

DESERTX

This manual is an integral part of the motorcycle and must remain with it for its entire life.
The manual must accompany the motorcycle if it is sold or transferred to a new owner.
Please store this manual in a safe a place. In case of damage or loss, request a new copy by contacting:

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Web site: www.ducatiusa.com

Quality and safety standards of Ducati motorcycles are constantly being updated consequent to the development of new design solutions, equipment and accessories. Although the manual includes fully updated information at the time of print, Ducati Motor Holding S.p.A. therefore reserves the right to make changes without prior notification or without incurring obligations. For this reason, you may note discrepancies when comparing some illustrations with your motorcycle.

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WARNING: Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.
For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Owner's manual

DESERTX

Dear Ducatista,

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

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 Centers.

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 bike and must be kept with it throughout its service life. If the bike is resold, the manual must always be handed over to the new owner. The quality standards and safety of Ducati bikes 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 bike.

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 authorization shall be addressed to this company, specifying the reasons for request. For any servicing or suggestions you might need, please contact our authorized service centers.

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



The Ducati Card Assistance Program, 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 bike or for the period of coverage of the Ever Red warranty extension.

The roadside assistance services include:

- Roadside assistance and towing

and may be requested in the following countries: Canada and United States.

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

Call Center telephone numbers

The numbers to contact to request the services listed above are the following:

- emergency number 800 234 1353
- pay call 702 564 7095

Software updates

Software updates

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

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

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

Attention

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

Infotainment

Infotainment (if present)

If the Bluetooth control unit is installed, the infotainment system is activated.
The motorcycle's infotainment system allows devices such as smartphones, rider and passenger helmet intercoms and satellite navigator to be connected via Bluetooth allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

- For pairing and managing Bluetooth devices, see page 10.
- For managing phone calls, see page 16.
- For managing the music player see page 19.

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

Bluetooth device pairing and management (if present)

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

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

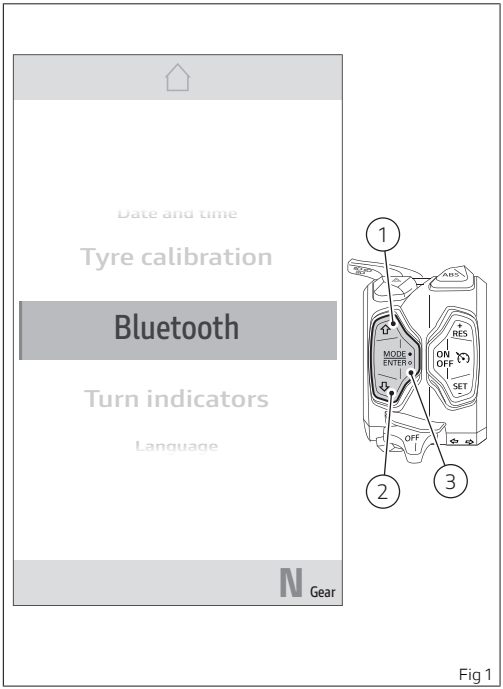


Fig 1

"Pairing" are "Paired devices" are displayed:

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

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



Fig 2

Pairing

This function allows pairing a new Bluetooth device.

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

The 4 types of devices that can be paired are displayed (A): smartphone, rider headset, passenger headset, satellite navigator.
With buttons (1) and (2) select the type of device you wish to pair. Press ENTER (3) to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, system gives out a list of all detected devices (B).
Use the buttons (1) and (2) to select the required device and press ENTER (3).

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, 1 passenger earphone and 1 satellite navigator can be paired.

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



Fig 3

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

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

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

The paired devices are listed (C). Press buttons (1) and (2) to select the desired device and press ENTER (3).
The message “Delete?” (D) is shown on the right, press ENTER (3) to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.

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

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

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

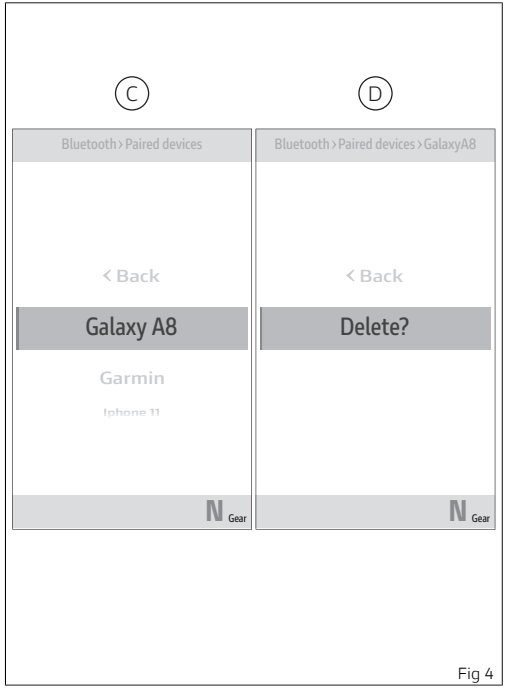


Fig 4

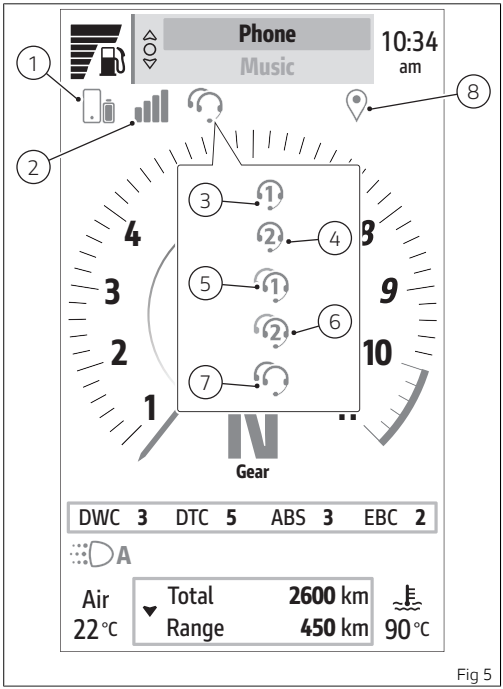


Fig 5

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

Phone (if present)

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

For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 10).

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

Attention

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

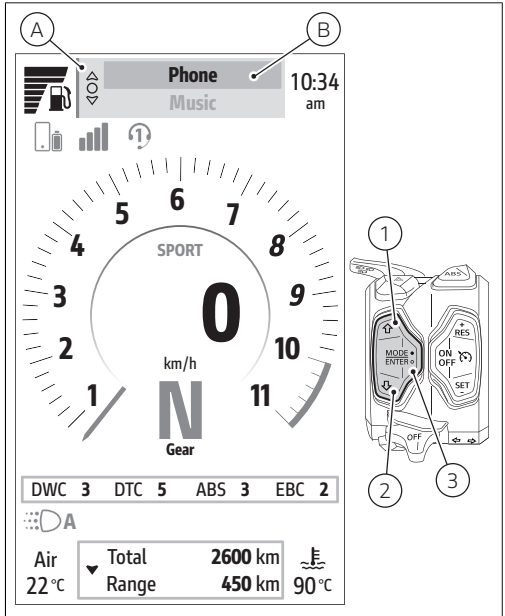


Fig 6

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

Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item “End call” (D). To end the call, press the ENTER button (3).
During the call, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the call display to access other menus on the main screen. The blue phone icon (F) is also activated to indicate that the call is in progress.
To return to the call in progress window (D), select "Phone” (B, Fig 6 page17) from the Interactive Menu, and press ENTER (3).

Note
The music player will be paused during a call.

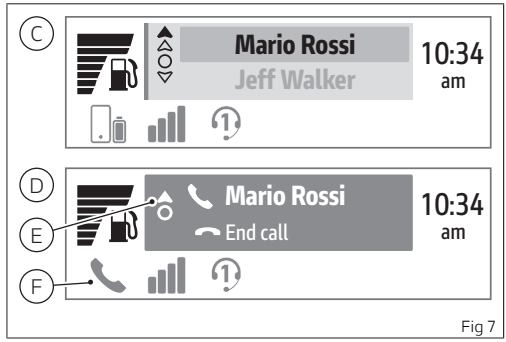


Fig 7

Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items “Accept” and “Decline” (G).
In this case, shortly press the ENTER button (3) to select the "Accept" or "Decline" item, press the ENTER button (3) for a long time to perform the action of the selected item.

Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5

seconds with the name or number of the contact and “Call back” (H): press ENTER button (3) to start the call.

Received messages and missed calls

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

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

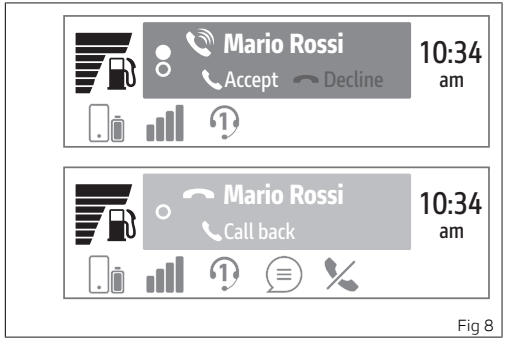


Fig 8

Music (if present)

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

For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 10).

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

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

Attention

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

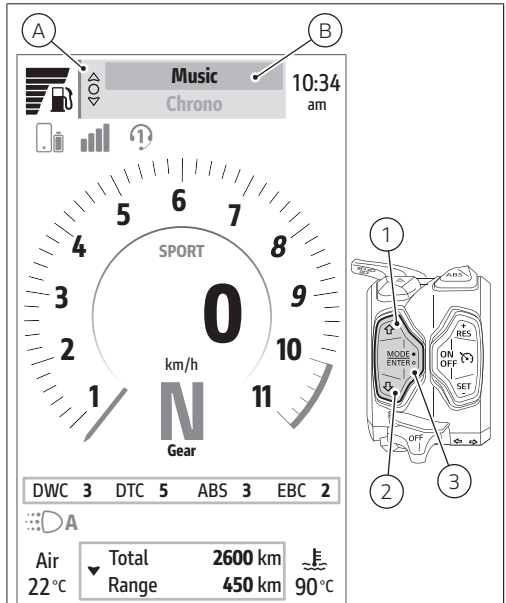


Fig 9

The player window (C) will be displayed where the controls of the music player and the track currently playing are shown. If the track is playing when the function is entered, the player window is displayed with the pause command active (D).

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

During playback of a track, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the music player display to access other menus on the main screen, while keeping the track playing.
When the ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

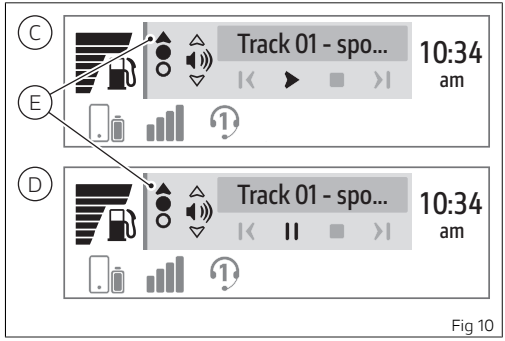


Fig 10

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
CC	Cruise Control
DQS	Ducati Quick Shift
DRL	Daytime Running Lamp
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
EBC	Engine Brake Control
GPS	Global Positioning System

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.
Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words CAUTION or IMPORTANT.

Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.

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 off-road and dirt road use. Off-road use, even for an experienced rider, can result in the rider losing control of the vehicle, thereby increasing the risk of accidents.

Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss or control and consequent 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 1025.15 lb/ 465 kg.

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 driver's license.

Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexpert riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.

Attention

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

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.

Attention
Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.

Attention
Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.

Attention
Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.

Attention
Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.

Attention
Make sure that the helmet is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface. Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .

Attention
Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or

2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
2) Removal or puncturing of any part of the intake system.
3) Lack of proper maintenance.
4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Reporting of safety defects

If you believe that your vehicle has a defect whichcould cause a crash or could cause injury or death,you should immediately inform the NationalHighway Traffic Safety Administration (NHTSA) inaddition to notifying Ducati North America, Inc.1292 Reamwood Ave., Sunnyvale,CA 94089 USATel: 001.888.391.5446E-mail: customerservice@ducatiusa.comWeb site: www.ducatiusa.com If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot becomeinvolved in individual problems between you, yourdealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.

Attention
A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msf-usa.org) website.
You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel
Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

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;
- Boots or shoes used for riding must have non-slip soles and 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 colors and inserts. Select products with certified protectors.

Important
In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.

Important
For your safety this type of clothing must be used in both summer and winter.

Important
For the safety of the passenger, make sure that he or she also wears appropriate clothing.

Safety "Best Practices"

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.

Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.
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

Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

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

Attention

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

Attention

Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
During the ride, assume a correct body position and make sure the passenger does the same.

Important

The rider should ALWAYS keep both hands on the handlebar.

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 maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.

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

Important
ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.

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

Important
Visually inspect the tires 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
The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).
Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

Refueling
Refuel the motorcycle in an open area and with the engine switched off.
Do not smoke or ever use flames during refueling.
Be careful never to drop fuel on the engine or exhaust pipe.
When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.
When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

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

Attention
In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.

Attention
Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

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

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

Information about carrying capacity

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

Important
Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.

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 interfere with moving parts.

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

Refer to the paragraphs “Tubeless Tires” in the “Main use and maintenance operations” section and “Tires” in the “Technical specifications” section.

Hazardous products - warnings

Used engine oil

Attention
Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

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

Brake fluid

Attention
Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.

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 generous quantities of 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 an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.
The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery

Attention
The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle identification number

Vehicle identification number is located on frame, on the RH side.

Note
This number identifies the motorcycle model and should always be indicated when ordering spare parts.

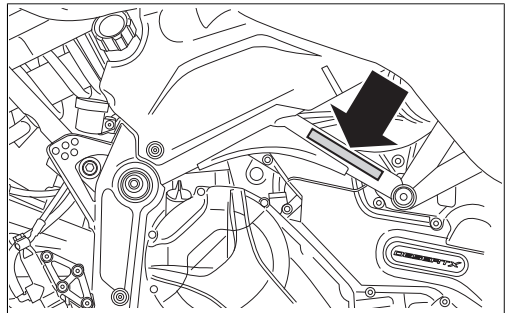


Fig 11

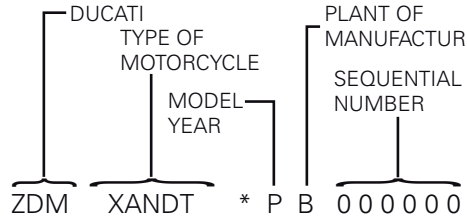


Fig 12

Engine identification number

Engine identification number is located on the LH side of the casing, under the sump guard.

Note

This number identifies the motorcycle model and should always be indicated when ordering spare parts.

