



***STREETFIGHTER***

Owner's manual

ENGLISH

***STREETFIGHTER V4 SP2***

Dear Ducatista,

**thank you** for trusting us with the purchase of your new Streetfighter V4 SP2.

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](mailto:OwnerManual@ducati.com)

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

### Important

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

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

Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorisation shall be addressed to this company, specifying the reasons for request. For any servicing or suggestions you might need, please contact our authorised service centres.

For further information, please contact us at:

[contact\\_us@ducati.com](mailto: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](http://www.ducati.com) website.

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

Enjoy your ride!

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# Roadside Assistance

## Roadside Assistance



### Important

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

Denmark, Belgium, France, Luxembourg, Switzerland, Ireland, United Kingdom, Italy, Norway, Holland, Spain, Austria, Germany, Sweden, Portugal, Canary Islands, Cyprus, Croatia, Czech Republic, Estonia, Latvia, Lithuania, Finland, Greece, Hungary, Malta, Poland, Serbia and Montenegro, Slovakia, Slovenia, Turkey, Ukraine.

The Ducati Card Assistance Programme, created in collaboration with Ducati and ACI Global Services, offers assistance in case of breakdown and/or

accident to the Ducati Customer. The service is active 24 hours a day, 365 days a year, for 24 months (in case of extended warranty the relevant conditions will apply) from the date of delivery of the motorcycle or for the period of coverage of the Ever Red warranty extension.

The roadside assistance services include:

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

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

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



### Important

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

### Call Centre telephone numbers

To request Assistance:

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

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

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



### Attention

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

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

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

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

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

# Software updates

## Software updates

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

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

at the Ducati Service network when the motorbike is serviced.

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



### Attention

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

# Warranty information

## General warranty conditions

### 1. Warranty content

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

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

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

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

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

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

## 2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

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

## 3. Procedure for claiming the warranty

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

- a) report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website [www.ducati.com](http://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](http://www.ducati.com) or at the Ducati Authorised Dealers and/or Service Centres within thirty (30) days after change of ownership date.

#### **4. Limitations of liability**

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

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

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

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

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

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

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

4.7 These Warranty Conditions are governed by Italian law.

## **5. Scheduled maintenance plan and pre-delivery**

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

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

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

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

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

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

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

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

If you purchased your motorbike in Australia or New Zealand

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### **Attention**

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

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#### **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.

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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](http://www.ducati.com)) of any defects of the motorcycle within two (2) months of becoming aware of the defect. If you have any questions, you may contact Ducati ANZ Pty Ltd ACN 636 589 430 at Level 6, 895 South Dowling Street, Zetland NSW 2017 or by email at [contact@ducati.com](mailto:contact@ducati.com) or by phone on 1300 11 26 06 (AU) / 0800 382 284 (NZ).

You must bear the expense of claiming under the Warranty.

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# Infotainment

## Infotainment (if any)

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

The motorcycle's 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 the music player see page 29.
- For managing phone calls and contacts, see page 32.



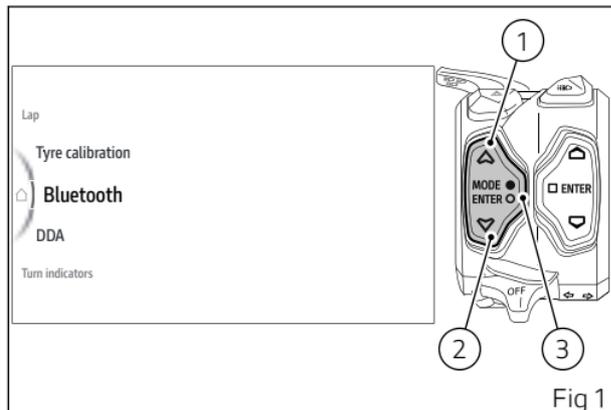
## Attention

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

## Bluetooth device pairing and management (if any)

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

- From the Interactive Menu (see page 114), use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Bluetooth" item and press ENTER (3).



"Pairing" and "Paired devices" are displayed:

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

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

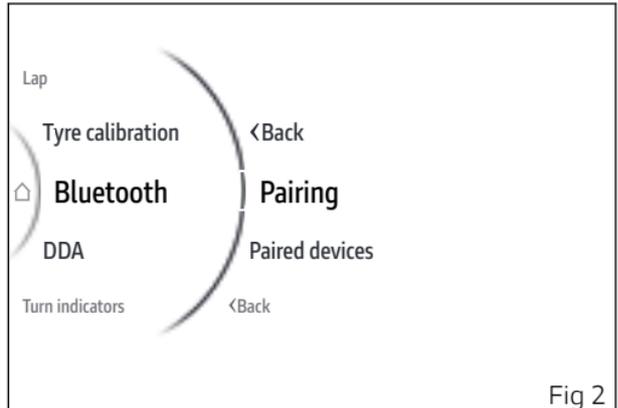


Fig 2

## Pairing

This function allows pairing a new Bluetooth device.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Bluetooth" item and press ENTER (3).
- Select the "Pairing" item and press ENTER (3).

The 4 types of devices that can be paired are displayed (Fig 3): smartphone, rider headset, passenger headset, satellite navigator.

With buttons (1) and (2) select the type of device you wish to pair. Press ENTER (3) to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, the display shows a list of all detected devices (Fig 4).

Use the buttons (1) and (2) to select the required device and press ENTER button (3).

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

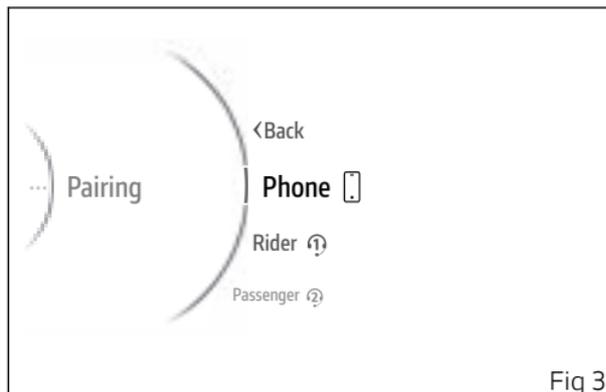


Fig 3

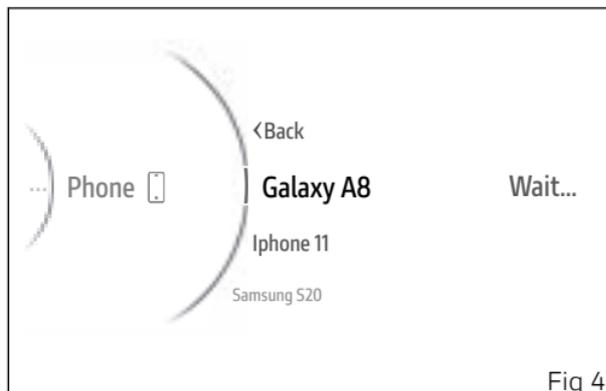


Fig 4

instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.

Once confirmed, if the pairing of the device has been successful, the message "Paired" is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.



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

If you want to pair a new smartphone or earphone or navigator, it is necessary to first disconnect one of the corresponding devices already paired (see section "Paired devices").

## Paired devices

This function allows viewing and erasing paired Bluetooth devices.

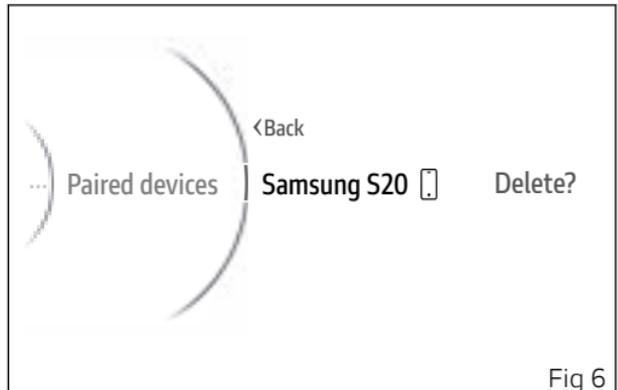
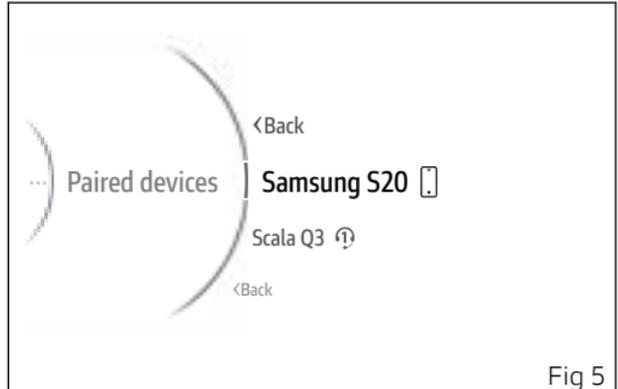
### Note

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Bluetooth" item and press ENTER (3).
- Select the "Paired devices" item and press ENTER (3).

The paired devices (Fig 5) are listed. Press buttons (1) and (2) to select the desired device and press ENTER (3).

The message "Delete?" is shown on the right, (Fig 6) press ENTER (3) to delete the selected device from the list: the message "Wait..." is displayed for a few seconds and then the list of paired devices is updated.





## Note

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



## Attention

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



## Attention

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

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



## Attention

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

Check that your Smartphone supports the following profiles:

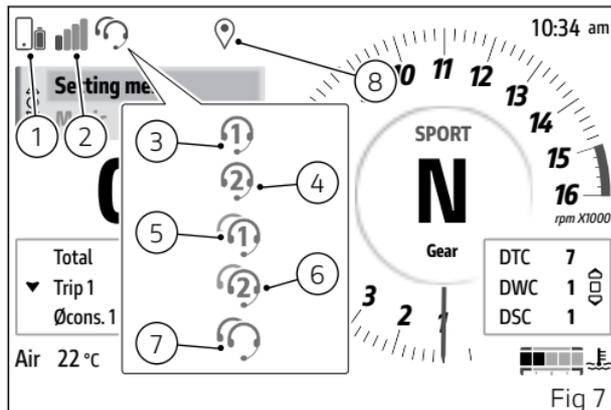
- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

## Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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



## Music (if any)

This function is available only if the Bluetooth control unit is installed, can be found in the Interactive Menu (see page 114) in the Road Info Mode (see page 109), allows enabling, disabling and managing the music player and can only be selected if a smartphone has been connected via Bluetooth.

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

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

### Note

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

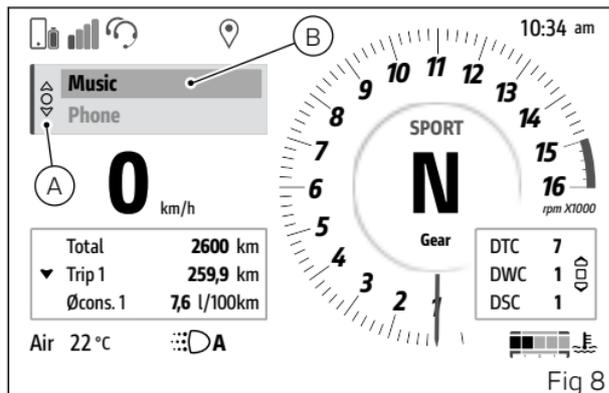


Fig 8

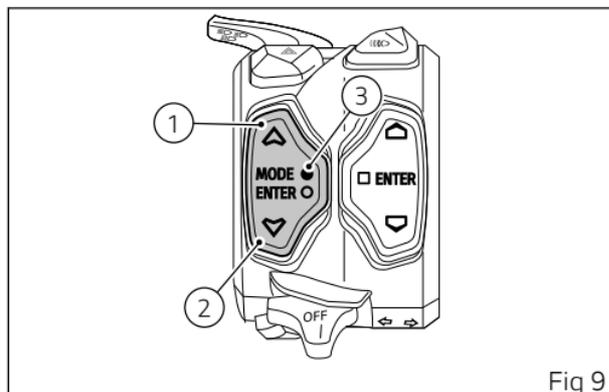


Fig 9



## Attention

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

The player window (C) will be displayed where the controls of the music player and the track currently playing are shown. If the track is not playing when the function is entered, the player window with play command active (D) is displayed, otherwise the window with the pause command active (D) is displayed.

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

During playback of a track, the solid arrow at the top (F) indicates that, by holding down the button (1), you can exit the music player display to access other menus on the main screen, while keeping the track playing.

When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

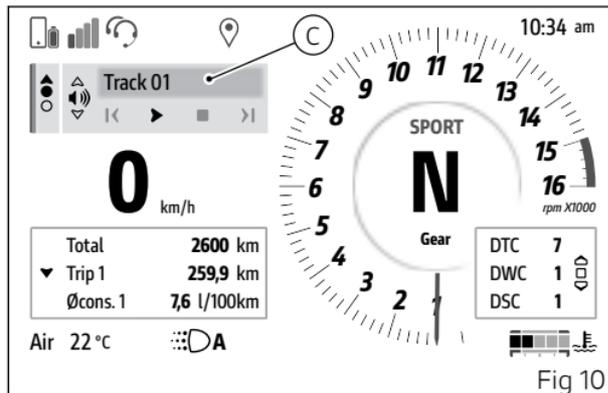


Fig 10

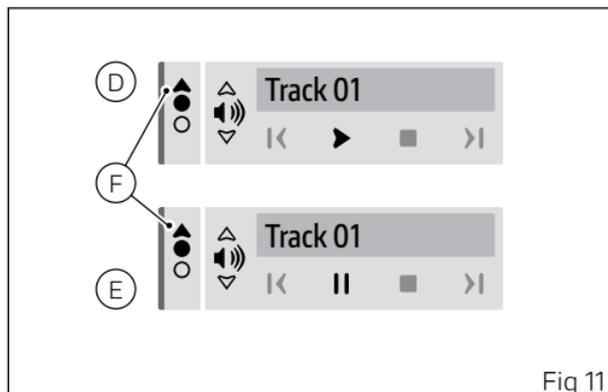


Fig 11

## Phone (if any)

This function is available only if the Bluetooth control unit is installed, can be found in the Interactive Menu (see page 114), displays the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

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

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

### Attention

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

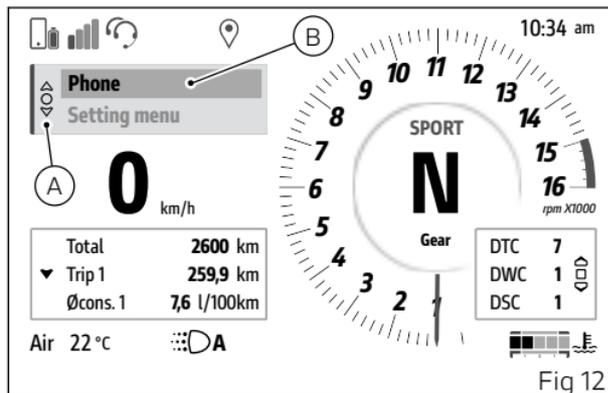


Fig 12

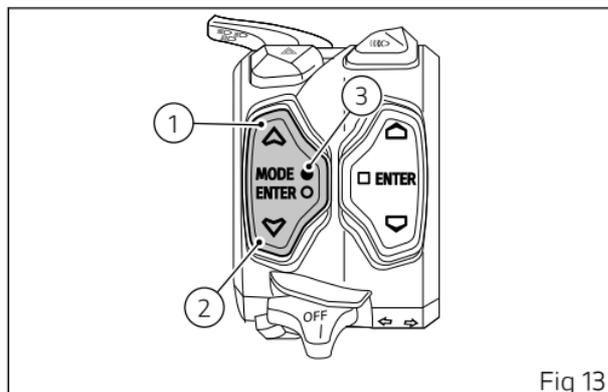
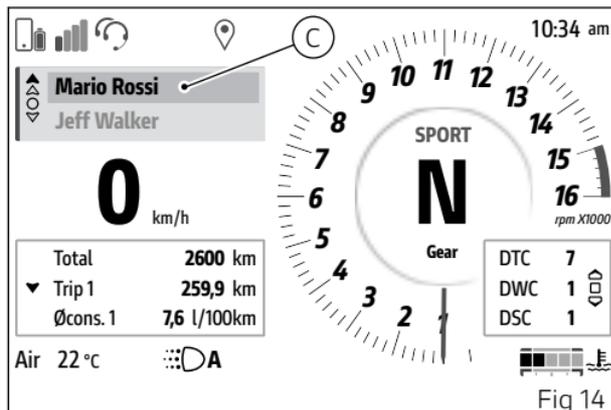


Fig 13

The window (C) is shown listing the last 7 calls made, received or missed and item "Back". If a number or contact is present several times among the last calls, this is displayed only once.

Use buttons (1) and (2) to scroll through the calls in the list. Press ENTER (3) to make a call to the number or contact selected in the list.

To close the window and return to the previous screen, hold button (1) long pressed or select the "Back" item and press the ENTER button (3).



## Call in progress

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

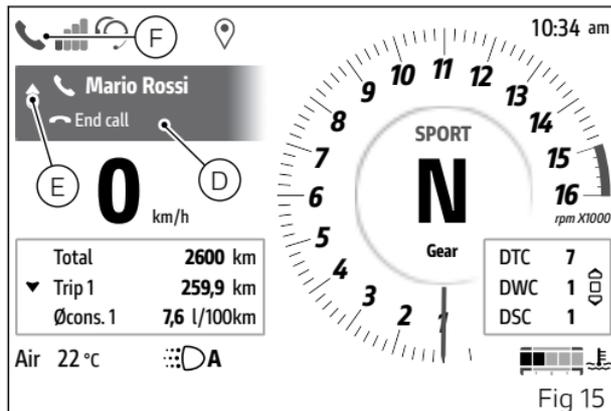
During the call, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the call display to access other menus on the main screen. The blue phone icon (F) is also activated to indicate that the call is in progress.

To return to the call in progress window (D), select "Phone" (B, Fig 12) from the Interactive Menu, and press ENTER (3).



### Note

The music player will be paused during a call.



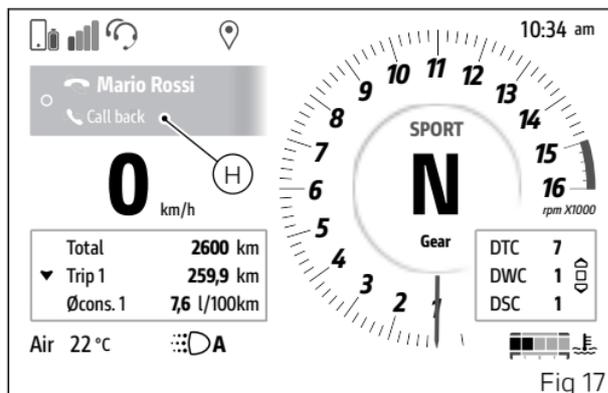
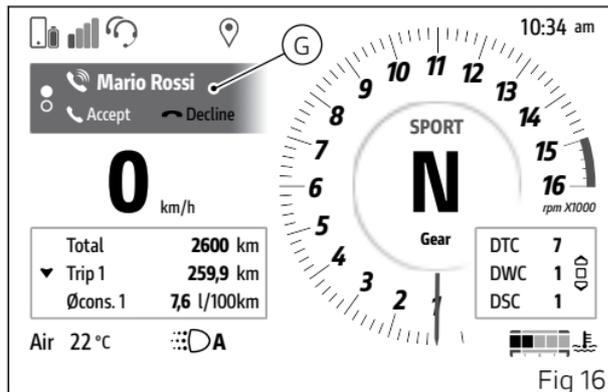
## Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items "Accept" and "Decline" (G).

In this case, shortly press the ENTER button (3) to select the "Accept" or "Decline" item, press the ENTER button (3) for a long time to perform the action of the selected item.

## Call back

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



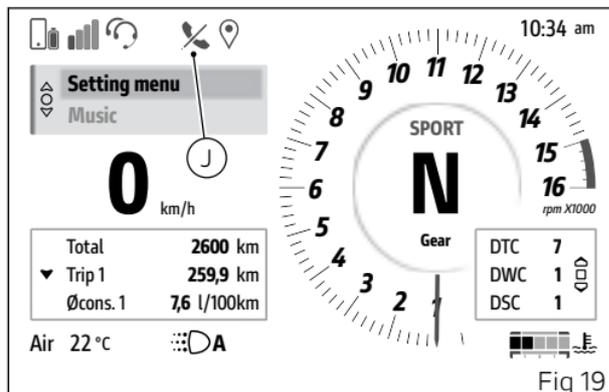
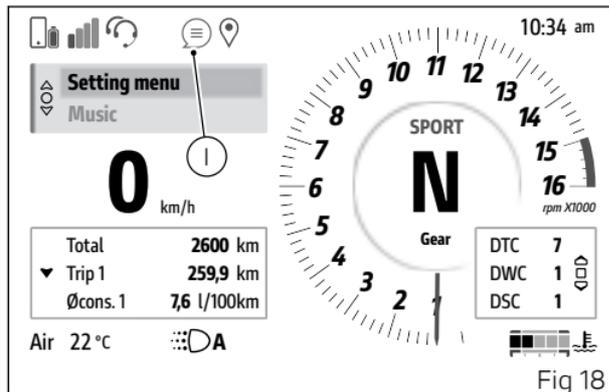
## Received messages and missed calls

In case of received messages on the connected smartphone or in case of a missed call, the display shows the icons (I) and (J) for 60 seconds, of which the first 3 seconds are shown flashing.



### Note

The number of received messages or missed calls is not displayed.



# General Information

## Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
DDA	Ducati Data Analyzer
DES	Ducati Electronic Suspension
DPL	Ducati Power Launch
DQS	Ducati Quick Shift
DRL	Daytime Running Light
DSB	Dashboard
DSC	Ducati Slide Control
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
EBC	Ducati Engine Brake Control
GPS	Global Positioning System
IMU	Inertial Measurement Unit

## 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

This motorcycle must be ridden on asphalt or on flat and even surfaces, only. This motorcycle may not be used for riding on dirt trails or for off-road riding.

### Attention

Off-road riding may lead to loss of control and result in vehicle damage, personal injuries or even death.

### 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.

### Attention

The total weight of the motorcycle in running order must not exceed 199 kg (438.72 lb).

## 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 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.

## **"Safety "Best Practices""**

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



### **Important**

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

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



### **Attention**

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

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

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



### **Attention**

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



### **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.



### **Important**

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



### **Attention**

Rider should keep his feet on the footpegs when the motorcycle is in motion.



### **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.

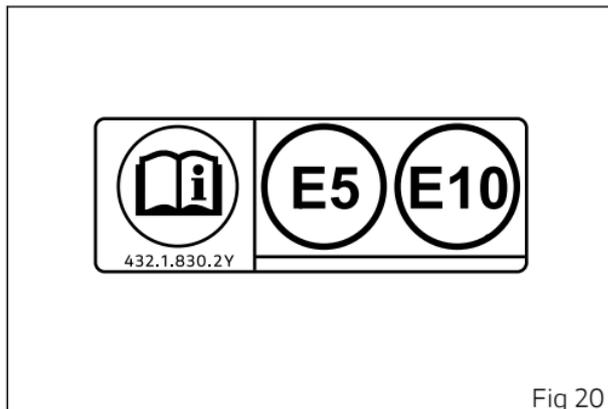


Fig 20

### 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

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 paragraph "Tubeless tyres".

## 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

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.

### 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.

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

The frame identification number is on the motorcycle front right side, more specifically, close to the right fork leg and to the water expansion reservoir.



### Note

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

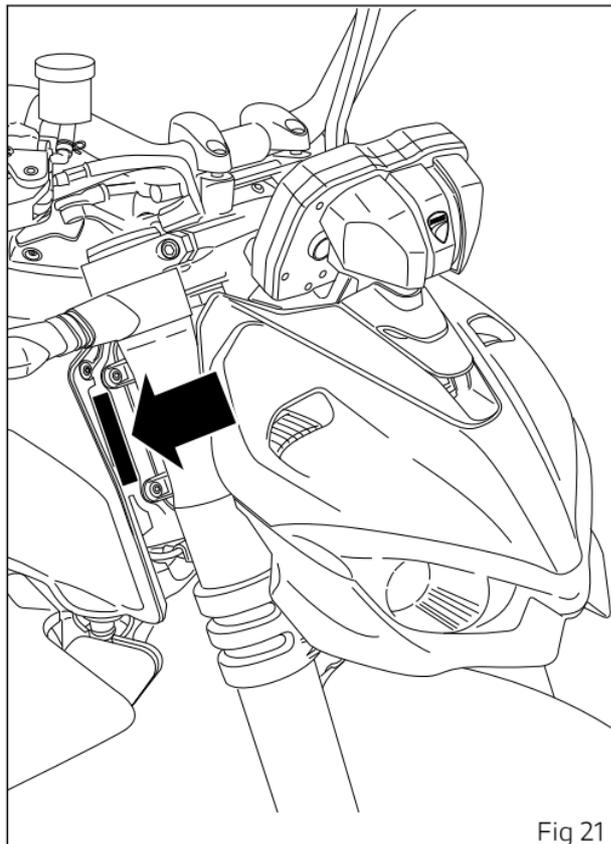


Fig 21

## Engine identification number

### Note

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

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

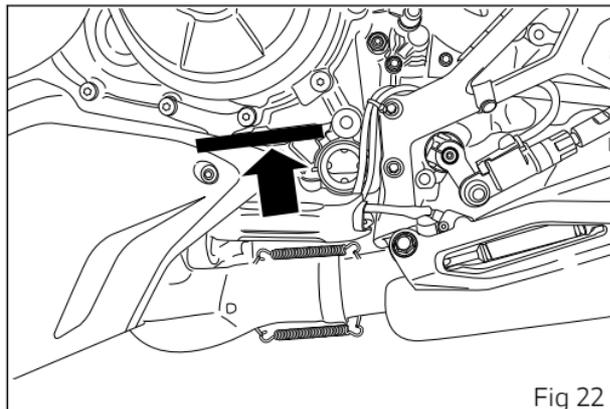


Fig 22

## Serial number

This exclusive model was produced in a limited edition of units. Each motorcycle is identified by a progressive serial number and the model, located on the handlebar.

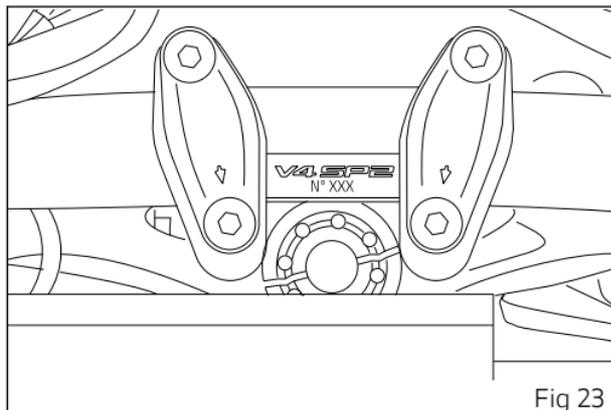


Fig 23

# Main components and devices

## Position on the vehicle

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

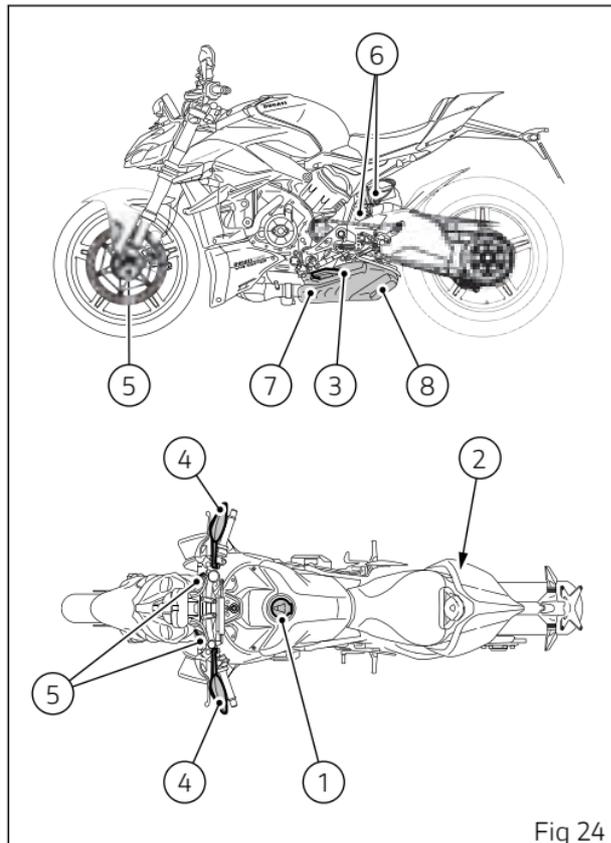


Fig 24

## Tank filler plug

### Opening

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

### Closing

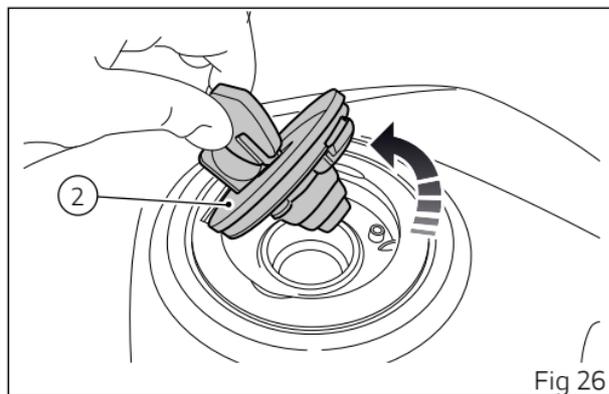
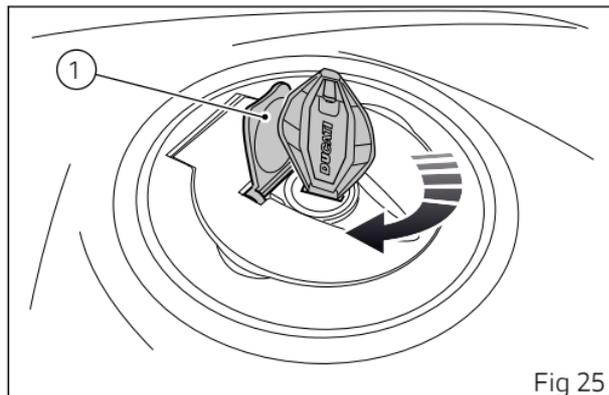
- Close the plug (2) with the key inserted and push it down into its seat;
- Remove the key and close flap (1) protecting the lock.

### 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.



## Removing and refitting the seat

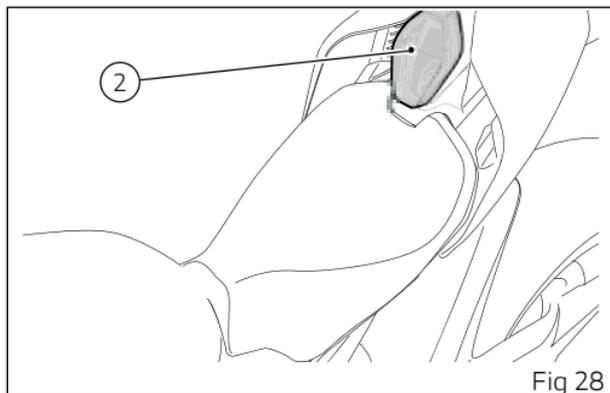
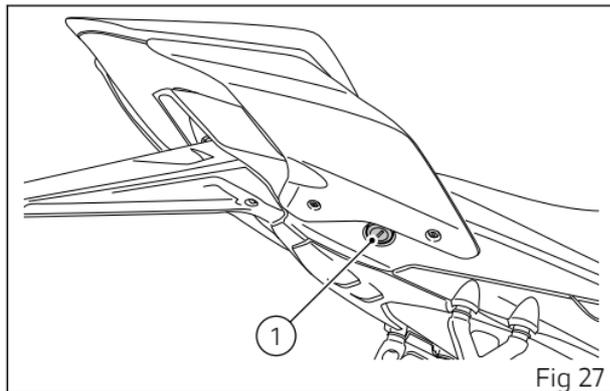
By operating lock (1), you can remove the seat back (2) to access the tail guard compartment and collect the hexagon wrench (see "Tool kit and accessories").

### Removing the seat back

- Insert the key into the lock (1);
- Turn the key clockwise until the seat back (2) disengages with an audible click;
- Slide out the seat back (2) towards the front of the motorcycle until it comes off.

### Refitting the seat back

- Insert the key into the lock (1);
- Turn the key clockwise and reposition the seat back (2) in its housing;
- Release the key and check that the seat back is correctly engaged with the catch hook.



## Removing the seat

- Using the Allen wrench present in the tail guard compartment, loosen the two screws (3) on both sides of the seat (4);
- Slide the seat towards the rear end of the vehicle.

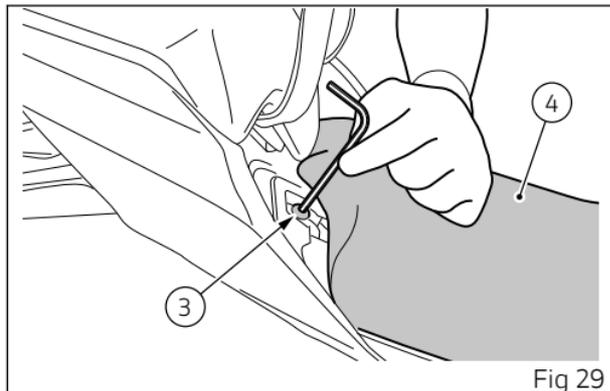


Fig 29

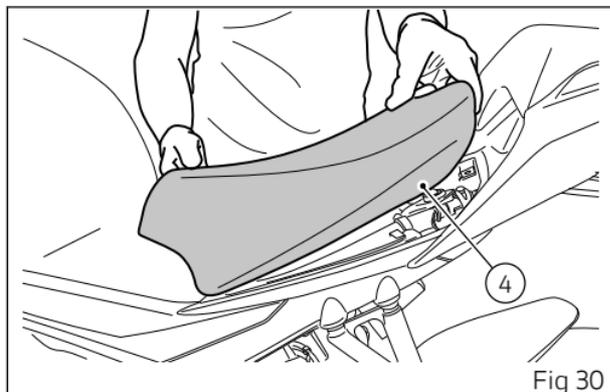
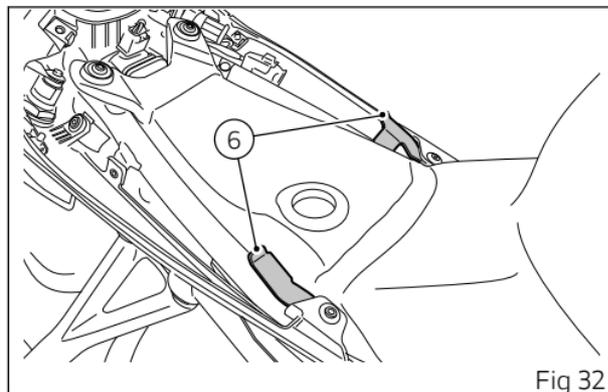
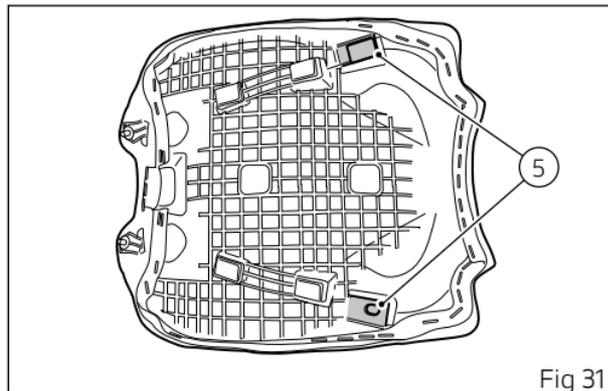


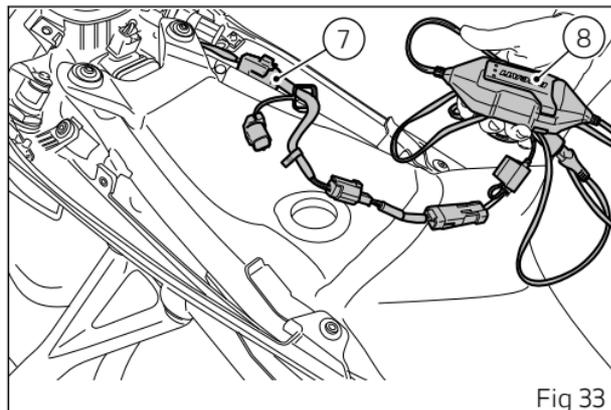
Fig 30

## Refitting the seat

- Refit the seat by first inserting the brackets of seat (5) in the frame (6) brackets and the placing the rear part of the seat on the frame;
- Lift the rear edges of the seat (4 Fig 29) and fasten it by tightening screws (3, Fig 29);
- Check proper seat fastening by trying to raise its front end.



After removing the seat, you can reach the battery maintainer connector (7). To use it, slide it out and connect it to maintainer (8), as described in chapter "Maintaining the battery charge".



