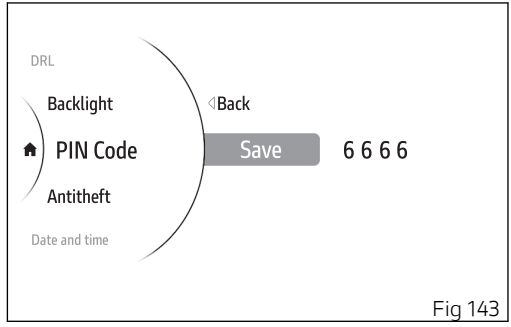

Fig 143

Modify PIN

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the Modify PIN item and press ENTER (3).

The display shows Old PIN on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that 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, the display shows Correct.
- If the PIN entered is incorrect, Wrong is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.

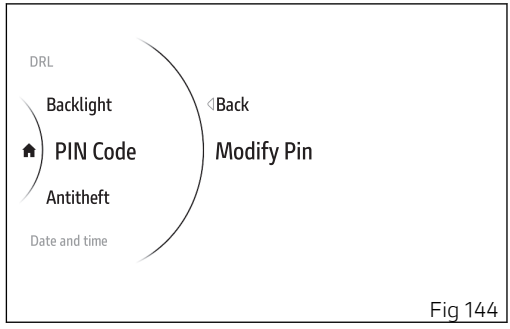

Fig 144

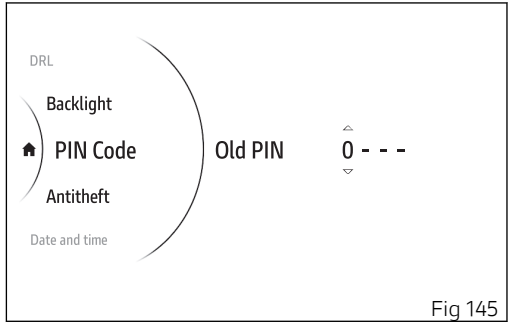

Fig 145

The display shows New PIN on the left and the first of the 4 digits active for the entry (Fig 141).

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 142).

Once the last digit has been confirmed Save (Fig 143) is displayed.
Press ENTER (3) to confirm, Saved is then displayed for a few seconds and the instrument panel returns to the previous screen.

Setting menu - Antitheft

This function allows activating or deactivating the anti-theft system and is visible only if the anti-theft system is available on the motorbike.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select "Antitheft" and press ENTER (3).

On and Off are displayed in the middle. While the currently set status is shown on the right.
Use buttons (1) and (2) to scroll and select the desired status. Press ENTER (3) to confirm.

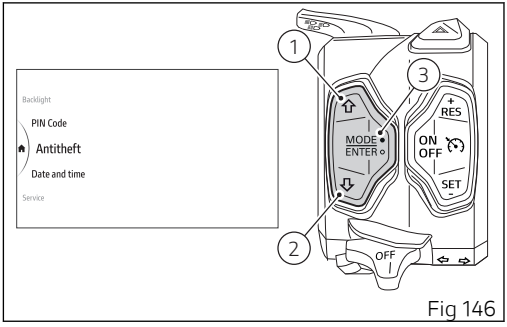

Fig 146

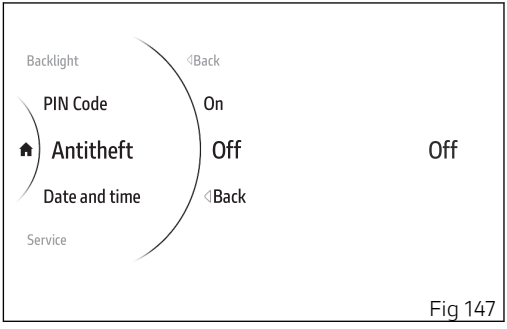

Fig 147

Setting menu - Date and time

This function allows setting date and time as well as the relevant formats.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Date and time item and press ENTER (3).

The items "Set date", "Date format", "Set time" and "Time format (Fig 149) are displayed. The currently set values are shown on the right.
With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

Note

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

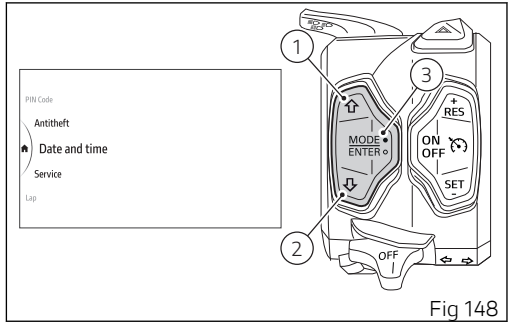

Fig 148

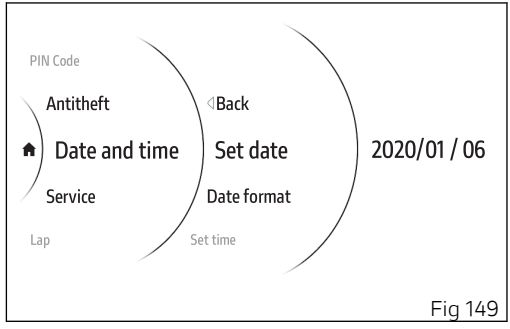

Fig 149

Set date

This function allows setting the date, in the example shown here the date format is year/month/day.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Date and time item and press ENTER (3).
- Select the Set date item and press ENTER (3).

The first parameter of the date
(- the year in the example - Fig 150)becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed. Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter, which is the
(month in the example shown here, Fig 151). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

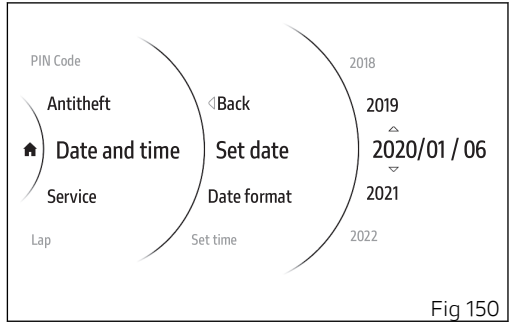

Fig 150

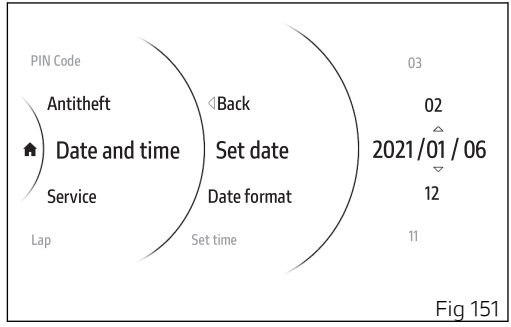

Fig 151

The arrows and available values appear for the third parameter, which is the
(day in the example shown here, Fig 152). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and return to the previous screen.

When the last date parameter is confirmed, if the date just entered is not valid, the message Wrong (Fig 153) is displayed for 3 seconds. Afterwards, it will be possible to enter the correct date.

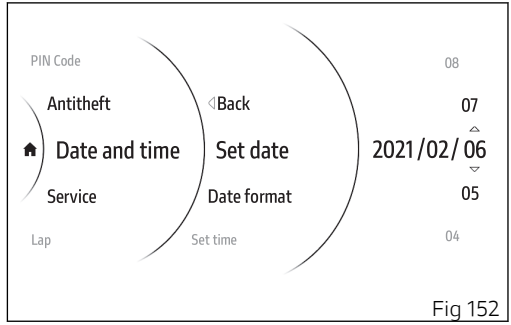

Fig 152

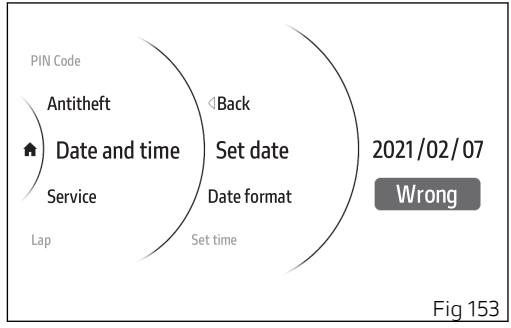

Fig 153

Date format

This function allows setting the date format.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Date and time item and press ENTER (3).
- Select the Date format item and press ENTER (3).

The available formats are displayed: dd.mm.yyyy, mm.dd.yyyy, yyyy.mm.dd, yyyy.dd.mm (Fig 155). Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm and return to the previous screen.

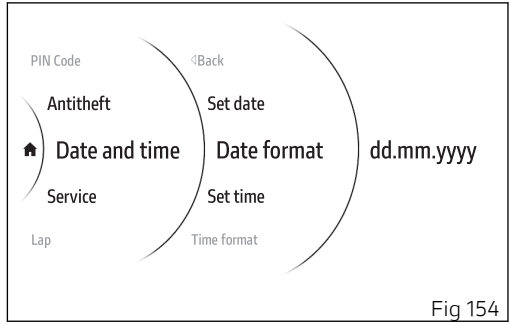

Fig 154

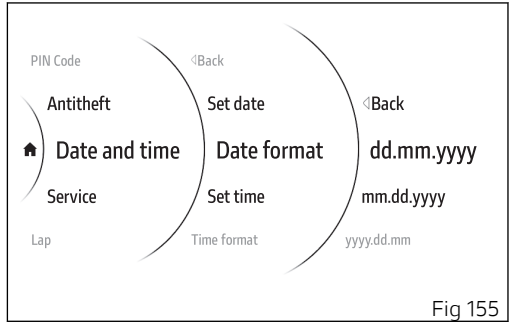

Fig 155

Set time

This function allows setting the time, in the example shown here the time format is 12 hours (AM/PM).

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Date and time item and press ENTER (3).
- Select the Set time item and press ENTER (3).

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 157). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

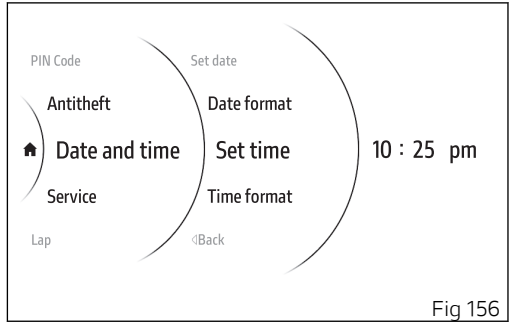

Fig 156

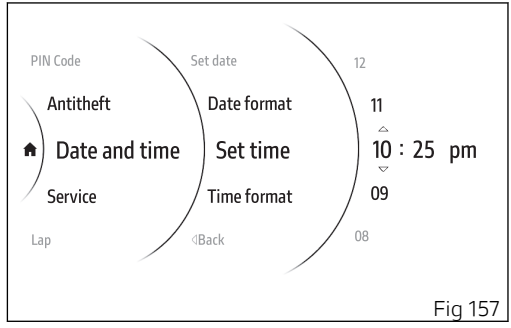

Fig 157

The minute number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 158). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

The AM or PM item becomes selectable and is displayed with two arrows above and below it (Fig 159). Use buttons (1) and (2) to select the desired value. Press ENTER (3) to confirm and return to the previous screen.

