



MULTISTRADA

Owner's manual

ENGLISH

MULTISTRADA V4
PIKES PEAK

Dear Ducatista,

thank you for trusting us with the purchase of your new Multistrada V4 Pikes Peak.

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

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



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

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

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

Important

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

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

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

For further information, please contact us at:

contact_us@ducati.com

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

Important

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

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

Enjoy your ride!

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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 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800,744,444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12

Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechten- stein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50

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

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

Software update

Software update

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

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

at the Ducati Service network when the motorbike is serviced.

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



Attention

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

Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

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

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

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

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

3. Procedure for claiming the warranty

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

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

their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.

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

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

4. Limitations of liability

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

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

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

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

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

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

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

4.7 These Warranty Conditions are governed by Italian law.

5. Scheduled maintenance plan and pre-delivery

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

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

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

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

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

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

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

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

If you purchased your motorbike in Australia or New Zealand



Attention

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

If you purchased your motorbike in Australia:

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

If you purchased your motorbike in New Zealand:

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

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

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

You must bear the expense of claiming under the Warranty.

Advanced Rider Assistance Systems (ARAS)

Road safety rules

The rider of a vehicle is responsible for riding and the manoeuvres, even if the vehicle is equipped with intelligent assistance systems such as Blind Spot Detection (BSD), Adaptive Cruise Control (ACC) and Forward Collision Warning (FCW), which must always be controlled or corrected by the rider. Intelligent adaptive systems, such as Blind Spot Detection (BSD), Adaptive Cruise Control (ACC) and Forward Collision Warning (FCW), analyse the surrounding conditions and warn the rider of certain dangers, making a logical prediction of events that might occur based on the information processed. They are smart systems in the sense that they operate with rational logic as long as they can understand the context they are in; they are advanced systems because they exploit computational technology, with its limitations.

As technologically sophisticated as they are, they are only designed to help the rider and improve riding conditions; they are not autonomous riding systems that replace the rider. It is always the rider's responsibility to choose the most appropriate riding style and to adopt the level of caution and attention required by the specific environmental conditions.

The function of smart adaptive systems is to warn the rider in case of critical situations; to do so, they use context-dependent predictions and the ability to recognise objects or people in their range. They are not intended to avoid accidents, but to provide information (visual, acoustic or tactile) that the rider can eventually use to avoid collisions.

Therefore, one should not rely exclusively or irrationally on the "ability" of systems to understand the context: the shape, surface and static/dynamic position of certain objects, along with the way they enter the radar's visual space, can prevent a system from reading the situation correctly and lead it to provide incorrect information.

Distraction is the main cause of road accidents.

Every rider must use smart systems while maintaining constant control of the motorbike and taking into account the possible errors of these systems (false signals). The rider must consider the

possible dangers generated by objects or persons in the vicinity of the vehicle and adopt prudent behaviour. He/She must also pay particular attention when approaching other vehicles, make turns and braking appropriate to the circumstances and avoid incorrect or careless riding behaviour by others.

Any reference to the speed of the motorcycle in this owner's manual, expressed in kilometres or miles per hour, should be considered purely illustrative of the specific features and performance warnings of the Blind Spot Detection (BSD), Adaptive Cruise Control (ACC) and Forward Collision Warning (FCW) systems. The rider of the motorcycle must ensure to always respect the speed limits prescribed by the traffic laws in force in the country in which he/she is travelling, and to ride with the level of caution required by the type and condition of the road he/she is travelling on and the surrounding environmental conditions.

Adaptive Cruise Control (if available)

Important

Before reading the contents of this subsection, carefully read the "Road safety rules".

This function is only available if the Adaptive Cruise Control system is installed to the bike. The Adaptive Cruise Control (ACC) is a device that combines cruising speed maintenance with distance adjustment. It assists the rider by simultaneously adjusting the speed and distance to the vehicle ahead, if any, within the system limits. If it detects a vehicle in the direction of travel, the system can brake and accelerate autonomously. The function of this system is increasing the comfort of the rider during long motorway journeys.

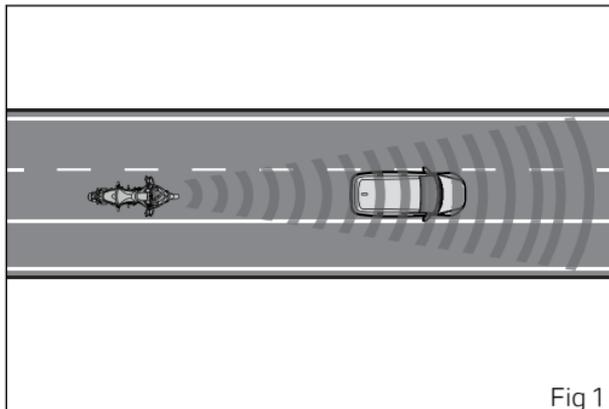


Fig 1



Attention

The Adaptive Cruise Control is neither a safety system nor an obstacle detector, 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 Adaptive Cruise Control system 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 Adaptive Cruise Control system 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 Adaptive Cruise Control system does not perform its function properly and may not operate correctly. It is also recommended not to use the Adaptive Cruise Control function in complex road

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



Attention

The Adaptive Cruise Control system is only available with ABS on and set to level 2 or 3, and with Ducati Traction Control on and Ducati Wheelie Control on.

What is the Adaptive Cruise Control

The motorcycle is equipped with two radars: a front and a rear one. The Adaptive Cruise Control uses the information from the front radar (sensor). This type of sensor is subject to operating limits that are inherent in this technology. In the absence of traffic, the system behaves like a Cruise Control, maintaining the desired cruising speed. When the motorcycle approaches a vehicle ahead in the same direction of travel and this is detected by the system, the Adaptive Cruise Control system adapts the vehicle speed accordingly, by braking and accelerating autonomously (being a comfort system, its acceleration and braking capabilities are limited). As soon as the vehicle ahead is no longer detected,

the Adaptive Cruise Control system accelerates to the set cruising speed.



Attention

The Adaptive Cruise Control is not a safety system. While braking or accelerating, it does not perform emergency braking: its braking capacity is limited. In some conditions of the surrounding environment or traffic, the system may react by braking or accelerating unexpectedly: the rider will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle.

The Adaptive Cruise Control system does not brake automatically if the rider turns the throttle handgrip: this may override the Adaptive Cruise Control system (see the "Override" section below).

What features can be set

When the Adaptive Cruise Control system 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"). You can also set the distance of the motorcycle from the vehicle ahead.

General information and system limitations

The front surface of the radar (1, Fig 2) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly. It is advisable to always check that the radar field of view is clear before moving off. The same applies to any modification to the front of the motorcycle.

Attention

The radar has a limited field of view as well as technological limitations that may not allow detection of vehicles ahead of the motorcycle. In general, in some scenarios, the Adaptive Cruise Control function may respond in a different way from what the rider would expect. By way of example, but not of limitation, following is a list of some of the system limits:

- the system is not able to detect stationary vehicles, but can only detect moving ones (see paragraph "stationary vehicles");
- the system is not always able to detect vehicles ahead of the motorcycle if the speed difference between the motorcycle and these vehicles is too high;
- the system has a reduced ability to detect vehicles close to the motorcycle, on the side or entering the lane. A vehicle that is entering the lane in front of the motorcycle can only be recognised by the system if it is in the radar field of view and is classified as a target vehicle by the same. In similar cases, it may happen that the system does not react as expected (e.g., braking abruptly, braking late or not slowing down at all);
- the Adaptive Cruise Control system may detect late or not detect objects whose shapes cannot correctly be identified at all by the ACC, such as

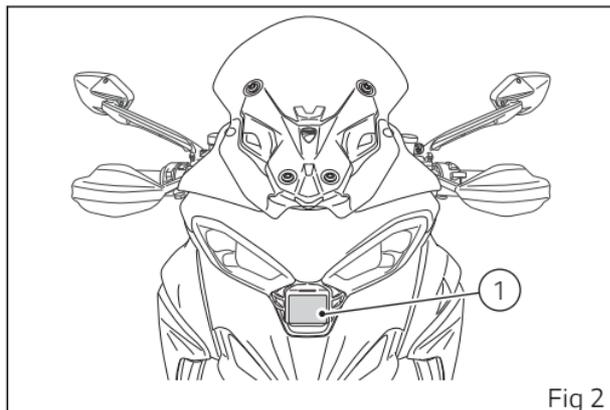


Fig 2

- motorcycles or vehicles with high ground clearance (e.g. trucks), with a hanging or projecting load, with a small cross-section or having unconventional shapes. In these cases, the system may fail to react or react incorrectly;
- the system is unable to detect pedestrians, bicycles and animals. The system may also fail to detect pedestrians or cyclists or riders of scooters or pedestrians who are pushing their bicycles, scooters or whatever on foot;
 - The system may react (e.g., by braking) due to unexpected detection of small moving objects other than a vehicle such as, for example, balls, cans or metal containers, bags of chips, cardboard boxes;
 - the system does not detect vehicles travelling in the opposite direction to the motorcycle direction of travel or crosswise to the motorcycle direction of travel;
 - the system may react to vehicles travelling in the lane adjacent to the motorcycle lane, for instance it may get the vehicle brake unexpectedly; this may happen when travelling close to the lane lines;
 - the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of electromagnetic interference or reflections of the surrounding environment (e.g. in tunnels, in the presence of guardrails, heavy rain, ice, hail or fog);
 - the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of bumps, jerks or sudden movements repeated over time that could cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent system proper operation or reduce its effectiveness (in such cases it is necessary to have the alignment checked by an authorised dealer). In the event of an accident or if the motorcycle falls down, it is advisable to have the radar and its positioning inspected by a Ducati authorised dealer.
 - the Adaptive Cruise Control system may fail to react or react incorrectly in certain environmental and/or traffic situations, in which radar detection may be disturbed or delayed: this may result in incorrect calculation of the distance between vehicles and, consequently, result in incorrect Adaptive Cruise Control system behaviour. In this case, it must be the

rider to adapt the speed of the motorcycle to the situation and the surrounding environment.

Cornering behaviour

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

Attention

When entering or exiting a bend, vehicles could be detected late or detection be disturbed: the system may behave unexpectedly, suddenly accelerating or braking. Similar events may more likely occur if the radius of the bend is narrow or variable. For example, in a bend, the vehicle in front might go out of the radar field of view: in a case like this, the Adaptive Cruise Control might accelerate without the rider expecting it. In addition, when cornering, the Adaptive Cruise Control may react to a vehicle located in an adjacent lane and may brake. It is always possible to prevent or stop this action by manually acting on the throttle.

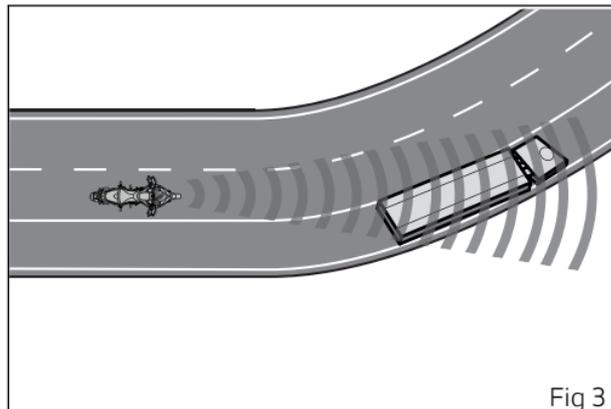


Fig 3

Stationary vehicles

The Adaptive Cruise Control system only detects moving vehicles. For example, it is able to recognise and react to a detected vehicle while it is stopping (albeit with the limits previously specified), but it is not able to recognise and react to vehicles parked or already stopped on the road (e.g. vehicles stopped in a line or queue because of traffic). In this case, the rider must slow down the motorcycle by properly acting on the brakes. In general, the system does not react to stationary objects (e.g. traffic dividers, motorway toll booths) or to stationary subjects (e.g.

pedestrians): the rider of the motorcycle must always pay close attention to this limit of the system and adapt his/her riding style to the environmental situation in order to prevent any danger to people or things.

Switching on and off

The maximum cruising speed that can be set is 160 km/h (100 mph).

The minimum cruising speed that can be set depends on the gear selected:

Gear	Minimum cruising speed
1st and 2nd	30 km/h (or 18 mph if speed is expressed in mph)
3rd	35 km/h (or 21 mph if speed is expressed in mph)
4th	40 km/h (or 25 mph if speed is expressed in mph)
5th	45 km/h (or 28 mph if speed is expressed in mph)
6th	50 km/h (or 31 mph if speed is expressed in mph)

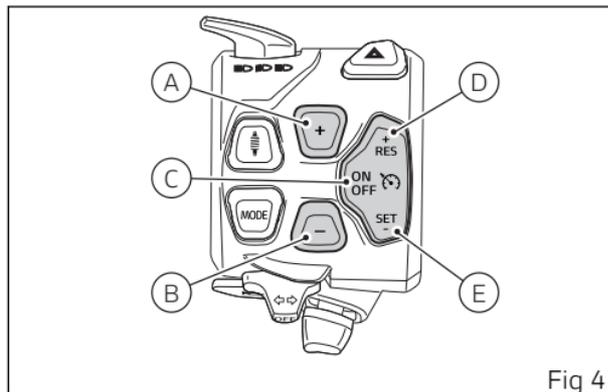


Fig 4

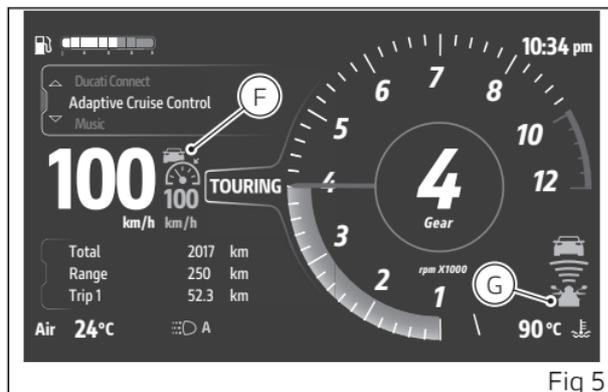


Fig 5



Attention

Even when the Adaptive Cruise Control service 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 icons on the instrument panel inform the user of system status and current setting.

Switching on the Adaptive Cruise Control

Press the ON/OFF button (C, Fig 4) to turn on the Adaptive Cruise Control.

Saving the speed and activating the control

To store the current motorcycle speed as your cruising speed and activate the control, press SET/- (E, Fig 4) RES/+ (D, Fig 4). The stored speed is shown in the main icon (F, Fig 5).

Switching off the Adaptive Cruise Control

Press the ON/OFF button (C, Fig 4) to turn off the Adaptive Cruise Control. The main icon (F, Fig 5) disappears.

Main icon (F, Fig 5)

The Adaptive Cruise Control main icon can be:

- green with grey speed indication: 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 with green speed indication: the system is on and speed control is active;
- yellow: the system asks the rider to take prompt action, for instance because automatic braking

is not sufficient to keep proper distance from the vehicle ahead (see paragraph "Request for rider's intervention", below);

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

Distance icon (G, Fig 5)

Based on the distance icon, you can determine whether the system is maintaining the distance of the motorcycle from a vehicle ahead. The four "distance bars" shown by the icon represent the set distance from the vehicle ahead (see the paragraph "Setting the distance"). The Adaptive Cruise Control distance icon can be:

- grey: the system is on but the speed control is not active.
- green without car: the system is on and speed control is active. No vehicle ahead has been detected. The set cruising speed is maintained.
- green with car: the system is on and speed control is active. A vehicle ahead has been detected. The Adaptive Cruise Control adjusts the speed and distance to the vehicle ahead and automatically brakes and accelerates (within the limits mentioned above).

- yellow: the system asks the rider to take prompt action, for instance because automatic braking is not sufficient to keep proper distance from the vehicle ahead (see paragraph "Request for rider's intervention", below).

Note

If you switch off the Adaptive Cruise Control or the ignition, the stored cruising speed is deleted for safety reasons.

Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 4) or SET/- (E, Fig 4) respectively, until reaching the desired cruising speed.

To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 4) or SET/- (E, Fig 4) respectively, until reaching the desired cruising speed.

Stopping the speed control while riding

You can stop the speed control in the following ways:

- by braking manually;
- by turning the throttle handgrip forwards from the released handgrip position.

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

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;
- if, during automatic braking, the deactivation speed of the function is reached.

Note

The deactivation speed is 5 km/h (approx. 3 mph) less than the minimum permitted cruising speed in the current gear (see table). For example, in first gear the minimum permitted cruising speed is 30 km/h (19 mph): therefore, the Adaptive Cruise Control deactivation speed is 25 km/h (15 mph).

- in the event of high lean angle (over 50°) or prolonged intervention of the ABS or torque control systems (in this case the Adaptive Cruise

Control icons temporarily turn yellow to warn the rider).

In this condition, the cruising speed in the main icon and the distance icon turn grey.

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 4) or SET/- (E, Fig 4). If RES/+ (D, Fig 4) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 4) 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.

Deactivating the function while riding

The Adaptive Cruise Control is switched off if the ABS is disabled or set to level 1, or if the traction control or wheelie control is disabled. In this condition, the icons turn yellow for a few seconds, then turn off.

Override

It is possible to accelerate manually while using the Adaptive Cruise Control system: at this stage, the Adaptive Cruise Control temporarily stops controlling the speed of the motorcycle. If this manoeuvre is carried out while remaining below 180 km/h (112 mph), once the throttle is released, the Adaptive Cruise Control will resume speed control on its own.

Attention

During override, Adaptive Cruise Control check of the distance from the vehicle ahead of the motorcycle is temporarily deactivated in favour of manual throttle control by the rider. The rider is always responsible for compliance with the speed limits and, more generally, the road traffic regulations in force in the country in which s/he is riding, as well as for the way the motorcycle is ridden.

Request for rider's intervention

In some situations, also due to the limitations described before, the Adaptive Cruise Control system may prompt the rider to intervene, even while it is braking or accelerating, if necessary. When such a request is made, both the main icon (F) and the distance icon (G) turn yellow.

This may occur in the following cases:

- if the Adaptive Cruise Control fails to brake or otherwise adjust the distance in time (for example, when a vehicle suddenly enters the lane or if the detected vehicle moves much slower than the rider's vehicle);
- if an engine speed of approx. 8,500 rpm is reached, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious riding conditions allow the rider to do so;
- if the engine speed is too low for the gear engaged, the Adaptive Cruise Control requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious riding conditions allow the rider to do so.

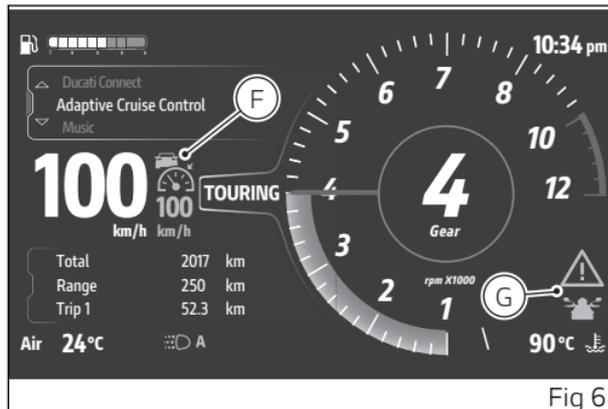


Fig 6



Note

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



Attention

The Adaptive Cruise Control function does not guarantee that the request for rider's action will be output in every situation. In certain cases (e.g. sudden braking of the vehicle ahead, sudden lane change, lane entry manoeuvres by other vehicles, etc.) the system has not enough time to decelerate the motorcycle and may fail to react or react late. In such cases, the system request for action may not be delivered to the rider in time or may not be delivered at all. The rider must actively intervene to avoid collisions or other dangerous situations. The rider is always responsible for controlling the vehicle, assessing road conditions, environmental conditions and conditions all around.

Assisted overtaking

The Adaptive Cruise Control system includes an overtaking assistance feature, available from approximately 65 km/h (40 mph). When activating the turn indicator, the system facilitates overtaking by focusing the sensor attention on the adjacent lane and, if possible, increasing acceleration within certain limits (depending on the target cruising speed set). The radar is able to estimate the direction in which traffic is moving. Overtaking assistance

behaves accordingly, activating only when the turn indicator corresponding to the legally permitted overtaking side is activated. This means that the feature is then activated with the left turn indicator in countries where traffic keeps right, with the right turn indicator in countries where traffic keeps left.



Attention

Each time the motorcycle instrument panel is switched on, the system takes more or less time (depending on traffic) to detect the direction of traffic. As a result, assisted overtaking may not be available during the first few minutes of riding the motorcycle. Furthermore, overtaking assistance may not be available in case of heavy traffic in the opposite lane.

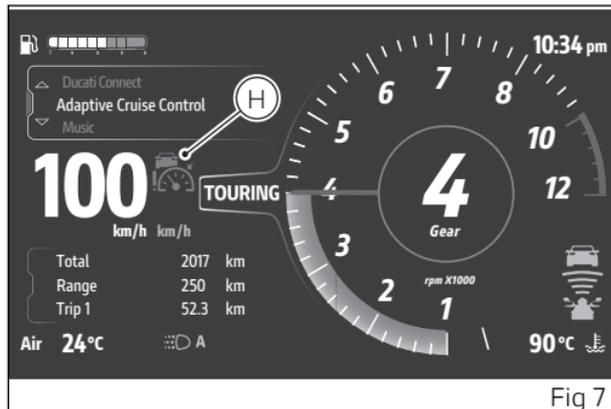
This feature (assisted overtaking) helps the rider but in no way relieves him or her of his or her responsibility to constantly monitor the motorcycle and the road, assess road conditions, environmental conditions and conditions all around. Due to the operating limits of the radar, the detection of the road type may not always be correct, so it may happen that the assisted overtaking system does not always behave as expected.

Malfunctions

If there are faults or malfunctions, the main icon turns red (H) . If this happens, proceed as follows:
1. check if the front radar is dirty or blocked. If so, gently clean it and/or remove any obstruction. Then 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 Adaptive Cruise Control icon has remained red after step 1. contact a Ducati authorised service centre.



Setting the distance

It is possible to choose the distance that the Adaptive Cruise Control must maintain with respect to the vehicle ahead.

This can be done via the “Adaptive Cruise Control” menu or with the + (A, Fig 4) button to increase the distance and - (B, Fig 4) button to reduce it.

- Select the Interactive Menu (I) by pressing and holding the joystick in ▲ position for a long time.
- Use joystick ▲ ▼ to select “Adaptive Cruise Control” (L) and press ENTER.



Fig 8

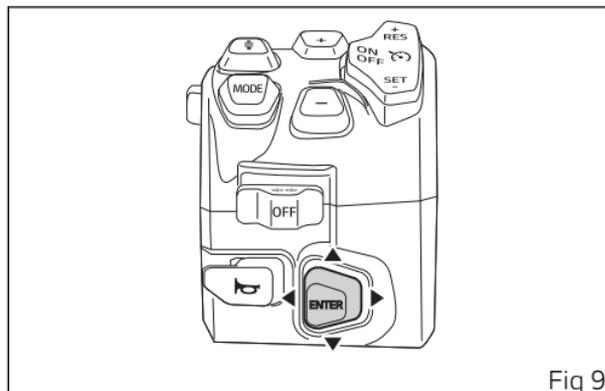
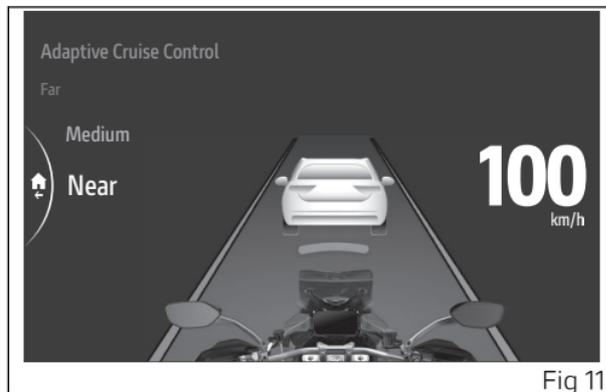
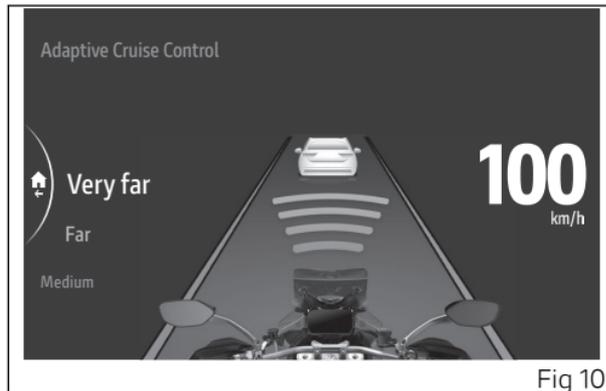


Fig 9

The instrument panel displays the setting screen with the currently set distance selected. Using the joystick ▲ ▼, it is possible to scroll and select one of the 4 distances available. With the same selected distance, the higher the speed of the motorcycle, the greater the distance. The distances indicated are nominal values. Depending on the riding situation and the behaviour of the vehicle ahead, the actual distance may be less or more than these target distances:

- Near. This setting corresponds to a distance of approximately 22 metres (72 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 0.8 seconds;
- Medium. This setting corresponds to a distance of approximately 34 metres (112 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 1.2 seconds;
- Far. This setting corresponds to a distance of approximately 44 metres (144 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 1.6 seconds;
- Very far. This setting corresponds to a distance of approximately 55 metres (180 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 2.0 seconds.





Attention

It is possible that, in some countries, the Near level is lower than the minimum safety distance allowed by the road traffic regulations in force in the country where the rider is using the motorcycle. In general, the rider must take into account road conditions, environmental conditions and conditions all around (e.g. wet road, reduced visibility, etc.) when selecting the distance, as to be allowed to intervene by slowing down the motorcycle to a halt without difficulty at any time. The rider is always responsible for compliance with the road traffic regulations in force in the country in which s/he is riding.

Press ENTER to confirm: the instrument panel then quits the Adaptive Cruise Control page.



Note

To quit the page without making any changes, press the joystick shortly or for a long time in the position ◀.

When the motorcycle approaches the vehicle ahead, the Adaptive Cruise Control system brakes to adjust the speed of the motorcycle to that of the vehicle ahead and adjusts the distance. If the vehicle ahead

accelerates, the Adaptive Cruise Control will accelerate as well to reach the set cruising speed.

BSD - Blind Spot Detection (if available)

Important

Before reading the contents of this subsection, carefully read the "Road safety rules".

This function is only available if the Blind Spot Detection (BSD) system is installed to the bike. The rider of a vehicle is responsible for riding and manoeuvring even if there are intelligent aid systems (such as BSD) on the vehicle, which must always be checked or corrected by the rider. Adaptive intelligent systems, such as the Blind Spot Detection, analyse surrounding situations and warn the rider of certain hazards, making a logical prediction of events that may occur based on the information they process. They are smart systems in the sense that they operate with rational logic as long as they understand, or can understand, the environmental context; they are advanced systems because they exploit computational technology, with its technological limitations. These systems, although technologically sophisticated, are only designed to help the rider to ride, improving the riding conditions; they are not autonomous riding

systems that replace the rider. The rider is always responsible for choosing the riding style and for adopting the level of caution and attention required by the specific environmental context. The function of adaptive smart systems is alerting the rider to critical situations, however, they use predictions that depend and are conditioned by the environmental context and the possible recognition of surrounding objects or subjects. They are not intended to avoid collisions, but to provide information (visual, acoustic or haptic) that the rider can use to prevent collisions, if possible. Therefore, the rider must not rely solely or unreasonably on the "ability" of the system to understand the environmental context: the shape of certain objects, their surface, their static/dynamic position, the way they enter the radar visual space may cause the system not to understand this context and may cause the rider to receive incorrect information. Distraction is the main cause of accidents. The rider must use the motorcycle smart systems, including the Blind Spot Detection, while maintaining constant control of the vehicle, also taking into account possible errors (false indications) of these systems. The rider must also take into account possible dangers generated by objects or subjects in the environmental context

by adopting a prudent behaviour. Riders must be cautious in their behaviour, in particular when making approach manoeuvres to other vehicles, making turns and braking appropriate to the circumstances and preventing incorrect or imprudent behaviour by others.

Any reference to the speed of the motorcycle in this Owner's Manual, whether it refers to km/h or miles per hour, must be understood as exclusively illustrative of the characteristics and warnings on the specific performance of the Blind Spot Detection (BSD) system. The rider of the motorcycle is responsible for riding the vehicle always within the speed limits prescribed by the road traffic regulations in force in the country in which s/he is riding, and in any case in full compliance with the caution required by the type and state of the road s/he is travelling and the environmental conditions in which s/he is riding. The Blind Spot Detection helps the rider to monitor the areas behind the motorcycle and, in particular, the so-called blind spots. The function is also known by its acronym BSD, Blind Spot Detection. The blind spot is an area behind the rider where a vehicle could hypothetically be located, which is not visible to the rider while riding, despite

the use of the rear-view mirror. This presence constitutes a serious danger of side impact if, for example, the rider initiates an overtaking manoeuvre (or a lateral shift or braking) when the vehicle in the blind spot is arriving. The motorcycle is equipped with two radars: a front and a rear one. The BSD uses the information from the rear radar. The BSD system, within the limits of the system (including the system technological limits, as specified in "System functional limits"), alerts the rider to the presence of vehicles that are in the blind spots or approaching them.

The warning to the rider is given by the lighting of special LEDs located on the rear-view mirrors. The LED on the left mirror provides the indication referred to the left blind spot; the LED on the right mirror provides the indication referred to the right blind spot. Depending on the situation, the function can provide two levels of signalling: information warning on the presence of vehicles (level 1) or a danger warning signal (level 2).



Attention

The BSD helps the rider to pay attention to the vehicles that arrive from behind, but does not replace the rider. The rider must always maintain control of the motorcycle, pay close attention to the traffic and the environment around the motorcycle and ride carefully and in compliance with the road traffic regulations in force in the country in which s/he is riding, even when the BSD is active. The rider is always responsible for controlling the motorcycle, including when changing lane or making any manoeuvre. The BSD system is particularly effective for use on motorways and city roads.

The system works correctly in the presence of a consistent riding style. It does not work at all or does not work correctly in overtaking manoeuvres between lines of vehicles queuing or in weaving manoeuvres between vehicles (to be carried out only exceptionally to protect the rider). In these cases the system may behave unexpectedly or provide incorrect information.



Attention

The BSD is only available with ABS on and set to level 2 or 3, and with Ducati Traction Control on and Ducati Wheelie Control on.

Level 1: Information

If the turn indicator is not switched on, the BSD provides information on the presence of vehicles detected in blind spots or that are about to enter blind spots and classified as critical. The LED on the mirror on the affected side will light up steadily.

Level 2: Hazard warning

If the turn indicator is already on or is switched on, the BSD provides a hazard warning of the possible presence of vehicles detected in blind spots or that are about to enter blind spots and which it classifies as critical. In this case, the LED on the mirror on the side of the turn indicator switched on will flash quickly. If this happens, special care must be taken and the traffic conditions at the side or rear must be checked.

Note

The level 1 LED brightness of is lower than the level 2 LED brightness. It is possible to adjust LED brightness on rear-view mirrors using the "Blind Spot Detection" function in the "Setting menu" (refer to the "Setting menu – Blind Spot Detection" paragraph).

General Information

The BSD is available at speeds over 25 km/h (15 mph).

Vehicles approaching or overtaking the motorcycle (1, Fig 12)

The BSD system signals vehicles approaching the motorcycle or passing it, as long as it detects them and classifies them as critical. A vehicle can be identified even if it is still far away. The higher the approach speed of the vehicle, the sooner the system will signal its presence. The best signal accuracy is achieved when the relative speed of the vehicle approaching the motorcycle is less than 36 km/h (20 mph).

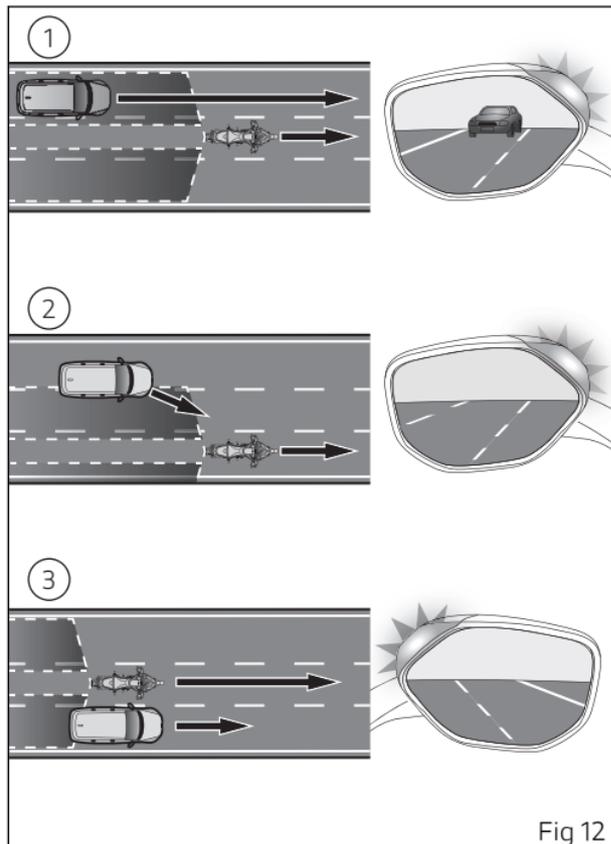


Fig 12

Vehicles travelling to the side of the motorcycle (2, Fig 12)

A vehicle that travels in the same direction as the motorcycle, if detected, is signalled by the BSD system even if it enters a blind spot from one side (from the right or left). Like in case 1, this warning can be output earlier if the relative speed of the vehicle with respect to the motorcycle is particularly high.

Vehicles that are overtaken by the motorcycle (3, Fig 12)

When overtaking a vehicle, if the difference in speed between the motorcycle and the vehicle is less than 4 km/h (2.5 mph), the BSD switches on the LED on the rear-view mirror as soon as the vehicle enters the blind spot. The LED will not turn on if the motorcycle overtakes the vehicle quickly, with a speed difference of more than 4 km/h (2.5 mph), even if it is detected.

System functional limits

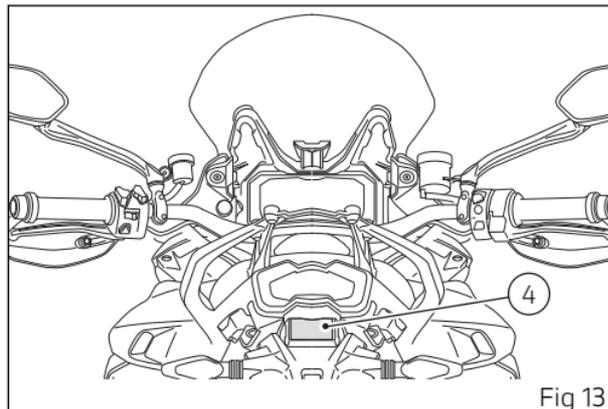
The BSD uses a radar (or sensor) located at the rear of the vehicle (4, Fig 13). This type of sensor is subject to technological operating limits that are inherent in this technology.

The front surface of the radar (4, Fig 13) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly.

Attention

For the BSD function to react to a vehicle, the latter must be within the radar field of vision and classified as "relevant" by the radar. The radar has a limited field of view within which it can detect the vehicles and has technological limits as well. Moreover, the BSD system is designed to detect vehicles on normal width lanes. For this reason, the BSD function may not provide correct information or may not deliver the expected information. In particular, the following unexpected situations may occur:

- the information or hazard warning is communicated late in relation to the critical event;



- the information or hazard warning is not communicated at all;
- the information or hazard warning is communicated even if there are no vehicles in or near the blind spots.

The causes of these false or failed warnings may be, among others:

- unfavourable weather conditions (e.g. rain, snow, dense fog);
- incorrect cleaning of the sensor;
- electromagnetic interference or a conformation of the surrounding environment (e.g. bends, in

particular narrow and/or variable radius bends, tunnels and barriers for work in progress) altering the reflection of the electromagnetic waves of the radar;

- overtaking of the motorcycle by vehicles travelling at a much higher speed than the motorcycle. In this case the system may not communicate any information or signal (warning);
- roads with narrow lanes in the case of driving on the sides of one's own lane or in the presence of bends: the system may detect vehicles in another lane not adjacent to one's own;
- roads with very wide lanes or in the presence of subsidence or bumps. In this case the system may not detect vehicles in the adjacent lane because they are outside the radar detection range;
- presence of vehicles on the sides of your lane: the system may not detect vehicles in the adjacent lanes because they are outside the radar detection range.



Attention

The system may not recognise stationary objects (e.g. traffic dividers, toll booths, parked vehicles). In addition, the system may not recognise certain types of motorcycles, bicycles, vehicles with high ground clearance. The system may also fail to detect pedestrians or cyclists or riders of scooters or pedestrians who are pushing their bicycles, scooters or whatever on foot.

Availability of the function

The BSD function is not available (therefore it does not communicate any information and/or warnings):

- over 33° of leaning angle;
- under 22 km/h;
- during an ABS or torque control system intervention.

 **Note**

Bumps, jerks or sudden movements repeated over time may cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent the system proper operation or reduce its effectiveness. In the event of an accident or if the motorcycle falls down, it is advisable to have the radar and its positioning inspected by a Ducati authorised dealer.

Note

It is possible to switch Blind Spot Detection (BSD) on or off using the “Blind Spot Detection” function in the “Setting menu” (refer to the “Setting menu – Blind Spot Detection” paragraph).

Icons

The BSD has a dedicated icon on the instrument panel, located on the right in the main page (A).

The icon is off when the function is active.

Otherwise, it can be:

- grey: the function has been switched off by the rider;
- yellow: the function has been switched on by the rider but is not available because the ABS is switched off, set to level 1 or the Ducati Traction Control or the Ducati Wheelie Control are switched off, or because of temporary unavailability of the radar in unfavourable environmental conditions (e.g. in tunnels);
- red: the function is not available due to system failure or malfunction.

If the red BSD icon is present, proceed as follows:

1) check if the rear radar is dirty or blocked. If so, gently clean it and/or remove any obstruction.

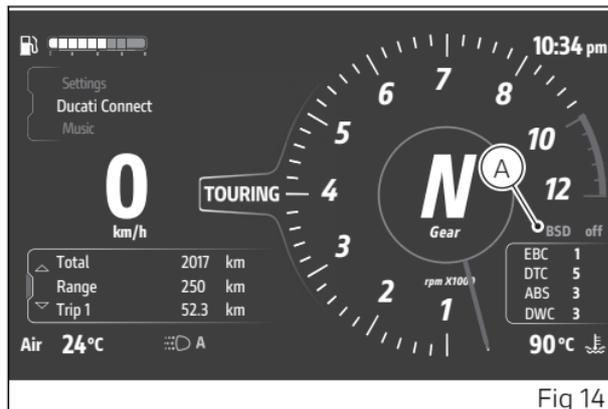


Fig 14

Note

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

2) if the BSD icon has remained red after step 1), contact a Ducati authorised service centre.

Settings – Blind Spot Detection

This function allows activating, deactivating or setting the intensity of the LEDs on the rear-view mirrors managed by the BSD Blind Spot Detection function. Available only if the blind spot detection system is present.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.

"On/Off" and "Dimmer" are displayed in the middle. While the currently set status is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired item:

- Press ENTER on the "On/Off" item to activate or deactivate the function.
- Press ENTER on "Dimmer" item to adjust the brightness of the LEDs on the rear-view mirrors.

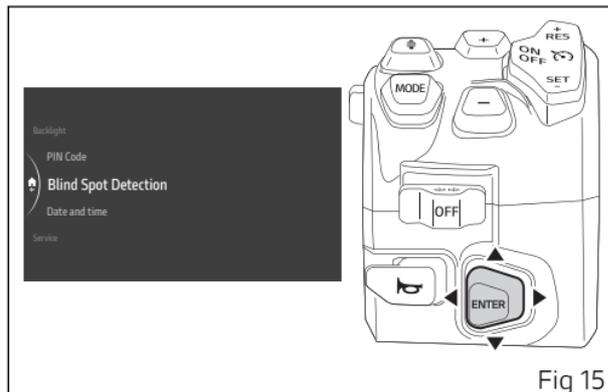


Fig 15

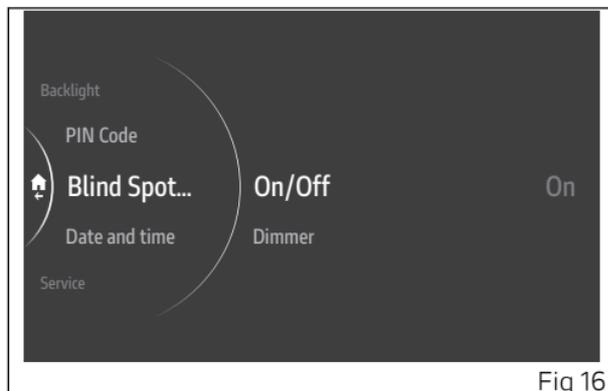


Fig 16

Blind Spot Detection - On/Off

This function allows enabling or disabling the BSD Blind Spot Detection function.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.
- Select the "On/Off" item and press ENTER.

"On" and "Off" statuses are displayed on the left-hand side. While the currently set status is shown on the right. The motorbike graphics related to the selected status is displayed in the middle.

Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm and return to the previous menu.

If the system is set to "On", the LEDs on the rear-view mirrors turn on briefly upon the key-on.

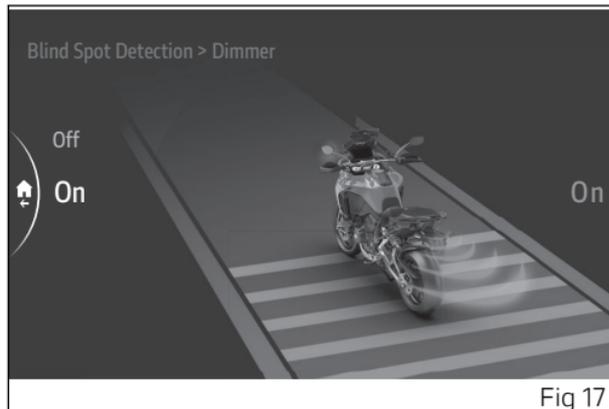


Fig 17

Blind Spot Detection - Dimmer

This function allows you to adjust the brightness of the LEDs on the rear-view mirrors.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.
- Select the "Dimmer" item and press ENTER.

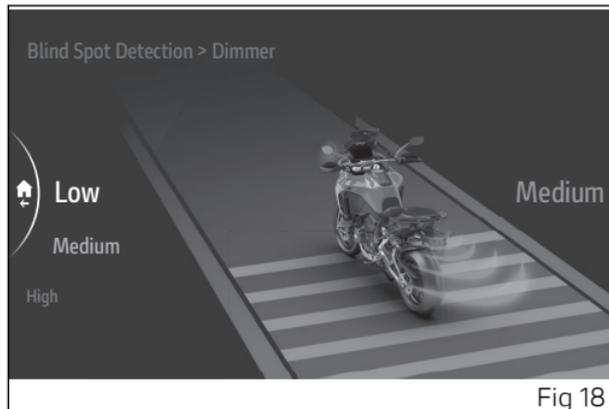
"Low", "Medium" and "High" levels are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike and intensity of the LED are displayed in the middle according to the selected level.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level.

When a new level is selected, the LEDs on the rear-view mirrors will light up briefly to show the new brightness level to the rider.

Press ENTER to confirm and return to the previous menu.

The brightness of the LEDs is automatically adjusted for both signal levels (information warning level 1 and hazard warning level 2), according to the "day" or "night" condition detection. Depending on the



ambient lighting conditions, it may not be possible to notice a marked change in brightness setting. It is recommended to adjust the brightness so that the level 1 information warning does not distract or disturb the view while riding. The brightness of the level 2 hazard warning is linked to the brightness of the level 1 information warning and is automatically adjusted together with it.



Note

The BSD Blind Spot Detection is not active during brightness adjustment.

Forward Collision Warning (if present)

Important

Before reading the contents of this subsection, carefully read the "Road safety rules".

Within its operational limits, Forward Collision Warning is useful to protect the rider, possible passenger and other road users in special situations. The function is also known by its acronym FCW, Forward Collision Warning. The motorcycle is equipped with a front and a rear radar. The FCW function analyses data collected solely by the front radar and, within the limits of the system, is able to predict the possibility of an imminent collision with the vehicle in front. In this case, it warns the rider visually. The switching distance and deactivation of the function can be set in the interactive menu. The FCW is also available when the Adaptive Cruise Control is deactivated.

Attention

The FCW is only available with ABS active and set to level 2 or 3, and with Traction Control active.

Attention

The FCW system assists the rider in his/her riding style, but does not replace him/her. It is designed as a support, but cannot take control of vehicle dynamics. It is always the rider's responsibility to control the motorbike, maintain proper speed, and actively intervene to avoid impacts by braking or accelerating. The rider must always maintain full concentration while riding, keep both hands on the handlebar, watch the road and traffic conditions, as well as check the instruments on the instrument panel with the correct view. The FCW is unable to avoid a collision on its own initiative, controlling manoeuvres in complete autonomy. It is unable to initiate or complete braking or turning manoeuvres. The rider must always have full control of the motorcycle even when the FCW is active.

In addition, the rider must respect the traffic regulations in force in the country in which he/she is riding and in general to adopt a safe and prudent riding behaviour (whether on the road, on the track or off-road), even when the FCW is active.

Description

Within the limits of the system, and depending on the riding situation and speed, the FCW can warn the rider of imminent collisions with moving vehicles that are travelling ahead of the rider in the same lane. The FCW does not detect oncoming vehicles in the opposite direction. The warning consists of a visual pop-up displayed on the instrument panel (Fig 19).

If the system anticipates a particularly critical collision, the pop-up will be larger (Fig 20).

The FCW function is available while riding between approximately 30 km/h (19 mph) and 200 km/h (124 mph). At low speeds (approximately 30 to 60 km/h or 19 to 37 mph), the FCW pop-up warning will only be displayed in potentially dangerous cases. After the pop-up is displayed, warnings remain on for approx. the next 10 seconds.

If detection is not possible (for example, if the radar is obstructed), the FCW doesn't issue any warnings.

The rider must always ride with the caution required by the context. The FCW warning may activate in situations where a fast turning or braking manoeuvre is required to avoid a collision, including

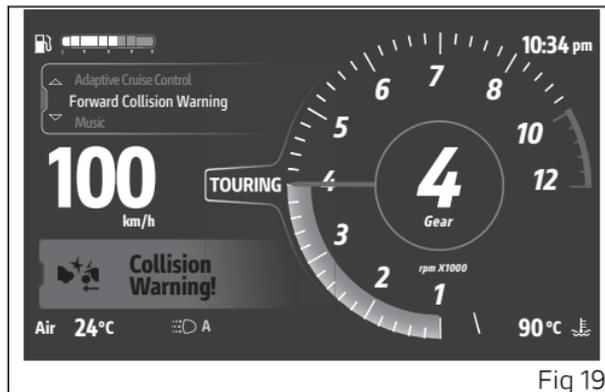


Fig 19

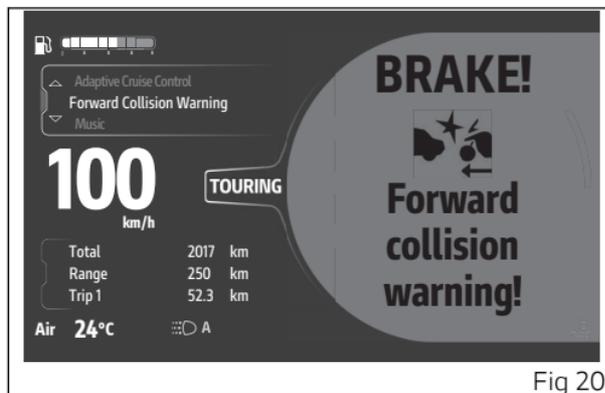


Fig 20

situations where the system has made an error in judgement.



Attention

The FCW is a practical feature and not a safety system. The FCW is not designed to overcome the laws of physics and cannot prevent the rider from avoiding collisions. It is a system designed to assist the rider by signalling critical situations and providing guidance to help deal with them. However, it relies on context-dependent predictions and the ability to recognise objects or people in its field of view. Under certain circumstances, the FCW may misjudge a situation. For this reason, the rider must always pay attention and perform turning and braking manoeuvres appropriate to the circumstances. The rider must not rely exclusively or irrationally on the system's "ability" to avoid an accident, because the FCW cannot perform any manoeuvres, it merely enables the rider to perform them.

General information and system limitations

The front surface of the radar must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly. The same applies to any modification to the front of the motorbike.