## Maintaining the battery charge

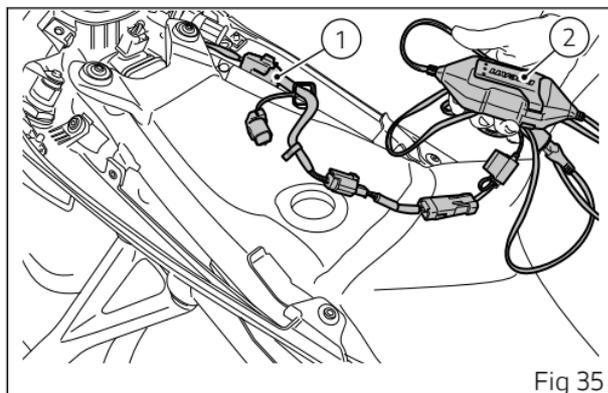
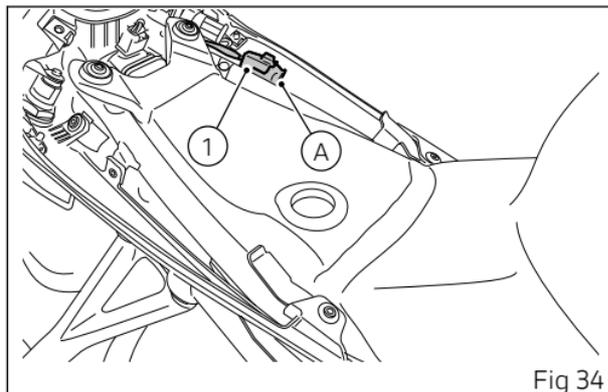
### Attention

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

Your motorcycle is equipped with a connector (1) (diagnostic socket), located under the rider seat, to which you can connect a special battery charger (2) available at our sales network.

To gain access, remove the rider seat as described in chapter "Removing and refitting the seat".

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



## Attention

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

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

## Note

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

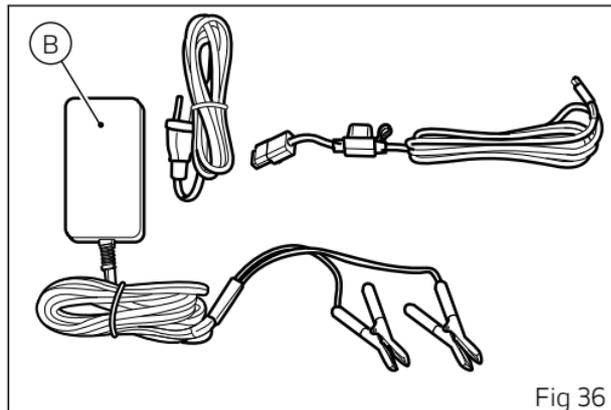


Fig 36

## Important

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

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

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

## Engine starting procedure at low temperature



### Important

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

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

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.

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

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

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

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

## Side stand

### **!** Important

Place the motorcycle on the side stand only when you are not going to use it for short periods of time. Before lowering the side stand, make sure that the bearing surface is hard and flat.

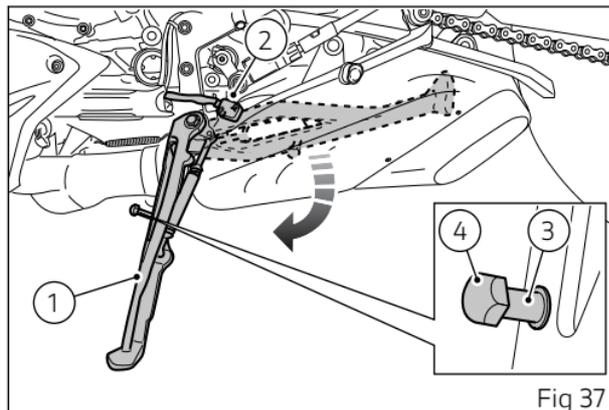
Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To easily find the side stand during the opening phase, press on pin (3) with your foot.

### **!** Attention

When using the bike on the track, we recommend removing the pin (3) by working on the key (4).



To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

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

### **!** Attention

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

 **Note**

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

 **Note**

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

## Bluetooth control unit

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

The Bluetooth control unit, which is not installed in this vehicle, can be purchased at a Ducati Dealer or 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:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").

### Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit part no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).

## **Note**

The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Check that your Smartphone supports the following profiles:

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

## **Attention**

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

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

## **Note**

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.



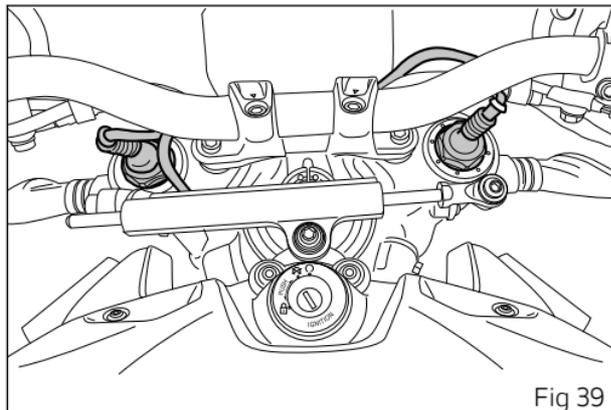
## Front fork adjustment

The motorcycle fork is completely adjustable. Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs.



### Attention

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



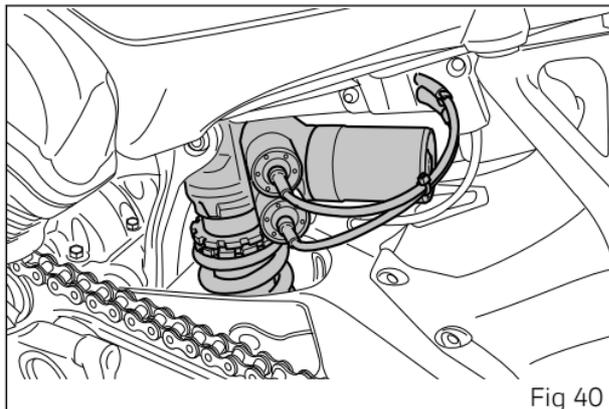
## Adjusting the rear shock absorber

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

### Attention

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

The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.



For shock absorber adjustment, follow the description in chapter "Setting menu - Riding Mode - DES" (page 182).

Setting information:

- 1) spring preload: 14 mm (0.55 in);
- 2) free spring length: 170 mm (6.69 in);
- 3) fitted spring length: 156 mm (6.14 in).

# Controls

## Position of motorcycle controls



### Attention

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

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

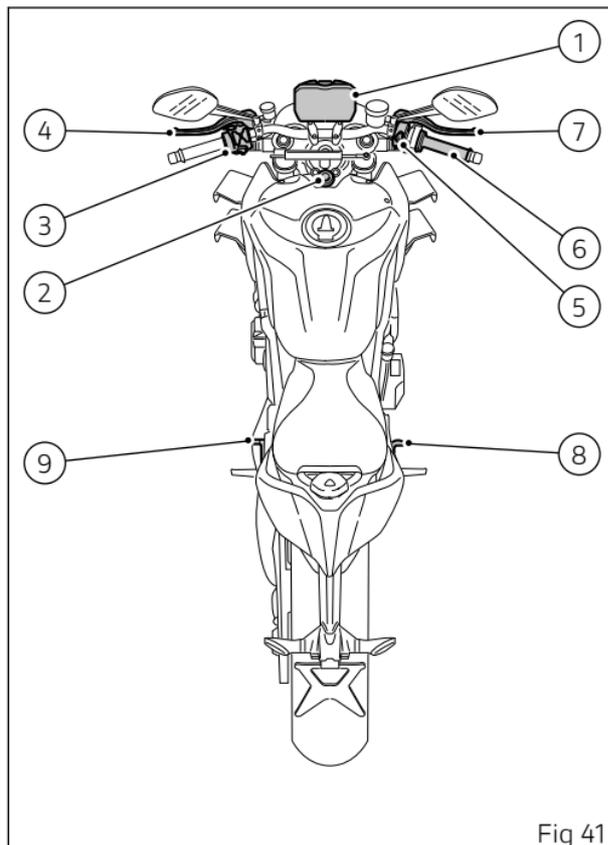
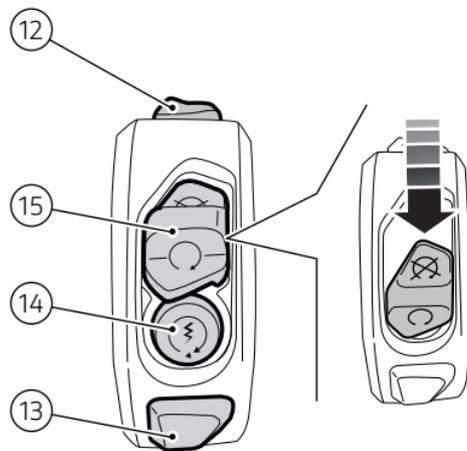
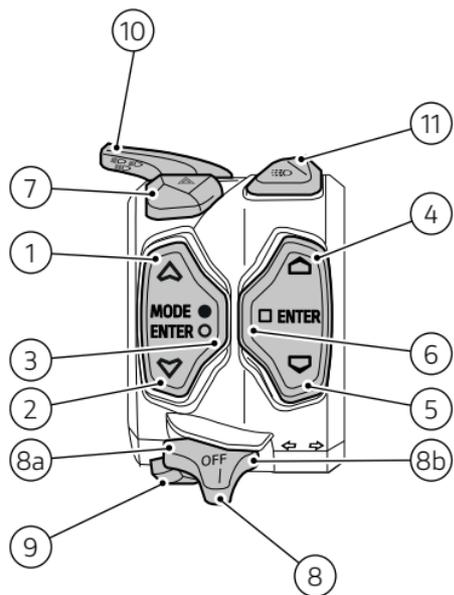


Fig 41

## Switchgears



1		Control button up
2		Control button down
3	<b>MODE</b> ● <b>ENTER</b> ○	Button for Riding Mode change and ENTER function
4		Control button up for parameter menu
5		Control button down for parameter menu
6	 <b>ENTER</b>	Selection button for parameter menu
7		Hazard lights (red)
8	 <b>OFF</b>	3-position turn indicator control: <ul style="list-style-type: none"> <li>● position (8a), left turn indicator</li> <li>● centre position, OFF</li> <li>● position (8b), right turn indicator</li> </ul>
9		Warning horn
10		Light selector: <ul style="list-style-type: none"> <li>● high beam, pushed up</li> <li>● low beam, at the centre</li> <li>● high-beam flasher and "Start/Stop Lap" function, pushed down</li> </ul>
11		DRL (if present)
12		Heated handgrips (if any)
13	DPL	Assisted start (DPL - Ducati Power Launch)

14		Engine start
15		Engine kill, pushed down (red)

## Light control

### Low / High beam

By means of button (1) it is possible to switch from low beam to high beam and vice versa:

- position (A, pushed forward) for high beam
- position (B) for low beam

For high-beam flasher, press the button (1) in position (C).

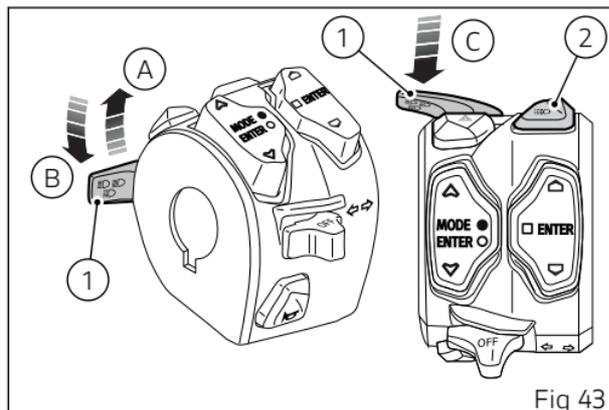
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.

If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

If DRL have been set in "Auto" mode (see page 204), the instrument panel automatically manages the DRL based on the detected ambient light:



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

When the DRL are set to "Auto" mode, the corresponding warning light (8, Fig 72) will turn on. By pressing button (2, Fig 43) DRL are turned off; by pressing again button (2, Fig 43) DRL turn on with control strategy set to "Manual".

In this case, upon next Key-On, DRL will be again set to "Auto" mode.



### **Attention**

Using the DRL in "Auto" mode in case of poor light conditions, especially in case of fog or clouds, could impair safety. In this case Ducati recommends to manually activate the low beam.

DRL in "Manual" mode – only for version with DRL

If DRL have been set in "Manual" mode (see page 204), to turn off or on the DRL, use button(2, Fig 43).



### **Attention**

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



### **Attention**

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

## Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicator, move button (3) to position (D); to activate the right turn indicator, move button in position (E).

To switch off the turn indicators, move button (3) to its centre position.

### Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning angle and in general according to the analysis of vehicle dynamic conditions.

This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.

Turn indicators also switch off automatically if they remained on for a long mileage, which can range between 200 and 2000 metres (656-6562 feet), depending on vehicle speed when the turn indicator button was pressed.

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

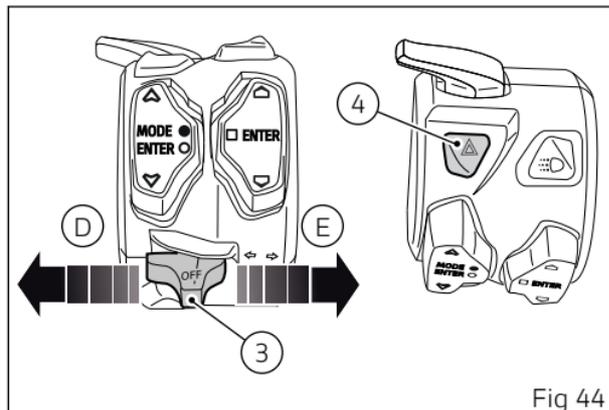


Fig 44

To set turn indicator control to automatic or manual mode, see page 235.



### Attention

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

## Hazard lights

To activate or deactivate the hazard lights, press red button (4, Fig 44) only when the vehicle is in key-on condition.

When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.



### Note

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



### Note

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



### Note

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

## Keys

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

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

### Attention

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

### Duplicate keys

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

### Note

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

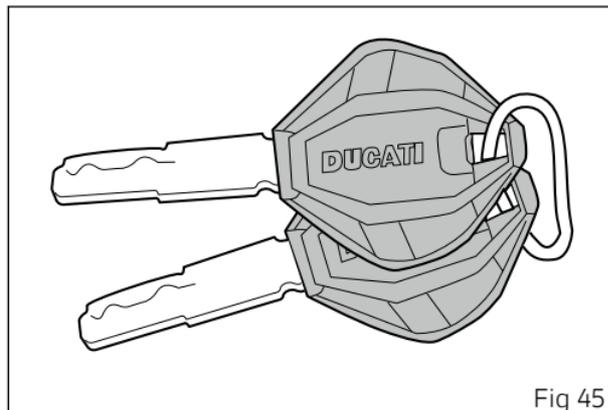


Fig 45

### Immobilizer system

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

Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.

Such modulated signal represents the "password", that changes upon every starting, that allows the

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

## Ignition switch and steering lock

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

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked:



### Attention

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

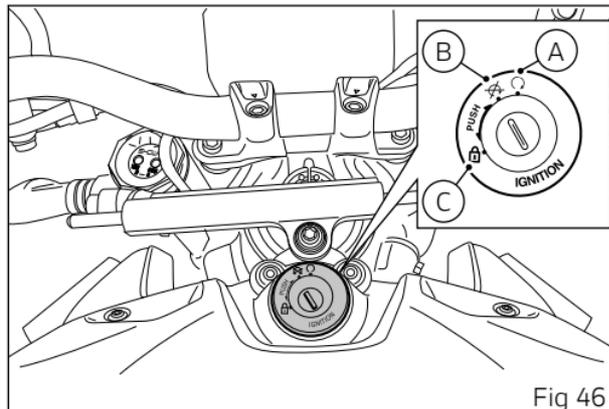


Fig 46

## 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.

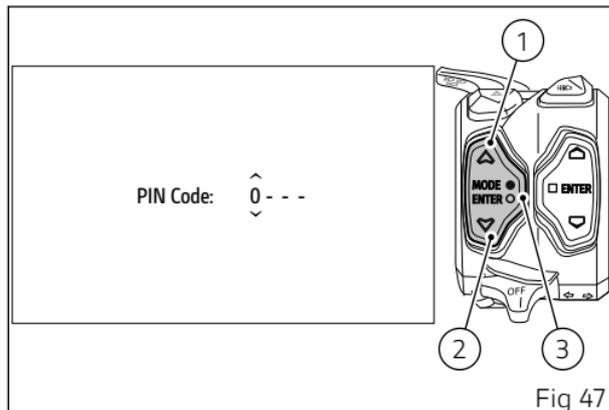
If the PIN code was activated via the "PIN Code" function in the "Setting menu" (see page 211), the instrument panel displays "PIN Code" with four spaces for the four digits of the PIN code.

Entering the code:

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

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

- if there is a problem during the PIN check, the instrument panel displays "Time out" for 2 seconds and then passes to the main screen;
- if the PIN code is not correct, the instrument panel displays "Wrong" for 2 seconds and then



goes back to previous screen, to allow you to try again;

- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

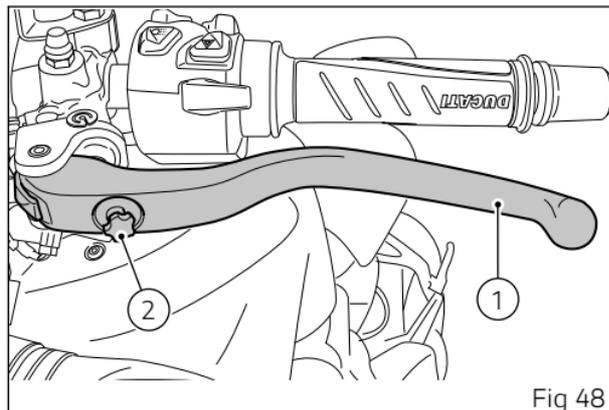


### Important

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

## Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar. To adjust the distance between the lever and the handgrip, rotate the knob (2) by the desired number of clicks. Working from the front of the bike, turn the knob (2) clockwise to move the lever away from the handgrip and anticlockwise to move the lever closer to the handgrip. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.



### Attention

Set clutch lever when motorcycle is stopped.

### Important

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

### 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 twistgrip (1) on the right handlebar opens the throttles.

When released, it will spring back to the initial position (idling speed).

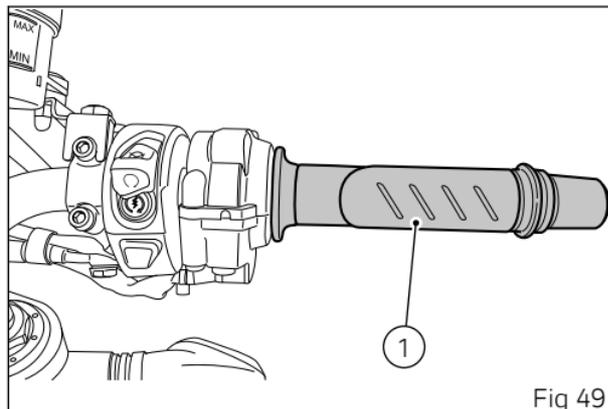


Fig 49

## Front brake lever

### Setting

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The brake lever (1) has a dial (2) for adjusting the distance between lever and handgrip on the handlebar.

To adjust the distance between the lever and the handgrip, rotate the knob (2) by the desired number of clicks. Working from the front of the bike, turn the knob (2) clockwise to move the lever away from the handgrip and anticlockwise to move the lever closer to the handgrip.

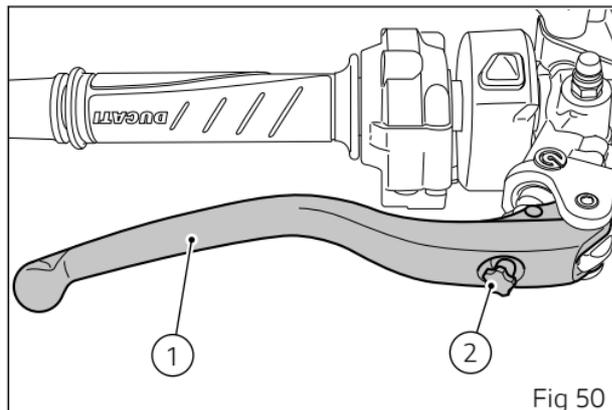


Fig 50

### Attention

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

### Attention

Set front brake lever when motorcycle is stopped.

## Rear brake pedal

Press pedal (1) down with your foot to operate the rear brake.

The control system is of the hydraulic type.

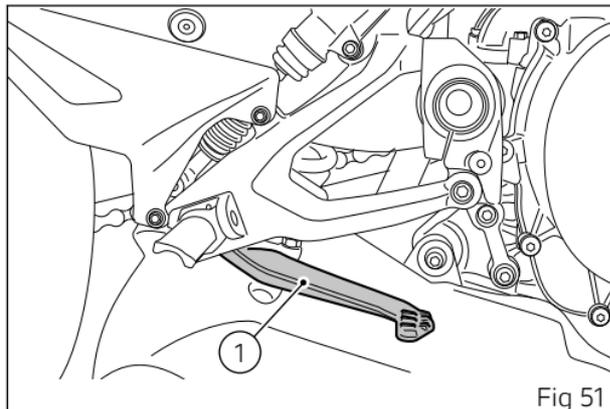


Fig 51

## Gear change pedal

When released, the gear change pedal (1) 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 1<sup>st</sup> gear and to shift down. The N light on the instrument panel will go out;
- upwards= lift the pedal to engage 2<sup>nd</sup> gear and then 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> gears.

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

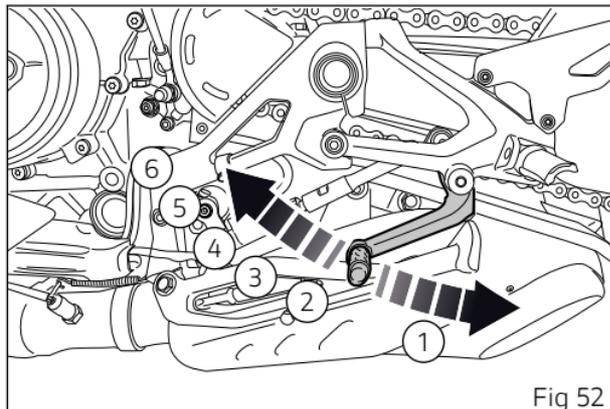


Fig 52

## Adjusting the position of the gearchange pedal and rear brake pedal

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

Adjust the pedals as follows:

Gear change pedal

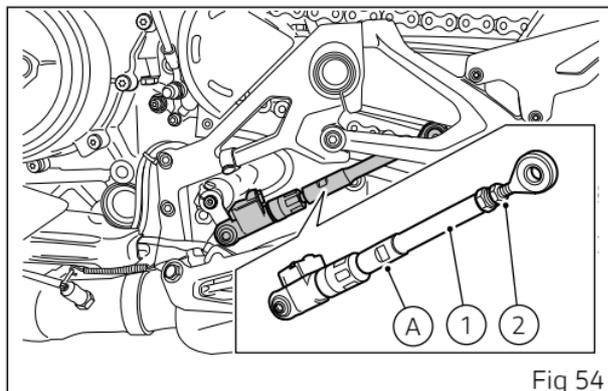
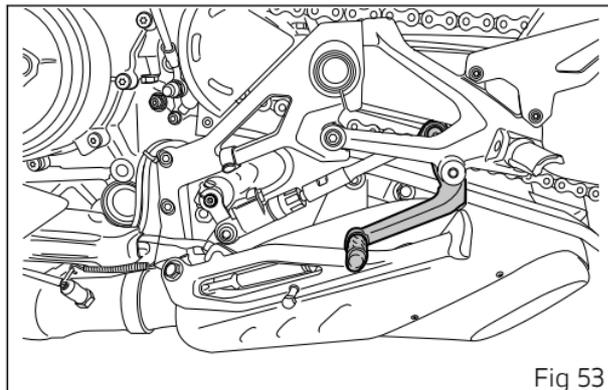
### Attention

Have the gearchange rod adjusted at a Ducati Dealer or authorised Service Centre.

Hold linkage (1) using the special flat (A) and loosen nut (2).

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position.

Tighten nut (2) onto linkage.



Once the adjustment is completed, check the correct value (B) of uniball travel (3).

The uniball (3) travel value (B) must be between 0 mm (0 in) (uniball completely screwed in) and 6 mm (0.24 in).

**⚠ Attention**

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

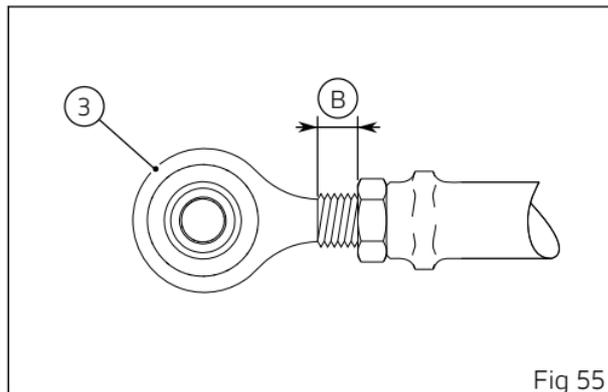


Fig 55

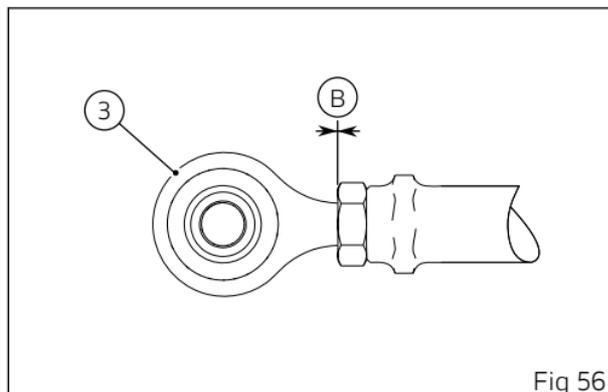


Fig 56

## Rear brake pedal

Loosen lock nut (7).

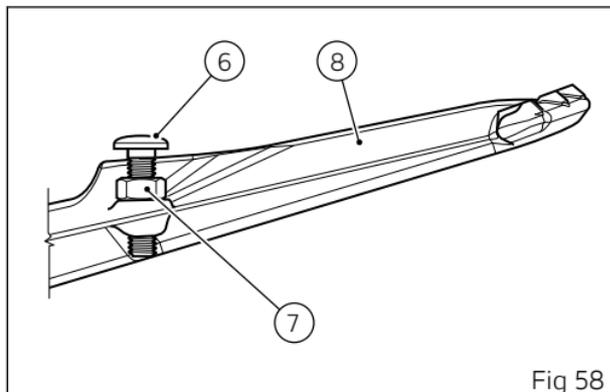
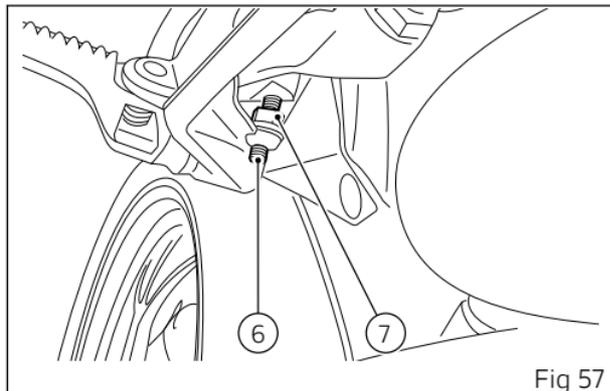
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the lock nut (7).

Operate the pedal (8) by hand to check that there is 1.5 to 2 mm (0.06÷0.09 in) of free play before the brake bites.

If not, adjust the length of the master cylinder pushrod.

### Attention

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



# Riding the motorcycle

## Motorcycle running-in period

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

Maximum engine rpm not to be exceeded for the first period of use	
Up to 1,000 Km (621 mi)	7,000 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.

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

- **FUEL LEVEL IN THE TANK**  
Check the fuel level in the tank. Refuel if necessary (see "Refuelling").
- **ENGINE OIL LEVEL**  
Check the level in the sump through the sight glass; top-up if necessary (see "Checking the engine oil level").
- **BRAKE AND CLUTCH FLUID**  
Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- **COOLANT**  
Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- **TYRE CONDITION**  
Check tyre pressure and condition (see "Tubeless tyres").

- **CONTROLS**  
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**  
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (see "Replacing headlight light bulbs").
- **KEY LOCKS**  
Check the tightening of the filler plug (see "Filler plug").
- **STAND**  
Make sure side stand operates smoothly and is in the correct position (see "Side stand").



### Attention

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

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

## ABS warning light

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

## 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.

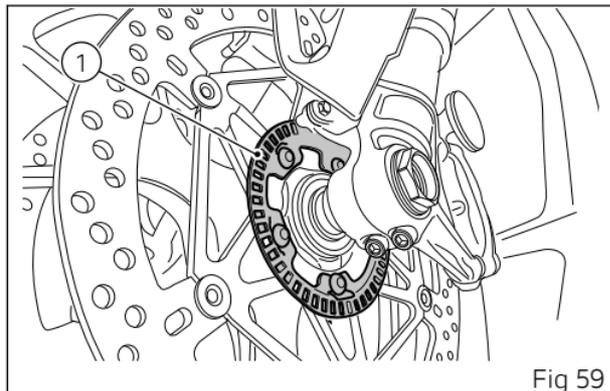


Fig 59

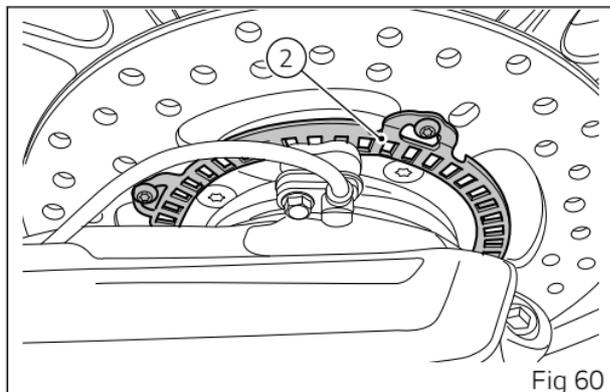


Fig 60

## Engine start/stop

### Attention

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

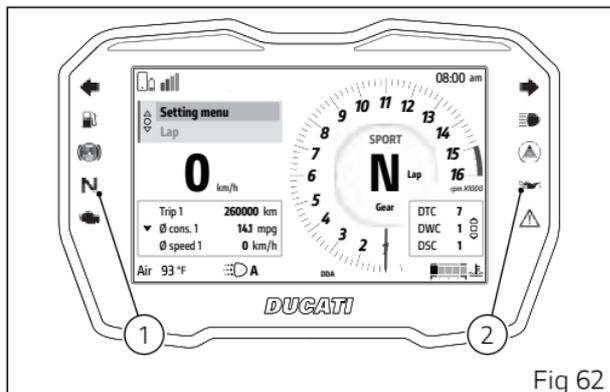
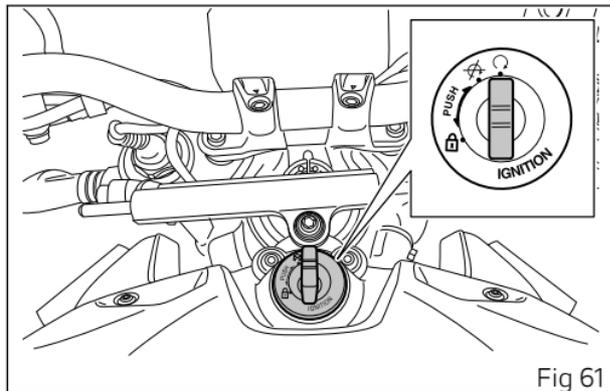
### Attention

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

Turn the key to ON. 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.



### Attention

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

### Note

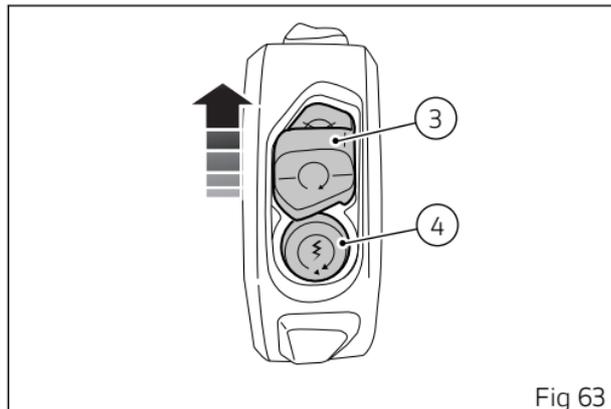
It is possible to start the engine with side stand down and the gearbox in neutral. When starting the motorcycle with a gear engaged, pull the clutch lever (in this case the side stand must be up).

### Important

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

### Attention

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



Turn the red switch (3) of the RH switch upwards, then press button (4) : let the motorcycle start spontaneously, without using the throttle control.

## Engine starting procedure at low temperature

### Important

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

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

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.

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

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

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

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

## Engine stop

The engine will shut off by moving the switch (3) downwards to  (engine stop). Turn the key to OFF (.).

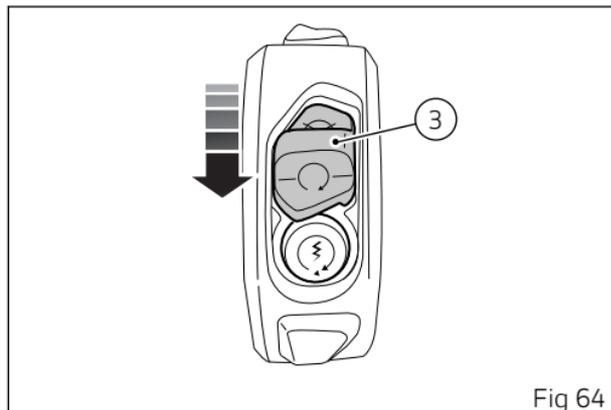


Fig 64

## Moving off

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

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



### Attention

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



### Attention

Prolonged wheelies could deactivate the ABS system.



### Note

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

## 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 Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit

allows the wheel to carry on turning, thereby preserving grip.

After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The 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.



## Attention

Using the two brake controls separately reduces the motorcycle braking power.

Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.

Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapour lock (brake fluid boiling) with a considerable reduction of the braking power.

Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

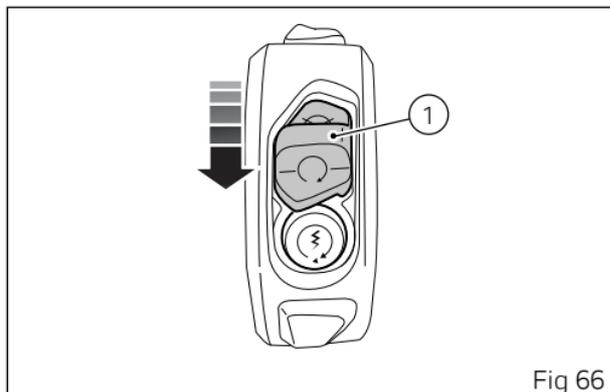
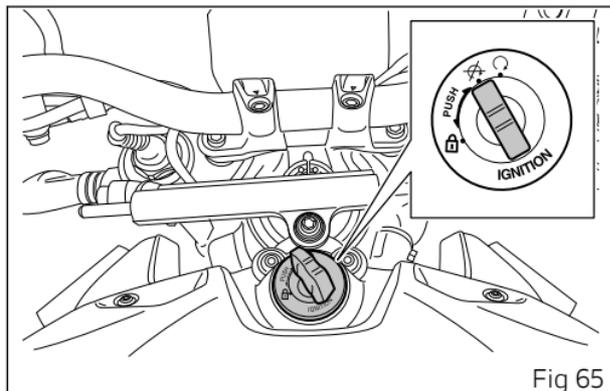
## Stopping the motorcycle

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

Do not release the clutch with a gear engaged to prevent the engine from suddenly stopping.

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

Turn the engine off by moving the switch (1) downwards to . Turn the key to OFF.



## Parking

### Parking light switching on

After stopping the engine, the instrument panel will display instructions to switch on the parking light for 20 seconds.

If you wish to switch on the parking light while the screen is displayed, press and hold button (1) on the left turn indicator position.

After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.

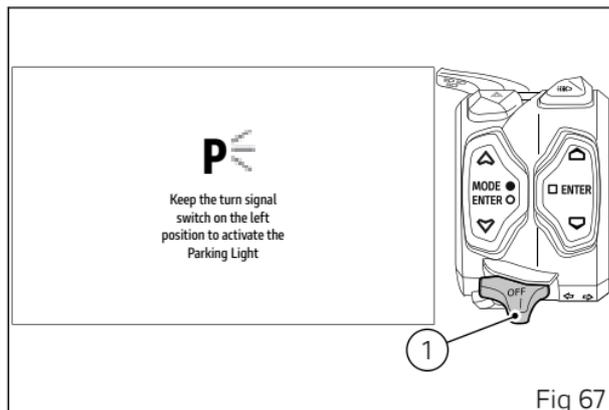
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

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

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

### Important

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



### Attention

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



## **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.

## Refueling

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.