Note
If the currently set time format is 24 hours, the AM/PM parameter is not shown.

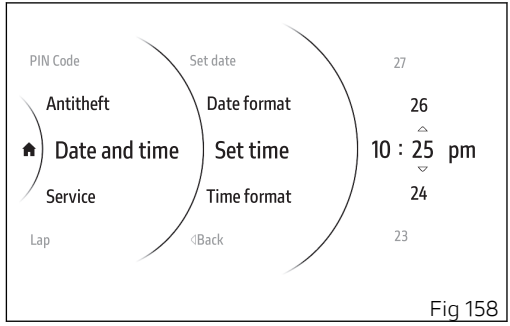

Fig 158

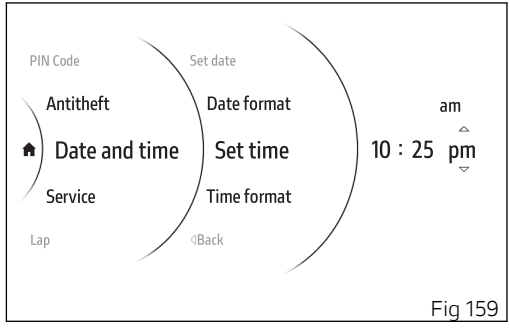

Fig 159

Time format

This function allows setting the time format.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Date and time item and press ENTER (3).
- Select the Time format item and press ENTER (3).

12 hours and 24 hours (Fig 161) formats are displayed. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm and return to the previous screen.

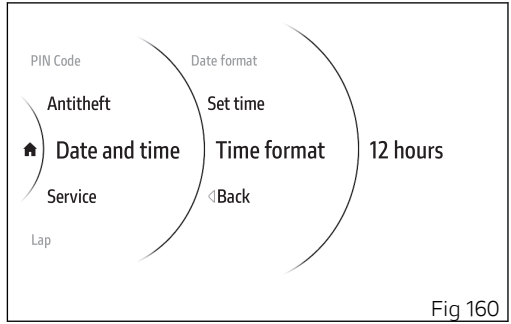

Fig 160

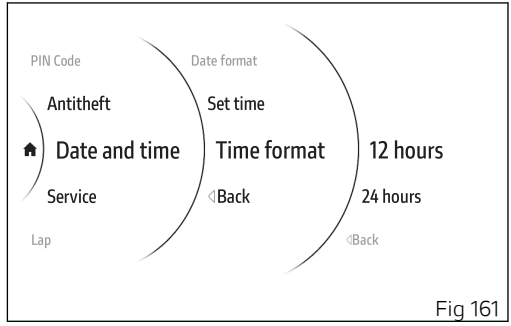

Fig 161

Setting menu - Service

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Service item and press ENTER (3).

The display shows the information concerning the following service types:

1) Oil service (remaining kilometres or miles)
2) Valve Clearance Check Service (remaining kilometres or miles)
3) Annual service (date)

Note

This function does not allow changes to be made.

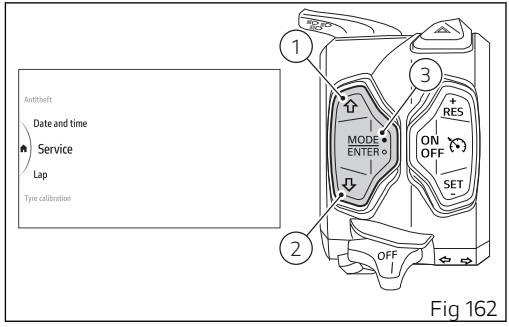

Fig 162

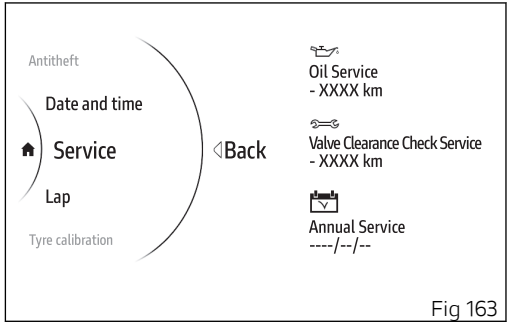

Fig 163

Setting menu - Lap

This function allows enabling or disabling the Lap function and view and delete the recorded LAPs.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Lap item and press ENTER (3).

The following items are displayed: Off, On, Lap data and Erase data (visible only if laps have previously been recorded). The currently set function status is shown on the right (Fig 165).

Off and On items are used to deactivate and activate the Lap function, respectively. The Lap data item allows viewing the saved laps, while the Erase data item allows deleting the recorded laps.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

Note

Activation and deactivation can also be done directly from the Lap function in the Interactive Menu of the SPORT Riding Mode.

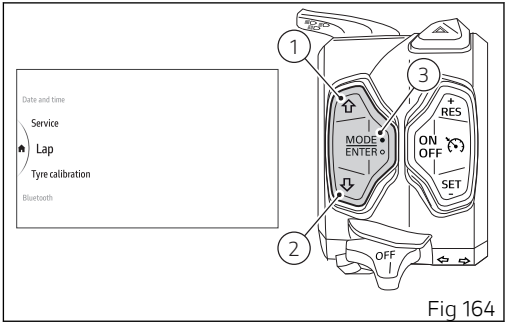

Fig 164

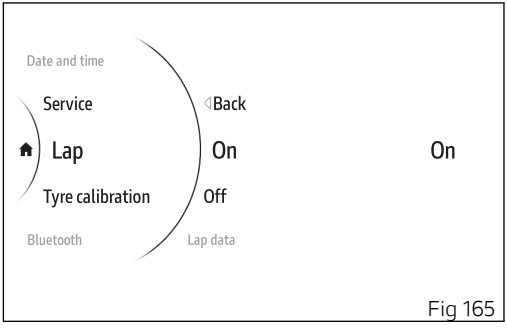

Fig 165

Lap data

This function allows viewing the data of each recorded Lap.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Lap item and press ENTER (3).
- Select the Lap data item and press ENTER (3).

Saved laps (maximum 30 laps) are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Max speed
- Max rpm

Use buttons (1) and (2) to scroll through the laps in the list and to view their recorded data.

Note
If there are no memorised laps, when accessing this menu the instrument panel will show No lap.

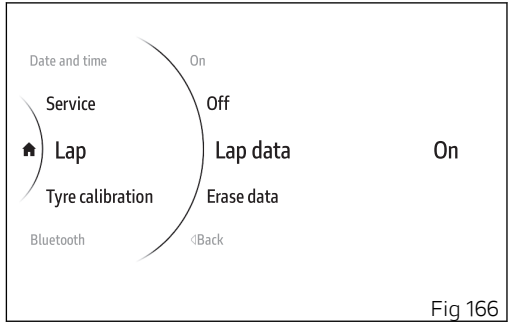

Fig 166

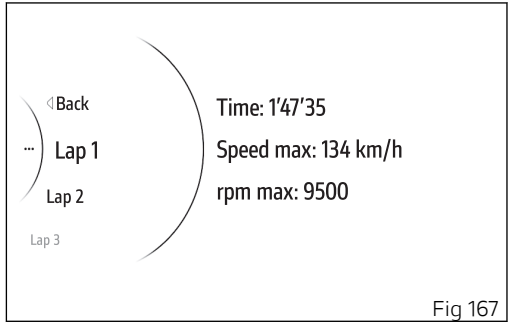

Fig 167

Erase data

This item is only displayed if laps have previously been recorded.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Lap item and press ENTER (3).
- Select the Erase data item and press ENTER to erase the data.

The message Wait... is then displayed for a few seconds (Fig 169), followed by the message Erased for a few seconds. The previous screen will then be displayed without the Erase data item.

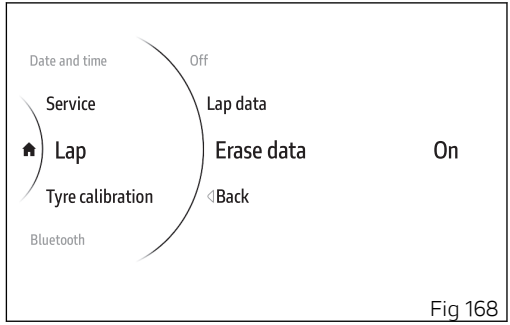

Fig 168

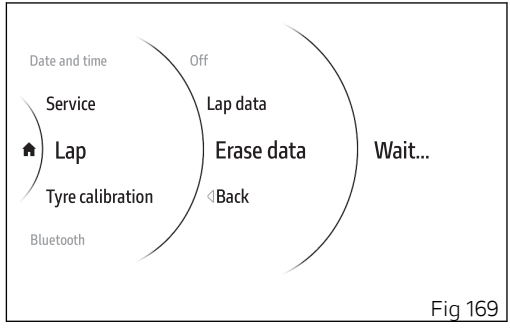

Fig 169

Setting menu - Tyre calibration

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference or to restore their original values.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Tyre calibration item and press ENTER (3).

If a tyre calibration has never been carried out, Start is displayed.
If a calibration has already been carried out, Default is displayed instead of Start.

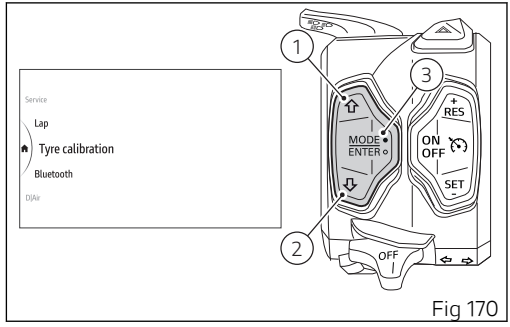

Fig 170

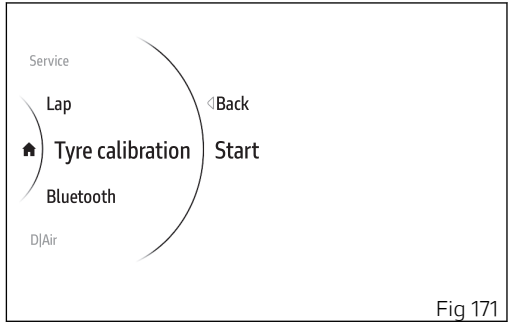

Fig 171

Tyre calibration - Start

By pressing ENTER (3) with Start displayed (Fig 171), the instrument panel shows the screen to proceed with calibration.
This screen shows the message Ready and the indication to maintain a constant speed within 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged.
When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing "In progress" instead of "Ready".
Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

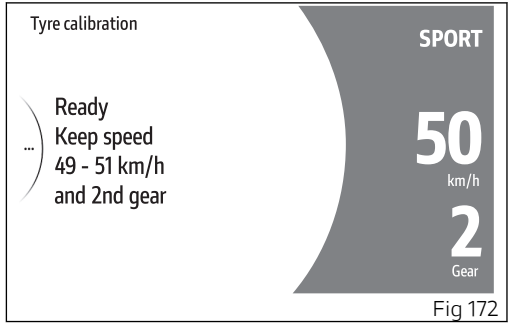

Fig 172

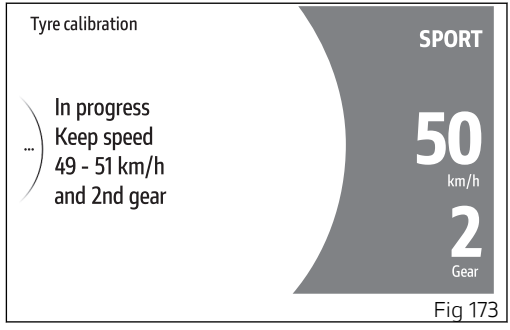

Fig 173

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

The procedure can be aborted by holding depressed the button (1) for a long time: in this case the instrument panel shows all previous information, replacing message "In progress" with message "Aborted", followed by the previous menu after a few seconds.