Attention

The FCW function is only able to react to a vehicle if it is in its field of view and is classified as “relevant” by the radar. The radar has a limited field of view and physical limits within which it can detect the vehicles ahead. The FCW function is therefore subject to limitations, the list below gives some examples but is not exhaustive:

- the FCW is designed to detect moving vehicles. It is therefore unable to detect vehicles, objects or stationary people. This limitation of the system must be kept in mind by the rider, especially when approaching stationary vehicles in a queue or at an intersection;
- the system has a reduced ability to detect vehicles close to or alongside the motorbike, or entering its lane;
- objects that are difficult to detect, such as motorcycles, vehicles with high ground clearance (e.g. trucks) or with a hanging or protruding loads, may be detected late or not detected at all: in these cases, the system may fail to react;
- the system is unable to detect pedestrians or groups of pedestrians, bicycles and animals or any other object that has such a shape or surface that it is difficult to detect or identify it as an object known to the system. In addition, the system may not detect pedestrians, cyclists,

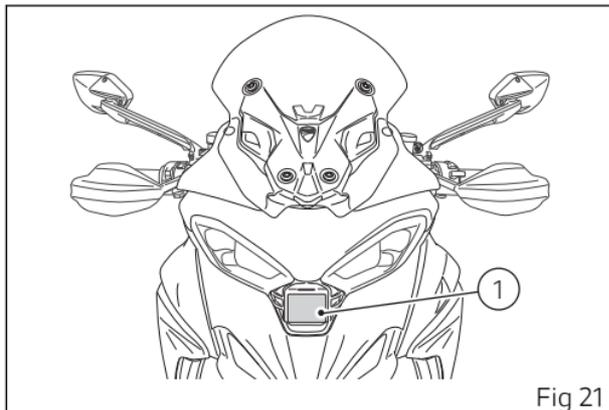


Fig 21

- people on scooters or pedestrians pushing bicycles, scooters or anything else on foot;
- the system monitors the motorcycle's lane, but does not react to vehicles travelling in the opposite direction or transverse to its direction of travel, e.g. those suddenly crossing the lane;
 - electromagnetic interference or environmental reflections (e.g. in tunnels, in the presence of guardrails, driving rain or ice) could lead to incorrect identification of objects or persons;
 - under certain environmental and/or traffic circumstances, radar detection may be interfered with or delayed: this may lead to incorrect distance calculation and thus to erroneous signals from the FCW.



Attention

Please note that the FCW may provide inaccurate indications. The system may in fact activate incorrectly due to its operating limits, providing false warnings or, on the contrary, not warning of impending collisions. Keep in mind that the radar does not always detect all objects. This increases the risk of collision. Not all objects entering the field of view are considered "relevant" by the radar. Therefore, FCW performance is severely limited in situations such as lane changes, entering the lane of other vehicles, or when travelling on narrow and/or winding roads.



Attention

The FCW function may not be available in the following situations, by way of example:

- if there are reflective objects nearby, such as guardrails, traffic islands or vehicles;
- in tunnels;
- in case of dense fog, rain, hail, mud/water spray or snow;
- if the radar is dirty, covered with ice, damaged or obstructed;
- in bends.



Attention

The FCW is designed for a riding style that respects the correct safety distance between vehicles and with people. If the rider adopts a dangerous riding style, for example getting abruptly close to the vehicles in front of him/her or making sudden turns close to the vehicle in front, the system will not be able to perform its function correctly. Ducati recommends that everyone ride safely under all circumstances.

Furthermore, the FCW function is not available (i.e. no warning is given):

- if the lean angle exceeds 20°;
- outside the specified speed ranges;
- during an ABS or Traction Control intervention;
- if the rider voluntarily accelerates towards the vehicle ahead.



Note

Shocks, jolts or sudden movements repeated over time may cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent the system proper operation or reduce its effectiveness. In the event of an accident or if the motorcycle falls down, it is advisable to have the radar and its positioning inspected by the Service of a Ducati authorised dealer.

FCW settings in the interactive menu

You can activate and deactivate the FCW and set the intervention distance.

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select the "Forward Collision Warning" item and press ENTER.

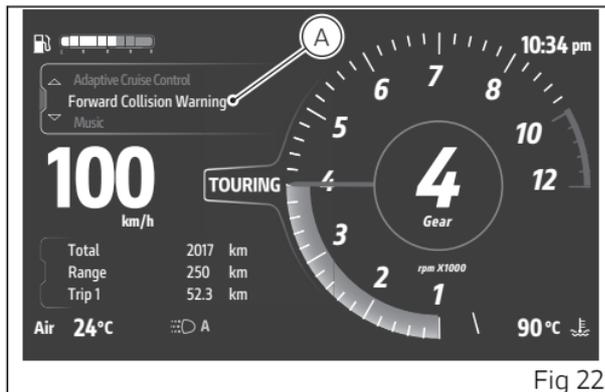


Fig 22

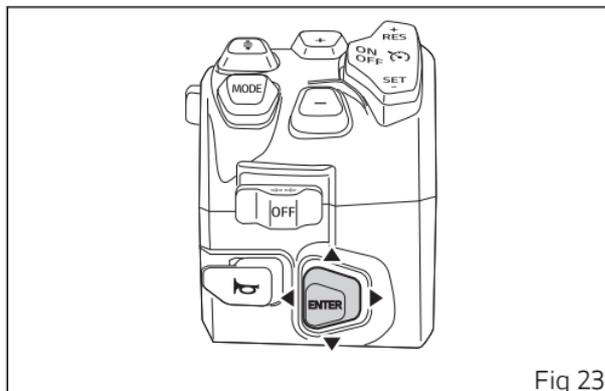


Fig 23

The instrument panel displays the setting screen with the currently selected level and current status indication on the right side of the display. Using the joystick ▲ ▼, it is possible to scroll and select one of the three levels. Press ENTER to confirm and return to the previous menu.

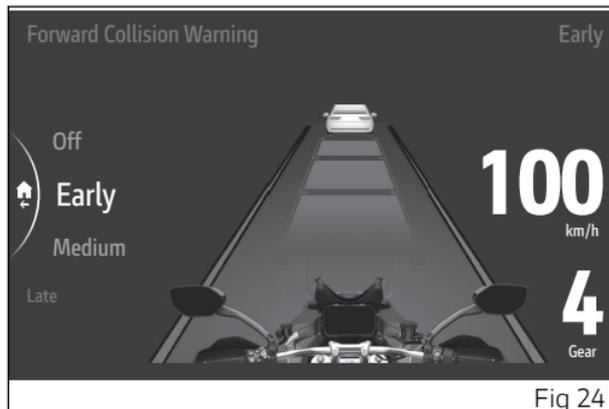
Note

To exit the screen without making changes, press the joystick quickly or hold it down in position ◀.

You can choose the trigger level of the function, i.e. the timing when you prefer to receive the warning of a potential imminent collision. There are three levels available: early, medium and late. As an initial setup, we recommend choosing the early level. If this level causes unwanted effects, we recommend choosing medium. We recommend that you choose the late level only under special circumstances.

Attention

The likelihood that the system will provide false reports increases with the early level. Conversely, choosing the late level increases the likelihood that the system will not signal potential imminent collisions.



Infotainment

Infotainment

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

It also allows performing the mirroring of the special apps provided by Ducati on the smartphone and managed by the Ducati Connect app.

- For pairing and managing Bluetooth devices, see page 65.
- For managing phone calls, see page 71.
- For managing the music player see page 74.
- To perform the mirroring by means of the Ducati Connect app, see page 76.
- For managing the volume see page 81.

Bluetooth device pairing and management

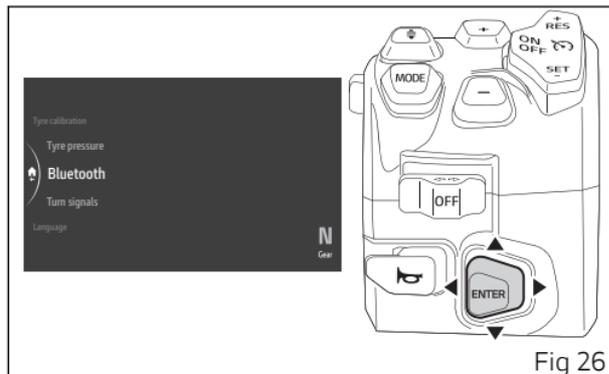
This function allows the user to manage any paired Bluetooth devices and add more.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Bluetooth" item and press ENTER.

"Pairing" and "Paired devices" are displayed:

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

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



Pairing

This function allows pairing a new Bluetooth device.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Bluetooth" item and press ENTER.
- Select the "Pairing" item and press ENTER.

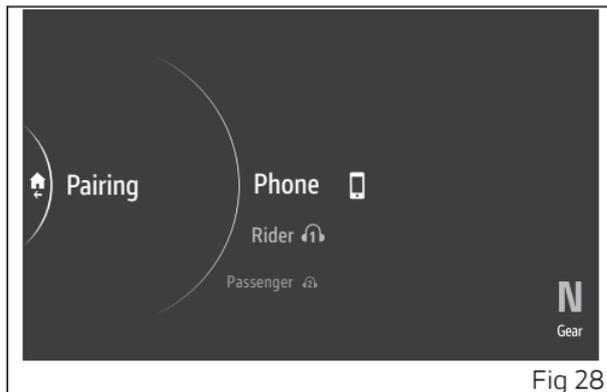
The 3 types of devices that can be paired are displayed: smartphone, rider headset, passenger headset .

Use the joystick ▲ ▼ to select the type of device you wish to pair. Press ENTER to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices (Fig 29). As soon as the search stage is over, system gives out a list of all detected devices.

Use the joystick ▲ ▼ to select the desired device and press ENTER.

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation:



accept the code on both devices to proceed with pairing.

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



Note

Maximum 2 smartphones, 1 rider earphone and 1 passenger earphone can be paired.

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

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

Note

Maximum 2 smartphones, 1 rider earphone and 1 passenger earphone can be paired.

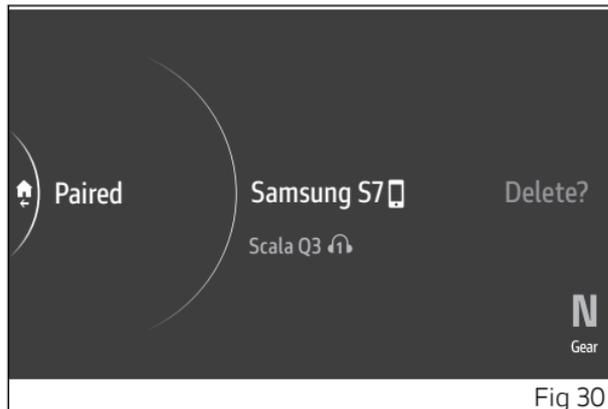
- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Bluetooth" item and press ENTER.
- Select the "Paired devices" item and press ENTER.

The paired devices are listed; use the joystick ▲ ▼ to select the desired device and press ENTER.

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

Note

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



Attention

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



Attention

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

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



Attention

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

Check that your Smartphone supports the following profiles:

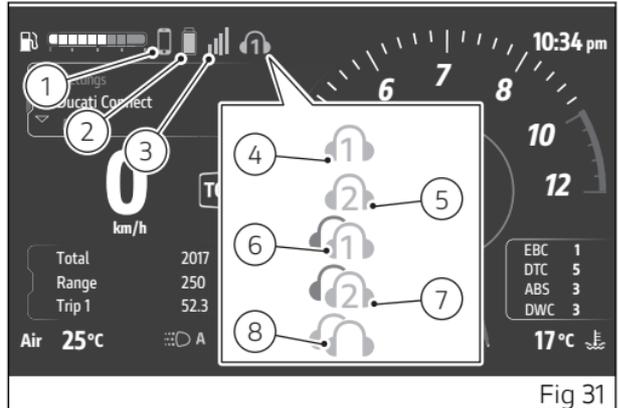
- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

- 1) smartphone connected;
- 2) battery level of the connected smartphone;
- 3) network signal strength of the connected smartphone;
- 4) rider earphones connected;
- 5) passenger earphones connected;
- 6) rider earphones connected and passenger earphones paired;
- 7) rider earphones paired and passenger earphones connected;
- 8) rider and passenger earphones connected.

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



Phone

This function is available in the Interactive Menu and displays the list of the last missed, made or received calls. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection "Bluetooth device pairing and management" (page 65).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select "Phone" (B) and press ENTER.

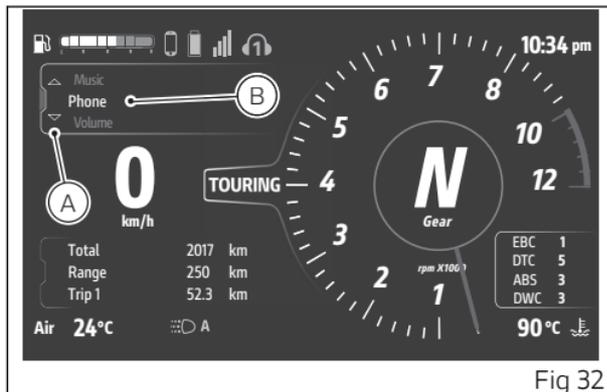


Fig 32

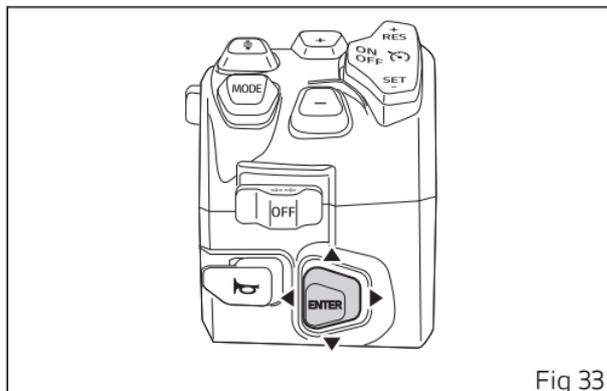


Fig 33

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

Use the joystick ▲ ▼ to scroll through the calls in the list. Press ENTER to make a call to the number or contact selected in the list.

To close the window, press and hold the joystick in position ◀ for a long time.



Fig 34

Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items "Accept" and "Decline" (D). Use the joystick ◀ ▶ to select the desired item, press ENTER to confirm.

Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item "End call" (E). During the call you can adjust the volume using the joystick ▲ ▼. To end the call, press ENTER.

Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5 seconds with the name or number of the contact and "Call back" (Fig 36): press ENTER to start the call.

Note

The music player will be paused during a call.

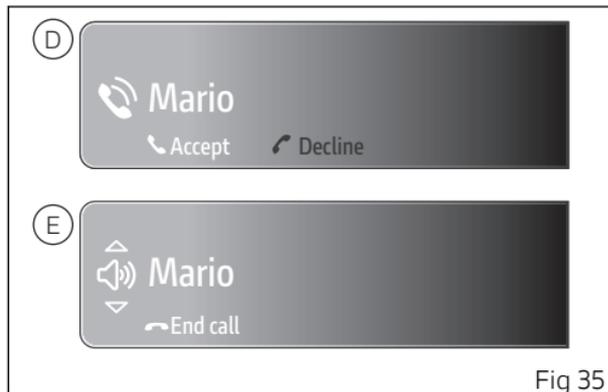


Fig 35

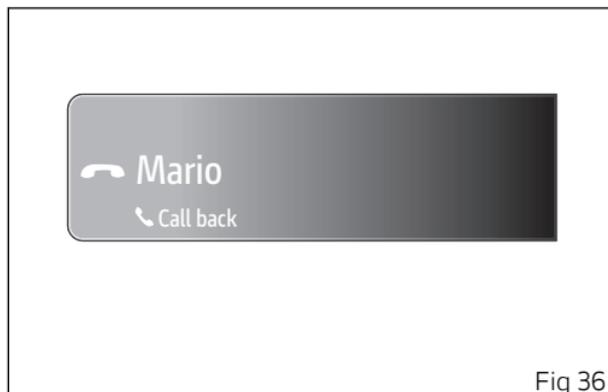


Fig 36

Music

This function is in the Interactive Menu and allows the music player to be activated, deactivated and managed. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection "Bluetooth device pairing and management" (page 65).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select "Music" (B) and press ENTER.

Note

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



Fig 37

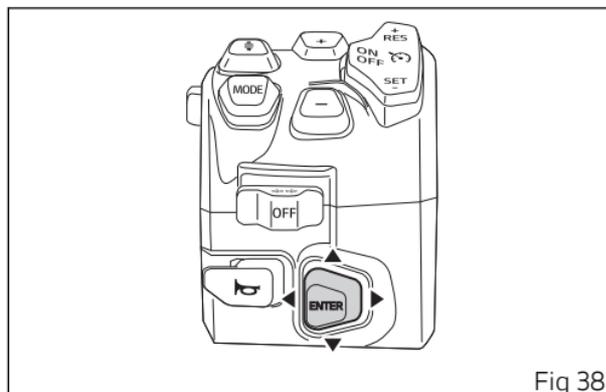


Fig 38

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

Use the joystick to select the following controls:

- joystick ▲ ▼ to increase and decrease the volume
- joystick ◀ ▶ to select the following controls which can be activated by pressing ENTER
 - ◀◀ previous track
 - ▶ play or || pause
 - ■ stop
 - ▶▶ next track

The selected control is shown in white.

Pressing and holding the joystick in position ◀ for a long time while a track is playing will close the music player window but the track will not be stopped.

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



Ducati Connect

This function allows activating the mirroring of the special apps provided by Ducati on the smartphone and managed by the Ducati Connect app.

The following must be verified for mirroring:

- the Ducati Connect app and the Sygic GPS Navigation App must be properly installed and configured on the smartphone;
- Bluetooth and Wi-Fi must be activated on the smartphone;
- the smartphone must be paired and connected to the instrument panel via Bluetooth;
- after Bluetooth pairing, wait for the phone, battery and network icons to turn blue.

For the Bluetooth pairing procedure, refer to subsection "Settings – Bluetooth" (page 65).

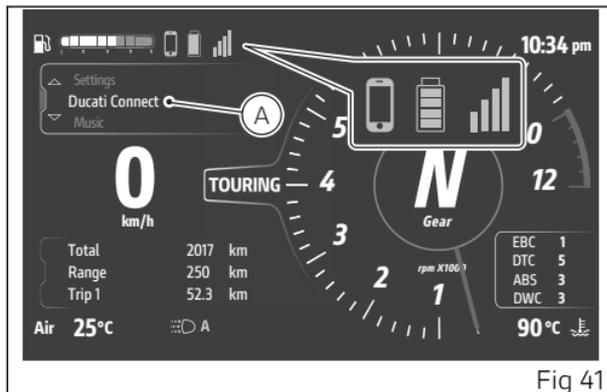


Fig 41

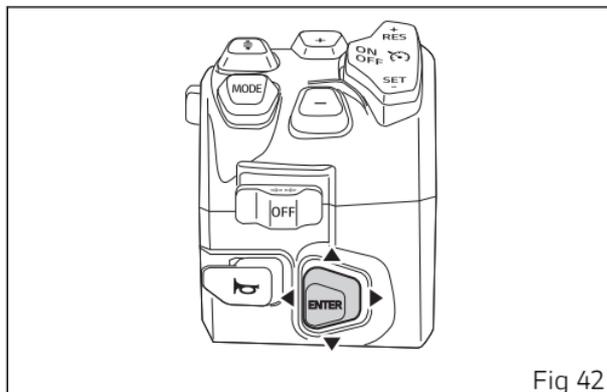


Fig 42

First connection - Mirroring start

To start the mirroring:

- start the Ducati Connect app (B, Fig 43) on your smartphone;
- from the app, press the motorcycle icon to start "Vehicle Mode" (C, Fig 43), then the instrument panel connection wait screen is displayed (D, Fig 43);
- once the connection has been established, to ensure correct mirroring operation, the smartphone must be unlocked and have the Ducati Connect app active in the foreground (E, Fig 43); take care not to lock the screen unintentionally by pressing the "screen lock" key;
- on the instrument panel, use the joystick ▲ ▼ to select the "Ducati Connect" item from the Interactive Menu and press ENTER (A, Fig 41).



Fig 43

Once the Ducati Connect function has been connected, the instrument panel interface switches to mirroring mode, displaying the travel information at the top and bottom of the display and showing in the centre a window with the Ducati Connect app interface: the items and apps displayed in the window are managed directly from the connected smartphone.

In mirroring mode the joystick is used exclusively to navigate through the elements shown in the Ducati Connect window.

To exit mirroring mode, hold the joystick in position ◀ for a long time to return to Home and then hold the joystick in position ◀ again for a long time to display the main instrument panel screen.

 **Note** If the smartphone screen is locked, mirroring operation is disabled.

 **Note** In case of connected smartphone overheating, the operating systems can suddenly close the applications, with consequent loss of mirroring.

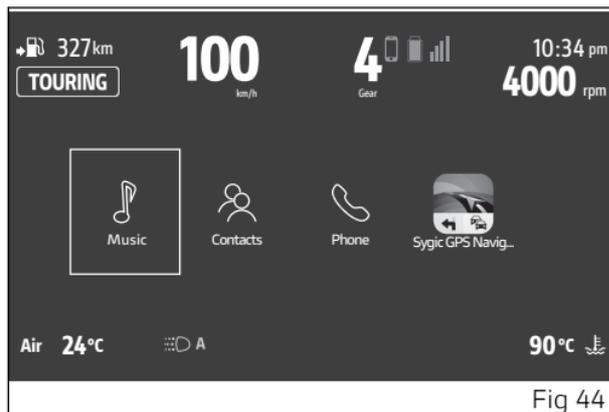


Fig 44

 **Note** The operation of the system is based on the WiFi connection. The USB port is for smartphone charging only.

 **Note** If the connection with the Ducati Connect App is lost and the Ducati Connect item in the Interactive Menu turns grey, stop and restart the App by repeating the First Connection procedure.



Note

The operating systems and technological choices of smartphones are not under Ducati's control. The instrument panel functions have been tested and validated with the main available smartphones (e.g. Samsung S10, Samsung S9, Oneplus 6, Huawei P9, iPhone X, iPhone XS, iPhone 8, etc.) and with operating systems higher than Android 9 and iOS13. For this reason, it is not possible to guarantee operation on all smartphones on the market and their software and firmware.

Short stop - Mirroring restart

During short stops, reconnection to the Ducati Connect App is automatic. Short stops means 30 – 40 seconds.



Note

During short stops, it is suggested to leave the key-ON to facilitate automatic reconnection of the Ducati Connect App.

Long stop – Mirroring restart

To start the mirroring:

- wait for the phone, battery and network icons to turn blue;

- start the Ducati Connect app (B, Fig 43) on your smartphone;
- swipe-up to switch from “Vehicle Mode” (D, Fig 43) to “Phone Mode” (C, Fig 43);
- from the app, press the motorcycle icon to start “Vehicle Mode” (C, Fig 43) again, then the instrument panel connection wait screen is displayed (D, Fig 43);
- once the connection has been established, to ensure correct mirroring operation, the smartphone must be unlocked and have the Ducati Connect app active in the foreground (E, Fig 43);
- on the instrument panel, use the joystick to select the “Ducati Connect” item from the Interactive Menu and press ENTER (A, Fig 41).

Sygy GPS Navigation start

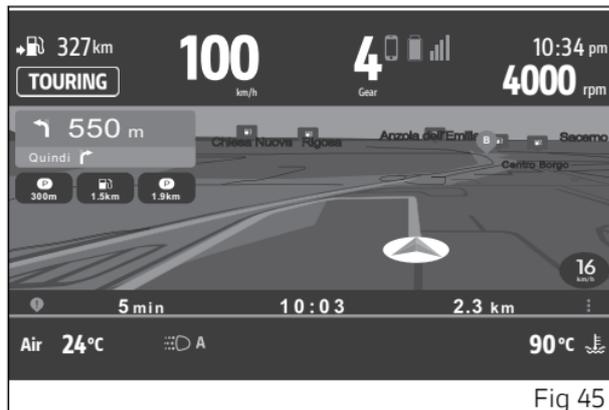
After establishing the connection with the Ducati Connect App (for the Ducati Connect App connection procedure refer to the paragraph "First connection - Mirroring start"):

- on the instrument panel, use the joystick ▲ ▼ to select the "Ducati Connect" item from the Interactive Menu and press ENTER.
- on the instrument panel, use the joystick to select the Sygy GPS Navigation App and press ENTER.



Important

Only the first time you connect to the Sygy GPS Navigation app, you need to authorise the app for map mirroring on your smartphone. Once you have given your permission, the Sygy GPS Navigation app will be unlocked.



Volume

This function is in the Interactive Menu and allows adjusting the navigator, music and telephone volume. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection "Bluetooth device pairing and management" (page 65).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select "Volume" (B) and press ENTER.



Fig 46

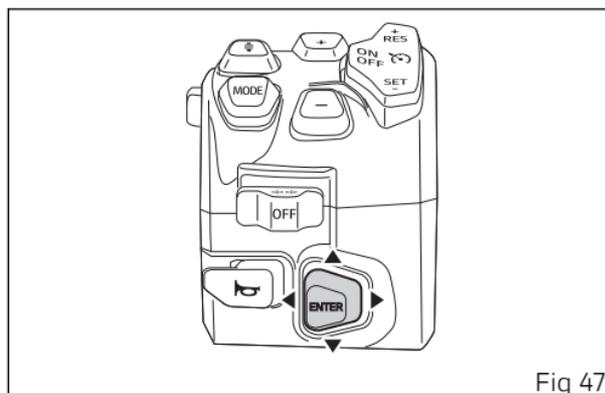


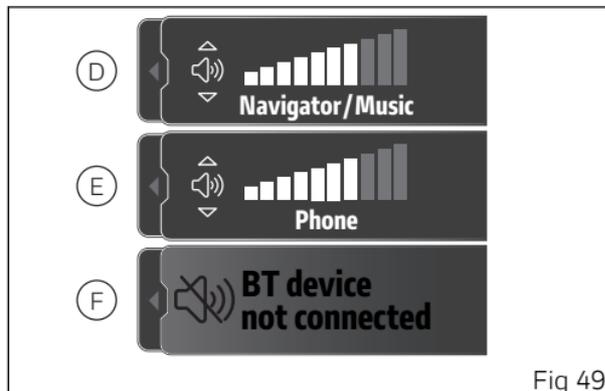
Fig 47

The relevant window (C) is displayed, the volume controls and the name of the device for which the adjustment is being made: “Navigator/Music” (D) or “Phone” (E) if there is a phone call in progress. To adjust the volume, use the joystick in the positions ▲ ▼ to increase and decrease. To confirm the set level and exit the volume control, press the joystick in the ENTER position, or hold it in position ◀ .

Quick recall of volume function

In addition to the “Volume” function in the Interactive Menu, you can activate the window for adjusting the volume (C) at any time by holding down the joystick in position ▶ .

In this case, if a smartphone and a headset (rider or passenger) are not connected, the warning “BT device not connected” is displayed (F).



While displaying the screen in Ducati Connect mirroring mode (see page 76), the volume control function can be activated only by holding down the joystick in position ► .

The volume control window is displayed in position (G) .

To confirm the set level and exit the volume control, press the joystick in the ENTER position, or hold it in position ◀ .

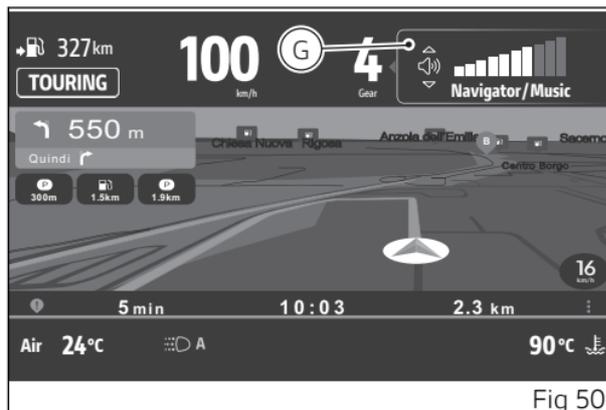


Fig 50

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
ACC	Adaptive Cruise Control
BSD	Blind Spot Detection
DQS	Ducati Quick Shift
DRL	Daytime Running Lamp
DSB	Dashboard
DSS	Ducati SkyHook System
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
FCW	Forward Collision Warning
GPS	Global Positioning System
HF	Hands Free
VHC	Vehicle Hold control

Warning symbols used in the manual

Several kinds of warnings are used as an alert of the possible hazards for you or other persons such as:

- Safety labels on the motorcycle;
- Safety messages preceded by a warning symbol and either WARNING or IMPORTANT.



Attention

Failure to comply with these instructions may put you at risk, and could lead to severe injury or even death of the rider or other persons.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Intended use

Attention

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

Attention

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

This motorcycle carries the rider and can carry a passenger.

Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 470 kg/1,036.18 lb.

Attention

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

Important

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

Rider's obligations

All riders must hold a valid licence.

Attention

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

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

Attention

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

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

Attention

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

Some states require vehicle insurance.

Attention

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

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

Attention

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

Attention

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

Attention

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

Rider's training

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



Attention

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

Apparel

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

Proper riding gear includes helmet, eye protection, gloves, boots, 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 under "Checks before riding" before each ride.

Attention

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

Attention

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

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

Important

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

Important

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

Attention

The passenger should always hold on to the grab handles.

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

Refuel outdoors with engine off.

Do not smoke or use open flames while refuelling. Be careful not to spill fuel on engine or exhaust pipe. Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess. When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Fuel label

Fuel identification label.

Attention

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

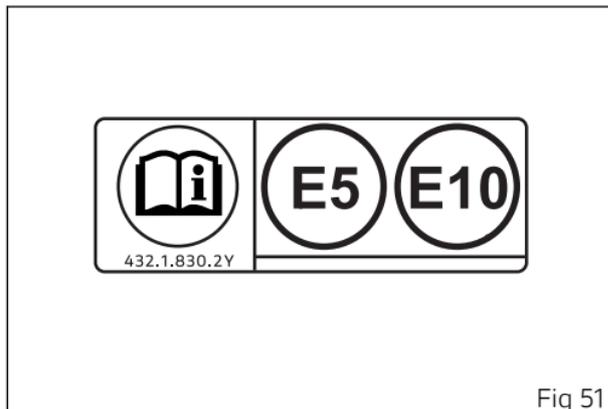


Fig 51

Attention

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

Attention

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

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding, carrying full load in full safety.

Even weight distribution is critical to preserving these safety features and avoiding trouble when performing sudden manoeuvres or riding on bumpy roads.

Attention

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

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

However, speed must be adjusted to the legal limits.

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

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

Important

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

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames.

Coolant (ethylene glycol) is irritant and poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.

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

Battery



Attention

The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Vehicle identification number



Note

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

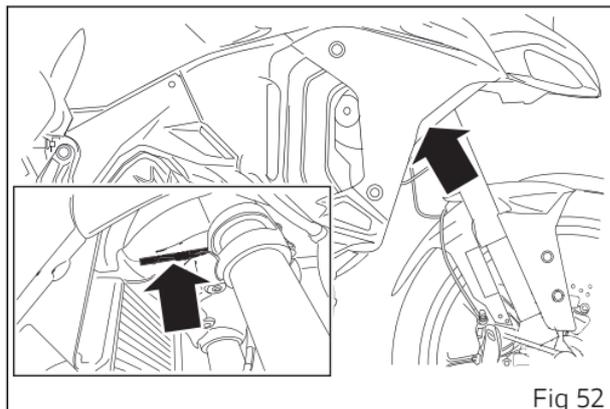


Fig 52

Engine identification number

Note

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

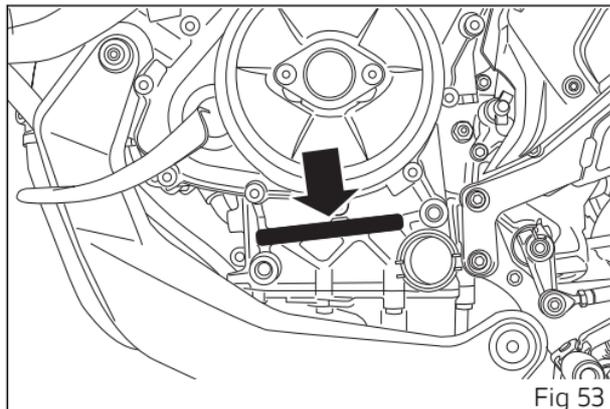


Fig 53

Equipment

The Multistrada V4 Pikes Peak is set as Radar configuration.

This configuration gives the Multistrada V4 Pikes Peak the personality perfect for you.

Radar

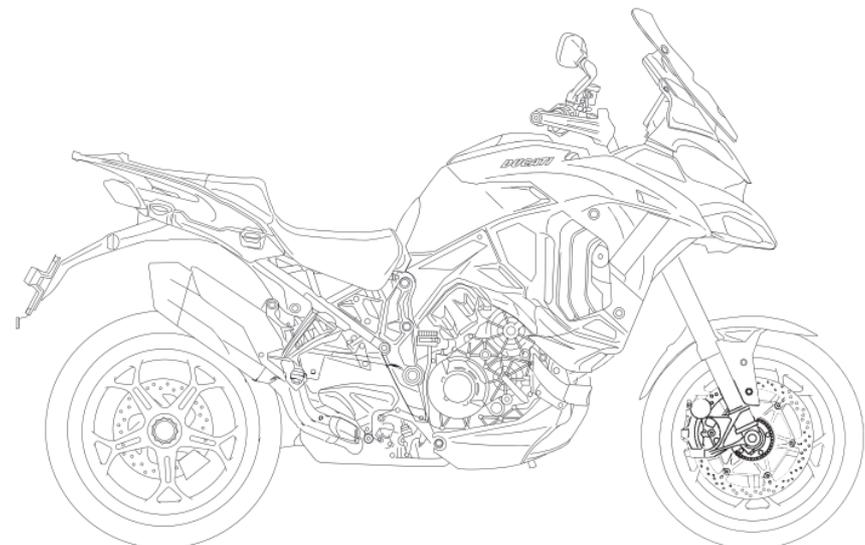


Fig 54

Main components and devices

Position on the vehicle

- 1) Windscreen
- 2) Coolant check
- 3) Clutch fluid reservoir
- 4) Front forks (electronically adjustable)
- 5) Front power socket
- 6) Front brake fluid reservoir
- 7) Rear-view mirrors
- 8) Side stand
- 9) Seat adjustment
- 10) Tool kit compartment and rear power socket
- 11) Seat lock
- 12) Central stand
- 13) Smartphone compartment and USB port (smartphone charging only)
- 14) Tank filler plug
- 15) Rear brake fluid reservoir
- 16) Engine oil check

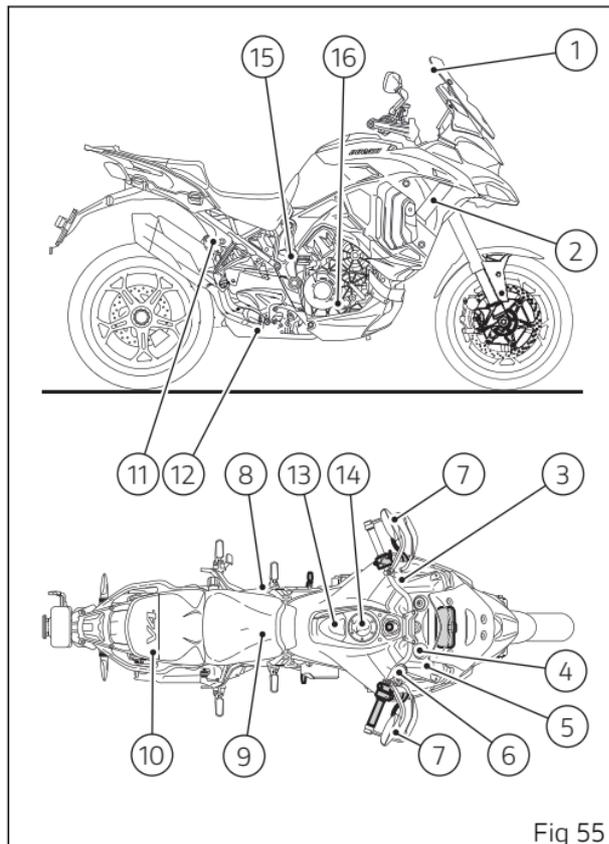


Fig 55

Tank filler plug

Opening

Lift flap (1) and insert the active or passive 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.

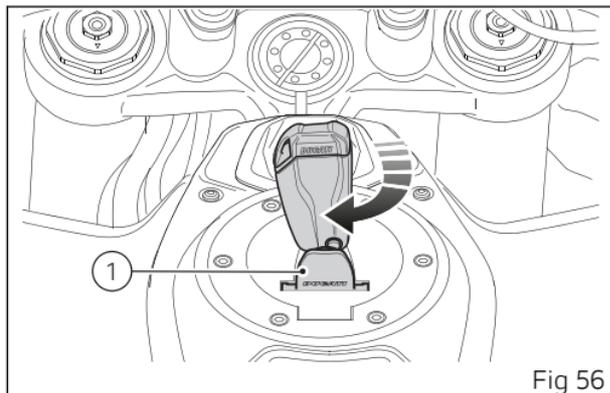


Fig 56

Note

Plug can only be closed when key is inserted.

Attention

After refuelling, always make sure that the plug is perfectly in place and closed.

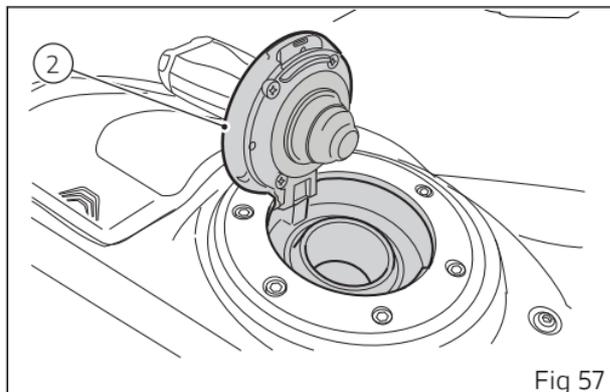


Fig 57

Fuel tank plug with electronic-controlled opening (if present)

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

Opening

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

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

Attention

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

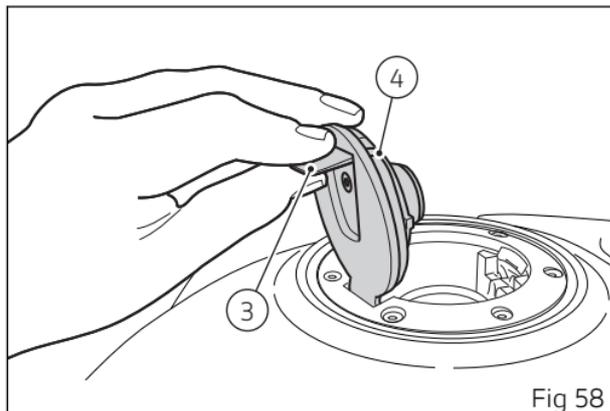


Fig 58

Information on the instrument panel

If the fuel tank plug with electronic-controlled opening has been installed on the motorbike, a yellow information icon is displayed on the instrument panel to indicate when the electronic plug is open:

- when activated, it is displayed for the first 5 seconds in the large format (A) on the main screen and (B) on the Ducati Connect screen;
- then it is displayed on the small format (C) main screen and (D) on the Ducati Connect screen.

If the instrument panel is turned on (key-on) while the plug is open, the icon will be active.

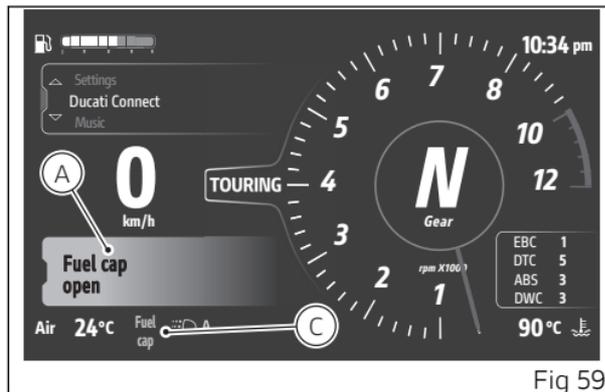


Fig 59

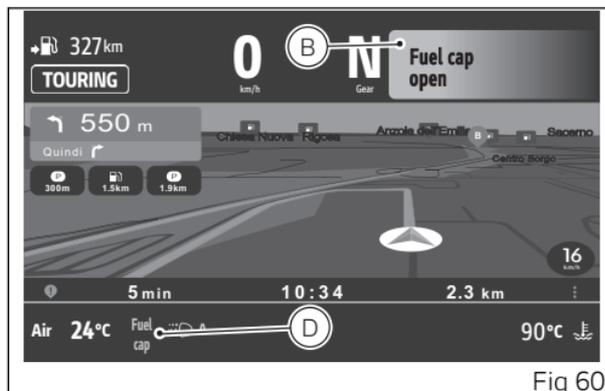


Fig 60

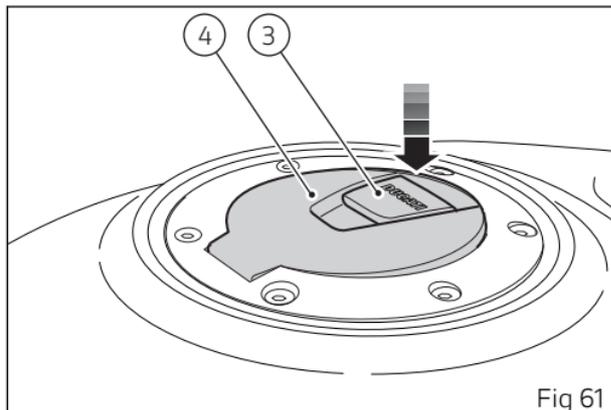
Closing

To close the electronic plug, use your fingers to push it fully home.



Attention

After refuelling, always make sure that the plug is perfectly in place and closed and that the icon on the instrument panel is off.



Seat lock

Important

The rider and passenger seats can be heated depending on the vehicle's configuration or installed as accessories.

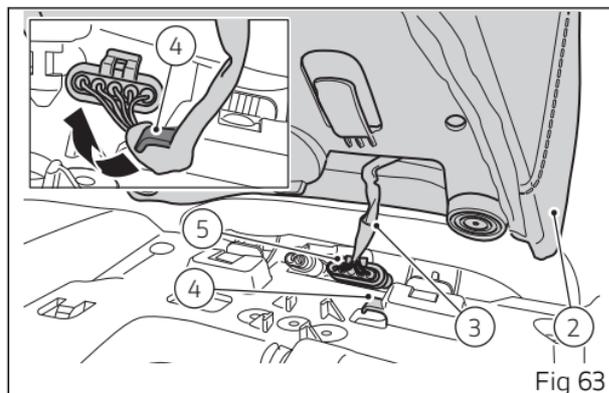
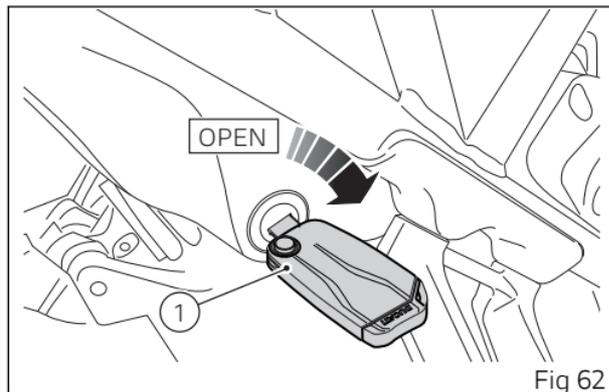
Working lock with key (1) you can remove the passenger seat, to reach the tool box, and the rider seat, to reach the battery and other devices.

Removing the seats

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

Carefully lift the passenger seat (2) at the rear.

If the heated passenger seat is installed in the vehicle, carefully disconnect the passenger seat heating connector (5) as described.



Attention

Lift the seat with extreme caution in order to avoid damaging the cable (3), before releasing it from the cable ring (4).

Release the cable (3) from the cable ring (4) towards the left side of the vehicle, and disconnect the passenger seat heating connector (5). Remove the passenger seat (2).

Disconnect the male connector (5) by lifting the flap (B) and pulling it out at the rear.

Slide the female connector (5a) out of the support slide (A) at the rear.

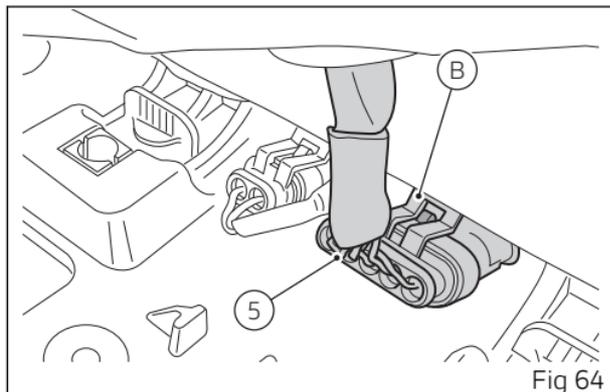


Fig 64

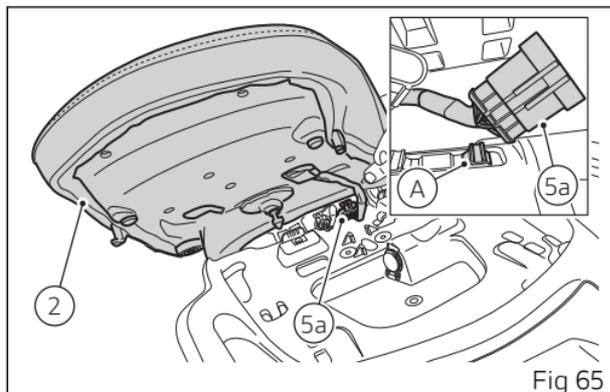


Fig 65

If the heated rider seat is installed in the vehicle, carefully disconnect the rider seat connector (7) as described.

Disconnect the male connector (7) by lifting the flap (C) and pulling it out at the rear.

Slide the female connector (7a) out of the support slide (D) at the rear.

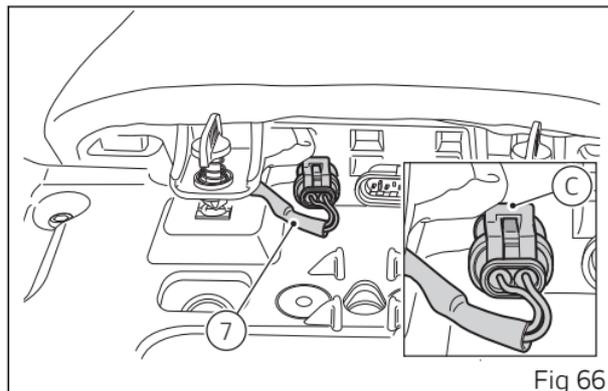


Fig 66

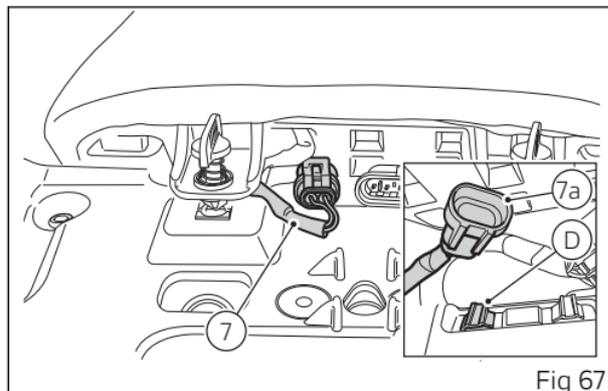


Fig 67

Turn the bayonet fittings (6) anticlockwise to release them carefully lift the rider seat (8).
Slide the rider's seat (8) to the rear.

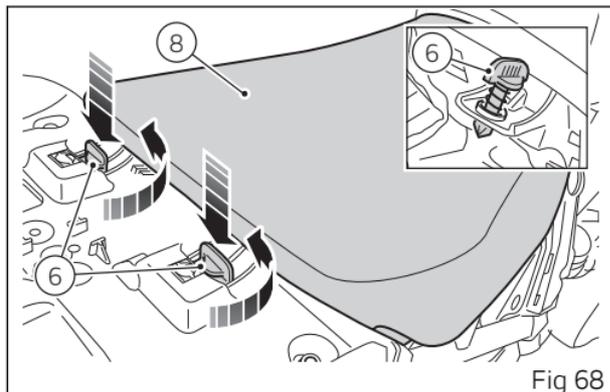


Fig 68

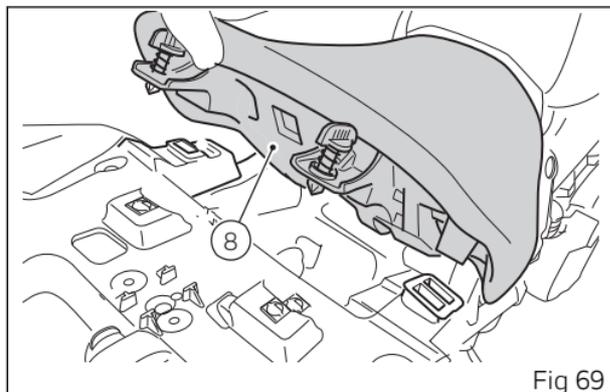
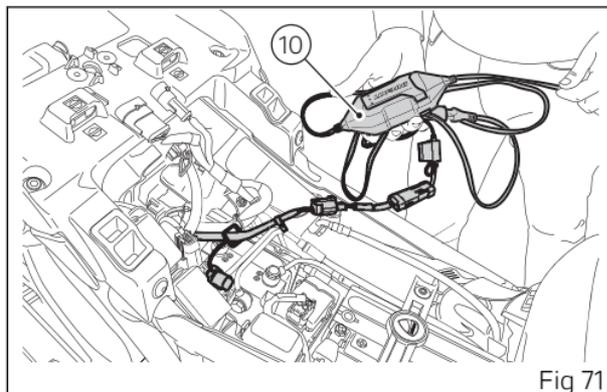
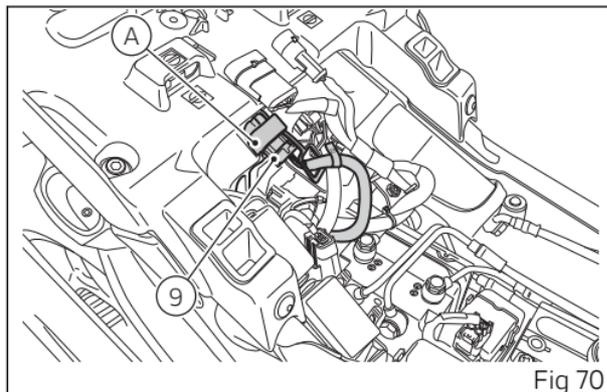


Fig 69

With the seats removed, the connector (9) for the battery maintainer is accessible.
To use it, remove it from the clamp (A) and connect it to the battery maintainer (10), as described in the “Maintaining the battery charge” sub-section.