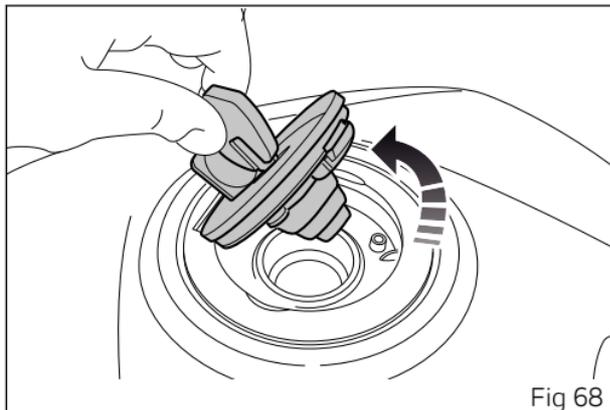


Fig 68



### 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.

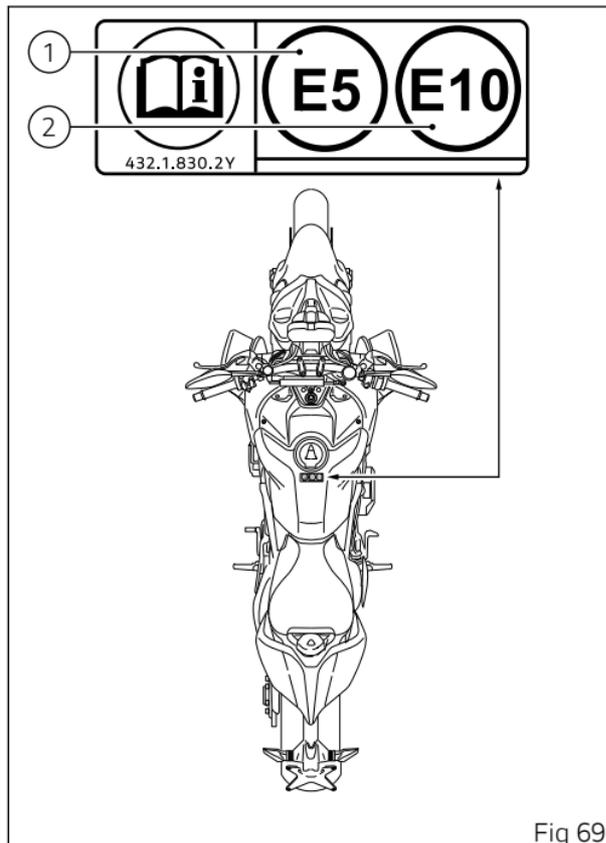


Fig 69

## Tool kit and accessories

The glove compartment positioned inside the seat back (A) contains a 4 mm (0.16 in) L-shaped Allen wrench (1).

To gain access to the compartment, remove the seat back (A) as described in chapter "Removing and refitting the seats".

The following parts, also supplied as standard, must be installed by a Ducati Dealer or Authorised Service Centre:

- rear-view mirror removal kit;
- number plate holder removal kit;
- open carbon clutch cover;
- Ducati Data Analyser+ (DDA+).



### Attention

This kit is for racing use (i.e., closed-course competition) only. After mounting the complete kit or even a part of it, the vehicle cannot be used on public roads. Owner is responsible for compliance with all laws concerning racing use and competition vehicles.

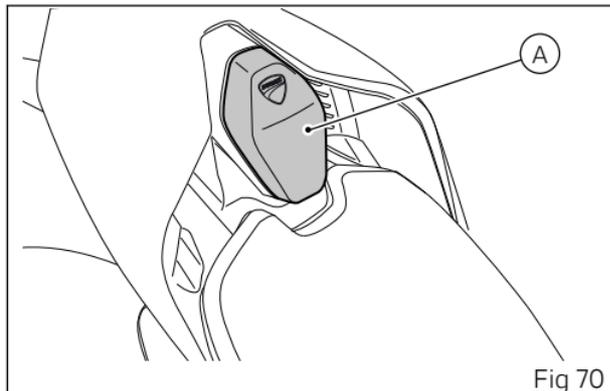


Fig 70

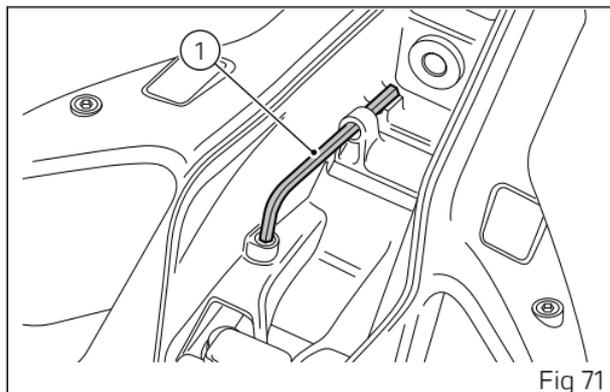


Fig 71

# Instrument panel (Dashboard)

## Instrument panel

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

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

## Warning lights

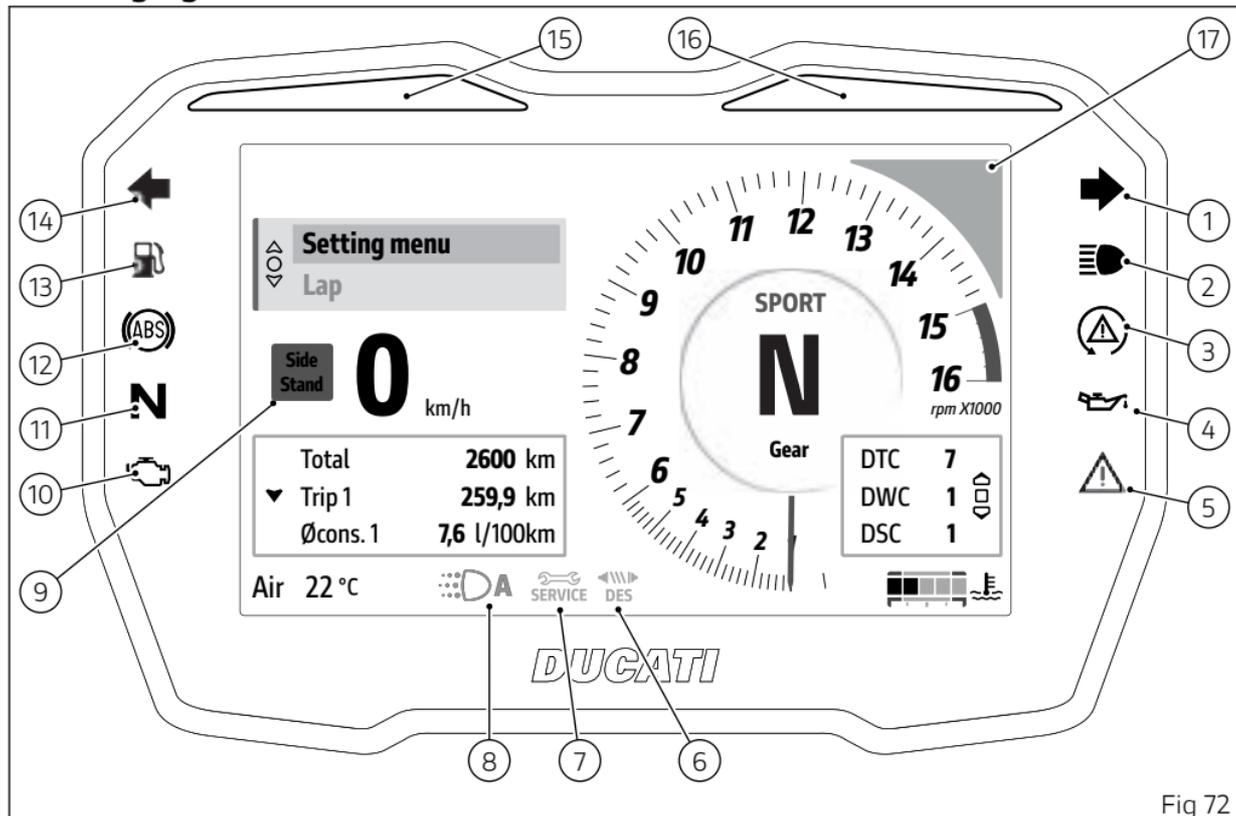


Fig 72

no.	Description	Colour
1	Right turn indicator	Green
2	High beam on	Blue
3	DAVC Diagnosis <ul style="list-style-type: none"> <li>flashing: DTC/DWC/DSC enabled, but with degraded performance;</li> <li>on: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit.</li> </ul>	Amber yellow
4	Engine oil low pressure  <b>Important</b> If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
5	Generic error	Amber yellow
6	DES Diagnosis <ul style="list-style-type: none"> <li>flashing: DES active with limited performance or in initialisation state;</li> <li>on: DES not working due to a malfunction.</li> </ul>	Amber yellow (display)
7	Service	Amber yellow (display)
8	DRL – daytime running light on, set in “Auto” mode (see page 204) (not present in China and Canada versions)	Green (display)
9	Side stand down	Red (display)

no.	Description	Colour
10	<p>MIL</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.</li> </ul>	Amber yellow
11	Neutral gear	Green
12	<p>ABS system malfunction</p> <ul style="list-style-type: none"> <li>• flashing: ABS in self-diagnosis and/or functioning with degraded performance;</li> <li>• on: ABS disabled and/or not functioning due to a fault in the ABS control unit.</li> </ul>	Amber yellow
13	Low fuel	Amber yellow
14	Left turn indicator	Green
15	Gear shift indication	Green
16	<p>Rev limiter / immobilizer</p> <ul style="list-style-type: none"> <li>• Rev limiter (see page 124): flashing light, limiter activated.</li> </ul>	Red

no.	Description	Colour
	 <b>Note</b> Each calibration of the Engine Control Unit may have a different setting for the rev limiter. <ul style="list-style-type: none"> <li>• Immobilizer: warning light flashing, key-off status.</li> </ul>	
17	DTC intervention	Amber yellow (display)

### **Important**

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

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

After this routine, the instrument panel displays the main page in the mode in use before last Key-Off.

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

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

## Main page items

3 main screen display modes (Info Mode) are available: Track, Road and Track Evo.

The Info Modes are associated by default with the Riding Modes (see page 121) as follows:

- Track for the Sport Riding Mode
- Road for the Street and Wet Riding Modes
- Track Evo for the Race Riding Mode

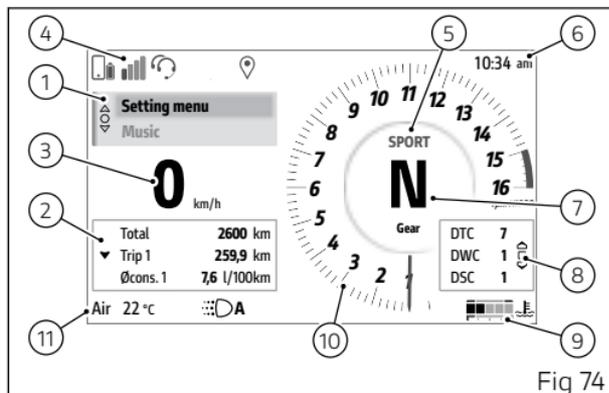
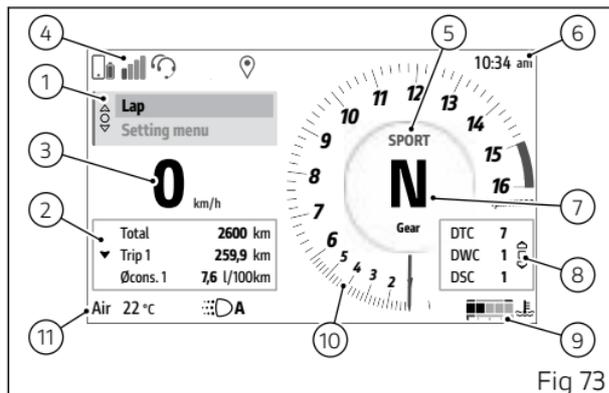
Track (Fig 73) and Road Info Modes (Fig 74)

The Track and Road Info Modes display all the information and elements needed for riding.

To change the displayed units of measurement, see page 239.

You can also set the screens in "Light" or "Dark" mode, see page 206.

The table lists the available items.



no.	Description
1	Interactive Menu (see page 114)
2	Info display (see page 114)
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Connected Bluetooth devices (see page 22)
5	Current Riding Mode (see page 121)
6	Clock Available in the 12 or 24-hour format. It is possible to set it through the "Date and time" function in the "Setting menu" (see page 216).
7	Gear
8	Parameter menu and quick level change (see page 126)

no.	Description
9	<p data-bbox="177 146 1322 267">Engine Coolant temperature (°C or °F) The temperature display range goes from +40°C to +165°C (+104°F ÷ +329°F). When the temperature is higher than +165°C (+329°F), the red flashing "HIGH" message is displayed.</p> <p data-bbox="177 285 1322 521">  <b>Attention</b>            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.         </p>
10	Rev counter (see page 124)
11	<p data-bbox="177 577 1322 608">Air temperature (°C or °F)</p> <p data-bbox="177 626 1322 692">  <b>Note</b>            When the motorcycle is stopped, the engine heat could influence the displayed temperature.         </p>

## Track Evo Info mode

The Race Info Mode offers an immediate view of the most important information and intervention of the electronic controls.

To change the displayed units of measurement, see page 239.

The table below lists the items available in the Track Evo Info Mode

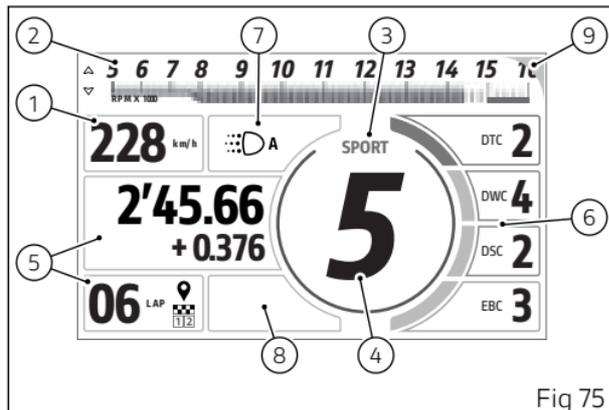


Fig 75

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Rev counter (see page 124) / Interactive Menu and Info display (see page 114).
3	Current Riding Mode (see page 121).
4	Gear.
5	Lap (see page 130).
6	Parameter menu and quick level change (see page 126). The DTC, DWC, DSC, EBC boxes are coloured when the relevant system is intervening (e.g. DTC in the picture).
7	Auto DRL indication (not present in China, Canada versions) / Heated handgrip level indication (if present, see page 137).
8	Warning/error display area.
9	DTC intervention.

## Interactive menu and Info display

### Interactive Menu (A)

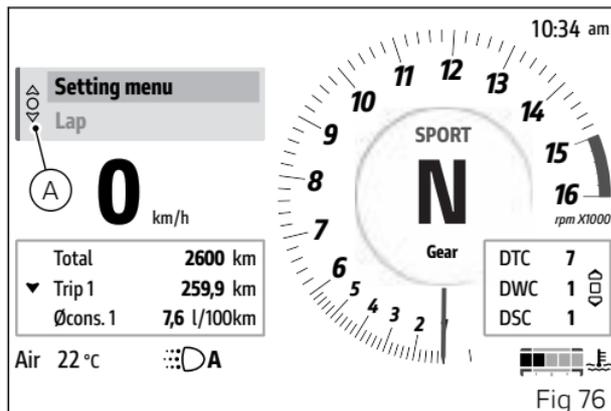
This menu contains a series of functions that can be activated by the rider.

When a function is activated, a corresponding window is displayed with which you can interact. Available functions are displayed on 2 lines, the selected function is the one highlighted at the top of the Interactive Menu.

To select the interactive menu, refer to paragraph "Selection and navigation" of this chapter.

Available functions include:

- Setting menu (see page 139)
- Lap, only available in Track Info Mode (see page 130)
- Music (if present, see page 29)
- Phone (if present, see page 32)



## Info display (B)

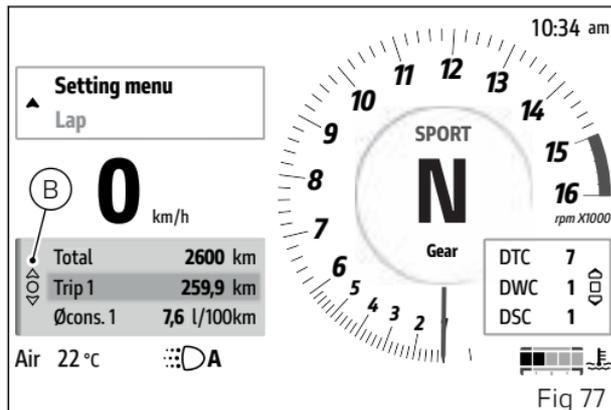
This menu contains all available meters with travel information.

Available information is displayed on 2 lines, the selected information is the one highlighted at the top of the Info display menu.

To select the Info display menu, refer to paragraph "Selection and navigation" of this chapter.

The order of the information can be changed via the "Info display" function in the "Setting menu" (see page 201).

To change the trip information units of measurement, see page 239.



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

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Trip 1	Partial mileage 1	km, miles
Ø cons.1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip 1 time	Travel time 1	hhh:mm
Trip fuel	<p>Residual range</p> <p>When the motorcycle is in a low fuel condition, this function is activated and automatically displayed in the menu, regardless of the item previously displayed. It is still possible to scroll through the other items present.</p> <p> <b>Note</b></p> <p>When the bike is no longer in a low fuel condition, the “Total” function is automatically displayed while the “Trip fuel” function is displayed.</p>	km, miles
Trip 2	Partial mileage 2	km, miles
Cons.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US

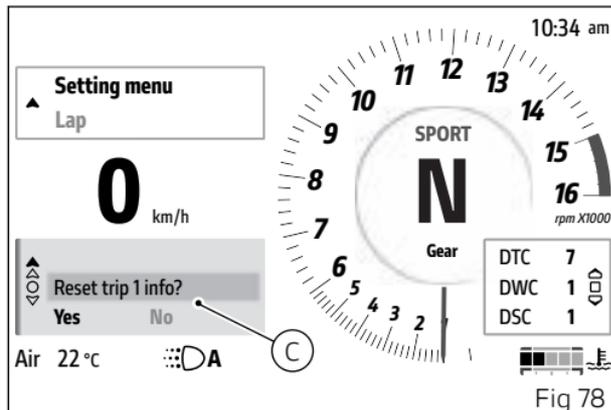
## Resetting trip 1 information

The "Trip 1", "Ø cons.1", "Ø speed 1" and "Trip 1 time" information can be reset by pressing the ENTER button (3) when selected: "Reset trip 1 info?" and the items "Yes" and "No" (C) are displayed.

Use buttons (1) and (2) to select "Yes" or "No" and press ENTER (3) to confirm your choice.

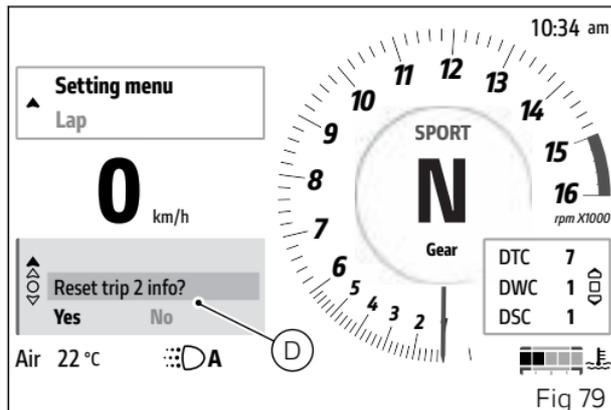
To exit without making any changes, keep button (1) pressed for a long time.

When the trip 1 information is reset, all the meters that refer to it are reset as well.



## Resetting trip 2 information

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

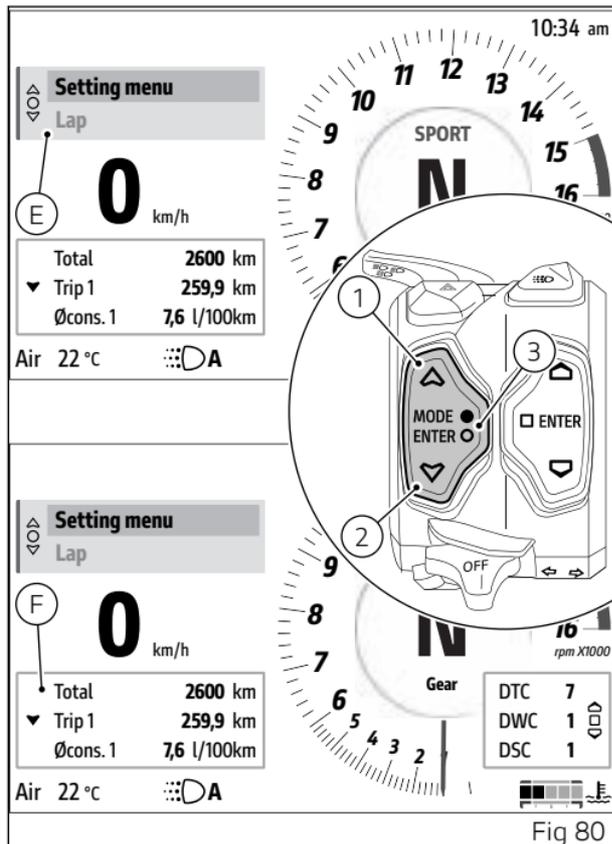


## Selection and navigation

When one of the menus is selected, the relevant window (E) or (F) is highlighted and buttons (1), (2) and ENTER (3) are used for menu navigation and interaction.

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

- if "Interactive Menu" is currently selected (E), long press and hold button (2) to move the selection to "Info display" (F);
- if "Info display" (F) is currently selected, long press and hold button (1) to move the selection to "Interactive menu" (E).



## Track Evo Info Mode - Functions menu

In Track Evo Info Mode (see page 109) there is the menu (G) that can be navigated using buttons (1), (2) and (3). The available functions are as follows:

- Rev counter with clock
- Rev counter
- Setting menu
- Total, engine coolant temperature, clock

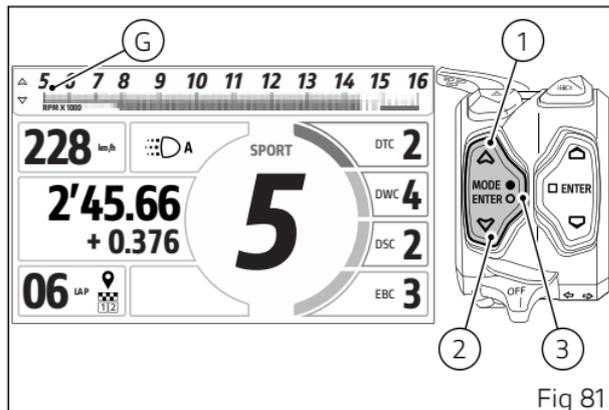


Fig 81

## Riding Mode

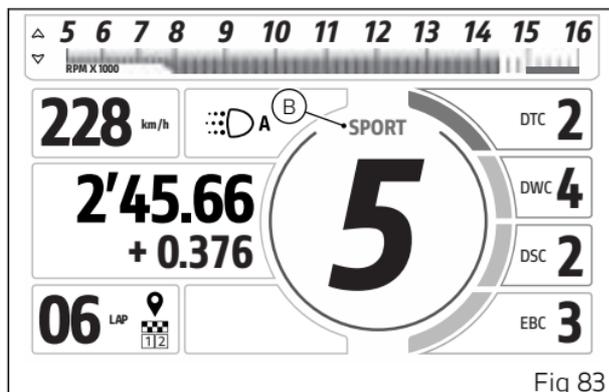
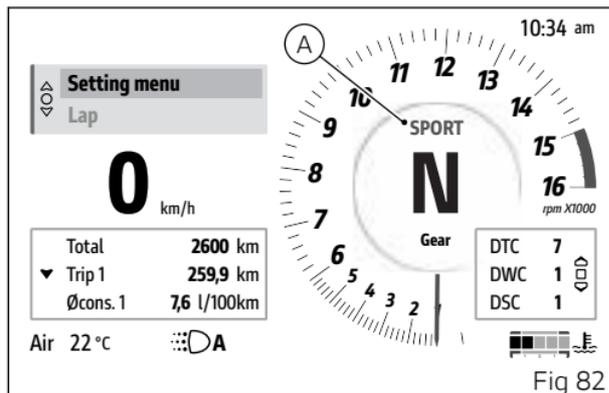
4 different "Riding modes" are available: Sport, Street, Wet, Race.

The name of the active Riding Mode is displayed above the indication of the gear engaged in Track and Road Info Modes (A, Fig 82), above the gear in Track Evo Info Mode (B, Fig 83) (see page 109).

Each Riding Mode is associated with a different colour for the name and rev counter box.

The parameters associated to each Riding Mode are the following: DAVC (DTC, DWC, DSC), Power, ABS, EBC, DQS, Info Mode, DES.

For each Riding Mode it is possible to customise the parameters using the "Riding Mode" function in the Setting menu (see page 145).



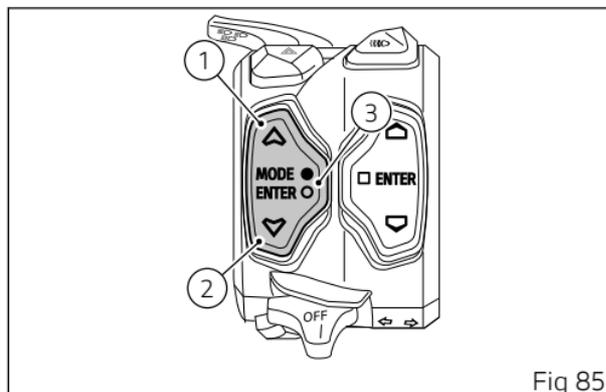
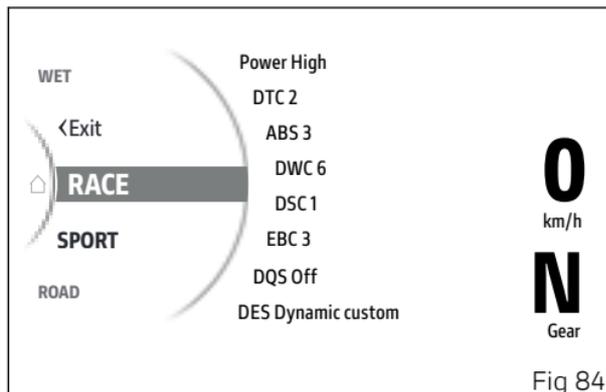
## Changing Riding Mode

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

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

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

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



- If both of the above conditions occur, the message "Close throttle and release brakes" is displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied and then the main screen is displayed.

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



### **Attention**

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

## Engine rpm indication

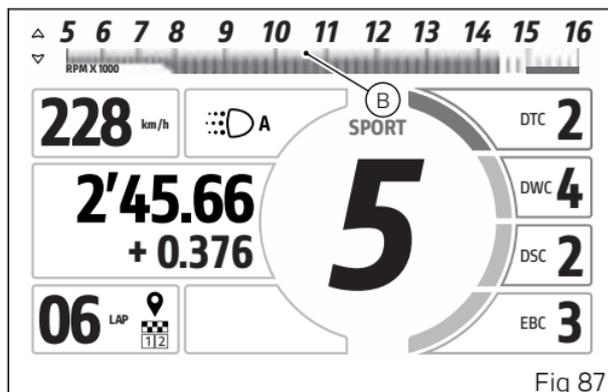
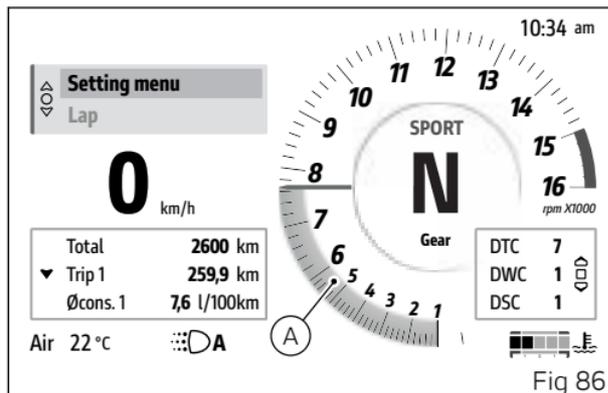
The engine rpm are displayed as follows:

- using a rev counter with a grey wake (A) in Track and Road Info Modes (see page 109);
- using a rev counter with a wake (B) in Track Evo Info Mode (see page 109).

During the first 1000 km (620 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set regardless of the engine temperature and is indicated when the wake becomes amber yellow.

After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature.

- If the engine temperature is below 40° C (104° F), the rpm threshold is 5000 rpm
- If the engine temperature is within 40° C (104° F) and 70° C (158° F), the rpm threshold is 9000 rpm
- If the engine temperature is above 70° C (158° F), the rpm threshold is 10,000 rpm.



When the wake becomes amber yellow and starts blinking and the warning light 15 page 105 turns on, the instrument panel is warning the rider to shift up. When the limiter is activated (Over-rev) the wake gets flashing red-coloured and the rev limiter warning light 16 page 105 turns on. If the number of rpm is lower than 1,000 rpm, the wake is not displayed.

## Parameter menu and quick level change

In the lower right corner of the main screen, both in Track and Road modes (see page 109), the parameter menu (A) that allows a quick level change for the selected parameter is displayed.

The following parameters and their currently set values are displayed in scrolling mode:

- DTC
- DWC
- DSC
- EBC

With the quick selection buttons  (1) and  (2) it is possible to scroll through the list of available parameters. The selected parameter is displayed in the middle of the menu (A).

By pressing button  **ENTER** (3) it is possible to change the level of the selected parameter.

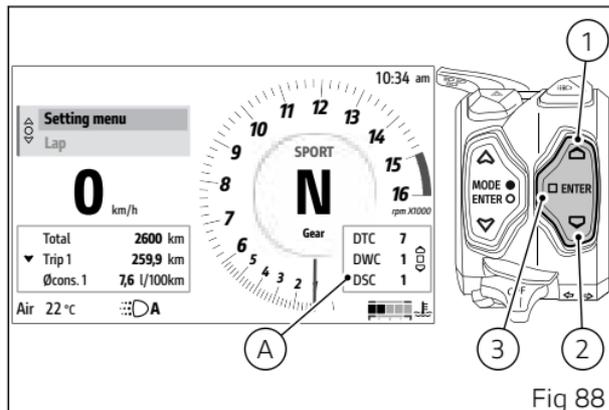


Fig 88

## Oil change

Pressing the button **ENTER** (3) displays the selected parameter and its currently set level together with the available values above and below it (B).

With the navigation buttons **UP** (1) and **DOWN** (2) it is possible to scroll through and select the available levels.

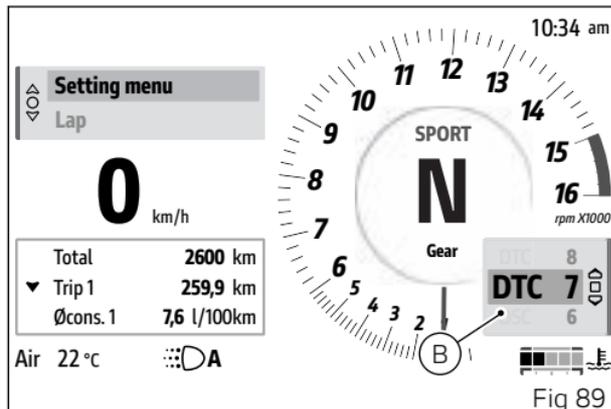
By pressing the button **ENTER** (3) you confirm the selected level and the instrument panel shows the previous screen.

The set level is memorised for the currently used Riding Mode.

For a correct choice of the levels and to customise the parameters for each available Riding Mode, refer to the "Riding Mode" function in the Setting menu (see page 145).

### Note

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



### Note

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

## Parameter menu and level change with Track Evo Info Mode

If Track Evo Info Mode is active (see page 109), the following parameters and their current settings are displayed on the right side of the screen:

- DTC
- DWC
- DSC
- EBC

The currently selected parameter is indicated by the colouring of the corresponding cursor (C, in the example "DTC").

With the quick selection buttons  (1) and  (2) it is possible to select the desired parameter.

Press the button  ENTER (3) to change level.

The window of the selected parameter (D, in the example "DTC") is then enlarged, above and below the current level, 2 arrows are displayed indicating that by using the buttons  (1) and  (2) it is possible to scroll through the levels available for the parameter being modified.

By pressing the button  ENTER (3) you confirm the selected level and the instrument panel shows the previous screen.

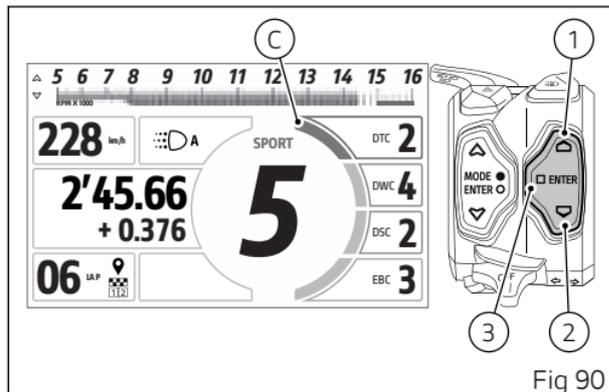


Fig 90

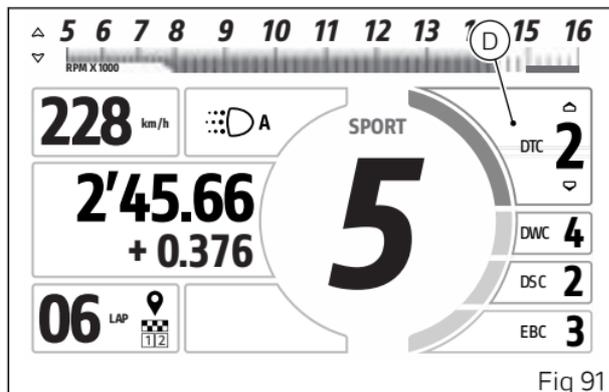


Fig 91

The set level is memorised for the currently used Riding Mode.



## LAP BASIC

In Track Info Mode, the relevant window (C) is displayed:

- If the function is disabled, "Off" is shown with the stopwatch and indication of the lap number; press ENTER (3) to enable the function.
- If the function is enabled, "On" is shown with the stopwatch and indication of the lap number; press ENTER (3) to disable the function.

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

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

In Track Evo Info Mode, the lap time is shown in the box (D) and the lap number is shown in the box (E).

It is possible to record maximum 60 laps. Once the function is activated, flash button (4, Fig 93) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (4) is pressed, the stopwatch flashes for 1 second displaying the time

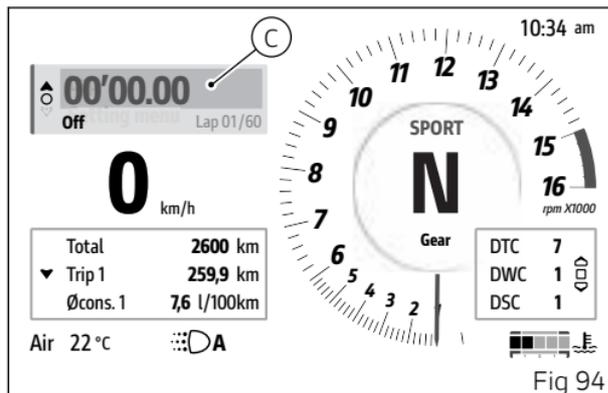


Fig 94

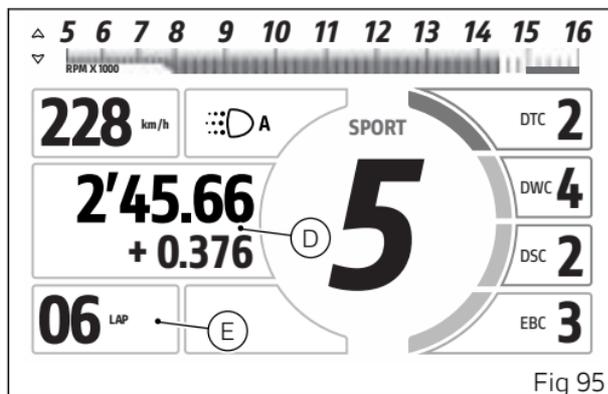


Fig 95

just completed and returns to display the time in progress.

If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and steadily for another 5 seconds, after which it returns to display the time of the current lap, updating the number of laps. When the 60th lap is reached, the message "Full" is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.

Use the "Lap" function in the "Setting" menu (page 223) to:

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

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

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

The following data is recorded for each lap:

- Time

- Maximum reached speed
- Maximum reached RPM
- Maximum reached lean angle
- Maximum reached yaw angle.



### Note

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



### Note

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

## LAP EVO

If the bike is equipped with the GPS EVO module the LAP EVO function is enabled. The display shows GPS symbol (E) further to timer and Lap number.