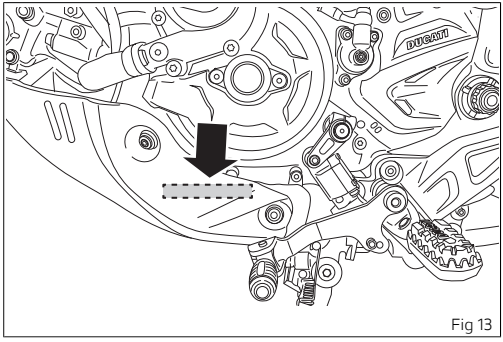


Fig 13

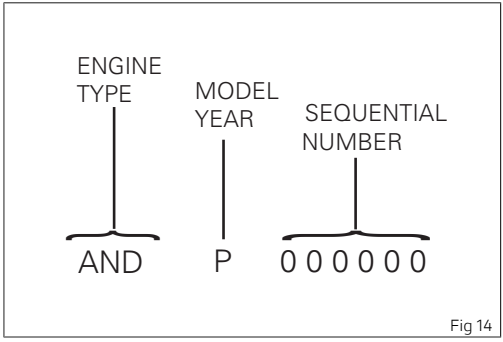


Fig 14

Plate position

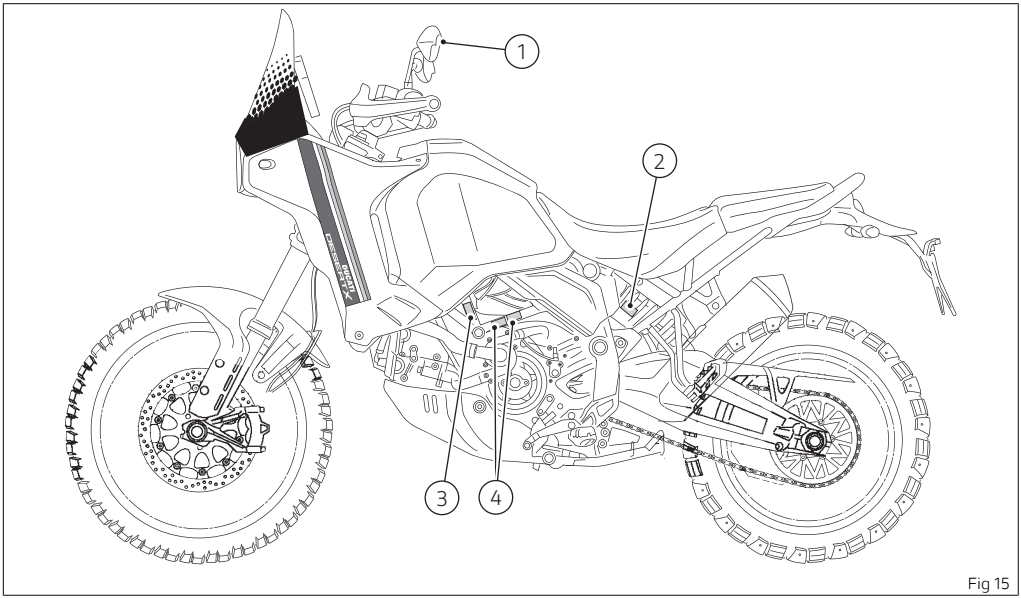


Fig 15

1

OBJECT IN MIRROR ARE
CLOSER THAN THEY APPEAR

Cod. 433 1 166 1A

2

WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

3

VEHICLE EMISSION CONTROL INFORMATION 432Z.68VC

Engine displacement: 937 cc
Engine family: SDUCC0.94DSX
Engine exhaust control system: SFI, 1 TWC, PAIR, 2 HO2S
Evap family: SDUCU0018PV2-SDUCU0018PV3
Permeation family: SDUCPMETAL16-SDUCPP005R05

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2025 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 HC+NOx G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNEUP SPECIFICATIONS

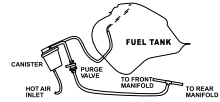
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	5° bTDC at idle speed	No adjustements
IDLE SPEED (RPM):	1350 ± 100	No adjustements
IDLE MIXTURE:		No adjustements
VALVE CLEARANCE (in & ex):	Opening 0.13 ÷ 0.18 mm Closing 0.05 ÷ 0.10 mm	See Service Manual
SPARK PLUG: NGK MAR9A-J		OIL: SAE 15W/50
SPARK PLUG GAP (mm): 0.7 ÷ 0.9		FUEL: Unleaded gasoline

DUCATI MOTORHOLDING spa - Bologna - ITALY - Importer: DUCATI North America Inc. - Sunnyvale - California

4

VEHICLE EMISSION CONTROL LABEL 432J.C69.1D

ENGINE DISPLACEMENT: 937 cc
ENGINE FAMILY: SDUCC0.94DSX
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2025MODEL YEAR NEW MOTORCYCLES EVAP FAMILY: SDUCU0018PV2

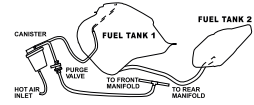


DUCATI
Via Cavalieri Ducati, 3
40132 BOLOGNA
ITALY

4

VEHICLE EMISSION CONTROL LABEL 432J.C69.2D

ENGINE DISPLACEMENT: 937 cc
ENGINE FAMILY: SDUCC0.94DSX
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2025MODEL YEAR NEW MOTORCYCLES EVAP FAMILY: SDUCU0018PV3



DUCATI
Via Cavalieri Ducati, 3
40132 BOLOGNA
ITALY

Fig 16

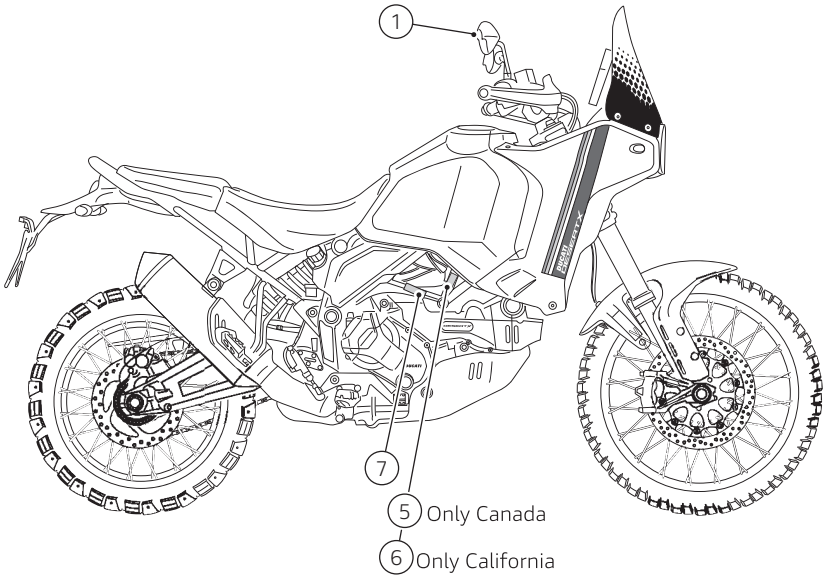


Fig 17

1

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod. 433 1 166 1A

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATI**MOTORHOLDING spa
TYPE OF VEHICLE / TYPE DE VÉHICULE : **MC** DATE: **06/2024**
GVWR / PNBV: **465 KG** V.I.N. / N.I.V.: **ZDMXANDTXSB000001**

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
172	90/90-21 90/90-21 (M+S)	MT 2.15x21	Driver only / Driver only (M+S). Driver and passenger / Driver and passenger (M+S).	31.9/29.0-26.1 31.9/27.6	220/200-180 220/190
293	150/70-18 150/70-18 (M+S)	MT 4.50x18 MT 4.00x18	Driver only / Driver only (M+S). Driver and passenger / Driver and passenger (M+S).	36.3/31.9-26.1 39.2/36.3-30.5	250/220-180 270/250-210

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME A TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SÉCURITÉ DES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION

433.1.C69.1A

5 Only Canada

Manufactured by: **DUCATI**MOTORHOLDING spa date: 06/2024

433.1.C69.1A

GVWR:1025 Lbs (465kg); GAWR FRONT: 379 Lbs (172 kg); GAWR REAR: 646 Lbs (293 kg)
WITH TIRES: FRONT 90/90-21 REAR 150/70-18
WITH RIMS: FRONT MT 2.15x21 REAR MT 4.50x18 - MT 4.00x18

RECOMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY/M+S FRONT 31.9/29.0-26.1 PSI (220/200-180kPa) REAR 36.3/31.9-26.1 PSI (250/220-180kPa)
DRIVER AND PASSENGER/M+S FRONT 31.9/27.6 PSI (220/190kPa) REAR 39.2/36.3-30.5 PSI (270/250-210kPa)
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
Vehicle I.D. No. **ZDMXANDTXSB000001** Type Classification: MOTORCYCLE

6 Only California

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS **2025 DUC46J0937** MOTORCYCLE **ZDMXANDTXSB000001**
MEETS EPA NOISE EMISSION REQUIREMENTS OF **80**dB(A) AT **5088**RPM BY THE FEDERAL TEST PROCEDURE.MODIFICATIONS WHICH CAUSE THIS MOTORCYCLETO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1.C69.1A

7

Fig 18

Noise and exhaust emission control system information

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.
Symptoms:
Hard starting or stalling after starting.
Rough idle.
Misfiring or backfiring during acceleration.
After-burning (backfiring).
Poor performance (driveability) and poor economy.

California emission control warranty statement

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2025 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your bike for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your bike.
Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your bike at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

- 5 years or 18,641 miles (30,000 kilometers), whichever first occurs.
- If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by Ducati North America. This is your emission control system DEFECT WARRANTY.

Owner's warranty responsibilities

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your

motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.888.391.5446 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

This system consists of:

1) Hot air inlet;
2) Canister;
3) To manifold;
4) Fuel tank;
5) Breather pipe;
6) Purge valve.

Attention

In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.

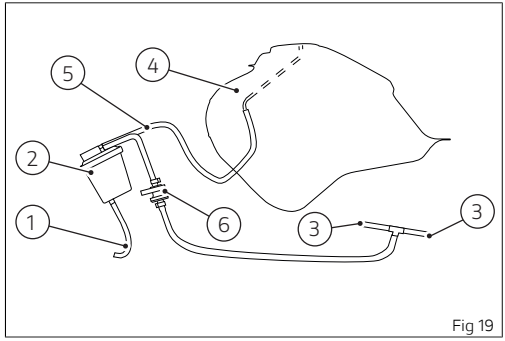


Fig 19

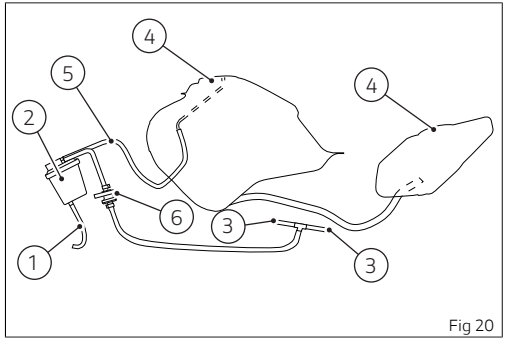


Fig 20

Ducati limited warranty on emission control system

Ducati limited warranty on emission control system

Ducati North America, Inc.
1292 Reamwood Ave Sunnyvale,
CA 94089 USA
Tel.: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com
warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 18,641 miles (30,000 kilometers) or 5 (five) years from the date of initial retail delivery, whichever first occurs.
If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by Ducati North America. This is your emission control system DEFECT WARRANTY.

I. Coverage
Warranty defects, and damages to other motorcycle components proximately caused by such defects, shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Adjustments of factory installed and properly operating adjustment limiting devices, such as throttle body balancing (adjusted either via the air bypass screw or electronically via the Injection Control Unit) or the exhaust butterfly valve servo motor (adjusted by cables and verified electronically), are also eligible for warranty coverage.
The vehicle manufacturer shall be liable for damages to other vehicle components proximately

caused by a failure under warranty of any warranted part.
Any adjustment of a component which as a factory installed, and properly operating, adjustment limiting device (such as an idle limiter cap) is eligible for warranty coverage.
Any add-on or modified part exempted by the California Air Resources Board from the prohibitions of Vehicle Code section 27156 may be used on a vehicle or engine. Such use, in and of itself, shall not be grounds for disallowing a warranty claim made in accordance with this article. The vehicle or engine manufacturer shall not be liable under this article to warrant failures of warranted parts caused by the use of an add-on or modified part.
Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations
This Emission Control System Warranty shall not cover any of the following:
A. Repair or replacement required as a result of
(1) accident,
(2) misuse,
(3) repairs improperly performed or replacements improperly installed,
(4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
(5) use in competitive racing or related events.
B. Inspections, replacement of parts and other services and adjustments that are required maintenance in the Owner's Manual. However, this limitation does not apply to required replacements of defective maintenance parts before their scheduled replacement. Also, this limitation does not apply to diagnostic or other repair costs related to detecting and investigating conditions that are ultimately determined to be covered under the Emissions Control System Warranty. Diagnostic and/or other repair costs associated with conditions determined to be covered under the Emissions Control System Warranty are provided at no cost.
C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability
A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms

stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights
This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information
Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

VII. Any such part repaired or replaced under warranty shall be warranted for the remainder of the period prior to the first scheduled replacement point for the part.

Ducati North America, Inc.
1292 Reamwood Ave., Sunnyvale,
CA 94089 USA
Tel.: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Installation of Ducati Original Accessories

Important

Some accessories require specific equipment and technical skills, as well as compliance with the tightening torques specified by the manufacturer (where necessary). Incorrect installation may compromise the safety of your bike and may invalidate the warranty on components related to incorrect installation. For this reason, it is recommended to always contact a Ducati dealer or authorized service center for the installation of any Ducati accessories. The installation of non-original accessories should be carefully thought over and, if possible, avoided, as they have not been tested during the development of your bike.

Main components and devices

Position on the vehicle

1) Windscreen
2) Coolant check
3) Clutch fluid reservoir
4) USB socket
5) Fork adjusters
6) Front brake fluid reservoir
7) Rear-view mirrors
8) Side stand
9) Rider seat and tool kit
10) Power outlet
11) Seat lock
12) Tank filler plug
13) Rear brake fluid reservoir
14) Engine oil check
15) Steering damper

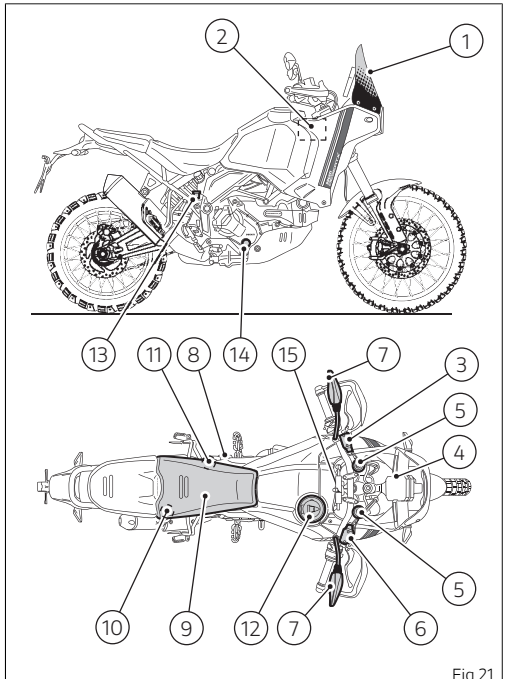


Fig 21

Fuel tank plug

Opening

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

Closing

Close the plug (2) with the key inserted and push it down into its seat until you hear its locking "click".
Remove the key and replace the lock cover (1).

Note
The plug can only be closed with the key in.

Attention
Always make sure you have properly refitted and closed the plug after refueling.

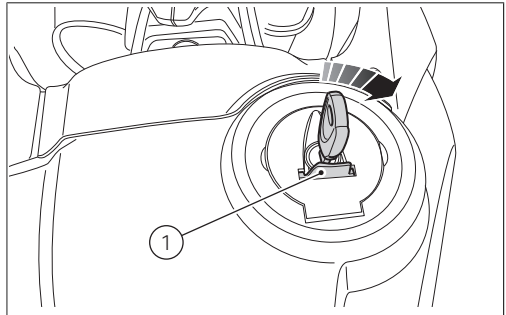


Fig 22

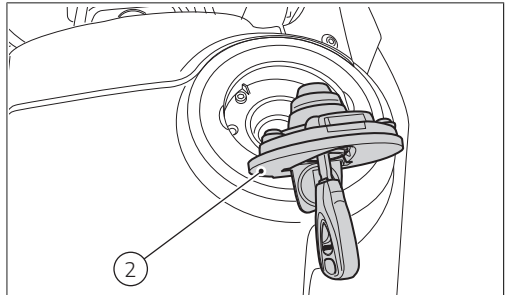


Fig 23

Seat lock

By operating lock with key (1), you can remove the rider seat in order to gain access to the tool kit, battery, relays, fuses, battery charge maintaining connector, and 12 V charge socket.
Turn the key clockwise by 1/4 of a tun, until the seat catch disengages with an audible click.
Lift rider seat (2) from the front side and slide it out by releasing tab (A) from the back fastener (B) on frame.

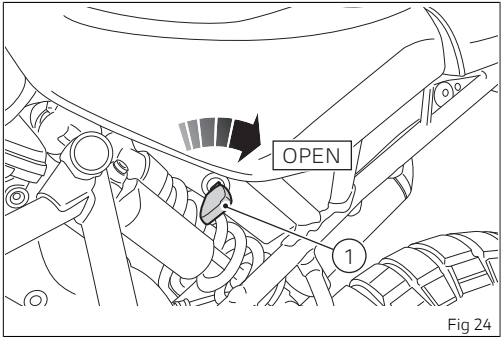


Fig 24

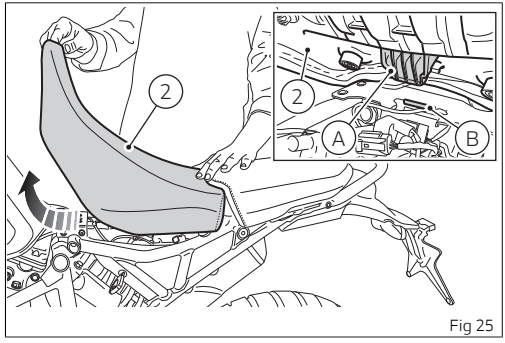


Fig 25

After removing the seat, you can reach the battery maintainer connector (3).
Slide connector (3) out of frame hook and remove plug (C).
Connect connector (3) to maintainer (4), as described in chapter “Maintaining the battery charge”.