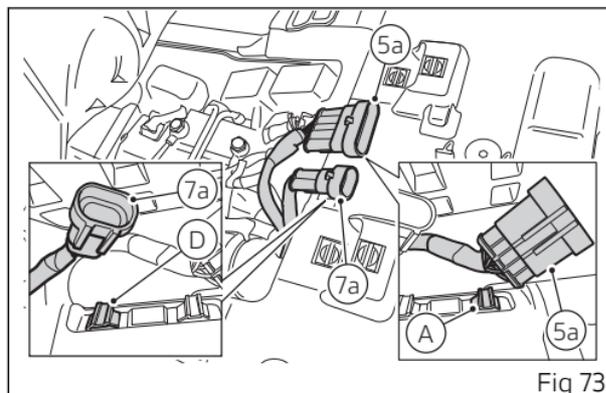
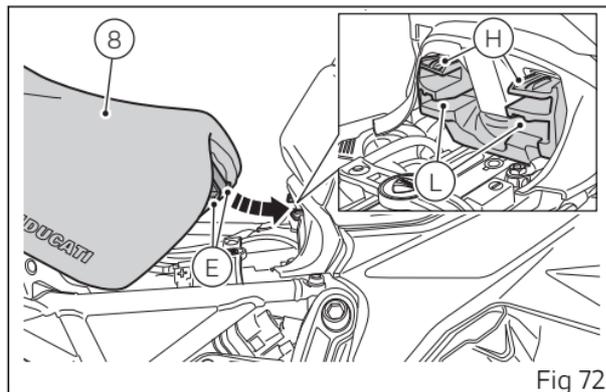
Refitting the seats and configurations

Refitting the rider seat

The rider seat (8) is adjustable in height. Insert the supports (E) of the seat (8) into their housings:

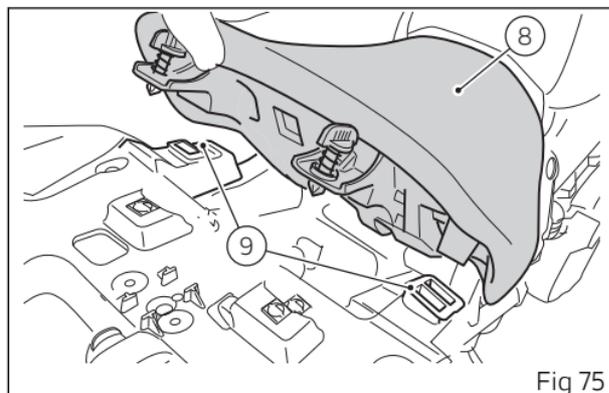
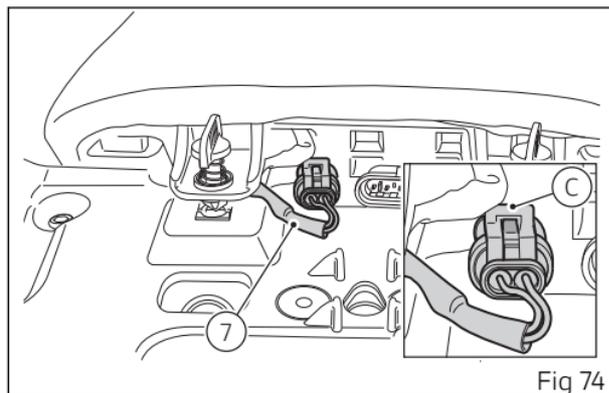
- 1) upper one (position H, high seat);
- 2) lower one (position L, low seat).

If heated seats are fitted to the vehicle, insert the female connections (7a) and (5a) into the relevant slides (A) and (D).



Connect the connector (7) until you feel the tab (C) lock.

Lower the rider seat (8) at the rear and check the correct positioning of the seat on the housings (9).

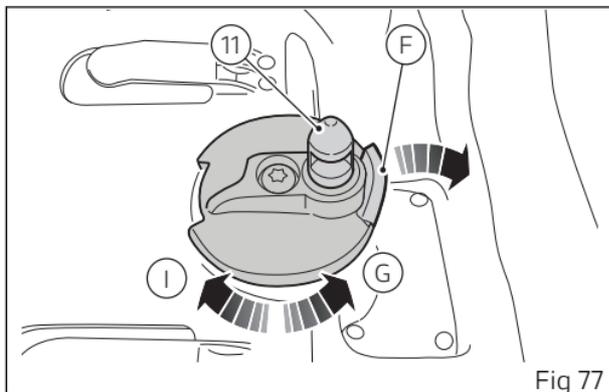
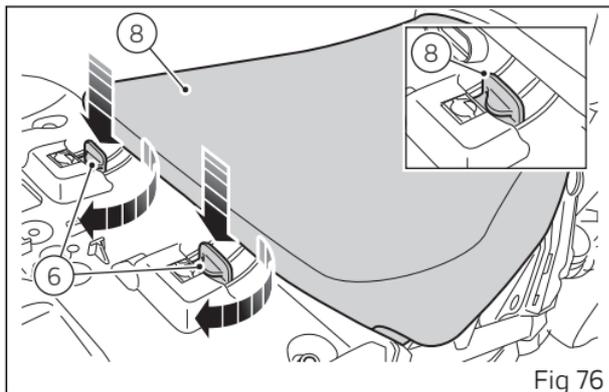


Press the bayonet fittings (6), turn them clockwise to tighten them.

Refitting the passenger seat

The passenger seat is adjustable lengthwise. Slightly move the latch (F) in the indicated direction (towards the front of the seat) and disengage the pin (11) of the passenger seat (2) by turning it and matching it with the position chosen for the rider seat:

- 1) G, pin facing the front end, seat forward;
- 2) I, pin facing the rear end, seat backward.



If the heated passenger seat (2) is installed on the vehicle, connect the connector (5) and position the cable (3) in the cable ring (4).

Take care to insert the tabs (12) on both sides of the seat, at the rear, into the following housings:

- 1) G, front for seat forward,
- 2) I, rear for seat backward,

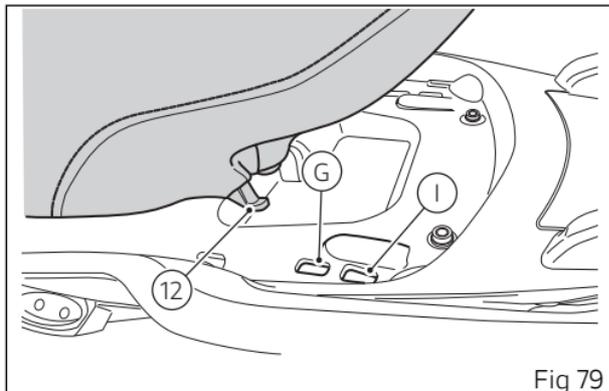
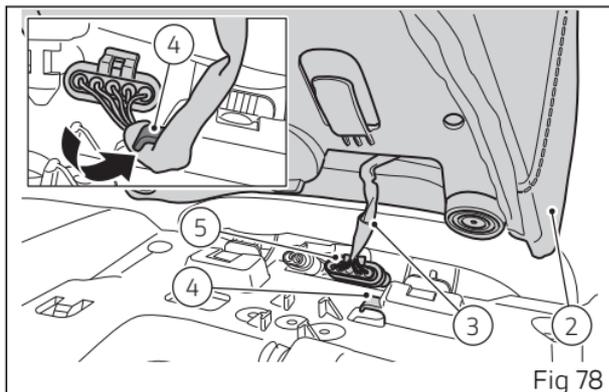
press down at the pin (11) to lock the passenger seat.

Attention

Make sure you hear the rear seat click into place and check that both seats are correctly fixed.

Note

For versions with heated seats, or if installed in the vehicle, see the sub-section "Heated seat" to operate them.



Heated seats

This function is only available if heated seat is installed on the motorcycle. For further information, see chapter "Heated handgrips and seats" (if present)

Side deflectors

The opening and closing of the inner fins of the side deflectors can be adjusted to control the air flow to the rider's legs while riding.

Inner fin closing

Press the fin (1) inwards at the "PUSH" writing and lower it until it locks in the closed position to reduce the air flow while riding.

Inner fin opening

Press the fin (1) inwards at the "PUSH" writing, the spring mechanism will automatically return the fin to the open position to increase the air flow while riding.

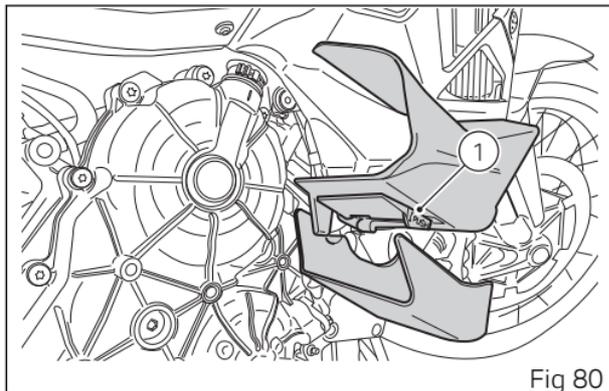


Fig 80

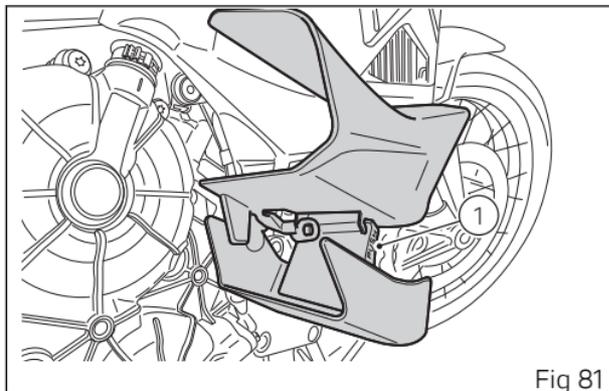


Fig 81

Maintaining the battery charge

Maintaining the battery charge

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

Remove the connector (9) from the clamp (A) and connect it to the battery charger (10).

Note

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

Important

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

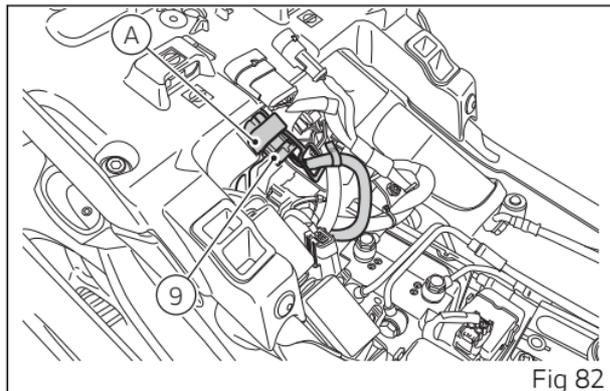


Fig 82

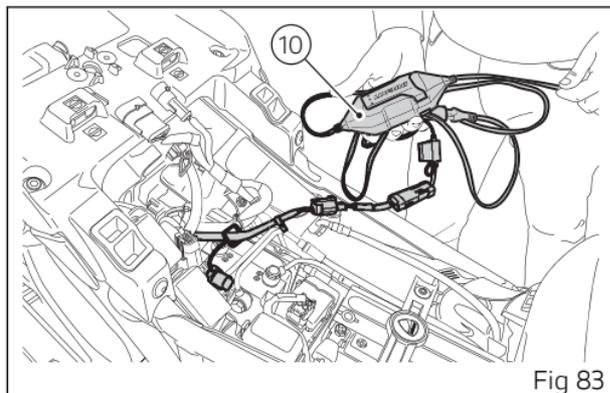


Fig 83

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.

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse (socket, 7.5A) located in the front fuse box.

This fuse protects against any line overloads:

- front power socket;
- rear power socket;

The maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)) is equal to 7.5A.

Connecting higher loads will blow the line fuse and it will be necessary to replace it with a new one having the same rating.

Important

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

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

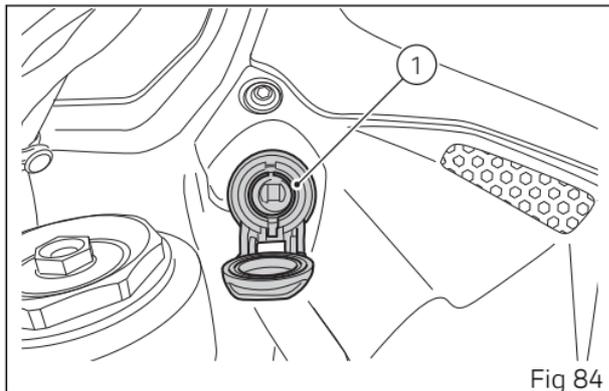


Fig 84

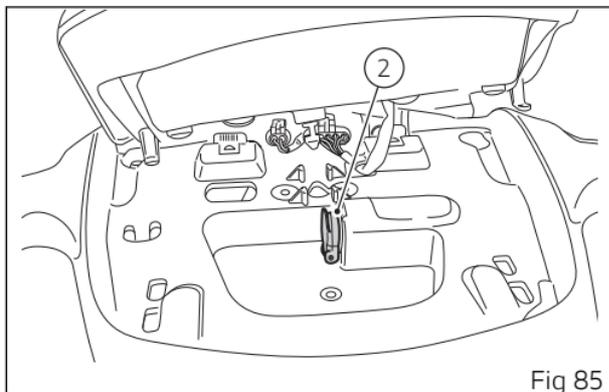


Fig 85

Side stand

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).

Important

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

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

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

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

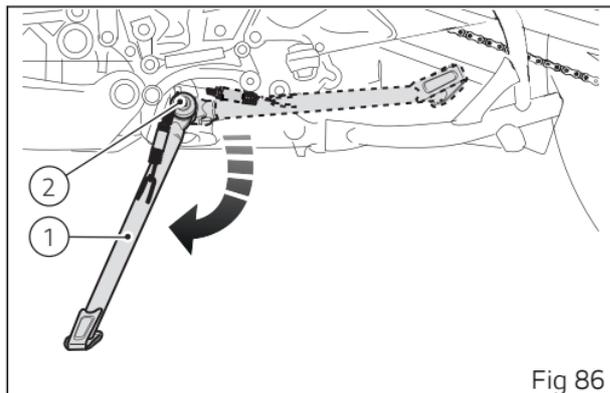


Fig 86

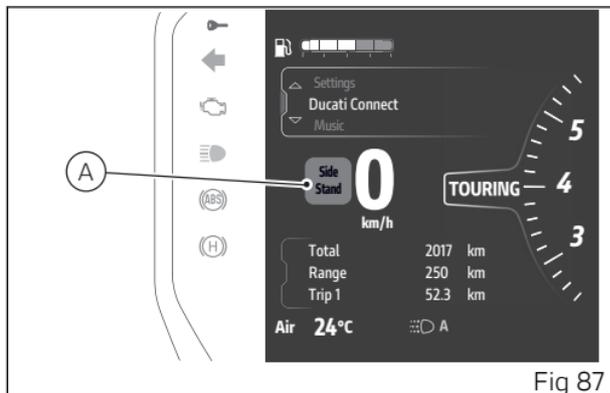


Fig 87

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

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

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.

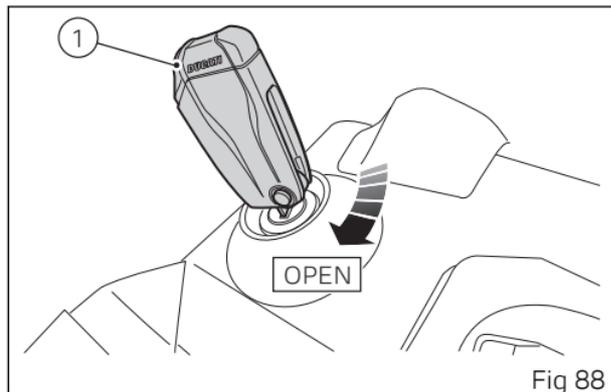


Fig 88

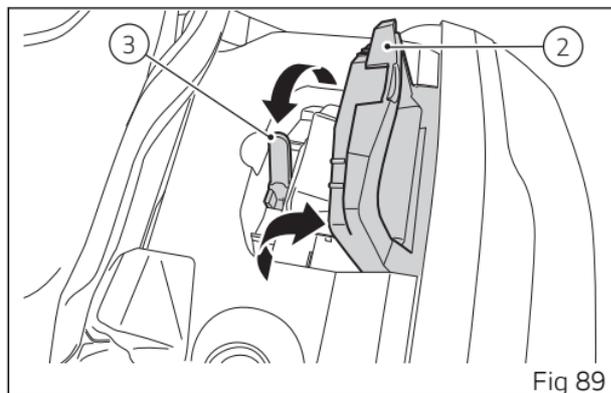


Fig 89

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).

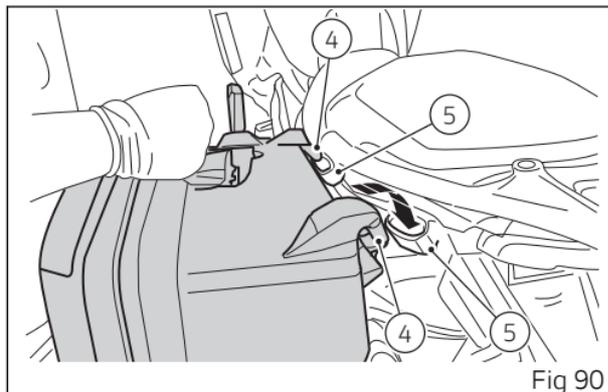


Fig 90

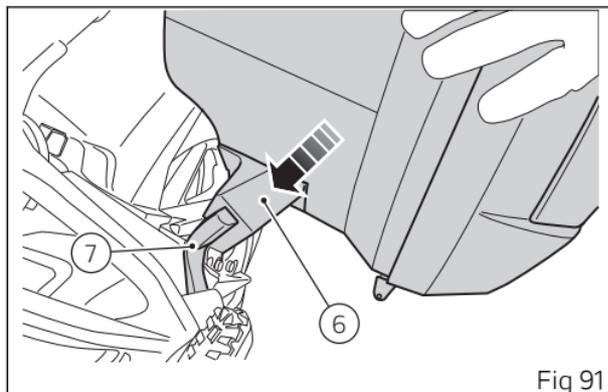


Fig 91

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.

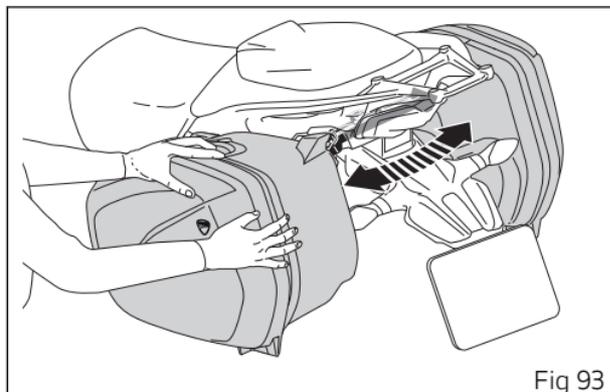
Repeat the same operation for assembling the other side bag.

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.



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.

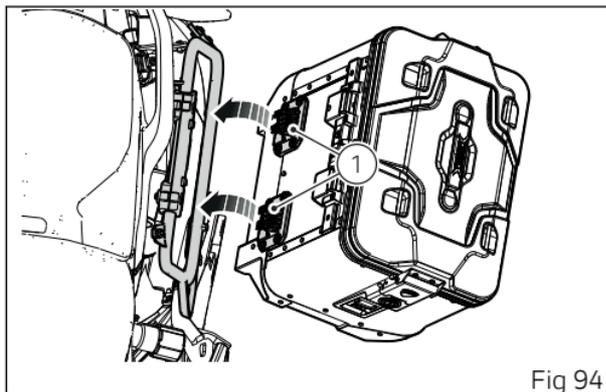


Fig 94

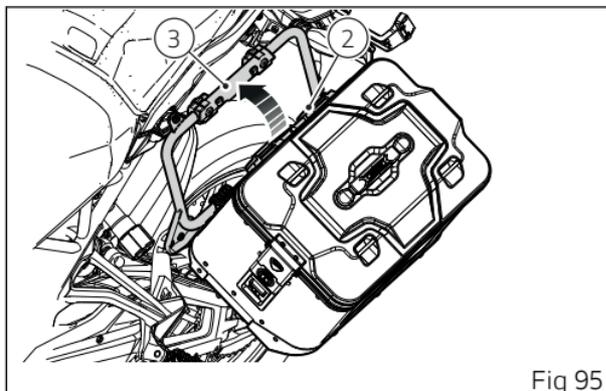


Fig 95

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.

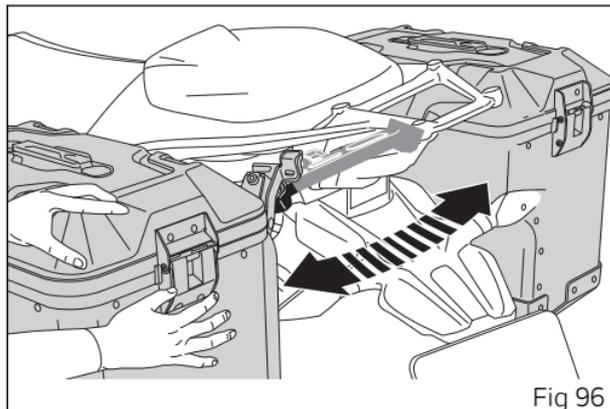


Fig 96

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".

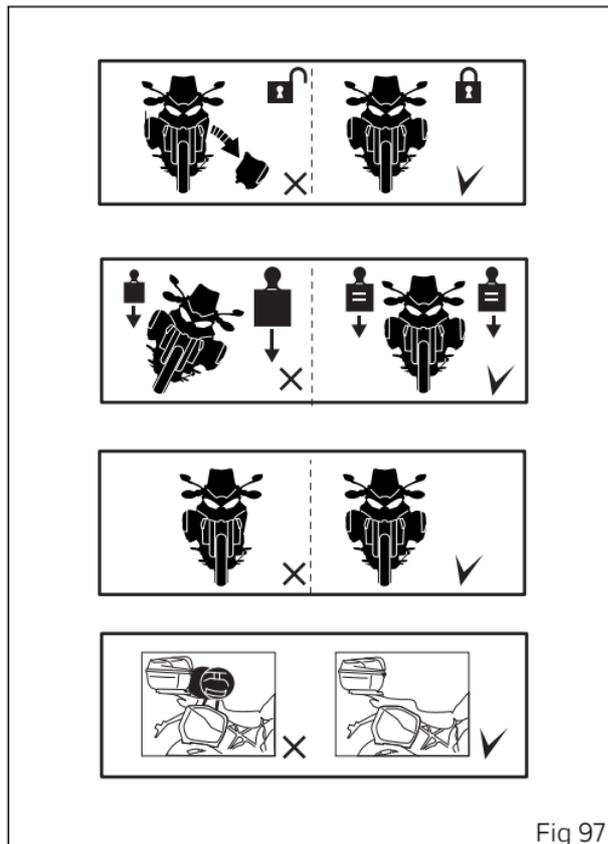


Fig 97

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.

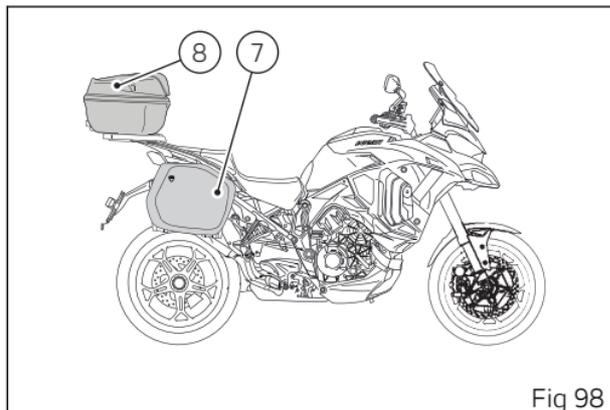


Fig 98

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

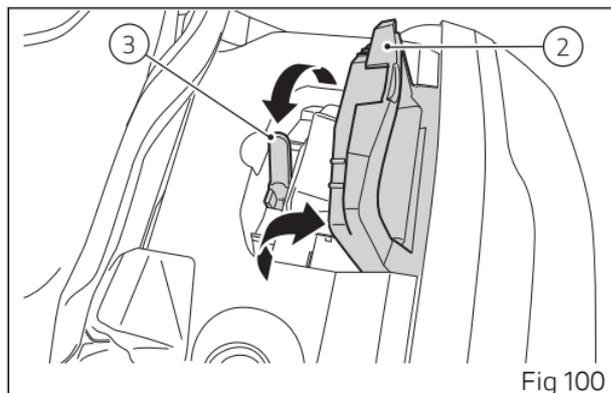
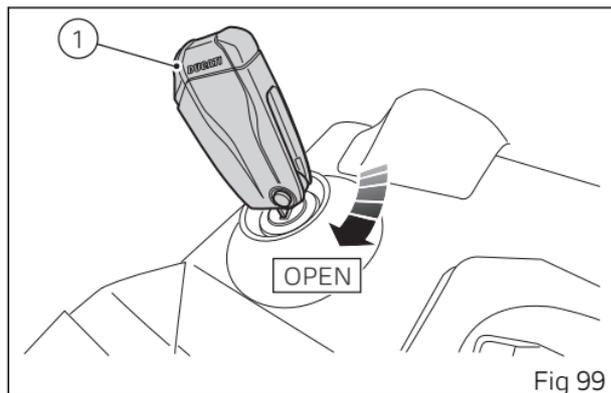
The side panniers must be removed when washing the bike.

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.

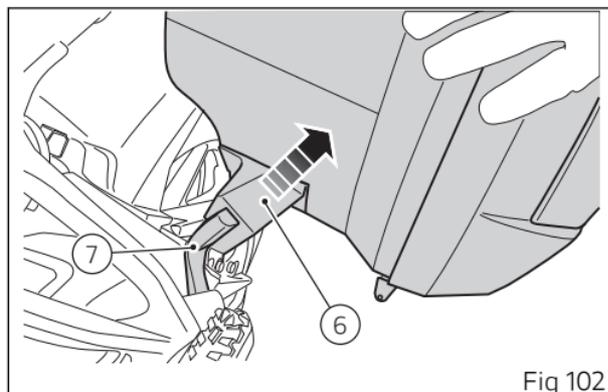
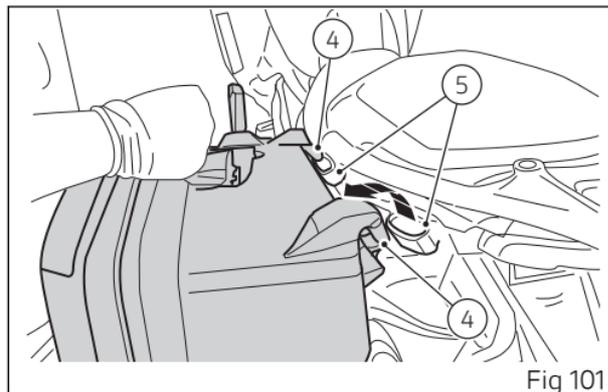


Holding it by the handle (2), pull the side bag (6) out of the housings (5) in hooks (4), first pulling out the rear and then the front, and from the lower support (7).

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.



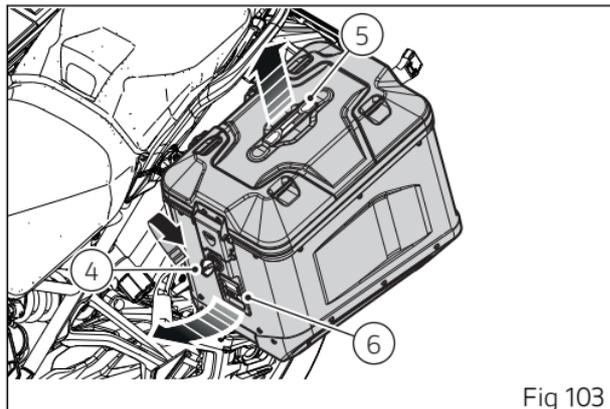
Removing the aluminium side panniers (if any)

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.



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.



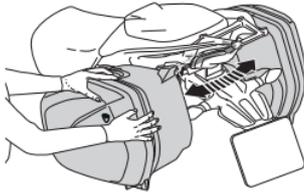
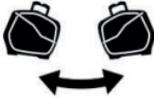
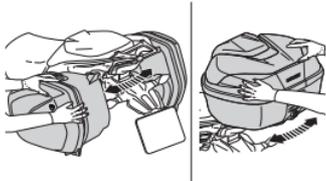
Note

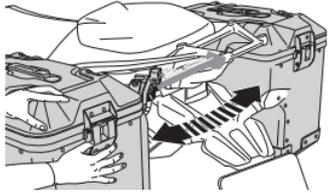
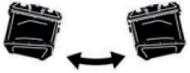
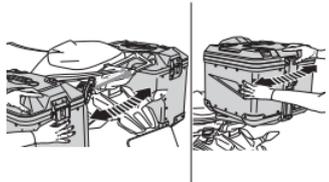
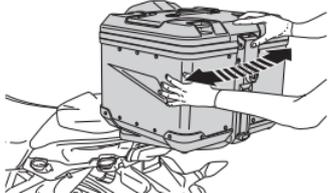
Another key factor for ride stability is the use of original OEM tyres and their pressure.

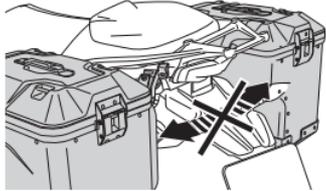


Important

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).

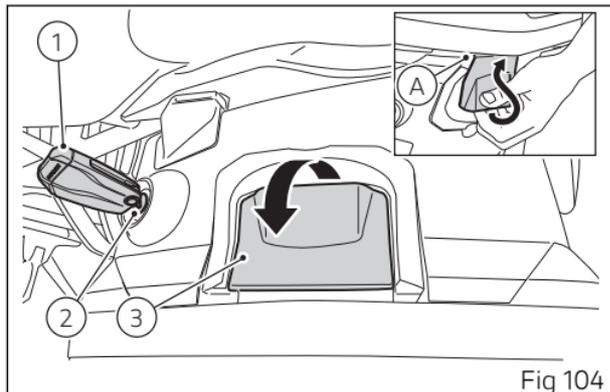


Fig 104

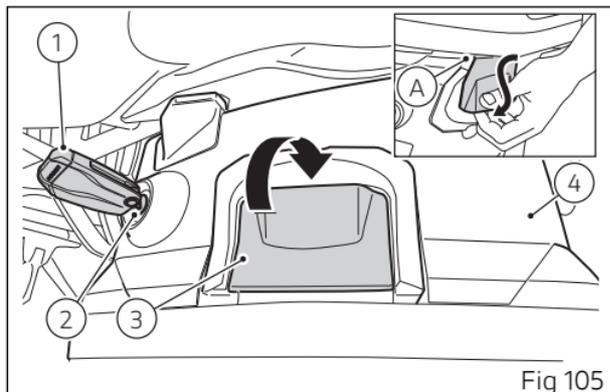
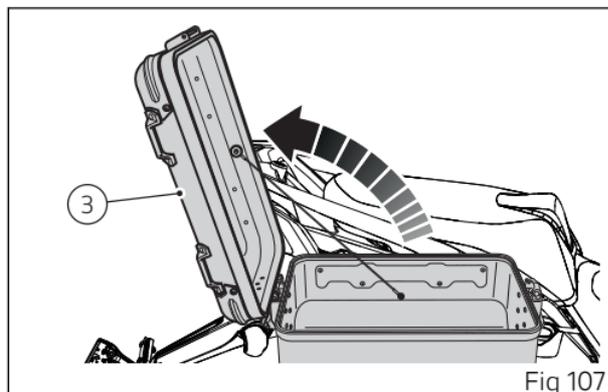
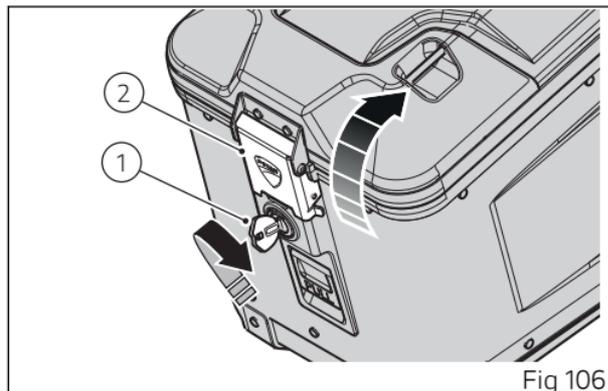


Fig 105

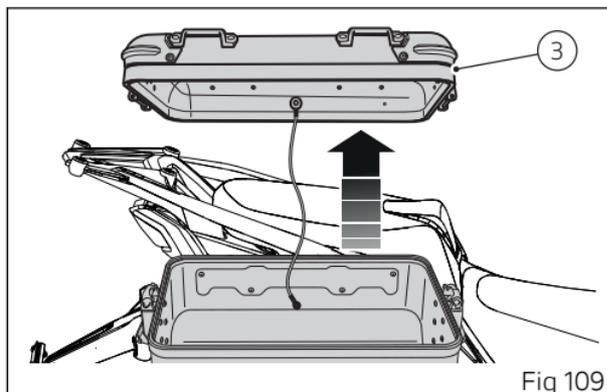
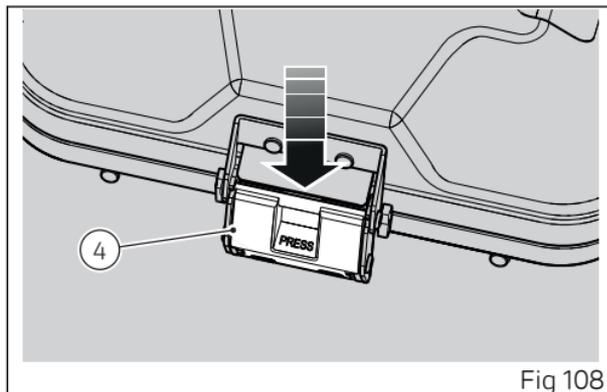
Using the aluminium side panniers (if any)

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).

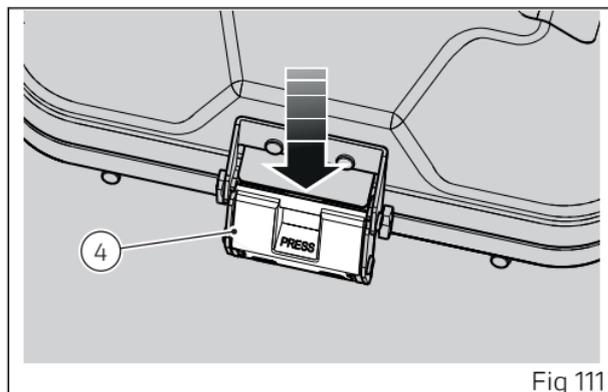
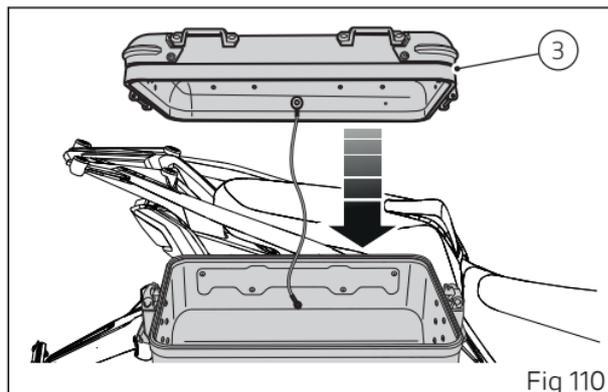


The cover (3) can be opened on both sides of the side pannier. After lifting the cover (3), press the lever (4) on the back of the side pannier, the cover (3) can be opened as shown in the figure.

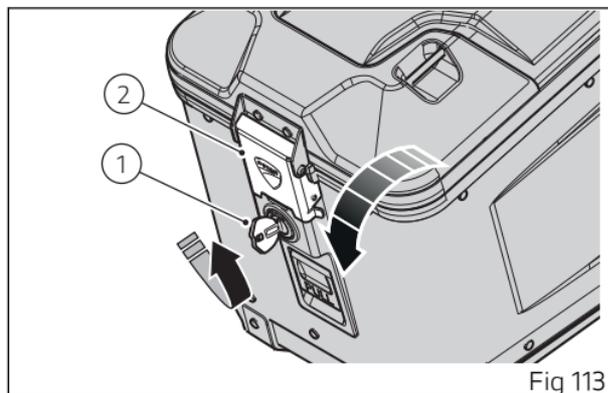
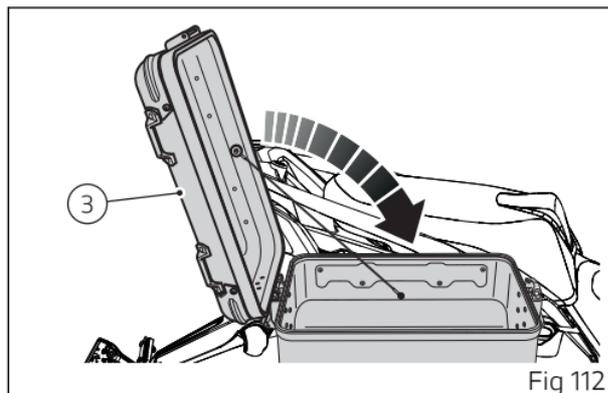


Closing

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 (1) is located in the smartphone compartment, on the tank, and is protected by a cover (2) which can be opened by pressing pictogram (3).

Attention

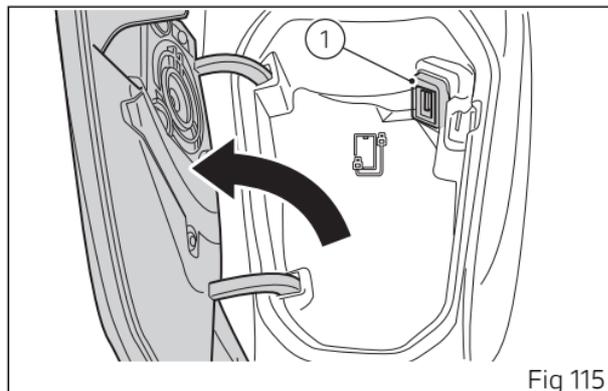
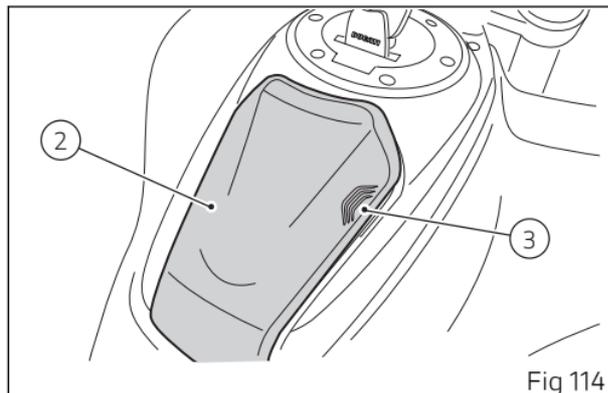
The smartphone compartment, although provided with a sealing gasket, is not hermetically sealed.

Important

The USB port is for smartphone charging only.

Important

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



Adjusting the instrument panel

To adjust instrument panel tilt, turn knob (1, Fig 116). There are three possible positions.



Attention

Adjusting instrument panel position while riding could cause an accident. Adjust it only with motorcycle at a standstill.

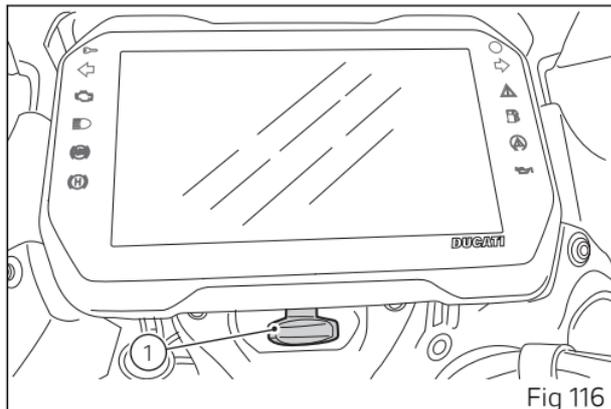


Fig 116

Adjusting windscreen height

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



Attention

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

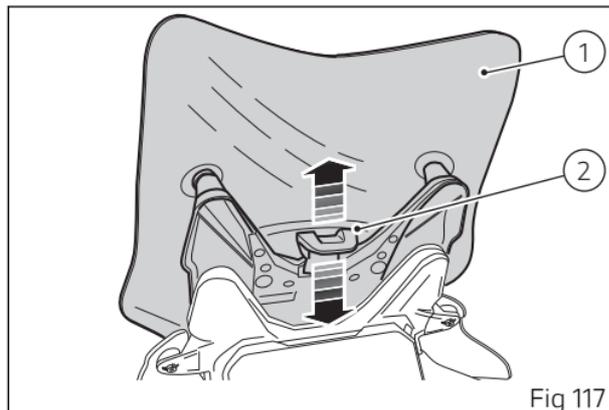


Fig 117

Adjusting the front fork

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

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

For adjustment instructions and further details on the operating principle of the fork and the electronic suspension system, please refer to "Suspension Mode and Preload".

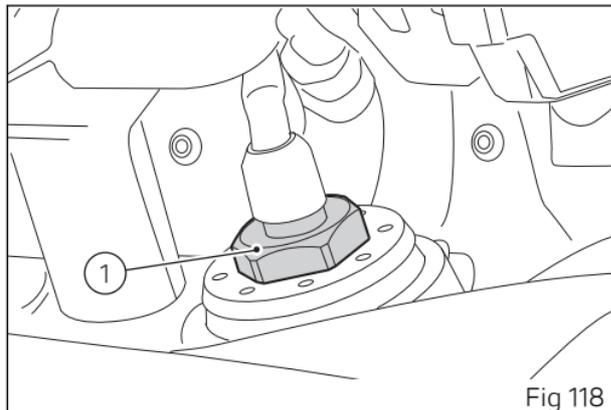
Turn the hexagon (1) with a hexagon wrench, to adjust the preload according to the indicated parameters.

Spring preload initial setting:

- spring preload: + 5 turns from fully unloaded;
- preload range: 5÷20 mm (0.19÷0.79 in), (1 mm (0.04 in) of preload per turn).

Attention

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



Adjusting the rear shock absorber

The rear shock absorber (1) can be adjusted via the instrument panel, allowing the motorcycle's setting to be adapted to the load conditions.

For adjustment instructions and further details on the operating principle of the rear shock absorber and the electronic suspension system, please refer to "Suspension Mode and Preload".

If you intend to carry a passenger and luggage, you must adjust the vehicle's setting following the instructions in the "Preload" chapter.

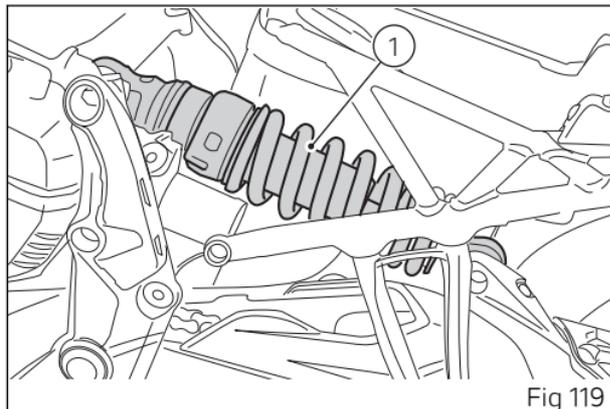
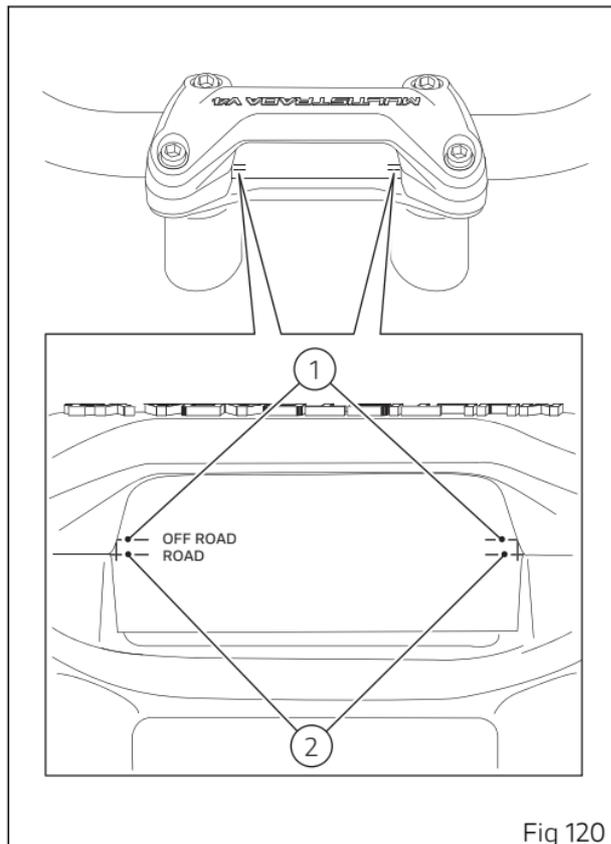


Fig 119

Handlebar adjustment

Handlebar features an adjustment to customise rider's position according to riding conditions. The double adjustment can be in "OFF-ROAD" (1) or "ROAD" (2) configuration.

Have the handlebar adjusted at a Ducati Dealer or Authorised Service Centre.



Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions.

The rider can use the instrument panel and set several profiles that can be customised and the corresponding preload, or set the "Autolevelling" mode.

Refer to sub-sections "Preload" (page 214) and "Settings - Riding Mode - Preload" (page 276) on how to adjust the setup through the instrument panel.