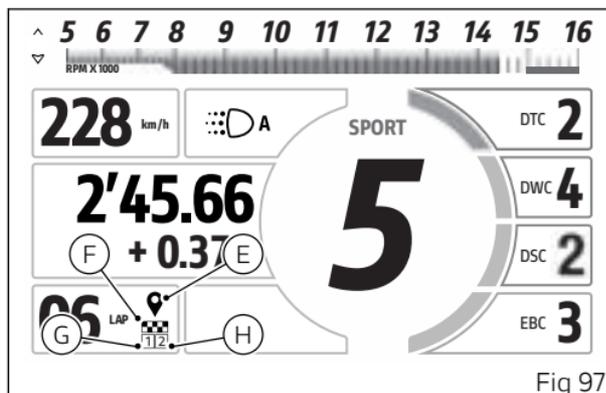
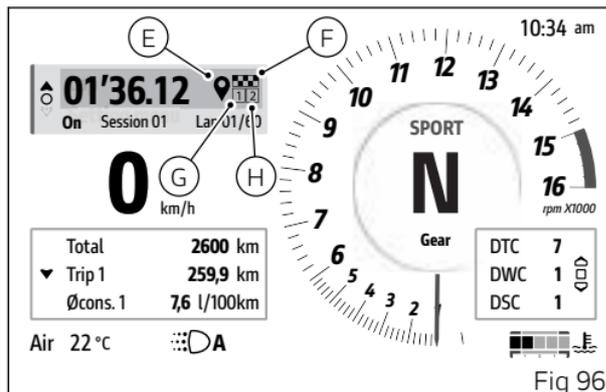
Here are the screens for Track Info Mode (Fig 96) and Track Evo Info Mode (Fig 97).

Unlike the LAP BASIC, the LAP EVO allows recording the position of the finish-line and 2 intertimes. Once the finish-line and intertime coordinates are set, the Lap times are managed by the GPS.

To set the finish-line and the intertime coordinates it is necessary to:

- position the bike on the finish-line and shortly press the FLASH button (4) to record the coordinates; the symbol (F) is displayed;
- position the bike on the first intertime and press the FLASH button (4) for a long moment to record the coordinates; the symbol (G) is displayed;
- position the bike on the second intertime and press the FLASH button (4) for a long moment to record the coordinates; the symbol (H) is displayed.

The set coordinates remain recorded also after a key-off.



To change the coordinates of one or more positions, repeat the recording procedure described above by respecting the order: FINISH-LINE – INTERTIME 1 – INTERTIME 2.

The coordinates are deleted automatically when the instrument panel detects that the motorcycles moves by more than 15 km away from the memorised coordinates.

The LAP EVO allows recording maximum 60 laps, which can be divided into up to 6 sessions. Upon each key-on, when the Lap function is activated, the instrument panel enables a new session.

Once session 6 is reached, in case of key-on the instrument panel continues the lap recording in session 6.

When the 60th lap is reached, the display will show "Full".

To delete the recorded sessions and laps, refer to the "Lap" function in the "Setting menu" (page 223).

For each lap time, the LAP EVO function allows recording the following parameters:

- Lap time
- intertime 1
- intertime 2

- maximum reached speed detected through GPS EVO
- maximum reached rpm
- maximum reached lean angle
- maximum yaw angle

## Delta time

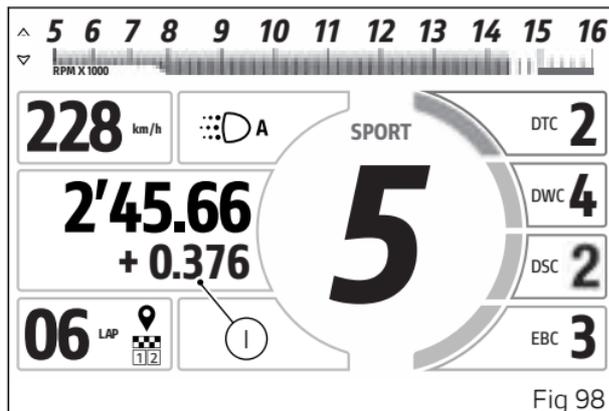
In the Track Evo Info Mode, the “Delta time” (I) function appears below the timer, showing the comparison (positive or negative) of the recorded time with the previous lap.

Every time a lap is completed:

- 1) if the delta is negative, it means that the lap just recorded is better and therefore the delta, the timer and the lap number flash for 5 seconds;
- 2) if the delta is positive, it means that the lap just recorded is not better and therefore the delta, the timer and the lap number flash for 2 seconds and remain steady on for 3 seconds.

### Note

The “Delta time” is not displayed during the recording of the first lap.



The following notes are to be considered valid for both LAP BASIC and LAP EVO types.

 **Note**

If bike speed is equal to 0, after 5 seconds from 1st lap time recording start, the instrument panel stops the time recording by resetting the timer.

 **Note**

If during a time recording the motorcycle is stopped or the speed goes below 5 km/h (3 mph), the instrument panel stops the recording and resets the timer automatically.

 **Note**

Any time you record a new lap time, if it is better than those previously memorised, the lap timer flashes quickly for 6 seconds, otherwise the timer flashes quickly only for 1 second. Best lap time is calculated only if at least 2 lap times have been recorded.

 **Note**

If the Lap function is active, the instrument panel memorises the status upon the key-off. If the key is turned off during a Lap time recording, upon the next key-on the instrument panel stops and resets the timer.

 **Note**

When the timer is started, if the time exceeds 08'59.99, it is reset and starts the count from 00'00.00.

## Heated grips (if present)

This function allows enabling and setting handgrip heating and is only available if heated handgrips are installed on the bike.

To enable and set the level of the heated handgrips press button (1) on the RH switch. The heated handgrips icon will be displayed in large mode (A). Each time the button is pressed it cycles through the OFF, Low, Medium, High levels indicated by the arrows on the symbol (in the example "high").

To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode (B).

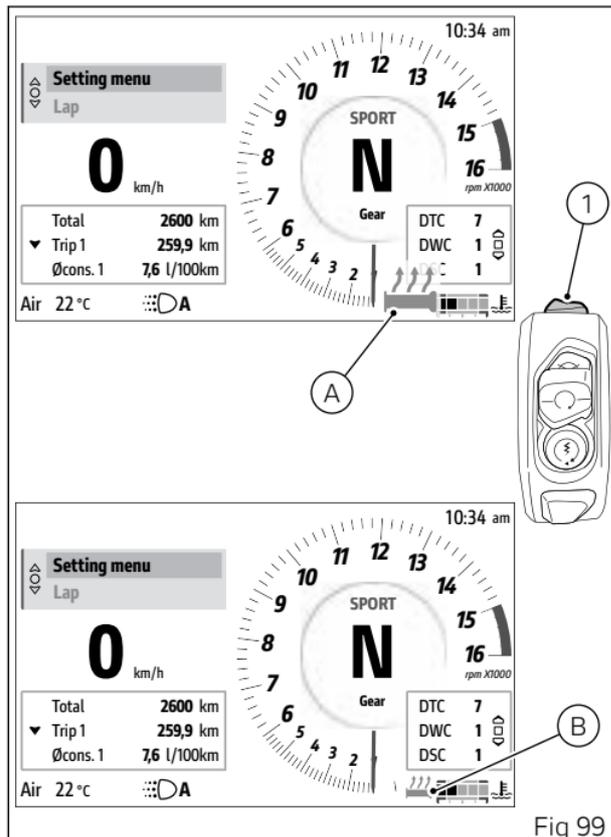


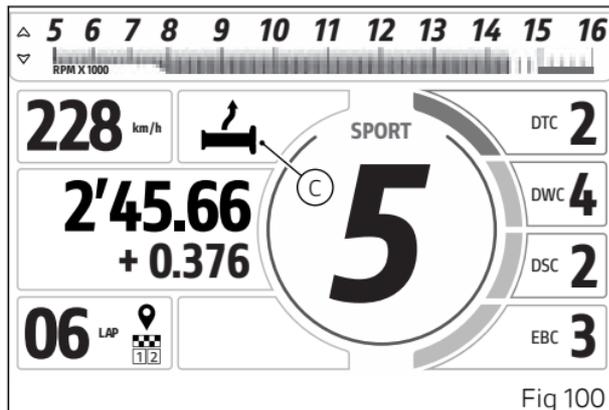
Fig 99

In Track Evo Info Mode, the heated handgrip icon is shown in the box (C) only in large mode and during heating adjustment.

### 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.

The heated handgrips icon is coloured grey when the heating is not active.





The instrument panel displays the dedicated page listing the available settings:

- Service
- Riding Mode
- Info display
- DRL
- Display setup
- PIN Code
- Date and time
- Lap
- Tyre calibration
- Bluetooth (if any)
- Turn indicators
- Language
- Units
- Info

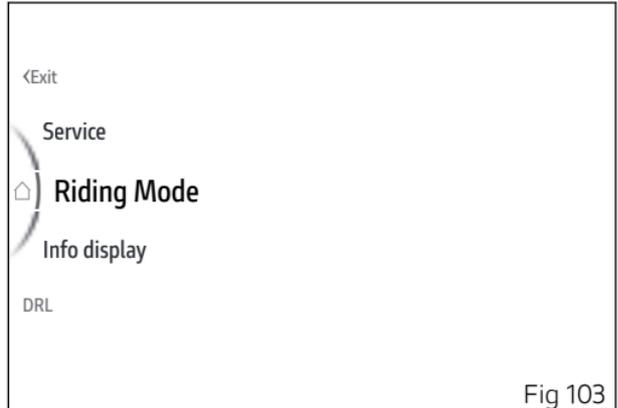


### Note

When entering the Setting menu, the first item selected is "Riding Mode".

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

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



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

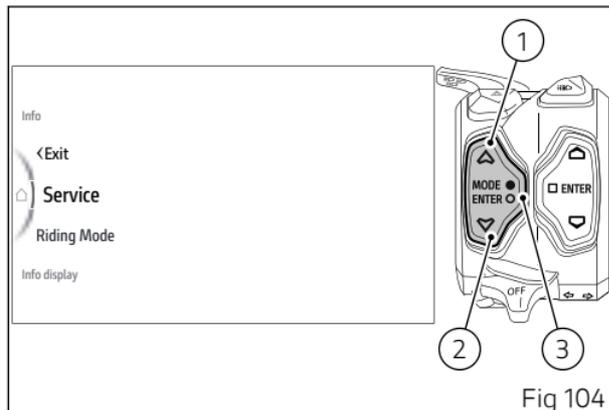
## Setting menu - Service

This function allows displaying service coupons.

### Note

When entering the Setting menu, the first item selected is "Riding Mode".

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Service" item and press ENTER (3).



The following information will be displayed:

- Total (km)
- VIN (Vehicle identification number)
- Oil service (remaining kilometres or miles)
- Annual service (date)
- Desmo Service (remaining kilometres or miles)

When a service is due, it is highlighted in yellow. This function does not allow any kind of changes. Press the ENTER button (3) to quit.

The 1000 Mileage Service must be carried out after the first 1,000 km/ 600 mi.

The oil service (OIL Mileage Service) 🛢️ must be carried out every 15,000 km/9,000 mi or every 24 months.

The annual service (Time Service) 📅 must be carried out every 12 months.

The Desmo Service (DESMO Mileage Service) 🛠️ must be carried out every 60,000 km / 36,000 mi. If the motorcycle is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

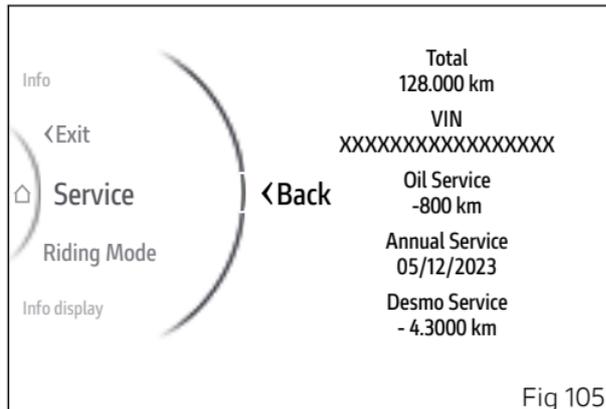


Fig 105

The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

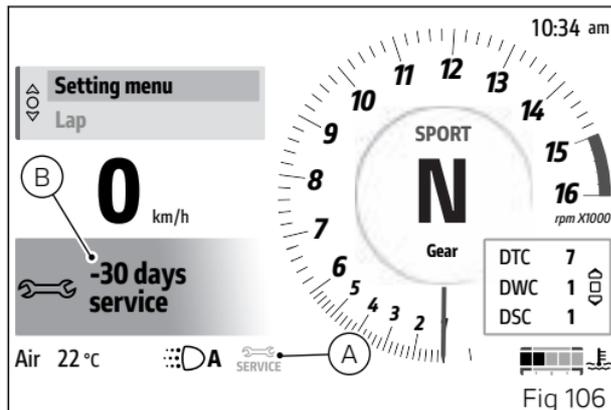
Service coupon types are: "Oil Service", "Annual Service" and "Desmo Service".

Within the scheduled maintenance chart (see page 292) they are indicated as "OIL service", "Annual service" and "DESMO Service", respectively.

## Service warnings

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

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel activates the grey warning (B) for 5 seconds upon each Key-On, showing the remaining distance or days: for "Oil service" and "Desmo Service" it activates 1,000 km (621 miles) before service is due, for "Annual service" 30 days before service is due. Once the service threshold has been reached and exceeded, and each time the instrument panel is switched on, a yellow indication (B) is displayed for 5 seconds, showing the distance or days exceeded with respect to the pre-set threshold for the related service.



The possible indications regarding service coupons are:

- 1) (C) "Oil service" and "Valve Check", grey, activates when 1000 km (621 miles) are left before the relative service.
- 2) (D) "Annual Service", grey, activates 30 days before service is due.
- 3) (E) yellow, activates when a service threshold has been reached.
- 4) (F) yellow, activates when a service threshold has been exceeded, indicating the distance.
- 5) (G) yellow, activates when a service threshold has been exceeded, indicating the days.

## Digital Maintenance

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

Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines. The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet).

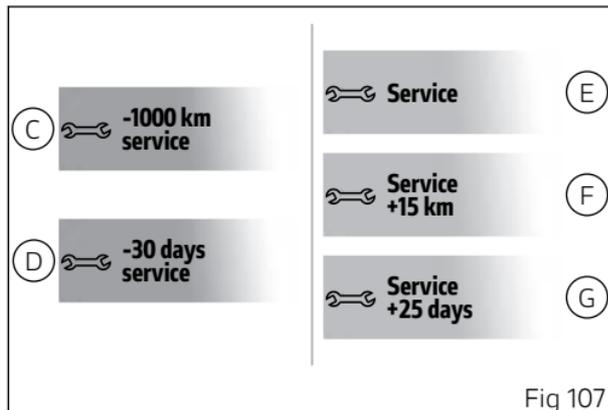


Fig 107

The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.



## Setting menu - Riding Mode

This function allows customising every Riding Mode.

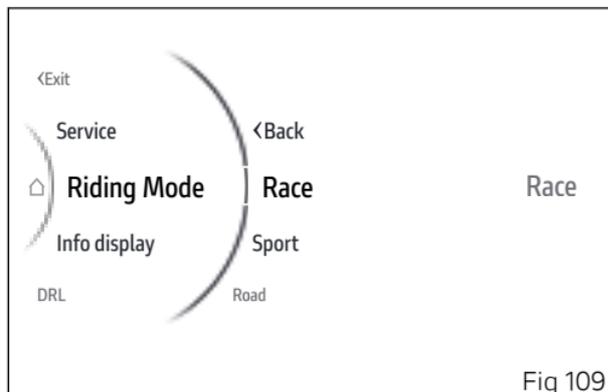
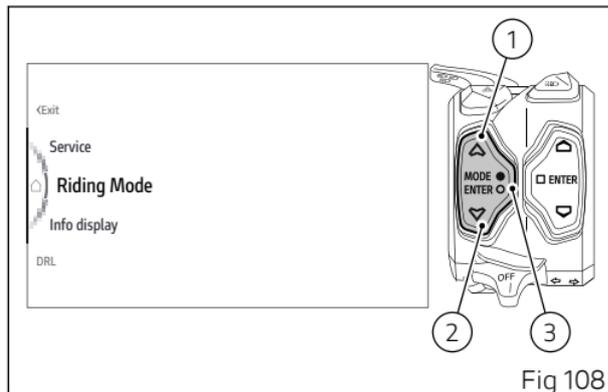
- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).

The "Race", "Sport", "Road", "Wet" Riding modes and "Default" item are displayed (only visible if one or more parameters of one or more Riding modes have been changed).

Use buttons (1) and (2) to select the Riding Mode you wish to customise and press ENTER (3).

### Attention

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



The customisable parameters are the following:

- DAVC (DTC, DWC, DSC)
- Power
- ABS
- EBC
- DQS
- Info Mode
- DES
- Default (visible only if one or more parameters of the selected Riding Mode have been changed)

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER (3) to modify the parameters.

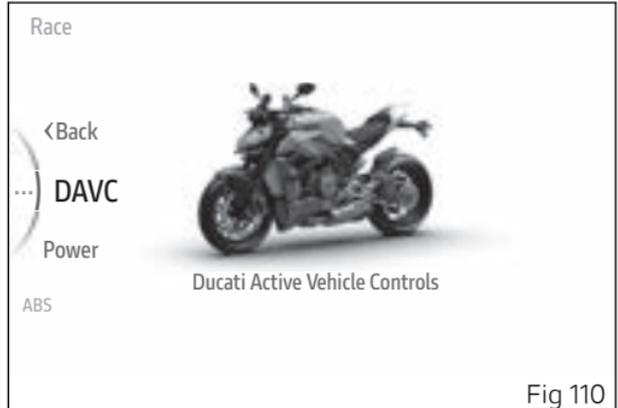


Fig 110

## Setting menu - Riding Mode - DAVC

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

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DAVC" item and press ENTER (3).

The following items will be displayed in this menu: "DTC", "DWC", "DSC", "Default" (visible only if one or more parameters are different from the default ones).

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

For the DTC function, refer to paragraph page 149.

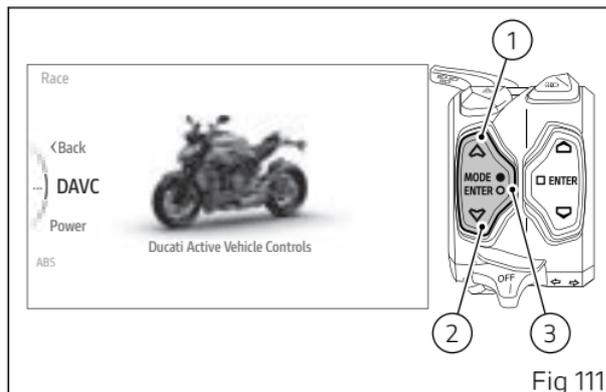


Fig 111



Fig 112

For the DWC function, refer to paragraph page 155.  
For the DSC function, refer to paragraph page 161.

### Restoring the DAVC parameter default values

By selecting "Default" and pressing the ENTER button (3), the default parameters of the DTC, DWC and DSC are restored for the selected Riding Mode. From this moment (and until one or more parameters are customised) the "Default" indication is no longer visible.

## Setting menu – Riding Mode - DAVC - DTC

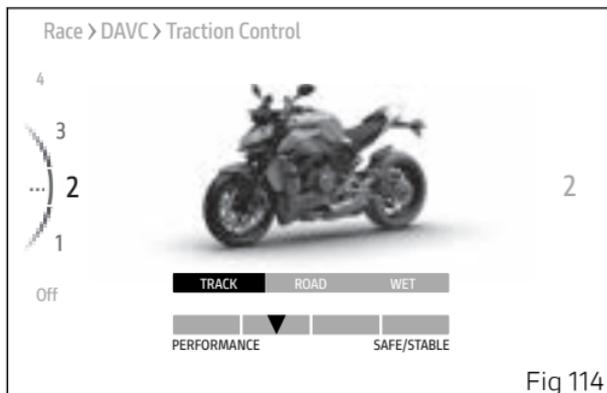
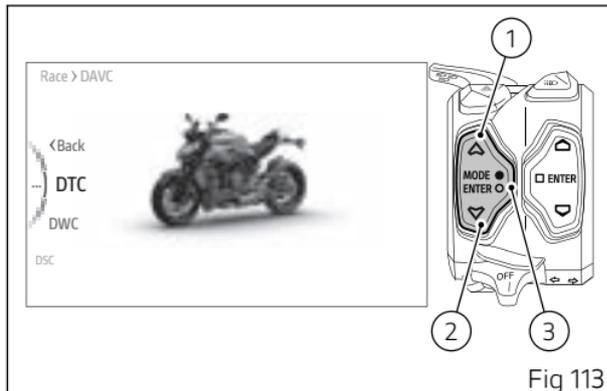
### Attention

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

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

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).



- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DAVC" item and press ENTER (3).
- Select the "DTC" (Fig 113) item and press ENTER (3).

Levels from 1 to 8 and "Off" (Fig 114) are displayed on the left. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

### **Attention**

DTC is a rider aid that can be used both on the road and on the track. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to 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 modes that can be selected by the user:

DTC	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The DTC is disabled.	
1	TRACK Professional	This level is designed for exclusive track use and for very expert riders. It is optimised for OEM tyres. In this mode, the DTC allows side slipping.	
2	TRACK	This level is designed for track use and for expert riders. In this mode, the DTC allows side slipping	
3	SPORT/TRACK	This level is designed for track use (and road use, for expert riders and roads with high grip conditions).	It is the default level for the "RACE" riding mode
4	SPORT	This level is designed for sporty use, with good grip conditions.	It is the default level for the "SPORT" riding mode
5	MEDIUM SAFE & STABLE	This level is designed for use on roads with good grip conditions. Compatible with ENGINE MEDIUM setting.	It is the default level for the "ROAD" riding mode
6	HIGH SAFE & STABLE	This level is designed for road use. Compatible with ENGINE MEDIUM and LOW setting.	

DTC	RIDING MODE	CHARACTERISTIC	DEFAULT
7	RAIN	This level is designed for road use, when surface is wet and moderately slippery.	
8	RAIN SAFE & STABLE	This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level.	It is the default level for the "WET" riding mode

## 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 and with the OE final drive ratio. In particular, OE tyres for this motorcycle are indicated in the "Technical specifications" section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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

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

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 the level in order to get used to the system. If the level of DTC intervention seems

aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

## Setting menu – Riding Mode - DAVC - DWC

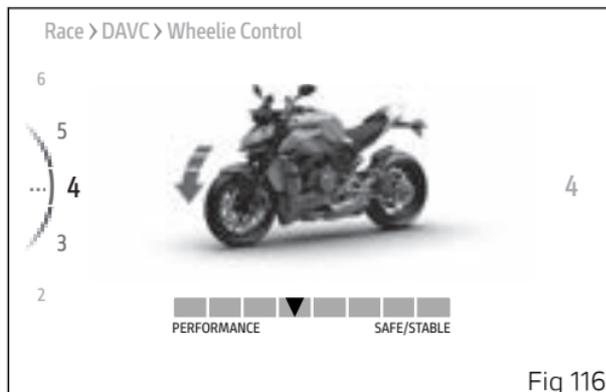
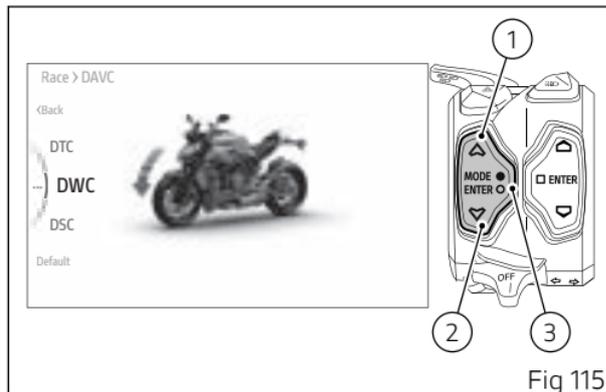
### Attention

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

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

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).



- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DAVC" item and press ENTER (3).
- Select the "DWC" (Fig 115) item and press ENTER (3).

Levels from 1 to 8 and "Off" are displayed on the left-hand side. The currently set level is displayed on the right (Fig 116). The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).



## Attention

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

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

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

<b>DWC LEVEL</b>	<b>RIDING MODE</b>	<b>CHARACTERISTIC</b>	<b>DEFAULT</b>
OFF		The DWC is disabled.	
1	HIGH PERFORMANCE	Track use for very expert riders. The system permits wheeling.	
2	HIGH PERFORMANCE	Track use for expert riders. The system maximises acceleration while enabling reduced wheelies and controlling the speed at which the motorbike wheelies.	
3	MEDIUM PERFORMANCE	Track use for moderately expert riders. The system maximises acceleration while enabling reduced wheelies and controlling the speed at which the motorbike wheelies.	It is the default level for the "RACE" riding mode
4	PERFORMANCE	Level for moderately expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	

DWC LEVEL	RIDING MODE	CHARACTERISTIC	DEFAULT
5	SPORT	Level for moderately expert riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "SPORT" riding mode
6	LOW SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "ROAD" riding mode
7	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system significantly reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system prevents wheeling.	It is the default level for the "WET" riding mode

## Tips on how to select the sensitivity level

### Attention

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

As for tyres, in the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 200/60 ZR17; front = 120/70 ZR17), it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

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

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

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift

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

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

### The rider's experience

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

## Level depends on type of track

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

## Tips for use on the track

We recommend to use level 8 for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

## Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7

you cannot perceive any DWC intervention, switch to level 8).

## Setting menu – Riding Mode - DAVC - DSC

### Attention

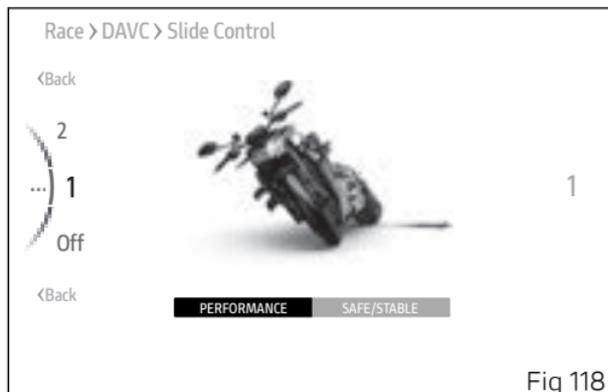
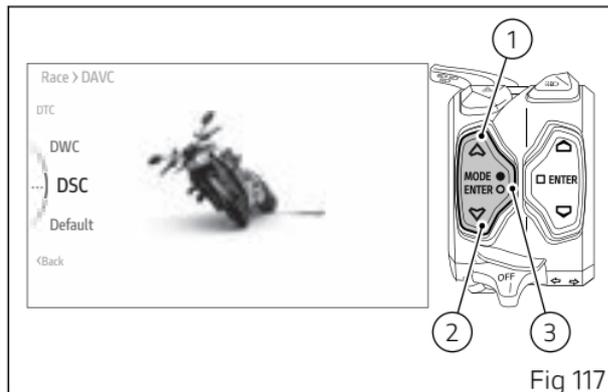
When the DTC is set to “Off”, the DWC and DSC are also automatically set to “Off”, so both the wheelie control and the vehicle dynamics stabilisation control are deactivated.

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

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

This function disables DSC level for the selected riding mode.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).



- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DAVC" item and press ENTER (3).
- Select the "DSC" (Fig 117) item and press ENTER (3).

Levels 1, 2 and "Off" (Fig 118) are displayed on the left. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

The following table indicates the most suitable level of DSC intervention for the various riding modes, as well as the default settings in the Riding modes that can be selected by the user.

DSC LEVEL	CHARACTERISTIC	DEFAULT
OFF	The DSC is disabled.	NO
1	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a limited way in order limit side slipping.	NO
2	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a more significant way in order limit side slipping.	It is the default level for the "RACE", "SPORT", "ROAD" and "WET" riding modes.



### Attention

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

## Tips on how to select the intervention level

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

To this end, we recommend to identify first the most suitable DTC level according to the indications provided in the DTC system description.

Then, we recommend selecting the DSC 2 level, i.e. the most invasive intervention, and ride some laps to become familiar with the system. If the system intervention on the lateral grip is too strong, we recommend trying DSC 1 level, associated to a softer intervention.

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

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



## Attention

The DSC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to 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.

## Setting menu - Riding Mode - Power

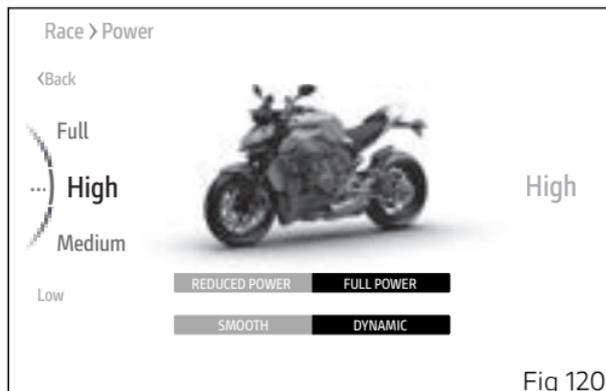
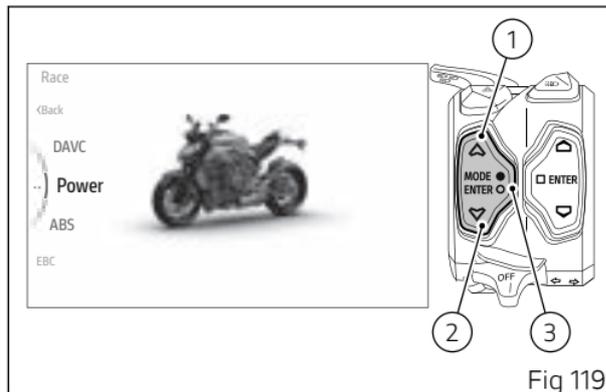
This function allows setting the engine power.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "Power" item and press ENTER (3).

The levels "Full", "High", "Medium" and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.

While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



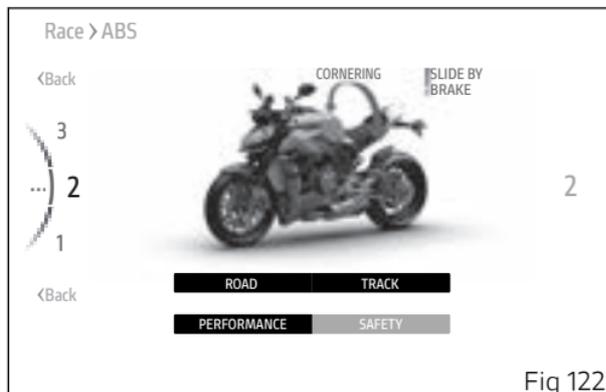
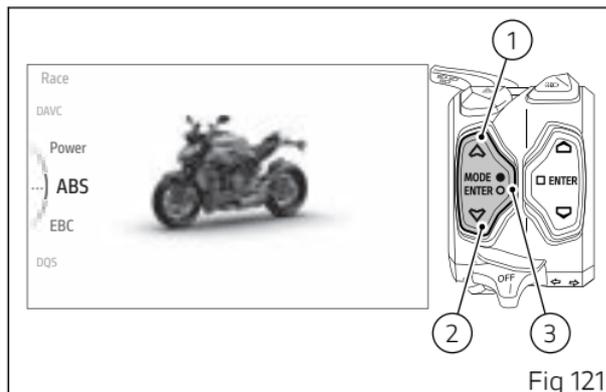
## Setting menu - Riding Mode - ABS

The ABS of the Streetfighter V4 SP2, in the selected level, can have the "cornering" function that optimises ABS functionality even when the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. According to the selected level, the Streetfighter V4 SP2 ABS can also include the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

This function allows setting the ABS intervention level.

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

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.



While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores

the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.

The front and rear brakes use separate control systems.

The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels of intervention, each associated with a Riding Mode.

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

realigning the vehicle in order to always ensure the maximum safety.



### **Attention**

Using the two brake controls separately reduces the motorcycle braking power.

Using the brake controls harshly or suddenly may cause wheel lock-up or rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.

Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.

Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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

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

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

Tips on how to select the intervention level

### **Attention**

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are indicated in the “Technical specifications” section of this manual. The use of tyres of different size and characteristics to the original tyres 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 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents, in most cases, the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action



### **Attention**

During extreme braking, under certain riding conditions, rear wheel lift can occur: in such situations the rider must adjust the force applied to the brakes.

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. ABS level 2 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. Moreover, level 2 activates the function of slide control under braking (available in this level only).

ABS level 1 is conceived for very expert riders and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.

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

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

## Setting menu - Riding Mode - EBC

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

The system allows the rider to set "engine brake", the range being from a maximum engine braking with system set to level 1, and progressively decreasing as level increases.

System is particularly sensitive at high rpm and sensitivity gradually decreases as soon as engine rpm decrease.

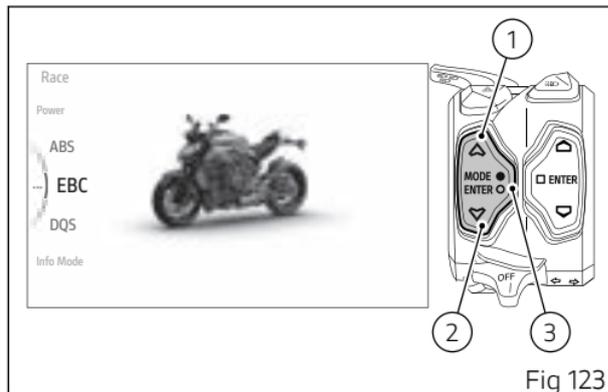


Fig 123

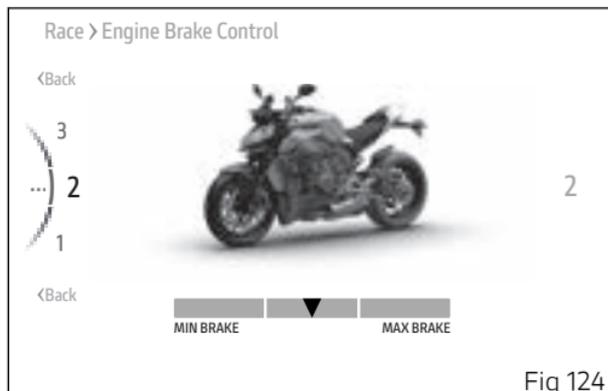


Fig 124



## Attention

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

This function allows setting the EBC intervention level.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "EBC" (Fig 123) item and press ENTER (3).

Levels from 1 to 3 and "Off" (Fig 124) are displayed on the left. While the currently set level is shown on the right. The motorbike is shown in the middle with the

part involved in the setting highlighted and the reference indications.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

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

<b>EBC</b>	<b>CHARACTERISTIC</b>	<b>DEFAULT</b>
1	In this level the engine delivers the maximum engine brake.	It is the default level for the "RACE", "SPORT", "ROAD" and "WET" riding modes.
2	In this level the engine delivers a low engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration.	
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	

## Tips on how to select the sensitivity level



### Attention

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

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

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

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

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

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

## Level depends on grip conditions

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

## Level depends on type of track

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

## Setting menu - Riding Mode - DQS

This function allows activating or deactivating the DQS system.

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

The levels "On" and "Off" and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.

While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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.

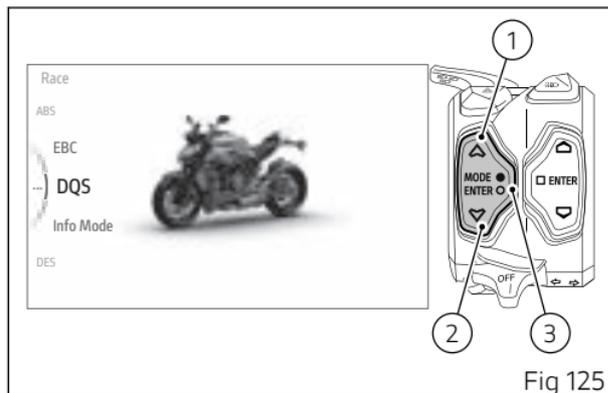


Fig 125

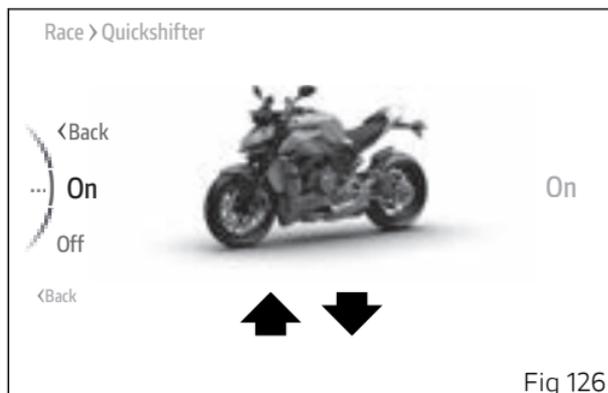


Fig 126

The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (upshifting or downshifting) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever.
- Ducati Quick Shift electronic shifting will not activate when the clutch lever is pulled.
- Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work properly, it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## Setting menu - Riding Mode - Info Mode

This function allows the rider to select the main screen displaying mode associated with every Riding mode (see page 121).

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "Info Mode" item and press ENTER (3).

