



MULTISTRADA

Owner's manual

ENGLISH

MULTISTRADA V25

Dear Ducatista,

thank you for trusting us with the purchase of your new Multistrada V2S.

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

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



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

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

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



Important

Check the FAQs and tutorials dedicated to your bike on the Ducati website to keep up to date with all the latest news regarding its functions and features.

The information in the manual is current at the time of going to print. The quality and safety standards of Ducati motorbikes are constantly updated. Check on the Ducati website the functions and features in the updated Owner's Manual of your motorbike.

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

For further information, please contact the Ducati Support by clicking on "Contact us" in the Services and Maintenance section of the www.ducati.com website.

Our Advisors are available to give you suggestions and useful tips.

Enjoy your ride!

Table of contents

Roadside assistance	10	General Information.....	36
Roadside assistance	10	Acronyms and abbreviations used in the Manual.....	36
Software update	13	Warning symbols used in the manual	36
Software update	13	Intended use.....	37
Warranty information	14	Rider's obligations	38
General warranty conditions	14	Rider's training.....	39
Infotainment	21	Apparel	40
Infotainment (if any).....	21	"Safety "Best Practices""	41
Bluetooth device pairing and management (if any).....	22	Refuelling.....	43
Phone (if any)	31	Carrying the maximum load allowed	44
Music (if any)	34	Information about carrying capacity.....	44
		Dangerous products - warnings	45
		Vehicle identification number.....	47
		Engine identification number	48
		Equipment	49
		Main components and devices	58
		Position on the vehicle	58
		Tank filler plug	59
		Seat lock.....	61
		Maintaining the battery charge.....	66
		Power outlet	68
		Side stand	70
		Centre stand	72

Bluetooth control unit.....	73	Riding the motorcycle	135
Assembling the Ducati side panniers	75	Motorcycle running-in period	135
Using the side panniers.....	83	Pre-ride checks.....	136
USB connection	87	ABS device	138
Adjusting windscreen height.....	88	Engine start/stop	139
Adjusting the front fork	89	Moving off	144
Adjusting the rear shock absorber	90	Braking	145
Motorcycle track alignment variation	91	Stopping the motorcycle.....	147
		Parking.....	148
Controls	92	Refuelling.....	150
Position of motorcycle controls	92	Tool kit and accessories.....	152
Switchgears	93		
Light control	96	Instrument panel (Dashboard).....	153
""Hands free"" system"	105	Instrument panel.....	153
Keys	119	Warning lights.....	154
Restoring motorcycle operation via the		Parameter setting/displaying	157
PIN code	127	Engine rpm indication (RPM).....	169
Clutch lever	129	Motorcycle speed	171
Throttle twistgrip	130	Fuel level	172
Front brake lever	131	Engine Coolant temperature.....	173
Rear brake pedal.....	132	Riding Mode	174
Gear change pedal.....	133	ABS.....	180
Adjusting the position of the		DTC.....	187
gearchange pedal and rear brake pedal.....	134	DQS	193
		Motorcycle setup	195

DSS	198	Customising the Riding Mode: DSS	
Odometer (TOT)	202	suspension setting	237
Menu Functions	203	Customising the Riding Mode:	
Residual range (RANGE)	205	Motorcycle Load Mode	241
Average Fuel Consumption (CONS. AVG 1)	206	Customising the Riding Mode: Reset to	
Trip meter 1 (TRIP 1)	208	default settings (DEFAULT)	245
Trip time (TRIP TIME 1)	209	Customising the Riding Mode: Reset to	
Average speed (SPEED AVG 1)	210	default settings (ALL DEFAULT)	247
Trip meter 2 (TRIP 2)	212	Display mode setting (Info Mode)	248
Instantaneous fuel consumption (CONS.)	213	Pin Code	250
Ambient air temperature (T-AIR)	214	Changing the PIN CODE	255
TRIP MASTER	215	LAP	261
Tyre deflation pressure indication (TIRE		Backlighting setting (Backlight)	267
PRESSURE) - accessory	217	Date setting (Date and Clock)	269
ABS enabling/disabling	218	Clock setting (Date and Clock)	272
Setting menu (SETTING MENU)	220	Unit of measurement setting (Units)	275
Customising the Riding Mode	223	Service thresholds display (Service)	280
Customising the Riding Mode: Engine		Tyre setting and drive ratio (Tyre	
setting	226	Calibration)	281
Customising the Riding Mode: DTC level		Setting motorcycle Load Mode	285
setting	228	Setting the tyre sensor reference	
Customising the Riding Mode: ABS		deflation pressure (Tyre Pressures) -	
setting	231	accessory	287
Customising the Riding Mode: DQS		Turn indicator automatic switch-off	
enabling/disabling	234	feature (Turn indicators Off)	291
		Information (Info)	293

LAP time.....	295	Adjusting the rear-view mirrors.....	345
Cruise Control.....	298	Tubeless tyres	346
Vehicle Hold Control (VHC).....	300	Check engine oil level	348
Heated handgrips.....	302	Cleaning the motorcycle	350
Service indication (SERVICE).....	304	Storing the motorcycle	352
OIL SERVICE zero warning	305	Important notes.....	352
OIL SERVICE or SERVICE DATE or		Vehicle transport	354
DESMO SERVICE indication	306		
OIL SERVICE or SERVICE DATE or		Scheduled maintenance chart.....	355
DESMO SERVICE countdown indication ..	307	Scheduled maintenance chart:	
Warnings/Alarms.....	308	operations to be carried out by the dealer	355
Error warnings.....	324	Scheduled maintenance chart:	
		operations to be carried out by the	
		Customer	359
Main use and maintenance			
operations	325	Technical data	360
"Checking coolant level and topping up,		Weights	360
if necessary"	325	Dimensions	362
Checking brake and clutch fluid level	327	"Fuel, lubricants and other fluids"	364
Checking brake pads for wear	329	Engine	366
Charging the battery.....	330	Timing system	367
Checking drive chain tension	333	Performance data	368
Lubricating the drive chain	335	Spark plugs	368
Aligning the headlight.....	340	Fuel system.....	368
Replacing the high and low beam bulbs...	342		
Number plate light.....	344		

Brakes	368
Transmission	369
Frame	370
Wheels	370
Tyres	370
Suspension	370
Exhaust system	371
Available colours	371
Available colours	372
Electric system	374

Open source software	378
Information about open source software .	378

Declarations of conformity	379
Declarations of conformity	379

Roadside assistance

Roadside assistance



Important

The "ACI Global Services" roadside assistance is in force only in the following countries:

Austria, Belgium, France, Germany, Italy, Ireland, Luxembourg, Norway, Netherlands, Portugal, United Kingdom, Spain, Sweden, Switzerland.

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

motorcycle or for the period of coverage of the Ever Red warranty extension.

The roadside assistance services include:

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

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany, Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the

Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.



Important

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

Call Centre telephone numbers

To request Assistance:

Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.

Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.

Should you have any problems in calling the number for your country from abroad, dial the phone number of the country where the Event has occurred.



Attention

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

Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	25 561580	+357-25 561580
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058

Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800.744.444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48

Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechten- stein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

Software update

Software update

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

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

at the Ducati Service network when the motorbike is serviced.

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



Attention

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

Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

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

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

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

2.2 Without prejudice to the provisions of the mandatory provisions for the protection of the consumer relating to the legal warranty pursuant to the national regulations transposing and implementing European legislation in the countries belonging to the European Union, the Customer cannot exercise this conventional warranty for

damage/defects that are unrelated to the production process such as, by way of example, any damage/defect deriving from:

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

3. Procedure for claiming the warranty

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

- a) report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com

as soon as possible with respect to the time of their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.

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

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

4. Limitations of liability

4.1 Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.

4.2 Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.

4.3 This warranty, under the conditions specified herein, is the only conventional warranty offered by Ducati, without prejudice to the possibility of extension through additional warranties offered by Ducati.

4.4 Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.

4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with.

In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the failure to notify Ducati of the change of ownership of the same.

4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.

4.7 These Warranty Conditions are governed by Italian law.

5. Scheduled maintenance plan and pre-delivery

5.1 The pre-delivery operations are carried out by the seller.

5.2 Ducati has defined the scheduled maintenance plan included in the "Owner's Manual" to keep their motorcycles at the best possible levels of efficiency, performance and safety.

5.3 Exact observance of the coupons, under the terms set forth herein, is a necessary condition to ensure the maintenance of the vehicle in correct usage status and the validity of this warranty. The following compulsory coupons must be carried out and paid for:

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

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.

5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's

recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.

5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

If you purchased your motorbike in Australia or New Zealand



Attention

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

If you purchased your motorbike in Australia:

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

If you purchased your motorbike in New Zealand:

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

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

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

You must bear the expense of claiming under the Warranty.

Infotainment

Infotainment (if any)

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

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

- For pairing and managing Bluetooth devices, see page 22.
- For managing phone calls, see page 31.
- For managing the music player see page 34.

Bluetooth device pairing and management (if any)

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

Enter the SETTING MENU (page 220).

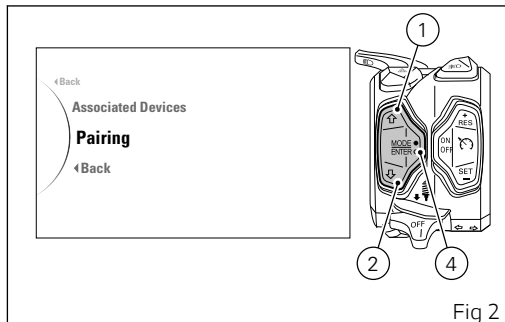
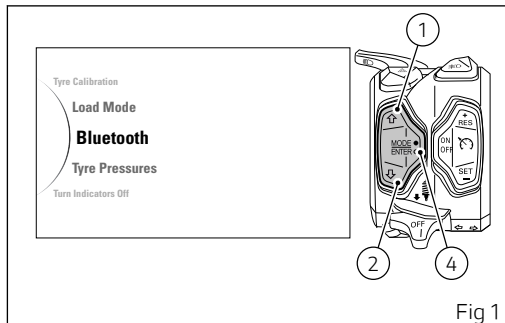
Use buttons (1) and (2) to select "**Bluetooth**" and press button (4).

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

- ◀ Back
- Associated Devices
- Pairing
- ◀ Back

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

- if "**Associated Devices**" is highlighted, press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display";
- if "**Pairing**" is highlighted, press button (4) to pair new devices, as described in paragraph "Search and pairing of a new device".



Search and pairing of a new device (Pairing)

To perform the "Pairing" procedure of one or more Bluetooth devices it is necessary to set the device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.

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

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



Note

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



Attention

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



Attention

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

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

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.

To perform pairing procedure use buttons (1) and (2) to select "**Pairing**" and press button (4).

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

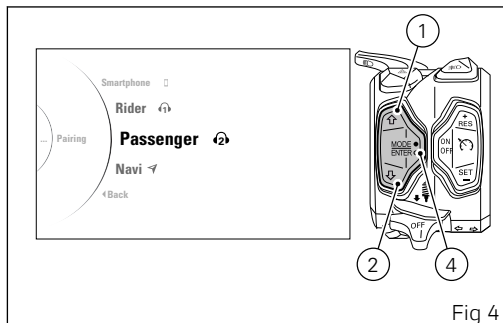
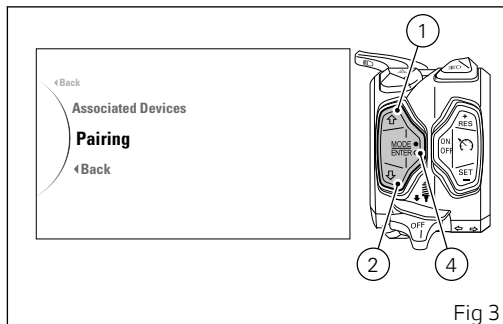
- ◀ Back
- Smartphone
- Rider
- Passenger
- Navi
- ◀ Back

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

- Smartphone 📱
- Rider 🎧 (Rider intercom)
- Passenger 🎧 (Passenger intercom)
- Navi 📍 (navigator)

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

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



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

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



Note

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

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

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

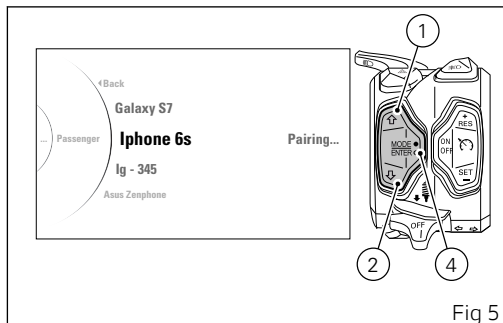


Fig 5

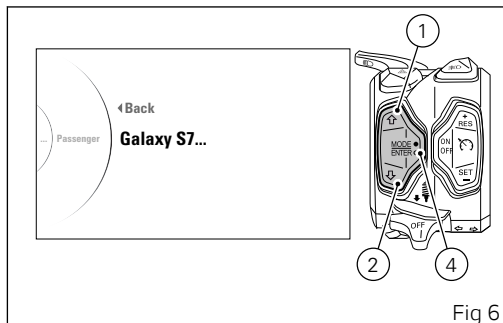
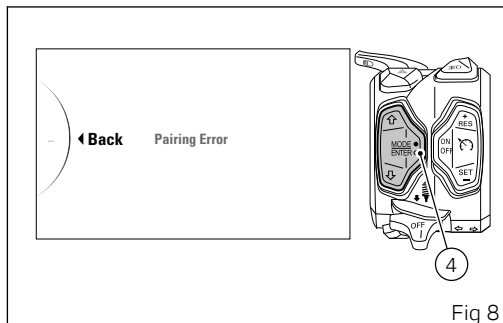
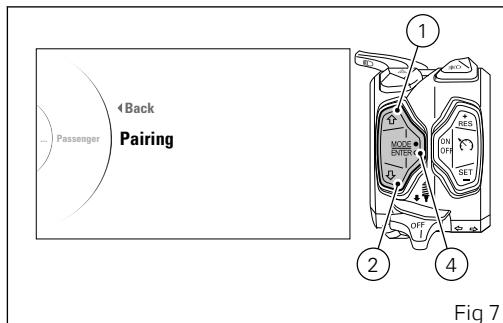


Fig 6

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

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

If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.



Associated Devices display

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

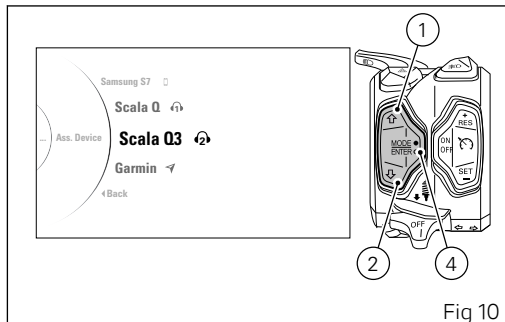
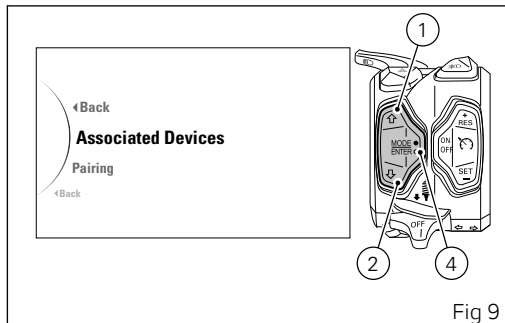
A list of all associated devices is displayed: the list can show a maximum of 5 devices. For each device the relevant icon indicating the type is shown on the side.

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

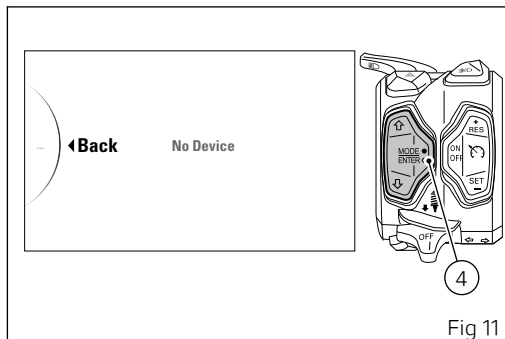


Note

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



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



Deleting associated device(s)

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

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

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

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

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

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

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

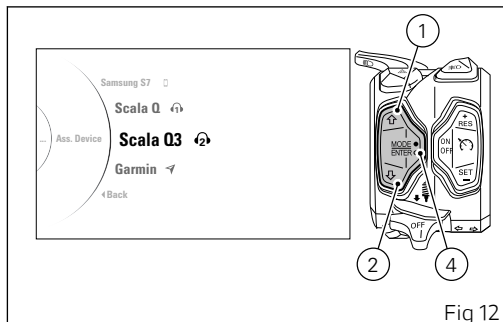


Fig 12

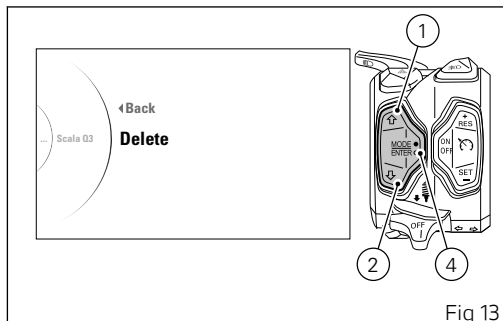


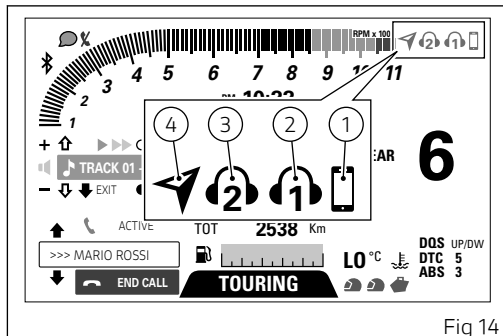
Fig 13

Paired Bluetooth device icons

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

- 1) smartphone connected;
- 2) rider earphones connected;
- 3) passenger earphones connected;
- 4) 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.



Phone (if any)

If the Bluetooth module is present and a smartphone is connected, the "LAST CALLS" function is available in the menu (page 203). It allows you to view a list of the last missed, made or received calls.

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

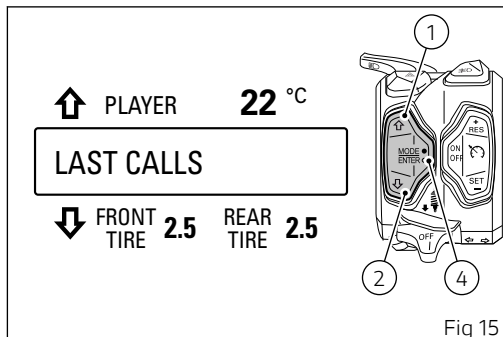
Use button (1) or (2) to select "LAST CALLS" and press button (4).

When opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.

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

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

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



Incoming call

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

To answer the call, press button (1).

To reject the call, press button (2).

To end the call once accepted, press button (2).

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



Note

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

Call back

If motorbike is in FULL or CITY layout, during the 5 seconds after hang-up, the rectangle corresponding to the Recall function is activated to allow the recall. After this 5 second time, the rectangle of the Recall function is disabled.

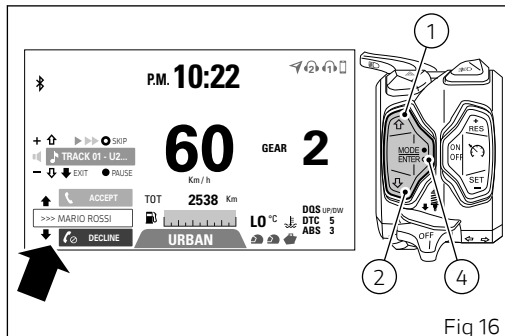


Fig 16

To activate the Recall function within the 5 seconds, press button (1).

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

Missed call

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.

The number of missed calls is not displayed.

Messages received

If messages are received on the connected smartphone, the unread message symbol is displayed.

The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

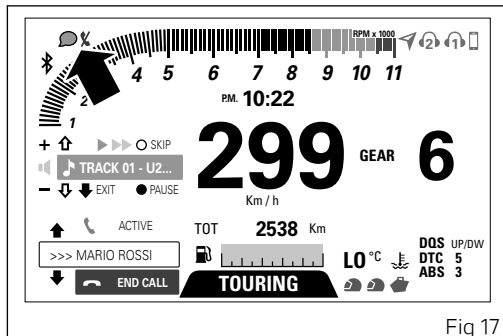


Fig 17

Music (if any)

If the Bluetooth module is present and a smartphone is connected, the "PLAYER" function is available in the Menu. It allows you to play music on the connected smartphone.

For the Bluetooth pairing procedure, refer to sub-section "Bluetooth device pairing and management" (page 22).

Press button (1) or (2), to select "PLAYER" in the Menu.

If Player is not active the instrument panel displays "PLAYER OFF" (Fig 18).

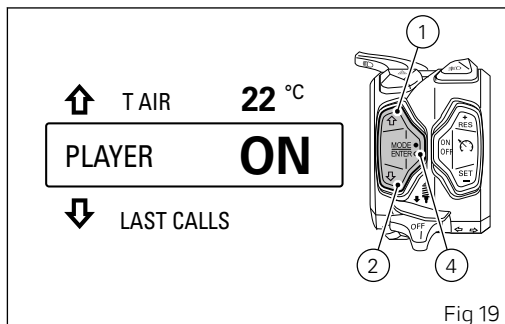
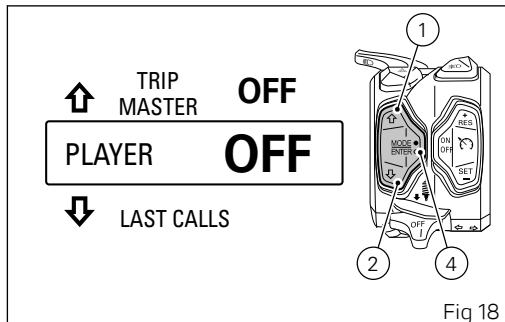
Press button (4) to switch it on. The instrument panel shows "PLAYER ON" and displays the Player menu above the Menu (Fig 20).

To deactivate the player menu display, keep button (2) pressed for 2 seconds.

If Player is active the instrument panel displays "PLAYER ON" (Fig 19).

To display the Player menu, keep button (1) pressed for 2 seconds.

To turn off the Player press button (4), the instrument panel will now display "PLAYER OFF".





Note

The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

When the Player is turned on, within Player control page, button (1), button (2) and button (4) can only be used to control the Player:

- Volume up: Press button (1) once.
- Volume down: Press button (2) once.
- Pause / Play: Press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit Player menu while maintaining the Player ON. The instrument panel will display "PLAYER ON" in the menu but will deactivate the Player menu.

After quitting Player controls:

- Player and its volume can no longer be controlled via the instrument panel;
- button (1), button (2) and button (4) have the normal functions.

After quitting player menu press button (4) to turn Player off. The instrument panel shows "PLAYER OFF".

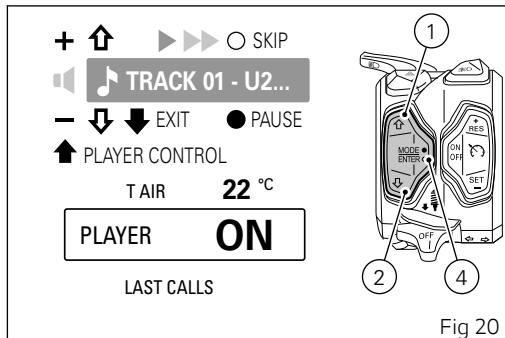


Fig 20



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.

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
DSB	Dashboard
DSS	DUCATI SkyHook System
DTC	Ducati Traction Control
ECU	Engine Control Unit
GPS	Global Positioning System
VHC	Vehicle Hold control

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 465 kg / 1025.15 lb.

Attention

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

Attention

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

Important

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

Rider's obligations

All riders must hold a valid licence.



Attention

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

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



Attention

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

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



Attention

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

Some states require vehicle insurance.



Attention

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

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



Attention

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



Attention

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



Attention

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

Rider's training

Accidents are frequently due to inexperience.

Riding, manoeuvres and braking must be performed in a different way than on the other vehicles.



Attention

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

Apparel

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

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

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



Important

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



Important

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



Important

Have your passenger wear proper protective clothing.

"Safety "Best Practices""

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

Important

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

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

Attention

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

Perform the checks recommended in this manual (see "Checks before riding") before each ride.

Attention

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

Attention

Start the engine outdoors or in a well ventilated area. The engine should never be started or run indoors.

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

Important

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

Important

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

Important

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

Important

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



Important

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



Important

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



Important

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



Important

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



Attention

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

Refuelling

Fuel label

Fuel identification label

Refuel outdoors with engine off.

Do not smoke or use open flames while refuelling. Be careful not to spill fuel on engine or exhaust pipe. Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.

When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Attention

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

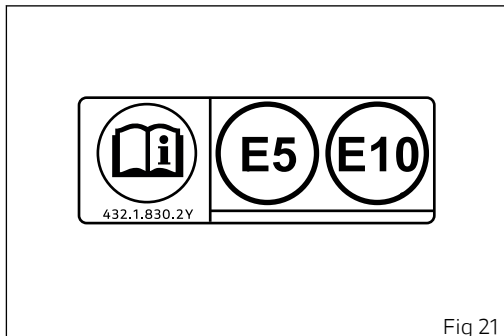


Fig 21

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to 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 and that ambient temperature is below 40° C (104° F). Never try to open the battery: it does not need to be filled with acid or other types of fluids.

Vehicle identification number



Note

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

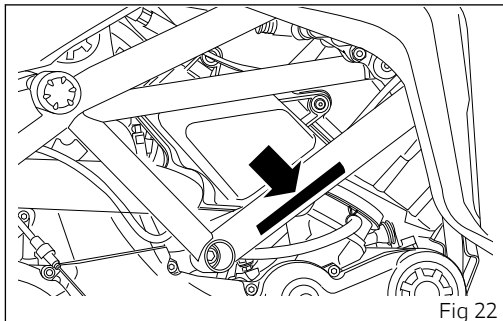


Fig 22

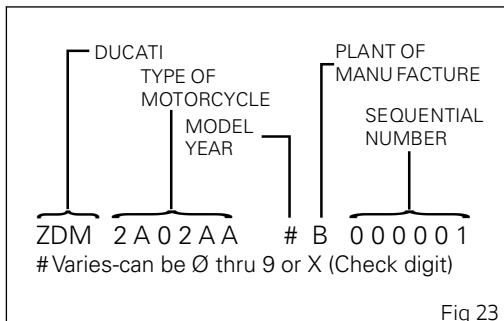


Fig 23

Engine identification number



Note

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

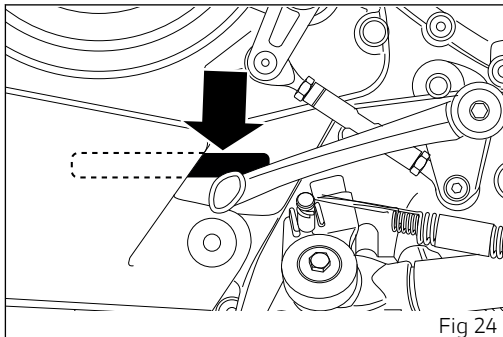


Fig 24

Equipment

Four customisation kits designed to enhance different styles of the motorcycle. Four sets of equipment, that can be matched together at will to lend your Multistrada V2S the character that suits you best.

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

Information herein refers to Multistrada V2S Touring. Details about other configurations (SPORT, URBAN and ENDURO) are specified only if they differ from this configuration.

TOURING

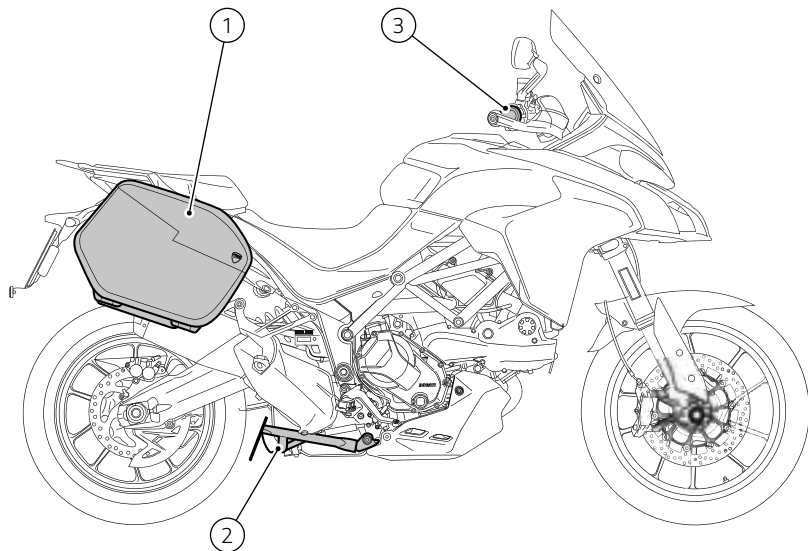


Fig 25

TOURING

- 1) Set of side panniers for a total capacity of 58 l (12.76 UK gal) (15.32 US gal);
- 2) Centre stand;
- 3) Heated handgrips.

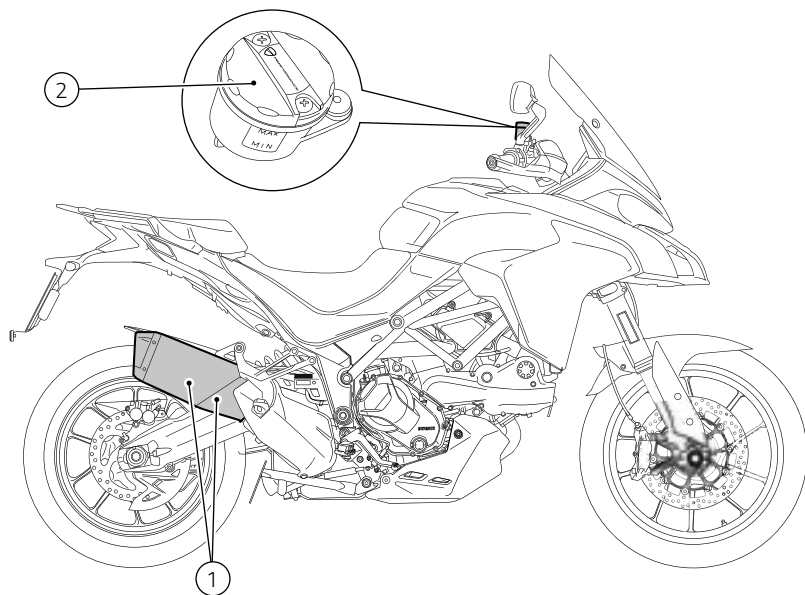


Fig 26

SPORT

- 1) "Termignoni" carbon type-approved silencer (compliant with EU type-approval requirements);
- 2) Billet aluminium clutch / brake fluid reservoir covers.

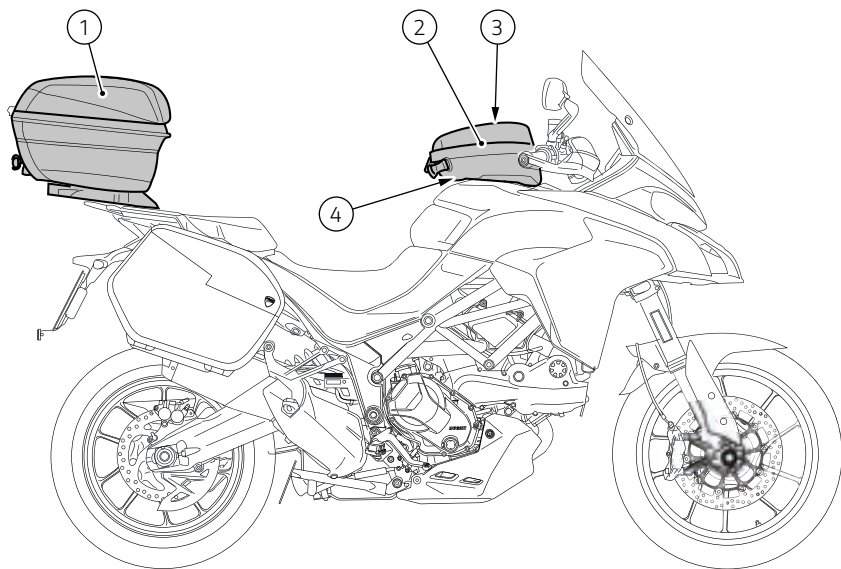


Fig 27

URBAN

- 1) 48-litre top case (12.98 gal);
- 2) Semi-rigid tank bag with quick fitting;
- 3) USB hub for charging electronic devices;
- 4) Tank bag flange.

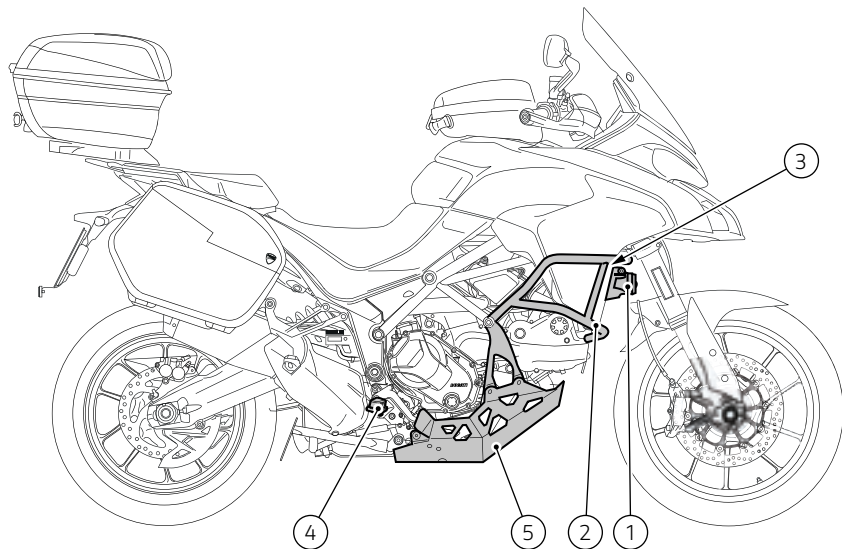


Fig 28

ENDURO

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

Main components and devices

Position on the vehicle

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

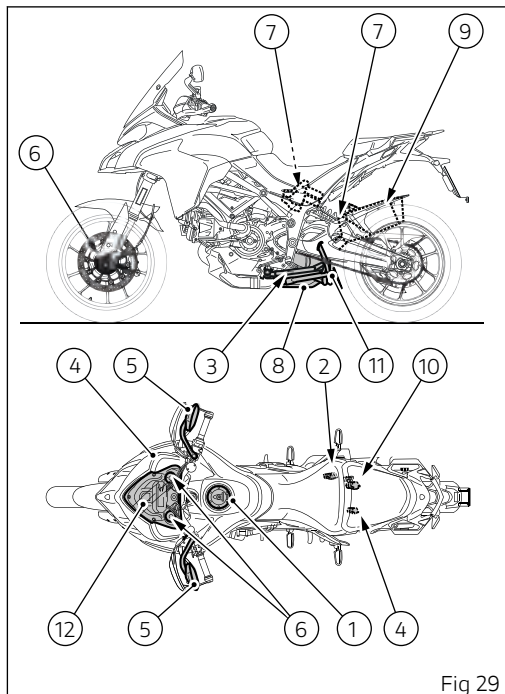


Fig 29

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.