Controls

Position of motorcycle controls



Attention

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

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

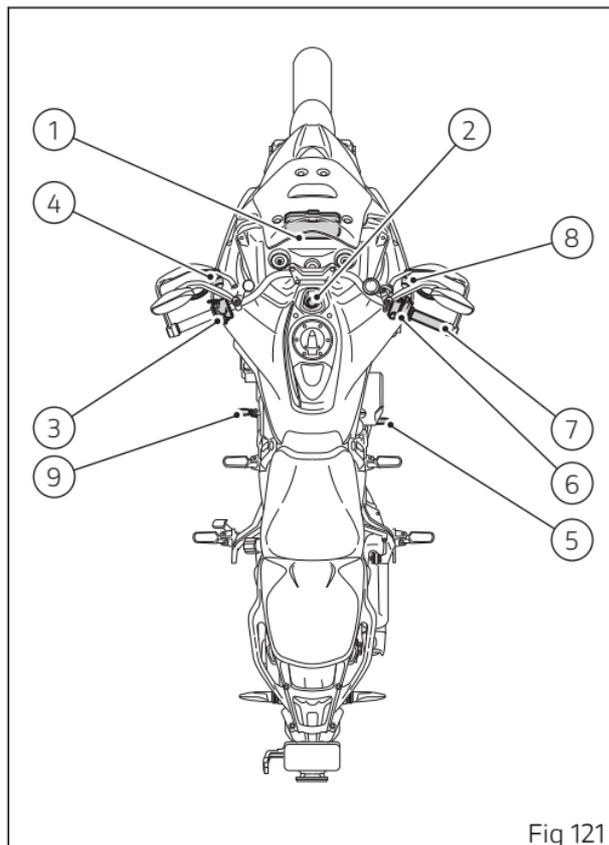


Fig 121

Switchgears

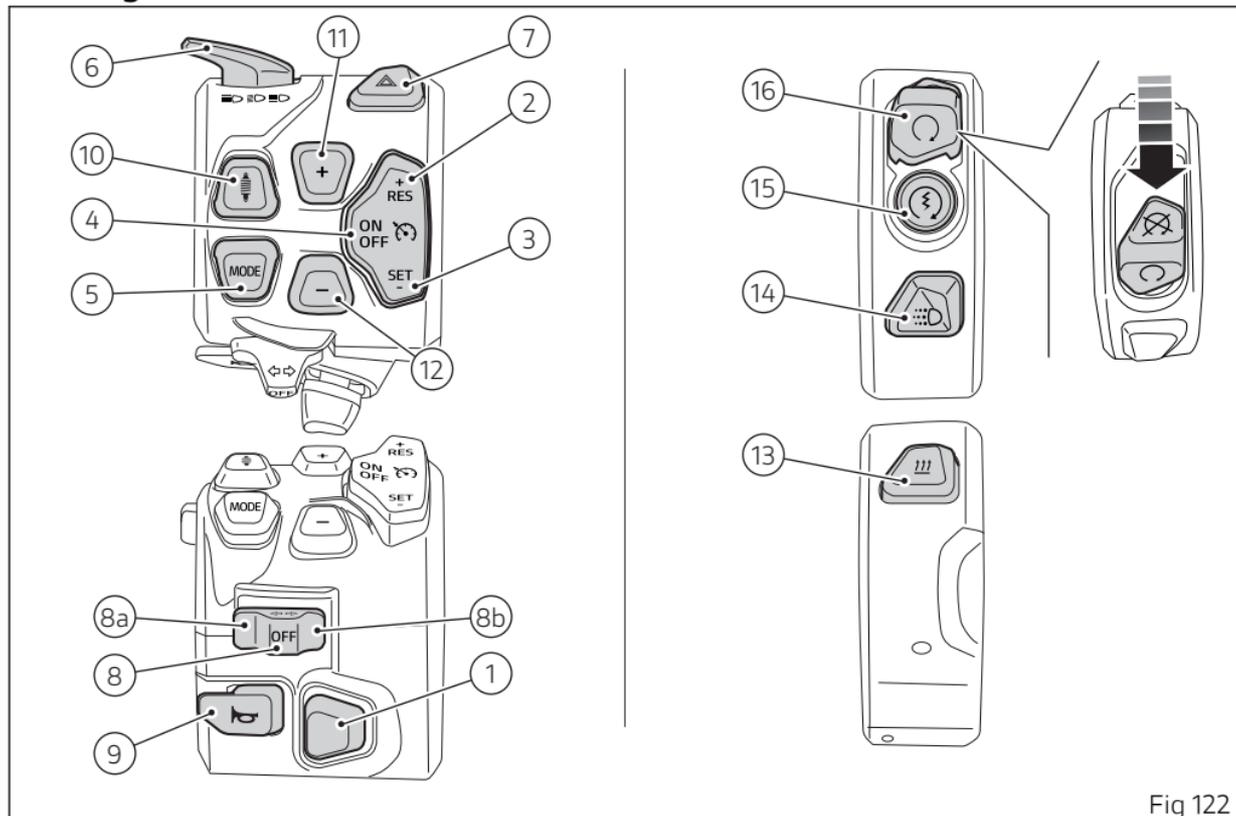


Fig 122
149

1		<p>A joystick, whose positions are:</p> <ul style="list-style-type: none"> • ▲ up • ▼ down • ◀ left • ▶ right • ENTER (by pressing the central part of the joystick)
2	+ RES	Cruise control RES/+
3	SET -	Cruise control SET/-
4	ON OFF	Cruise control ON/OFF
5	MODE	Riding Mode
6		<p>Light selector:</p> <ul style="list-style-type: none"> • high beam, pushed up • low beam, at the centre • high-beam flasher and "Start/Stop Lap" function, pushed down
7		Hazard lights (red)
8	 OFF	<p>3-position turn indicator control:</p> <ul style="list-style-type: none"> • position (8a), left turn indicator • centre position, OFF • position (8b), right turn indicator

9		Warning horn
10		Preload
11		Adaptive Cruise Control + (if any)
12		Adaptive Cruise Control - (if any)
13		Heated handgrips (if present) and/or rider seat (if present)
14		DRL (if present)
15		Engine start
16		Engine kill, pushed down (red)

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" (page 284), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

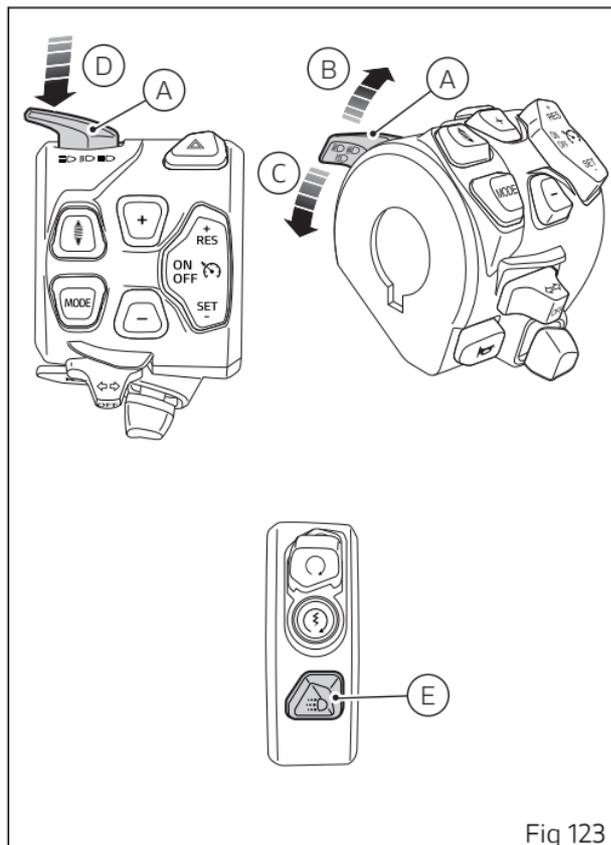


Fig 123

- 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 lights are in this mode, as set through the "DRL" function within the "Settings" menu (page

284) 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 signals" function in the "Settings" menu (page 316), 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.

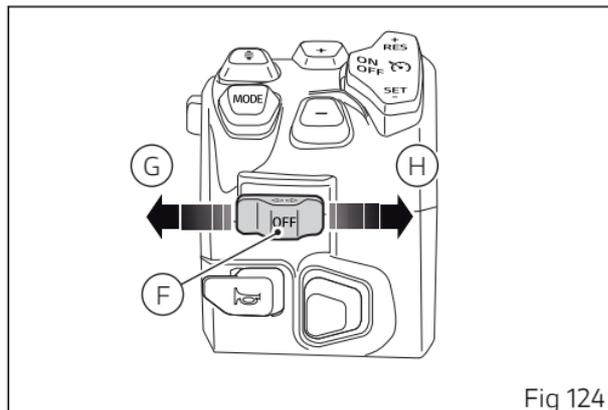


Fig 124



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.

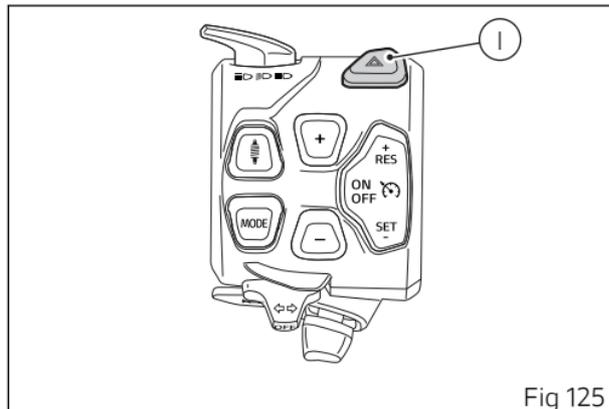


Fig 125

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 "Coming home light" in the Settings menu (page 285).

""Hands free"" system"

The Hands free system consists of:

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

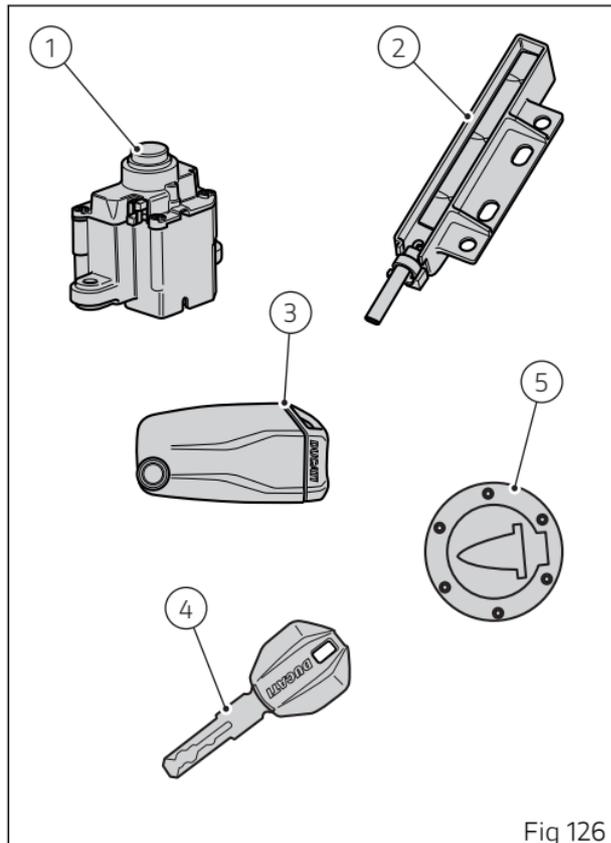


Fig 126



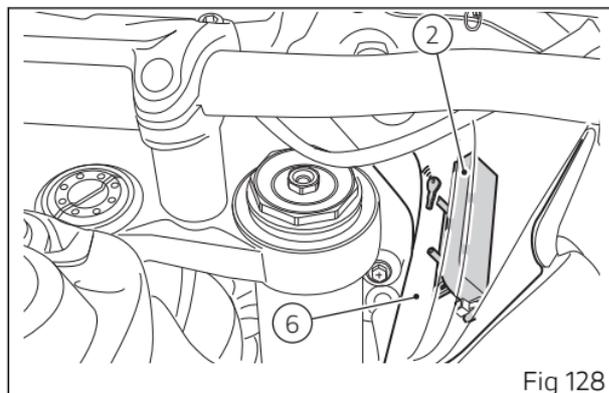
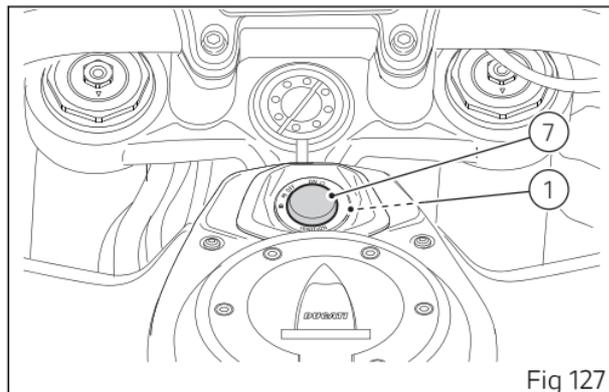
Attention

Conditions affecting the correct operation of the Hands Free system.

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

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

- 1) Hands free unit (1);
- 2) button (7);
- 3) antenna (2), under panel (6) at the "key" pictogram.



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

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

Key-On is done using button (7) on the Hands free unit (1).

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

Key-Off is done by shortly pressing button (7) (for approx. 0.5 seconds) on the Hands free unit.

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

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

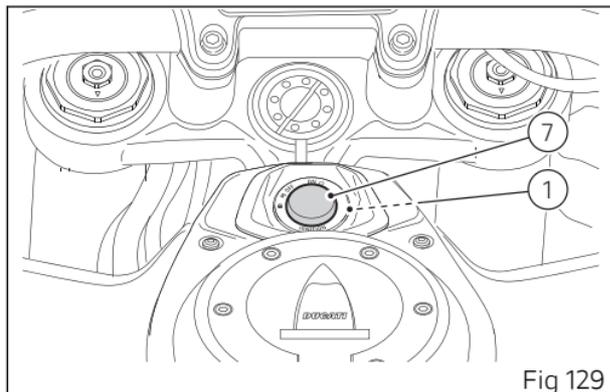


Fig 129

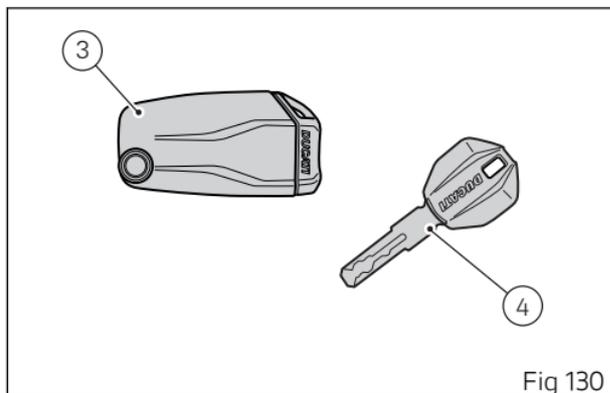


Fig 130

⚠ Attention

The passive key (4) has a range of a few cm (in), therefore it must be positioned close to the right-hand panel (6), at the pictogram, where antenna (2) is located.

⚠ Important

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

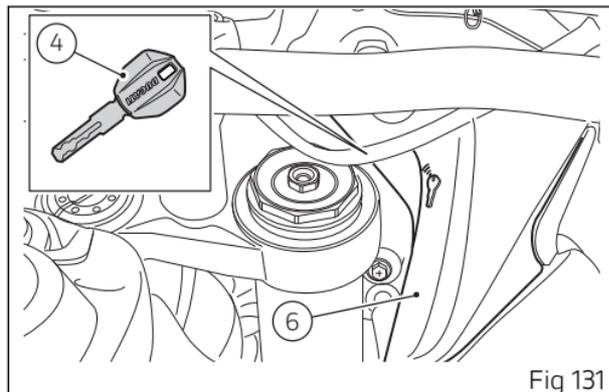


Fig 131

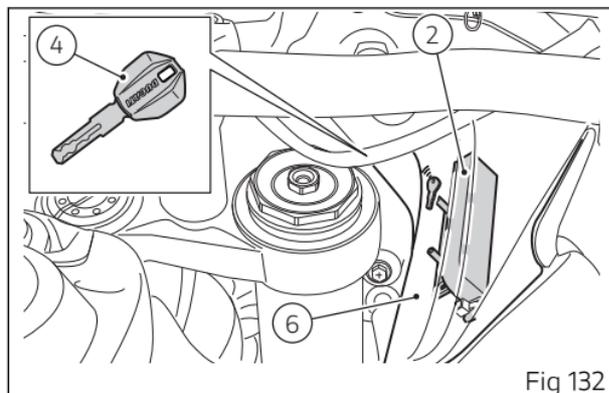


Fig 132

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

 **Note**

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

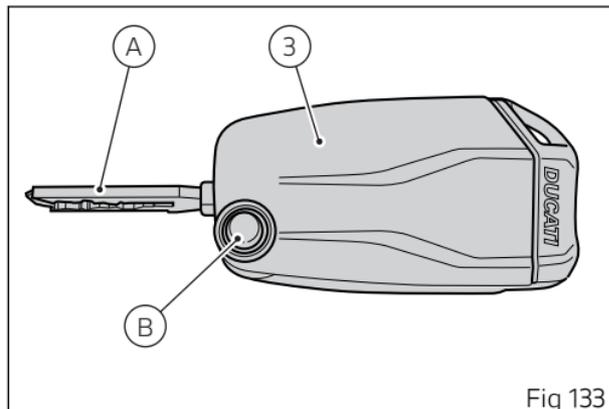


Fig 133

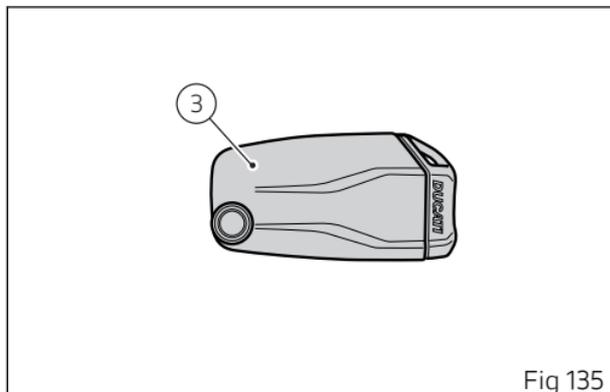
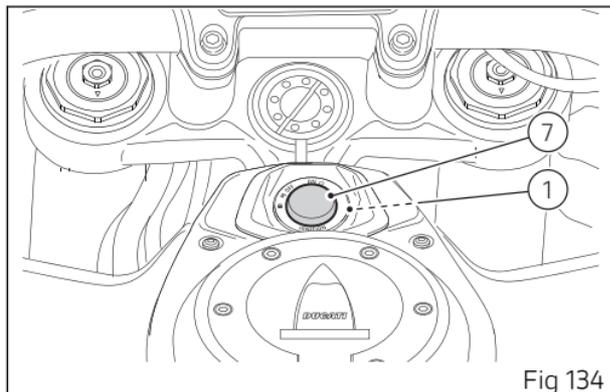
Key-On/Key-Off using the button on the Hands free unit with the active key

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

 **Note**

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

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



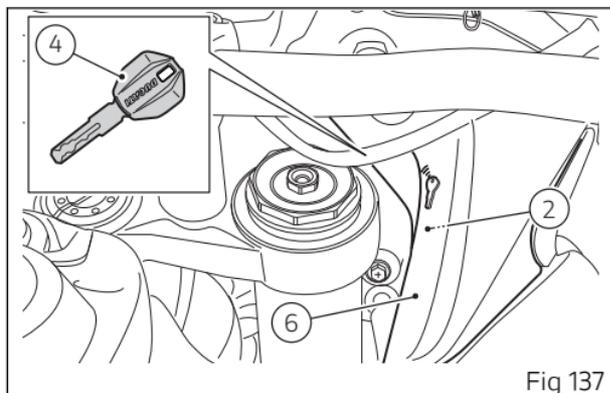
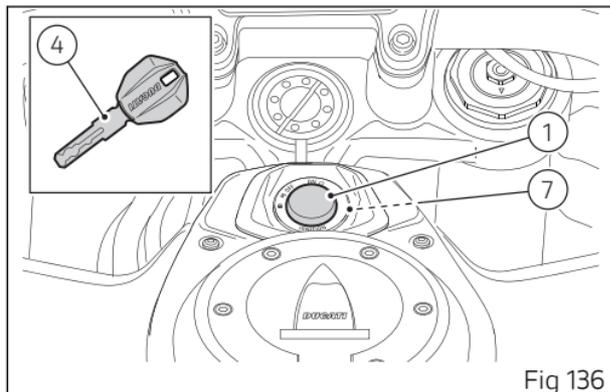
Key-On/Key-Off using the button on the Hands free unit with the passive key

The key-on is obtained by pressing button (7) on the Hands free unit and holding the passive key (4) near the antenna (2) on the internal right side of the headlight fairing, close to the pictogram on the instrument panel (6).

Note

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

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



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

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

Key-Off can be performed by pressing button (7) on the Hands free unit (1).

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Inserting the pin code automatically unlocks the steering lock, if it is engaged, and then performs the key-on by enabling the start.

Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

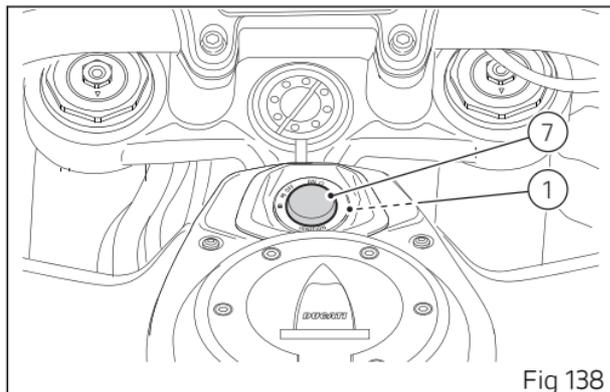


Fig 138

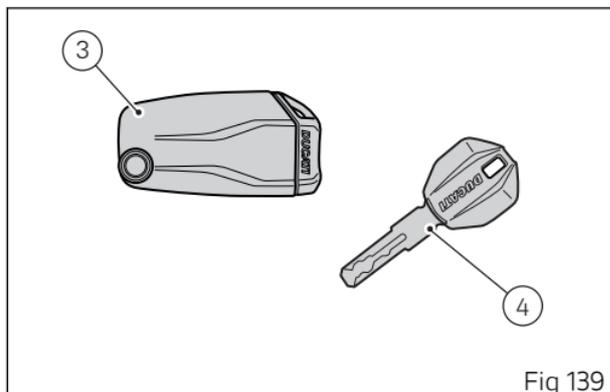


Fig 139

Entering PIN CODE function for overriding purposes

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

To activate the function, press the Hands Free button (7).

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

Important

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

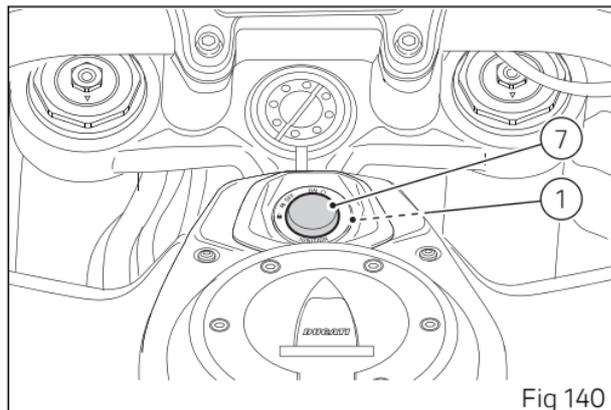


Fig 140

Keys

The Owner receives a set of keys comprising:

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

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

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

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

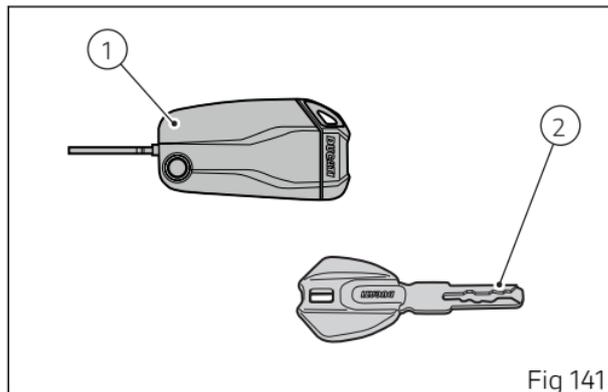


Fig 141

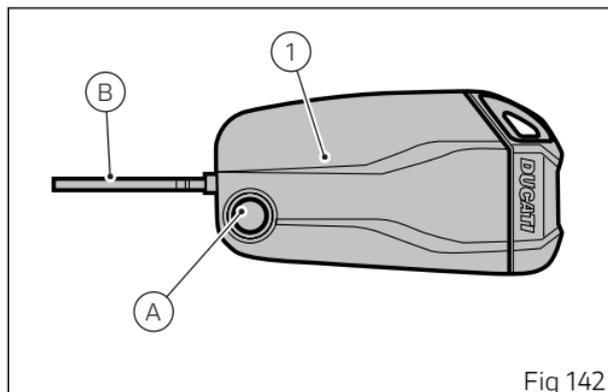


Fig 142

Replacing the battery

Attention

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

Attention

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

Attention

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

Attention

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

Note

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

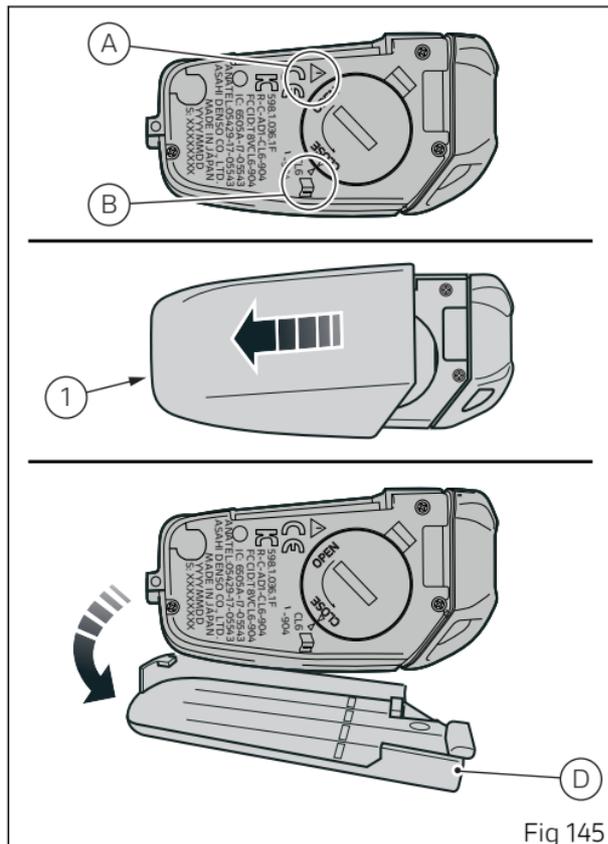


Fig 145

Removing the key shell

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

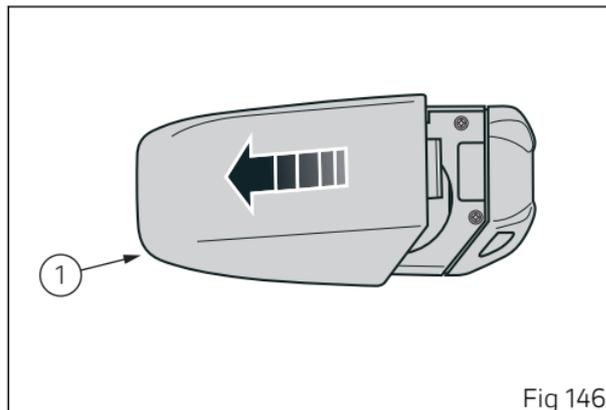


Fig 146

Removing the battery

Attention

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

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

Remove battery (3) and install a new one.

Attention

Do not swallow the battery, danger of chemical burn.

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

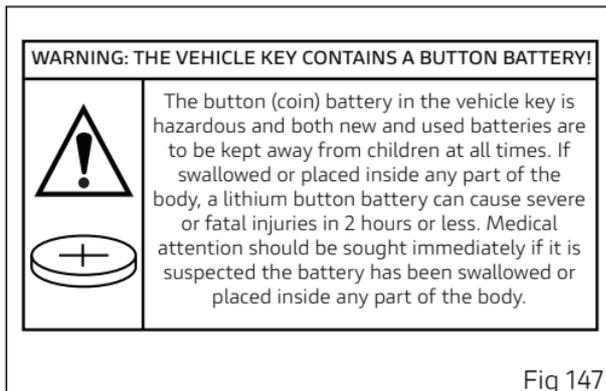
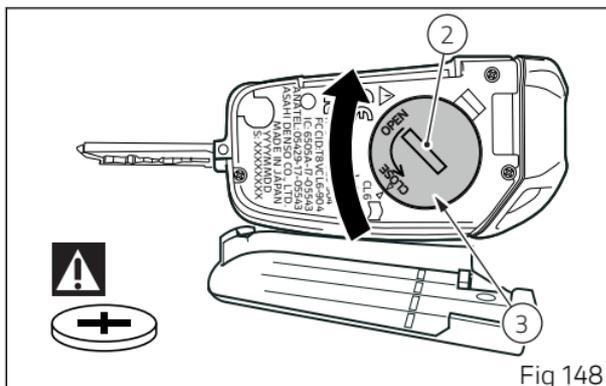


Fig 147



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

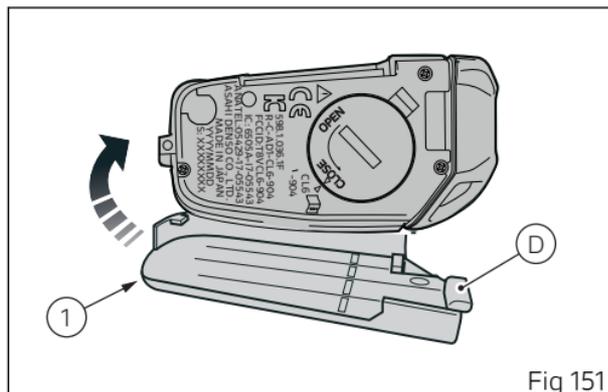


Fig 151

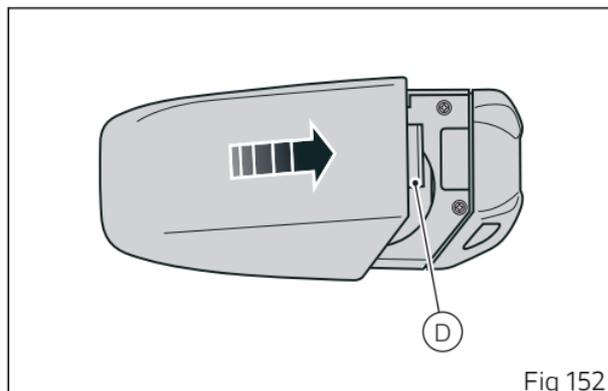


Fig 152

Immobilizer system

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

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

Duplicate keys

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.

The Ducati authorised service centre will program all new and old keys.

The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.

The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.

If the PIN code was activated via the "PIN Code" function in the "Settings" menu (page 289), the instrument panel displays "PIN Code" with four spaces allowing the rider to enter the digits of the PIN code.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

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

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

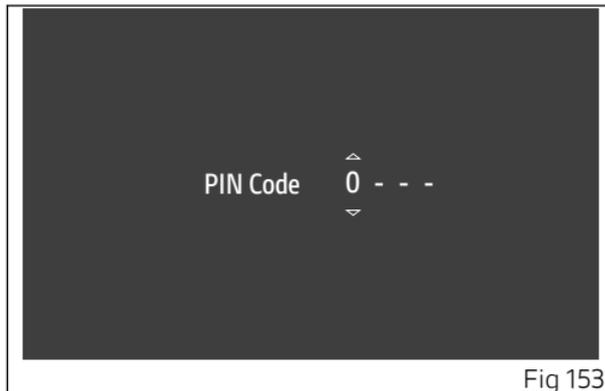


Fig 153

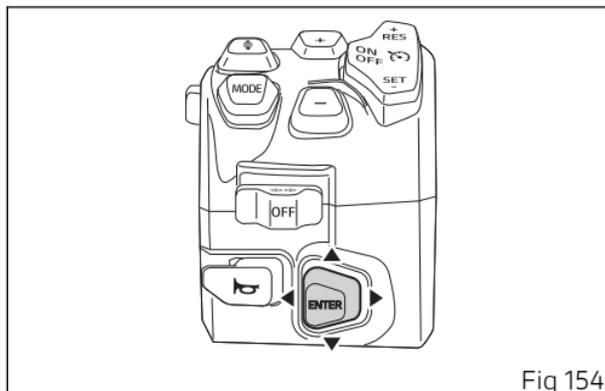


Fig 154

- 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 standard screen.



Important

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

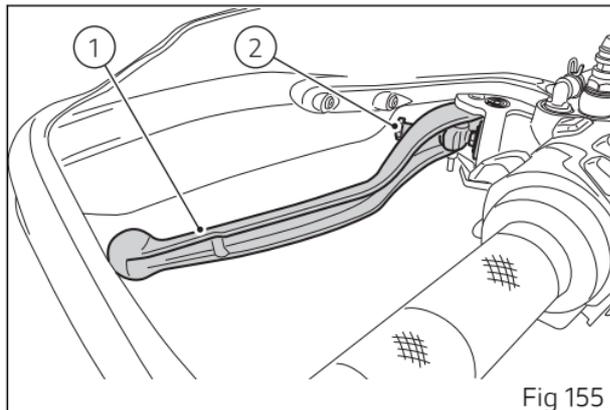
Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar.

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

Working from the front of the bike, turn clockwise to increase lever distance from the twistgrip. 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.

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).

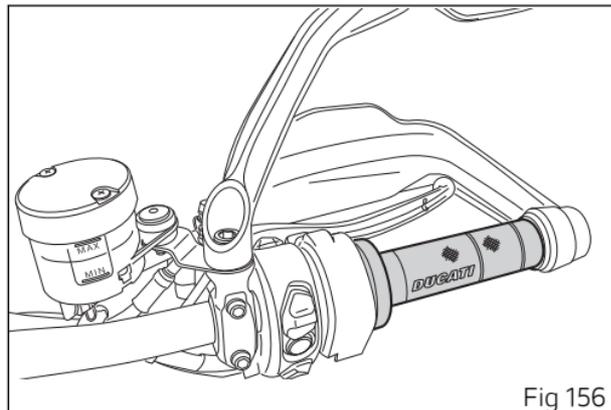


Fig 156

Front brake lever

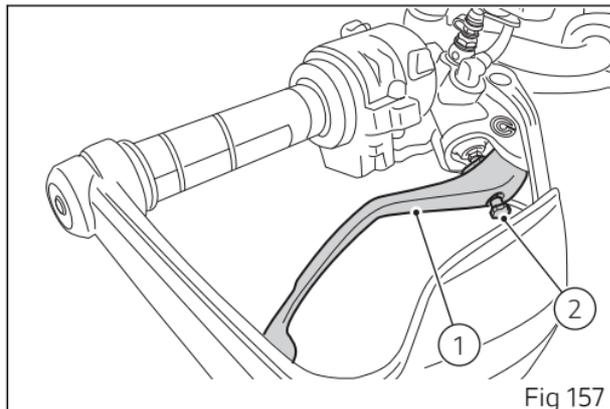
Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

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).

Working from the front of the bike turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.

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



Rear brake pedal

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

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

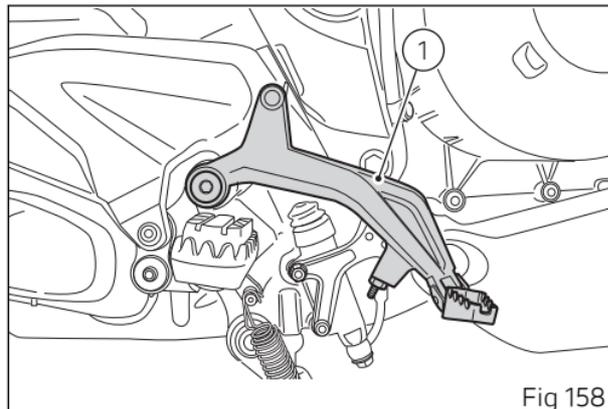


Fig 158

Gear change pedal

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

The pedal can be moved:

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

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

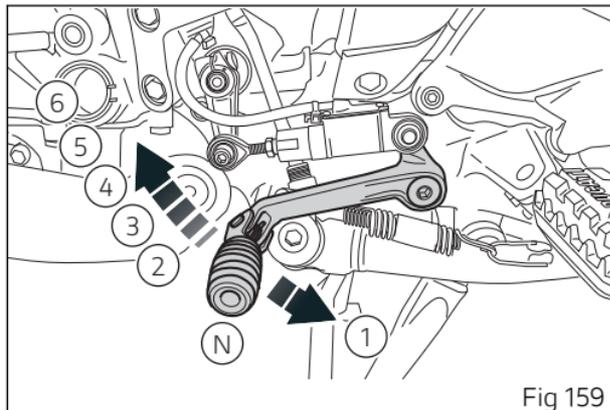
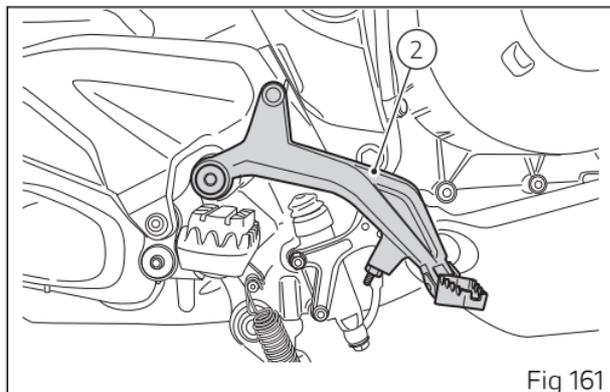
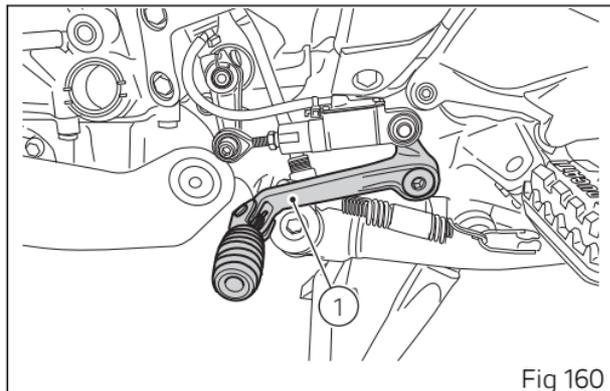


Fig 159

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange (1) and rear brake (2) pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

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



Riding the motorcycle

Motorcycle running-in period

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

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

Running-in recommendations:

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

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



Important

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

Pre-ride checks



Attention

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

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

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Refuel, if necessary ("Refuelling").
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if necessary ("Engine oil level check").
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- **BRAKE AND CLUTCH SYSTEMS**
Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- **COOLANT**

Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").

- **TYRE CONDITION**
Check tyre pressure and condition ("Tyres").
- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs ("Electric system").
- **KEY LOCKS**
Check the tightening of the filler plug ("Tank filler plug") and of the seat ("Seat lock").
- **STAND**
Make sure side stand operates smoothly and is in the correct position ("Side stand").
- **SIDE BAGS AND TOP CASE**
Ensure that the side bags and the Top Case are securely fastened and check their swinging movement ("Assembling the side bags").

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

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

ABS warning light

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



Attention

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

ABS device

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.

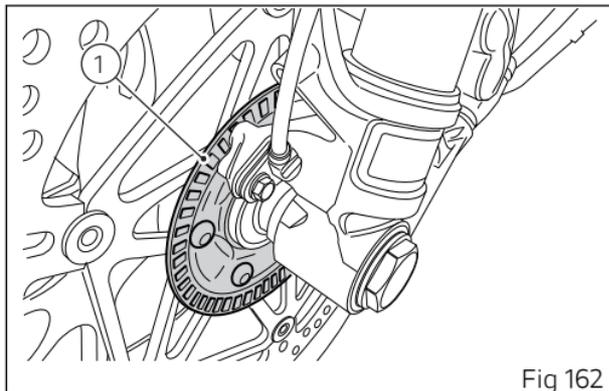


Fig 162

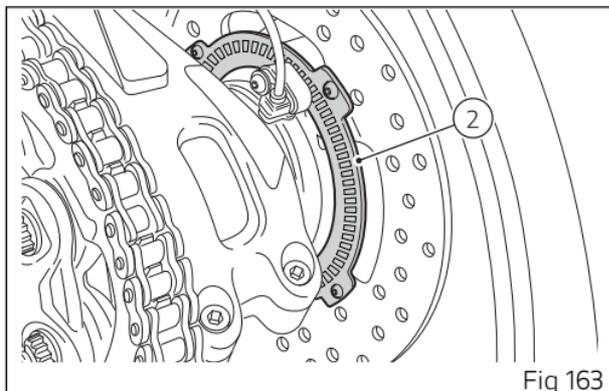


Fig 163

Engine start/stop

Attention

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

Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) as described in subsection "Hands free", by pressing button (1) on hands free unit (2). The instrument panel will perform the initialisation and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds.

After this control, only the green light (3) and the red light (4) must remain on.

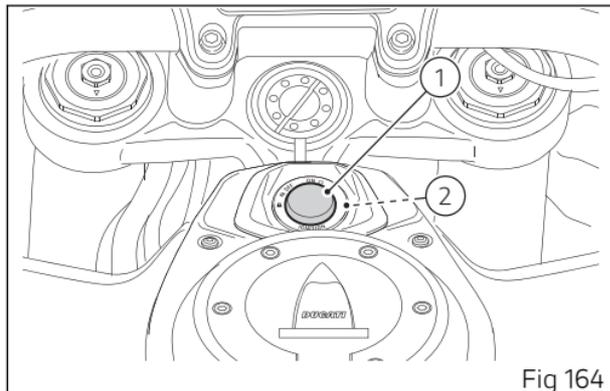


Fig 164

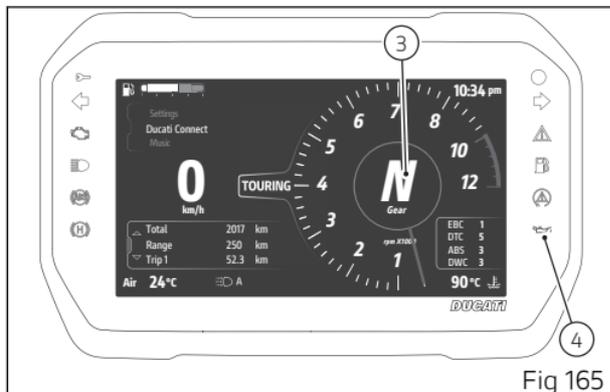


Fig 165

Attention

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

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

Note

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

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

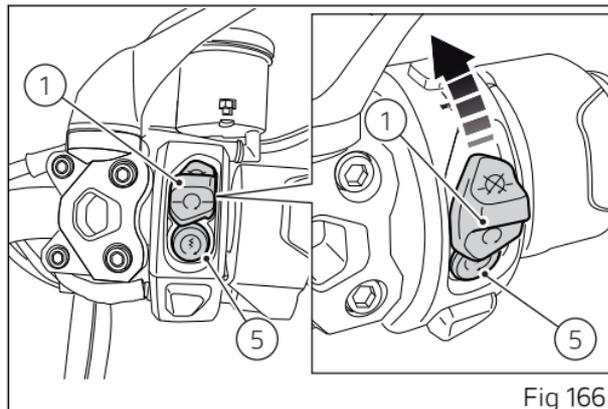


Fig 166

Important

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

Attention

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

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

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

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

The red oil pressure warning light (4) should go out a few seconds after the engine has started.

The engine will shut off by turning the red switch (1) to the "RUN OFF", position (B).

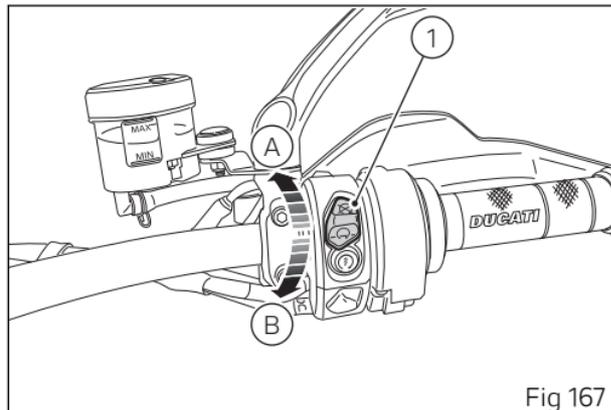


Fig 167

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 "Coming home light" in the Settings menu (page 285).

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.



Note

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

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake. If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

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

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

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



Note

Emergency braking

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

Stopping the motorcycle

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

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

Switch the engine off by moving the red switch (1) to the "RUN OFF" position (B).

Press button (2) for Key-off.

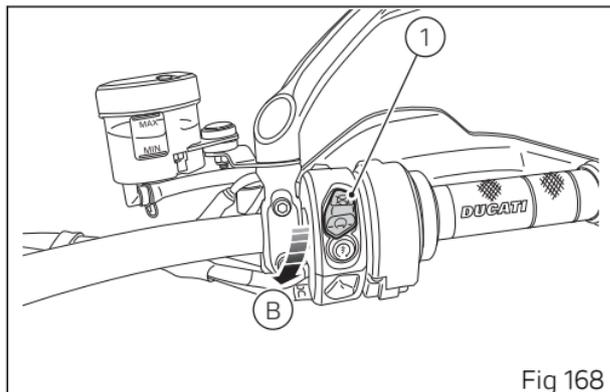


Fig 168

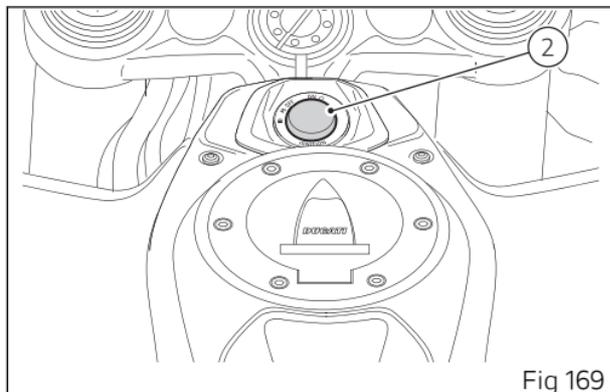


Fig 169

Parking

Perform the key-off through Hands free system (see page 157).

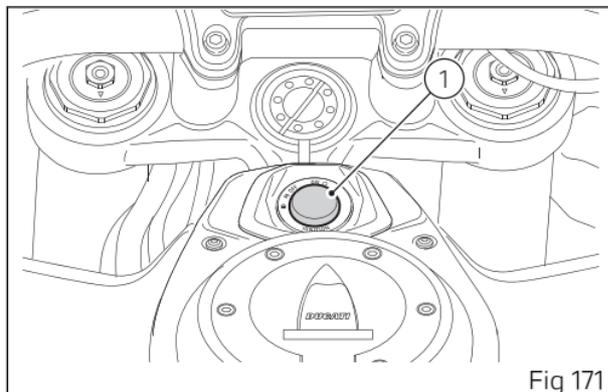
Park the stopped motorcycle on the stand. Fully steer handlebar to the left or to the right. After turning off the panel (with key-off), the instrument panel will display instructions to activate the steering lock, switch on the parking light and extend the duration of the Ducati Connect connection for 20 seconds.

Steering lock activation

If you want to engage the steering lock, after performing key-off by shortly pressing the button, when the screen (Fig 170) is displayed, fully turn the handlebar and press and hold the button (1) again for 2-3 seconds.

After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.

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



Parking light switching on

If you want to switch on the parking light while the screen (Fig 170) is displayed, press and hold button (2) on the left turn indicator.

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

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

Extending the Ducati Connect connection duration

If you want to extend the duration of the Ducati Connect connection, press the joystick in ENTER position (3) while the screen (Fig 170) is displayed. After this operation, an activation confirmation message will be displayed on the instrument panel. The connection remains active for other 20 minutes.

Note

If there is an error in the connection with the smartphone, the indication for the extension of the Ducati Connect connection is displayed in grey.

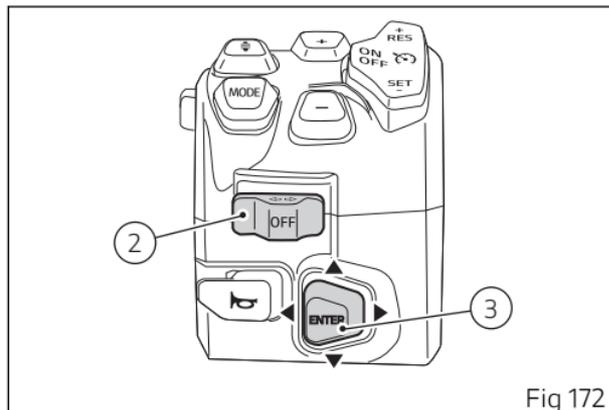


Fig 172



Note

To keep this connection active you need to stay within range of the Wi-Fi network (20/25 m - 65.6/82 ft) otherwise it will disconnect, like all Wi-Fi networks. At this stage the audio continues to be managed through the intercom, so in the event of a call you need to switch the audio back to your phone if you are not wearing a helmet.



Attention

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

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



Attention

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

Refuelling

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

Warning

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

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

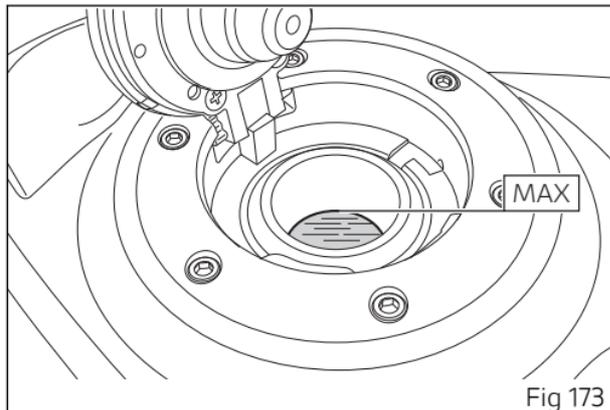
If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

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

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

Attention

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



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.