The "Road", "Track", "Track Evo", "Default" items are displayed on the left (visible only if the currently set Info Mode is not the default one). While the currently set mode is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

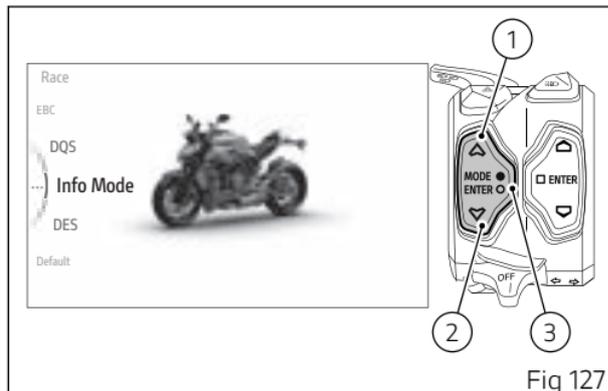


Fig 127



Fig 128

## Restoring the default Info Mode

By selecting "Default" and pressing the ENTER button (3), the default Info Mode is restored for the selected Riding Mode.

From this moment (and until a different Info Mode is set) the "Default" indication is no longer visible.

The Info Modes are associated by default with the Riding Modes as follows:

- Track for the Sport Riding Mode;
- Road for the Road and Wet Riding Modes;
- Track Evo for the Race Riding Mode.

## Setting menu - Riding Mode - DES

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

This system communicates with the Bosch inertial platform to dynamically respond to changing road and riding conditions, thereby ensuring the best possible damping performance and total control of the motorcycle. It features two modes: dynamic mode and fixed mode, which is not an active mode and allows the rider to set specific compression and rebound settings for the front and rear suspensions (as well as the steering damper preload).

These settings are maintained steady by the system until rider changes them, as it happens on a suspension system with standard adjustment. As an alternative, system features the Event Based mode, which is semi-active and allows the rider to select suspension "behaviour" levels, from hard to soft. In this mode, system dynamically adjusts compression, rebound and hardness of the damper depending on riding conditions, while still keeping to the overall "behaviour" level previously selected by the rider.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DES" (Fig 129) item and press ENTER (3).

When you access the function, the controls that can be set and customised for suspension are listed on the left while the currently set mode is shown on the right. The selectable items are as follows:

- Dynamic Suspension
- Default Dynamic Suspension (\*)
- Fixed Suspension
- Default Fixed Suspension (\*)
- Modify Suspension

(\* indication visible only if one or more default parameters have been modified.

Use buttons (1) and (2) to select the desired item and press the ENTER button (3).

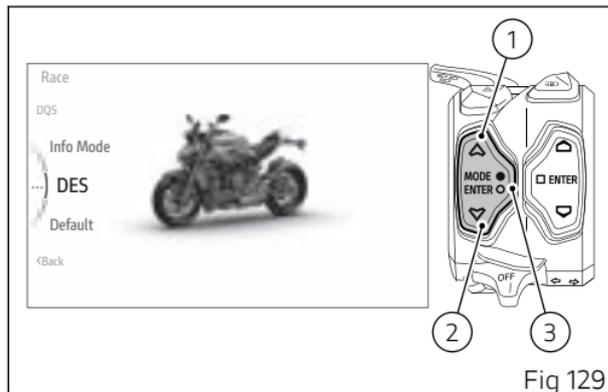


Fig 129

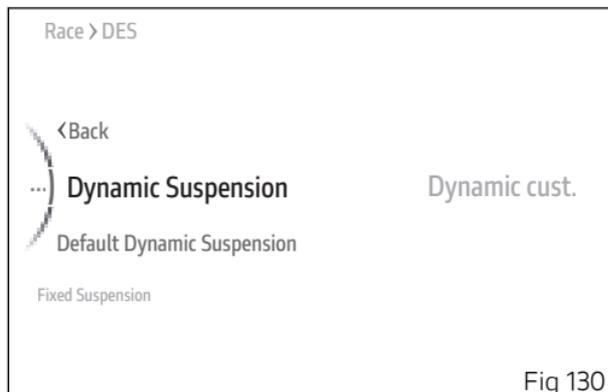


Fig 130

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

If no customised levels are present, you can:

- set the dynamic mode by selecting "Dynamic Suspension";
- set the fixed mode by selecting "Fixed Suspension".

If customised levels are present, you can:

- set the dynamic mode with customised values by selecting "Dynamic Suspension";
- set the dynamic mode with the default values by selecting "Default Dynamic Suspension"; ;
- set the fixed mode by selecting "Fixed Suspension";
- set the fixed mode with default values by selecting "Default Fixed Suspension".

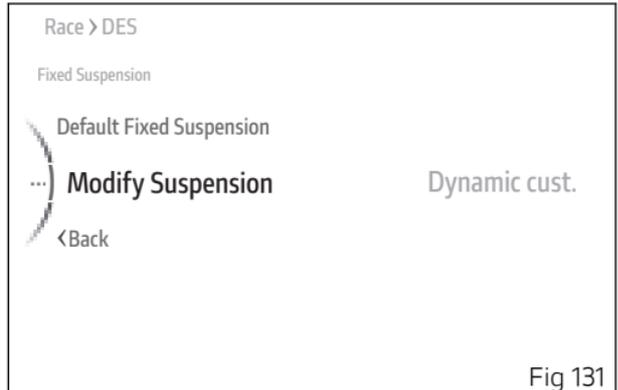
It is possible to set fixed or dynamic management by selecting "Modify Suspension" with buttons (1) and (2) and pressing the ENTER button (3).

The following selectable items will be displayed in this page:

- Custom Fixed Suspension
- Custom Dynamic Suspension

Use buttons (1) and (2) to select the desired item and press the ENTER button (3).

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).



## Custom Fixed Suspension

The fixed mode allows selecting the compression and rebound setting of the fixed click electronic suspension.

To access the customisation page:

- from the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DES" (Fig 129) item and press ENTER (3).
- Select the "Modify Suspension" item (Fig 129) and press ENTER (3).
- Select "Custom Fixed Suspension" and press ENTER (3).

The following items will be displayed:

- Front Compression
- Front Rebound
- Rear Compression
- Rear Rebound
- Steering damper
- Default (\*)



Fig 133

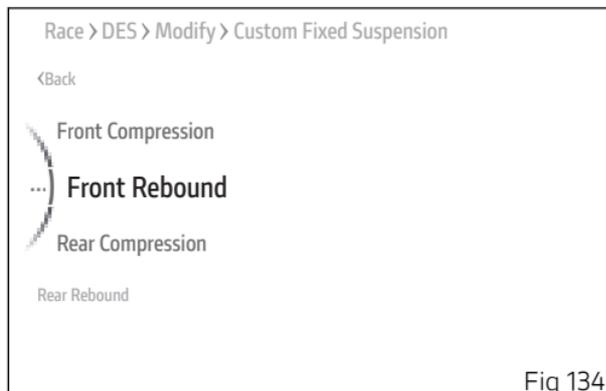


Fig 134

(\*) visible only if one or more default parameters have been modified.

Use buttons (1) and (2) to select the parameter you wish to customise, then press the ENTER button (3) to access the relevant menu.

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

By selecting one of the five menus (Front Compression, Front Rebound, Rear Compression, Rear Rebound, Steering Damper), when accessing the function a list of all the possible customisation levels is available on the left, and the current set level on the right; customisation levels that can be selected are:

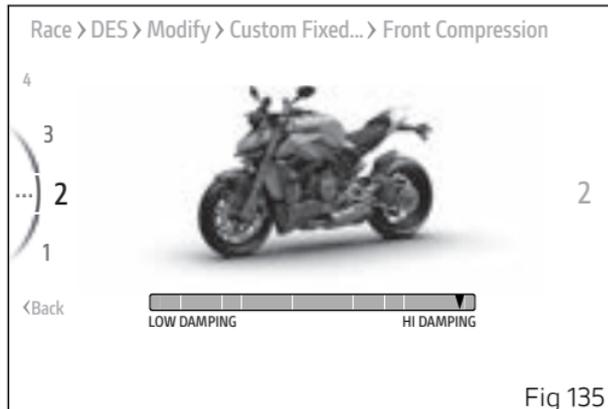
- number of clicks from 1 to 32 for the “Front Compression”, “Front Rebound”, “Rear Compression”, “Rear Rebound” menus;
- number of clicks from 1 to 19 for “Steering Damper” menu.

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

Use buttons (1) and (2) to select the new desired level. For each highlighted level, the corresponding value in the central table will be displayed. Press the ENTER button (3) to store the selected level.

To exit the menu and return to the previous screen, select the “Back” item and press the ENTER button (3).

To restore the default values of the fixed mode, select “Default” and keep the ENTER button (3)



pressed for 2 seconds, then “Back” is automatically highlighted.

The table below shows the default values for the individual riding modes.

Riding Mode	Standard settings		Use target
<b>Race</b>	Front Compression	11	Maximise the performance on the track with Diablo Rosso IV Corsa tyres
	Front Rebound	11	
	Rear Compression	8	
	Rear Rebound	10	
	Steering damper	10	
<b>Sport</b>	Front Compression	12	Conceived for a sport riding style on the road with Diablo Rosso IV Corsa tyres
	Front Rebound	18	
	Rear Compression	10	
	Rear Rebound	10	
	Steering damper	12	
<b>Road</b>	Front Compression	30	Maximise the comfort of use on the road (bumpy roads as well) with Diablo Rosso IV Corsa tyres
	Front Rebound	18	
	Rear Compression	30	
	Rear Rebound	18	
	Steering damper	12	

<b>Wet</b>	Front Compression	30	Maximise the conditions of use on wet road with Diablo Rosso IV Corsa tyres
	Front Rebound	18	
	Rear Compression	30	
	Rear Rebound	18	
	Steering damper	12	



### **Important**

The steering damper default settings are optimised to ensure a vehicle behaviour suitable to the selected Riding Mode. Excessively increasing the steering damper braking could alter the vehicle dynamic behaviour. In particular, the selection of a level below 8 recommended only for expert riders and for use on the track. In these cases, the levels are to be selected progressively (starting from level 8) and tried one by one.

## Custom Dynamic Suspension

The dynamic mode allows setting the strength of intervention by the control unit of the electronic suspension system under the various conditions.

To access the customisation page:

- from the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DES" (Fig 129) item and press ENTER (3).
- Select the "Modify Suspension" item (Fig 129) and press ENTER (3).
- Select "Custom Dynamic Suspension" and press ENTER (3).

The following items will be displayed:

- Fork
- Shock Absorber
- Brake Support
- Mid Corner (available in the Race Riding Mode only)

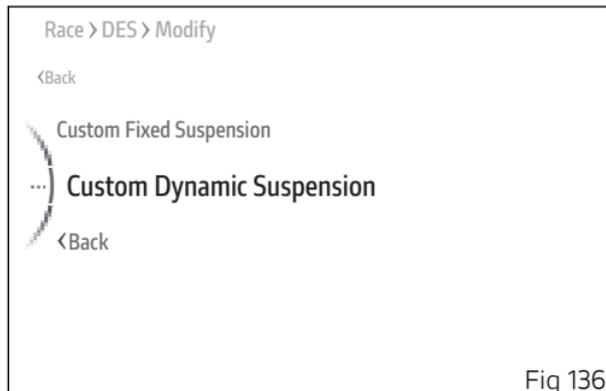


Fig 136

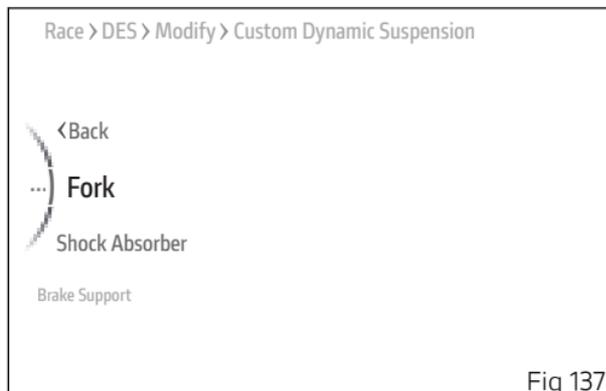


Fig 137

- Acceleration (available in the Race Riding Mode only)
- Steering damper
- Default (\*)

(\*) visible only if one or more default parameters have been modified.

Use buttons (1) and (2) to select the parameter you wish to customise, then press the ENTER button (3) to access the relevant menu.

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

By changing the level of each parameter it is possible to increase or decrease the effects of the automatic dynamic adjustment of the system on the suspensions based on the vehicle dynamic conditions.

By selecting one of the six menus (Fork, Shock Absorber, Brake Support, Mid Corner, Acceleration, Steering Damper) when you access the function, all possible customisation levels (from +5 to -5) are listed on the left and the currently set level is shown on the right. The motorbike profile with the highlighted part where you will be acting will also be displayed.

Use buttons (1) and (2) to select the new desired level. For each highlighted level, the corresponding value in the central table will be displayed.

Press the ENTER button (3) to store the selected level.

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

To restore the default values of the dynamic mode, select "Default" and keep the ENTER button (3) pressed for 2 seconds, then "Back" is automatically highlighted.



Fig 138

The table below shows the default values for the individual riding modes.

<b>Riding Mode</b>	<b>Race</b>	<b>Sport</b>	<b>Road</b>	<b>Wet</b>
Brake Support	2	0	0	0
Fork	2	0	0	0
Shock Absorber	3	0	-2	-2
Steering Damping	3	0	0	0
Acceleration	3	-	-	-
Mid Corner	3	-	-	-

## Brake Support

By adjusting the brake support parameter it is possible to increase (PERFORMANCE) or decrease (COMFORT) the resistance to pitching when braking. By increasing the level, the fork will dampen more slowly and in a more controlled way. By decreasing the level, the damping speed increases.



Fig 139

## Fork and Shock Absorber

By adjusting the front fork and shock absorber parameters it is possible to increase (+) or decrease (-) the total damping of each component.

In the Race Riding Mode, modifying both parameters by the same value can be useful to adjust the total damping based on the rider preferences, different grip levels and track features. Modifying the parameters separately allows changing the front and rear balancing separately.

In the Sport, Road and Wet Riding Mode, set both the targets towards COMFORT to improve the damping of the road bumps and impacts. Set both targets more towards PERFORMANCE to increase the damping of the frame wobbling. Set the front and rear parameters separately to adjust the front fork and the rear shock absorber individually and change the front and rear balancing.

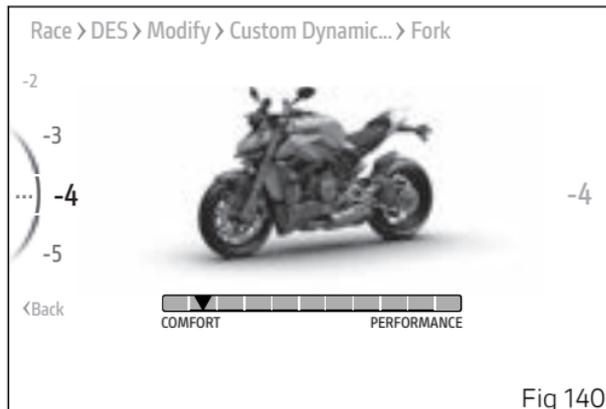


Fig 140

## Steering damper

By adjusting this parameter it is possible to increase or decrease the steering total damping level. Set the parameter towards LOW DAMPING to reduce the steering damping and for a more agile riding style. Set the parameter towards HI DAMPING to have more resistance to oscillations.

## Acceleration (available in the Race Riding Mode only)

By setting the acceleration parameter it is possible to express the rider preference between grip and stability during harsh accelerations. Set the parameter more towards PERFORMANCE to optimise the system so as to obtain more grip on the rear wheel and the best contact with the ground. Set the parameter towards COMFORT to reduce the frame wobbling.



Fig 141

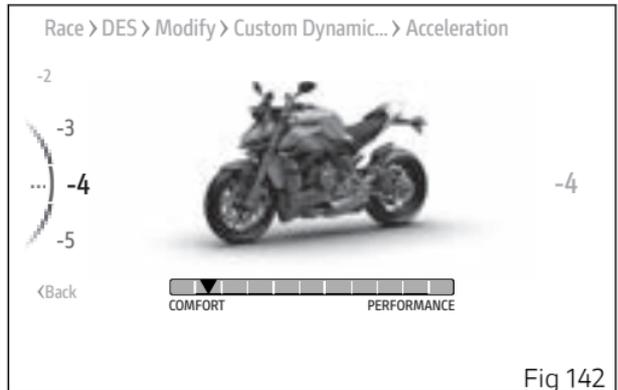
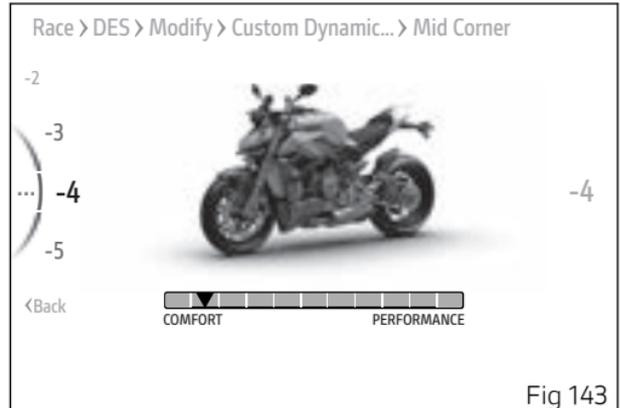


Fig 142

## Mid Corner (available in the Race Riding Mode only)

By setting the parameter of the curve centre it is possible to express the rider preference between grip and stability in bends. Set the parameter more towards PERFORMANCE to optimise the system so as to obtain the best contact with the ground. Set the parameter towards COMFORT to reduce the frame wobbling

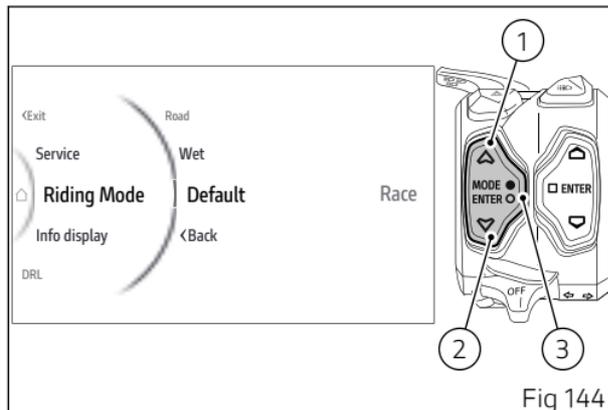


## Setting menu - Riding Mode - Default

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

Restoring the parameter values for all Riding Modes:

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



## Restoring the parameter values for a single Riding Mode:

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

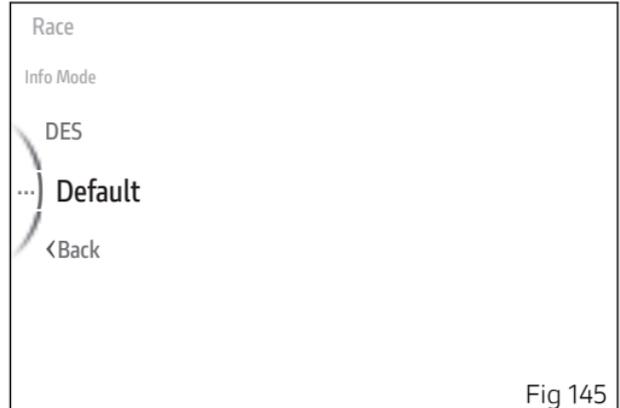


Fig 145

## Setting menu - Info display

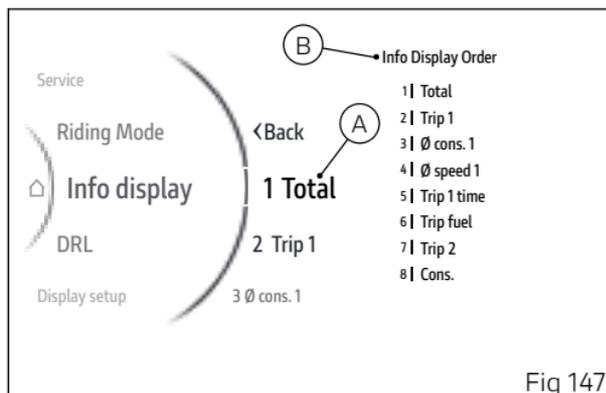
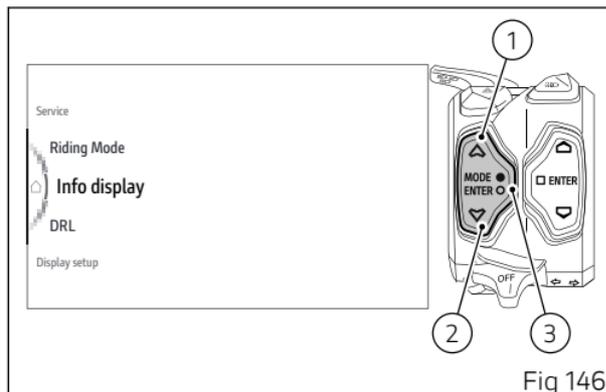
This function allows you to change the order of the travel information displayed in the Info display.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Info display" item and press ENTER (3).

The list of the selectable items, with the number of their current position (A) is displayed. The current order of the Info display (B) is displayed on the right-hand side.

If the order of trip information has been changed previously, the "Default" item is also displayed in the list, allowing you to restore the original order.

Use the buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

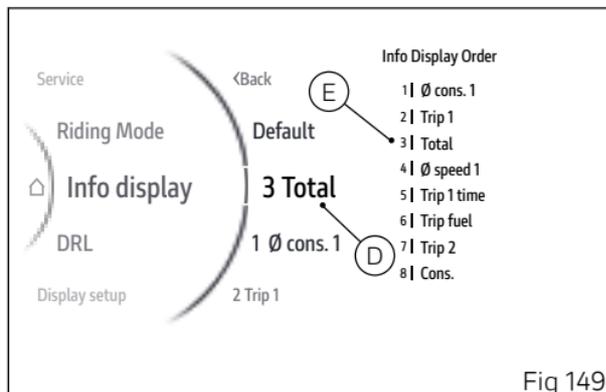
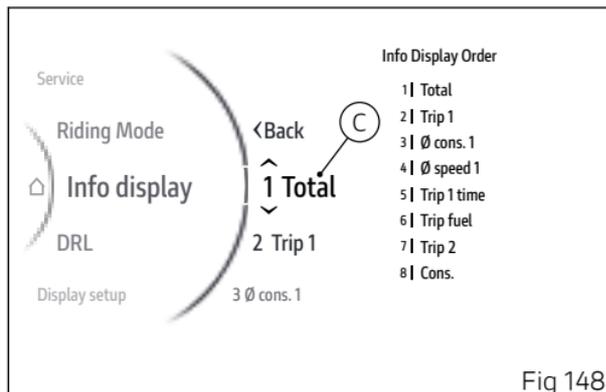


In the following example, the position of the "Total" item is changed from 1 to 3:

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

### Note

If the fuel level display is set to "Range", the latter is displayed grey in the list.



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

To restore the original order select the "Default" item using buttons (1) and (2) and press ENTER (3): "Wait..." is displayed for a few seconds followed by "Restored". Then, "Default" item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions.

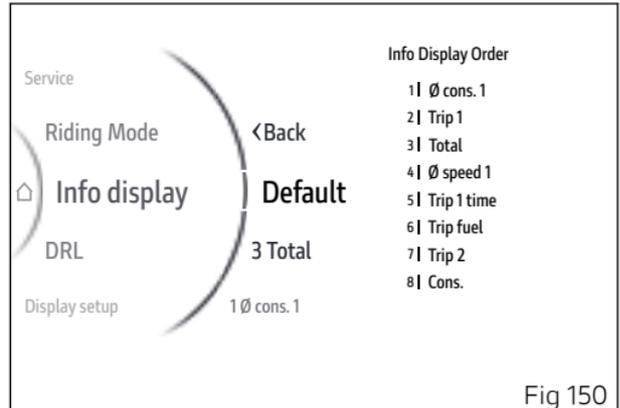
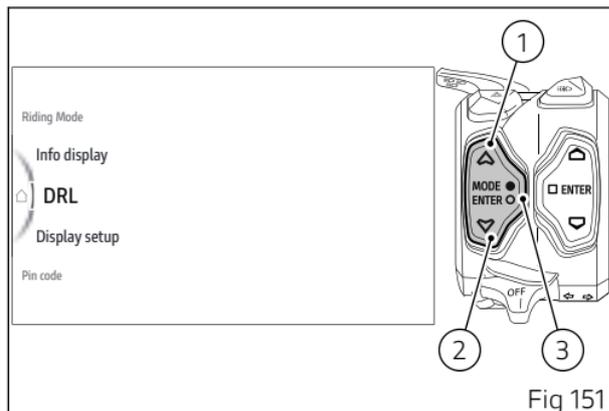


Fig 150

## Setting menu - DRL

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "DRL" item and press ENTER (3).



The "Auto" and "Manual" items are displayed. While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



### Note

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

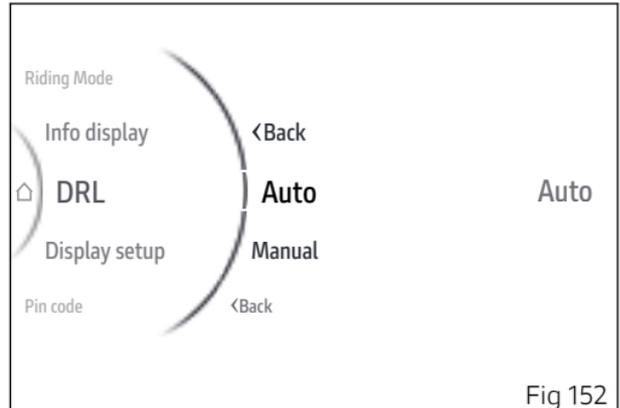


Fig 152

## Setting menu - Display setup

This function allows you to set the light or dark theme of the display and to adjust the brightness of the display.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Display setup" item and press ENTER (3).

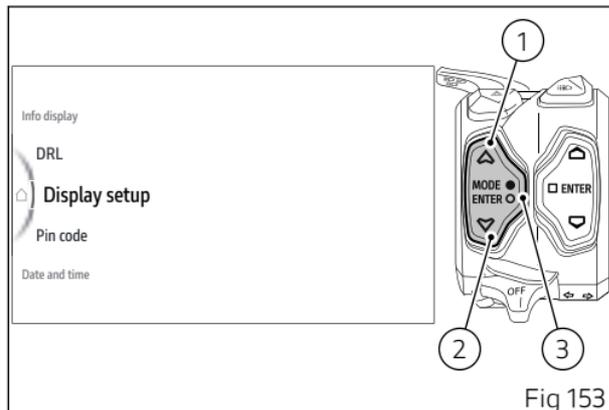
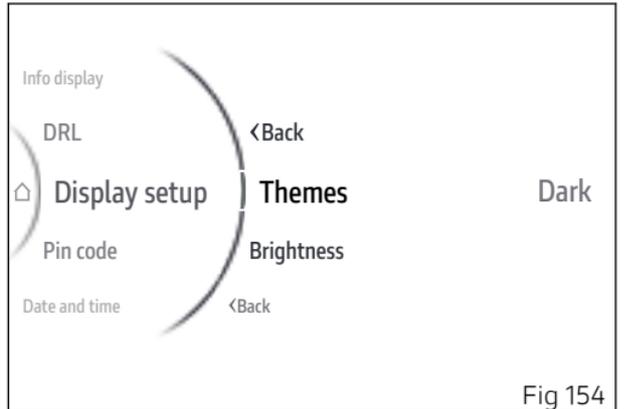


Fig 153

“Themes” and “Brightness” are displayed.  
While the currently set level is shown on the right.  
Use buttons (1) and (2) to scroll and select the desired  
item. Press ENTER (3) to confirm.



## Themes

This function allows the light or dark theme of the display to be set.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Display setup" item and press ENTER (3).
- Select the "Themes" item and press ENTER (3).

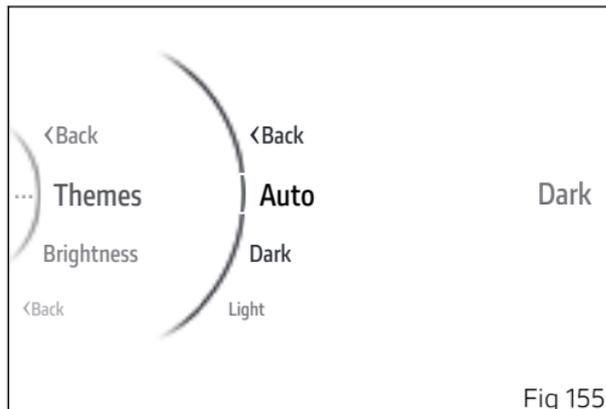
The "Auto", "Light" and "Dark" items are displayed. While the currently set level is shown on the right. The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.

Use buttons (1) and (2) to scroll and select the desired theme. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



### Note

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



## Backlight

This function allows adjusting the backlighting intensity.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Display setup" item and press ENTER (3).
- Select the "Brightness" item and press ENTER (3).

A bar graph with the currently set intensity is displayed.

While the currently set level is shown on the right. The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.

Use buttons (1) and (2) to select backlighting intensity. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



Fig 156

The backlight of the instrument panel is automatically adjusted according to the ambient light detected by photodiode (A). The backlighting intensity adjustment is calculated in relation to what is detected by the photodiode.

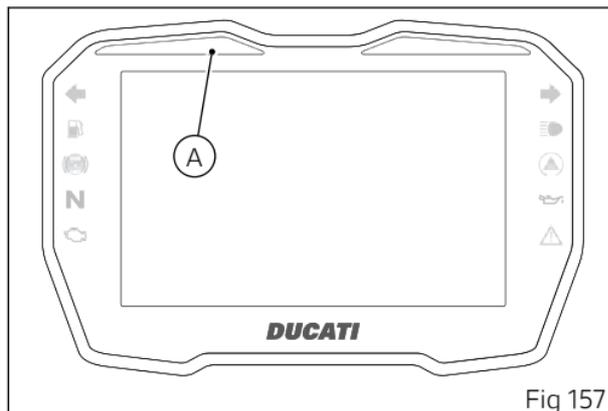


Fig 157

## Setting menu - PIN code

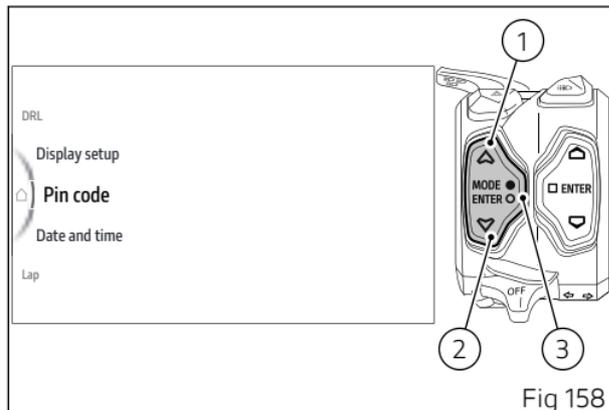
This function allows the user to activate or modify the PIN Code.

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

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

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

If the PIN Code has never been activated, this menu will include "New PIN" item to activate it. While if the PIN Code has already been activated, this menu will include "Modify PIN" item, which allows modifying the already stored PIN.



### Attention

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

## New PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the "New PIN" item (Fig 159) and press ENTER (3).

The display shows the first of the 4 digits active for the entry (Fig 160).

Entering the code:

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

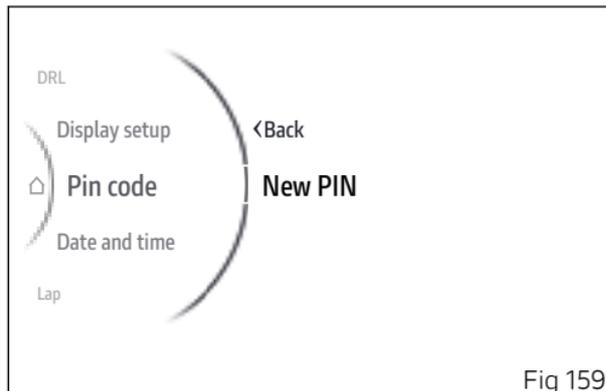


Fig 159

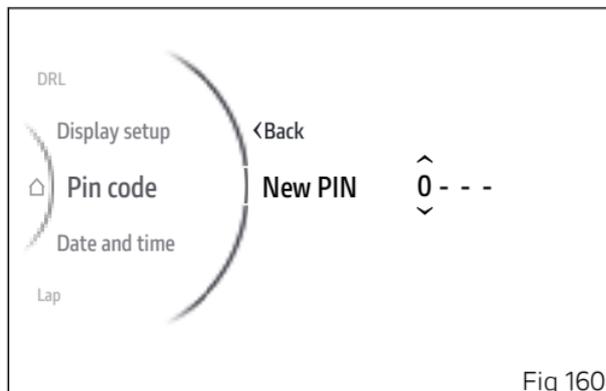
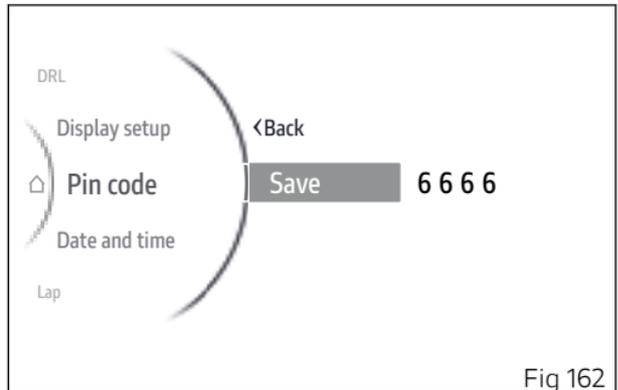
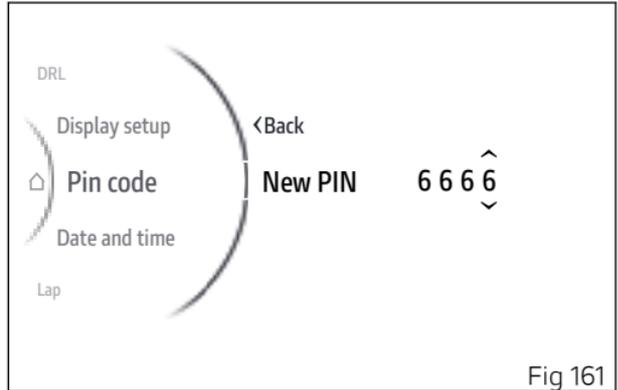


Fig 160

Once the last digit has been confirmed (Fig 161), "Save?" is displayed. (Fig 162). Press ENTER (3) to confirm, "Saved" is then displayed for a few seconds. The instrument panel returns to the previous screen displaying "Modify PIN" instead of "New PIN".



## Modify PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the "Modify PIN" item (Fig 163) and press ENTER (3).
- The display shows "Current PIN", press ENTER (3) to proceed with entry (Fig 164).

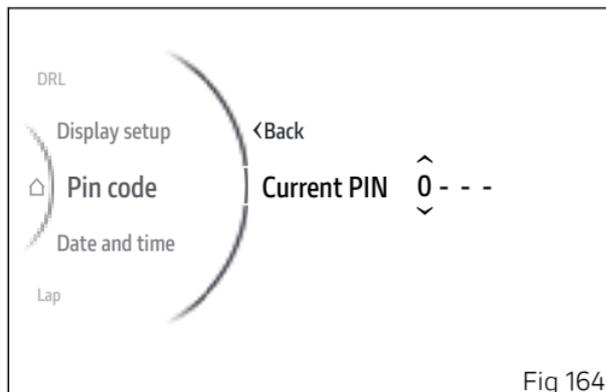
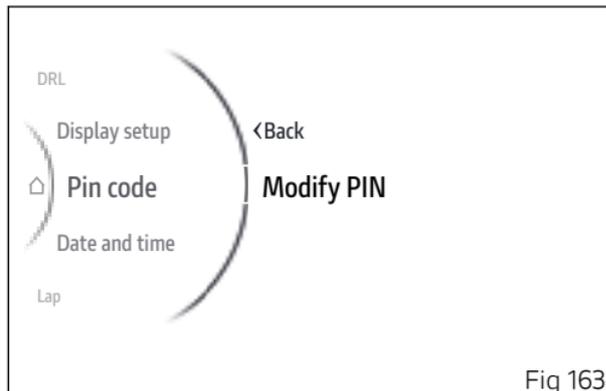
### Entering the code:

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

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

- If the entered PIN is correct, the display shows "Correct".
- If the PIN entered is incorrect, "Wrong" is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.



The display shows the first of the 4 digits active for the entry (Fig 160).

Entering the code:

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

Once the last digit has been confirmed, "Save?" is displayed.

Press ENTER (3) to confirm, "Saved" is then displayed for a few seconds and the instrument panel returns to the previous screen.