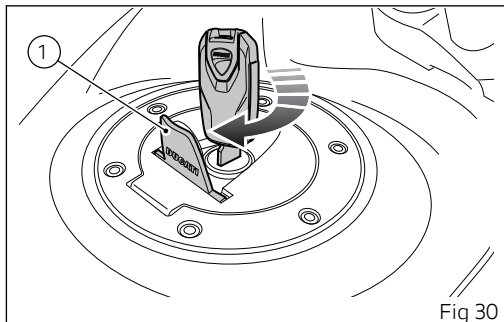


Fig 30

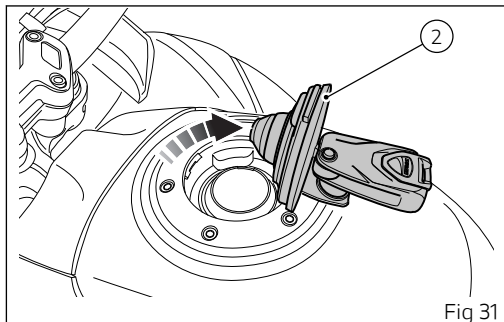


Fig 31

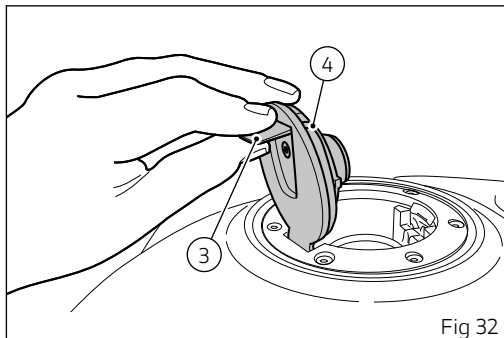
Fuel tank plug with electronic-controlled opening (accessory)

The following description is only valid if the fuel tank plug with electronic-controlled opening has been installed on the motorbike.

Opening

To open the plug (4) it is necessary to lift the appropriate lever (3) within 50 seconds of turning the motorbike off (key off). During the 50 seconds, the plug can be opened a maximum of 5 times.

To open the plug once more, turn the ignition key on and off again (key-on >> key-off).



⚠ Attention The opening lever (3) must be operated gently. If the lever is operated too quickly, the plug cannot be opened, although the attempt will be counted as one of the 5 available.

Seat lock

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

Removing the passenger seat

Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.

Remove the passenger seat (2) by lifting the front end and slide it forward and upwards to release the seat rear fastener (3).

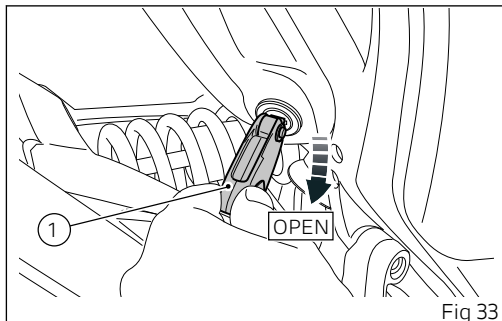


Fig 33

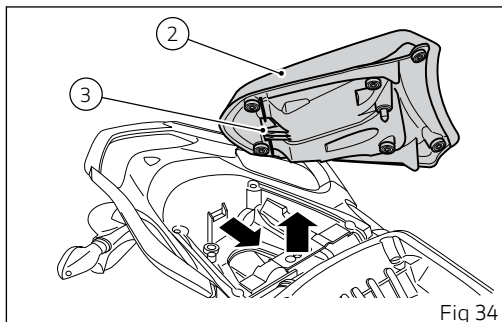
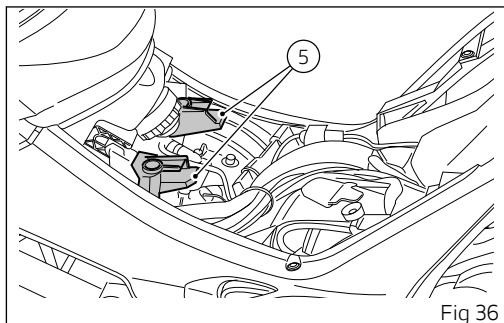
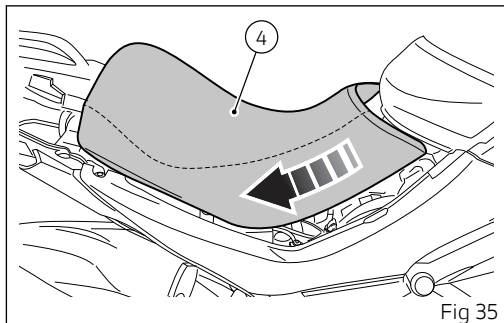


Fig 34

Removing the rider seat

To remove the rider seat (4): slide the seat backwards and upwards at the same time to release it from the guides (5).



With the seats removed, the connector (6) for the battery maintainer is accessible.
To use it, slide it out from the clamp (X) and connect it to maintainer (7), as described in chapter "Maintaining the battery charge".

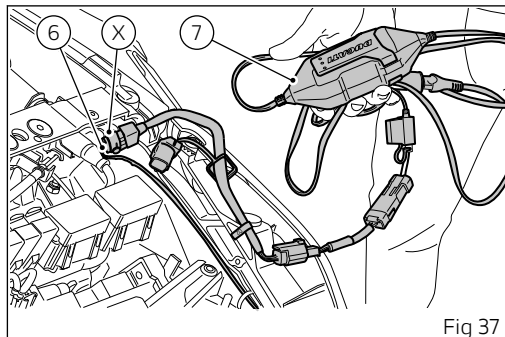
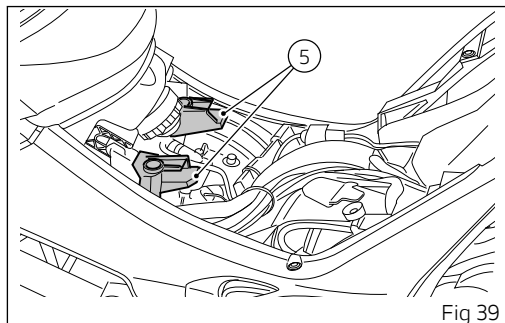
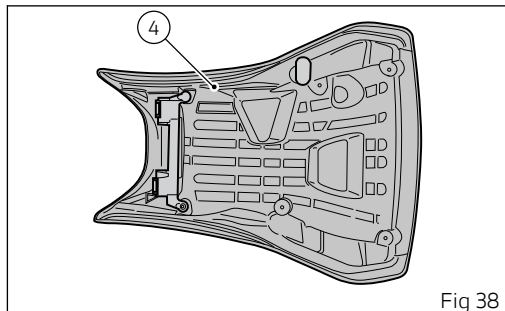


Fig 37

Refitting the rider seat

Position the rider seat (4) on the vehicle, making sure to properly fit it into the guides (5).



Check the correct positioning of the seat (4).



Note

The seat lowered by 20 mm (0.79 in) or raised by 20 mm (0.79 in) compared to the standard configuration indicated in the chapter "Overall dimensions" can be purchased as original Ducati accessories.

Refitting the passenger seat

Position the passenger seat (2) on the rear subframe by inserting tab (3) into seat (8) inside of the tool compartment.

Push the passenger seat (2) downwards to block pin (9) into the seat lock.

Make sure the passenger seat (2) is properly fastened by moderately pulling it up.

Take key out of the lock.

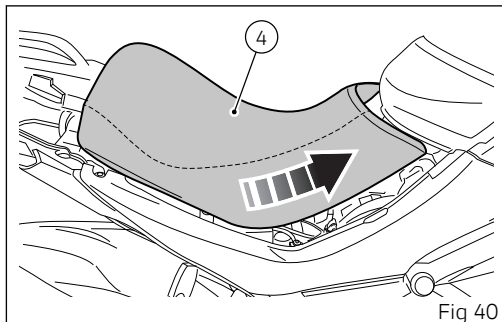


Fig 40

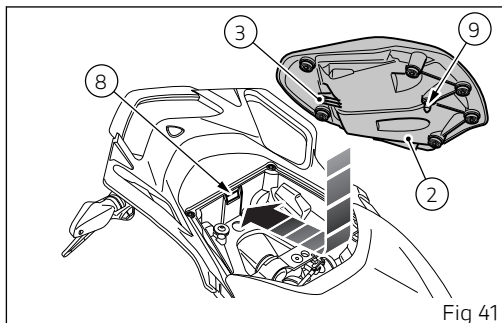


Fig 41

Maintaining the battery charge

Your motorcycle is equipped with a connector (1), under the seat, to which you can connect a special battery charger (2) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network. Remove the connector (1) from the clamp (A) and connect it to the battery charger (2).

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.

When the motorcycle is left unused (approximately for more than 30 days). We recommend owners to use the Ducati battery charge maintainer (Battery

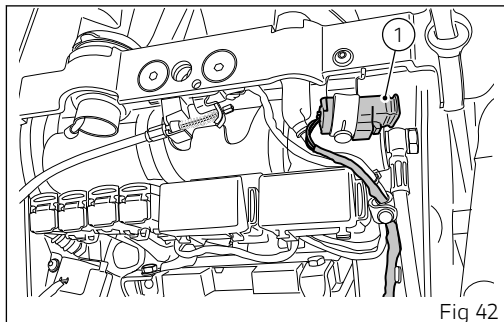


Fig 42

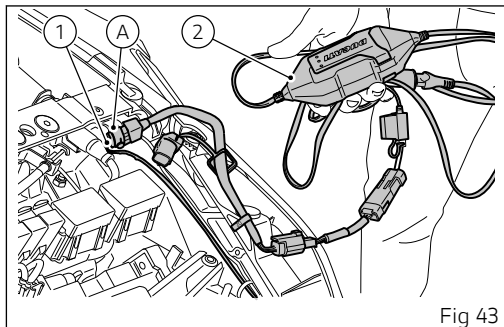


Fig 43

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.



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.

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.

This fuse protects against any line overloads:

- power socket (1);
- power socket (2);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

The following is the maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)):

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

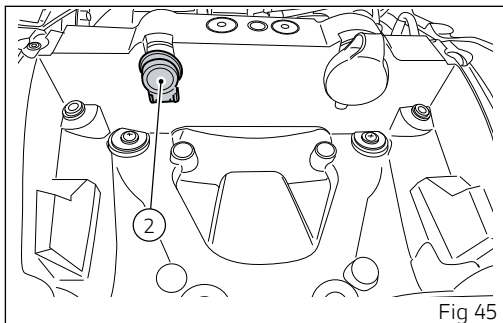
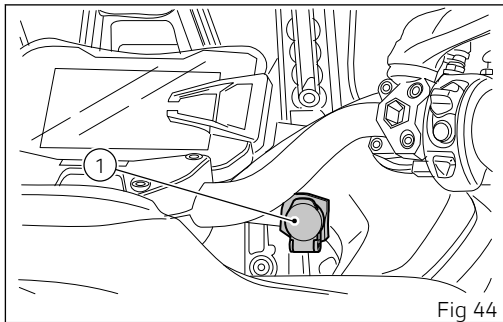
Connecting higher loads will blow the line fuse.



Important

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

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



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.

⚠ Attention

The position of the side stand is identified on the instrument panel by the warning light (A). When the warning light is on, the side stand is lowered (and the engine start is inhibited).

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.

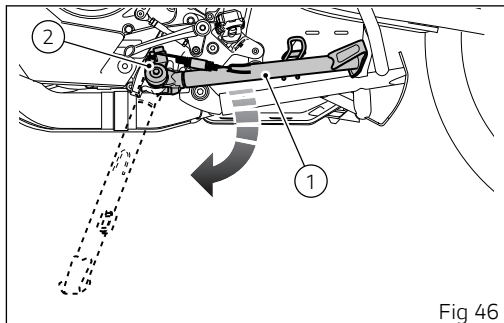


Fig 46

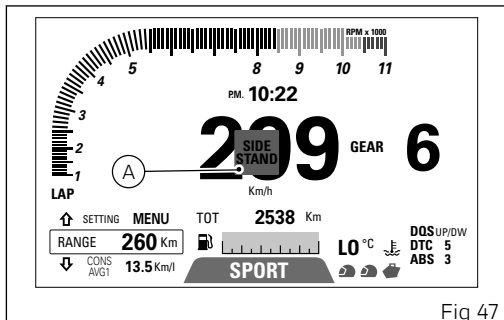


Fig 47

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.



Attention

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



Note

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



Note

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

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed on a red background. In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

If instrument panel does not receive side stand status, stand down/open "SIDE STAND" indication will flash to indicate an undefined status.

Centre stand

Always use the centre stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.

Attention

Before lowering the centre stand, make sure that the bearing surface (2) is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile pull the motorcycle up and back.

To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

Before moving off, always make sure that the central stand is at its rest position.

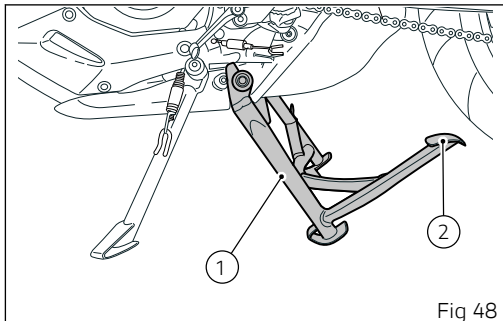


Fig 48

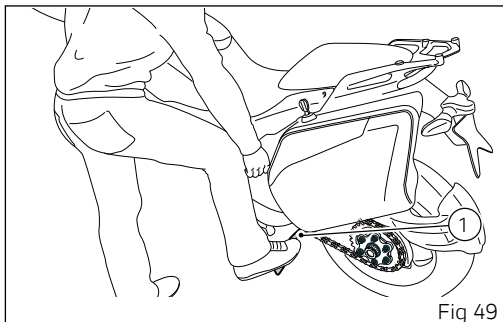


Fig 49

Bluetooth control unit

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

The Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.



Attention

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



Attention

These changes are outside the control of Ducati and may result in 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

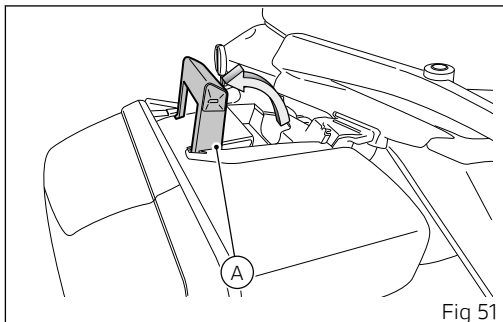
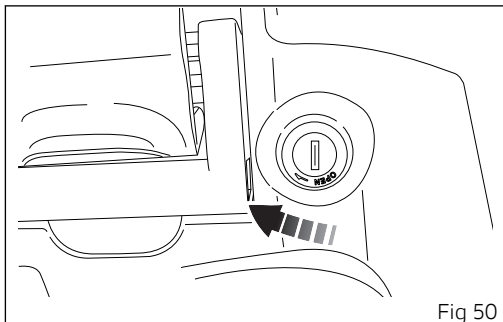
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

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

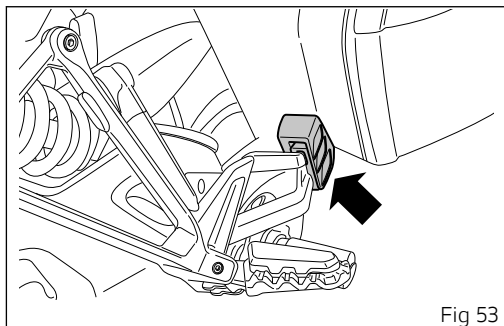
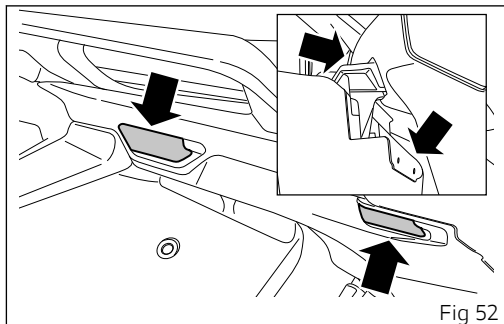
Assembling the Ducati side panniers

Assembling the side bags

Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism
back.



Duly engage pannier in place, making sure to properly engage hooks.



Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle (A) and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counter clockwise to lock handle and remove it.

Make sure side the pannier is fixed correctly by pulling it gently to the side. Repeat the same operation for assembling the other side bag.

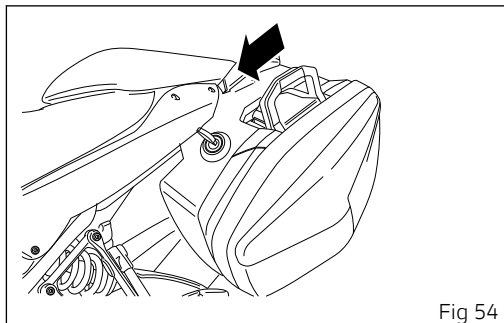


Fig 54

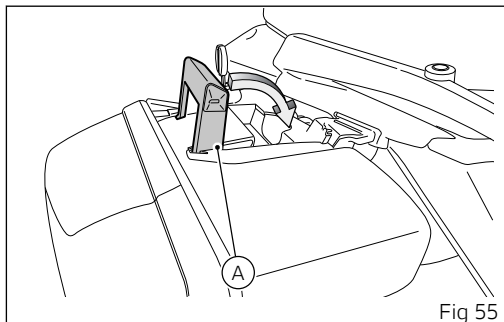


Fig 55



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".

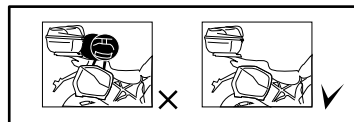
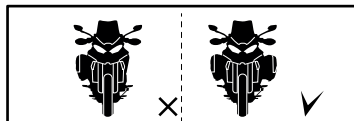
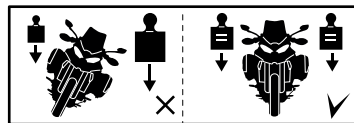
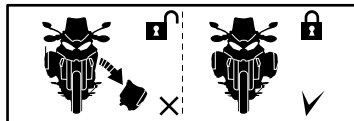


Fig 56



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".



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.



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);

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 (7);
- 5 kg (11 lb) max. for the top case (8);
- 5 kg (11 lb) max. for the tank bag.

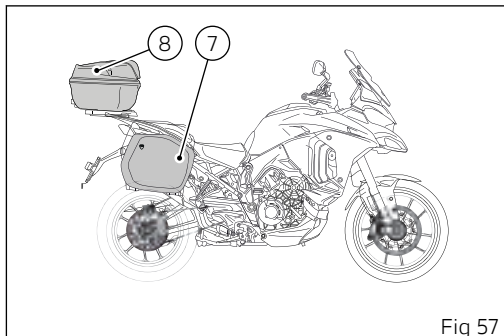
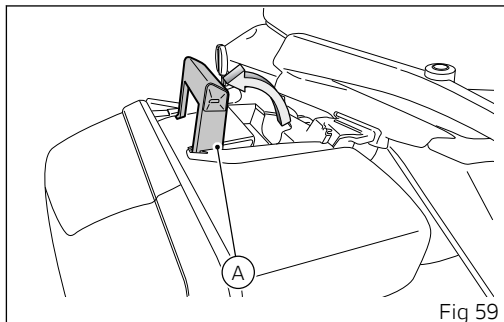
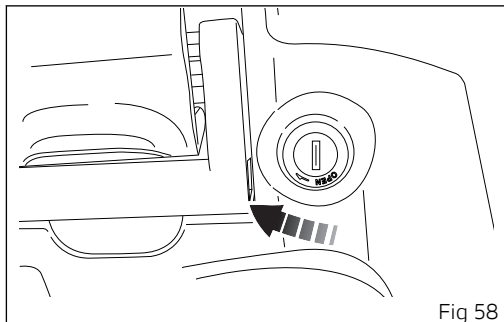


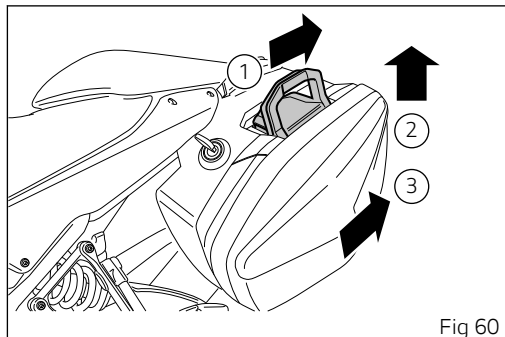
Fig 57

Removing the side bags

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.



Pull pannier fully backwards (1), towards the rear wheel, without lifting it.
Now pull the pannier up (2) to disengage BOTH hooks.
Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

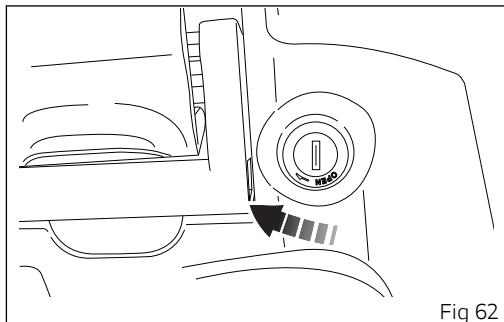
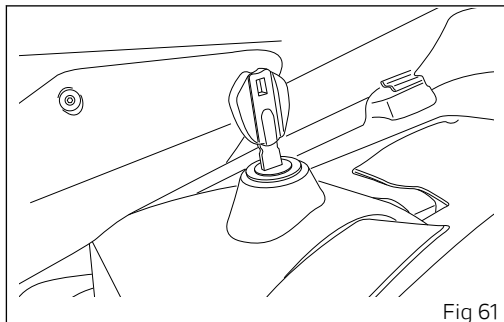


Using the side panniers

Opening

Open the side pannier as follows.

Insert the key in pannier lock and turn it clockwise.



Lift fastening plate (A) and open the pannier.



Attention

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



Fig 63

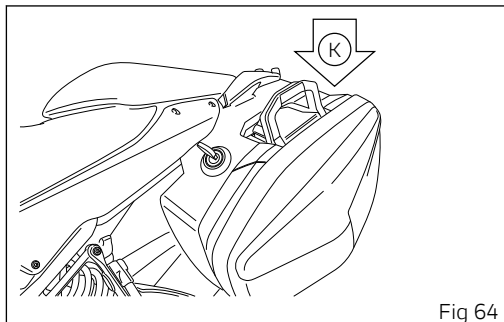


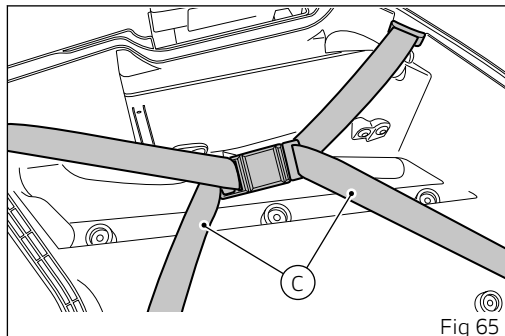
Fig 64

The fixed part of the pannier fits straps (C) to be used for holding the luggage.



Attention

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



Closing

Close the side pannier as follows.

Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.

Insert fastening plate (A) into the pannier external cover and push down.

Turn key counter clockwise.

It is possible to remove key from lock only in these conditions.

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.



USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.

USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

Important

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.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

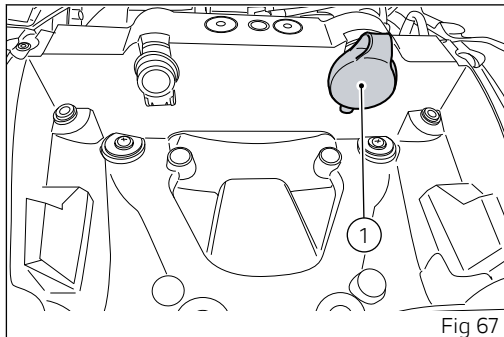


Fig 67

Adjusting windscreen height

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



Attention

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

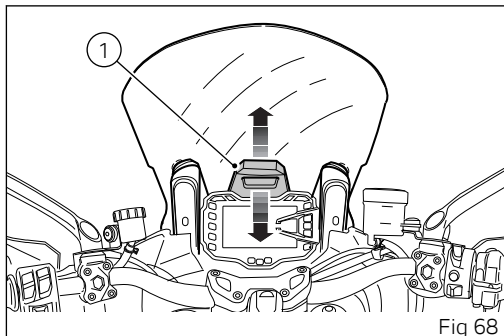


Fig 68

Adjusting the front fork

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

Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs; spring preload is adjusted manually through adjuster (1) on RH fork leg.



Attention

Have the spring preload adjusted at a Ducati Dealer or authorised Service Centre.

For fork adjustment, follow the description on "Customising Riding Mode: DSS suspension setting".

For further details on the operating principle of the fork and the DSS (Ducati SkyHook System) please refer to the "DSS" chapter.

Spring preload initial setting:

- 8 turns from fully unloaded.

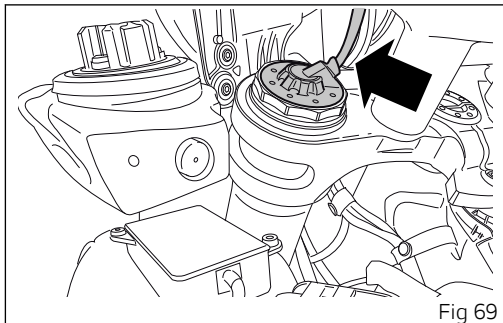


Fig 69

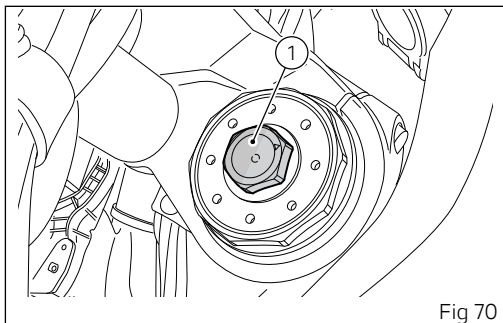


Fig 70

Adjusting the rear shock absorber

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

For rear shock absorber adjustment, follow the description on "Customising Riding Mode: DSS suspension setting".

For further details on the operating principle of the rear shock absorber and the DSS (Ducati SkyHook System) please refer to the "DSS" chapter.

Attention

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well. The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

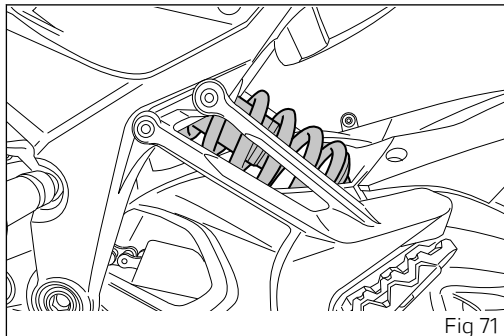


Fig 71

Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions. The rider can use the instrument panel and set one of the four available setup options:

- Rider only (Rider)  ;
- Rider with luggage (Rider / Baggage)   ;
- Rider and passenger (Rider / Passenger)   ;
- Rider with passenger and luggage (Rider / Passenger / Baggage)    .

For each of these settings, user can select either of the four available riding modes (SPORT, TOURING, URBAN and ENDURO) and, within each one, change the initial setting for the traction control (DTC), wheelie control (DWC), engine power, suspension damping, ABS level, and DQS enabling/disabling. To change the setting follow the instruction under "Setting motorcycle Load Mode".

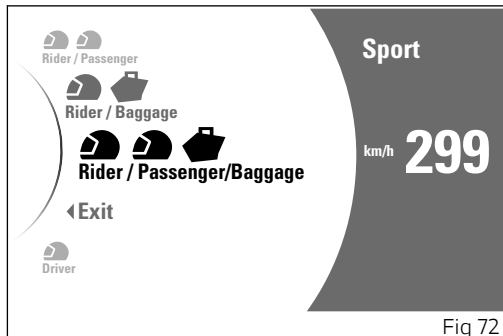


Fig 72

Controls

Position of motorcycle controls



Attention

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

- 1) Instrument panel.
- 2) "Hands free" system.
- 3) 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.

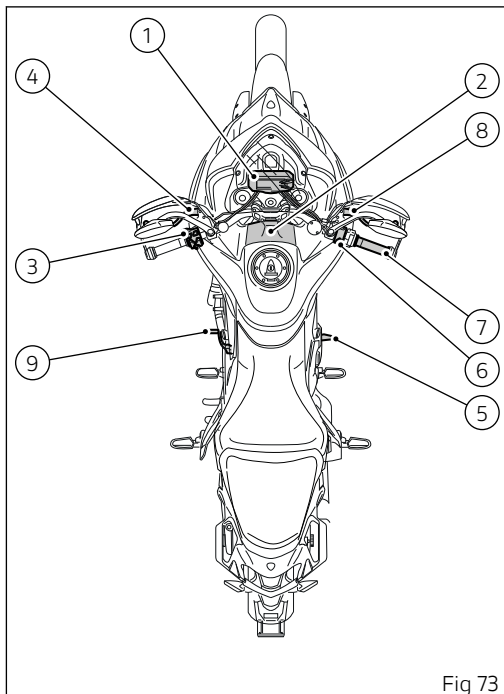


Fig 73

Switchgears

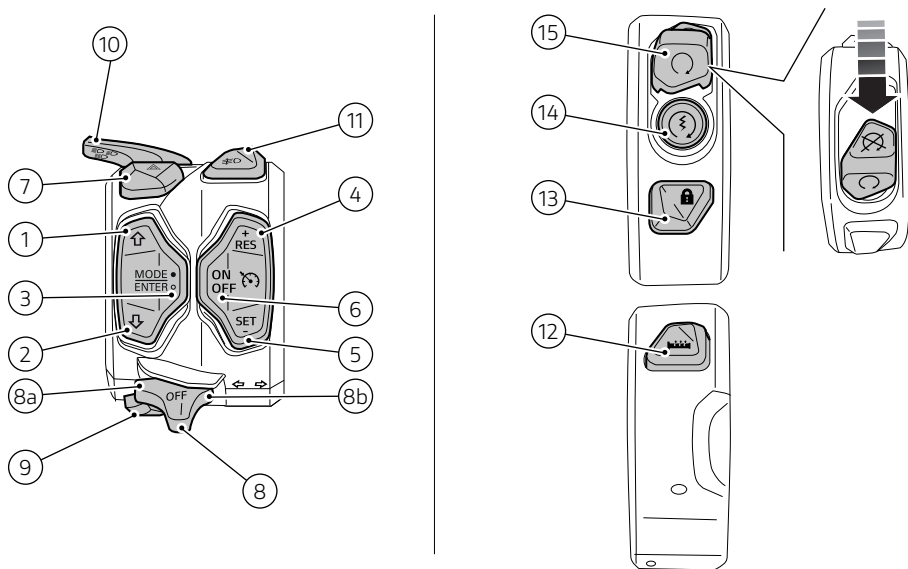


Fig 74

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		Fog lights ON/OFF (if any)

12		Heated grips (if present)
13		Electronic steering lock
14		Engine start
15		Engine kill, pushed down (red)

Light control

Low / High beam

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

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

Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (1) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (1) position (C) on LH switch.

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

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

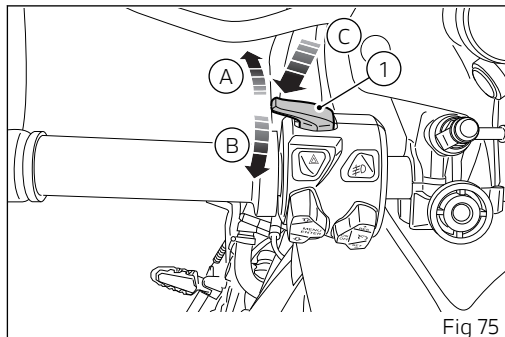


Fig 75

Function for switching the Cornering lights on/off

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

Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicators, press button (2) in position (I); to activate the right turn indicators, press button (2) in position (L).

Turn indicators can be cancelled by pressing button (2) on LH switch.

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 miles (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.

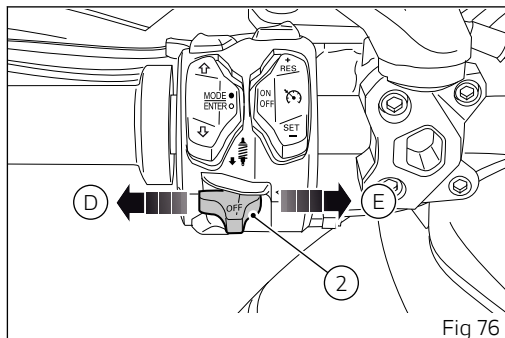


Fig 76

Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS OFF) page 291.



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 function (4 turn indicators)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (3) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (3).

After activating the "Hazard" function, if motorcycle is switched OFF (key set to OFF), the function will stay active until manually disabled by user or it will be automatically disabled after 1 hour to save battery charge.



Note

If user performs a Key-ON while the "Hazard" function is still active, the function will remain ON (temporary turn indicator control interruption is allowed during the instrument panel initial check routine).

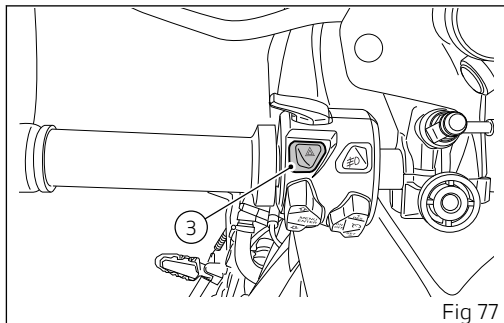


Fig 77

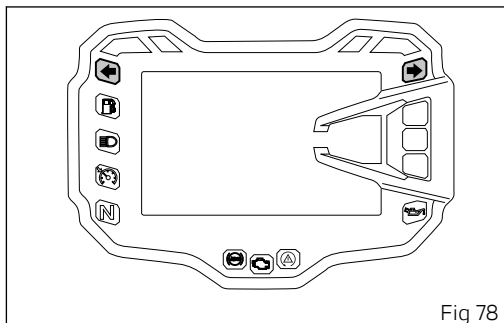


Fig 78

**Note**

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.

**Note**

The "Hazard" function has higher priority compared to normal operation of the single turn indicators, this means that, as long as it is active, it will not be possible to activate the single right or left turn indicators.

Fog lights (if any)

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

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

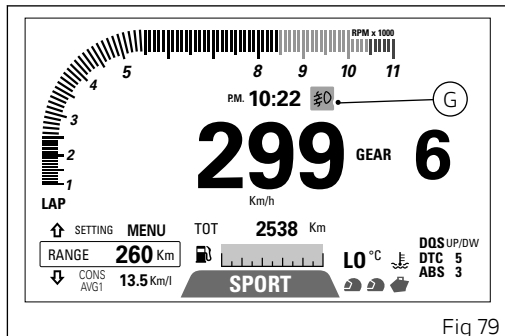


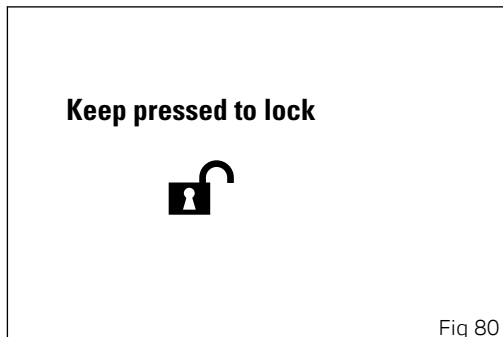
Fig 79

Warning reading "Keep pressed to lock" (upon Key-Off)

This warns that it is necessary to keep the button pressed to engage the steering lock.

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

Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.