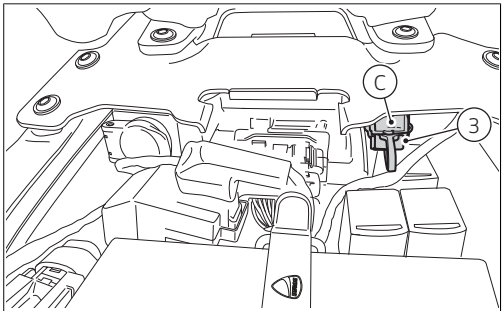


Fig 26

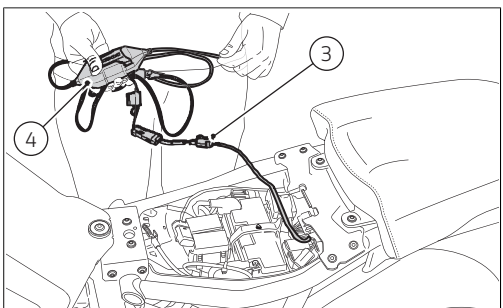


Fig 27

Refitting the rider seat

Take special care to the positioning of the rear fastening tab (A) of seat (2) on the seat (B) present on frame.
Then position seat (2) in its position and insert pin (5) inside seat (D).
Press seat (2) downwards, at pin (5).

Attention

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

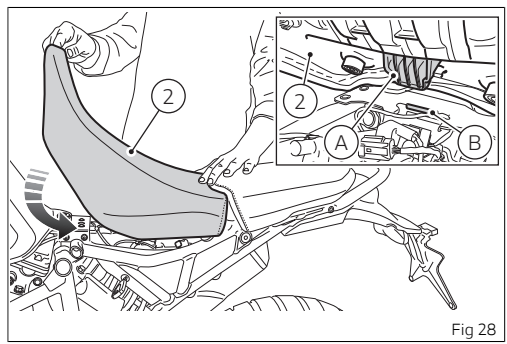


Fig 28

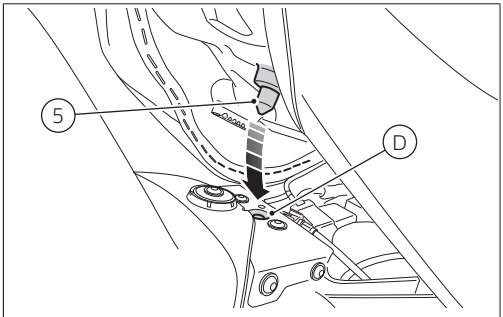


Fig 29

Battery charge maintaining

Attention

The electric system of this bike is designed so as to ensure there is a very low power drain when the bike 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.

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

Connector (1) is located under the rider seat, on the LH back side of the underseat compartment.
To gain access, remove the rider seat as described in chapter “Seat lock”.

Attention

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

Connect the maintainer (A) to the diagnostics socket (1).

Note

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

Important

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

When the bike 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.

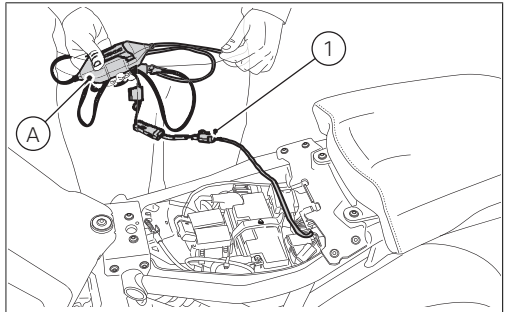


Fig 30

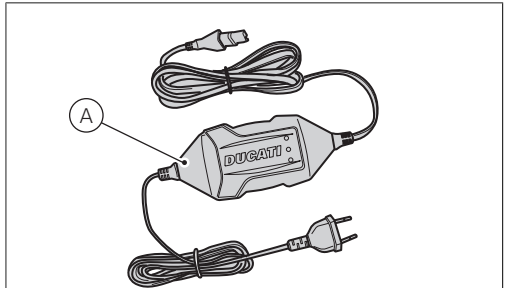


Fig 31

Engine starting procedure at low temperature

Important

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

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

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

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

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

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

Power outlet

The motorcycle is provided with a 12 V power outlet (1).
To access the power outlet, remove the rider seat (Seat lock).
Power outlet (1) is located under the rider seat, at the back and on vehicle RH side.

The maximum current that can be withdrawn from the power outlets is 6 A.

Attention
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.

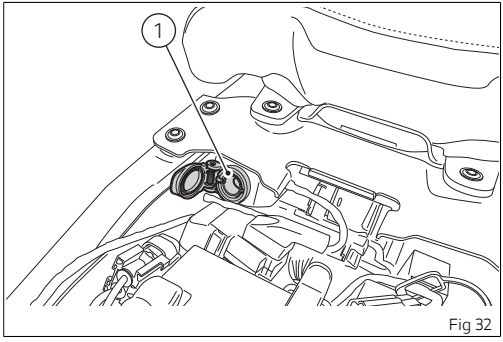


Fig 32

Side stand

Attention
The position of the side stand is identified on the instrument panel by the warning light (X). When the warning light is on, the side stand is lowered (and the engine start is inhibited). ("Full" screen (A); "Rally" screen (B)).

Attention
When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

Important
Before lowering the side stand, make sure that the supporting surface is hard and flat.

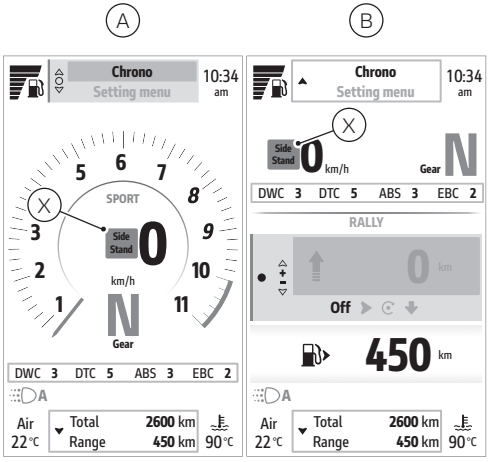


Fig 33

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over. When parking downhill, always position the bike with the rear wheel facing downhill.

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

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

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

Attention

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

Note

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

Note

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

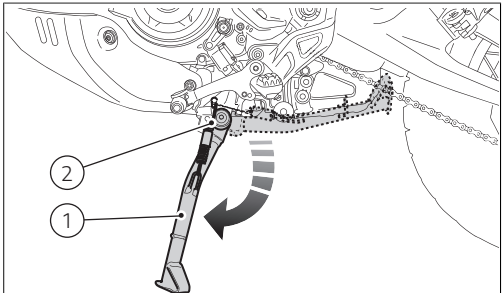


Fig 34

Fitting the Ducati side panniers

Fitting aluminum side panniers (if any)

Attention

To perform all opening / closing or assembly / disassembly operations on the panniers, operate only on the proper levers without using the key to transmit force.

Position the retaining hooks (1) in the lower part of the pannier frame as shown in the figure. Hook the pannier retaining coupling (2) into the upper part of the pannier frame (3) until hearing the hooking 'click'. Repeat the same operations for the pannier on the RH motorbike side.

Attention

The maximum allowed speed with side panniers with and without top case does not have to exceed 93.20 mph (150 km/h) and however must comply with the applicable statutory speed limits. Do not exceed the maximum speed indicated.

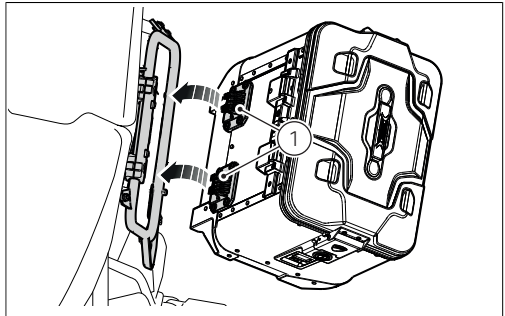


Fig 35

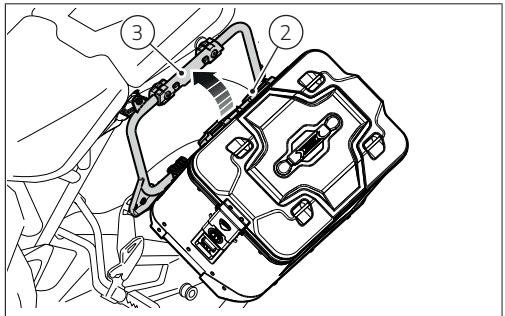


Fig 36

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.

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 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".

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

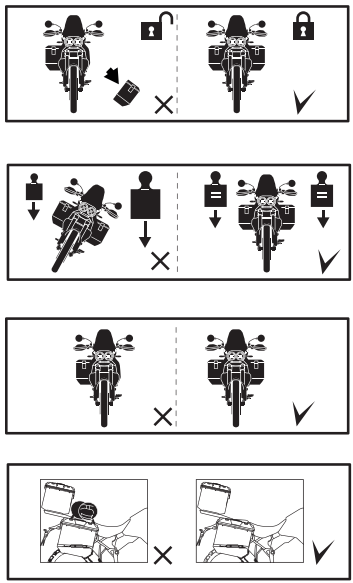


Fig 37

Overall weight (in running order with 90% of fuel - 93/93/EC): 491.63 lb (223 Kg).
Dry weight (motorcycle dry weight excluding battery, lubricants and coolant): 445.33 lb (202 Kg).
Maximum allowed weight (carrying full load): 1025.15 lb (465 Kg).

Attention
The maximum weight permitted for the side panniers, top case and tank bag must never exceed 66.13 lb (30 kg), divided as follows:
22 lb (10 kg) max. per side pannier (4);
11 lb (5 kg) max. for the top case (5);
11 lb (5 kg) max. for the tank bag (6).

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

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

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

Attention
The side panniers must be removed when washing the bike.

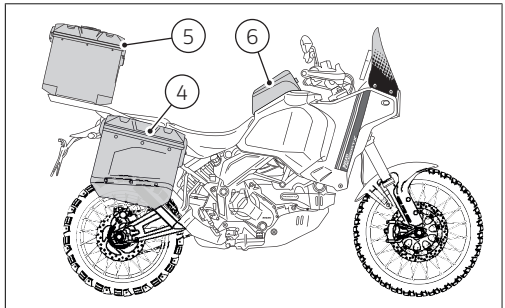
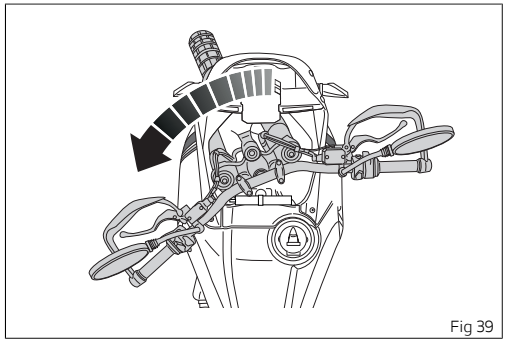


Fig 38

Removing aluminum side panniers (if any)

Attention
If aluminum side panniers are fitted and if they are used when carrying full load, proceed as follows to remove them:

1) Park the stopped motorcycle on the side stand;
2) Turn the handlebar all the way to the left towards the side stand;
3) Always remove first the right side pannier on the opposite side of the side stand;
4) Remove the left side pannier.


Fig 39

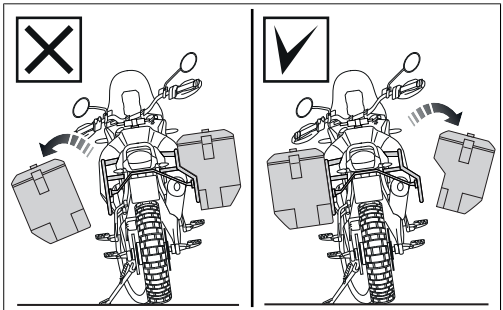


Fig 40

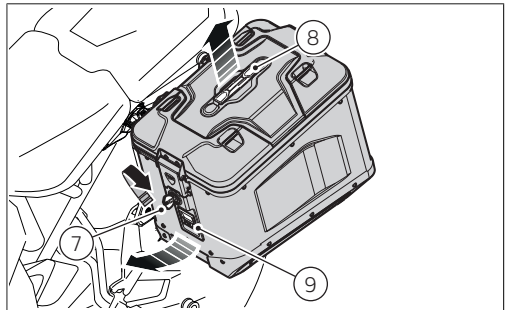


Fig 41

Attention

To perform all opening / closing or assembly / disassembly operations on the panniers, operate only on the proper levers without using the key to transmit force.

Insert the key (7) into the lock. Turn the key to opening position, as shown in the figure. Supporting the pannier properly by the handle (8), lift the handle (9) towards the front of the motorcycle to open the locking mechanism, as shown in the figure. Lift up the pannier to release both pannier hooks.

Using the side panniers

Using aluminum side panniers (if any)

Opening

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

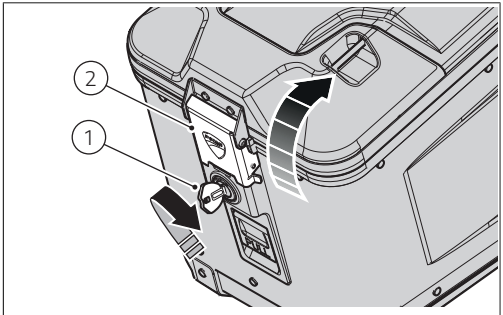


Fig 42

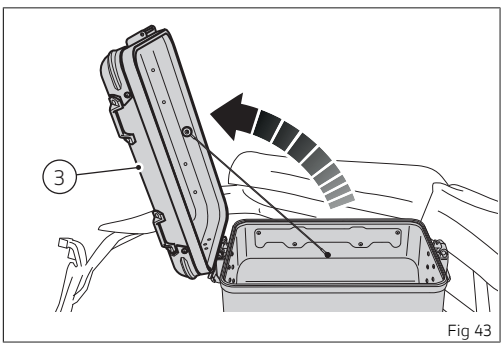


Fig 43

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

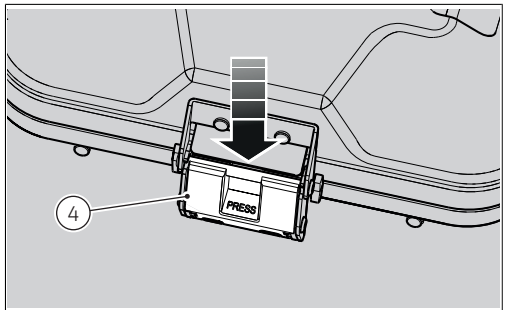


Fig 44

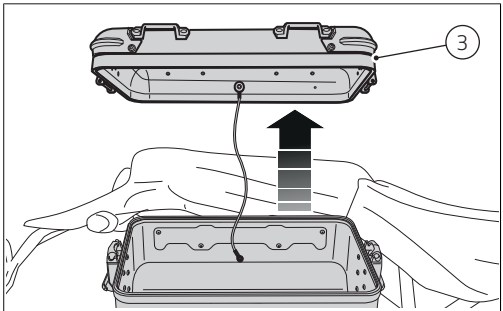


Fig 45

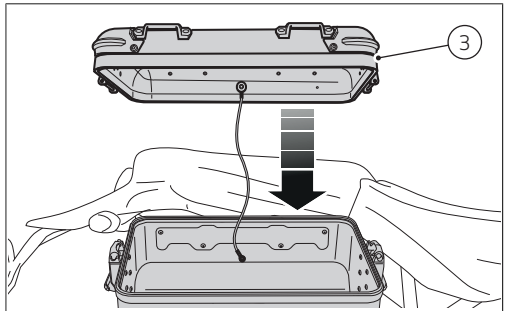


Fig 46

Closing

Place the cover (3) on the side pannier and operate as follows. Position the hook (4) on the proper connection, as shown in the figure.

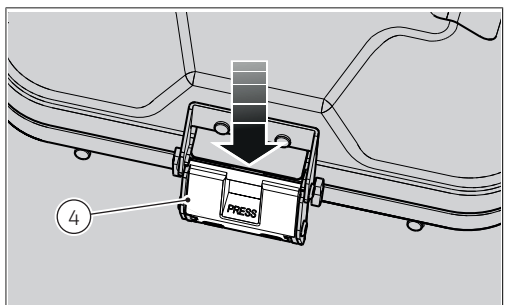


Fig 47

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

Attention

The maximum allowed speed with side panniers with and without top case does not have to exceed 93.20 mph (150 km/h) and however must comply with the applicable statutory speed limits. Do not exceed the maximum speed indicated.

Attention

To perform all opening / closing or assembly / disassembly operations on the panniers, operate only on the proper levers without using the key to transmit force.

Attention

After removing the key from the lock pawl, make sure the pannier is fixed correctly by pulling it gently. Only this operation ensures the correct installation of the pannier in its engagement points.