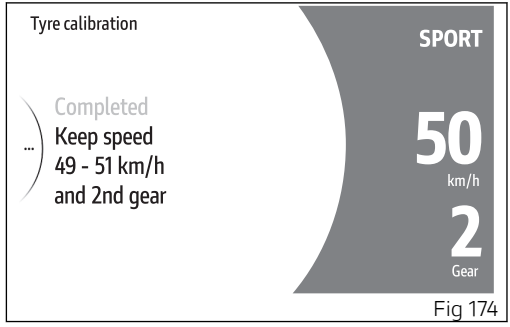

Fig 174

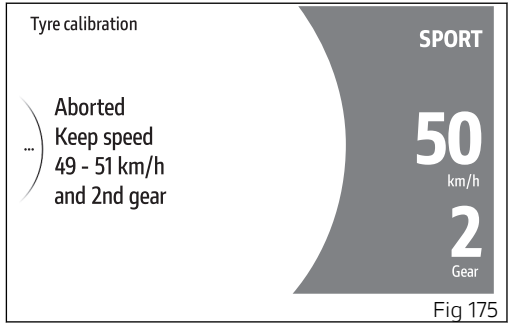

Fig 175

If during the calibration procedure the required speed and riding conditions are not maintained, or an error or malfunction occurs, the instrument panel displays the message Failed and returns to the previous menu 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.

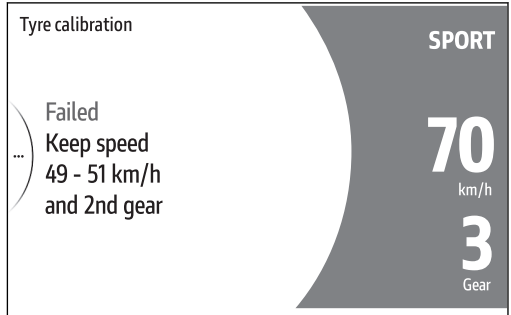

Fig 176

Tyre calibration - Default

By pressing ENTER (3) with Default selected, the instrument panel will display Wait... for 2 seconds, followed by Default restored for 2 seconds, and then it will return to the previous menu.

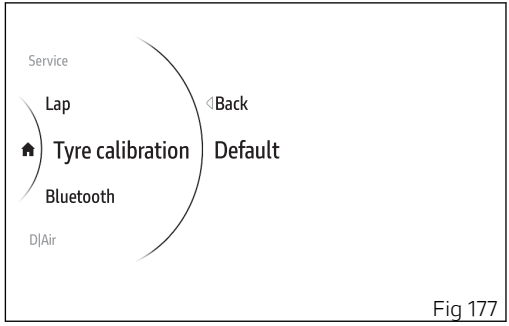

Fig 177

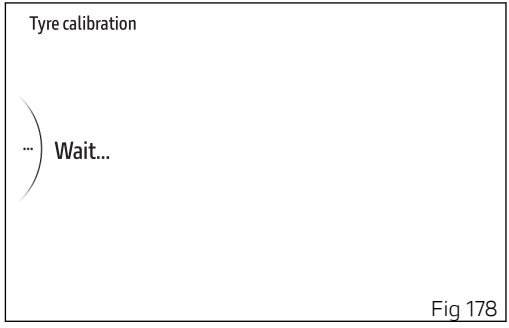

Fig 178

Setting menu - Bluetooth

This function allows the user to manage any paired Bluetooth devices and add more.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Bluetooth item and press ENTER (3).

Pairing are Paired devices are displayed:

- Pairing allows pairing a new Bluetooth device.
- Paired devices allows viewing and erasing paired devices.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

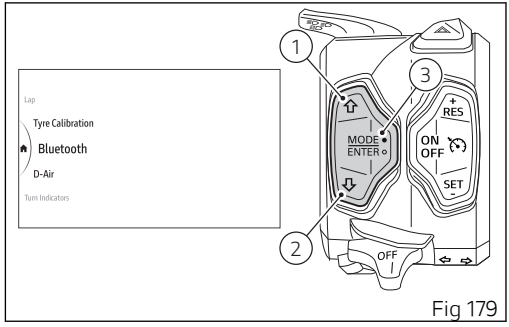

Fig 179

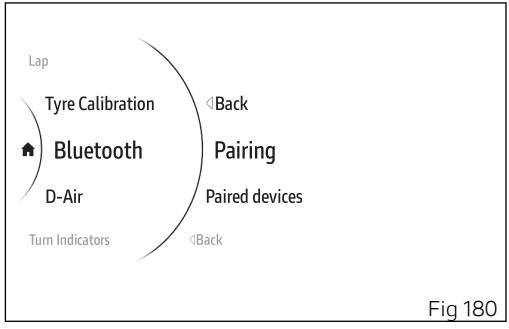

Fig 180

Pairing

This function allows pairing a new Bluetooth device.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Bluetooth item and press ENTER (3).
- Select the Pairing item and press ENTER (3) (Fig 180).

The 3 types of devices that can be paired are displayed: smartphone, rider headset, passenger headset (Fig 181).
With buttons (1) and (2) select the type of device you wish to pair. Press ENTER (3) to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices, and displays the message "Wait..." followed by a list of detected devices (Fig 182). As soon as the search stage is over, system gives out a list of all detected devices.
Use the buttons (1) and (2) to select the required device and press ENTER button (3).

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device. If you are pairing a smartphone, the

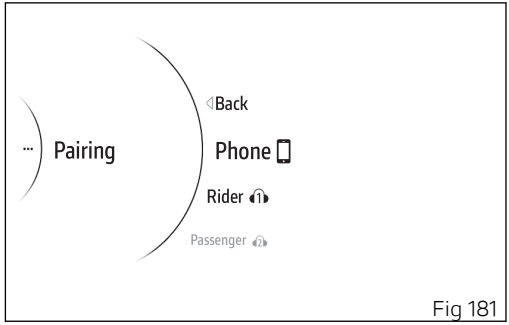

Fig 181

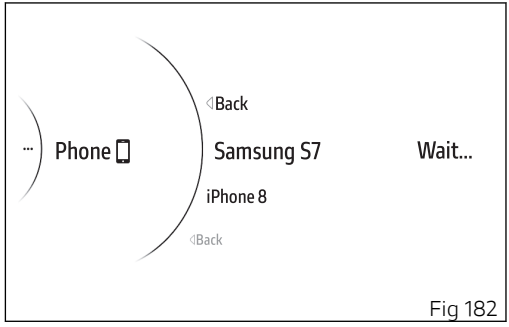

Fig 182

instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.
Once confirmed, if the pairing of the device has been successful, the message Paired is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Bluetooth item and press ENTER (3).
- Select the Paired devices item and press ENTER (3) (Fig 180).

The paired devices are listed. Press buttons (1) and (2) to select the desired device and press ENTER (3). The message "Delete?" is displayed on the right. Press ENTER (3) to delete the selected device from the list: the message Wait... is displayed for a few seconds and then the list of paired devices is updated.

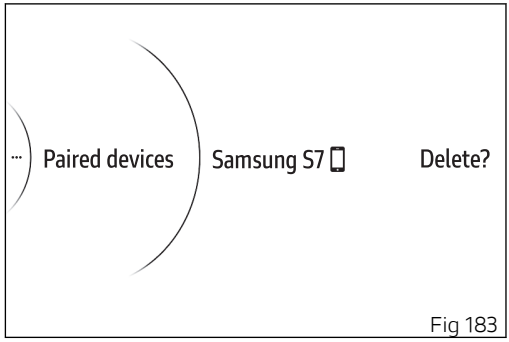

Fig 183

Note

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

Setting menu - Turn signals

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.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Turn indicators item and press ENTER (3).

Auto-off and Manual-off are displayed in the middle. While the current status of the function is shown on the right.
Use buttons (1) and (2) to scroll and select the desired status. Press ENTER (3) to confirm.

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

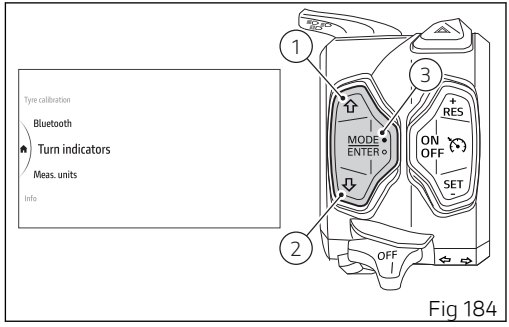

Fig 184

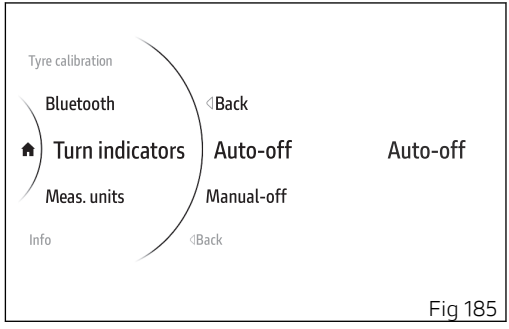

Fig 185

Setting menu - Measurement units

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

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).

The following items are displayed in the middle: Speed, Temperature, Consumption and All Default (visible only is one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to access the setting page.

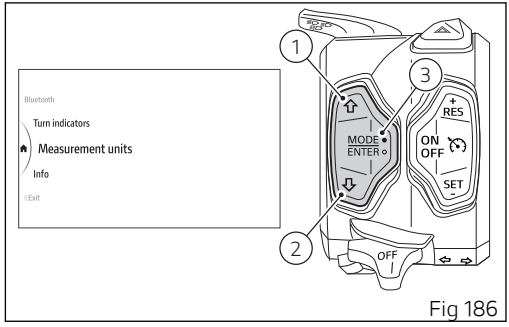

Fig 186

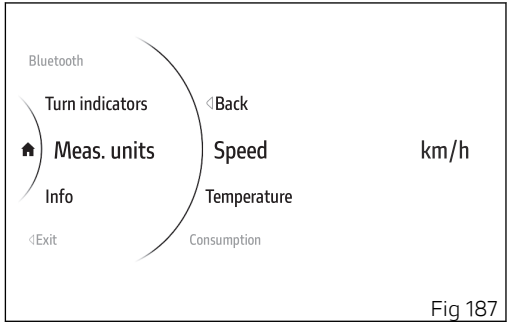

Fig 187

Speed

To set the speed measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).
- Select the Speed item and press ENTER (3) (Fig 187).

