



**MULTISTRADA**

Owner's manual

ENGLISH

***MULTISTRADA V2***

Dear Ducatista,

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

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

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



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

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



ACI Global Servizi



### Important

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

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

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

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

The roadside assistance services include:

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

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

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

### **Important**

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

### Call Centre telephone numbers

To request Assistance:

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

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

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



### **Attention**

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

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

|            |                   |                       |
|------------|-------------------|-----------------------|
| FYROM      | (02)-3181 192     | +389-2-3181 192       |
| Germany    | 0800-27 22 774    | +49-89-76 76 40<br>90 |
| Gibraltar  | 91-594 93 40      | +34-91-594 93<br>40   |
| Greece     | (210)-9462 058    | +30-210-9462<br>058   |
| Ireland    | 1800-304 500      | +353-1-617 95 61      |
| Iceland    | 5 112 112         | +354-5 112 112        |
| Italy      | 800,744,444       | +39 02<br>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<br>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<br>05                  |
| Czech Republic                       | 261 10 43 48    | +420-2-61 10 43<br>48                 |
| Romania                              | 021-317 46 90   | +40-21-317 46 90                      |
| Serbia                               | (011)-240 43 51 | +381-11-240 43<br>51                  |
| Slovakia                             | (02)-492 05 963 | +421-2-49 20 59<br>63                 |
| Slovenia                             | (01)-530 53 10  | +386-1-530 53 10                      |
| Spain                                | 900-101 576     | +34-91-594 93<br>40                   |
| Sweden                               | 020-88 87 77    | +46-771-88 87 77<br>(+46 8 5179 2873) |
| Switzerland<br>(+Liechten-<br>stein) | 0800-55 01 41   | +41 58 827 60 86                      |
| Turkey                               | (216) 560 07 50 | +90 216 560 07<br>50                  |

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

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

# Software update

## Software update

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

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

at the Ducati Service network when the motorbike is serviced.

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



### Attention

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

# Warranty information

## General warranty conditions

### 1. Warranty content

1.1 Ducati Motor Holding S.p.A. - A Sole partner company- a Company of the Audi Group, with headquarters in via Cavalieri Ducati no. 3, 40132, Bologna, Italy (hereafter "Ducati") - guarantees anywhere in the world where its official service network is present (see "World Dealer Guide" available at [www.ducati.com](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) parts subject to wear and tear during normal operation of the motorcycle (such as for example: tyres, final drive, belts, flexible cables, spark plugs, brake and clutch parts subject to friction, the vehicle battery if not properly maintained using the Ducati battery maintainer);
- c) defects deriving from oxidation or caused by atmospheric agents extraordinary environmental conditions or circumstances or due to irregular or improper washing of the motorcycle;

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

production process such as, by way of example, any damage/defect deriving from:

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

## 3. Procedure for claiming the warranty

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

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

## Acronyms and abbreviations used in the Manual

|     |                           |
|-----|---------------------------|
| ABS | Anti-lock Braking System  |
| BBS | Black Box System          |
| CC  | Cruise Control            |
| DDS | Ducati Diagnostic System  |
| DQS | Ducati Quick Shift        |
| DTC | Ducati Traction Control   |
| DWC | Ducati Wheelie Control    |
| EBC | Engine Brake Control      |
| ECU | Engine Control Unit       |
| 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



### Attention

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



### Attention

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

This motorcycle carries the rider and can carry a passenger.



### Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 457kg (1007.51lb).



### Attention

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



### Attention

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



### Important

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

## Rider's obligations

All riders must hold a valid licence.

### Attention

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

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

### Attention

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

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

### Attention

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

Some states require vehicle insurance.

### Attention

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

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

### Attention

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

### Attention

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

### Attention

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

## Rider's training

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



### Attention

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

## Apparel

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

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

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



### Important

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



### Important

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



### Important

Have your passenger wear proper protective clothing.

## "Safety "Best Practices""

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

### Important

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

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

### Attention

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

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

### Attention

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

### Attention

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

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

### Important

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

### Important

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

### Important

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

### Important

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



### **Important**

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



### **Important**

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



### **Important**

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



### **Important**

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



### **Attention**

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

## Refuelling

### Fuel label

Fuel identification label

Refuel outdoors with engine off.

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

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

### Attention

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

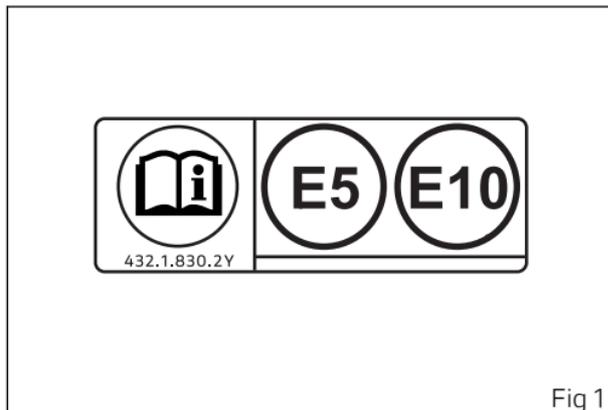


Fig 1

### Attention

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

### Attention

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

## Carrying the maximum load allowed

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

### Attention

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

### Attention

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

## Information about carrying capacity

### Important

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

### Important

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

### Important

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

### Important

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

### Attention

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

Refer to the paragraphs "Tubeless Tyres" in the "Main use and maintenance operations" section and "Tyres" in the "Technical specifications" section.



### **Important**

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

## **Dangerous products - warnings**

Used engine oil



### **Attention**

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

Brake dust

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

Brake fluid



### **Attention**

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



### **Attention**

The fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with abundant running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.



### **Attention**

Take care not to spill engine coolant on the exhaust system or engine parts.

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is irritant and poisonous when ingested. Keep away from children. Never

remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

## Battery



### **Attention**

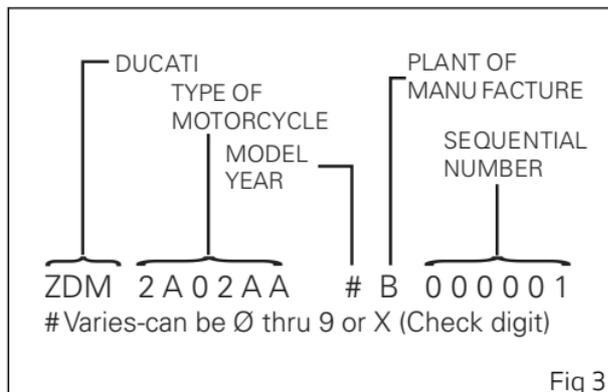
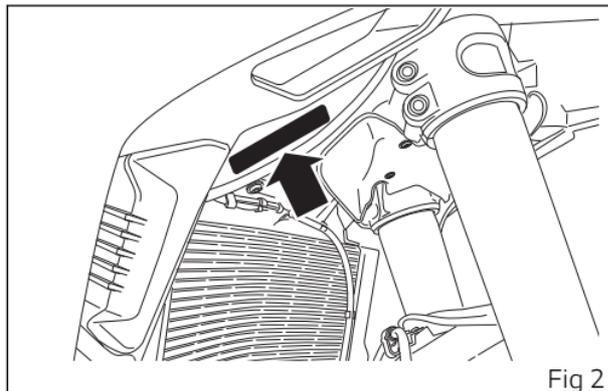
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 40° C (104° F). Never try to open the battery: it does not need to be filled with acid or other types of fluids.

## Vehicle identification number



### Note

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



## Engine identification number

### Note

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

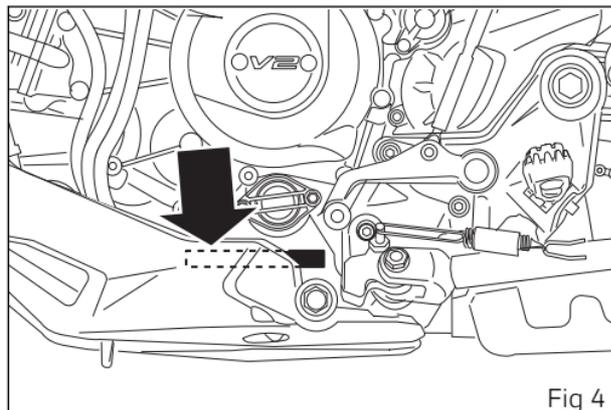


Fig 4

# 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.
- 8) Exhaust silencer.
- 9) USB socket.
- 10) Windscreen.
- 11) Coolant check.
- 12) Engine oil check.
- 13) Clutch fluid reservoir.
- 14) Front brake fluid reservoir.
- 15) Tool box compartment.

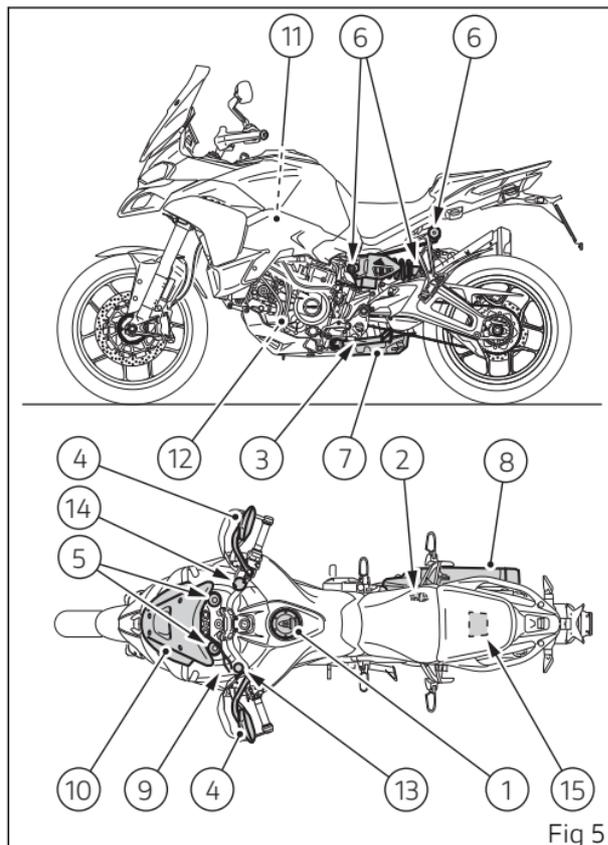


Fig 5

## Tank filler plug

### Opening

Lift flap (1) and insert the key in the lock.  
Turn the key clockwise to release the lock.  
Lift the plug (2).

### Closing

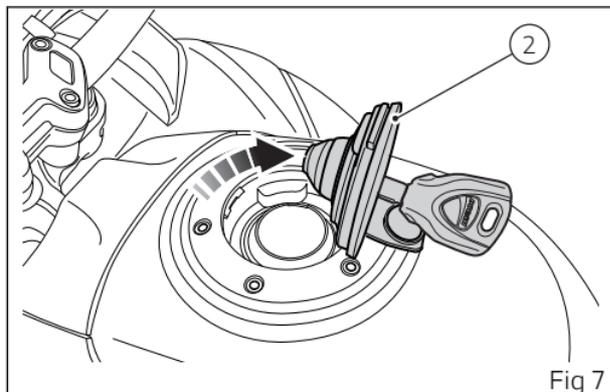
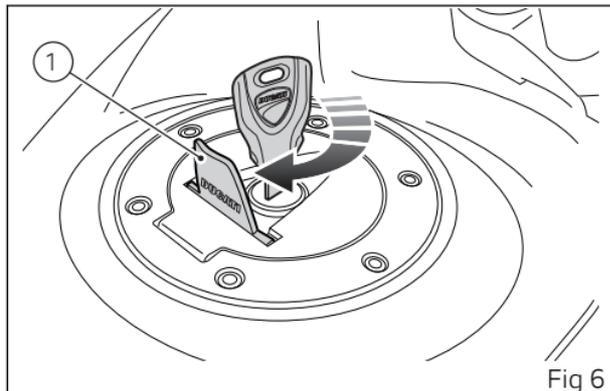
Turn the key in the plug clockwise to release the lock.  
Close the plug (2) with the key inserted and push it down into its seat until you hear its locking "click".  
Remove the key and close flap (1) protecting the lock.

### 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.



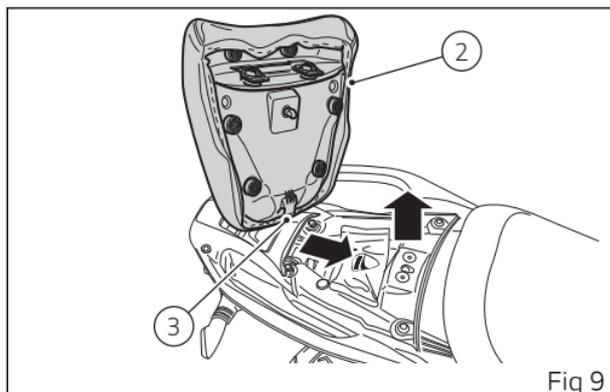
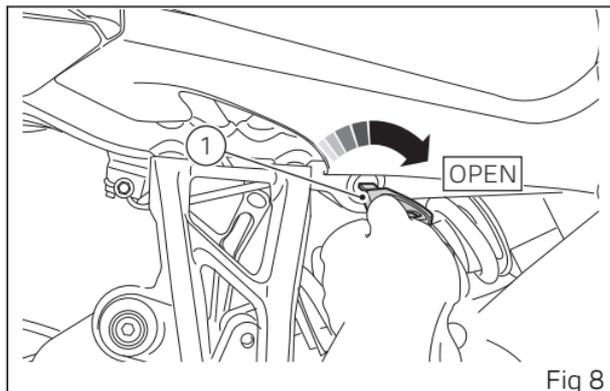
## Seat lock

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

### Removing the passenger seat

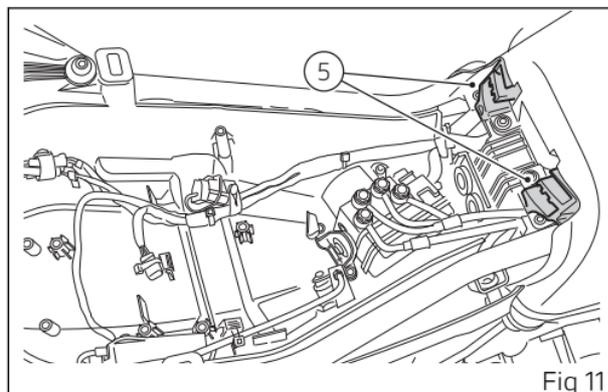
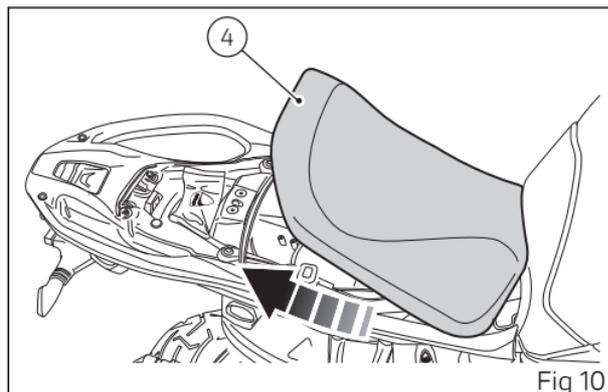
Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.

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



## Removing the rider seat

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



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

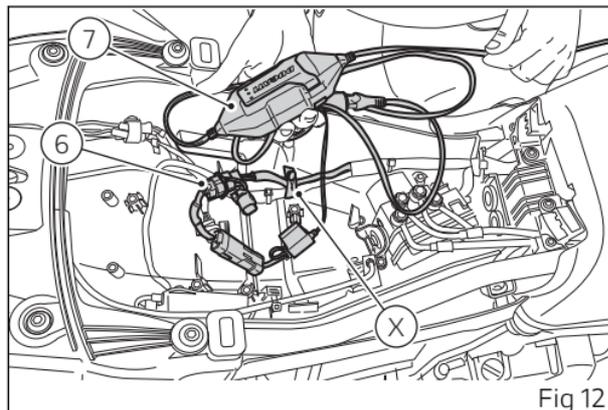


Fig 12

## Refitting rider seat (low mode)

Configure the rear tootinging (A) and central rubber blocks (B) as shown (Fig 13), checking that the rubber blocks (B) are locked in place by the rubber band (C). Position the rider seat (4) on the vehicle, making sure to correctly fit it into the lower part of guides (5).



### Attention

Have rider seat and passenger seat in high or low mode correctly configured by a Ducati Dealer or authorised Service Centre.

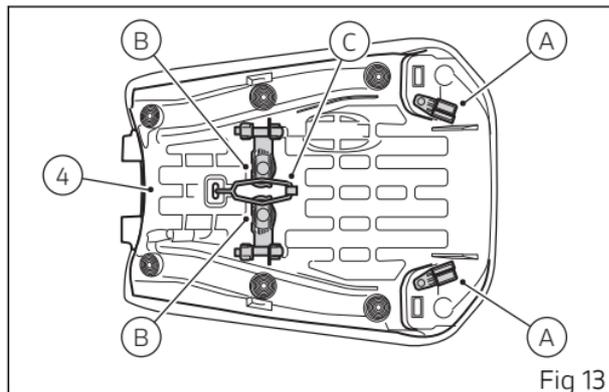


Fig 13

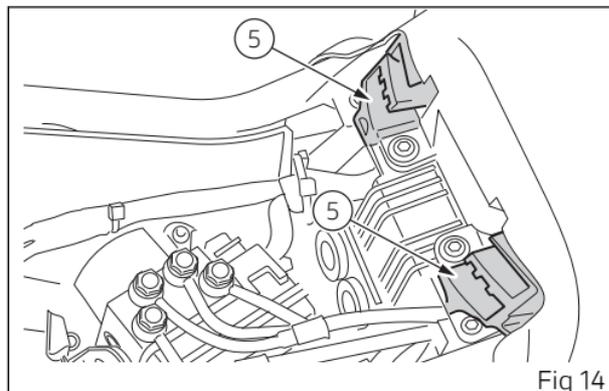


Fig 14

## Refitting rider seat (high mode)

Configure the rear tootinging (A) and release central rubber blocks (B) from rubber band (C), turning them outwards as shown (Fig 13), securing unused rubber band (C).

Position the rider seat (4) on the vehicle, making sure to correctly fit it into the upper part of guides (5).



### Attention

Have rider seat and passenger seat in high or low mode correctly configured by a Ducati Dealer or authorised Service Centre.

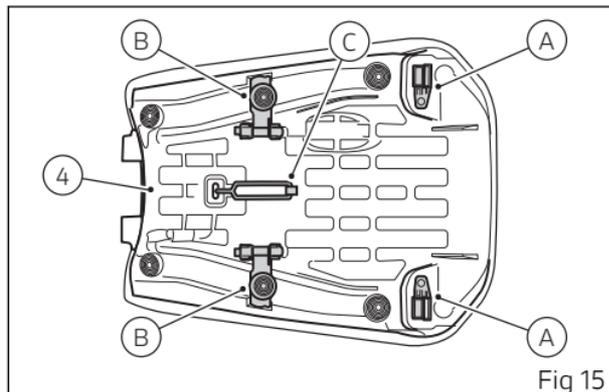


Fig 15

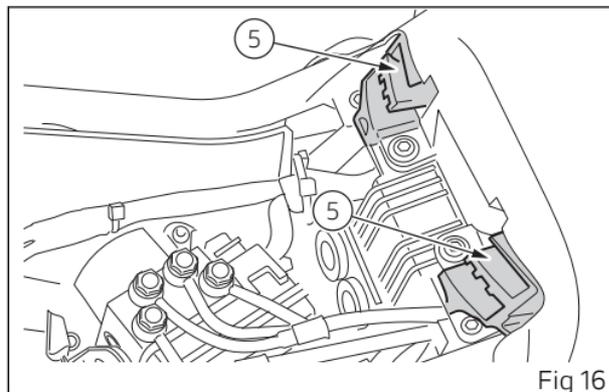


Fig 16

## Refitting the passenger seat

Check correct rider seat positioning according to low mode or high mode.

If the rider seat has been fit in low mode, turn the brackets with rubbers blocks (D) of the passenger seat (2) upwards (Fig 17).

If the rider seat has been fit in high mode, turn the brackets with rubbers blocks (D) of the passenger seat (2) downwards (Fig 17).

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

Push the passenger seat (2) downwards to block pin (9) into the seat lock (10).

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

Take key out of the lock.

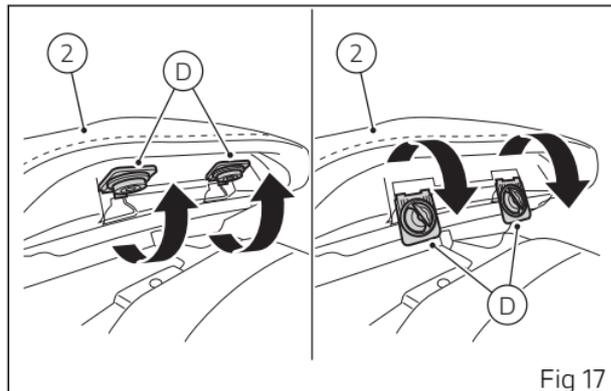


Fig 17

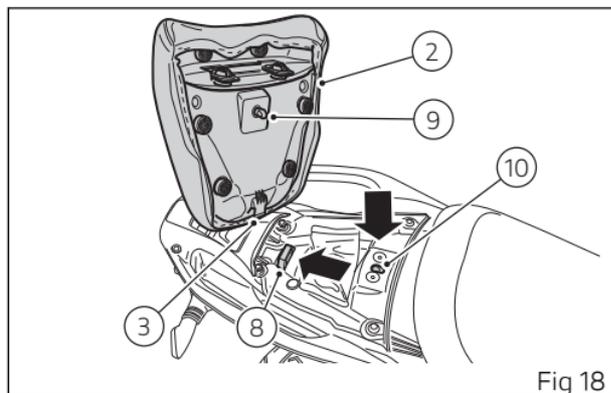


Fig 18

## Maintaining the battery charge

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

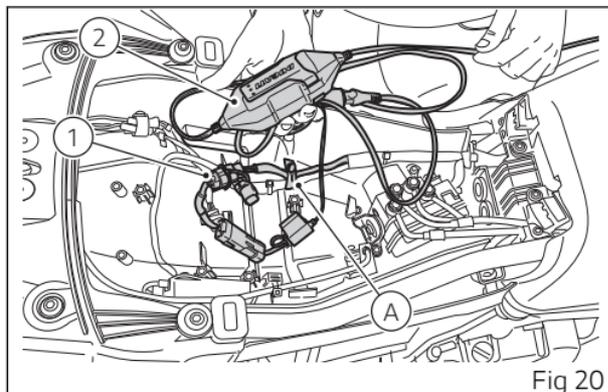
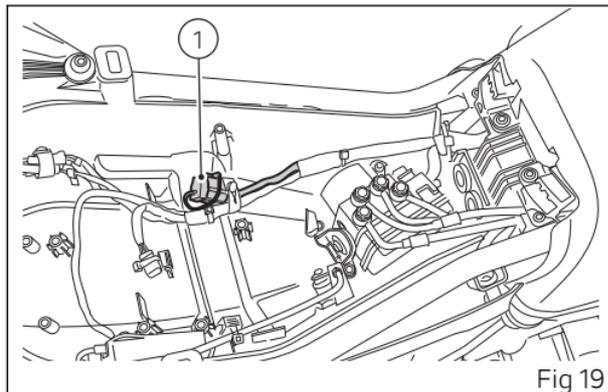
### Note

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

### Important

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

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



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

 **Note**

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

## Side stand

### Important

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

### Attention

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

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

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

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

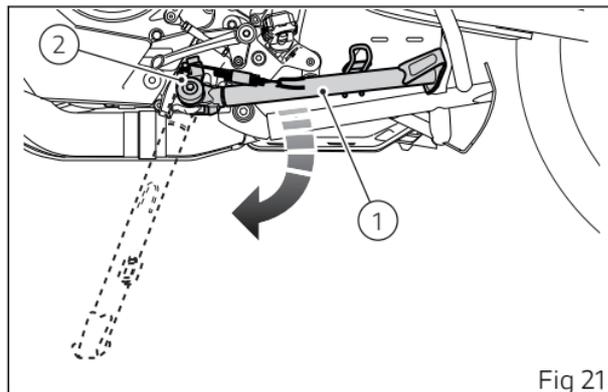


Fig 21

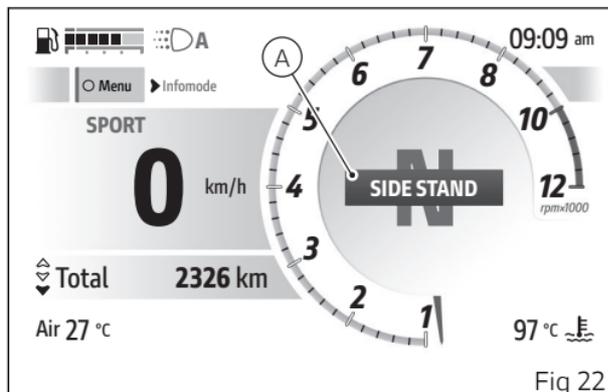


Fig 22

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



### **Attention**

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



### **Note**

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



### **Note**

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

The instrument panel receives information on side stand status and if side stand is down/open, the display shows the icon "STAMP. LATER." on red background.

In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

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

## Installing the Ducati side panniers (if any)

Installing the plastic side bags (if any)

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

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

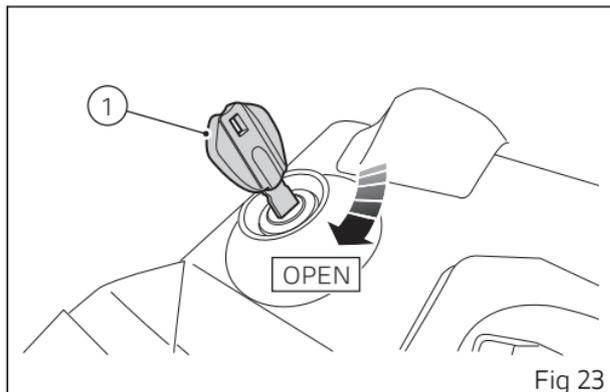


Fig 23

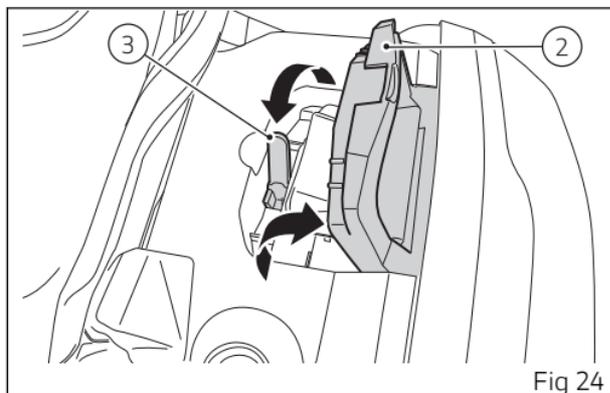


Fig 24

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



**Note**

Position the front hook first and then the rear hook.

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

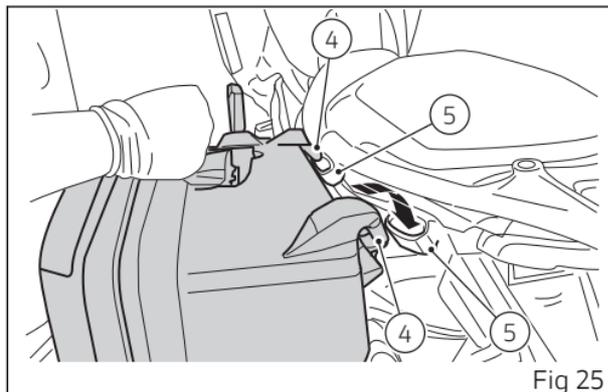


Fig 25

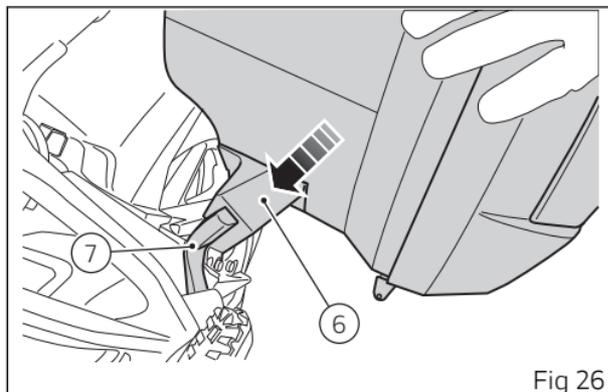


Fig 26

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

Close the handle (2) and turn the key anticlockwise to lock the bag.

Remove the key.

Make sure the bag is fixed correctly by pulling the bag gently to the side and also checking the swinging movement.

Repeat the same operation for assembling the other side bag.

Install both bags, check the swinging movement of both, moving them to the right and left, on the rear side of the bags.

If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

### Attention

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



Fig 27

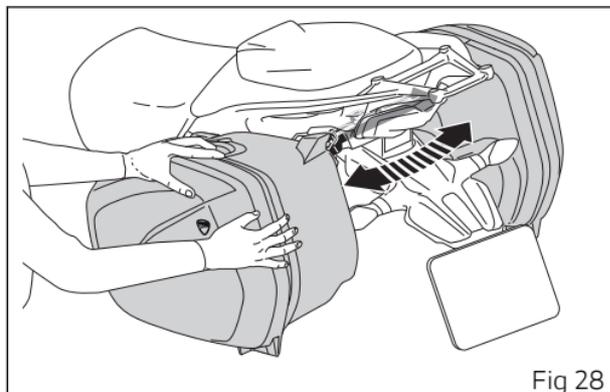


Fig 28

Installing the aluminium side panniers (if any)

**⚠ Attention**

To fit/remove the subframe kit for aluminium side panniers and to set it to "floating" or "fixed" mode, please contact your Ducati Dealer or authorised service centre.

**⚠ Attention**

To carry out all opening / closing or installation / removal operations on the panniers, operate only the appropriate levers and never use the key to transmit force.

Position the fixing hooks (1) at the bottom of the pannier frame as shown in the figure. Attach the pannier retaining clip (2) at the top of the pannier frame (3) until you hear a "click". Repeat the same operations for the pannier on the left side of the motorcycle.

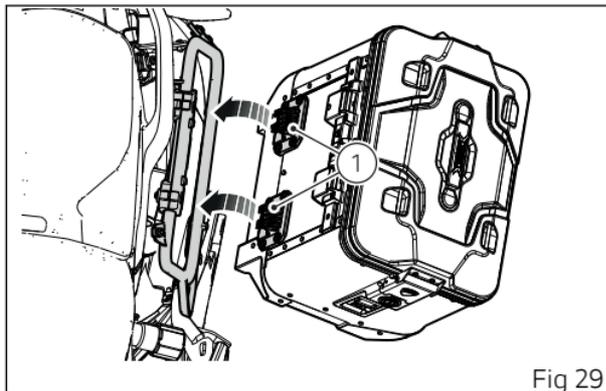


Fig 29

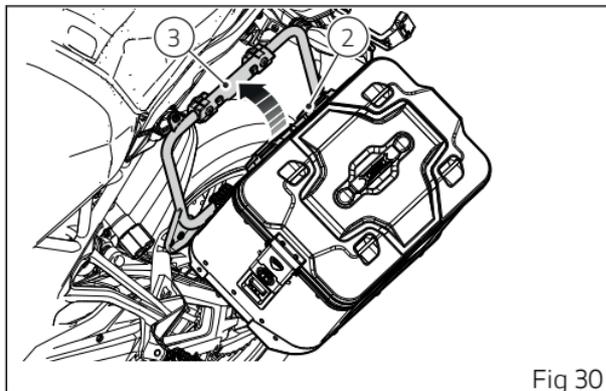


Fig 30

### Attention

Make sure the panniers are fixed correctly by pulling them gently. Only this operation ensures the correct installation of the panniers in their engagement points.

When both panniers are installed, if the subframe kit for aluminium panniers has been fitted and set to “floating” mode, check the swinging movement of both, moving them to the right and left, on the rear side of the panniers.

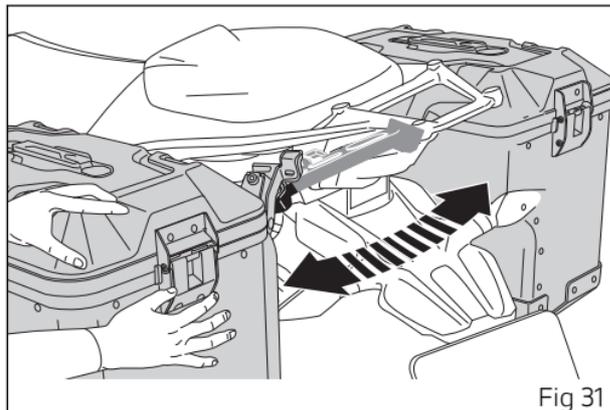
If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

### Attention

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

### Attention

To fit/remove the subframe kit for aluminium side panniers and to set it to “floating” or “fixed” mode, please contact your Ducati Dealer or authorised service centre.



**⚠ Attention**

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

**⚠ Attention**

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

**⚠ Attention**

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

**⚠ Attention**

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

**⚠ Attention**

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

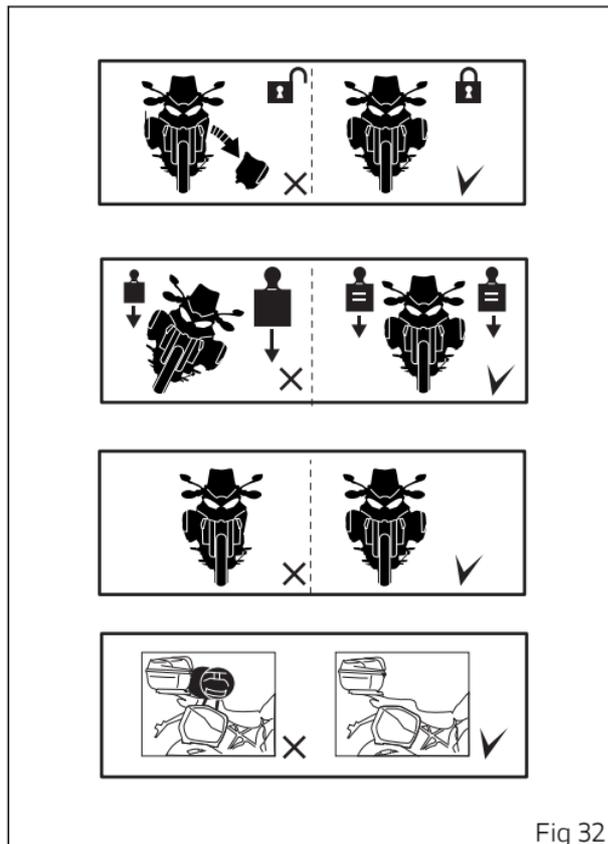


Fig 32

### **⚠ Attention**

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

### **⚠ Attention**

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

### **⚠ Attention**

The maximum permitted speed varies according to the loads mounted on the vehicle:

- with the top case and tank bag fitted or with only the side panniers and tank bag fitted, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side panniers fitted, the maximum speed allowed is 160 km/h (100 mph).

However, speed must be adjusted to the legal limits.

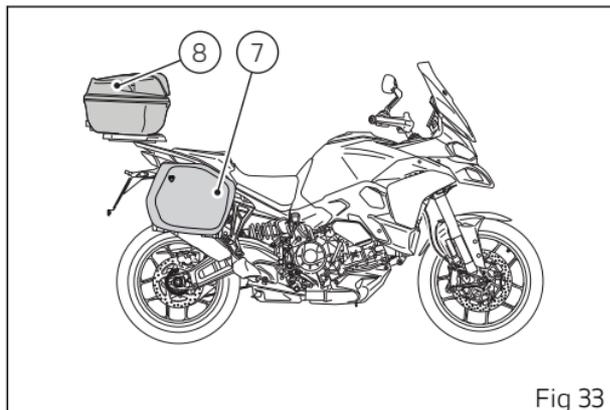


Fig 33

### **⚠ Attention**

The maximum speed permitted with the "fixed" side panniers with or without top case fitted must not exceed 150 km/h (93.20 mph) and at any rate it must comply with the applicable statutory speed limits. Do not exceed the maximum speed indicated.

### **⚠ Attention**

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



### **Attention**

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



### **Attention**

Clean the side panniers with a soft, clean cloth using lukewarm soapy water. Avoid the use of aggressive agents or rough tools.



### **Attention**

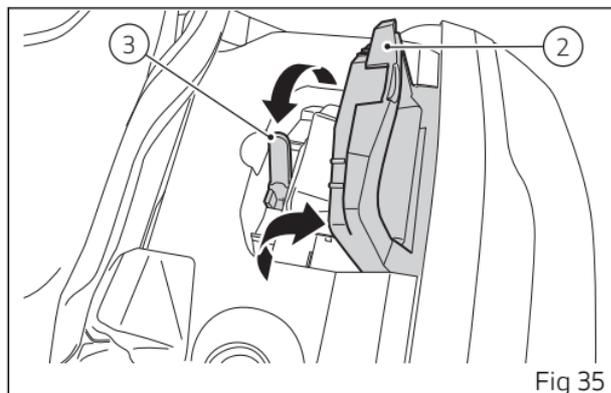
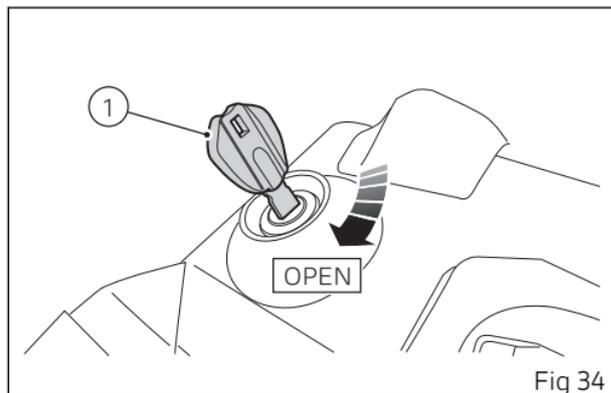
The side panniers must be removed when washing the bike.

## Removing the plastic side bags (if any)

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

Open handle (2).

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

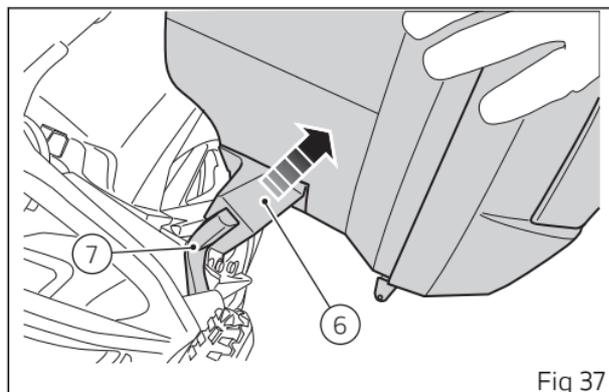
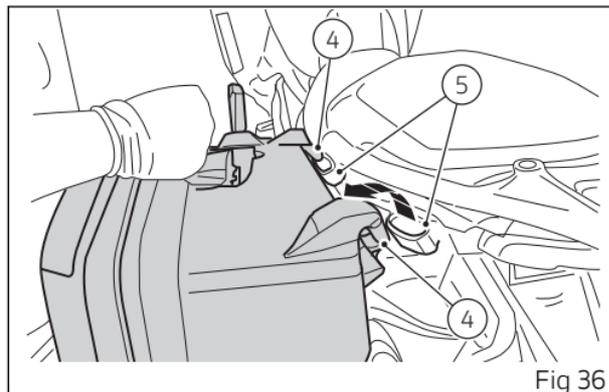


Holding it by the handle (2), pull the side bag (6) out of the housings (5) in hooks (4), first pulling out the rear and then the front, and from the lower support (7).