Attention

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

Attention

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

Attention

The side panniers must be removed when washing the bike.

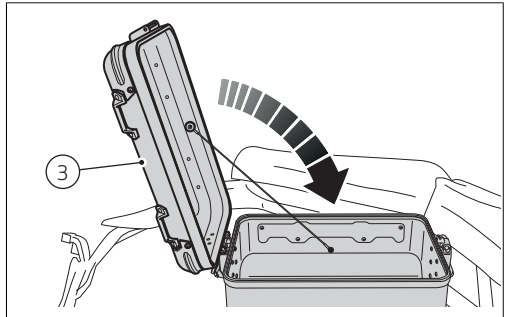


Fig 48

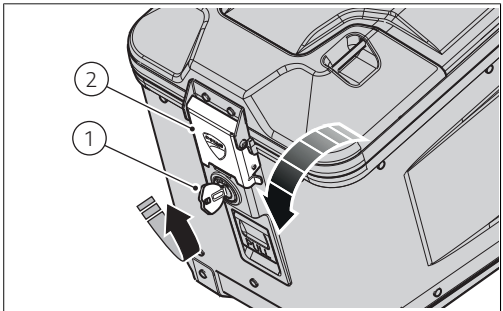


Fig 49

USB connection

The motorcycle features a USB 5 V connection. Loads up to 1 A can be connected to the USB connection (2).
The USB connection (2) is located on instrument panel LH side and is protected by a rubber plug (1) to be opened by simply pulling it down.

Important
The USB port is for smartphone charging only.

Important
With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.

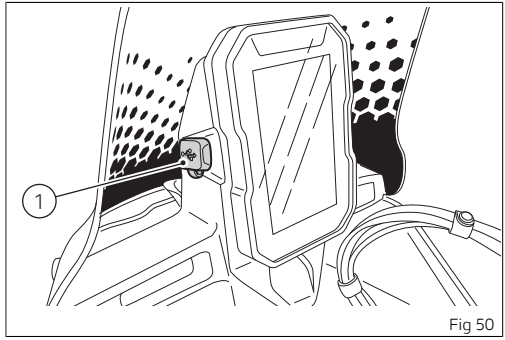


Fig 50

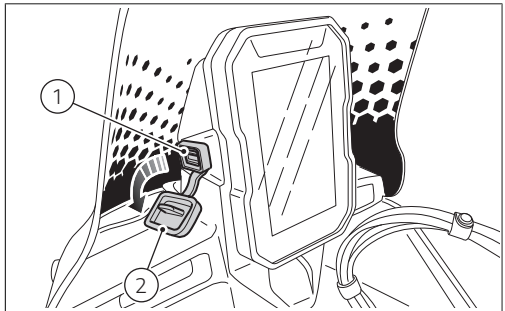


Fig 51

Front fork adjustment

The front fork used on this bike has rebound, compression and spring preload adjustment.
Use the external screw adjusters:

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

Position the bike on its side stand so that it is stable.
Turn the adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound damping.

Turn the adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression damping.
Each turn of adjuster screws (1) and (3) corresponds to a damping adjustment. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.
By turning anticlockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

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

Attention

Regulate the adjusters on both legs to the same positions.

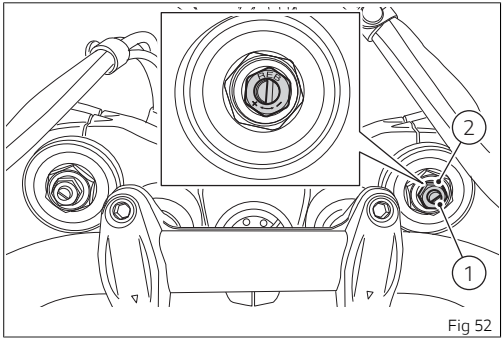


Fig 52

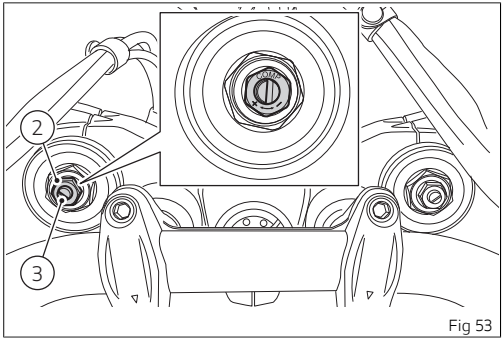


Fig 53

Front fork adjustments			
Type	**Rebound** (turns)	**Compression** (turns)	**Preload** (turns)
Road/Off Road Comfort	-2	-2	2
Off Road Standard	-1.5	-1.5	4
Off Road Sport	-1.25	-1	8
Rider only	-2	-2	2
Rider only (+ auxiliary tank, if present)	-2	-2	2
Rider only + bags	-2	-2	2
Rider + passenger	-2	-2	2

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting to suit the load on the motorcycle.
The adjuster (1), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
To gain access to rebound adjuster (1), bend protection (4) backwards.

Note

The protection is flexible, anyway we recommend bending it only as much as necessary to gain access with the screwdriver.

The knob (2), located on the RH of the motorcycle, adjusts the preload of the shock absorber external spring.

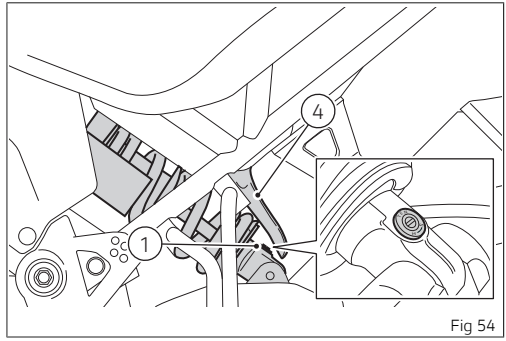


Fig 54

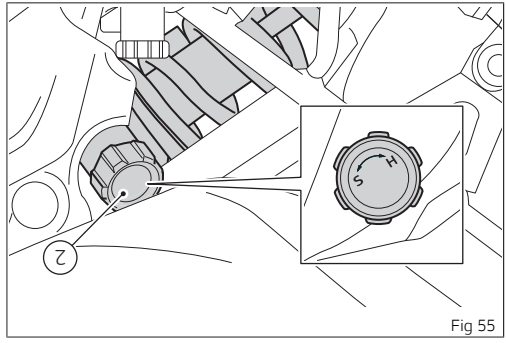


Fig 55

The adjuster (3), located on the expansion reservoir of the shock absorber, adjusts the compression damping.
To carry out the adjustment, remove the rider seat (Seat lock).
Access adjuster (3) with a screwdriver, from vehicle LH side, through the space (A) between frame and electrical components compartment.

Turn adjusters (1) and (3) or knob (2) clockwise or anticlockwise respectively to stiffen or soften the damping or the preload.

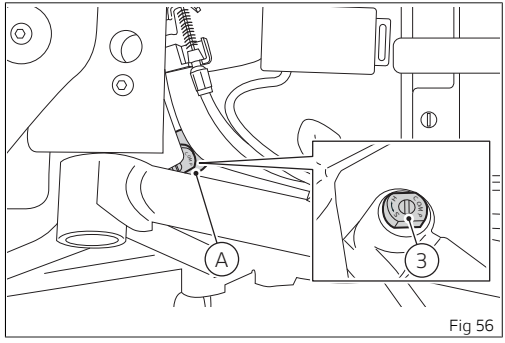


Fig 56

Attention

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

Adjusting the rear shock absorber			
Type	**Rebound** (turns)	**Compression** (turns)	**Preload** (click)
Road/Off Road Comfort	-1.75	-3	6
Off Road Standard	-1.25	-2	7
Off Road Sport	-1.25	-1	8
Rider only	-1.75	-3	6
Rider only (+ auxiliary tank, if present)	-1.75	-2.5	10
Rider only + bags	-1.75	-2.5	17
Rider + passenger	-1.5	-2	26

Handlebar adjustment

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

Have the handlebar adjusted at a Ducati Dealer or Authorized Service Center.

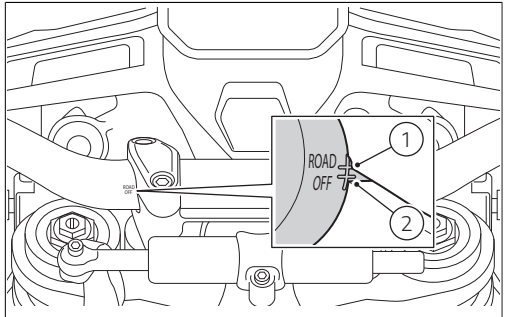


Fig 57

Controls

Position of motorcycle controls

Attention

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

1) Instrument panel.
2) Ignition switch.
3) LH switch.
4) Clutch lever.
5) Rear brake pedal.
6) RH switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

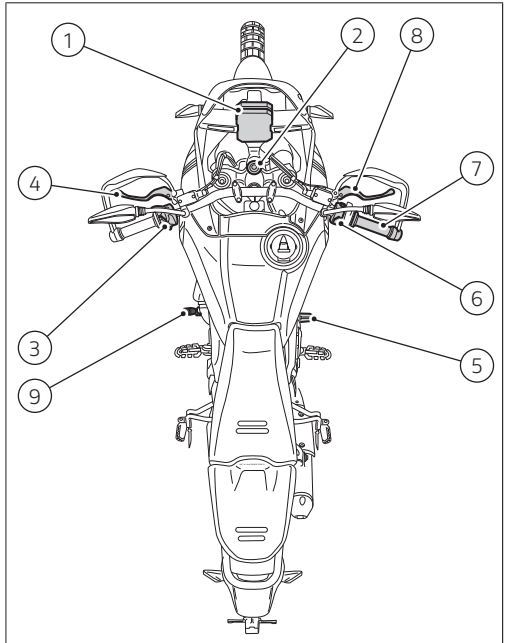
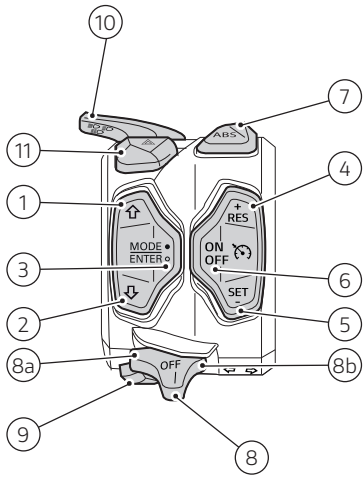


Fig 58


10
7
11
4
1
RES
MODE
ENTER
3
ON
OFF
6
SET
2
5
8a
OFF
8b
9
8

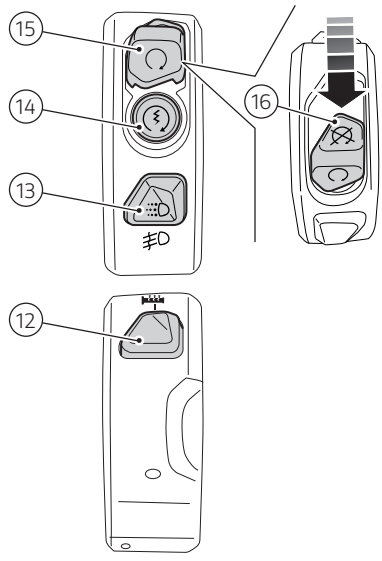

15
16
14
13
12

Fig 59

1	⇧	Control button up
2	⇩	Control button down
3	MODE ● ENTER ○	Button for Riding Mode change and ENTER function
4	+ RES	Cruise control RES/+
5	SET –	Cruise control SET/-
6	ON OFF	Cruise control ON/OFF
7	ABS	ABS deactivation
8	⇦⇨ OFF	Three-position turn indicator control: • position (8a), left turn indicator • center position, OFF • position (8b), right turn indicator
9		Warning horn

10		Light selector: • high beam, pushed up • low beam, at the center • high-beam flasher and “Start/Stop Lap” function, pushed down
11		Hazard lights (red)
12		Heated grips (if present)
13		DRL (if present)/ fog light
14		Engine start
15		Engine start enabling, moved up (red)
16		Engine kill, moved down (red)

Light control

Low / High beam

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

- position (A) for high beam
- position (B) for low beam

For high-beam flasher, press the button (1) in position (C).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

If DRL have been set in "Auto" mode (see page 201), the instrument panel automatically manages the DRL based on the detected ambient light:

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

When the DRL are set to “Auto” mode, the corresponding warning light will turn on. By pressing button (2, Fig 60 page75) DRL are turned off; by pressing again button (2, Fig 60 page75) DRL turn on with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

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

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

If DRL have been set in "Manual" mode (see page 201), to turn off or on the DRL, use button(2,Fig 60 page75).
When the DRL are set to “Manual” mode, the corresponding warning light will turn on.

Attention

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

Attention

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

Fog lights (if any)

To switch the fog lights on/off:

- if DRL are present, press and hold button (2, Fig 60 page75) for a long time;
- if DRL are not present, press button (2, Fig 60 page75).

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

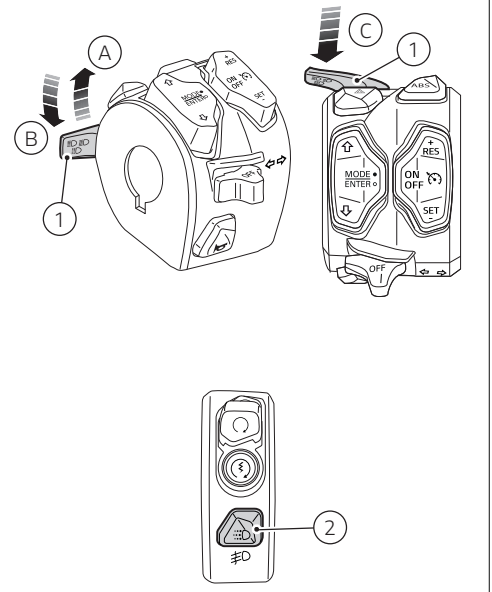


Fig 60

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicator, move button (3) to position (D); to activate the right turn indicator, move button in position (E).
To switch off the turn indicators, move button (3) to its center position.

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 12.4 mph (20 km/h) 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 656-6562 feet (200 and 2000 meters), 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-initialized.

To set turn indicator control to automatic or manual mode, see page 226.

Attention
The automatic disabling systems are assistance systems available for the riders to control the turn indicators in the best possible way. These systems have been developed to work in most of the riding maneuvers. Despite this, riders must always pay attention to the operation of the turn indicators (by disabling or enabling them manually if necessary).

Hazard lights

To activate or deactivate the hazard lights, press red button (4, Fig 61 page77) 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.

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.

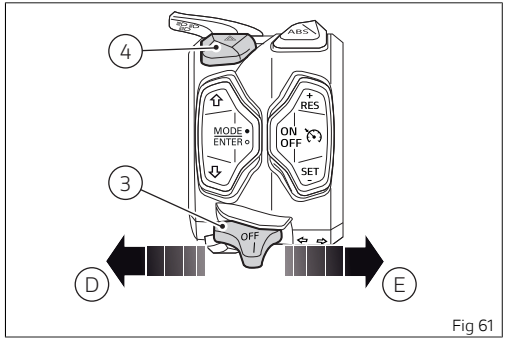


Fig 61

Keys

The owner receives 2 keys with the vehicle.
These keys contain the "immobilizer system code".
The keys (B) are regular ignition keys and are used to:

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

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

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.
The Ducati Service Center will program all the new keys as well as any keys you already have.
You may be asked to provide proof that you are the legitimate owner of the bike.
The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Note

If you sell your motorcycle, do not forget to give all keys to the new owner.

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.
The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key.
The ECU will only allow the engine to start if it recognizes this password.
If the other key does not work out, contact the Ducati Service network.

Attention

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

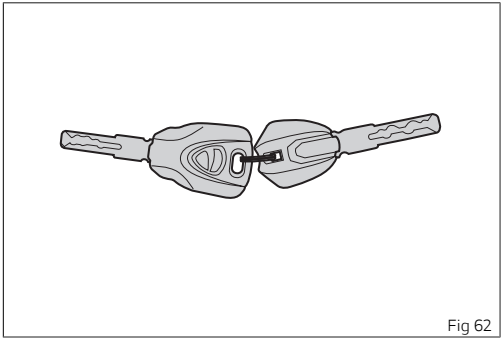


Fig 62

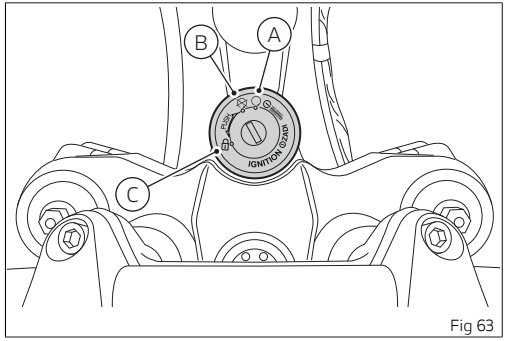


Fig 63

Ignition switch and steering lock

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

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

Attention

To move key to position (C), press it and then turn it. The key can be removed in positions (B) and (C).