Options km/h, mph and Default are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

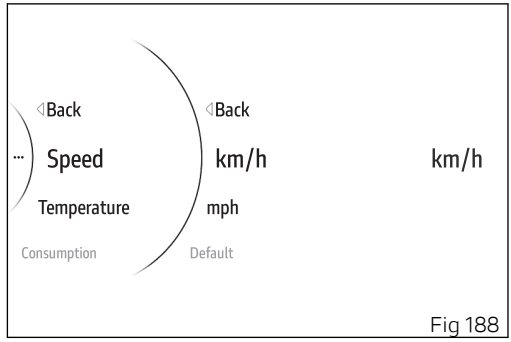

Fig 188

Temperature

To set the temperature measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).
- Select the Temperature item and press ENTER (3).

Options °C, °F and Default are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

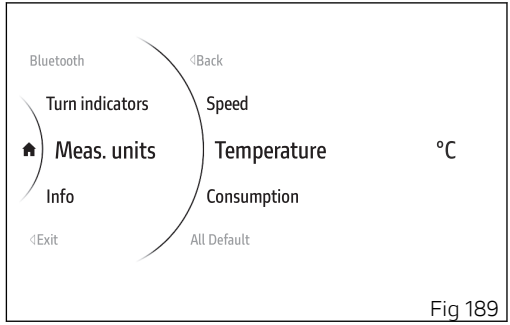

Fig 189

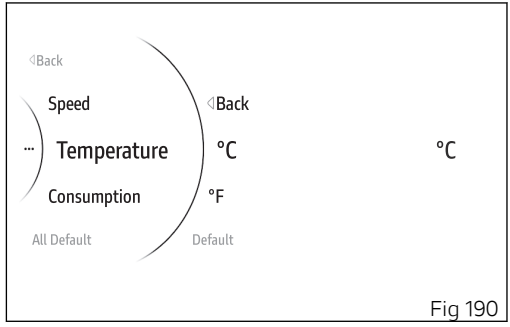

Fig 190

Consumption

To set the consumption measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).
- Select the Consumption item and press ENTER (3).

Options L/100, km/l, mpg UK, mpg US and Default are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

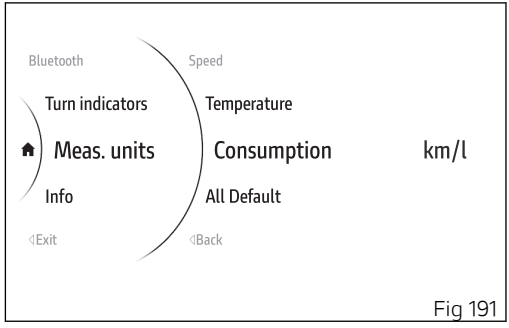

Fig 191

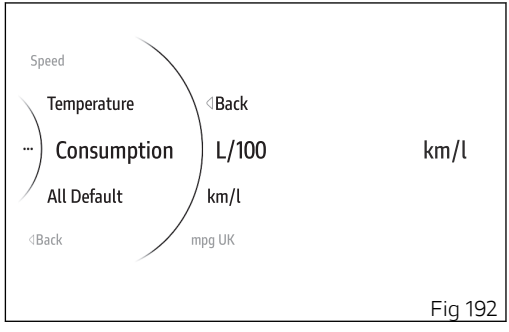

Fig 192

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).
- Select the All Default item and press ENTER (3). The instrument panel displays Wait... for a few seconds followed by Default restored, then All Default disappears from the menu list.

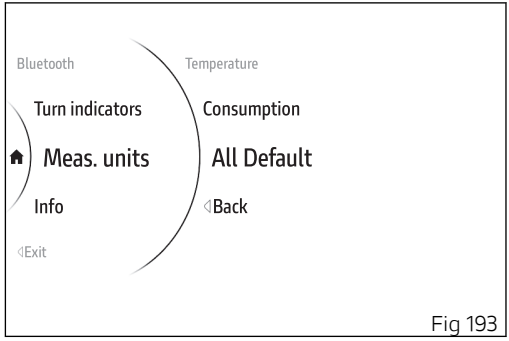

Fig 193

To restore a single unit of measurement:

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Measurement Units item and press ENTER (3).
- Select the value to be restored (e.g. speed) and press ENTER (3).
- Select the Default item and press ENTER (3). The instrument panel displays Wait... for a few seconds followed by Default restored, then Default disappears from the menu list.

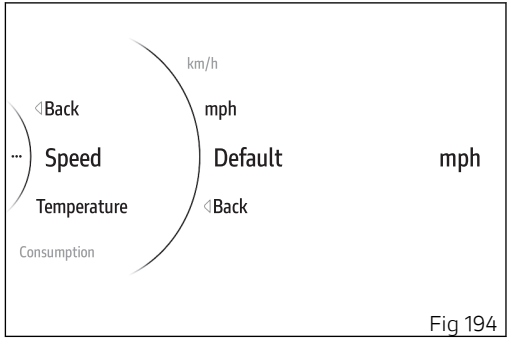

Fig 194

Setting menu - Info

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select the Setting menu item and press ENTER (3).
- Select the Info item and press ENTER (3).

The display shows the information concerning the battery and engine rpm in a digital format.

Note

This function does not allow changes to be made.

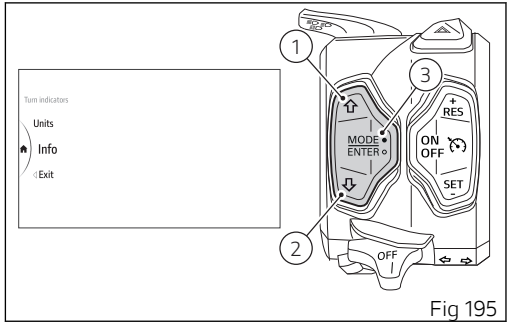

Fig 195

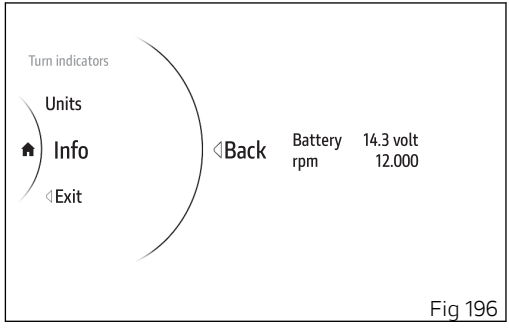

Fig 196

VHC

The ABS on this motorcycle is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure.

This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON). Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the following warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

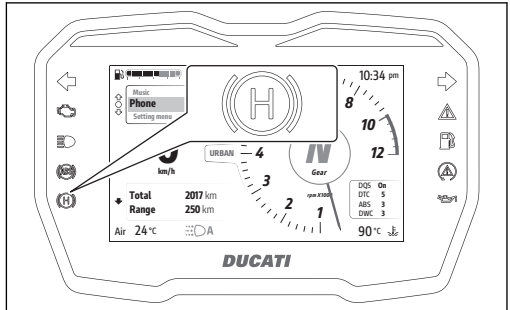

Fig 197

Attention

The system can be activated only if the ABS is not in fault or in degraded operation: when the ABS is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialisation phase or in degraded operation, the ABS warning light blinks.

This function is disabled under the following conditions:

1) when the user starts
2) when the user operates the front brake lever twice in a very short time
3) 180 seconds after the activation

4) when the user unfolds the stand

Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.
Service coupon types are: "Oil service", "Valve check" and "Annual service".

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B).

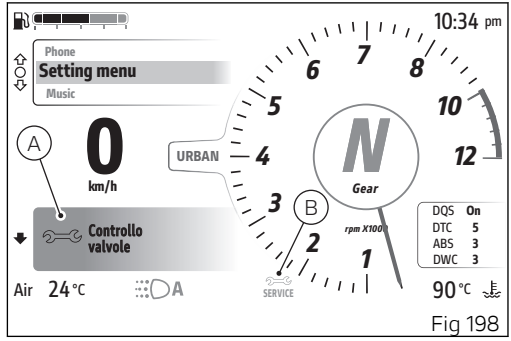

Fig 198

As the thresholds set for service coupons approach, upon each Key-On the instrument panel activates the relevant indications for 5 seconds in large mode (A, Fig 198)in yellow, showing the remaining distance or days: for "Oil service" (C) and "Valve check" (D) it is activated 1,000 km (621 miles) before service is due, for "Annual service" (E) 30 days before service is due.

Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding red signal is activated in large mode (A, Fig 198)for 5 seconds, then the signal toggles to small mode (B, Fig 198): Oil service (F), Valve check (G), Annual service (H).
The image (Fig 200) shows the large version on the left and the small version of the relevant service coupons on the right.
Red service warning is displayed until reset by the Ducati authorised service centre, during maintenance.

The thresholds of the service coupons can be checked via the "Service" function in the "Setting menu" (page 174).

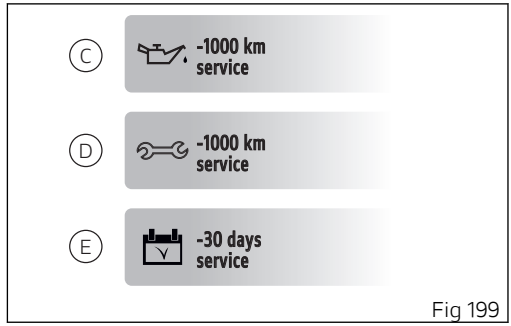

Fig 199

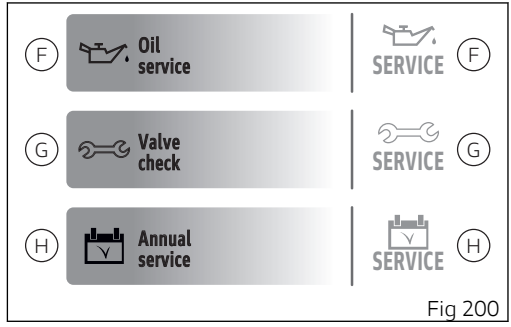

Fig 200

Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 5 seconds and then in a smaller size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

In the following figures, the warnings are shown on the left in the large version and on the right in the small version.