Warning reading "Steering locked" (upon Key-Off)

This warns that the steering lock was activated after Key-Off.

If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 5 seconds.

Steering locked



Fig 81

""Hands free"" system"

The Hands free system consists of:

- 1) Hands free unit;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Electric plug (Optional).

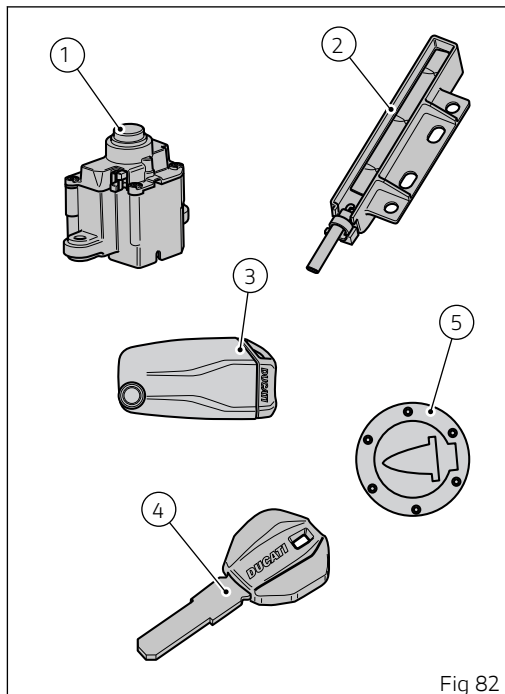


Fig 82



Important

Conditions affecting the correct operation of the Hands Free system.

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

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

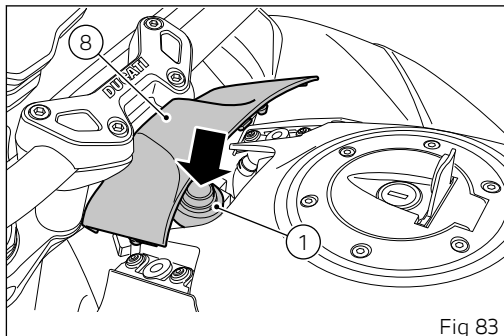
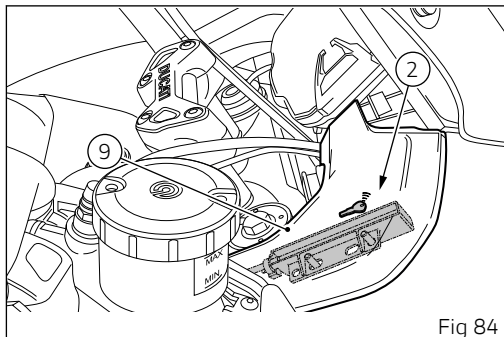


Fig 83

(Fig 83) indicates the position of the Hands Free unit (1), with protection lid (8) and (Fig 84) indicates the position of the antenna (2) under panel (9) at the key symbol.



Hands free protection lid opening and closing

The "Hands free" unit (1, Fig 82) is located on tank front side and can be accessed by pulling up and removing protection cover (8).

Close protection cover (8), making sure to engage pins (A) into rubber blocks (B) and push onto tabs until they lock in place.

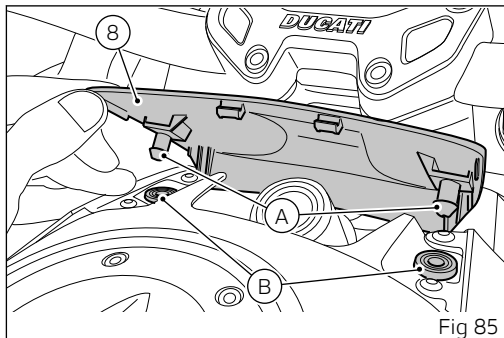


Fig 85

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

Key-On consists in turning on the hands free system and all electronic devices.

Key-On is done using button (6) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).

Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.

Key-Off is done using button (6) on the right switch on the handlebar or using the button on the Hands free unit (1).

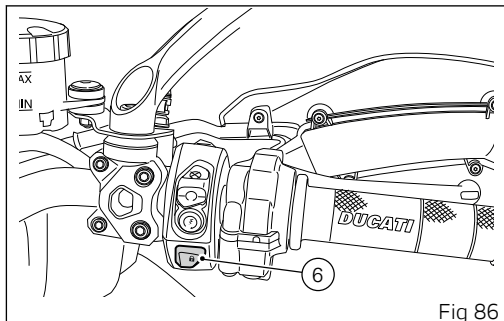


Fig 86



Attention

The button on the Hands free unit (1) is located under the protection cover (8). Remove cover (8) to reach the button on the Hands free unit (1).

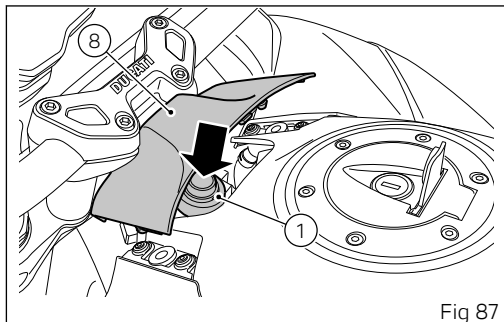


Fig 87

Note

The use of one of the two buttons, (6) on handlebar or (1) on Hands free, does not exclude the other; e.g., if you use one for switch-on, you can switch off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.

Key-Off can also occur without any key (3) or (4).

Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6, Fig 86) on the handlebar or by pressing the Hands free button (1, Fig 83). When speed is not equal to zero, perform key-off by pressing the Hands free button (1, Fig 83).

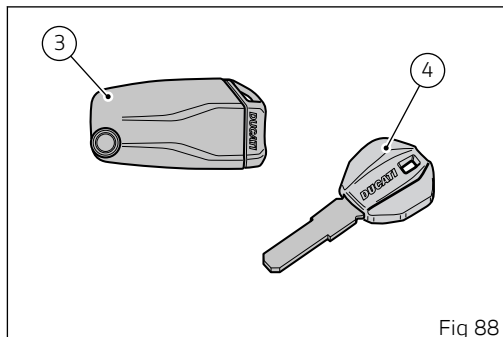


Fig 88

Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the right-hand panel (9), at the key symbol, where antenna (2) is located.

Important

If active key battery is flat, the key works as a passive key so its range is reduced to a few inches (cm) from antenna (2). Instrument panel shows when battery is flat. If active key battery is flat, the key can still be used as a passive key.

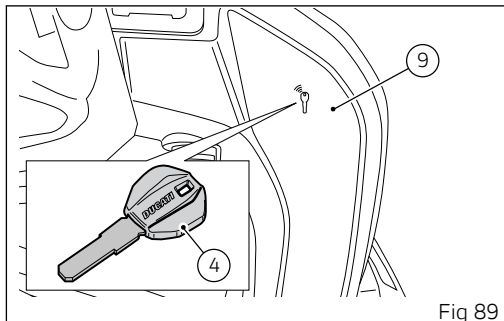


Fig 89

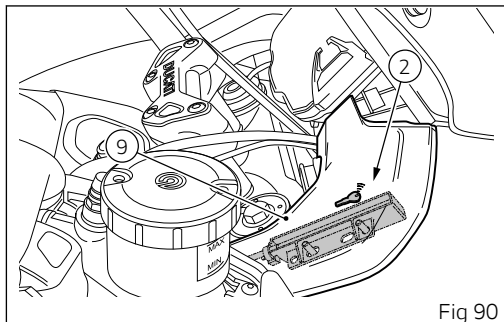


Fig 90

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



Note

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

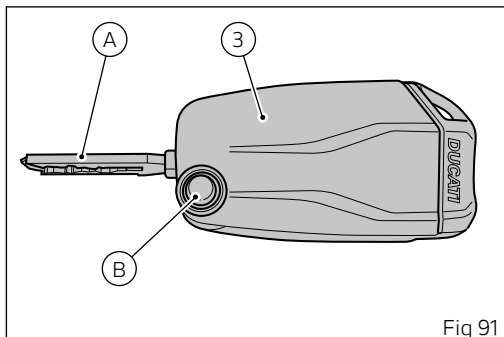


Fig 91

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

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3, Fig 82).



Note

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

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the key (3, Fig 82) only if motorcycle speed is equal to zero.

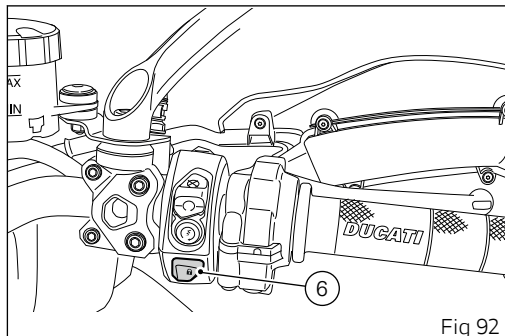


Fig 92

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

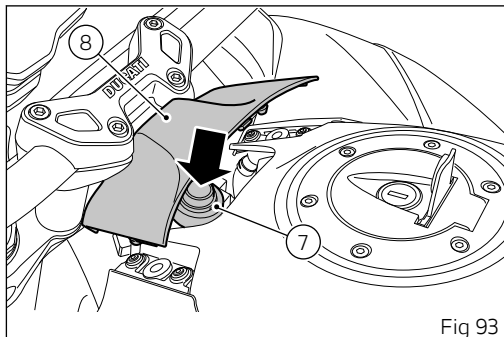
Key-On can be performed by pressing button (7) on the Hands free unit (1, Fig 82) and with the presence of the active key (3, Fig 82).



Note

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

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 82), also without the key (3, Fig 82).



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

Key-On can be performed by pressing the grey button (6) on the handlebar and with the presence of the passive key (4, Fig 82).



Note

The passive key (4) has a range of a few cm, therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing the grey button (6) on the handlebar. It can also be performed without the key (4, Fig 82) only if motorcycle speed is equal to zero.

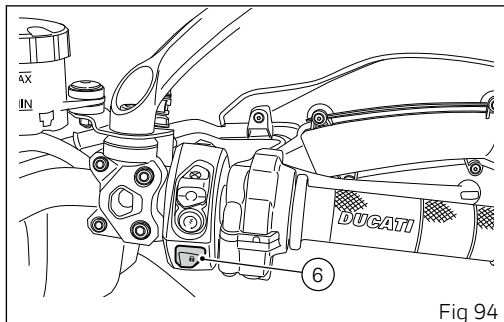


Fig 94

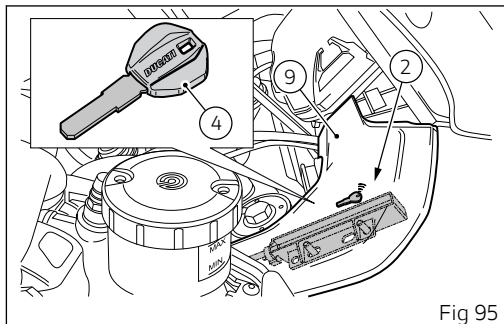


Fig 95

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

Key-On can be performed by pressing button (7) on the Hands free lock and with the presence of the passive key (4, Fig 82).



Note

The passive key (4) has a range of a few cm, therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 82), also without the key (4, Fig 82).

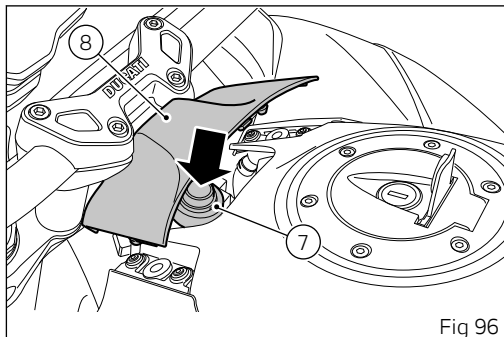


Fig 96

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

Key-On can be performed by pressing button (7) on the hands free lock (1, Fig 82) without the presence of the keys (3) and (4) and entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar.

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

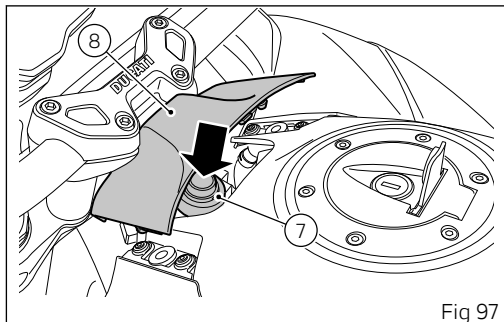


Fig 97

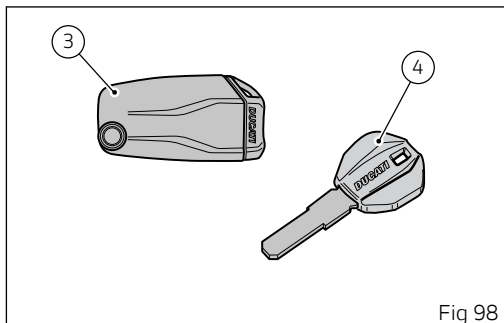


Fig 98

Entering PIN CODE function for overriding purposes

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

If the motorcycle cannot be turned on using the normal starter button, press the "emergency" Hands Free button (7), lifting lid (8), to activate the function.

After pressing the button, the instrument panel activates the page for entering the override code. Refer to the "Restoring motorcycle operation via the PIN CODE" procedure page 127.



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.

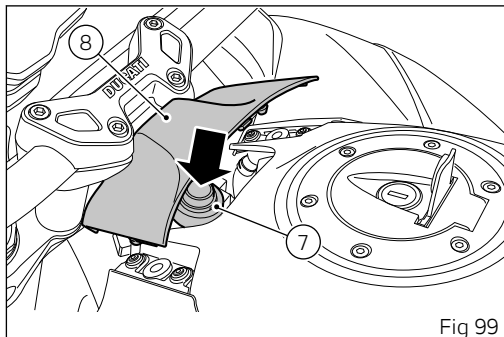


Fig 99

Keys

The Owner receives a set of keys comprising:

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

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

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).

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

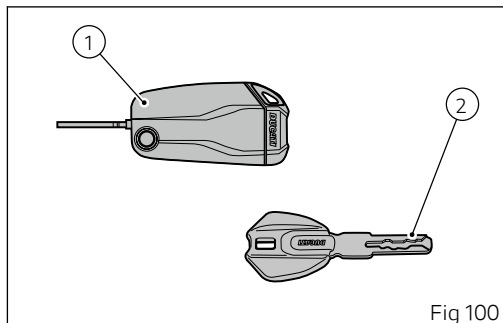


Fig 100

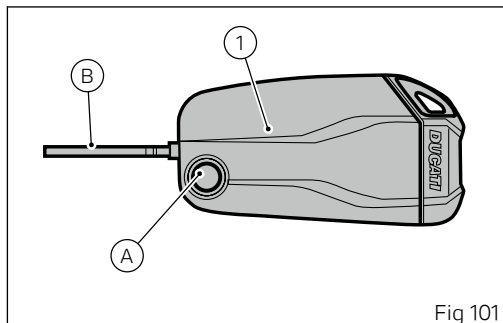


Fig 101

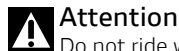
The active key contains a battery (3) that must be replaced when the message "low level" is displayed under the key and battery symbols when the instrument panel is turned on.



Note

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

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



Attention

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

Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.

Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

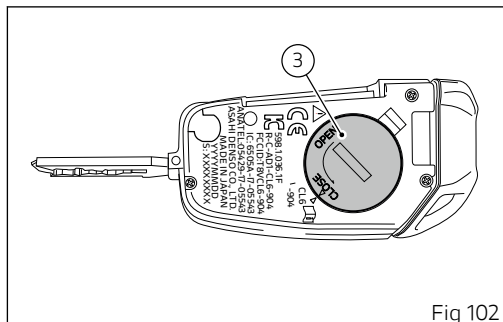


Fig 102

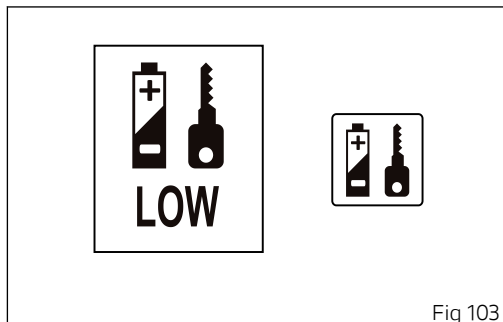


Fig 103

Replacing the battery



Attention

Symbol (A) indicates to pay attention when removing the key battery



Attention

Danger of explosion in case of battery improper replacement. For replacement, use only the same or an equivalent type of battery.



Attention

Do not expose the key to high temperatures, such as on the instrument panel, and under direct sunlight.



Attention

This symbol (B) warns the user about important use and maintenance instructions contained inside the documents provided with the equipment.



Note

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

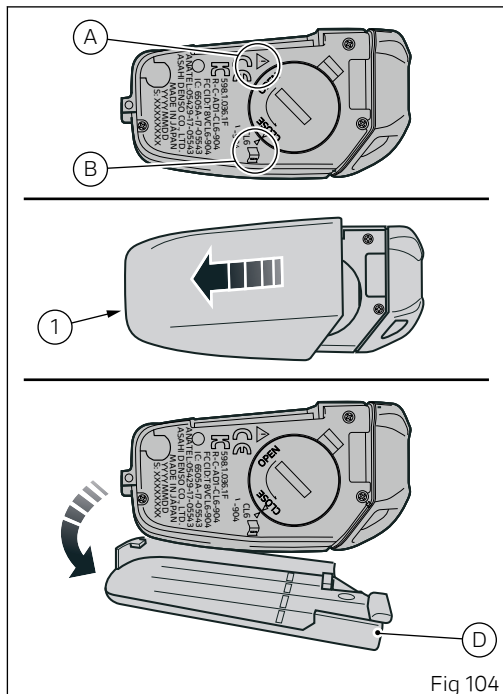
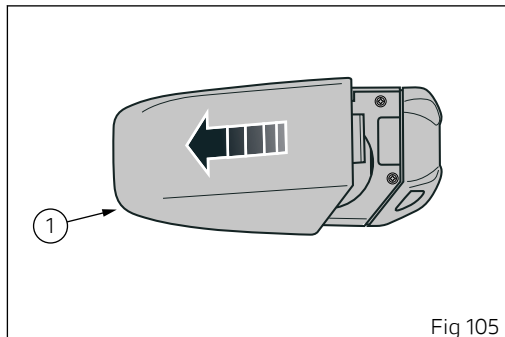


Fig 104

Removing the key shell

Remove the rear plastic shell (1) of the grip by pushing it forward and lifting it as shown in the figure.



Removing the battery

Attention

For the Australia market, carefully read the warning on the side.

After separating the plastic shells, using a coin of appropriate size applied to the slot (2) on the battery (3), turn it clockwise for removal (as indicated by the "OPEN" indication on the battery).

Remove battery (3) and install a new one.

Attention

Do not swallow the battery, danger of chemical burn.

This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours. If battery swallowing, i.e. its positioning inside any part of your body, is suspected, seek for immediate medical advice.

WARNING: THE VEHICLE KEY CONTAINS A BUTTON BATTERY!



The button (coin) battery in the vehicle key is hazardous and both new and used batteries are to be kept away from children at all times. If swallowed or placed inside any part of the body, a lithium button battery can cause severe or fatal injuries in 2 hours or less. Medical attention should be sought immediately if it is suspected the battery has been swallowed or placed inside any part of the body.

Fig 106

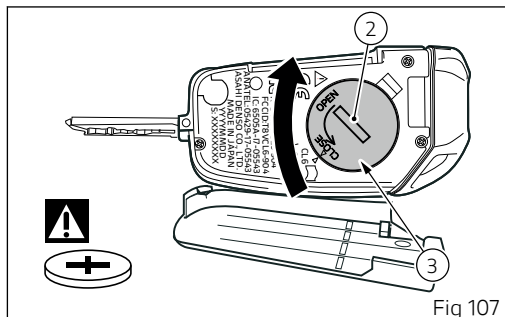


Fig 107

Refitting the battery



Attention

For the Australia market, carefully read the warning on the side.

Insert the new battery (3) into the battery compartment with the slot (2) facing upwards. Using a coin of appropriate size applied to the slot (2), rotate the battery (3) anticlockwise to fix it (as indicated by the "CLOSE" indication on the battery).



Important

Only use the required type of battery.

WARNING: THE VEHICLE KEY CONTAINS A BUTTON BATTERY!



The button (coin) battery in the vehicle key is hazardous and both new and used batteries are to be kept away from children at all times. If swallowed or placed inside any part of the body, a lithium button battery can cause severe or fatal injuries in 2 hours or less. Medical attention should be sought immediately if it is suspected the battery has been swallowed or placed inside any part of the body.

Fig 108

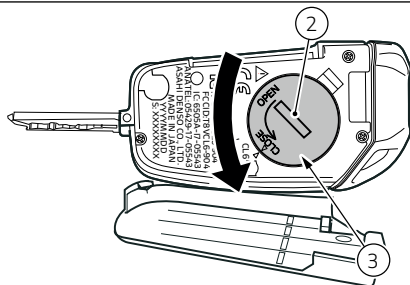
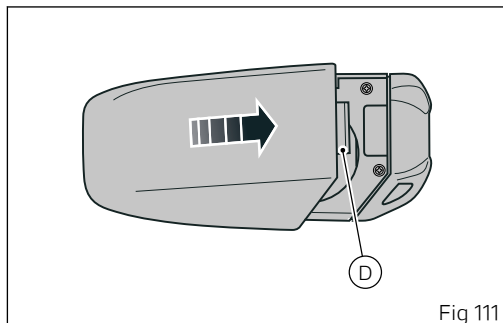
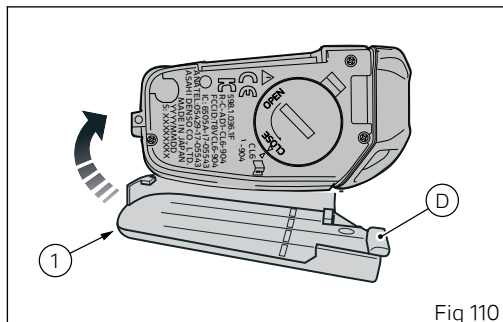


Fig 109

Reinstall the rear plastic shell (1) and push it slightly as shown in the figure.
Insert tab (D) inside its seat.
Make sure shell closes properly and that the key is well closed.



Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

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.

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 function is active, the instrument panel displays "Insert Pin" with four spaces allowing the rider to enter digits of the Pin code to be entered. "0" and "- - -".

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) To confirm the number, press the button (4).

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

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

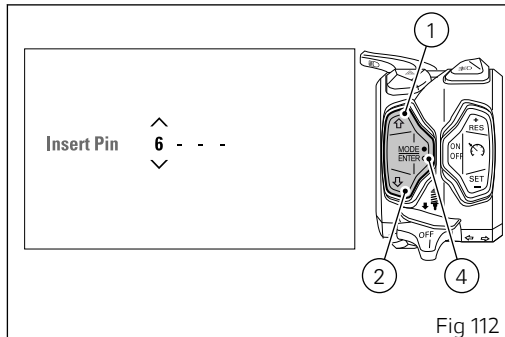


Fig 112

- if there is a problem during the PIN code check, the instrument panel displays "ERROR" for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the "Insert Pin" indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 seconds, and then displays the "standard screen".



Important

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

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.



Attention

Set clutch lever when motorcycle is stopped.



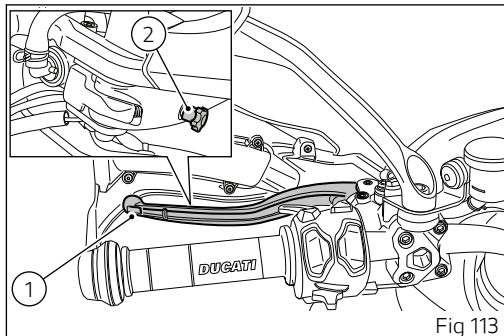
Important

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



Attention

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



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 before engaging the gear).

Throttle twistgrip

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

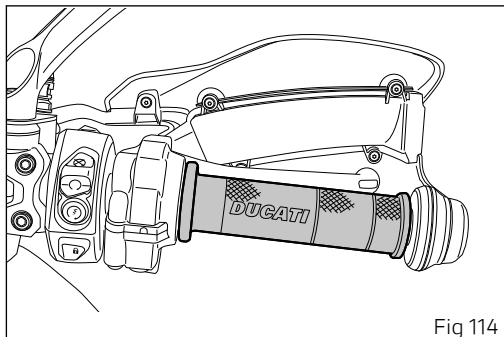


Fig 114

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 twistgrip. Turn the adjuster anticlockwise to decrease lever distance.

When high pressure is applied to the front brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 300.

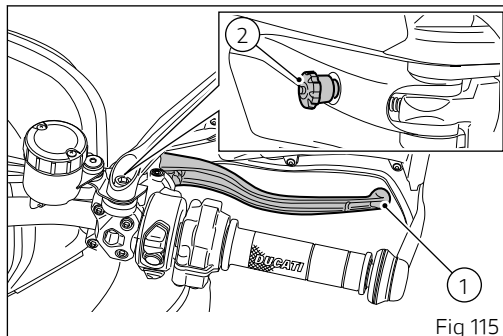


Fig 115

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)".

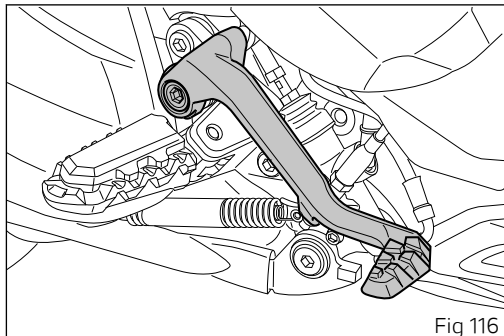


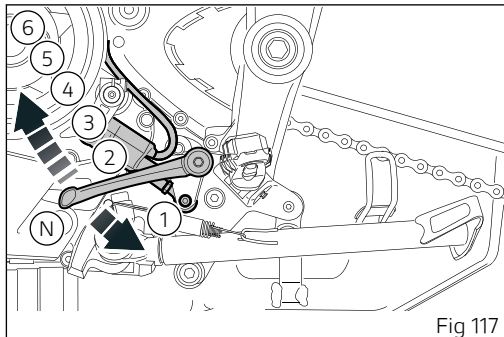
Fig 116

Gear change pedal

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

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

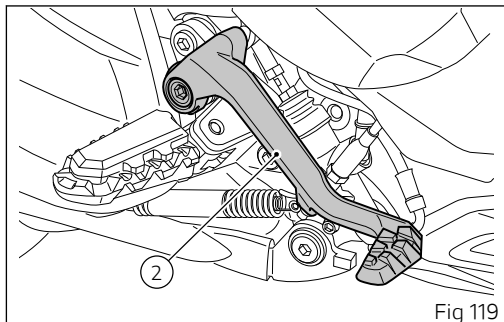
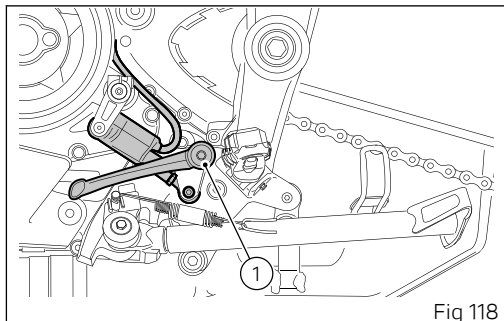
Each time you move the pedal you will engage the next gear.



Adjusting the position of the gearchange pedal and rear brake pedal

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

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



Riding the motorcycle

Motorcycle running-in period

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

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

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- During intensive use always shift down a gear to prevent the engine from overloading.
- Do not run the engine at high rpm for a long time, particularly when riding uphill; shifting up a gear reduces fuel consumption and noise.
- Avoid riding at constant speed, either slow or fast, for a long period of time.

- Do not ride at full throttle, especially when the engine is cold.
- Avoid starting at full throttle and rapid acceleration.
- Avoid abrupt and prolonged braking, act carefully on the brakes.
- Check the drive chain frequently. Lubricate as required.



Important

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

Pre-ride checks



Attention

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

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

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Refuel, if necessary ("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 relevant reservoirs ("Brake fluid level check").
- **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 ("Tubeless tyres").
- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs ("Replacing low and high beam bulbs").
- **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").

ABS warning light

After key-on, the ABS light (6) stays on.
When the motorcycle speed exceeds 5 km/h (3 mph),
the warning light switches OFF to confirm the
correct operation of the ABS system.



Attention

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

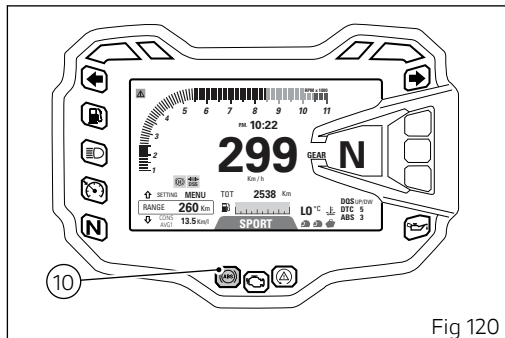


Fig 120

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.

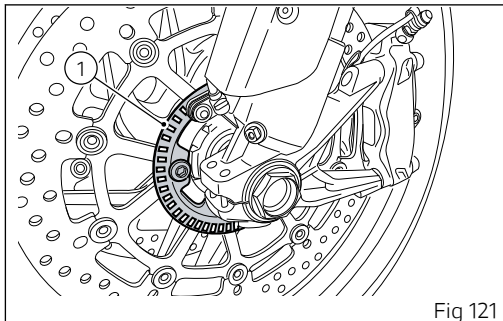


Fig 121

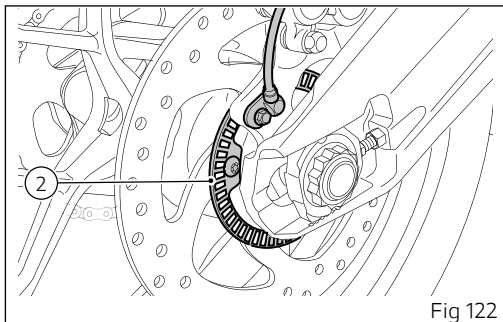


Fig 122

Engine start/stop

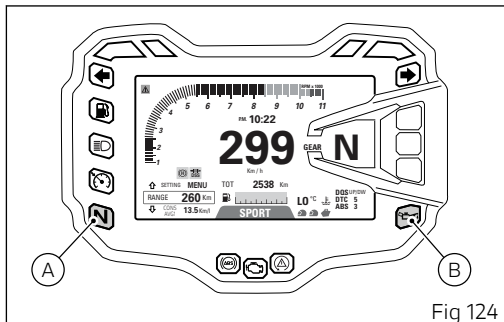
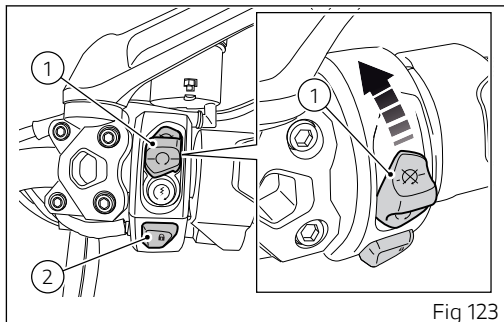
Attention

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

Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialisation and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.





Attention

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

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



Note

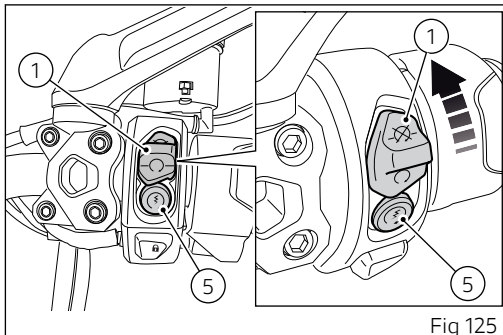
It is possible to start the engine with side stand down and the gearbox in neutral. When starting the motorcycle with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Move the red switch (1) up to uncover button (5). Push the button (5) to start the engine.



Important

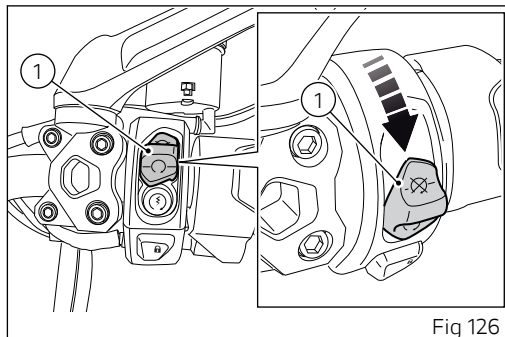
Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.



Attention

Keeping the engine running for too long with the vehicle stationary can cause damage because of overheating due to insufficient cooling. Do not keep the engine on unnecessarily while the vehicle is stationary. Move off with the motorcycle immediately after starting the engine.

The red oil pressure warning light (4) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to chapter "Hands Free System".



As shown, the USA version features a protective cover (7) different from the other ones and allowing access for the rotation (USA version only) of button (6) on the Hands Free lock.

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

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

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

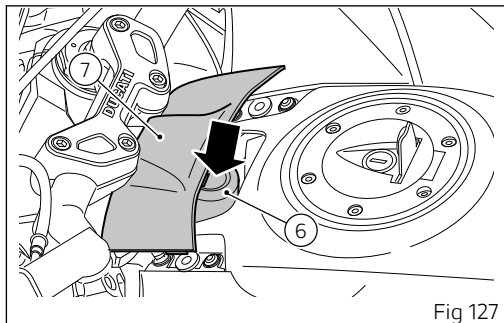


Fig 127

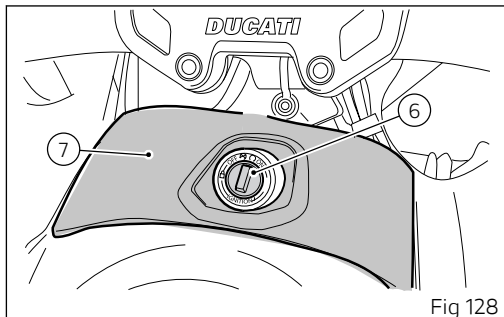
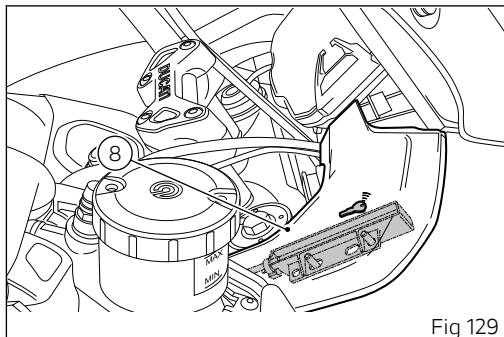


Fig 128

The Hands Free system antenna (8) is positioned under the RH panel, as indicated.



Moving off

- 1) Raise the side stand until it is horizontal, as confirmed by the switching off of the warning light on the instrument panel.
- 2) Squeeze the control lever to disengage the clutch.
- 3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
- 4) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
- 5) Let go of clutch lever and speed up.
- 6) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.



Attention

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



Attention

Prolonged wheelies could deactivate the ABS system.

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.

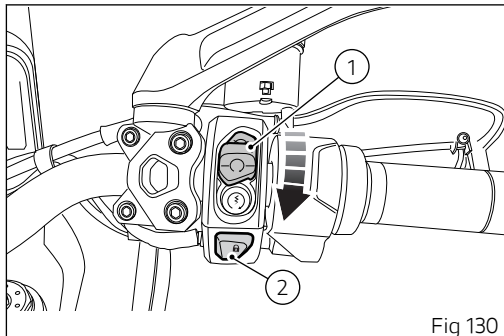
When riding in the rain or on low-grip surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine 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.