Restoring motorcycle operation via the PIN code

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.
If the PIN code was activated via the " PIN Code" function in the "Setting menu" (see page 208), the instrument panel displays "PIN Code" with four spaces for the four digits of the PIN code.

Entering the code:

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

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

- if there is a problem during the PIN check, the instrument panel displays “Time out” for 2 seconds and then passes to the main screen;
- if the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

Important

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

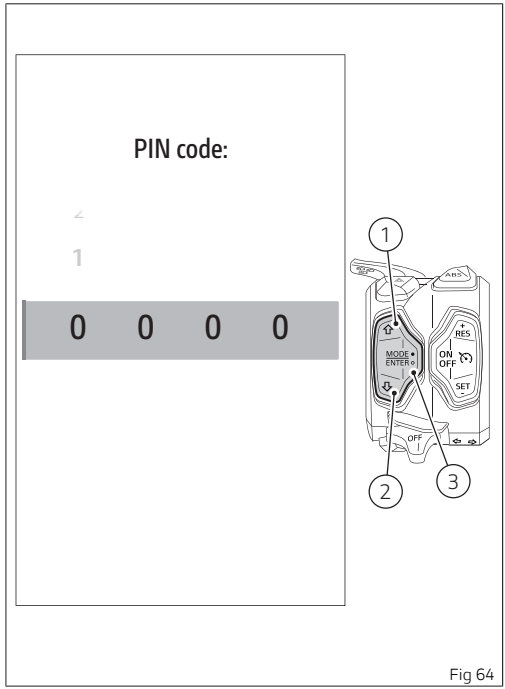


Fig 64

Clutch lever

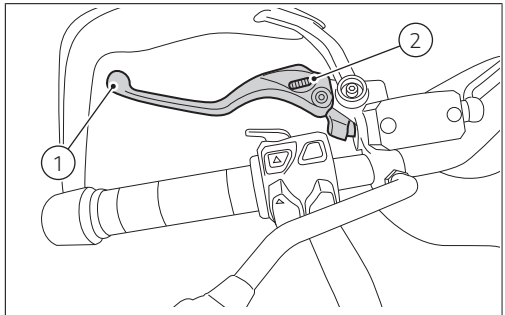


Fig 65

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar.
Turn knob (2) clockwise/anticlockwise to adjust lever (1) distance from handgrip, according to the 16 positions adjusted by as many clicks.
Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

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).

Attention
Set clutch lever when motorcycle is stopped.

Attention
In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above.
If the clutch is still slipping, go to a Dealer or a Ducati Authorized Service Center.

Throttle twistgrip
The twistgrip (1) on the right handlebar opens the throttles.

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

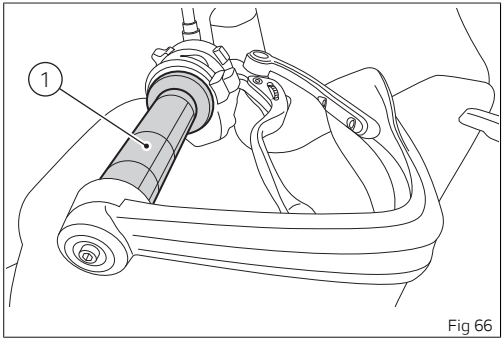


Fig 66

Front brake lever

Setting

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The control lever (1) has a dial (2) for adjusting the distance between lever and handgrip.
The lever distance can be adjusted through 33 clicks of the dial (2).

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

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

Attention
Set front brake lever when motorcycle is stopped.

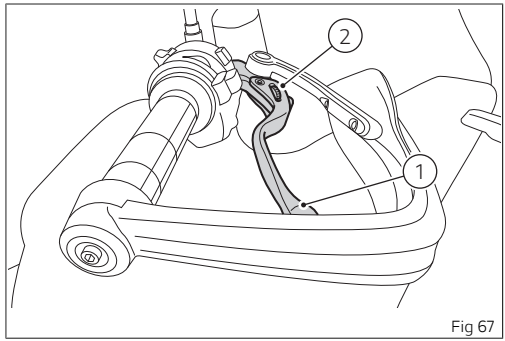


Fig 67

Rear brake pedal

Push down the pedal (1) to operate the rear brake.

The system is hydraulically operated.

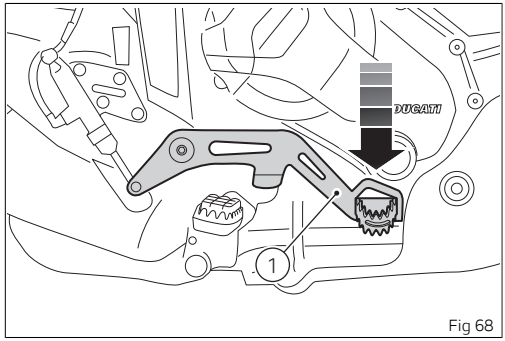


Fig 68

Gear change pedal

The gear change pedal can move in the following two directions and, when released, it automatically returns to rest position N in the center:

- down = press down the pedal to engage the 1st gear and to shift down. The N light will go out.
- up = 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.

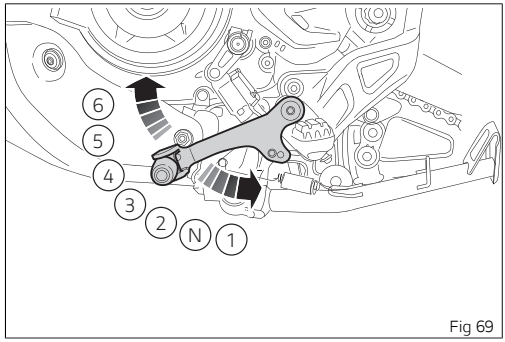


Fig 69

Adjusting the gear change pedal and the rear brake

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 authorized Service Center.

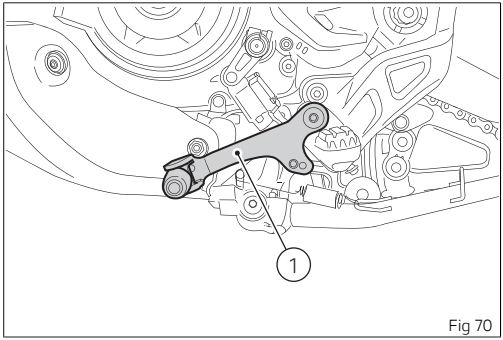


Fig 70

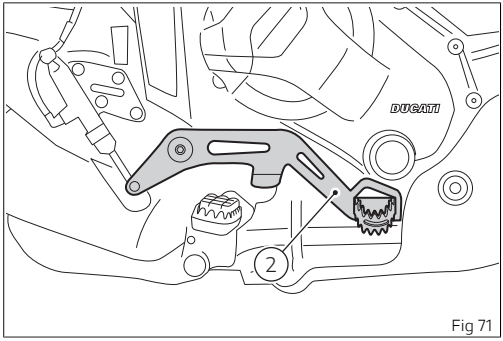


Fig 71

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 621 mi (1000 km)	6,000 rpm

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- Don't let the engine overstrain, always downshift one gear before the engine races.
- 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, brake carefully.
- Check the drive chain frequently. Lubricate as required.

Important

Before using the motorcycle, make sure that there are no labels on the rear-view mirrors; remove, if any.

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 bike as follows:

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel, if necessary (“Refueling”).
- 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").
- TIRE CONDITION
  Check tire pressure and condition (“Tires”).
- CONTROLS
  Front and rear brake operation:
  Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch lever operation:
  Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- 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 (“Filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).

ABS light

After Key-On, the ABS 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 Authorized Service Center.

ABS

Check that the front (1) and rear (2) phonic wheels are clean.

Attention
Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.

Attention
Prolonged wheelies could deactivate the ABS system.

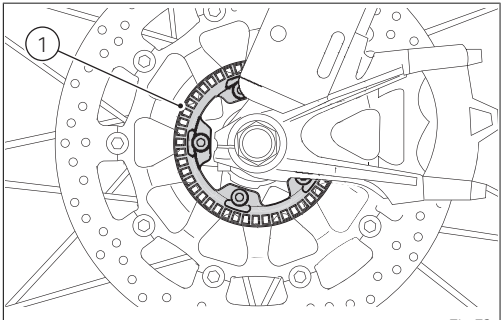


Fig 72

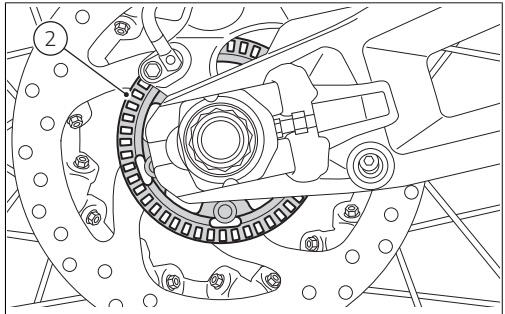


Fig 73

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.

Insert key inside ignition switch (1) and turn it to position (A).

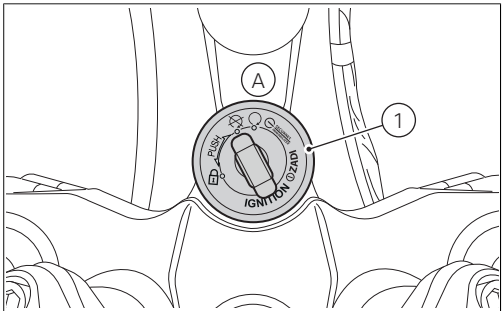


Fig 74

Make sure that the red warning light (C) , indicating oil pressure on instrument panel, is on.

Important

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

Check the gear indicator (D, in "Full" screen figure) and make sure that you can start the bike with gearbox in neutral position (N) or with gear, by pulling the clutch lever.

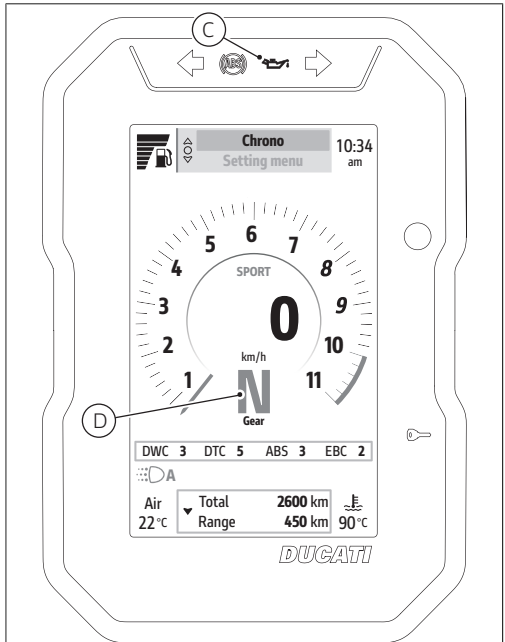


Fig 75

Attention

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

Note

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

Make sure that emergency start/stop switch (2) is set to (E) ∩ .
Press the starter button (3).

Note

Do not exert a prolonged pressure on the starter button.

Let the bike start without operating the throttle control.

Note

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

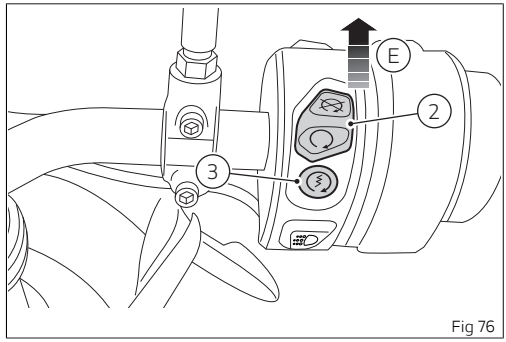


Fig 76

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 engine will shut off by turning the ignition switch (2) to position (F) .

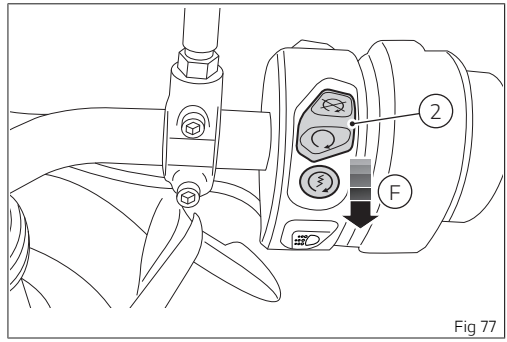


Fig 77

Engine starting procedure at low temperature

Important

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

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

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.
We would like to inform you that your motorbike is equipped with a lithium-ion battery whose performance at low temperatures (below 32° F/ 0° C) is guaranteed only if the battery is warmed up. The warm-up is carried out by simply supplying current to the battery by switching on the headlights for a few minutes (3/5 min.), for example.
This is required after a long period of inactivity of the motorbike at very low ambient temperatures (e.g. overnight). Therefore, in particular starting conditions at low temperatures (< 32° F, 0° C), it is suggested to carry out the following procedure before starting the engine:

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

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

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) Disengage the clutch by squeezing the clutch lever.
3) Push down the gear change lever firmly with the tip of your foot to engage first gear.
4) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
5) Release the clutch lever completely and accelerate.
6) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift

down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.

Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

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 vehicle: the possibility of falling or having an accident during braking is statistically higher than at 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 vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.
This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

If desired, the system can be 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 slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers 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 or overinflated tires 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 twistgrip.
Shift down to engage first gear and then neutral.
Apply the brakes and bring the bike to a complete stop.
Once engine has been turned off (see chapter "Turning engine on/off"), turn key inside key-operated switch (1) to OFF position (B) .

Attention

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

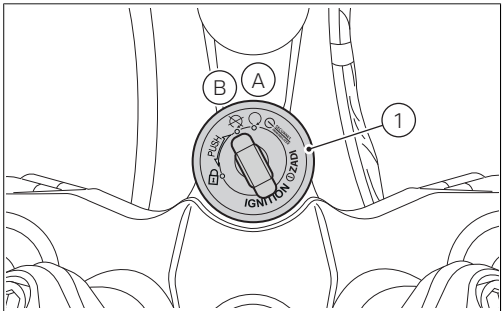


Fig 78

Parking

Park the stopped motorcycle on the stand. Fully steer handlebar to the left or to the right.
After stopping the engine, the instrument panel will display instructions to switch on the parking light for 30 seconds.

Press and hold the left turn indicator button (A) to turn on the parking light.
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 Authorized Service Center.

Attention

The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.). Do not cover the motorbike with the canvas, when the engine and exhaust system are hot, to avoid damaging it.

Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

Attention

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

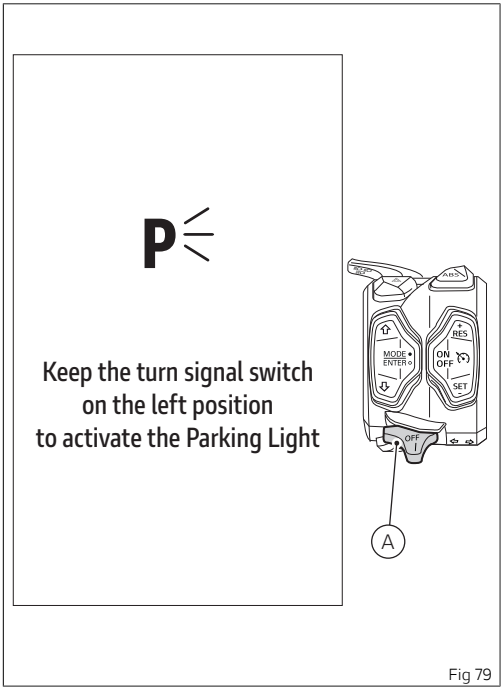


Fig 79

Refueling

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

Caution

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 the lowest octane rating 90 (RON+MON)/2

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

Attention
It is strictly forbidden to open the cap when the auxiliary tank is full.

Important
Refuelling must be carried out while the bike is on an OEM (Original Equipment Manufacturer) side stand and is leaned. Under no circumstances must the bike be refuelled while parked on the central stand or garage stand.
Failure to comply with this requirement may result in the auxiliary tank not being completely filled.

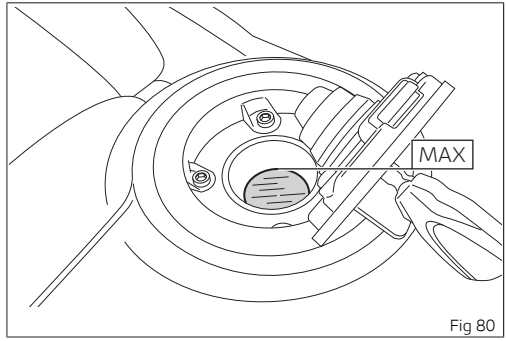


Fig 80

Tool kit and accessories

The supplied accessories are located under the rider seat.
To gain access to the compartment, remove the rider seat as described in chapter “Seat lock”.