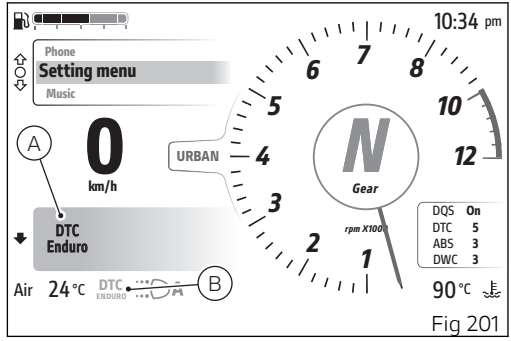

Fig 201

DTC ENDURO (C)
Yellow, it indicates that you must ride carefully on the asphalt as the current DTC setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting for off-road use only.

ABS ENDURO (D)
Yellow, it indicates that you must ride carefully on the asphalt as the current ABS setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting for off-road use only.

Low battery (E)
Red, it 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.

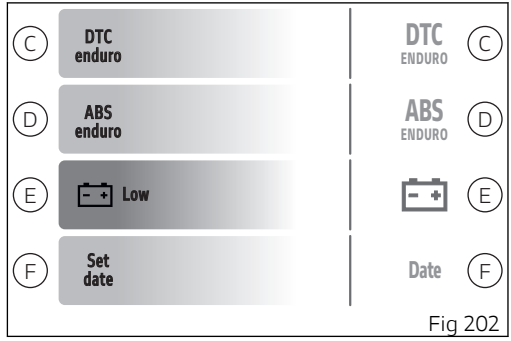

Fig 202

Set date (F)
The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 167).

Low fuel (G)
Yellow, it indicates that the fuel level is low. There is no small version of the warning.

Ice (H)
Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F).

Attention
This warning does not exclude the fact that there may be some ice on the road also if temperature is higher than 4 °C (39 °F). When the temperature is low, it is recommended to always ride with great care, especially on path sections not under the sun and/or bridges.

Fig 203

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
If there is an error, the instrument panel shows the indication in red on the main screen, in large format (A) for the first 10 seconds and then in small format (B).
The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.

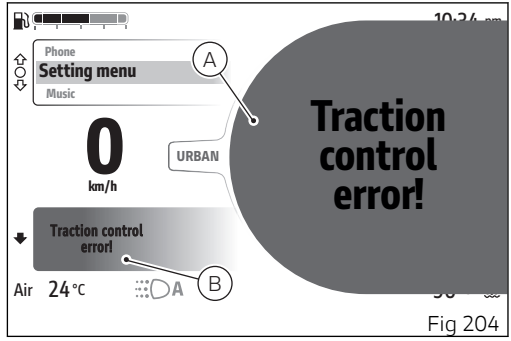

Fig 204

Traction control error! (Fig 205)
Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle Traction Control is in error.

ABS error! (Fig 206)
Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle ABS is in error.

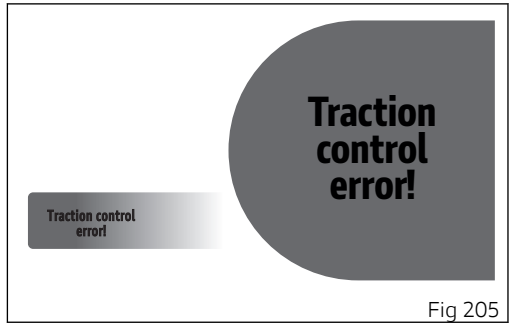

Fig 205

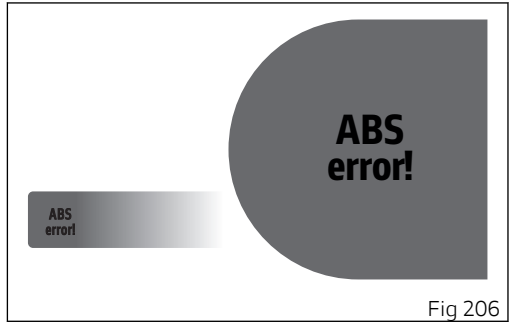

Fig 206

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 in position (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.

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

If the DRL was set to "Auto" via the "DRL" function within Setting menu (page 157), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

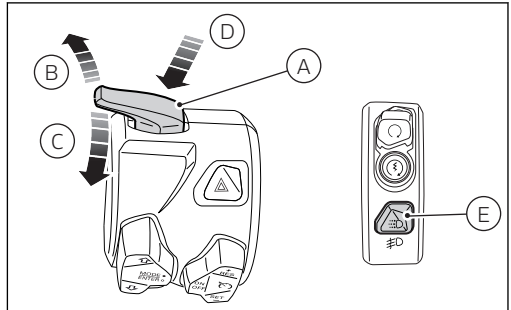

Fig 207

- 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 (13, Fig 71) will turn on. If the DRL was set to "Auto" mode, press button (E, Fig 207) to disable that mode and set manual light management. Press again button (E, Fig 207) 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 Daytime Running Lights are in this mode, as set through the "DRL" function within the Setting menu (page 157), DRL will not change status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E, Fig 207).

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.

Fog lights

To switch the fog lights on/off:
- if DRL lights are present, press and hold button (E, Fig 207) for a long time;
- if DRL lights are not present, press button (E, Fig 207).

When the fog lights are on, the corresponding warning light (14, Fig 71) will turn on(Fig 71)

Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicator, press button (F, Fig 208) in position (G, Fig 208); to activate the right turn indicator, press button in position (H, Fig 208).

To switch off the turn indicators, set the button (F, Fig 208) 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.

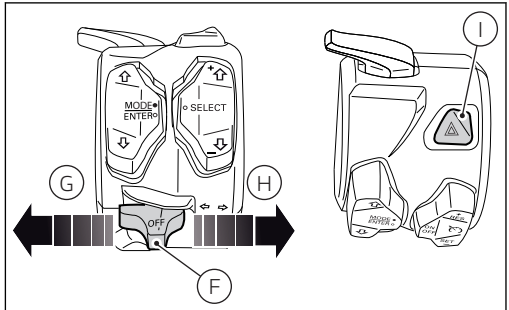

Fig 208

The automatic switch-off system can be via the "Turn indicators" function in the "Setting menu" (page 187).

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 208) 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.

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check the coolant level in the expansion reservoir (1), looking from the left to the right side of the vehicle, under the headlight.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Place the vehicle on level ground, on the centre stand (where available) or on the service stand.
Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorised Service Centre.

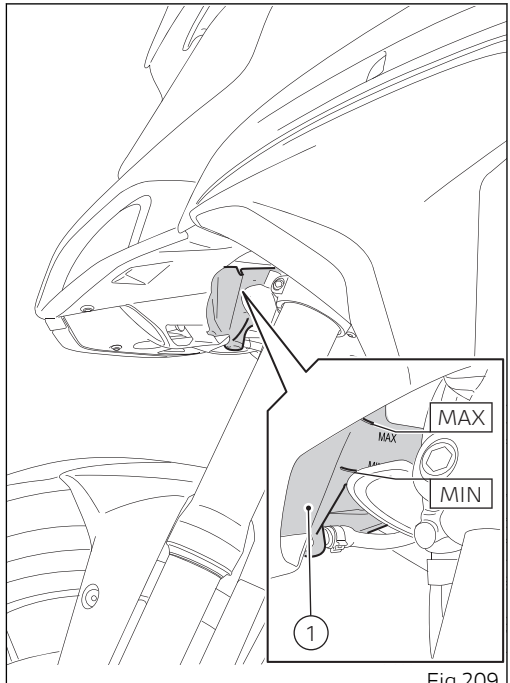

Fig 209

Checking brake and clutch fluid level

Check the brake and clutch fluid level with the vehicle in a vertical position on the centre stand (where available) and on a flat surface.

The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) 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 chart under Scheduled maintenance; please contact a Ducati Dealer or Authorised Service Centre.

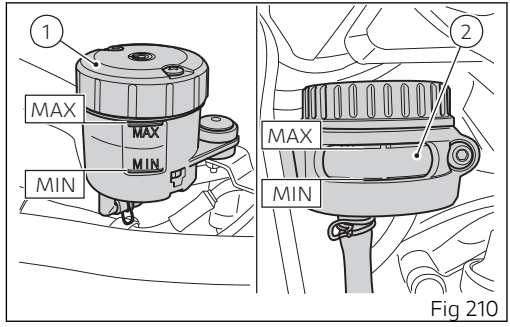

Fig 210

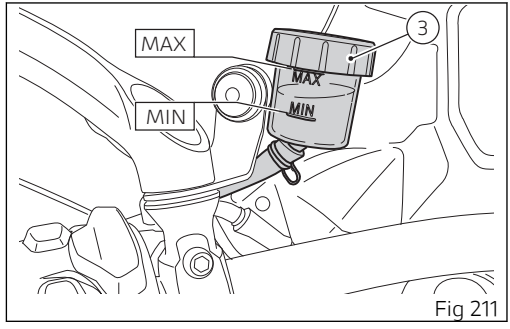

Fig 211

Braking 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.

Clutch system

If the control lever has exceeding play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or 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 above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calliper halves.
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.

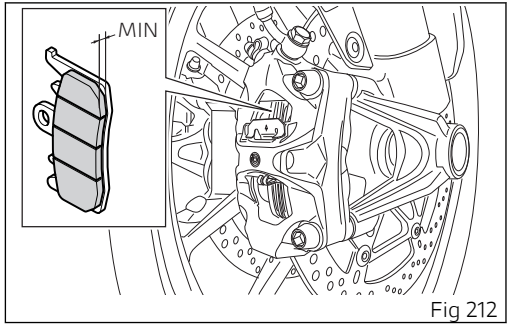

Fig 212

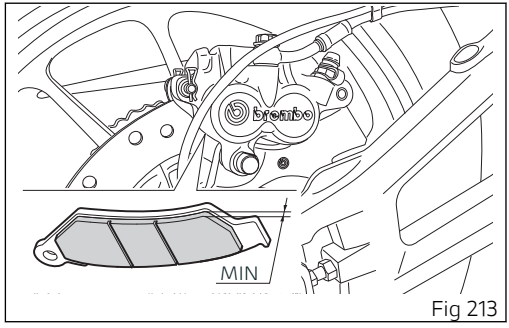

Fig 213

Charging the battery

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Undo the screw (2) and remove battery (1) mounting bracket (3).
Lift the protective sheath (4) and then unscrew the retaining screws (5) and remove the following from the corresponding terminals:
- the negative cable (6);
- the positive cable (7).

Remove the battery (1) sliding it upwards.

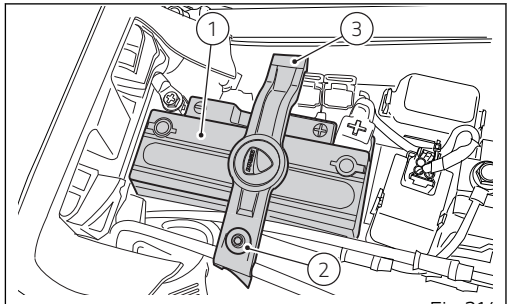

Fig 214

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.