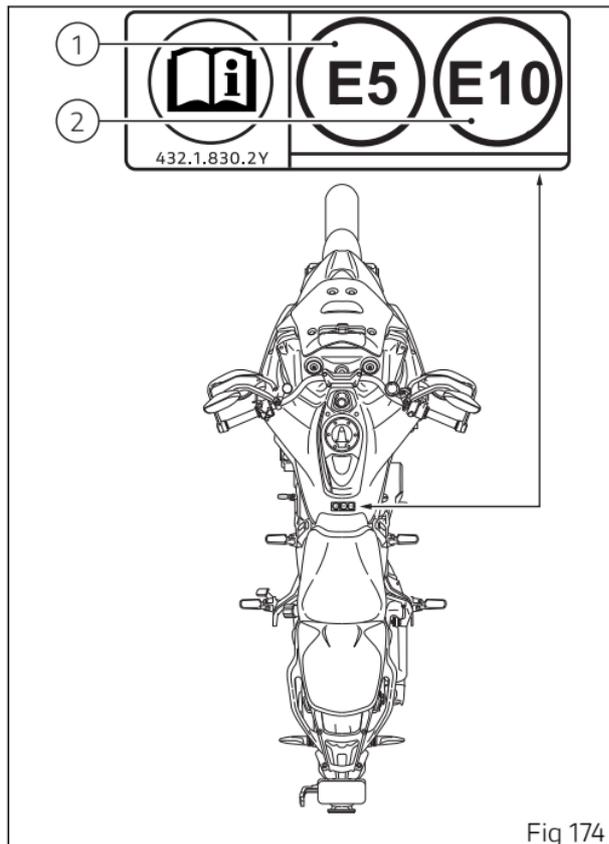


Fig 174

Tool kit and accessories

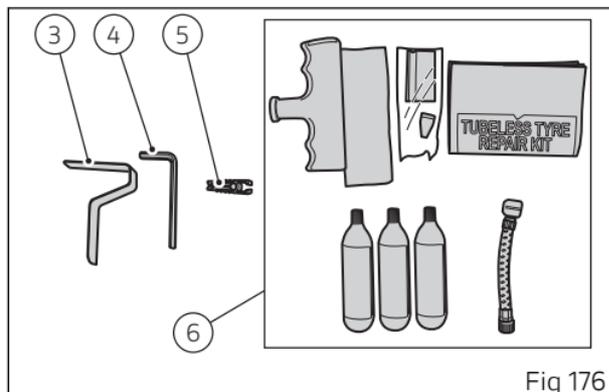
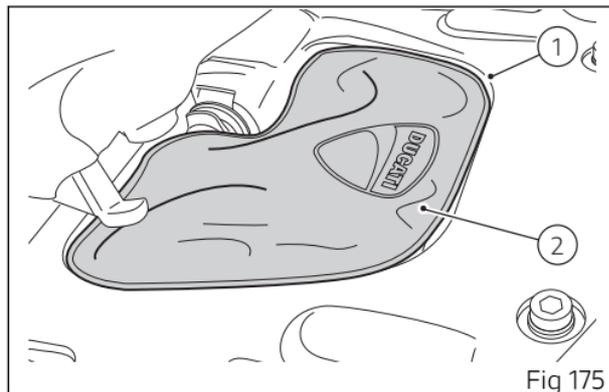
The tool kit (2) is located under the passenger seat (1) and includes:

- 3) chain tensioning gauge;
- 4) Allen wrench 4 mm (0.15 in);
- 5) fuse pliers;
- 6) quick fix tyre repair kit consisting of three cans and relevant accessories.

Attention

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

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



Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with a Bosch instrument panel featuring a 6.5" TFT colour display.

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

Warning lights

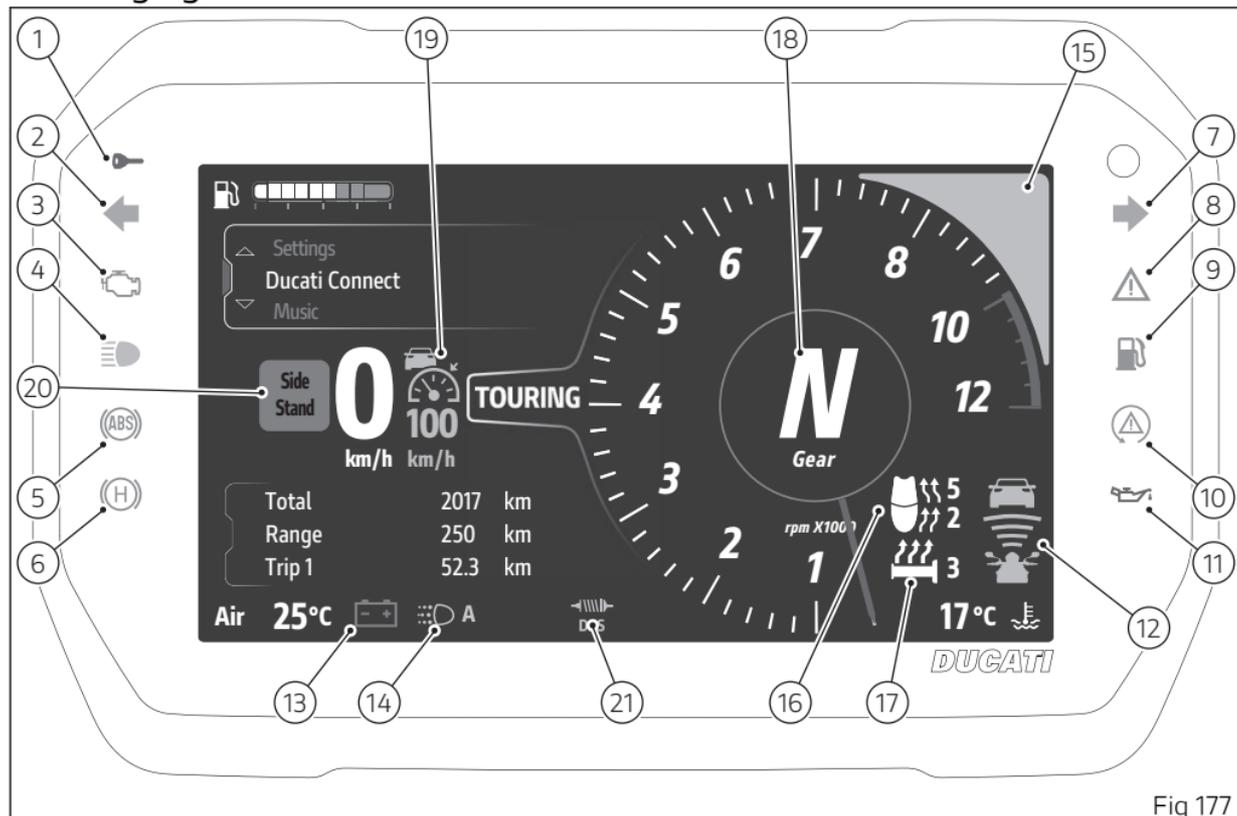


Fig 177

no.	Description	Colour
1	Immobilizer	Red
2	Left turn indicator	Green
3	<p>MIL</p> <ul style="list-style-type: none"> • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking. 	Amber yellow
4	High beam on	Blue
5	<p>ABS system malfunction</p> <ul style="list-style-type: none"> • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit. 	Amber yellow
6	VHC	Amber yellow
7	Right turn indicator	Green
8	Generic error	Amber yellow
9	Low fuel	Amber yellow

no.	Description	Colour
10	DAVC Diagnosis <ul style="list-style-type: none"> flashing: DTC/DWC enabled, but with degraded performance; on: DTC or DWC disabled and/or not functioning due to a fault. 	Amber yellow
11	Engine oil low pressure  Important If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
12	Adaptive Cruise Control distance setting (if present)	Green (display)
13	Low battery charge level	Red (display)
14	DRL – daytime riding lights on (not present in China and Canada versions)	Green (display)
15	DTC intervention	Amber yellow (display)
16	Heated seat on (if present)	White (display)
17	Heated handgrips enabled (if present)	White (display)
18	Neutral gear	Green (display)
19	Adaptive Cruise Control on (if present)	Green (display)
20	Side stand down	Red (display)
21	Electronic suspension diagnostics	Amber yellow (display)



Important

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

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

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

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

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

Main page items

The instrument panel has 2 pages in which all the information and elements necessary for riding are shown: main page (Fig 178) and Ducati Connect page (Fig 179), which can only be viewed when the "Ducati Connect" function is activated.

It is possible to change units of measurement through the "Units" function in the "Settings" menu (page 319)

The table lists the available items.

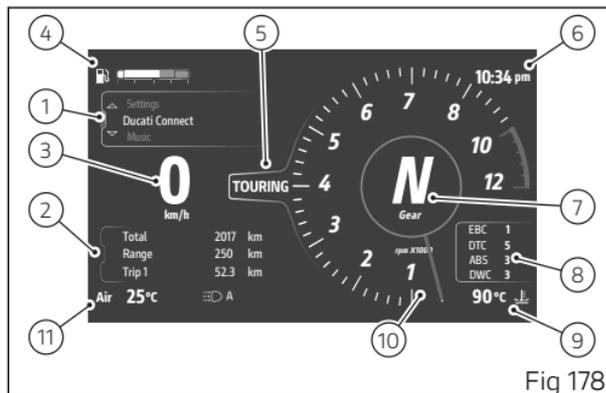


Fig 178

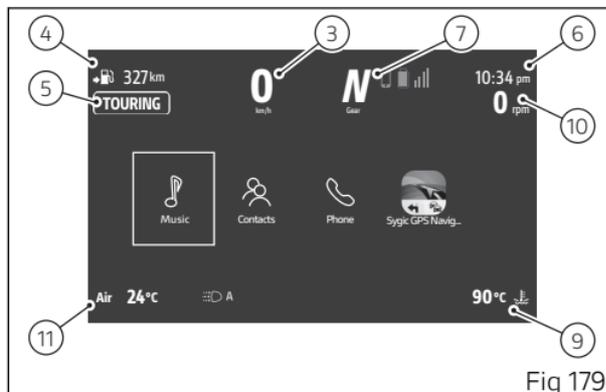


Fig 179

no.	Description
1	Interactive menu
2	Info display
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Fuel level Available in 2 modes: graduated bar (4, Fig 178) or km or miles remaining (4, Fig 179). It is possible to set it through the "Fuel indicator" function in the "Settings" menu (page 283).
	 Note When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.
5	Riding Mode in use
6	Clock Available in the 12 or 24-hour format. It is possible to set it through the "Date and time" function in the "Settings" menu (page 294).
7	Gear
8	Parameters window It displays the values of the EBC, DTC, ABS, DWC parameters set for the current Riding Mode The window disappears when the motorcycle speed exceeds 5 km/h (3 mph).

no.	Description
9	<p data-bbox="178 146 1316 267">Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F). If the temperature is below +40 °C (+104 °F), "Low" is displayed, whereas if it is above +150 °C (+302 °F), "High" is displayed flashing red.</p> <p data-bbox="178 288 1316 519">  Attention In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. </p>
10	Rev counter
11	<p data-bbox="178 578 479 605">Air temperature (°C or °F)</p> <p data-bbox="178 625 1316 692">  Note When the motorcycle is stopped, the engine heat could influence the displayed temperature. </p>

Interactive menu and Info display

The "Interactive Menu" contains a series of functions that can be activated by the rider using the joystick. When a function is activated, a corresponding window is displayed with which you can interact. The list of functions in the Interactive Menu varies depending on the Riding Mode currently in use. Available functions are displayed on 3 lines. The selected function is the one indicated in the central line.

The "Riding info order" menu includes all counters referred to available trip information (see page 280)

When one of the menus is selected, it is indicated with the active frame (A) and the joystick is used for menu navigation and interaction.

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

- if "Interactive menu" is currently selected, hold the joystick pressed in position ▼ for a long time to move the selection to "Info display" (C);
- if "Info display" is currently selected, hold the joystick pressed in position ▲ for a long time to move the selection to "Interactive menu" (B).

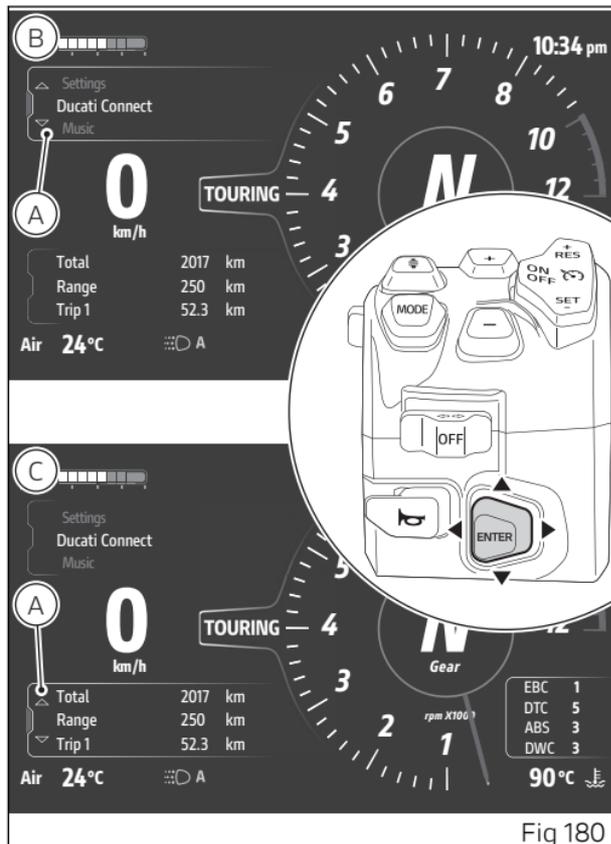


Fig 180

Riding Mode

4 Riding Modes are available: RACE, SPORT, TOURING, URBAN, WET.

The name of the active Riding Mode is shown at the centre of the display (A).

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

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

For each Riding Mode it is possible to customise the parameters using the "Riding Mode setup" function in the "Settings" menu (page 242).



Fig 181

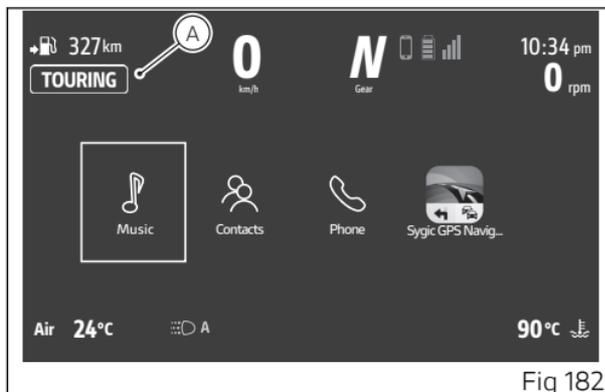


Fig 182

Changing the Riding Mode

- Press button (B).
- System opens the specific page from which it is possible to scroll the available Riding Modes and view their parameters, together with the relevant settings, by means of joystick ▲ ▼ .
- Press ENTER to confirm.

To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.

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 then 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, then the main screen is displayed.
- If both of the above conditions occur, the message "Close throttle and release brakes" is

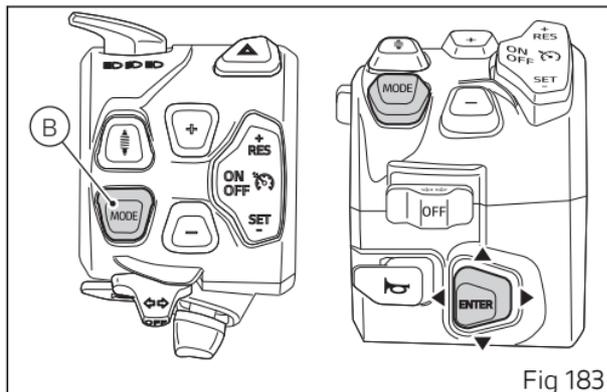


Fig 183

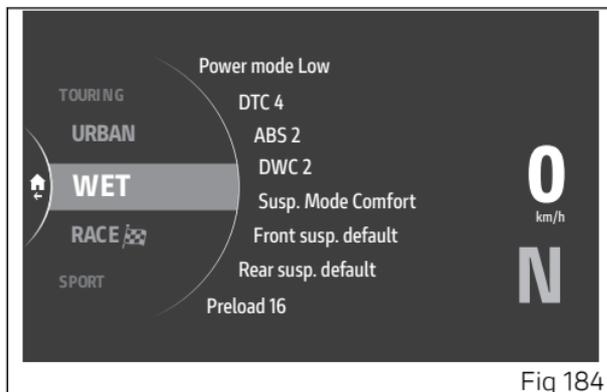


Fig 184

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

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

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

Engine revs per minute are displayed using a rev counter featuring a grey wake needle (A). During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.

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

- If the engine temperature is below 40 °C (104 °F), the rev counter wake will turn amber yellow after 6000 rpm;
- if the engine temperature is within 40 °C (104 °F) and 60 °C (140 °F), the rev counter wake will turn amber yellow after 8000 rpm;
- if the engine temperature is above 60 °C (140 °F), the rev counter wake will not turn amber yellow.

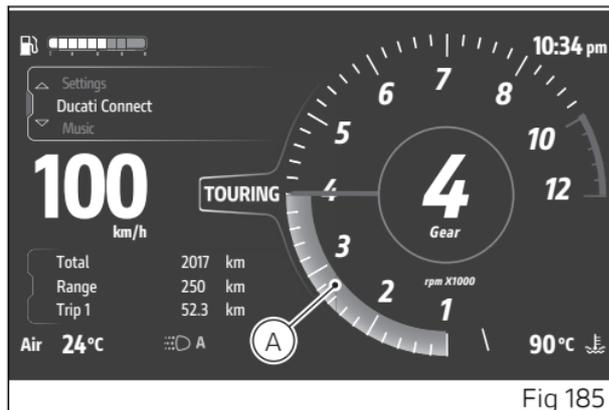


Fig 185

When the needle wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up. The wake becomes flashing red when the rev limiter trips (Over-rev). If the number of rpm is lower than 1000 rpm, the needle wake is not displayed.

Suspension Mode and Preload

This function makes it possible to display and select Suspension Mode profiles and their associated preload profiles, and to modify the suspension settings for the Riding Mode currently in use.

Suspension Mode profiles can be customised via the “Suspension Mode setup” function in the Settings menu (page 273).

Suspension mode profiles can be associated with the Riding Modes via the “Suspension Mode” function within the Settings - Riding Mode Setup menu (page 270).

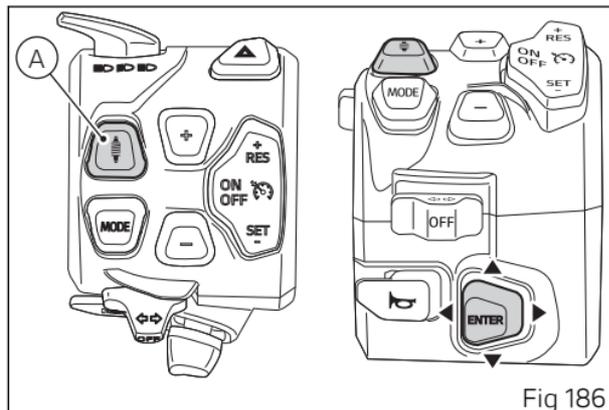
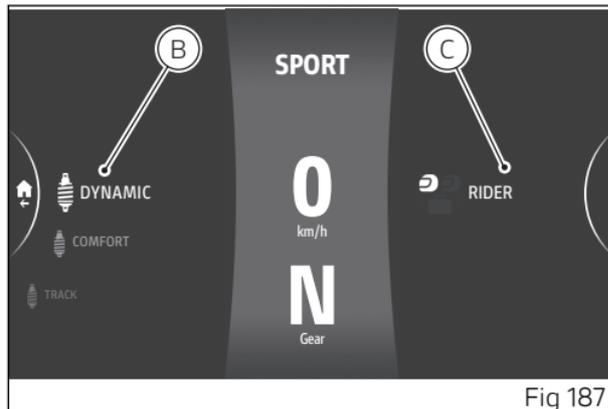


Fig 186

By pressing button (A, Fig 186) the screen dedicated to the selection of Suspension Mode profiles (B) and their preload profiles (C) is displayed. When entering this screen the selection is active on the Suspension Mode profiles. Using the joystick ◀ and ▶ it is possible to move the selection between the two profile types.

Suspension Mode profile selection

- Press button (A, Fig 186) to activate the dedicated screen.
- Use joystick ▲ ▼ to scroll and select the desired Suspension Mode profile (B):
 - Dynamic
 - Comfort
 - Track
 - Low grip
- Press ENTER to confirm and return to the main screen. To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.



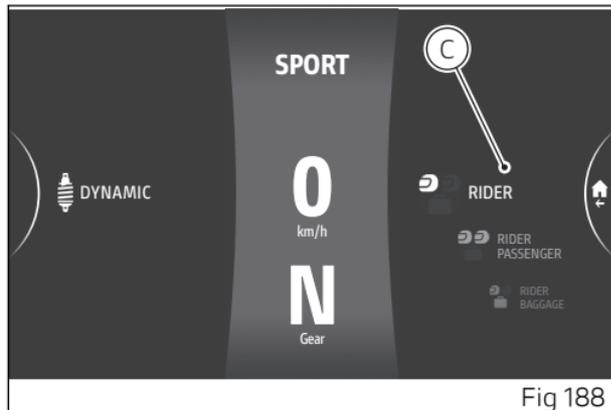
Preload profile selection

- Press button (A, Fig 186) to activate the dedicated screen.
- Use joystick ► to move the selection to preload profiles (C).
- Use joystick ▲ ▼ to scroll and select the desired preload profile:
 - Rider 🏍️
 - Rider / passenger 🏍️ 🚗
 - Rider / baggage 🏍️ 📦
 - Rider / passenger / baggage 🏍️ 🚗 📦
 - Autoleveling
- Press ENTER to confirm and return to the main screen. To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.

DES (Ducati Electronic Suspension) System

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

This system communicates with the Bosch inertial platform to dynamically respond to changing road and riding conditions, thereby ensuring the best possible damping performance and total control of the motorcycle.



The result of this process is a more comfortable bike, able to better absorb asphalt bumps without affecting vehicle balance or its rideability. Vertical movements as well as sinking and rebound (pitching) during braking and acceleration are minimised. The DES system is fully integrated with the bike Riding Mode. By selecting a certain Suspension Mode, the rider can establish the default suspension behaviour, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DES will intervene to correct its

behaviour regardless of the Suspension Mode, which will nevertheless define suspension basic behaviour. To better understand this aspect, let's consider the COMFORT and DYNAMIC Suspension Modes, for example. The COMFORT Suspension Mode was set for touring use: suspension basic behaviour is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more comfortable, while guaranteeing a sufficiently controlled dynamic behaviour. The DYNAMIC Suspension Mode, on the contrary, was devised for a sporty style, more demanding for the bike and requiring a stricter and more controlled basic behaviour of the suspension. In both cases, the DES system intervenes whenever bike behaviour - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.

The following table shows the Suspension Modes and the relevant suspension behaviour.

DYNAMIC	When DYNAMIC Suspension Mode is selected, the DES system will allow a stiff suspension basic setting, duly optimised for use on good grip roads and with a few bumps. The bike will be very responsive and controlled, allowing sports riding.
COMFORT	When the COMFORT Suspension Mode is selected, the DES will allow a suspension basic setting optimised for tourist riding offering a comfortable but controlled basic setting.
TRACK	When the TRACK Suspension Mode is selected, the DES system will allow a stiff suspension basic setting, duly optimised to maximise track performance.
LOW GRIP	By selecting the LOW GRIP Suspension Mode, the DES system will allow a basic suspension setting optimised to maximise road holding in low-grip conditions.

The default setting of the DES system can be modified using the "Suspension Mode setup" function in the "Settings" menu, which allows you to increase or decrease the basic stiffness that characterises the operation of forks and shock absorber separately for each Suspension Mode. When "Soft" setting is selected, the DES will change suspension response to be softer, while if "Hardest" setting is selected, the DES will on the contrary change suspension response to be harder.

Info display

The “Info display” menu contains all available meters with travel information (A).

To select the “Info display” menu, press and hold the joystick in position ▼ for a long time.

The information is displayed on 3 lines, the selected item is the one displayed in the second line (B). Once you have selected the “Info display” menu, scroll through the list of information using the joystick ▲ ▼.

The order of the information can be changed via the “Info display” function in the “Settings” menu (page 220).

The units of measurement of the travel information can be changed using the “Units” function in the “Settings” menu (page 319).



Fig 189

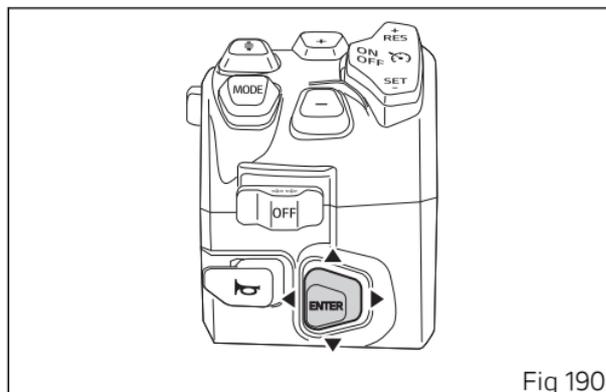


Fig 190

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

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level” (page 283)	km, miles
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
Inst. 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
Rear tyre	Rear tyre pressure (accessory, visible only if tyre pressure sensor has been installed)	bar

Resetting trip 1 information

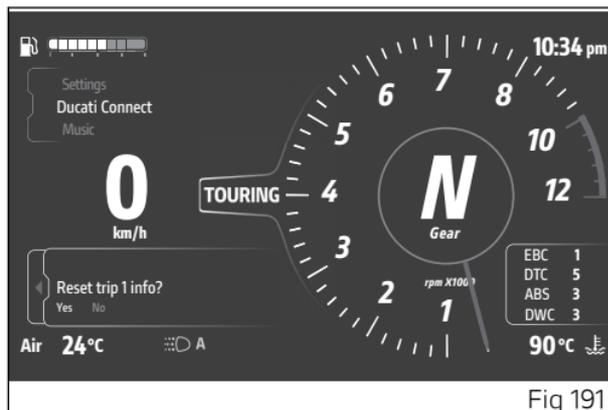
The trip information “Trip 1”, “Ø consumption 1”, “Ø speed 1” and “Trip 1 time” can be reset by pressing ENTER when selected: the message “Reset trip 1 info?” will be displayed followed by “Yes” and “No” (Fig 191).

Use the joystick ◀ ▶ to select “Yes” or “No” and press ENTER to confirm your choice.

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

Resetting trip 2 information

The trip information “Trip 2” can be reset by pressing ENTER when selected: the message “Reset trip 2 info?” will be displayed followed by “Yes” and “No”. Use the joystick ◀ ▶ to select “Yes” or “No” and press ENTER to confirm your choice.



Cruise Control



Important

This function is only available on models without Advanced Rider Assistance Systems (ARAS).

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.

If the motorcycle has the Adaptive Cruise Control (ACC, see page 24), this replaces the Cruise Control (CC) function.



Attention

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

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

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

Attention

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

Attention

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

What features can be set?

When the Cruise Control is switched on, the current speed of the motorcycle can be set as the cruising speed (see paragraph "Switching on and off"). While

riding, you can change the cruising speed or interrupt its setting (see paragraphs "Changing the speed" and "Stopping the speed control").

Cornering behaviour

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

Attention

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

Switching on and off

The maximum cruising speed that can be set is 160 km/h (98 mph)

The minimum cruising speed that can be set depends on the gear selected:

Gear	Minimum cruising speed
1st and 2nd	30 km/h (or 18 mph if speed is expressed in mph)
3rd	35 km/h (or 21 mph if speed is expressed in mph)

4th	40 km/h (or 25 mph if speed is expressed in mph)
5th	45 km/h (or 28 mph if speed is expressed in mph)
6th	50 km/h (or 31 mph if speed is expressed in 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, Fig 192) RES/+ (D, Fig 192). The stored speed is shown in the Cruise Control icon (A, Fig 193).

Switching off the CC

Press the ON/OFF button (C, Fig 192) to turn off the Cruise Control. The Cruise Control icon (A, Fig 193) disappears.

Icon (A, Fig 193)

The Cruise Control icon can be:

- green with grey speed indication: 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 with green speed indication: the system is on and speed control is active;

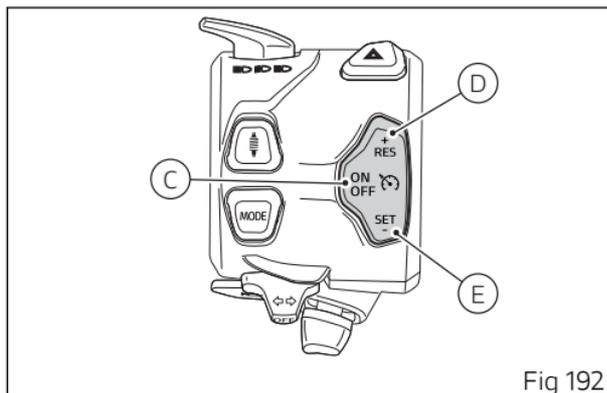


Fig 192



Fig 193

- yellow: the system prompts the driver to take prompt action (see paragraph "Request for rider's intervention", below);
- red: the system is in error. Speed control is not active.
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;
- in the event of high lean angle (over 50°) or prolonged intervention of the ABS or torque control systems (in this case the Cruise Control icon temporarily turns yellow to warn the rider).

Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 192) or SET/- (E, Fig 192) respectively, until reaching the desired cruising speed.

To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 192) or SET/- (E, Fig 192) respectively, until reaching the desired cruising speed.

Stopping the speed control while riding

You can stop the speed control in the following ways:

- by braking manually;
- by turning the throttle handgrip forwards from the released handgrip position.

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

- if the clutch lever is pulled for a long time;

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

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 192) or SET/- (E, Fig 192). If RES/+ (D, Fig 192) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 192) 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.

Deactivating the function while riding

The Cruise Control is switched off if the ABS is disabled or set to level 1, or if the traction control or wheelie control is disabled.

In this condition, the icon turns yellow for a few seconds, then turns off.

Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. If this manoeuvre is carried out while remaining below 180 km/h (112 mph), once the throttle is released, the Cruise Control will resume speed control on its own.



Attention

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

Request for rider's intervention

In some situations the Cruise Control may require the rider to intervene. When such a request is made, the Cruise Control icon (A, Fig 193) turns yellow.

This may occur in the following cases:

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



Note

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

Malfunctions

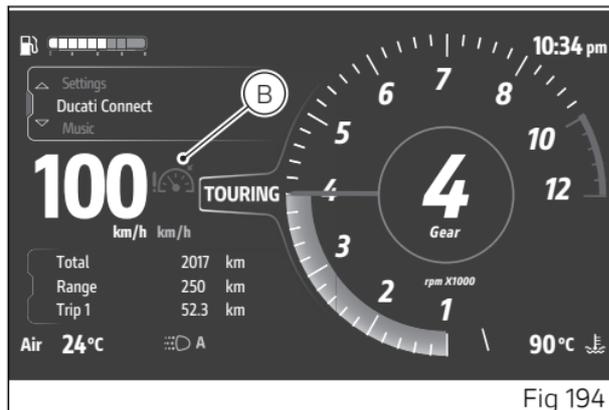
If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 194). If this happens, proceed as follows:

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.



Heated handgrips and seats (if present)

Heated grips (if present)

This function allows the user to activate and set the handgrip heating. It is only available if heated handgrips are installed on the motorcycle.

To activate and adjust the level of the heated handgrips, press button (1): the heated handgrips icon is displayed in large mode (A); each press of the button cycles through the 5 levels and OFF shown next to the symbol.

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

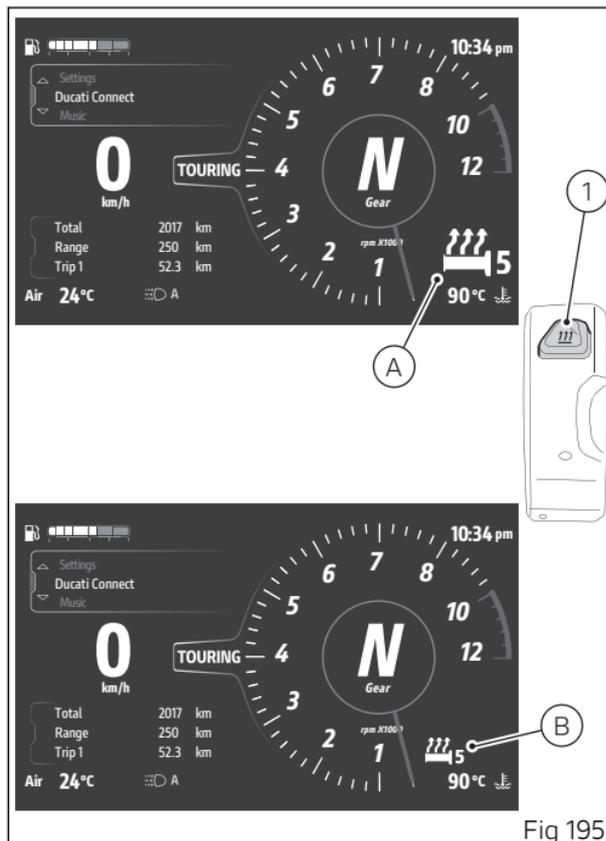


Fig 195

In the Ducati Connect screen the heated handgrip icon is displayed only in the small mode (C).

Note

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

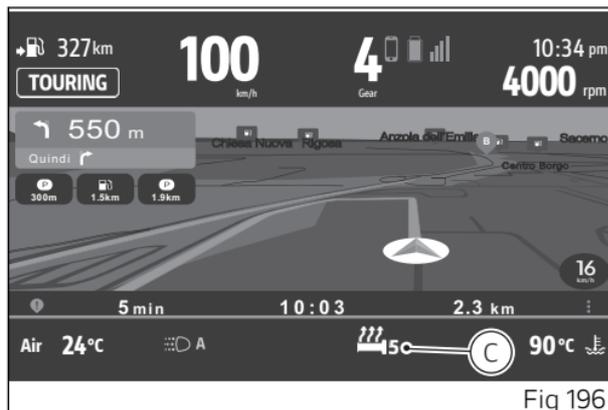


Fig 196

Rider seat heating (if available)

This function allows the user to activate and set the rider seat heating. It is only available if heated rider seat is installed on the motorcycle.

To activate and adjust the level of the heated rider seat, press button (1): the heated rider seat icon is displayed in large mode (D); each press of the button cycles through the 5 levels and OFF shown next to the symbol.

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

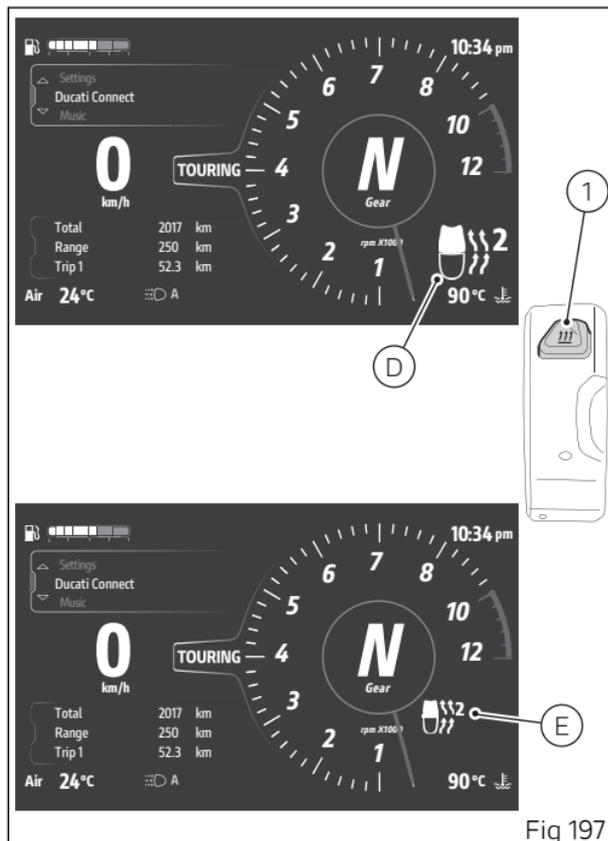


Fig 197

In the Ducati Connect screen the heated rider seat icon is displayed only in the small mode (F).

Note

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

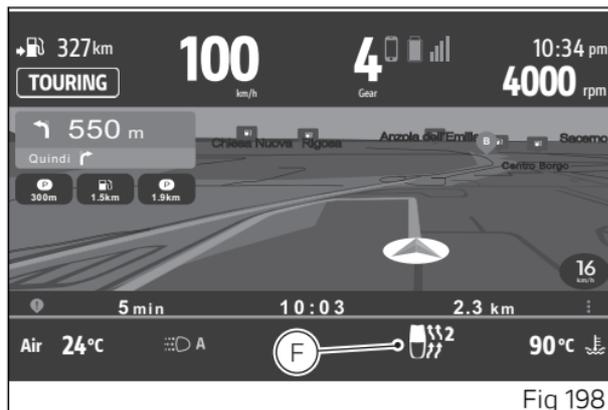


Fig 198

Passenger seat heating (if present)

This function allows the user to activate and set the passenger seat heating. It is only available if heated passenger seat is installed on the motorcycle.

To activate and set the passenger seat heating use the switch (G) located beneath the passenger seat:

- centre position to set the level to "Off";
- position (I) to set the level to "Low";
- position (II) to set the level to "High".

Each level is associated with a heated seat icon (H). This icon is displayed in grey when heating is off. The icon becomes white when heating is on.

Note

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

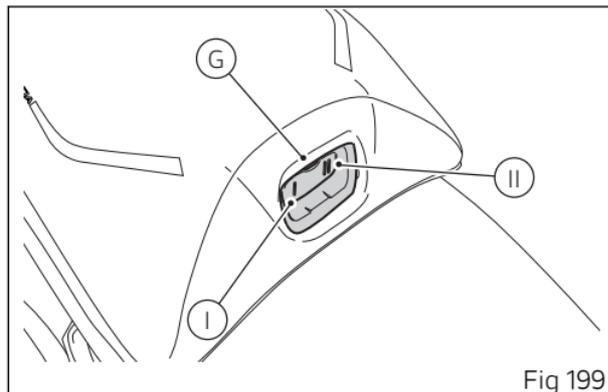


Fig 199

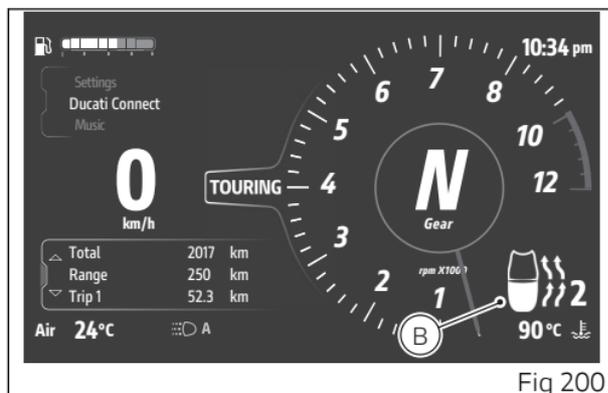


Fig 200

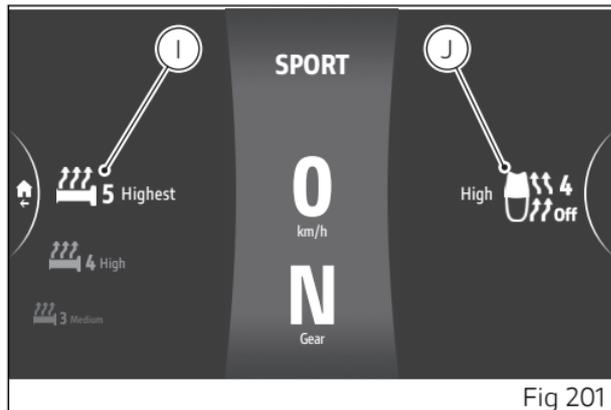
Heated handgrips and rider seat (if present)

This function allows the user to activate and set the handgrip and rider seat heating. It is only available if heated handgrips and rider seat are fitted to the motorbike.

Press button (1 Fig 195) to display the screen dedicated to selecting the heating levels for the handgrips (I) and rider seat (J). When entering this screen the selection is active on the heating levels of the handgrips (I). Using the joystick ◀ and ▶ it is possible to move the selection between the handgrips and the rider seat.

Setting the handgrip heating (I):

- Press button (1, Fig 195) to activate the dedicated screen.
- Use the joystick ▲ ▼ to scroll and select heating levels 1 to 5 and "Off".
- Press ENTER to confirm and return to the main screen. To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.



Rider seat heating setting (J):

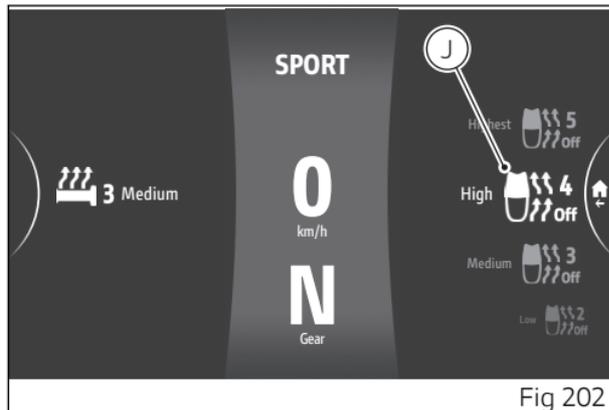
- Press button (1, Fig 195) to activate the dedicated screen.
- Use the joystick ► to move the selection to the rider seat heating levels (J).
- Use the joystick ▲ ▼ to scroll and select heating levels 1 to 5 and "Off".
- Press ENTER to confirm and return to the main screen. To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.

Note

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

Activation/deactivation of last settings

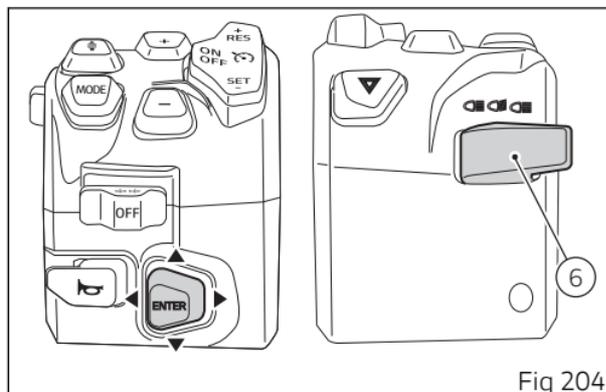
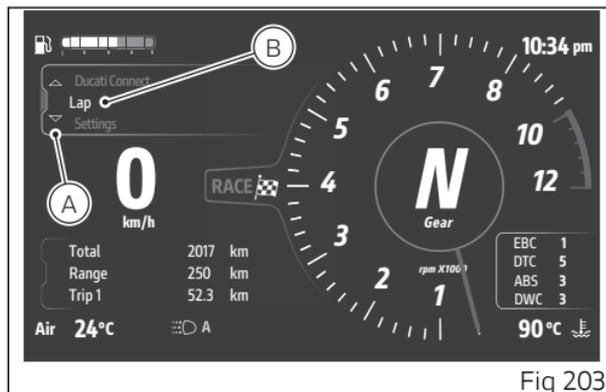
If both heated handgrips and rider seat are installed, long pressing button (1 Fig 195) switches the heating on/off with the last settings selected during last use.



Lap

This function is available inside the Interactive Menu and allows recording the lap times. It is only available in the Race Riding Mode.

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select "Lap" (B) and press ENTER.



The relevant window (C) is displayed:

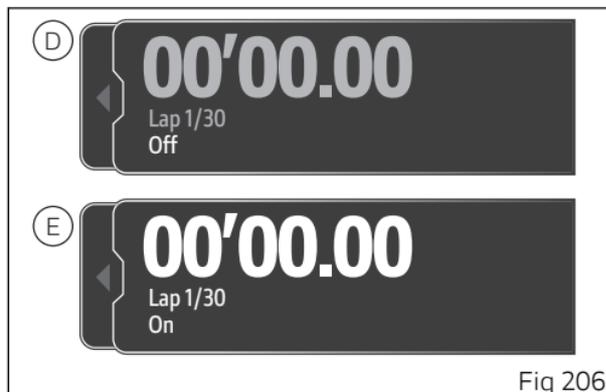
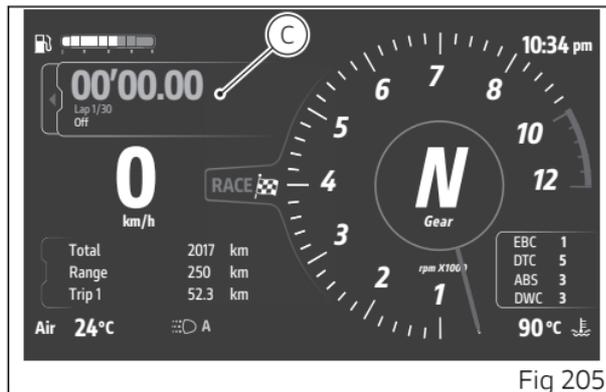
- If the function is disabled, "Off" is shown in white with the stopwatch and indication of the available laps in grey (D) press ENTER to enable the function.
- If the function is enabled, "On" is shown with the stopwatch and indication of the available laps in white (E), press ENTER to disable the function.

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

Below the stopwatch is the current lap number. It is possible to record maximum 30 laps. Once the function is activated, flash button (6, Fig 204) 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 (6) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.

If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and steadily for another 5 seconds, after which it returns



to display the time of the current lap, updating the number of laps. When the 30th lap is reached, the message “Full memory” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.

Use the “Lap” function in the “Settings” menu (page 305) to:

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

To close the window, press and hold the joystick in position ◀ for a long time. The window can be closed keeping the function active.

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

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

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM



Note

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



Note

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

Setting Menu

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

For safety reasons, you can enter this Menu only when the speed is lower than or equal to 5 km/h (3 mph). If you are inside the setting menu and the speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the setting menu. It is recommended to use this menu with the motorcycle at a standstill.

Use the joystick ▲ ▼ to select “Settings” menu (A) from the interactive menu and press ENTER.

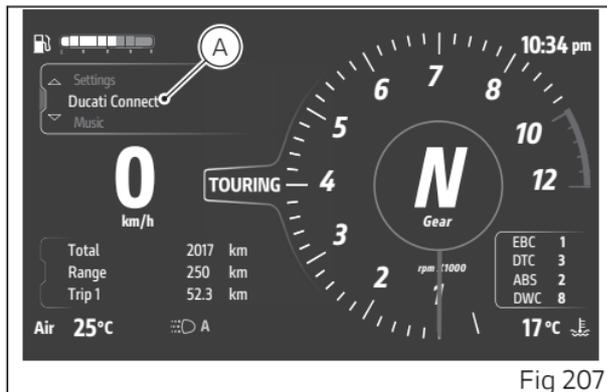


Fig 207

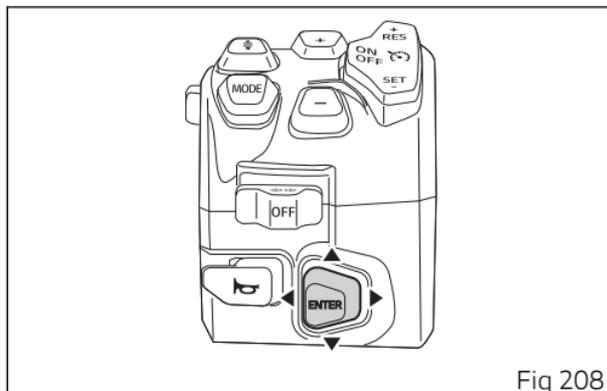


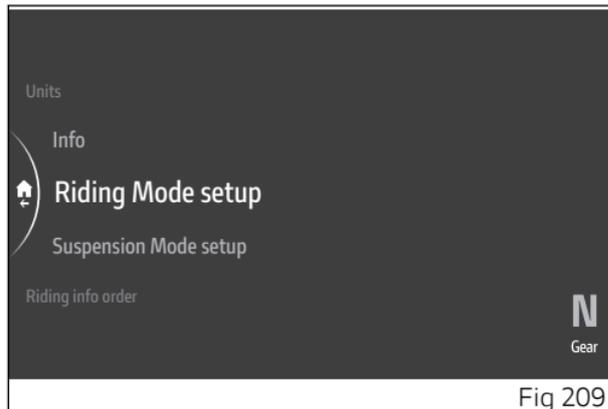
Fig 208

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

- Riding Mode setup
- Suspension Mode setup
- Riding info order
- Fuel indicator
- DRL (if available)
- Coming home light
- Backlight
- PIN Code
- Blind Spot Detection (if available, see page 43)
- Date and time
- Service
- Lap
- Tyre calibration
- Tyre pressure (if available)
- Bluetooth (see page 65)
- Turn indicators
- Language
- Units
- Info

When the Setting menu is displayed, the joystick is used as follows:

- ▲ up and down ▼ to scroll and select the available items;



- ENTER to confirm the selected item;
- ◀ short left press to exit a sub-menu;
- ◀ long left press to exit the Setting menu and return to the initial page.

Settings – Riding Mode setup

This function allows customising each Riding Mode.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.

The "Race setup", Sport setup", "Touring setup", "Urban setup", "Wet setup" riding modes and "Default" item are displayed (only visible if one or more parameters of one or more Riding Modes have been changed). The Riding Mode currently used is displayed on the right side.

Use the joystick ▲ ▼ to select the Riding Mode you wish to customise and press ENTER.

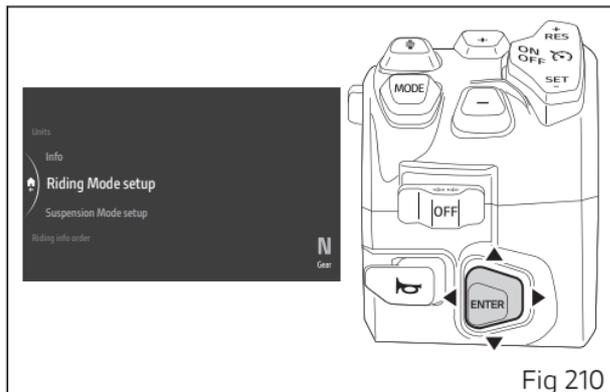


Fig 210

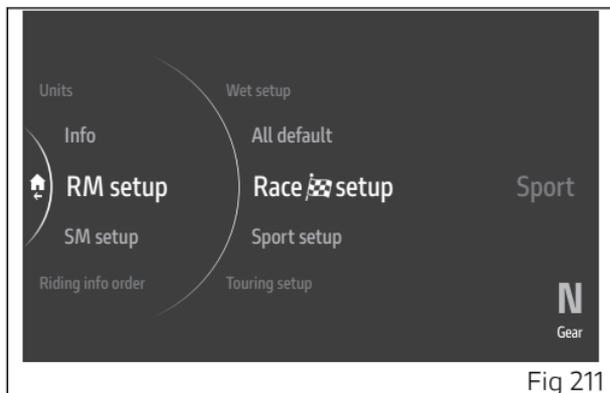


Fig 211

The parameters that can be customised for each Riding Mode are:

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

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

Attention

Changes should only be made to the parameters by people who are experts in motorcycle set-up. If the parameters are changed accidentally, we recommend using the parameter reset function.

