MULTISTRADA

Owner's manual

ENGLISH

MULTISTRADA V2

Dear Ducatista,

thank you for trusting us with the purchase of your new Multistrada V2.

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

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

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

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

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

Important

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

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

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

Important

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

Enjoy your ride!

Table of contents

Roadside assistance

Roadside assistance

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.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

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.

Country	Toll-free call	Toll call / Call from abroad
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
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

Country	Toll call with call from the United Kingdom	Toll call with call from abroad
United Kingdom	0330 053 0903	+44 330 053 0903

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) 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);
- c) 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.

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

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

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

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

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

You must bear the expense of claiming under the Warranty.

Infotainment

Infotainment (if any)

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

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

- For pairing and managing Bluetooth devices, see page 22.
- For managing phone calls, see page 32.
- For managing the music player see page 37.

Bluetooth device pairing and management (if any)

This function is available only if the Bluetooth control unit is installed and allows the user to manage any paired Bluetooth devices and add more.
Use buttons (1) and (2) to select the item "SETTING MENU" in the function menu (page 160) and press button (4).
Select "BLUETOOTH" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

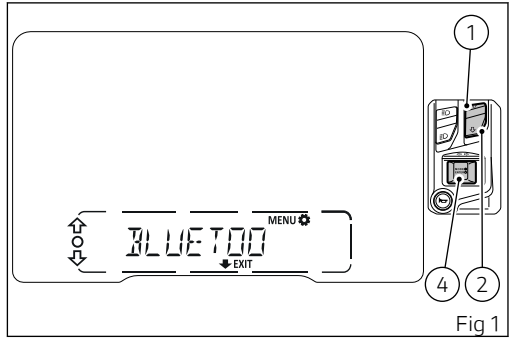


Fig 1

When entering the function, the instrument panel displays the number of associated devices (if any) in place of the time indication, displaying a 1-digit figure.
This figure is the number of devices already paired (max. 5). If at least 5 devices have already been paired, the message: “PAIRING” and its frame will not be displayed.

If at least one device is already paired, the name of the first paired device or the message “NO DEVICE” will be displayed.

Use buttons (1) and (2) to select PAIRING (flashing frame) and then the name of the first device paired (if at least one device has already been paired).

Now, if you press button (4):

- when PAIRING is selected (flashing frame), you run a pairing of one or several Bluetooth devices;
- when the name of the first device is flashing, you can delete any paired devices;

To quit the function press button (2) for 2 seconds.

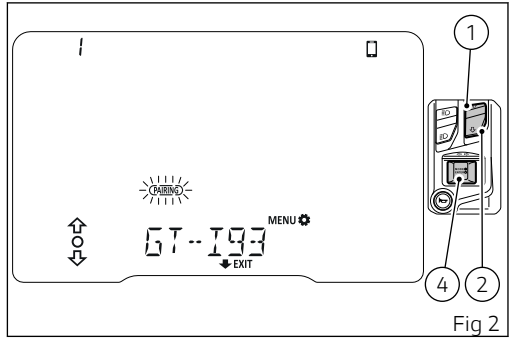


Fig 2

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.
Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

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 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.

The Pairing function is activated by pressing button (4) after selecting the PAIRING item (flashing frame) (Fig 2): this runs a search for all Bluetooth devices present within a certain range.
The instrument panel starts searching for devices, BT symbol flashes throughout the search, a string of 2 dashes "- -" is displayed in the speed indicator and text "WAIT.." is displayed. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

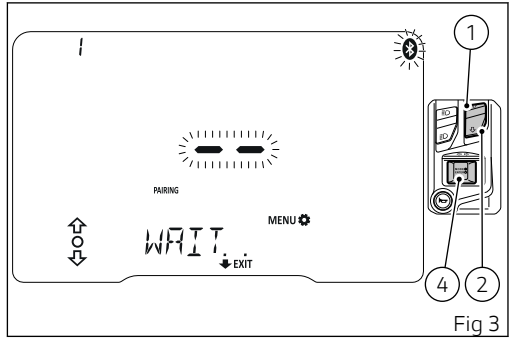


Fig 3

If Pairing is not successful, the "PAIR KO" message will be displayed. Now, by keeping button (2) pressed for 2 seconds it is possible to go back to the previous screen: in this condition you can only quit the BLUETOOTH SETTING MENU, and then go back into it to try a new Pairing.

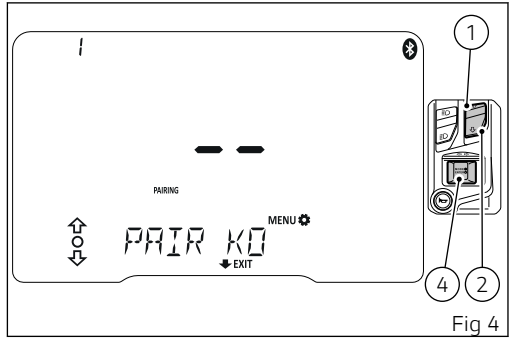


Fig 4

If Pairing is successful, the instrument panel displays the number of devices detected and their names (in rolling mode, from right to left).
Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest.
If two or more found devices have the same name, the list of devices will include two or more devices with the same name.
If one of the devices detected has no name, it will not be included in the list of devices detected.

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.

When a device in the list is selected, the user will have to specify the type of connected device, using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm.
In this sequence:

- SMARTPHONE
- RIDER HELMET (1)
- PASSENGER HELMET (2)
- GPS NAVIGATOR

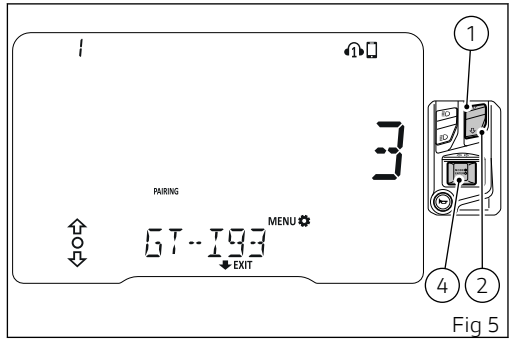


Fig 5

When device type is selected, the display reads "WAIT.." and number of paired devices is refreshed.

To pair a smartphone, the pairing procedure with the Bluetooth control unit is carried out directly via the smartphone.
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.
Once the device is paired, the display will automatically show the BLUETOOTH SETTING MENU main page.

Note

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

If no device is selected during the pairing phase, "NO DEVICE" will appear and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.
Use buttons (1) and (2) to select PAIRING (flashing frame) and then press button (4) to repeat the search for devices in the range. Otherwise you can go back to the previous screen by keeping button (2) pressed for 2 seconds.

Pairing deactivation takes place when quitting the BLUETOOTH SETTING MENU or when no more devices are present.

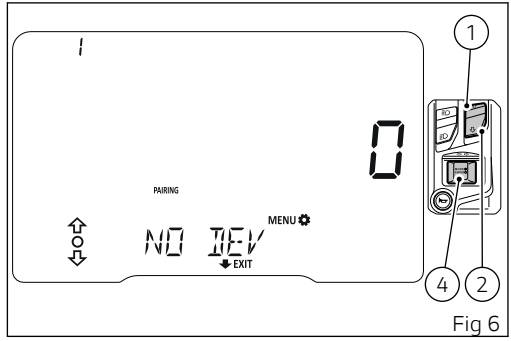


Fig 6

Deleting associated device(s)

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

After entering BLUETOOTH function, use buttons (1) and (2) to select the device to be deleted from the list shown.
Once the device is selected, press button (4). The instrument panel displays “DELETE”. Press again button (4) to confirm, or press button (2) for 2 seconds to cancel deletion of the device. By confirming the device deletion, the instrument panel will display “WAIT”.
As soon as the deletion procedure is completed, the device is removed from the list and the number of paired devices will be automatically updated.
If the list includes no devices, the instrument panel will show “NO DEVICE”.

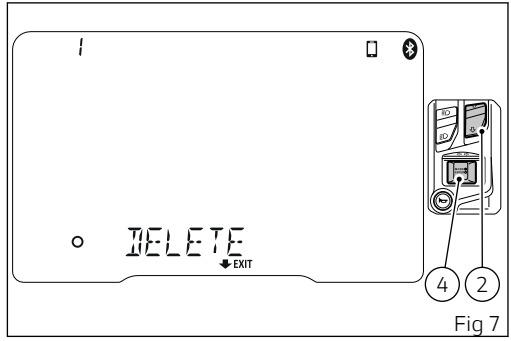


Fig 7

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) satellite navigator connected;
2) rider helmet intercom connected;
3) smartphone connected;
4) passenger helmet intercom connected.

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

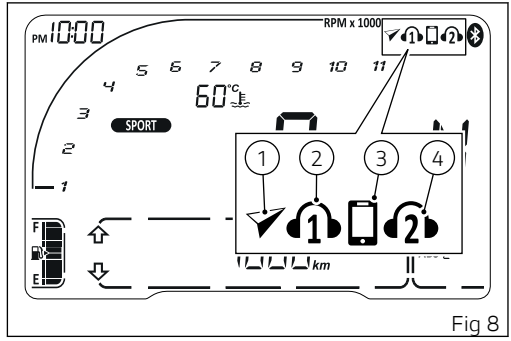


Fig 8

Phone (if any)

This function shows the list of the last missed, outgoing or incoming calls and is present only if the Bluetooth module is installed and a smartphone connected.
For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 22).

Use buttons (1) and (2) to select “CALLS” in the function menu (page 160) 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.

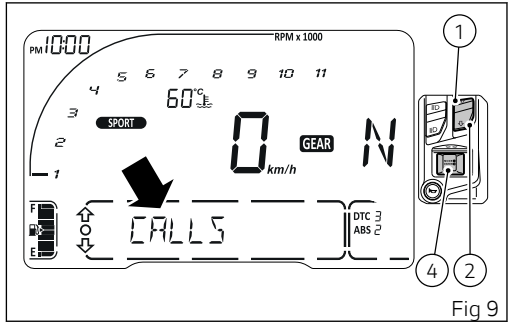


Fig 9

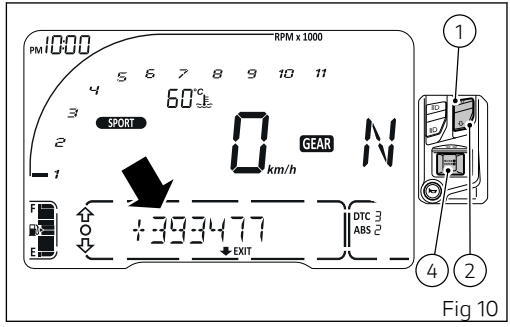


Fig 10

Incoming call

When there is an incoming call, the instrument panel displays:

- the handset ringing symbol for incoming call, flashing
- the calling name/number
- the handset symbol over arrow up ⇧
- the handset hang-up symbol under arrow down ⇩

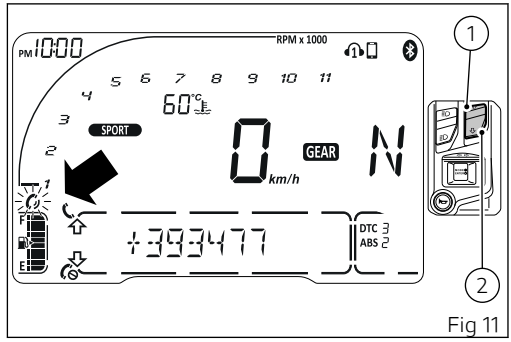


Fig 11

Call in progress

When a call is in progress, incoming call symbol is displayed, calling name/number is shown in the Menu and the empty circle symbol O comes on, followed by “END”.
To end the call, press button (4).

Note
The music player will be paused during a call.

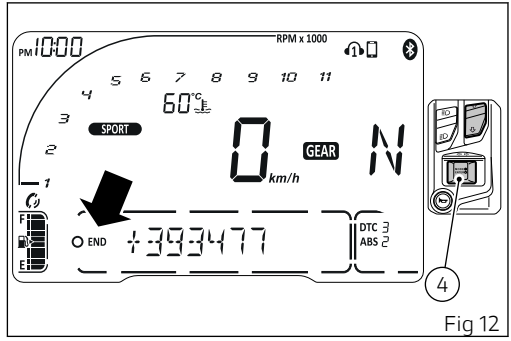


Fig 12

Call back

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: arrow up ⇧ is displayed followed by “YES” and Menu shows “RECALL ?”.
To activate the Recall function within the 5 seconds, press button (1).
After this 5 second time, the Recall function is disabled.

Note
The music player will be paused during a call.

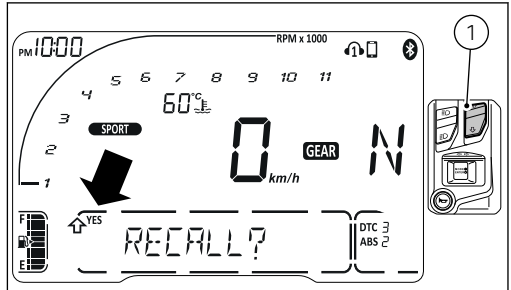


Fig 13

Missed call (A)

In case of missed calls, the missed call symbol is displayed.
The symbol flashes for 3 seconds and then is displayed for 57 seconds.
The number of missed calls is not displayed.

Messages received (B)

If messages are received on the connected smartphone, the unread message symbol is displayed.
The symbol flashes for 3 seconds and then is displayed for 57 seconds.
The number of messages is not displayed.

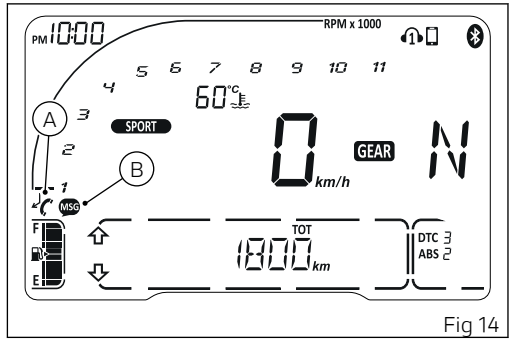


Fig 14

Music (if any)

This function allows you to manage the music player and is only available if the Bluetooth module is installed and a smartphone connected.
For the Bluetooth pairing procedure, refer to subsection "Bluetooth device pairing and management" (page 22).

Use buttons (1) and (2) to select "PLAYER" in the function menu (page 160):

1) If the music player is not active, the instrument panel displays "PLAYER OFF". To activate it and enter the music player menu, press button (4).
2) If Player is active, the instrument panel displays "PLAYER ON". To access the music player menu, keep button (1) pressed for 2 seconds. To turn the music Player off, press button (4).

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.

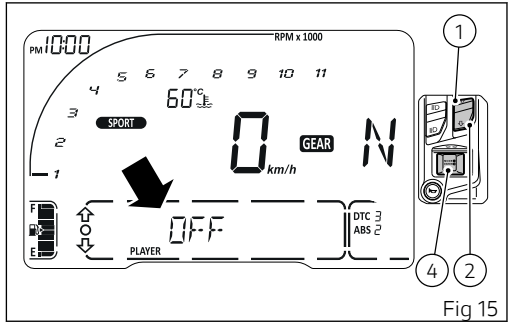


Fig 15

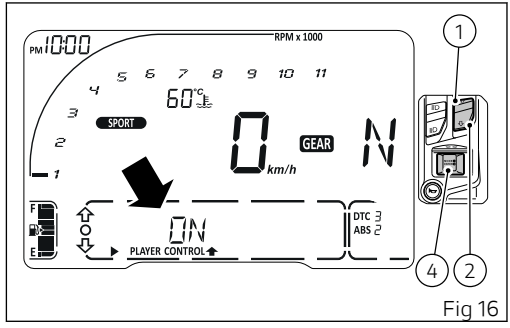


Fig 16

Once the music Player is on (PLAYER ON), press button (1) for 2 seconds to open it in control mode. The name of audio file is shown in rolling mode in the Menu and music player control graphics is available. If instrument panel is not receiving track name, it pauses the track being played and will show the message “NOT AVAILABLE” in rolling mode.

If the smartphone contains no tracks that can be read, the instrument panel shows again the message “NOT AVAILABLE”.

When the music player is turned on, within music 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 controls (although maintaining Player ON). The instrument panel will display “PLAYER” and “ON”. After quitting music player controls:

- player and its volume can no longer be controlled via the instrument panel;

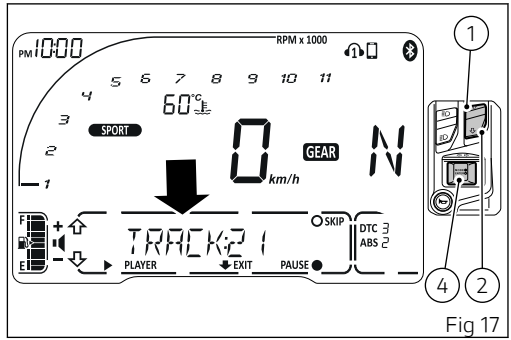


Fig 17

- button (1), button (2) and button (4) have the normal functions.

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
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.

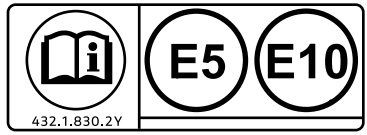


Fig 18

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.

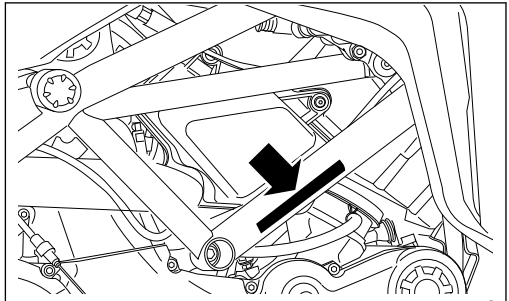


Fig 19

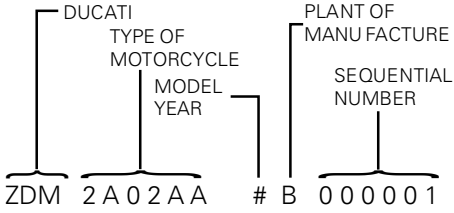


Fig 20

Engine identification number

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

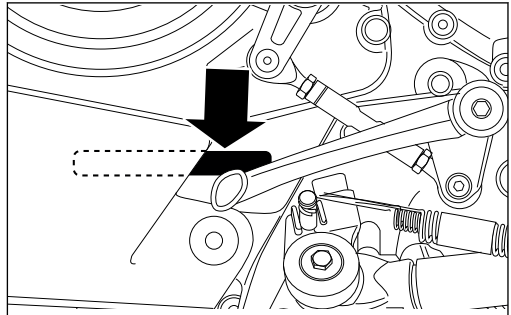


Fig 21

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 V2 the character that suits you best.

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

Information herein refers to Multistrada V2 Touring. Details about other configurations (SPORT, URBAN and ENDURO) are specified only if they differ from this configuration.

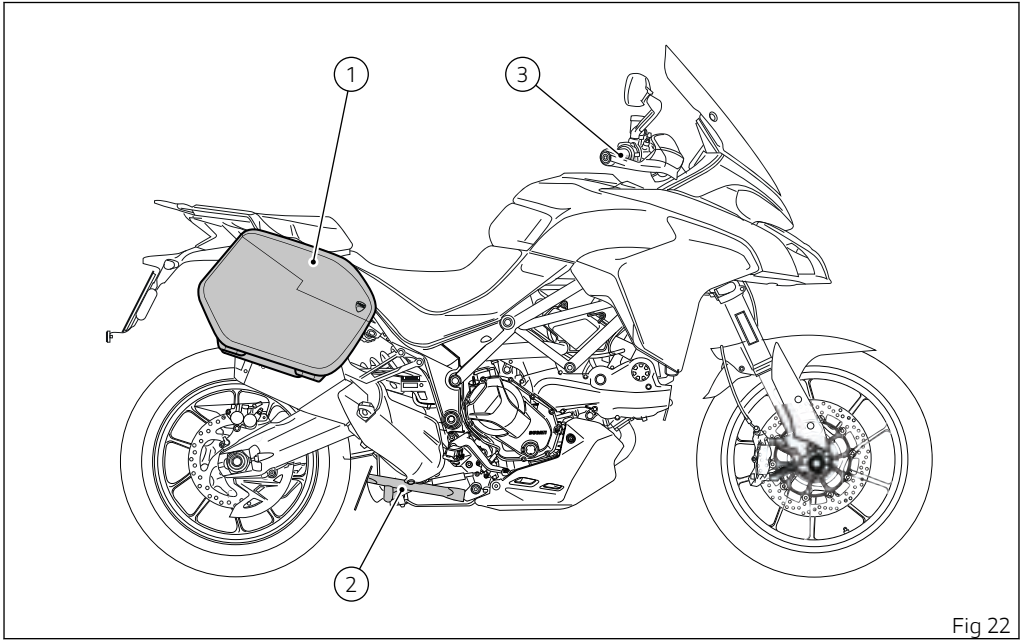


Fig 22

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.