Charge the battery in a ventilated room.
Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Charge the battery at 0.9 A for 5÷10 hours.

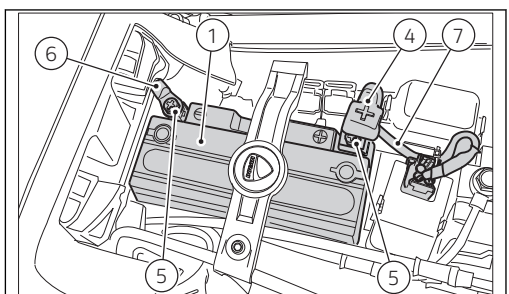

Fig 215

Attention
Keep the battery out of the reach of children.

Important

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

Refitting the battery

If removed, place the battery mount (8) flat in the compartment. Position battery (1) in its support (8).

Connect the battery cables, always starting from the positive (+) one, as indicated:
- connect the positive cable (+) (7) to the positive terminal;
- connect the negative cable (-) (6) to the negative terminal.

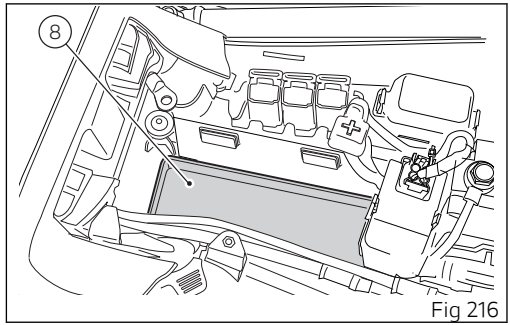

Fig 216

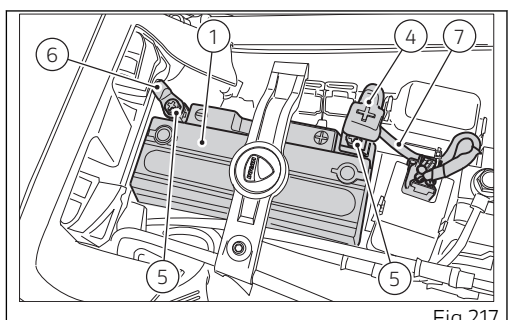

Fig 217

Tighten the screws (5) of the terminals and position the protective sheath. Carefully fit the battery (1) mounting bracket (3) and tighten the screw (2).

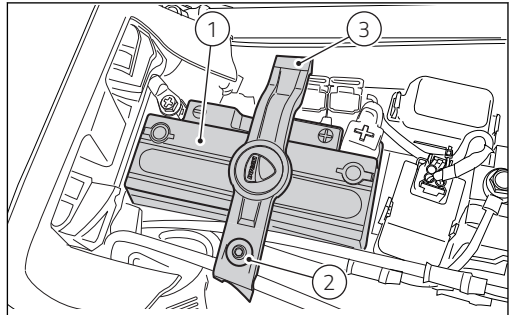

Fig 218

Maintaining the battery charge

Your motorcycle is equipped with a connector (9) (diagnostic socket), under the seat, to which you can connect a special battery charger (10) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network.

Note

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

Important

If battery is not kept at a minimum charge level by a suitable battery charge maintainer, sulphation may occur and this is an irreversible phenomenon causing decreasing battery performance.

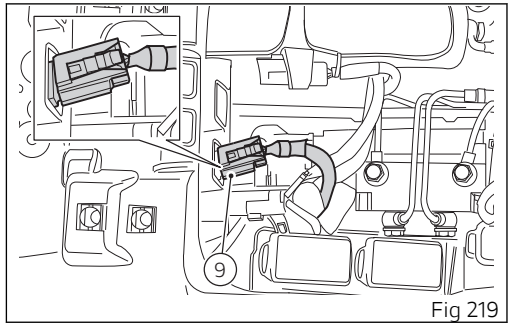

Fig 219

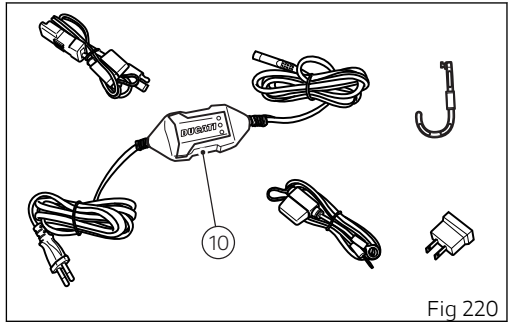

Fig 220

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.

Note

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

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 just a finger, push down the chain at the point of measurement and release.

Position the chain tensioning measuring gauge (1) between the slider (2) and swingarm (3), fully home on the rear screw (4) and ensure that the centre of the chain pins is between the notches (B) and (C) of the gauge.
In this case, the gap (A) between the centre of the chain pins and the slider, for chain tensioning, is permissible when: A = 33 ÷ 35 mm (1.30 ÷ 1.38) in.

Important

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

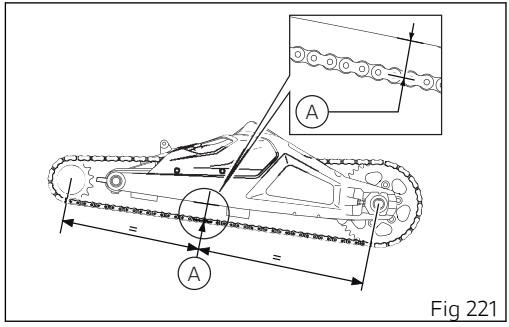

Fig 221

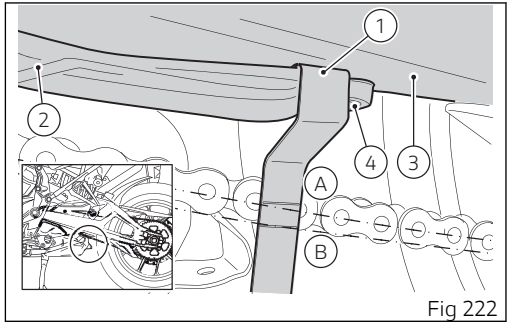

Fig 222

Attention
Correct tightening of swinging arm screws (5) is critical to rider safety.

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.

Check the correspondence of the positioning marks (6) on both sides of the swinging arm to ensure a perfect wheel alignment.

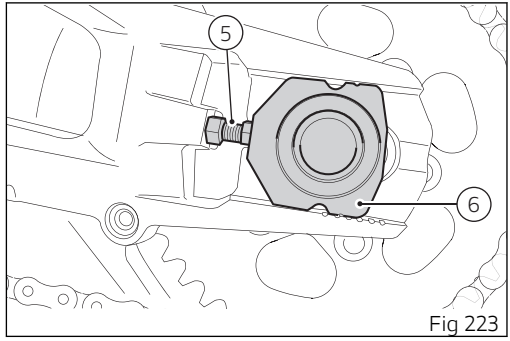

Fig 223

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts.

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 using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

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.

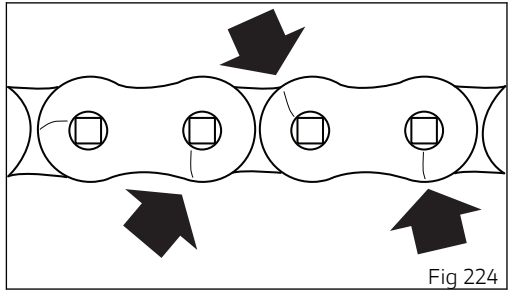
Fig 224

Lubricating the drive chain

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.

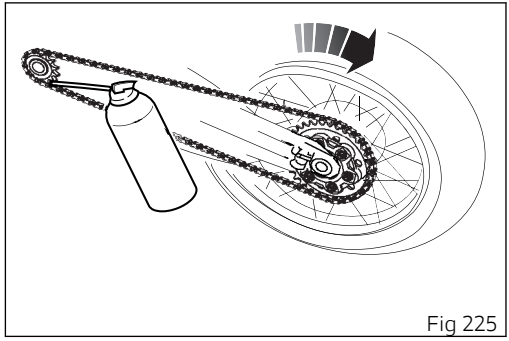

Fig 225

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.

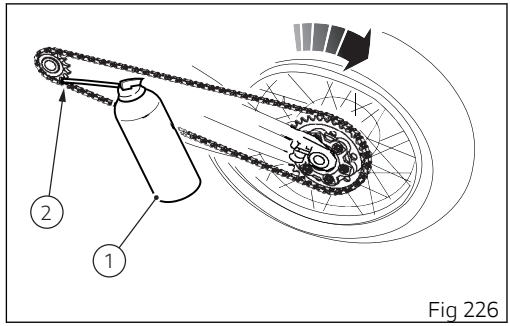

Fig 226

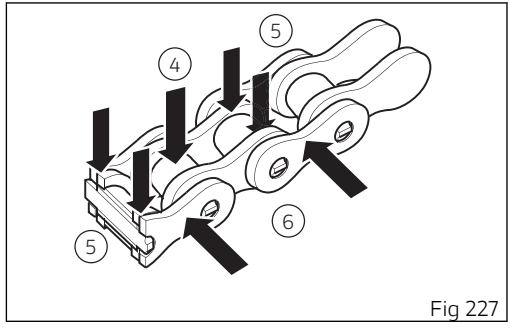

Fig 227

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.

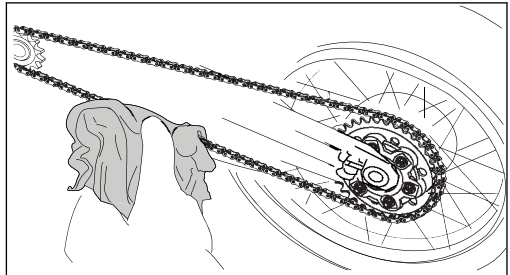
Fig 228

Aligning the headlight

Note

Headlight features two adjusters, one for the RH beam and one for the LH beam.

Check correct headlight aiming. Position the motorcycle 10metres (32.8 foot) 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.

When adjusting right and left 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.

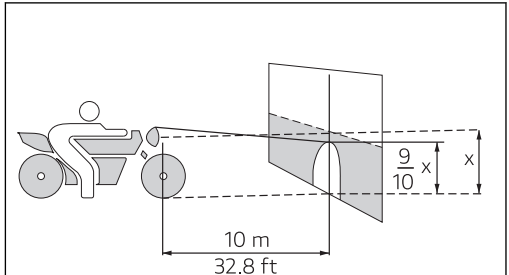

Fig 229

Go to a dark place or to a low light environment.
Switch low beam on and cover the right low beam.
Adjust the uncovered low beam (left) vertically by working the adjusting screw (1).
To reach the screw (1) more easily, we recommend turning the steering all the way to the right.
Turn the screw (1) with a Phillips screwdriver.
Turn screw (1) clockwise to move headlight down (D), or counter-clockwise to move beam up (U).