Stopping the motorcycle

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

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

Stop the engine by pushing the red switch (1) down. Press button (2) for Key-off.



Parking

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

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After 1 second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

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

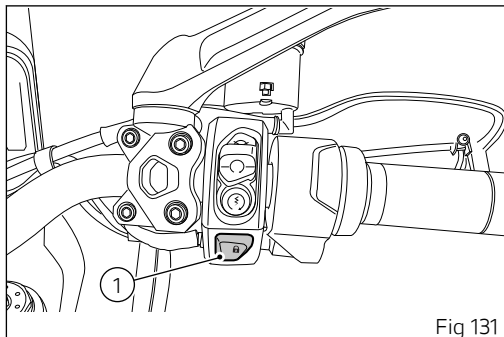


Fig 131



Attention

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

Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.



Attention

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

Refuelling

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

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.

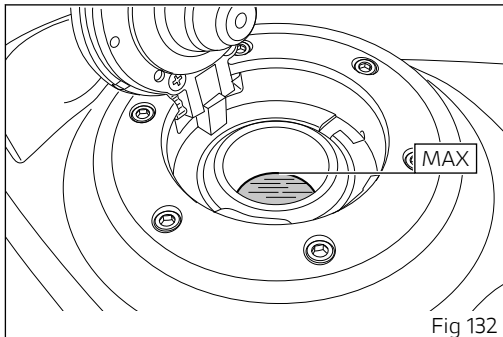


Fig 132



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.

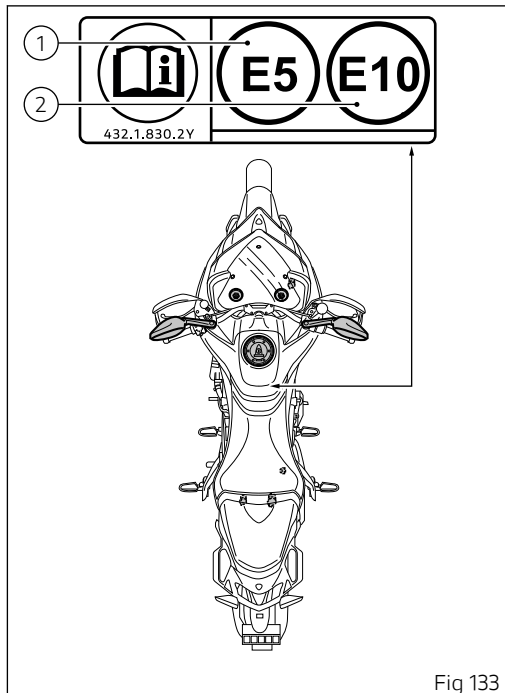


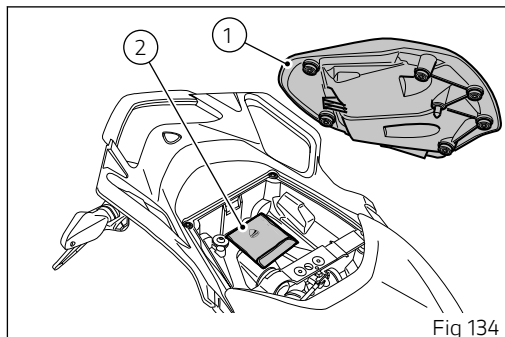
Fig 133

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 8 mm (0.31 in) Allen wrench.
- 5 mm (0.20 in) Allen wrench.
- Fuse pliers.
- 8/10 fixed wrench.
- Handgrip for 6 mm (0.24 in) box wrench.
- Box wrench for spark plug.
- 4 mm (0.16 in) Allen wrench.
- 6 mm (0.24 in) Allen wrench.

To access the compartment remove the passenger seat.



Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with an instrument panel featuring a 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

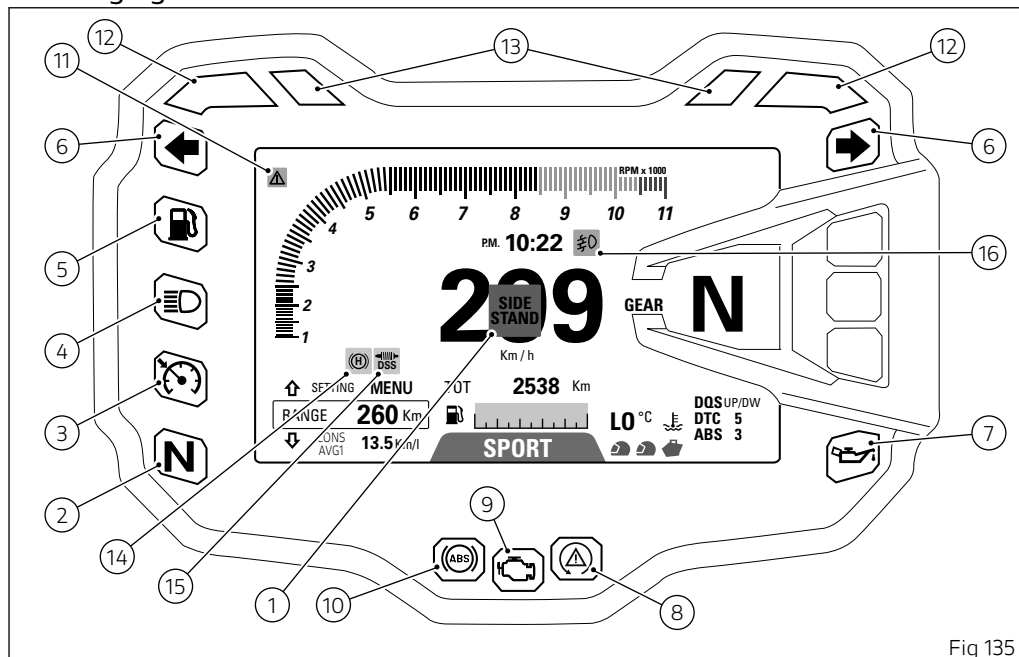


Fig 135

no.	Description	Colour
1	Side stand	Red (display)
2	Neutral gear	Green
3	Cruise control	Green
4	High beam on	Blue
5	Low fuel	Amber yellow
6	Turn indicators	Green
7	Engine oil low pressure  Important If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
8	DTC Diagnosis - flashing: DTC enabled, but with degraded performance; - on: DTC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
9	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	Amber yellow

no.	Description	Colour
	tion eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	
10	ABS Diagnosis - 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
11	Generic error	Amber yellow (display)
12	DTC intervention	Amber yellow
13	Limiter / Immobilizer	Red
14	VHC	Amber yellow (display)
15	Electronic suspension (DSS) diagnostics - flashing: DSS system active; - on: presence of DSS malfunction.	Amber yellow (display)
16	Fog lights (if any)	Amber yellow (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.

Parameter setting/displaying

Upon key-on, the instrument panel displays the DUCATI logo and switches on the LED warning lights in two steps ("initial check routine").

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

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph) (actual speed), the instrument panel will stop:

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

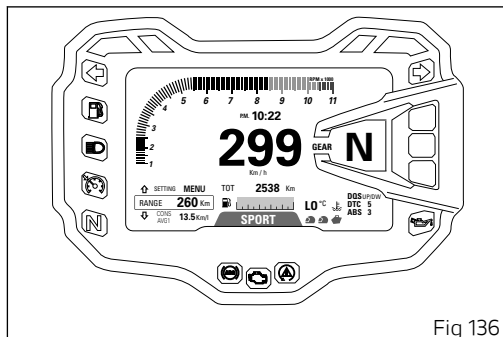


Fig 136

The main screen can have four different layouts:

TRACK, FULL, CITY and OFF ROAD.

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

- 1) Motorcycle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine Coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DQS level indication ON or DQS OFF indication
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Bluetooth indication
- 16) LAP indication (only if active)
- 17) Fog lights (if any)
- 18) Heated handgrips (if any).

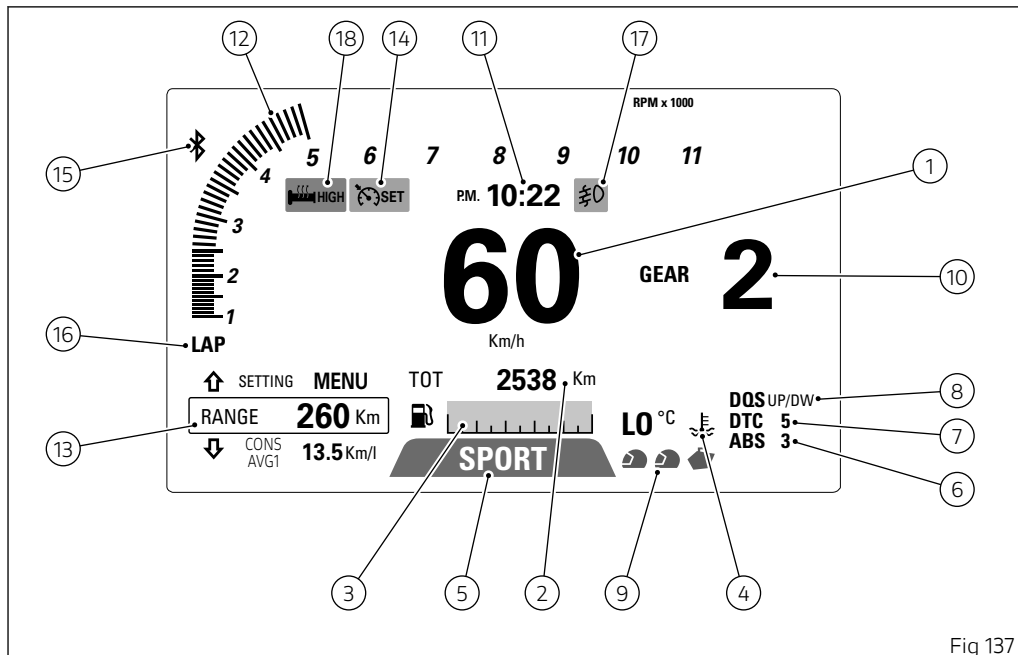


Fig 137

Data displayed on the main screen for FULL layout 21) Fog lights (if any).
are as follows:

- 1) Motorcycle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine Coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DQS level indication ON or DQS OFF indication
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Heated handgrips (if any)
- 16) Bluetooth indication
- 17) Infotainment Menu — Connected devices
- 18) Infotainment Menu — Calling person name /
number
- 19) Infotainment Menu — Missed calls or sms /
mms / email received
- 20) Infotainment Menu — Player (volume / track
selection)

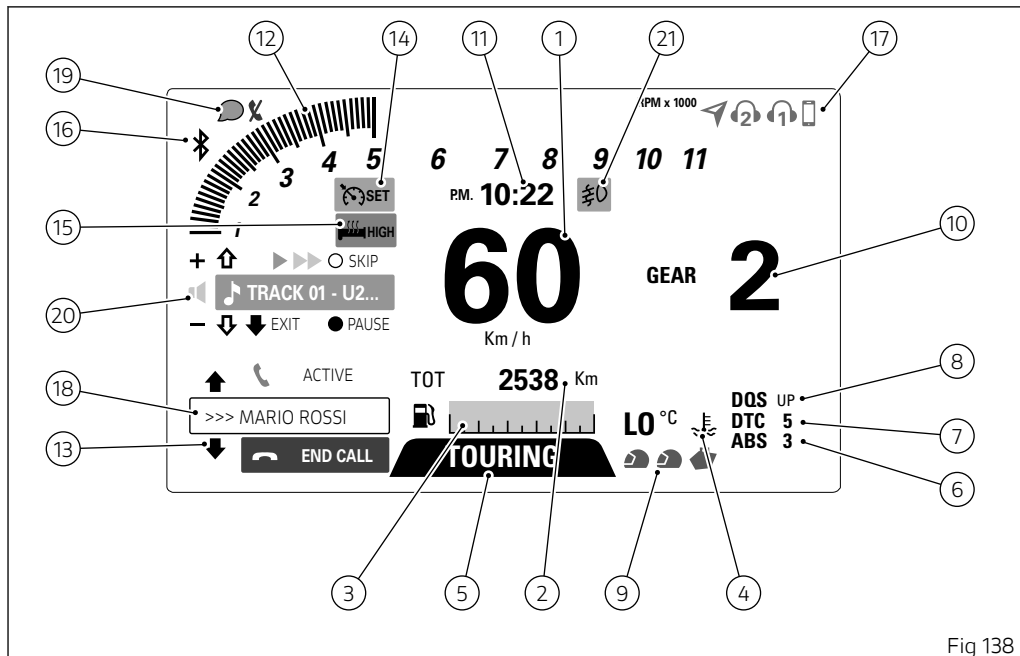


Fig 138

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

- 1) Motorcycle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine Coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DQS level indication ON or DQS OFF indication
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication.
- 11) Clock.
- 12) Menu
- 13) Cruise Control indication
- 14) Heated handgrips (if any)
- 15) Bluetooth indication
- 16) Infotainment Menu — Connected devices
- 17) Infotainment Menu — Calling person name / number
- 18) Infotainment Menu — Missed calls or sms / mms / email received
- 19) Infotainment Menu — Player (volume / track selection)
- 20) Fog lights (if any).

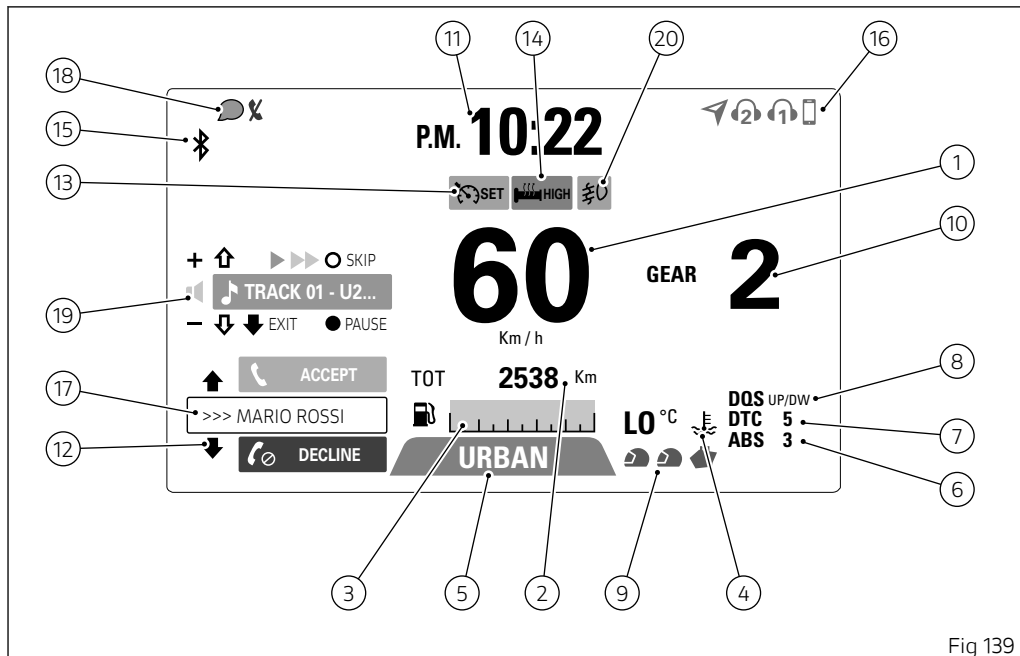
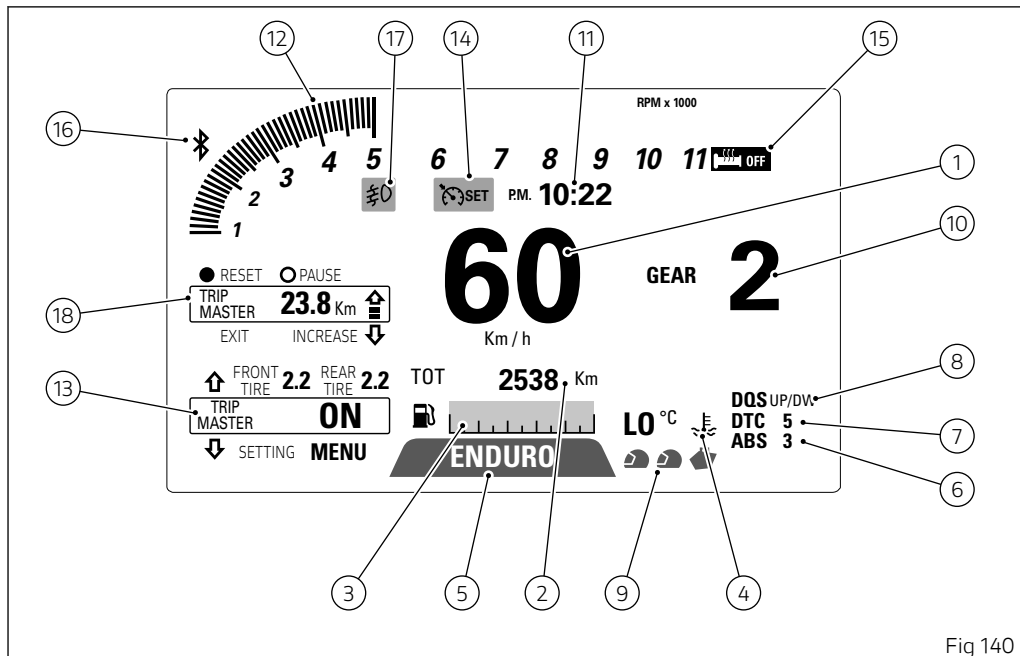


Fig 139

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

- 1) Motorcycle speed
- 2) Odometer
- 3) Fuel level.
- 4) Engine Coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DQS level indication ON or DQS OFF indication
- 9) LOAD settings (motorcycle setup)
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Heated handgrips (if any)
- 16) Bluetooth indication
- 17) Fog lights (if any)
- 18) TRIP Master (if activated from the Menu).

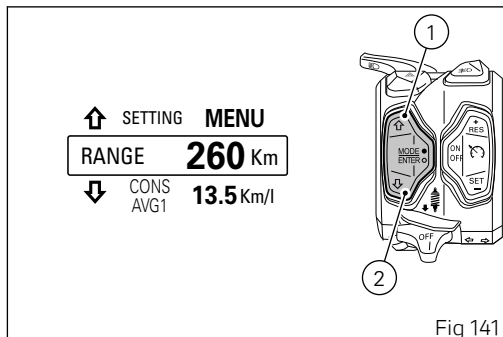


When the instrument panel is in TRACK riding Info Mode and in SPORT, TOURING or URBAN Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TIRE PRESSURE – accessory, function present only if installed
- SETTING MENU

When the instrument panel is in TRACK Info Mode and in ENDURO Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2



- CONS.
- T AIR
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1

- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected, see page 34)
- LAST CALLS (only if BT module is available and a Smartphone is connected, see page 31)
- TIRE PRESSURE – accessory, function present only if installed
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.

- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected, see page 34)
- LAST CALLS (only if BT module is available and a Smartphone is connected, see page 31)
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)
- TIRE PRESSURE – accessory, function present only if installed

- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

The instrument panel stores Menu current settings upon key-off. Upon the following key-on, the previously stored function is displayed. In case of sudden and unexpected power off, the instrument panel displays the RANGE (residual range) function in the Menu upon the following key-on.



Note

Upon every key-on the instrument panel shows the "RANGE" function for 10 seconds, then the function stored at previous key-off will be displayed; during these first 10 seconds, if button (1) is pressed, the 10-second "forced" display of the residual range (RANGE) is stopped and the memorised function will be displayed upon Key-Off.



Note

At the end of the check, before displaying the residual range (RANGE) for 10 seconds, the instrument panel will show the information relevant to the "Service" (countdown) function.

Engine rpm indication (RPM)

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

When reaching 12000 rpm no numerical digit is enlarged.

The area for the 8500-10000 rpm range (pre-warning area) is indicated on the display in orange, used for filling the bar graph (orange area).

The area for the 10000-11000 rpm range (warning area) is indicated on the display in red, used for filling the bar graph (red area).

TRACK (A) layout indicates rpm in a different way compared to FULL (B) and OFF ROAD (C) layouts. CITY layout does not provide for rpm indication.

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

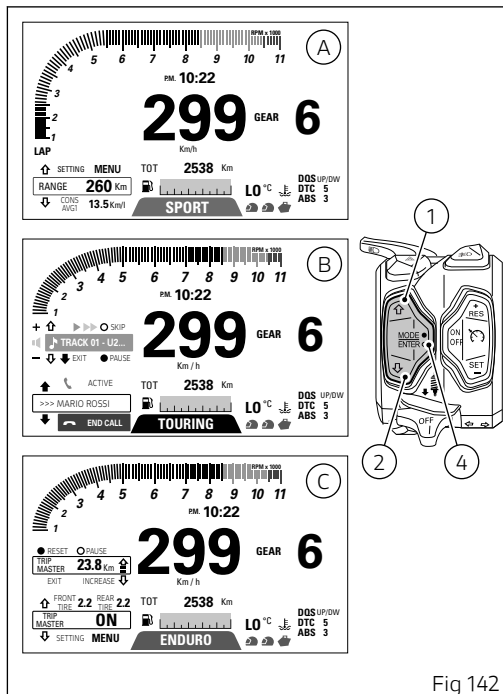


Fig 142

During the first 1000 km (600 mi) of the odometer (vehicle break-in period) a "virtual" engine rpm limiter is displayed. The "orange area" of rev counter starts from 6000 rpm. We recommend the user not to reach this orange area during break-in period. After the break-in period, the "virtual" limiter indicates and advises the rider to ride at lower revs when the engine is cold. The "virtual" limiter changes according to the engine temperature.

Motorcycle speed

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

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

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

Note

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

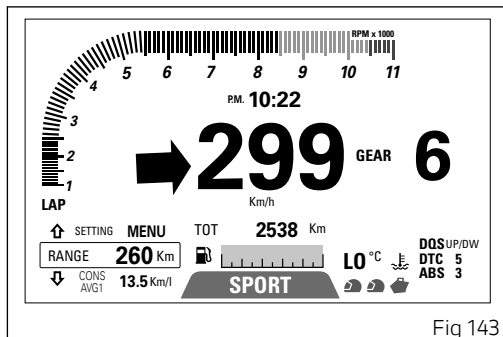


Fig 143

Fuel level

This function displays the fuel level.

The low fuel light turns on when the level goes down to 2 steady marks that become orange, the fuel pump symbol is orange: this means that there are approximately 4 litres left in the tank.

If the level goes further down, the last mark will be red and flashing and the fuel pump symbol will be steady and red.

Note

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

Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refuelling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.

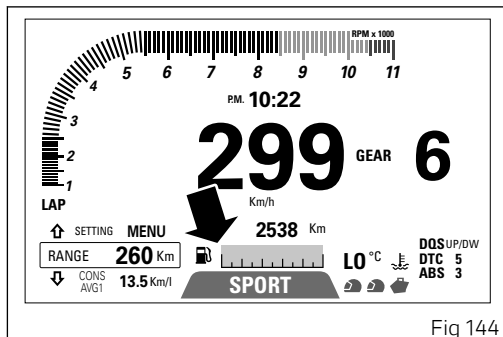


Fig 144

Engine Coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).

If reading is:

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

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

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

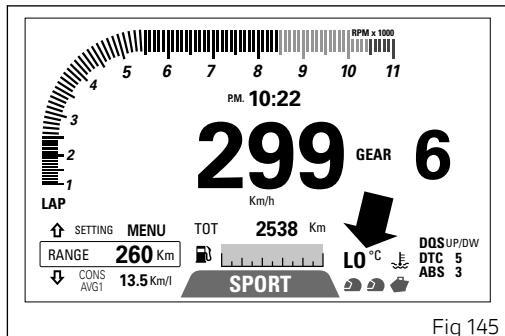


Fig 145



Note

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

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the central lower side of the display.

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).

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

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

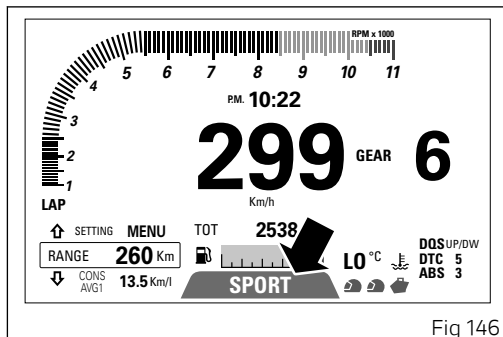


Fig 146

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in "ABS enabling/disabling" (only possible in the ENDURO Riding Mode).

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

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

Riding mode change function

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

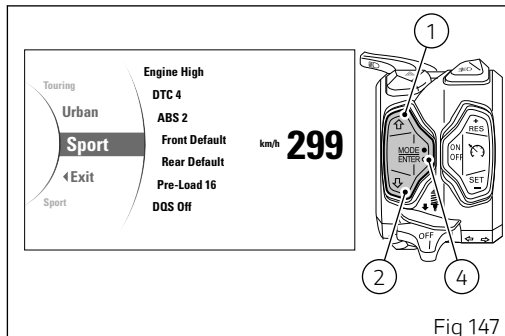
To select the riding mode it is necessary to access the specific Riding Mode Menu by pressing button (4) for 1 second.

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

- SPORT
- TOURING
- URBAN
- ENDURO

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

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



- engine power (ENGINE): "ENGINE" message followed by set engine power ("HIGH", "MED" or "LOW");
- DTC system: the "DTC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DTC is active or by "off" in case the DTC is disabled;
- ABS system: the "ABS" message followed by the level of calibration set ("1", "2", "3") in case the ABS is active or by "off" in case the ABS is disabled;

- DSS front suspension: "FRONT" lettering followed by set compression and rebound for the fork (only for versions with electronic suspensions);
- DSS rear suspension: "REAR" lettering followed by set compression and rebound for the rear shock absorber (only for versions with electronic suspensions);
- rear shock absorber spring preload: PRELOAD lettering followed by set spring preload (from 01 to 24) for the rear shock absorber (only for versions with electronic suspensions);
- DQS system: the "DQS" message followed by the level of intervention set ("UP/DW") in case the DQS is active or by "off" in case the DQS is disabled.

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

Now, every time button (1) or button (2) is pressed the instrument panel scrolls the other Riding Modes (SPORT, TOURING, URBAN and ENDURO) and " ◀ EXIT". If, for instance, the starting Riding Mode is SPORT, by pressing button (2) the instrument panel

highlights TOURING, URBAN, ENDURO and " ◀ EXIT" to then go back to SPORT; by pressing instead button (1) the instrument panel will highlight " ◀ EXIT", ENDURO, URBAN, TOURING to then go back to SPORT.

Once the desired riding mode is selected press button (4) to memorise the new Riding Mode.

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

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

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

- if throttle is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode, the name of the Riding mode flashes for 3 seconds and goes back to "standard page" displaying;
- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A, Fig 148) indication; only when throttle is

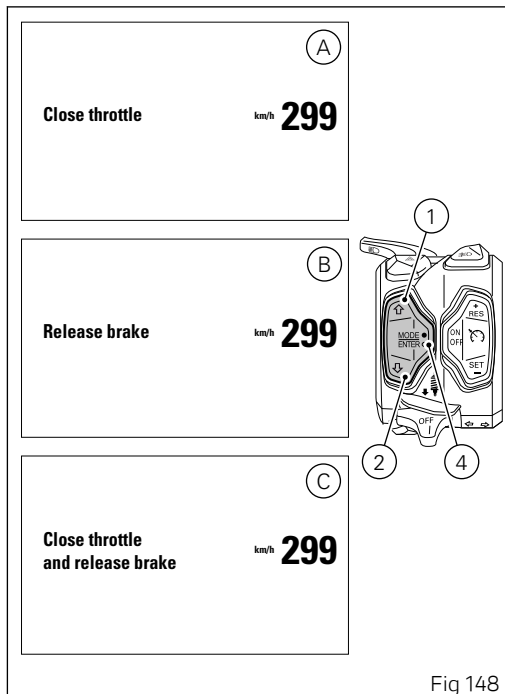


Fig 148

- "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "RELEASE BRAKES" (B, Fig 148) indication and only when brakes are released the new selected riding mode is confirmed and memorised, and the instrument panel goes back to standard page displaying;
 - if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" (C, Fig 148) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorises the new selected riding mode and goes back to "standard page" displaying.

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in "ABS enabling/disabling" (only possible in the ENDURO Riding Mode).

If the above-described conditions for "validating" the change of Riding Mode are not observed within 5 seconds from when "CLOSE THROTTLE" or "RELEASE BRAKES" or "CLOSE THROTTLE AND RELEASE BRAKES" indications, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

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

ABS

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

The instrument panel displays:

- the message "ABS" and the set intervention level number "1" to "3";
- if the system is in degraded operation due to a fault (no "cornering" feature), "ABS" message and the set intervention level number "1" to "3" (flashing); also the ABS warning light starts flashing;
- if ABS status information is missing, "ABS" indication and the dash "-";
- when in fault, the "ABS" indication, the red "Err" message; also the ABS warning light turns on;
- if the ABS is disabled (possible only in ENDURO Riding Mode), the "ABS" and "OFF" indications and the ABS warning light turns on.



Attention

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

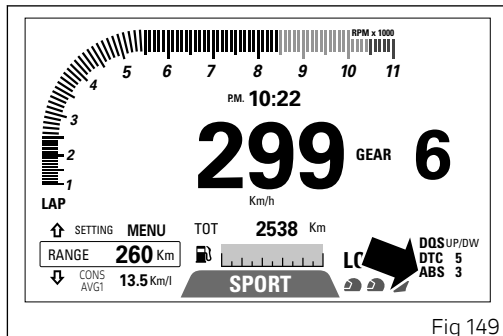


Fig 149

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 Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in

emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

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

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

(*)

- 1) ABS OFF level can only be used when the "ENDURO" Riding Mode is selected;
- 2) ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding;
- 3) 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 sensitivity 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 and more the braking power rather than stability and lift-up control, which is disabled in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.

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

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

- 1) The 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 setting 3, that will help them keeping the motorcycle more stable even in emergency braking.

DTC

The instrument panel displays DTC status as follows:

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



Attention

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

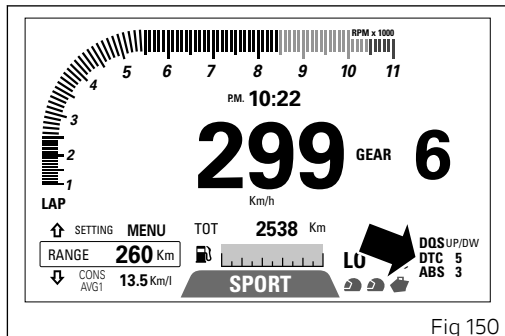


Fig 150



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 modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

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

DTC	RIDING MODE	USE	DEFAULT
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 sensitivity level



Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE Tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are 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 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.

DQS

The instrument panel displays DQS status as follows:

- if DQS system is enabled, the indication to engage the gears "UP/DW" is displayed;
- if DQS system is in reduced performance mode, the indication to engage the gears "UP/DW" is displayed flashing;
- if the DQS system or the control unit is in fault, the "Err" message is displayed in red;
- if DQS system is disabled, "OFF" is displayed.

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

It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated.

The system works in a different way when upshifting and downshifting.

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

- 1) 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.

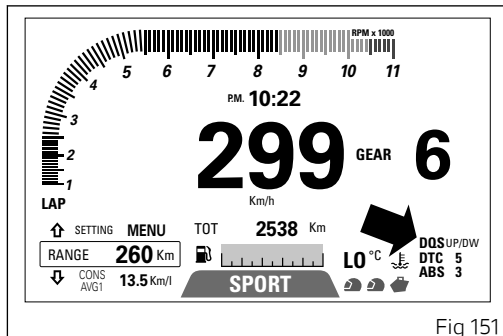


Fig 151

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

- 3) Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- 4) Ducati Quick Shift will shift down only when the throttle control is completely closed.
- 5) If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- 6) 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, a simple key-off and key-on cycle will reactivate the system.
- 7) Ducati Quick Shift is designed to operate above 2,500 rpm.
- 8) No matter the gear engaged, downshifting with Ducati Quick Shift only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.
- 9) It is not possible to downshift using the DQS when the Cruise Control is on.

Motorcycle setup

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

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

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

If the symbols are flashing, the system is checking the pre-load.

Note

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

Attention

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

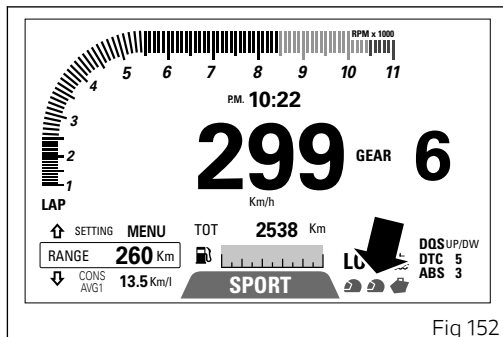


Fig 152

Changing motorcycle Load Mode setting

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

Available settings are as follows:

- Rider only (Rider)  ;
- Rider with luggage (Rider / Baggage)   ;
- Rider and passenger (Rider / Passenger)
  ;
- Rider with passenger and luggage (Rider / Passenger / Baggage)   .

Attention

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

Every load setup is associated with a specific front fork rebound and compression damping, a specific rear shock absorber rebound and compression damping as well as a specific rear shock absorber spring preload that changes according to the Riding Mode.

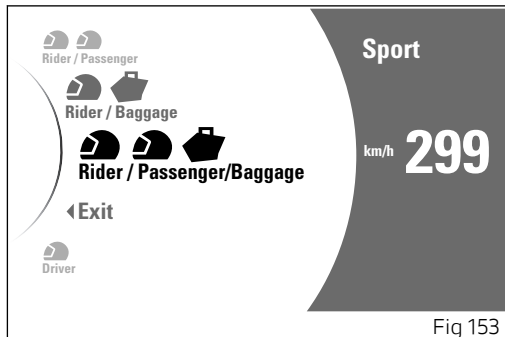


Fig 153

Press button (2) for one second to activate the load mode function menu.

Now you can use buttons (1) and (2) to scroll down the suspension settings and select "◀ EXIT".

Press button (4) to confirm the desired setting; then, the instrument panel quits the display mode and saves the new setting.

If you press button (4) just once with the indication "◀ EXIT" selected, the instrument panel quits without applying any change.



Note

Once the current Riding Mode setting is changed, if then the rider changes the Riding Mode, the instrument panel will keep the “rider only” settings.



Attention

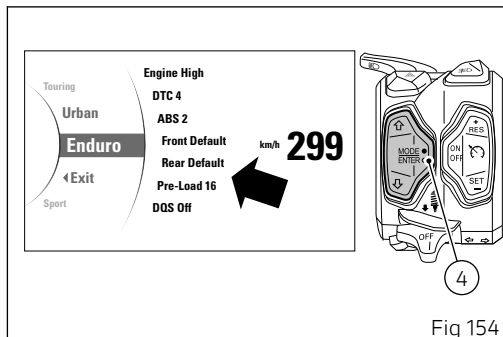
Changing load mode could result in a different riding style; it is recommended to pay utmost attention when changing load mode while riding (it is recommended to change load mode at low speed).