The following parts are supplied with the bike:

Allen wrench (0.19 in) (5 mm);
Allen wrench (0.16 in) (4 mm);
flat-blade/Phillips screwdriver PH2.

Instrument panel (Dashboard)

Instrument panel

The bike is equipped with an instrument panel featuring a TFT color display.

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

Warning lights

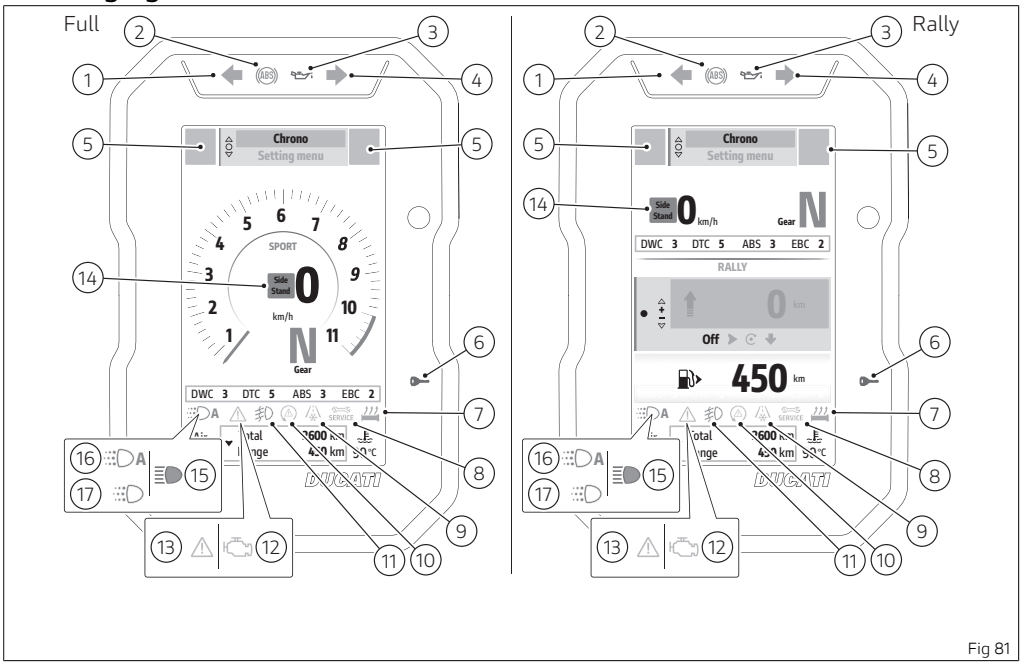


Fig 81

The previous figure shows the warning lights in “Full” and “Rally” display modes (see page 98).
The table lists the available warning lights:

no.	Description	Color
1	Left turn indicator	Green
2	ABS system malfunction • 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
3	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
4	Right turn indicator	Green
5	DTC intervention	Amber yellow (display)
6	Immobilizer	Red
7	Heated handgrips enabled (if present)	(display)
8	Service	Amber yellow (display)
9	Warning lights (see page 245) and secondary tank warning lights if present (see page 145)	Amber yellow / red (display)

no.	Description	Color
10	DAVC Diagnosis • flashing: DTC/DWC enabled, but with degraded performance; • on: DTC or DWC disabled and/or not functioning due to a fault.	Amber yellow (display)
11	Fog lights on, if any	Amber yellow (display)
12	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorized service center 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 authorized service center and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow (display)
13	Generic error	Amber yellow (display)
14	Side stand down **Note** When the side stand is extended, the fuel indicator will not update. When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.	Red (display)
15	High beam on	Blue (display)

no.	Description	Color
16	DRL – daytime running light on, set in “Auto” mode (see page 201) (not present in China and Canada versions)	Green (display)
17	DRL – daytime running light on, set in “Manual” mode (see page 201) (not present in China and Canada versions)	Green (display)

The position of the warning lights in the “Rally” display mode is the same for the Turn by turn screen, if present (see page 134).

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 bike speed exceeds 3 mph (5 km/h), 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

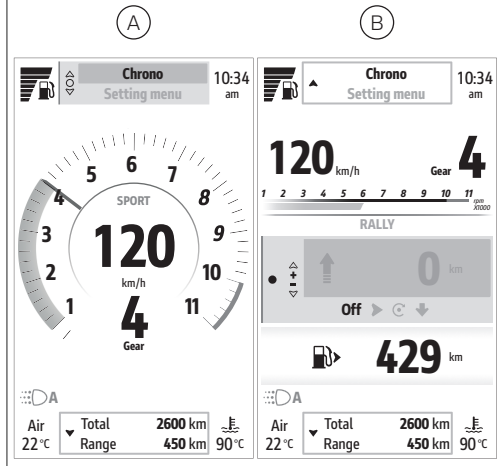


Fig 82

The instrument panel has two main screen display modes, in which all the information and elements necessary for riding are shown: the "Full" screen (A) and the "Rally" screen (B).
The display modes are associated by default with the Riding Modes (see page 112) as follows:

- "Full" for the Sport, Touring, Urban, Sport and Wet Riding Modes.
- "Rally" for the Rally and Enduro Riding Modes.

To change the displayed units of measurement, see page 231.
You can also set the screens in "Light" or "Dark" mode, see page 203.

The items available for “Full” and “Rally” modes are listed below.

Full

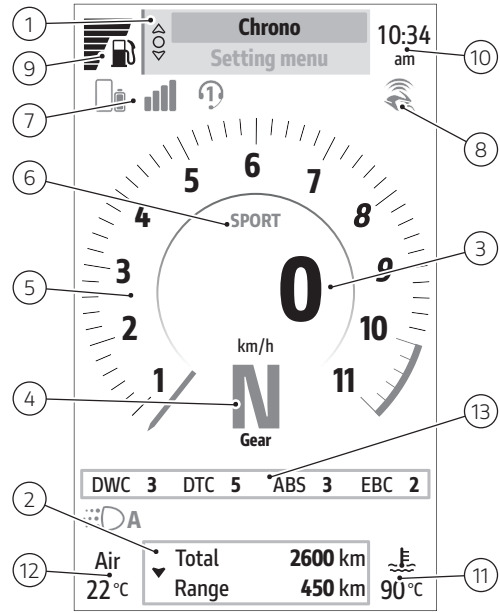

1
9
7
6
5
4
3
2
12
10
8
13
11
Chrono
Setting menu
10:34
am
SPORT
0
km/h
N
Gear
DWC 3 DTC 5 ABS 3 EBC 2
A
Air
22 °C
Total 2600 km
Range 450 km
90 °C

Fig 83

no.	Description
1	Interactive Menu (see page 116)
2	Info display (see page 116)
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Gear
5	Rev counter (see page 114)
6	Current Riding Mode (see page 112)
7	Connected Bluetooth devices (if present, see page 10)
8	Connected Ducati Link app (if present, see page 242)
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 199). **Note** When the motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display. **Note** When the side stand is extended, the fuel indicator will not update. When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

no.	Description
10	Clock Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 213).
11	Engine Coolant temperature (°C or °F) The temperature display range goes from +104 °F to +302 °F (+40 °C to +150 °C). If the temperature is below +104°F (+40°C), “Low” is displayed, whereas if it is above +302°F (+150°C), “High” is displayed flashing red. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike 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.
12	Air temperature (°F or °C) **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature.
13	Parameters window It displays the values of the DWC, DTC, ABS, EBC parameters set for the current Riding Mode The window disappears when the motorcycle speed exceeds 5 km/h (3 mph).

Attention

The directions on the instrument panel of Turn by turn function are only visible in “Full” display mode.

Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

Rally

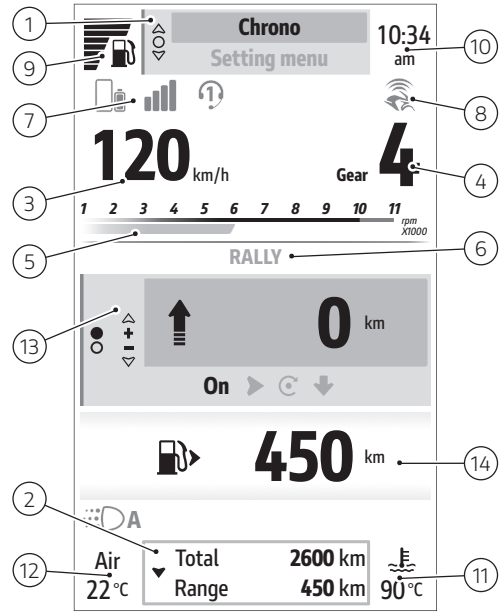

1
9
7
3
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13
2
12
10
8
4
6
14
11
Chrono
Setting menu
10:34
am
120
km/h
Gear
4
1 2 3 4 5 6 7 8 9 10 11
rpm
X1000
RALLY
0
km
On
450
km
A
Air
22 °C
Total
2600 km
Range
450 km
90 °C

Fig 84

no.	Description
1	Interactive Menu (see page 116)
2	Info display (see page 116)
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Gear
5	Rev counter (see page 114) **Note** With the motorcycle at a standstill or at a speed below 5 km/h (3 mph), the parameter window is displayed instead of the rev counter: it shows the values of the DWC, DTC, ABS, EBC parameters set for the current Riding Mode.
6	Current Riding Mode (see page 112)
7	Connected Bluetooth devices (if present, see page 10)
8	Connected Ducati Link app (if present, see page 242)
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 199). **Note** When the side stand is extended, the fuel indicator will not update. When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

no.	Description
10	Clock Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 213).
11	Engine Coolant temperature (°C or °F) The temperature display range goes from +104 °F to +302 °F (+40 °C to +150 °C). If the temperature is below +104°F (+40°C), “Low” is displayed, whereas if it is above +302°F (+150°C), “High” is displayed flashing red. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike 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.
12	Air temperature (°F or °C) **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature.
13	Trip master (see page 128)
14	Range (km or miles)

Attention

The directions on the instrument panel of Turn by turn function are only visible in “Full” display mode.

Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

Riding Mode

6 different "Riding modes" are available: RALLY, ENDURO, WET, TOURING, URBAN, SPORT.
The name of the Riding Mode is shown at the center of the display:

- (A) in the “Full” display mode (see page 102);
- (B) in the “Rally” display mode (see page 102) or in the “Turn by turn” screen if available (see page 134).

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

The parameters associated to each Riding Mode are the following: Power, DWC, DTC, DQS, ABS, EBC.
For each Riding Mode it is possible to customize the parameters using the “Riding Mode” function in the “Setting menu” (page 151).

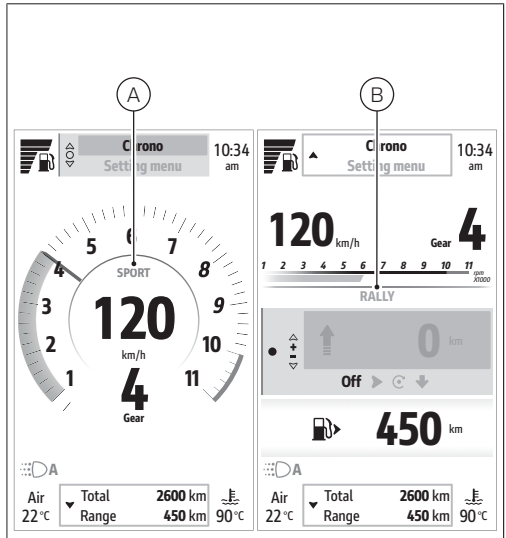


Fig 85

Changing Riding Mode

Note

If the "Rally" screen is active, make sure that the Trip master function is selected.

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

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

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

- If 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 greater than 3 mph (5 km/h), throttle control is closed but brakes are actuated, the message “Release brakes” is displayed; the new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.
- If both of the above conditions occur, the message "Close throttle and release brakes" is displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied and then the main screen is displayed.

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

Attention

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

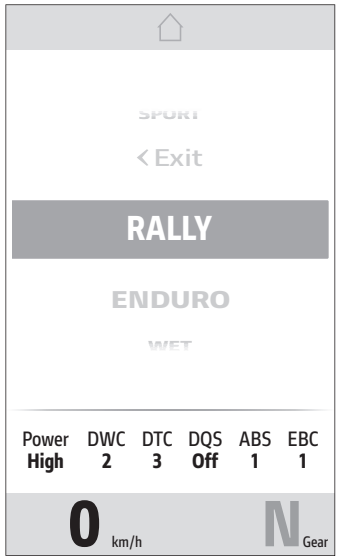


Fig 86

Engine rpm indication

The engine rpm are displayed as follows:

- using a rev counter with a gray wake (A) in the “Full” display mode (see page 102);
- using a rev counter featuring a wake (B) in the “Rally” display mode (see page 102) or in the “Turn by turn” screen if available (see page 134).

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 wake becomes amber yellow. After the break-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.

When the wake becomes amber yellow and starts flashing, 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 1,000 rpm, the wake is not displayed.

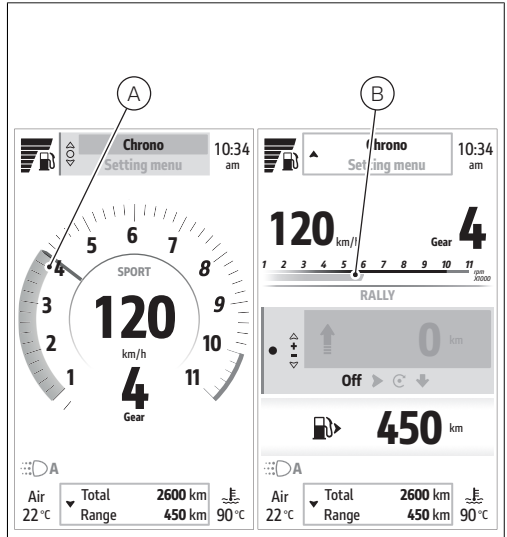


Fig 87

Interactive menu and Info display

Interactive Menu (A)

This menu contains a series of functions that can be activated by the rider.
When a function is activated, a corresponding window is displayed with which you can interact.
Available functions are displayed on 2 lines, the selected function is the one highlighted at the top of the Interactive Menu.
To select the interactive menu, refer to paragraph "Selection and navigation" of this chapter.
Available functions include:

- Turn by turn (if present, see page 134)
- Phone (if present, see page 16)
- Music (if present, see page 19)
- Chrono (see page 144)
- Fuel transfer (if present, see page 145)
- Setting menu (see page 151)

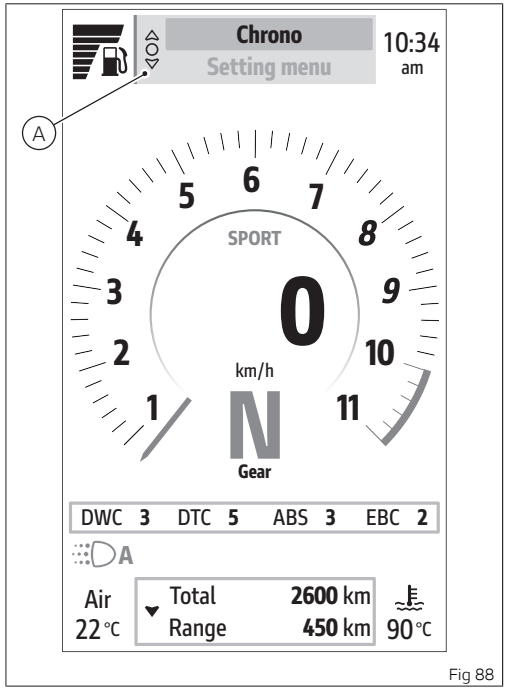


Fig 88

Info display (B)

This menu contains all available meters with travel information.
Available information is displayed on 2 lines, the selected information is the one highlighted at the top of the Info display menu.
To select the Info display menu, refer to paragraph "Selection and navigation" of this chapter.

The order of the information can be changed via the “Info display” function in the “Setting menu” (see page 194).
To change the trip information units of measurement, see page 231.