Once the left low beam has been adjusted, cover it and carry out the same procedure using the screw (2) to adjust the right low beam.
To reach the screw (2) more easily, we recommend turning the steering all the way to the left.
Turn screw (2) clockwise to move headlight down (D), or counter-clockwise to move beam up (U).
Switch high beam on.

Have the light beam vertically adjusted at a Ducati Dealer or Authorised Service Centre.
The headlight lens might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

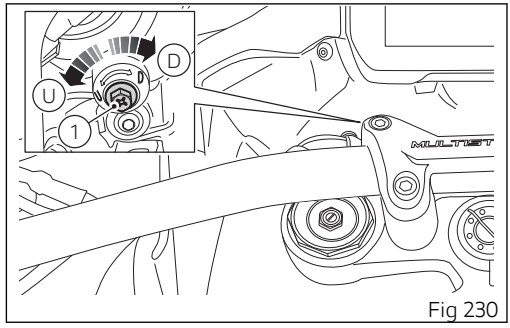

Fig 230

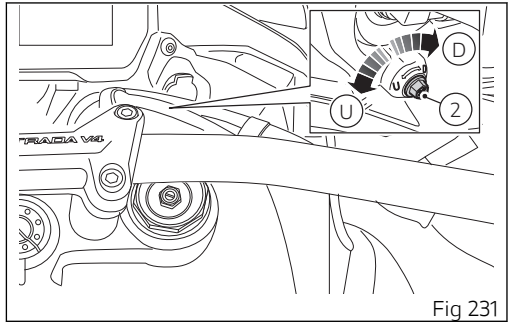

Fig 231

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.

Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome and turning it carefully to the necessary position.

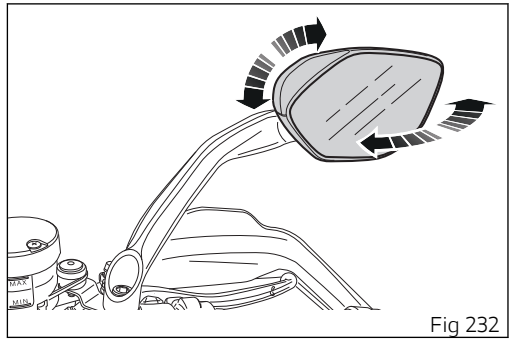

Fig 232

Tubeless tyres

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 (2.9÷4.35 PSI).

Tyre repair or change
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 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 233) at the point where tread is most worn down: it should not be less than 2 mm (0,078 in), 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.

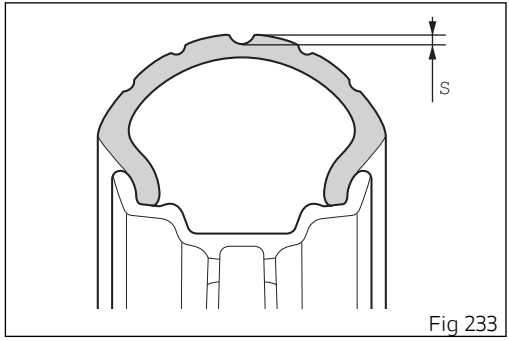

Fig 233

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati 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 (2) 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.

Important

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 reported in the Warranty Card.

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

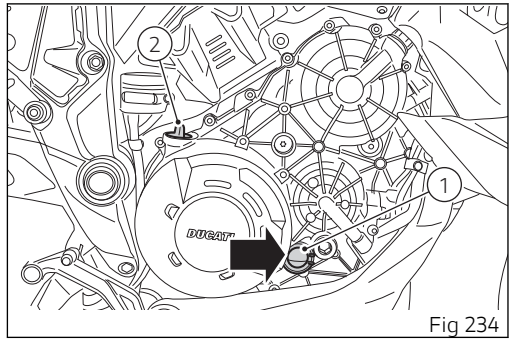

Fig 234

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the oil sump). During this warming up phase, the bike can be left on the side stand.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.

5) If the oil level is below the centreline 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.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
Have the spark plug replaced by a Ducati Dealer or an authorised Service Centre.

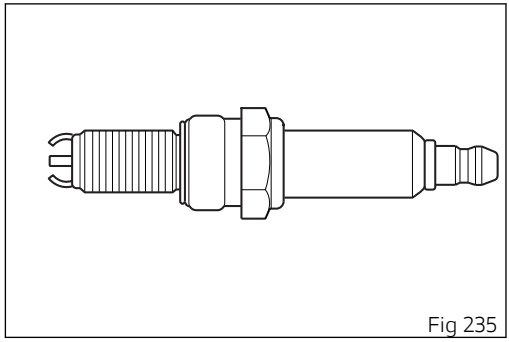

Fig 235

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”.

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;
- place the motorcycle on a service stand;

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 bike canvas. This will protect paintwork and prevent retaining condensate.
The bike 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.

Vehicle transport

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

1) Remove all loose objects and accessories from the vehicle;
2) Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
3) Engage the first gear;
4) 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.);
5) The straps or ropes must NOT rub against any painted motorcycle components;
6) 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.

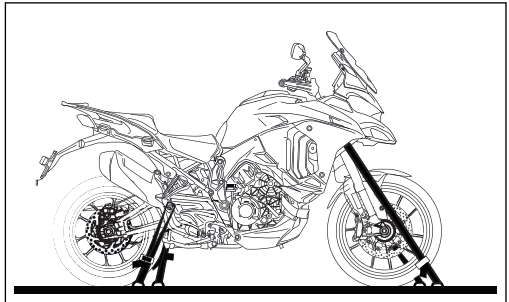

Fig 236

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•
Change engine oil and filter	•	•		24
Check and clean air filter		•		
Change air filter	every 30,000 km/18,000 mi			
Check and/or adjust valve clearance			•	
Change spark plugs			•	
Change coolant			•	48
Change front fork fluid	every 45,000 km/27,000 mi			

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Visual check of the front fork and rear shock absorber seals	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disk 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		•		
Checking the front and rear wheel hub bearings and the steering tube bearing play		•		•
Check the silentblocs on rear sprocket and lubricate the rear wheel shaft		•		
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (cm) (in)	•	•		•
Check the freedom of movement and tightening of the side stand	•	•		•

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Check that all rubber gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•		•
Check free play of rear brake lever	•	•		•
Lubricate the levers at the handlebar and pedal controls		•		•
Check the freedom of movement of the swinging system for side bags and top case		•		•
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, warning horn and controls operation	•	•		•
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC and VHC), electric fans and idling	•	•	•	•
Visual check of the coolant level and of sealing of the circuit	•	•	•	•
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out 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 every 24 months.
* The Valve Check must be carried out every 60,000 km/37,280 mi.
* The Annual Service must be carried out every 12 months.
In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

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. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 215 kg (474 lb).
Dry weight (motorcycle dry weight excluding battery, lubricants and coolant): 240 kg (529.11 lb).
Maximum allowed weight (in running order carrying full load): 470 kg (1036.1 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.

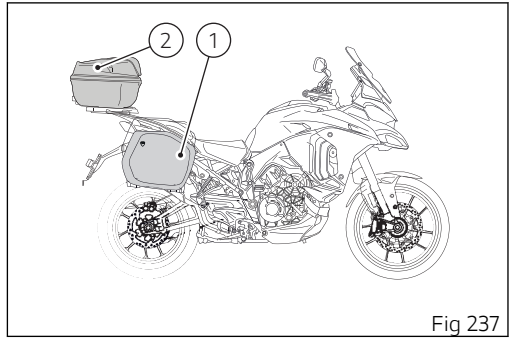

Fig 237

Attention

The maximum permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side bags and tank bag fitted, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side bags fitted, the maximum speed allowed is 160 km/h (100 mph).
However, speed must be adjusted to the legal limits.

Attention

The maximum weight permitted for the side bags, top case and the tank bag must never exceed 30 kg (66.13 lb), divided as follows:
10 kg (22 lb) max. per side bag (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag.

Dimensions

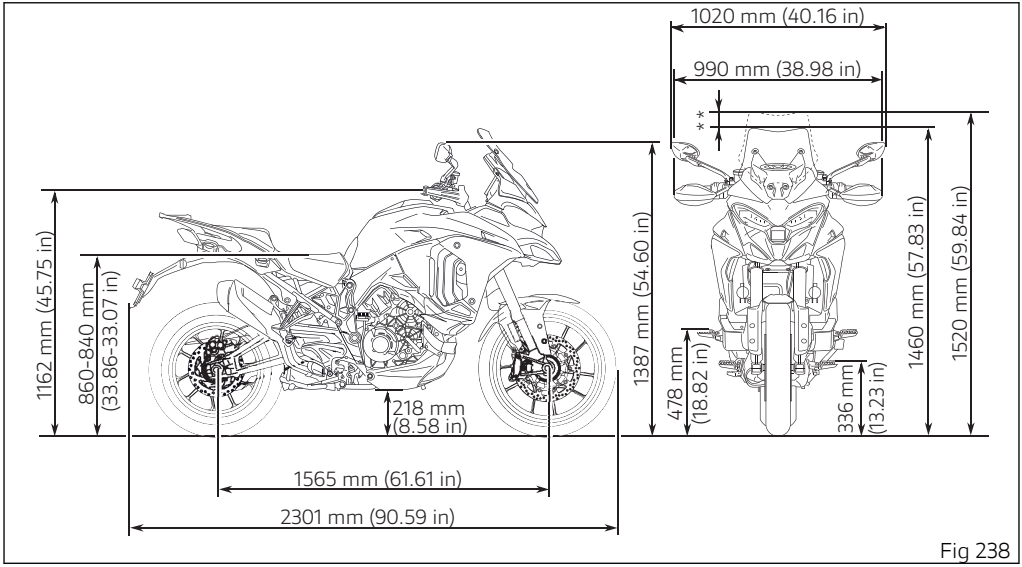

Fig 238

* Maximum height: 1460 mm (57.83 in) (headlight fairing all down), 1478mm (58.19 in), 1487 mm (58.54 in), 1497 mm (58.94 in), 1504 mm (59.21 in), 1514 mm (59.60 in), 1520 mm (59.84 in) (headlight fairing at last detent).

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	22 litres (4.8 UK gal)
Oil sump and filter	Ducati recommends use of only SAE 15W-50/JASO MA2 and suggests using Shell Advance 4T Ultra 15W-50 (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	4.9 litres (1.08 UK gal) (dry engine) 4.4 litres (0.97 UK gal) (upon service with filter replacement)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	810 cc (49.42 cu.in) (right leg) 820 cc (50.04 cu.in) (left leg) Oil level: 130±2mm (5.12±0.08 in) (without spring and preload tube, with leg fully home)

TOP-UPS	TYPE	
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.74 litres (0.60 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 indicate the fuel recommended for this vehicle as specified by the European regulation EN228.

Engine

Ducati V4 Granturismo: V4 90°, counter-rotating crankshaft, 4 valves per cylinder, liquid cooling

Timing system with spring valve return system.