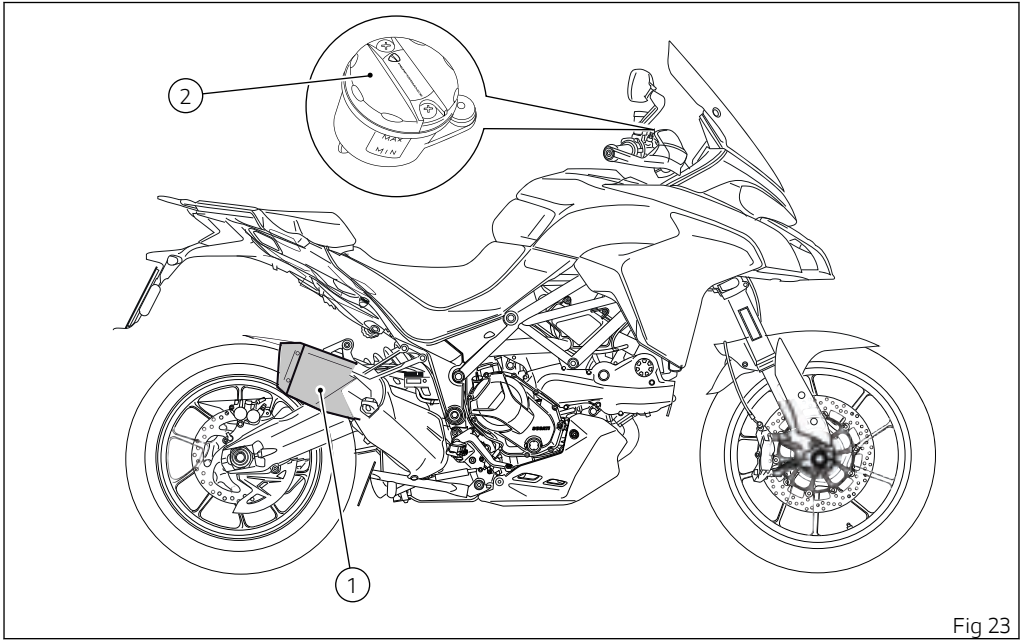


Fig 23

SPORT

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

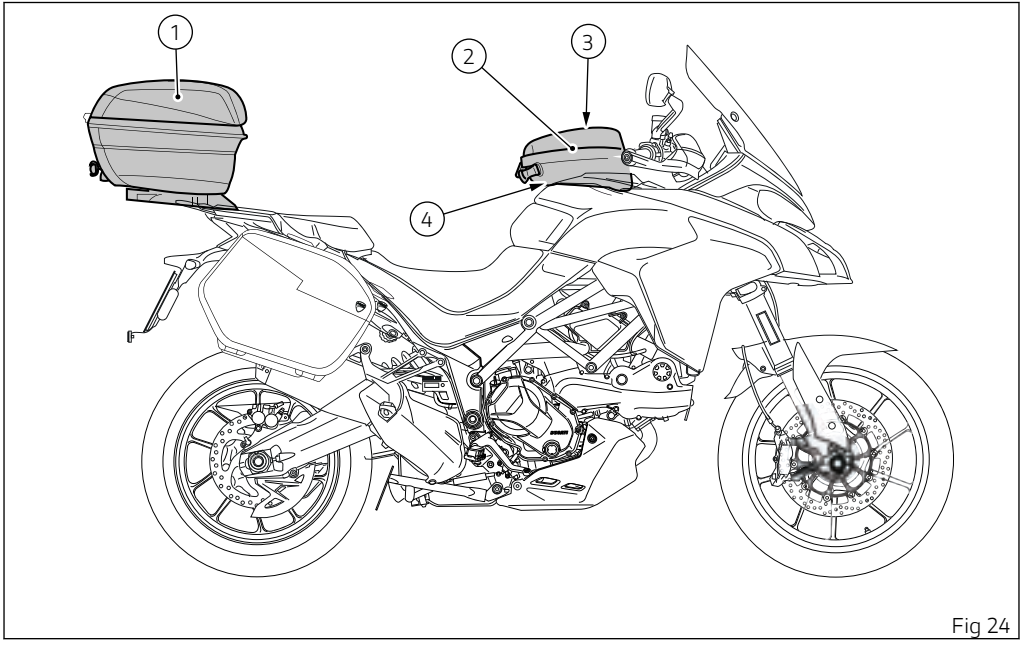


Fig 24

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.

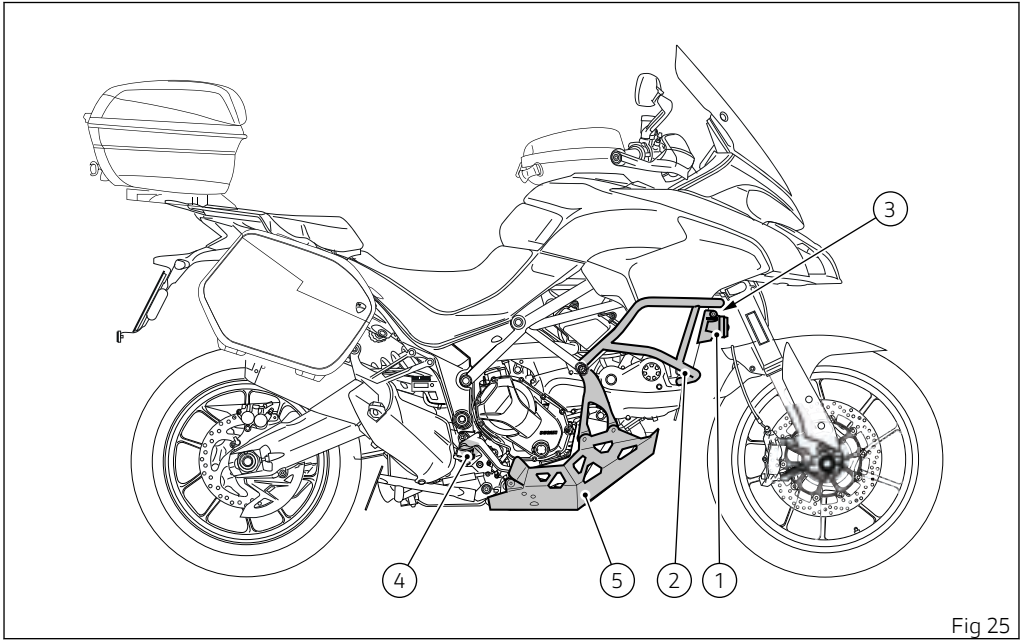


Fig 25

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.

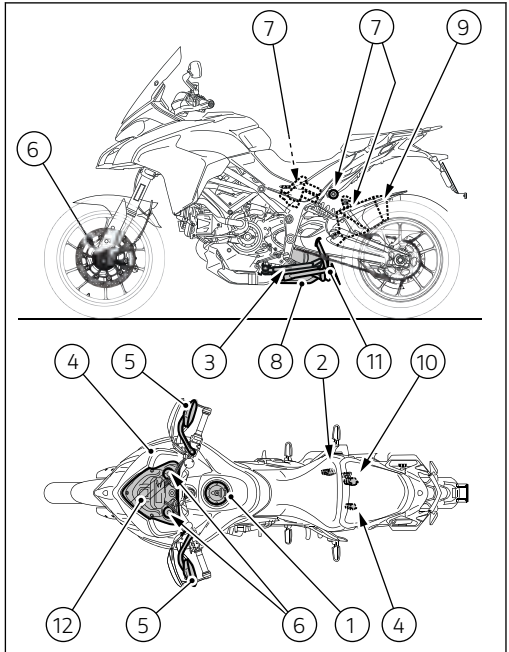


Fig 26

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.

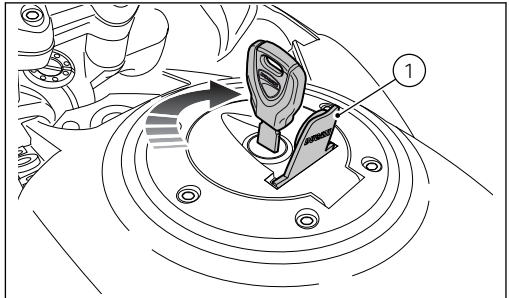


Fig 27

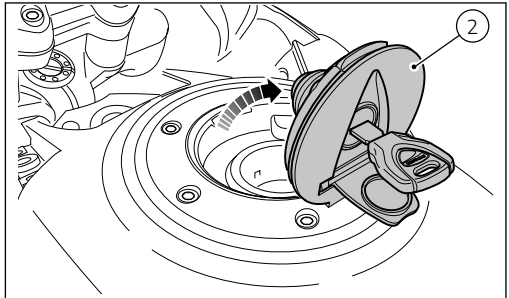


Fig 28

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).

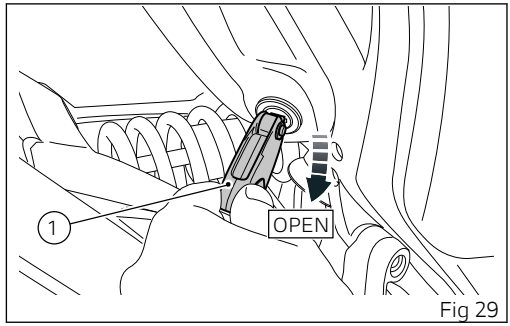


Fig 29

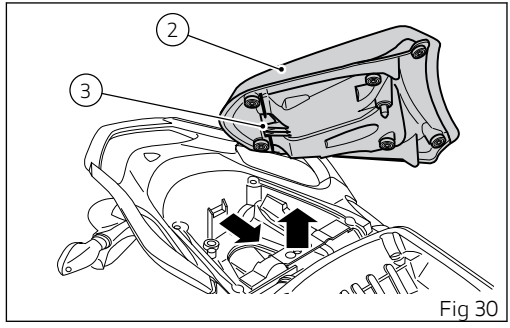


Fig 30

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).

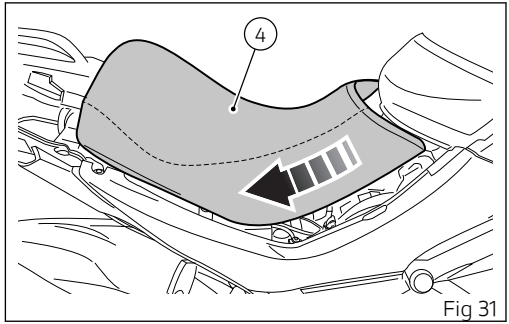


Fig 31

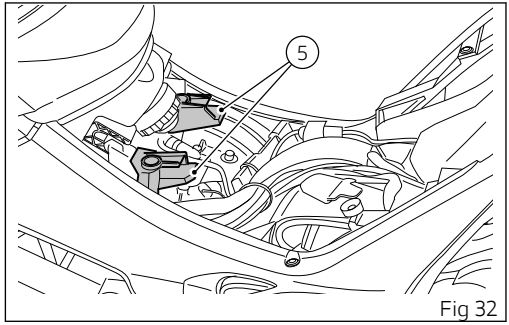


Fig 32

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”.

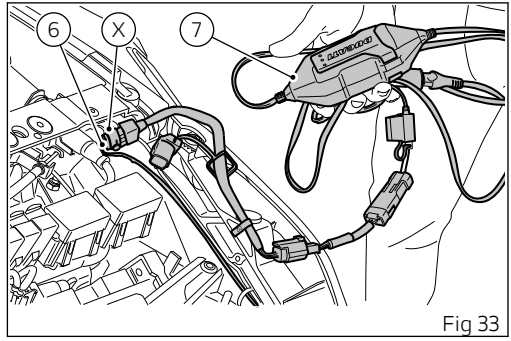


Fig 33

Refitting the rider seat

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

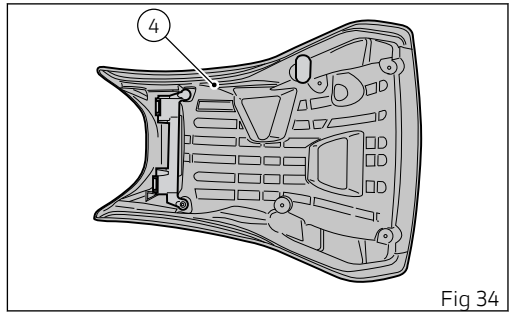


Fig 34

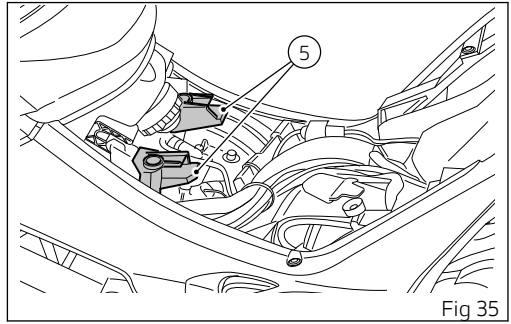


Fig 35

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.

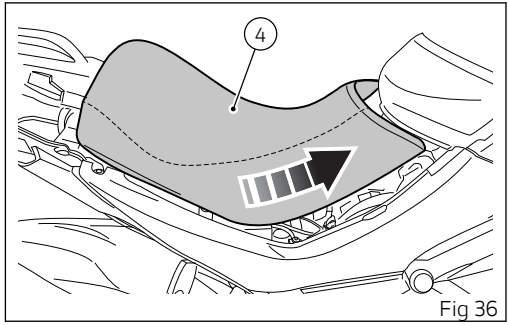


Fig 36

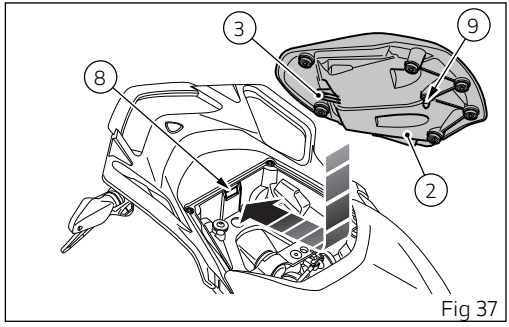


Fig 37

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

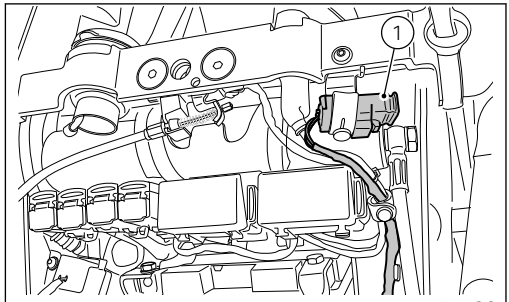


Fig 38

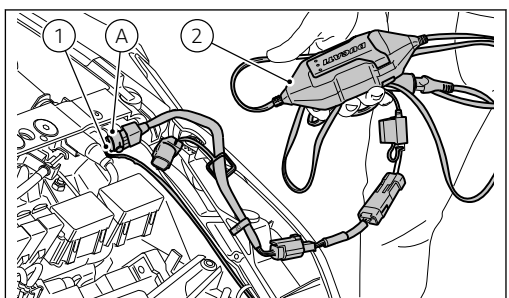


Fig 39

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

Note

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

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).

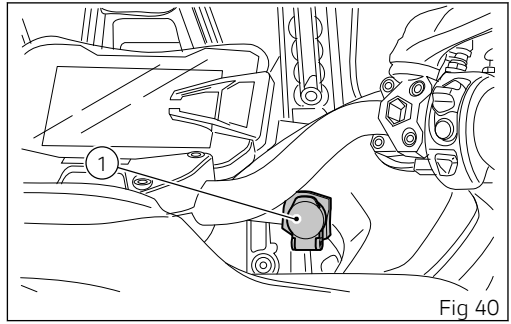


Fig 40

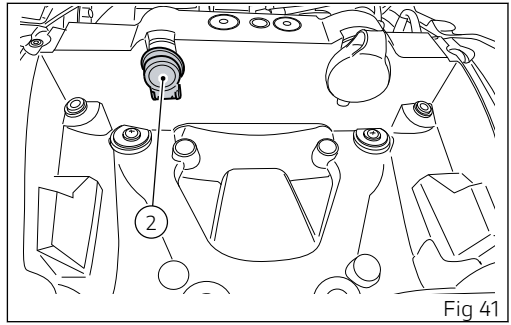


Fig 41

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.

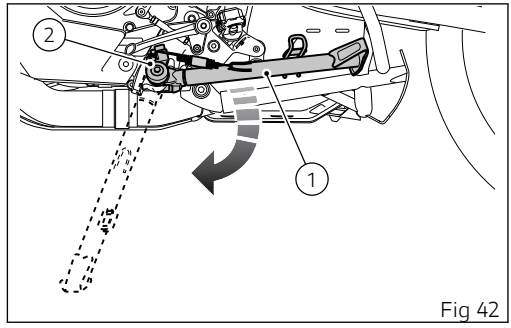


Fig 42

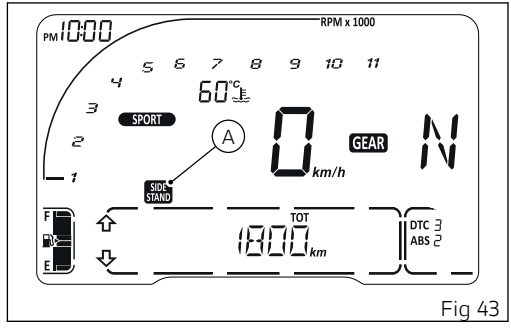


Fig 43

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).

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 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.

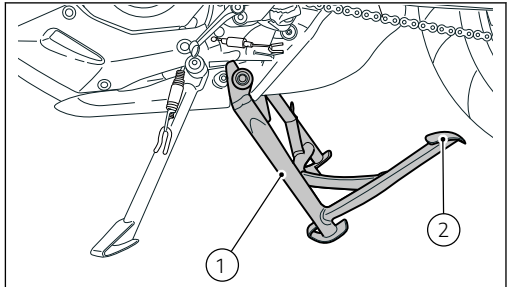


Fig 44

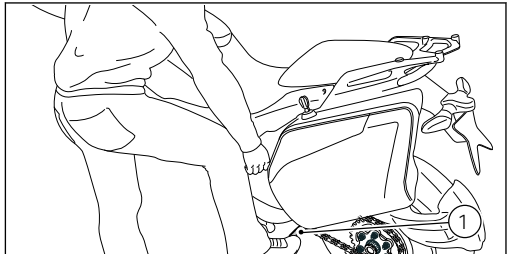


Fig 45

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.

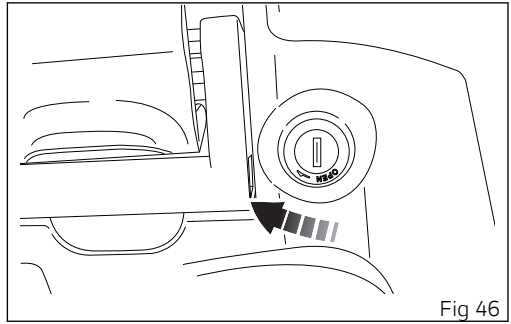


Fig 46

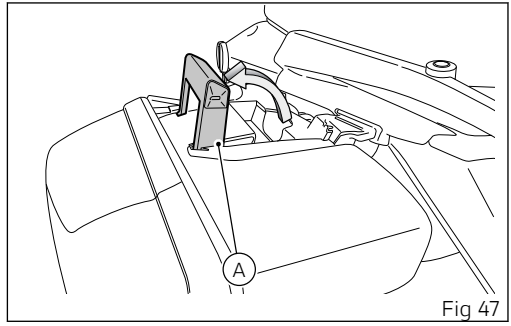


Fig 47

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

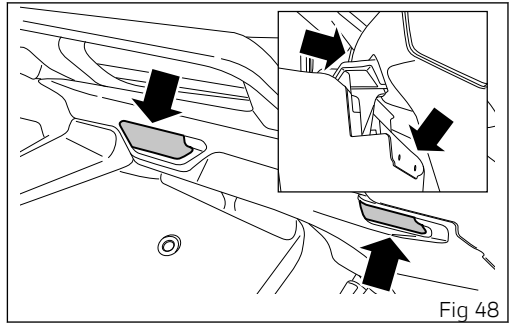


Fig 48

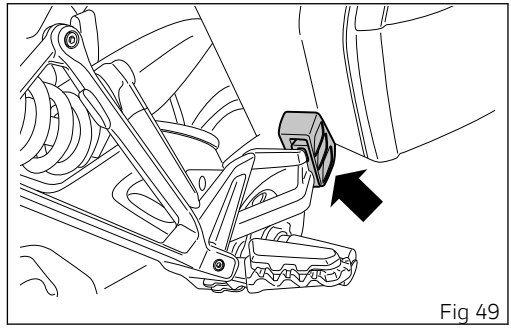


Fig 49

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.

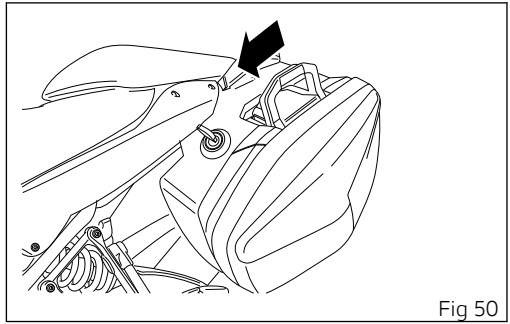


Fig 50

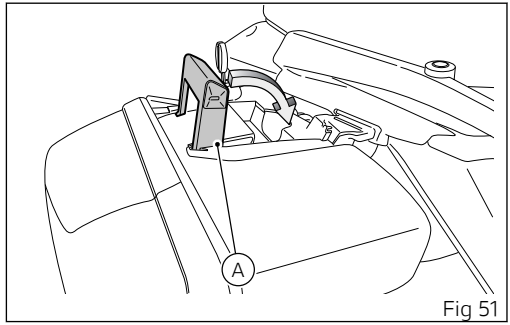


Fig 51

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

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

Attention
Install both side panniers; 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 pannier/top case mounts.

Attention
Check the maximum permissible weight and speed, depending on the installed configuration (side panniers 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".

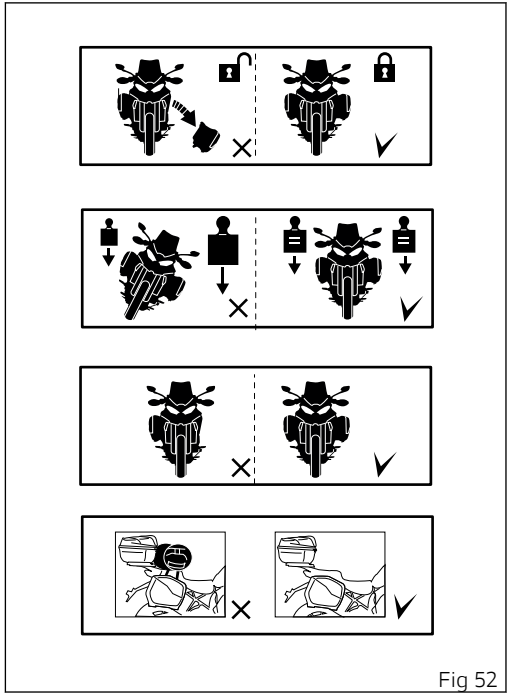


Fig 52

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 permissible weight for the side panniers, top case and the tank bag must never exceed 30 kg (66.13 lb), divided as follows:
10 kg (22 lb) max. per side pannier (7);
5 kg (11 lb) max. for the top case (8);
5 kg (11 lb) max. for the tank bag.