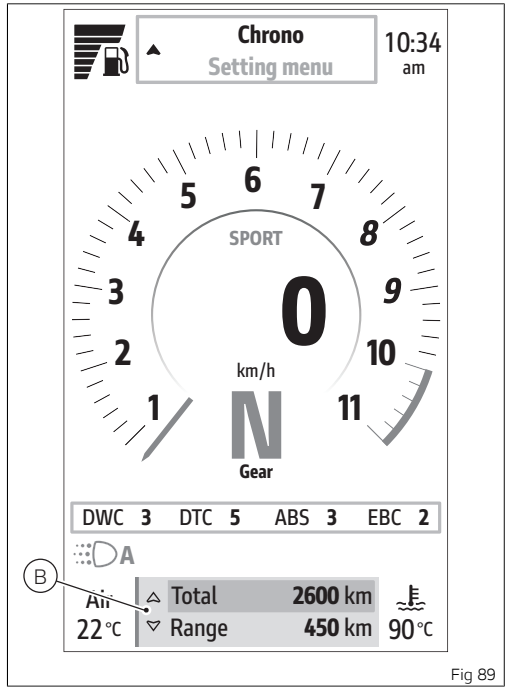


Fig 89

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” (see page 199)	km, miles
Trip 1	Partial mileage 1	km, miles
Ø cons.1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip 1 time 1	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles
Cons.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US
Daylight	If available, see page 134. Indicates the remaining daylight hours.	hh mm

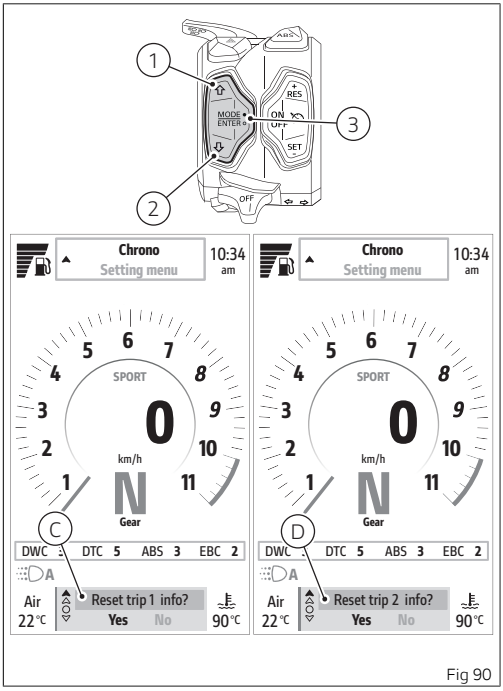


Fig 90

Resetting trip 1 information

The “Trip 1”, "Ø cons.1", "Ø speed 1" and "Trip 1 time" information can be reset by pressing the ENTER button (3) when selected: "Reset trip 1 info?" and the items "Yes" and "No" (C) are displayed.
Use buttons (1) and (2) to select "Yes" or "No" and press ENTER (3) to confirm your choice.
To exit without making any changes, keep button (1) pressed for a long time.
When the trip 1 information is reset, all the meters that refer to it are reset as well.

Resetting trip 2 information

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

Selection and navigation

When one of the menus is selected, the relevant window (E) or (F) is highlighted and buttons (1), (2)

and ENTER (3) are used for menu navigation and interaction.

In the "Full" screen (see page 102) to toggle the selection between "Interactive menu" and "Info display" and vice versa:

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

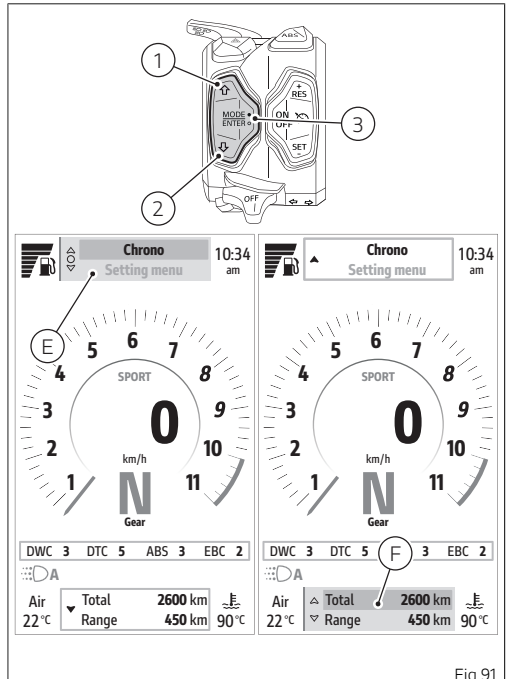


Fig 91

In the "Rally" screen (see page 102) there is an additional selectable item: the "Trip master" function (see page 128).
To toggle the selection between "Interactive menu", “Trip master” and "Info display":

- If "Interactive Menu" (G) is currently selected, long press the button (2) to move the selection to "Trip master" (H); long press the button (2) again to move the selection to "Info display" (I);
- If "Trip master" (H) is currently selected, long press the button (1) to move the selection to "Interactive Menu" (G); long press the button (2) again to move the selection to "Info display" (I);
- If "Info display" (I) is currently selected, long press the button (1) to move the selection to "Trip master" (H); long press the button (1) again to move the selection to "Interactive menu" (G).

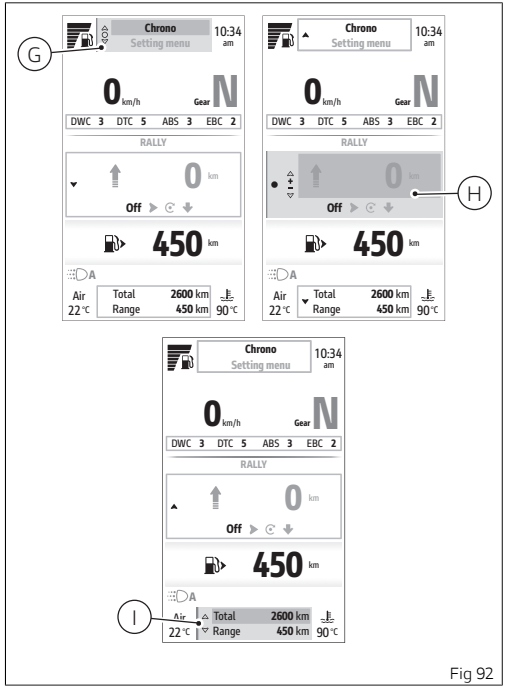


Fig 92

Cruise Control

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

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

Attention

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

What features can be set?

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

Switching on and off

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

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 93 page126) RES/+ (D, Fig 93 page126). The stored speed is shown in the Cruise Control icon (A, Fig 93 page126).

Switching off the CC

Press the ON/OFF button (C, Fig 93 page126) to turn off the Cruise Control. The Cruise Control icon (A, Fig 93 page126) disappears.

Icon (A, Fig 93 page126)

The Cruise Control icon can be:

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

Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h, press RES/+ (D, Fig 93 page126) or SET/- (E, Fig 93 page126) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 93 page126) or SET/- (E, Fig 93 page126) respectively, until reaching the desired cruising speed.

Stopping the speed control

Requirement: the Cruise Control must be switched on.

Stopping the speed control while riding

You can stop the speed control in the following ways:

- by braking manually;
- by turning the throttle grip forwards from the released grip 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;
- in case of prolonged ABS or torque control system intervention;

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

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 93 page126) or SET/- (E, Fig 93 page126). If RES/+ (D, Fig 93 page126) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 93 page126) is pressed, the set cruising speed is the current speed.

Attention

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

Override

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

Attention

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

Note

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

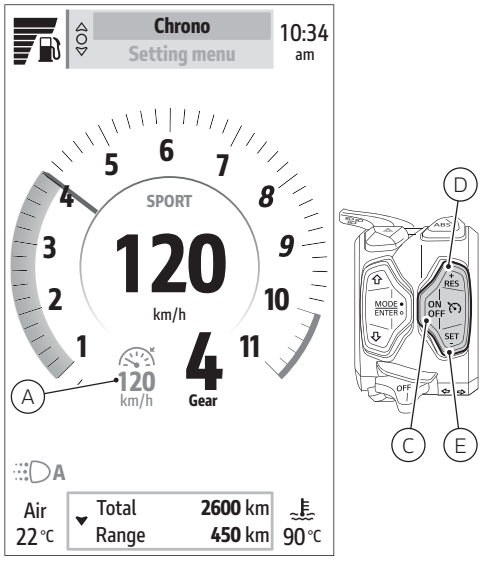


Fig 93

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 94 page127). 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 authorized service center.

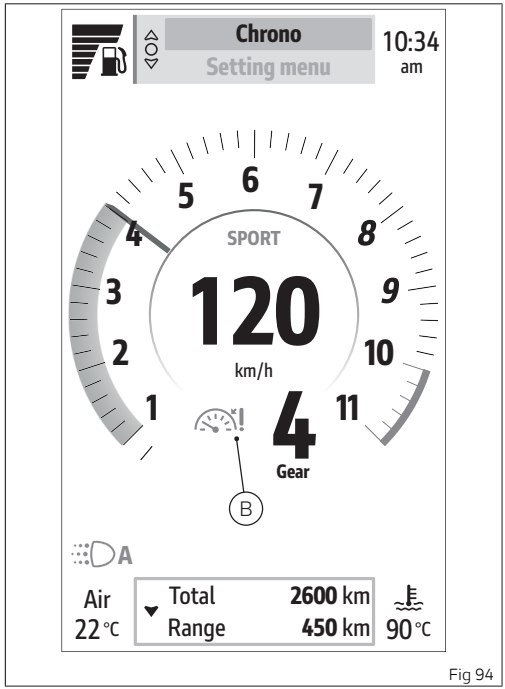

Chrono
Setting menu
10:34
am
SPORT
120
km/h
4
Gear
B
A
Air
22 °C
Total
2600 km
Range
450 km
90 °C

Fig 94

Trip master

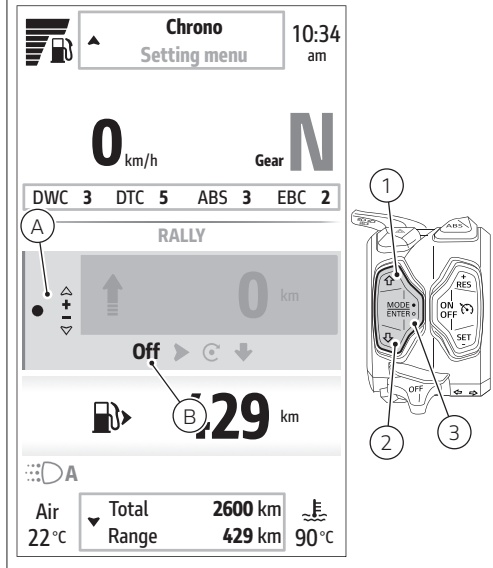


Fig 95

This function is only available in the "Rally" screen (see page 102).
The trip master is displayed in the center of the "Rally" screen: it calculates and displays the partial distance (in km or miles) traveled by the motorbike and can be set to incremental or differential mode, it can also be temporarily stopped and reset to zero.

You must have selected the trip master (A), if necessary move the selection from the Interactive Menu by holding down button (2) or from the Info display by holding down button (1).

The trip master accuracy level can be set via the "Trip master precision" function in the "Setting menu" (see page 238).

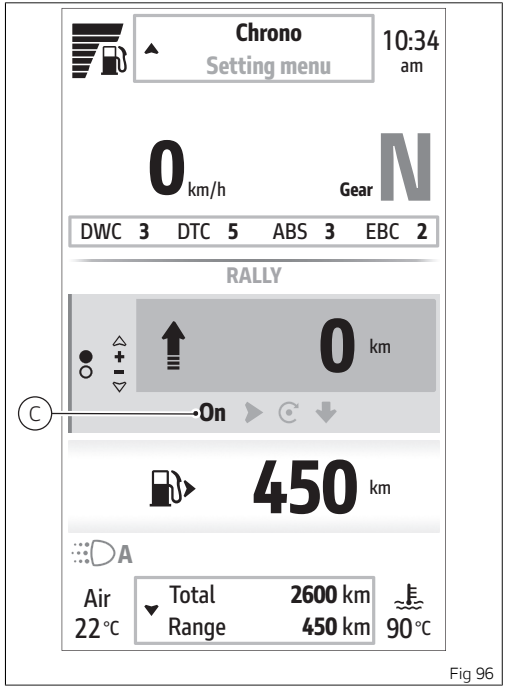


Fig 96

Enabling and disabling

- If the trip master is deactivated, "Off" is displayed (B, Fig 95 page128). Long press the ENTER button (3) to enable it.
- If the trip master has already been activated previously, "On" is displayed (C). Long press the ENTER button (3) to disable it.

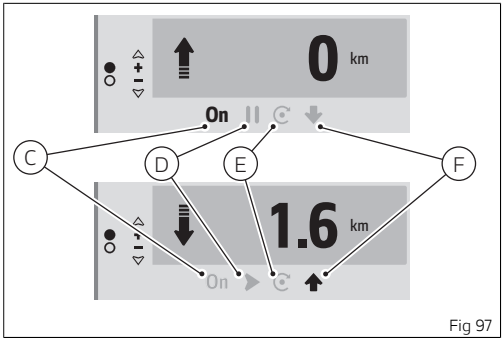


Fig 97

Controls

Once the trip master has been activated, it is possible to scroll through and select the following controls by pressing the ENTER button (3) briefly, to activate the selected control, long press the ENTER button (3):

- "On" displayed if the trip master is active (C).
- ⏸ pause displayed if the trip master counter is running, or ▶ play displayed if the trip master counter is paused (D).
- ↻ reset to reset the counter (E).
- ↑ incremental or ↓ differential to change the distance calculation mode (F).

Note

By briefly pressing buttons (1) and (2) you can increase or decrease the counted distance at any time (specific function for Roadbook navigation).

At any time, even with the trip master counter running, it is possible to move the selection to the Interactive Menu by long-pressing button (1) or to the Info display by long-pressing button (2), in order to access the other functions of the instrument panel.

ABS deactivation

Attention

The ABS can be disabled.

Attention

ABS can only be deactivated when the Riding Mode is set to "ENDURO" or "RALLY".
ABS can only be deactivated when the motorbike is at a standstill.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

To change the Riding Mode see page page 112.

To temporarily disable the ABS, press and hold button (A).
The warning “Hold the button to disable ABS" (B) will be displayed followed by "Release the button to disable ABS".

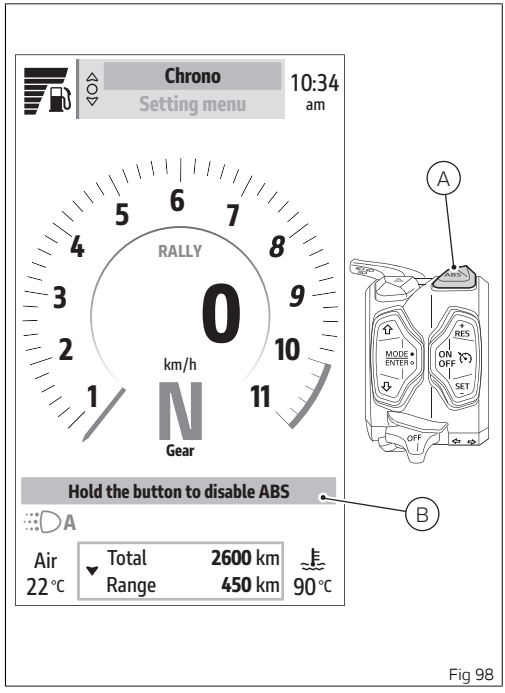


Fig 98

- If the “ABS OFF” button is released too soon, "ABS still active" (C) will be displayed for a few seconds.
- If the disabling procedure has been carried out correctly, the "ABS Off" warning will be displayed (D).

Attention

The “ABS Off” warning will remain active as long as the ABS system is disabled. Press the “ABS OFF” button to re-enable the ABS system - once re-enabled the “ABS Off” warning will disappear.

If you are attempting to disable the ABS while in a Riding Mode other than Rally or Enduro, “Not allowed in the current riding mode” will be displayed for a few seconds.

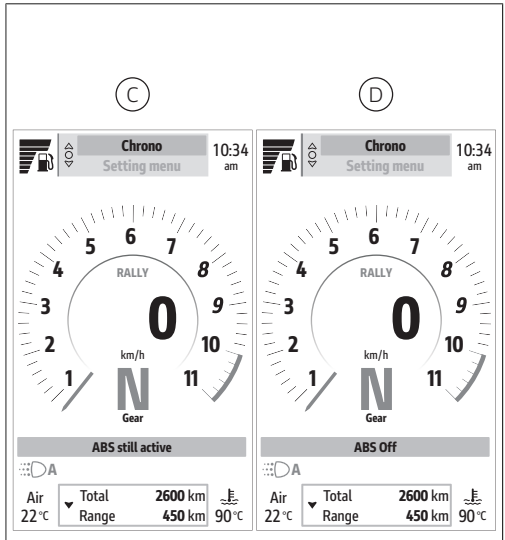


Fig 99

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 bike.
To activate and adjust the level of the heated handgrips, press button (1): the heated handgrips icon is displayed in large mode (A). Each time the button is pressed it cycles through the OFF, LOW, MED, HIGH levels indicated by the arrows on the symbol (in the example LOW).
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).