Bore: 83 mm (3.27 in).

Stroke: 53.5 mm (2.09 in).

Total displacement: 1158 cu. cm (70.66 cu in).

Compression ratio: (14±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
125 kW / 170.0 HP at 10,500 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for France/Belgium version only:
84 kW / 114.2 HP at 7,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
125.0 Nm / 12.7 kgm at 8,750 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France/Belgium version only:
114 Nm / 11.6 kgm at 7,000 rpm

Maximum rpm: 11,500 rpm.

Note

The engine control unit disables the 2 rear bank cylinders when engine is idling and the throttle twistgrip is fully released. This disabling is only implemented when some conditions are verified and namely depending on the engine temperature, gear engaged and clutch lever position (that must be completely pulled unless gear is in Neutral). This strategy ensures advantages in terms of fuel economy and rider's comfort because of less heat.

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 two trochoid scavenge pumps.

Oil cooler.

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: SILMDR9A-8GS.

Fuel system

Inductive discharge indirect electronic injection
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 46 mm (1.81 in).
Injectors per cylinder: 1.
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: ABS can be disabled.

FRONT

Front brake discs

Semi-floating drilled twin-disc.
Braking surface material: stainless steel.
Carrier material: aluminium, painted black.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 265 sq. cm (41.07 sq. in).
Front brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4.0 mm (0.16 in).

Front brake control

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

Lever with knob to adjust the distance to handgrip on handlebars.
Brake lever master cylinder diameter: 16 mm (0.63 in)
Brake lever master cylinder PR 18/19.

Front brake calliper

Monobloc M4.32 with radial mount, 4 pistons and two pads, Radial master cylinder (ABS Evo Cornering)
Front brake type: No. 4 pistons Ø32 mm (1.26 in).
Friction material: BRM11E HH.

Front brake master cylinder

Brake master cylinder type: PR18/19.

REAR

Rear brake disc

With fixed drilled stainless steel disc.
Disc diameter: 265 mm (10.43 in).
Disc braking surface: 210 sq. cm (32.55 sq. in).
Front brake disc thickness: 6 mm (0.24 in).
Maximum wear on disc thickness: 5.4 mm (0.21 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Brake calliper make: BREMBO, PF 2x28 D with cornering ABS as standard.
Rear brake type: PF 2x28 D.
Number of pistons: 2.
Piston diameter: 28 mm (1.1 in).
Friction material: TOSHIBA TT 2182 FF.

Rear brake master cylinder

Brake master cylinder type: PS 13.
Master cylinder diameter: 13 mm (0.51 in).
Fixed, 28 mm (1.10 in) diameter 2-piston calliper.

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

Hydraulically-controlled slipper wet multiplate clutch
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 30/54.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.
Total gear ratios:

1st gear 13/40
2nd gear 16/36
3rd gear 19/34
4th gear 21/31
5th gear 23/29
6th gear 25/27

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 HV3KAI
Links: 124

Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorised Service Centre.

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

Aluminium monocoque.
Steering head angle: 24.5°±0.5°.
Trail: 103 mm (4.05 in).
Steering angle: 39° LH side / 39° RH side.

Wheels

Front

Alloy wheel rims
Type: Light alloy cast rim with five Y-shaped spokes
Size: 3.0" x 19"

Rear

Alloy wheel rims
Type: Light alloy cast rim with Y-shaped spokes
Size: MT4.50x17"

Tyres

Front

Tubeless", radial tyre
Make and type: Pirelli Scorpion Trail II
Size: 120/70 ZR19 M/C 60W

Rear

Tubeless", radial tyre
Make and type: Pirelli Scorpion Trail II
Size: 170/60 ZR17 M/C 72W

TYRE PRESSURE

Scorpion Trail II (Tubeless) tyres
Front tyre pressure: 1.6 bar (23.2 PSI) (rider only); 1.8 bar (26.1 PSI) (rider with passenger and/or bags + Top Case).
Rear tyre pressure: 1.6 bar (23.2 PSI) (rider only); 2.2 bar (31.9 PSI) (rider with passenger and/or bags + Top Case).

Suspension

FRONT FORK

Type: Marzocchi upside-down fork with ⌀ 50 mm (1.97 in), manually adjustable in rebound, compression, and preload for inner springs of fork legs.
Fully electronic hydraulic damping adjustment; manual preload adjustment.
Riding Modes: Sport, Touring, Urban, Enduro.
Stanchion diameter: 50 mm (1.97 in).
Wheel travel: 170 mm (6.69 in).
Settings:
Rebound: - 2 turns (from fully closed)
Compression: - 2 turns (from fully closed)
Spring preload: + 5 turns (from min., i.e. fully uncompressed).

REAR SHOCK ABSORBER

Type: progressive with Marzocchi monoshock, fully adjustable in compression, rebound and spring preload.
Riding Modes: Sport, Touring, Urban, Enduro.
Rear wheel travel: 180 mm (7.09 in).
Stroke: 64 mm (2.52 in).
Settings:
Rebound: 12 clicks from fully closed
Compression: 5 clicks from fully closed
Standard spring preload: 17 mm (0.67 in) from fully uncompressed spring

REAR SWINGING ARM

Type: aluminium double-sided swinging arm.

Exhaust system

Exhaust system: 4 into 2 lay-out, in single chamber-type presilencer.
Absorption tail pipe.
Lambda sensors: 4.
Catalytic converters: 2.

Available colours

Ducati Red
1) Dual Primer Red VM, SUPPLIER Lechler, CODE LDS20067
2) Varnish Acriplast Red Stoner SF, SUPPLIER Lechler, CODE LMC06017

Electric system

Basic electric items are:

Dashboard

BOSCH instrument panel with 5 TFT colour display.

Headlight

Low beam: No. 2 H11 bulbs;
High beam: No. 2 H11 bulbs;
Parking light: No.6 LEDs;
DRL lights (not present on China, Canada and Japan versions): No.6 LEDs.

Turn indicators

Front: No.3 LEDs;
Rear: No.3 LEDs.

Tail light

Parking light: No.12 LEDs;
Stop light: No.6 LEDs;
Number plate light: No.3 LEDs.

Fog lights

Fog lights (where present): No.1 LED.

Warning horn.
Stop light switches.
Battery, 12V -10Ah.

Generator DENSO 14V - 560W.
Starter motor, 12 V - 0.6 kW.

Fuses

To protect the electrical components, there are sixteen fuses:
- No. 3 primary fuses are positioned inside the fuse box (A);
- No. 14 secondary and tertiary fuses are positioned in the front (B) and rear (C) fuse boxes.

The primary fuse box (A) is located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.

Fuse box (A) key		
Pos	El. item	Rat.
1	(Master fuse) System	50 A
2	(Master fuse) Spare	50A
3	+ABS 1	30A
4	+ABS 2	15A

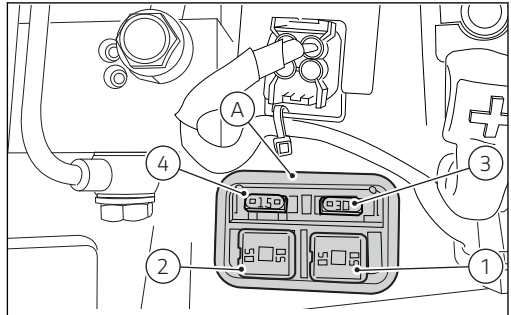

Fig 239

The front secondary fuse box (B) and rear tertiary fuse box (C) are located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.
Spare fuses in the front and rear fuse boxes:
- box (B): 15A, 10A, 25A;
- box (C): 5A, 15A, 20A.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The fuses of the front (B) and rear (C) fuse boxes can be reached by removing the relevant inspection covers, which show the mounting order and amperage of the fuses you find inside.

Front fuse box (B) key		
Pos	El. item	Rat.
5	+30 EMS Relay Load	25 A
6	+30 Fuel pump relay	10 A
7	+30 BBS2	25 A
8	+30 Dashboard	15 A
9	+30 BBS1	25 A
10	Accessories	10 A
11	+30 E-Call	25 A

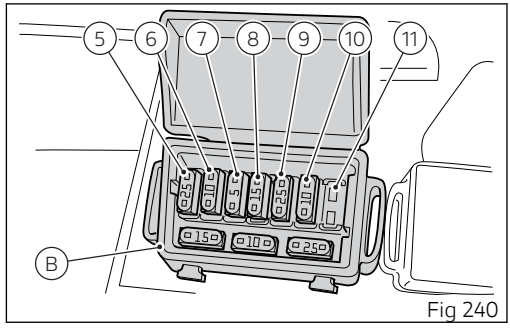

Fig 240

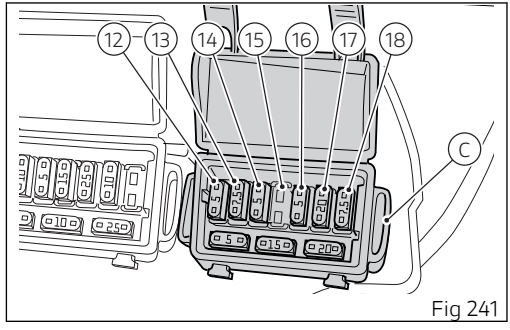

Fig 241

Rear fuse box (C) key		
Pos	El. item	Rat.
12	Key1 EMS/ABS/IMU	5 A
13	Key2 Dash/BBS	7.5 A
14	+15 Pos. light	5 A
15		
16	Socket	5 A
17	+30 Injection relay	20 A
18	+30 Diagnosis / Charge	7.5 A

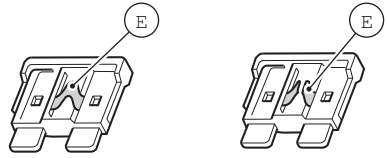

Fig 242

A blown fuse can be identified by breakage of the inner filament (E).

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.

Routine maintenance record

Routine maintenance record

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

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
5 instrument panel	134.6 KHz 119 KHz ÷ 135 KHz	< 66 dBμA/m (10 m)

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**
5 instrument panel	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

[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]
Vae vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlaují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohláení o shodě EU je k dispozici na internetových stránkách: 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

[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

[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

[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

[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

[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

[Croatia]
Vae 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

[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

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. ios 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

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

[Malta]
Il-vettura tiegħek hija mgħammra bfirxa 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

[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

[Slovenia]
Vae 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

[Slovakia]
Vae 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

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 users 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

DASHBOARD 5 inch	FCC ID: 2AVGH-DSBV4HTG
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 Canadas 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.

Lémetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR dInnovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. Lexploitation est autorisée aux deux conditions suivantes:
(1) Lappareil ne doit pas produire de brouillage;
(2) Lappareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible den 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 dexposition aux radiations: Cet équipement est conforme aux limites dexposition 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.

DASHBOARD 5 inch	IC: 25794-DSBV4HTG
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N

DASHBOARD 5 inch

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

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)

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

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Ducati Motor Holding spa
ducati.com

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