## Setting menu - Date and time

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

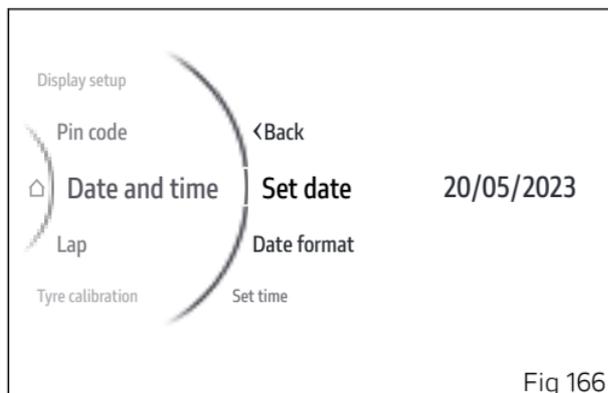
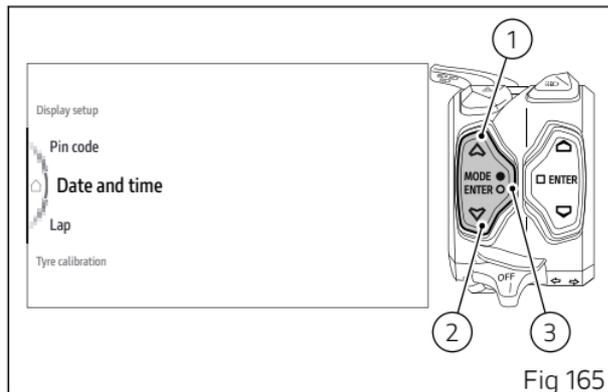
- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Date and time" item and press ENTER (3).

"Set date", "Date format", "Set time" and "Time format" are displayed. The current setting is shown on the right side.

With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

### Note

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



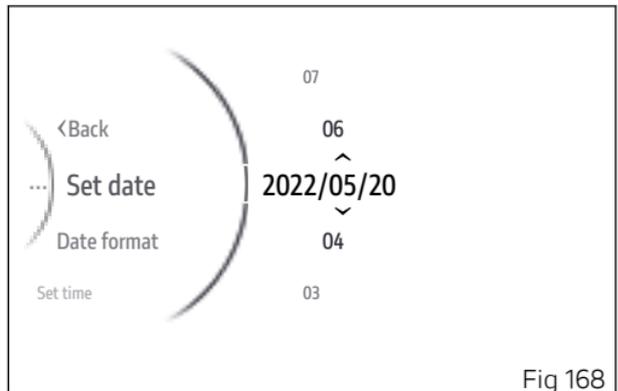
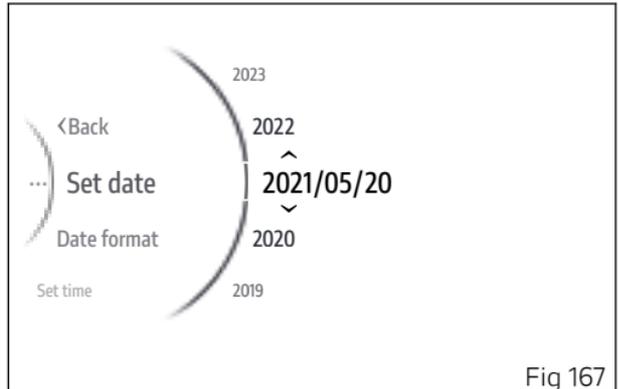
## Set date

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

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

The first parameter of the date (the year in the example) becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed above and below it (Fig 167). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter, which is the month in the example shown here (Fig 168). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.



The arrows and available values appear for the third parameter, which is the day in the example shown here (Fig 169). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” is displayed for a few seconds (Fig 170). Afterwards, it will be possible to enter the correct date.

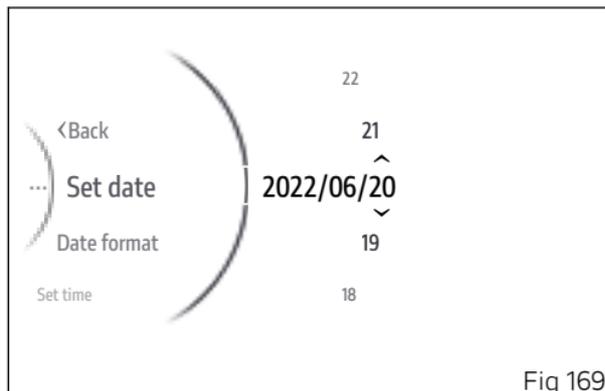


Fig 169

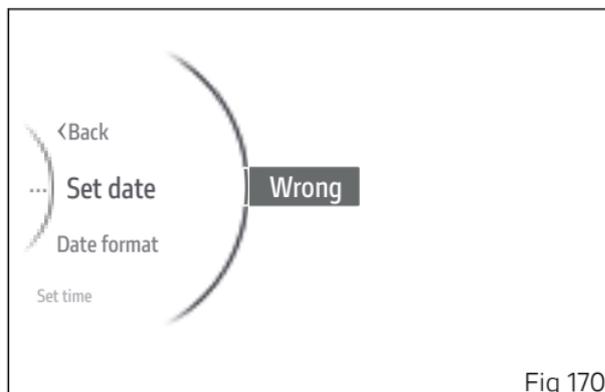


Fig 170

## Date format

This function allows setting the date format.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Date and time" item and press ENTER (3).
- Select the "Date format" item and press ENTER (3).

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

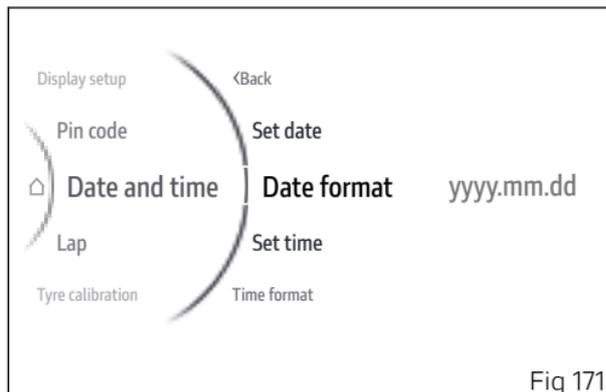


Fig 171

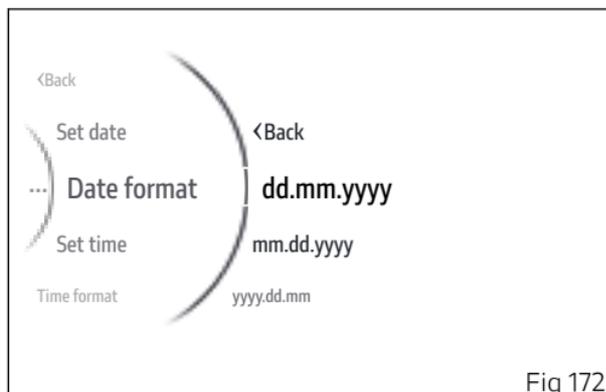


Fig 172

## Set time

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Date and time" item and press ENTER (3).
- Select the "Set time" item and press ENTER (3).

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed above and below the selected parameter (Fig 174). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

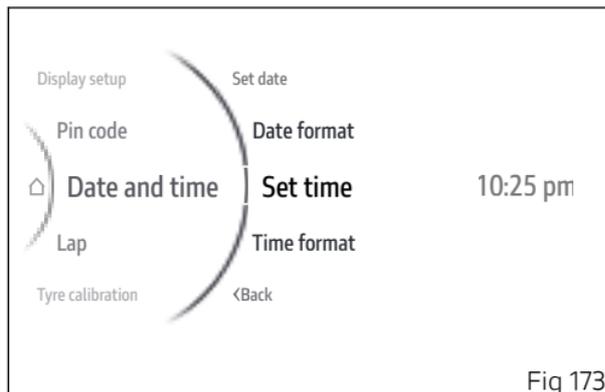


Fig 173

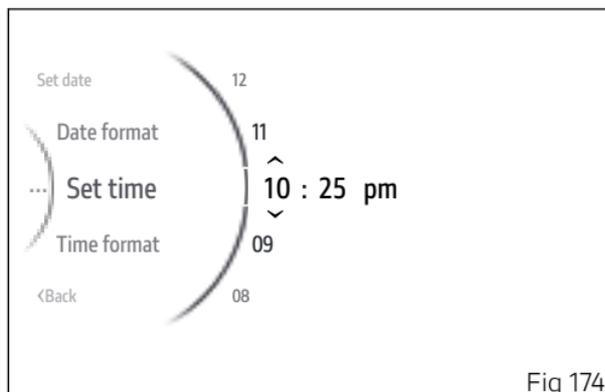


Fig 174

The arrows and available values appear for the number of minutes (Fig 175). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

The "AM" or "PM" item becomes selectable (Fig 176). Use buttons (1) and (2) to select the desired value. Press ENTER (3) to confirm.



### Note

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

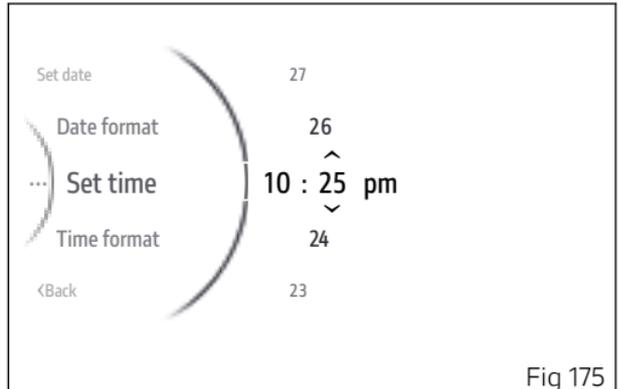


Fig 175

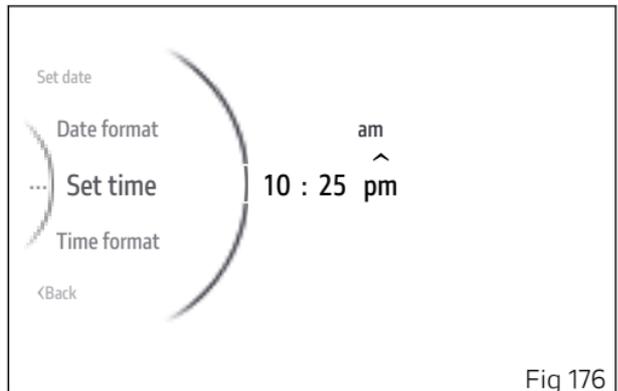


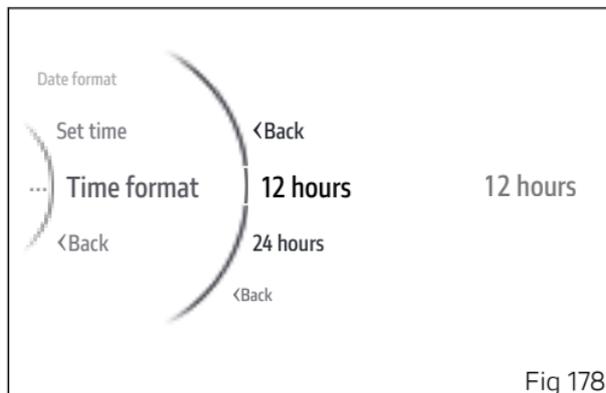
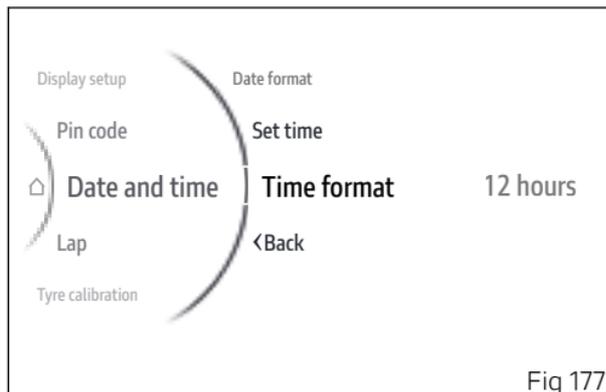
Fig 176

## Time format

This function allows setting the time format.

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

"12 hours" and "24 hours" (Fig 178) formats are displayed. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm.



## Setting menu - Lap

This function allows enabling or disabling the Lap function (see page 130) and viewing and deleting the recorded Lap data.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Lap" item and press ENTER (3).

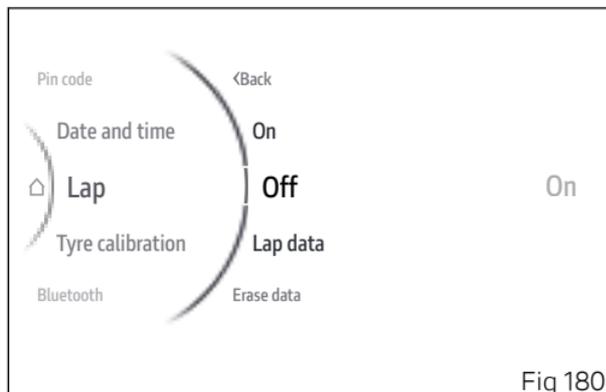
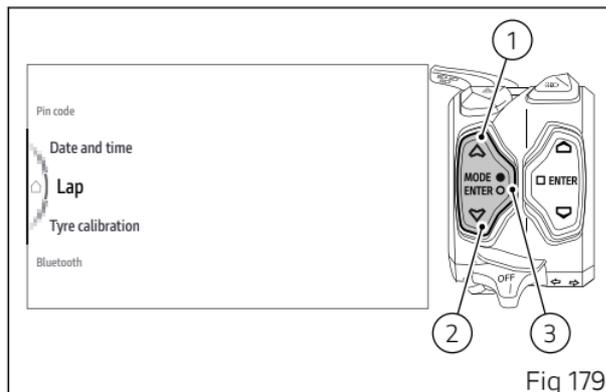
In this menu the function current status is displayed on the right side and the following items are shown on the left side:

- "On" to enable the Lap function.
- "Off" to disable the Lap function.
- "Lap data" to view the stored Laps.
- "Erase data" to delete all memorised Laps (visible only if there are memorised Lap data).

Select the desired item using buttons (1) and (2), then press the ENTER button (3).

According to whether the GPS EVO is installed or not, the "Lap data" function shows the recorded times in LAP BASIC or LAP EVO mode.

Any time the key is turned on, the Lap function is set to "Off".



## Lap data (LAP BASIC mode)

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Lap" item and press ENTER (3).
- Select the "Lap data" item and press ENTER (3).

When accessing this function, the display shows "Best laps" and recorded laps (up to 60). Use buttons (1) and (2) to scroll through the memorised LAPs.

Data recorded for each Lap are:

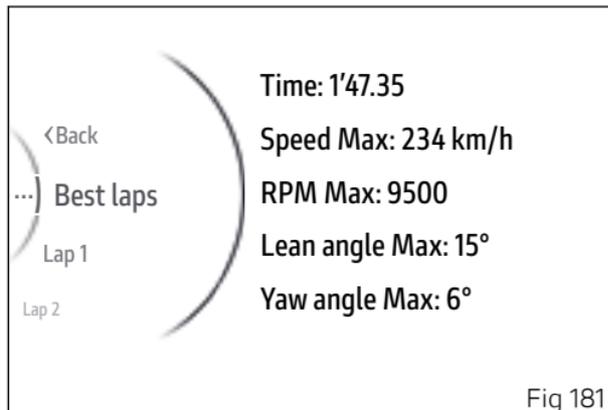
- "Time" - the lap time (up to maximum 8'59"99);
- "Speed max" - the maximum speed reached and the set unit of measurement;
- "RPM max" - the maximum engine rpm reached.
- "Lean angle (max)" - maximum reached lean angle;
- "YAW angle (max)" - maximum reached yaw angle;

Select "Best laps" to view the best lap time data among the recorded ones.



### Note

It is possible to record maximum 60 laps.



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

## Lap data (LAP EVO mode)

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Lap" item and press ENTER (3).
- Select the "Lap data" item and press ENTER (3).

When accessing this function, the display shows "Best laps", "Best intertime 1", "Best intertime 2" and recorded sessions (up to 6).

To view the LAPs memorised in one session, select the desired session and press the ENTER button (3). The display will show all the laps recorded in the selected session (Fig 183).

Use buttons (1) and (2) to scroll through the memorised LAPs.

Data recorded for each lap are:

- "Time" - the lap time (up to maximum 8'59"99);
- "Intertime 1" - if the first intertime point has been configured (maximum time: 8'59"99);
- "Intertime 2" - if the second intertime point has been configured (maximum time: 8'59"99);
- "Speed max" - the maximum real speed reached and the set unit of measurement (the speed is detected via GPS EVO);
- "RPM max" - the maximum engine rpm reached;



Fig 182

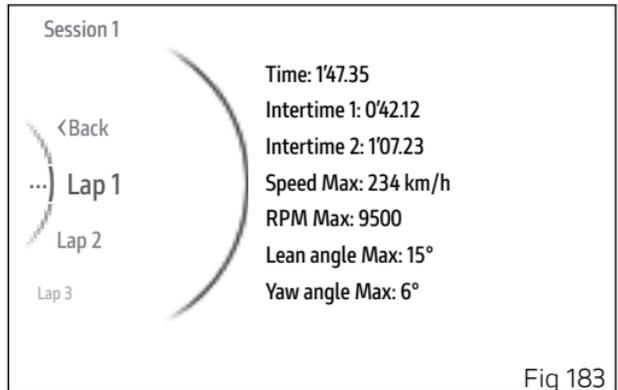


Fig 183

- “Lean angle (max)” - maximum reached lean angle;
- “YAW angle (max)” - maximum reached yaw angle;

## Note

It is possible to record maximum 60 laps divided into 6 sessions.

If there are no memorised lap data, when accessing this menu the instrument panel will show “No lap”. For the configuration of the intertimes and the Lap/Session recording, see page 130.

### Best laps (LAP EVO only):

Select “Best laps” (Fig 182) to view the best lap time data recorded in each sessions.

### Best Intertime 1 and Best Intertime 2 (LAP EVO only):

By selecting “Best intertime 1” or “Best intertime 2”, the data referred to the best time recorded in each session are displayed, respectively concerning intertime 1 and intertime 2.

### Erase data

This function allows erasing all stored Lap data.

- From the Interactive Menu, use buttons (1) and (2) to select the item “Setting menu” and press ENTER (3).
- Select the “Lap” item and press ENTER (3).
- Select the “Erase data” item and press ENTER (3).

The message “Wait...” is displayed for 2 seconds on the right side, followed by the indication “Erased” displayed for other 2 seconds, then the instrument panel displays the previous menu.

## Setting menu - Tyre calibration

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

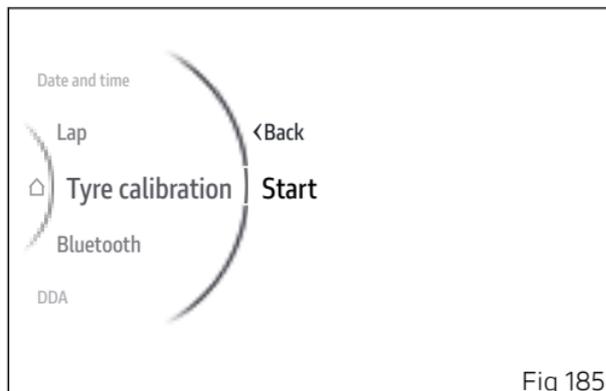
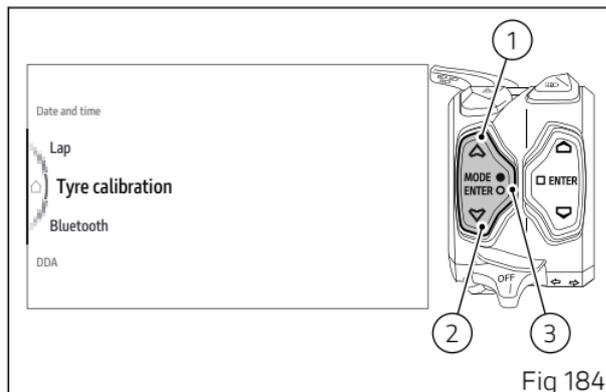
- if tyres must be replaced
- if final drive ratio must be changed

To open this function:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Tyre calibration" item and press ENTER (3).

If a tyre calibration has never been carried out, "Start" is displayed.

If a calibration has already been carried out, "Default" is displayed instead of "Start".



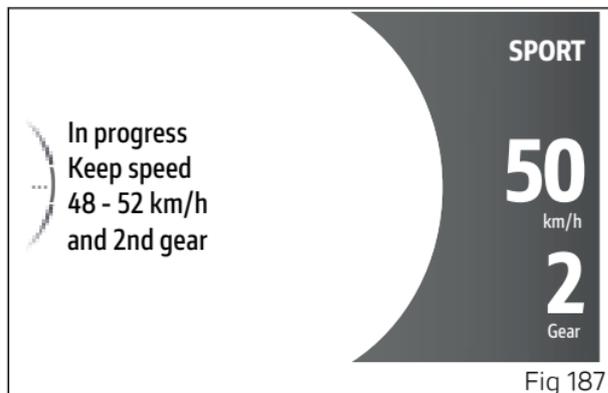
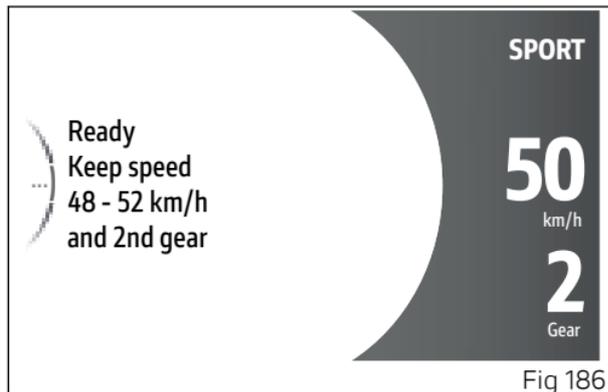
## Tyre calibration - Start

When entering the function, by pressing ENTER (3) with "Start" displayed, the instrument panel shows the screen to proceed with calibration.

This screen shows the message "Ready" and the indication to maintain a constant speed within 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged. The right part of the screen shows the current speed and gear.

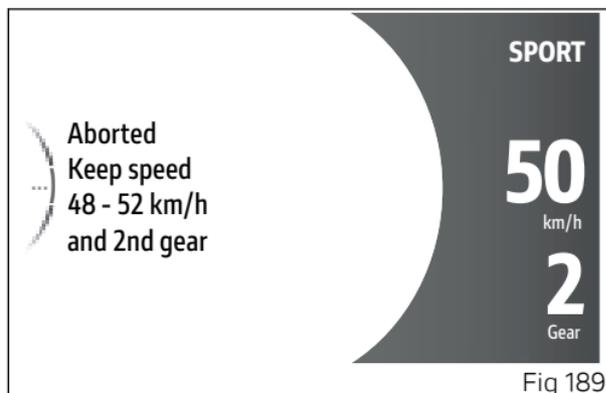
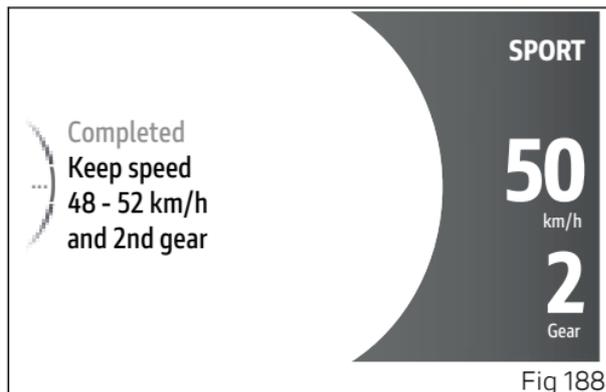
When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing "In progress" instead of "Ready".

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



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

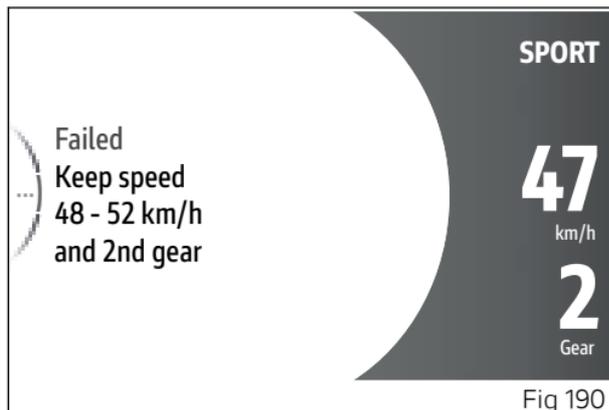
The procedure can be aborted by holding button (1) long pressed: in this case the instrument panel displays all previous information, replacing message "In progress" (Fig 187) with message "Aborted" followed by the previous menu after a few seconds.



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

 **Note**

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



## Tyre calibration - Default

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

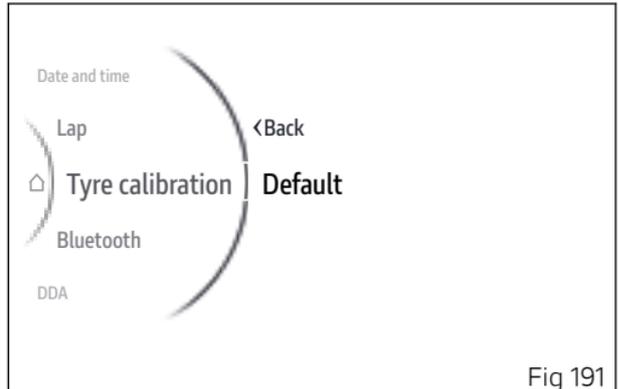


Fig 191



Fig 192



### 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.

Final drive ratio		Rear sprocket						
		39	40	41	42	43	44	45
Front sprocket	15	2.6	2.67	2.73	2.80	2.87	2.93	3
	16	2.44	2.5	2.56	2.63	2.69	2.75	2.81

## Setting menu - DDA

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "DDA" item and press ENTER (3).

Displayed items within this menu are "Off", "On" and "Memory", while function current status is on the RH side.

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

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

### Note

The DDA is automatically disabled by the instrument panel upon every Key-OFF.

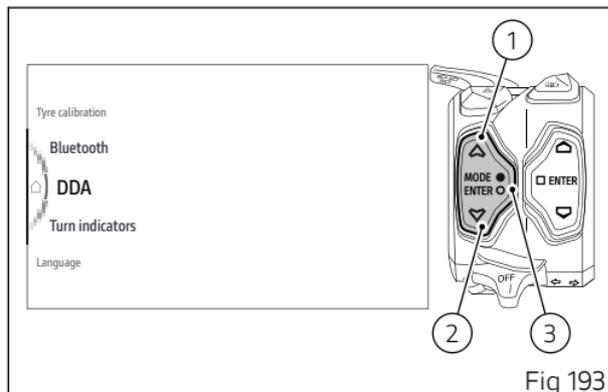


Fig 193

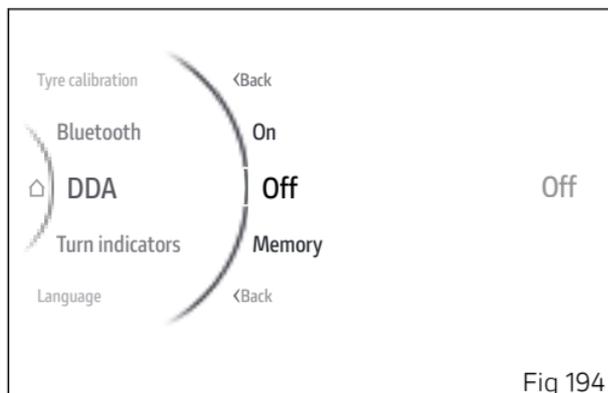


Fig 194

## Memory

This function allows viewing and erasing DDA stored information.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "DDA" item and press ENTER (3).
- Select the "Memory" item and press ENTER (3).

When opening the function, the message "Empty" will be displayed if memory is empty. If not, memory status is displayed as a percentage and a progress bar, together with item "Erase". The message "Full" will be displayed if memory is full.

Select "Erase" option and press the ENTER button (3) to delete all stored data.

To exit the menu and return to the previous screen, select the "Back" item and press the ENTER button (3).

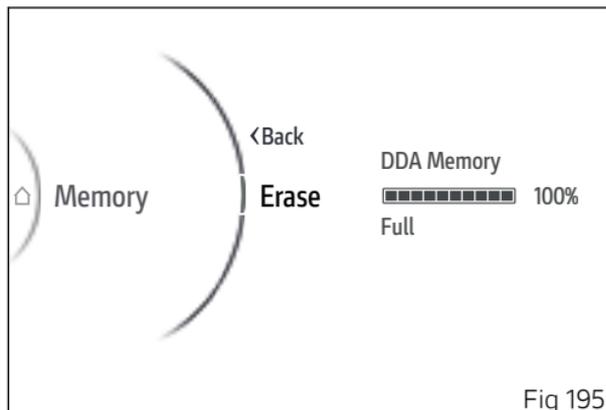


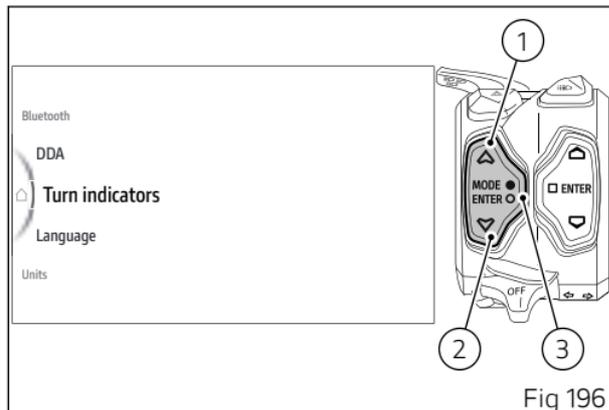
Fig 195

## Setting menu - Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.

The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Turn indicators" item and press ENTER (3).



“Auto-off” and “Manual-off” are displayed.  
The currently set mode is shown on the right side of the screen.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select “Back”, and press ENTER (3) again to exit.

### **Note**

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

Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning angle and in general according to the analysis of vehicle dynamic conditions.

This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.

Turn indicators also switch off automatically if they remained on for a long mileage, which can range between 200 and 2000 metres (656–6562 feet), depending on vehicle speed when the turn indicator button was pressed.

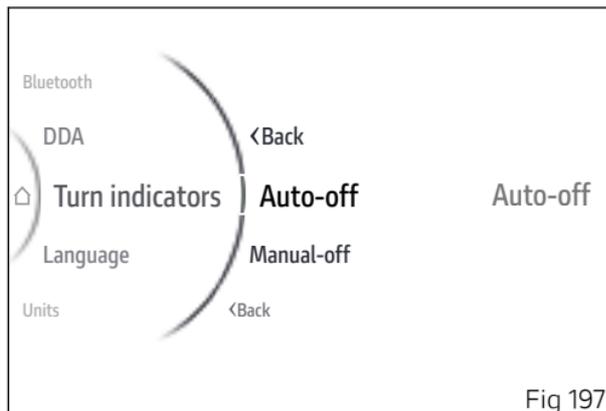


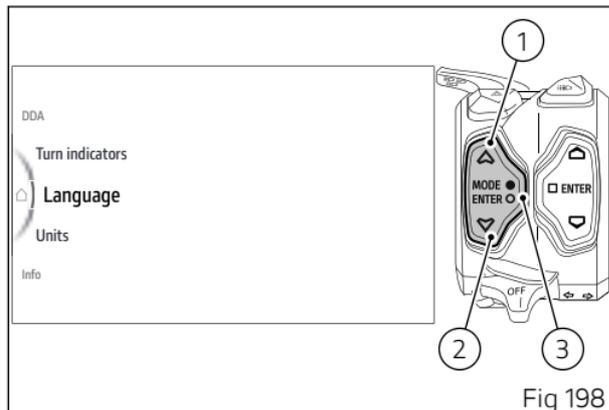
Fig 197

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

## Setting menu - Language

This function allows setting the instrument panel language.

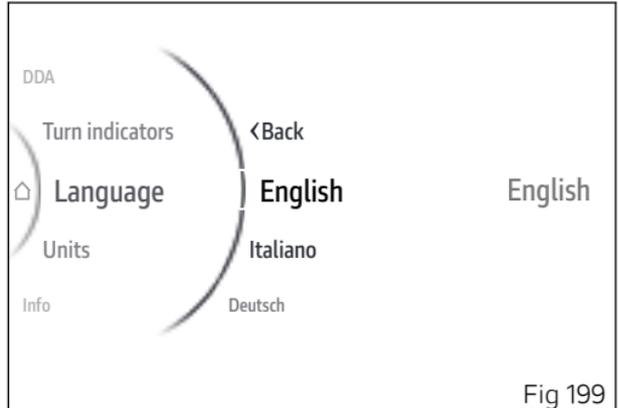
- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Language" item and press ENTER (3).



The following items are displayed: "English, Italiano, Deutsch, Français, Dutch, Español".

The currently set language is shown on the right side of the screen.

Use buttons (1) and (2) to scroll and select the desired language. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



## Setting menu - Units

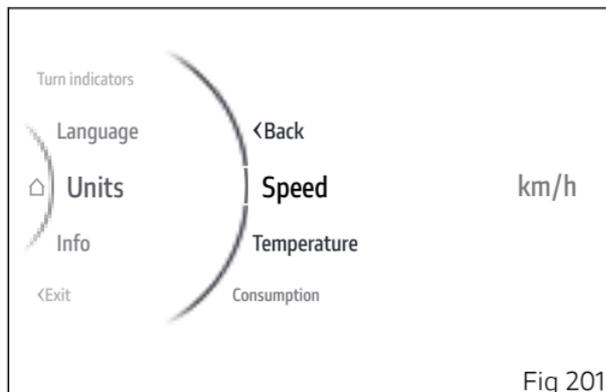
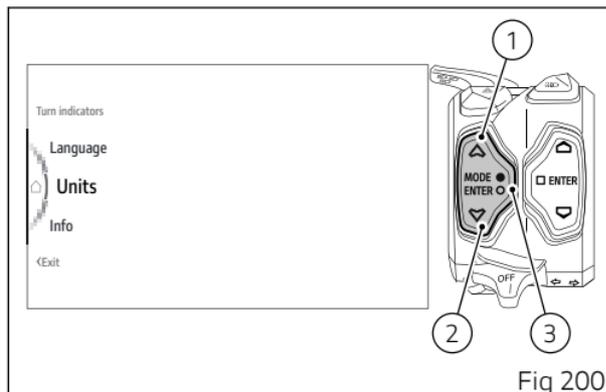
This function allows setting the units of measurement used by the instrument panel.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Units" item and press ENTER (3).

The following items are displayed: "Speed", "Temperature", "Consumption", "Pressure" and "Default" (visible only if one or more measurement units have been changed).

The measurement unit currently set for the selected item is shown on the right.

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



## Speed

To set the speed measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Units" item and press ENTER (3).
- Select the "Speed" item and press ENTER (3).

Options "km/h", "mph" and "Default" are listed (visible only if the measurement unit has been previously changed).

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

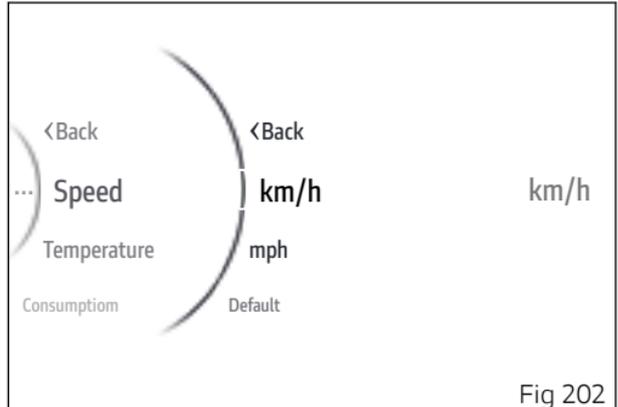


Fig 202

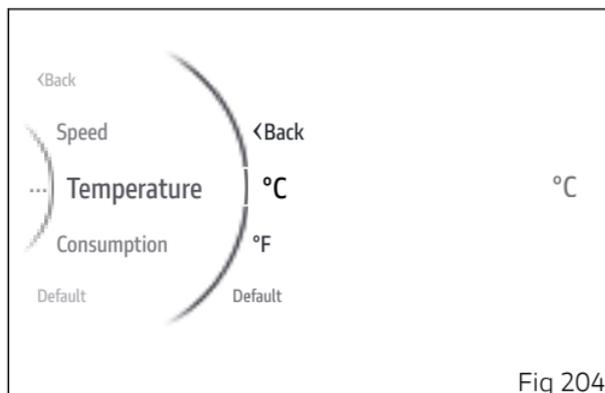
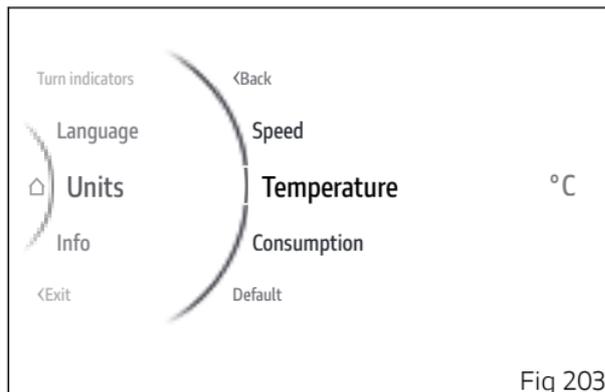
## Temperature

To set the temperature measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Units" item and press ENTER (3).
- Select the "Temperature" item and press ENTER (3).