Repeat the same operation for removing the other side bag.

### Attention

To fit/remove the subframe kit for aluminium side panniers and to set it to "floating" or "fixed" mode, please contact your Ducati Dealer or authorised service centre.



## Removing the aluminium side panniers (if any)

Insert the key (4) into the lock. Turn the key to the open position as shown in the figure. While properly supporting the pannier by the handle (5), lift the handle (6) toward the front of the motorcycle to open the locking mechanism, as shown in the figure. Lift up the pannier to release both its hooks.



### Attention

To fit/remove the subframe kit for aluminium side panniers and to set it to "floating" or "fixed" mode, please contact your Ducati Dealer or authorised service centre.

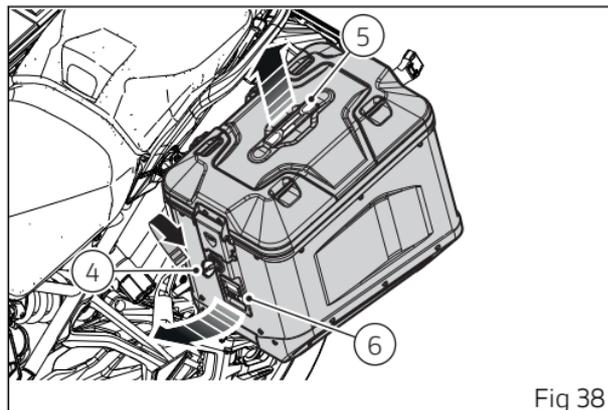


Fig 38

The Multistrada's plastic or aluminium pannier system is equipped with a special floating system which allows the side panniers and Top Case to move during high speed riding, improving the stability of the vehicle. This system must not be blocked or compromised, for example by mounting accessories or panniers that prevent movement. The aluminium side pannier kit can be locked, but only in off-road use, as this could compromise the stability of the bike when travelling at high speed. Both aluminium and plastic Top Cases must be installed with active floating system in any use. See table below for suggested maximum speed specifications.



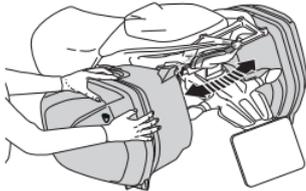
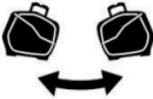
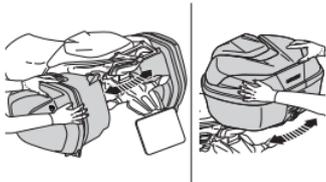
### **Note**

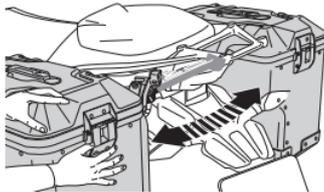
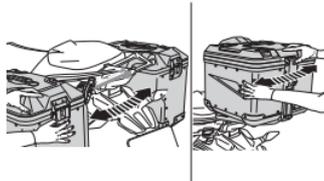
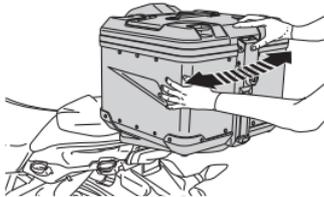
Another key factor for ride stability is the use of original OEM tyres and their pressure.

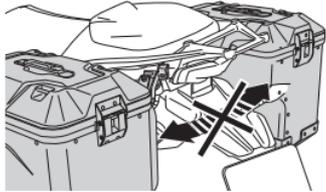


### **Important**

The aluminium Top Case should never be fixed mounted.

| Type of panniers fitted                           | Max speed allowed  | Type of assembly  | Image   | Maximum load         |
|---|--------------------|---|---|----------------------|
| Plastic fibre pannier (floating)                  | 180 Km/h (112 mph) |  |  | 10 Kg + 10 Kg        |
| Plastic fibre panniers + Top Case (both floating) | 160 Km/h (100 mph) |  |  | 10 Kg + 10 Kg + 5 Kg |
| Plastic fibre Top Case only (floating)            | 180 Km/h (112 mph) |  |  | 5 Kg                 |

| Type of panniers fitted                       | Max speed allowed  | Type of assembly  | Image   | Maximum load         |
|---|--------------------|---|---|----------------------|
| ALUMINIUM panniers (floating)                 | 160 Km/h (100 mph) |  |  | 10 Kg + 10 Kg        |
| ALUMINIUM panniers + Top Case (both floating) | 160 Km/h (100 mph) |  |  | 10 Kg + 10 Kg + 5 Kg |
| ALUMINIUM Top Case only (floating)            | 180 Km/h (112 mph) |  |  | 5 Kg                 |

| Type of panniers fitted   | Max speed allowed | Type of assembly  | Image   | Maximum load         |
|---|-------------------|---|---|----------------------|
| ALUMINIUM panniers (locked and FIXED)                                 | 150 Km/h (93 mph) |  |  | 10 Kg + 10 Kg        |
| ALUMINIUM panniers (locked and FIXED) + ALUMINIUM Top Case (floating) | 150 Km/h (93 mph) |  |  | 10 Kg + 10 Kg + 5 Kg |

## Using the side panniers (if any)

Using the plastic side bags (if any)

### Opening

To open the side bag, turn the key (1) in the lock (2) clockwise and release the latch (3) by lifting at the rear.

### Closing

To close the side bag, turn the key (1) in the lock (2) anti-clockwise and lock the latch (3) by lifting and closing it again, making sure the cover (4) is engaged in the locking mechanism (A).

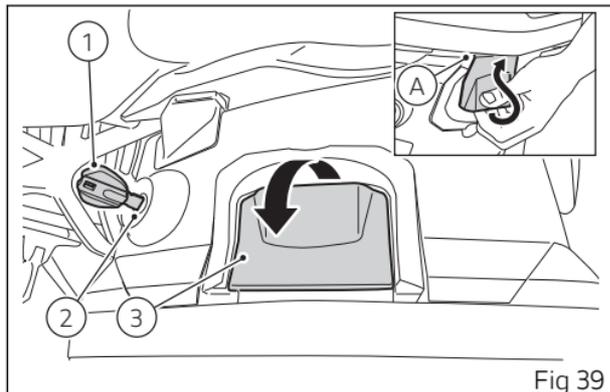


Fig 39

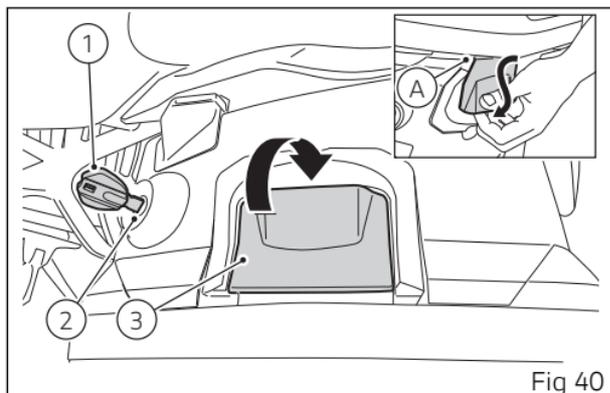
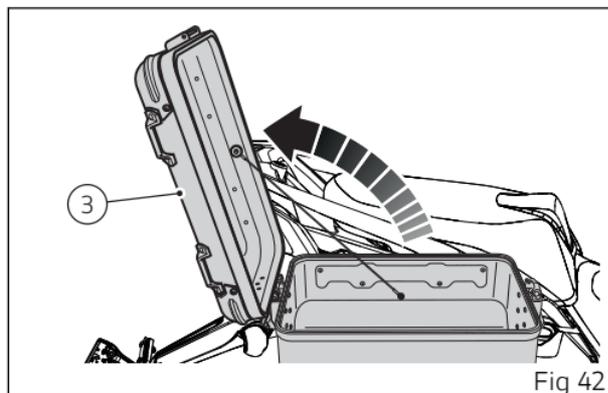
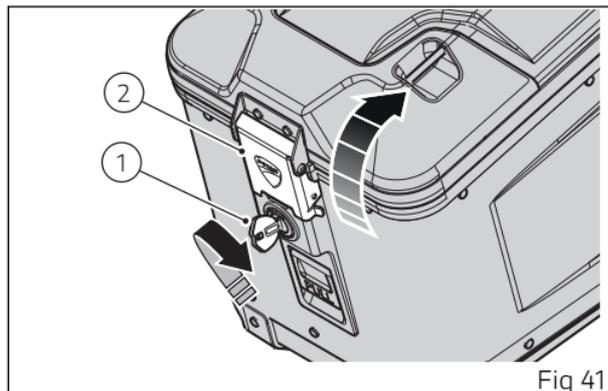


Fig 40

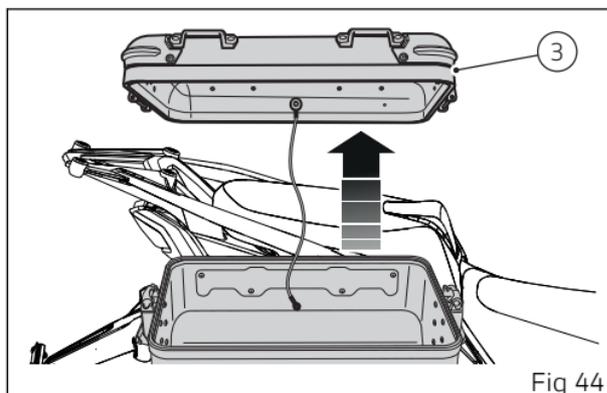
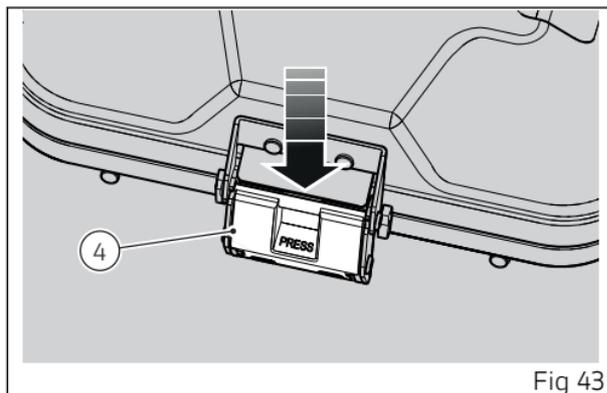
## Using the aluminium side panniers (if any)

### Opening

Open the side pannier as follows. Insert the key (1) in the pannier lock and turn it to the open position. Lift the lever (2) and then lift the cover (3).

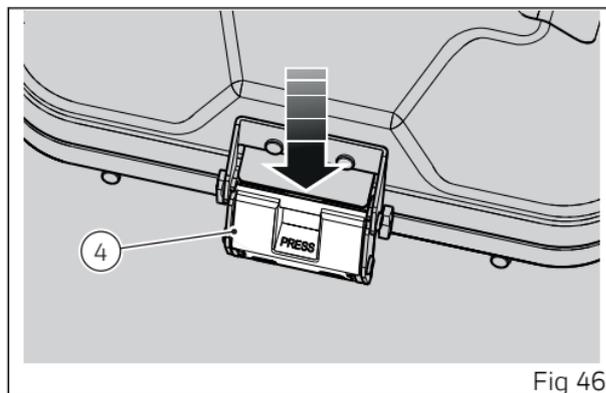
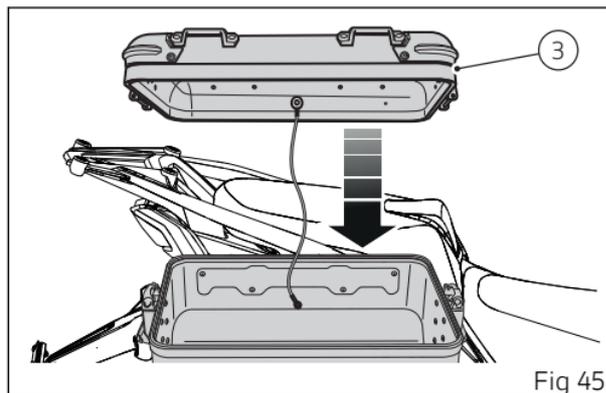


The cover (3) can be opened on both sides of the side pannier. After lifting the cover (3), press the lever (4) on the back of the side pannier, the cover (3) can be opened as shown in the figure.

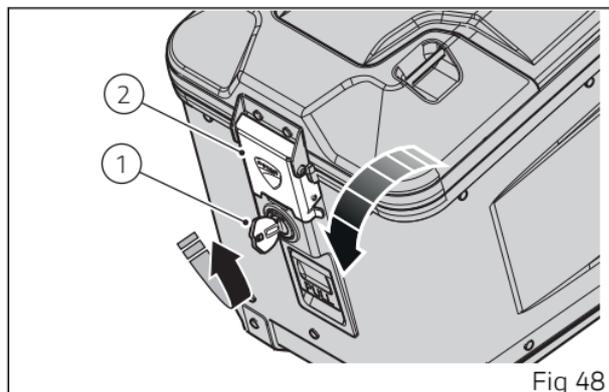
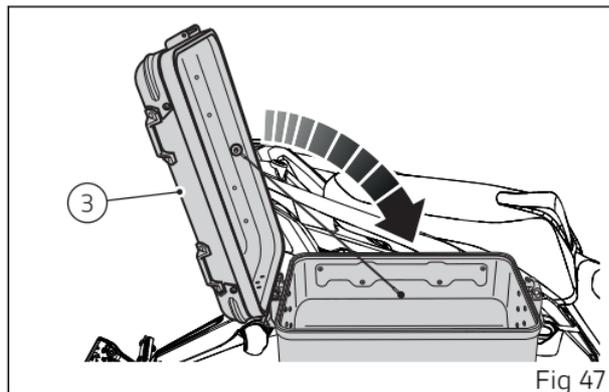


## Closing

Place the cover (3) on the side pannier and proceed as follows. Place the coupling element (4) on the relevant connection, as shown in the figure



Close the cover (3) and push the lever (2) fully down, as shown in the figure. Turn the key (1) to the lock closing position. Remove the key (1).





### **Attention**

To carry out all opening / closing or installation / removal operations on the panniers, operate only the appropriate levers and never use the key to transmit force.



### **Attention**

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



### **Attention**

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



### **Attention**

Clean the side panniers with a soft, clean cloth using lukewarm soapy water. Avoid the use of aggressive agents or rough tools.



### **Attention**

The side panniers must be removed when washing the bike.

## USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.

The USB connection (2) is located on the left front dashboard and is protected by a lid (1).

Opening the USB compartment:

- 1) Place your thumb on the opening area and your opposite finger on the lid (1).
- 2) Press your finger on the back of the lid (1) to easily open it with your thumb.
- 3) Once opened, insert the cable with USB-A connector into the socket (2) and follow the cable passage to the outlet in the appropriate hole (Fig 51).
- 4) Close the lid (1) by applying the necessary pressure until a "clack" is heard.

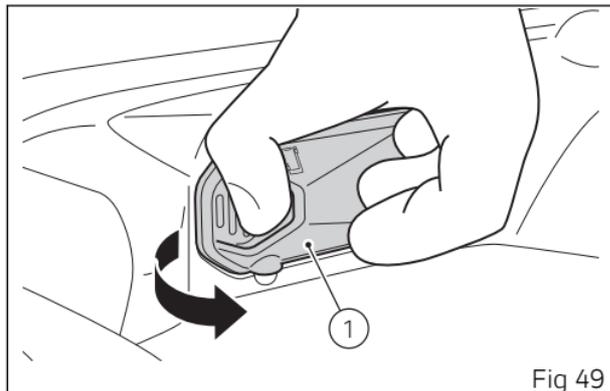


Fig 49

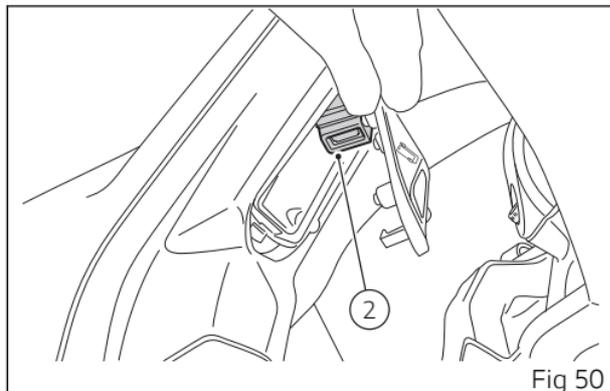


Fig 50

**⚠ Attention**

The water tightness of the USB socket compartment is ensured for cables up to 3.6 mm (0.14 in) in diameter.

The use of cables with a larger diameter, such as those of 4.44 mm (0.17 in) supplied by some companies, prevents the compartment from being properly closed, causing water ingress.

**⚠ Attention**

Although the USB socket compartment is equipped with a sealing strip, it is not hermetically sealed.

**⚠ Attention**

When not in use, ALWAYS keep the protection lid for USB socket connection closed.

**⚠ Important**

The USB port is for smartphone charging only.

**⚠ Important**

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

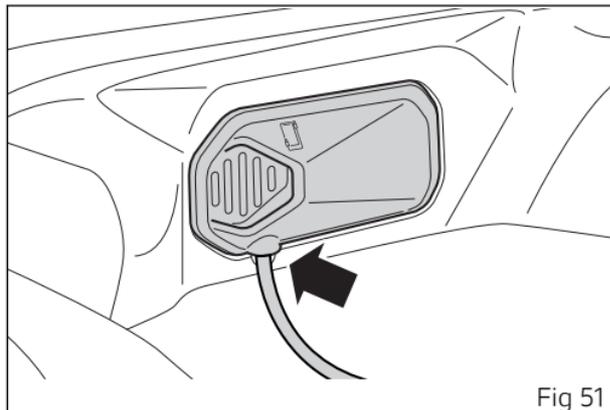


Fig 51

## Adjusting windscreen height

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



### Attention

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

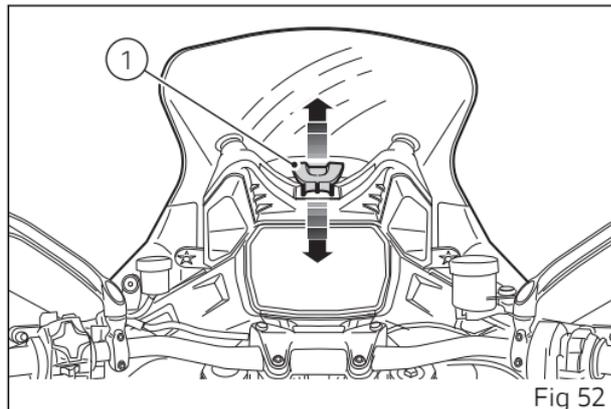


Fig 52

## Adjusting the front fork

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

Adjustment is done by external screw adjusters:

- adjuster (1) to adjust the compression damping;
- adjuster (2) for rebound adjustment;
- hexagon adjusters (3) to adjust internal spring preload.

Position the motorcycle on its side stand so that it is stable.

Turn adjuster (1) at the top end of the LH fork leg with a suitable screwdriver to adjust compression.

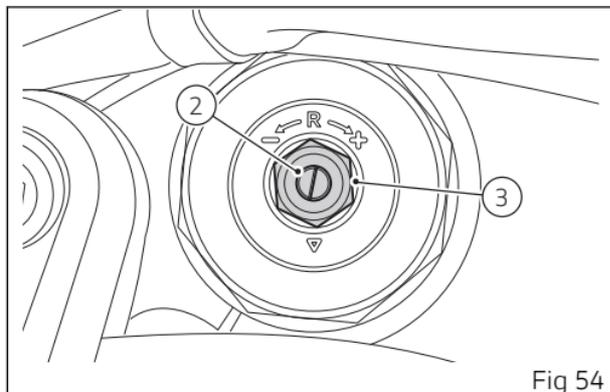
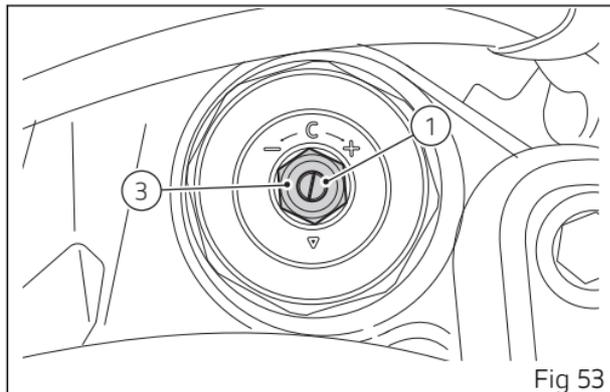
Turn adjuster (2) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound.

Turn adjusters (1) or (2) clockwise to stiffen the damping, or counter clockwise to soften it.

The stiffest damping setting is obtained with the adjusters (1) and (2) turned fully clockwise to the fully closed position.

Starting from this position, turning anticlockwise, you can count the various turns of the adjusters.

To change preload of the spring inside each fork leg, turn adjusters (3), with a hexagon wrench,



completely anticlockwise, to obtain fully uncompressed position.

From this position, adjust the spring preload by turning the adjuster clockwise.

Every turn corresponds to 1 mm (0.04 in) of spring preload.

STANDARD settings are as follows:

- Compression on LH fork leg:  $-3 \pm 1/4$  turns from fully closed;
- Rebound on RH fork leg:  $-1.5 \pm 1/4$  turns from fully closed;
- Preload:  $+5 \pm 1/4$  turns from fully unloaded;

Setting range:

- Compression and rebound: 4 full turns;
- Preload: 10 mm (0.39 in).



### **Attention**

Adjust both fork leg preload adjusters to the same settings.

## Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting in order to suit the load on the motorcycle.

The adjuster (1), located on the shock absorber upper connection, adjusts the damping during the compression phase.

The adjuster (2), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).

Turn adjusters (1) or (2) clockwise to stiffen the damping, or counter clockwise to soften it.

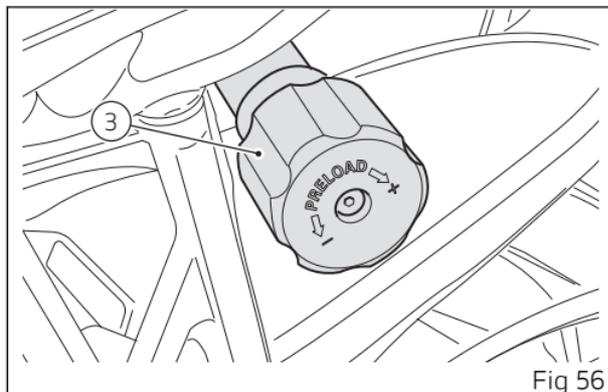
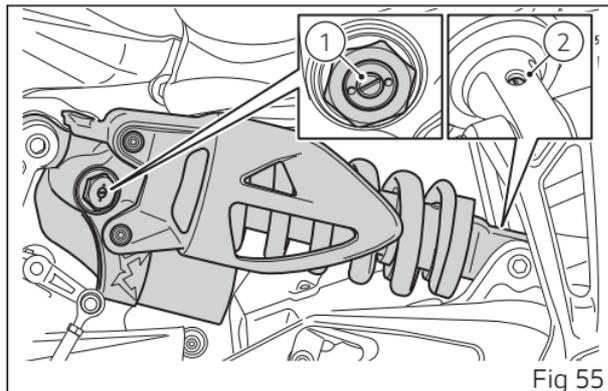
The stiffest damping setting is obtained with the adjusters (1) and (2) turned fully clockwise to the fully closed position.

Starting from this position, turning anticlockwise, you can count the various turns of the adjusters.

The knob (3), located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.

Turn knob (3) clockwise to increase preload, or anticlockwise to decrease it.

By turning the knob (3) fully anticlockwise, the fully unloaded position is obtained.



From this position, adjust the preload by turning the knob clockwise.

STANDARD setting:

- Compression:  $-1.75 \pm 1/4$  turns from fully closed;
- Rebound:  $-0.75 \pm 1/4$  turns from fully closed;
- Preload: 0 clicks from fully unloaded;



### **Attention**

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground.

You may find that rebound damping needs adjusting as well.

# Controls

## Position of motorcycle controls

### Attention

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

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

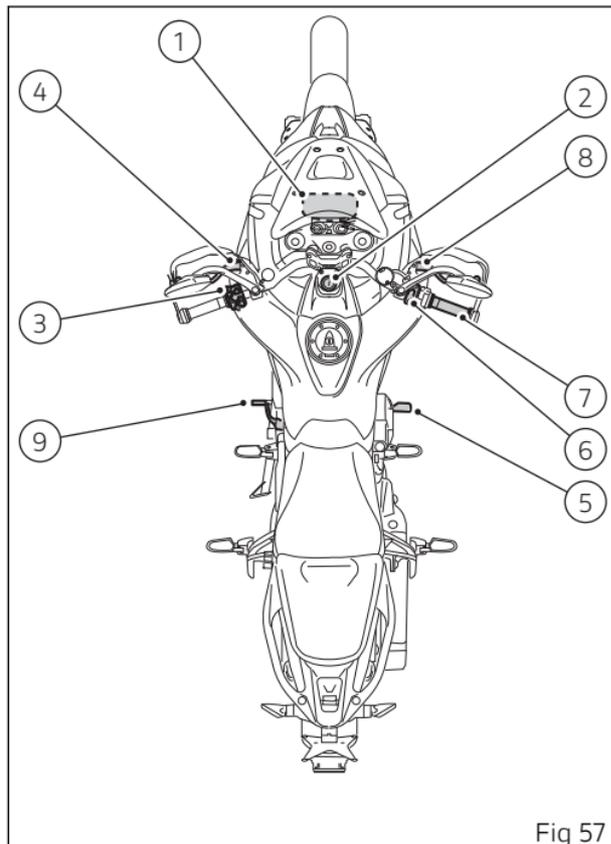


Fig 57

## Switchgears

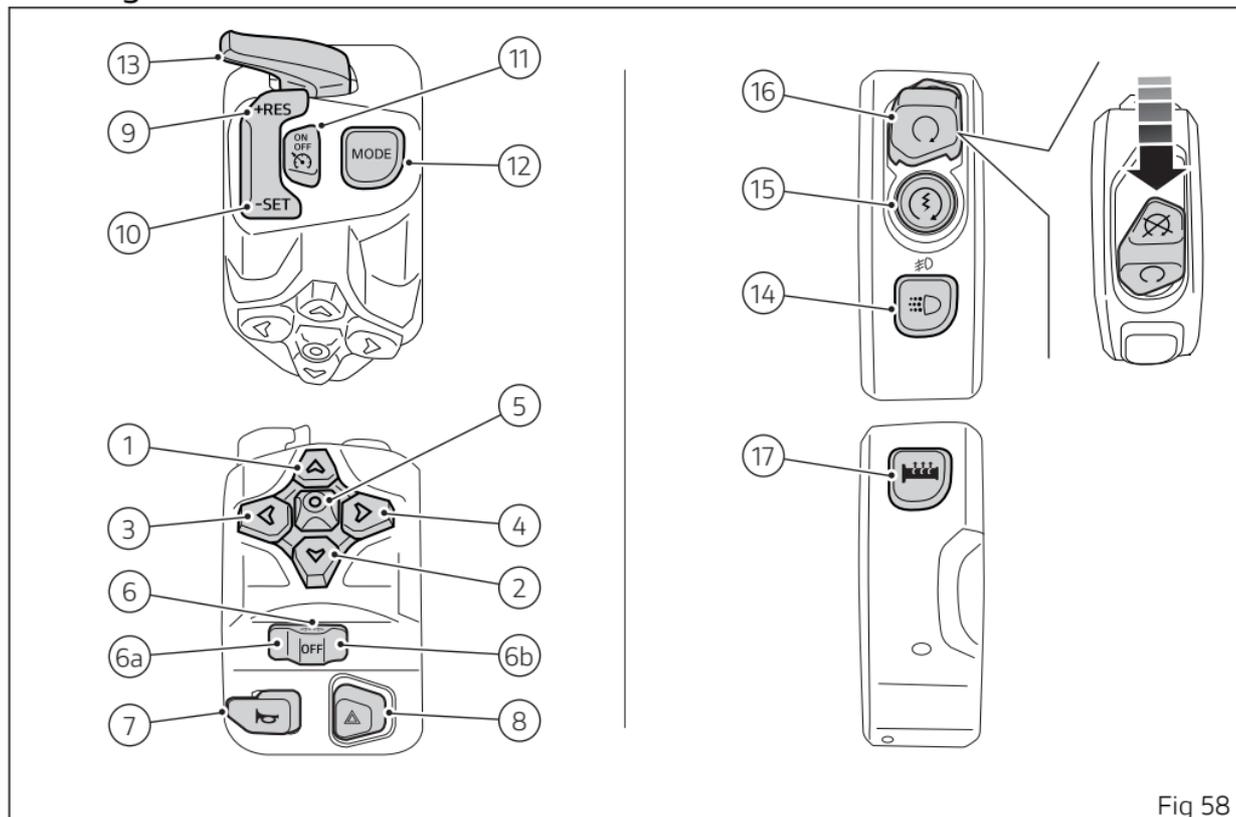


Fig 58

|    |   |  |
|----|---|--|
| 1  |  | Control button up  |
| 2  |  | Control button down  |
| 3  |  | Control button left  |
| 4  |  | Control button right   |
| 5  |  | ENTER function button  |
| 6  |  | Three-position turn indicator control: <ul style="list-style-type: none"> <li>• position (6a), left turn indicator</li> <li>• centre position, OFF</li> <li>• position (6b), right turn indicator</li> </ul> |
| 7  |  | Warning horn   |
| 8  |  | Hazard lights (red).   |
| 9  | <b>+RES</b>   | Cruise control RES/+   |
| 10 | <b>-SET</b>   | Cruise control SET/-   |
| 11 | <b>ON<br/>OFF</b>   | Cruise control ON/OFF  |
| 12 | <b>MODE</b>   | Riding Mode  |

|    |   |  |
|----|---|--|
| 13 |  | <p>Light selector:</p> <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> |
| 14 |  | <p>DRL (if present)<br/>Fog lights ON/OFF (long press, if any)</p>   |
| 15 |  | <p>Engine start</p>  |
| 16 |  | <p>Engine kill, pushed down (red)</p>  |
| 17 |  | <p>Heated grips (if present)</p>   |

## Light control

### Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button in position (D).

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

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

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

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

If the DRL was set to "Auto" via the "DRL" function within "Settings - Vehicle" menu, the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

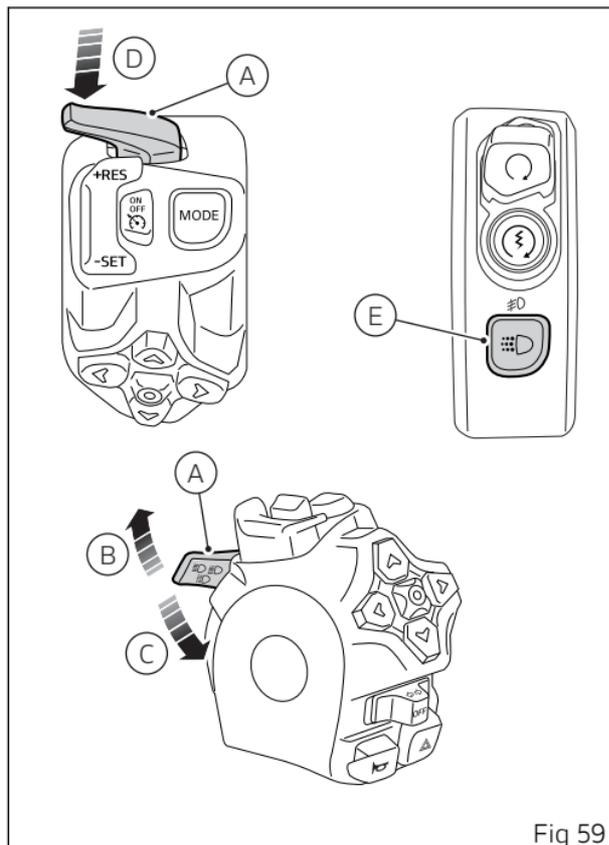


Fig 59

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

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

### **Attention**

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

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

If the DRL is in this mode, as set through the "DRL" function within the "Settings - Vehicle" menu, the DRL lights will not change their status upon key-on.

To switch on or off the DRL lights, it is necessary to press button (E).



### **Attention**

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



### **Note**

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

## Turn indicators

Using the "Turn indicators" function in the "Settings - Vehicle" menu, you can set the control of the turn indicators to automatic or manual mode.

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

To switch off the turn indicators, press the button (F).

### 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.

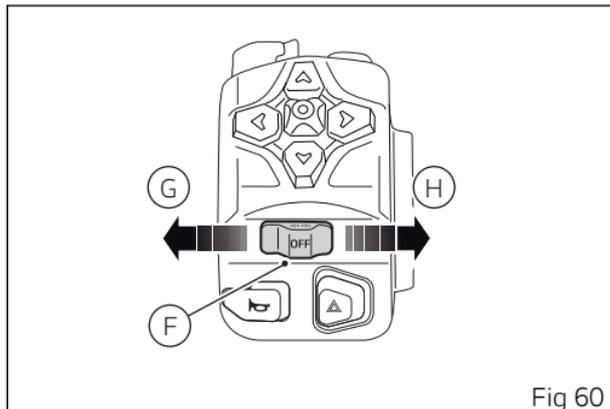


Fig 60



### Attention

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

## Hazard lights

To activate or deactivate the hazard lights, press button (I), 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.

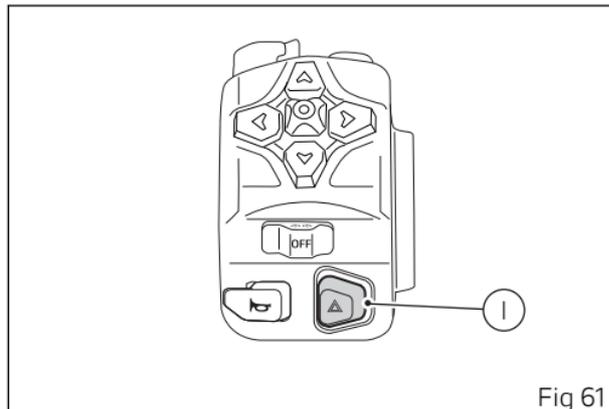


Fig 61



## Note

### Emergency braking

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

If this braking continues up to speeds below 15km/h, the hazard warning will automatically come on at the end of the braking. This warning will be switched off automatically when the 20 km/h limit is exceeded when the speed increases again. The hazard warning can be switched off manually at any time.

### Coming Home Light function

The motorbike is equipped with the Coming Home Light function, which enables the headlight to be switched on for a few seconds each time the motorbike is switched off (key-off). Refer to the chapter "Settings - Vehicle - Coming home light".

### Parking function

Each time the key is turned off, the instrument panel provides the indications to activate the parking lights: hold button (F) for a long time in the left turn indicator position (G).

### Fog lights (if any)

To switch the fog lights on/off (if any):

- if DRL lights are present, long press and hold button (E);
- if DRL lights are not present, press button (E).

When the fog lights are on, the corresponding warning light will turn on.

## Keys

The motorcycle comes with 2 keys.

They contain the "Immobilizer system code".

The keys are those for the standard use, i.e. to:

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



### Attention

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

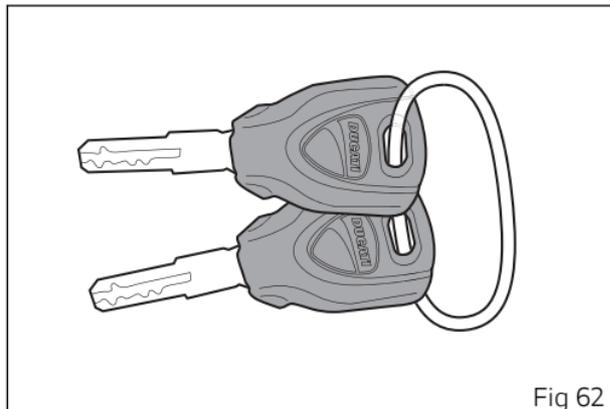


Fig 62

## 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.

## Key-operated ignition switch and steering lock

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

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



### Note

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

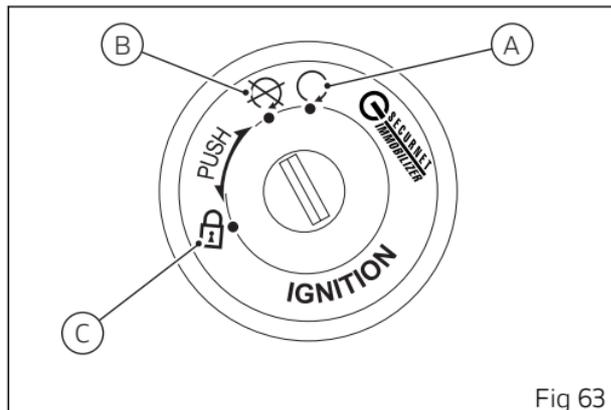


Fig 63

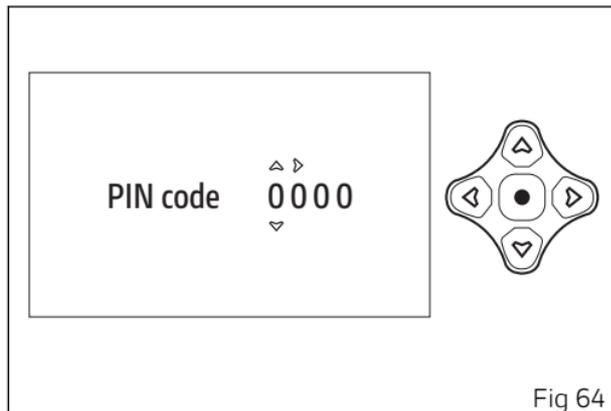
## Restoring motorcycle operation via the PIN code

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 "Settings - Vehicle" menu, the instrument panel displays "PIN Code" with four spaces for the four digits of the PIN code.

Entering the code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons  and .
- Press the button  to edit to the other digits.
- Once the code is complete, press the button .
- If there is a problem during the PIN check, the instrument panel displays "Time out" for 2 seconds and then goes 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. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.



### Attention

Set clutch lever when motorcycle is stopped.