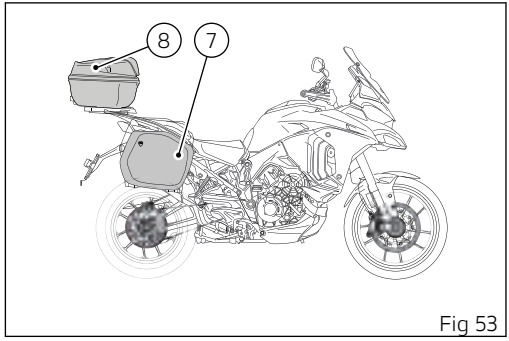


Fig 53

Removing the side bags

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

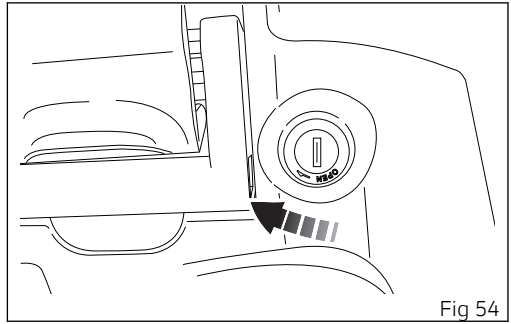


Fig 54

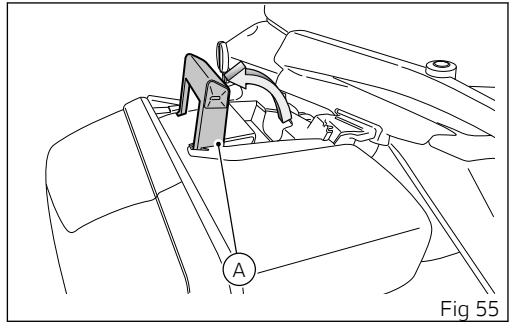


Fig 55

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.

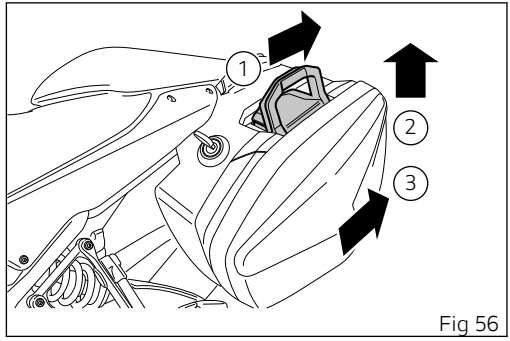


Fig 56

Using the side panniers

Opening

Open the side pannier as follows.
Insert the key in pannier lock and turn it clockwise.

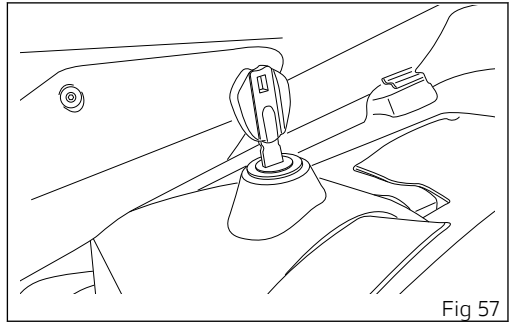


Fig 57

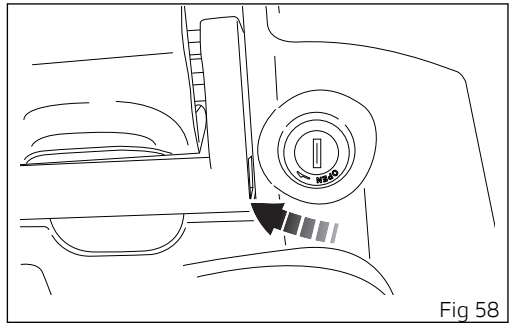


Fig 58

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 59

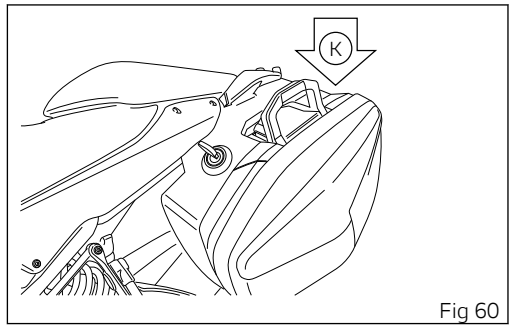


Fig 60

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 pannier, so as to avoid unexpected unbalance of the vehicle.

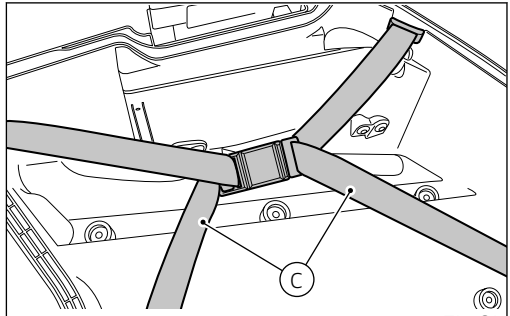


Fig 61

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.

Fig 62

Attention

The side panniers are only for light luggage: each pannier 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 pannier, 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.

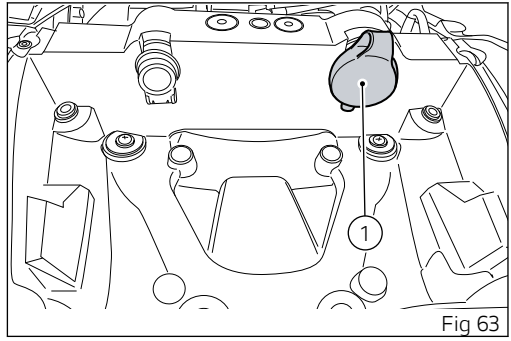


Fig 63

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.

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.

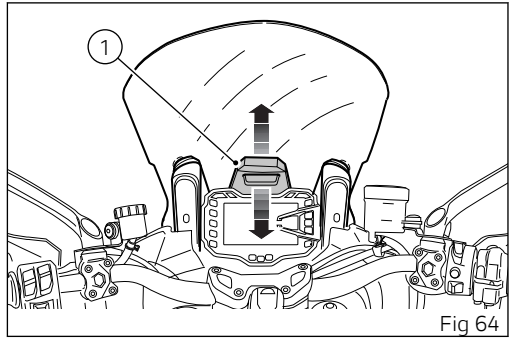


Fig 64

Adjusting the front fork

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Adjustment is done by external screw adjusters:

1) for rebound adjustment;
2) to adjust the preload of the inner springs;
3) to adjust the compression damping.

Position the motorcycle on its side stand so that it is stable.
Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound.
Turn adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression.
By turning adjuster screws (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.
By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

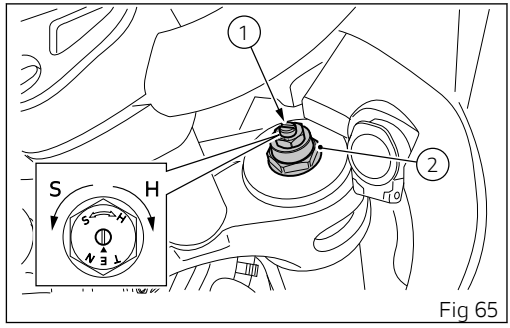


Fig 65

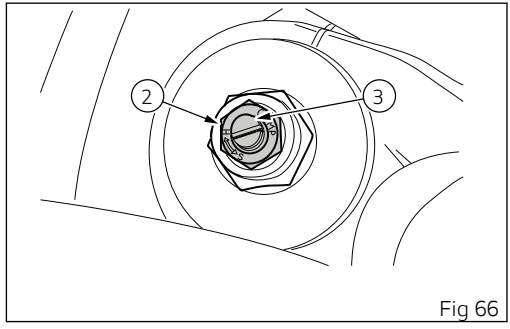


Fig 66

STANDARD settings are as follows:

- rebound on RH fork leg: 8 clicks from fully closed;
- preload: 8 turns from fully unloaded;
- compression on LH fork leg: 8 clicks from fully closed position.

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

Attention
Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting in order to suit the load on the motorcycle.
The adjuster (1), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
The knob (2), located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.
The adjuster (3), located on the expansion reservoir of the shock absorber, adjusts the damping during the compression phase.
Reach adjuster (3) by removing the seat (see chapter “Seat lock”) and by lifting the cover (4).

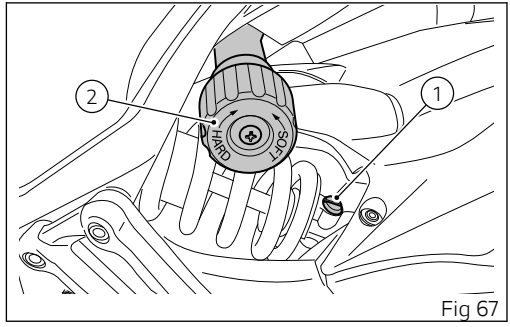


Fig 67

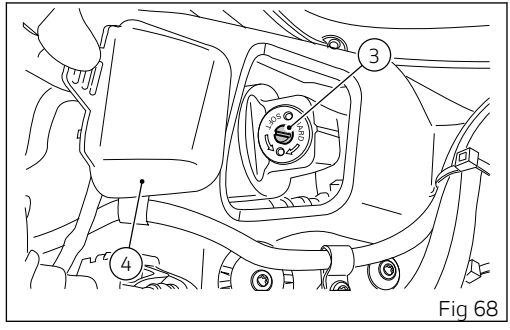


Fig 68

To reach adjuster (3) it is necessary to remove the rider seat and cover (4) next to the battery.
It is possible to work on adjuster (3) through the opening on the battery support.
Turn adjusters (1) and (3) or knob (2) clockwise or counter-clockwise respectively to stiffen or soften the damping or the preload.

STANDARD setting.
Loosen:

- rebound: adjuster (1) by 9 clicks from the fully closed position;
- preload: knob (2) by 8 clicks from the fully open position;
- compression: adjuster (3) by 1.5 turns from the fully closed position.

Recommended calibration carrying maximum load (bags, top case and passenger) and carrying bags and top case.
Proceed as follows:

1) rebound: unscrew adjuster (1) by 5 clicks from the fully closed position;
2) preload: fully screw knob (2): MAX = 12 mm (0.47 in);
3) compression: unscrew adjuster (3) by 0.5 turns from the fully closed position.

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.

Controls

Position of motorcycle controls

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

1) Instrument panel.
2) Ignition switch.
3) Left-hand switch.
4) Clutch lever.
5) Rear brake pedal.
6) Right-hand switch.
7) Throttle handgrip.
8) Front brake lever.
9) Gear change pedal.

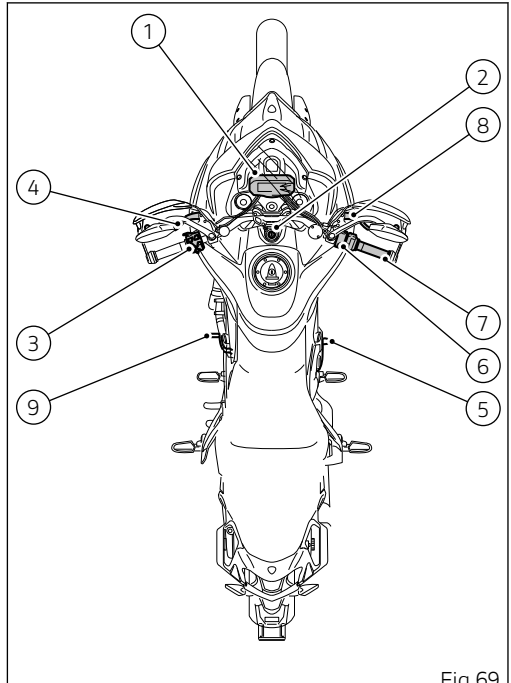
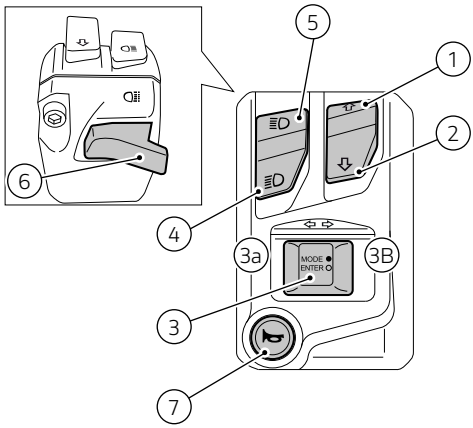


Fig 69



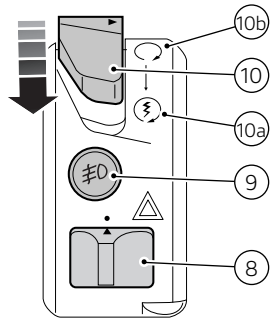


Fig 70

1	⇧	Control button up.
2	⇩	Control button down.
3	MODE ● ENTER ○ ⇦⇨	Riding Mode change button, ENTER function button and turn indicator three-position switch: ● position (3a), left turn indicator; ● centre position, OFF; ● position (3b), right turn indicator.
4		Low beam.
5		High beam.
6		High-beam flasher and “Start/Stop Lap” function.
7		Warning horn.
8		Hazard lights (red).
9		Fog lights (option).
10		2-position switch (red).
10a		Engine start, pushed down.
10b		Engine stop.

Light control

Low / High beam

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on.
When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (7),positions (B) and (A), or flash with button (3). If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7), positions (B) and (A), or flash with button (3) on LH switch.
If within 60 seconds from the manual switching on of the low / high beam the engine is not started, the lights are disabled again (off).

To preserve the motorcycle battery, if when starting the engine the high/low beams are on, the headlight is automatically switched off and then on again when the engine is started.

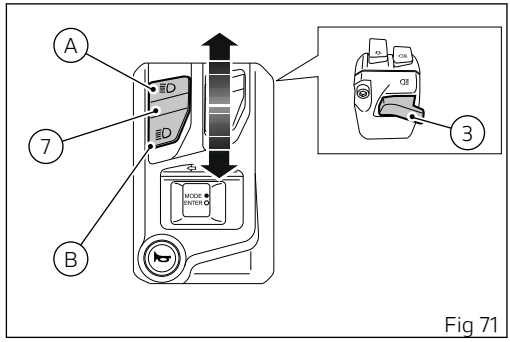


Fig 71

Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the Setting menu - see chapter “Turn indicator automatic switch-off feature (TURN INDICATORS)” on page 211.

Manual switch-off:

After activating one of the two turn indicators, the user can deactivate them using button (4).

Automatic switch-off:

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.

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

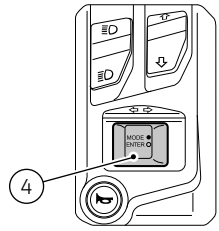


Fig 72

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).

Fog lights (option)

Push button (5) to activate and deactivate the fog lights.
Activation of the fog lights is indicated by the warning light (C).

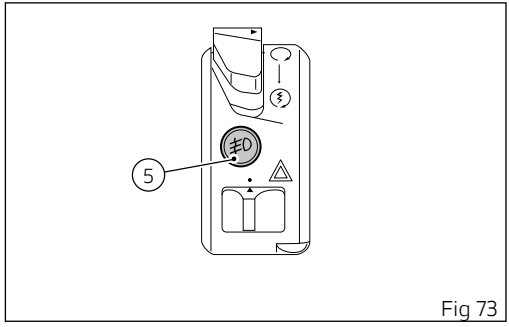


Fig 73

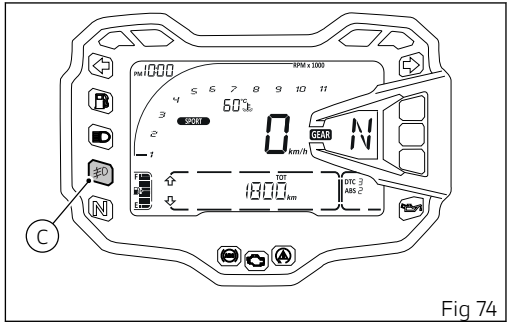


Fig 74

Hazard function (4 turn indicators)

The Hazard function turns all four turn indicators on at the same time to signal an emergency condition. This function is activated by pressing button (6). When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel.

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.
In Key-Off it is not possible to activate the Hazard function.

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).

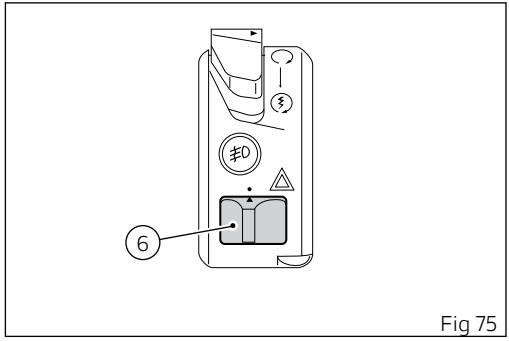


Fig 75

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.

Keys

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

- start the engine;
- open the fuel tank plug;
- open the seat lock.

Attention

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

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.

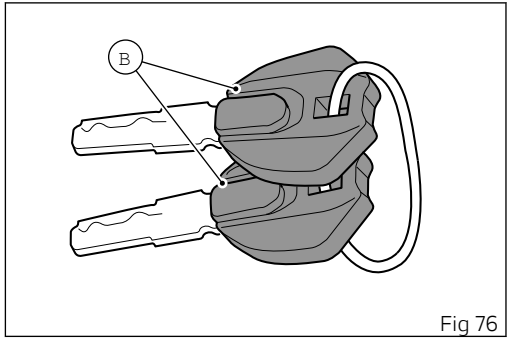


Fig 76

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 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.

Key-operated ignition switch and steering lock

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

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

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

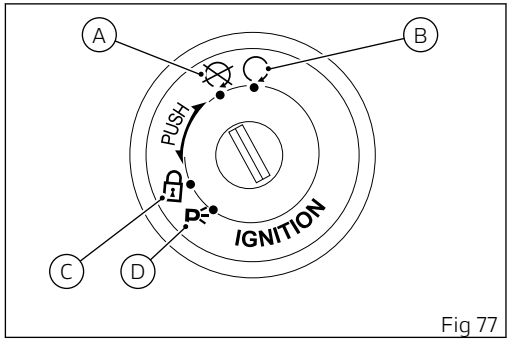


Fig 77

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 enables the possibility to enter the override code. “PIN:” indication is displayed with “0” flashing and a string of three dashes “- - -”.

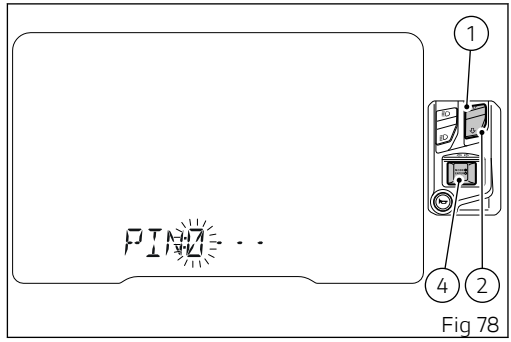


Fig 78

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 "0" and then starts back from "9".
3) Press button (4) to confirm the number and move on to the following digit: “0” flashing in the next digit.
4) Repeat the operations under steps 2) - 3) until you confirm all the 4 digits of the PIN CODE.

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

- if the PIN CODE is not correct the instrument panel displays “WRONG” flashing for 2 seconds (B). After these 2 seconds, the instrument panel allows you to try and enter the PIN again, so it will display “PIN:”, a flashing “0” and a string of three dashes "- - -".
- if the PIN CODE is correct, the instrument panel shows “PIN” and "OK" flashing (C) for 2 seconds, and then displays the main screen.

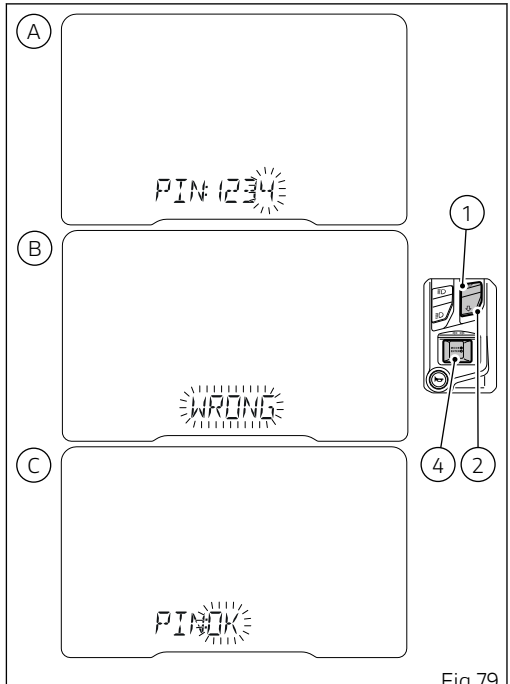


Fig 79

The instrument panel will automatically turn off if no operation is made within 2 minutes, while entering the PIN CODE.

If there is a problem during the PIN CODE check, the instrument panel displays “ERROR” for 2 seconds and then responds in the same way as for the “WRONG” message.

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

Clutch lever

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

Attention

Set clutch lever when motorcycle is stopped.

Attention

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

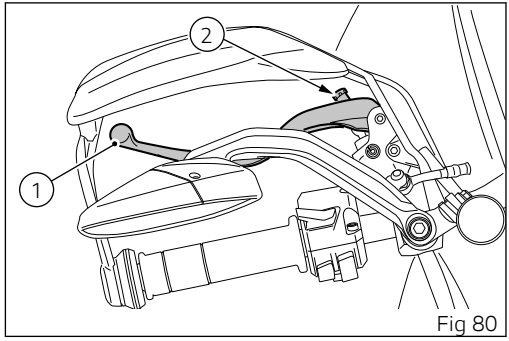


Fig 80

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).