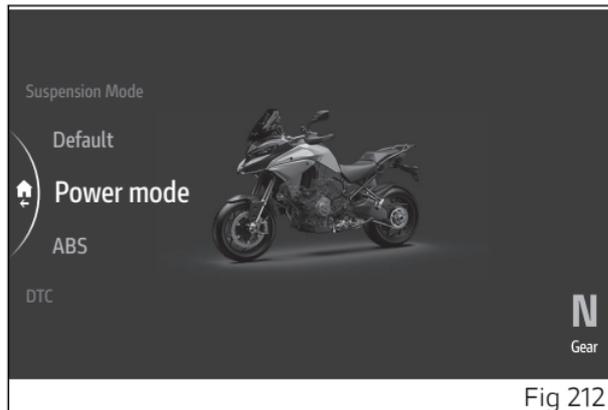


Fig 212

Settings – Riding Mode setup – Power mode

This function allows setting the engine power.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "Power mode" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

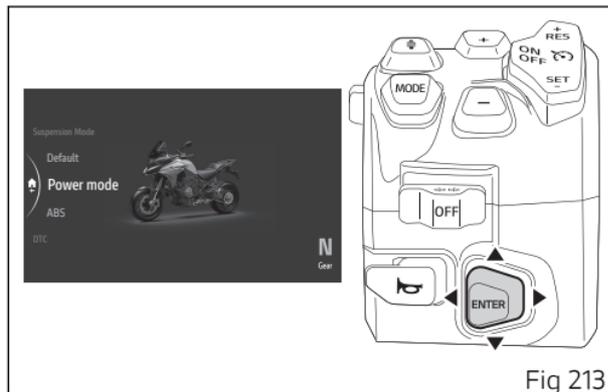


Fig 213



Fig 214

Settings – Riding Mode setup – ABS

This function allows setting the ABS intervention level.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "ABS" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

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

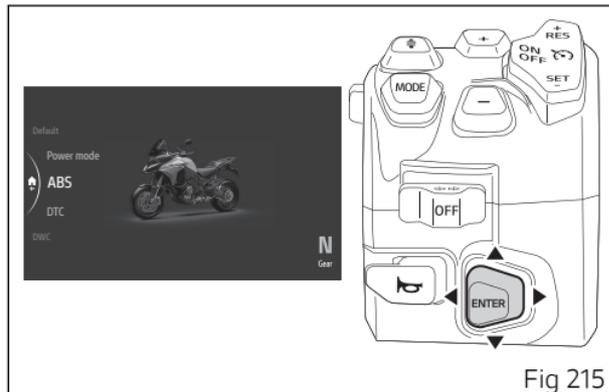


Fig 215

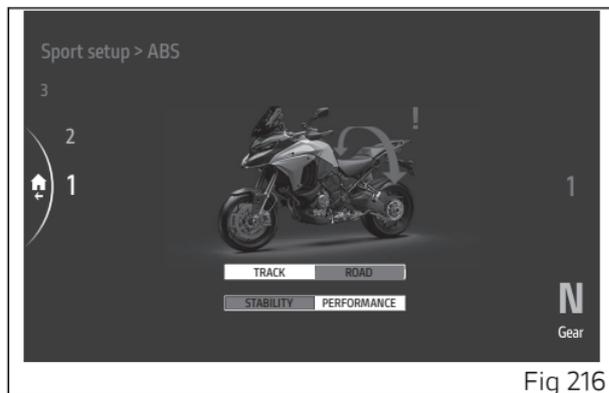


Fig 216

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 do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. (“front-to-rear”).

The contrary is not true: the rear brake control will not affect the front brake.

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

Although combined braking is available, 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

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.



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
1	RACE	This level is designed for exclusive track use, for expert riders. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up, there is NO combined braking and the cornering feature is NOT active.	
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels and the front-to-rear combined braking, the cornering and anti-lift-up functions are activated. 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" and "RACE" Riding Modes.

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
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 front-to-rear combined braking, the cornering and anti-lift-up functions are activated.	It is the default level for the "TOURING", "URBAN" and "WET" Riding Modes.

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 ensures a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up and front-to-rear combined braking, 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 for the front-to-rear combined braking and the cornering function. 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 track use and ABS is active only on the front wheel. In this level there is no lift-up control, neither combined braking, nor cornering function.

Settings – 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 traction control system or deactivating it.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.

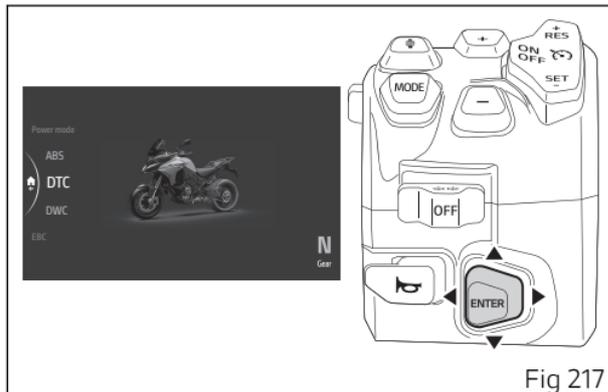


Fig 217

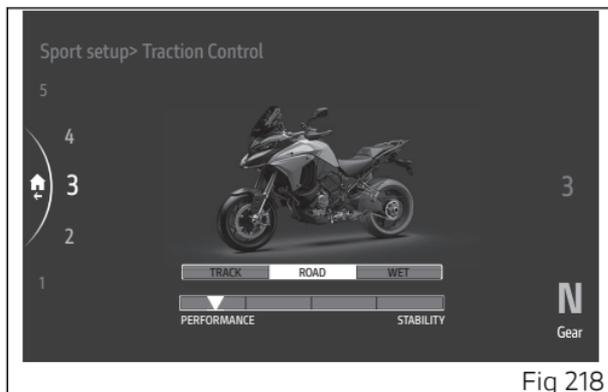


Fig 218

- Select the "DTC" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.



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

The 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	TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this level, the system permits sliding sideways.	
2	TRACK	This level is designed for track use, with good grip conditions, for expert riders. In this level, the system permits and controls sliding sideways.	It is the default level for the “RACE” riding mode.
3	SPORT	This level is designed for sports use, with road with good grip conditions.	It is the default level for the “SPORT” riding mode.
4	SPORT	This level is designed for sports use, with road with good grip conditions.	
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the “TOURING” Riding mode.
6	SAFE & STABLE	This level is designed for urban road use.	It is the default level for the “URBAN” riding mode.

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
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 – 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 eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level 8 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

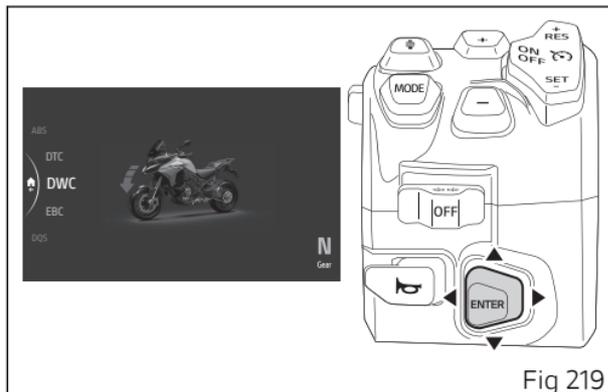


Fig 219

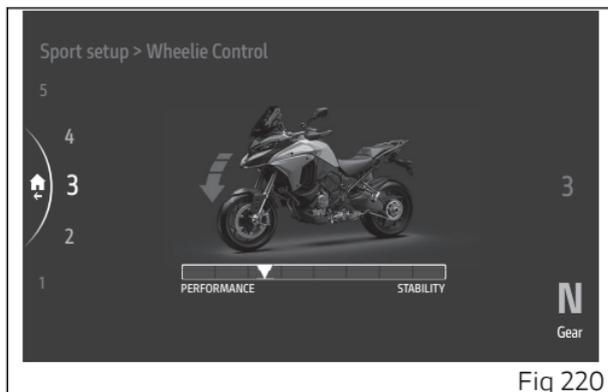


Fig 220

Stabilisation of dynamics

The DWC, in levels 3-8, 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.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "DWC" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.



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.	
1	HIGH PERFORMANCE	Track use for very expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
2	HIGH PERFORMANCE	Track use for expert riders. The system optimises performance during vehicle acceleration.	It is the default level for the "RACE" Riding Mode.
3	PERFORMANCE	Track use and road use for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "SPORT" Riding Mode.
4	SPORTIVE	Road use for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	

DWC LEVEL	USE		DEFAULT
5	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode.
6	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode.
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	It is the default level for the "WET" Riding Mode.

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.



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.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate

levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

The rider's experience

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

Level depends on type of path

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

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

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 – 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.

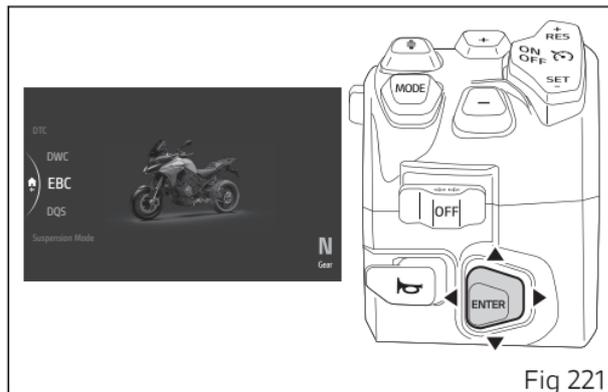


Fig 221

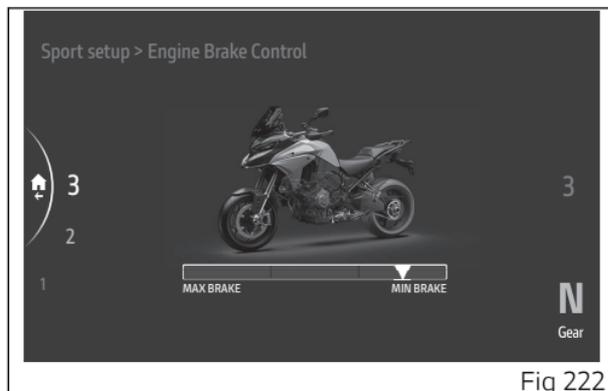


Fig 222



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.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "EBC" item and press ENTER.

Levels from 1 to 3 (Fig 222) are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

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 Mode" 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, TOURING and RACE 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 Riding Mode.

Tips on how to select the sensitivity level



Attention

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

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

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

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

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

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

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 – Riding Mode setup – DQS

This function allows activating or deactivating the DQS system.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "DQS" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

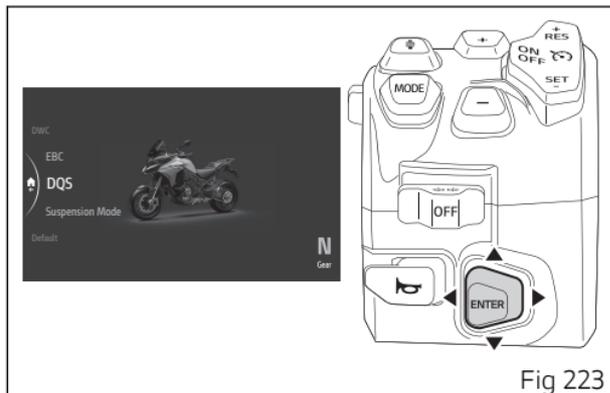


Fig 223



Fig 224

Settings – Riding Mode setup – Suspension Mode

This function allows a Suspension Mode profile to be associated with the selected Riding Mode.

Suspension Mode profiles can be customised via the “Suspension Mode setup” function in the Settings menu (page 273).

- Use the joystick ▲ ▼ to select “Settings” menu from the Interactive Menu and press ENTER.
- Select the “Riding Mode setup” item and press ENTER.
- Select the Riding Mode you wish to customise and press ENTER.
- Select the “Suspension Mode” item and press ENTER.

The items “Dynamic”, “Comfort”, “Track”, “Low grip” are displayed on the left side.

The motorbike is shown in the middle with the part involved in the setting highlighted.

While the currently set profile is shown on the right.

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

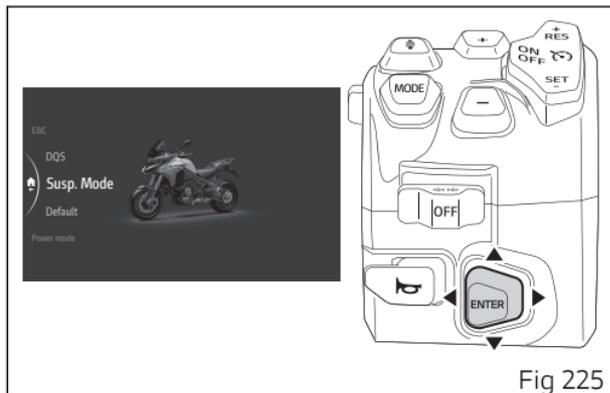


Fig 225

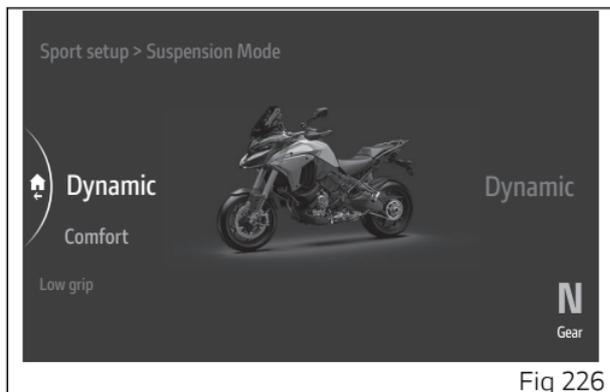


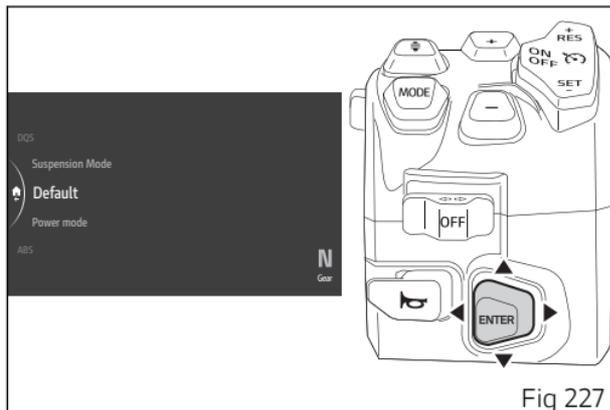
Fig 226

Settings – 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.

Restoring the parameter values for a single riding mode:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "Default" item and press ENTER. The message "Wait..." is displayed for a few seconds followed by the message "Restored". Then "Default" disappears from the menu list.



Restoring the parameter values for all riding modes:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding Mode setup" item and press ENTER.
- Select the "Default" item and press ENTER. The message "Wait..." is displayed for a few seconds followed by the message "Restored". Then "Default" disappears from the menu list.

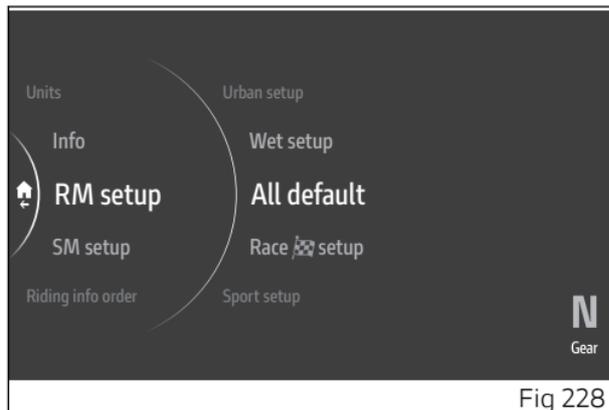


Fig 228

Settings – Suspension Mode setup

This function allows customisation of the available Suspension Mode profiles: Dynamic, Comfort, Track, Low grip.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Suspension Mode setup" item and press ENTER.

The items "Dynamic setup", "Comfort setup", "Track setup", "Low grip setup", and the "Default" items are displayed (only visible if one or more Suspension Mode parameters have been changed).

Use the joystick ▲ ▼ to select the Suspension Mode profile you wish to customise and press ENTER.

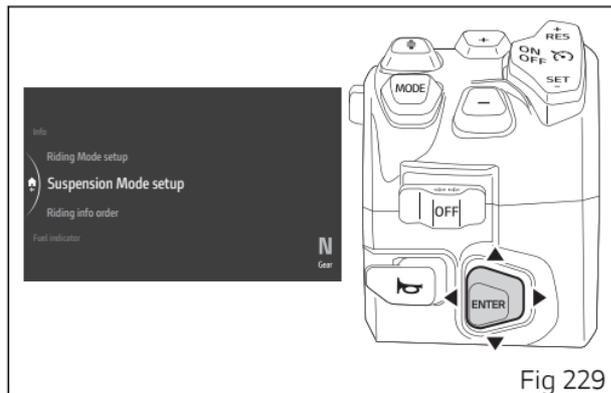


Fig 229

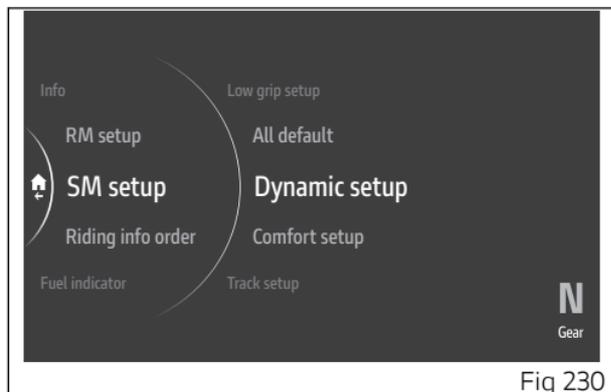


Fig 230

The parameters that can be customised for each Suspension Mode profile are:

- Front
- Rear
- Preload
- Default (visible only if one or more parameters of the selected Suspension Mode profile have been changed)

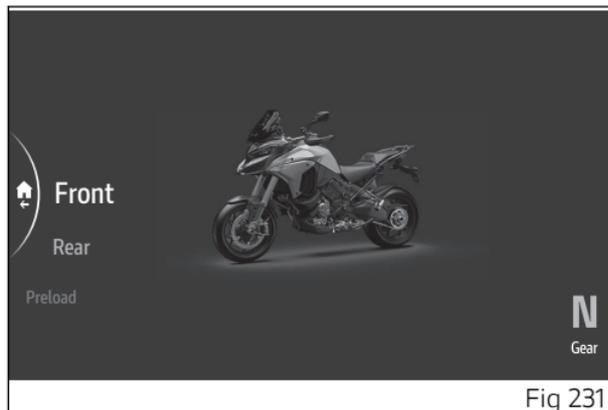
The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER to modify the parameters.

Use the joystick ▲ ▼ to select the parameter you wish to customise and press ENTER.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle set-up. If the parameters are changed accidentally, we recommend using the parameter reset function.



Settings – Suspension Mode setup – Front and Rear

This function allows changing the front and rear suspension setting.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Suspension Mode setup" item and press ENTER.
- Select the Suspension Mode profile you wish to customise and press ENTER.
- Select the "Front" or "Rear" item and press ENTER.

For both Front and Rear suspension ((Front in the example Fig 233)), "Hardest", "Hard", "Medium", "Soft" and "Softest" are displayed on the left side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

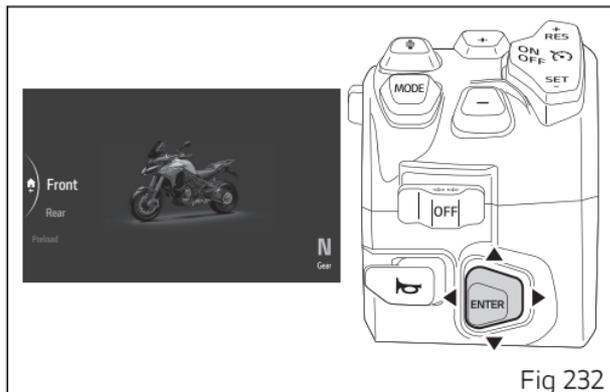


Fig 232

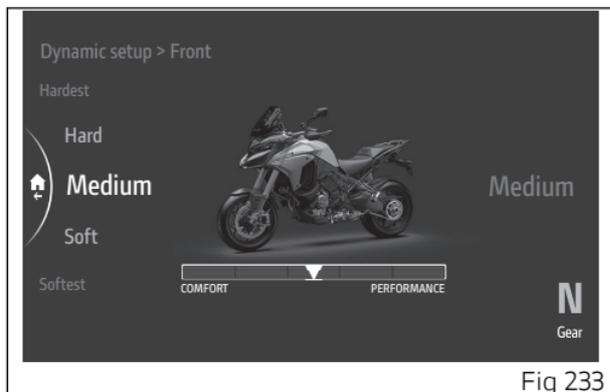


Fig 233

The following profiles are displayed on the left-hand side:

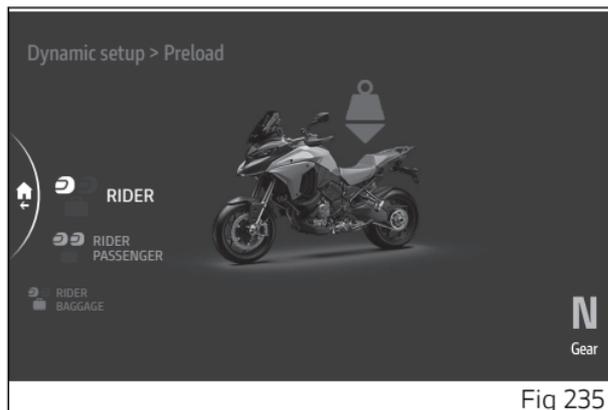
- Rider 🏍️
- Rider / baggage 🏍️ 📦
- Rider / passenger 🏍️ 🚲
- Rider / passenger / baggage 🏍️ 🚲 📦

The motorbike is shown in the middle with the part involved in the setting highlighted.

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

Note

In the case of the Suspension Mode profile “Off-road”, the following symbol is displayed for rider and passenger: 🏍️ .



Upon accessing the sub-menu of each profile, levels 1 to 24 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

The preloader actuator specific range is 18 mm (0.71 in), the instrument panel allows setting preload value among 24 positions; a preload change of 0.75 mm (0.03 in) corresponds to each position and allows any rider to find the optimal setting for each load condition.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and return to the previous menu.

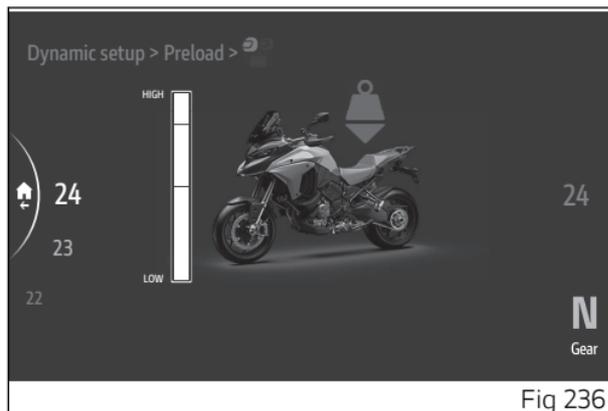
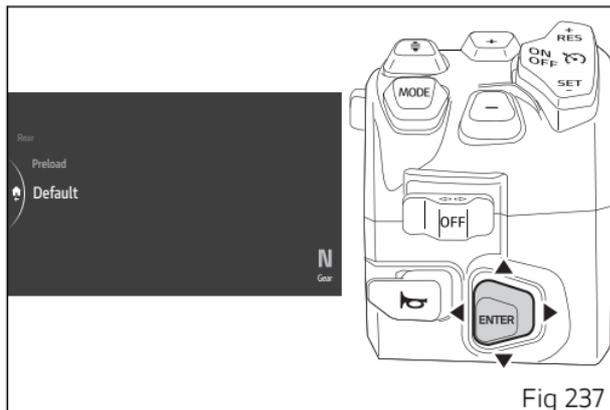


Fig 236

Settings – Suspension Mode setup – Default

This function allows restoring the values set by Ducati for Suspension Mode parameters and is only visible if the parameters have been previously modified.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Suspension Mode setup" item and press ENTER.
- Select the Suspension Mode profile you wish to customise and press ENTER.
- Select the "Default" item and press ENTER. The message "Wait..." is displayed for a few seconds followed by the message "Restored". Then "Default" disappears from the menu list.



Settings – Riding info order

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

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Riding info order" item and press ENTER.

The list of the 10 selectable items, with the number of their current position (A) is displayed in the middle. The current order of the Info display (B) is displayed on the right-hand side.

Use the joystick ▲ ▼ to scroll through the items in the list. Press ENTER to change the position number of the selected item.

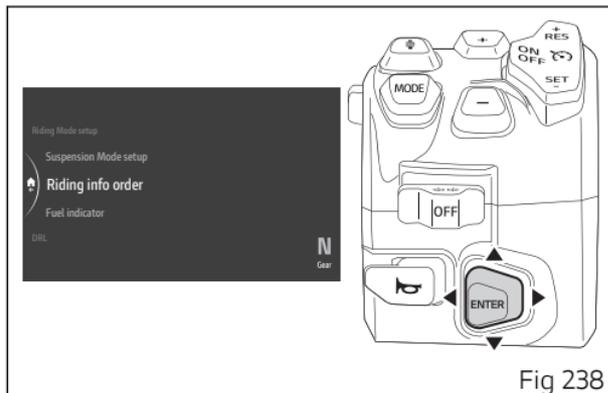


Fig 238

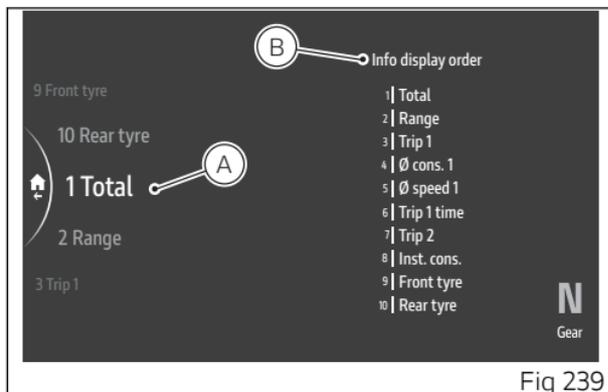


Fig 239

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

- Use the joystick ▲ ▼ to select “Total” and press ENTER (Fig 239).
- Two arrows (C) are displayed above and below the position number indicating that it can be changed from 1 to 10 (in this example “3”) using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm. The order of the Info display is then updated with the new position (D).

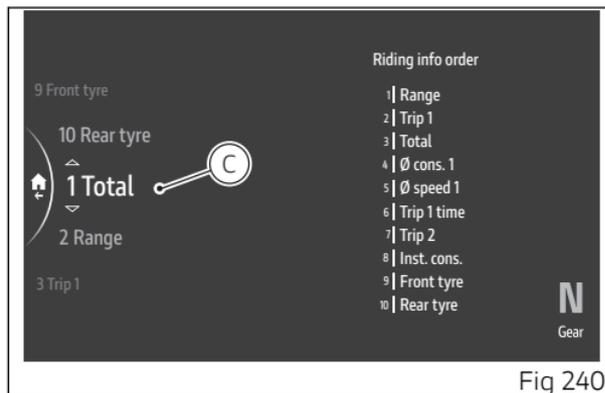


Fig 240

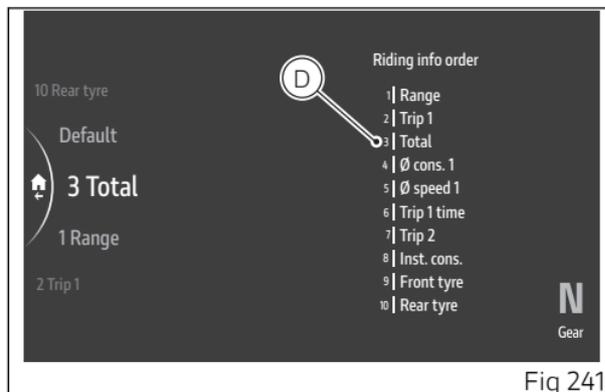
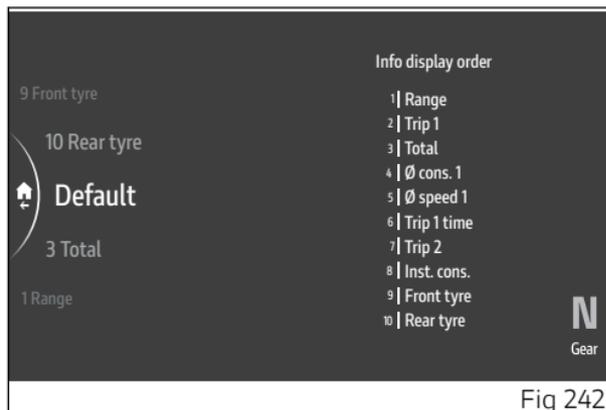


Fig 241

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

To restore the original order, select the "Default" item and press ENTER: "Wait..." is displayed for a few seconds followed by "Restored". Then, "Default" item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions (Fig 239).



Setting menu – Fuel indicator

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

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Fuel indicator" item and press ENTER.

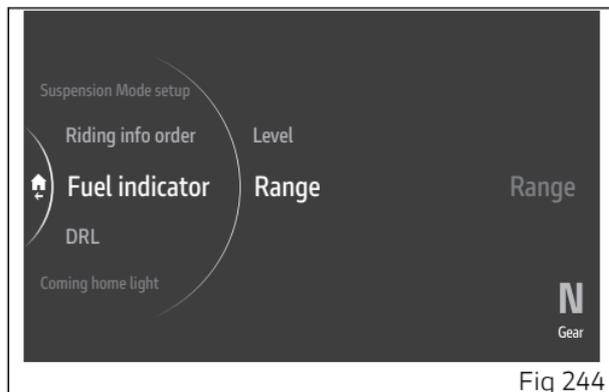
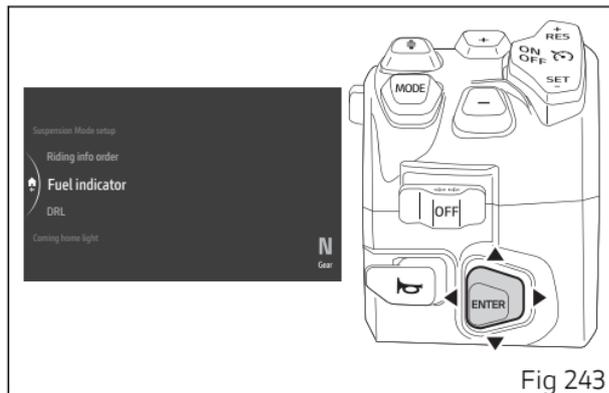
"Level" and "Range" are displayed in the middle. While the currently set mode is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

Note

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

Note

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



Settings – DRL (if available)

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

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "DRL" item and press ENTER.

"Auto" and "Manual" are displayed in the middle. While the currently set mode is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

Note

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

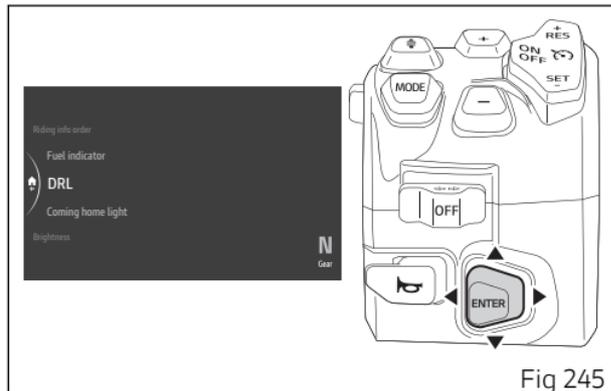


Fig 245

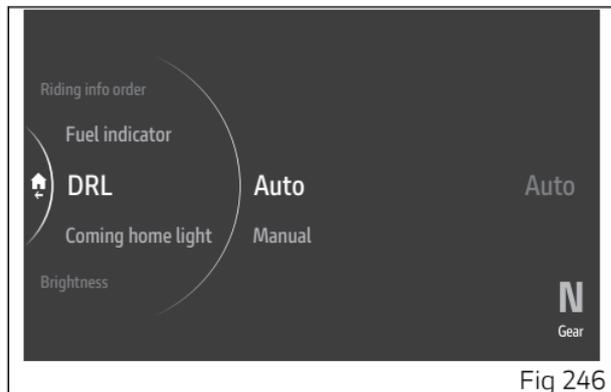


Fig 246

Settings – 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.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select "Coming home light" and press ENTER.

"On" and "Off" are displayed in the middle. While the currently set status is shown on the right.

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

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.

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.

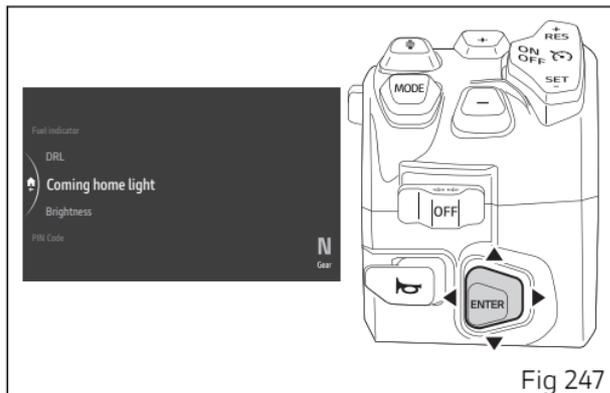


Fig 247

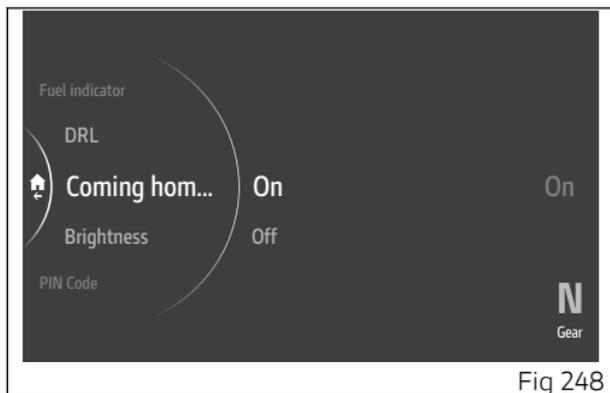


Fig 248



Note

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

Setting menu – Backlight

This function allows adjusting the backlighting intensity.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Backlight" item and press ENTER.

Levels from 100% to 20% are displayed in the middle. While the currently set level is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

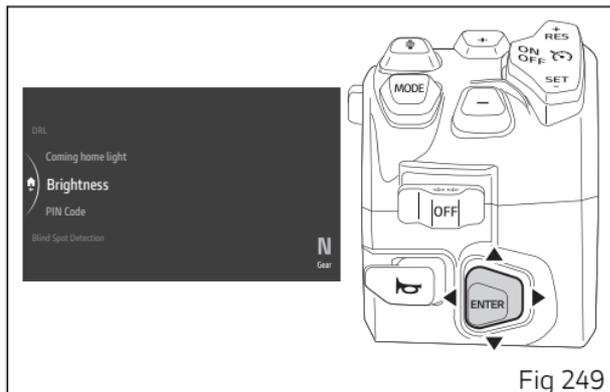
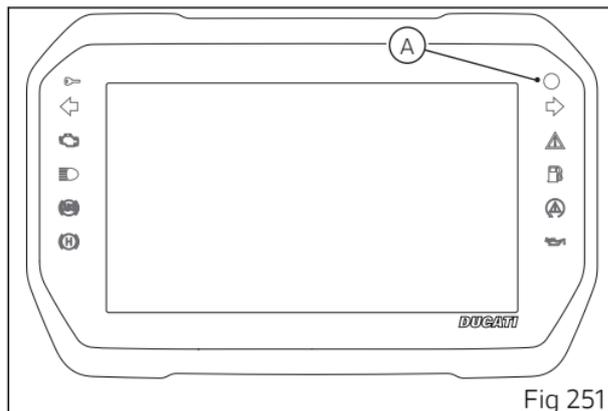


Fig 249



Fig 250

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



Setting menu – PIN Code

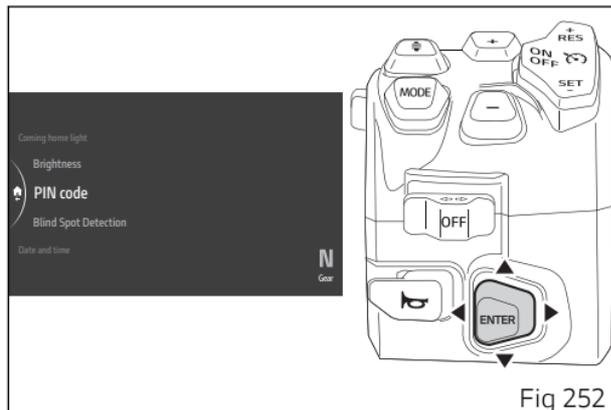
This function allows the user to activate or modify the PIN Code.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "PIN Code" item and press ENTER.

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

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

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



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

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "PIN Code" item and press ENTER.
- Select the "New PIN" item and press ENTER.

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

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits (Fig 255).

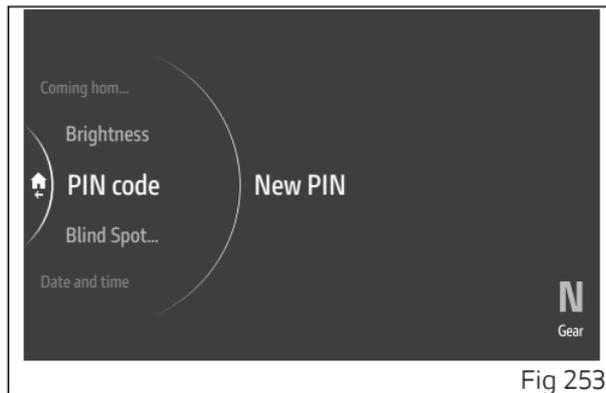


Fig 253

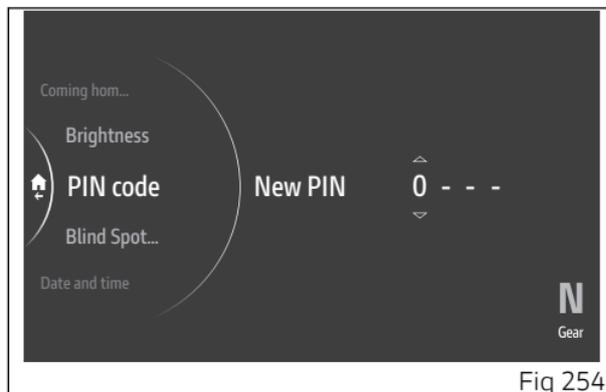


Fig 254

Once the last digit has been confirmed, "Save" is displayed.
Press ENTER to confirm, "Saved" is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying "Modify PIN" instead of "New PIN" (Fig 257).

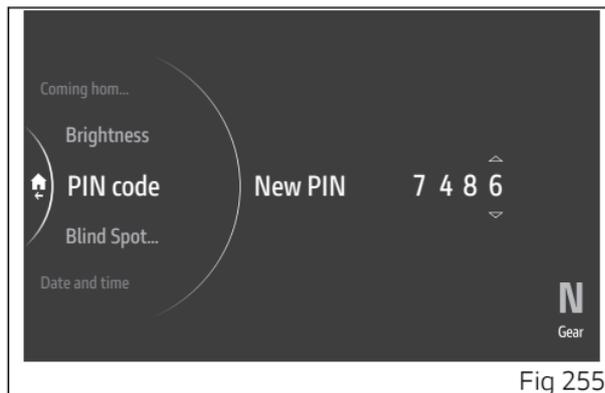


Fig 255



Fig 256

Modify PIN

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "PIN Code" item and press ENTER.
- Select the "Modify PIN" item and press ENTER.

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

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

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

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

If the PIN is correct, enter the new PIN.

The display shows "New PIN" on the left and the first of the 4 digits active for the entry (Fig 254).

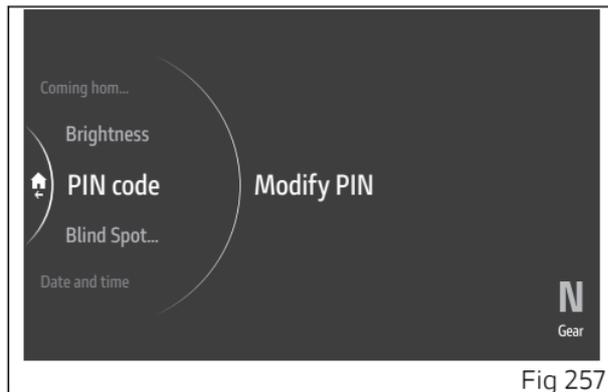


Fig 257

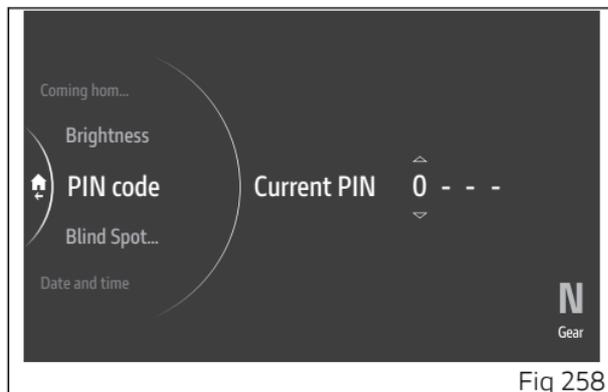


Fig 258

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 255).

Once the last digit has been confirmed, "Save" (Fig 256) is displayed.

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

Setting menu – Date and time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Date and time" item and press ENTER.

"Set date", "Date format", "Set time" and "Time format" (Fig 260) are displayed. The currently set values are shown on the right.

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

Note

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

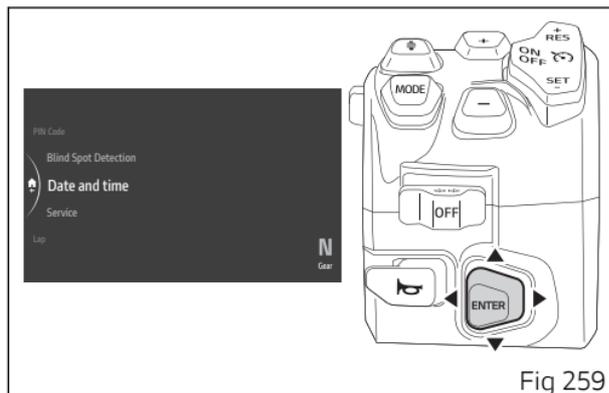


Fig 259

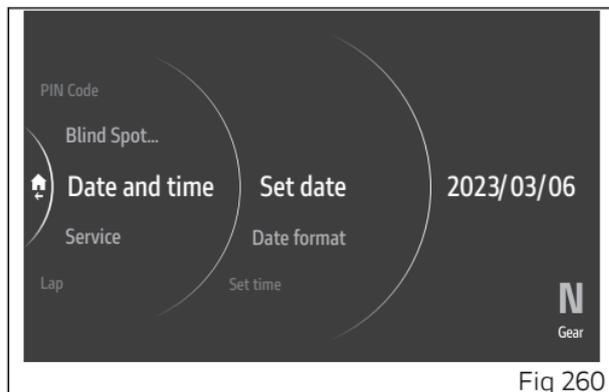


Fig 260

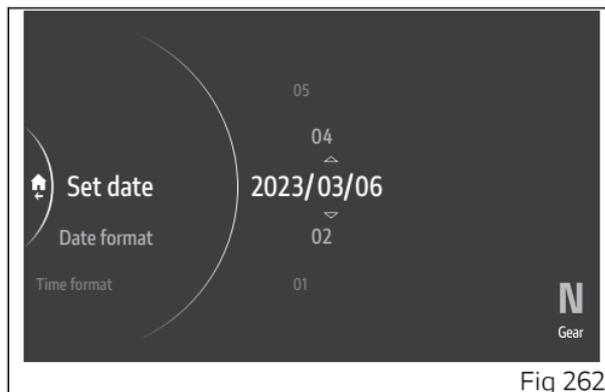
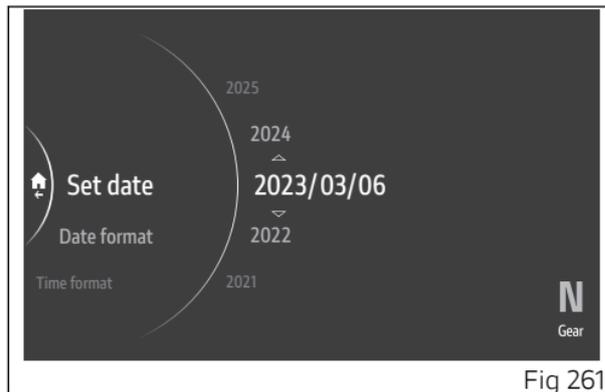
Set date

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Date and time" item and press ENTER.
- Select the "Set date" item and press ENTER.

The first parameter of the date (- the year in the example - Fig 261) becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter, which is the (month in the example shown here, Fig 262). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.



The arrows and available values appear for the third parameter, which is the (day in the example shown here, Fig 263). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and return to the previous screen.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” (Fig 264) is displayed for 3 seconds. Afterwards, it will be possible to enter the correct date.

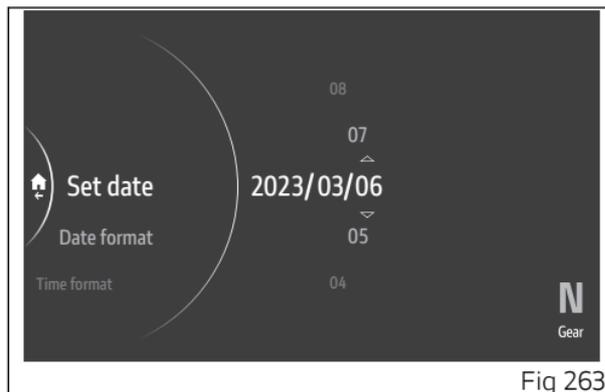


Fig 263

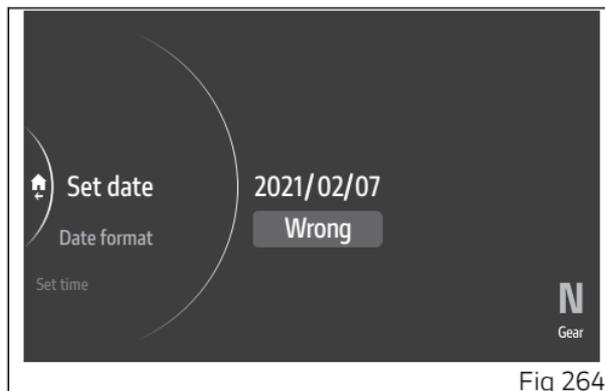


Fig 264

Date format

This function allows setting the date format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Date and time" item and press ENTER.
- Select the "Date format" item and press ENTER.

The available formats are displayed: "dd.mm.yyyy", "mm.dd.yyyy", "yyyy.mm.dd", "yyyy.dd.mm" (Fig 266). Using the joystick ▲ ▼ it is possible to scroll and select the desired format. Press ENTER to confirm and return to the previous screen.

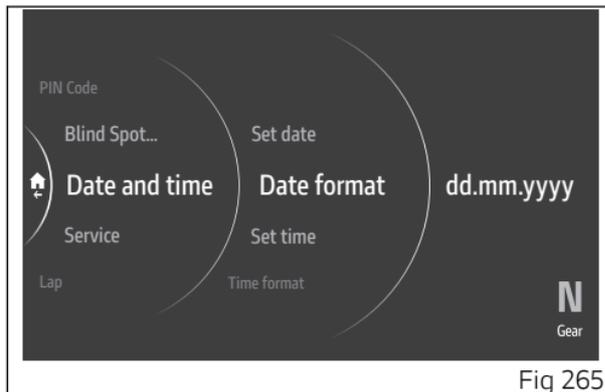


Fig 265



Fig 266

Set time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Date and time" item and press ENTER.
- Select the "Set time" item and press ENTER.

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 268). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the number of the minutes.