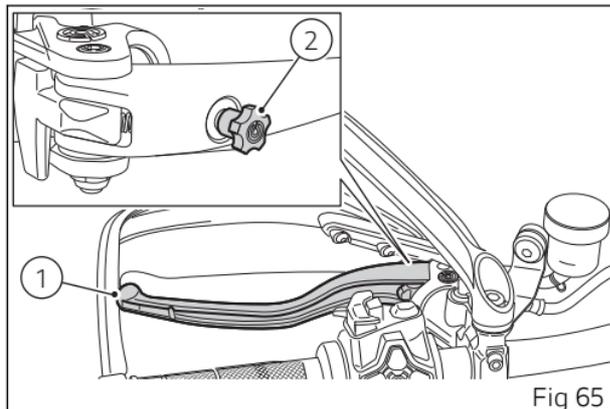
### Important

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



### Attention

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



### Note

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

## Throttle twistgrip

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

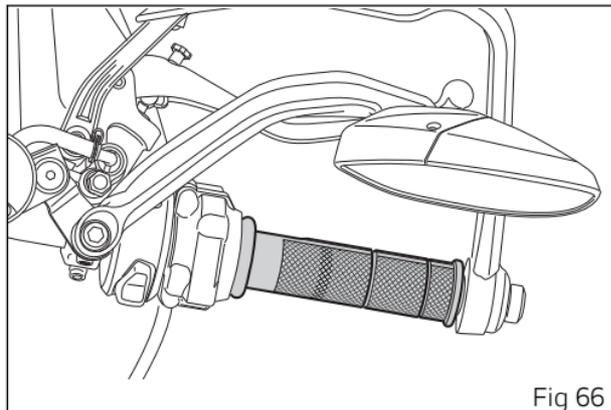


Fig 66

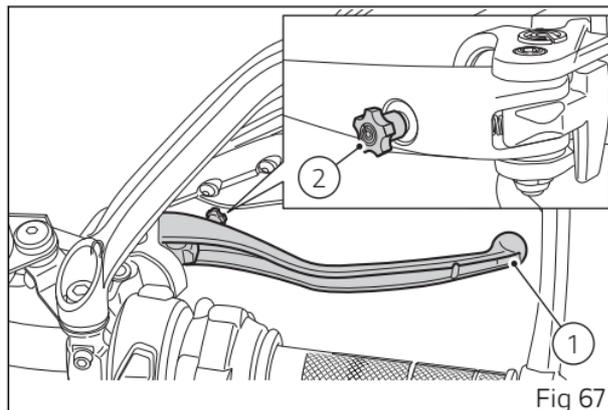
## Front brake lever

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

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

The lever distance can be adjusted through 10 clicks of the dial (2).

Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.



## Rear brake pedal

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

The control system is of the hydraulic type.

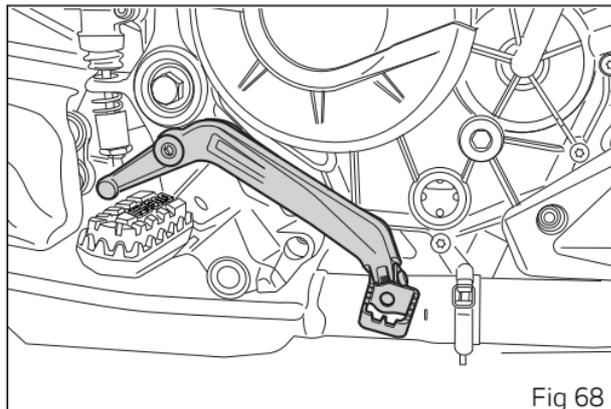


Fig 68

## Gear change pedal

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

- down = press down the pedal to engage the 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.

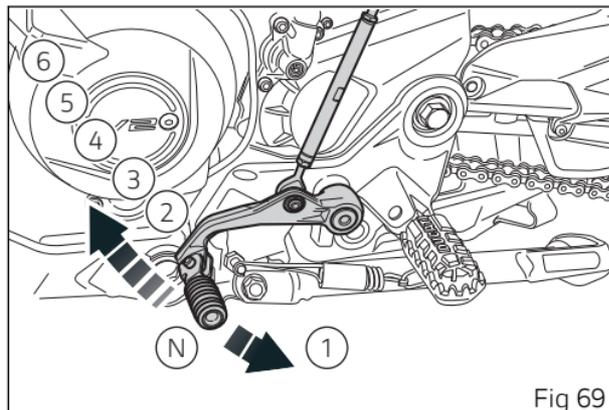
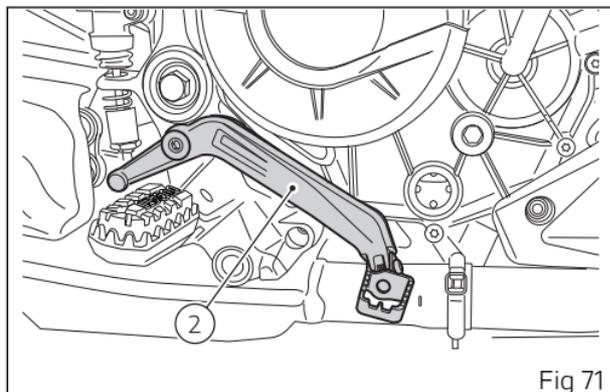
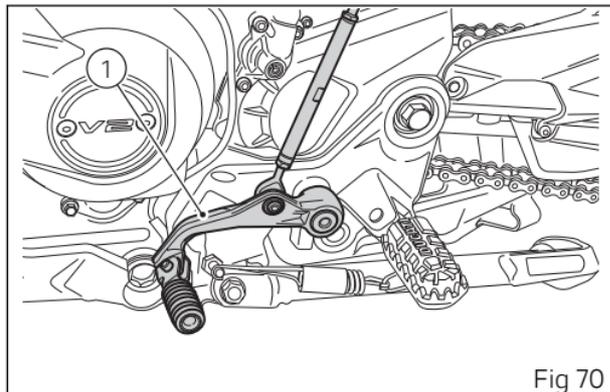


Fig 69

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

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

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



# Riding the motorcycle

## Motorcycle running-in period

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

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

Running-in recommendations:

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

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



### Important

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

## Pre-ride checks



### Attention

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

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

- **FUEL LEVEL IN THE TANK**  
Check the fuel level in the tank. Refuel, if necessary ("Refuelling").
- **ENGINE OIL LEVEL**  
Check oil level in the sump through the sight glass. Top up if necessary ("Engine oil level check").
- **BRAKE AND CLUTCH FLUID**  
Check fluid level in the relevant reservoirs ("Brake fluid level check").
- **COOLANT**  
Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- **TYRE CONDITION**  
Check tyre pressure and condition ("Tubeless tyres").
- **CONTROLS**  
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**  
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs ("Replacing low and high beam bulbs").
- **KEY LOCKS**  
Check the tightening of the filler plug ("Tank filler plug") and of the seat ("Seat lock").
- **STAND**  
Make sure side stand operates smoothly and is in the correct position ("Side stand").

## ABS warning light

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



### Attention

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

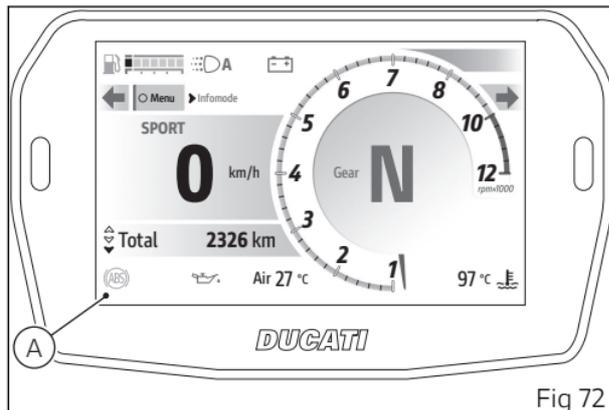


Fig 72

## 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.

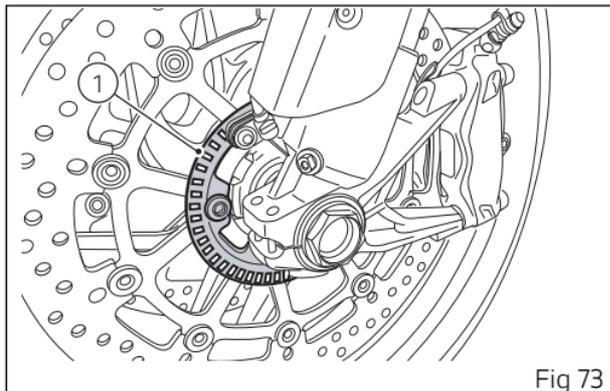


Fig 73

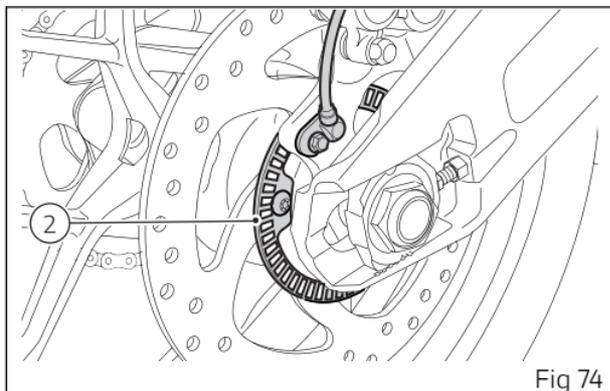


Fig 74

## Engine start/stop

### Attention

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

### Attention

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

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

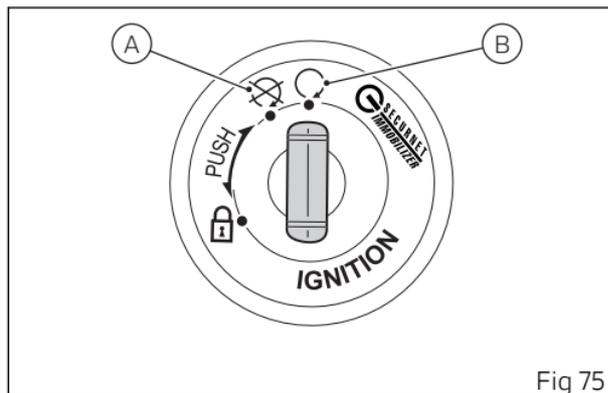


Fig 75

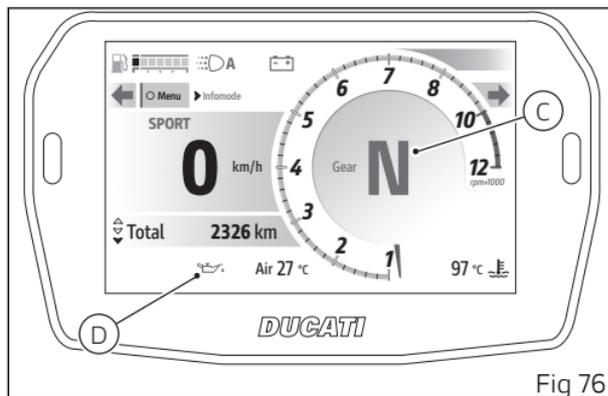


Fig 76

### Attention

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

### Note

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

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

Push the button (2) to start the engine.

Let the motorcycle start without operating the throttle control.

### Note

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

### Important

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

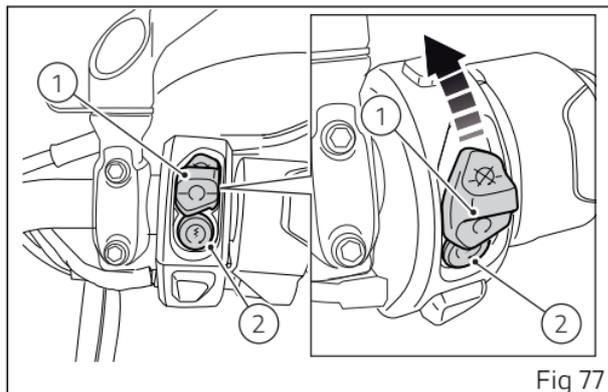


Fig 77

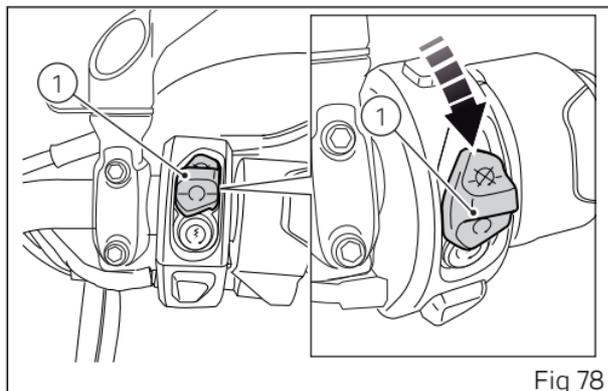


Fig 78

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



### **Attention**

When the engine is cold, start immediately after starting the engine to ensure a gradual and uniform warm-up of all the components of both the engine and the vehicle. At this stage, limit the engine speed until normal engine operating temperature is reached.

In any case, never leave the engine running with the vehicle stationary, except during normal riding.

Leaving the engine running while stationary for a long time can lead to overheating and damage and/or fire to the vehicle and everything in its vicinity.

For the same reason, do not increase engine speed unnecessarily while the vehicle is stationary or even in motion when the gearbox is in neutral or the clutch is pulled.

## Moving off

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

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



### Attention

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



### Attention

Prolonged wheelies could deactivate the ABS system.

## Engine shutdown in the event of a motorbike rollover

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

### Important

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

### Attention

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

## Braking

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

### Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. If desired, the system can be temporarily deactivated from the instrument panel. Please refer to chapter “Temporary ABS system deactivation” .



### Attention

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

When riding in the rain or on low-grip surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

## Stopping the motorcycle

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

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

Stop the engine by pushing the red switch (1) down. Turn the vehicle key off by turning the key to position (A).

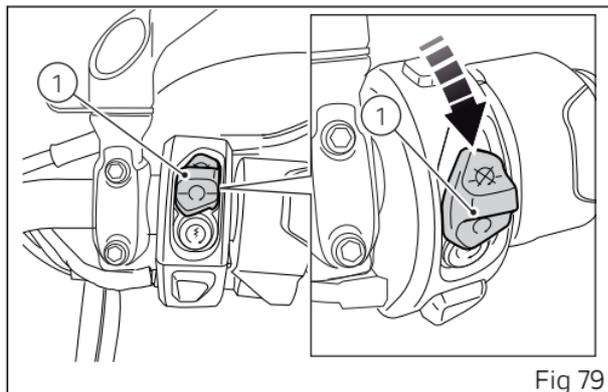


Fig 79

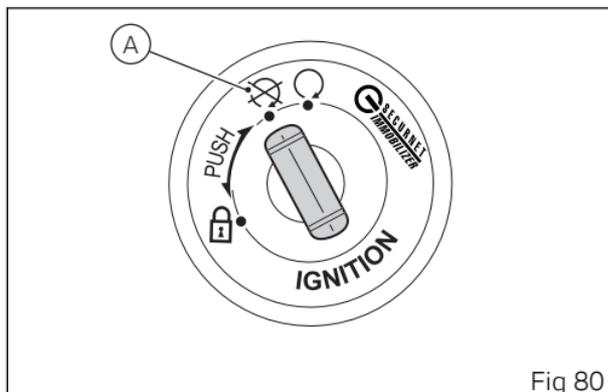


Fig 80

## Parking

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

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

### Important

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

### 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.

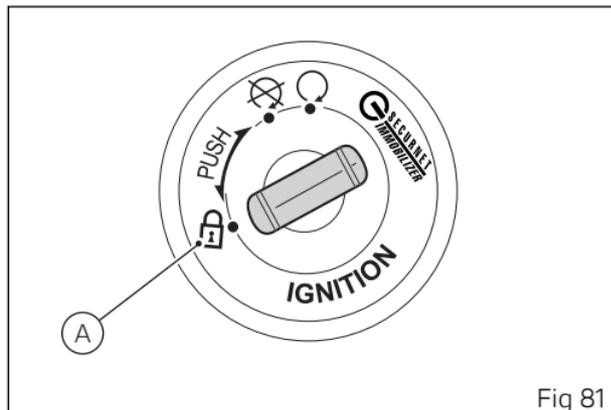


Fig 81

### Attention

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

## Refuelling

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

### Warning

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

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

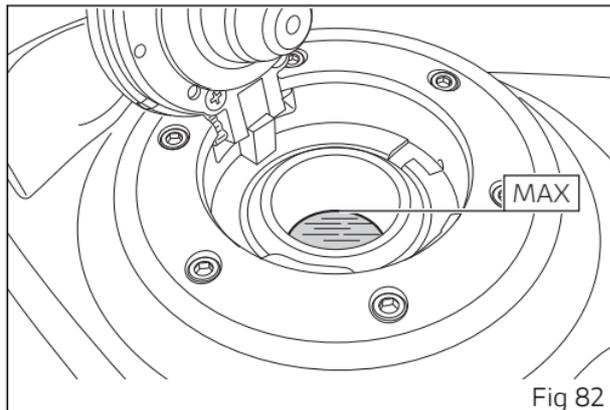
If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

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

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

### Attention

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



### 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.

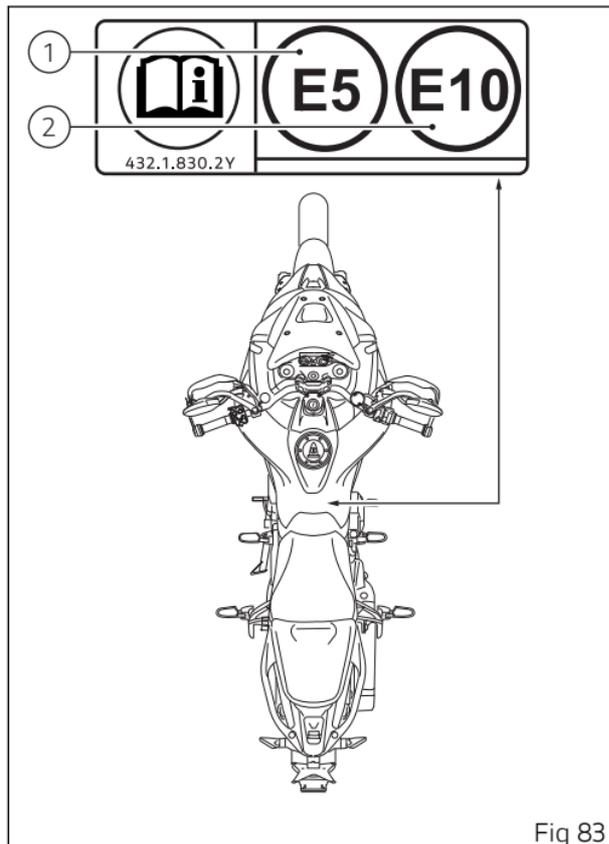


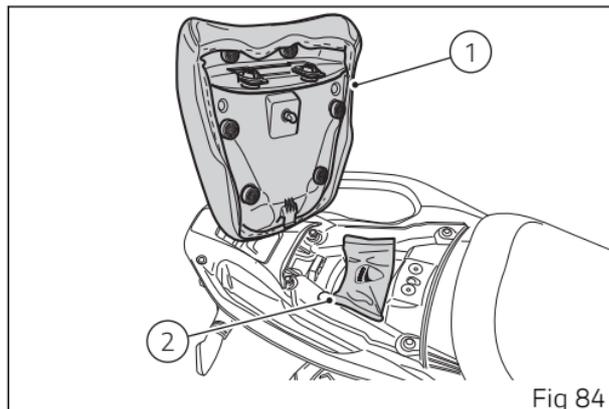
Fig 83

## Tool kit and accessories

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

- Tear-proof canvas envelope.
- Flat-blade/Phillips screwdriver PH2.
- 8/10 double-ended wrench.
- 3 mm (0.11 in) Allen wrench.
- 4 mm (0.16 in) Allen wrench.
- 6 mm (0.24 in) Allen wrench.

To access the compartment remove the passenger seat.



# Instrument panel (Dashboard)

## Instrument panel

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

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

## Warning lights

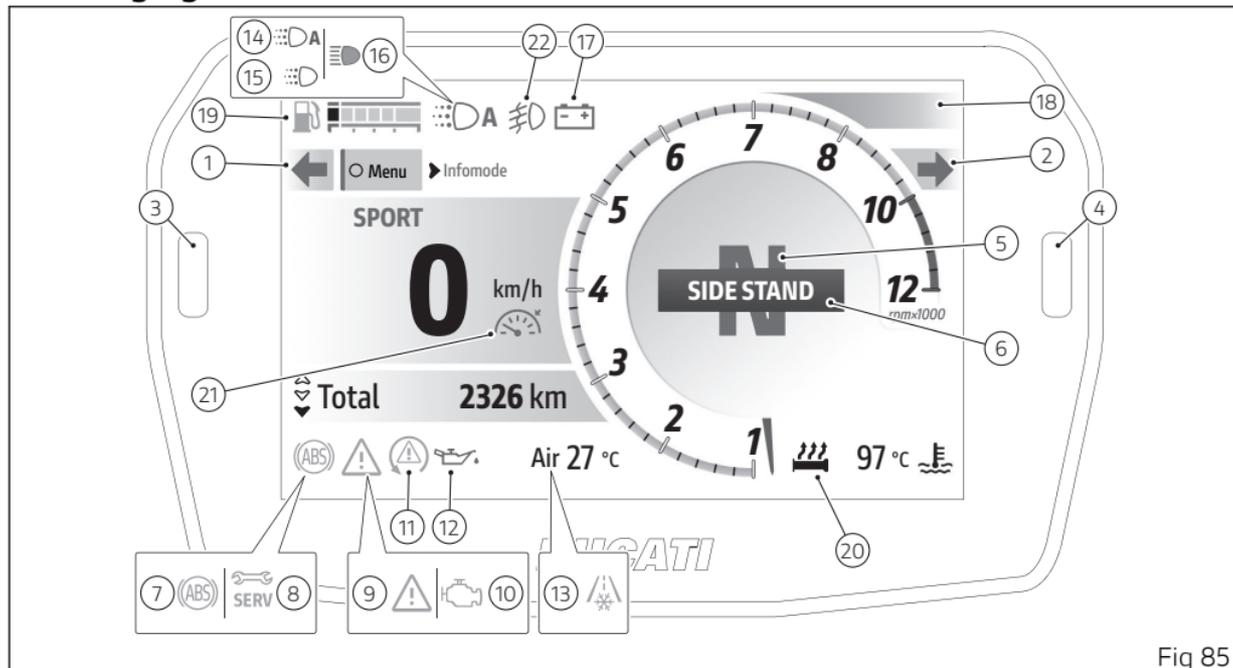


Fig 85

The example shows the Road Infomode screen page.

| no. | Description   | Colour                 |
|-----|---|------------------------|
| 1   | Left turn indicator   | Green (display)        |
| 2   | Right turn indicator  | Green (display)        |
| 3   | Limiter   | Red                    |
| 4   | Limiter / Immobilizer   | Red                    |
| 5   | Neutral gear  | Green (display)        |
| 6   | Side stand down   | Red (display)          |
| 7   | ABS system malfunction <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 (display) |
| 8   | Service   | Amber yellow (display) |
| 9   | Generic error   | Amber yellow (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 (display) |
| 11  | <p>DAVC Diagnosis</p> <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           |
| 12  | <p>Engine oil low pressure</p> <p> <b>Important</b><br/>If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.</p>   | Red (display)          |
| 13  | Ice hazard   | Amber yellow (display) |
| 14  | DRL – daytime running light on, set in “Auto” mode<br>(not present in China and Canada versions)   | Green (display)        |

| no. | Description   | Colour   |
|-----|---|--|
| 15  | DRL – daytime running light on, set in “Manual” mode (not present in China and Canada versions) | Green (display)  |
| 16  | High beam on  | Blue (display)   |
| 17  | Warning lights  | Amber yellow / red (display)                                 |
| 18  | DAVC intervention   | Amber yellow (display)                                       |
| 19  | Low fuel  | Amber yellow (display)                                       |
| 20  | Heated handgrips enabled (if present)   | Black in the light theme, white in the dark theme. (display) |
| 21  | Cruise control active   | Green (display)  |
| 22  | Fog lights on (if any)  | Amber yellow (display)                                       |



### Important

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

Upon key-on, the instrument panel displays the Ducati Logo followed by an animation 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.

## Infomode

3 main screen display modes (Infomode) are available: Road, Road Pro, Rally.

At any time, you can change Infomode in Road, Road Pro and Rally order by holding down the button  for a long time.

It is also possible to change Infomode via the "Infomode change" function in the "My Ride" menu.

Infomode is navigated using the directional cross buttons on the left-hand switch:

To change the displayed units of measurement, use the "Units" function in "the Settings - Display" menu.

The items displayed in the Infomodes and the relevant operation of the navigation buttons (directional cross) are listed below.

## Road Infomode

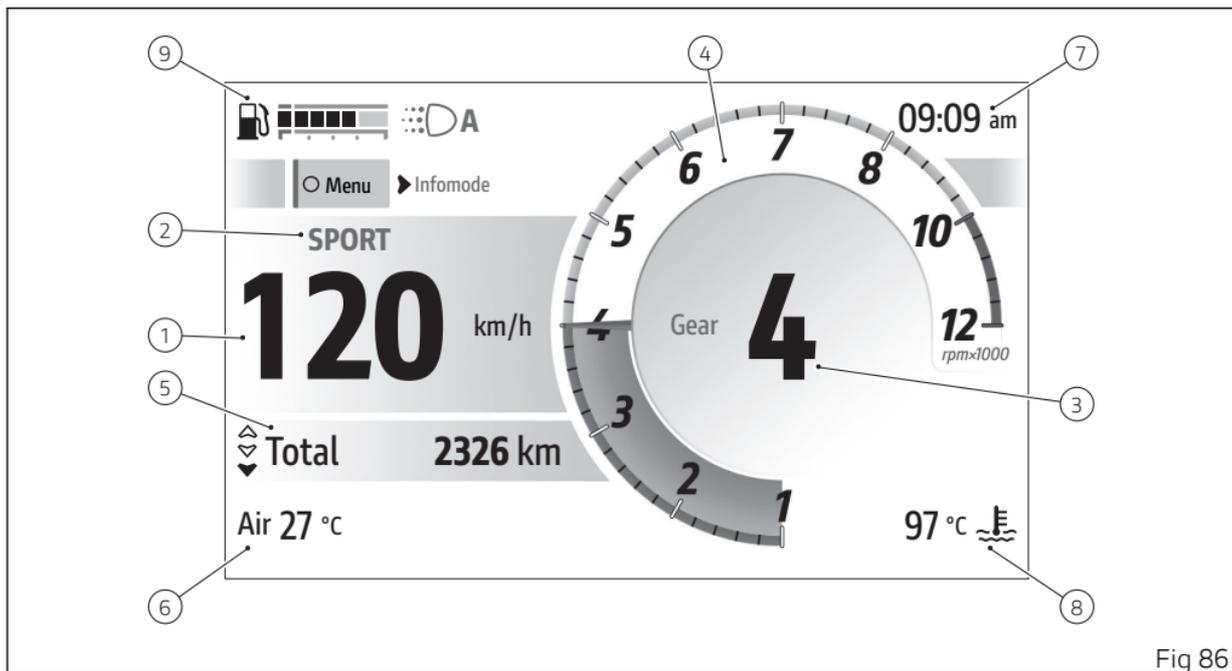


Fig 86

The table below lists the items available in the Road Infomode.

| no. | Description   |
|-----|---|
| 1   | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).   |
| 2   | Riding Mode in use  |
| 3   | Gear  |
| 4   | Rev counter   |
| 5   | Riding Info<br>Refer to section "My Ride - Riding Info".  |
| 6   | Air temperature (°C or °F)<br> <b>Note</b><br>When the motorcycle is stopped, the engine heat could influence the displayed temperature.<br>If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is display is displayed shifted toward the centre. |
| 7   | Clock<br>It is possible to set it through the "Date and time" function in the "Settings - Display" menu.  |

| no. | Description  |
|-----|--|
| 8   | <p data-bbox="178 148 1320 267">Engine Coolant temperature (°C or °F)<br/>The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F).<br/>When the temperature is lower than +40°C (+104°F), the “Low” message is displayed.<br/>When the temperature is higher than +110°C (+230°F), the flashing “High” red message is displayed.</p> <p data-bbox="178 288 1320 521">  <b>Attention</b><br/>           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.<br/><br/>           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> |
| 9   | <p data-bbox="178 541 1320 624">Fuel level<br/>Available in 2 modes: graduated bar or km or miles remaining.<br/>It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.</p> <p data-bbox="178 645 1320 707">  <b>Note</b><br/>           When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.         </p>  |

## Road Infomode - navigation buttons

The navigation buttons in the Road Infomode are managed as follows:

- short pressure on button  to open the function menu;
- short pressure on buttons   to scroll through the available trip info;
- long pressure on button  to open the "My Ride - Riding Info" menu;
- long pressure on button  to go to the next Infomode.

## Road Pro Infomode

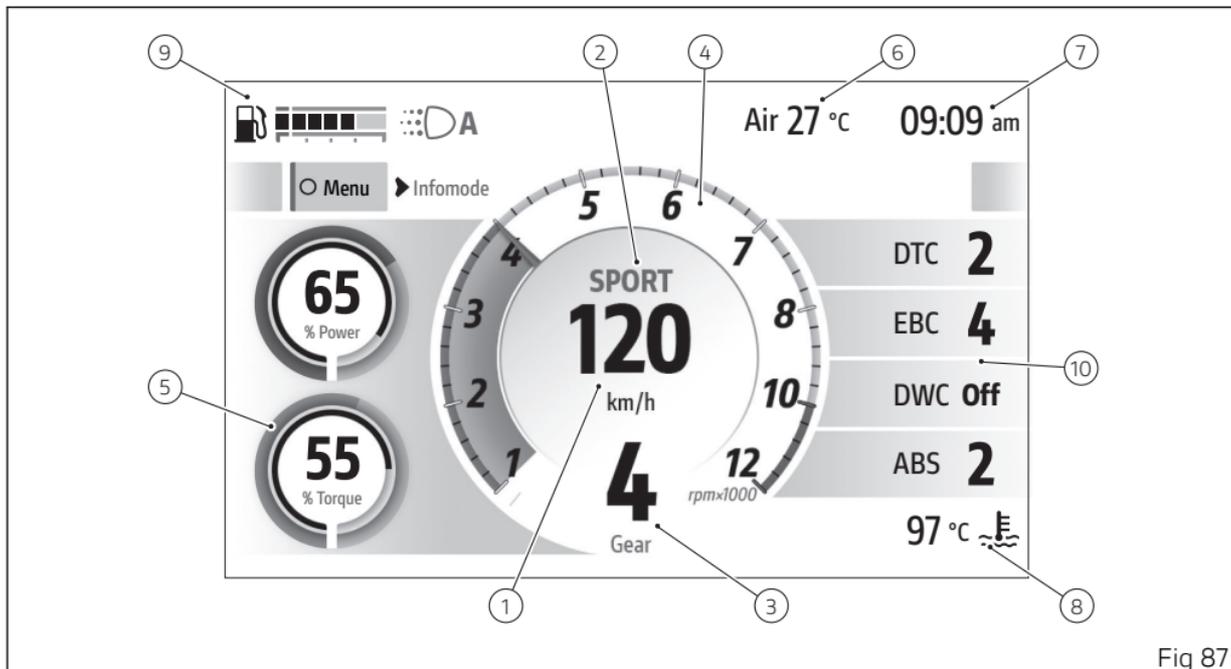


Fig 87

The table below lists the items available in the Road Pro Infomode.

| no. | Description  |
|-----|--|
| 1   | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).  |
| 2   | Riding Mode in use   |
| 3   | Gear   |
| 4   | Rev counter  |
| 5   | Power and Torque<br>This function allows the user to get a quick overview of relevant power and torque information. Power and torque are displayed in round graphs: the outer ring and inner number indicate the percentage of torque required in relation to the maximum that can be delivered by the engine over the entire operating range, while the inner ring indicates the percentage of torque required in relation to the current engine point. |
| 6   | Air temperature (°C or °F)<br> <b>Note</b> When the motorcycle is stopped, the engine heat could influence the displayed temperature. If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is display is displayed shifted toward the centre.  |
| 7   | Clock<br>It is possible to set it through the “Date and time” function in the “Settings - Display” menu.   |

| no. | Description  |
|-----|--|
| 8   | <p>Engine Coolant temperature (°C or °F)<br/>           The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F).<br/>           When the temperature is lower than +40°C (+104°F), the "Low" message is displayed.<br/>           When the temperature is higher than +110°C (+230°F), the flashing "High" red message is displayed.</p> <p> <b>Attention</b><br/>           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.</p> <p>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> |
| 9   | <p>Fuel level<br/>           Available in 2 modes: graduated bar or km or miles remaining.<br/>           It is possible to set it through the "Fuel indicator" function in the "Settings - Display" menu.</p> <p> <b>Note</b><br/>           When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.</p>  |
| 10  | <p>Indication of the DTC, EBC, DWC, ABS parameters with the levels currently associated with the Riding Mode in use.</p>   |

## Road Pro Infomode - navigation buttons

The navigation buttons in the Road Pro Infomode are managed as follows:

- short pressure on button  to open the function menu;
- long pressure on button  to go to the next Infomode.

## Rally Infomode

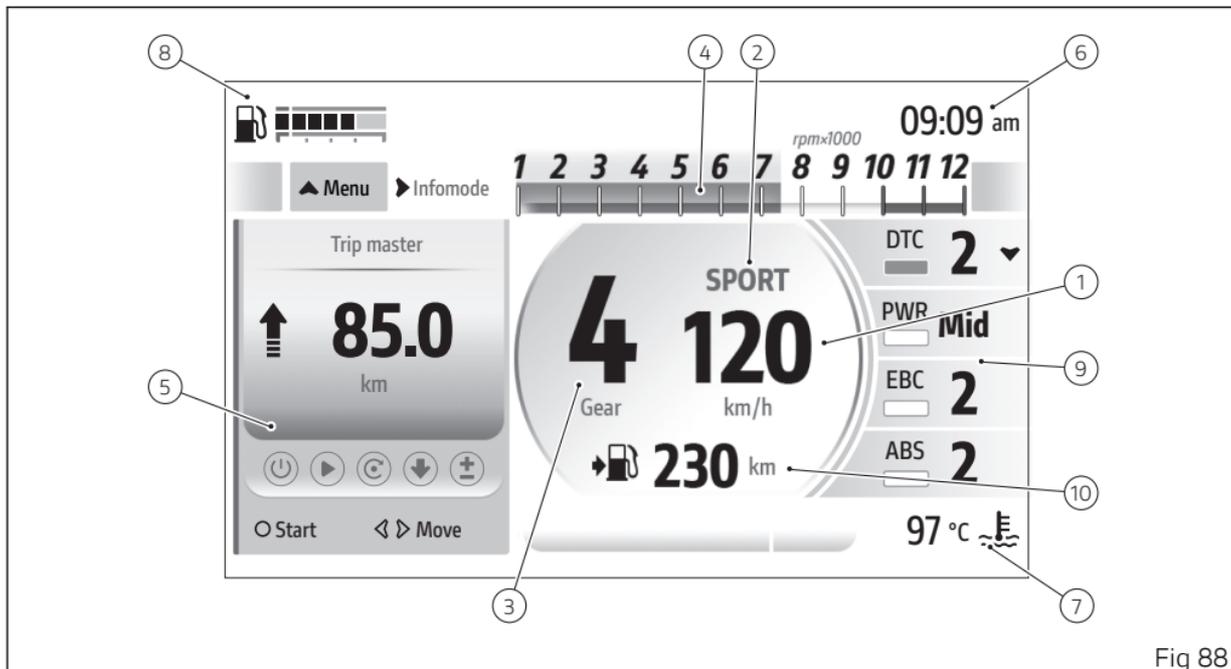


Fig 88

The table below lists the items available in the Rally Infomode.

| no. | Description  |
|-----|--|
| 1   | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).  |
| 2   | Riding Mode in use   |
| 3   | Gear   |
| 4   | Rev counter  |
| 5   | Trip master  |
| 6   | Clock<br>It is possible to set it through the "Date and time" function in the "Settings - Display" menu.   |
| 7   | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F).<br>When the temperature is lower than +40°C (+104°F), the "Low" message is displayed.<br>When the temperature is higher than +110°C (+230°F), the flashing "High" red message is displayed.<br><br> <b>Attention</b><br>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.<br><br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur.<br>When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |

| no. | Description  |
|-----|--|
| 8   | <p data-bbox="178 148 1315 241">Fuel level<br/>Available in 2 modes: graduated bar or km or miles remaining.<br/>It is possible to set it through the "Fuel indicator" function in the "Settings - Display" menu.</p> <p data-bbox="178 256 1315 324">  <b>Note</b><br/>When the fuel is low, the relevant indicator is forced in the remaining km or mile mode. </p> |
| 9   | Parameter menu and quick level change.   |
| 10  | Residual range.  |

## Rally Infomode - navigation buttons

The navigation buttons in the Rally Infomode are managed as follows:

- long pressure on button  to open the function menu;
- short pressure on buttons   to select the Trip master controls;
- short pressure on button  for interaction of the selected Trip master control;
- long pressure on button  to open the parameter and quick level change menu.
- long pressure on button  to go to the next Infomode.

## Riding Mode

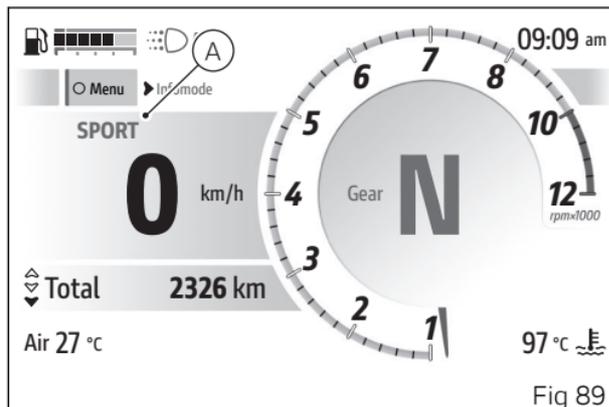
5 Riding Modes are available: Sport, Touring, Urban, Enduro, Wet.

The name of the active Riding Mode is displayed above the speed indication (A) (Road Infomode is shown in the example).

Each Riding Mode is associated with a different colour for the relevant name.

The parameters associated to each Riding Mode are: Power Mode, ABS, DTC, DWC, EBC, DQS.

For each Riding Mode it is possible to customise the parameters using the "Riding Mode setup" function in the "Settings - Advanced" menu.



## Changing the Riding Mode

- Press the MODE button (1).  
The display shows the page from which it is possible to scroll the available Riding Modes and view their parameters together with the relevant settings.
- Use buttons ▲ ▼ or briefly press MODE button (1) to scroll and select the desired Riding Mode.
- to confirm, press ○ or press and hold MODE button (1): in this case, the progress of confirmation is indicated by the grey circle gradually filling in (C).

To exit the Riding Mode change function without making any changes, press the button ◀ .  
If no action is taken for a few seconds, the instrument panel quits Riding Mode change function.