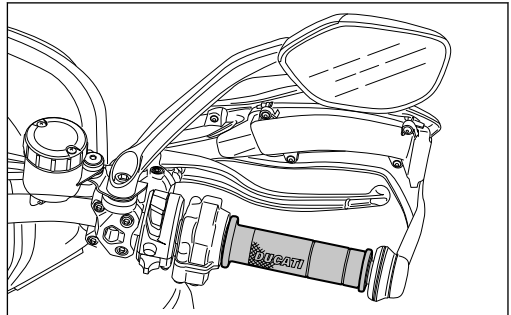


Fig 81

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The total adjustment is of 10 clicks: by turning knob (2) clockwise, lever (1) moves away from the throttle handgrip, vice versa it moves closer.

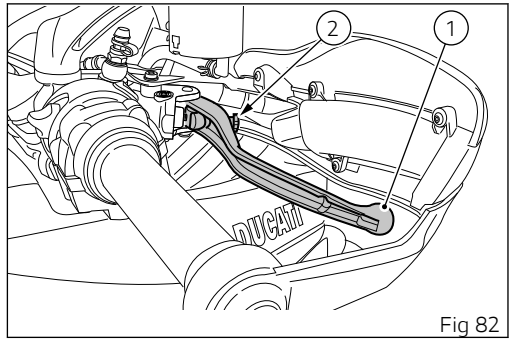


Fig 82

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)”.

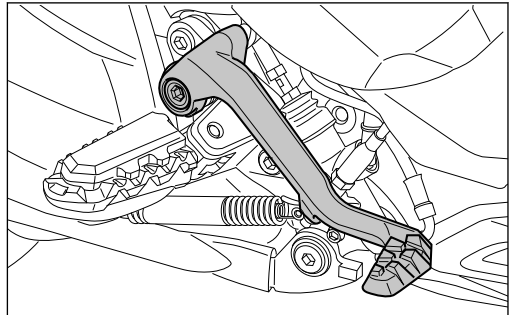


Fig 83

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.

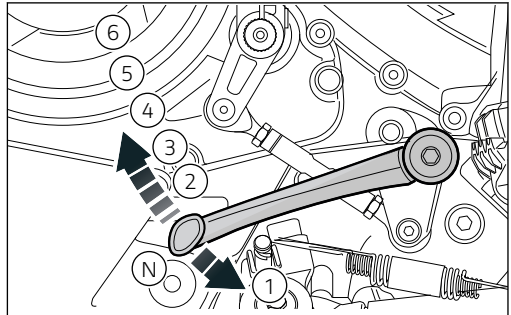


Fig 84

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gear change pedal in relation to the footrest can be adjusted to suit the requirements of the rider.

Adjust the pedals as follows.

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

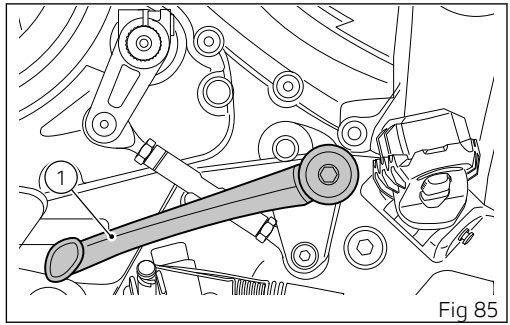


Fig 85

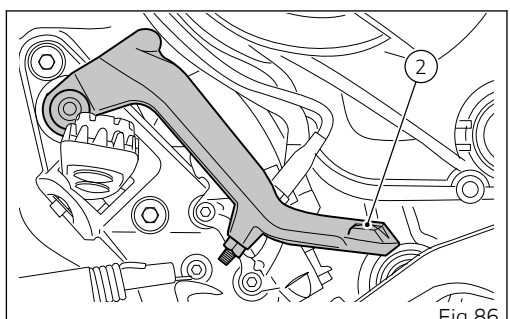


Fig 86

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.

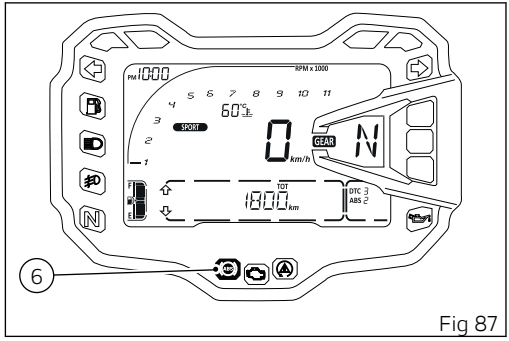


Fig 87

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.

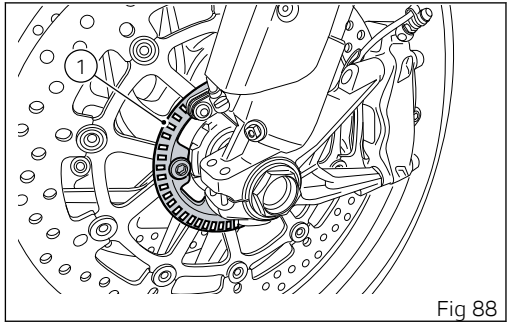


Fig 88

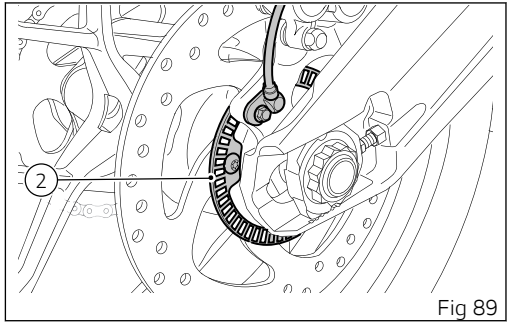


Fig 89

Engine start/stop

Attention

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

Attention

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

Switching

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

Important

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

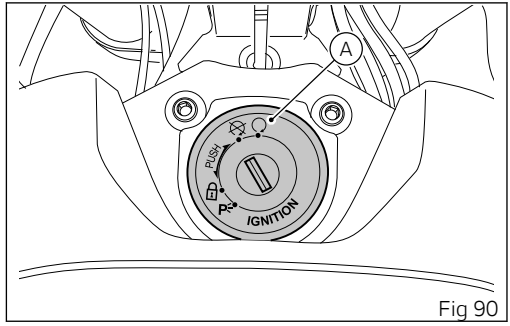


Fig 90

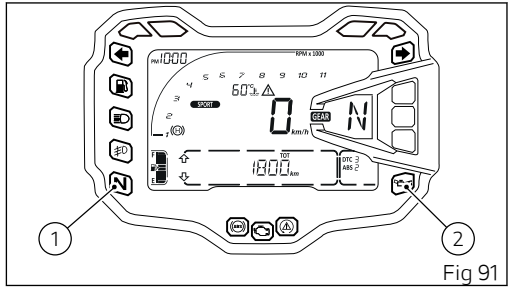


Fig 91

Attention

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

Note

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

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

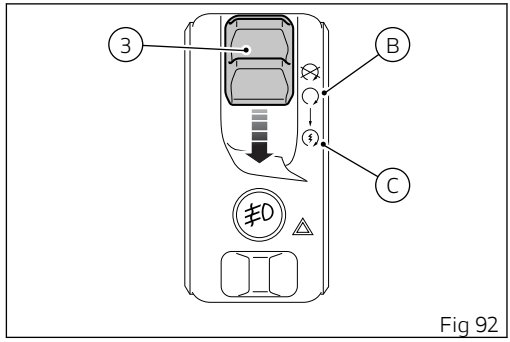


Fig 92

Note

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

Important

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

Attention

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

Switching off

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

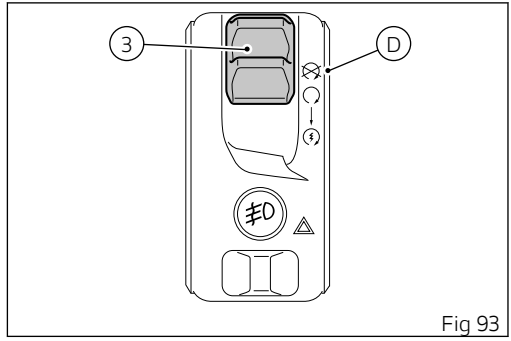


Fig 93

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 switch (1) up.
Turn the vehicle key off by moving the key in position (2).

Important

Do not leave the key to ON, position (3), with engine off in order to avoid damaging any electrical components.

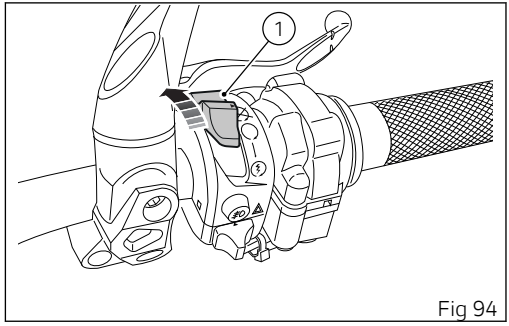


Fig 94

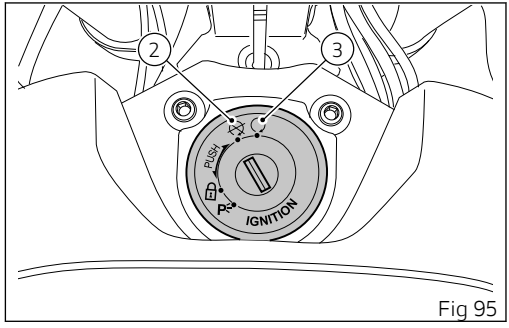


Fig 95

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.

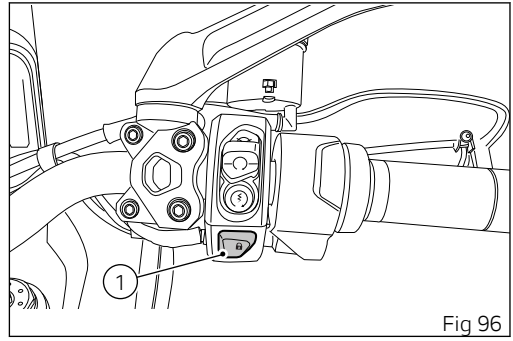


Fig 96

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.

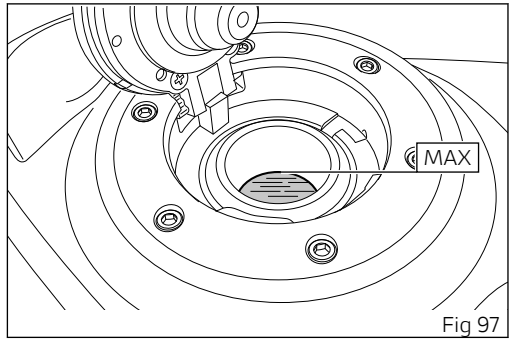


Fig 97

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.

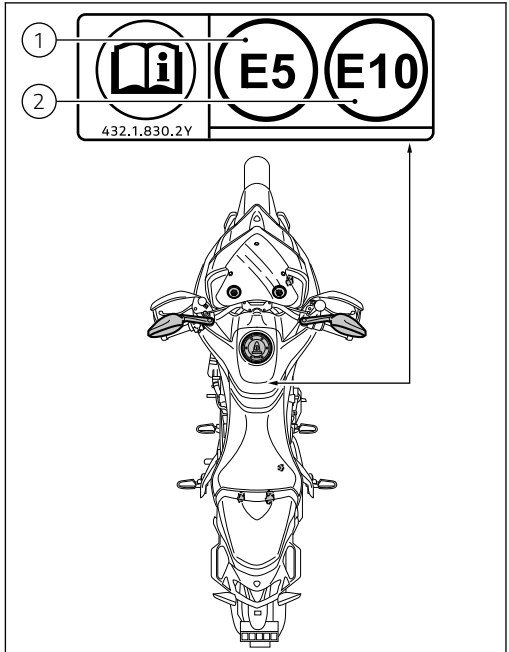


Fig 98

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.

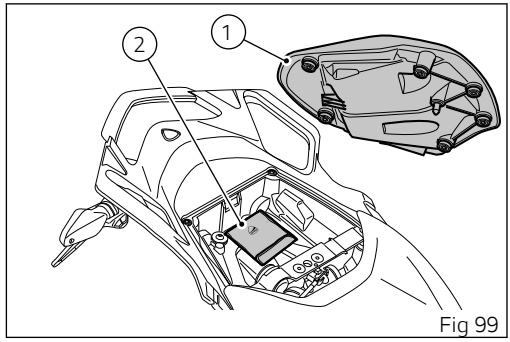


Fig 99

Instrument panel (Dashboard)

Instrument panel

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

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

Warning lights

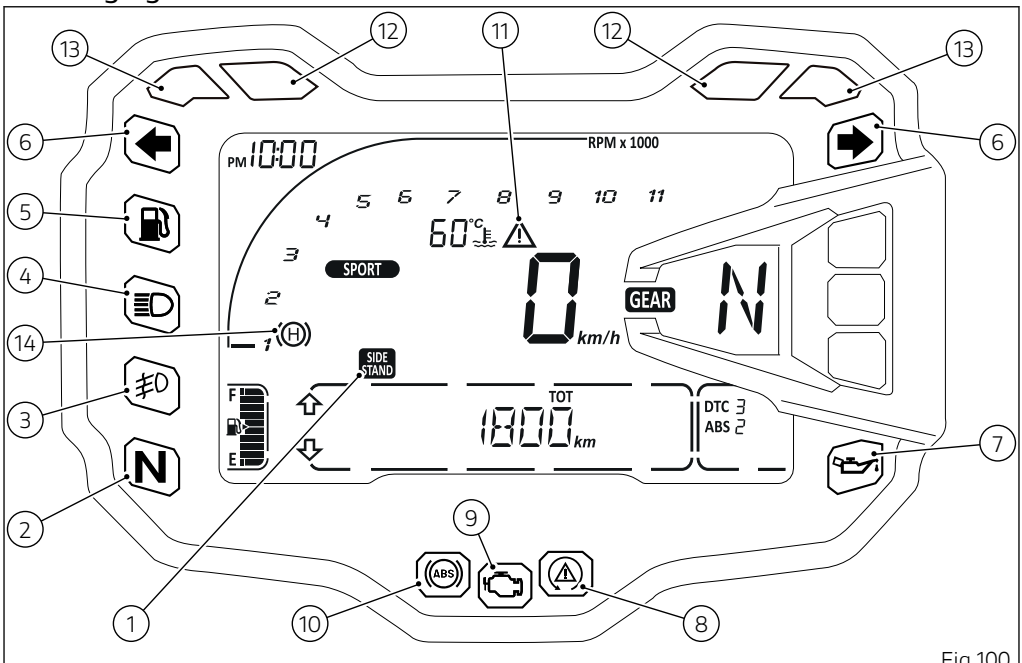


Fig 100

no.	Description	Colour
1	Side stand	LCD display
2	Neutral gear	Green
3	Fog lights (if any)	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 malfunc-	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	LCD display
12	Rev limiter / immobilizer	Red
13	DTC intervention	Amber yellow
14	VHC	LCD display

Important

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

Upon key-on, the instrument panel carries out a check routine to test the warning lights and the display: warning lights will be turned on in a sequence, while on display system progressively activates rpm bar indicator and speed indication.
At the end of the check routine, the instrument panel displays the main screen showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will immediately stop warning light and display check routine and display the main screen.

Main page items

The main screen displays all the information and elements needed for riding.
It is possible to change units of measurement through the “UNITS SETTING” function in the SETTING MENU (page 199)

The table lists the available items.

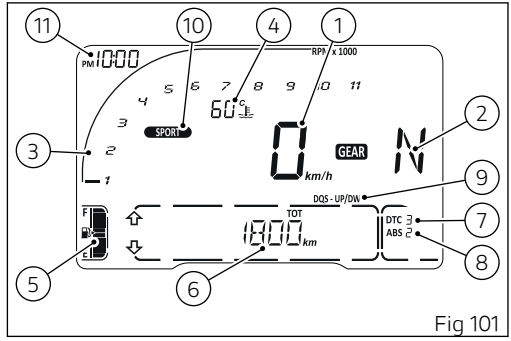


Fig 101

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Gear
3	Rev counter (page 141)
4	Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +120 °C (+104 °F ÷ +248 °F). If the temperature is below +40°C (+104°F), “LO” is displayed, whereas if it is above +120 °C (+248 °F), “HI” is displayed flashing red. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
5	Fuel level
6	Function menu (page 160)
7	DTC level indication
8	ABS level indication
9	DQS level indication (if any)

no.	Description
10	Riding Mode in use (page 142)
11	Clock It is possible to set it through the "DATE SETTING" function in the SETTING MENU (page 192).

Main and auxiliary functions

The functions displayed in the Standard screen are the following:

Main information

- Rev counter
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DQS (optional)
- Gear indication
- Menu displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Trip time (TRIP 1 TIME)
  - Average Fuel Consumption (CONS. AVG 1)
  - Instantaneous fuel consumption (CONS.)
  - Average speed (SPEED AVG 1)
  - Residual range (RANGE)
  - Ambient air temperature (T-AIR)

  Heated handgrips (H.GRIPS) – active only if present
  - Player management (PLAYER CONTROL) – (only active if the Bluetooth module is available and one Smartphone is connected)
  - Call management (CALLS) – (only active if the Bluetooth module is available and one Smartphone is connected)
  - ABS enabling/disabling
  - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Vehicle Hold Control (VHC)
- SERVICE indication
- SERVICE count-down indication
- Warning/Alarm indication (Warning)
- Side stand status (Side Stand)

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

- RIDING MODE customization: within this menu, rider can customize the following:
  - Engine setting (ENGINE)
  - DTC level setting (DTC)
  - ABS level (ABS)
  - DQS level (DQS) (option)
  - Restoring the default settings of a single Riding Mode (DEFAULT)

- Reset to default settings (ALL DEFAULT)
- PIN CODE activation and modification (PIN CODE)
- date setting (DATE SETTING)
- time setting (CLOCK SETTING)
- backlighting setting (BACKLIGHT)
- setting the unit of measurement (UNITS SETTING)
- displaying service thresholds (SERVICE INFO)
- tyre setting (TIRE CALIBRATION)
- indication of paired devices, pairing, deletion of devices and displaying of Bluetooth version (BLUETOOTH) – only active if the Bluetooth module is fitted
- Turn indicator automatic switch-off feature (TURN INDICATORS OFF)
- Engine rpm digital indication (RPM)
- Battery indication (BATTERY).

Engine rpm indication

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

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

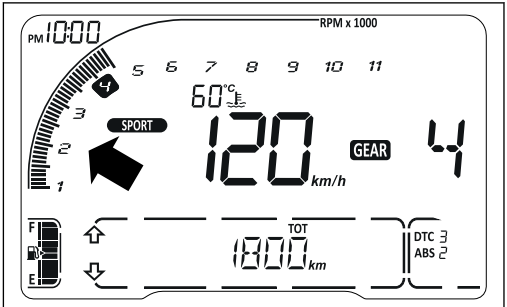


Fig 102

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 LH 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);
- a specific DQS level (ON-UP/DW, OFF)
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

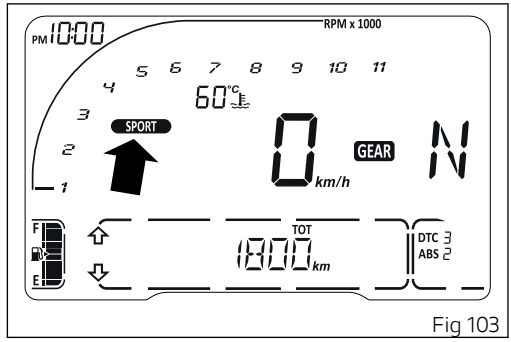


Fig 103

Riding mode change function

This function allows changing vehicle riding mode. Press button (4) for 1 second to change the riding mode.
The display shows the four riding modes (SPORT, TOURING, URBAN and ENDURO) and "EXIT" option under the speed indication.
The name of "SPORT" riding mode starts flashing and the corresponding arrow is steady. Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to "EXIT".

Once desired mode is selected, press button (4) to activate it.

If button (4) is pressed when "EXIT" is selected (flashing frame), the instrument panel will quit without saving the new riding mode.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control 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.

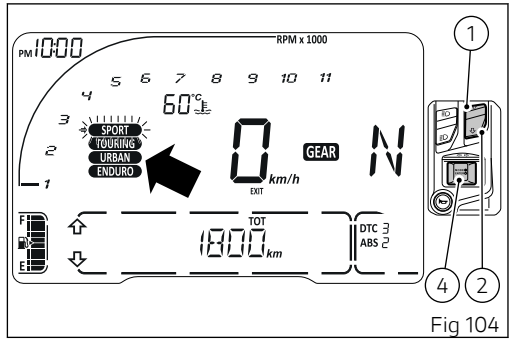


Fig 104

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" and brakes are released, 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 vehicle speed > 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning “CLOSE GAS” in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed” but brakes are in use, the instrument panel will display the warning “DON’T BRK” in rolling mode within the Menu. Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "open” and brakes are in use, the instrument panel will display the warning “CLOSE GAS DON’T BRK” in rolling mode within the Menu. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

If the above-described conditions for “validating” the change of Riding Mode are note true within 5 seconds from when “CLOSE GAS” and/or “DON’T BRK” warning is triggered, 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.

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” indication and the set intervention level number “1” to “3” flashing; also the ABS warning light starts flashing;
- if the system is in fault or ABS status information is missing, “ABS” indication and the dash “-” (steady or flashing); also the ABS warning light turns on;
- when in fault, the “ABS” indication, the flashing "Err" lettering; 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.