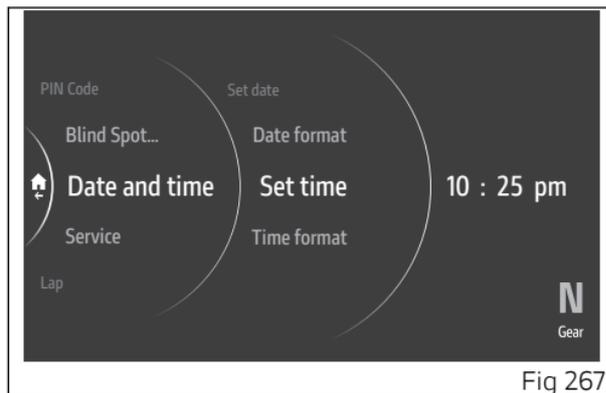


Fig 267

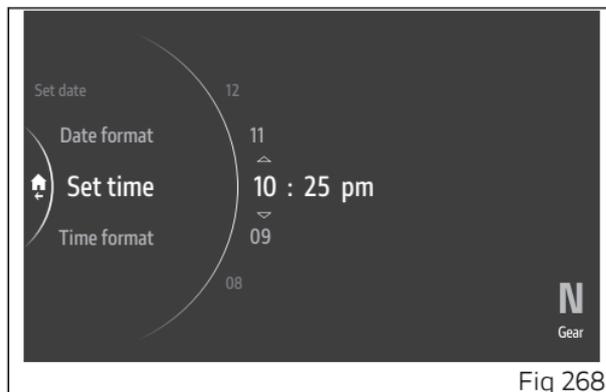


Fig 268

The minute number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 269). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the AM/PM selection.

The “AM” or “PM” item becomes selectable and is displayed with two arrows above and below it (Fig 270). Using the joystick ▲ ▼ it is possible to select the desired value. Press ENTER to confirm and return to the previous screen.

Note

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

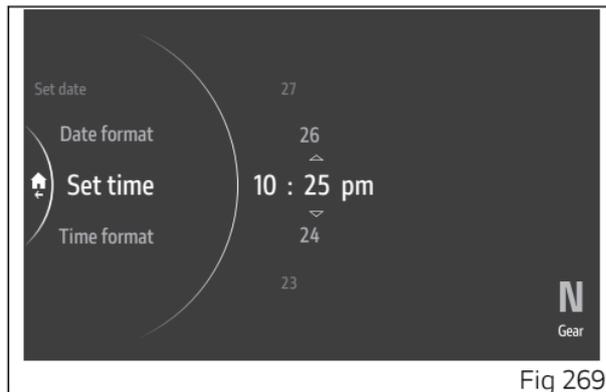


Fig 269

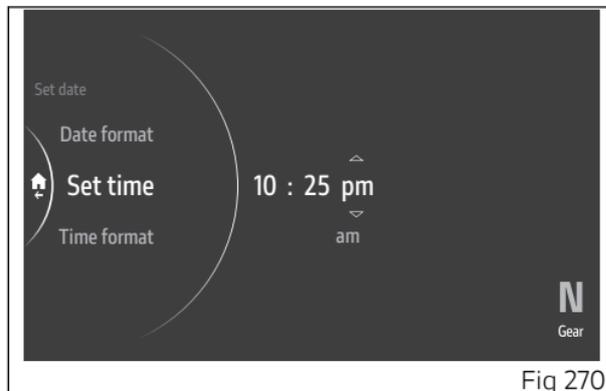


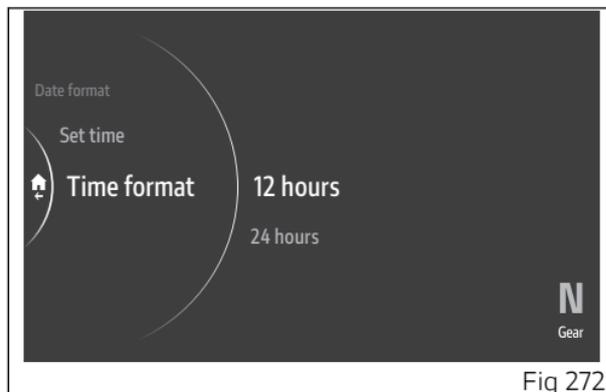
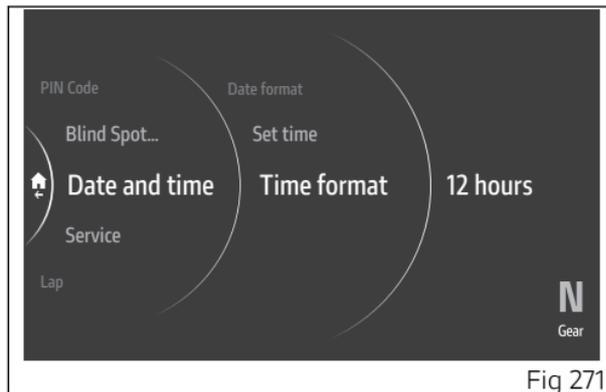
Fig 270

Time format

This function allows setting the time format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Date and time" item and press ENTER.
- Select the "Time format" item and press ENTER.

"12 hours" and "24 hours" (Fig 272) formats are displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired format. Press ENTER to confirm and return to the previous screen.



Setting menu – Service

This function allows displaying the next due services.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Service" item and press ENTER.

The display shows the information concerning the following service types:

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



Note

This function does not allow changes to be made.

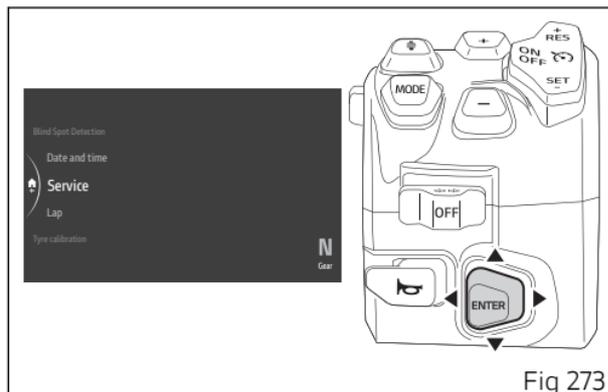


Fig 273

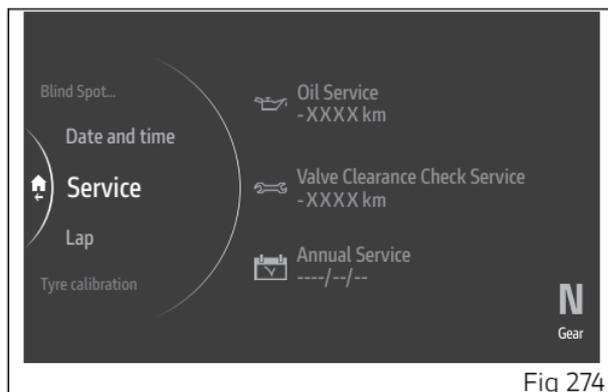


Fig 274

Service warnings

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

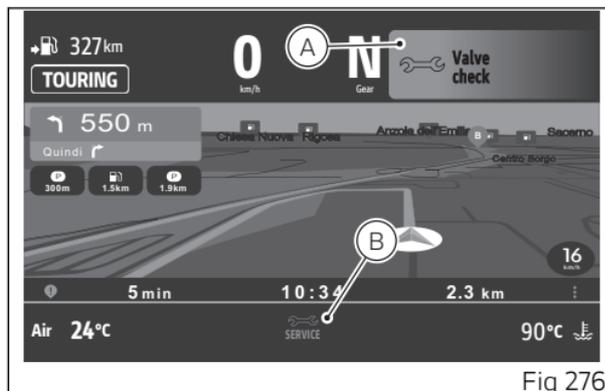
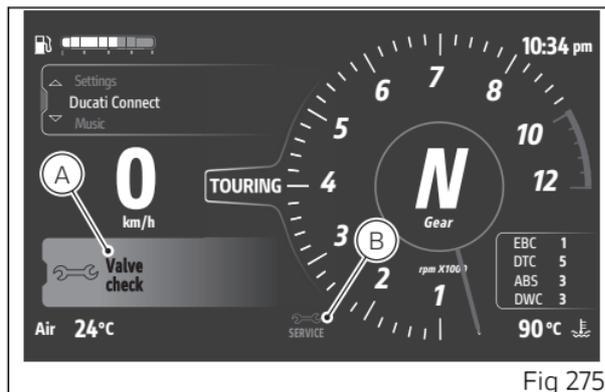
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer".

Service coupon types are: "Oil service", "Valve Clearance Check Service" and "Annual service".

Within the scheduled maintenance chart, they are indicated as "Oil service", "Valve check" and "Annual service", respectively.

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

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions in the main page (Fig 275) and in the Ducati Connect page (Fig 276).



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

Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding red signal is activated in large mode (A) for 5 seconds, then the signal toggles to small mode (B): "Oil service" (F), "Valve check" (G) and "Annual service" (H).

The image (Fig 278) shows the large version on the left and the small version of the relevant service coupons on the right.

Red service warning is displayed until reset by the Ducati authorised service centre, during maintenance.

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.

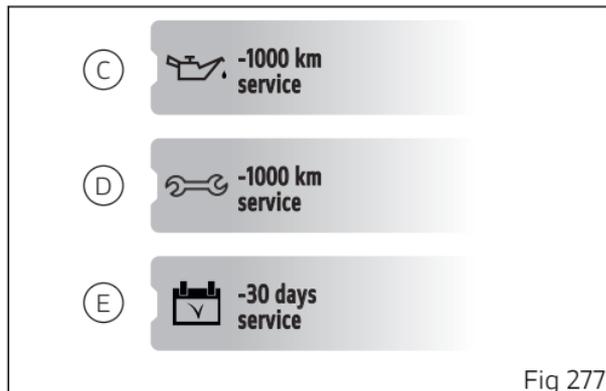


Fig 277

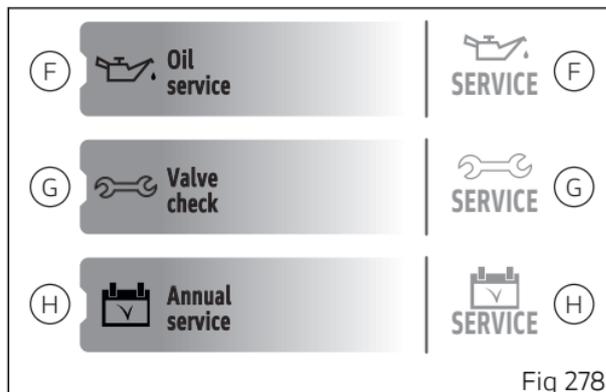


Fig 278

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.



Setting menu – Lap

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Lap" item and press ENTER.

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

"Off" and "On" items are used to deactivate and activate the Lap function (Fig 280), respectively. The "Lap data" item allows viewing the saved laps, while the "Erase data" item allows deleting the recorded laps.

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

Note

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

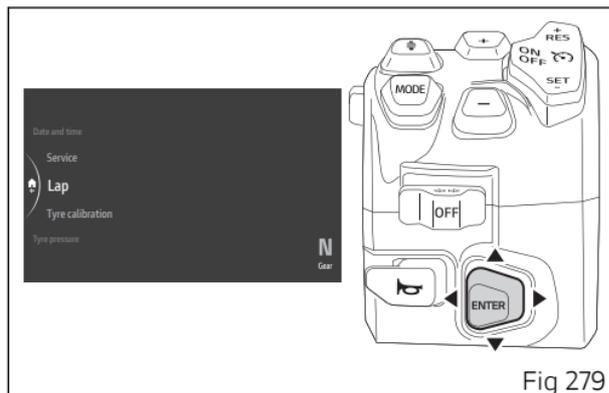


Fig 279

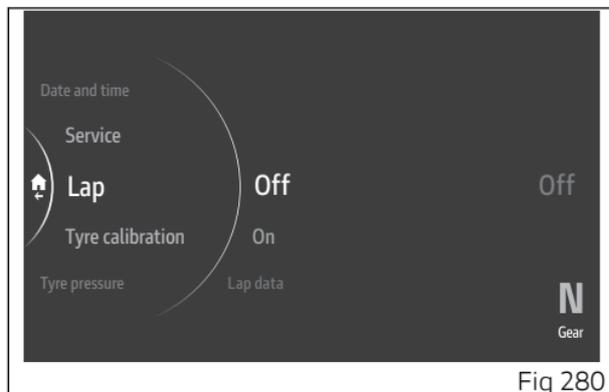


Fig 280

Lap data

This function allows viewing the data of each recorded lap.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Lap" item and press ENTER.
- Select the "Lap data" item and press ENTER.

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

- Time
- Max speed
- Max rpm

Use the joystick ▲ ▼ to scroll through the laps in the list and to view their recorded data.

Note

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

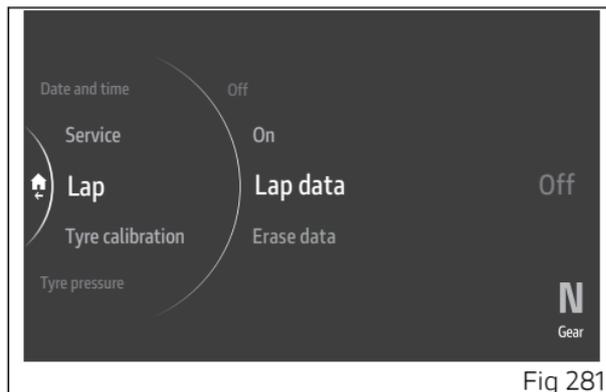


Fig 281



Fig 282

Erase data

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Lap" item and press ENTER.
- Select the "Erase data" item and press ENTER to erase the data.

The message "Wait..." is then displayed for a few seconds (Fig 284), followed by the message "Erased" for a few seconds. The previous screen will then be displayed without the "Erase data" item.



Setting menu – Tyre calibration

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

It also allows you to correctly learn the final drive ratio (front sprocket/rear sprocket) in the event of modifications to the approved configuration.

Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

Then perform the Tyre Calibration function:

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

Condition for successful calibration:

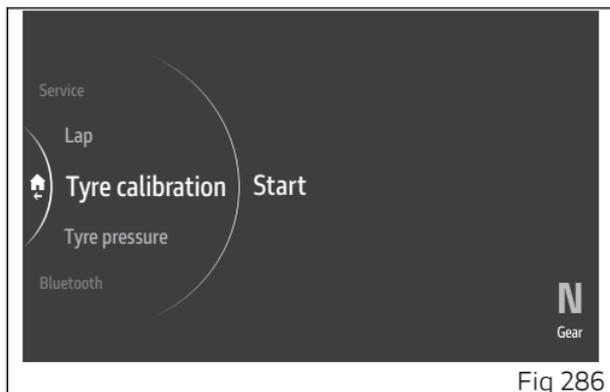
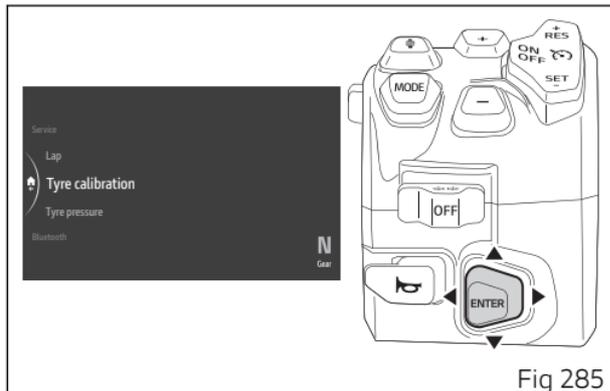
- constant speed between 49 and 51 km/h.
- 2nd gear

To open this function:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Tyre calibration" item and press ENTER.

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

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



Tyre calibration - Start

By pressing ENTER with "Start" displayed (Fig 286), the instrument panel shows the screen to proceed with calibration.

This screen shows the message "Ready" (A, Fig 287) and the indication to maintain a constant speed between 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged.

When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing "In progress" (B, Fig 288) instead of "Ready" (A, Fig 287). Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

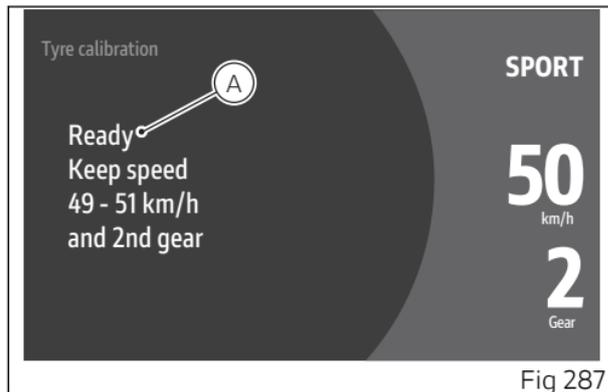


Fig 287

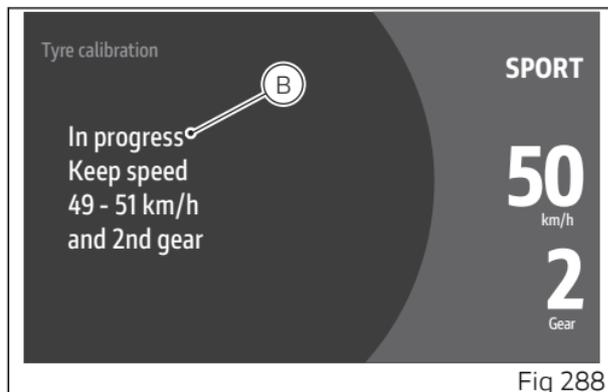
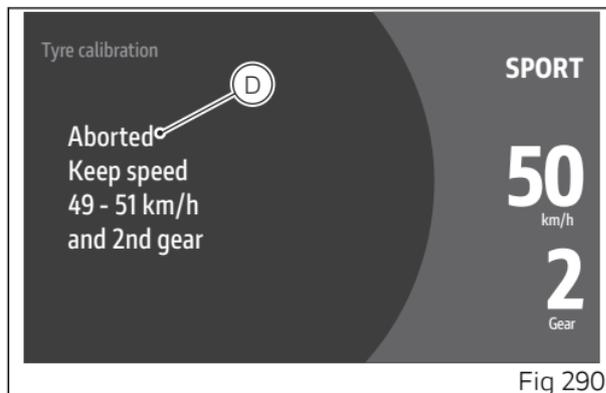
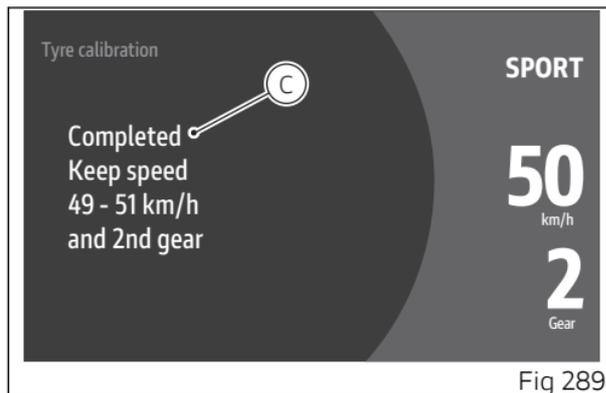


Fig 288

If the teach-in procedure is completed correctly, the instrument panel shows "Completed" (C, Fig 289) followed by the previous menu after a few seconds.

The procedure can be aborted by pressing and holding the joystick in position ◀ for a long time: in this case the instrument panel displays all previous information, replacing message "In progress" (B, Fig 288) with message "Aborted" (D, Fig 290) followed by the previous menu after a few seconds.



If during the calibration procedure the required speed and riding conditions are not maintained, or an error or malfunction occurs, the instrument panel displays the message "Failed" (E, Fig 291) and returns to the previous menu after a few seconds.

 **Note**

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

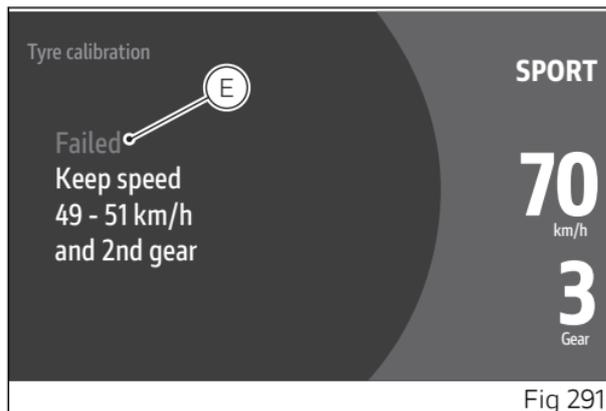


Fig 291

Tyre calibration - Default

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

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

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

Final drive ratio		Rear sprocket
		42
Front sprocket	16	2.63

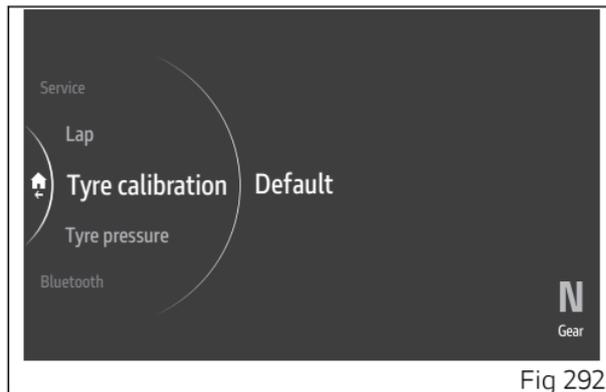


Fig 292



Fig 293

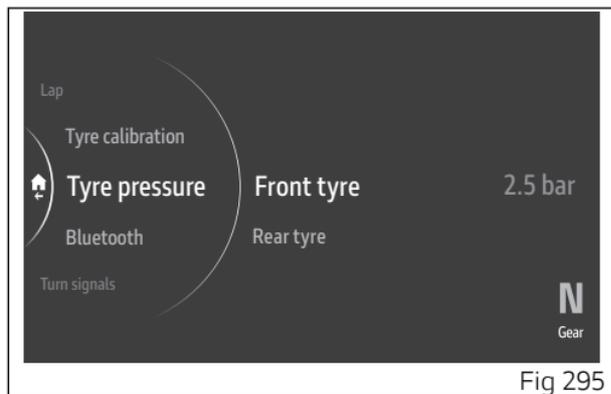
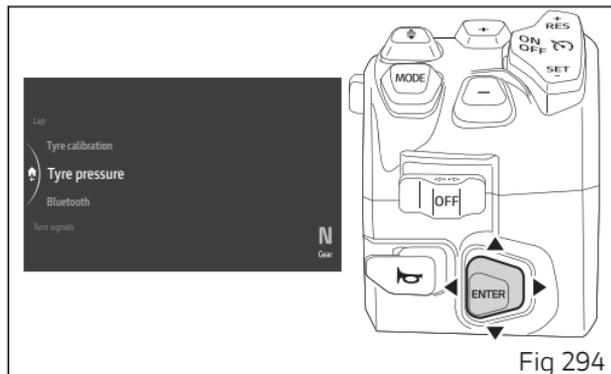
Setting menu – Tyre pressure (if available)

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Tyre pressure" item and press ENTER.

The items "Front tyre" and "Rear tyre" are displayed. The currently set relative pressure is shown on the right.

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



When "Front tyre" (Fig 296) or "Rear tyre" (Fig 297) 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 in the relevant joystick positions ▲ ▼. The currently set pressure is shown on the right. Press ENTER to confirm and return to the previous screen.



Note

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



Fig 296



Fig 297

Setting menu – Turn signals

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

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Turn signals" item and press ENTER.

"Auto-off" and "Manual-off" are displayed in the middle. While the current status of the function is shown on the right.

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

Note

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

Automatic switch-off:

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

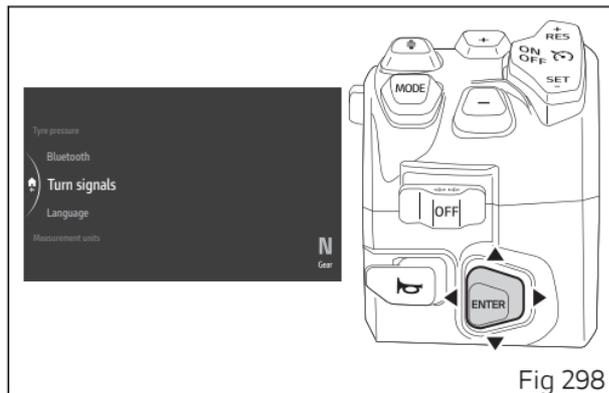


Fig 298

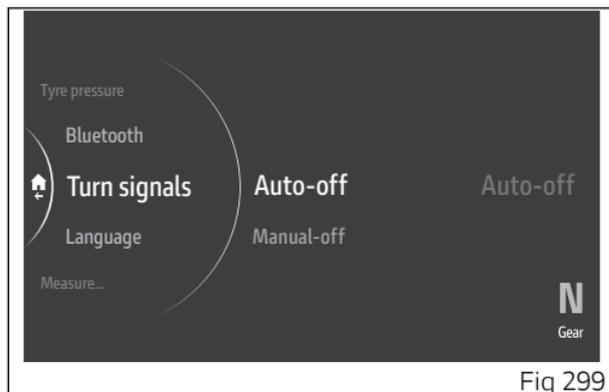


Fig 299

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.

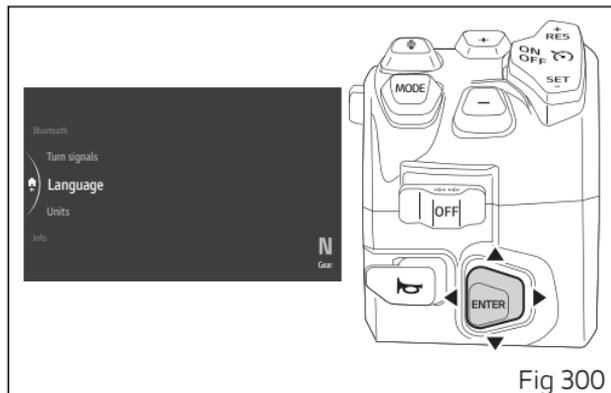
Setting menu – Language

This function allows setting the instrument panel language.

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Language" item and press ENTER.

The following items are displayed in the middle: "English", "Italiano", "Deutsch", "Français", "Nederlands", "Español", "Português", "日本語", "简体中文". While the currently set language is shown on the right.

Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm: the new language setting is immediately applied to the instrument panel interface.



Settings - Units

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

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.

The following items are displayed in the middle: "Speed", "Temperature", "Consumption", "Pressure" and "Default" (visible only is one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to access the setting page.

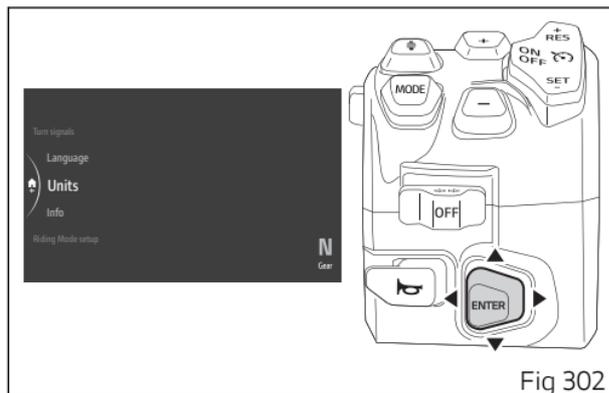


Fig 302

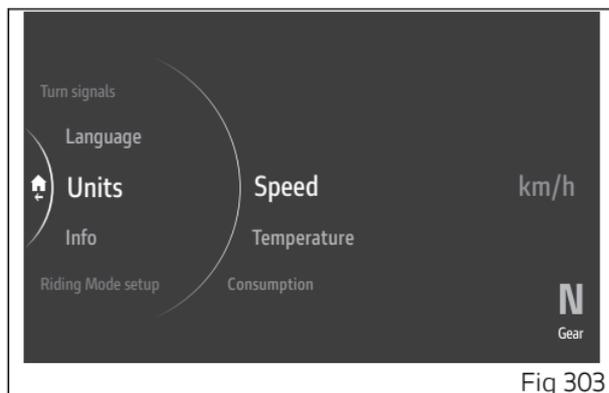


Fig 303

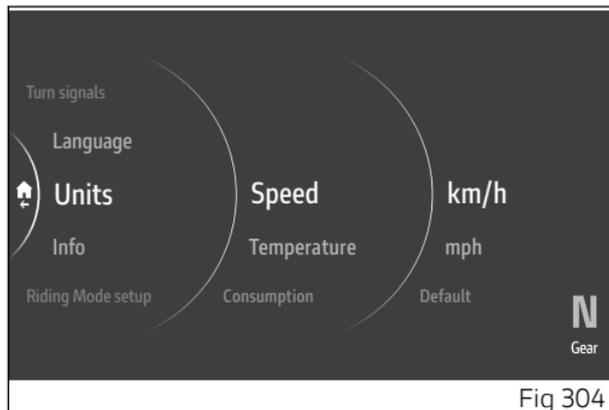
Speed

To set the speed measurement unit:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- Select the "Speed" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.



Temperature

To set the temperature measurement unit:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- Select the "Temperature" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

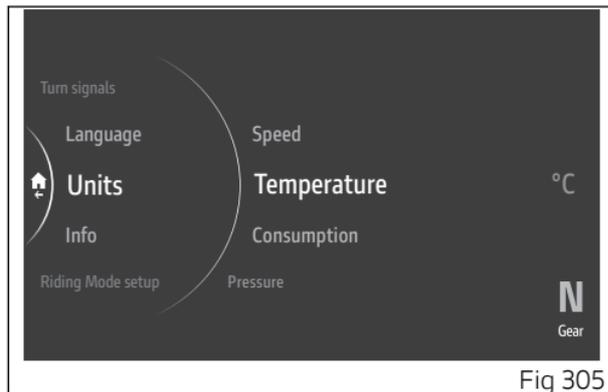


Fig 305

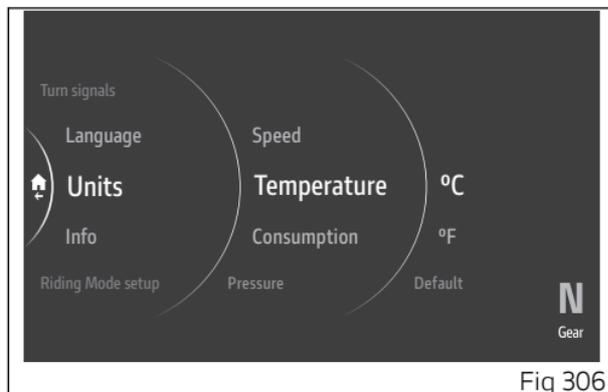


Fig 306

Consumption

To set the consumption measurement unit:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- Select the "Consumption" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

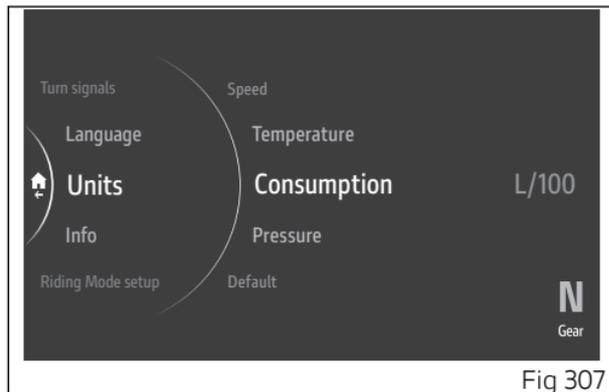


Fig 307

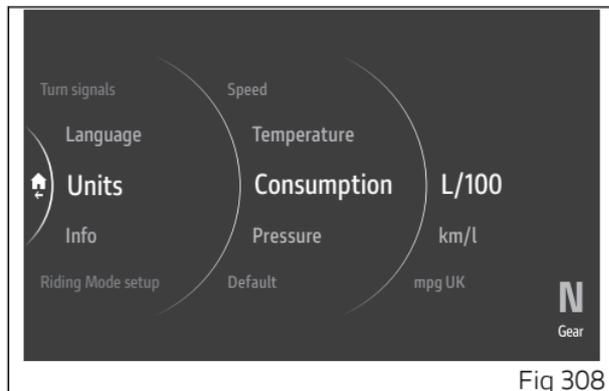


Fig 308

Pressure

To set the pressure measurement unit:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- Select the "Pressure" item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

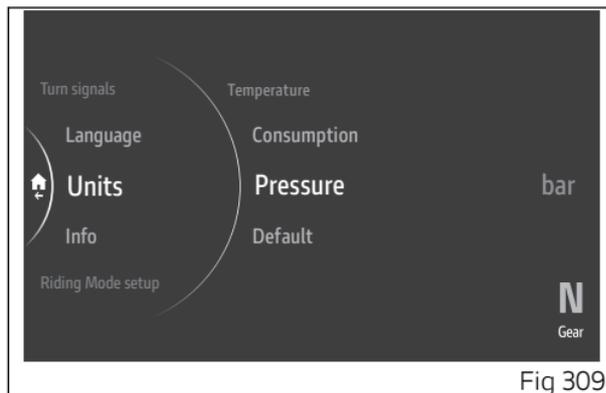


Fig 309

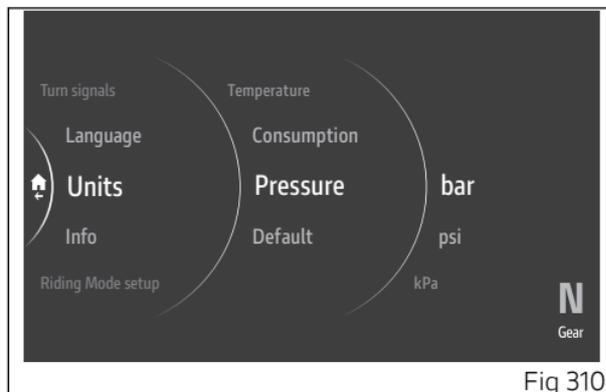


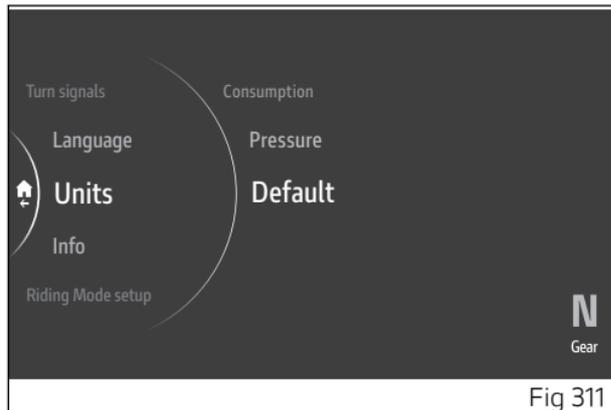
Fig 310

Restoring the unit of measurement

You can restore all or a single unit of measurement.

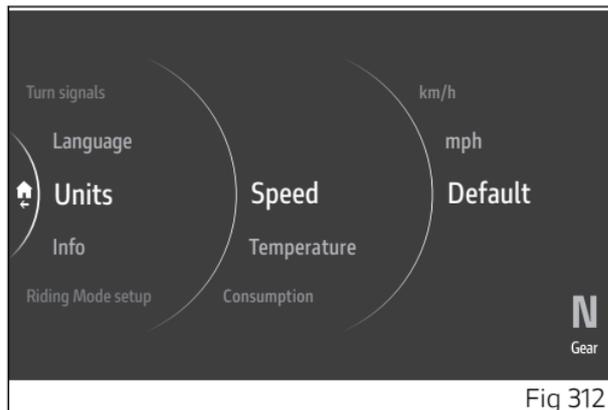
To restore all measurement units:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays "Wait..." for a few seconds followed by "Restored", then "Default" disappears from the menu list.



To restore a single unit of measurement:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the "Units" item and press ENTER.
- Select the value to be restored (e.g. Speed) and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays "Wait..." for a few seconds followed by "Restored", then "Default" disappears from the menu list.



Setting menu – Info

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Info" option and press ENTER button.
- The display shows the information concerning the battery and engine rpm in a digital format.



Note

This function does not allow changes to be made.

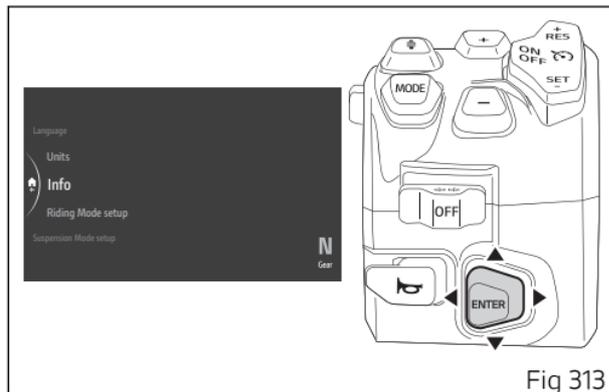


Fig 313

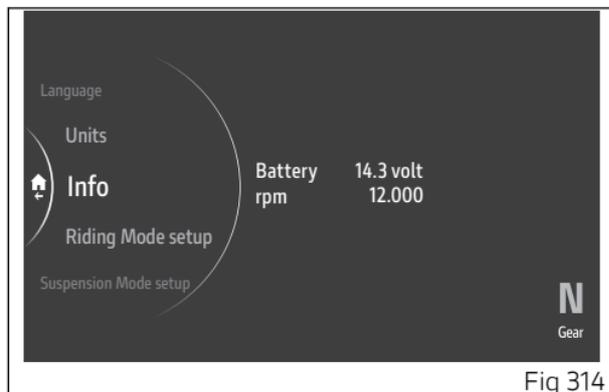


Fig 314

VHC

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

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

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the warning light (Fig 315) turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

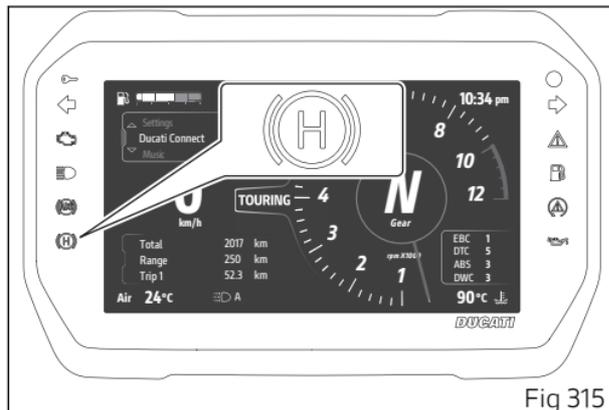


Fig 315



Attention

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

This function is disabled under the following conditions:

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

4) when the user unfolds the stand



Attention

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

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 for the first 5 seconds and then in a smaller size.

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

Active warnings or alarms are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions in the main page (Fig 316) and in the Ducati Connect page (Fig 317). In the following figures, the warnings are shown on the left in the large version and on the right in the small version.

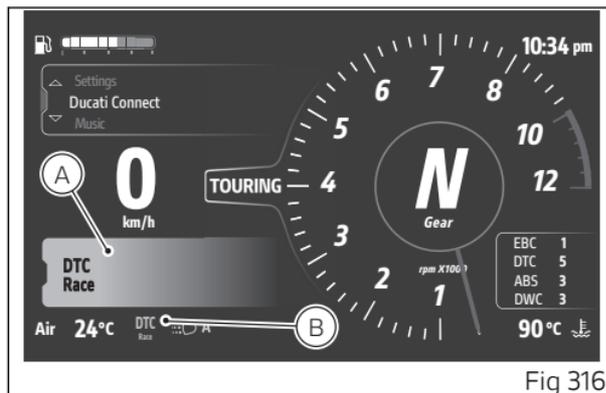


Fig 316

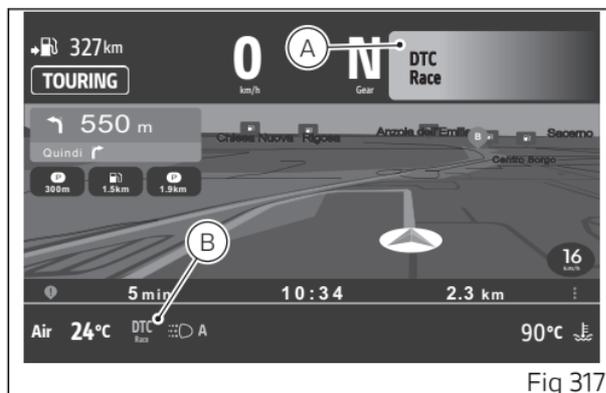


Fig 317

DTC race (C)

Yellow, it indicates that you must ride carefully as the current DTC setting was devised for use on the track. Ducati recommends to ride carefully and use this type of setting only for use on the track.

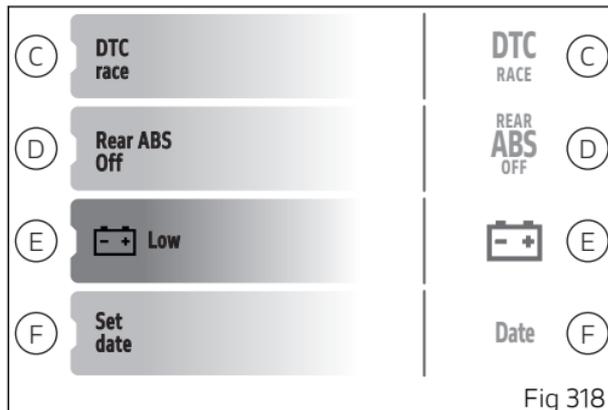
Rear ABS Off (D)

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

Low battery (E)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.

Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.



Set date (F)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Settings" menu (page 294).

No key (G)

Yellow, it indicates that the Hands Free system does not detect the active key near the vehicle.

Key low (H)

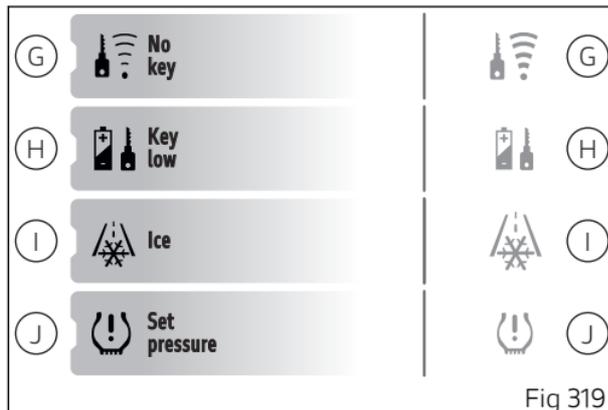
The yellow colour indicates that the battery of the active key for the Hands Free is nearly flat. Replace the battery as soon as possible.

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).

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.



Set pressure – accessory (J)

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Settings" menu (page 314). It is only displayed if the tyre pressure sensors are present on the motorcycle.

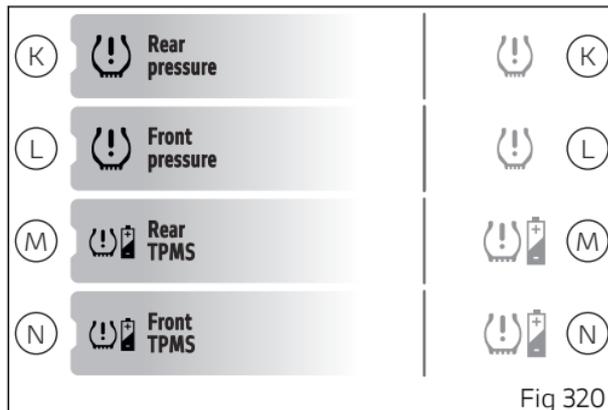
Front pressure (K) and Rear pressure (L) – accessories

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 (M) and Rear TPMS (N) – 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.



Steering lock error (O)

Yellow, it indicates that the Hands Free System was not able to disengage the steering lock.

Note

Ducati recommends switching vehicle off and on again, keeping handlebar fully turned. If warning is still present and steering does not unlock, contact a Ducati Authorised Service Centre.

Low fuel (P)

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

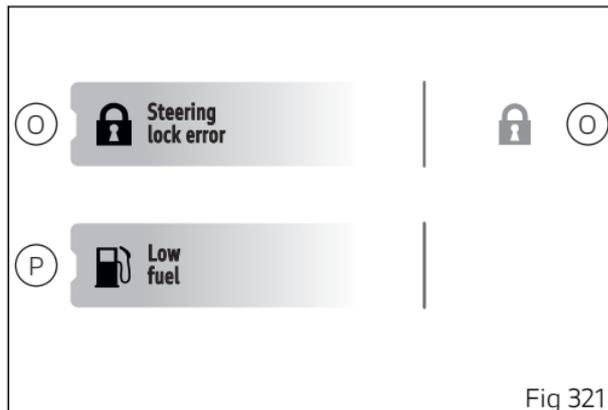


Fig 321

Indication of fuel tank plug with electronic-
controlled opening – accessory

If the fuel tank plug with electronic-controlled
opening has been installed on the motorbike, a
yellow information icon is displayed on the
instrument panel to indicate when the electronic
plug is open:

- when activated, it is displayed for the first 5
seconds in the large format
(Q main screen, Fig 322)
(R Ducati Connect screen Fig 323);
- then it is displayed in the small format
(S main screen, Fig 322)
(T Ducati Connect screen Fig 323).

If the instrument panel is turned on (key-on) while
the plug is open, the icon will be active.

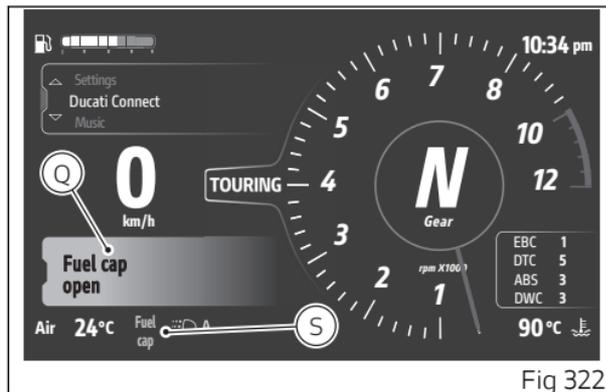


Fig 322

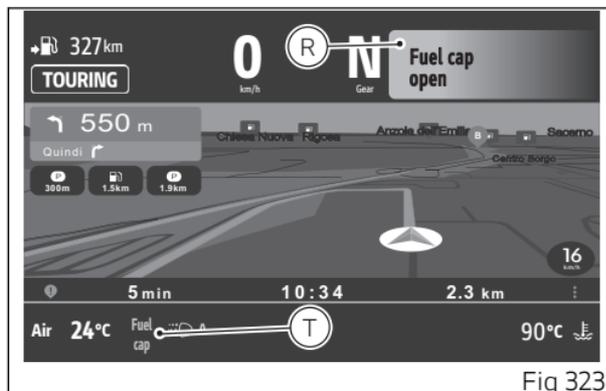


Fig 323

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 Ducati Connect page displays it in the position shown in figure (C) .

The warning then remains active until the error is resolved.

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



Fig 324



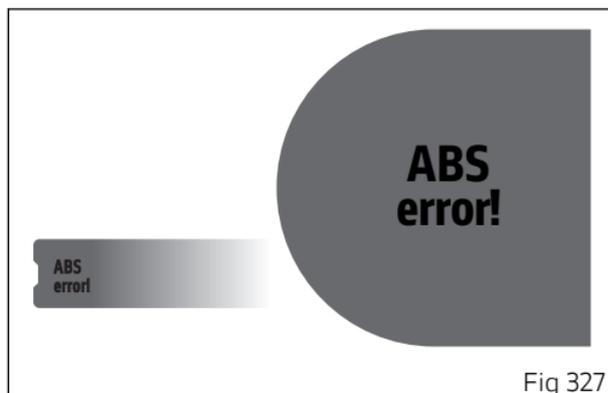
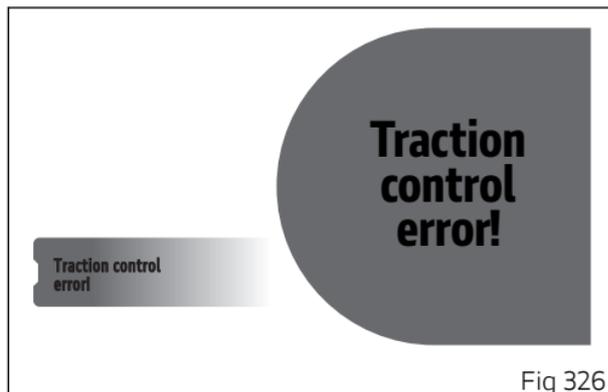
Fig 325

Traction control error! (Fig 326)

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

ABS error! (Fig 327)

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



Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check the coolant level in the expansion reservoir (1), looking from the left to the right side of the vehicle, under the headlight.

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Place the vehicle on level ground, on the centre stand (where available) or on the service stand.

Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorised Service Centre.