DSS

Every riding mode is associated with a specific calibration of the DSS Suspensions (front and rear suspension setup and rear shock absorber spring preload setup), designed by Ducati or customised by the user through the setting functions. When you select the riding mode, i.e., when pressing button (4) from the main page for 1 second, and you open the menu for selecting the riding mode, among the parameters associated to each riding mode the following are listed:

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

Multistrada is equipped with the brand new suspension control system called DSS (Ducati SkyHook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road



by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

Multistrada is equipped with the brand new suspension control system called DSS (Ducati SkyHook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road

by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

The DSS system is fully integrated with bike Riding Modes. By selecting a certain Riding Mode, the rider can establish the default suspension behaviour, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DSS will intervene to correct its behaviour regardless of the Riding Mode that will nevertheless define suspension basic behaviour (namely, more comfortable for RM URBAN and more controlled for RM SPORT). To better understand this aspect, let's consider the URBAN and TOURING Riding Modes, for example. The URBAN riding mode was set for city use: suspension basic behaviour is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more comfortable. The TOURING Riding Mode, on the contrary, was devised for a tourist style, more demanding for the bike and requiring a stricter and more controlled basic behaviour of the suspension. In both cases, the

DSS system intervenes whenever bike behaviour - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.

To save battery charge, two conditions are envisaged:

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



Note

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



Note

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

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

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

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

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

In the ENDURO Riding Mode we recommend the rider setting only to ride on off-road paths with just little bumps in touring style. On the other hand, we recommend the settings with a higher, up to the passenger + pannier setting, when riding on off-road paths with high bumps in sports style.

Preload basic setting can be changed as well, through the special menu on the instrument panel. The preload actuator specific range is 12 mm (0.47 in), the instrument panel allows setting preload value among 24 positions; a preload change of 0.5 mm (0.20 in) corresponds to each position and allows any rider to find the optimal setting for each load condition.



Attention

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

Odometer (TOT)

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

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

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

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



Note

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

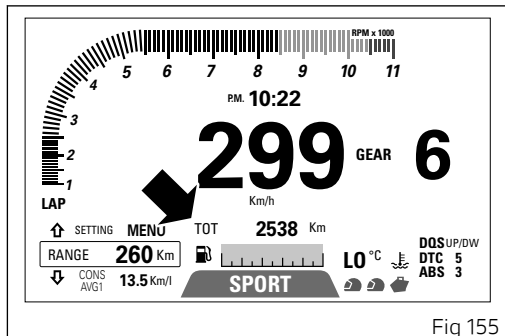


Fig 155

Menu Functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information. Whenever button (1) is pressed, instrument panel will increase the "position" (from first position to last position, and back to the first one). Whenever button (2) is pressed, instrument panel will decrease the "position" (from last position to first position, and back to the last one).

Based on the set Info Mode and Riding Mode, the Menu can display different functions.

All functions available in the Menu are:

- RANGE (Residual Range)
- CONS AVG 1 (Average consumption)
- TRIP 1 (Trip meter 1)
- TRIP TIME 1 (Trip time)
- SPEED AVG 1 (Average speed)
- TRIP 2 (Trip meter 1)
- CONS. (Instantaneous fuel consumption)
- T AIR (External air temperature)
- TRIP MASTER (OFF or ON)
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected, see page 34)

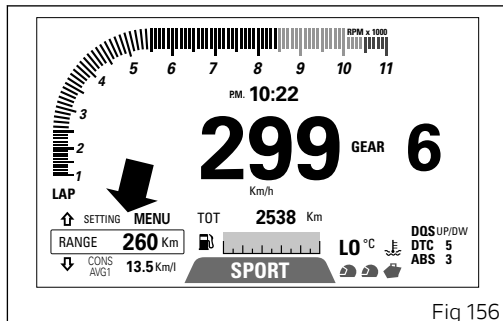


Fig 156

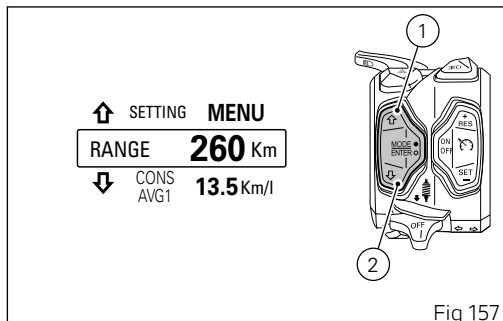


Fig 157

- LAST CALLS (only if BT module is available and a Smartphone is connected, see page 31)
- TIRE PRESSURE (accessory, function present only if installed)
- ABS (OFF or ON)
- SETTING MENU

Residual range (RANGE)

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

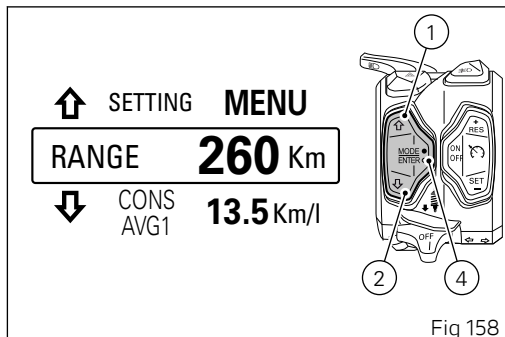
The mi or km value for the RANGE (residual range) is displayed with "RANGE" indication and unit of measurement (mi or km).

When the reading exceeds the maximum value (999 km or 621 mi), distance is reset and the meter automatically starts counting from 0 again.

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

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

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



Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.

The average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (litres / 100 km or mpg UK or mpg USA).

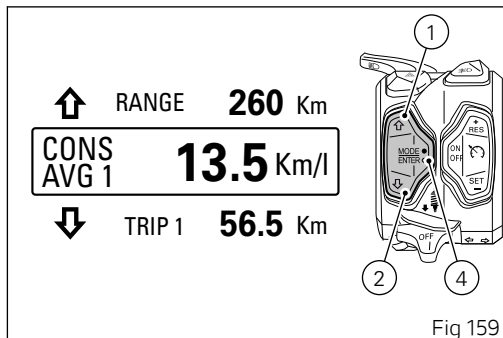
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP 1 was last reset.

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

The active calculation phase occurs when the engine is running, even when the vehicle is stopped.

Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value



and unit of measurement. When this warning is active, Menu scrolling is not possible.

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

If button (4) is pressed, the value of CONS. AVG 1 is reset and the instrument panel will display CONS. AVG 1 with "0.0" and the set unit of measurement. When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes " - . - " are shown.

**Note**

When average consumption (CONS. AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average speed (SPEED AVG 1) and trip time (TRIP TIME 1).

**Note**

If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

**Note**

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

Trip meter 1 (TRIP 1)

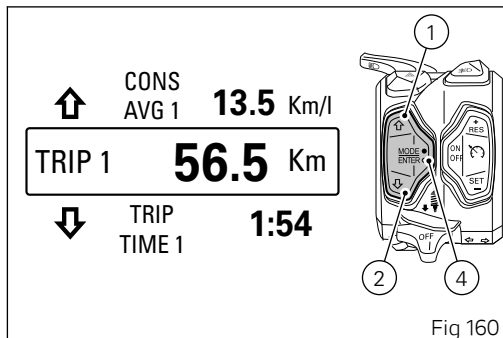
The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of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

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

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

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

When TRIP 1 is reset, the average fuel consumption, average speed and trip time data are reset as well.



The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip time (TRIP TIME 1)

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

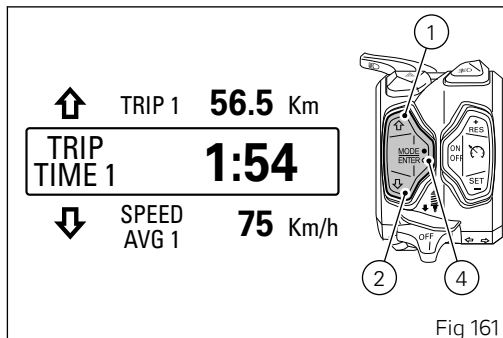
The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1, page 208), average fuel consumption (CONS.AVG 1, page 206) and average speed (SPEED AVG 1, page 210). When TRIP 1 is reset, this value is reset as well.

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

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

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

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



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



Note

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

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

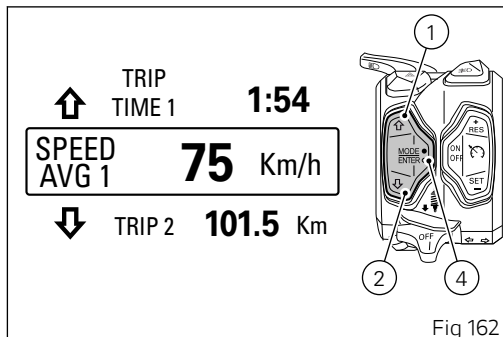
The vehicle average speed is displayed with the "SPEED AVG 1" indication and unit of measurement (km/h or mph).

The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

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

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

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



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

While if you press button (4), value for SPEED AVG 1 will be reset and the instrument panel will display SPEED AVG 1 at "0" followed by set unit of measurement.

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

**Note**

When average speed (SPEED AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average fuel consumption (CONS.AVG 1) and trip time (TRIP 1 TIME).

**Note**

If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

**Note**

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

Trip meter 2 (TRIP 2)

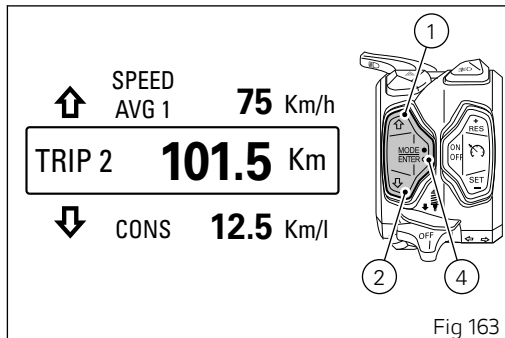
The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi). The mi or km value for TRIP 2 is displayed with the "TRIP 2" indication and unit of measurement.

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

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

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

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.



Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.

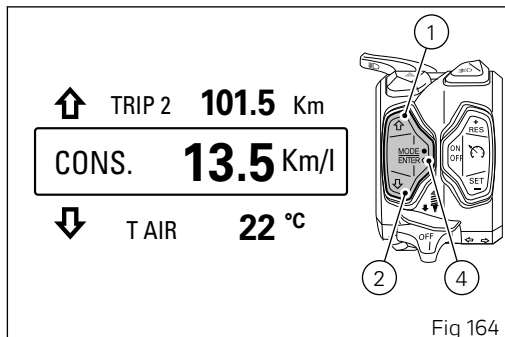
Instant fuel consumption is displayed followed by "CONS." and the set unit of measurement (litres / 100 Km or mpg UK or mpg USA).

The calculation is made considering the quantity of fuel used and the distance travelled during the last second.

Value is expressed in the set unit of measurement: litres / 100 Km or mpg UK or mpg USA.

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

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



Note

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

Ambient air temperature (T-AIR)

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

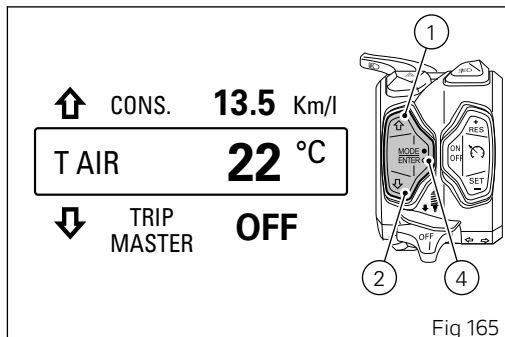
The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F). For temperature values lower than -39 °C (-38 °F) or higher than +125 °C (+257 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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



Note

When the motorcycle is stopped, the engine heat could influence the displayed temperature.



TRIP MASTER

Trip Master is only displayed in OFF ROAD layout. Trip Master meter counts and displays the partial kilometres or miles run by the vehicle. Trip Master count increases with mileage, can be reset and can also be set to pause and "reversed" by decreasing the countdown.

To activate the Trip Master function, use buttons (1) and (2) to view "TRIP MASTER OFF" within the Menu and press button (4) (Fig 166).

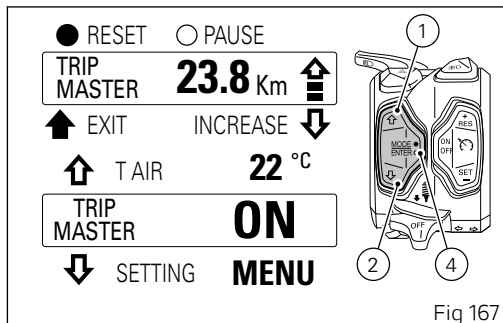
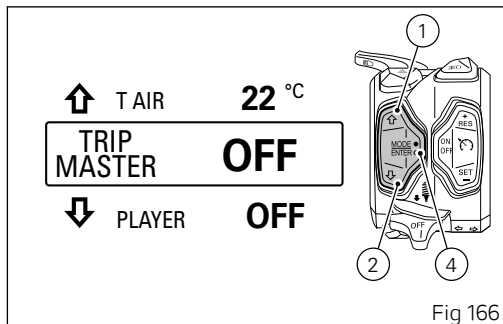
Then, the Trip Master control is displayed above the menu and it can be managed with buttons (1), (2) and (4) (Fig 167).

If the value is increasing or decreasing, press button (4) once to stop the calculation (PAUSE). The calculation is resumed by pressing button (4) again. Press button (4) for 2 seconds to reset the value and automatically resume the value increasing count.

If count is decreasing, it changes and starts increasing the value by pressing button (1).

If count is increasing, it changes and starts decreasing the value by pressing button (2).

Press button (2) for 2 seconds to quit the Trip Master control menu.



To disable the Trip Master function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (4). In this way, the instrument panel interrupts the function and resets the count.

To go back to the Trip Master control mode with active function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (1) for 2 seconds. In this way, the instrument panel will activate the Trip Master control menu again and the buttons can be used only for the Trip Master.

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

If value reaches 999.9 (miles or Km), while increasing, it will get back to zero (0.0) and carry on increasing. If value reaches 0.0 (miles or Km), while decreasing, the counting will stop (PAUSE), value will flash and calculation will be reversed to become increasing.

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

- upon any power off (Battery-Off);

- if units of measurement are changed through the Dashboard UNIT SETTING function.

Every time you quit the Trip Master control menu, the TRIP MASTER function continues the count (or remains in pause according to the status).

Tyre deflation pressure indication (TIRE PRESSURE) - accessory

This function is available only if the tyre pressure sensor accessory has been installed. The function shows the front and rear tyre pressure values.

Note

The TPMS sensor (TIRE PRESSURE) detects the tyre deflation.

The messages "FRONT TIRE" and "REAR TIRE" are displayed together with the detected pressure values of the front and rear tyre respectively. The tyre pressure values are expressed in bar.

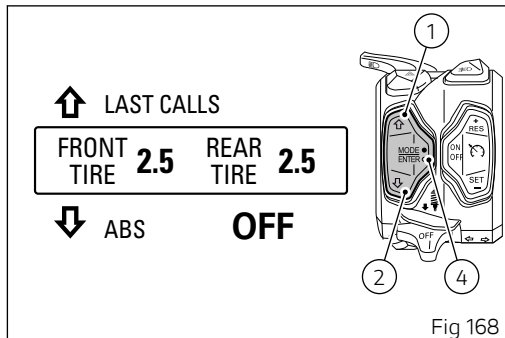
Note

The steady on dashes "-.-" are displayed in these cases:

- if the instrument panel does not receive valid pressure information for the front and/or rear tyre;
- if one or both tyre sensors are off.

Note

If one or both tyre sensors are in "alarm", the instrument panel shows the flashing value or the blinking dashes "-.-".



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph "Tubeless Tyres" and "Tyres".

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tyres" and "Tyres".

ABS enabling/disabling

This function allows disabling or enabling the ABS system without entering the Setting Menu.



Note

"Manual" disabling and enabling of the ABS is only possible in ENDURO Riding Mode.

If the ABS is enabled, the instrument panel shows "ABS ON".

Once "ABS ON" is displayed, press button (4) to disable the ABS.

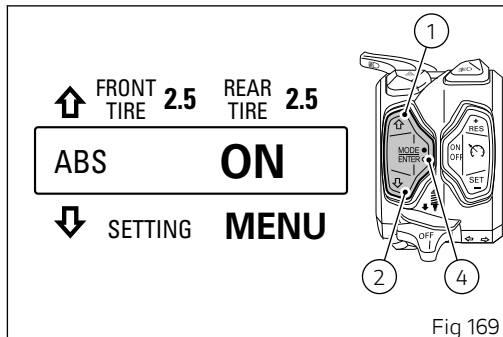


Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS disabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

After pressing button (4) within the Menu, "WAIT ..." is displayed (instead of "ABS ON") for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.

When the system is disabled, "ABS OFF" is displayed, the ABS warning light turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.



If the ABS is disabled, the instrument panel shows "ABS OFF" and ABS light on. Once "ABS OFF" is displayed, press button (4) to enable the ABS.



Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS enabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

After pressing button (4) within the Menu, "WAIT ..." is displayed (instead of "ABS OFF") for 2 seconds.

During this time, Menu scrolling via buttons (1) and (2) is disabled.

When system is enabled, "ABS ON" is displayed, the ABS light turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

If the ABS status does not change in 5 seconds, the instrument panel will replace "WAIT ..." message within the Menu with "ABS-ERR" message blinking for 3 seconds.

After 3 seconds:

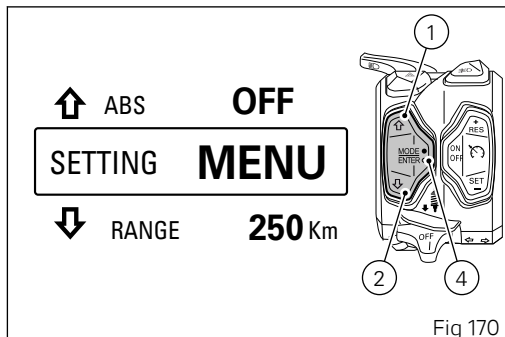
- if disabling was requested, the instrument panel automatically shows again "ABS ON" and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again "ABS OFF" and the request can be made again, if required.

Setting menu (SETTING MENU)

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

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

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



The following indications will be displayed inside the Setting Menu:

- ◀ Exit
- Riding Mode
- Info Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tyre Calibration
- Load Mode
- Bluetooth (see page 22)
- Tyre Pressures
- Turn indicators Off
- Info
 - BATTERY
 - RPM
- ◀ Exit



Important

For safety reasons, it is recommended to use this Menu with the motorcycle at a standstill.

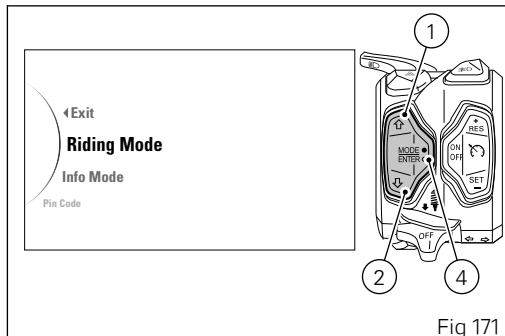


Fig 171

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

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

- Tyre Calibration (Drive Ratio and Tyre Calibration)
- Load Mode (motorcycle setup change)
- Bluetooth (deletion of any paired devices, see page 22)
- Tyre Pressures (Setting the tyre sensor reference deflation pressure – accessory)
- Turn indicators Off (Disabling turn indicators automatic switch off)
- Info
 - BATTERY (battery voltage indication)
 - RPM (engine rpm digital indication)

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

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

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

Customising the Riding Mode

All settings of every riding mode can be customised.

Enter the SETTING MENU.

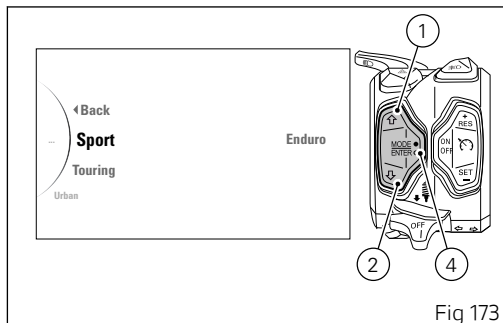
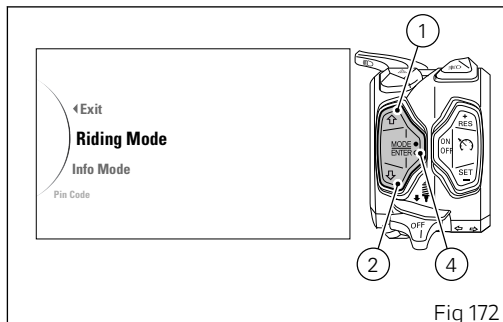
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

After entering the function, the display shows the available riding modes (Sport, Touring, Urban or Enduro) on the left side and set Riding Mode on the right side.

The following indications will be displayed in this page:

- ◀ Back
- Sport
- Touring
- Urban
- Enduro
- All Default
- ▶ Back

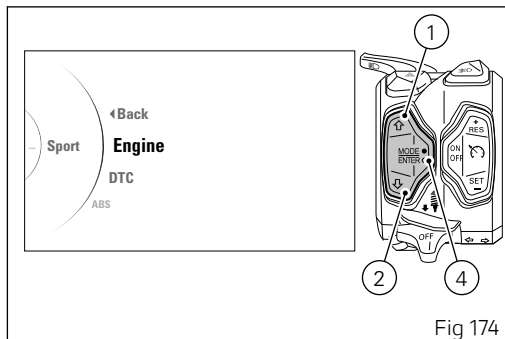


You can use buttons (1), (2) and (4) to do the following:

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

The parameters linked to a riding mode that can be customised are ENGINE, DTC, ABS, DQS, Suspensions, Bike setup and DEFAULT (to reset riding mode to default factory values). The following indications will be displayed in this page:

- ◀ Back
- Engine
- DTC
- ABS
- DQS
- Suspension
- Load Mode



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

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

Any parameter change made is saved and remains in the memory also after a battery-off. The parameters

set by Ducati for each individual riding mode can be reset with the "Default" function and by pressing button (4). Highlight "◀ **Back**" and press button (4) to exit the sub-menu and go back to previous page.



Attention

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

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.

Enter the SETTING MENU.

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

You will access the Riding Mode menu.

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

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

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

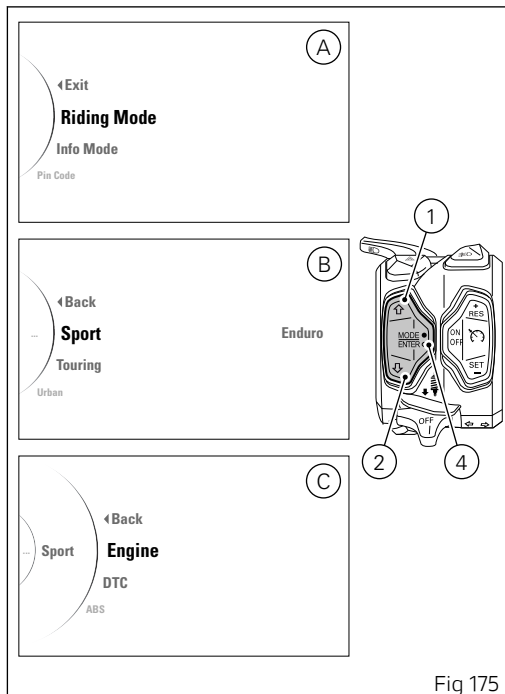


Fig 175

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

The following selectable indications will be displayed in this page:

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

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

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

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

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

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

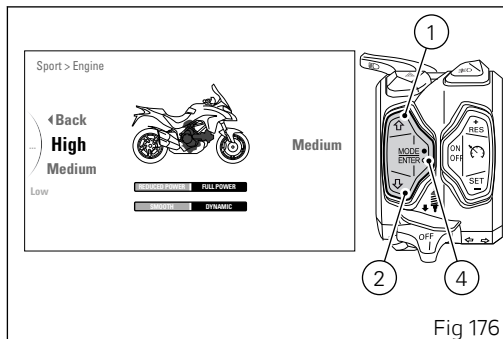


Fig 176

Customising the Riding Mode: DTC level setting

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

Enter the SETTING MENU.

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

Once function is displayed, press button (4).

You will access the Riding Mode menu.

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

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

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

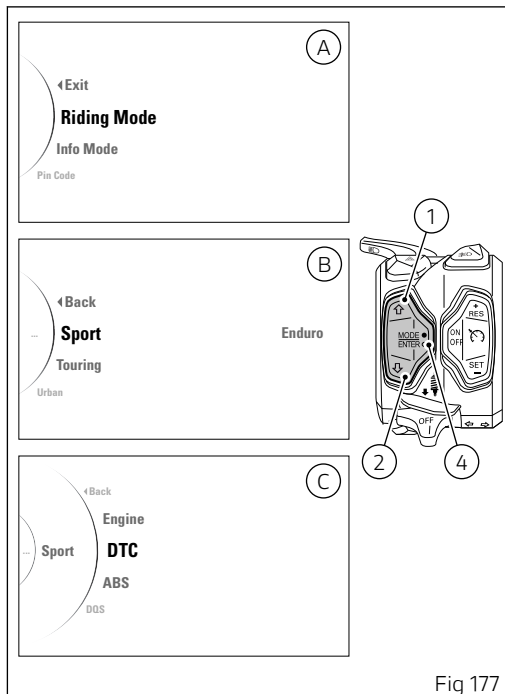


Fig 177

When you access the function, all possible customisation levels (levels from 1 to 8 and OFF status) are listed on the left and the set DTC level or status is shown on the right.

The following selectable indications will be displayed in this page:

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

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

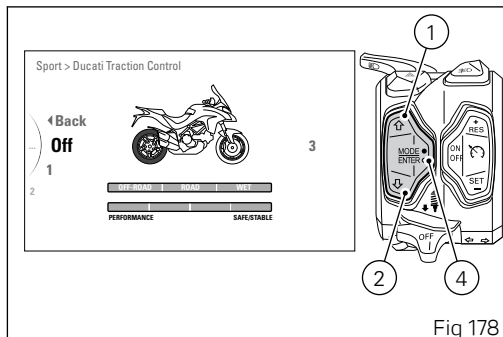


Fig 178

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

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

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



Note

By setting "–" (Off), the DTC will be disabled.

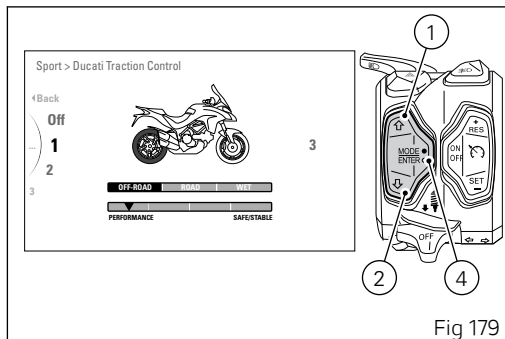


Fig 179

Customising the Riding Mode: ABS setting

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

Enter the SETTING MENU.

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

Once function is displayed, press button (4).

You will access the Riding Mode menu.

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

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

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

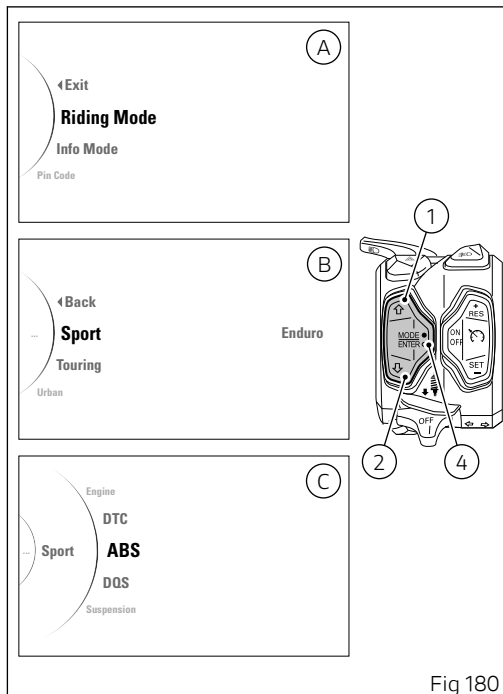


Fig 180

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

The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- ◀ Back

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



Important

When setting the ABS OFF, Ducati recommends paying particular attention to the braking and riding style.

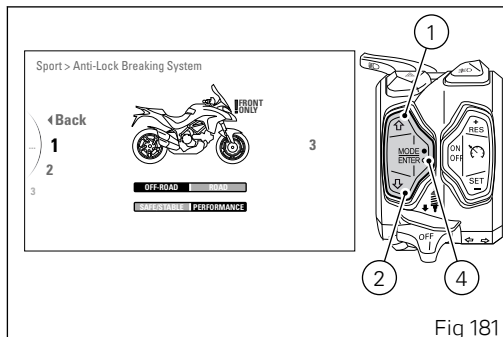


Fig 181

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed. Furthermore, the braking system intervention level is indicated in Light Blue: the indication "**!FRONT ONLY**" (Fig 181) only for the front active brake, the indication "**CORNERING**" (Fig 182) for the active Cornering function. Once the desired level is highlighted, press button (4) to memorise the new selection. To exit the menu and go back to previous page highlight the "**◀ Back**" indication and press button (4).

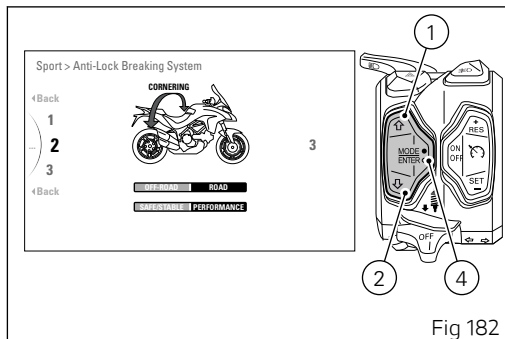


Fig 182

Customising the Riding Mode: DQS enabling/disabling

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

Enter the SETTING MENU.

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

Once function is displayed, press button (4).

You will access the Riding Mode menu.

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

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

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

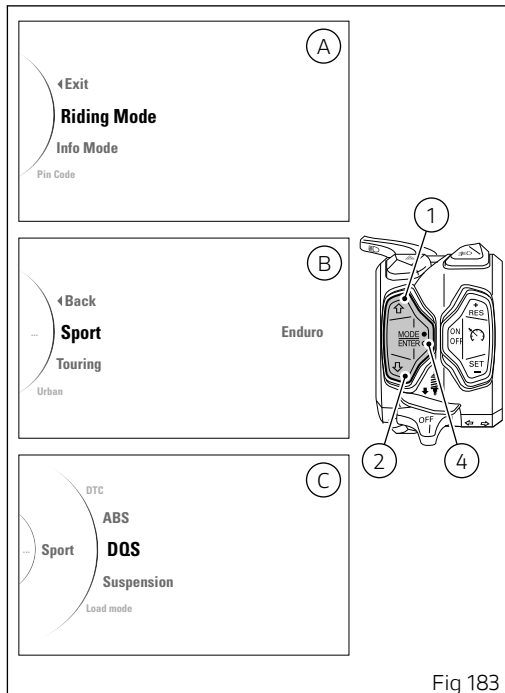


Fig 183

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

The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- Up/Down
- ◀ Back

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

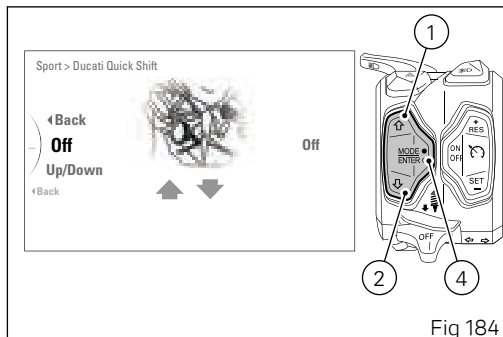
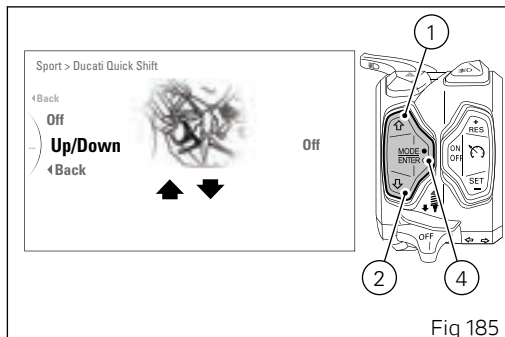


Fig 184

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the system intervention level (highlighted with one and/or two black arrows) will be displayed. Once the desired level is highlighted, press button (4) to memorise the new selection. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Customising the Riding Mode: DSS suspension setting

This function allows selecting the control type of the electronic suspensions of each riding mode.

Enter the SETTING MENU.

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

You will access the Riding Mode menu.

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

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

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

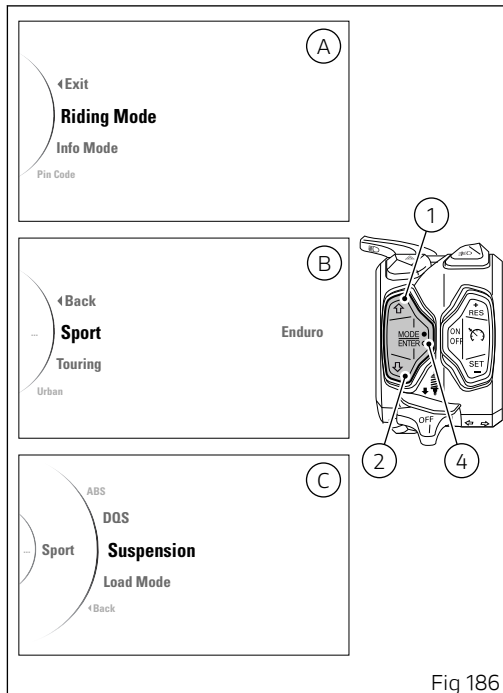


Fig 186

When entering the function, it is possible to select the shock absorber to be customised (Front, Rear). The following selectable indications will be displayed in this page:

- ◀ Back
- Front
- Rear
- ◀ Back

The "Front" indication allows "customising" the front suspension: refer to the fork compression and rebound setting.

The "Rear" indication allows "customising" the rear suspension: refer to the rear shock absorber compression and rebound setting.

Use buttons (1) and (2) to select the suspension you wish to customise, then press button (4) to access the menu where to set the relevant parameters.

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

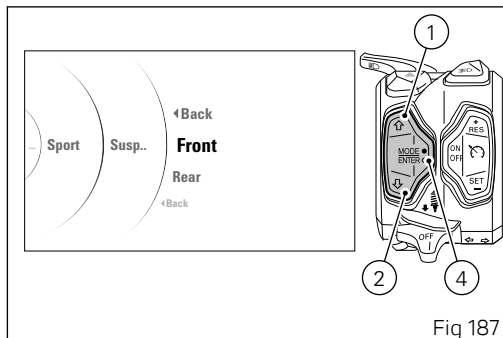


Fig 187

Fork compression and rebound setting

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

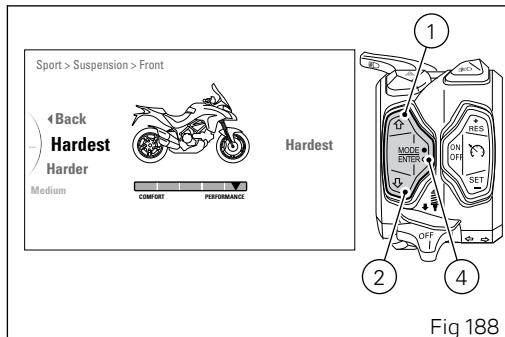
Access the customisation page by selecting "**Front**" and press button (4).