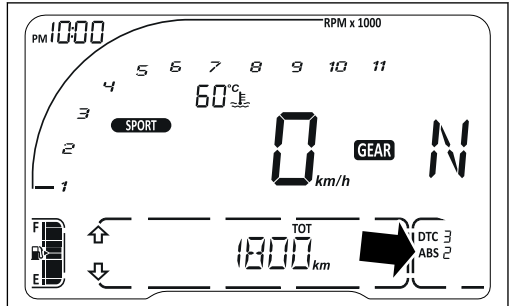


Fig 105

Attention

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

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;
- if there is a fault in the system, the “DTC” lettering will flash and the intervention level number, “1” to “8” will be steady;
- when in fault, the “DTC” indication, the flashing "Err" lettering; the DTC warning light turns steady on;
- if DTC is disabled, "DTC" "OFF" indication.

Attention

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

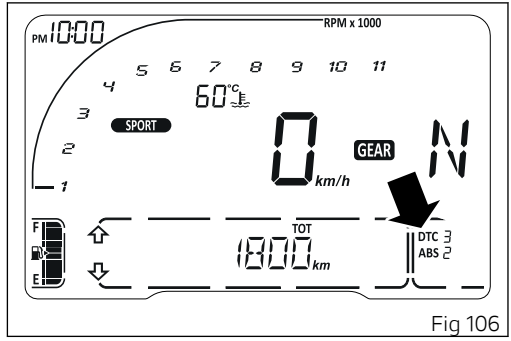


Fig 106

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 - accessory

DQS function is an option.

If DQS is installed on the motorcycle, the instrument panel displays DQS status as follows:

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

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.
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

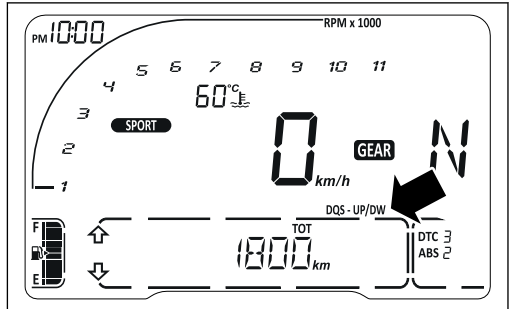


Fig 107

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 woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

Function menu

The function menu (A) contains all available functions and meters with travel information. The units of measurement of the trip information can be changed using the "UNITS SETTING" function in the SETTING MENU (page 199).

Using buttons (1) and (2) it is possible to scroll through the items in the menu: on the left-hand side inside the box, the UP ⇧ and DOWN ⇩ arrows corresponding to button (1) and button (2) appear.

The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) (for instance to reset TRIP 1).

When the instrument panel is on, the TOT function is displayed for 10 seconds, followed by the function that was active before the instrument panel switch-off.

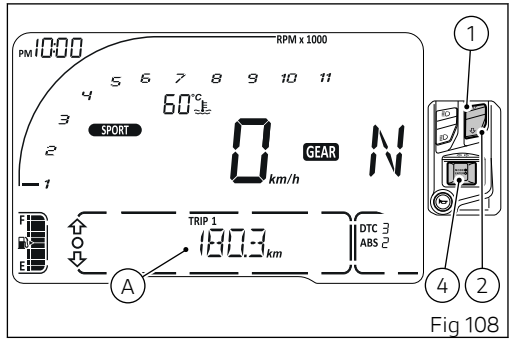


Fig 108

Following are the available functions and information.

Name	Description	Measurement units
TOT	Total odometer	km, miles
TRIP 1	Partial mileage 1	km, miles
TRIP 2	Partial mileage 2	km, miles
TRIP 1 TIME	Travel time 1	hhh:mm
CONS. AVG 1	Average consumption 1	L/100, km/l, mpg UK, mpg US
CONS.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US
SPEED AVG 1	Average speed 1	km/h, mph
RANGE	Residual range	km, miles
T-AIR	Ambient air temperature The temperature display range goes from –39 °C to +125 °C (—38 °F ÷ +257 °F). **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.	°C, °F
H.GRIPS	Heated handgrips (if any, see page 164)	
PLAYER	Music player (if present, see page 37)	

Name	Description	Measurement units
CALLS	Management of phone calls (if present, see page 32)	
ABS-ON / ABS-OFF	ABS enabling/disabling	
SETTING MENU	Setting menu	

Resetting Trip 1 information

The trip information “TRIP 1”, “TRIP 1 TIME”, “CONS. AVG 1” and “SPEED AVG 1”, when selected, can be reset by pressing the ENTER button (4): the message “RESET?” is displayed instead of the unit of measurement.
If you press button (1) or (2), the instrument panel will display TRIP 1 again, without resetting the value. If, instead, button (4) is pressed, the value is reset.
When the trip 1 information is reset, all the meters that refer to it are reset as well (“TRIP 1”, “TRIP 1 TIME”, “CONS. AVG 1” and “SPEED AVG 1”).

Resetting TRIP 2 information

The “TRIP 2” information can be reset by pressing the button (4): the message “RESET?” is displayed instead of the value and unit of measurement.
If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. If, instead, button (4) is pressed, the value is reset.

Heated handgrips

This function is available only if the heated handgrips have been installed, allowing their activation, deactivation and adjustment.
From the function menu, scroll down and select "H.GRIPS" and press button (4).
Then "SET" is displayed and the currently set level flashes.
Use buttons (1) and (2) to scroll and select the desired level: "OFF", "LOW", "MED", "HIGH".
To confirm the selected level and exit the function, press button (4).

Each level is associated to the relevant icon (A).

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

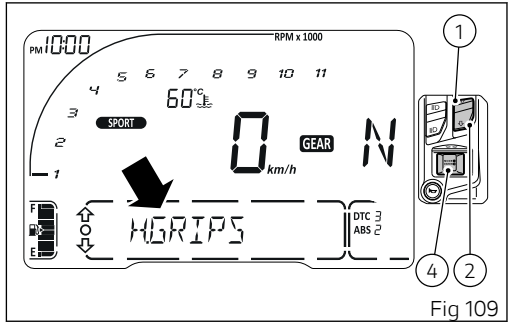


Fig 109

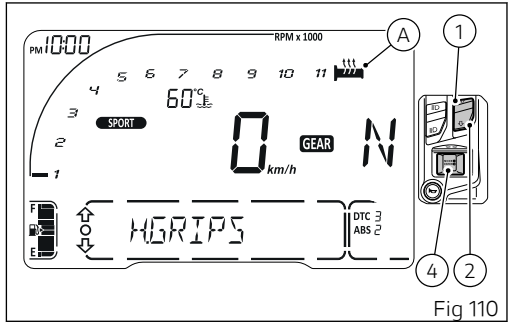


Fig 110

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).

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

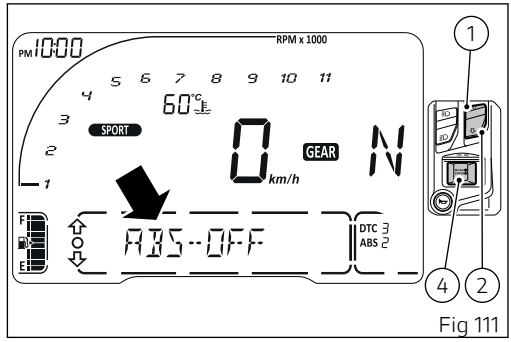


Fig 111

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).

When pressing button (4) within the Menu, "WAIT ..." is displayed 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" within the Menu and press button (4).

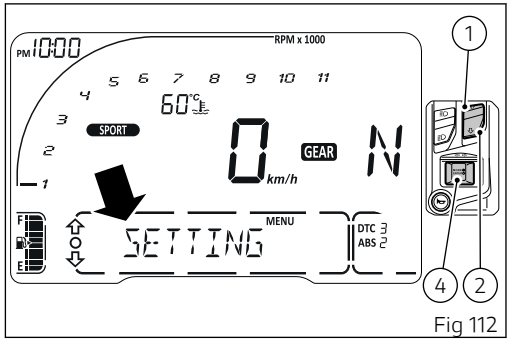


Fig 112

Note

The empty circle symbol ○ is only displayed when the actual vehicle speed is lower than or equal to 5 km/h (3 mph): if the actual vehicle speed is lower than or equal to 5 km/h (3 mph) and suddenly it goes above 5 km/h (3 mph), the empty circle symbol ○ turns off, and will come on again when vehicle speed is again lower than or equal to 5 km/h (3 mph).

As you enter the SETTING MENU, the instrument panel displays the following functions:

- RIDING MODE
- PIN CODE
- DATE SETTING
- CLOCK SETTING
- BACKLIGHT
- UNITS SETTING
- SERVICE INFO
- TIRE CALIBRATION
- BLUETOOTH – active only if the Bluetooth module (page 22) is fitted
- TURN INDICATORS OFF
- RPM
- BATTERY

Important

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

Press button (1) or (2) to view the above functions of the SETTING MENU one by one: in particular, use button (2) to view the following item and button (1) to view the previous item.
After displaying the required function, press button (4) to open the corresponding menu page.

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

To quit the SETTING MENU, keep button (2) pressed for 2 seconds.

Customising the Riding Mode (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 four available riding modes “SPORT”, “TOURING”, “URBAN”, “ENDURO”, with a flashing arrow pointing at the “SPORT” riding mode.
You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to select the riding mode to customize, then press button (4) to enter the customization of the selected riding mode;
- use buttons (1) and (2) to select “DEFAULT” (flashing frame), then press button (4) for 2 seconds to restore default values for all four Riding Modes (ALL DEFAULT).

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

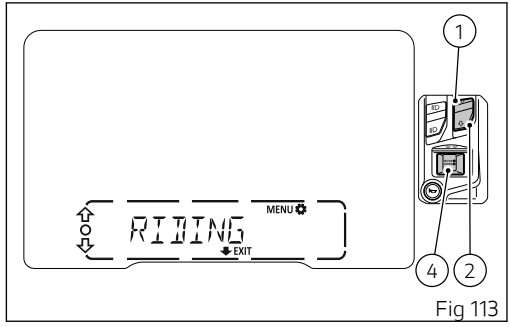


Fig 113

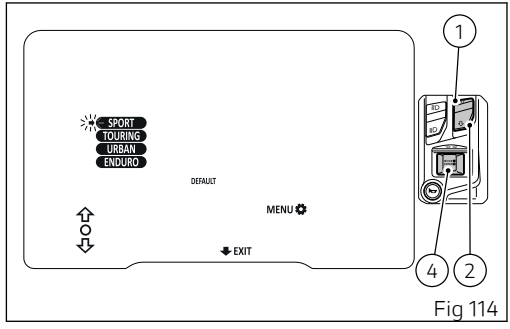


Fig 114

For each individual riding style, the parameters that can be customised are the following:

- ENGINE
- DTC
- ABS
- DQS (active only if DQS option is present)
- DEFAULT

When entering the customisation menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items using buttons (1) and (2) to select all available information (the selected parameter flashes) in the listed sequence.

Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

Attention

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

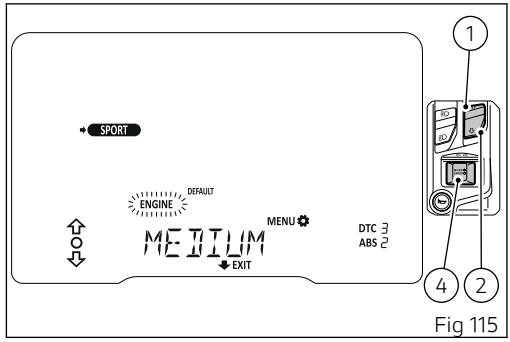


Fig 115

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

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised ENGINE (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

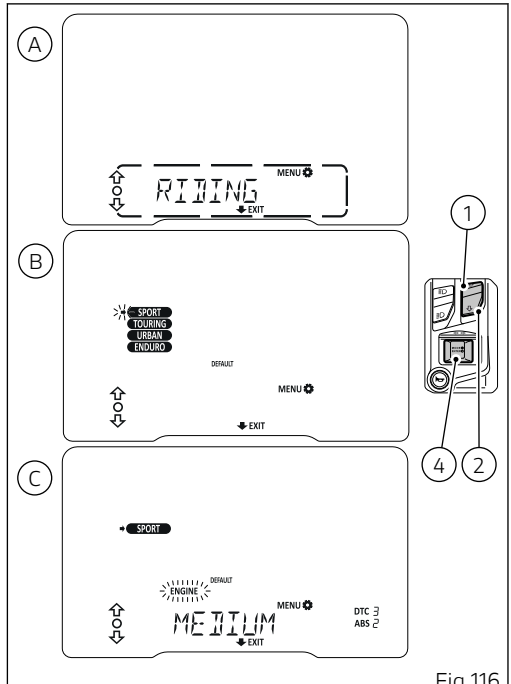


Fig 116

When entering the function, the currently set engine power (“HIGH”, “MEDIUM” or “LOW”) starts flashing.
Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

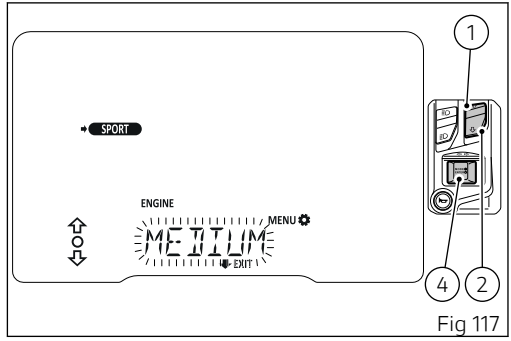


Fig 117

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

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised DTC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

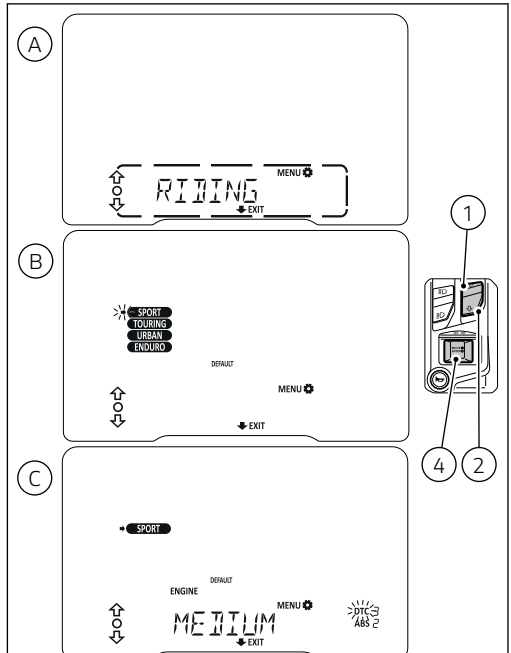


Fig 118

When entering the function, the DTC value starts flashing.
Use buttons (1) and (2) to set required value, which can be 1 to 8 or “OFF”, i.e. DTC disabled. To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

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

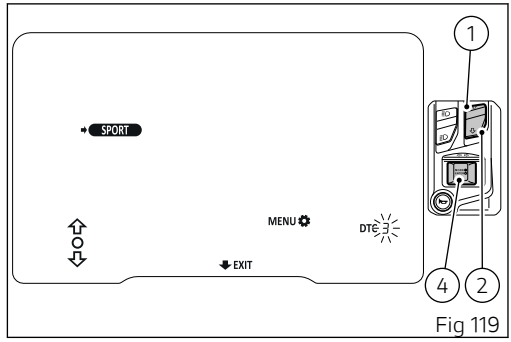


Fig 119

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

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised ABS (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

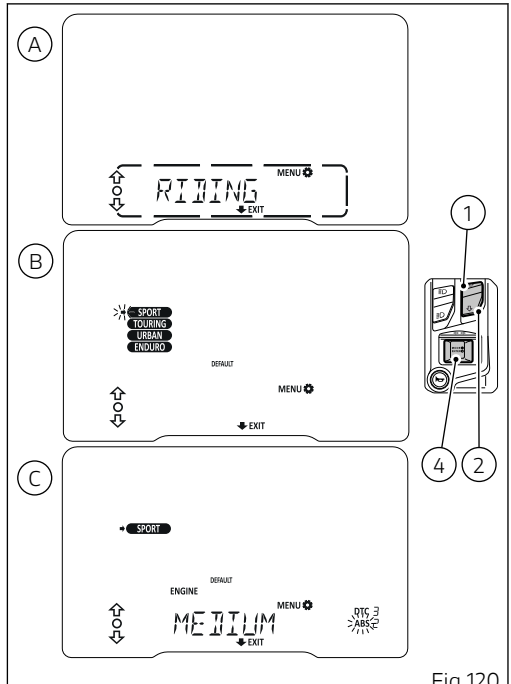


Fig 120

When entering the function, the ABS value starts flashing.
Use buttons (1) and (2) to set required value, which can be 1 to 3. To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

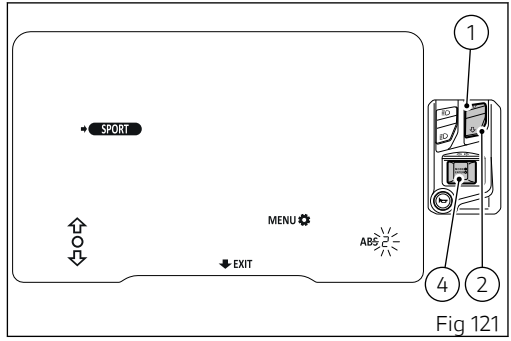


Fig 121

Customising the Riding Mode: DQS enabling/disabling - accessory

This function disables or sets DQS level for the selected riding mode: DQS is an optional feature.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised "DQS -" (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

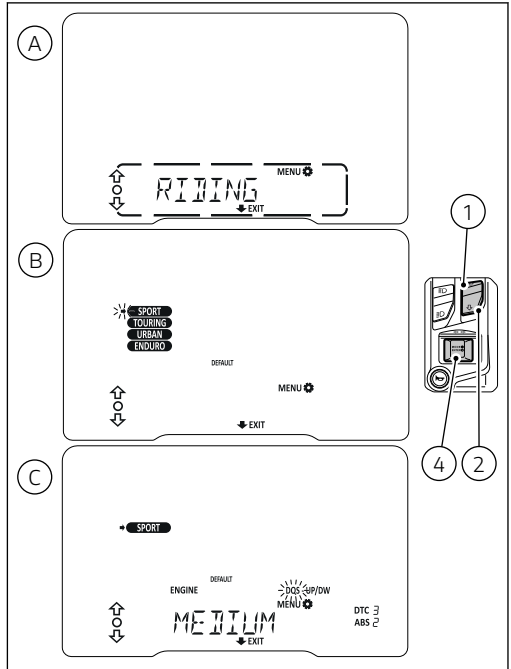


Fig 122

When entering the function, the DQS value starts flashing.
Use buttons (1) and (2) to set required value, which can be “DQS - UP/DW” or “DQS -”, i.e. DQS disabled.
To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

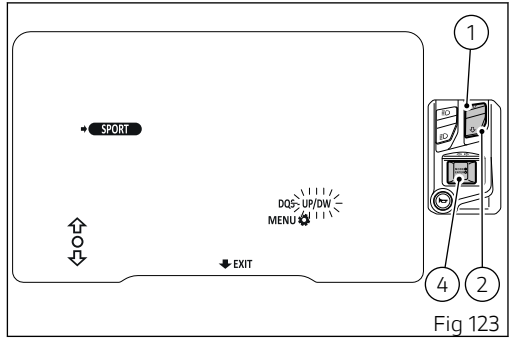


Fig 123

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

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select "DEFAULT" option (C) so it starts flashing.

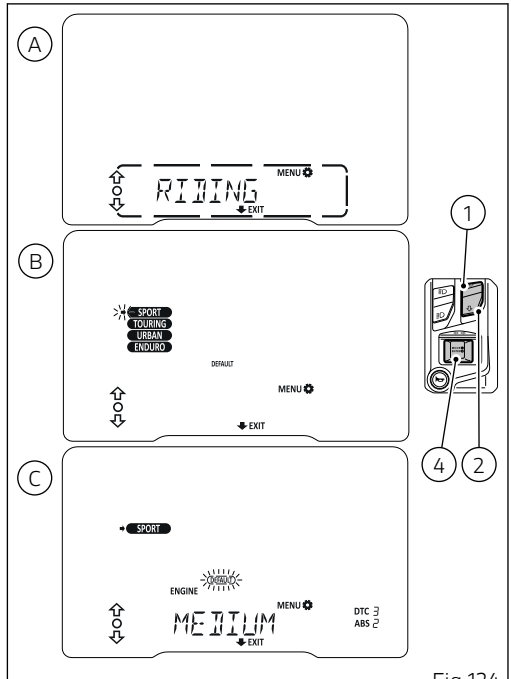


Fig 124

Press button (4) for 2 seconds: the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- the flashing dashes "- - - - - - -" in the Menu
- the flashing symbol "-" instead of the values for DTC and ABS
- the flashing arrow next to the selected riding mode

Then, the instrument panel will display the steady indication "DF - OK" within the Menu for another 2 seconds, with the steady symbol "-" instead of the values for DTC and ABS.

After these 2 seconds, the instrument panel displays the parameters with the Riding Mode default values, going back to the previous page.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

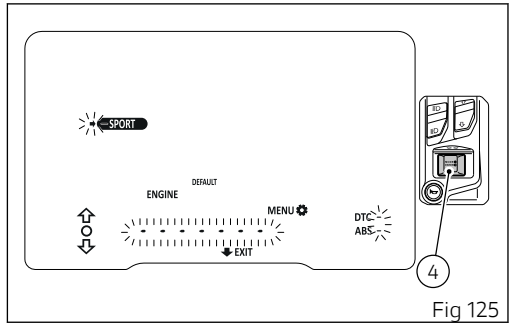


Fig 125

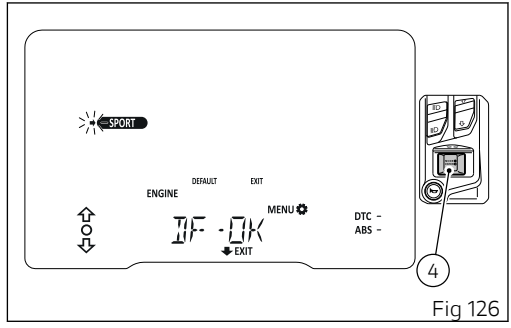


Fig 126

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

This function allows restoring all the default values for ENGINE, DTC, ABS and DQS parameters associated to all riding modes.