If the change of Riding Mode is made when the motorbike at a standstill, the corresponding "SETUP" item is displayed below the name of each Riding Mode to directly access the setting of the selected Riding Mode (D): in this case select the item with the name of the Riding Mode and the indication

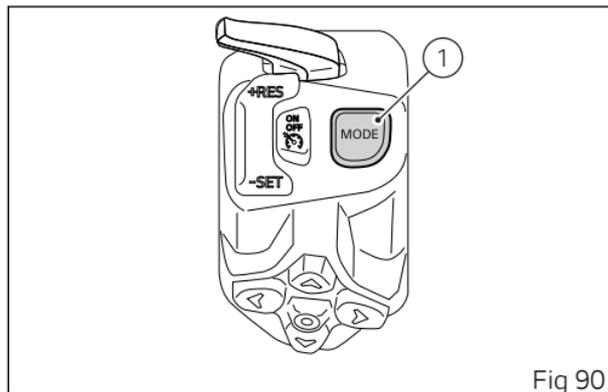


Fig 90

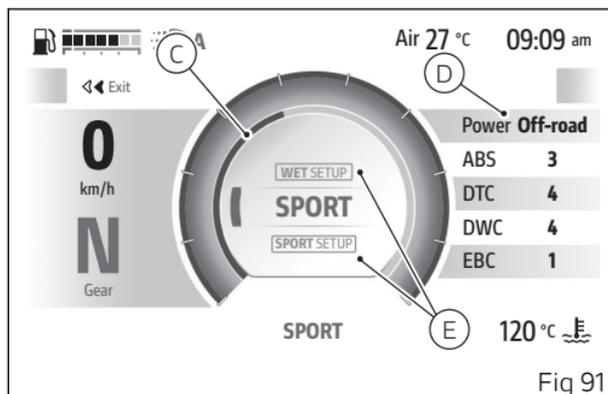


Fig 91

“SETUP” and press the button  or hold down the MODE button (1) for a long time, then you will directly access the Riding Mode Setup function in the “Settings - Advanced” menu.

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

- If the throttle control is open, the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and the main screen is displayed.
- If speed is above 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 the main screen is displayed.
- If both the previously specified conditions are true, message “Close throttle and release brakes” is displayed; the new Riding Mode is confirmed and stored only when the 2 conditions are as required and 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.

Ducati recommends performing the Riding Mode change with the motorbike at a standstill. If the Riding Mode mode is changed while riding, be very careful: in this case, it is recommended to change the Riding Mode at a low speed.

## Engine rpm indication

The number of engine rpm is displayed in the following ways:

- using a rev counter with a grey wake (A) in Road and Road Pro Infomode;
- using a rev counter with a graduated scale and grey wake (B) in Rally Infomode.

During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.

The virtual limiter is also used to indicate and advise 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 30 °C (86 °F), the rev counter wake will turn amber yellow after 6,500 rpm; under these conditions, the engine speed limitation intervenes with a lower threshold than the nominal one.
- if the engine temperature is between 30 °C (86 °F) and 60 °C (140 °F), the rev counter wake will turn amber yellow after 8,000 rpm; under

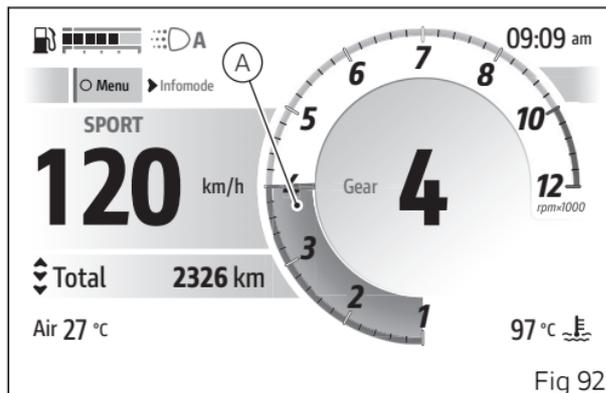


Fig 92

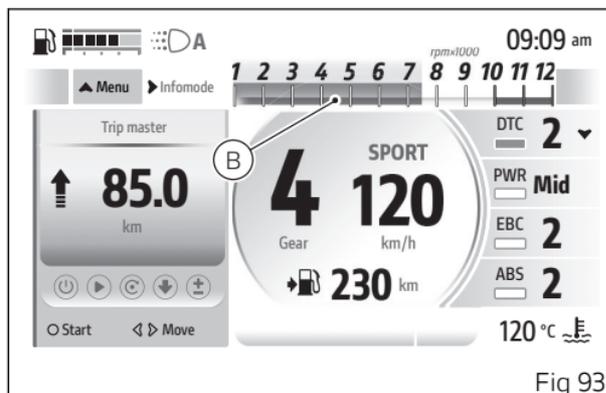


Fig 93

these conditions, the engine speed limitation intervenes with a slightly lower threshold than the nominal one.

- if the engine temperature is above 60 °C (140 °F), the rev counter wake will not turn amber yellow.

The wake becomes flashing red when the rev limiter trips (Over-rev).

When the needle wake becomes green and starts blinking, the instrument panel is warning the rider to shift up.

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

## Parameter menu and quick level change

This function is only available in the Rally Infomode and allows you to quickly change the parameter levels associated with the Riding Mode in use.

The right part of the screen shows the following parameters and their levels (A):

- DTC
- PWR (Power mode)
- EBC
- ABS

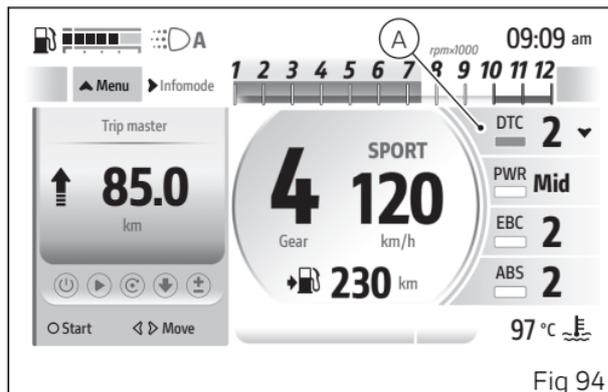


Fig 94

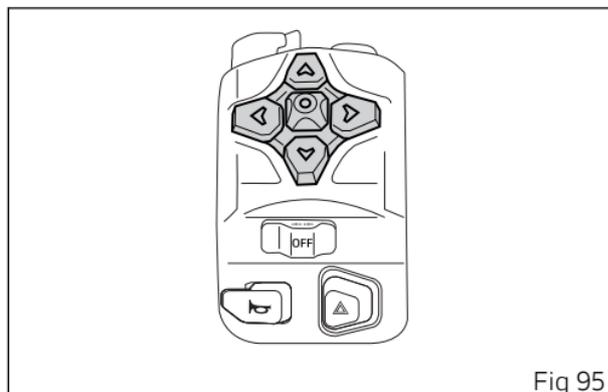


Fig 95

## Changing the level

- If the selection on the Trip Master is active, long press the button .
- The symbols (B) are displayed on the right-hand side of the DTC level.
- Using the buttons  and , you can select the parameter you want to change (e.g. PWR).
- Press the button  to edit the selected parameter. The selected parameter is then highlighted with the relevant colour (C).
- Use buttons  and  to scroll and select the levels available for the selected parameter.
- Once the desired level is selected, press the button  to confirm.

The changes made are saved for the Riding Mode in use.

For a correct choice of the levels and hence to better customise the Riding Modes, refer to the "Riding Mode setup" function in the "Settings - Advanced" menu.

### Note

To select the Trip Master, long press the button .



Fig 96



Fig 97

## Temporary ABS system deactivation



### Attention

The ABS can be disabled.

This function is available inside the Rally Infomode and can be used only with the Enduro Riding Mode: it allows deactivating and reactivating the ABS system.

The ABS system can only be deactivated with the motorcycle at a standstill. It is not possible to deactivate the ABS while riding.

ABS will be automatically re-enabled upon every key-on, even though it was disabled during the previous use.

- If selection on the Trip Master is active, long press the button  to select the parameters and quick level change menu (A).
- Use buttons  and  to select the ABS parameter and press the button .
- Use buttons  and  to select the "Off" level. Press the button  to confirm.
- The relevant window (B) is displayed.



Fig 98

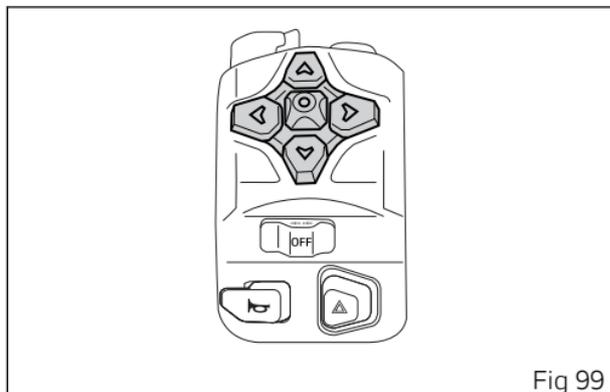


Fig 99



### Attention

The window (B) will remain active as long as the ABS system is disabled. Press the button  to reactivate the ABS system at level 1.



### Note

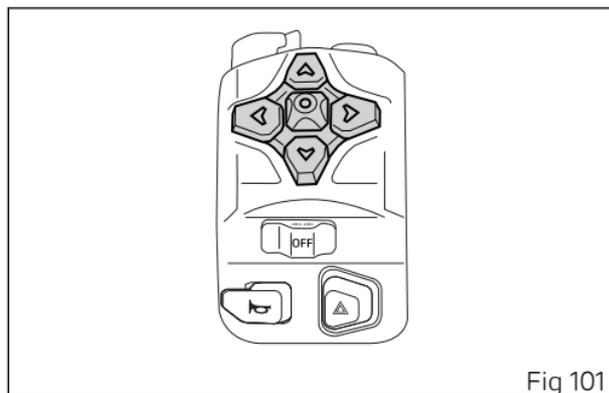
If the speed is not 0, the “ABS Off with speed 0 only” warning is displayed for a few seconds.

## Trip master

This function is available in the Rally Infomode and calculates the partial distance travelled by the bike. The Trip master calculation can be set in incremental or differential mode and can also be temporarily stopped and reset to zero.

The Trip master accuracy level can be set via the "Trip master precision" function in the "Settings - Display" menu.

If selection on the parameters and quick level change menu is active, long press the button  to select the Trip master (A).



When the Trip master is selected, the following controls are activated:

- "On" or "Off" to activate or deactivate the Trip master (B). When set to "Off", the distance meter is displayed in grey; when it is set to "On", it is displayed in black in light theme, white in the dark theme. The display theme can be set via the "Themes" function in the "Settings - Display" menu.
- ▶ play or || pause to start or stop the distance calculation (C).
- ⌂ reset to reset the meter (D). When reset is performed, the distance counting is paused.
- ↑ incremental or ↓ differential to change the distance calculation mode (E).
- ± to increase or decrease the distance meter (F).

The meter is displayed in km or miles and with the arrow (G) indicating the travelled distance counting mode (incremental or differential).

When a control is selected, it is displayed in red.

To select the desired control, use the buttons ◀ and ▶.

Press the button ○ to activate the control.

If the meter in differential mode reaches 0.0 km or miles, the Trip master counting is paused.

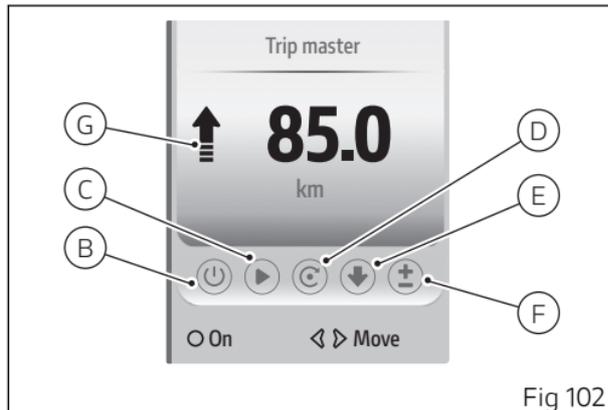


Fig 102

The unit of measurement can be changed using the "Units" function in the "Settings - Display" menu.

## Cruise Control

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

The Cruise Control is available in the Road and Road Pro Infomode only.



## Attention

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

It is also recommended not to use the Cruise Control function in complex road contexts, characterised by

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



### **Attention**

The Cruise Control is not a safety system. The rider must therefore always keep both hands on the handlebar to gain maximum control of the motorbike.

### What features can be set?

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

### Switching on and off

The Ducati Cruise Control system controls the vehicle speed only between 50 Km/h (30 mph) and 200 Km/h (125 mph).



### **Attention**

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

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

### Switching on the CC

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

### Saving the speed and activating the control

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

### Switching off the CC

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

### Icon (A)

The Cruise Control icon can be:

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

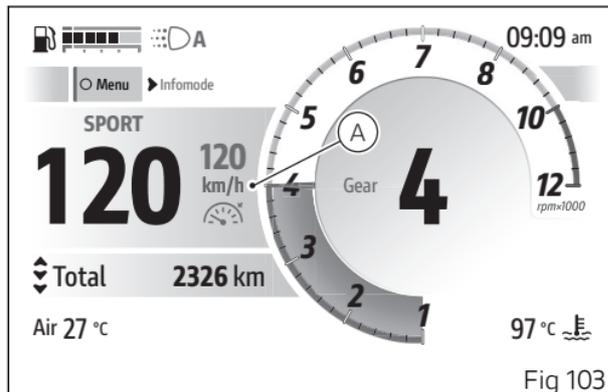


Fig 103

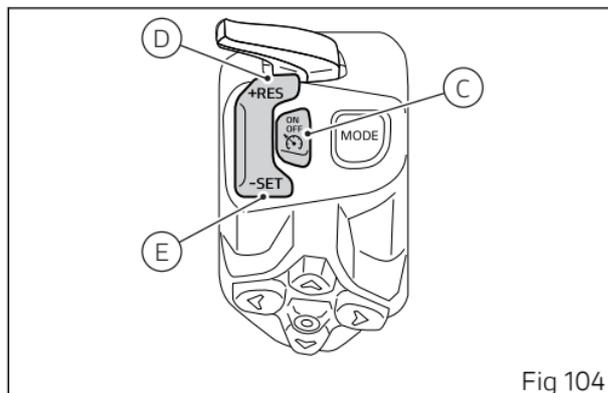


Fig 104

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

### Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h, press RES/+ (D) or SET/- (E), respectively, until reaching the desired cruising speed.

To increase or decrease the speed quickly, press and hold RES/+ (D) or SET/- (E) respectively, until reaching the desired cruising speed.

### Stopping the speed control

Requirement: the Cruise Control must be switched on.

### Stopping the speed control while riding

You can stop the speed control as follows:

- by braking manually.

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

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in case of prolonged ABS or torque control system intervention.

In this condition, the cruising speed in the Cruise Control icon turns grey. If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D) or SET/- (E). If RES/+ (D) is pressed, the set cruising speed is the last speed stored. If SET/- (E) is pressed, the set cruising speed is the current speed.



### Attention

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

### Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. Once the throttle is released, Cruise Control will resume speed adjustment autonomously.



### **Attention**

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



### **Note**

It is not possible to downshift using the DQS when the Cruise Control is on.

## Malfunctions

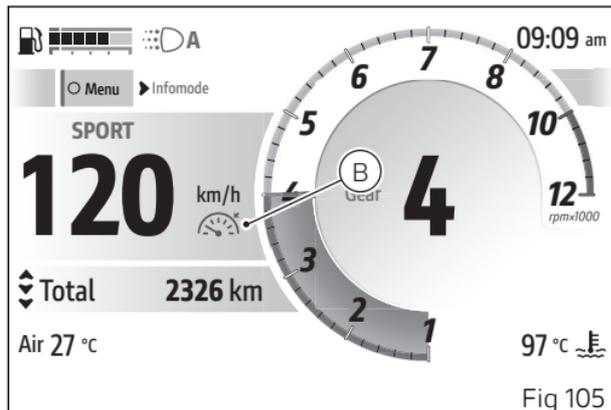
If there are faults or malfunctions, the Cruise Control icon turns red (B). If this happens, proceed as follows:

1. turn the ignition off and back on.

### Note

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

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





- Riding Info (includes all trip information)
- Infomode change (allows selecting the Infomode)
- Lap (allows recording the lap times)
- Heated handgrips (allows setting the heating level of handgrips)

The Smart features sub-menu contains the following functions related to infotainment and connected Bluetooth devices:

- Navigator (allows activation and management of turn-by-turn navigation)
- Phone (allows viewing the last 7 received, made or missed calls)
- Music (allows activating and managing the music player)
- Devices status (provides information about connected Bluetooth devices)

The Settings sub-menu allows enabling, disabling and setting some vehicle functions. Refer to the section "Settings".

## My Ride - Riding Info

This menu contains all the meters relating to trip information divided into two groups: "General info" and "Trip info".

The unit of measurements of the trip info can be changed using the "Units" function in the "Settings - Display" menu.

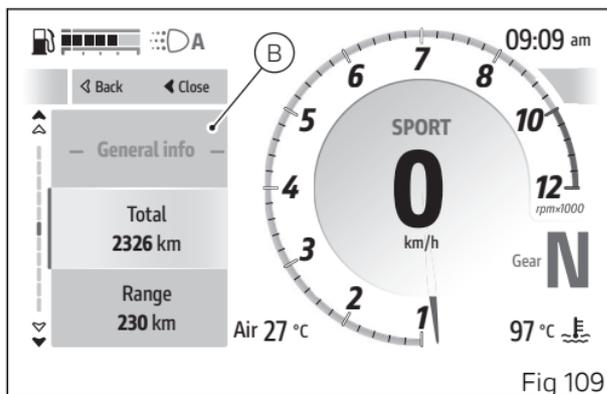
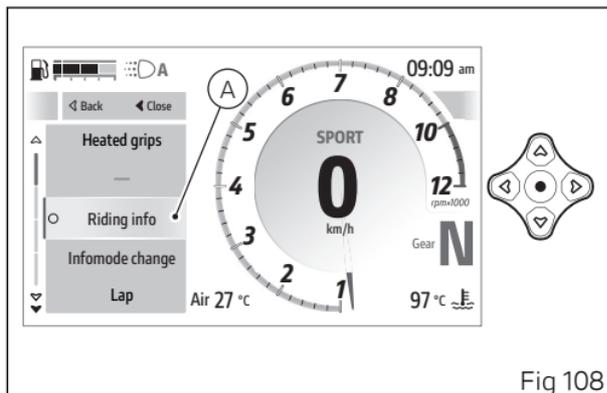
To access the "My Ride - Riding Info" menu:

- Open the function menu.
- Use buttons  $\blacktriangle$  and  $\blacktriangledown$  to select the "My Ride" item and press the button  $\bigcirc$ .
- Select the "Riding Info" item (A) and press the button  $\bigcirc$ .

The information are displayed divided into the groups "General info" (B) and "Trip info", and the "Change info order" item is also displayed, allowing the order of the information to be changed.

Shortly press the button  $\blacktriangleleft$  to return to the previous menu level or long press the button  $\blacktriangleleft$  to close the function menu.

The following table lists the available information.



## General Information

| Name        | Description  | Measurement units / format  |
|-------------|--|-----------------------------|
| Total       | Total odometer   | km, miles                   |
| Range       | Residual range<br>visible only if the fuel level display mode has been set to "Level" by using the "Fuel indicator" function in the "Settings - Display" menu. | km, miles                   |
| Consumption | Instantaneous fuel consumption   | L/100, km/l, mpg UK, mpg US |
| Front tyre  | Front tyre pressure(accessory, visible only if tyre pressure sensor has been installed)  | bar, psi, kPa               |
| Rear tyre   | Rear tyre pressure(accessory, visible only if tyre pressure sensor has been installed)   | bar, psi, kPa               |

## Trip info

| Name            | Description           | Measurement units / format  |
|-----------------|-----------------------|-----------------------------|
| Trip 1          | Partial mileage 1     | km, miles                   |
| Ø consumption 1 | Average consumption 1 | L/100, km/l, mpg UK, mpg US |
| Ø speed 1       | Average speed 1       | km/h, mph                   |
| Trip 1 time     | Travel time 1         | hhh:mm                      |
| Trip 2          | Partial mileage 2     | km, miles                   |

## Resetting Trip 1 information

The "Trip 1", "Ø consumption 1", "Ø speed 1" and "Trip 1 time" information can be reset when displayed within the "My Ride - Riding Info" menu by pressing the button  when selected: the display shows "Reset trip info?" (D).

Press  button to confirm. Press the button  to cancel.

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

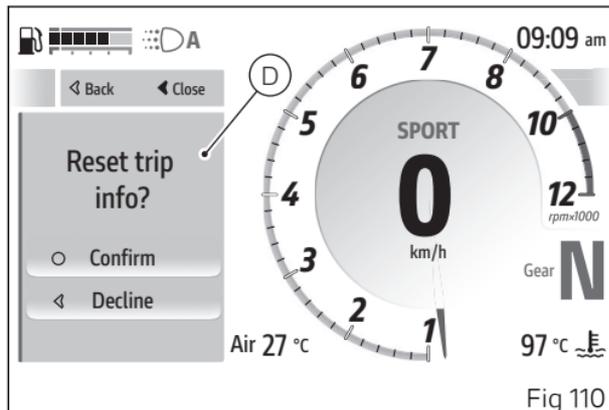


Fig 110

## Riding Info within the Road Infomode

Within the Road Infomode the same information is shown below the speed indication (C). Use buttons ▲ and ▼ to scroll through all available information.

In the Road Infomode, the “My Ride - Riding Info” menu can be accessed directly by long pressing the button ▼ .

### Changing the order of the information

It is possible to change the order of the information through the “Riding info order” function in the “Settings - Display” menu.

To access this function directly, from the “My Ride - Riding Info” menu select the “Change info order” item with buttons ▲ and ▼ and press the button ○ .



Fig 111

## My ride - Infomode change

This function allows changing the Infomode selecting it among three options: Road, Road Pro, Rally.

You can also change Infomode by long pressing the button , refer to the chapter "Infomode".

To open this function:

- Open the function menu.
- Use buttons  and  to select the "My Ride" item and press the button .
- Select the "Infomode change" item (A) and press the button .

The window (B) is displayed, where the Infomodes are listed along with the preview of the selected Infomode (C).

Use buttons  and  to select the desired item and press the button  to confirm.

Shortly press the button  to return to the previous menu level or long press the button  to close the function menu.

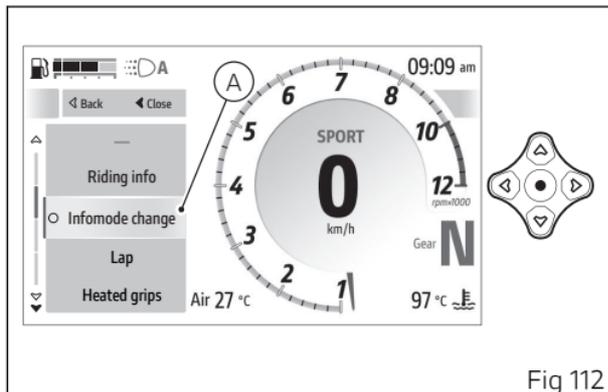


Fig 112

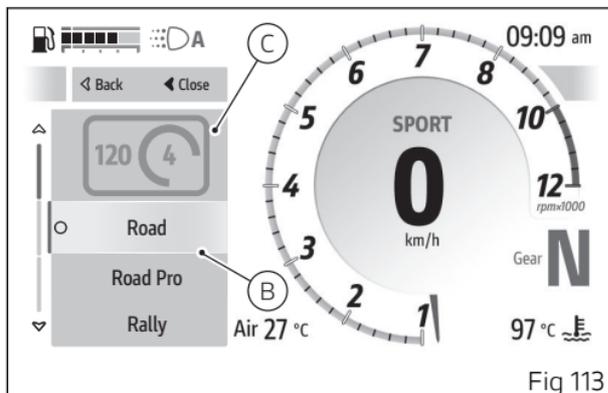


Fig 113

## My ride - Lap

This function allows recording lap times and is only available in the Road and Road Pro Infomode.

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the "My Ride" item and press the button ○ .
- Select the "Lap" item (A) and press the button ○ .

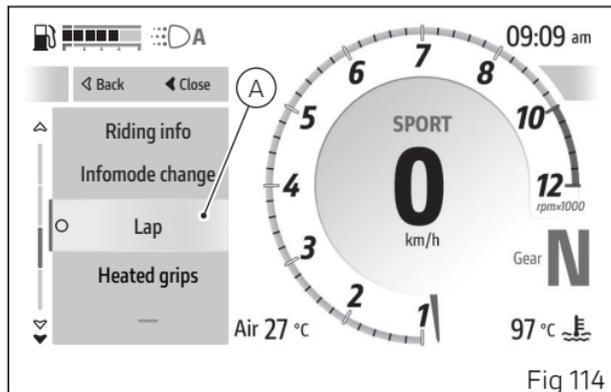


Fig 114

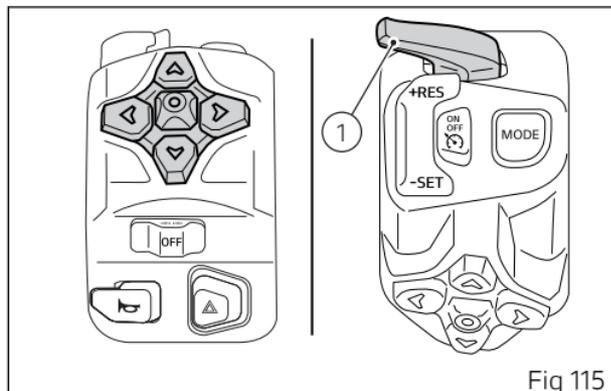


Fig 115

The window (B) is displayed:

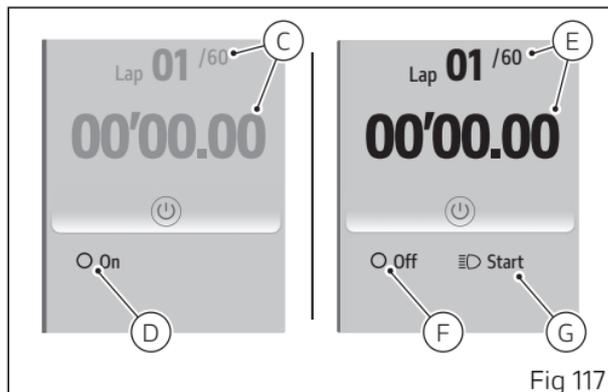
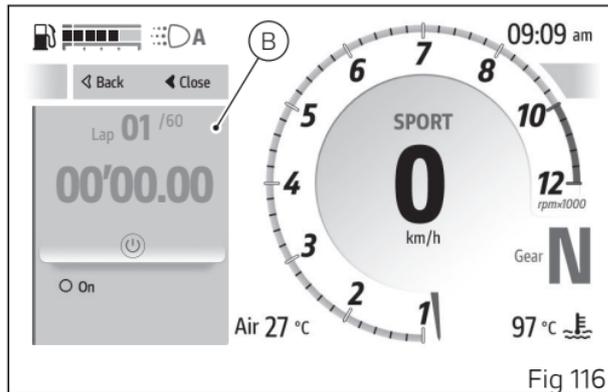
- If the function is disabled, the stopwatch and the indication of the available laps are displayed in grey (C) and the text "On" (D) is shown: press the button  to enable the function.
- If the function is enabled, the stopwatch and the indication of the available laps are displayed in black (E) in the light theme, in white in the dark theme. The text "Off" (F) is also displayed: press the button  to disable the function.

Once the function is activated, the symbol (G) indicates that the flash button (1) 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 (1) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.

The current lap number is shown above the stopwatch: a maximum of 60 laps can be recorded.

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 "Settings - Vehicle" menu 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



### 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 (6) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

Shortly press the button  to return to the previous menu level or long press the button  to close the function menu.

## My ride - Heated grips (if available)

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

To open this function:

- Open the function menu.
- Use buttons  and  to select the "My Ride" item and press the button .
- Select the item "Heated grips" item (A) and press the button .

The window (B) is displayed, where the 4 available heating levels are listed: High, Medium, Low and Off. Use buttons   to scroll through the available levels. Press the button  to confirm the selected level.

Shortly press the button  to return to the previous menu level or long press the button  to close the function menu.

Each level is associated with an icon (C) in grey when heating is off. When the heating is activated, the icon turns black if the display is in light theme and white if the display is in dark theme. The display theme can be changed using the "Themes" function in the "Settings - Display" menu.

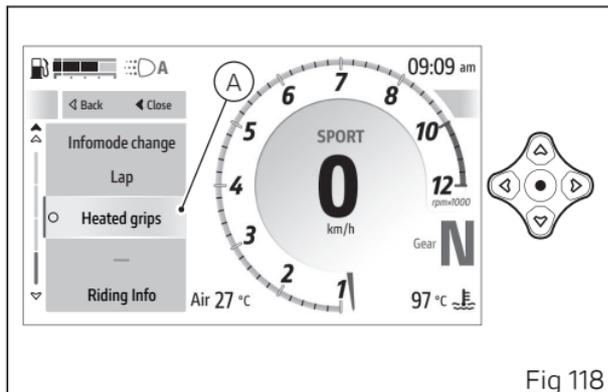


Fig 118

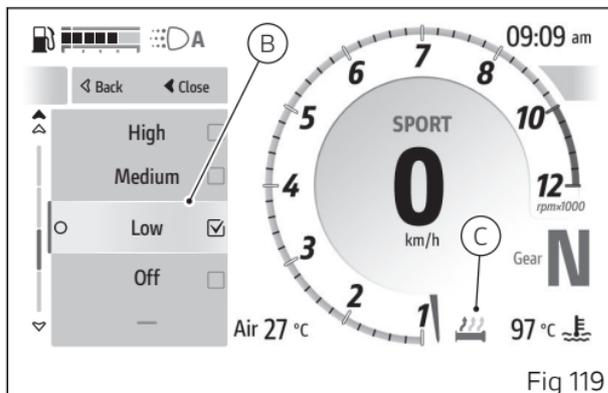


Fig 119

 **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 can be set using button (1). Press the button (1) to display the heated handgrips icon in large mode: each press of the button cycles through the high, medium, low and off levels indicated by the arrows on the symbol (C). 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 (C).

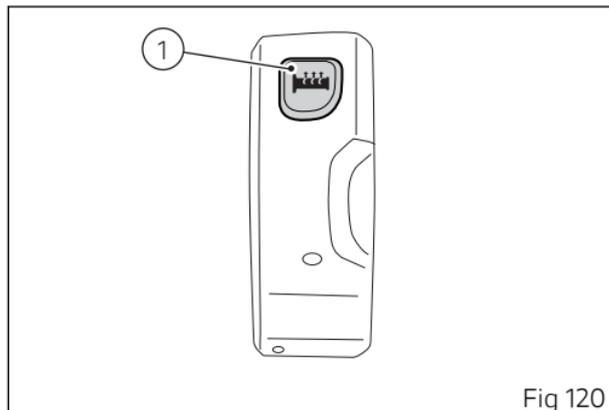


Fig 120

## Smart features - Navigator (if any)

This function is only available if the Bluetooth control unit has been installed and the Turn by turn navigation licence has been enabled.

“Turn by turn” displays navigation information, showing the next manoeuvre. Additional route information, traffic information and delays are also displayed. Additional information may be present depending on the version of the installed software. The quality and safety standards of Ducati motorbikes are constantly updated, with the consequent development of new software solutions. Therefore the information contained in this manual is updated at the time of going to print.

To access the “Turn by Turn” functions, it is necessary to:

- have a compatible smartphone (not included) with a data network connection (data traffic is charged to the customer);
- have a Bluetooth device (accessory);
- have earphones compatible with the infotainment system for which Ducati guarantees correct operation (not included);
- install the Ducati Link (free download from the stores);

- have a Turn By Turn navigation licence (not included).

The Turn by Turn navigation licence can be installed on a maximum of five devices, and the last phone connected to the bike will have an active licence. The Turn by Turn navigation licence is linked to the individual VIN of the motorbike.



### Important

The customer will be able to use the service in the EU and worldwide with the exception of China, South Korea and Japan.

In any case, there may be changes or limitations in the usability of the maps.

Contact Ducati Services for updated information on the territorial areas of map usability.

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 function appears in the “Smart features” menu only if the following is observed:

- have previously paired the smartphone to the instrument panel via Bluetooth;
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone. Successful connection is indicated by the presence of the Ducati Link icon (A) within the “Device status” function in the “Smart features” menu.

To start the function:

- Open the function menu.
- Use buttons  and  to select the “Smart features” item and press the button .
- Select the “Navigator” (B) item and press the button .

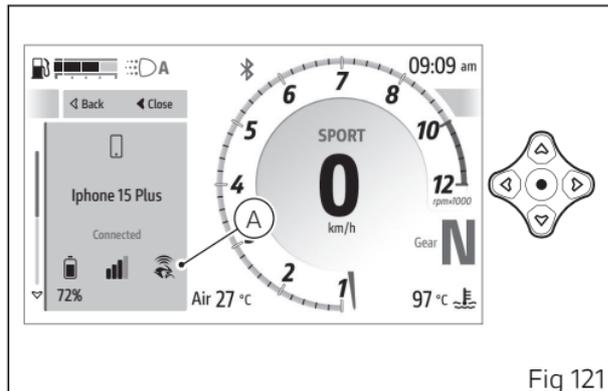


Fig 121

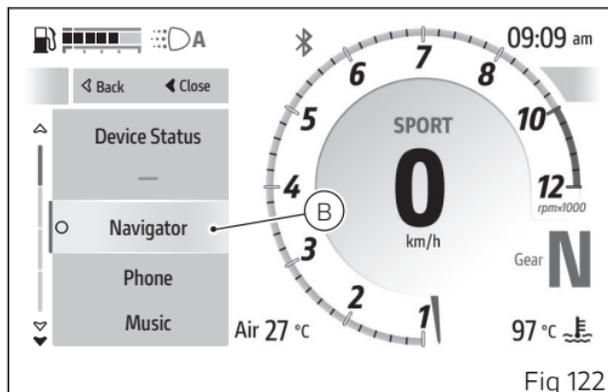


Fig 122



## Note

The item "Turn by turn" is displayed in grey if the smartphone has not been connected via Bluetooth and/or the connection with the Ducati Link app has not been started.

A compact version of the navigator is also available, which is always visible with the menu closed or in other menu sections. To restore the extended view, follow the same steps as to start the function.

The submenu is displayed and includes the following items:

- "Directions" (C) allows you to set the mode in which the directions are displayed.
- "Stop navigation" (D) allows you to stop the current navigation.

Use buttons ▲ and ▼ to select the desired item. Press the button ○ to confirm.

### Note

Favourite addresses, entering a new destination and route settings are managed directly by the Ducati Link app.

Refer to what is indicated in the Ducati Link app.

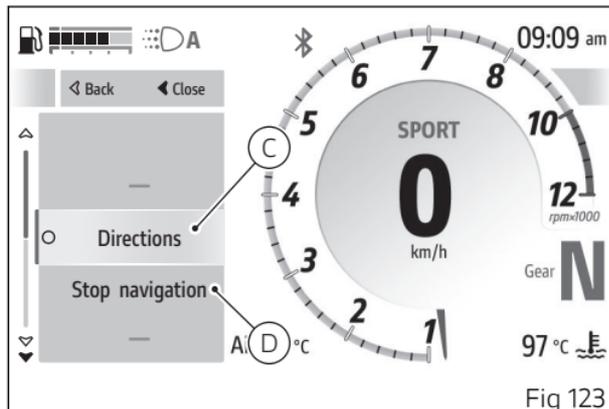


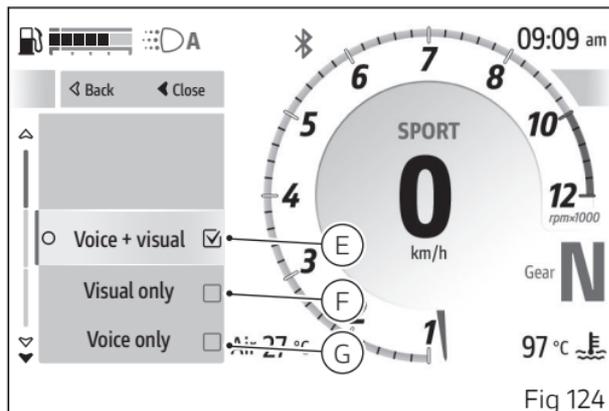
Fig 123

## Directions

This function allows you to set the mode in which the directions are displayed. The submenu is displayed and includes the following available modes:

- "Voice + Visual" (E), directions are displayed both via audio and graphically on the instrument panel (refer to the "Turn by turn screen" section).
- "Visual only" (F), directions are displayed only graphically on the instrument panel (refer to the "Turn by turn screen" section).
- "Voice only" (G), directions are displayed only via audio.
- "Back" closes the current submenu.

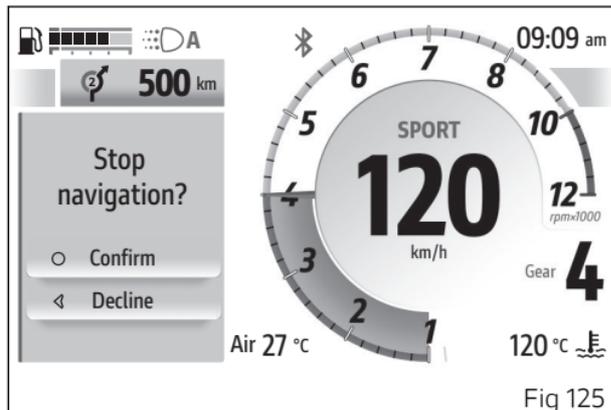
Use buttons ▲ and ▼ to select the desired item. Press the button ○ to confirm.



## Delete route

This function allows you to stop the navigation in progress.

“Delete route?” is displayed, press the button  to confirm or press the button  to cancel. If stop is confirmed, the navigation is interrupted and the instrument panel returns to the main screen set up before navigation was started.



## Smart features - Phone (if any)

This function is available only if the Bluetooth control unit is installed and only in Road and Road Pro Infomodes in the "Smart features" menu: it allows viewing the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth. To pair the Bluetooth devices use the "Bluetooth" function in the "Settings - Devices" menu.

To open this function:

- Open the function menu.
- Use buttons  and  to select the "Smart features" item and press the button  .
- Select the "Phone" item (A) and press the button  .
- Select the "Recent calls" item and press the button  .

The list of the last 7 calls made, received or missed (B) is displayed. If a number or contact is present several times among the last calls, this is displayed only once.

Use the buttons   to scroll through the calls in the list. Press the button  to make a call to the number or phone contact selected in the list.

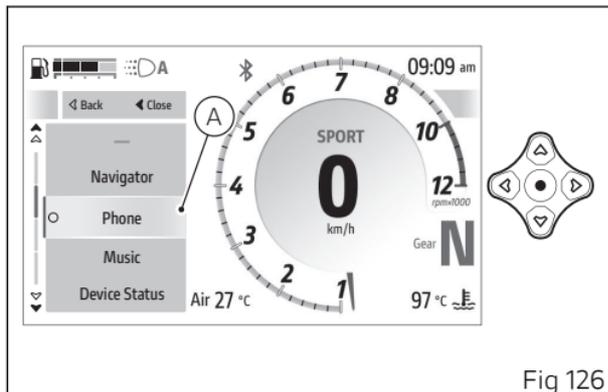


Fig 126

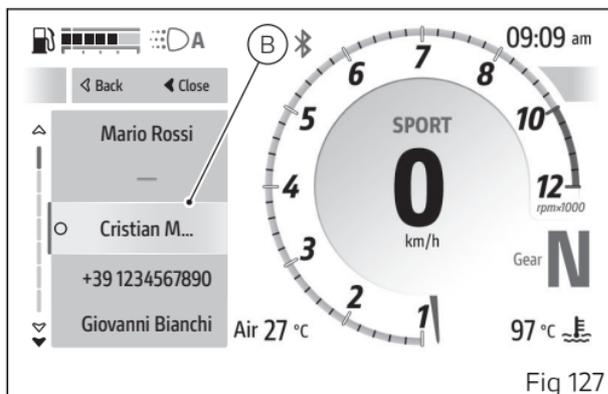


Fig 127



### **Note**

If the list includes no calls, “Empty” is displayed.