When you access the function, all possible customisation levels (Hardest, Harder, Medium, Softer, Softest levels) are listed on the left and the currently set level is shown on the right. The following selectable indications will be displayed in this page:

- ◀ Back
- Hardest;
- Harder;
- Medium;
- Softer;
- Softest.
- ▶ Forward

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

With button (1) or (2) select the new level of intervention desired. For each highlighted level, the



corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Once the desired level is highlighted, press button (4) to memorise the new selection.

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

Adjustment of rear suspension rebound and compression damping

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

Access the customisation page by selecting "**Rear**" and press button (4).

When you access the function, all possible customisation levels (Hardest, Harder, Medium, Softer, Softest levels) are listed on the left and the currently set level is shown on the right. The following selectable indications will be displayed in this page:

- ◀ Back
- Hardest;
- Harder;
- Medium;
- Softer;
- Softest.
- ◀ Back

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

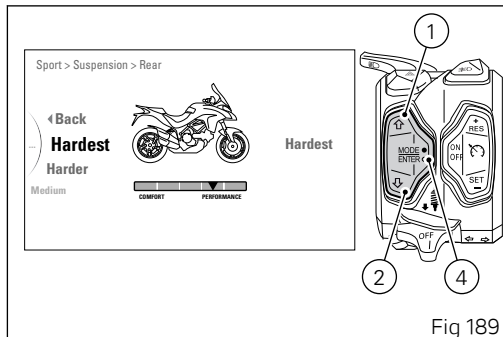


Fig 189

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

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

Customising the Riding Mode: Motorcycle Load Mode

This function allows selecting the motorcycle setup specific for each riding mode: with this function it is possible to change the rear shock absorber spring preload of the Electronic Suspensions (DSS) associated with each riding mode.

Enter the SETTING MENU.

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

You will access the Riding Mode menu.

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

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

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

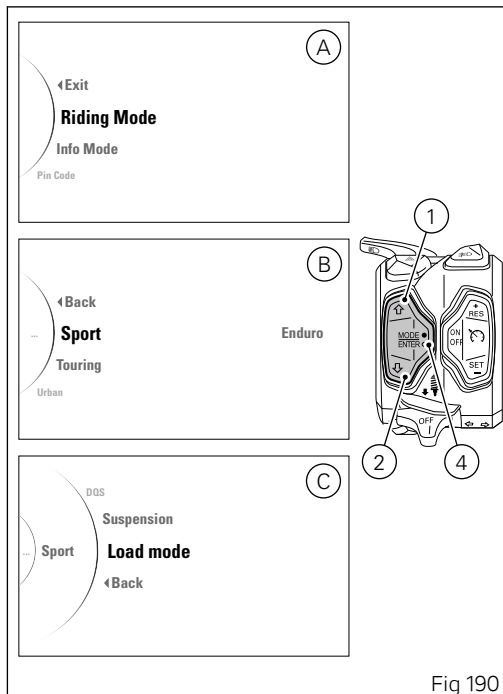


Fig 190

When you access the function, all possible customisation levels (rider only, rider with luggage, rider and passenger with luggage) are listed on the left.

Available setup types are four:

- Rider only:  ;
- Rider with luggage:   ;
- Rider and passenger:   ;
- Rider and passenger with luggage:    .

The following selectable indications will be displayed in this page:

- ◀ Back
- 
-  
-  
-   
- ◀ Back

Use buttons (1) and (2) to select the setup you wish to customise, then press button (4) to access the menu where to set the parameters. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

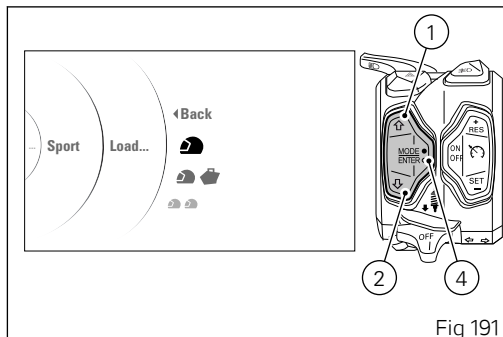


Fig 191

If you select a setup to be customised, when you access the function, all possible customisation levels (levels from 1 to 24) are listed on the left and the currently set level is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- 24
- 23
- 22
- 21
- 20
- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6

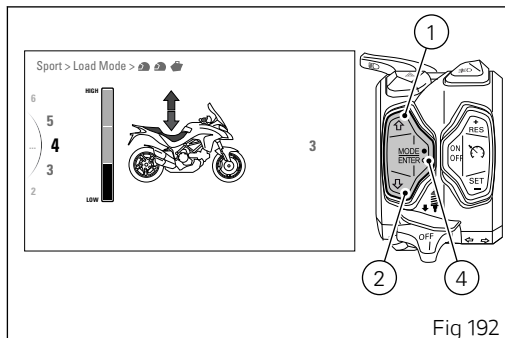


Fig 192

- 5
- 4
- 3
- 2
- 1
- ◀ Back

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

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the

corresponding paired value in the column table (highlighted with a full rectangle) will be displayed. Once the desired level is highlighted, press confirm button (4) to memorise the new selection. To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

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

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

Enter the SETTING MENU.

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

You will access the Riding Mode menu.

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

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

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

The default parameters for the selected Riding Mode are reset.

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

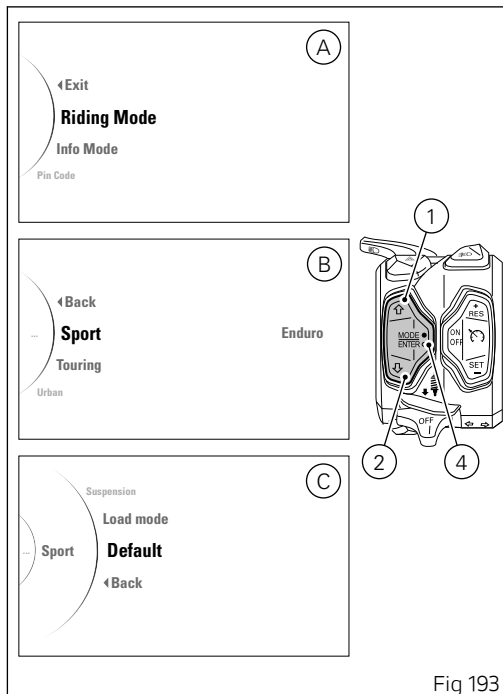


Fig 193

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

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

This function allows restoring all the default values for ENGINE, DTC, ABS, DQS and all riding modes: the function is only visible if at least one of the parameters of one riding mode is not the "default" one.

Enter the SETTING MENU.

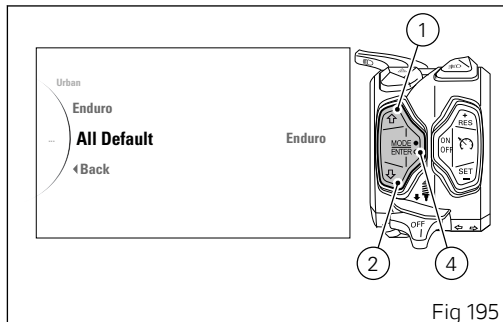
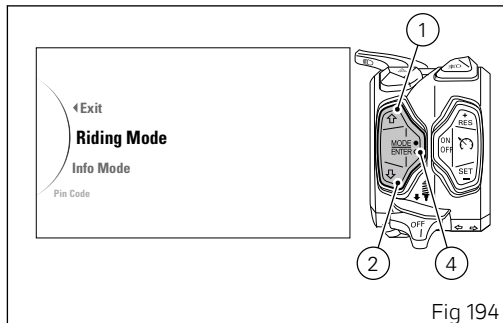
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

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

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

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



Display mode setting (Info Mode)

The display mode can be customised

By selecting one of the four available display modes: TRACK, FULL, CITY and OFF ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

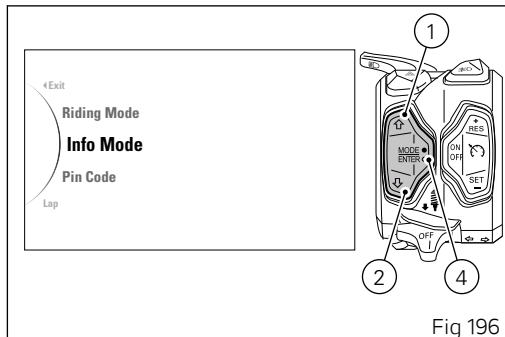
Ducati associated by default the layouts to the Riding modes as follows:

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

It is also possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected RM.

To select the desired mode, open the SETTING MENU.

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



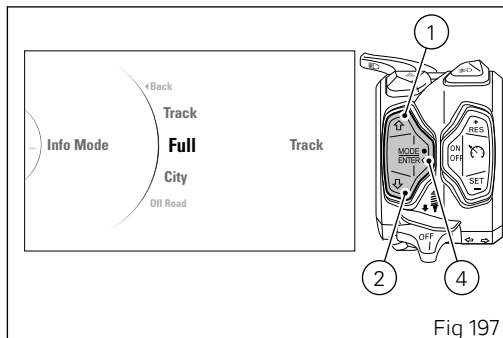
After entering the function, the display shows the available Info Modes ("Track", "Full", "City" and "Off Road") on the left side and set Info Mode on the right side. Within this page, the instrument panel displays the following indications:

- ◀ Back
- Track
- Full
- City
- Off Road
- Default
- ◀ Back

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

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

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



Pin Code

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

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

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

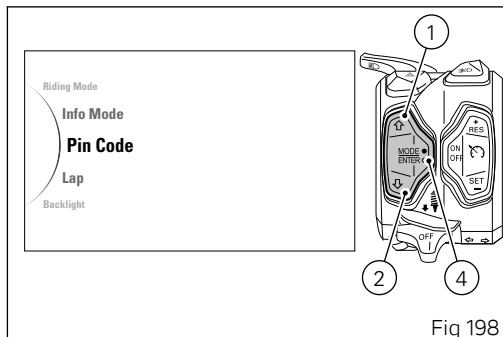
Select **Pin Code** option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

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

To change the PIN refer to "Changing the PIN CODE" procedure page 255.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the PIN CODE" page 127.



Attention

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

Activating the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the SETTING MENU. Select **Pin Code** option, by pressing button (1) or (2). Once function is highlighted, press button (4).

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

- ◀ Back
- New Pin

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

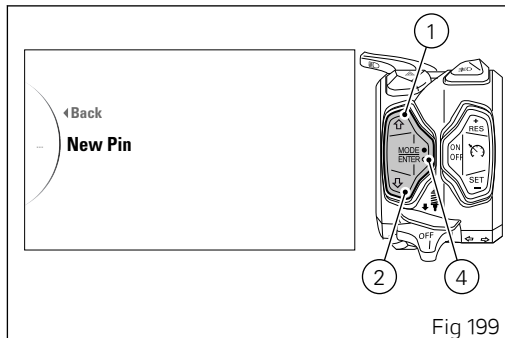


Fig 199

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

Entering the code:

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

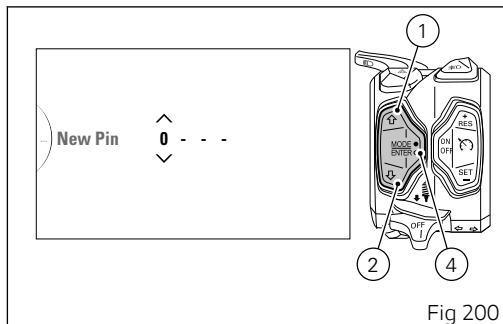


Fig 200

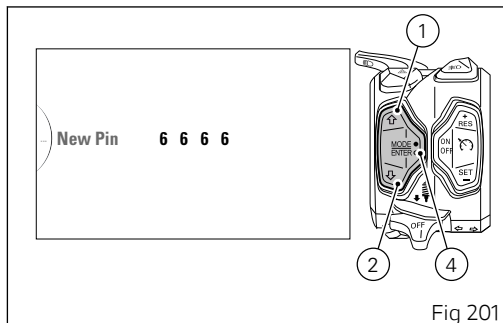


Fig 201

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

- ◀ Back
- Memory (orange)

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

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication "**Modify Pin**" (instead of "New Pin") (ref. page 255): in fact, after memorising the first PIN CODE, the page of the menu where to enter the "New Pin" is no longer available and is replaced by the page to modify the PIN CODE.



Note

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

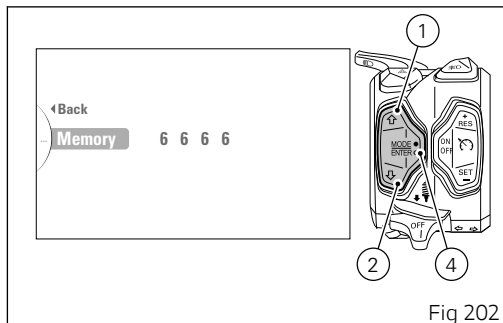


Fig 202



Fig 203

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

Changing the PIN CODE

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



Note

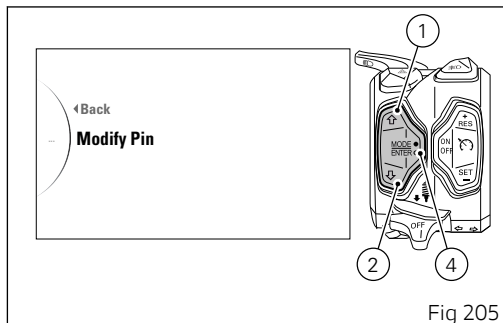
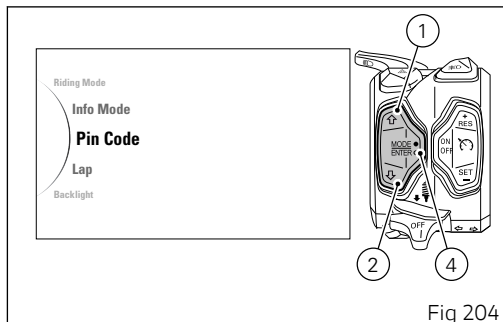
To change the PIN CODE, you must know the already stored PIN.

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

- ◀ Back
- Modify Pin

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

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



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

Entering the code:

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

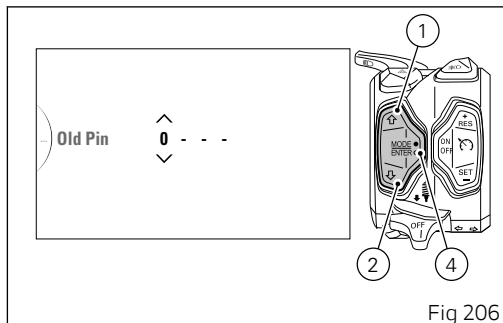


Fig 206

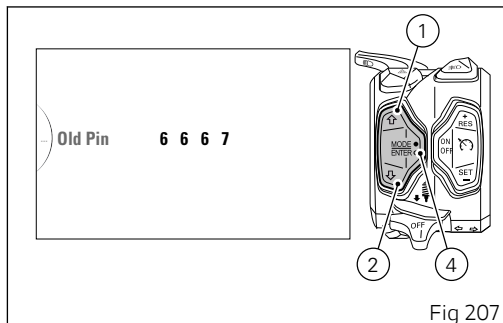


Fig 207

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

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

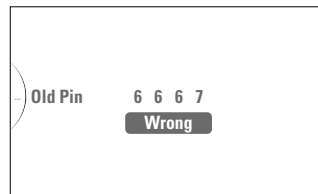


Fig 208

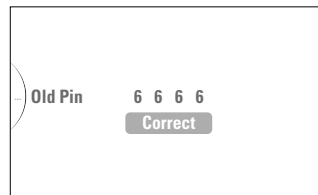
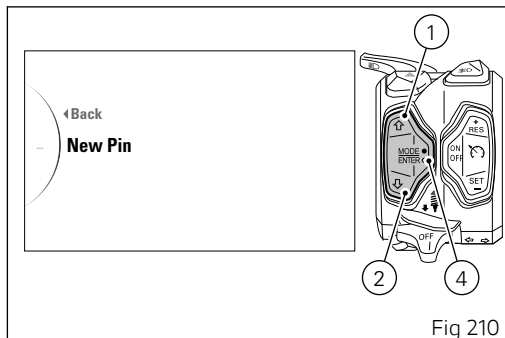


Fig 209

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

- ◀ Back
- New Pin

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



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

Entering the code:

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

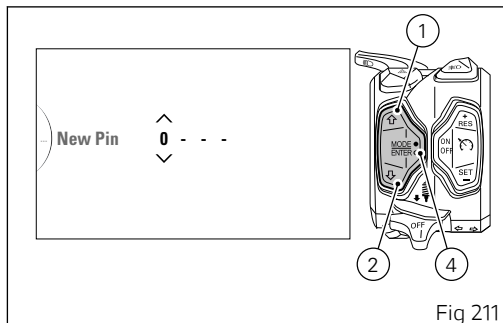


Fig 211

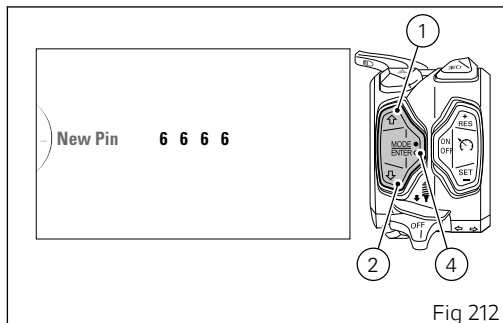


Fig 212

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

- ◀ Back
- Memory (orange)

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

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



Note

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

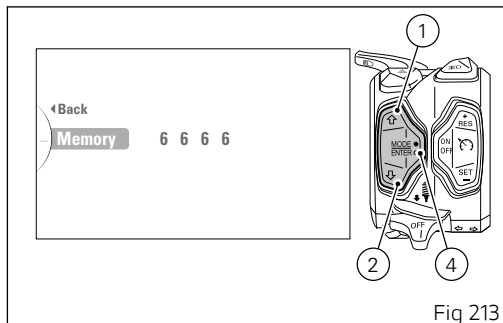


Fig 213



Fig 214

LAP

Enter the SETTING MENU.

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

You open the LAP Menu.

The following indications will be displayed in this page:

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

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

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

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

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

- if the indication is "**On**" the instrument panel activates the Lap Function; once it is activated, it

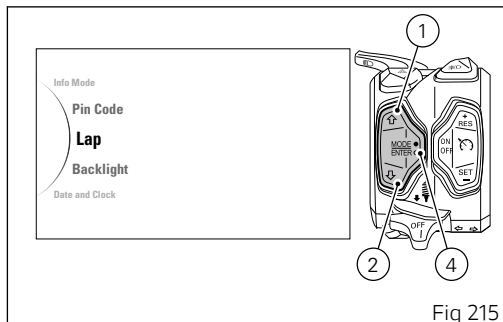


Fig 215

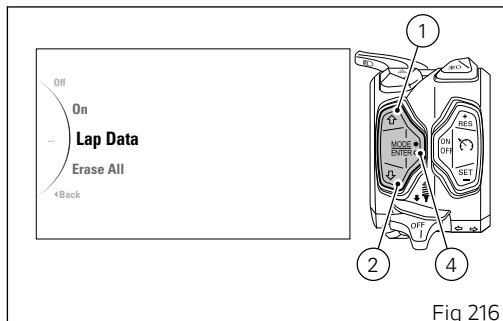


Fig 216

is possible to record the lap time (see paragraph "**LAP time**");

- If the indication is "**Off**" the instrument panel disabled the Lap function;
- If the indication is "**Lap Data**", the instrument panel shows the memorised LAPs (ref. to paragraph "**Displaying the stored LAPs**");
- If the indication is "**Erase All**", the instrument panel erases all memorised LAPs (ref. to paragraph "**Erasing the stored LAPs**").



Note

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

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

Displaying the stored Laps

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

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

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

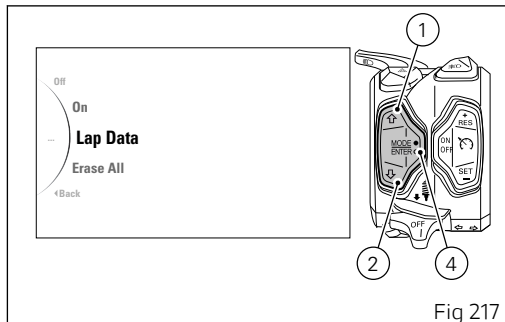


Fig 217

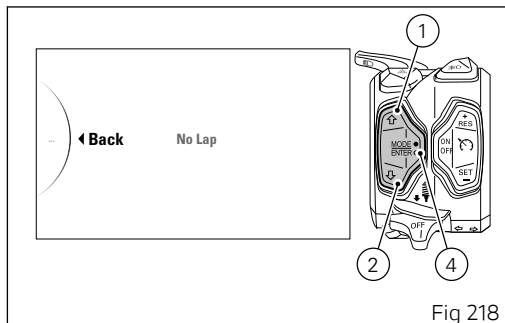


Fig 218

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

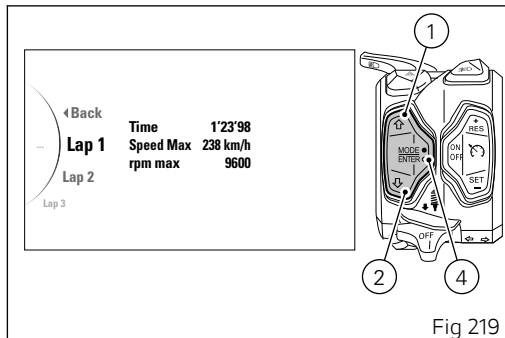
- ◀ Back
- Lap 01
-
- Lap 15
- ◀ Back

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

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

It is possible to record maximum of 15 LAPs.

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



Note

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

Erasing stored Laps

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

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

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

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

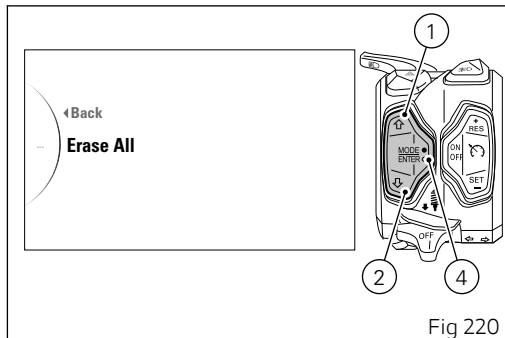


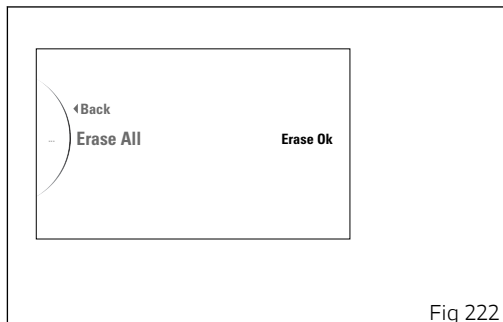
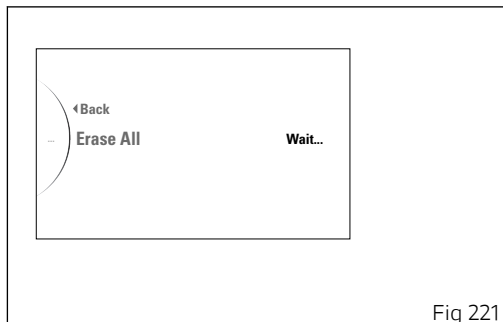
Fig 220

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

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

Deletion is one single command that erases all stored laps.

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



Backlighting setting (Backlight)

This function allows adjusting the backlighting intensity.

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

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

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

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

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

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

Select DAY (day mode) to permanently set display "white" background for improved readability - recommended in conditions of strong ambient light.

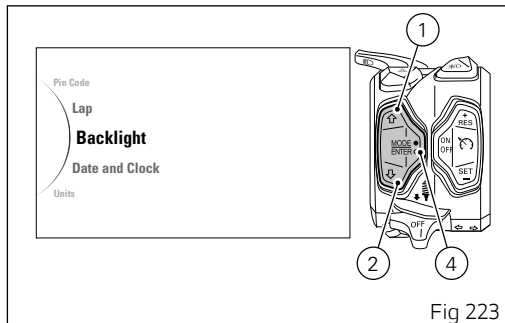


Fig 223

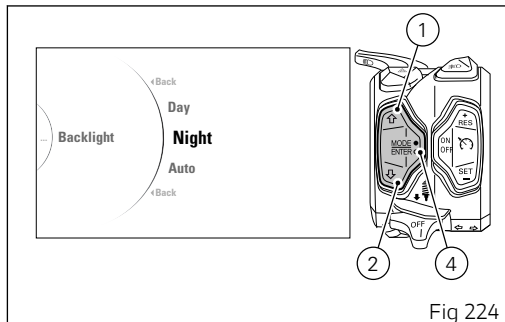


Fig 224

Select NIGHT (night more) to permanently set display black background for dimmed visibility – recommended in case of poor ambient light and/or at night.

Select AUTO (automatic mode) to automatically adjust background colour according to ambient light (detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background ”.



Note

In case of battery off, when the voltage is restored and upon next Key-On, back lighting will always be set on "AUTO" mode.

Date setting (Date and Clock)

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

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

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

- ◀ Back
- Clock
- Date
- ◀ Back

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



Note

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

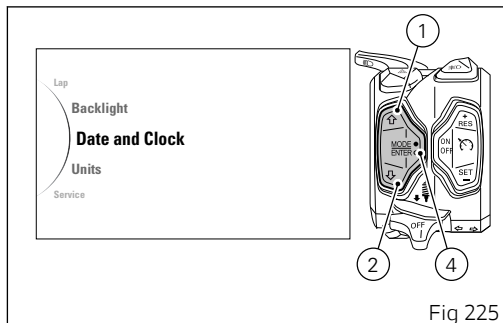


Fig 225

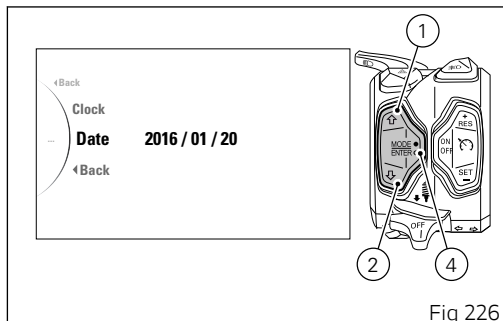


Fig 226

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

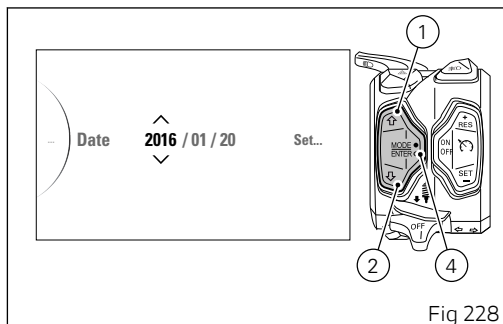
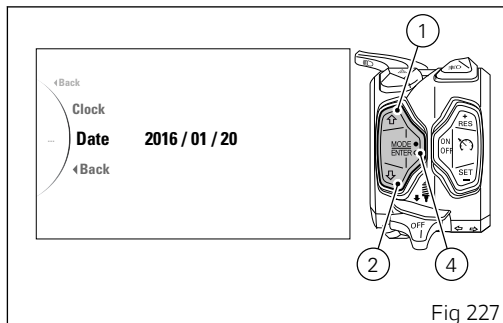
- Press button (1) to increase year value by 1 ("2000", "2001", "2099", "2000");
- Press button (2) to decrease year value by 1 ("2099", "2098", "2000", "2099");
- once you reach the year to be set, press button (4) to confirm: the arrows move to the "month" value to allow setting it.

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

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

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

- press button (1) to increase the day by 1 ("01", "02", "31", "01");
- press button (2) to decrease the day by 1 ("31", "30", "01", "31");



- once you reach the day to be set, press button (4) to confirm.

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

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

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



Important

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

Clock setting (Date and Clock)

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

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

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

- ◀ Back
- Clock
- Date
- ◀ Back

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



Note

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

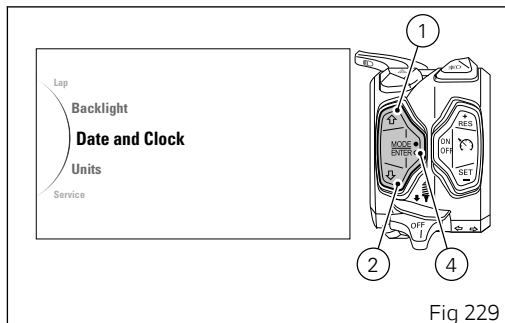


Fig 229

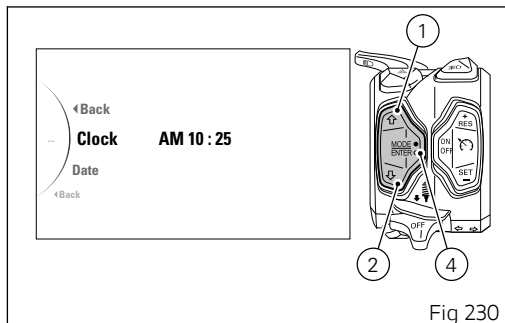


Fig 230

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

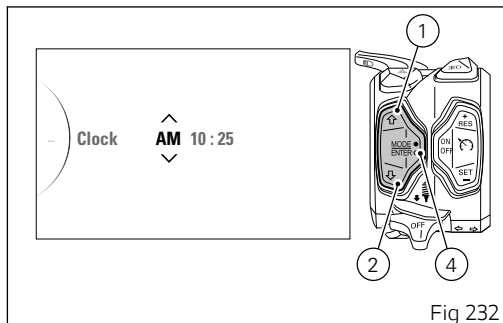
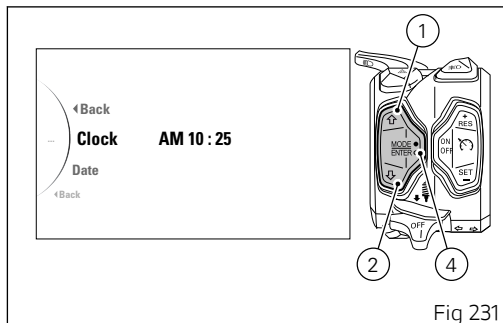
- press button (1) to pass from "PM" to "AM";
- press button (2) to pass from "AM" to "PM";
- once you reach the desired value, press button (4) to confirm: the arrows move to the "hour" value to allow setting it.

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

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

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

- press button (1) to increase minutes by 1 ("00", "01", "59", "00");
- press button (2) to decrease minutes by 1 ("59", "58", "00", "59");



- once you reach the desired value, press button (4) to confirm: the arrows move to the "minutes" value to allow setting it.

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

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



Note

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

Unit of measurement setting (Units)

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

Enter the SETTING MENU.

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

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

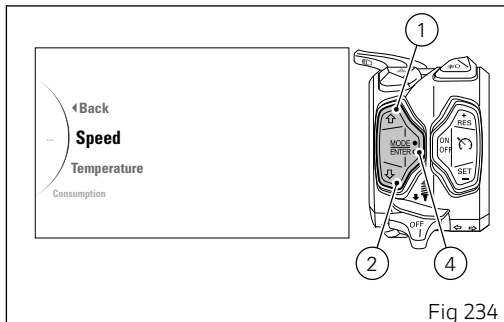
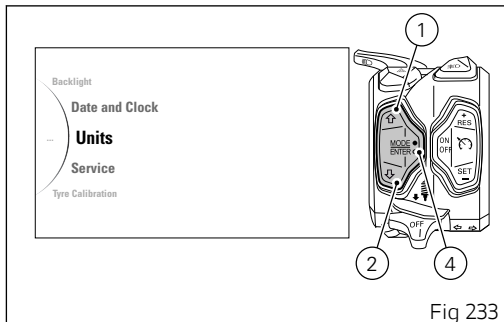
- ◀ Back
- Speed
- Temperature
- Consumption
- All Default (*)
- ◀ Back

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

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

- Speed;
- Temperature;
- Fuel consumption.

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



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

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

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).

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

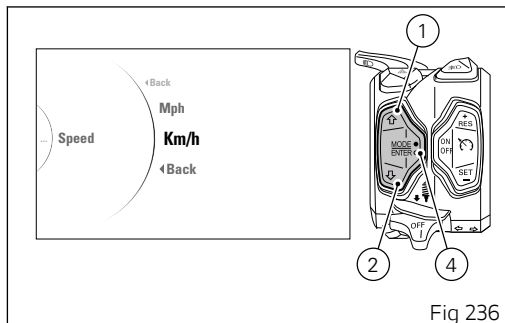
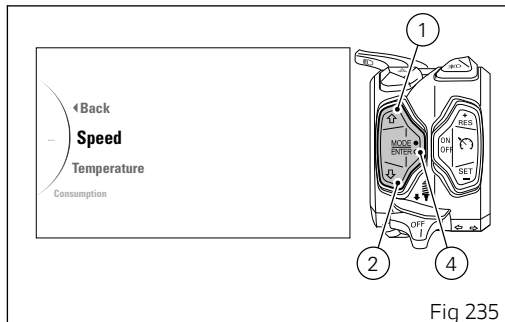
- ◀ Back
- Km/h
- Mph
- Default (*)
- ◀ Back

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

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

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

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



Setting the units of measurement: Temperature

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

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

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

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

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

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

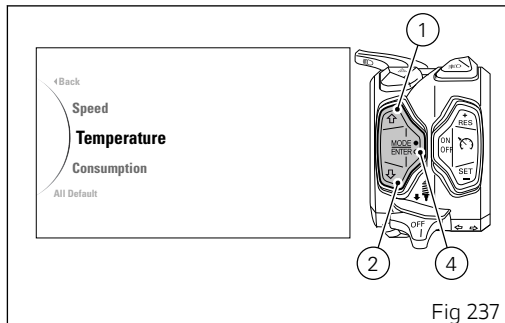


Fig 237

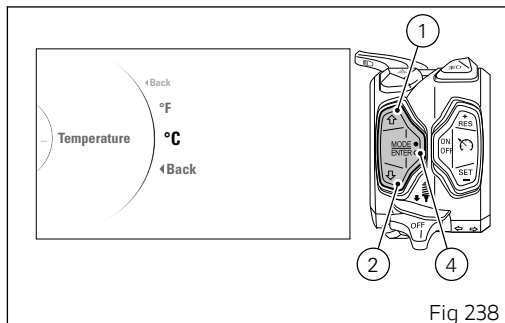


Fig 238

Setting the units of measurement: Fuel consumption

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

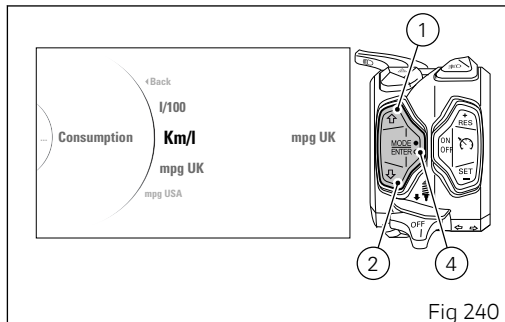
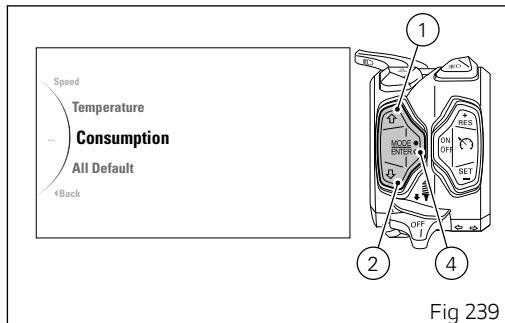
- ◀ Back
- l/100
- Km/l
- mpg UK
- mpg USA
- Default (*)
- ◀ Back

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

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

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

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



Service thresholds display (Service)

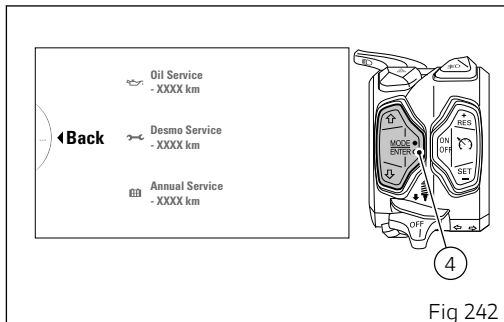
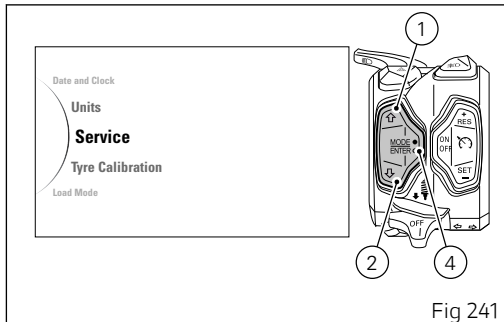
This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date). Enter the SETTING MENU.