Options "°C", "°F" and "Default" are listed (visible only if the measurement unit has been previously changed).

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



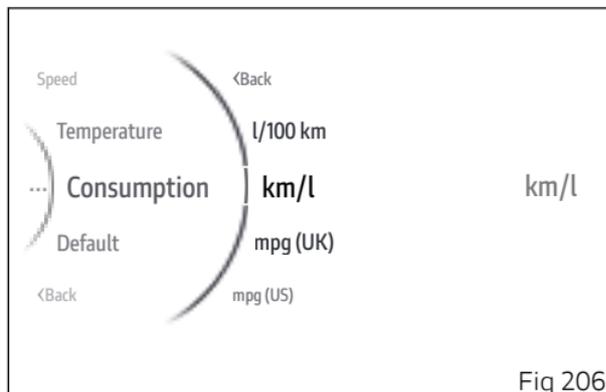
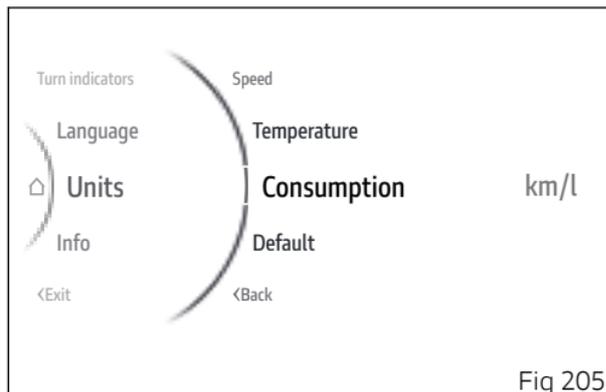
## Consumption

To set the consumption measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Units" item and press ENTER (3).
- Select the "Consumption" item and press ENTER (3).

Options "L/100", "km/l", "mpg UK", "mpg US" and "Default" are listed (visible only if the measurement unit has been previously changed).

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



## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Units" item and press ENTER (3).
- If present, select the "Default" item and press ENTER (3). The instrument panel displays "Wait..." for a few seconds followed by "Restored", then "Default" disappears from the menu list.

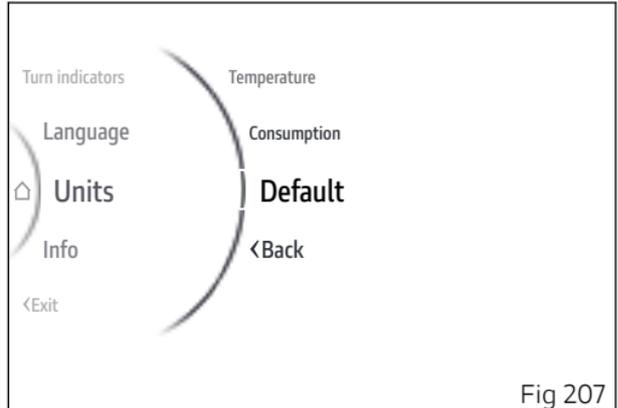


Fig 207

To restore a single unit of measurement:

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

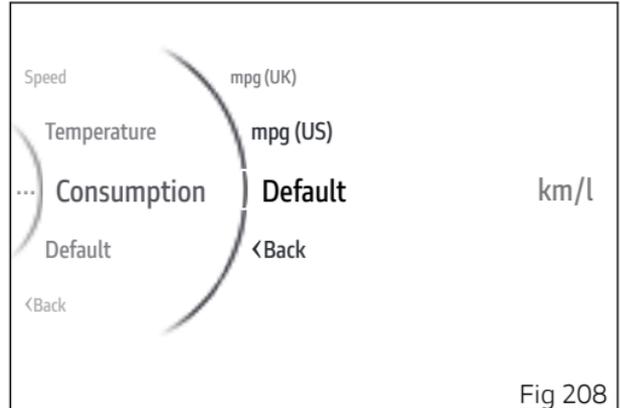
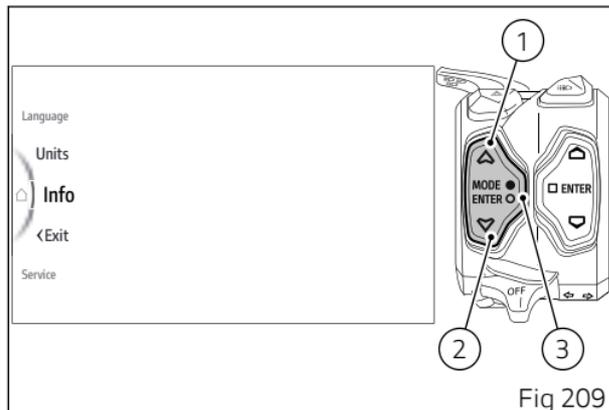


Fig 208

## Setting menu - Info

This function allows viewing the vehicle battery voltage and the engine rpm digital indication.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Info" item and press ENTER (3).



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

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.

If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data. If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.



### Note

This function does not allow changes to be made.

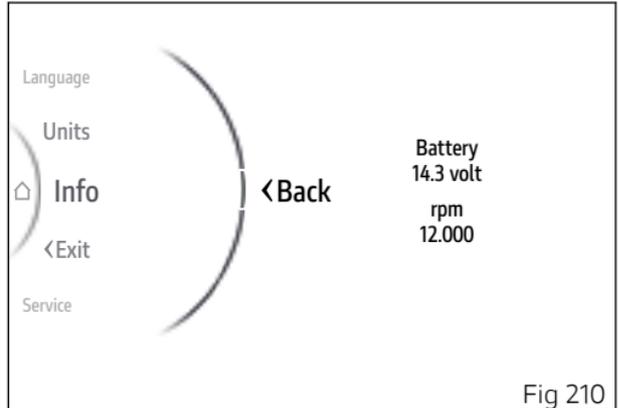


Fig 210

## Assisted start (DPL)

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

By pressing the DPL button (4) it is possible to access the Launch Control menu only if the vehicle speed is equal to or less than 5 Km/h (3 mph).

In the Launch Control menu, it is possible to select the desired DPL level (1, 2, 3) by pressing the UP (1) and DOWN (2) buttons, and to set the selected level by keeping the ENTER button pressed for 2 seconds.

### Note

If no change is made in this menu within ten seconds, the instrument panel will set DPL to OFF and go back to the previous screen.

### Note

If the available launches are finished, the instrument panel shows the message "No launches available".

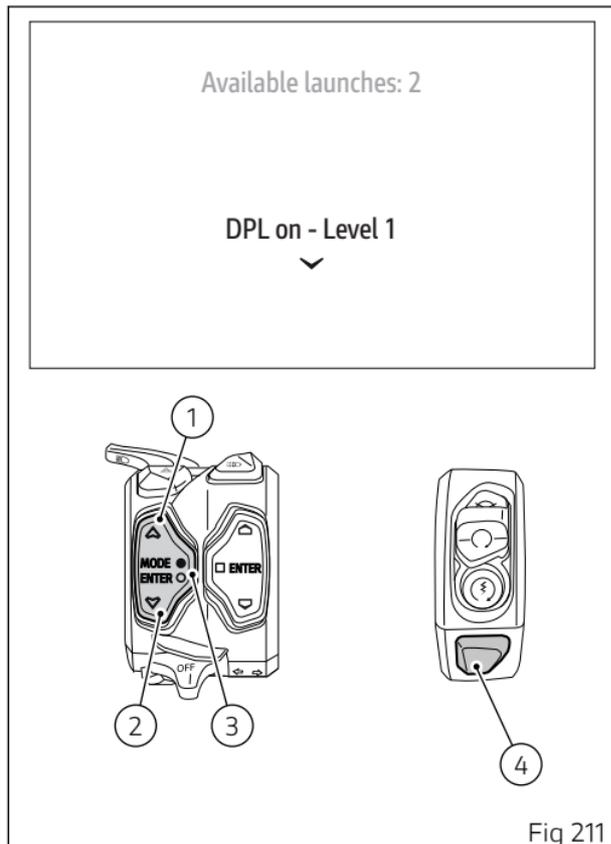
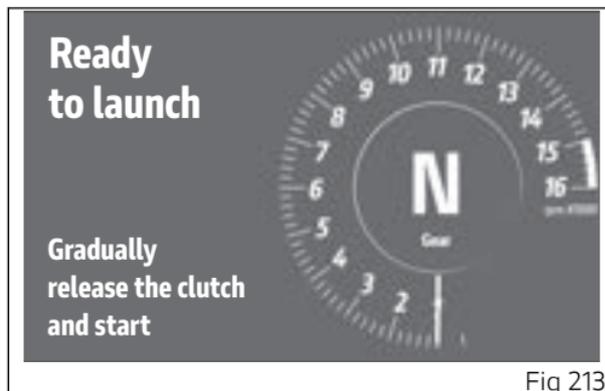
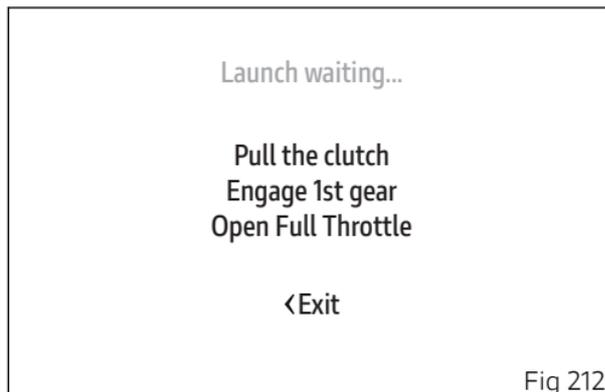


Fig 211

Once the DPL level is set, the instrument panel shows the wait screen for 2 seconds: during this time, if you press the ENTER button (3), the wait phase is interrupted and the instrument panel displays the main screen and sets the DPL to OFF.

Then the instrument panel shows the "assisted launch" screen.

After the assisted start, the instrument panel sets the DPL to OFF and shows the main screen again. The DPL is set to OFF by default by Ducati.



If the DTC is set to “Off” and you press the DPL button, the instrument panel shows for 5 seconds the indication “DTC off – DPL not available” and then the instrument panel goes back to the main screen. The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.

The DPL system works with three intervention levels, each calibrated to offer a different start assist degree. The following table indicates the most suitable DPL intervention level depending on the various starting types. All levels are to be intended optimised for OEM (Original Equipment Manufactured) tyres.

DPL level	Performance	Use
1	High	Use focused on the best performance for very expert riders. The system allows the wheelie and the rear wheel slipping, but reduces the speed at which these two situations take place.
2	Medium	Use for expert riders. The system reduces the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.
3	Medium	Use for all kinds of riders. The system minimises the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.



## Attention

The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.

The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

### Starting procedure

The starting procedure basically consists of two phases:

- The first: with not completely released clutch so that the torque transmitted to the ground depends on the clutch position and slipping;
- The second: with clutch not released so that the torque transmitted to the ground depends on the torque delivered by the engine.

The DPL system helps the rider to start from a standstill and during the first phase by automatically adjusting the torque delivered by the engine to keep the engine rpm at the ideal value to start. This allows the rider to concentrate only on the clutch release that must be progressive and "smooth" instead of fast or abruptly. The engine torque is adjusted also in

the second phase, by maximising the delivered power and limiting the vehicle wheeling or rear wheel slipping.

To preserve the clutch, the DPL system calculates in real time and shows in the dedicated menu on the instrument panel the number of starts that can be performed consecutively by decreasing it by one unit every time a start is completed. The DPL system increases the value by one unit according to the distance covered by the vehicle and the time during which the vehicle engine was on and off.

The DPL system allows performing other assisted starts only when the number of remaining starts is higher than zero.



## Attention

Using the DPL system could reduce the useful life of the engine and transmission mechanical parts. The DPL system should be used only when the engine has reached the operating temperature.

To perform an assisted start with the DPL, the rider must first of all set the vehicle in the following condition:

- vehicle speed at zero;
- vertical position;
- engine on;

- DTC set to ON.

If the count of the residual assisted starts is above zero, the rider can select on the instrument panel the desired DPL level by accessing the relevant menu through the dedicated button.

After selecting the level, the rider must pull the clutch, engage the first gear and fully open the throttle twistgrip.

If all operations indicated above have been performed, the DPL system will show a confirmation screen on the instrument panel indicating that the system is ready to start.

The rider must then release the clutch progressively by keeping the throttle twistgrip fully open.

When the vehicle speed exceeds 20 km/h, the dashboard shows the standard screen while keeping the indication of the selected DPL system level for the entire duration of the start phase.

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 160 km/h;
- third gear engaged.

The DPL system is switched off also if, after releasing the clutch, the rider decides to interrupt the start phase by closing the throttle and bringing the vehicle speed under 5 km/h.



### Attention

The system manages the power delivered by the engine but not the clutch lever release that remains under the control of the rider.

During the starting phase, an abrupt release of the clutch will prevent an optimal behaviour of the vehicle. Likewise, a prolonged activation of the clutch may overheat and thus damage it.



### Attention

The rider position on the bike may influence the system behaviour.

Tips on how to select the intervention level

If level 3 is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel slipping during the starting phase. Levels 2 and 1 provide a limited intervention of the system.

To identify the DPL level most suitable to your riding style we recommend to activate the system, select level 3 and perform a start to become familiar with

the system. Then we recommend to try levels 2 and 1 in sequence until finding the best intervention.

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

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



## **Attention**

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

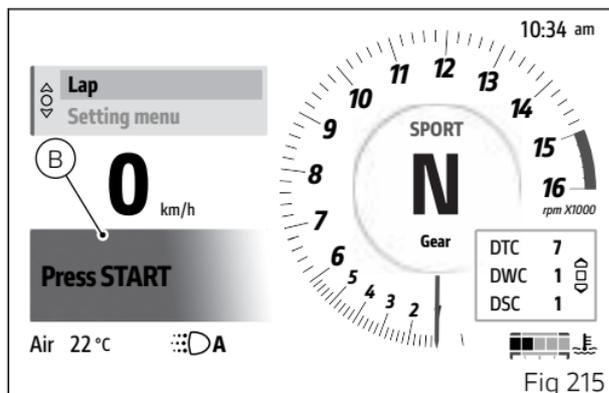
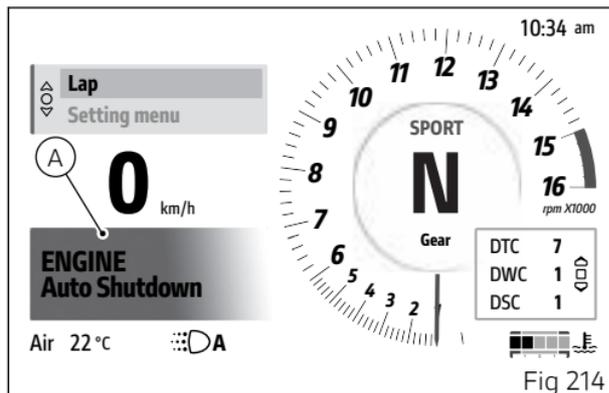
The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable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

## Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, the following warnings are displayed on the main screen (in the Track Info Mode in the example), alternating every 3 seconds:

- “Engine auto shutdown” (A)
- “Press start” (B)

To start the engine, press the ignition switch.



## Warning displaying

The instrument panel manages a number of warnings and alarms aimed at giving useful information to the rider during use.

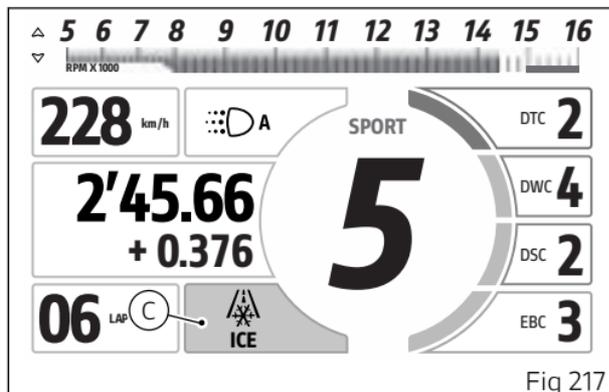
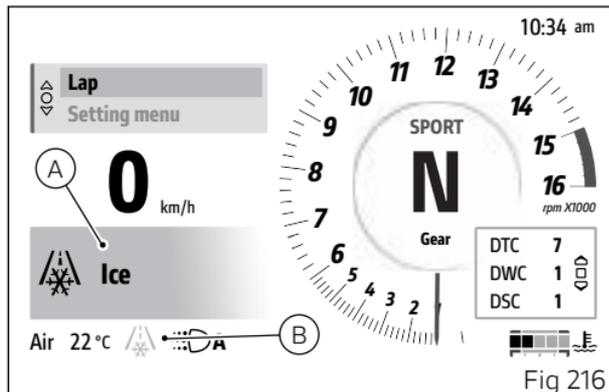
If Track or Road Info Mode was set (see page 109), if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 3 seconds and then in a smaller size (B).

When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

If Track Evo Info Mode was set, in case of active warnings, the instrument panel displays the present warnings or alarms in a dedicated area (C).

When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

In the following figures the warnings are shown on the left in the large version, at the centre in the small version and on the right in the version for Track Evo Info Mode.



## Ice (D)

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

## Attention

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

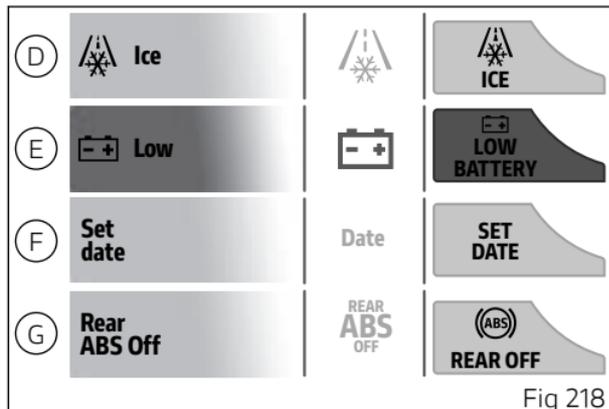
## Low battery (E)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.

Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

## Set date (F)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 216).



## Rear ABS Off (G)

Yellow indicates that the level set for ABS makes it active on the front wheel only.

To change the ABS level see page 166.

### Low fuel (H)

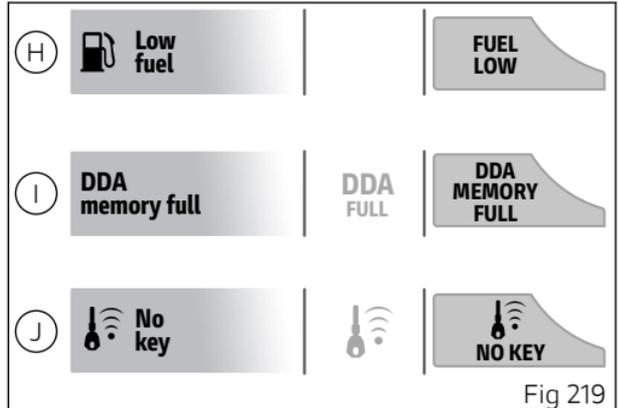
Yellow, it indicates that the fuel level is low. There is no small version of the warning.

### DDA memory full (I)

This yellow warning indicates that DDA memory is full and no more data can be stored (see page 233).

### Key not present (J)

Yellow indicates that the inserted key was not acknowledged.



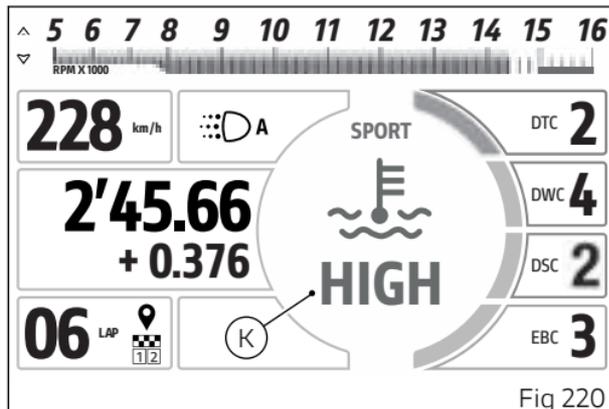
High engine coolant temperature (Track Info Mode only)

If the Track Info Mode is set, the red warning (K) will be displayed if the temperature is high.

### 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.



## Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

In the event of an error, on the main screen, the instrument panel displays the indication in red in large format (A) flashing for the first 10 seconds and then in small format (B)

(Track and Road Info Modes Fig 221),

(Track Evo Info Mode Fig 222).

The warning then remains active until the error is resolved.

When several errors are active, they are displayed in a sequence, one every 5 seconds.

### Traction control error!

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the vehicle's DTC.

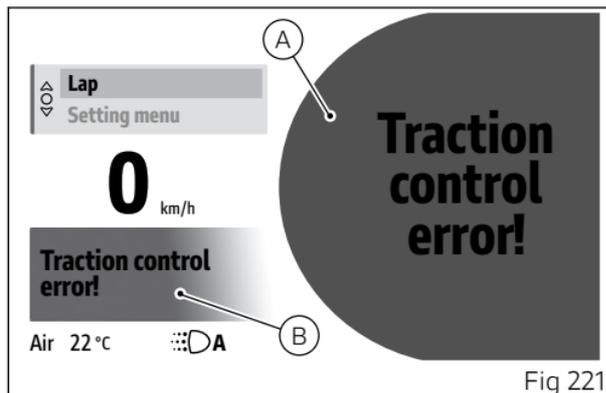


Fig 221

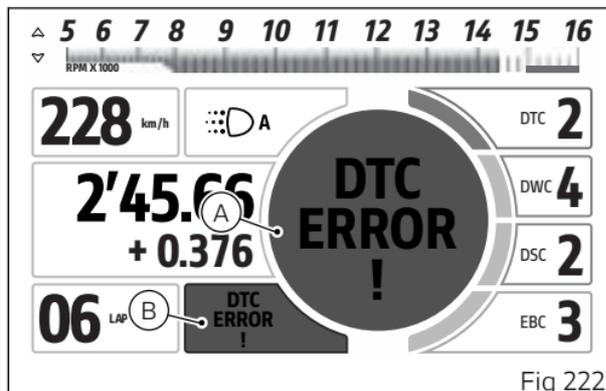
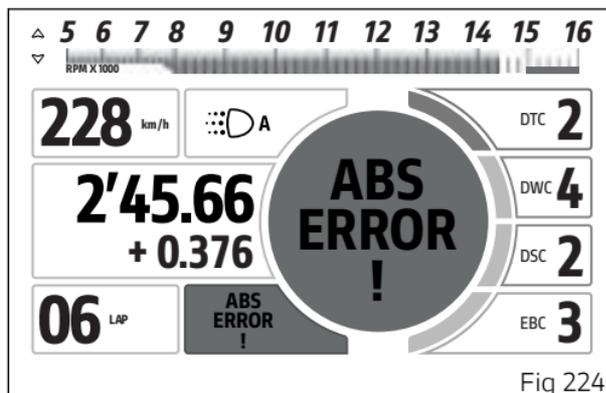
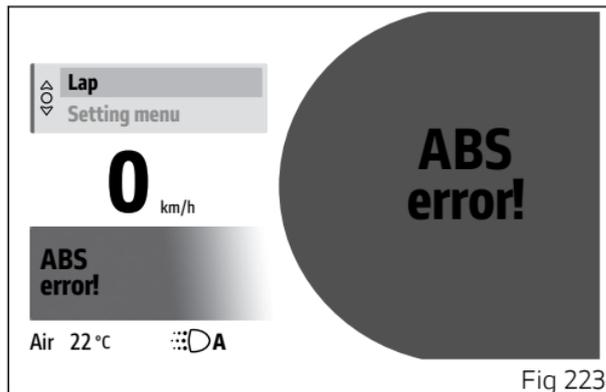


Fig 222

## ABS error!

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the vehicle's ABS (Track and Road Info Modes Fig 223), (Track Evo Info Mode Fig 224).



# Main use and maintenance operations

## Removing the fairing

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.



### Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.



### Attention

At every reassembly, to avoid damaging the painted areas, always place the nylon washers at the retaining screws.



### Important

Have the fairing removal performed at a Ducati Dealer or Authorised Service Centre.

## "Checking coolant level and topping up, if necessary"

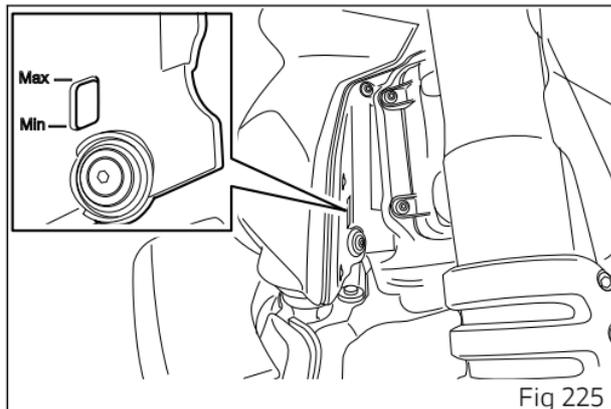
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart". Check coolant level in the expansion reservoir, on the right side of the vehicle, through the inner sight slot, gaining access from the front wheel housing. Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir. Top up if the level is below the MIN mark.

### Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

### Important

Have the top-up performed at a Ducati Dealer or Authorised Service Centre.



## Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under "Scheduled maintenance"; please contact a Ducati Dealer or Authorised Service Centre.

### Brake system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

### 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.

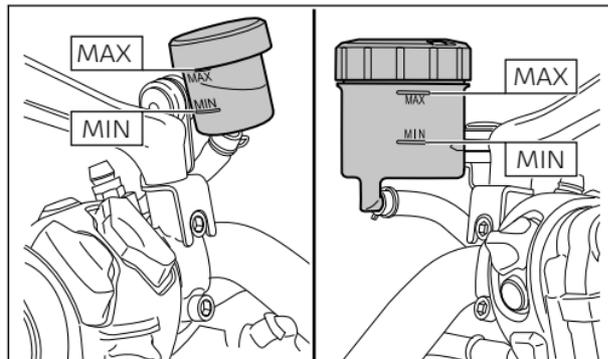


Fig 226

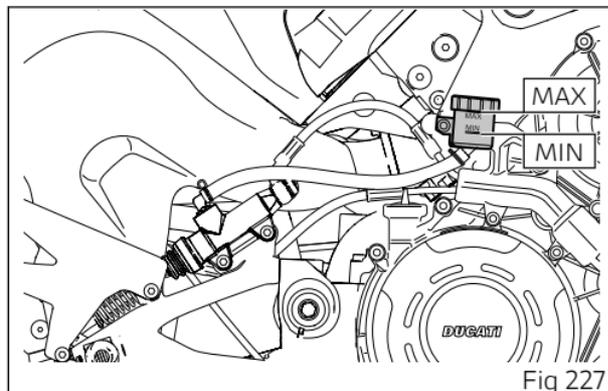


Fig 227



### **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.



### **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

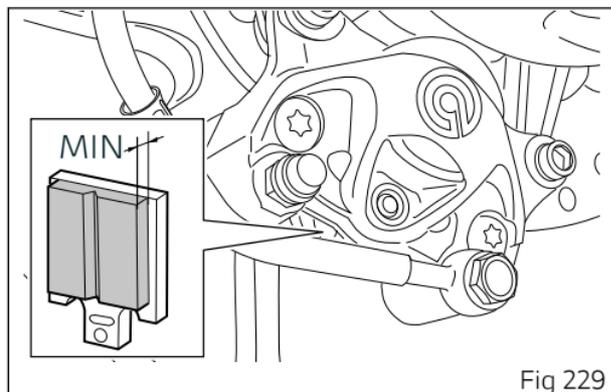
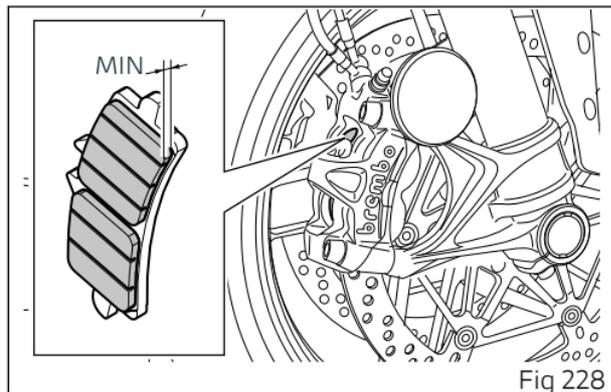
Check brake pads wear through the inspection hole in the callipers. Change both pads if friction material thickness of even just one pad is about 1 mm (0.04 in).

### 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.



## Charging the battery

### PREPARATION

We recommend recharging the lithium battery by connecting the suitable battery charger directly to the positive and negative terminals of the battery using the cable with clips.

To do this, the following steps must be performed in sequence.

Loosen the four screws (1), collect the relevant washers and remove tank cover (2).

Loosen screw (3) and slide out cover (4) retaining the battery.

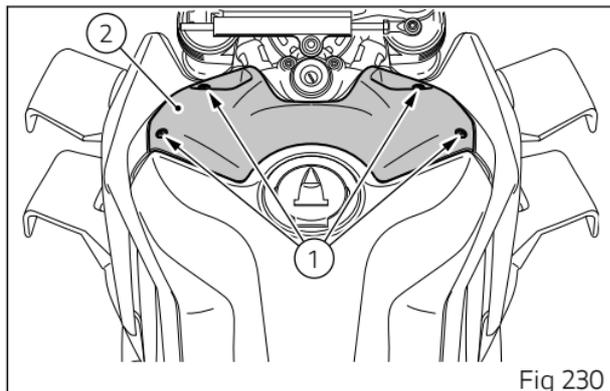


Fig 230

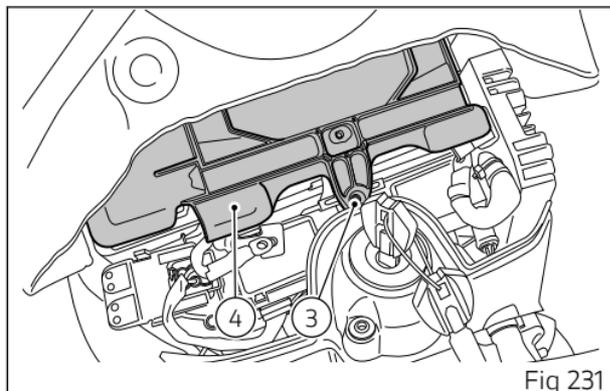


Fig 231

## CONNECTING THE BATTERY TO THE CHARGER

With the battery charger (A) disconnected from the power supply, firmly connect the red clip (5a) to the positive terminal (5).

Connect the black clip (6a) firmly to the negative terminal (6).

Connect the plug of the battery charger (A) to the wall outlet.

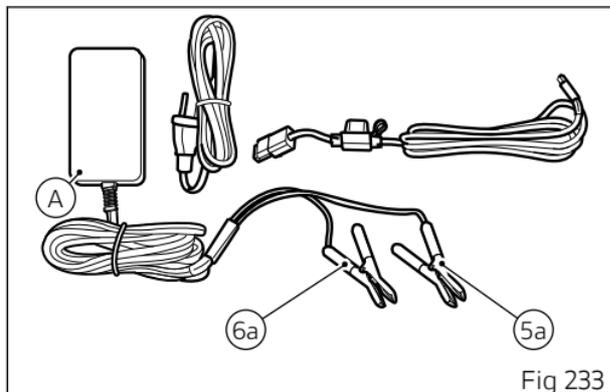
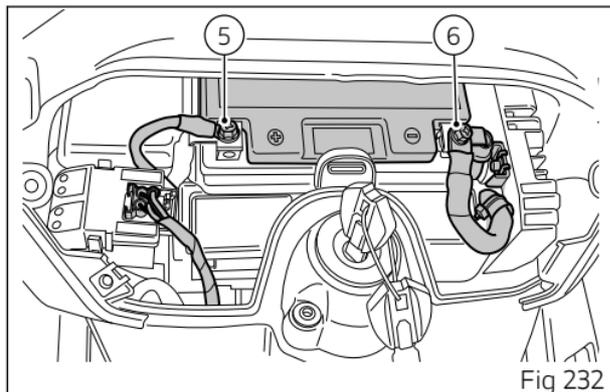
### Attention

Keep the battery out of the reach of children.

Charge battery using the special Ducati-approved battery charger (A) for lithium batteries, only.

Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.

Charge the battery ensuring the vehicle is in a room with a temperature below 40° C (104° F).

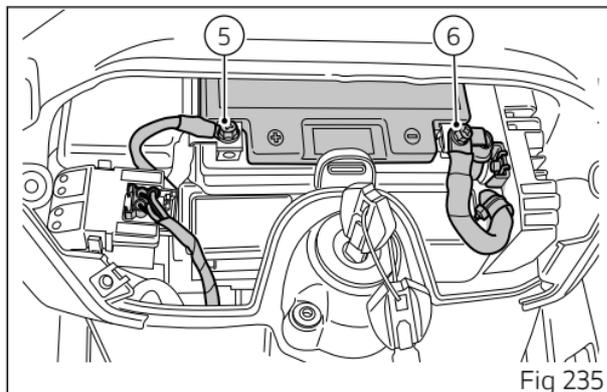
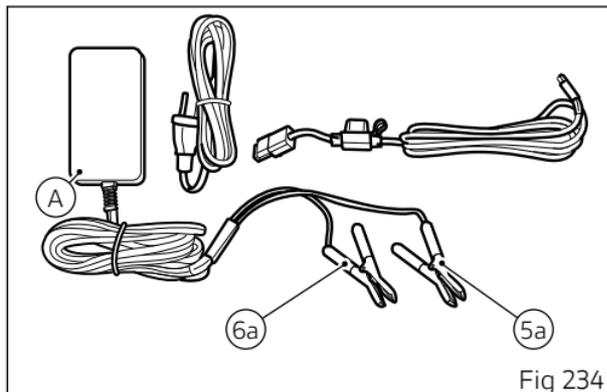


## DISCONNECTING THE BATTERY FROM THE CHARGER

Once the charging process is complete, disconnect the battery charger (A) by carrying out the connection operations in reverse order.

Disconnect the plug of the battery charger (A) from the wall outlet.

Disconnect the black clip (6a) from the negative terminal (6) and the red clip (5a) from the positive terminal (5).





### Attention

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



### Attention

Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.

The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.

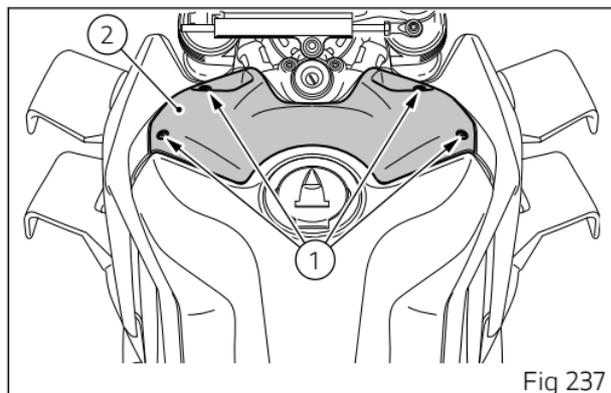
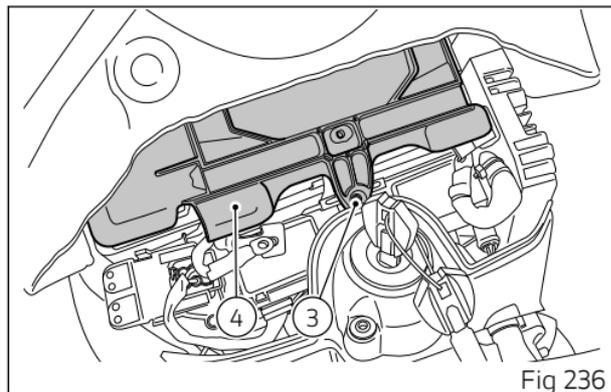
This could lead to a serious functional problem. Please, replace the battery or recharge it, and check it before using the bike.



### Attention

Do not push start the bike.

Position the cover (4) fastening the battery and tighten the screw (3).  
Fit the tank cover (2) and tighten the four screws (1).



## Storing the motorcycle

If the bike is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket. Details are described in chapter "Charging and maintenance of the battery during winter storage".