### **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.

## Call in progress

When a call is in progress a window is shown with the name or number of the phone contact as well as the item “End call” (C). To end the call, press and hold button  for a long time.

During the call, it is possible to exit the call display to access other menus on the main page by holding down the button . The blue phone icon (D) is also activated to indicate that the call is in progress.

To return to the call in progress window, select “Phone” from the “Smart features” menu, and press .



### Note

The music player will be paused during a call.

## Incoming call

When a call is received, a window appears with the name or number of the caller and the items “Accept” and “Decline” (E): to accept the call press the button ,

to decline the call press the button .

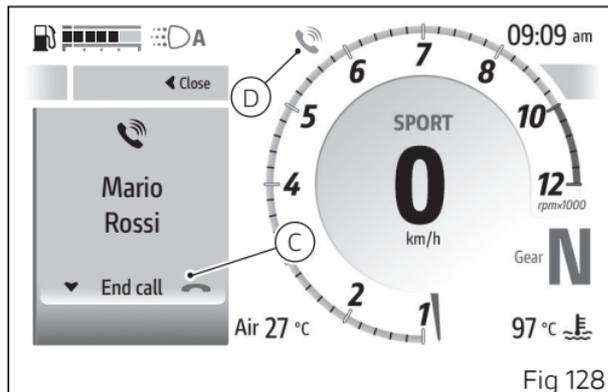


Fig 128

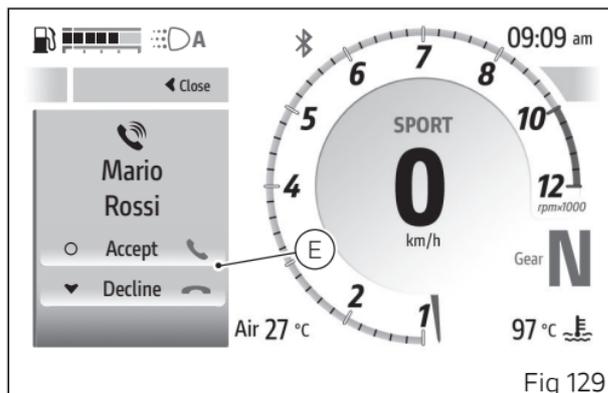


Fig 129

## Call back

At the end of a call or after declining an incoming call, the window with the name or number of the phone contact and "Accept" and Decline" items (F) will be displayed for a few seconds: press the button  to start the call, press the button  to decline it.

## Missed call

In case of missed call, the display will show the icon (G) for 60 seconds, flashing for the first 3 seconds.



### Note

The number of missed calls is not displayed.

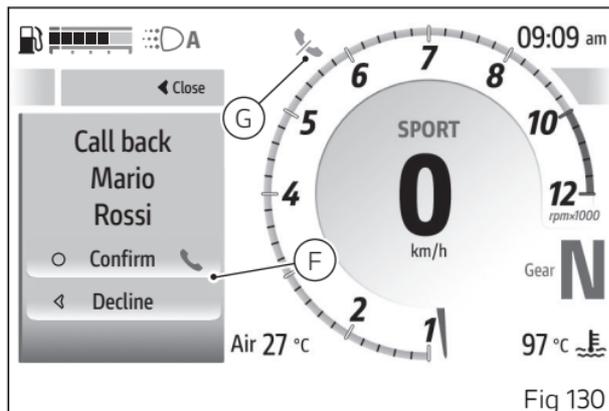


Fig 130

## Smart features - Music (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the “Smart features” menu: it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.

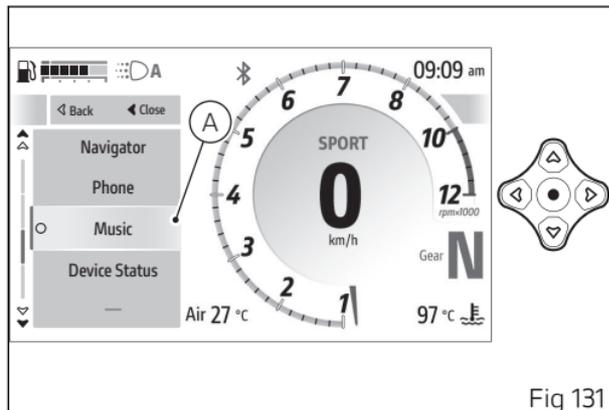
To pair the Bluetooth devices use the “Bluetooth” function in the “Settings - Devices” menu.

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Music” item (A) and press the button ○ .

### 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.



### 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 (B) is displayed showing the music player controls and the title of the current track: if the title is not available, "Not available" is displayed.

By pressing the buttons ◀ and ▶ it is possible to scroll and select the following controls; to activate the selected control (except for the volume), press the button ○ :

- ⏮ previous track
- ▶ play or ⏸ pause
- ■ stop
- 🔊 volume
- ⏭ next track

When the music player is paused, the song title is displayed in grey.

### Volume adjustment

When the control 🔊 is selected (volume), it is possible to adjust the volume using the buttons ▲ ▼ .

To close the music player window, press and hold button ◀ for a long time.

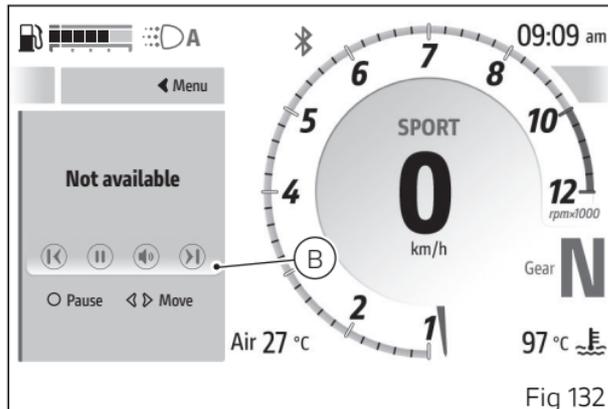


Fig 132

## Smart features - Devices status (if any)

This feature is available only if the Bluetooth control unit is installed and is contained within the “Smart features” menu: it displays the information relating to the status of the paired Bluetooth devices (connected or not connected).

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Devices status” item (A) and press the button ○ .

The window (B) is displayed and shows information such as battery level and signal strength of the smartphone network, connection to the Ducati Link app, etc.

The devices paired but not currently connected to the instrument panel are greyed out.

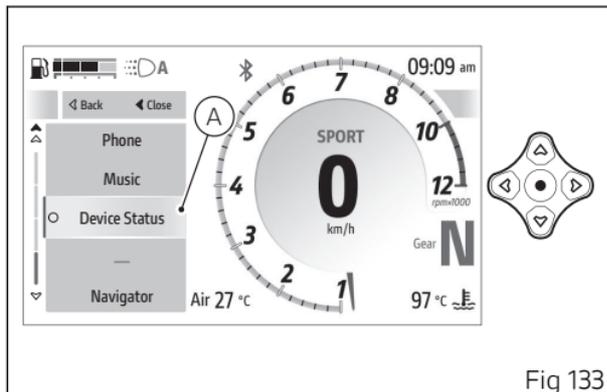


Fig 133

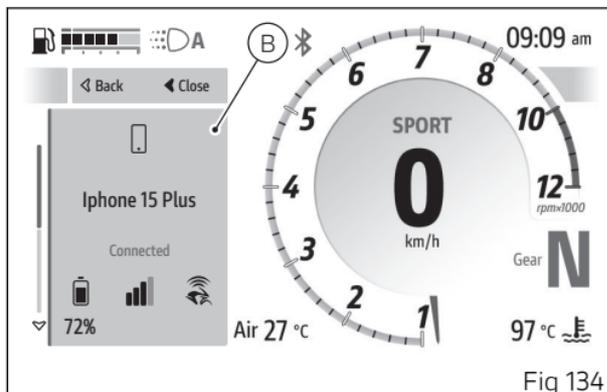


Fig 134

## Settings

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

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

It is recommended to use this menu with the motorcycle at a standstill.

This menu can be accessed by selecting “Settings” from the function menu of the main page.

The menu is navigated using the directional cross buttons on the left-hand switch:

- Buttons ▲ ▼ to scroll through the displayed items; prolonged pressure on these buttons allows fast scrolling of items.
- Button ○ to validate the selected item.
- Short pressure on the button ◀ to return to previous navigation level.
- Long pressure on the button ◀ to close the Settings menu and return to the main page.

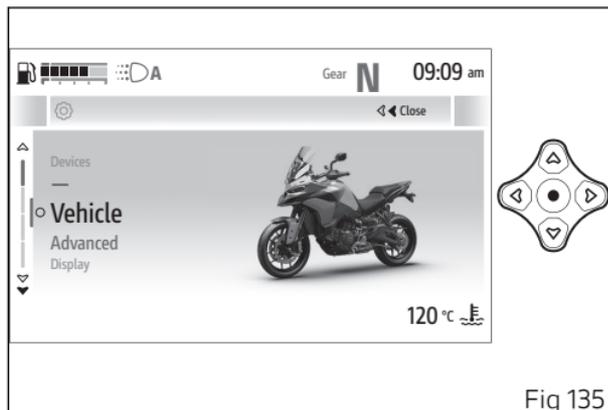


Fig 135

The following table shows the structure of the submenus and related functions contained in the Settings menu:

| submenu level 1 | submenu level 2              | submenu level 3 |
|-----------------|------------------------------|-----------------|
| Vehicle         | Tyre pressure (if available) |                 |
|                 | Tyre calibration             |                 |
|                 | DRL                          |                 |
|                 | Coming home light            |                 |
|                 | Turn indicators              |                 |
|                 | Lap                          |                 |
|                 | PIN Code                     |                 |
|                 | Service and info             |                 |
| Advanced        | Riding Mode setup            | Power Mode      |
|                 |                              | ABS             |
|                 |                              | DTC             |
|                 |                              | DWC             |
|                 |                              | EBC             |
|                 |                              | DQS             |
|                 |                              | Default         |

| submenu level 1      | submenu level 2       | submenu level 3 |
|----------------------|-----------------------|-----------------|
| Display              | Backlight             |                 |
|                      | Themes                |                 |
|                      | Date and time         |                 |
|                      | Units                 |                 |
|                      | Language              |                 |
|                      | Fuel indicator        |                 |
|                      | Trip master precision |                 |
|                      | Riding info order     |                 |
| Devices (if present) | Bluetooth             |                 |

## Settings - Vehicle

This submenu contains all the following settings for the vehicle:

- Tyre pressure (if available)
- Tyre calibration
- DRL
- Coming home light
- Turn indicators
- Lap
- PIN Code
- Service and info

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

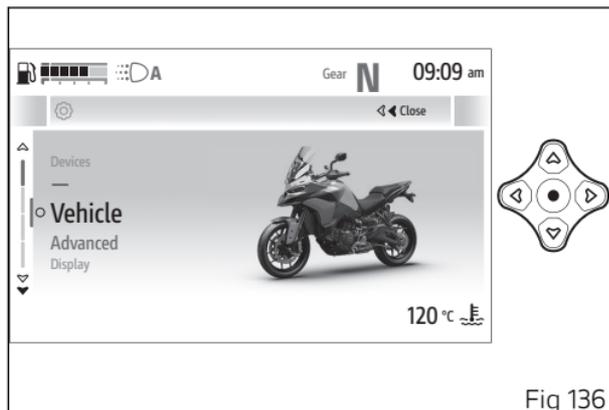


Fig 136

## Settings - Vehicle - Tyre pressure (if available)

This function allows setting the reference pressure for the front and rear tyre pressure sensors. Available only if tyre sensors are present.

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "Tyre pressure" item: the currently set pressures are displayed. Press the button  to confirm.

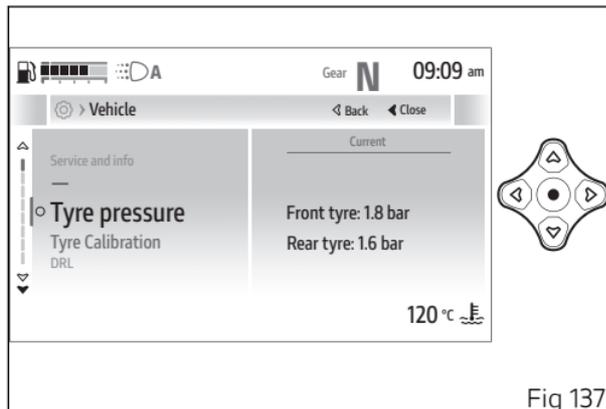


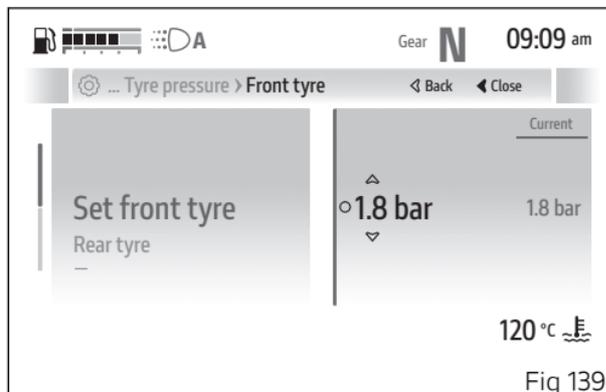
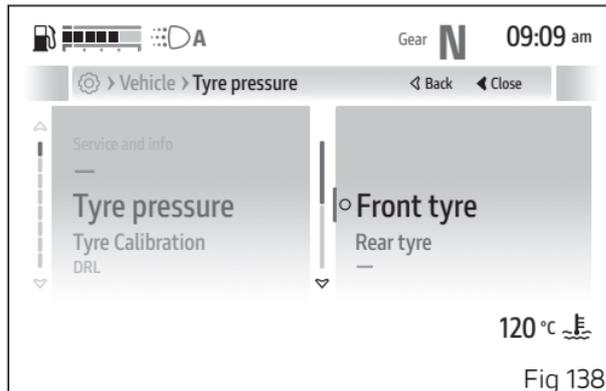
Fig 137

- The items "Front tyre" and "Rear tyre" are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ .

When "Front tyre" or "Rear tyre" is selected, the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased with buttons ▲ and ▼ . The currently set pressure is shown on the right. Press the button ○ to confirm and return to the previous screen.

### Note

The pressure value can be set between 1.5 bar and 3.0 bar.



## Settings - Vehicle - 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

Condition for successful calibration:

- constant speed between 49 and 51 km/h.
- 2nd gear

To open this function:

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "Tyre calibration" item and press the button  to confirm.

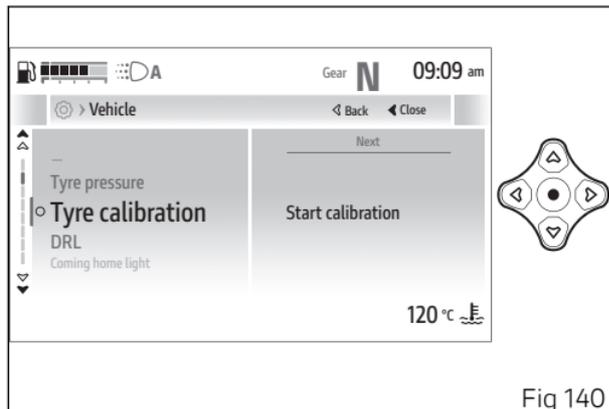
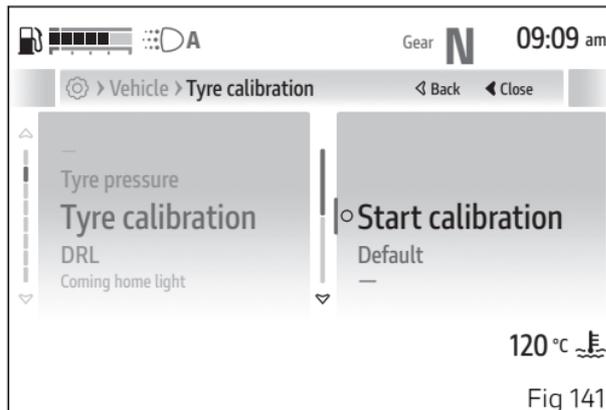


Fig 140

- The “Start calibration” and “Default” items are displayed (only visible if a calibration has already been performed).
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.



## Tyre calibration - Start calibration

When entering the function, by pressing the button  with "Start calibration" selected, 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  long pressed: in this case the instrument panel displays all previous information, replacing message "In progress" with message "Aborted" followed by the previous menu after a few seconds.

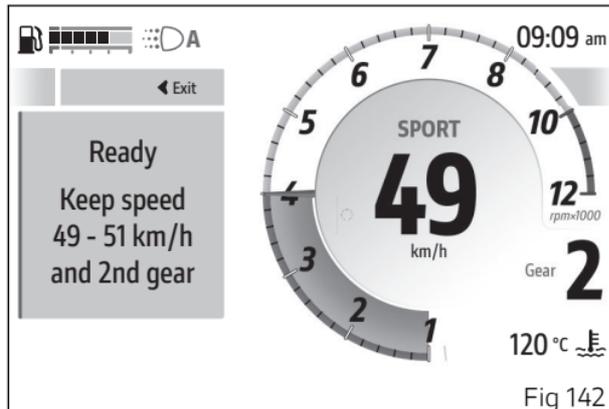


Fig 142

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.

## Tyre calibration - Default

When entering the function, by pressing the button  with the "Default" item selected, the instrument panel will display "Wait..." for a few seconds, followed by "Default restored" for a few seconds, and then it will return to the previous menu.

### Note

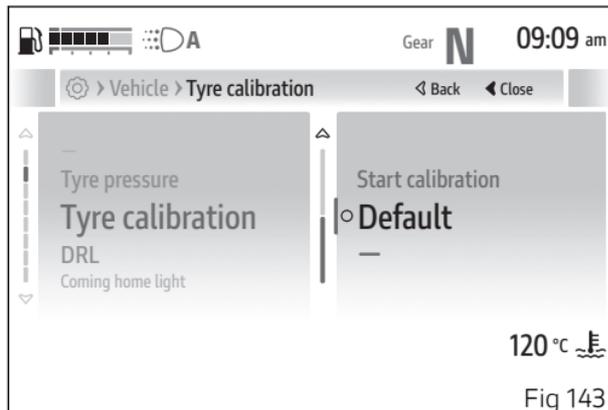
During the calibration procedure, the procedure will stop if the vehicle speed exceeds 100 km/h (62 mph) or the key is turned off.

### Attention

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

### Attention

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





### Attention

Changing the final drive ratio may result in the OBD diagnosis being validated and the MIL warning light on the instrument panel turning on.

In these cases it may also happen that the ECU enters a speed protection mode, severely limiting the performance of the bike.

In extreme cases, engine reliability problems may also occur.

For these reasons, we recommend that those who wish to modify the final drive ratio (and therefore only use the bike on a closed circuit) also perform a DP calibration.



### 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.

|                |    | Rear sprocket |      |      |      |      |      |
|----------------|----|---------------|------|------|------|------|------|
|                |    | 40            | 41   | 42   | 43   | 44   | 45   |
| Front sprocket | 15 | 2.67          | 2.73 | 2.8  | 2.87 | 2.93 | 3    |
|                | 16 | 2.5           | 2.56 | 2.63 | 2.69 | 2.75 | 2.81 |

## Settings - Vehicle - DRL

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

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "DRL" item: the currently set mode is displayed. Press the button .
- The "Auto" and "Manual" items are displayed together with the currently set mode.
- Use buttons  and  to select the desired item and press the button  to confirm and go back to the previous screen.

### Note

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

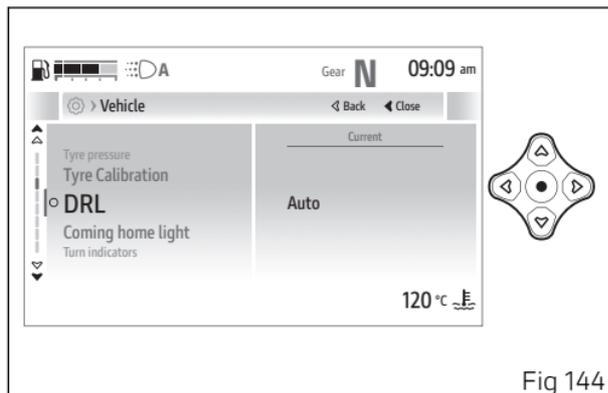


Fig 144

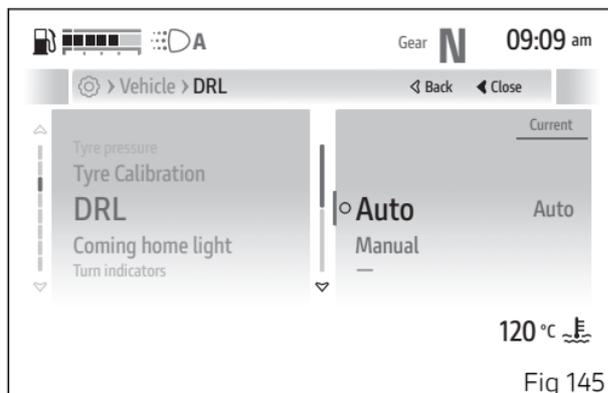


Fig 145

## Settings - Vehicle- Coming home light

This function allows activating or deactivating the Coming Home Light function: if active, each time the motorbike is switched off (key-off) the headlights are activated for a few seconds.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Coming home light” item: the currently set mode is displayed. Press the button ○ to confirm.
- The “On” and “Off” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

When the function is set to “On”:

- if the ambient light detected by the instrument panel is low (night) at key-off the low beam is activated for some seconds;
- if the ambient light detected by the instrument panel is high (day) at key-off the DRL light is activated for some seconds.

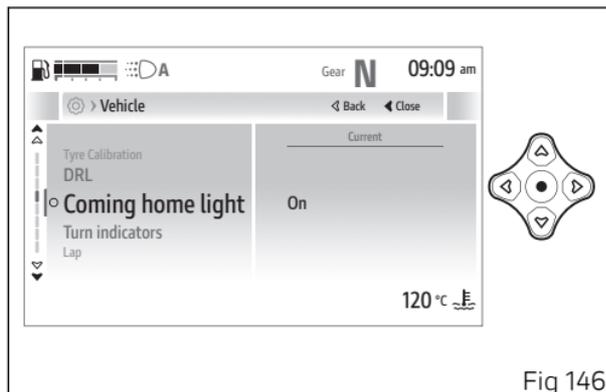


Fig 146

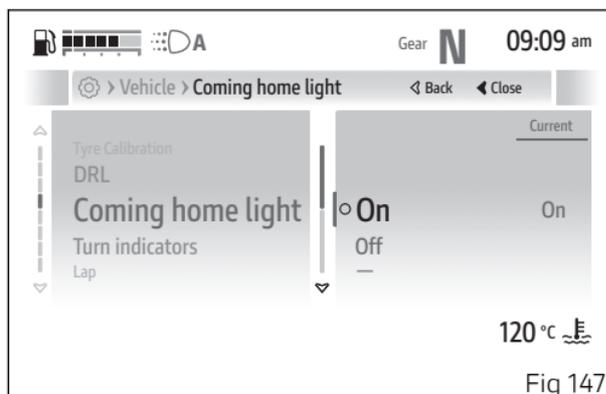


Fig 147

When the function is set to "Off" the DRL light is activated for some seconds at key-off.



**Note**

If the parking light is activated after the key-off, the low beam and DRL light are deactivated.



**Note**

In case of battery disconnection, the function is automatically set to "Off".

## Settings - Vehicle- 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.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Vehicle" item and press the button ○ .
- Select the "Turn indicators" item: the currently set mode is displayed. Press the button ○ to confirm.
- The "Auto-off" and "Manual-off" items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

### Note

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

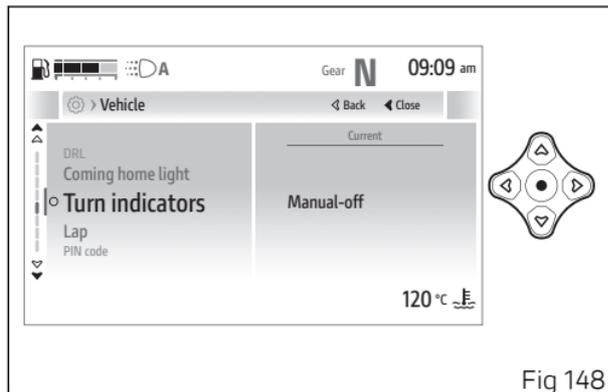


Fig 148

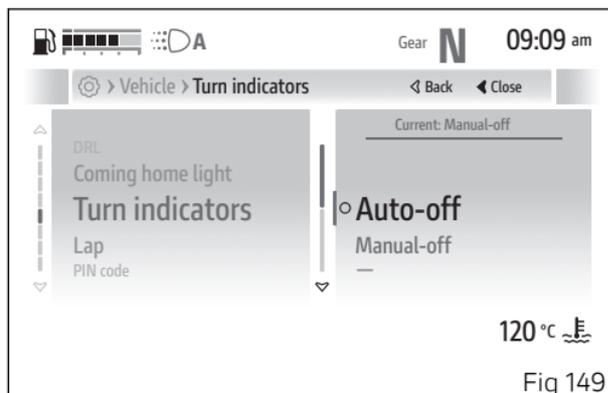


Fig 149

## Settings - Vehicle - Lap

This function allows enabling or disabling the Lap function in the "My Ride" menu and viewing and deleting the recorded Lap data.

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "Lap" item: the currently set status is displayed. Press the button  to confirm.
- The "On", "Off", "Lap data" and "Erase data" items are displayed (only visible if saved laps are available).
- Use buttons  and  to select the desired item and press the button  to confirm and go back to the previous screen.

To activate the lap recording, select the "On" option and press the button  to confirm.

To disable the lap recording, select the "Off" option and press the button  to confirm.

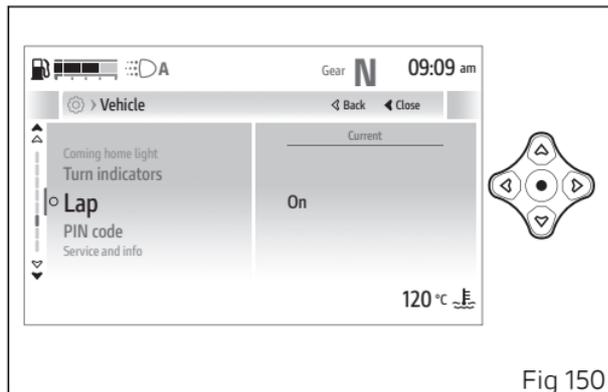


Fig 150

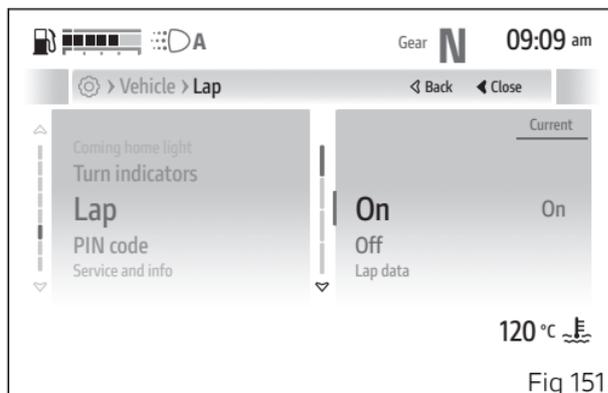


Fig 151

## Lap data

By selecting and confirming the “Lap data” item, the display shows the list with “Best laps” and available laps (up to 60).

Use buttons ▲ and ▼ to scroll through the memorised laps.

Data recorded for each lap are:

- “Lap” - Lap time
- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached

### Note

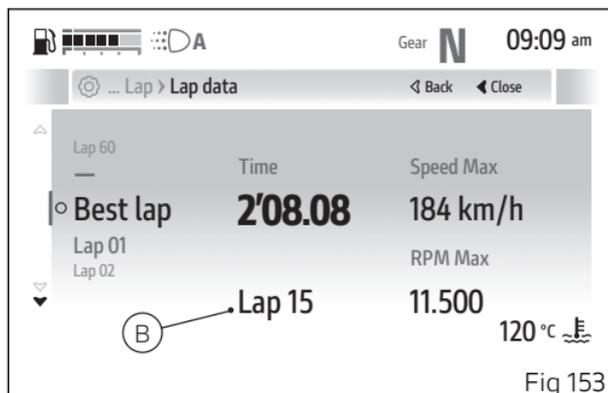
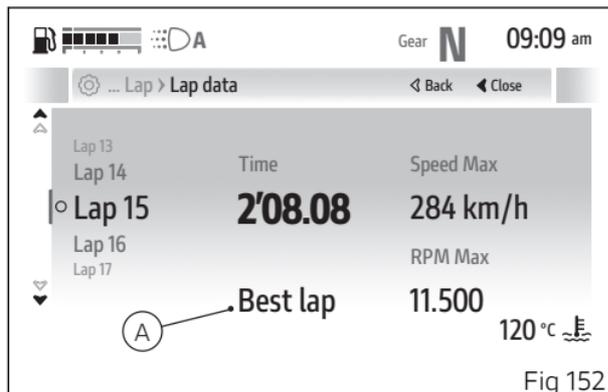
It is possible to record maximum of 60 LAPs.

If the lap displayed is the best recorded lap, “Best lap” (A) is displayed.

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

### Best lap

Selecting the “Best lap” item displays the number of the best lap (B) together with the relevant data.



## Erase data

By selecting and confirming the “Erase data” item, the display shows the “Accept” and “Decline” items: press the button  to erase all data of the recorded laps or press the button  to cancel and return to the previous screen.

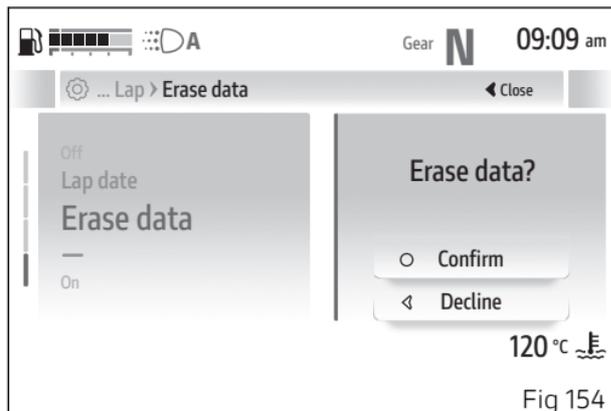


Fig 154

## Settings - Vehicle - PIN code

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “PIN Code” item.

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.

If the PIN Code has already been activated, this menu will include the “Modify PIN” item, which allows modifying the already stored PIN.

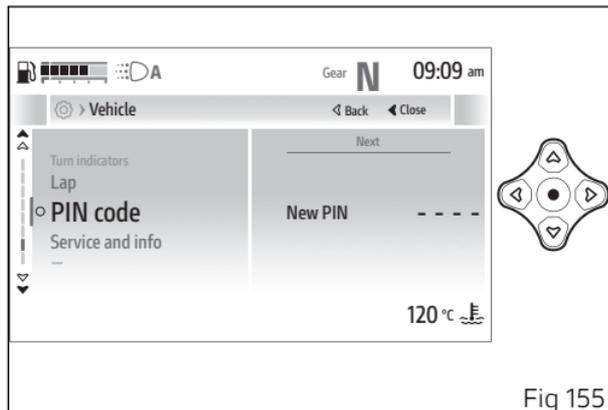


Fig 155



### 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

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "PIN code" item and press .
- Select the "New PIN" item and press the button .

The display shows the first of the 4 digits active for the entry.

Entering a new PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons  and .
- Press the button  to edit to the other digits.
- Once the desired code is complete, press the button .
- The "Confirm" and "Decline" items are displayed.
- Press the button  to cancel and return to the previous screen.
- Press the button  to confirm the entered code, "Saved" is then displayed for a few seconds and the instrument panel returns to the previous screen, showing the "Modify PIN" item instead of "New PIN".



Fig 156



Fig 157

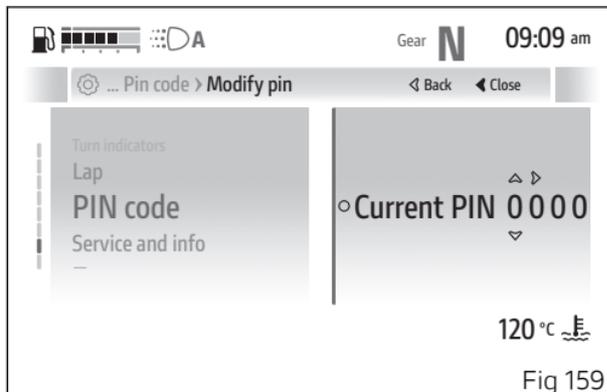
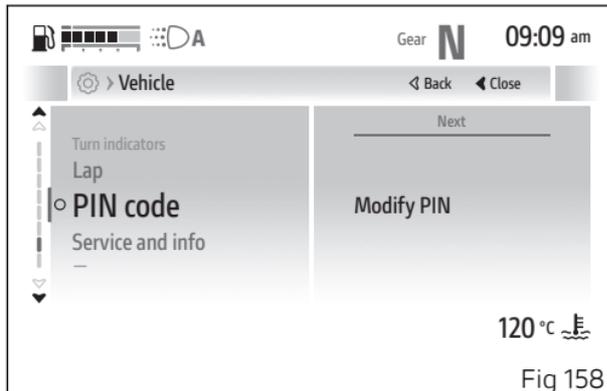
## Modify PIN

- Enter the Settings menu.
  - Use buttons  and  to select the "Vehicle" item and press the button .
  - Select the "PIN code" item and press .
  - Select the "Modify PIN" item and press the button .
- The display shows "Current PIN", press the button  to proceed with entry.

Entering the current PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons  and .
- Press the button  to edit to the other digits.
- Once the PIN code is complete, press the button .
- If the entered PIN code is not correct, "Wrong" is displayed for a few seconds and the instrument panel returns to the previous screen.
- If the entered PIN code is correct, "Correct" is displayed for a few seconds and then the new PIN code is entered.

Entering a new PIN code:



- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons  and .
- Press the button  to edit to the other digits.
- Once the desired code is complete, press the button .
- The “Confirm” and “Decline” items are displayed.
- Press the button  to cancel and return to the previous screen.
- Press the button  to confirm the entered code, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

## Settings - Vehicle - Service and info

This function allows viewing the deadlines for the next service coupons, battery voltage and the engine rpm digital indication.

- Enter the Settings menu.
- Use buttons  and  to select the "Vehicle" item and press the button .
- Select the "Service and Info" item.

The following information will be displayed:

- Total (km or miles)
- VIN (vehicle identification number)
- Oil service (remaining kilometres or miles)
- Valve Clearance Check Service (remaining kilometres or miles)
- Service Check (date)
- RPM (engine rpm in digital format)
- Battery (battery voltage)

When a service is due it is highlighted in yellow.

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.

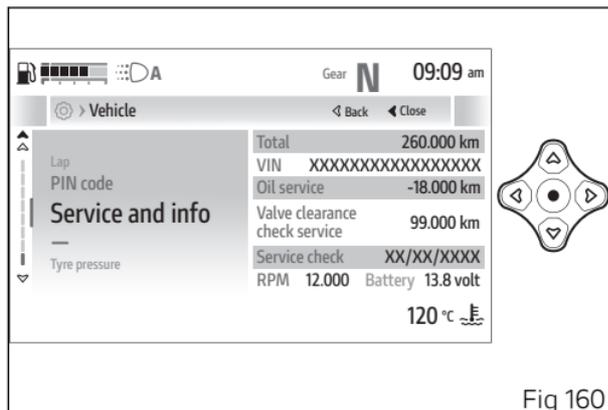


Fig 160

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

This function does not allow any kind of changes.

## Service warnings

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

The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer".

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

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 "Valve Clearance Check service" it activates 1,000 km (600 miles) before service is due, for "Service Check" 30 days before service is due.

When the service interval threshold has been reached and exceeded and upon each Key-On:

- for the first 100 km (60 miles) in the case of "Oil Service" and "Valve Clearance Check Service" or for the first 10 days in the case of "Service Check", the yellow indication (C) is displayed for 5 seconds.

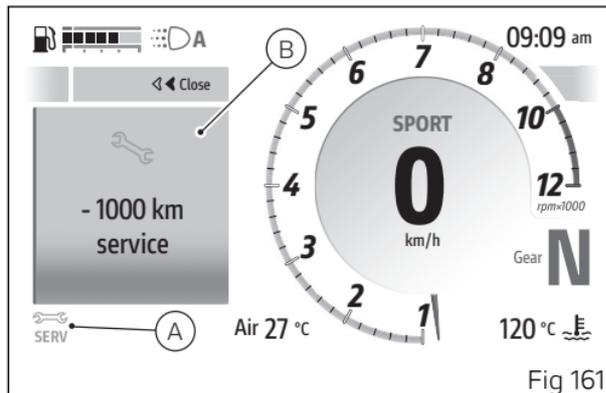


Fig 161

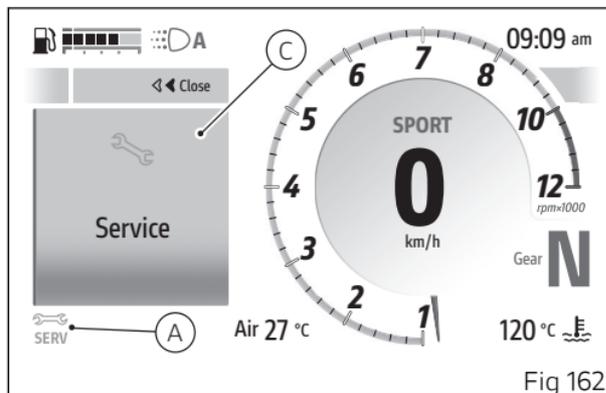


Fig 162

- after the first 100 km (60 miles) in the case of “Oil Service” and “Valve Clearance Check Service” or for the first 10 days in the case of “Service Check”, the yellow indication of the distance or days exceeded from the set threshold for the relevant service is displayed for 5 seconds.

## Digital Maintenance

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

Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines.

The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet).