Enter the SETTING MENU.
Select RIDING MODE by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Press button (1) or (2), to select DEFAULT option so it starts flashing.

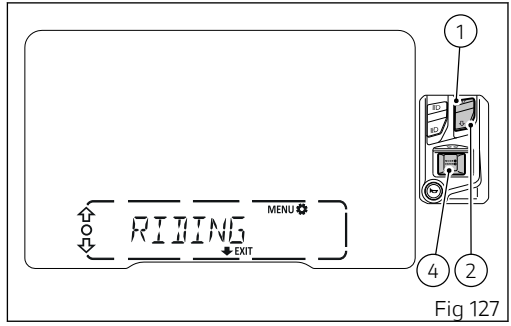


Fig 127

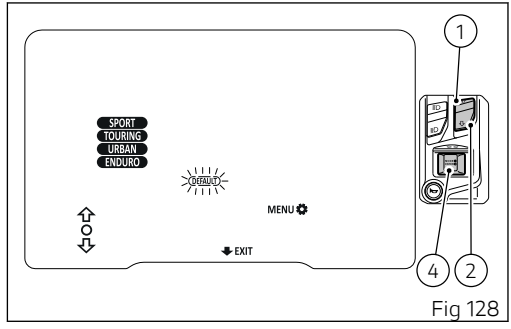


Fig 128

Press button (4) for 2 seconds: the instrument panel will restore default values for all Riding Modes. The instrument panel displays all four Riding Modes for 2 seconds “SPORT”, “TOURING”, “URBAN” and “ENDURO” as steady indications, together with four flashing arrows on the left of the Riding Modes.

Then, the instrument panel will display the steady indication “DF - OK” for another 2 seconds.
At the end of the 2 seconds, the instrument panel automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

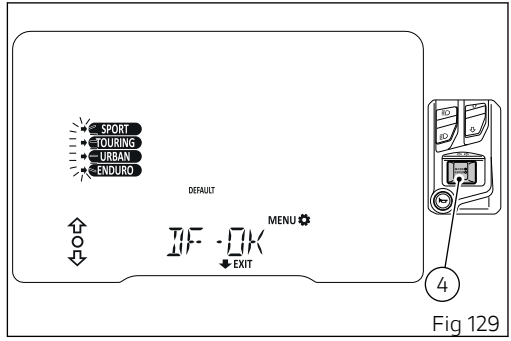


Fig 129

Activation of PIN CODE (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 this function, refer to "Activating the PIN CODE" procedure below.
To change the PIN refer to "Changing the PIN CODE" procedure page 187.
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 187.

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).

Note
If "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.

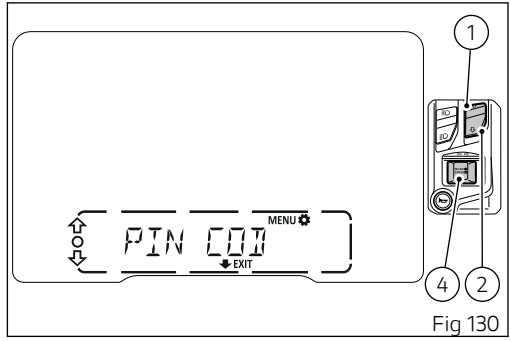


Fig 130

When accessing this function, “PIN:" indication will be displayed followed by four flashing dashes "- - - " (A).
To go back to the previous indication without activating any PIN CODE, keep button (2) pressed for 2 seconds.
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):
1) Press button (4), one digit starts flashing indicating "0";
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

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

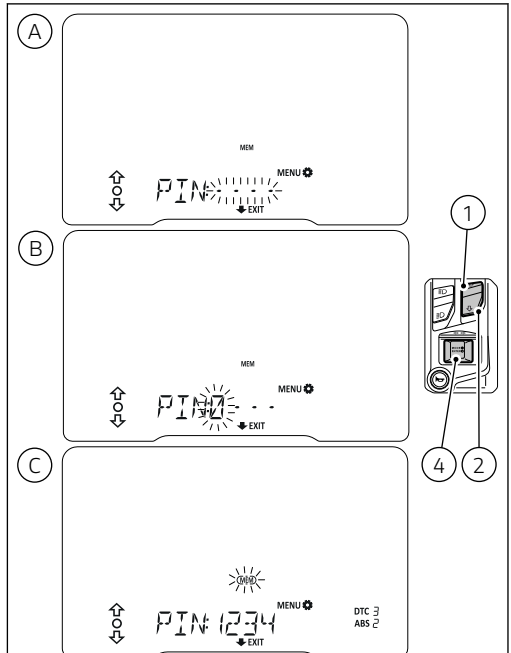


Fig 131

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 131) is flashing. Now you can use buttons (1) and (2) to do the following:

- keep button (2) pressed for 2 seconds to quit the function without saving the PIN code;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) (C, Fig 131) and press button (4) to save the new PIN CODE. Then the instrument panel shows "PIN MEM" for 2 seconds and goes back to the previous screen.

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

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

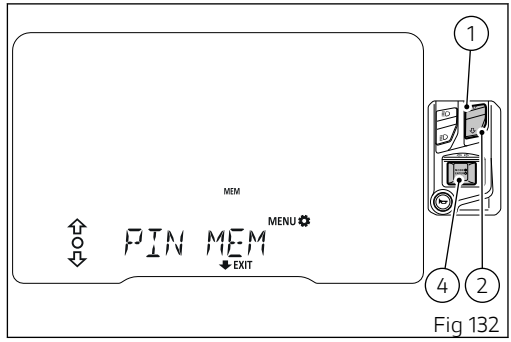


Fig 132

Modification of PIN CODE (PIN CODE)

To change the existing PIN CODE and activate a new one, you must open the SETTING MENU. Select PIN CODE option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

Note
If "PIN:" appears when accessing this function and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

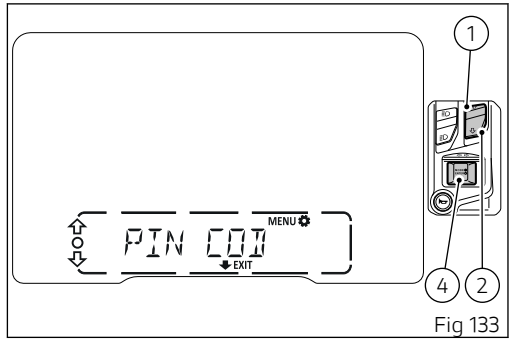


Fig 133

Entering the old Pin Code:

When accessing this function, "OLD:" indication will be displayed followed by four flashing dashes "- - - -" (A).

To go back to the previous indication without editing the PIN CODE, keep button (2) pressed for 2 seconds.

Entering the old code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

When you press button (4) to confirm the fourth and last digit (C, Fig 134), the instrument panel responds as follows:

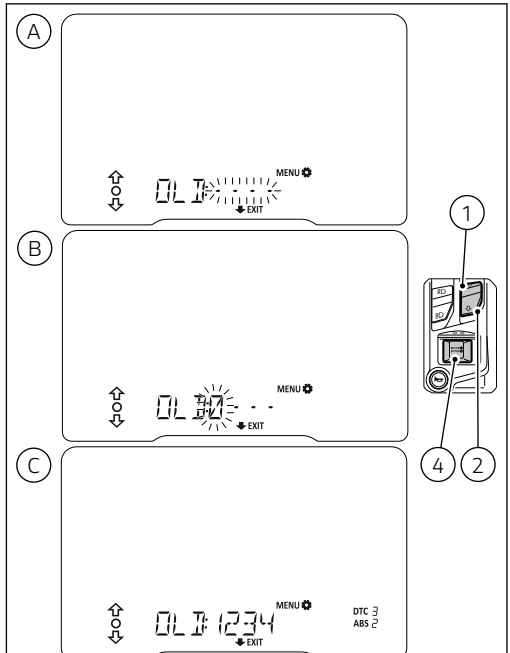


Fig 134

- if the PIN is not correct, the instrument panel shows “WRONG” flashing for 2 seconds and quits the PIN CODE editing function. Then you can select and enter again the old code (A, Fig 134)
- if the PIN is correct, the instrument panel shows “CORRECT” for 2 seconds, and then displays the page for entering the new code.

Entering the new Pin Code:

When accessing this function, "NEW:" indication will be displayed followed by four flashing dashes "- - - -" (A).

Entering the new code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

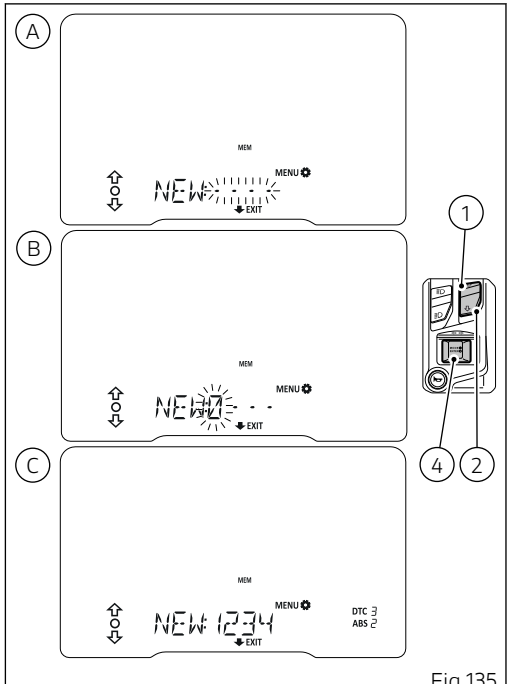


Fig 135

When you press button (4) to confirm the fourth and last digit, the MEM item frame is flashing.
Now use buttons (1), (2) and (4) to do the following:

- keep button (2) pressed for 2 seconds to quit the function without saving the PIN code;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) and press button (4) to save the new PIN CODE.
  Then the instrument panel shows "PIN MEM" for 2 seconds and goes back to the previous screen.

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

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

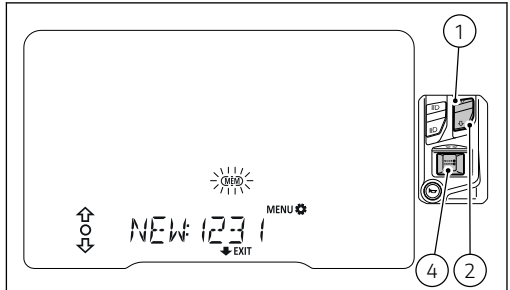


Fig 136

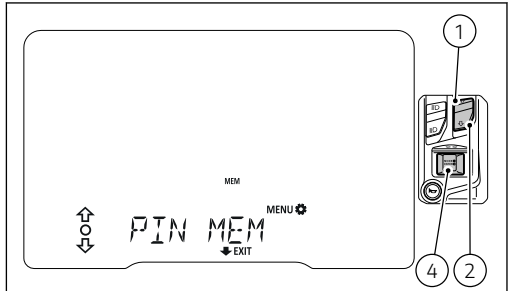


Fig 137

Date setting (DATE SETTING)

This function allows the user to edit the date.
Enter the SETTING MENU.
Select “DATE SETTING” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

Important

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

The displayed available settings are:

- Y: year
- M: month
- D: day

When accessing this function, the first parameter that can be edited is the year.

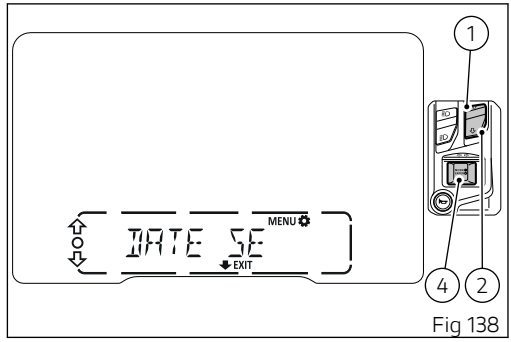


Fig 138

Year setting

Year 4-digit value flashes.
Press button (1) to increase year value by 1: 2000, 2001, ... 2099, 2000.
Press button (2) to decrease year value by 1 unit: 2099, 2098, ... 2000, 2099.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then shifts to month setting.

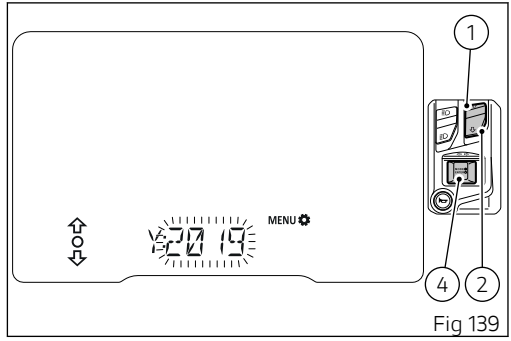


Fig 139

Month setting

Month 2-digit value flashes.
Press button (1) to increase month value by 1: 01, 02, ... 12, 01.
Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then shifts to day setting.

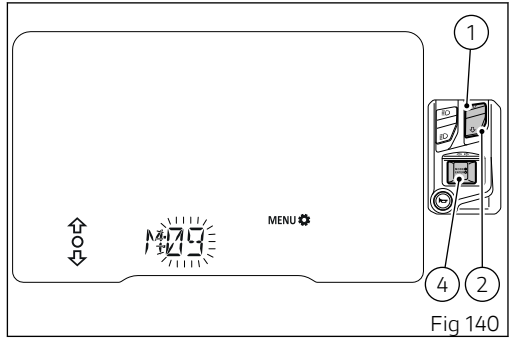


Fig 140

Day setting

Day 2-digit value starts flashing.
Press button (1) to increase day value by 1: 01, 02, ... 31, 01.
Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then exits the function by saving the set date.

If the date is not correct, the instrument panel shows "WRONG" and "DATE" alternately for 6 seconds and then it goes back to year setting phase.

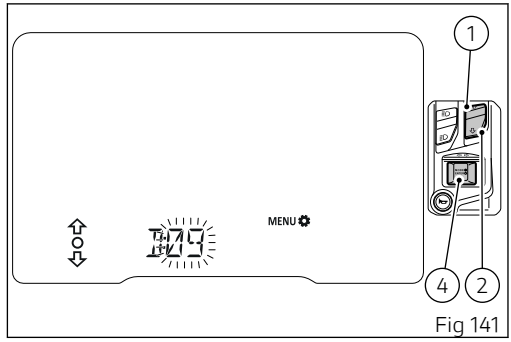


Fig 141

CLOCK SETTING

This function allows user to set or adjust the time.
Enter the SETTING MENU.
Select "CLOCK SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

The displayed available settings are:

- AM / PM
- Hours
- Minutes

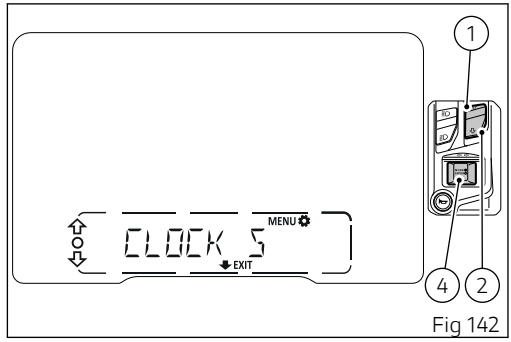


Fig 142

When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour setting (hours will start flashing) (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute setting, (minutes will start flashing) (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

When button (4) is pressed to confirm the minute parameter, the instrument panel quits the function by saving the set time.

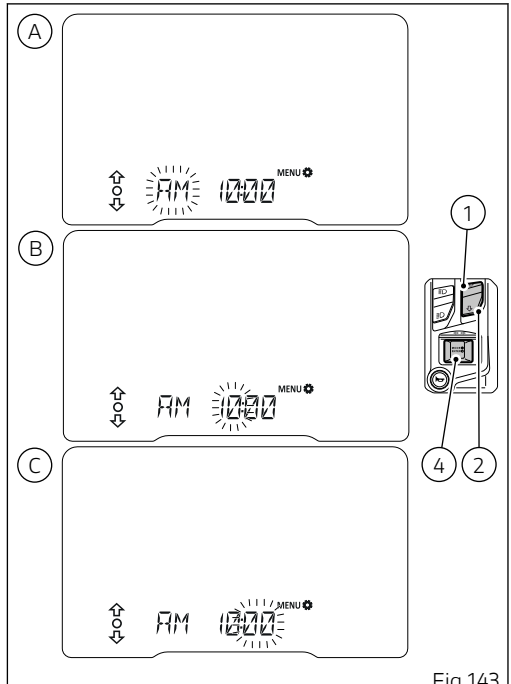


Fig 143

Backlighting setting (BACKLIGHT)

This function allows adjusting the backlighting intensity.
Enter the SETTING MENU.
Select “BACKLIGHT”, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value flashing.
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “HIGH”, “MEDIUM”, “LOW”.
While user is scrolling the three available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4), the instrument panel then exits the function.

To quit the function without changing the setting, press button (2) for 2 seconds.

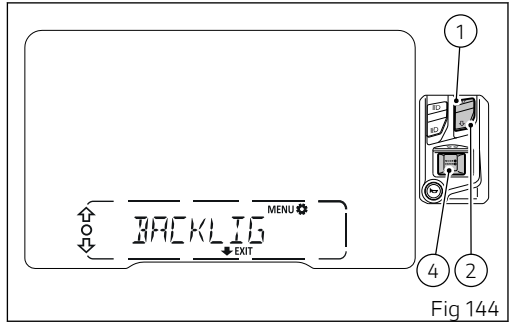


Fig 144

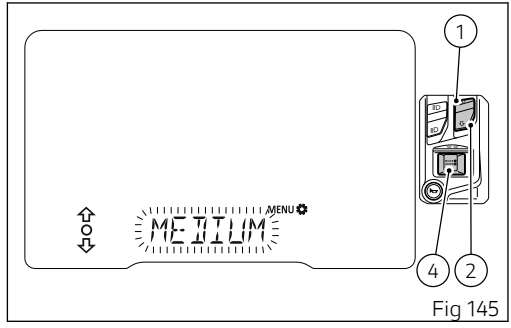


Fig 145

Setting the unit of measurement (UNITS SETTING)

This function allows changing the units of measurement of the displayed values.
Enter the SETTING MENU.
Select "UNITS SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

When entering this function, the instrument panel will display "SPEED" flashing.

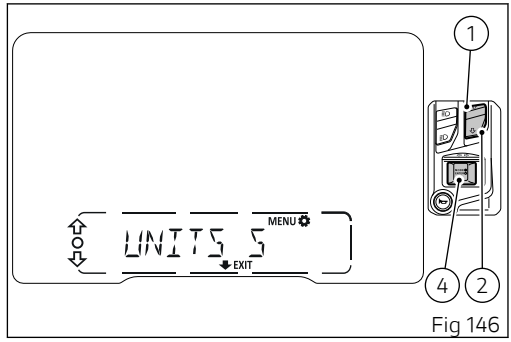


Fig 146

Use buttons (1) and (2) to scroll and select “SPEED” (A), “TEMP.” (B), “CONS.” (C), “DEFAULT” (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

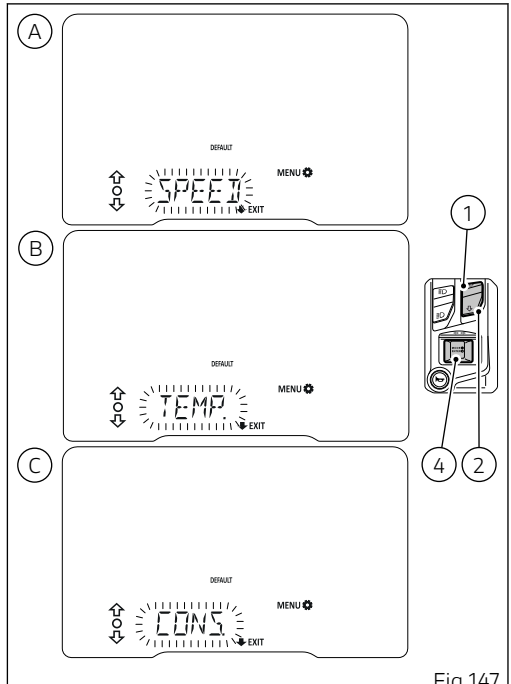


Fig 147

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).
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “km/h” and “mph”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

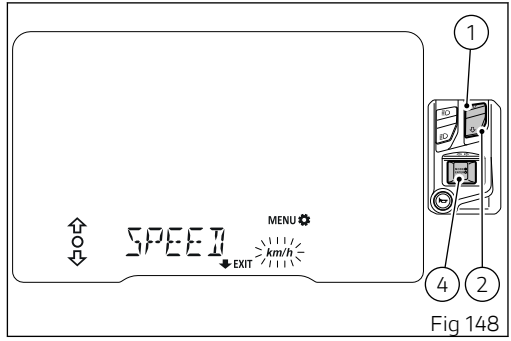


Fig 148

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement “°C” and “°F”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

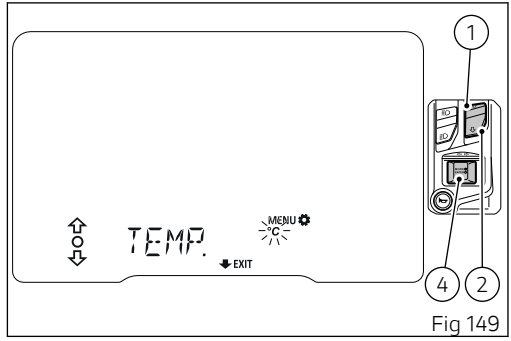


Fig 149

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “L/100”, “km/L”, “mpg UK” and “mpg USA”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

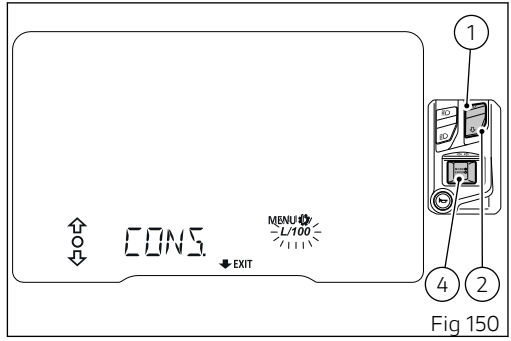


Fig 150

Setting the units of measurement: Resetting to automatic DEFAULT settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
You open the "UNITS SETTING" menu, as described on the previous pages. Select DEFAULT option (flashing frame), by pressing button (1) or (2).
Once function is highlighted, press button (4) for 2 seconds.
The display shows “WAIT..” for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.
At the end of the 2 seconds, the instrument panel quits the function and automatically goes back to the previous screen.