## 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 plastic section of the chain sliding shoe. It must be:

$A = 18 \div 20 \text{ mm (0.70} \div \text{0.78 in)}$

### Important

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

### Important

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

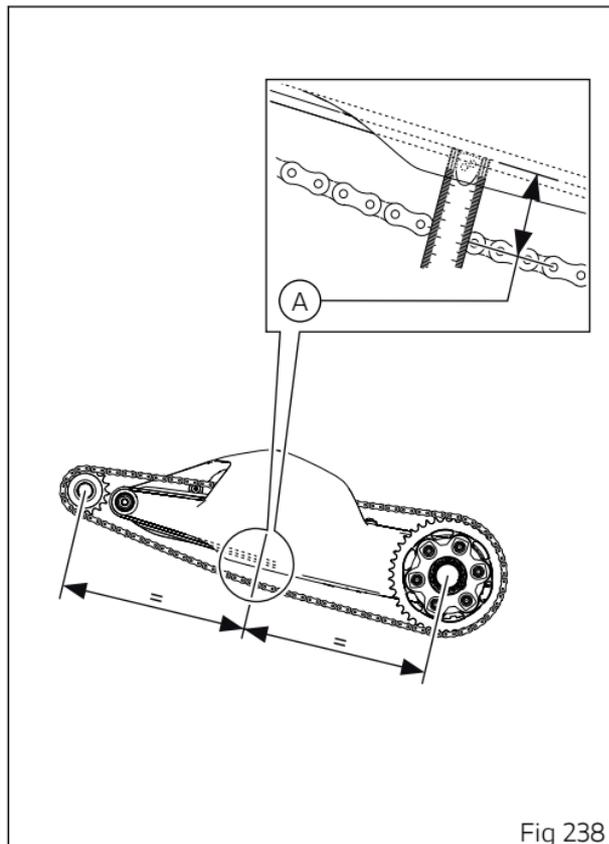


Fig 238



## **Important**

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

## 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).

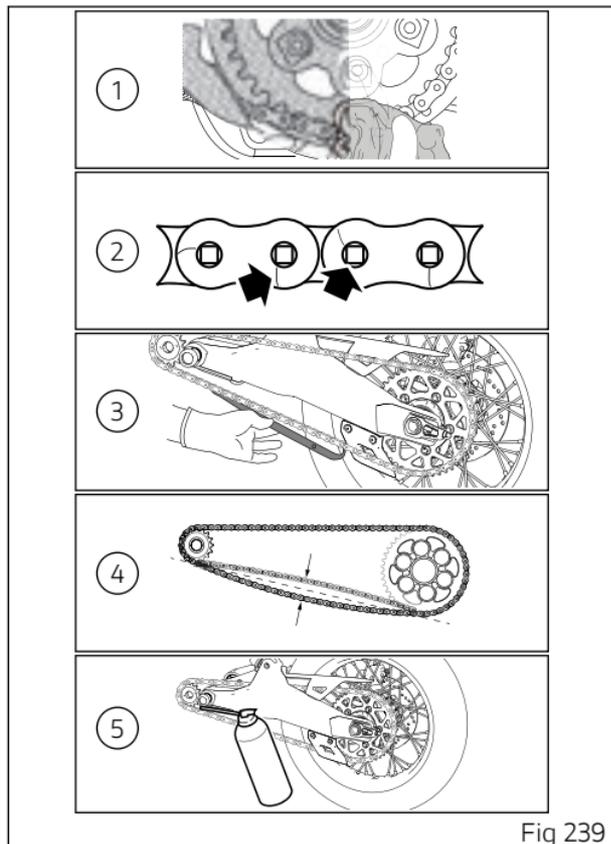


Fig 239



### **Attention**

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



### **Attention**

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

### **Checking the sliding shoe**

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

### **Checking the tension**

Check the chain tension (4) as indicated in the subsection "Checking the drive chain tension". Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

## Lubrication

### Important

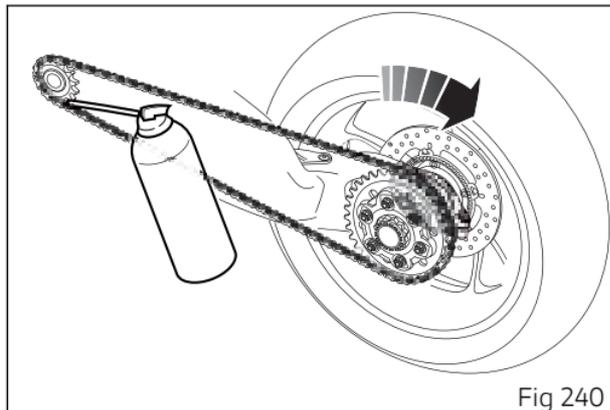
Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

### Attention

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

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

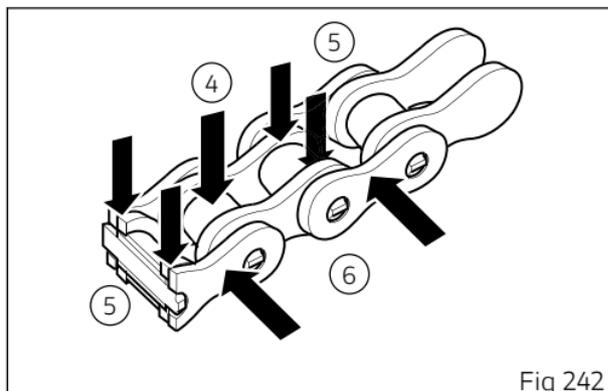
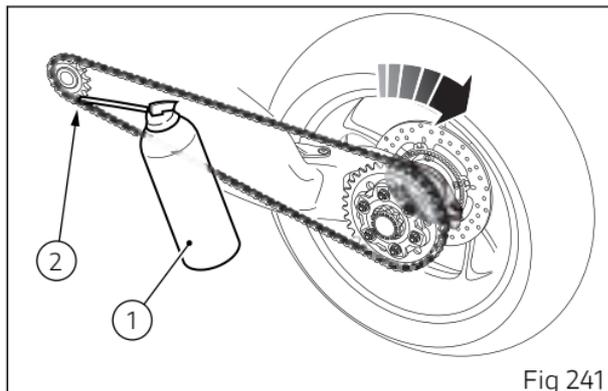
Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.



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

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

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



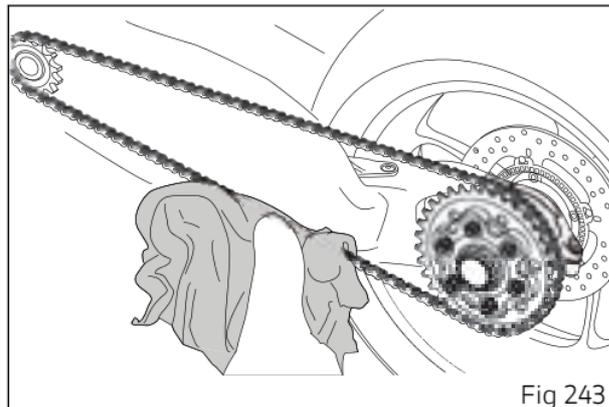
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

**⚠ Important**

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

**⚠ Important**

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



## Replacing the high and low beam bulbs

The whole front LED headlight assembly is maintenance-free. Figure shows the locations of the high beam (HI), low beam (LO) and parking lights (1). Have the lights replaced at a Ducati Dealer or authorised Service Centre.

## Turn indicators

The turn indicators are LED-type and do not require any maintenance.

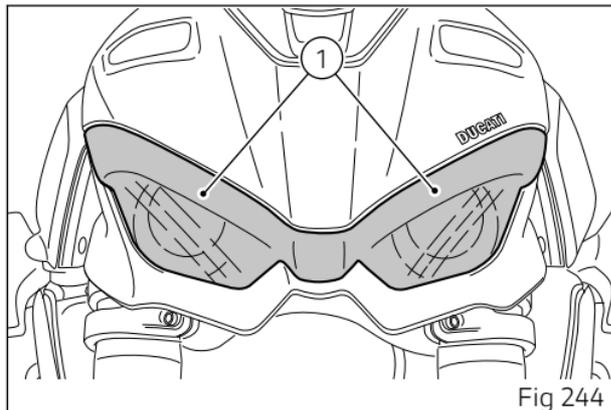


Fig 244

## Aligning the headlight



### 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.

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 by alternatively covering the right one while adjusting the left one and vice versa: the height of the upper limit between the dark area and the lit area must not be more than  $\frac{9}{10}$  of the height from the ground of the headlight centre.

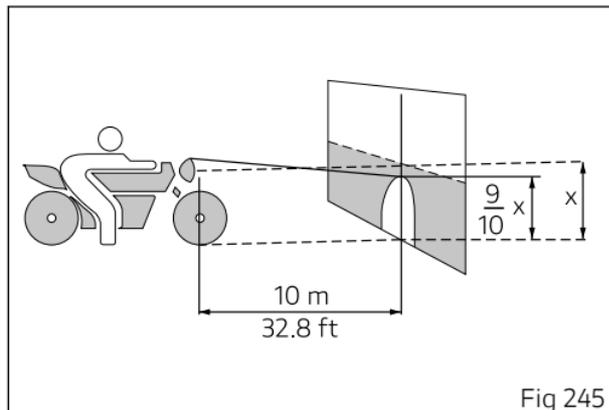


Fig 245

To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides.

Screw (1), positioned on the left side, acts on the left high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

Screw (2), positioned on the right side, acts on the right high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

### Attention

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

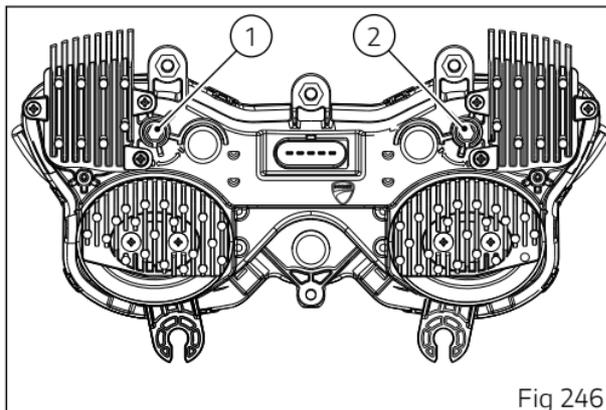


Fig 246

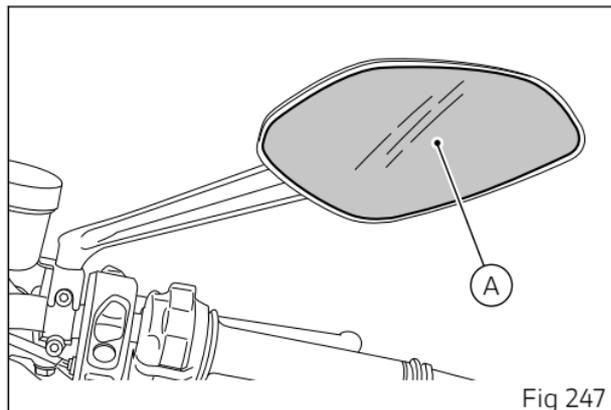
## Adjusting the rear-view mirrors

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



### Attention

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.



## Tubeless tyres

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

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 (2.90÷4.35 psi).

### Tyre repair or change (Tubeless tyres)

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

### Attention

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

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.

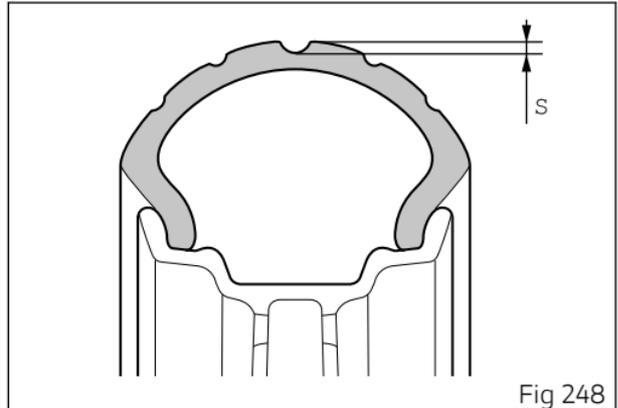
## Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.



### Important

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



## Check engine oil level

Engine oil level can be checked through the sight glass (1) located on the left side of the engine block. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN)

Remove the oil filler cap (2) located on the right side of the vehicle and top up until the oil reaches the required level. Refit the filler plug (2).

### Important

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, sub-section "Scheduled maintenance chart".

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.

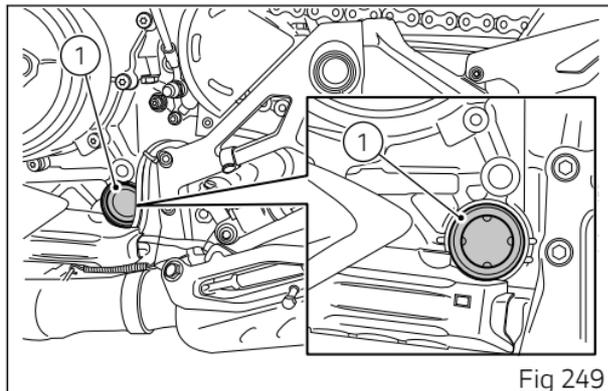


Fig 249

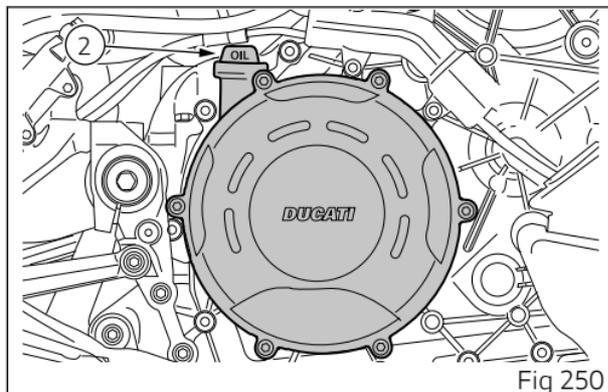


Fig 250

- 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.
- (American standard) and JASO (Japanese standard) standards specify oil characteristics.



### 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 alphanumeric 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

## 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 seat. Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

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

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

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.

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

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.).



### Note

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



### 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.



### 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.



### 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).

## Cleaning and replacing the spark plugs

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

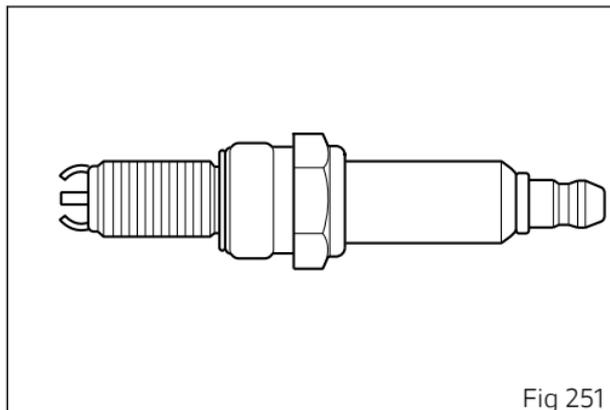


Fig 251

## Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see "Charging the battery");
- protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

## Important notes

Laws in some countries set certain noise and pollution standards.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently

store technical information on the status, events and faults of the vehicle.

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

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.

During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

delete or overwrite the information in the fault memory.

Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).

Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.

Our control units do not collect geolocation data.

## Vehicle transport

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

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

Do NOT attach the ropes to the handlebar.

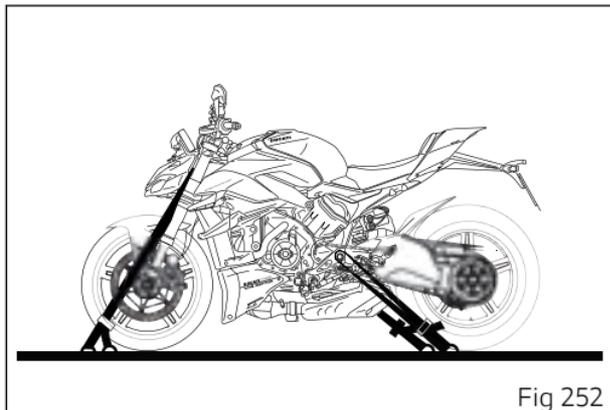


Fig 252

# Scheduled maintenance chart

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

This scheduled maintenance chart is designed for a road use of the bike. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your bike.

### Important

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

	Annual Service 			
	DESMO Service 			
	OIL Service 			
	OIL Service 1000			
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	.	.	.	12
Change engine oil and filter	.	.		12

	Annual Service 			
	DESMO Service 			
	OIL Service 			
	OIL Service 1000			
Check and clean air filter		•		12
Change air filter			•	
Check and/or adjust valve clearance			•	
Check secondary air reeds			•	
Change spark plugs			•	
Change coolant			•	48
Change front fork fluid				36
Visual check of the front fork and rear shock absorber seals	•	•		12
Check clutch plate pack thickness			•	
Replace clutch housing				every 48,000 km/30,000 mi
Check brake and clutch fluid level	•	•		12
Change brake and clutch fluid				24
Check front and rear brake disk and pad wear		•		12

	Annual Service 		
	DESMO Service 		
	OIL Service 		
	OIL Service 1000		
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)		•	
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		•	
Check the tightening fastening the RH tripod to the rear bank		•	
Check wheel hub bearings		•	12
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•	
Check wear of chain, chain sliders, front and rear sprockets. Check chain elongation, tension and lubrication. Detected elongation value: _____ (mm)	•	•	12
 <b>Note</b> We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.			
Check clearance of steering tube bearings		•	12
Check the freedom of movement and tightening of the side stand	•	•	12

	Annual Service 			
	DESMO Service 			
	OIL Service 			
	OIL Service 1000			
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
Check lighting devices, turn indicators, horn and controls operation	.	.		12
Exhaust valve Bowden cable adjustment with DDS 3.0	.	.		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
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)	.	.	.	12

The OIL Service 1000 must be carried out after the first 1,000 km / 600 mi.

The OIL Service  must be carried out every 12,000 km/7,500 mi.  
The DESMO Service  must be carried out every 24,000 km / 15,000 mi.  
The Annual Service  must be carried out every 12 months.

## Scheduled maintenance chart: operations to be carried out by the customer



### Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

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

# Technical data

## Weights

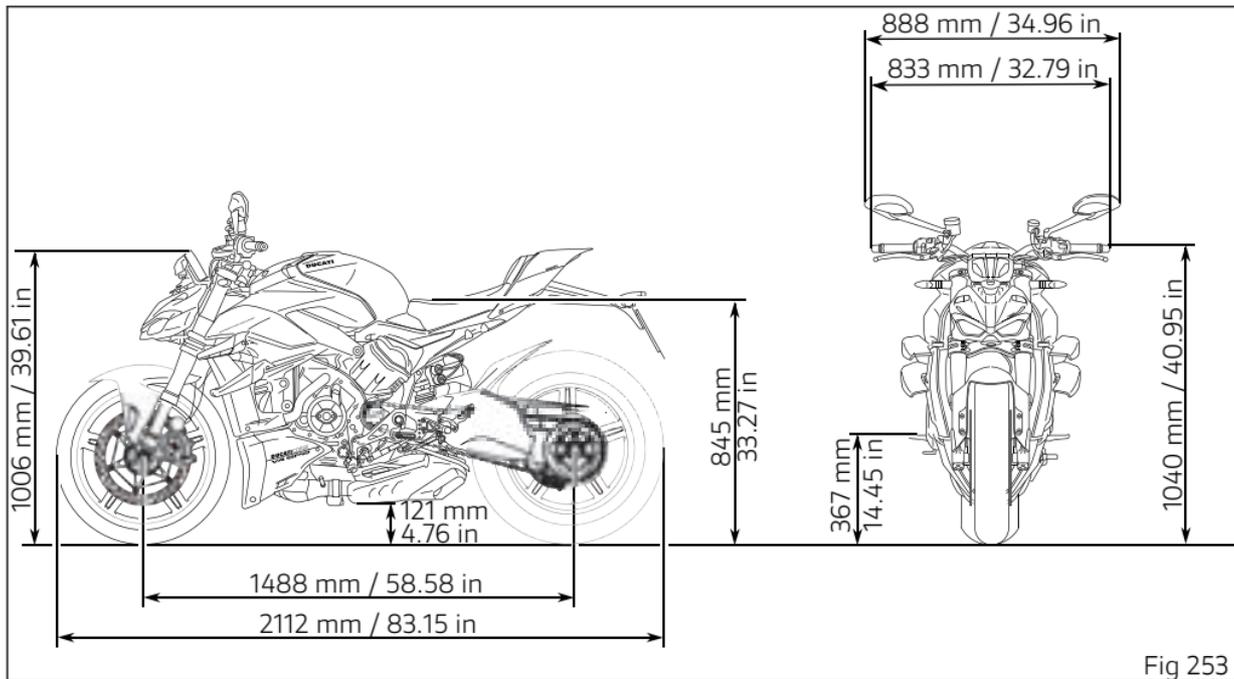
Overall Weight (in running order with 90% of fuel - 44/2014/EU Annex XI)	196.5 kg (433.20 lb)
Overall weight (without fluids and battery)	177 kg (390.21 lb)
Maximum allowed weight (carrying full load)	424 kg (934.76 lb)



### 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.

## Overall dimensions



## Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4.5 litres (0.99 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	17 litres (3.73 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN). SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		Oil level: 200 mm (7.87 in) 411±4 cm <sup>3</sup> (25.08±0.24 cu. in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.05 litres (0.45 UK gal)



### Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



### **Attention**

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



### **Important**

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



## Engine

Desmosedici Stradale: V4 90°, counter-rotating crankshaft, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 81 mm (3.19 in)

Stroke: 53.5 mm (2.11 in)

Total displacement: 1103 cu. cm (67.3 cu. in)

Compression ratio: 14.0 ± 0.5:1

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

153.2 kW / 208 HP at 13,000 rpm

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP

(for Belgium/France version only):

84 kW / 114.2 HP at 7,750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

123.2 Nm / 12.5 kgm at 9,500 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X

(for Belgium/France version only):

105.4 Nm / 12.5 kgm at 7,500 rpm

Maximum rpm: 14500 rpm / 15000 rpm (6th gear).



### Note

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



### Important

Do not exceed the specified rpm limits in any running conditions.



### Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

### Lubrication

Trochoid oil delivery pump with integrated by-pass valve and two scavenge pumps.

Oil cooler.

Consumption: 7.6 l/100km.

Emissions: CO2 178 g/km.

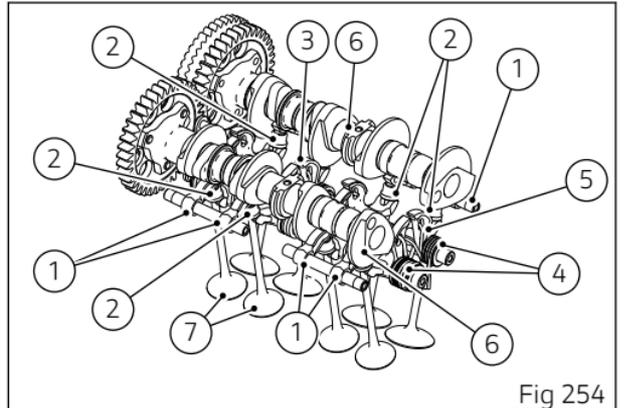
Type-approved: Euro 5.

## Timing system

Desmodromic, 4 valves per cylinder

Desmodromic timing system

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



## Performance

Maximum speed in any gear should be reached only after a correct 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: LMDR10A-JS.

## Fuel system

Inductive discharge indirect electronic injection, intake system with variable length ducts.

Throttle body: Full Ride-by-Wire elliptical, aerodynamic throttle.

Corresponding diameter: 52 mm (2.05 in)

Injectors per cylinder: 2

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 of 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

#### Brake discs

Semi-floating drilled twin-disc.

Braking material: stainless steel.

Carrier material: aluminium and aluminium alloys.

Disc diameter: 330 mm (12.99 in).

Brake disc thickness: 5 mm (0.2 in).

Brake disc thickness (maximum wear): 4.5 mm (0.18 in).

Disc braking surface: 264 sq. cm (40.92 in<sup>2</sup>).

#### Brake control

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

#### **Brake callipers**

Brake calliper make: BREMBO.

Type: Stylema<sup>®</sup> monobloc M4.30 b, radial mount (ABS Cornering EVO)

Number of pistons per calliper: 4

Calliper cylinder diameter: 30 mm (1.18 in).

Friction material: BRM 10 A HH.

#### **Brake master cylinder**

Cylinder Ø: 16 mm (0.63 in).

Master cylinder type: PR16/21.

### **REAR**

#### **Brake disc**

With fixed drilled stainless steel disc.

Disc diameter: 245 mm (9.6 in).

Brake disc thickness: 5 mm (0.2 in).

Brake disc thickness (maximum wear): 4.5 mm (0.18 in).

Disc braking surface: 219 sq. cm (33.95 <sup>2</sup>)

#### **Brake control**

Hydraulically operated by a pedal on RH side.

#### **Brake calliper**

Brake calliper make: BREMBO

Number of pistons per calliper: 2.

Piston diameter: 34 mm (1.34 in).

Cornering ABS as standard.

Friction material: TOSHIBA SH TT2172 HH.

#### **Brake master cylinder**

Master cylinder type: PS 13.

Brake calliper master cylinder piston diameter: 13 mm (0.51 in).



#### **Attention**

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with abundant running water.

### **Transmission**

Hydraulically-controlled dry slipper clutch controlled by an adjustable lever on left-hand side of the handlebar.

Drive is transmitted from engine to gearbox primary shaft via spur gears.

Primary drive: 1.80:1

Primary drive: front / rear sprocket ratio: 30/54.

6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO2, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio:  
15/42

Total gear ratios:

1<sup>st</sup> gear 38/14

2<sup>nd</sup> gear 36/17

3<sup>rd</sup> gear 33/19

4<sup>th</sup> gear 32/21

5<sup>th</sup> gear 30/22

6<sup>th</sup> gear 30/24

Drive chain from gearbox to rear wheel.

Make: DID 525HV3 KAI.

Links: 116.

Make (CHN): DID 525HV3 KAI.

Links: 114.

### 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. Incorrect replacement of this component could seriously compromise your safety and cause irreparable damage to the motorcycle.

### Frame

"Front frame" in aluminium alloy with improved stiffness.

Aluminium alloy rear subframe.

Steering head angle: 24.5°

Steering angle: 28° LH side / 28° RH side

Trail: 100 mm (3.94 in).

### Wheels

Front

five split spokes, in Carbon.

Size: 3.50x17"

Rear

five split spokes, in Carbon.

Size: 6.00x17"



## 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).

## Tyres

### Tyre type

#### Front

Pirelli Diablo Rosso IV Corsa "tubeless" radial type.  
Size: 120/70 ZR17.

#### Rear

Pirelli Diablo Rosso IV Corsa "tubeless" radial type.  
Size: 200/60 ZR17.

## Tyre pressure

Use	Front	Rear
On the road	2.3 bar (33.35 psi)	2.5 bar (36.26 psi)
On the track	1.9 bar (27.55 psi)	2.2 bar (31.91 psi)



## 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 (2.90÷4.35 psi).

## Suspensions

### Front

Öhlins NIX30 upside-down 43 mm (1.69 in) fork with TiN coating of fork legs, completely adjustable. Electronic compression and rebound damping adjustment with Öhlins Smart EC 2.0 controlled semi-active mode.

#### Wheel travel:

120 mm (4.72 in).

### Rear

Öhlins TTX36 fully adjustable monoshock.

Electronic compression and rebound damping adjustment with Öhlins Smart EC 2.0 controlled semi-active mode.

Aluminium single-sided swinging arm.

Stroke: 65 mm (2.56 in).

Wheel travel:

130 mm (5.11 in).

Adjustable pivot position:  $\pm 3$  mm (0.12 in).

Steering damper

Electronically adjustable Öhlins NIX30 steering damper.

## Exhaust system

Layout 4 - 2 - 1 - 2: the exhaust system structure is 4 into 2 into 1 into 2.

Lambda sensors: 4

Catalytic converters: 2

## Available colours

Single-seater tail guard

**Dark Stealth + Red GP 19 (STV 022 + STV 208)**

- Primer1 - 2K White primer, SUPPLIER Lechler, CODE DS20052.
- Base coat1 - GP19 Red, SUPPLIER PPG, CODE 0084.

- Primer2 - 2K Black primer, SUPPLIER Palinal, CODE 873.A002.
- Base coat2 - Black Stealth, SUPPLIER Palinal, CODE 929.R223.
- Clear coat - Matt 2K clear coat, SUPPLIER Palinal, CODE 923I.2176.

## LH/RH cowling: Dark Stealth + GP19 Red

- Primer 2k white Palinal 873AC001
- Base coat Red GP19 PPG 0084
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

## Headlight stripe: Dark Stealth + GP19 Red

- Primer 2k white Palinal 873AC001
- Base coat Red GP19 PPG 0084
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

## RH/LH tank cover: Dark Stealth

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

## Tank central cover: Dark Stealth

- Primer 2k Black Palinal 873.A002

- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

### **Single-seater tail guard: Dark Stealth**

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

## Electric system

It consists of the following main components:

### Instrument panel

TFT colour display.

### Headlight

Low beam: No.2 LEDs;

high beam: No.2 LEDs;

Parking light/DRL (where fitted): No.6 LEDs.

### Electrical controls on handlebar

Front turn indicators: No. 15 LEDs;

BULB front turn indicator type (USA version):

RY10W (12V-10W) Amber.

Rear turn indicators (Europe version): No. 1 LED;

BULB rear turn indicator type (USA version):

No. 1 RY10W (12V-10W) Amber Colour.

### Rear lights

Tail light:

parking light: no.18 LEDs;

LED stop lights: no.18 LEDs;

Number plate light: no. 3 LEDs.

Warning horn.

Stop light switches.

Lithium battery:

LITHIUM BATTERY SKY HJT7B-FPZ-SCR 4Ah LX

Generator (Denso):

14 V - 425 W.

ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.

Starter motor:

Denzo BA06 12V - 0.6 kW

Dashboard: digital with 5" TFT colour display.



### Note

For bulb replacement instructions, please see the paragraph "Replacing the high and low beam bulbs".

## Fuses

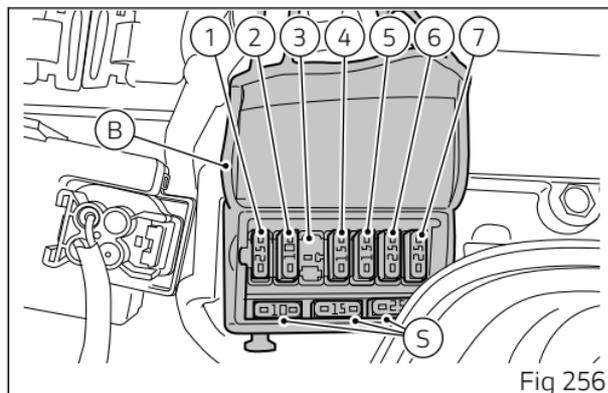
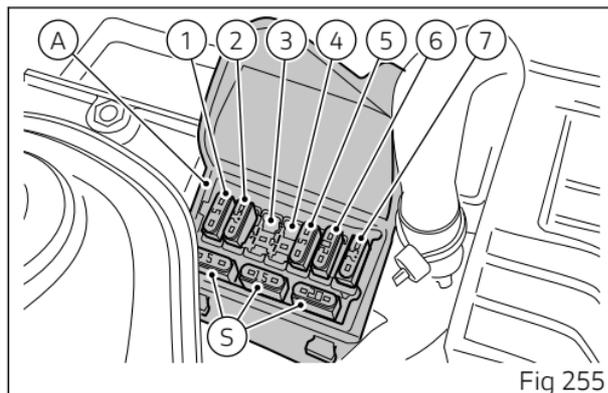
There are twelve fuses that protect the electric components, located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front left fuse box (A, Fig 255) and the front right one (B, Fig 256) are located above the battery.

To reach the fuses, remove the tank cover as described in chapter "Charging the battery".

To expose the fuses, lift the relevant box protective cover. Mounting position and ampere capacity are marked on box cover.



Front left fuse box (A) key		
Pos	El. item	Rat.
1	EMS/ABS/IMU	5 A
2	DASH/BBS/SMEC	7.5 A
3	-	-
4	-	-
5	Accessories/SW	5 A
6	Injection relay	20 A
7	Diagnostics/ Recharge	7.5 A
S	Spare	20 A
S	Spare	15 A
S	Spare	5 A

Front right fuse box (B) key		
Pos	El. item	Rat.
1	EMS powered relays	25 A
2	Fuel pump relay	10 A
3	-	-

Front right fuse box (B) key		
4	Instrument panel	15 A
5	Black Box System (BBS)	15 A
6	ABS UBMR	25 A
7	ABS UBVR	10 A
S	Spare	25 A
S	Spare	15 A
S	Spare	10 A

To reach the main fuse (8) remove the protection cap (C) and cover (D).

To reach the solenoid starter fuse (9) and the reserve fuse (10), the cover (E) must be removed.

#### Main fuse box key

Pos	El. item	Rat.
8	Main fuse	30 A

#### Solenoid starter fuse key

Pos	El. item	Rat.
9	Solenoid starter fuse	30 A
10	Spare	30 A

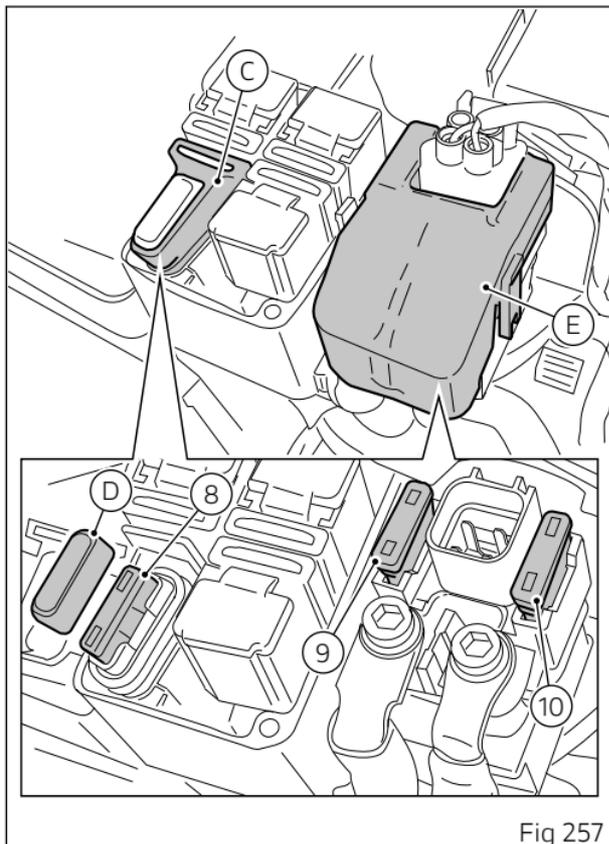


Fig 257

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.

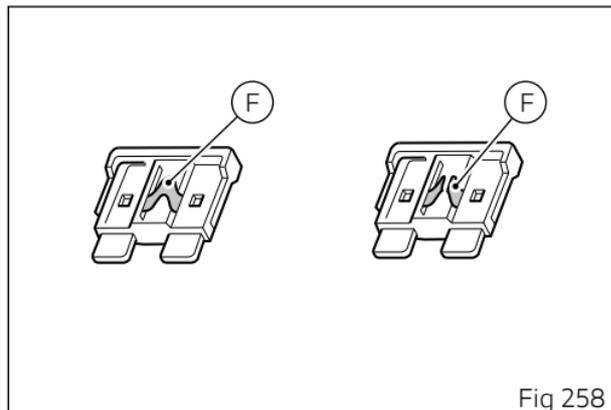


Fig 258

# 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

## Declarations of conformity

EU Directive 2014/53/EU



### Addresses of radio component manufacturers

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



### Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Instrument panel	134.6 KHz 119 KHz ÷ 135 KHz	< 66dB $\mu$ A/m (10m)
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4mW
Antitheft	433.92MHz ( $\pm$ 75KHz)	<0.6mA
GPS	1575,4 MHz	

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Instrument panel	<b>MAE</b> Via Presolana 31/33 24030 Medolago (Bergamo), Italy
Ducati Multimedia System (Bluetooth)	<b>COBO S.p.a.</b> Via Tito Speri, 10 25024 Leno (BS), Italy
Antitheft	<b>PATROLLINE</b> Via Cesare Cantù, 15/C 22031 Albavilla (CO), Italy
GPS	<b>DANFOSS A/S</b> 6430 Nordborg Denmark CVR nr.: 20 16 57 15

## Dichiarazione di conformità EU semplificata

### [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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://certifications.ducati.com)

### [Hungary]

Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfeleléségi nyilatkozat teljes szövege az alábbi címen érhető el: [certifications.ducati.com](http://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](http://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](http://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](http://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 deklaracijas tekstas pateikiamas svetainėje adresu [certifications.ducati.com](http://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](http://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 meħtiegħ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: [certifications.ducati.com](http://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](http://certifications.ducati.com)

### [Poland]

Państwo 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](http://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](http://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](http://certifications.ducati.com)

### [Slovakia]

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

[United Kingdom]

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

## United States (USA)

"This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."

"Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment." "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

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

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

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

The manufacturers of these radio equipment declare that devices comply with the FCC

DASHBOARD	FCC ID: 2AVGH-DSBV4HTG
Ducati Multimedia System (Bluetooth)	FCC ID: Z64-2564N

## Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development 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-DSBV4HTG
Ducati Multimedia System (Bluetooth)	IC: 4511-2564N

## DASHBOARD

### South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-mAe-CSEV4HTG

## 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](http://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



K-R-Cbo-1080795

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Updated on 03/2023 ED.01



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and Coordination activities of AUDI AG