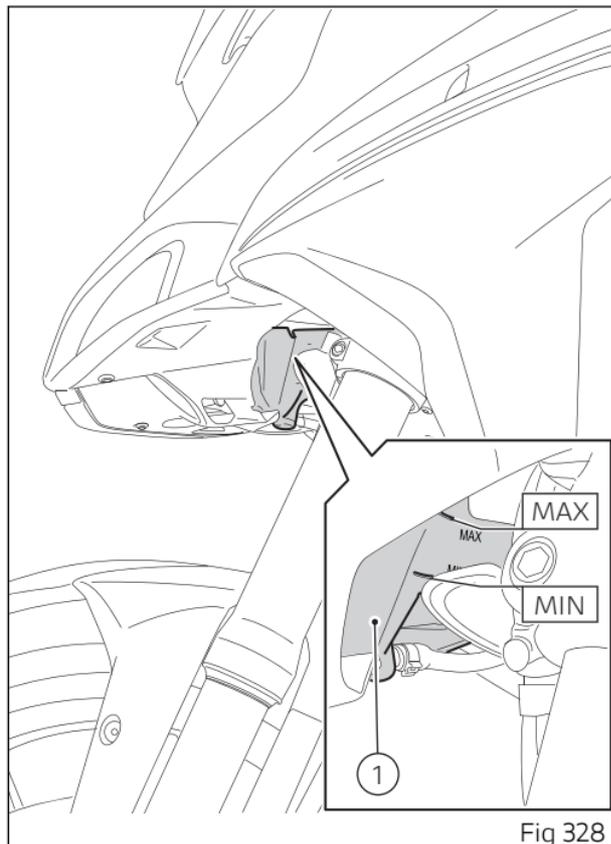


Fig 328

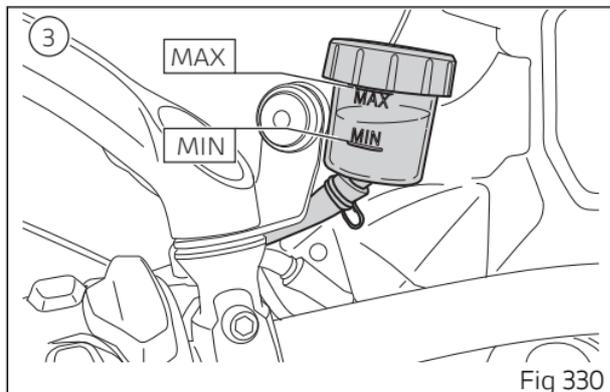
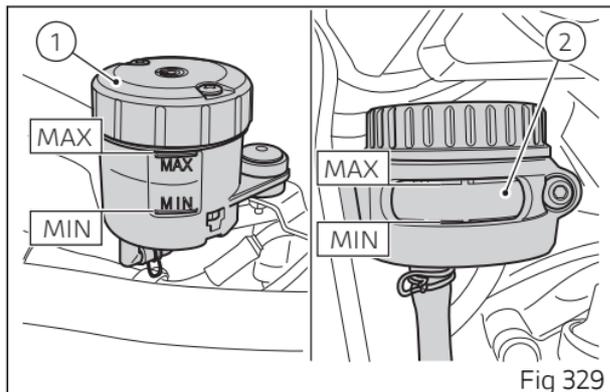
Checking brake and clutch fluid level

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

The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under "Scheduled maintenance"; please contact a Ducati Dealer or Authorised Service Centre.



Braking system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

If the control lever has exceeding play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.



Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.

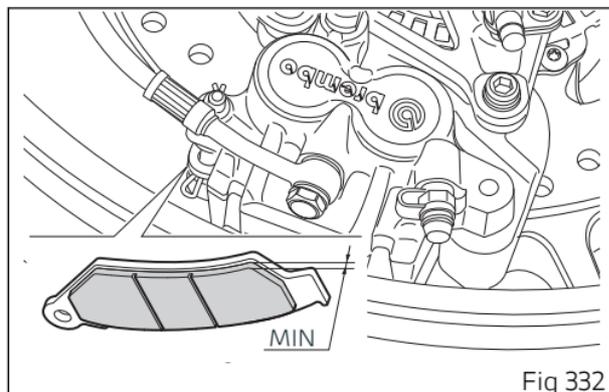
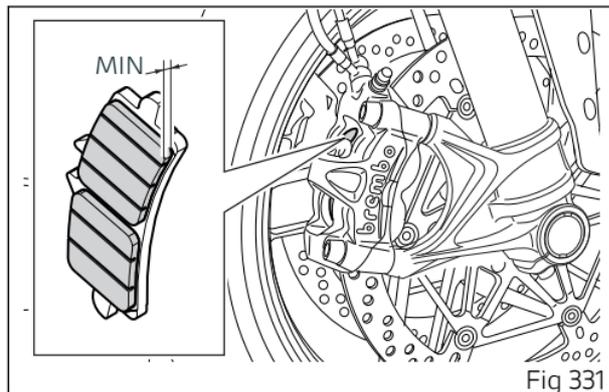
Change both pads if friction material thickness of even just one pad is about 1 mm.

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.



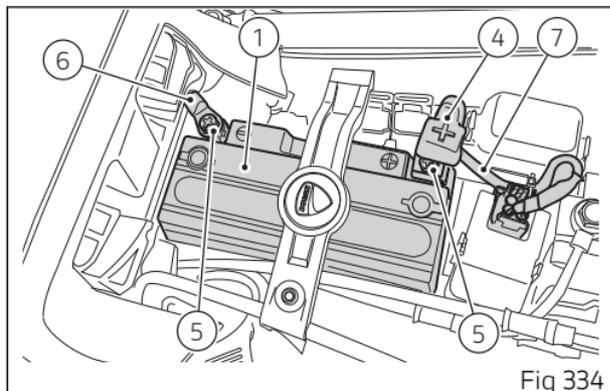
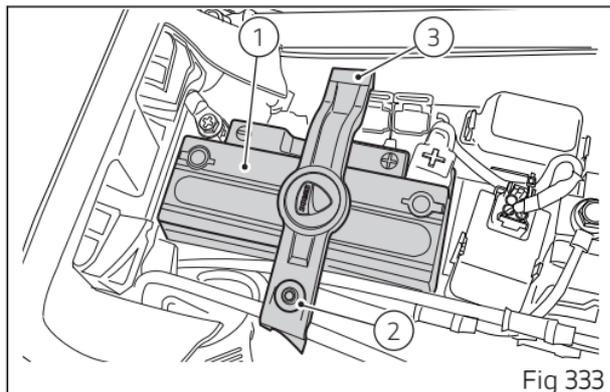
Charging the battery

Loosen screw (2) and slide out battery (1) fastening bracket (3).

Lift protective sheath (4) and then loosen retaining screws (5), and remove from the relevant terminals:

- 1) the negative cable (6);
- 2) the positive cable (7).

Remove the battery (1) sliding it upwards.



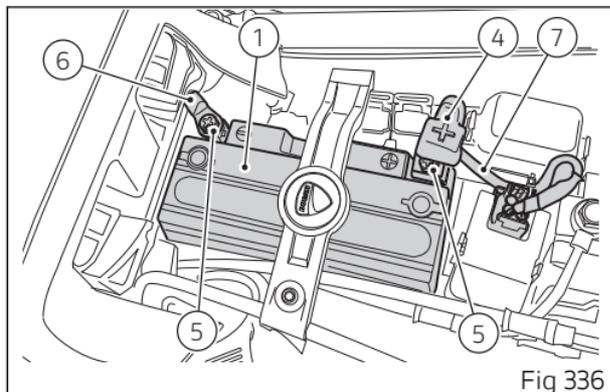
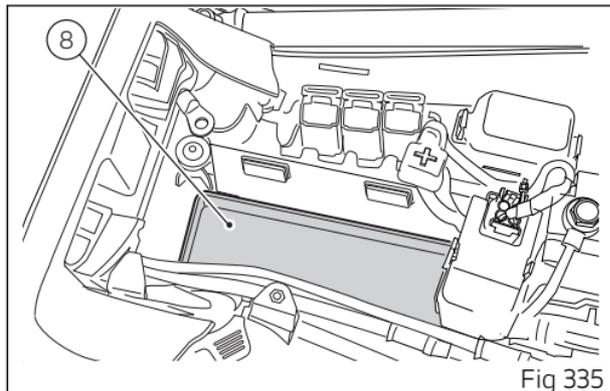
Refitting the battery

If previously removed, position the battery mount (8) perfectly level inside compartment.
Position battery (1) inside mount (8).

Connect the battery cables, always starting from the positive (+) one, as indicated:

- connect the positive cable (+) (7) to the positive terminal;
- connect the negative cable (-) (6) to the negative terminal.

Tighten terminal screws (5) and position protective sheath (4).



Fit battery (1) fastening bracket (3) with care, and tighten screw (2).

Attention

The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-). Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the subsection "Maintaining the battery charge".

Attention

Keep the battery out of the reach of children.

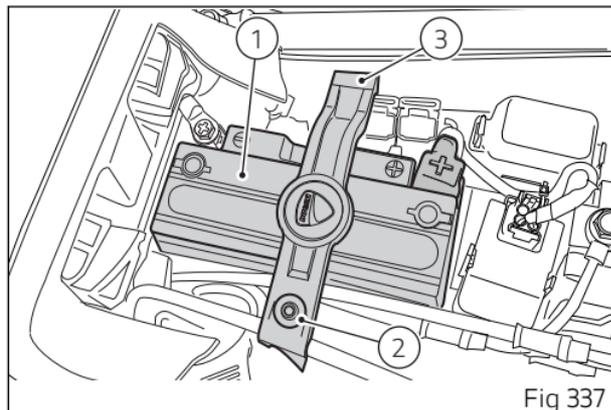


Fig 337

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

Improper chain tension will lead to early wear of transmission parts.

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 lower chain sliding shoe. It must be: $A = 27 \div 29 \text{ mm}$ ($1.06 \div 1.14 \text{ in}$).

Important

This only applies to SPORT DEFAULT - rider only setting, available upon delivery.

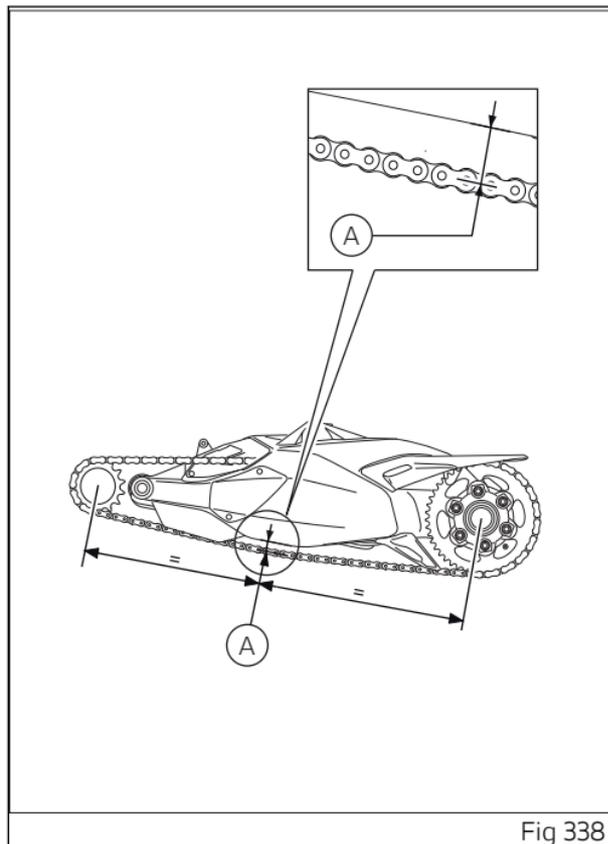


Fig 338



Attention

Correct tightening of swinging arm screws (1) is critical to rider safety.



Important

Improper chain tension will lead to early wear of transmission parts.



Important

To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensing.

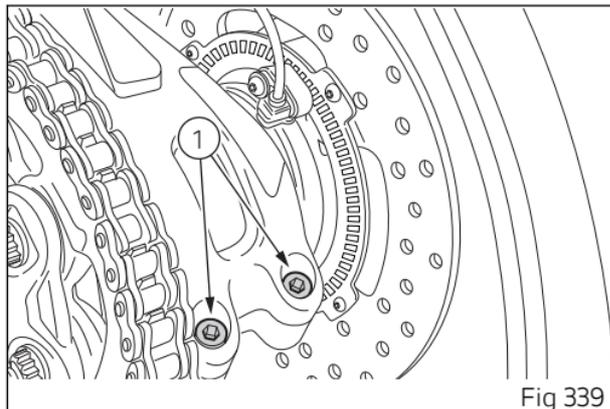


Fig 339

Lubricating the drive chain

Important

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

Attention

Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Check the chain for wear by checking the links at the points indicated (2).

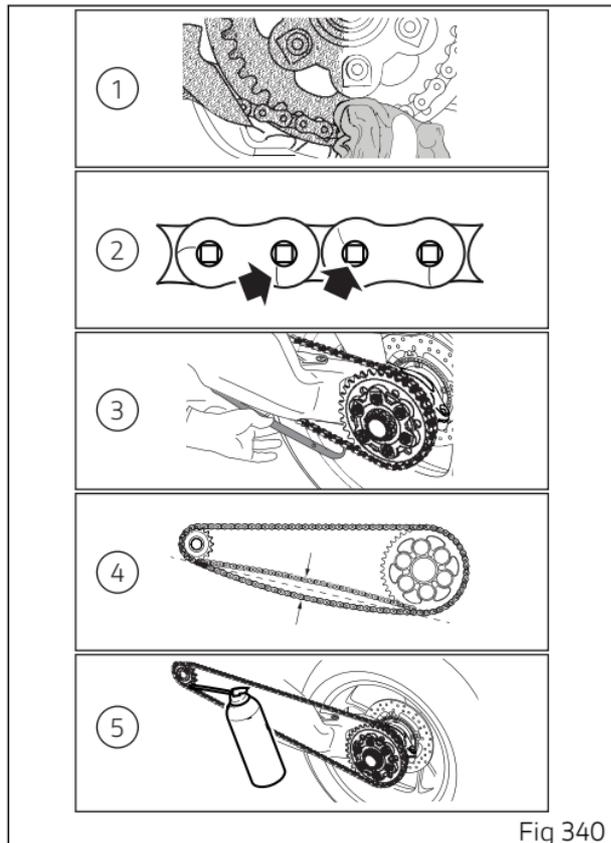


Fig 340



Attention

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



Attention

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

Checking the sliding shoe

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

Checking the tension

Check the chain tension (4) as indicated in the subsection "Checking the drive chain tension". Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Lubrication

Important

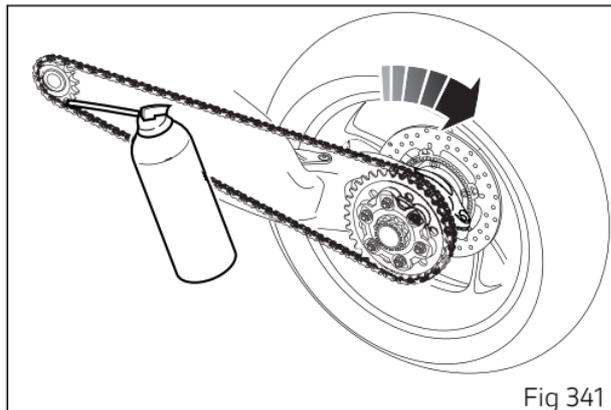
Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate (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.

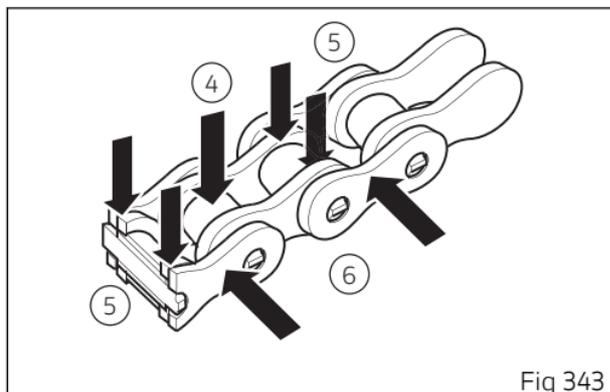
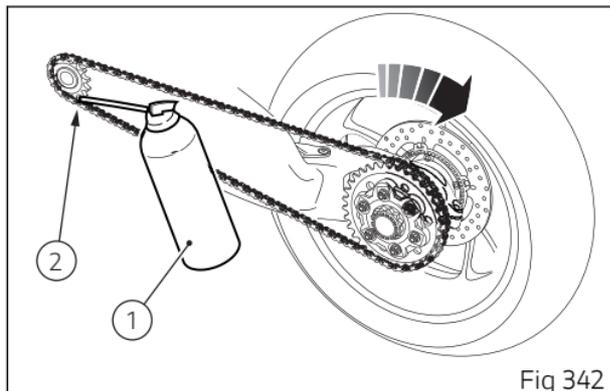
Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.



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

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

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



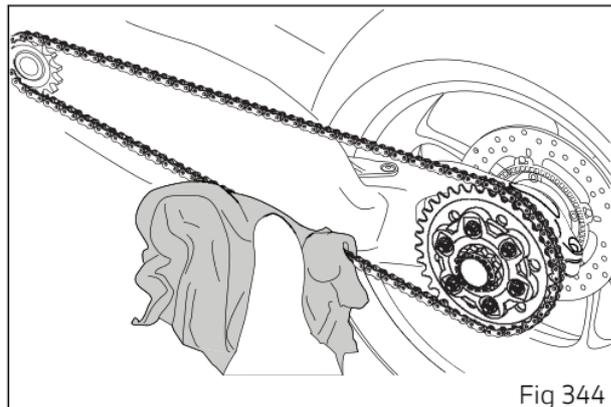
After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

⚠ Important

Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tyre or the rider's footpeg.

⚠ Important

Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.



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 metres (32.8 feet) from a wall or a screen, with the tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light.

When adjusting right and left beams, the height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight centre.

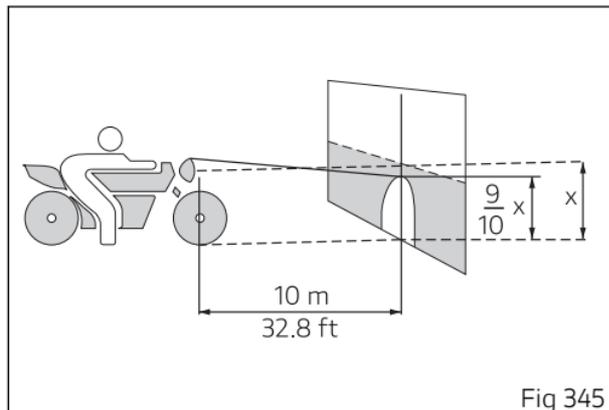


Fig 345

Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1). To reach the screw (1) more easily, it is advisable to turn the steering fully to the right, turn screw 1 with your fingers or, if necessary, with a coin positioned on the notch of the screw (1) to facilitate adjustment if resistance is found.

Turn screw (1) clockwise to move headlight down, or counter clockwise to move beam up.

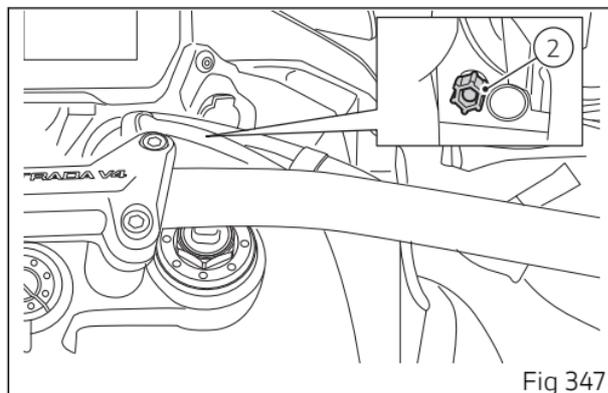
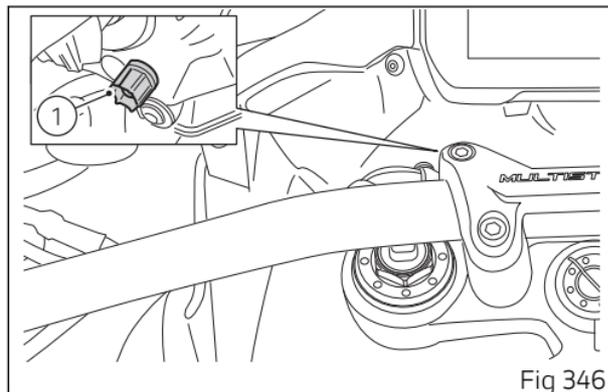
Once the left low beam has been adjusted, cover it and carry out the same procedure using the screw (2) to adjust the right low beam.

Turn screw (2) clockwise to move headlight down, or counter clockwise to move beam up.

Switch high beam on.

Have the light beam vertically adjusted at a Ducati Dealer or Authorised Service Centre.

The headlight lens might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.





Note

This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome (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).

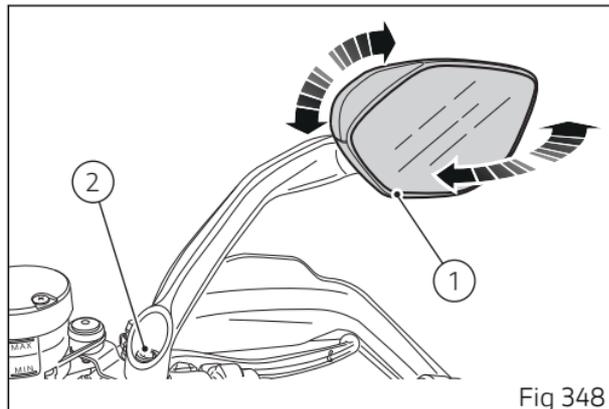


Fig 348

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.

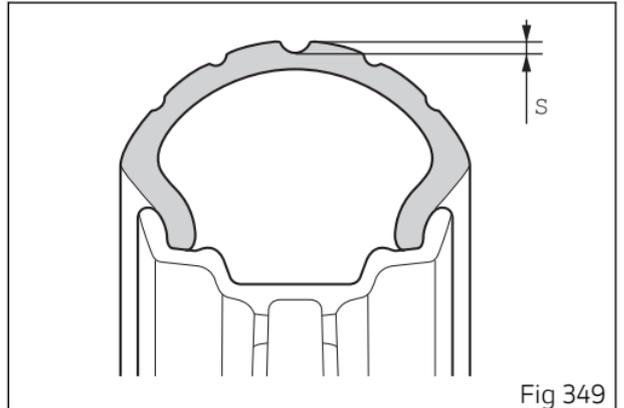
Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.



Important

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



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).

Remove the oil filler plug (2) and top up until the oil reaches the required level. Refit the plug.

Important

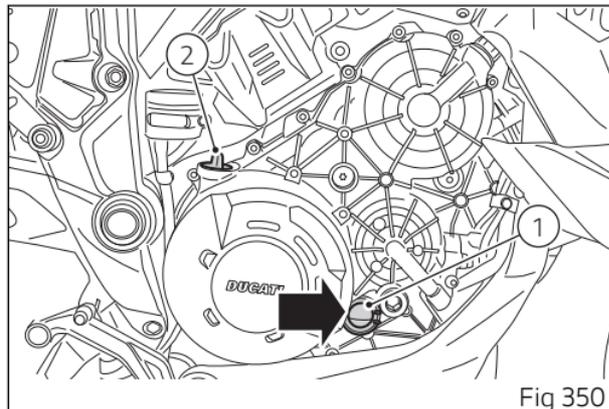
UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart 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) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the 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 alphanumeric code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (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.

Ducati Data Monitoring (DDM)

This Motorcycle may be equipped with Ducati Data Monitoring (DDM).

The aim of the DDM is to collect certain types of data only when one of the following conditions is recognized:

- Tip over and/or Crash,
- Advanced rider assistance systems (ARAS) diagnostic trouble codes detection (if they are present and activated).



Important

The algorithm and DDM may not always guarantee precise crash or near-crash situation detection.

Please note that only a portion of data is collected over a limited period of time once the DDM has been activated.

The data stored in the DDM relates to the Motorcycle's dynamic parameters and settings under the operating conditions described above.

No data is recorded under normal riding conditions and no personal data (e.g. name, gender, age and geolocation data) is collected or recorded.

The Ducati Data Monitoring can only be downloaded by the official Ducati Service Network via Ducati Diagnostic System (DDS3.0) directly from the Motorcycle and read only by Ducati Motor Holding. To guarantee optimal system functionality, the data contained in the DDM is downloaded and erased from the Motorcycle during every diagnostic check performed in the official Ducati Service Network. Ducati Motor Holding will only access the DDM data or give it to third parties with the consent of the owner or lessee or in accordance with applicable laws or as set out below. Other parties, such as law enforcement, could combine the DDM data with the type of personally identifying data routinely acquired during a crash investigation.

Such data can be accessed/disclosed to third parties in the following circumstances:

- when the Motorcycle owner (or lessee if the Motorcycle has been leased) agrees; or
- upon the official request by law enforcement; or
- upon the order of a court of law or a government agency; or
- for the defense of a lawsuit, legal proceeding or claim made against Ducati or one of its related entities.

- Ducati may also anonymously use the DDM data that has been collected from the Motorcycle in admissible circumstances, for research purposes on the Motorcycle operation and safety performance or provide the data to third party suppliers for such research purposes.

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.

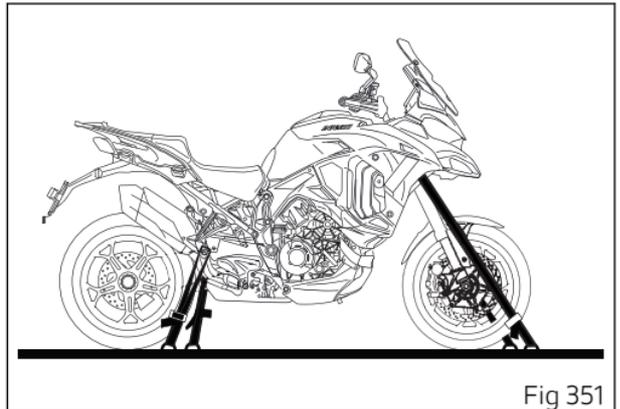


Fig 351

Scheduled maintenance chart

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

Important

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

	Annual Service * 			
	Valve Check * 			
	Oil Service * 			
	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	.	.		24
Check and clean air filter		.		24
Change air filter	every 30,000 km/18,000 mi			
Check and/or adjust valve clearance			.	

Annual Service * 

Valve Check * 

Oil Service * 

Oil Service 1000 *

Change spark plugs				•
Change coolant				• 48
Change front fork fluid			every 45,000 km/27,000 mi	
Visual check of the front fork and rear shock absorber seals	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disc and pad wear. Change if necessary		•		•
Check the proper tightening of brake calliper bolts and front and rear brake disk screws		•		•
Check front and rear wheel nuts and rear sprocket nut tightening		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		
Check the front and rear wheel hub bearings and steering tube bearing play		•		•
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		

	Annual Service * 		
	Valve Check * 		
	Oil Service * 		
	Oil Service 1000 *		
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (cm) (in)	•	•	•
 Note We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.			
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	•	•	•
Lubricate the levers at the handlebar and pedal controls		•	•
Check free movement of side bags and top case tilting system		•	•
Check tyre pressure and wear	•	•	•
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•	•
Check lighting devices, turn indicators, horn and controls operation	•	•	•

	Annual Service * 			
	Valve Check * 			
	Oil Service * 			
	Oil Service 1000 *			
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC and VHC), electric fans and idling
Visual check of the coolant level and of sealing of the circuit
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)

* The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.

* The Oil Service  must be carried out every 15,000 km/9,000 mi or every 24 months.

* The Valve Check service  must be carried out every 60,000 km/36,000 mi.

* The Annual Service  must be carried out every 12 months.

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

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

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

Technical data

Weights

Total weight (kerb weight without fuel): 227 kg (500 lb).

Maximum permissible weight (in running order carrying full load): 470 kg (1036.1 lb).

Attention

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

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 (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag.

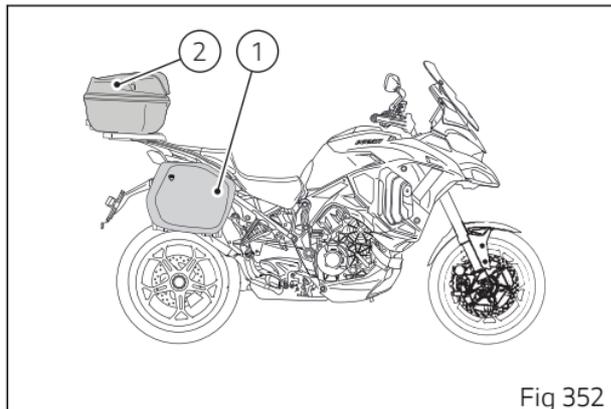


Fig 352

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	22 litres (4.8 UK gal)
Oil sump and filter	Ducati recommends use of only SAE 15W-50/JASO MA2 and suggests using Shell Advance 4T Ultra 15W-50 (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	4.9 litres (1.08 UK gal) (dry engine) 4.4 litres (0.97 UK gal) (upon service with filter replacement)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		725± 4 cu. cm (44.24±0.24 cu. in) per leg
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.74 litres (0.60 UK gal)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

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



Important

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

Timing system with spring valve return system.

Bore: 83 mm (3.27 in).

Stroke: 53.5 mm (2.09 in).

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

Compression ratio: (14±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:

125 kW / 170.0 HP at 10,500 rpm

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

84 kW / 114.2 HP at 7,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

125.0 Nm / 12.7 Kgm at 8,750 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France/Belgium version only:

114 Nm / 11.6 Kgm at 7,000 rpm

Maximum rpm: 11,500 rpm.



Note

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



Important

Do not exceed the specified rpm limits in any running conditions.



Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Lubrication

One trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps.

Oil cooler.

Performance data

Maximum speed in any gear should be reached only after a correct running-in period with the motorcycle properly serviced at the recommended intervals.

Important

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

Spark plugs

Make: NGK.

Type: SILMDR9A-8GS.

Fuel system

Inductive discharge indirect electronic injection

Type of throttle body: elliptical with full Ride-by-Wire system.

Diameter of throttle body: 46 mm (1.81 in).

Injectors per cylinder: 1.

Fuel supply: 95-98 RON.

Attention

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

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection.

FRONT

Front brake discs

Semi-floating drilled twin-disc with aluminium flange.

Braking material: stainless steel.

Carrier material: aluminium, painted black.

Disc diameter: 330 mm (12.99 in).

Disc braking surface: 263 sq.cm (40.77 sq.in).

Front brake disc thickness: 5 mm (0.19 in).

Maximum wear on disc thickness: 4.5 mm (0.17 in).

Front brake control

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

Lever with knob to adjust the distance to handgrip on handlebar.

Brake lever master cylinder diameter: 16 mm (0.62 in)

Front brake calliper

Make: Radial mount Stylema monobloc, Radial Pump, ABS Cornering;

Calliper pistons: No. 4 pistons Ø30 mm (1.18 in).

Friction material: BRM10H HH.

Front brake master cylinder

Brake master cylinder type: PR16/19.

REAR

Rear brake disc

With fixed drilled stainless steel disc.

Disc diameter: 280 mm (11.02 in).

Rear brake disc thickness: 5 mm (0.19 in).

Maximum wear on disc thickness: 4.5 mm (0.17 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Brake calliper make: BREMBO, 2-piston floating calliper with ABS Bosch Cornering.

Rear brake type: PF 2x28 H.

Number of pistons: 2.

Piston diameter: 28 mm (1.1 in).

Friction material: TOSHIBA 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 wet multiplate clutch

Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.

Front chain sprocket/clutch gearwheel ratio: 30/54.

6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO 2.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.

Gearbox output sprocket/rear chain sprocket ratio (China version only): 16/40.

Total gear ratios:

1st gear 40/13

2nd gear 36/16

3rd gear 36/20

4th gear 31/21

5th gear 29/23

6th gear 27/25

Drive chain from gearbox to rear wheel.

Make: DID

Type: 525 HV3-KAI

Links: 126 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

Aluminium monocoque.

Steering head angle: 25.7°±0.5°.

Trail: 119 mm (4.68 in).

Steering angle: 38° LH side / 38° RH side.

Wheels

Front

Type: Light alloy forged Marchesini

Size: 3.5" x 17"

Rear

Type: Light alloy forged Marchesini

Size: 6.0x17"

Tyres

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.

Front

"Tubeless" radial tyre;

Make and type: Pirelli Diablo Rosso IV;

Size: 120/70 ZR17.

Make and type, only for China version: Pirelli

Scorpion Trail II;

Dimension, only for China version: 120/70 ZR17 CCC.

Rear

"Tubeless" radial tyre;

Make and type: Pirelli Diablo Rosso IV;

Size: 190/55 ZR17.

Make and type, only for China version: Pirelli Scorpion Trail II;

Dimension, only for China version: 190/55 ZR17 CCC.

TYRE PRESSURE

Front tyre pressure:

2.5 bar (34.26 PSI) (rider only);

2.5 bar (34.26 PSI) (carrying full load).

Rear tyre pressure:

2.5 bar (34.26 PSI) (rider only);

2.9 bar (42.06 PSI) (carrying full load).

Suspension



Note

Front fork and rear shock absorber are adjusted by means of electric impulses output by the instrument panel to adjusters.

FRONT FORK

Ohlins Ø 48 mm (1.89 in) upside-down fork with TiN treated fork legs, fully adjustable, electronically controlled rebound and compression hydraulic damping with event-based Ohlins Smart EC 2.0 mode.

Full electronic hydraulic damping adjustment; manual preload adjustment.

Setup types: 4 (single passenger, single passenger with luggage, rider and passenger, rider and passenger with luggage).

Riding Modes: Sport, Touring, Urban, Race.

Riding mode customisations (can be selected for electronic adjustment): "Hardest", "Hard", "Medium", "Soft", "Softest".

Stanchion diameter: 48 mm (1.89 in).

Wheel travel: 170 mm (6.69 in).

REAR SHOCK ABSORBER

Ohlins TTX36 fully adjustable shock absorber, electronically controlled rebound and compression hydraulic damping with event-based Ohlins Smart EC 2.0 mode, electronically adjustable rear preload.

Setup types: 4 (single passenger, single passenger with luggage, rider and passenger, rider and passenger with luggage).

Riding Modes: Sport, Touring, Urban, Race.

Riding mode customisations (can be selected for electronic adjustment): "Hardest", "Hard", "Medium", "Soft", "Softest".

Rear wheel travel: 170 mm (6.69 in).

Stroke: 61 mm (2.40 in).

REAR SWINGING ARM

Type: aluminium single-sided swinging arm.

Exhaust system

Exhaust system: type-approved stainless steel Akrapovic single silencer, dual bed catalytic converter.

Absorption tail pipe.

Lambda sensors: 6.

Electric system

Basic electric items are:

Dashboard

BOSCH instrument panel with 6.5" TFT colour display.

Headlight

Low beam: No.8 LEDs;

High beam: No.4 LEDs;

Cornering light: No.2 LEDs;

Parking light: No.6 LEDs;

DRL lights (not present on China and Canada versions): No.6 LEDs.

Turn indicators

Front: No.3 LEDs;

Rear: No.3 LEDs.

Tail light

Parking light: No.12 LEDs;

Stop light: No.6 LEDs;

Number plate light: No.3 LEDs.

Warning horn.

Stop light switches.

12V - 10Ah Dry, Yuasa YT12B-BS battery, Hermetic type (electrolyte).

Generator DENSO 14V - 560W.

Starter motor DENSO, 12 V - 0.6 kW.

Fuses

Fuse boxes (A), (B) and (C) are located on the right side of the vehicle, under the rider seat.

To protect the electrical components, there are seventeen fuses:

- No. 3 primary fuses are positioned inside the fuse box (A);
- No. 14 secondary and tertiary fuses are positioned in the front (B) and rear (C) fuse boxes.

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

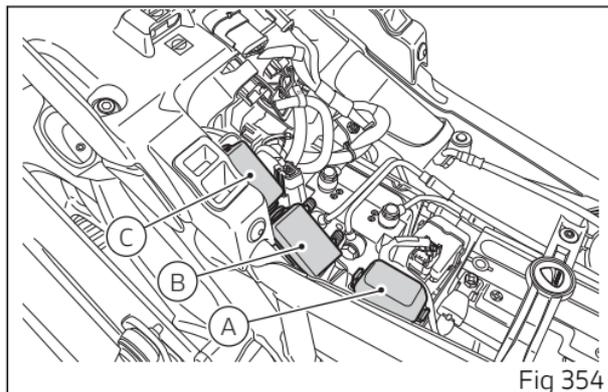


Fig 354

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

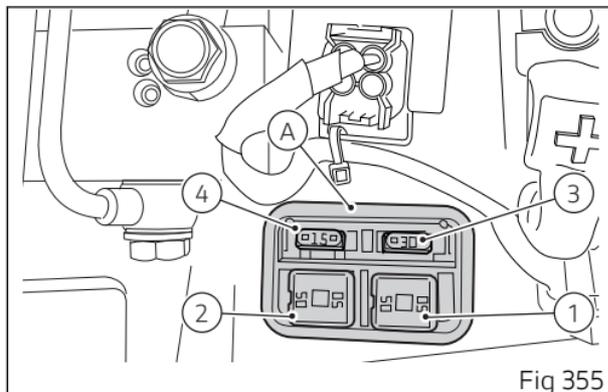


Fig 355

The front secondary fuse box (B) and rear tertiary fuse box (C) are located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.

Spare fuses in the front and rear fuse boxes:

- box (B): 15A, 10A, 25A;
- box (C): 5A, 15A, 20A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

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

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

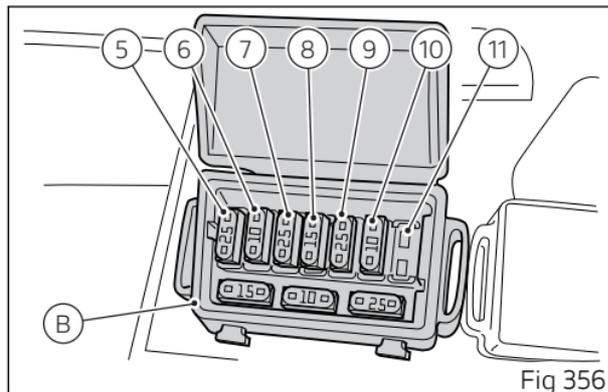


Fig 356

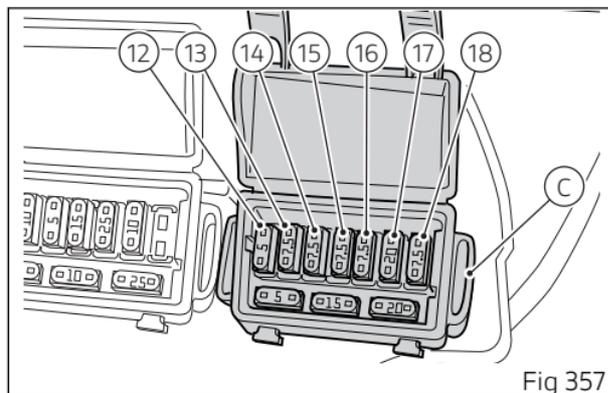


Fig 357

Front fuse box (B) key		
11	-	-

Rear fuse box (C) key		
Pos	El. item	Rat.
12	Key1 EMS/ABS/IMU	5 A
13	Key2 Dash/BBS	7.5 A
14	Key3 Front light	7.5 A
15	Key4 Radar	7.5 A
16	Socket	7.5 A
17	+30 Injection relay	20 A
18	+30 Diagnosis / Charge	7.5 A

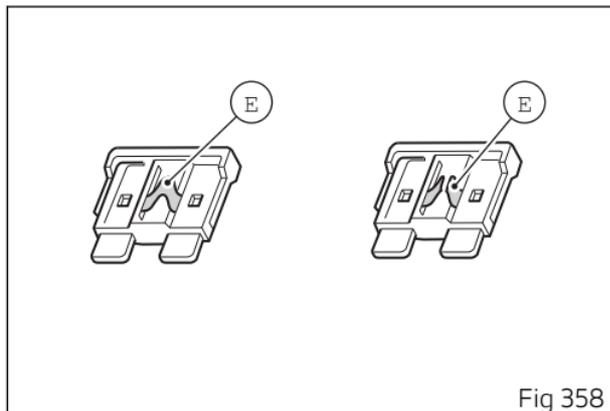


Fig 358

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.

Open source software

Information about open source software

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

Declarations of conformity

EU Directive 2014/53/EU



Addresses of radio component manufacturers

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

Note

Only skilled person can access and install the device.

Declarations of conformity

Table 1

Radio equipment installed in the vehicle	Model name	Frequency band	Max. transmission power
Instrument panel 6.5"	6.5inchCluster	2402 MHz ÷ 2482 MHz	25mW
Front radar	MRRevo14F	76 ÷ 77 GHz	32 dBm (peak) 27 dBm (RMS)
Rear radar	MRR1Rear	76 ÷ 77 GHz	24.7 dBm (peak) 13 dBm (RMS)
Hands free	CL8	133.8 ÷ 134.6KHz	73 dBμV/m @ 10m
Key hands free	CL6-904	433.91-433.93 MHz	-20 dBμV/m @ 3m
TPMS		433.05 ÷ 434.79 MHz	100 μV/m @3m (Radiated)

Table 2

Radio equipment installed in the vehicle	Manufacturer Name	Manufacturers' addresses
Dashboard	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Front radar	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Rear radar	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Hands free	ASAHI DENSO Co.,Ltd.	6-2-1 Somejidai, Hamana-ku, Hamamatsu, Shizuoka 434-0046, Japan
Key hands free	ASAHI DENSO Co.,Ltd.	6-2-1 Somejidai, Hamana-ku, Hamamatsu, Shizuoka 434-0046, Japan
TPMS	PACIFIC Industrial Co.,Ltd.	1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu 503-2397, Japan
	KANEMATSU GmbH (EU Importer)	Oststraße 34, 40211 Düsseldorf, Germany

ARGENTINA



The name of the supplier of each device is given in Table 2

Dashboard (6.5inchCluster)	 C-25709
Front Radar (MRRevo14F)	 C-21797
Rear Radar (MRR1Rear)	 C-21798
Hands free (CL8)	 H-30068
Hands free Key (CL6-904)	 H-30069

BRASIL

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br.

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.



Dashboard (6.5inchCluster)	01153-21-04562
Front Radar (MRRevo14F)	02220-14-03745
Rear Radar (MRR1Rear)	02230-14-03745
Hands free (CL8)	05428-17-05543
Hands free Key (CL6-904)	05429-17-05543
TPMS	01919-17-02107

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)

Dashboard (6.5inchCluster)	IC: 25847-6P5CLUSTER
Front Radar (MRRevo14F)	IC: 3887A-MRREVO14F
Rear Radar (MRR1Rear)	IC: 3887A-MRR1REAR
Hands free (CL8)	IC: 6505A-CL6
Hands free Key (CL6-904)	IC: 6505A-CL6904
TPMS	IC: 3729A-PMVCE71

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

中华人民共和国工业和信息化部公告 2019 年第 52 号要求说明（一）符合“微功率短距离无线电发射设备目录和技术要求”的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；型号：PMV-CE71 该变速器安装在摩托车轮胎中。这是一种无线设备，可测量轮胎中的气压和温度并进行传输。内置环形天线，天线增益-20.5 dBi（二）不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；（三）不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；（四）应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；（五）如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取消除干扰后方可继续使用；六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；（七）禁止在以机场跑道中心点为圆心、半径 5000 米的区域内使用各类模型遥控器；（八）微功率设备使用时温度和电压的环境条件。 -20℃~105℃、内置 DC3V 纽扣电池

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

[Belgium]

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

[Bulgaria]

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

[Cyprus]

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

[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

[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

[Denmark]

Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]

Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]

Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]

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

[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

[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

[Hungary]

Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfeleléségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]

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

[Italy]

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

[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

[Lithuania]

Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]

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

[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

[Netherlands]

Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]

Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]

O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[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

[Sweden]

Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]

Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]

Vaše vozidlo je vybavené rádiovými zariadeniami. 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

[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

[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

HANDS FREE KEY

Warnings on batteries



Attention

Please read the operating instructions carefully!



The Hands free Key device contains a button cell battery that could be swallowed.

Always keep the battery out of the reach of children!

Swallowing the battery can cause serious injury in as little as 2 hours or death due to chemical burns and potential esophageal perforation.

If you think the batteries may have been swallowed or placed inside any part of the body, seek medical advice immediately.

Only install new batteries of the same type in the product.

Keep batteries away from sources of heat or moisture.

Keep batteries away from low or high pressure, and low or high temperature environments.

Do not compress, drop, damage or puncture the battery with foreign objects.

Dispose of used batteries immediately and safely in accordance with national and local regulations.

Discharged batteries can still be dangerous.

HONG KONG

HKCA 1035: automotive radar: radio equipment exempted from licensing

Front Radar (MRRevo14F)

Rear Radar (MRR1Rear)

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)

Dashboard (6.5inchCluster)

Front Radar (MRRevo14F)

Rear Radar (MRR1Rear)

Hands free (CL8)

Hands free Key (CL6-904)

TPMS

JORDAN

Dashboard (6.5inchCluster)	TRC No. TRC/35/12656/2023
Front Radar (MRRevo14F)	TRC No. TRC/LPD/2014/125
Rear Radar (MRR1Rear)	TRC No. TRC/LPD/2014/73

MALAYSIA



Dashboard (6.5inchCluster)	CIDF16000194
Front Radar (MRRevo14F)	CIDF15000490
Rear Radar (MRR1Rear)	CIDF15000490

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.

Dashboard (6.5inchCluster)	IFETEL : RCPBO6520-2310
Front Radar (MRRevo14F)	IFETEL : RCPBOMR14-0766
Rear Radar (MRR1Rear)	IFETEL : RCPBOMR-14-0922

MOLDOVA



Front Radar (MRRevo14F)

Rear Radar (MRR1Rear)

MOROCCO

AGREE PAR L'ANRT MAROCC

	Numéro d'agrément	Date d'agrément
Dashboard (6.5in- chCluster)	MR 00025360 ANRT 2020	01/09/2020
Front Radar (MRRe- vo14F)	MR 9126 ANRT 2014	26/03/2014
Rear Radar (MRR1Rear)	MR 9186 ANRT 2014	22/04/2014

PARAGUAY



CONATEL

2019-05-I-000237

Dashboard (6.5inchCluster)	2021-02-I-0072
Front Radar (MRRevo14F)	2019-05-I-000237
Rear Radar (MRR1Rear)	2019-05-I-000236

RUSSIA



Dashboard (6.5inchCluster)

Front Radar (MRRevo14F)

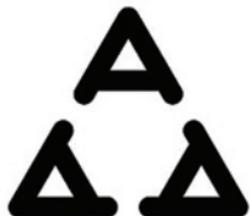
Rear Radar (MRR1Rear)

Hands free (CL8)

Hands free Key

TPMS

SERBIA



И011 17

Dashboard (6.5inchCluster)	И 005 20
Front Radar (MRRevo14F)	И 011 17
Rear Radar (MRR1Rear)	И 011 17

SINGAPORE

Complies with
IMDA Standards
DXXXXXXX

Dashboard (6.5inchCluster)	N5349-20
Front Radar (MRRevo14F)	DA105282
Rear Radar (MRR1Rear)	DA105282

SOUTH AFRICA



Dashboard (6.5inchCluster)	TA-2020/6809
Front Radar (MRRevo14F)	TA-2013/2465
Rear Radar (MRR1Rear)	TA-2014212

SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



Dashboard (6.5inchCluster)	R-R-BO2-6_5inchCluster
Front Radar (MRRevo14F)	R-CMM-BO2-MRRevo14F
Rear Radar (MRR1Rear)	MSIP-CMM-BO2-MRR1Rear
Hands free (CL8)	R-R-AD1-CL8
Hands free Key (CL6-904)	R-C-AD1-CL6-904

TAIWAN



取得審驗證明之低功率射頻器材，非經核准，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。低功率射頻器材之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前述合法通信，指依電信管理法規定作業之無線電通信。低功率射頻器材須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Dashboard (6.5inchCluster)	 CCAL21LP0390T3
Front Radar (MRRevo14F)	 CCAE15LP0180T0
Rear Radar (MRR1Rear)	 CCAE15LP0170T7

THAILAND

เครื่องวิทยุคมนาคมและอุปกรณ์นี้ 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

Dashboard (6.5inchCluster)



This telecommunication equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” conforms to technical standard NTC TS 1011-2549.

This telecommunication equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” has EMF radiation and conforms to NTC exposure standard NTC TS 5001-2550.

This equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” is operating more than 20cm away from human body in normal operating condition.

- 1) เครื่องโทรคมนาคมและอุปกรณ์นี้ มีความสอดคล้องตามมาตรฐานหรือข้อกำหนดของ กสทช.
- 2) เครื่องวิทยุคมนาคมนี้มีระดับการแผ่คลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่คณะกรรมการกิจการโทรคมนาคมแห่งชาติประกาศกำหนด

Front Radar (MRRevo14F)

Rear Radar (MRR1Rear)

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	Antenna features
Dashboard (6.5inchCluster)	2402 ÷ 2482 MHz	Wi-Fi: 15dBm BT: 4dBm BT: 4dBm	Wi-Fi: 2.1 dBi, chip antenna BT: 1.0 dBi, chip antenna BT: 2.9 dBi, chip antenna

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°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

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.

Dashboard (6.5inchCluster)	
Front Radar (MRRevo14F)	UA RF:1BOSC0007
Rear Radar (MRR1Rear)	UA RF:1BOSC0005

UNITED ARAB EMIRATES

	TRA REGISTERED No	DEALER No
Dashboard (6.5inchCluster)	ER94560/21	DA36758/14
Front Radar (MRRevo14F)	ER39135/15	DA36758/14
Rear Radar (MRR1Rear)	ER39136/15	DA36758/14

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

The TPMS device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:

(1) this device may not cause harmful interference, and

(2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the users authority to operate the equipment.

Dashboard (6.5inchCluster)	FCC ID: 2AUXS-6P5CLUSTER
Front Radar (MRRevo14F)	FCC ID: NF3-MRREVO14F
Rear Radar (MRR1Rear)	FCC ID: NF3-MRR1REAR
Hands free (CL8)	FCC ID: T8VCL6
Hands free Key (CL6-904)	FCC ID: T8VCL6-904
TPMS	FCC ID: PAXPMVCE71

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