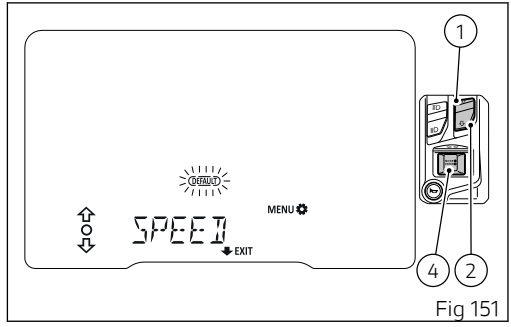


Fig 151

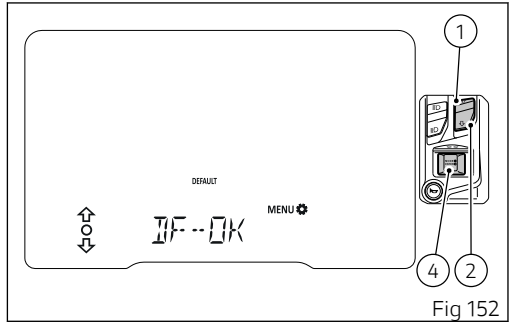


Fig 152

Service thresholds (SERVICE INFO)

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

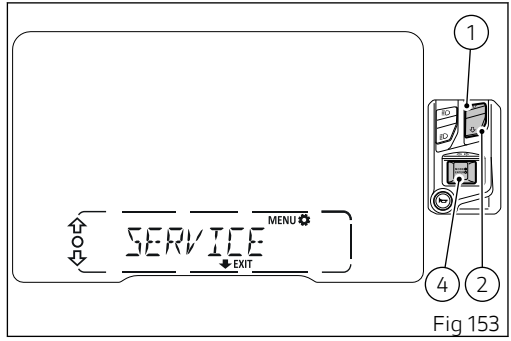


Fig 153

In this page of the menu, the instrument panel displays “Oil Service” information (A) first.
Each time you press button (2), the instrument panel displays “Annual Service” information (B), then “Desmo Service” information (C) and then goes back to “Oil Service” information (A).

To quit the function press button (2) for 2 seconds.

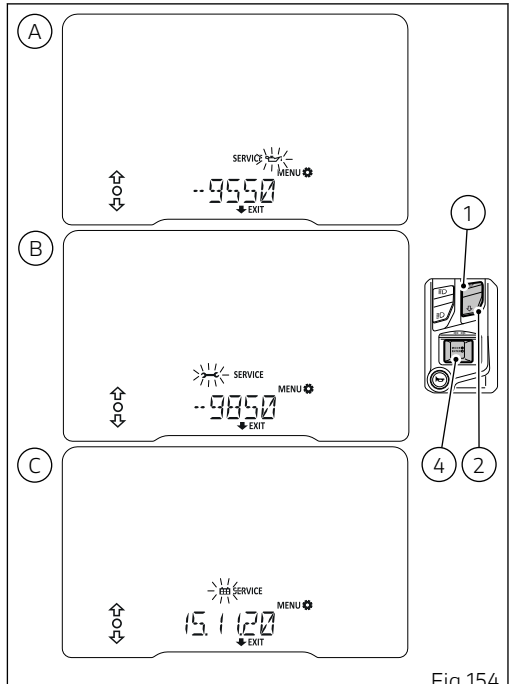


Fig 154

Tyre setting and drive ratio (TIRE CALIBRATION)

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

Then perform the Tyre Calibration function:

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

To open this function:

- Enter the SETTING MENU.
- Select "TIRE CALIBRATION" option, by pressing button (1) or (2).
- Once function is highlighted, press button (4).

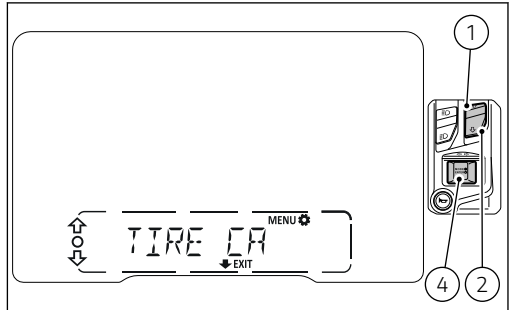


Fig 155

When entering this function, the instrument panel will display "START" flashing as well as DEFAULT.

Note
The DEFAULT item is only active if a new calibration was previously carried out and if current calibration value is not the default one.

Use buttons (1) and (2) to scroll and select DEFAULT (flashing frame) and get back to the flashing “START” option.

Press button (4) when “START” option is selected (flashing), to start the procedure for a new calibration.

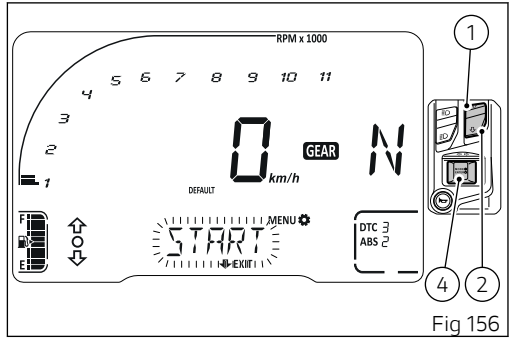


Fig 156

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.

The instrument panel displays the rolling text "SPEED 49-51 – GEAR 2", while speed and gear indicators are displayed in flashing mode until the 2 parameters comply with the indicated range.

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

Note

During calibration, the procedure can be aborted by pressing button (2) for 2 seconds.

Note

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

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

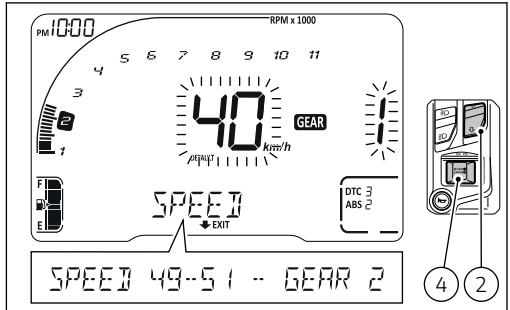


Fig 157

If the calibration procedure is aborted by the user, the instrument panel shows "ABORT" 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.

Restoring default settings,

To reset the default settings, use buttons (1) and (2) to select DEFAULT (flashing frame) and press button (4).
Then, the instrument panel shows "WAIT.." and after a while "OK" for 2 seconds, then followed by the previous screen.

To quit the function press button (2) for 2 seconds.

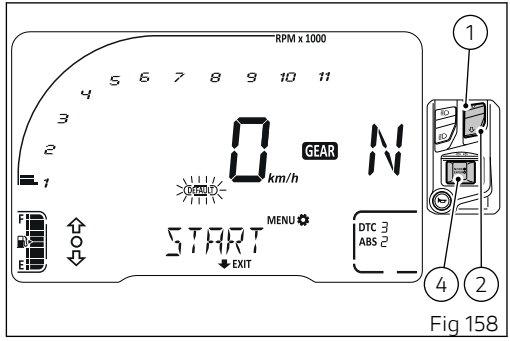


Fig 158

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

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

Turn indicator automatic switch-off feature (TURN INDICATORS)

This function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to manual mode (MANUAL) or automatic mode (AUTO).
Enter the SETTING MENU.
Select “TURN INDICATORS” by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set mode flashing.

With buttons (1) and (2) it is possible to select the "AUTO" or "MANUAL" values.
Press button (4), instrument panel will set the selected mode and then go back to previous screen.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

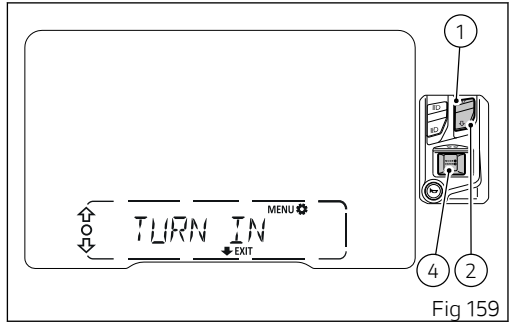


Fig 159

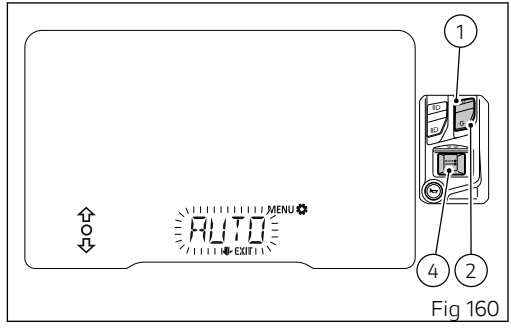


Fig 160

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).

Engine rpm digital indication (RPM)

This function displays the engine RPM in a digital way.
Enter the SETTING MENU.
Select “RPM” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the engine RPM in a digital way within the Menu.

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

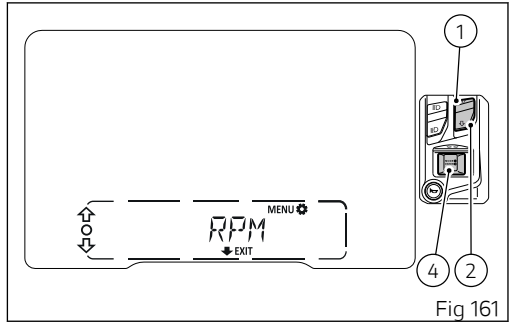


Fig 161

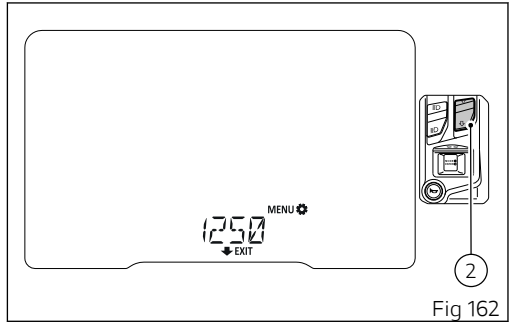


Fig 162

Battery indication (BATTERY)

This function allows viewing vehicle battery voltage.
Enter the SETTING MENU.
Select “BATTERY” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the battery voltage.

If value is between 11.0 V and 11.7 V or 15.0 and 16.0 V the reading will be displayed flashing.
If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.
If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

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

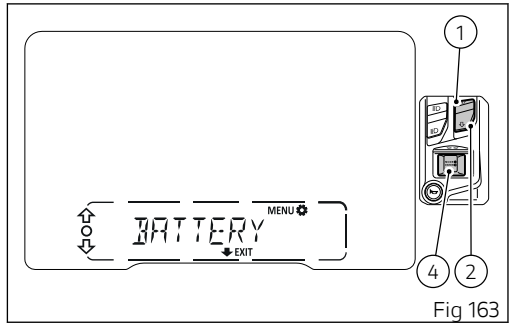


Fig 163

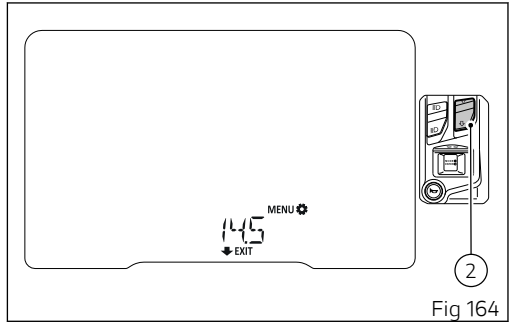


Fig 164

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.

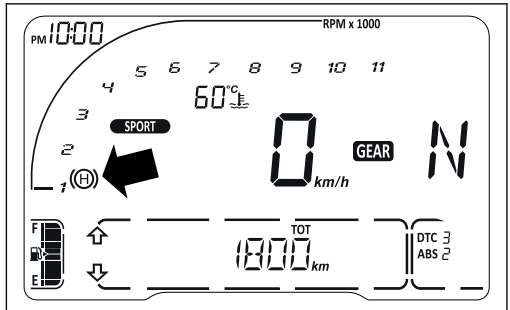


Fig 165

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.

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.
There are 3 types of scheduled maintenance interventions:

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

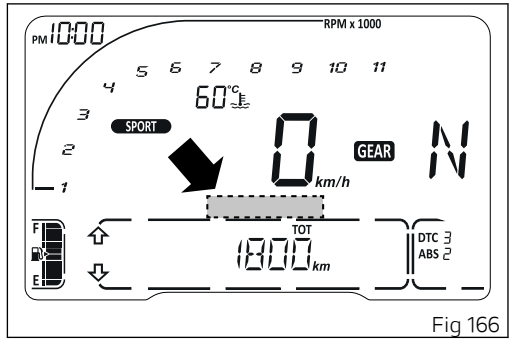


Fig 166

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until a Ducati Authorised Service Centre performs a Reset.

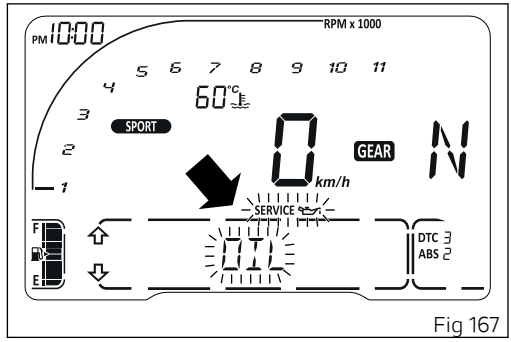


Fig 167

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);
- ANNUAL SERVICE (B);
- DESMO SERVICE (C).

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil symbol and "OIL" text (A); or the Annual symbol and "ANNUAL" text (B); or the Desmo symbol and "DESMO" (C) upon each Key-ON.

After 5 seconds, both the message SERVICE and the Oil symbol or the Annual symbol or the Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a "Reset".

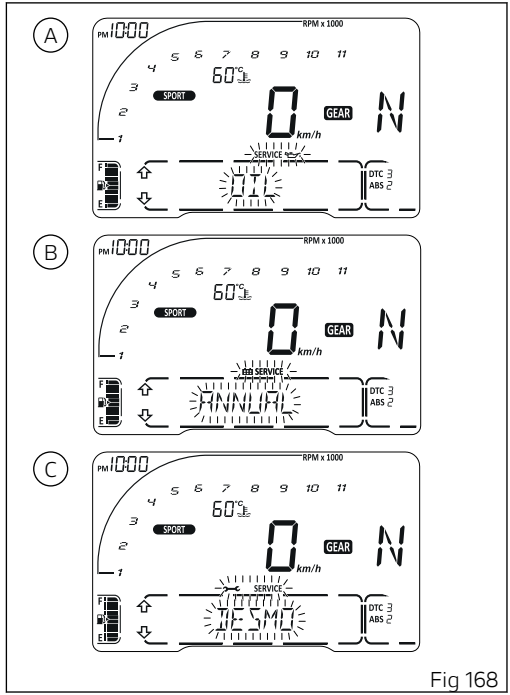


Fig 168

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 for 5 seconds upon Key-ON:

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

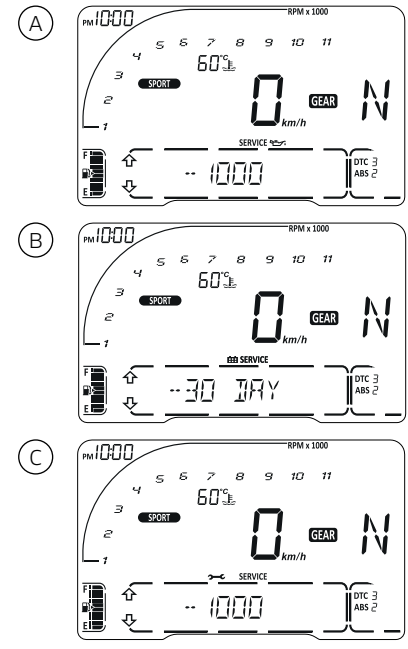


Fig 169

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.

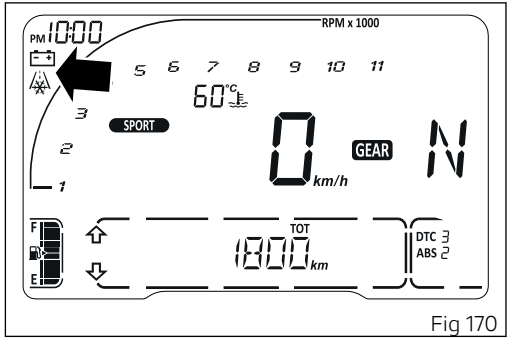


Fig 170

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.

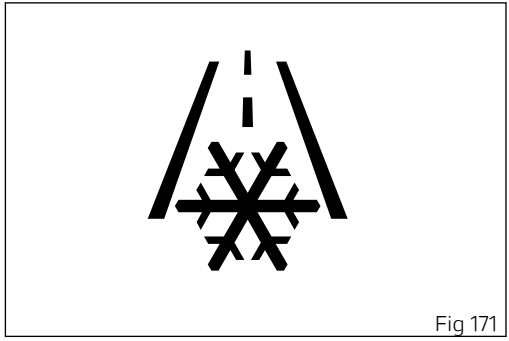


Fig 171

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.

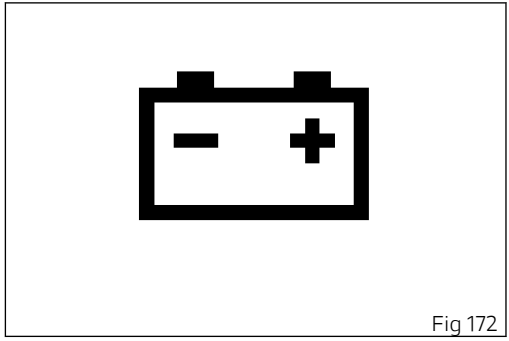


Fig 172

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows “INSERT” and “DATE” for 6 seconds upon Key-ON.

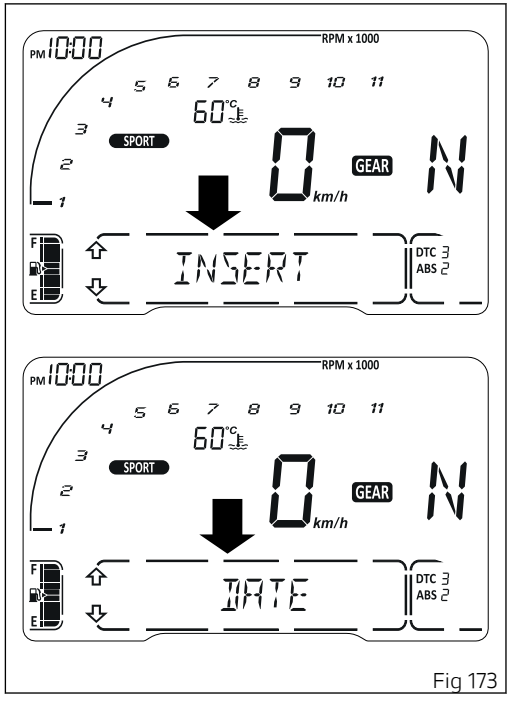


Fig 173

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).

Attention

When one or more errors are displayed, always contact a Ducati Dealer or authorised Service Centre.

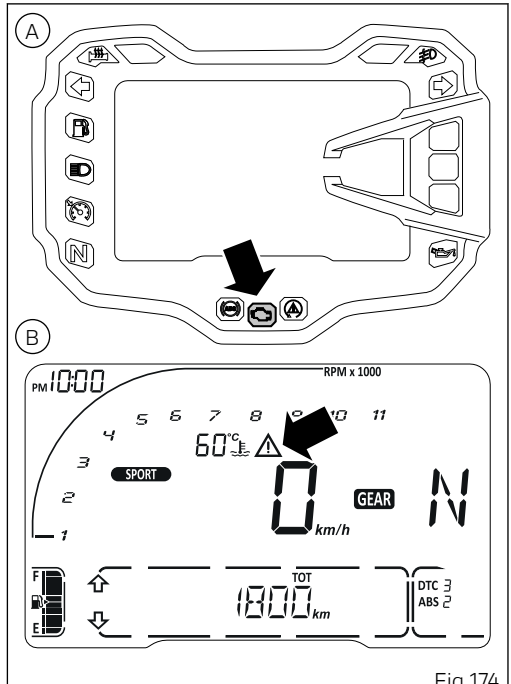


Fig 174

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).

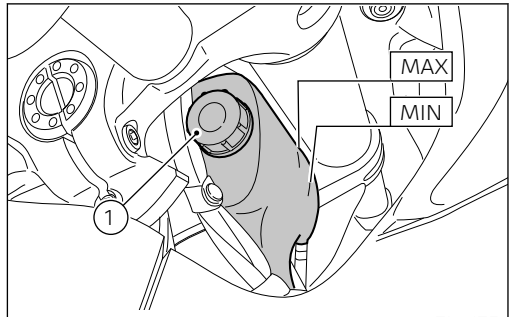


Fig 175

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.

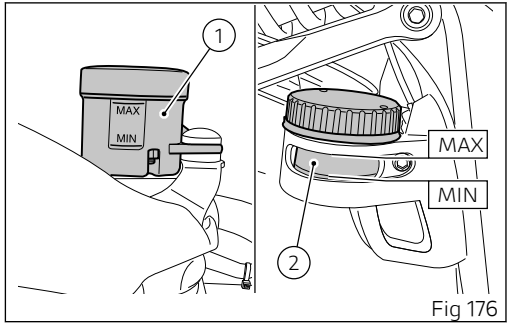


Fig 176

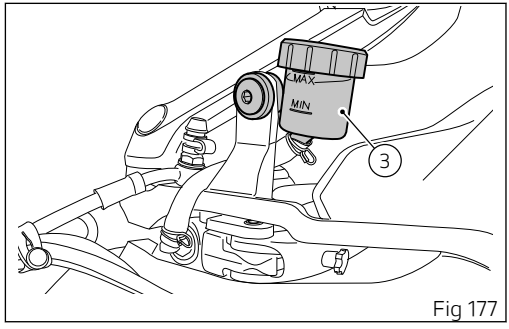


Fig 177

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.