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

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

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

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



Tyre setting and drive ratio (Tyre Calibration)

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

Enter the SETTING MENU.

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

Once function is highlighted, press button (4).

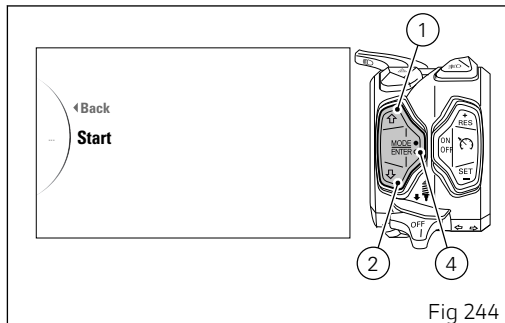
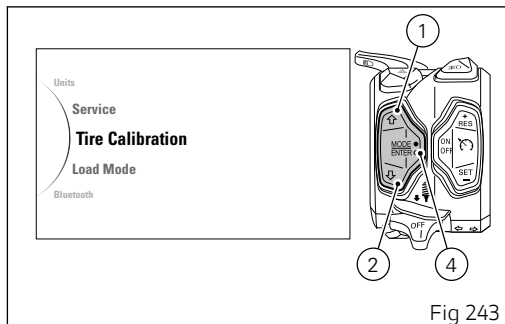
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Start
- Default (*)

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

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

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



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



Important

The teach-in procedure is allowed only at a vehicle speed between 49 Km/h (30 mph) and 51 Km/h (32 mph) in the 2nd gear.

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

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

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

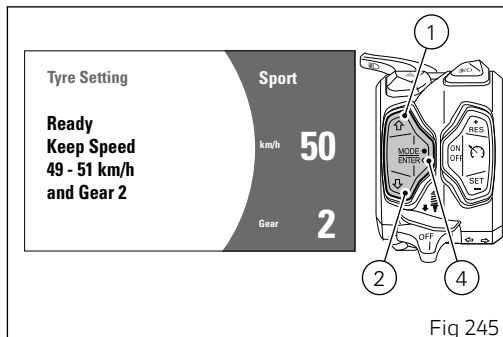


Fig 245



Note

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



Note

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

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

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

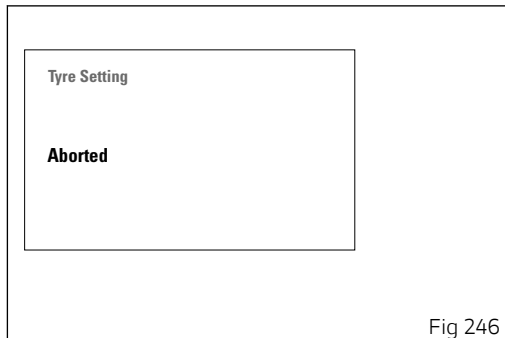


Fig 246

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



Note

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

Tyre Setting

**Default
Please Wait...**

Fig 247

Tyre Setting

**Default
Default ok**

Fig 248

Setting motorcycle Load Mode

This function allows changing the motorcycle load setup, thereby modifying the suspension setup within the current Riding Mode

Enter the SETTING MENU.

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

As you enter this function, the instrument panel displays the expected setup and the currently set riding mode.

Available settings are as follows:

- Rider only (Rider)  ;
- Rider with luggage (Rider / Baggage)   ;
- Rider and passenger (Rider / Passenger)
  ;
- Rider with passenger and luggage (Rider / Passenger / Baggage)   .

Attention

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

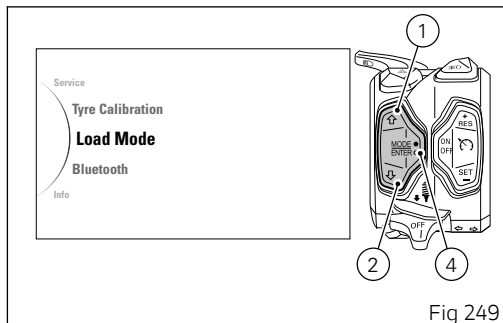


Fig 249

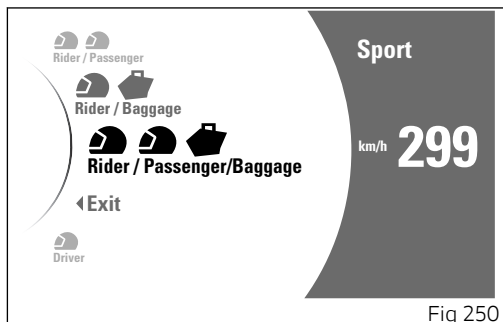


Fig 250

Every load setup is associated with a specific front fork rebound and compression damping, a specific rear shock absorber rebound and compression damping as well as a specific rear shock absorber spring preload that changes according to the Riding Mode.

Press button (2) for one second to activate the load mode function menu.

Now you can use buttons (1) and (2) to scroll down the suspension settings and select "◀ EXIT".

Press button (4) to confirm the desired setting; then, the instrument panel quits the display mode and saves the new setting.

If you press button (4) just once with the indication "◀ EXIT" selected, the instrument panel quits without applying any change.



Note

Once the current Riding Mode setting is changed, if then the rider changes the Riding Mode, the instrument panel will keep the "rider only" settings.



Attention

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

Setting the tyre sensor reference deflation pressure (Tyre Pressures) - accessory

This function allows customising the reference pressure values of the front and rear tyres and is only active if the tyre pressure sensors are installed, which can be purchased as accessory.

Enter the SETTING MENU.

Select "**Tyre Pressures**" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications (Fig 252):

- ◀ Back
- Front Tyre
- Rear Tyre
- ◀ Back

Use buttons (1) and (2) to select for which tyre you wish to set the reference pressure value: "Front Tyre" for the front tyre and "Rear Tyre" for the rear tyre. Once the selected tyre is highlighted, press confirmation button (4) to access the page where to set the reference pressure value.

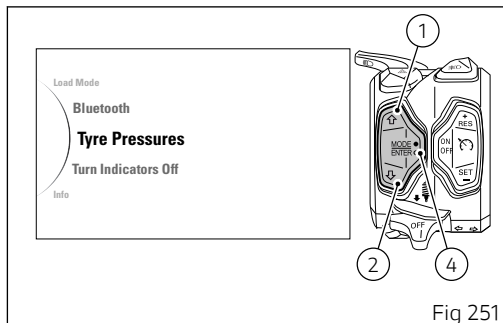


Fig 251

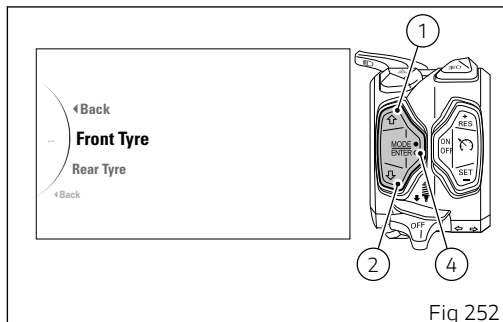


Fig 252

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

Setting the front tyre reference pressure

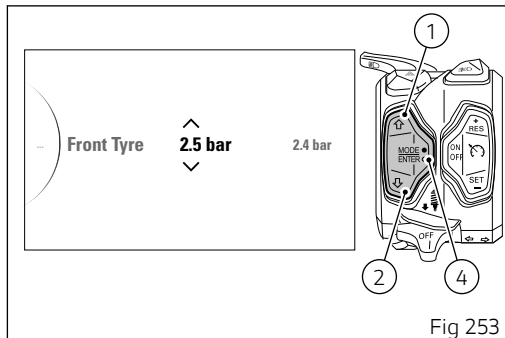
When accessing the reference pressure setting page of the front tyre, the display shows two arrows on the reference pressure value indicating the possibility to set it.

On the right the display shows the currently set value.

Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:
1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:
3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

Press button (4) to confirm the set value and go back to the previous page.



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph "Tubeless Tyres" and "Tyres".

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tyres" and "Tyres".

Setting the rear tyre reference pressure

When accessing the reference pressure setting page of the rear tyre, the display shows two arrows on the reference pressure value indicating the possibility to set it.

On the right the display shows the currently set value.

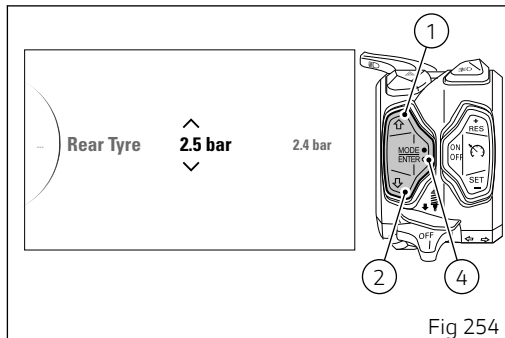
Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:

1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:

3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

Press button (4) to confirm the set value and go back to the previous page.



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph "Tubeless Tyres" and "Tyres".

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tyres" and "Tyres".

Turn indicator automatic switch-off feature (Turn indicators Off)

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

Enter the SETTING MENU.

Select **"Turn indicators Off"**, by pressing button (1) or (2).

Once function is highlighted, press button (4).

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

- ◀ Back
- Auto
- Manual
- ◀ Back

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

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

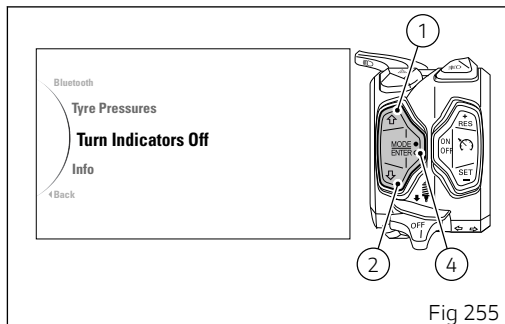


Fig 255

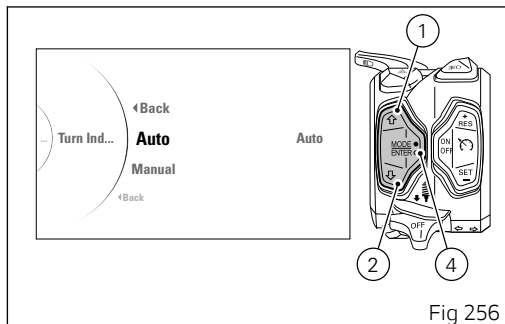


Fig 256

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

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



Note

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



Note

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



Note

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

Information (Info)

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

Enter the SETTING MENU.

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

When entering this function, the instrument panel displays:

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

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

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steadily with the battery icon on a standard background;

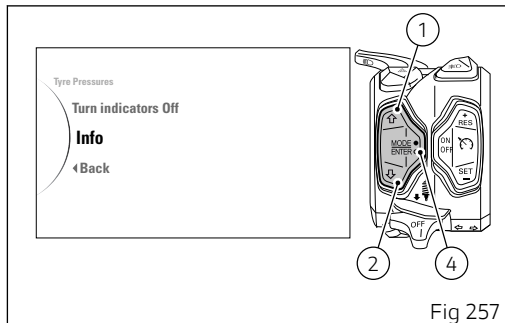


Fig 257

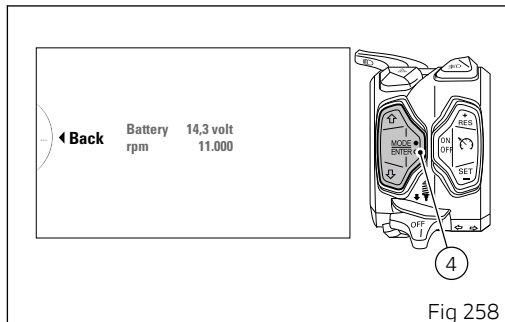


Fig 258

- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

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

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

If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - -" is displayed to indicate an undefined reading.

LAP time

This function describes how the instrument panel displays and memorises the LAP time for a total of 15 consecutive laps.

LAP function information is available when the function is active.

The instrument panel displays the "LAP" message when the function is activated through the "Setting Menu" and can be:

- off if the function is not active;
- steady if the function is active, but no LAP recording is in progress;
- flashing if the function is active and LAP recording is in progress.

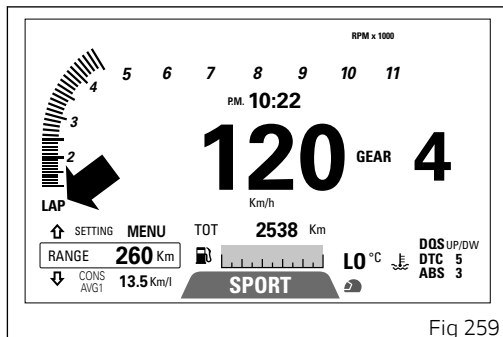


Fig 259

LAP recording

When the LAP function is active, upon the first press of button (3) the first LAP "START" is displayed: the "START" message will flash for 4 seconds synchronised with the small "LAP" message, while the big "LAP" message is steady.

Upon any further press of button (3), the big "LAP" message and the just ended lap number will be displayed steady, while the time relevant to the just ended lap, with a resolution of one hundredth of a second ("0'00''00"), is displayed for 6 seconds flashing and synchronised with the small "LAP" message: then lap timer is displayed again together with the number of new current lap.



Note

When the number of the recorded lap and the time are displayed, the speed value is shown in reduced form below the LAP values.

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

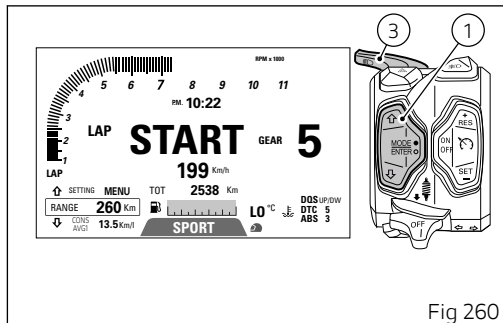


Fig 260

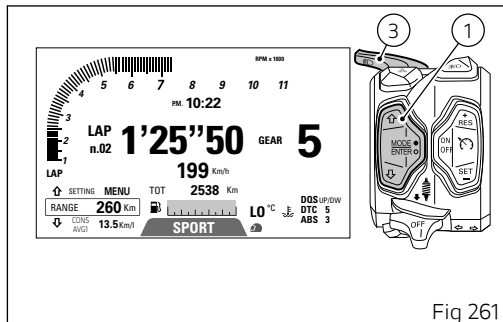


Fig 261



Note

The lap being counted on LAP deactivation is not memorised and a new activation of the function starts recording the times from the position following the one of the last recorded lap.

If the time is never stopped, it will roll over upon reaching 7 minutes, 59 seconds and 99 hundredths of second; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled.



Note

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

Cruise Control

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

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

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

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

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

To confirm correct setting of cruise speed, the target speed indication is activated on the instrument panel for 5 seconds then followed by the "Set" icon. It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively. Every "click" corresponds to a speed increase or decrease of 1 Km/h.

The new set target speed is displayed in place of the SET icon.

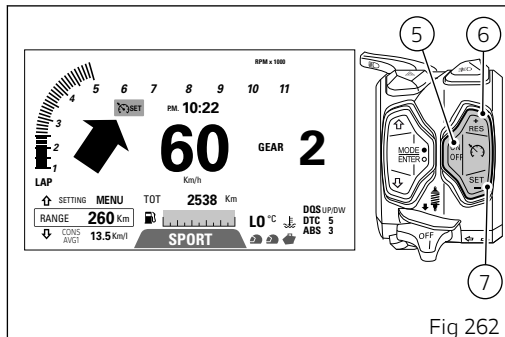


Fig 262

When the new requested target speed is not modified for over 5 seconds, the SET icon is displayed again.

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



Important

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

Once the system is enabled, it is possible to set the current speed as the desired speed by pressing RES

(6) or SET (7): press RES (6) if no target speed has been previously set.

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

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

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

- second gear or higher engaged;
- vehicle speed higher than or equal to 50 Km/h (30 mph) or lower than or equal to 200 Km/h (125 mph);

The Ducati Cruise Control can be disabled as follows:

- by pressing button (5);
- by operating the front brake;
- by operating the rear brake;
- by operating the clutch.

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

Vehicle Hold Control (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.

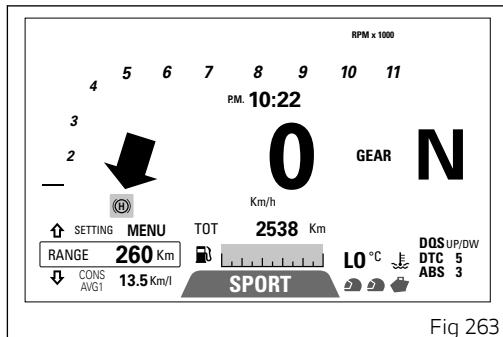


Fig 263

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) 30 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.

Heated handgrips

This function allows enabling and adjusting the heated handgrips only if these are installed. When heated handgrips are installed, the instrument panel displays the function by means of a symbol and the set level (OFF, LOW, MED, HIGH).

Press button (12) to adjust.

Each time you press button (12), you scroll the setting through "OFF", "LOW", "MED", "HIGH" and then return to "OFF".

The heated handgrips actually warm up when the engine is started and the icon corresponding to the set level is activated.



Note

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

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

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

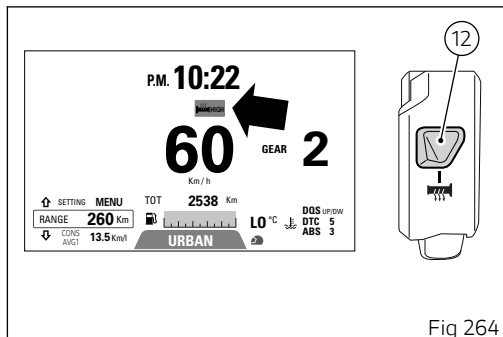


Fig 264

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



Note

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

**Note**

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

**Note**

In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to "LOW" level even if actually set to "MED" or "HIGH". As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting ("MED" or "HIGH").

**Note**

Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

**Note**

If there is an error in the heated handgrips and the air temperature sensor is in fault, button (12) will not work and the instrument panel will turn on the "Generic Error" warning light, and turn off the heated handgrip warning light.

**Note**

In case of heated handgrip fault, the instrument panel turns on the "Generic Error" light only.

Service indication (SERVICE)

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 Authorised Ducati Service Centre during servicing.

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

There are 3 types of scheduled maintenance interventions:

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

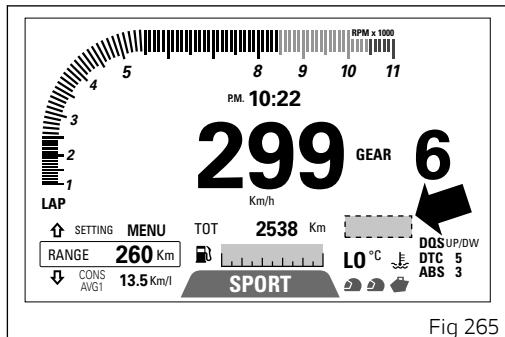
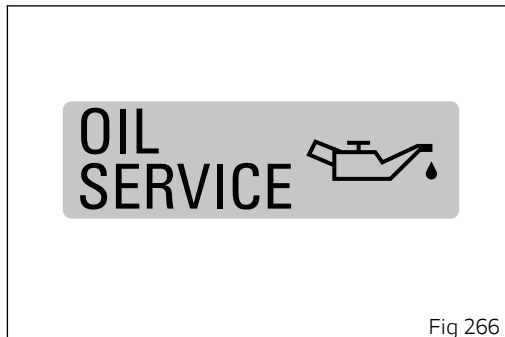


Fig 265

OIL SERVICE zero warning

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



OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

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

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

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

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 280.

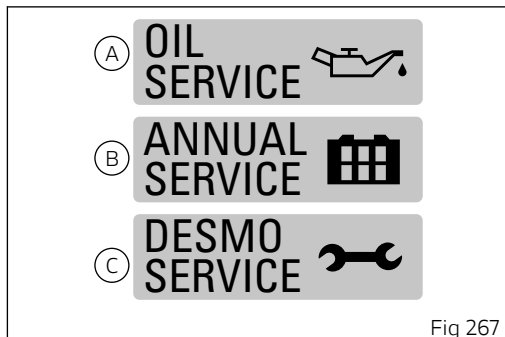


Fig 267

OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

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

- The OIL SERVICE (A) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;
- The SERVICE DATE (B) indication with the count of the days remaining to the due service, displayed instead of the odometer (TOT);
- The DESMO SERVICE (C) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 280.

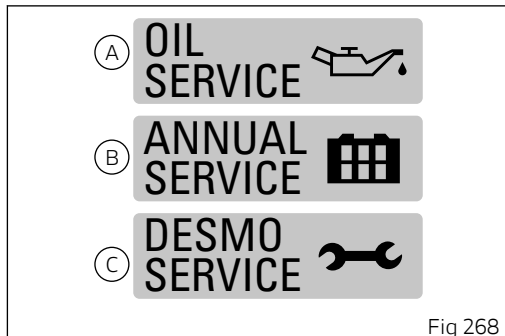


Fig 268

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.

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

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

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

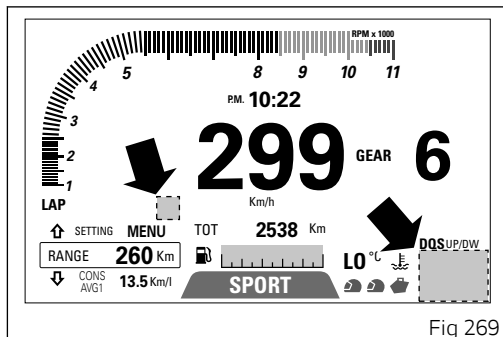


Fig 269



Attention

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

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

Ice on the road indication (ICE)

This function warns the rider when there might be ice on the road, due to the low external temperature. This warning turns on when temperature drops to 4°C (39°F) and turns off when temperature rises to 6°C (43°F).



Attention

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.



Fig 270

Low battery indication (LOW Battery)

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

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



Note

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

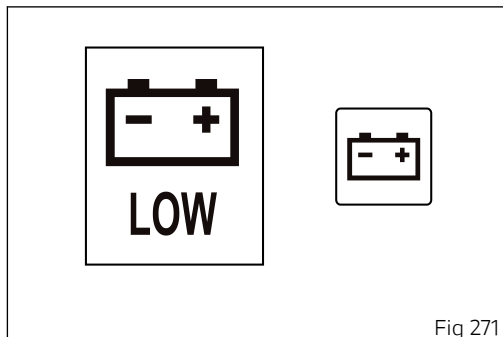


Fig 271

Hands Free (HF) Key not acknowledged

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



Note

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

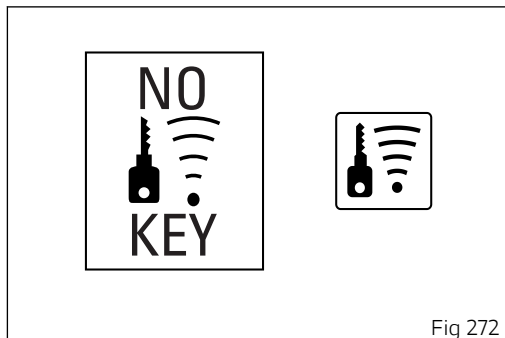


Fig 272

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

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



Note

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

To change battery, refer to paragraph "Keys".

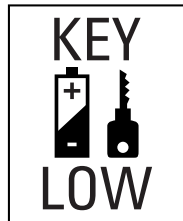


Fig 273

Low front tyre pressure (accessory)

The activation of this “warning” indicates that the front tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).



Attention

In this case, Ducati recommends stopping riding and checking the front tyre pressure.

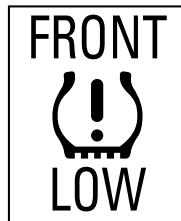


Fig 274

Low rear tyre pressure (accessory)

The activation of this “warning” indicates that the rear tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).



Attention

In this case, Ducati recommends stopping riding and checking the rear tyre pressure.

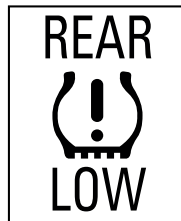


Fig 275

Low battery level of the front tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the front sensor is almost discharged and so the front tyre pressure information will soon no longer be available.



Important

In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” and “Tyres”.

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” and “Tyres”.

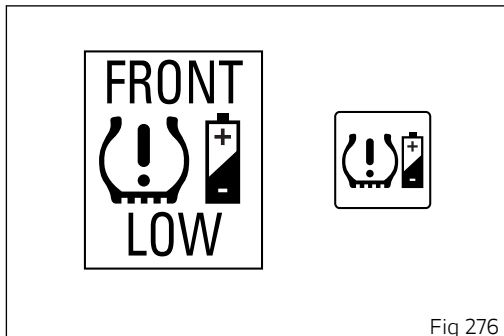


Fig 276

Low battery level of the rear tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the rear sensor is almost discharged and so the rear tyre pressure information will soon no longer be available.



Important

In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” and “Tyres”.

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” and “Tyres”.

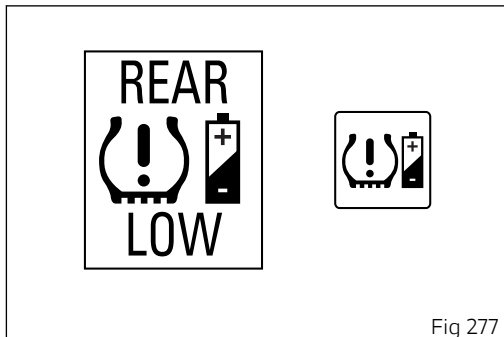


Fig 277

Entering the tyre pressure (accessory)

This "warning" indicates that it is necessary to enter the tyre reference pressure through the SETTING MENU (page 287).



Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph "Tubeless Tyres" and "Tyres".

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph "Tubeless Tyres" and "Tyres".

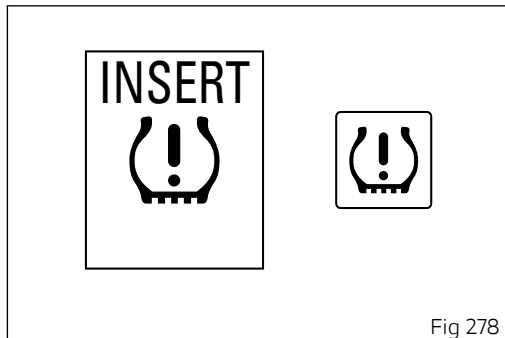


Fig 278

DTC off-road setting (DTC ENDURO)

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

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



Attention

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

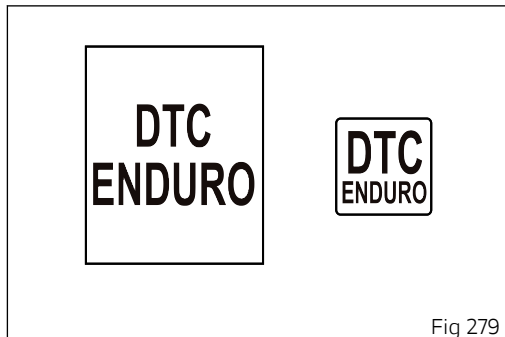


Fig 279

ABS off-road setting (ABS ENDURO)

When this warning is activated, it is necessary to ride carefully because the ABS setting in use is the one devised for off road use and only the front wheel braking is controlled by the system.

This warning is activated whenever ABS level 01 is selected.



Attention

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

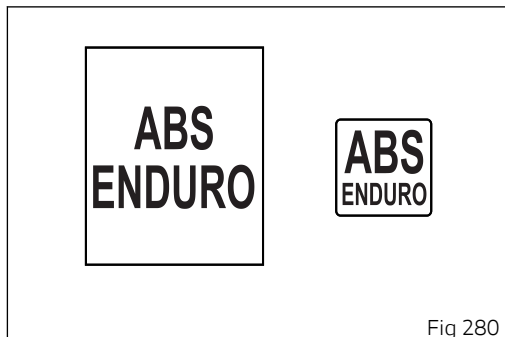


Fig 280

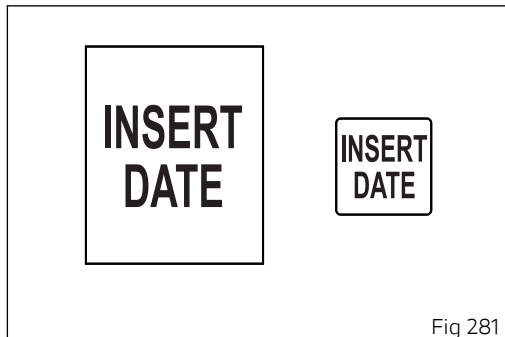
Date setting

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



Note

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



Steering unlock error - Steering still locked

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



Attention

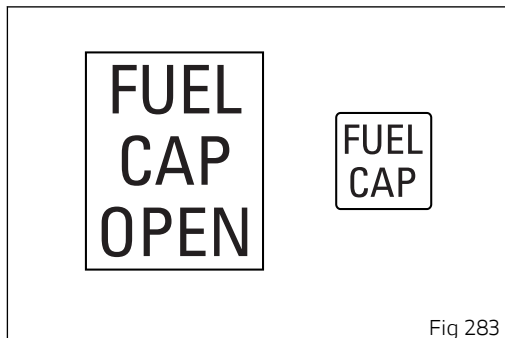
In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorised Service Centre.



Fig 282

Electronic Fuel Cap Open (OPTIONAL)

The activation of this "warning" indicates that the tank electronic cap (OPTIONAL) is open.



Error warnings

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

Upon vehicle key-on, in case of active errors on the instrument panel, the MIL light (B) or the Generic Error light (A) will turn on.

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



Attention

When one or more errors are displayed, always contact a Ducati Dealer or authorised Service Centre.

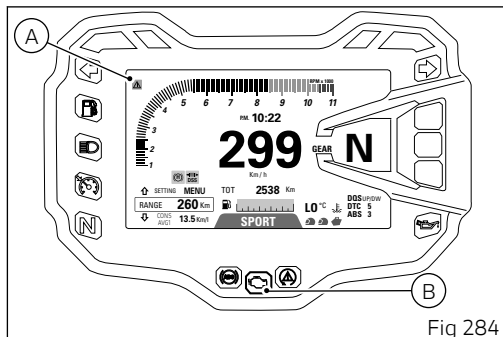


Fig 284

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check coolant level in the expansion tank on the right side of the steering tube.

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

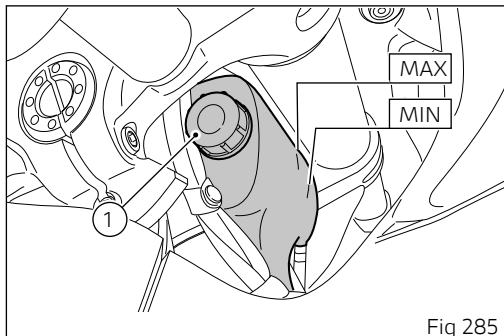


Fig 285



Attention

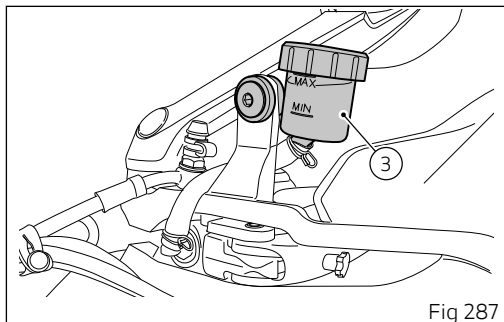
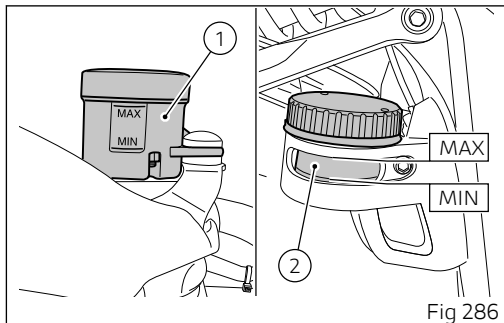
This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

Checking brake and clutch fluid level

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 table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorised Service Centre.



Brake system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there 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 (0.12 in) above the minimum level).

Checking brake pads for wear

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

Change both pads if friction material thickness of even just one pad is about 1 mm.



Attention

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



Important

Have the brake pads replaced at a Ducati Dealer or authorised Service Centre.

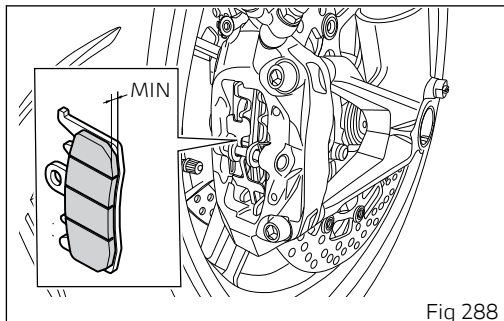


Fig 288

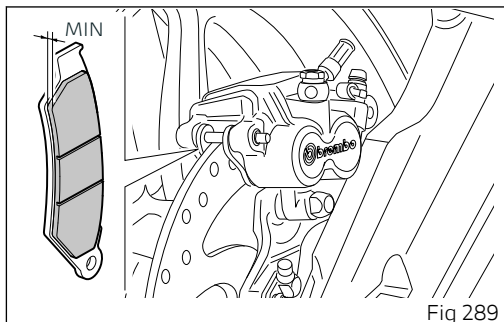


Fig 289

Charging the battery

Removing the battery

Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.

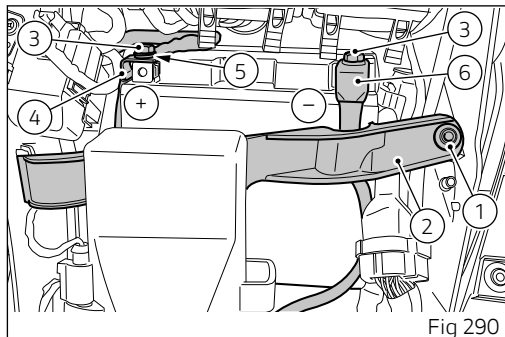


Fig 290

Refitting the battery

Grease the screws (3).

Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).

Fit the battery mounting bracket (2) and tighten the screw (1).

Attention

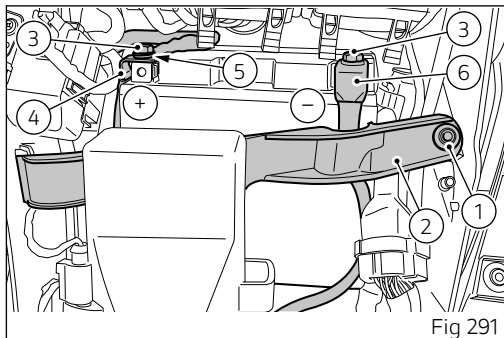
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

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 (-).

Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK),



69928471AZ (USA), available from our sales network), and to operate as described in the subsection "Maintaining the battery charge".

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.



Attention

Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.

The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.

This could lead to a serious functional problem.

Please, replace the battery or recharge it, and check it before using the bike.



Attention

Do not push start the bike.

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.

Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be:

$A = 50 \div 52 \text{ mm}$ (1.97 $\div$ 2.05 in);

$A = 42 \div 44 \text{ mm}$ (1.65 $\div$ 1.73 in) (China, Korea version only).

Important

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

Attention

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

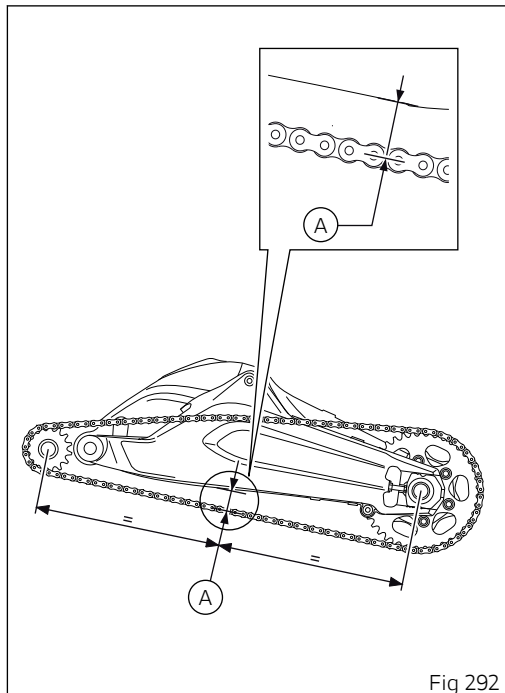


Fig 292



Attention

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



Important

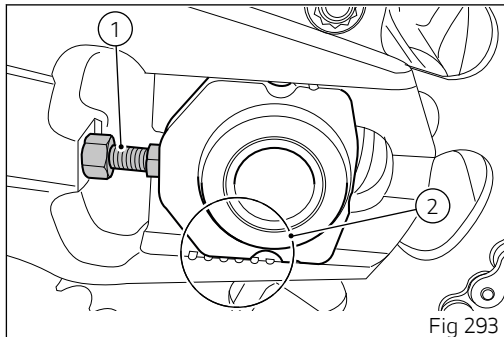
Improper chain tension will lead to early wear of transmission parts.



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 (2) on both sides of the swinging arm to ensure a perfect wheel alignment.



Lubricating the drive chain



Important

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



Attention

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

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

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

Checking the chain

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

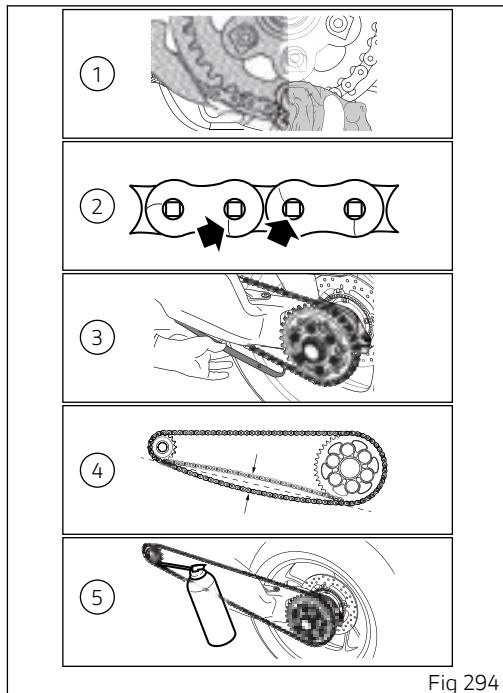


Fig 294



Attention

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



Attention

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

Checking the sliding shoe

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

Checking the tension

Check the chain tension (4) as indicated in the subsection "Checking the drive chain tension".

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

Lubrication



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.

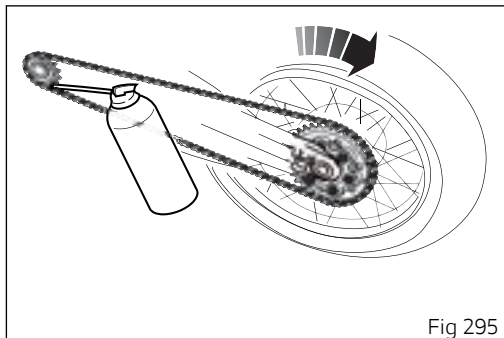
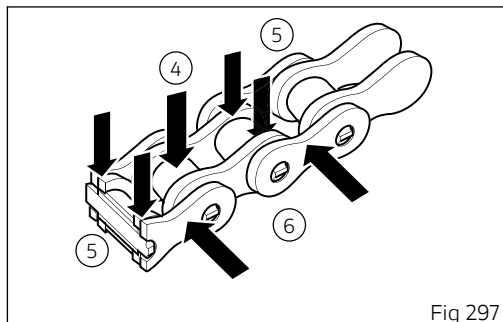
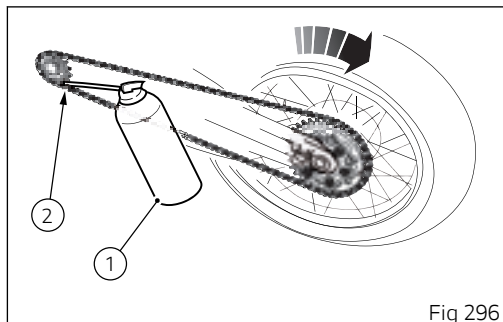


Fig 295

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.



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.

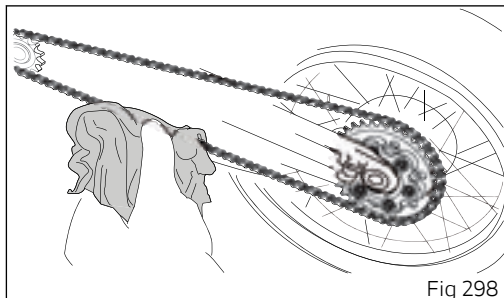


Fig 298

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



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.

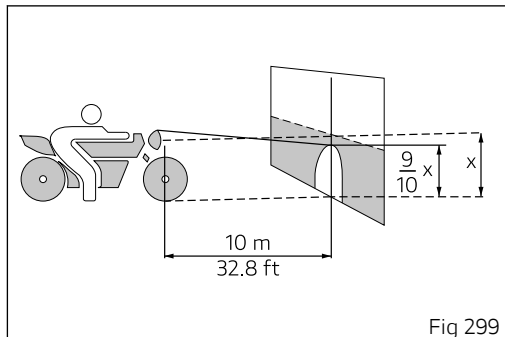


Fig 299

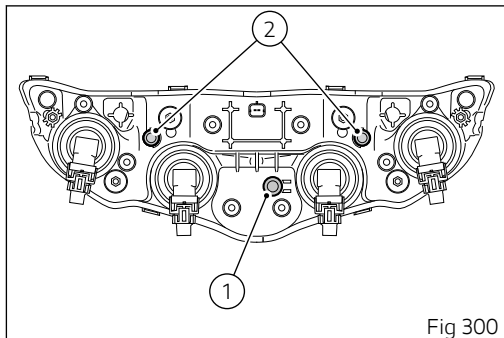
Procedure for adjusting low beam/high beam along the vertical axis

- 1) Switch low beam on.
- 2) Fully cover one of the two low beams (right or left).
- 3) Adjust uncovered beam vertically by working the corresponding adjuster screw (2), i.e., the one on the same side. Turn screw (2) clockwise to move beam down, or counter clockwise to move beam up.
- 4) Cover the already-set beam and uncover the other one, then repeat step 3.
- 5) Turn on the high beam and adjust by working adjuster screw (1). Turn screw (1) clockwise to move high beam down, or counter clockwise to move beam up.



Attention

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



Replacing the high and low beam bulbs

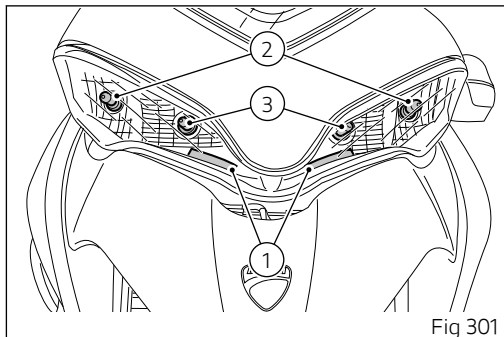
Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System".

Always check that the bulb functions before reassembling removed parts.

Light positions:

- LED parking light (1);
- low beam lamps (2);
- high beam lamps (3).

To reach the headlight bulbs, fully steer handlebar to the opposite side of the bulb to be removed (steer handlebar to the left to remove the RH bulb and vice versa).



Disconnect connector (4) from bulb holder (5).
Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it. Replace the light bulb with a new identical one.

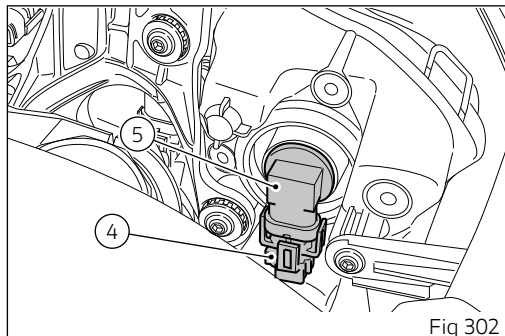
 Note

Be careful to hold the new bulb at the base only. Never touch the transparent body with your fingers or it will blacken resulting in reduced bulb brilliancy.

Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover.
Reconnect the connector (4).

 Note

To replace the LED parking light, contact a Ducati authorised service centre.



Number plate light

LED number plate light is maintenance-free.

Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome (1) and turning it carefully to the necessary position.

It is possible to make a further adjustment by turning the screw (2), for which it is necessary to contact a Ducati Dealer or Authorised Service Centre.

After this last operation, it is necessary to adjust the rear-view mirror by turning the dome (1).

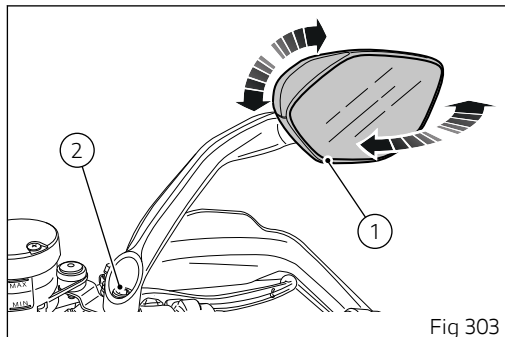


Fig 303

Tubeless tyres

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

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



Attention

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

After replacing a tyre, the wheel must be balanced.



Attention

Do not remove or shift the wheel balancing weights.



Note

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

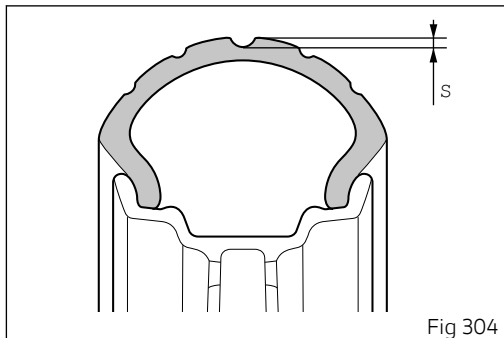
Minimum tread depth

Measure tread depth (S, Fig 304) 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.



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 DUCATI 15W-50 Fully Synthetic Oil.

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

Important

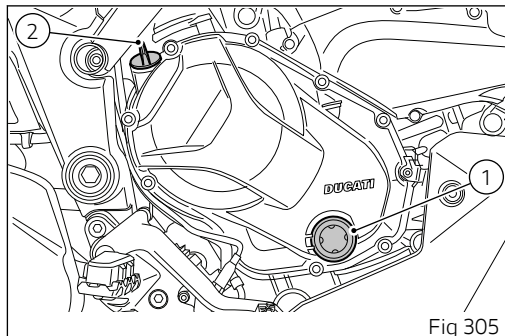
UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

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 contained in this manual in the sub-section "Scheduled maintenance".

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

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



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

3) Then, check the engine oil through the sight glass.
4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50;
- 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 the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.

Use only water and neutral soap to clean the Plexiglas and the seat.

Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.



Note

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

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.



Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.



Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.



Note

To clean the instrument panel do not use alcohol or its by-products.

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



Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".



Important

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

Storing the motorcycle

If the motorcycle is to be left unriden 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 unriden 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.

Various electronic components of your vehicle have data memories that temporarily or permanently

store technical information on the status, events and faults of the vehicle.

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

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.

During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

delete or overwrite the information in the fault memory.

Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).

Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.

Our control units do not collect geolocation data.

Vehicle transport

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

- 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.

Do NOT attach the ropes to the handlebar.

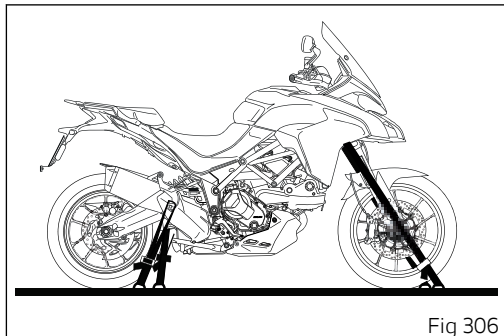


Fig 306

Scheduled maintenance chart

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

Important

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

	Annual Service * 			
	DESMO Service * 			
	Oil Service * 			
	Service 1000 *			
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	.	.	.	12
Change engine oil and filter	.	.		24
Check and clean air filter		.		24
Change air filter			.	
Change timing belts			.	60

Annual Service * 				
DESMO Service * 				
Oil Service * 				
Service 1000 *				
Check and/or adjust valve clearance			•	
Change spark plugs			•	
Change coolant			•	48
Change front fork fluid	every 45,000 km/27,000 mi			
Visual check of the front fork and rear shock absorber seals	•	•		12
Check brake and clutch fluid level	•	•		12
Change brake and clutch fluid				24
Check front and rear brake disk and pad wear		•		12
Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts		•		12
Visual check of the rear brake disk (check tightening by removing the rear wheel shaft in case of brake disk retaining screws requiring the use of hexagon wrench)		•		12
Check front and rear wheel nuts and rear sprocket nut tightening		•		12
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		12
Check wheel hub bearings		•		12

Annual Service * 			
DESMO Service * 			
Oil Service * 			
Service 1000 *			
Check the cush drive damper 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)	•	•	• 12
 Note We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.			
Check play of steering tube bearings		•	12
Check spoked wheel rims as described in the workshop manual (if installed)	•	•	12
Check the freedom of movement and tightening of the side stand	•	•	12
Check that all 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	•	•	12
Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls	•	•	12
Check tyre pressure and wear	•	•	12
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•	12

	Annual Service * 			
	DESMO Service * 			
	Oil Service * 			
	Service 1000 *			
Check lighting devices, turn indicators, horn and controls operation	.	.		12
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling	.	.	.	12
Visually check the coolant level and sealing of the circuit	.	.	.	12
Softly clean the motorcycle	.	.	.	12
Record the service coupon with warning light turning off on the instrument panel using the DDS 3.0	.	.	.	12

* The 1000 Mileage Service must be carried out after the first 1,000 km/600 mi.

* The OIL Mileage Service  must be carried out every 15,000 km/9,000 mi.

* The DESMO Mileage Service  must be carried out every 30,000 km/18,000 mi.

* The Time 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. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		•
Check brake fluid level		•
Check tyre pressure and wear		•
Check the drive chain tension and lubrication		•
Check brake pads. If necessary, contact your dealer to replace pads		•

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):

225 Kg (496.04 lb);

Overall weight with spoked wheel rims (in running order with 90% of fuel - 44/2014/EU Annex XI):

230 Kg (507.06 lb);

Overall weight (in running order without fluids and battery):

202 Kg (445.33 lb);

Overall weight with spoked wheel rims (in running order without fluids and battery):

207 Kg (456.35 lb);

Maximum allowed weight (in running order, carrying full load):

465 kg (1025 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.

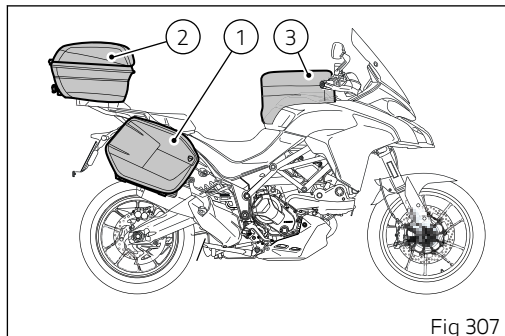


Fig 307



Attention

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



Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:

10 kg (22lb) max. per side pannier (1);

5 kg (11 lb) max. for the top case (2);

5 kg (11 lb) max. for the tank bag (3).

Dimensions

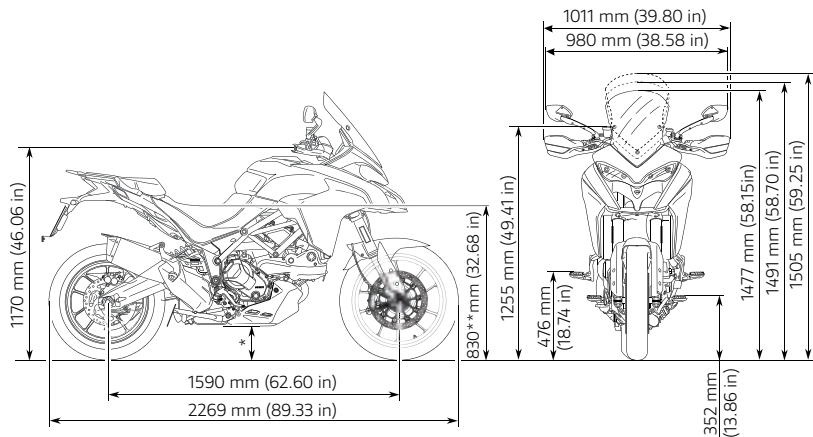


Fig 308

S version

* Sump guard in engineering plastic / in aluminium: 170 mm (6.97 in) / 166 mm (6.54 in).

** Lowered seat (optional) / medium-high seat (optional): 810 mm (31.89 in) / 850 mm (33.46 in).

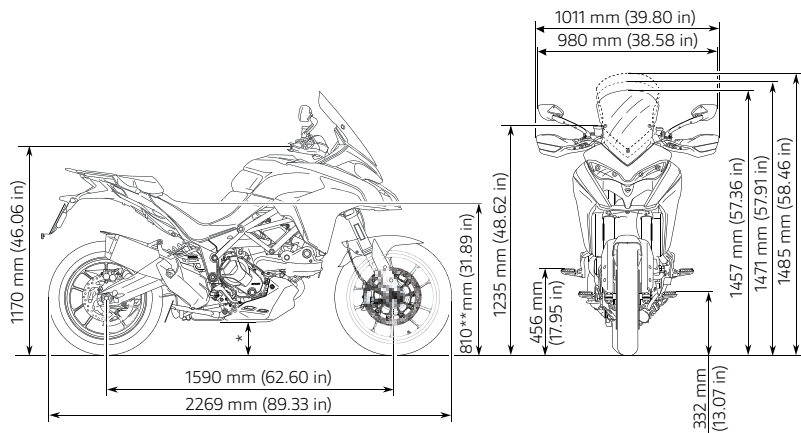


Fig 309

LOW version

* Sump guard in engineering plastic / in aluminium: 157 mm (6.18 in) / 166 mm (6.54 in).

** Lowered seat (optional) / medium-high seat (optional): 790 mm (31.10 in) / 830 mm (32.68 in).

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	20 litres (4.40 gal)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.4 litres (0.74 gal)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		Right leg 765±5 cu. cm (46.68±0.3 cu. in) 650±5 g (1.43±0.01 lb) Left leg 265±5 cu. cm (16.17±0.3 cu. in) 313±5 g (0.69±0.01 lb)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.4 cu. dm (litres). (0.53 gal)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

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



Important

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



Engine

Ducati Testastretta, Twin cylinder, L-type, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 94 mm (3.7 in)

Stroke: 67.5 mm (2.66 in)

Total displacement: 937 cu. cm (57.18 cu in)

Compression ratio: (12.6±0.5):1

Lubrication: lobe-type oil pump with built-in by-pass valve and oil cooler

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
83 kW/113 HP at 9,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
94 Nm / 9.6 Kgm at 6,750 rpm

Max. rotation speed:
10200 rpm.



Important

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



Attention

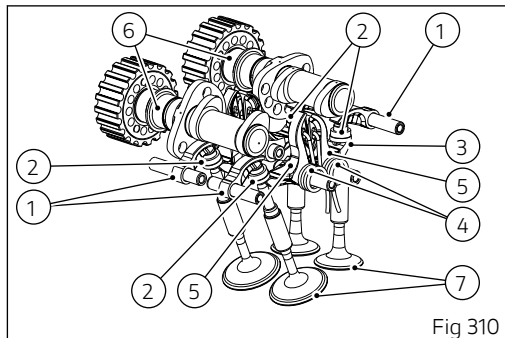
The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Timing system

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

Desmodromic timing system

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



Performance data

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



Important

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

Spark plugs

Make: NGK.

Type: MAR9A-J.

Fuel system

BOSCH electronic injection.

Type of throttle body: cylindrical with full Ride-by-Wire system.

Diameter of throttle body: 53 mm (2.09 in).

Injectors for throttle body cylinder: 1.

Holes for throttle body injectors: 10.

Fuel supply: 95-98 RON.



Attention

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

Brakes

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

FRONT

Semi-floating drilled twin-disc.

Braking material: stainless steel.

Carrier material: aluminium.

Disc diameter: 320 mm (12.60 in).

Front brake disc thickness: 4.5 mm (0.18 in).

Disc thickness (maximum wear): 4 mm (0.16 in).

Braking surface: 265 sq. cm (41.07 in²).

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

Brake calliper make: BREMBO.

Radially-mounted monobloc calliper.

Calliper piston diameter: 32 mm (1.26 in).
Number of pistons per calliper: 4.
Front brake type: M4.32 B (4x32).
Friction material: BRM11E HH.
Brake master cylinder type: radial.
Cylinder Ø: 18 mm (0.71 in).

REAR

With fixed drilled steel disc.
Disc diameter: 265 mm (10.43 in).
Rear brake disc thickness: 6 mm (0.24 in)
Disc thickness (maximum wear): 5.4 mm (0.21 in).
Braking surface: 210 sq. cm (32.55 in²).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.
Floating 2-piston calliper, diameter 28 mm (1.10 in)
with Evo Bosch cornering function.
Friction material: TT 2182 FF.
Brake master cylinder type: PF 2x28 D.



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 self-servo wet
multiplate clutch.
Drive is transmitted from engine to gearbox primary
shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
Spur gears, 1.84:1 ratio.
6-speed gearbox with constant mesh gears, gear
change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio:
15/43.
Gearbox output sprocket/rear chain sprocket ratio
(China, Korea version only): 15/40.

Total gear ratios:
1st gear 37/15
2nd gear 30/17
3rd gear 28/20
4th gear 26/22
5th gear 24/23
6th gear 23/24

Drive chain from gearbox to rear wheel.
Make: DID 525 HV3.
Links: 113+1 open.
No. of links China, Korea version only: 112.



Important

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



Attention

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

Frame

Steel tubular trellis.

Rear steel tubular trellis sub-frame.

Light alloy die-cast side plates, pivoted on engine.

Steering head angle: 25°.

Trail: 106 mm (4.17 in).

Steering angle: 40° LH side / 40° RH side.

No. of seats: 2.

Wheels

Front

Light alloy cast rim.

Size: MT3.00x19".

Rear

Light alloy cast rim.

Size: 4.50x17".

Tyres

Front

"Tubeless", radial tyre.

Size: 120/70 ZR19 M/C 60W

Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tyre.

Size: 170/60 ZR17 M/C 72W

Make and type: Pirelli Scorpion Trail II.

Tyre pressure

Front tyre pressure: 2.4 bar (rider only) - 2.4 bar (full load).

Rear tyre pressure: 2.5 bar (rider only) - 2.9 bar (full load).

Suspension

Front

Upside-down SACHS fork with spring preload, rebound and compression hydraulic damping

complete adjustment, managed with Ducati Skyhook Suspension Evo (DSS).
Motorcycle setup types: Single passenger, single passenger with luggage, rider and passenger, rider and passenger with luggage).
Stanchion diameter: 48 mm (1.89 in).
Wheel travel: 170 mm (6.69 in).

Rear

Progressive with SACHS monoshock and spring preload, compression and rebound complete adjustment, all managed with Ducati Skyhook Suspension Evo (DSS).
Motorcycle setup types: Single passenger, single passenger with luggage, rider and passenger, rider and passenger with luggage).
Suspension travel: 69 mm (2.72 in).
Wheel travel: 170 mm (6.69 in).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.
Absorption tail pipe.

Available colours

DUCATI RED

Fairing (Headlight fairing, wings, tank cover, side body panels)

Ducati Red STV 001

- 1) White Acriflex Primer, SUPPLIER Lechler, CODE L0040652.
- 2) Ducati Red base coat, SUPPLIER PPG, CODE 473.101.
- 3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Mudguard

Unpainted.

Frame

Black.

Wheel rims

Black.

STREET GREY

Fairing (Headlight fairing, wings, tank cover, side body panels)

Street Grey STV

- 1) White Dual Primer, SUPPLIER Lechler, CODE DS20052.

- 2) Silver base coat, SUPPLIER Lechler, CODE L0290909 + ES9495.
- 3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Mudguard

Unpainted.

Frame

- 1) Shiny black
- 2) Enamel powder, Glossy black VPIC, SUPPLIER Azko Nobel, CODE NJN-3819AV.

Wheel rims

Racing Red

- 1) Primer Interpon, A4700 POWDER PRIMER GREY, SUPPLIER Azko Nobel, code EP050V.
- 2) Base coat Enkote Ducati White Prime, SUPPLIER Akzo Nobel, CODE 43NK0002.
- 3) Enamel Enkote Racing Red, SUPPLIER Akzo Nobel, CODE BR-TCB-005A.

ICEBERG WHITE

Fairing (Headlight fairing, wings, tank cover, side body panels)

DS (Iceberg White) STV 095

- 1) White Dual Primer, SUPPLIER Lechler, CODE DS20052.

- 2) Dark Snow white basecoat, SUPPLIER Lechler, CODE L2909042.
- 3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Frame

- 1) G-B Grey, monocoque

Wheel rims

Racing Red

- 1) Primer Interpon, A4700 POWDER PRIMER GREY, SUPPLIER Azko Nobel, code EP050V.
- 2) Base coat Enkote Ducati White Prime, SUPPLIER Akzo Nobel, CODE 43NK0002.
- 3) Enamel Enkote Racing Red, SUPPLIER Akzo Nobel, CODE BR-TCB-005A.

Available colours

DUCATI RED

Fairing (Headlight fairing, wings, tank cover, side body panels)

Ducati Red STV 001

- 1) White Acriflex Primer, SUPPLIER Lechler, CODE L0040652.
- 2) Ducati Red base coat, SUPPLIER PPG, CODE 473.101.

- 3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Mudguard

Unpainted.

Frame

Black.

Wheel rims

Black.

STREET GREY

Fairing (Headlight fairing, wings, tank cover, side body panels)

Street Grey STV

- 1) White Dual Primer, SUPPLIER Lechler, CODE DS20052.
- 2) Silver base coat, SUPPLIER Lechler, CODE L0290909 + ES9495.
- 3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Mudguard

Unpainted.

Frame

- 1) Glossy black

- 2) Enamel powder, Glossy black VPIC, SUPPLIER Azko Nobel , CODE NJN-3819AV.

Wheel rims

Racing Red

- 1) Primer Interpon, A4700 POWDER PRIMER GREY, SUPPLIER Azko Nobel, code EP050V.
- 2) Base coat Enkote Ducati White Prime, SUPPLIER Akzo Nobel, CODE 43NK0002.
- 3) Enamel Enkote Racing Red, SUPPLIER Akzo Nobel, CODE BR-TCB-005A.

Electric system

Basic electric items are:

Instrument panel

5" colour TFT display.

Battery: sealed-type, 12V - 10 Ah.

Generator: 14V - 490W - 35A.

Starter motor: 12V - 0.7kW.

Preset for anti-theft system.

Headlight

LED low beam: No.2 LEDs.

LED high beam: No.8 LEDs.

LED cornering light: no. 2 LEDs.

LED parking light: no. 2 LEDs.

Turn indicators

Front ones (Europe / USA), LED units.

Rear ones (Europe), LED units.

Rear ones (USA), bulb units: No. 1 bulb RY10W 12V - 10W amber.

Tail light

LED parking light: No.2 LEDs.

LED stop light: NO.10 LEDs.

LED number plate light: No.3 LEDs.

Fog lights

LED fog lights (Enduro customisation): No.1 LED.

Fuses

There are twelve fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the solenoid starter. There is a spare fuse in every box.

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

The front fuse box (A), is located inside the left panel and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover. Three spare fuses (7.5 A, 15 A and 25 A) are positioned at the side.

The rear (B) and the ABS (C) fuse boxes are located on rear subframe right-hand side, next to the ABS control unit. To reach rear and ABS fuse boxes, remove rider seat, see "Seat lock". To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover. Three spare fuses (10 A, 15 A and 25 A) are positioned at the side.

Front fuse box key (A)		
Pos.	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY2 DASH/BBS	15 A
3	KEY Lights	15 A
4	-	-
5	KEY Accessories	10 A
6	Hands Free KEY	25 A

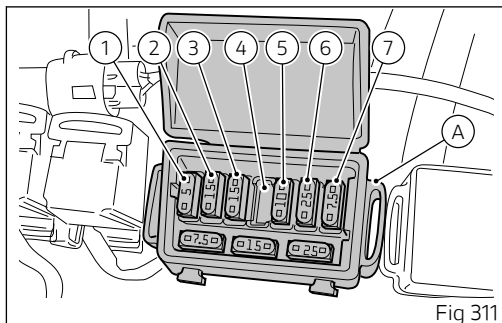


Fig 311

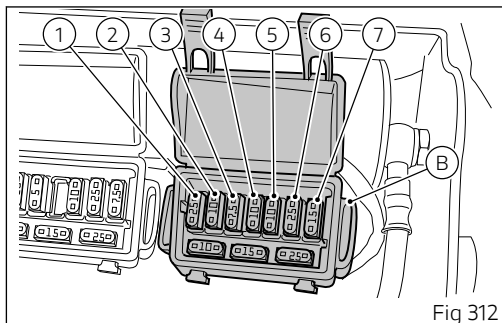


Fig 312

Front fuse box key (A)		
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos.	El. item	Rat.
1	EMS LOAD Relay	25 A
2	FUEL PUMP relay	10 A
3	Starter Relay	7.5 A
4	Instrument panel	10 A
5	Black Box System (BBS)	10 A
6	ABS UBMR	25 A
7	ABS UBVR	15 A

The main fuse (C) of 30A is positioned on the solenoid starter. Remove the fuse cap to reach it. A blown fuse can be identified by breakage of the inner filament (F).



Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Attention

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

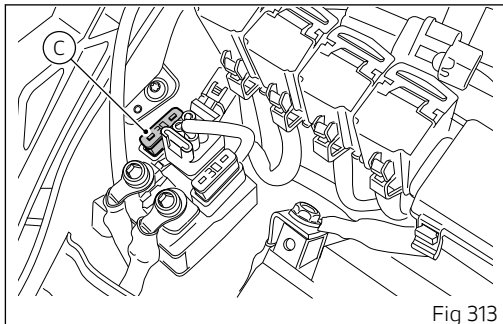


Fig 313

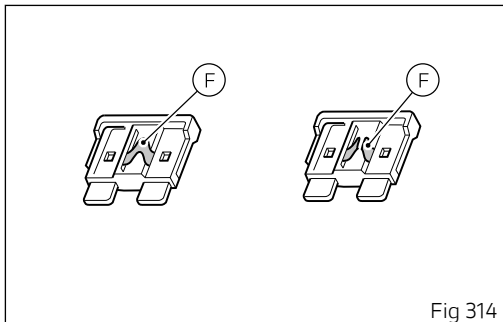


Fig 314

Open source software

Information about open source software

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

Declarations of conformity

EU Directive 2014/53/EU



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.

Declarations of conformity

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4mW
Hands free	133.8 ÷ 134.6KHz	73 dB μ V/m @ 10m
Hands free Key	433.91-433.93 MHz	-20 dB μ V/m @ 3m

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Ducati Multimedia System (Bluetooth)	COBO S.p.a. Via Tito Speri, 10 25024 Leno (BS), Italy
Hands Free	ASAHI DENSO.,LTD. 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan
Hands free Key	ASAHI DENSO.,LTD. 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

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 декларираат, 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]

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

[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]

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

[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 megfeleléségi 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. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]

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

[Latvia]

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

[Malta]

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

[Netherlands]

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

[Poland]

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

[Portugal]

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

[Romania]

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

[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]

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

[Slovakia]

Vaše vozidlo je vybavené rádiovými zariadeniami. Výrobcom týchto rádiových 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

[Turkey]

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

HANDS FREE KEY

Warnings on batteries



Attention

Please read the operating instructions carefully!



This product contains a button cell battery that could be swallowed.

Always keep the battery out of the reach of children!

Swallowing the battery can cause serious injury in as little as 2 hours or death due to chemical burns and potential esophageal perforation.

If you think the batteries may have been swallowed or placed inside any part of the body, seek medical advice immediately.

Only install new batteries of the same type in the product.

Keep batteries away from sources of heat or moisture.

Keep batteries away from low or high pressure, and low or high temperature environments.

Do not compress, drop, damage or puncture the battery with foreign objects.

Dispose of used batteries immediately and safely in accordance with national and local regulations.

Discharged batteries can still be dangerous.

United States (USA)

"This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."

"Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment." "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, 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 interference 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	FCC ID: 2AVGH-MTS950 (390278-13)
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N
Hands Free	FCC ID: T8VCL6
Hands Free key	FCC ID: T8VCL6-904

Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:

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

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

DASHBOARD	IC: 25794-MTS950 (390278-13)
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N
Hands Free	IC: 6505A-CL6
Hands Free key	IC: 6505A-CL6904

DASHBOARD

Brasil

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



DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Brasil

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



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



HANDS FREE

Brasil

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



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



HANDS FREE KEY

Brasil

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



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）

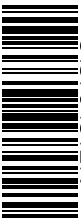
This radio device should not be modified (otherwise the granted designation number will become invalid)

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



91376491EN





Ducati Motor Holding spa
ducati.com

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

A Sole Shareholder Company
A Company subject to the Management
and Coordination activities of AUDI AG