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



## Settings - Advanced

This submenu contains all the following advanced settings for the motorbike:

- Riding Mode Setup

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

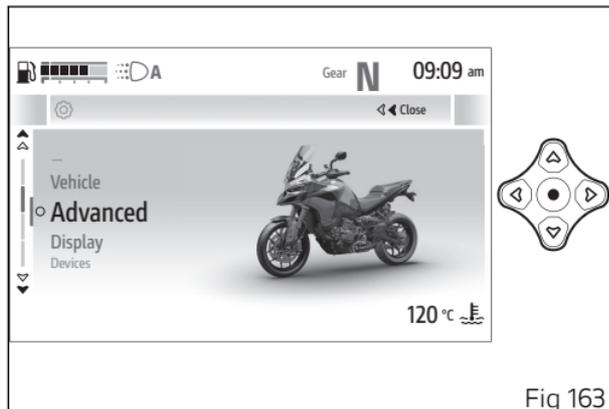


Fig 163

## Settings - Advanced - Riding Mode setup

This function allows customising each Riding Mode.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item: the name of the Riding Mode in use is displayed with the current settings. Press the button ○ to confirm.

The “SPORT setup”, “TOURING setup”, “URBAN setup”, “ENDURO setup”, “WET setup” riding modes and “All default” item are displayed (only visible if one or more parameters of one or more Riding Modes have been changed).

Using the buttons ▲ and ▼ it is possible to select the Riding Mode to be customised, whose current settings are displayed on the right side. Press the button ○ to confirm.

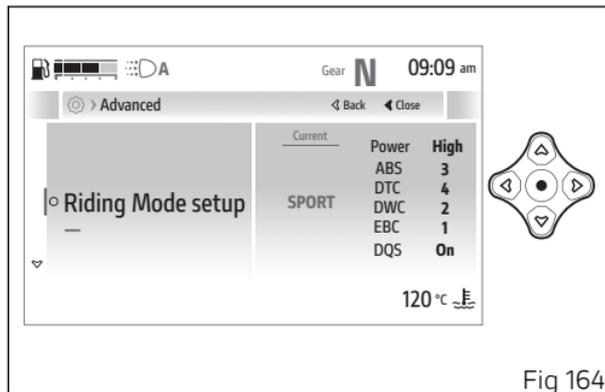


Fig 164

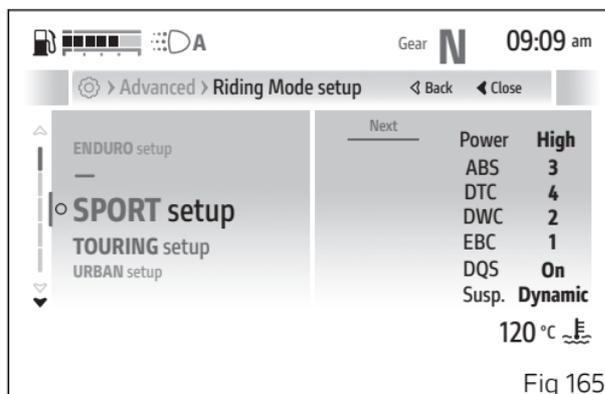


Fig 165

The customisable parameters are the following:

- Power mode
- ABS
- DTC
- DWC
- EBC
- DQS
- Default (visible only if one or more parameters have been modified)

Use buttons  and  to scroll through the parameters in the list.

The right-hand side of the screen shows the motorbike with the selected parameter part highlighted, while position (A) shows the current value. At the top of the screen page (B), is the path of the Riding Mode being set.

Press  to validate and open the setting options for the selected parameter.

### **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.



### **Note**

With the motorbike at a standstill, the Riding Mode setting menu can be accessed directly from the Riding Mode change screen.

## Settings - Advanced - Riding Mode setup - Power mode

This function allows customising the Power mode level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “Power mode” item and press the button ○ .

The available “High”, “Medium”, “Low” and “Off-road” levels are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

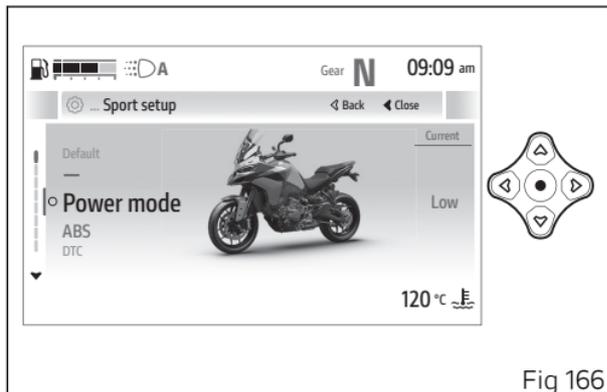


Fig 166



Fig 167

## Settings - Advanced - Riding Mode setup - ABS

This function allows setting the ABS intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “ABS” item and press ○ .

The levels from 1 to 3 are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled

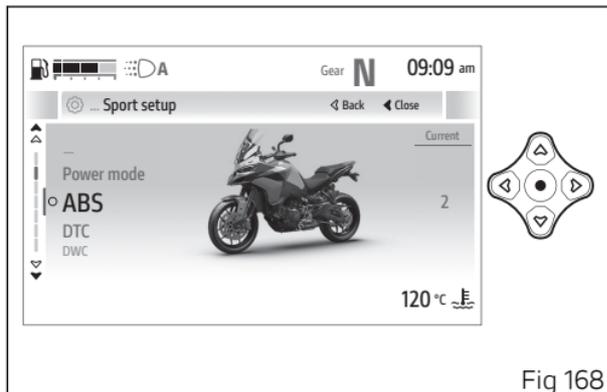


Fig 168

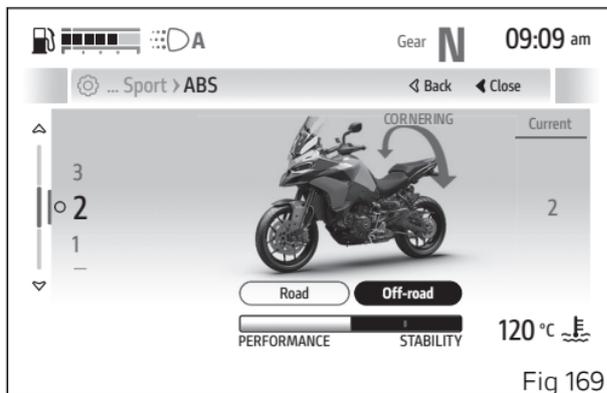


Fig 169

motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.

The front and rear brakes use separate control systems.

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

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



### Attention

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

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.

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



### Attention

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



### Attention

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

### ABS intervention level table

The ABS system fitted to this bike is a safety system preventing wheel lock-up while braking, adopting different strategies depending on the selected level. The ABS features 3 levels, one associated to one or more Riding Modes.

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

| ABS | RIDING MODE | CHARACTERISTIC  | DEFAULT   |
|-----|-------------|---|---|
| OFF |             | The ABS is disabled   |   |
| 1   | OFF-ROAD    | This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads). The system in this level does NOT control lift-up and the cornering feature is NOT active. | It is the default level for the "ENDURO" Riding Mode. |

| ABS | RIDING MODE   | CHARACTERISTIC   | DEFAULT  |
|-----|---------------|--|--|
| 2   | SPORT         | This level is designed for road use, with good grip conditions. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. This calibration gives priority to the braking power while ensuring a good compromise between performance and stability. | It is the default level for the "SPORT" Riding Mode.                       |
| 3   | SAFE & STABLE | This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active.   | It is the default level for the "TOURING", "URBAN" and "WET" Riding Modes. |



## Attention

The ABS OFF level can only be activated by means of the “Temporary ABS system deactivation” function available only in the Rally Infomode and can only be activated with Enduro Riding Mode. ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.

ABS will be automatically re-enabled upon every key-on, even though it was disabled during the previous use.

### Tips on how to select the intervention level

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

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

Selecting level 3 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action. This level features active cornering function which, with vehicle leaning over, prevents wheel lock-up

and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more the braking power than stability. This level provides the cornering feature. This level also features the lift-up control, but it only controls the angle and speed of rear wheel lift-up without preventing it altogether. ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control nor cornering feature.

## Settings - Advanced - Riding Mode setup - DTC



### Attention

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

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through 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 or deactivating it.

- Enter the Settings menu.
- Use buttons  and  to select the "Advanced" item and press the button .
- Select the "Riding Mode setup" item and press the button .
- Select the Riding Mode you wish to customise and press .
- Select the "DTC" item and press .

The available levels are displayed, the motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

## Note

The selection of intervention levels is limited according to the Riding Mode selected via the instrument panel, due to the conditions of use to which each Riding Mode refers. The following are the levels that can be selected in the different Riding Modes.

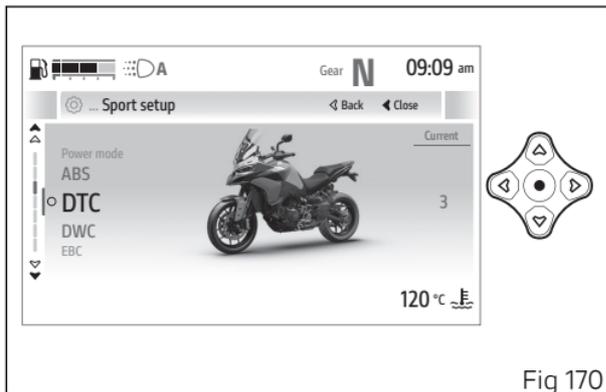


Fig 170



Fig 171

- Sport, Touring and Urban Riding Modes: DTC levels from 3 to 8 and "Off".
- Enduro Riding Mode: DTC levels 1, 2 and "Off".
- Wet Riding Mode: DTC levels 7, 8 and "Off".

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

### 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.

## Anti-Lock Braking System (DTC)

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

| DTC LEVEL | RIDING MODE           | OPERATION CHARACTERISTIC  | DEFAULT   |
|-----------|-----------------------|---|---|
| OFF       |                       | The DTC is disabled.  |   |
| 1         | OFF-ROAD Professional | This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt. |   |
| 2         | OFF-ROAD              | This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.  | It is the default level for the Enduro Riding Mode. |
| 3         | SPORT / TRACK         | This level is designed for both track and road use, with good grip conditions, for very expert riders.  |   |

| <b>DTC LEVEL</b> | <b>RIDING MODE</b> | <b>OPERATION CHARACTERISTIC</b>  | <b>DEFAULT</b>                                       |
|------------------|--------------------|--|--|
| 4                | SPORT              | This level is designed for road use, with good grip conditions.                      | It is the default level for the Sport Riding Mode.   |
| 5                | TOURING            | This level is designed for use in any riding conditions, on the road with good grip. | It is the default level for the Touring Riding Mode. |
| 6                | SAFE & STABLE      | This level is designed for use in any riding conditions, on the road with good grip. | It is the default level for the Urban Riding Mode.   |
| 7                | RAIN               | This level is designed for road use, when surface is wet.                            |  |
| 8                | HEAVY RAIN         | This level is designed for road use, when surface is wet and very slippery.          | It is the default level for the Wet Riding Mode.     |

## Tips on how to select the intervention level

### **Attention**

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

### **Note**

Thanks to Pirelli, a tyre dedicated to this motorcycle has been developed, with exclusive construction features that enhance its characteristics and guarantee the best performance.

If level 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are other 6 intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

Levels 1 and 2 are specifically designed for track use.

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 (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 path

If the path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a 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 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

### Tips for use on the road

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

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

### Recovery in case of error

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

## Settings - Advanced - Riding Mode setup - DWC



### Attention

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

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

### Stabilisation of dynamics

The DWC also assists the rider in stabilising the vehicle dynamics at high speed by modulating the torque delivered by the engine in a controlled manner. This assistance, which is normally not

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “DWC” item and press ○ .

The levels from 1 to 4 and “Off” are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

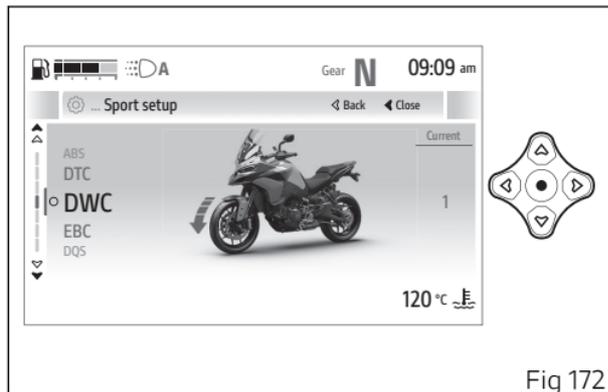


Fig 172



Fig 173



## 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.

### Anti-Lock Braking System (DWC)

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

| DWC LEVEL | USE              |   | DEFAULT  |
|-----------|------------------|---|--|
| OFF       |                  | The DWC is disabled.  | It is the default level for the Enduro Riding Mode.  |
| 1         | HIGH PERFORMANCE | Road use and track use for very expert riders. The system allows wheelies decreasing the speed at which the front wheel lifts.  |  |
| 2         | PERFORMANCE      | Road use and track use for expert riders. The system maximises acceleration of the vehicle while enabling reduced wheelies and controlling the speed at which the motorbike wheelies. | It is the default level for the Sport Riding Mode.   |
| 3         | SAFE & STABLE    | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.  | It is the default level for the Touring Riding Mode. |

| DWC LEVEL | USE                |   | DEFAULT   |
|-----------|--------------------|---|---|
| 4         | HIGH SAFE & STABLE | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. | It is the default level for the Urban and Wet Riding Modes. |

## Tips on how to select the intervention level



### Attention

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

At level 4 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 4 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

### The rider's experience

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

### Level depends on type of path

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

### Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting

(e.g. if with level 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

### Recovery in case of error

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

## Settings - Advanced - Riding Mode setup - 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.



### 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.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “EBC” item and press ○ .

The levels from 1 to 3 are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

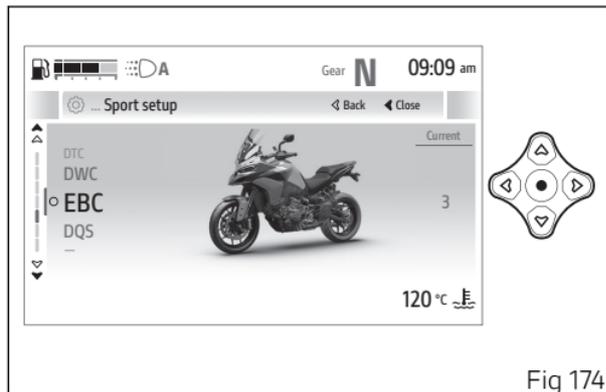


Fig 174

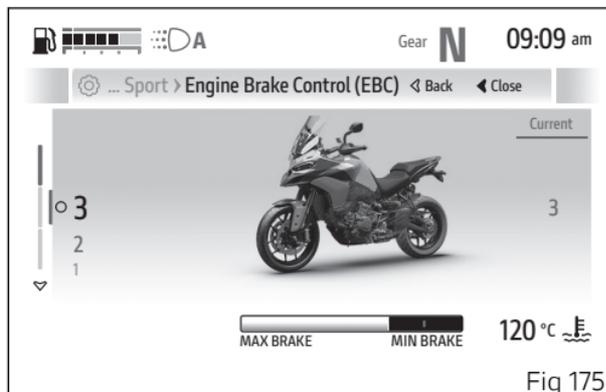


Fig 175

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

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

## Tips on how to select the intervention level



### Attention

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

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

As far as the final ratio is concerned, when using a different ratio (which 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:

- 1) 1) The grip (type of tyre, amount of tyre wear, road/track surface, weather conditions, etc.).
- 2) 2) The characteristics of the path/track (bends all taken at similar speeds or at very different speeds).
- 3) 3) The riding style.

### 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.

## Settings - Advanced - Riding Mode setup - DQS

This function allows activating or deactivating the DQS system.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “DQS” item and press ○ .

“On” and “Off” are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. The engine control unit detects lever actuation via

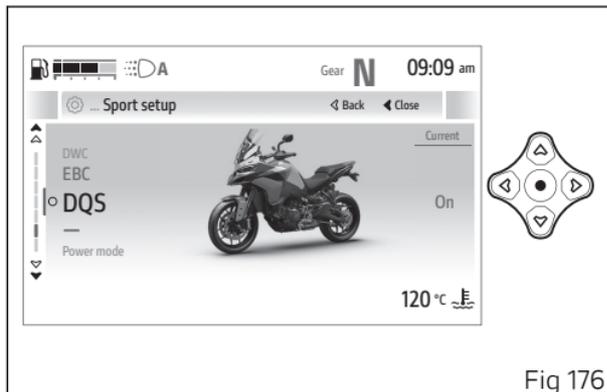


Fig 176

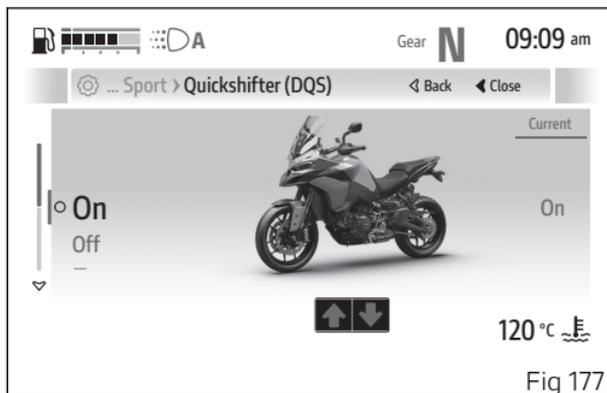


Fig 177

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

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gear shift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the gear shift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 2,000 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only works below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## Settings - Advanced - Riding Mode setup - Default

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

Resetting the parameter values for all Riding Modes:

- Enter the Settings menu.
- Use buttons  and  to select the "Advanced" item and press the  button.
- Select the "Riding Mode setup" item and press .
- Select the "All default" item and press the button .
- "Restore to default?" is displayed, press the button  to confirm or press the button  to cancel.

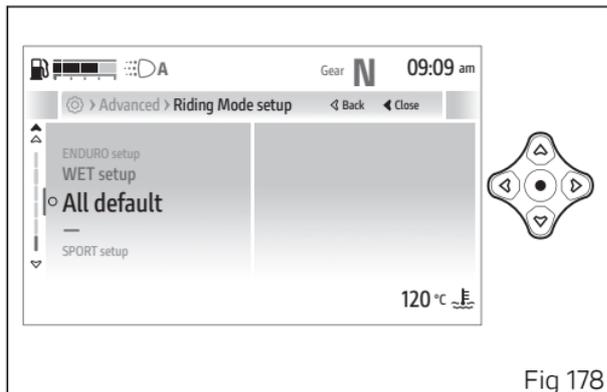


Fig 178

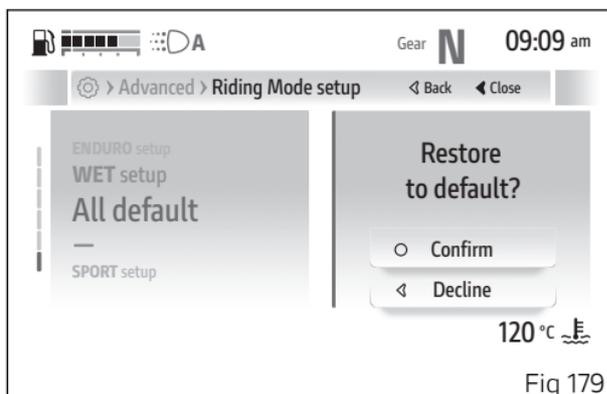
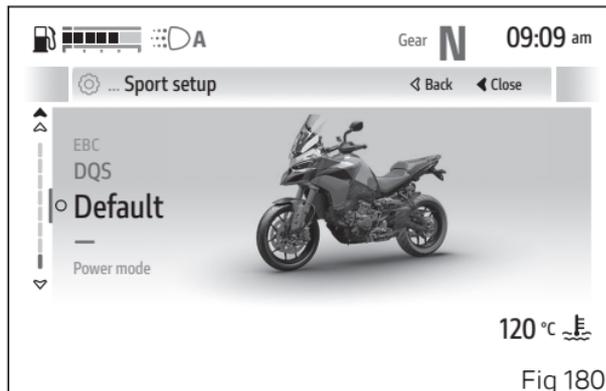


Fig 179

## Resetting of parameter values for a single Riding Mode:

- Enter the Settings menu.
- Use buttons  and  to select the “Advanced” item and press the  button.
- Select the “Riding Mode setup” item and press .
- Select the Riding Mode you wish to customise and press .
- Select the “Default” item and press the button .
- “Restore to default?” is displayed, press the button  to confirm or press the button  to cancel.



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

|            | <b>SPORT</b> | <b>TOURING</b> | <b>URBAN</b> | <b>ENDURO</b> | <b>WET</b> |
|------------|--------------|----------------|--------------|---------------|------------|
| Power Mode | High         | Medium         | Low          | Offroad       | Low        |
| ABS        | 3            | 3              | 3            | 1             | 3          |
| DTC        | 4            | 5              | 6            | 2             | 8          |
| DWC        | 2            | 3              | 4            | 1             | 4          |
| EBC        | 1            | 1              | 2            | 3             | 3          |
| DQS        | Up/Down      | Up/Down        | Up/Down      | Up/Down       | Up/Down    |

## Settings - Display

This submenu contains all the following settings for the display and the displayed information:

- Backlight
- Themes
- Date and time
- Units
- Language
- Fuel indicator
- Trip master precision
- Riding info order

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

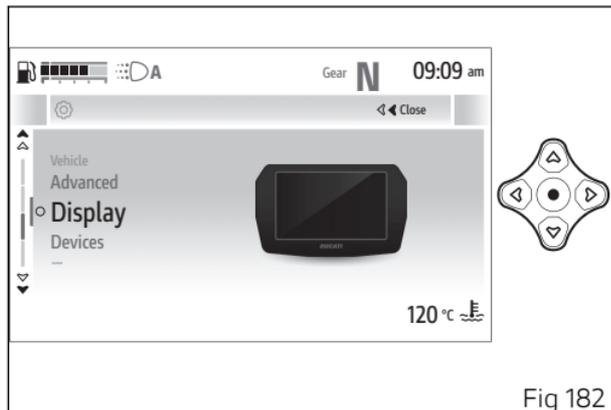


Fig 182

## Settings - Display - Brightness

This function allows dashboard backlighting setting.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Brightness” item and press the ○ button.

A bar graph with the currently set intensity is displayed.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to select backlighting intensity. Press the ○ button to confirm.

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.

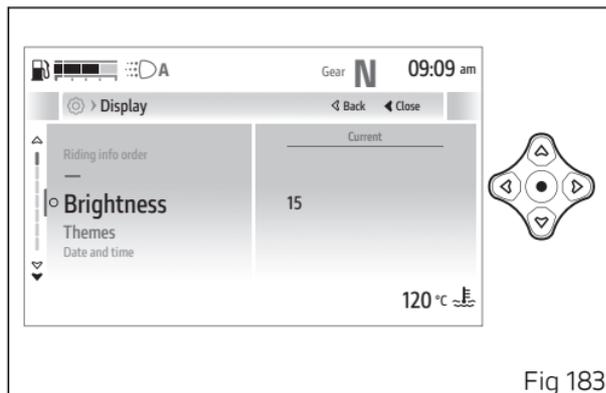


Fig 183

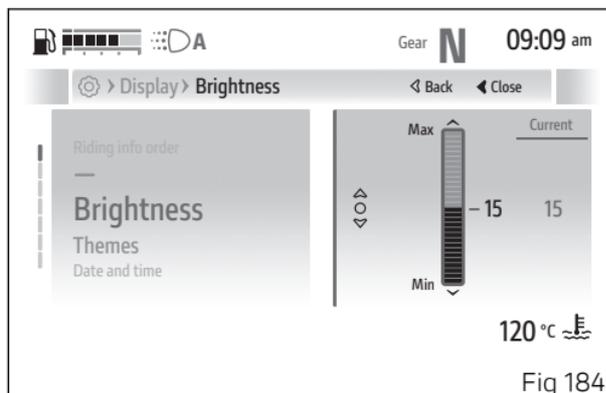


Fig 184

## Settings - Display - Themes

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

- Enter the Settings menu.
- Use buttons  and  to select the "Display" item and press the  button.
- Select the "Themes" item and press the button .

The "Auto", "Light" and "Dark" items are displayed together with the currently set mode.

The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.

At the top of the screen page is the path of the parameter being set.

Use buttons  and  to scroll and select the desired item. Press the  button to confirm.

### Note

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

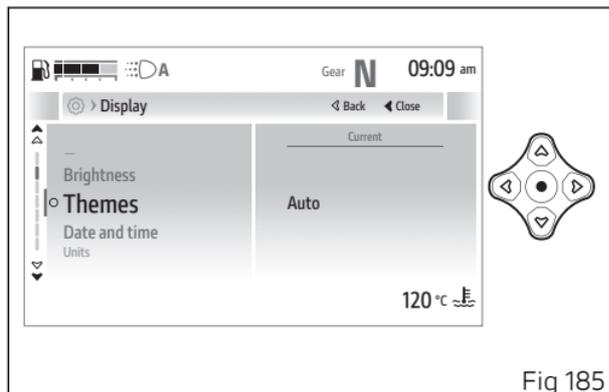


Fig 185

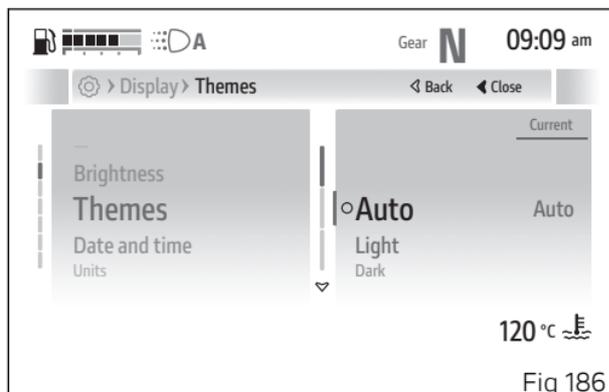


Fig 186

## Settings - Display - Date and time

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

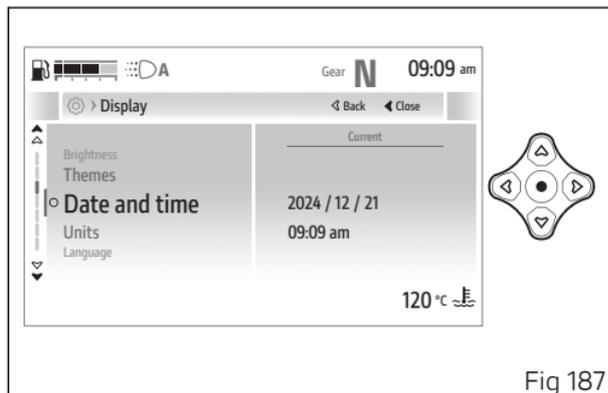
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Date and time” item: the current setting is displayed. Press the button ○ .

Options “Set date”, “Date format”, and “Set time” are displayed.

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button 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.

- Enter the Settings menu.
- Use buttons  and  to select the "Display" item and press the  button.
- Select the "Date and time" item and press .
- Select the "Set date" item and press the button .
- The first date parameter (in the example the year) becomes editable and is displayed with two arrows above and below it. Use buttons  and  to scroll and select the desired value.
- Press the button  to edit to the next parameter.
- Press the button  confirm the entered date. If the date just entered is not valid, the message "Wrong" is displayed for a few seconds. Afterwards, it will be possible to enter the correct date.

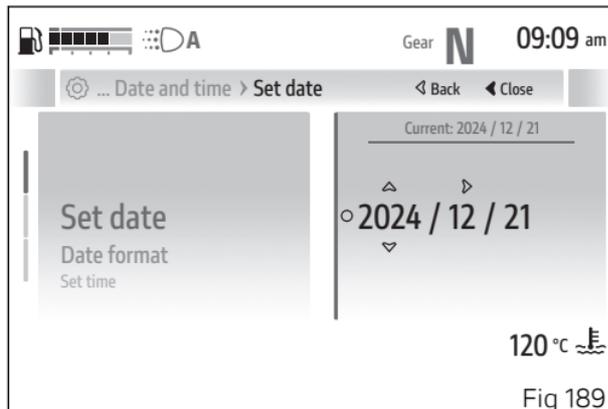
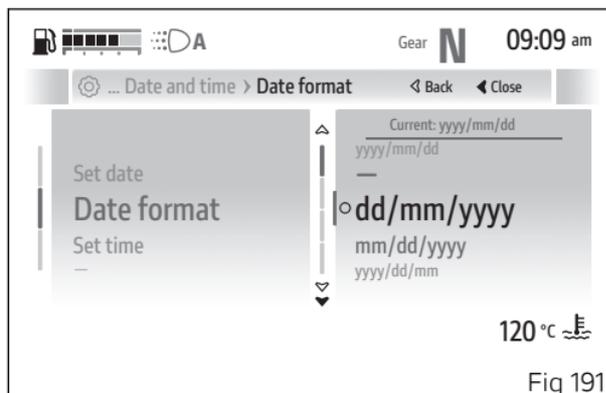
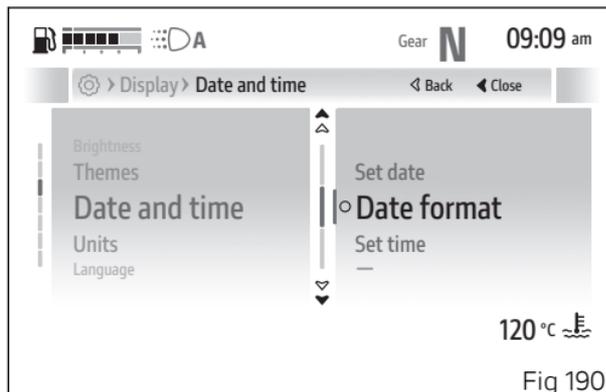


Fig 189

## Date format

This function allows setting the date format.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Date format” item and press the button ○ .
- The available formats are displayed:  
“dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”,  
“yyyy.mm.dd”. Use buttons ▲ and ▼ to scroll and select the desired format.
- Press ○ button to confirm.



## Set time

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

- Enter the Settings menu.
- Use buttons  and  to select the "Display" item and press the  button.
- Select the "Date and time" item and press .
- Select the "Set time" item and press the button .
- The first editable parameter is the 12h or 24h format : use buttons  and  to scroll and select the desired format.
- Press the button  to confirm and move on and edit the hours.
- The number of hours becomes selectable and with buttons  and  you can scroll and select the desired value.
- Press the button  to move on and edit the minutes.
- The number of minutes becomes selectable and with buttons  and  you can scroll and select the desired value.
- Once the time entry is complete, press the button  to confirm.



## Settings - Display - Units

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

- Enter the Settings menu.
- Use buttons  $\blacktriangle$  and  $\blacktriangledown$  to select the "Display" item and press the  $\bigcirc$  button.
- Select the "Units" item: the currently set units of measurement are displayed. Press the button  $\bigcirc$ .

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

Use buttons  $\blacktriangle$  and  $\blacktriangledown$  to scroll and select the desired item. Press  $\bigcirc$  button to confirm.

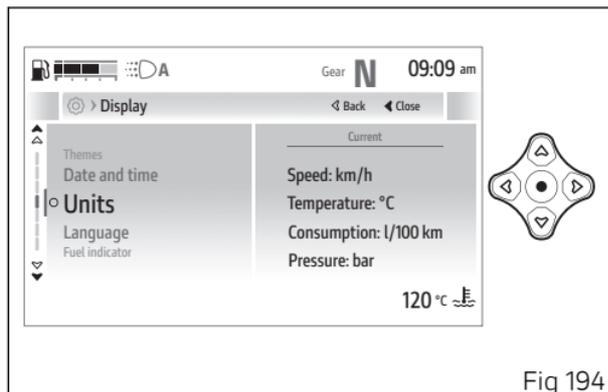


Fig 194

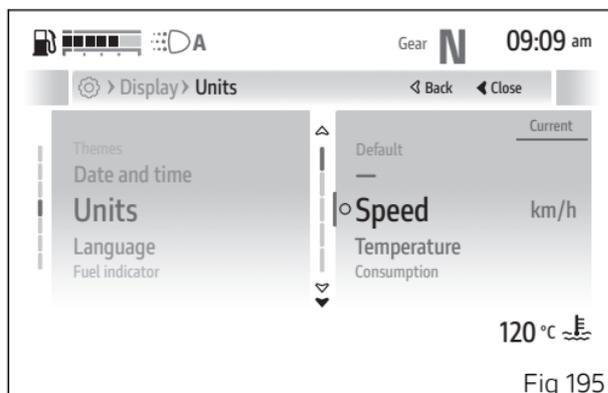


Fig 195

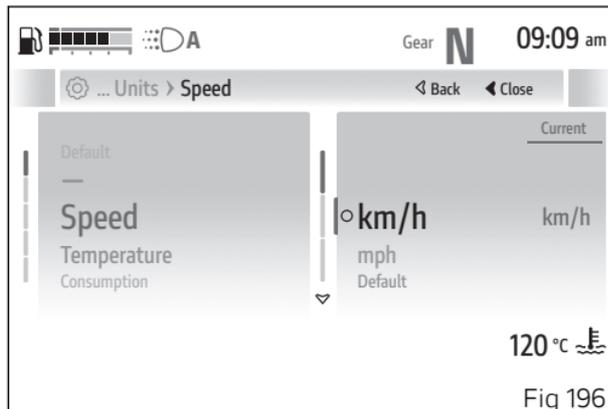
## Speed

To set the speed measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Speed” item and press the button ○ .

The “km/h”, “mph” and “Default” options are displayed (only visible if the measurement unit has been previously changed).

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.



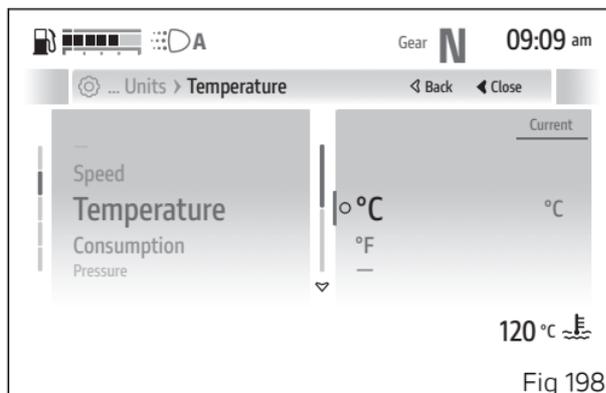
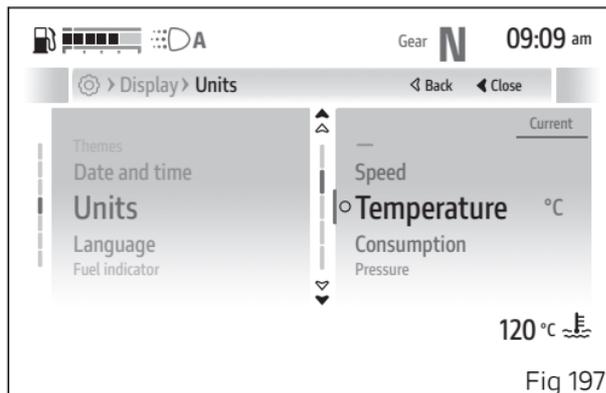
## Temperature

To set the temperature measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Temperature” item and press the button ○ .

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

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.



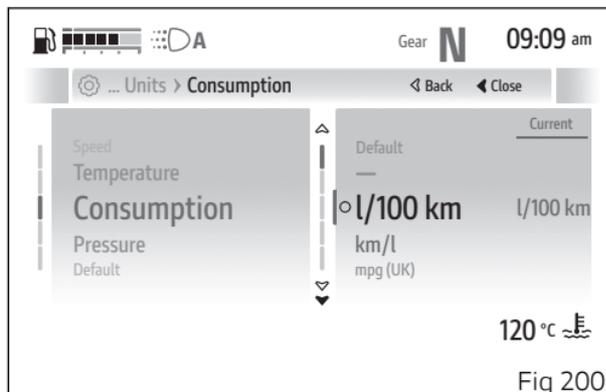
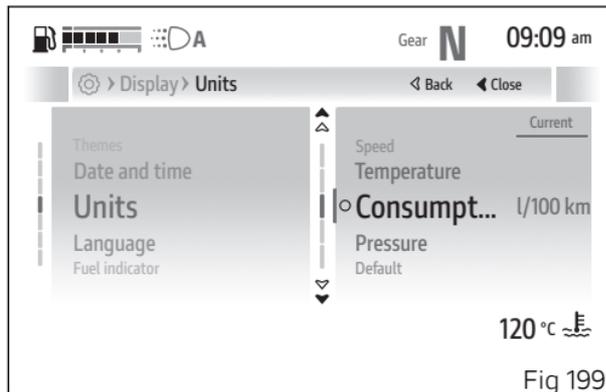
## Consumption

To set the consumption measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Consumption” item and press the ○ button .

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 ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.



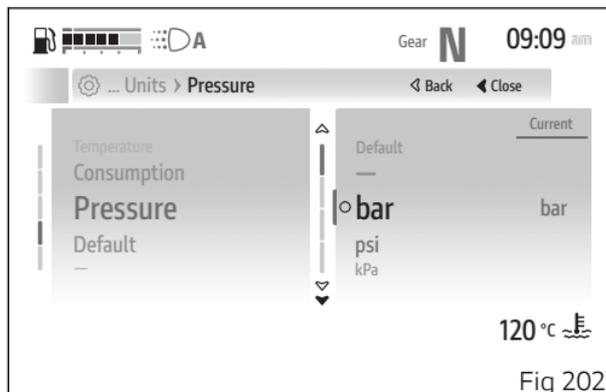
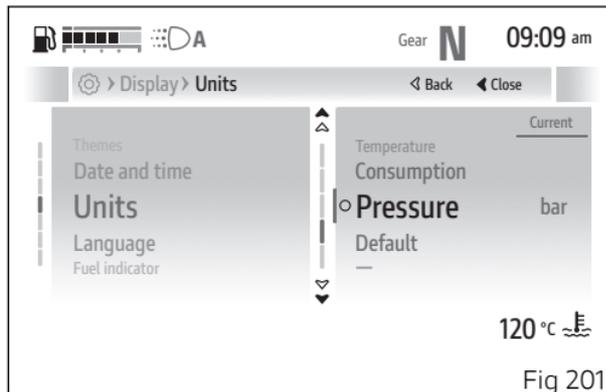
## Pressure (if available)

To set the pressure measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Pressure” item and press the button ○ .

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed).

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.



## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Enter the Settings menu.
- Use buttons  and  to select the "Display" item and press the .
- Select the "Units" option and press .
- Select the "Default" option and press .
- "Restore to default?" is displayed, press the button  to confirm or press the button  to cancel.

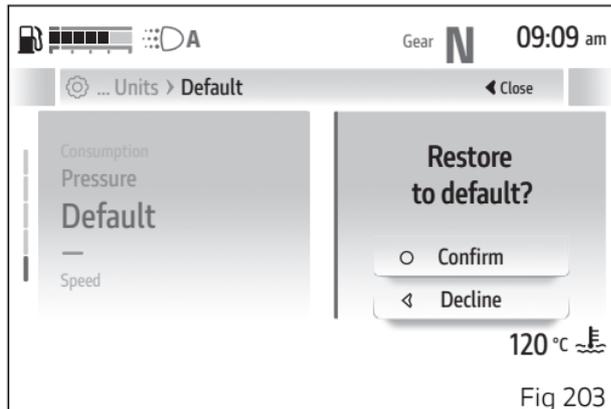


Fig 203

To restore a single unit of measurement:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the value to be restored (e.g. Speed) and press the button ○ .
- Select the “Default” option and press ○ .
- “Restore to default?” is displayed, press the button ○ to confirm or press the button ◀ to cancel.