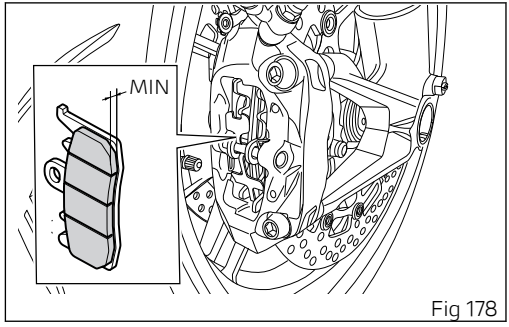


Fig 178

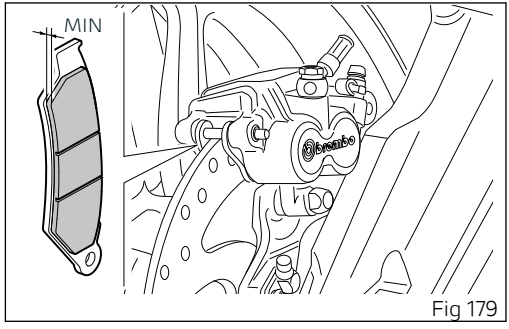


Fig 179

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.

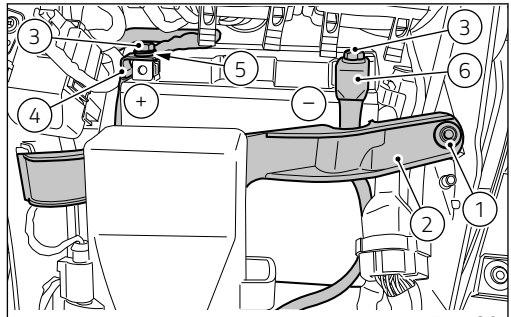


Fig 180

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).

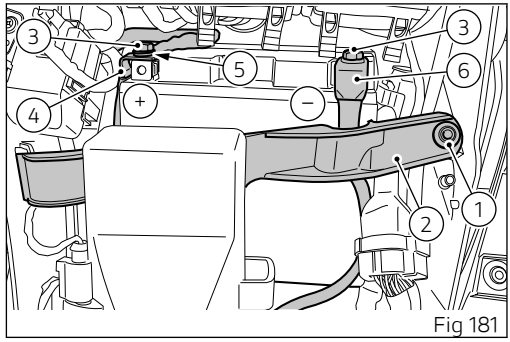


Fig 181

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 sub-section “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 ÷ 52 mm (1.97 ÷ 2.05 in);
A = 42 ÷ 44 mm (1.65 ÷ 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.

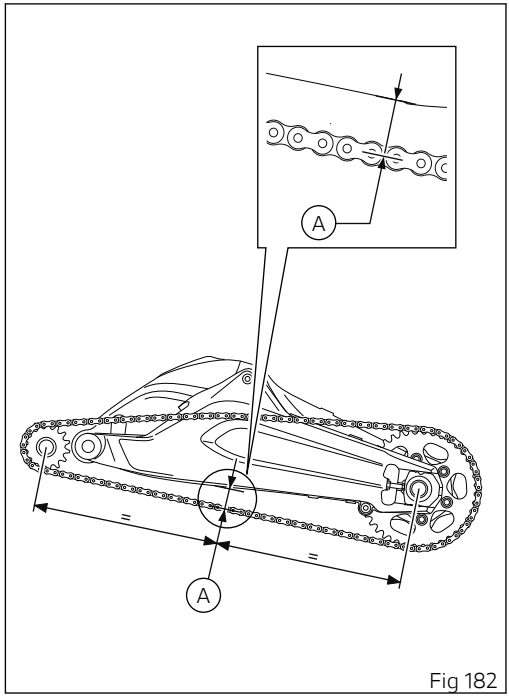


Fig 182

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.

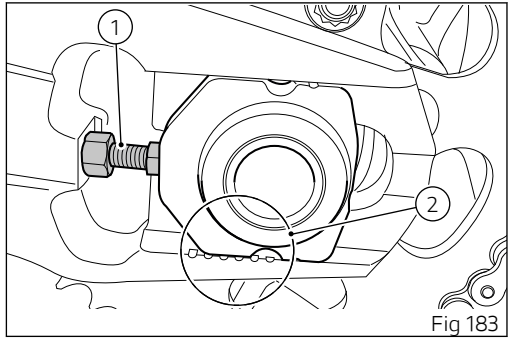


Fig 183

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).

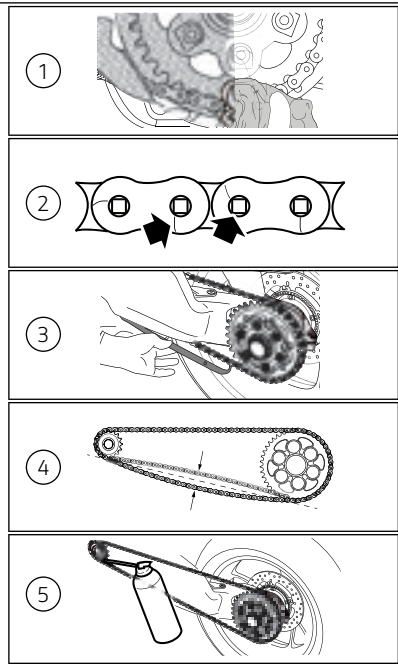


Fig 184

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

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

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

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

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.

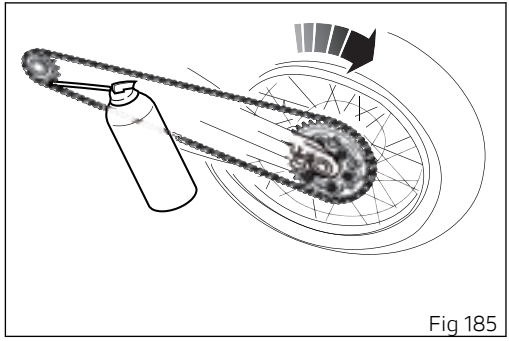


Fig 185

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

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

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

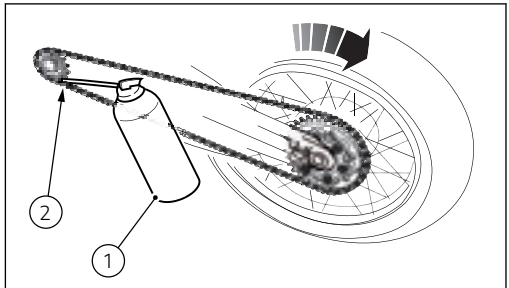


Fig 186

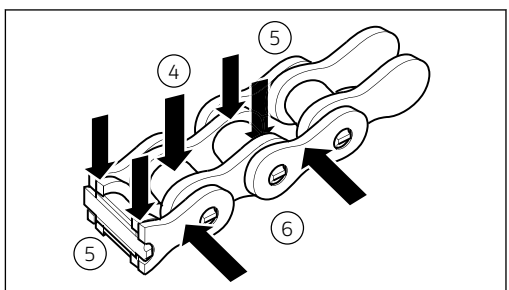


Fig 187

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.

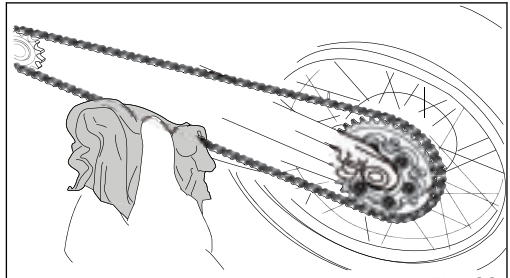


Fig 188

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 9/10 of the height from the ground of the headlight centre.

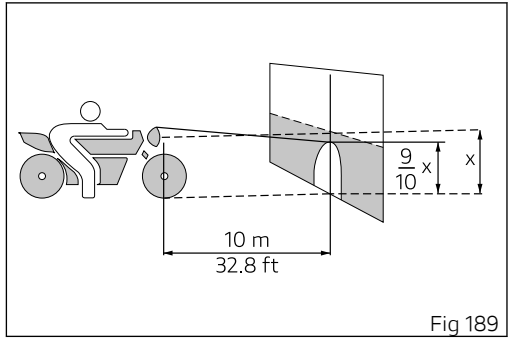


Fig 189

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.

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.

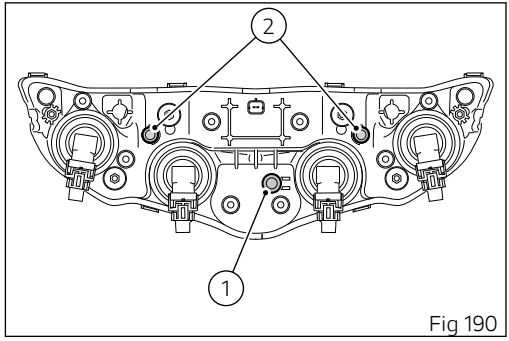


Fig 190

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).

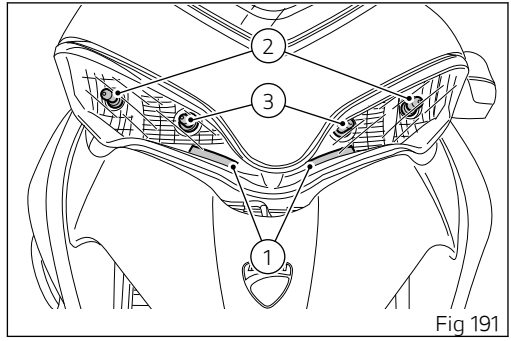


Fig 191

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.

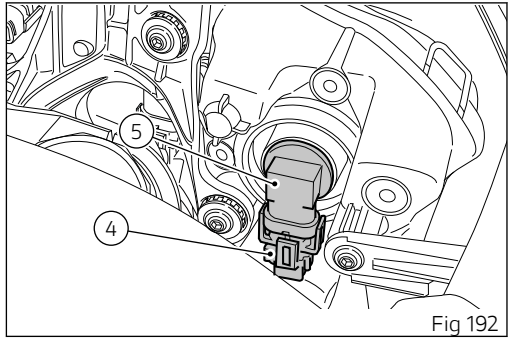


Fig 192

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).

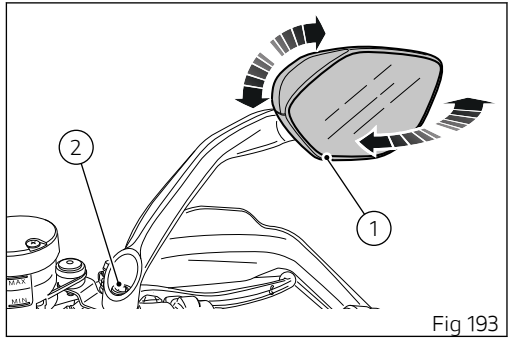


Fig 193

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 194) at the point where tread is most worn down: it should not be less than 2 mm (0,078 in), and in any case not less than the legal limit.

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

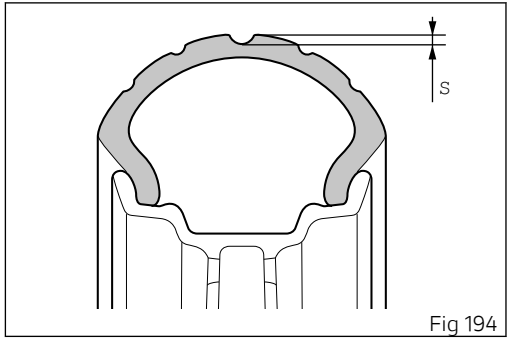


Fig 194

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.

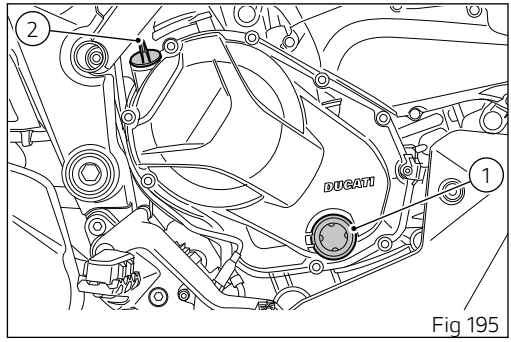


Fig 195

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.

Use of Ducati Corse Performance Oil by Shell

Attention

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

Cleaning the motorcycle

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

Note

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

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.

Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

Attention
The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.

Attention
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Note
To clean the instrument panel do not use alcohol or its by-products.

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

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

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

Storing the motorcycle

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

- clean the motorcycle;
- place the motorcycle on a service stand;

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

Important notes

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

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.

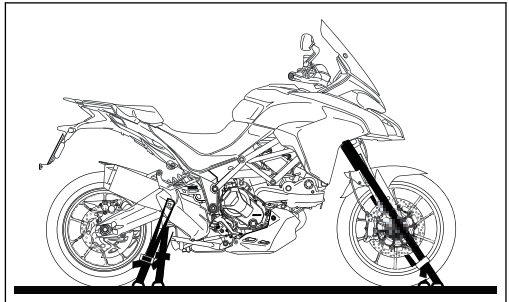


Fig 196

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

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

	Service 1000 *	Oil Service *	DESMO Service *	Annual Service *	
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

	Service 1000 *	Oil Service *	DESMO Service *	Annual Service *	
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

	Service 1000 *	Oil Service *	DESMO Service *	Annual Service *	
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) **Note** We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.	•	•	•		12
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

	Service 1000 *	Oil Service *	DESMO Service *	Annual Service *	
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. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

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

Technical data

Weights

Total weight (kerb weight without fuel): 217 kg (478 lb).
Maximum permissible 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.

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.

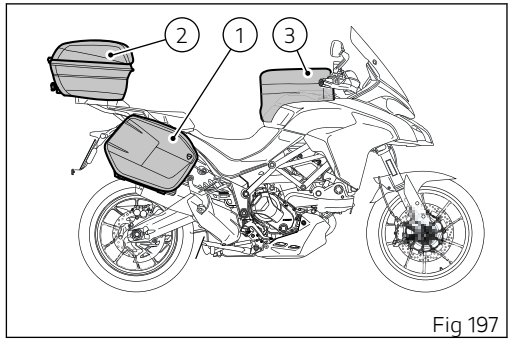


Fig 197

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

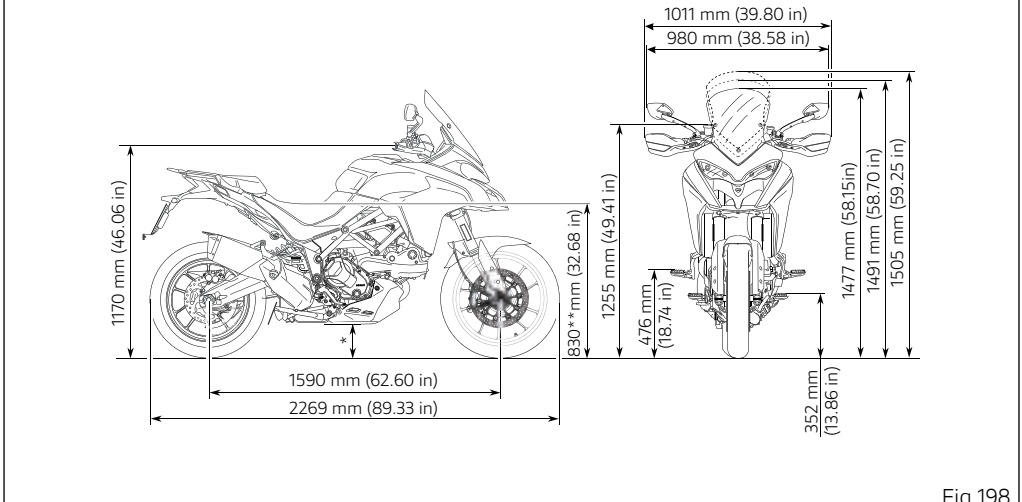


Fig 198

* Sump guard in engineering plastic / in aluminium: 170 mm (6.97 in) / 166 mm (6.54 in).
** Lowered seat (optional) / raised seat (optional): 810 mm (31.89 in) / 850 mm (33.46 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		690±4 cu. cm (42.11 cu. in (per leg) Oil level: 117 mm (4.60 in) (without spring and preload tube, with rod fully home from plug)
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.

Attention
This model has been equipped with wet clutch. Therefore, the use of Ducati Corse Performance Oil by Shell is not allowed, unless the Ducati Performance dry clutch is installed.
Using this oil with standard clutch (wet clutch) would lead to engine damage.

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.

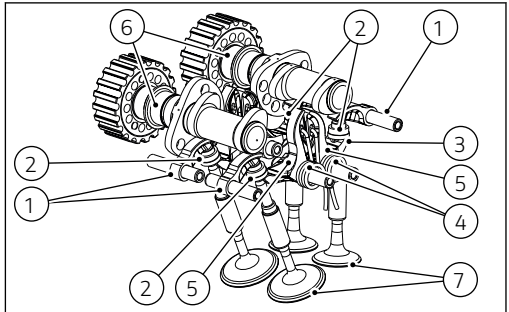


Fig 199

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 in^2).
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 in^2).
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 fork manually adjustable in rebound, compression, and preload for inner springs of fork legs.
Front wheel travel: 170 mm (6.69 in).

Rear

The SACHS shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto a frame at the top and onto an aluminium double-sided swinging arm at the bottom.
Rear shock absorber stroke: 69 mm (2.72 in).
Aluminium double-sided swinging arm.
Rear 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.

Electric system

Basic electric items are:

Instrument panel

Digital with LCD display.

Headlight

Low beam with bulb: No.2 H11 bulbs;
High beam with bulb: No.2 H11 bulbs;
LED parking light: No.2 LEDs

Turn indicators

Front ones, LED units: No.12 LEDs;
Rear ones, LED units: No.1 LED.

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.

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

Generator 14 V - 490 W - 35 A.
Electronic rectifier, protected by a 30A fuse.
Starter motor, 12 V-0.7 kW.
Preset for anti-theft system.

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:

- box (A): 7.5A, 15A, 25A;
- box (B): 10A, 15A, 25A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front fuse box (A) is located under the rider seat and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.
The rear fuse box (B) and the ABS fuse box (C, Fig 202) are located under the rider seat. To reach rear and ABS fuse boxes, remove rider seat, see page 63. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

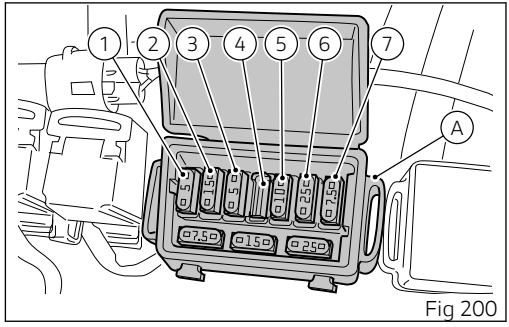


Fig 200

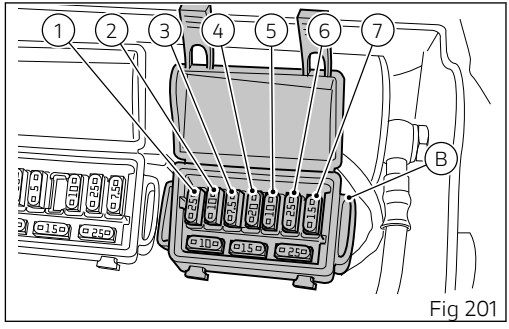


Fig 201

Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY1 EMS / ABS	5 A
2	KEY2 DASH/BBS	15 A
3	KEY3 front lights	5 A
4	–	–
5	KEY5 Accessories	10 A
6	+30 KEY relay	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	20A

Rear fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The 30A main starter fuse (C) is located under the rider seat, on the right-hand side. Remove the protection cap to reach it.
The spare 30A fuses (D) are located on the solenoid starter; remove the protection cap to reach them.
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.

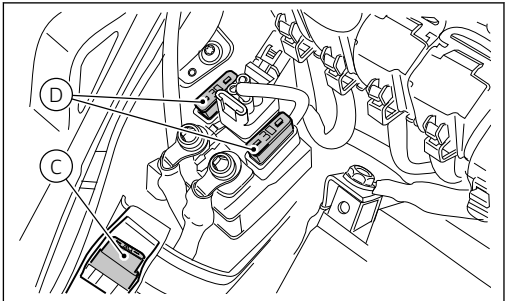


Fig 202

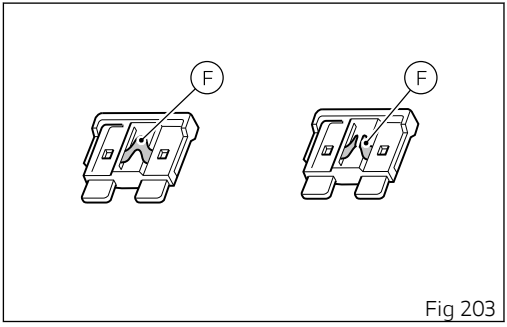


Fig 203

Open source software

Information about open source software

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

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

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

Note

Only skilled person can access and install the device.

Table 1

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

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Instrument panel	**MAE** Via Presolana 31/33 24030 Medolago (Bergamo), Italy
Ducati Multimedia System (Bluetooth)	**COBO S.p.a.** Via Tito Speri, 10 25024 Leno (BS), Italy

Simplified EU declaration of conformity

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

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

[Bulgaria]

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

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

[Czech Republic]
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 megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

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

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

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. 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 rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

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

United States (USA)

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

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

RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

DASHBOARD	FCC ID: 2AVGH-MTS950 (390278-13)
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N

Canada

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

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

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

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

DASHBOARD	IC: 25794-MTS950 (390278-13)
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N

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

91376901EN

Updated on 04/2024 ED.03

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A Company subject to the Management and Coordination activities of AUDI AG