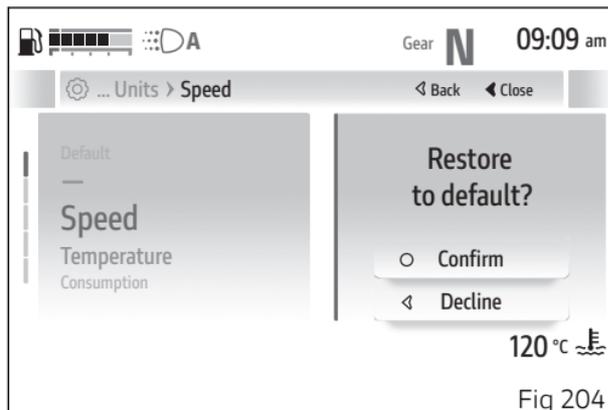


Fig 204

## Settings - Display - Language

This function allows setting the instrument panel language.

- Enter the Settings menu.
- Use buttons  and  to select the “Display” item and press the  button.
- Select the “Language” item (the current language is displayed) and press the  button.

The following items are displayed: “English, Italiano, Deutsch, Français, Nederlands, Español” and the currently set language.

At the top of the screen page is the path of the parameter being set.

Use buttons  and  to scroll and select the desired language. Press the  button to confirm.

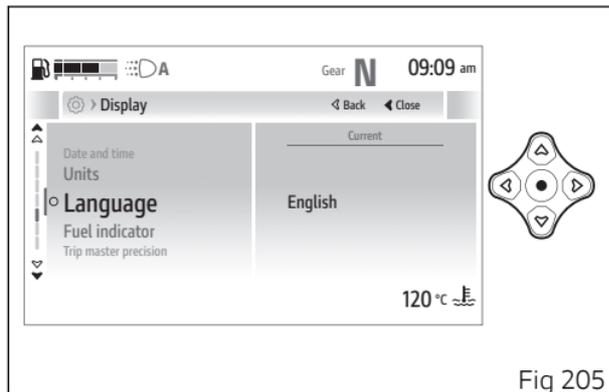


Fig 205

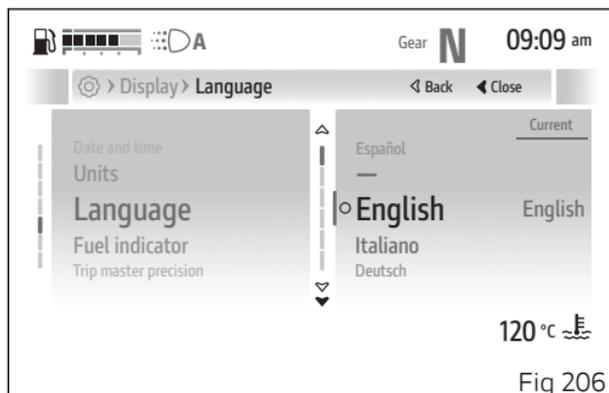


Fig 206

## Setting - Display - Fuel indicator

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

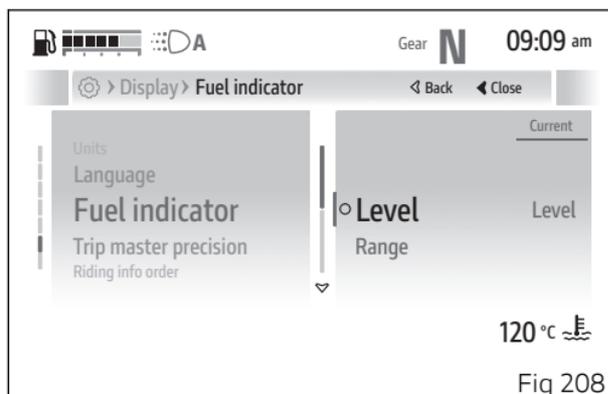
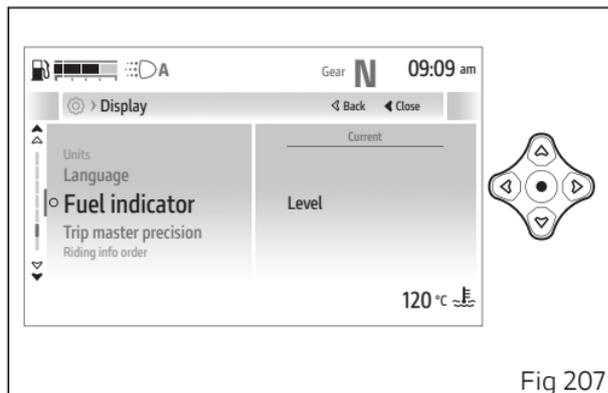
- Enter the Settings menu.
- Use buttons  and  to select the "Display" item and press the button .
- Select the "Fuel indicator" item: the currently set mode is displayed. Press the button  to confirm.
- The "Level" and "Range" items are displayed together with the currently set mode.
- Use buttons  and  to select the desired item and press the button  to confirm and go back to the previous screen.

### Note

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

### Note

When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.



## Settings - Display- Trip master precision

This function allows setting the accuracy level of the Trip Master function.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○.
- Select the “Trip master precis.” item: the currently set mode is displayed. Press the button ○ to confirm.
- The “0.1 km” and “0.01 km” options are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

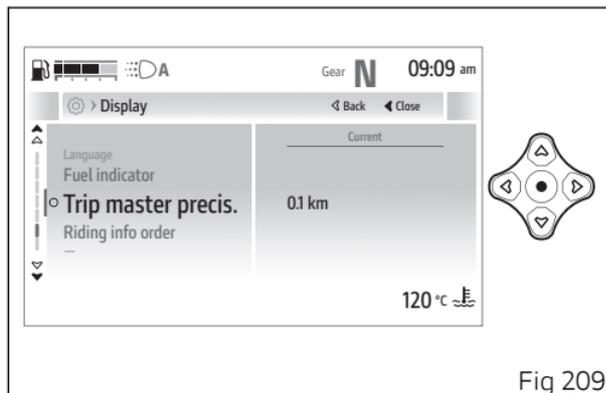


Fig 209



Fig 210

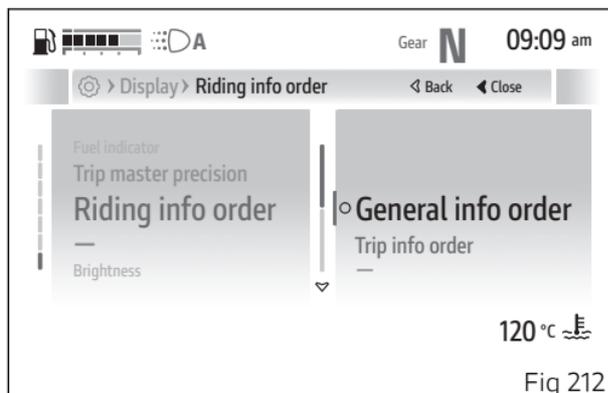
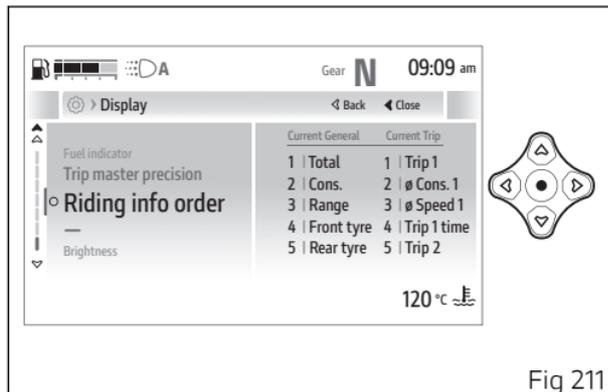
## Settings - Display - Riding info order

This function allows changing the order of the general info and the order of the trip info within the "Riding Info" menu in the "My Ride" function.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Display" item and press the button ○.
- Select the "Riding info order" item: the current information order is displayed. Press the button ○ to confirm.
- The "General info order" and "Trip info order" items are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm.

### Note

Tyre pressure information is only visible if tyre sensors have been installed.



## Modify order

The following description is valid for both “General info order” and “Trip info order”; in the example shown, the position of the “Total” item contained in the “General info order” submenu is changed:

- On the left-hand side (A), the items with the number corresponding to their current position are listed. The current order of the items is displayed on the right-hand side (B).
- Using the buttons ▲ and ▼ select the item for which you want to change the position (in the example “Total”) and press the button ○ .

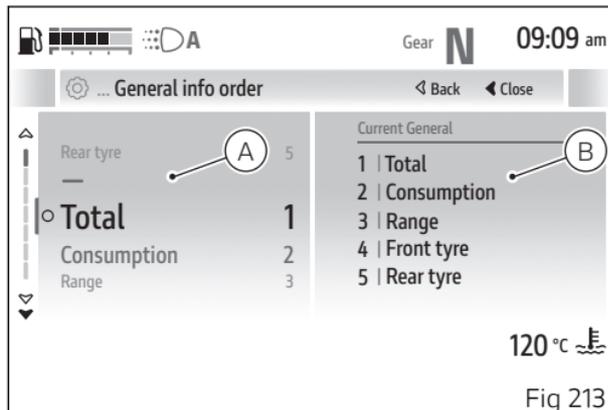
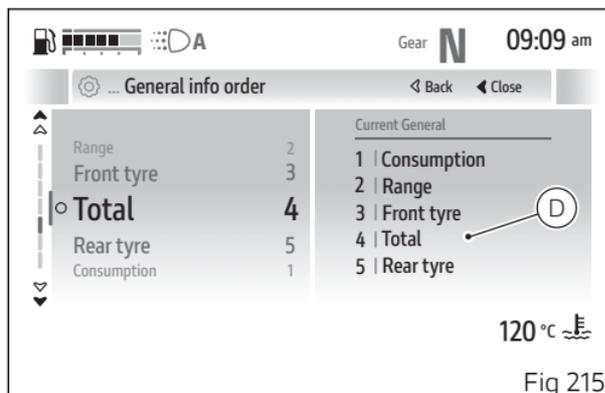
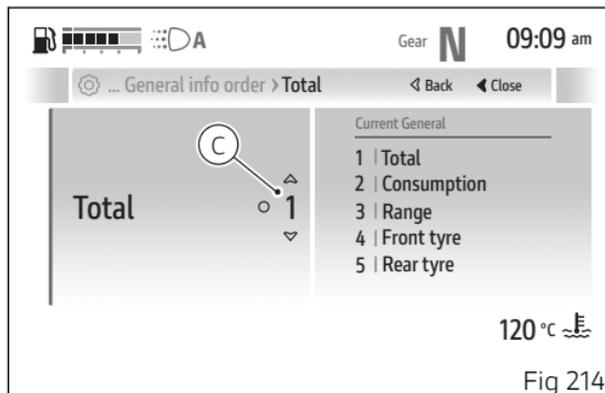


Fig 213

- The selected item and 2 arrows (C) above and below the position number (in the example "1") are displayed to indicate that its value can be changed using buttons ▲ and ▼ .
- Press the button ○ to confirm the new value (in example "4"), the Trip info order is then updated with the new position (D).



## Settings - Devices (if present)

This submenu is only available if the Bluetooth control unit has been installed and contains all the following settings for Bluetooth device management:

- Bluetooth

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○.

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

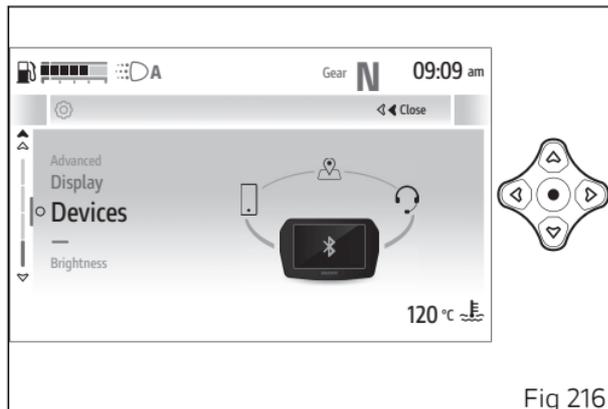


Fig 216

## Settings - Devices - Bluetooth (if present)

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.

- Enter the Settings menu.
- Use buttons  and  to select the "Devices" item and press the button .
- Select the "Bluetooth" item and press the button  to confirm.

The "+Add device" item is displayed along with the list of previously paired devices; for each device, the connection status and related information are displayed.

Use buttons  and  to select the desired item.

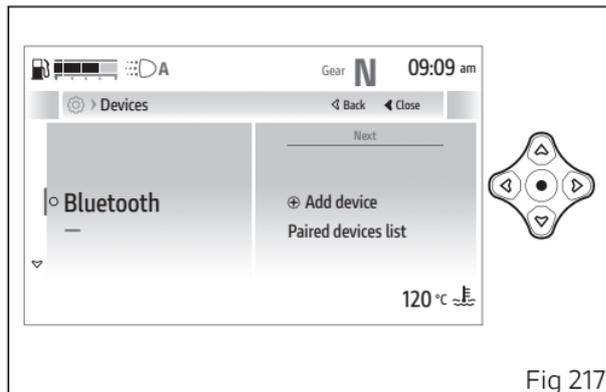


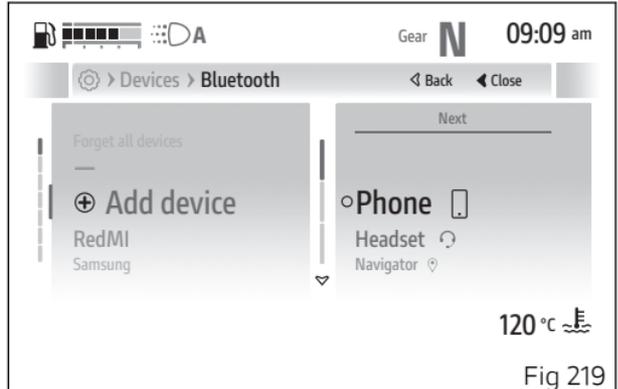
Fig 217



Fig 218

## Adding a new Bluetooth device

- Enter the Settings menu.
- Use buttons  and  to select the "Devices" item and press the button .
- Select the "Bluetooth" item and press the button .
- Select the "+Add device" item and press the button .
- The three device types that can be paired are displayed: "Phone", "Headset", "Navigator". Select the desired type and press the button .
- 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, all detected devices are listed.
- Select the desired device and press the button .
- The display shows the message "Pairing...", while waiting validation by the Bluetooth device. If you are pairing a smartphone, accept the pairing request on the smartphone to proceed with pairing.



- Once confirmed, if the pairing of the device has been successful, the message "Paired" is displayed for a few seconds and then the instrument panel returns to the previous screen. Otherwise, "Pairing error" is displayed.

If you are pairing an headset device, during pairing you are asked to assign the device the role of “Rider” or “Passenger”:

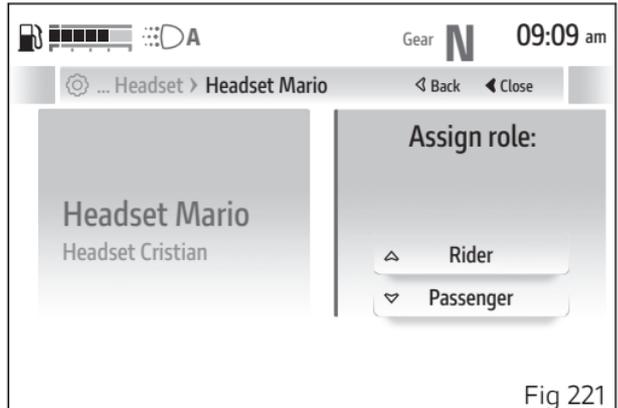
- Press the button  to assign the rider role.
- Press the button  to assign the passenger role.

### Note

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

### Attention

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





## Attention

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

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



## 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.

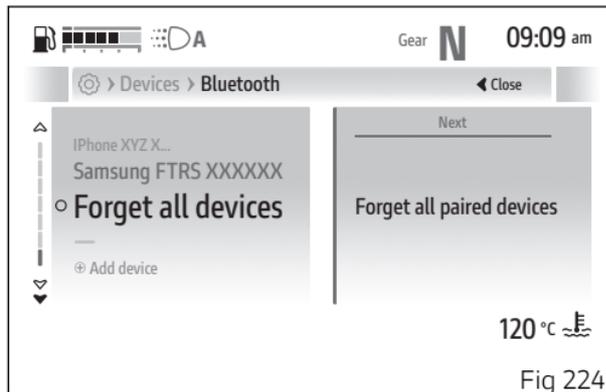
## Deleting a Bluetooth device

- Enter the Settings menu.
- Use buttons  and  to select the “Devices” item and press the button .
- Select the “Bluetooth” item and press the button .
- Select the device you wish to delete from the list and press the button .
- “Forget?” is displayed, press the button .
- The “Confirm” and “Decline” options are displayed, press the button  to cancel or the button  to confirm and return to the previous screen with the updated list of devices.



## Deleting all Bluetooth devices

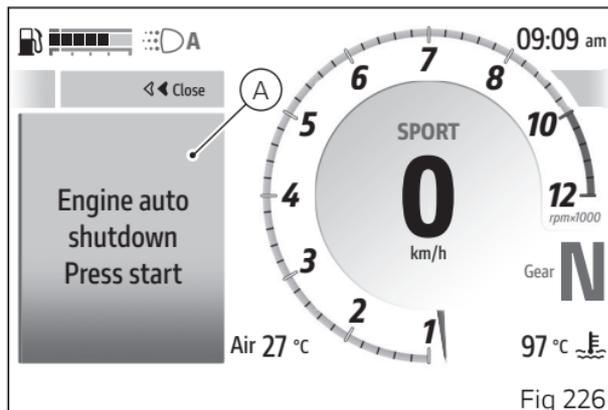
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○.
- Select the “Bluetooth” item and press the button ○.
- Select the “Forget all devices” item and press the button ○.
- “Forget all paired devices?” is displayed, followed by the “Confirm” and “Decline” options. Press the button ◀ to cancel or the button ○ to confirm and return to the previous screen with the updated list of devices.



## 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 warning “Engine auto shutdown Press start” (A) is displayed on the main screen.

To start the engine, press the ignition switch.



## Ducati Link app connection

If a smartphone with the Ducati Link app active is connected, the relevant icon (A) is displayed on the instrument panel within the “Devices status” function included in the “Smart features” menu. When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

For the Bluetooth pairing procedure, refer to section “Settings - Devices - Bluetooth”.

### Saving the Ducati Link configuration

This function allows you to save the bike configuration selected on the Ducati Link app on your smartphone.

It is necessary to:

- have previously paired the smartphone to the instrument panel via Bluetooth;
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions

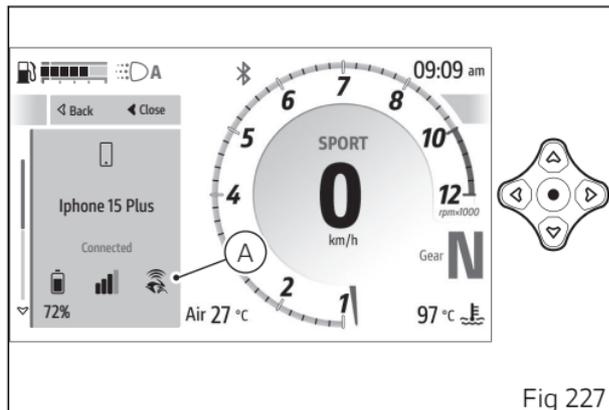


Fig 227

indicated by the app to send the configuration to the connected instrument panel.

A screen is then displayed asking if you want to save the configuration made on the Ducati Link app. With buttons ▲ and ▼, select the item “No” to abort the operation by pressing the button ○, or “Yes” and press the button ○ to continue.

The waiting screen page is then displayed during which the configuration is saved.

If successful, the message “Successful update” is displayed for a few seconds, after which the

instrument panel returns to the screen displayed prior to function activation.  
In case of errors during the configuration saving, the message "Error" is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

## Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.

Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first seconds and then in a smaller size (B).

When the warning is displayed in large size (A), you can press the button  to directly switch to the small size (B).

When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

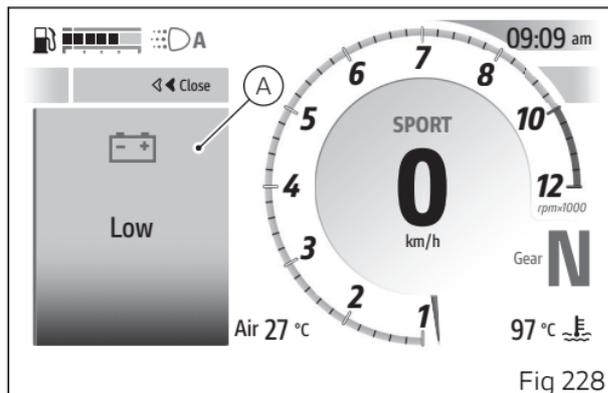


Fig 228



Fig 229

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

### Flat battery (C)

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.

### DTC Enduro (D)

Yellow, it indicates that you must ride carefully on the asphalt as the current DTC setting was devised for off-road use.

Ducati recommends to ride carefully and use this type of setting only for off-road use.

### Rear ABS Off (E)

Yellow indicates that the level set for ABS makes it active on the front wheel only.

### ABS Enduro (F)

Yellow, it indicates that you must ride carefully on the asphalt as the current ABS setting was devised for off-road use.

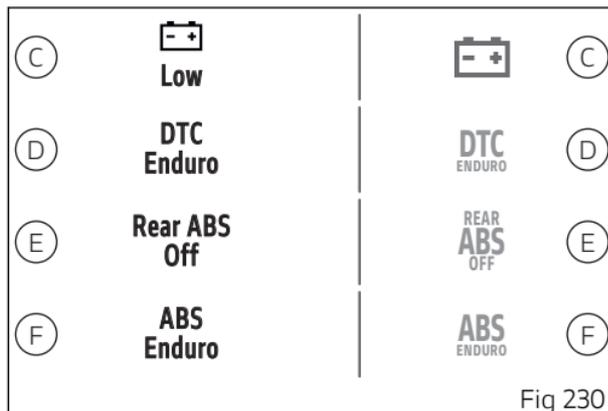


Fig 230

Ducati recommends to ride carefully and use this type of setting only for off-road use.

## No key (G)

Yellow indicates that the inserted key was not acknowledged.

## Set date (H)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Settings - Display" menu.

## Ice (I)

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). The small size of this warning is displayed in place of the air temperature and shows the measured temperature value.

## Attention

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

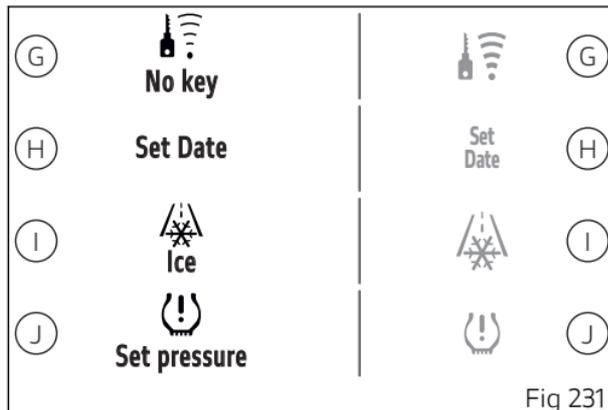


Fig 231

## Set pressure – accessory (J)

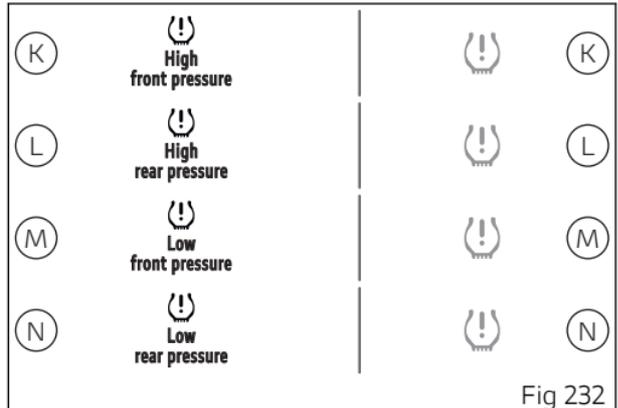
The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Settings - Vehicle" menu. It is only displayed if the tyre pressure sensors are present on the motorcycle.

## Front pressure (K) and Rear pressure (L) high – accessories

The yellow colour indicates that the corresponding tyre pressure is high. They are only displayed if the tyre pressure sensors are present on the motorcycle.

## Front pressure (M) and Rear pressure (N) low – accessories

The yellow colour indicates that the corresponding tyre pressure is low. They are only displayed if the tyre pressure sensors are present on the motorcycle.



Front TPMS (O) and Rear TPMS (P) flat battery – accessories

Yellow, it indicates that the battery inside the corresponding sensors is almost discharged and so the tyre pressure information will soon no longer be available for the corresponding tyre(s).

Ducati recommends that the sensor be checked as soon as possible because it is necessary to replace it. They are only displayed if the tyre pressure sensors are present on the motorcycle.

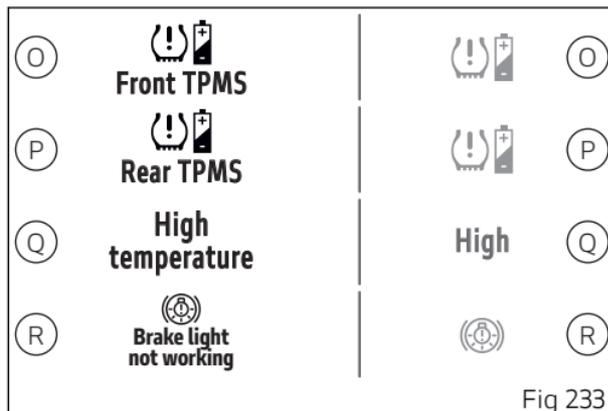
High engine temperature (Q)

The red warning will be displayed if the temperature is high. The small size of this warning is displayed in place of the coolant temperature value.

### **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.



Brake light not working (R)

When yellow, it indicates a brake light malfunction.

## Low fuel (S)

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



### Note

When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.



## Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

If there is an error, the instrument panel shows the indication in red on the main screen, in large format (A) for the first 10 seconds and then in small format (B).

The warning then remains active until the error is resolved.

When several errors are active, they are displayed in a sequence, one every 5 seconds.

### ABS error!

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

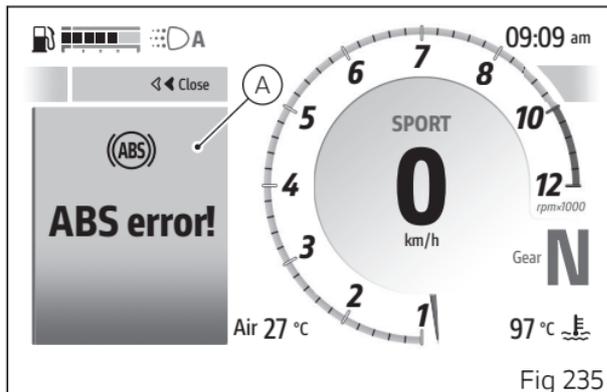


Fig 235



Fig 236

## Traction control error!

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle Traction Control is in error.

- (A) large size.
- (B) small size.



Fig 237



Fig 238

## Main use and maintenance operations

### "Checking coolant level and topping up, if necessary"

Press at the indicated point to release the cover (1). Lift the cover (1) to check coolant level in the expansion tank on the right side of the vehicle. Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart". Check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (2) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Screw the plug (2) back on and close the cover (1) by pressing at the indicated point and checking that it is properly closed.

This type of mixture ensures the best operating conditions (the coolant starts to freeze at  $-20\text{ }^{\circ}\text{C}/-4\text{ }^{\circ}\text{F}$ ).

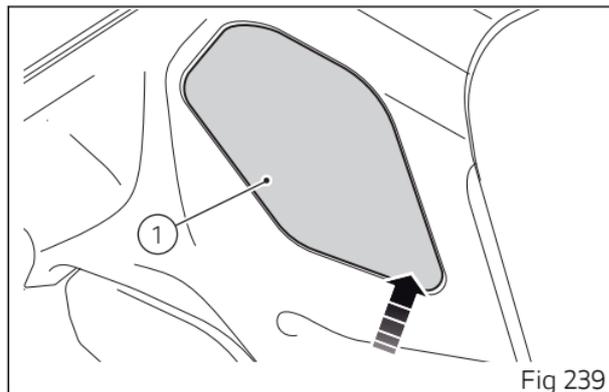


Fig 239

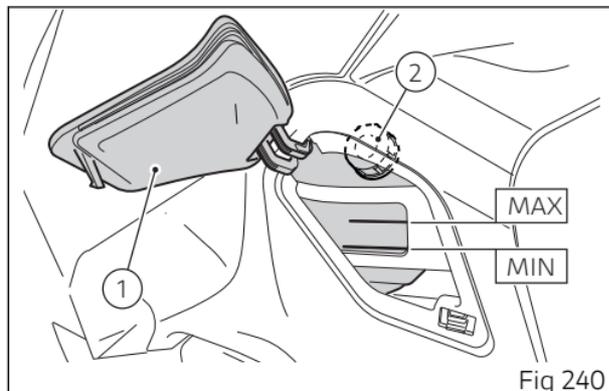


Fig 240



## **Attention**

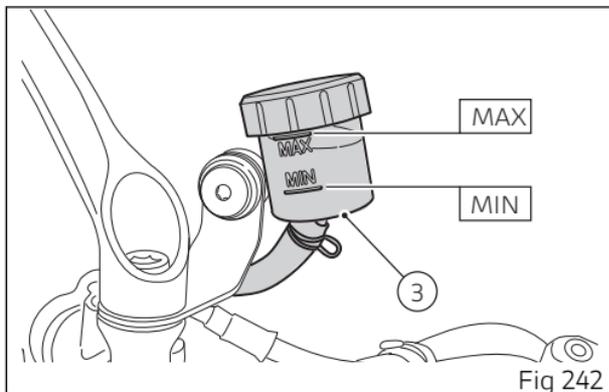
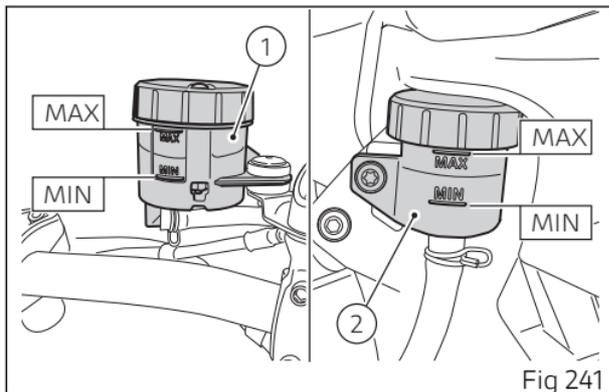
This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

## Checking brake and clutch fluid level

The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorised Service Centre.



## Brake system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

### Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

## Clutch system

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.



### Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm (0.12 in) above the minimum level).

## Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.

Change both pads if friction material thickness of even just one pad is about 1 mm.

### Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disc thus compromising braking efficiency, disc integrity and rider safety.

### Important

Have the brake pads replaced at a Ducati Dealer or authorised Service Centre.

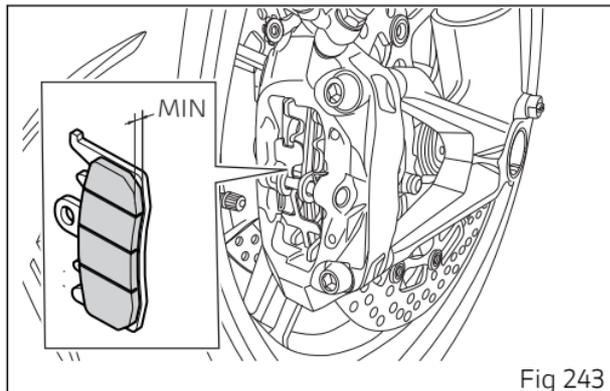


Fig 243

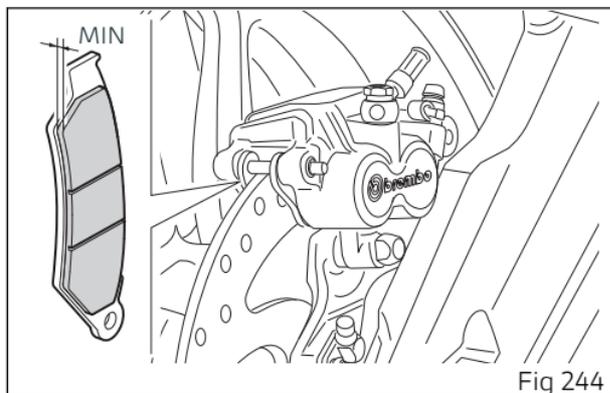


Fig 244

## Charging the battery

### Removing the battery

Remove the tank front cover (1).

Undo screws (2) and remove battery cover (3).

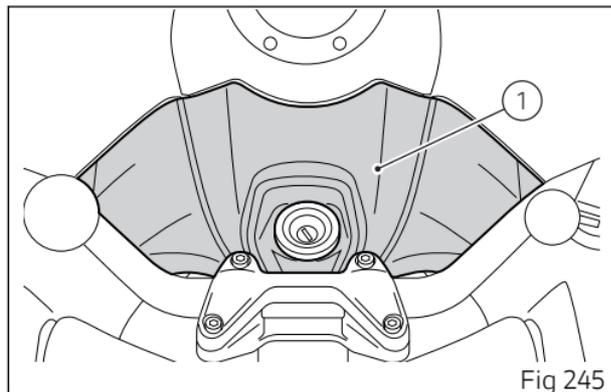


Fig 245

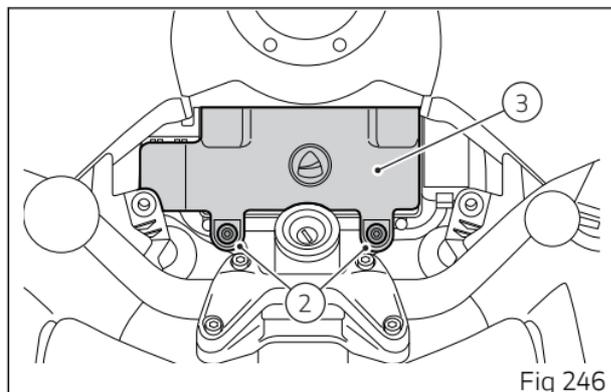


Fig 246

Loosen the screws (4), remove the black negative cable (5) from the negative terminal (-) and the red positive cable (6) from the positive terminal (+), always starting with the negative one (-). Remove the battery (7) sliding it upwards.

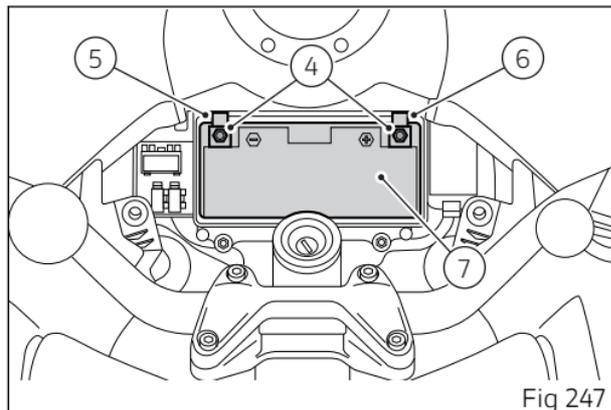


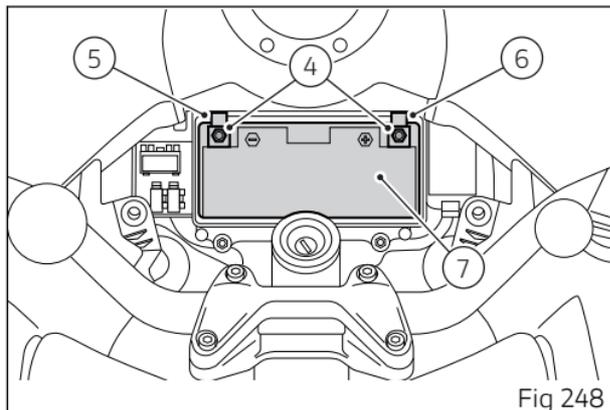
Fig 247

## Refitting the battery

Grease the screws (4).

Refit the battery (7) on the mount, connect the red positive cable (6) to the positive terminal (+) and the black negative cable (5) to the negative terminal (-) of the battery, always starting from the positive one (+).

Start and tighten screws (4).



Position battery cover (3) and tighten screws (2).  
Refit the tank front cover (1).

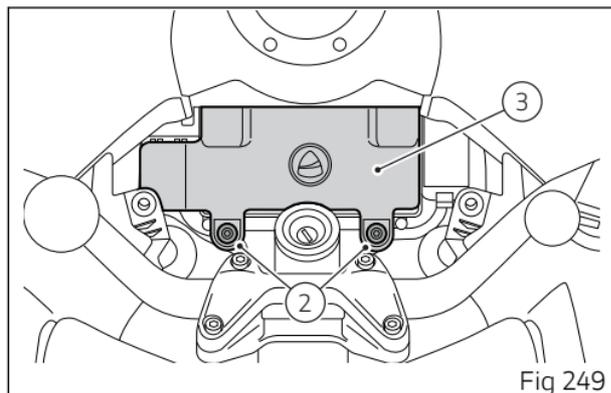


Fig 249

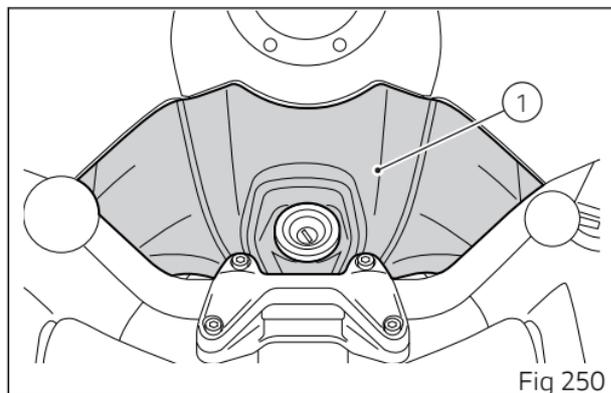


Fig 250



### Attention

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

Charge the battery in a ventilated room.

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section "Maintaining the battery charge".



### Attention

Keep the battery out of the reach of children.



### Important

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



### Attention

Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.

The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.

This could lead to a serious functional problem.

Please, replace the battery or recharge it, and check it before using the bike.



### Attention

Do not push start the bike.

## Checking drive chain tension

### Important

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release.

Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be:

$A = 81 \div 83 \text{ mm}$  ( $3.18 \div 3.26 \text{ in}$ );

### Attention

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

### Attention

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

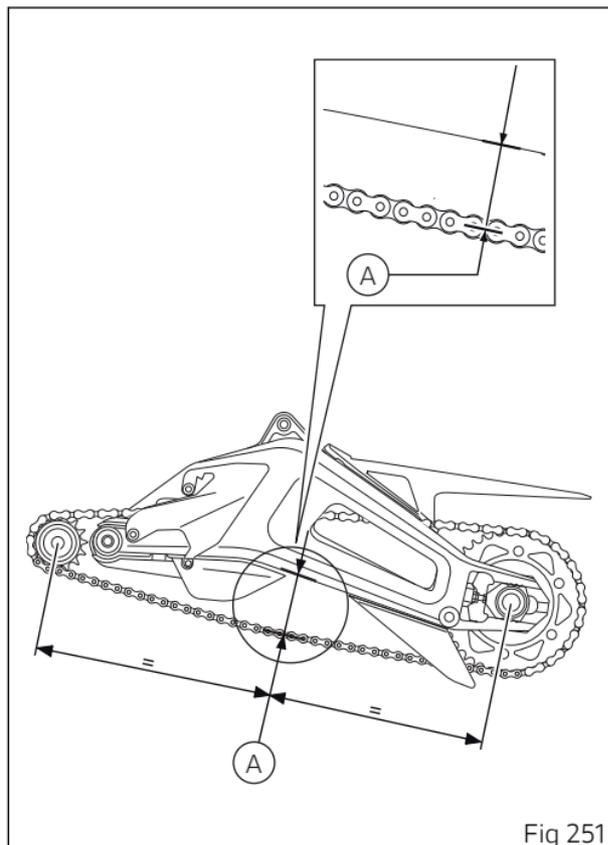


Fig 251



### Attention

Correct tightening of the rear wheel shaft (1) and of the adjustment screws (2) is critical to rider and passenger safety.



### Important

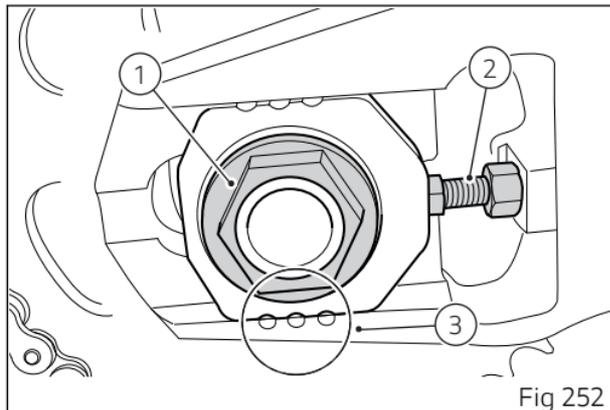
Improper chain tension will lead to early wear of transmission parts.



### Important

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

Check the correspondence of the positioning marks (3) on both sides of the swinging arm to ensure a perfect wheel alignment.



## Lubricating the drive chain

### Important

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

### Attention

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

### Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

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

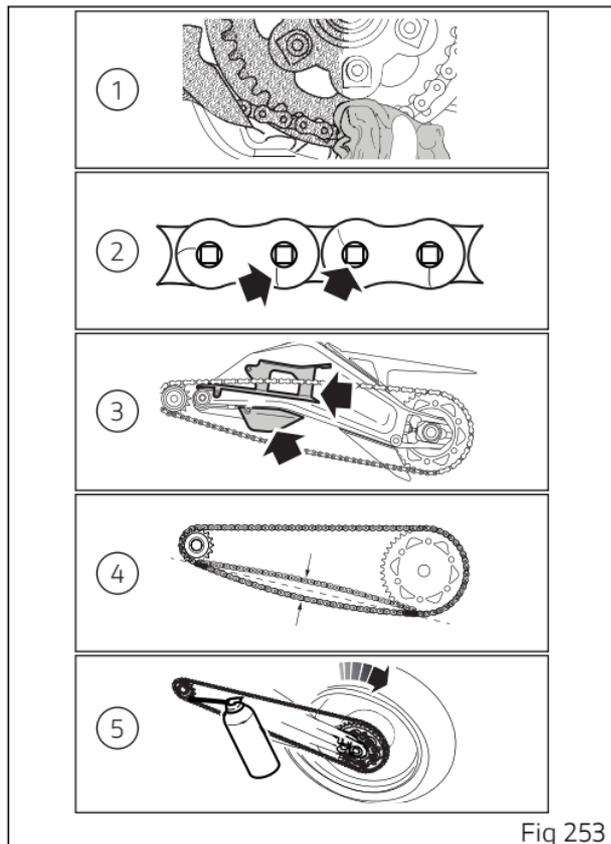


Fig 253

### 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).



#### 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 shoes (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 (5) the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

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

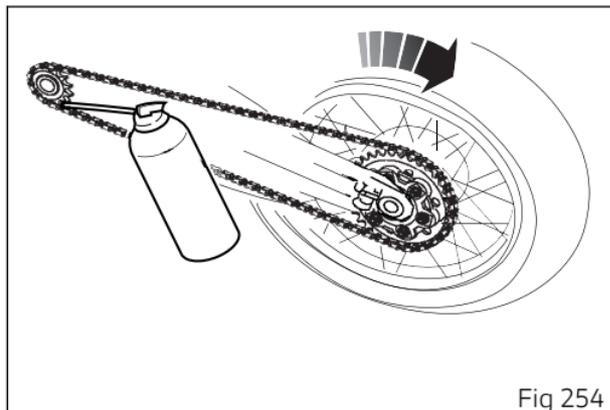


Fig 254

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

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

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

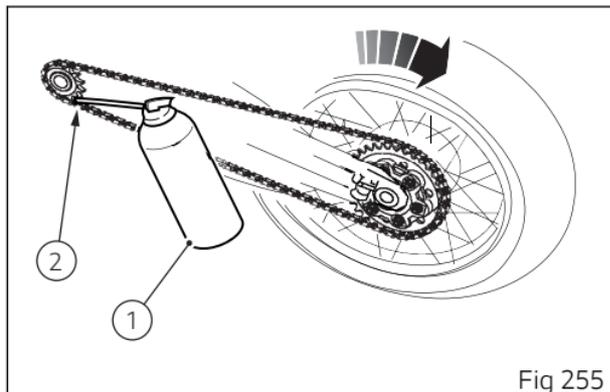


Fig 255

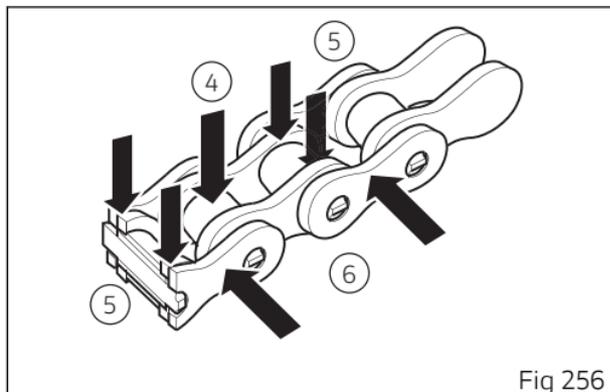


Fig 256

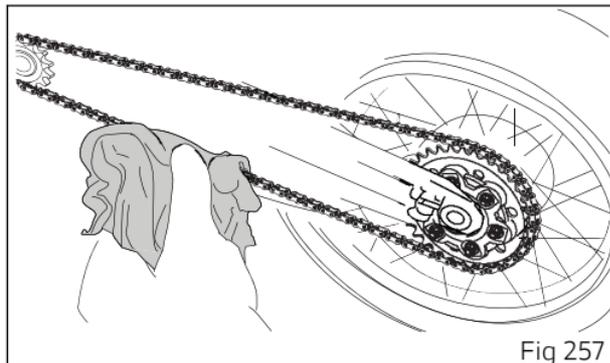
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

**⚠ 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.



## Aligning the headlight

### Note

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

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

### Note

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

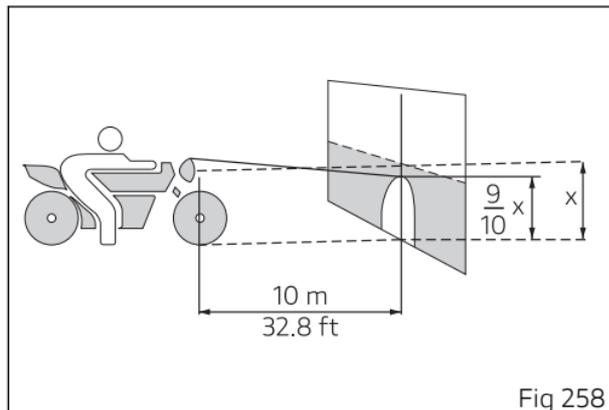


Fig 258

To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides. Stand facing the instrument panel and locate the two screws to adjust them.

Screw (1), positioned on the left side, acts on the left headlight:

- turn counter clockwise to lower the light beam;
- turn clockwise to raise the light beam.

Screw (2), positioned on the right side, acts on the right headlight:

- turn counter clockwise to lower the light beam;
- turn 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.

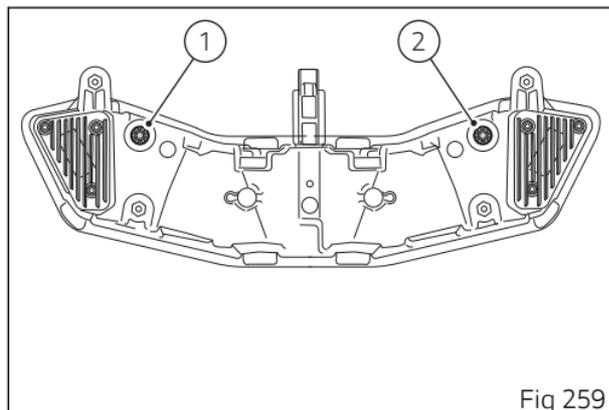


Fig 259

## Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome (1) and turning it carefully to the necessary position.

It is possible to make a further adjustment by turning the screw (2), for which it is necessary to contact a Ducati Dealer or Authorised Service Centre.

After this last operation, it is necessary to adjust the rear-view mirror by turning the dome (1).

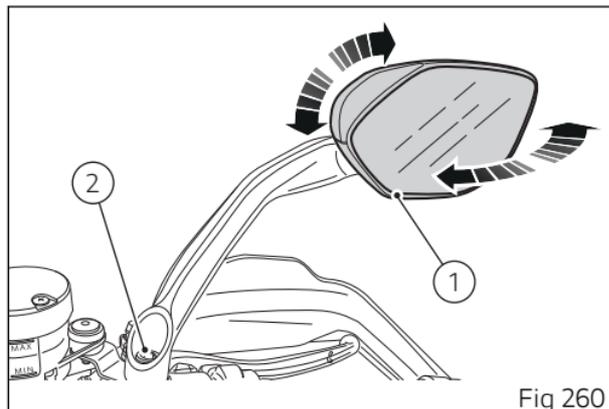


Fig 260

## Tubeless tyres

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

As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

### Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

### Tyre repair or change

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

### Attention

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

After replacing a tyre, the wheel must be balanced.

### Attention

Do not remove or shift the wheel balancing weights.

### Note

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

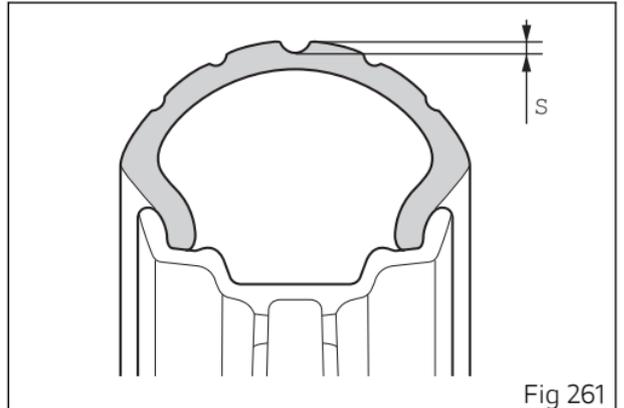
## Minimum tread depth

Measure tread depth (S, Fig 261) at the point where tread is most worn down: it should not be less than 2 mm (0,078 in), and in any case not less than the legal limit.



### Important

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



## Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

Remove the oil filler plug (2) and top up until the oil reaches the required level. Refit the plug.

### Important

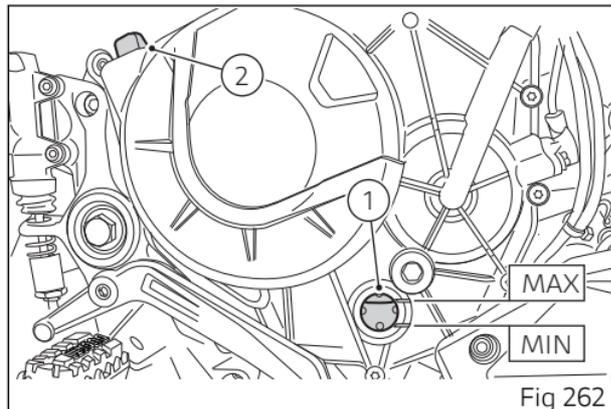
UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

### Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart contained in this manual in the sub-section "Scheduled maintenance".

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

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



2) Position the bike with both wheels on a flat ground and in straight position.

3) Then, check the engine oil through the sight glass.  
4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

### Attention

Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.



### **Attention**

UK VERSION: It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

## **Use of Ducati Corse Performance Oil by Shell**



### **Attention**

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.

The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

## Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.

Use only water and neutral soap to clean the Plexiglas and the seat.

Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

### Note

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

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

### Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

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

### Attention

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



### Attention

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

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



### Attention

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



### Note

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



### Note

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

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



### Important

To clean and lubricate the drive chain, refer to the paragraph "Lubricating the drive chain".



### Important

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

## Storing the motorcycle

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

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

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden for over a month.

Protect the motorcycle with a suitable bike canvas. This will protect paintwork and prevent retaining condensate.

The bike canvas is available from Ducati Performance.

## Important notes

Laws in some countries set certain noise and pollution standards.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently

store technical information on the status, events and faults of the vehicle.

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

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.

During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

delete or overwrite the information in the fault memory.

Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).

Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.

Our control units do not collect geolocation data.

## Vehicle transport

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

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

Do NOT attach the ropes to the handlebar.

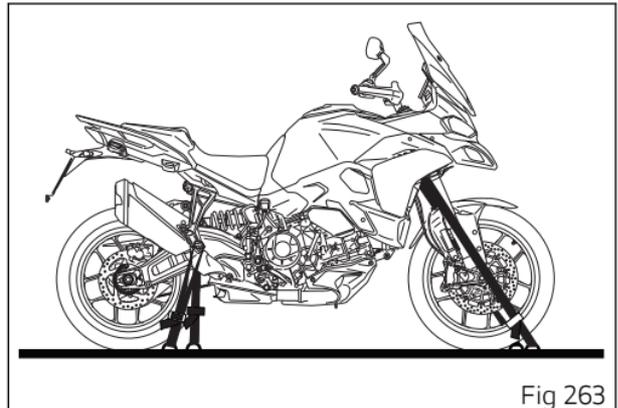


Fig 263

# Scheduled maintenance chart

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

### Important

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

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

| Service Check (every 12 months)   |   |                              |   |
|---|---|------------------------------|---|
| Valve check (every 30,000km/18,000mi)   |   |                              |   |
| Oil Service (every 15,000 km/9,000 mi or 24 months)   |   |                              |   |
| Oil Service 1000  |   |                              |   |
| Check secondary air reeds   |   |                              | • |
| Change spark plugs  |   |                              | • |
| Replace the water pump seal and bushing   |   |                              | • |
| Change coolant (if present)   |   |                              | • |
| Change front fork fluid   |   | Every 45,000<br>km/27,000 mi |   |
| Visual check of the front fork and rear shock absorber seals  | • | •                            | • |
| Check brake and clutch fluid level  | • | •                            | • |
| Change brake and clutch fluid   |   | Every 24<br>months           |   |
| Check front and rear brake disk and pad wear  |   | •                            | • |
| Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts |   | •                            | • |
| Visually check the rear brake disk bolts (check tightening by removing the rear wheel shaft )         |   | •                            | • |
| Check front and rear wheel nuts and rear sprocket nut tightening                                      |   | •                            | • |

| Service Check (every 12 months)  |  |   |     |
|--|--|---|-----|
| Valve check (every 30,000km/18,000mi)  |  |   |     |
| Oil Service (every 15,000 km/9,000 mi or 24 months)  |  |   |     |
| Oil Service 1000   |  |   |     |
| Check the tightening of swinging arm and rear shock absorber fasteners   |  | • | •   |
| Check front and rear wheel hub bearings  |  | • | •   |
| Check the tightening of rear subframe to engine and frame bracket fasteners  |  |   | • • |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft  |  |   | •   |
| Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication.<br>Detected elongation value:_____ (mm) (in)                                |  | • | •   |
|  <b>Note</b><br>We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.        |  |   |     |
| Check clearance of steering tube bearings  |  |   | •   |
| Check the freedom of movement and tightening of the side stand   |  | • | •   |
| 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 |  | • | •   |
| Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls   |  | • | •   |
| Check tyre pressure and wear   |  | • | •   |

| Service Check (every 12 months)   |   |   |   |   |
|---|---|---|---|---|
| Valve check (every 30,000km/18,000mi)   |   |   |   |   |
| Oil Service (every 15,000 km/9,000 mi or 24 months)   |   |   |   |   |
| Oil Service 1000  |   |   |   |   |
| Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)             | • | • |   | • |
| Check lighting devices, turn indicators, horn and controls operation  | • | • |   | • |
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling   | • | • | • | • |
| Visually check the coolant level and sealing of the circuit   | • | • | • | • |
| Softly clean the motorcycle   | • | • | • | • |
| Service coupon registration with turning off of Service warning light on instrument panel with DDS 3.0 and filling in of the on-board documentation (Service Booklet) | • | • | • | • |

The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.

The Oil Service must be carried out every 9,000 mi/15,000 km or every 24 months.

The Valve Check must be carried out every 30,000 km/18,000 mi.

The Service Check 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

Total weight (kerb weight without fuel): 202 kg (445.33 lb).

Maximum permissible weight (in running order carrying full load): 457 kg (1007.51 lb).

#### Attention

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

#### Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:

10 kg (22lb) max. per side pannier (1);

5 kg (11 lb) max. for the top case (2);

5 kg (11 lb) max. for the tank bag (3).

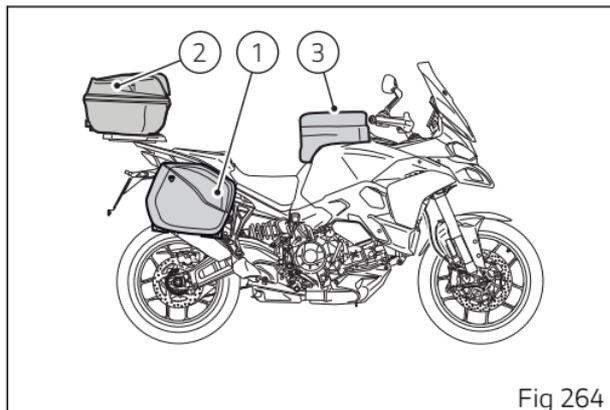


Fig 264

## Dimensions

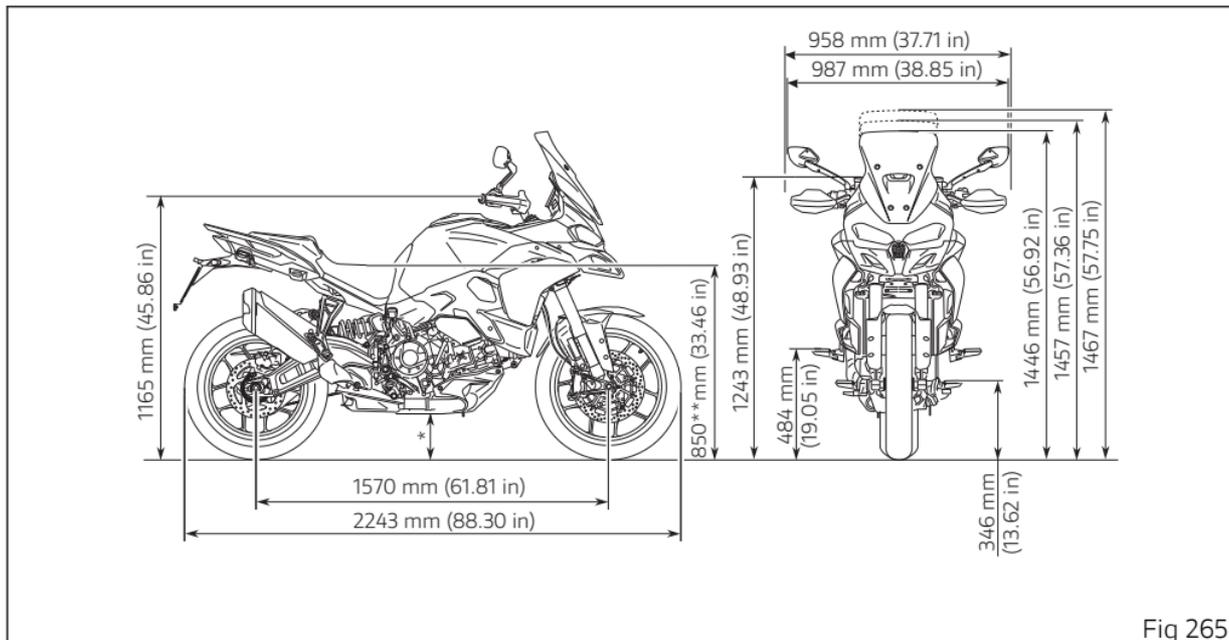


Fig 265

\* Sump guard in engineering plastic / in aluminium: 203 mm (7.99 in) / 199 mm (7.83 in).

\*\* Low seat (optional): 830 mm (32.67 in).

## "Fuel, lubricants and other fluids"

| TOP-UPS   | TYPE   |                       |
|---|--|-----------------------|
| Fuel tank, including a reserve of 4 litres (0.88 gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95  | 19 litres (4.17 gal)  |
| Oil sump and filter                                   | Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)<br>SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION) | 3.8 litres (0.83 gal) |
| Front/rear brake and clutch circuits                  | DOT 4  | -                     |
| Protectant for electric contacts                      | Protective spray for electric systems  | -                     |

| TOP-UPS         | TYPE  |   |
|-----------------|---|---|
| Front fork      |   | RH and LH leg oil quantity:<br>540 ±10g (1.19±0.02 lb)<br>- 645 cu. cm (39.36 cu. in)<br><br>LH leg oil level: 105 mm (4.13 in)<br>RH leg oil level: 115 mm (4.52 in)<br>(measured without preload tube and with rod fully home on bump rubber) |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.4 cu. dm (litres). (0.53 gal)   |



### Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



### Attention

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



### **Important**

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



### **Attention**

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.

The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

## Engine

Ducati V2, Twin cylinder, L-type, timing system with 4 valves per cylinder, liquid cooling.

Bore: 96 mm (3.77 in)

Stroke: 61.5 mm (2.42 in)

Total displacement: 890 cu. cm (54.31 cu. in)

Compression ratio: (13.1 ± 0.5):1

Lubrication: lobe-type oil pump with built-in by-pass valve and water/oil cooling exchanger.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:  
85 kW/115.6 HP at 10,750 rpm.

Maximum power at crankshaft, (EU) Regulation no. 134/2014 Annex X, kW/HP (35 kW version):  
35 kW/47.6 HP at 5750 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:  
94 Nm / 9.6 kgm at 8250 rpm.

Maximum power at crankshaft, (EU) Regulation no. 134/2014 Annex X (35 kW version):  
77.7 Nm / 7.6 kgm at 3,750 rpm.

Max. rotation speed:  
11325 rpm.



### Important

Do not exceed the specified rpm limits in any running conditions.



### Attention

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Consumption: 5.9 l/100km.  
Emissions: CO2 137 g/km.  
Type-approved: Euro 5.2.

## Performance data

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

## Important

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

## Spark plugs

Make: NGK.

Type: SILMDR9A-8GS.

## Fuel system

BOSCH electronic injection.

Type of throttle body: cylindrical with full Ride-by-Wire system.

Diameter of throttle body: 53 mm (2.09 in).

Injectors for throttle body cylinder: 1.

Holes for throttle body injectors: 10.

Fuel supply: 95-98 RON.

## Attention

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

## Brakes

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

### FRONT

Semi-floating drilled twin-disc.

Braking material: stainless steel.

Carrier material: stainless steel, black colour.

Disc diameter: 320 mm (12.60 in).

Front brake disc thickness: 4.5 mm (0.18 in).

Disc thickness (maximum wear): 4 mm (0.16 in).

Braking surface: 296 cm<sup>2</sup> (45.88 in<sup>2</sup>).

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

Brake calliper make: BREMBO.

Radially-mounted monobloc calliper.

Calliper piston diameter: 32 mm (1.26 in).  
Number of pistons per calliper: 4.  
Front brake type: M4.32 B (4x32).  
Friction material: TT-2182-FF.  
Brake master cylinder type: radial.  
Cylinder Ø: 18 mm (0.71 in).

## REAR

With fixed drilled steel disc.  
Disc diameter: 265 mm (10.43 in).  
Rear brake disc thickness: 6 mm (0.24 in)  
Disc thickness (maximum wear): 5.4 mm (0.21 in).  
Braking surface: 201 cm<sup>2</sup> (31.15 in<sup>2</sup>).  
Hydraulically operated by a pedal on RH side.  
Brake calliper make: BREMBO.  
Floating calliper with 2 pistons with 28 mm (1.10 in) diameter.  
Friction material: TT 2182 FF.



### Attention

The brake fluid used in the brake system is corrosive.  
In the event of accidental contact with eyes or skin, wash the affected area with abundant running water.

## Transmission

Hydraulically-controlled slipper self-servo wet multiplate clutch.  
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.844:1 ratio.  
Front chain sprocket/clutch gearwheel ratio: 32/59.  
6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 15/40.

Total gear ratios:

1<sup>st</sup> gear 38/13

2<sup>nd</sup> gear 35/17

3<sup>rd</sup> gear 32/30

4<sup>th</sup> gear 29/22

5<sup>th</sup> gear 24/21

6<sup>th</sup> gear 26/25

Drive chain from gearbox to rear wheel.  
Make: REGINA 520 ZRDK.  
Links: 110 open.



## Important

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



## Attention

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

## Frame

Monocoque frame.

Aluminium double-sided swinging arm.

Steering head angle: 24.3°.

Trail: 105.5 mm (4.15 in).

Steering angle: 40° LH side / 40° RH side.

No. of seats: 2.

## Wheels

Front

Light alloy cast rim.

Size: MT3.00x19".

Rear

Light alloy cast rim.

Size: 4.50x17".

## Tyres

Front

"Tubeless", radial tyre.

Size: 120/70 ZR19 M/C 60W.

Make and type: Pirelli Scorpion Trail II.

Alternatively Pirelli Scorpion Rally STR (M+S).

Rear

"Tubeless", radial tyre.

Size: 170/60 ZR17 M/C 72W.

Make and type: Pirelli Scorpion Trail II.

Alternatively Pirelli Scorpion Rally STR (M+S).

## TYRE PRESSURE

Pirelli Scorpion Trail II (tubeless):

Front pressure (Pirelli Scorpion Trail II): 2.4 bar (rider only) - 2.4 bar (rider with passenger and/or bags + Top Case).

Rear pressure (Pirelli Scorpion Trail II): 2.5 bar (rider only) - 2.9 bar (rider with passenger and/or bags + Top Case).

Pirelli Scorpion Rally STR (tubeless):

Front pressure (Pirelli Scorpion Rally STR): 2.1 bar (rider only) - 2.1 bar (rider with passenger and/or bags + Top Case).

Rear pressure (Pirelli Scorpion Rally STR): 2.3 bar (rider only) - 2.7 bar (rider with passenger and/or bags + Top Case).

## Suspension

### Front

Fully adjustable upside-down fork.

Make: Marzocchi.

Stanchion diameter: 45 mm (1.77 in).

Wheel travel: 170 mm (6.69 in).

### Rear

The shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto the engine at the top and onto the aluminium double-sided swinging arm at the bottom.

Make: Marzocchi.

Suspension travel: 59 mm (2.32 in).

Wheel travel: 170 mm (6.69 in).

## Exhaust system

Single silencer and tailpipe in stainless steel, with 3 lambda sensors and 1 catalytic converter.

## Electric system

Basic electric items are:

Instrument panel

5" colour TFT display.

Battery: YUASA YT7B-BS DC DRY sealed-type, 12V - 6.5 Ah.

Generator: 14V - 490W - 35A.

Starter motor: 12 V - 0.65 kW.

Preset for anti-theft system.

Headlight

LED low beam: No. 4 OSRAM KW2\_HIL532.TK LEDs.

LED high beam: No. 4 OSRAM KWHHL532.TK LEDs  
+ No. 2 OSRAM KW\_CELNM2.TK LEDs

LED DRL/parking light: No. 4 OSRAM KW\_CELNM2.TK LEDs.

Turn indicators

Front ones (Europe / USA), LED units: No. 6 VERSAT 3030 ST LUMILEDS.

Rear ones (Europe), LED units: No. 1 LXM2-PL01 LUMILEDS.

Rear ones (USA), LED units: No. 3 OSRAM KY DMLN31.FY LEDs.

Tail light

LED parking light: No. 2 DOMINANT SVA-SHG LEDs.

LED stop light: No. 6 DOMINANT D6A-SKG LEDs.  
Number plate LED lighting: No. 3 CREE CLA1A-WKWXCAYB453 LEDs.

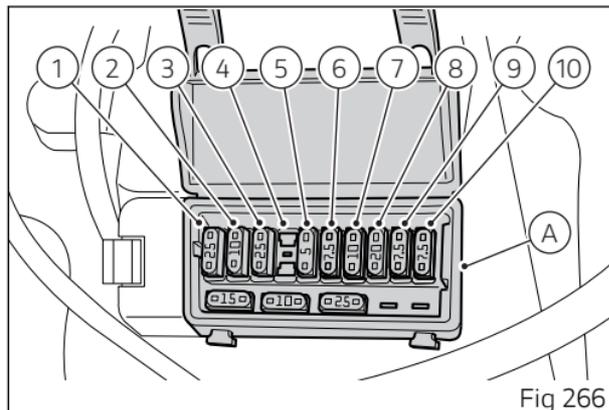
Fuses

There are fourteen fuses that protect the electric components, located inside the pertaining fuse boxes, and one on the solenoid electric starter.

To reach the fuse boxes, remove the battery compartment cover as described in chapter "Charging the battery". To expose the fuses used in box (A), remove the box protection lid. Mounting position and ampere capacity are marked on it. Three spare fuses (10 A, 15 A and 25 A) are positioned at the side.

Refer to the table below to identify the circuits protected by the fuses in box (A) and their ratings.

| Fuse box (A) key |                          |       |
|------------------|--------------------------|-------|
| Pos.             | El. item                 | Rat.  |
| 1                | EMS LOAD RELAY           | 25 A  |
| 2                | FUEL PUMP RELAY          | 10 A  |
| 3                | DASHBOARD                | 25 A  |
| 4                | -                        | -     |
| 5                | KEY1 EMS/ABS/IMU         | 5 A   |
| 6                | KEY2 DASH/BBS/<br>SMEC   | 7.5 A |
| 7                | KEY5 ACCESSO-<br>RIES/SW | 10 A  |
| 8                | IGN. RELAY               | 20 A  |

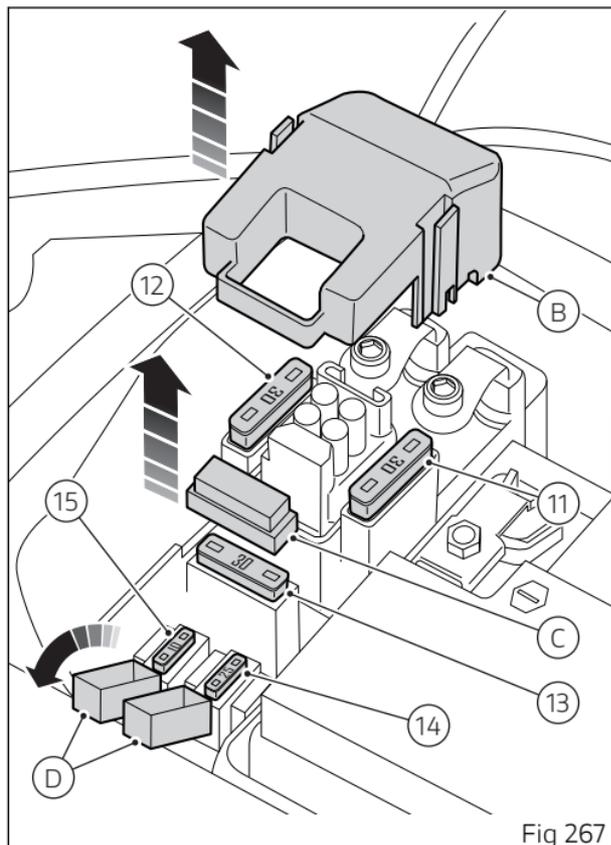


| Fuse box (A) key |                         |       |
|------------------|-------------------------|-------|
| 9                | DIAGNOSTIC/<br>RECHARGE | 7.5 A |
| 10               | STARTER RELAY           | 7.5 A |

The 30 A fuse (11) and a spare fuse (12) are located on the solenoid starter. Remove the fuse cap to reach it (B).

To reach the 30 A main fuse (13), remove the cap (C) after removing the battery protective cover as described in chapter "Charging the battery".

To reach ABS fuses (14) and (15), remove the protective caps (D).



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

**⚠ Important**  
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

**⚠ Attention**  
Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

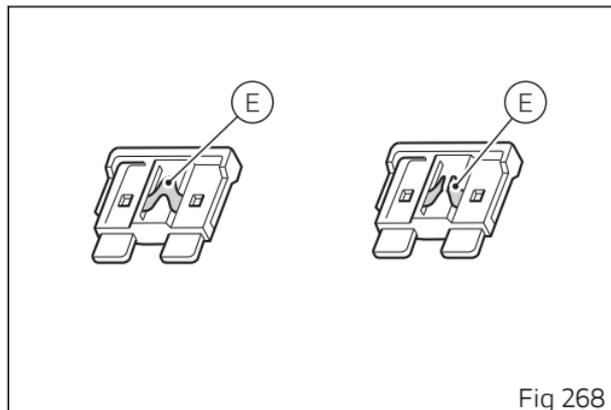


Fig 268

# Open source software

## Information about open source software

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

# Declarations of conformity

EU Directive 2014/53/EU



Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in table 1.

Addresses of radio component manufacturers

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



## Note

Only skilled person can access and install the device.

# Declarations of conformity

Table 1

| Radio equipment installed in the vehicle | Model Name  | Frequency band            | Max. transmission power  |
|--|---|---------------------------|--|
| Dashboard                                | Egicon RTADE002 with Loop antenna: EL0216 made by ZADI S.p.A. | 134.2 KHz (119 ÷ 135 KHz) | < 42 dB $\mu$ A/m (10m) with antenna: Inductance range: 1.025 ÷ 1.065 mH (@100 kHz) Resistance: 14.65 $\pm$ 5% $\Omega$ Number of turns: 152 ( $\Phi$ of wire 0.16 mm) Max gain: 0 dBi |

Table 2

| Radio equipment installed in the vehicle | Brand Name    | Manufacturers' addresses                               |
|--|---------------|--|
| Dashboard                                | EGICON S.r.l. | Via Posta Vecchia, 36<br>41037 - Mirandola (MO), Italy |

ARGENTINA



The name of the supplier of each device is given in Table 2

---

Dashboard (RTADE002)

 H-30825

---

## BRASIL

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL – ([www.anatel.gov.br](http://www.anatel.gov.br)).



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Dashboard (RTADE002)

06919-24-16925

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## 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.

Cet appareil numérique classe B est conforme à la norme NMB-003 du Canada.  
CAN ICES-3(B) / NMB-3(B)

Canadian Representative:

DUCATI CANADA

777 Bayly Ave. Ajax ON Canada L1S7G7

Tel No.: +1 705 786 7768

CHINA

使用微功率短距离无线电发射设备应当符合国家无线电管理有关规定。

(Translation: The use of micropower short range radio transmission equipment shall be in accordance with the relevant provisions of the National Radio Management.)

## EUROPE

### Simplified EU declaration of conformity

#### [Austria]

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

#### [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)

#### [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)

#### [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 attiecīgjie 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 deklaracijos 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 meħtieġ mil-ligi. 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]

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

[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)

[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)

[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)

[Turkey]

Aracınızda bir dizi radyo teçhizatı bulunmaktadır. Bahse konu radyo teçhizatının üreticileri bunların, yasaların öngördüğü hallerde 2014/53/UE direktifine uygun olduklarını beyan eder. UE uygunluk beyanının tam metni, aşağıda yer alan adresten görüntülenebilir: [certifications.ducati.com](http://certifications.ducati.com)

[United Kingdom]

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

## 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)

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Dashboard RTADE002

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## MEXICO

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

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Dashboard RTADE002

|IFETEL : JFEGRT24-80286

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## SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



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Dashboard RTADE002

|R-R-Egi-RTADE002

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## THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้ มีความสอดคล้องตามข้อกำหนดของ กทช.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):



English Translation of content:

*This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E. 2498*

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Dashboard RTADE002

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UK



### Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in the table below.

| Radio equipment installed in the vehicle | Frequency band            | Max. tx power  |
|--|---------------------------|--|
| Dashboard RTADE002                       | 134.2 KHz (119 ÷ 135 KHz) | < 42 dB $\mu$ A/m (10m) with antenna: Inductance range: 1.025 ÷ 1.065 mH (@100 kHz) Resistance: 14.65 $\pm$ 5% $\Omega$ Number of turns: 152 ( $\Phi$ of wire 0.16 mm) Max gain: 0 dBi |

### Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.



## Note

Queste apparecchiature possono essere manipolata e installate solamente da una persona esperta.



## Attention

Please read the operating instructions carefully!



This device should normally be used at a distance of more than 20 cm from the human body.  
The operating temperature of the device is between  $-20^{\circ}\text{C}$  and  $+60^{\circ}\text{C}$ . If the device reaches temperatures above  $+60^{\circ}\text{C}$ , Bluetooth® and Wi-Fi are switched off.

### Simplified UK declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that it complies with the current regulation.

In the UK, the relevant regulation is as follows: S.I. no. 2017/1206 "The Radio Equipment Regulations 2017", as amended by S.I. 2019 no. 696, SCHEDULE 29. The full text of the UK Declaration of Conformity is available at the following Internet address: [certifications.ducati.com](http://certifications.ducati.com)

UKRAINE



КАБІНЕТ МІНІСТРІВ УКРАЇНИ

ПОСТАНОВА ВІД 24 ТРАВНЯ 2017 Р. № 355 Київ; Додаток 6:

Справжнім Robert Bosch GmbH заявляє, що тип радіообладнання (6.5inchCluster/ MRRevo14F/ MRR1Rear) відповідає Технічному регламенту радіообладнання; повний текст декларації про відповідність доступний на веб-сайті за такою адресою: [certifications.ducati.com](http://certifications.ducati.com).

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Dashboard RTADE002

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## UNITED STATES

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.





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A Company subject to the Management  
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