Note

If the level is set to OFF, the icon is not displayed in small mode (B).

Note

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

The actual switching on (heating) of the heated handgrips is indicated by the color of the icon (B):

- black if the display is set to “Light” (see page 203)
- white if the display is set to “Dark” (see page 203)

When the handgrip heating is not active, the icon (B) is gray.

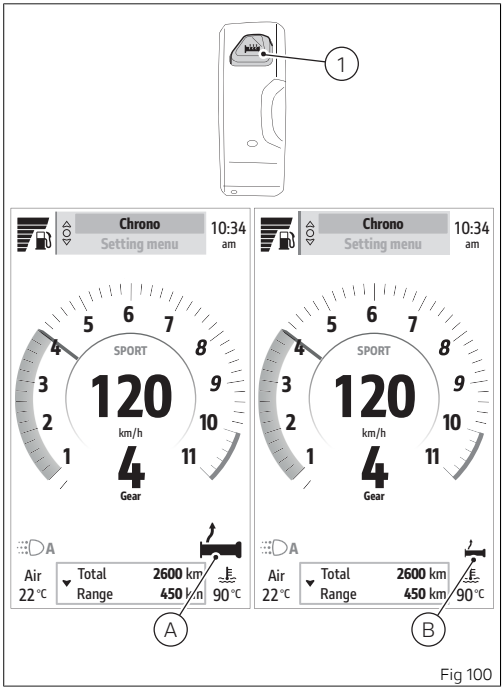


Fig 100

Turn by turn (if present)

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

Attention

The directions on the instrument panel of Turn by turn function are only visible in “Full” display mode.
Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

Refer to section “Main screen elements” on page 102.

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

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

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

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

Important

The customer will be able to use the service in the EU and worldwide with the exception of China, South Korea and Japan.
In any case, there may be changes or limitations in the usability of the maps.
Contact Ducati Services for updated information on the territorial areas of map usability.
Ducati has tested many of the most popular and recent smartphones; however, the operating systems and technological choices made by smartphone manufacturers are not under Ducati's control. Therefore, it is not possible to guarantee operation on all phones on the market and their software and firmware. To check compatible smartphones and operating systems, visit the Ducati website.

The function appears in the Interactive Menu only if the following is observed:

- have previously paired the smartphone to the instrument panel via Bluetooth (page 10);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected;

- have the Ducati Link function activated on the smartphone. The Ducati Link icon (A) indicates that the connection has been made.

To start the function:

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

Note

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

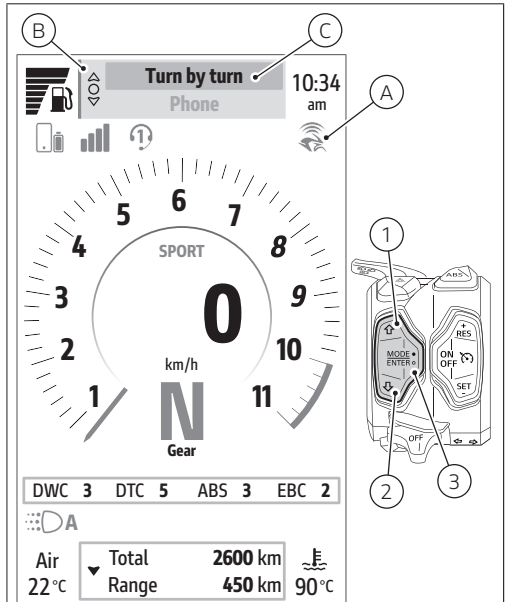


Fig 101

The submenu is displayed and includes the following items:

- "Directions" (D), allows you to set the mode in which the directions are displayed.
- "Delete route" (E), allows you to stop the navigation in progress.
- "Back" (F), closes the current submenu.

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

Note

Favorite addresses, entering a new destination and route settings are managed directly by the Ducati Link app.
Refer to what is indicated in the Ducati Link app.

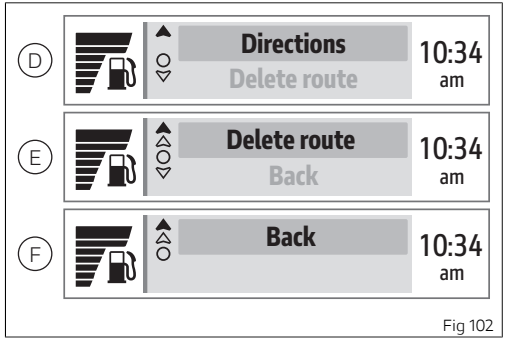


Fig 102

Directions

This function allows you to set the mode in which the directions are displayed.

- Select the Interactive Menu (B, Fig 101 page136) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 101 page136) and press the ENTER button (3).
- Select the “Directions” item (D, Fig 102 page137)and press ENTER (3).

The submenu is displayed and includes the following available modes:

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

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

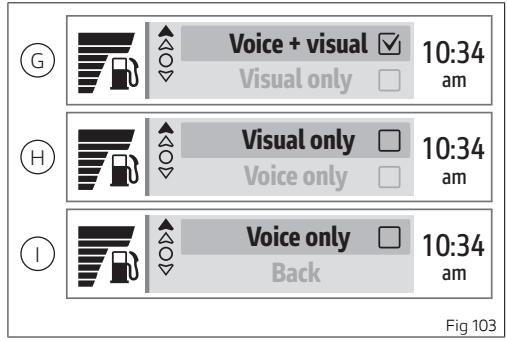


Fig 103

Delete route

This function allows you to stop the navigation in progress.

- Select the Interactive Menu (B, Fig 101 page136) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 101 page136) and press the ENTER button (3).
- Select the “Delete route” item (E, Fig 102 page137)and press ENTER (3).

The words "Delete route?" and the selectable items "Yes" (J) and "No" (K) are displayed.
Use buttons (1) and (2) to select the desired item.
Press the ENTER button (3) to confirm.
If the item "Yes" (J) is confirmed, navigation is interrupted and the instrument panel returns to the main screen set up previously when navigation was started.

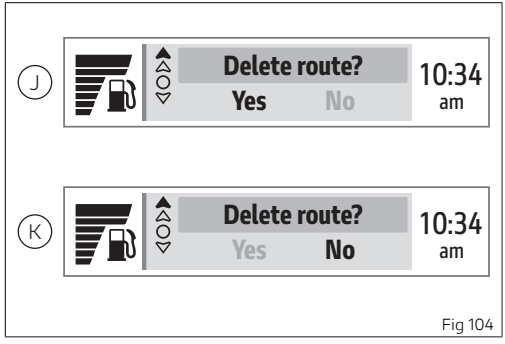


Fig 104

Turn by turn screen

If the "Voice + visual" or "Visual only" mode has been set, (see section "Directions",Fig 103 page138) and navigation is started, the instrument panel displays the main screen in the "Turn by turn" mode. This mode replaces the main screen set for the current riding mode (refer to chapter "Info Mode").
When navigation is interrupted, the instrument panel returns to the main screen set for the current riding mode.

Navigation can only be started without the "Turn by turn" screen if the "Voice only" mode has been set, (see section "Directions"Fig 103 page138).
During navigation, the set mode can be changed.

The "Turn by turn" main screen contains all the information and elements required for riding and navigation.
The table lists the available items.

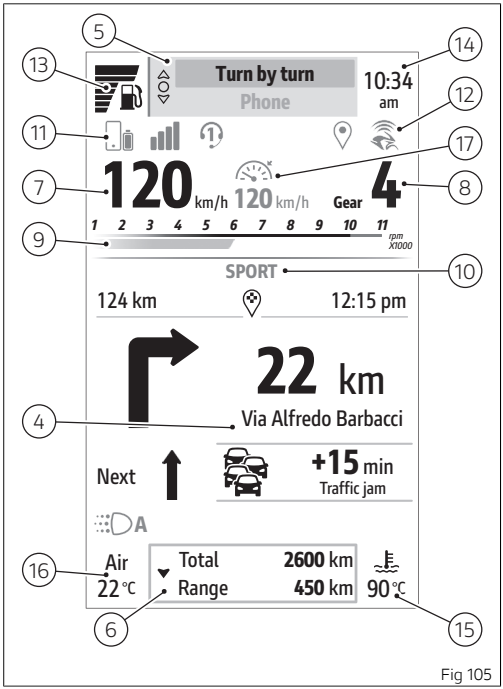

5
13
14
Turn by turn
Phone
10:34
am
12
11
17
7
120 km/h
120 km/h
Gear
4
8
1 2 3 4 5 6 7 8 9 10 11
rpm
X1000
9
SPORT
10
124 km
12:15 pm
22 km
4
Via Alfredo Barbacci
Next
+15 min
Traffic jam
A
16
Air
22 °C
Total 2600 km
Range 450 km
90 °C
6
15

Fig 105

no.	Description
4	Directions including: • Next maneuver with remaining distance and street name • Next maneuver • Distance remaining to destination • Estimated time of arrival • Information on traffic, weather and route conditions with indication of any expected delay
5	Interactive Menu (see page 116)
6	Info display (see page 116)
7	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
8	Gear
9	Rev counter (see page 114)
10	Current Riding Mode (see page 112)
11	Connected Bluetooth devices (see page 10)
12	Connected Ducati Link app (see page 242)
13	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 199).

no.	Description
14	Clock Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 213).
15	Engine Coolant temperature (°C or °F) The temperature display range goes from +104 °F to +302 °F (+40 °C to +150 °C). If the temperature is below +104°F (+40°C), “Low” is displayed, whereas if it is above +302°F (+150°C), “High” is displayed flashing red. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike 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.
16	Air temperature (°F or °C) **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature.
17	Cruise Control warning light (if active). Refer to section “Cruise Control” (see page 122).

Daylight – Info display

Along with the "Turn by turn" function, the "Daylight" (L) function is activated: it indicates the remaining light hours and is present in the trip info menu.

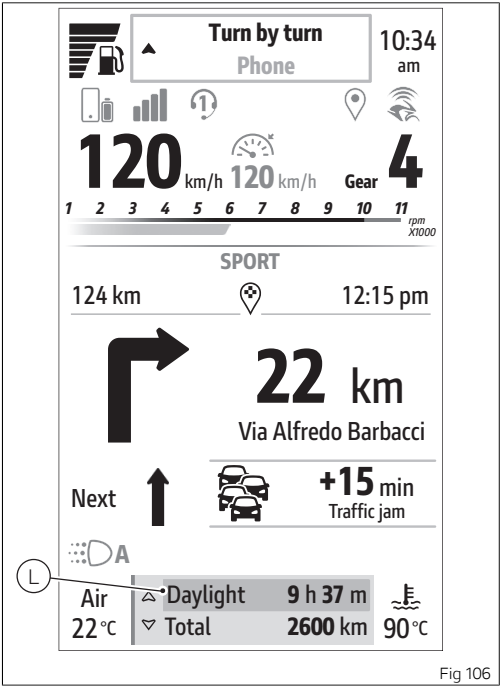


Fig 106

Chrono

This function allows activating or deactivating the timer.

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

The timer displays the time in the following format: hours, minutes, seconds, hundredths of a second.

Note
When the timer exceeds 5 minutes, the hundredths of a second are no longer displayed.

Note
The maximum recordable time is 46 hours.

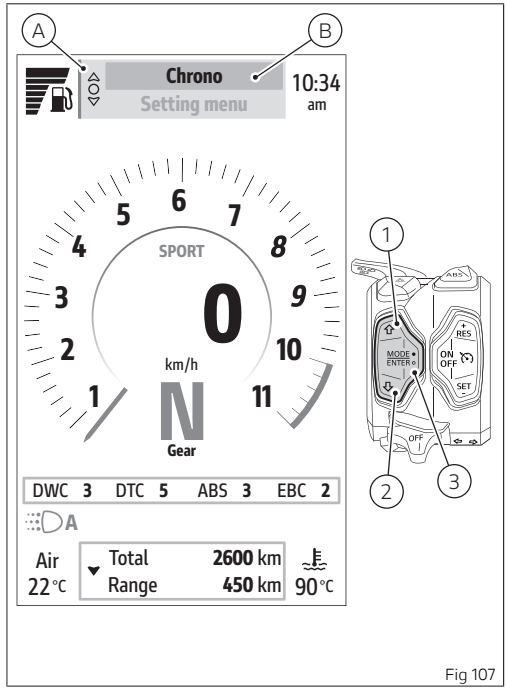


Fig 107

Enabling and disabling

The timer window is displayed:

- (C) if the timer is OFF, it will be displayed as "Off". Long press the ENTER button (3) to enable the timer.
- (D) if the timer has already been started previously, with the time counting down and the writing "On". Long press the ENTER button (3) to disable the timer.

Controls

Once the timer (D) has been activated, it is possible to scroll through and select the following controls by pressing the ENTER button (3) briefly, to activate the selected control, long press the ENTER button (3):

- "On" displayed if the timer count is active.
- ⏸ pause displayed if the chronometer count is running, or ▶ play displayed if the timer count is paused.
- ↻ reset to reset the timer, to be selected only if timer is in pause.

Note
When timer is paused, the indicated time flashes.

Note
When timer is disabled, the indicated time is reset.

The solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the timer display to access other menus on the main screen, while keeping the timer count active if it has been started.

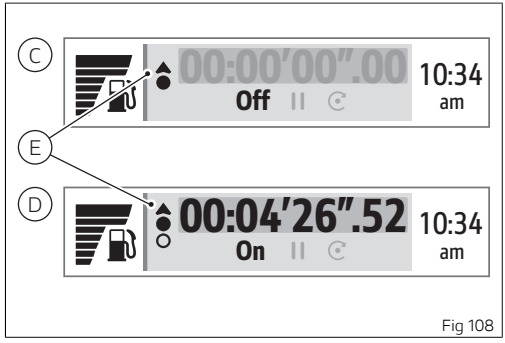


Fig 108

Fuel transfer (if present)

This function is available in the Interactive Menu and is only available if the secondary tank has been

installed. It allows fuel to be transferred from the secondary tank to the main tank.

The "Fuel transfer" item is only accessible when it is white. For the function to be accessible, certain conditions must be met: secondary tank not empty, Low fuel light on, battery sufficiently charged. When at least one of these conditions is not met, the "Fuel transfer" item is gray and cannot be accessed.

Regardless of the above conditions, the "Fuel transfer" item is in any case unavailable for a certain period of time after the ignition is switched on. This duration depends on the ambient temperature and, for temperatures above 5° C, will be a maximum of 1'40". As the temperature decreases, this wait may be extended to just over 4 minutes.

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

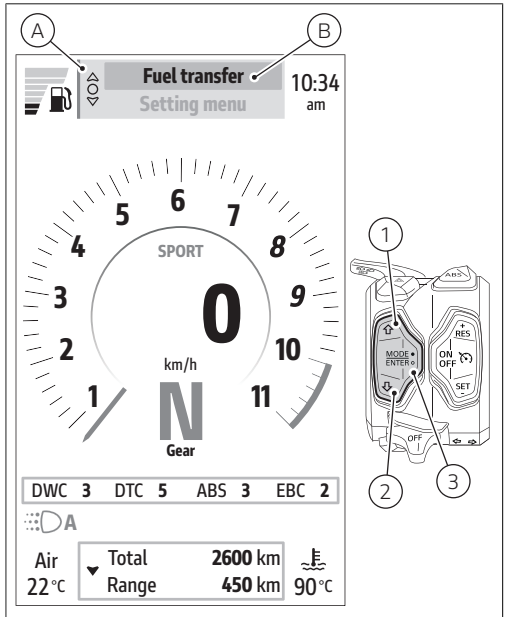


Fig 109

The window (C) appears and asks whether to proceed with the fuel transfer. Use buttons (1) and (2) to select "Yes" to proceed or "No" (D). Press ENTER (3) to confirm.

Starting the fuel transfer

After selecting and confirming "Yes" (C), the instrument panel returns to the previous screen and starts the fuel transfer procedure. The fuel transfer in progress is indicated by the fuel level animation and the secondary tank symbol (E). When the fuel transfer is complete, "Fuel transfer completed" (F) will be displayed for a few seconds, after which the updated fuel level display will be restored.

Attention
To avoid dangerous fuel spillage, do not refuel the main or secondary tank while fuel transfer from the secondary tank is in progress.

Note
When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

Attention
It is strictly forbidden to open the cap when the auxiliary tank is full.

Important
Refuelling must be carried out while the bike is on an OEM (Original Equipment Manufacturer) side stand and is leaned. Under no circumstances must the bike be refuelled while parked on the central stand or garage stand.
Failure to comply with this requirement may result in the auxiliary tank not being completely filled.

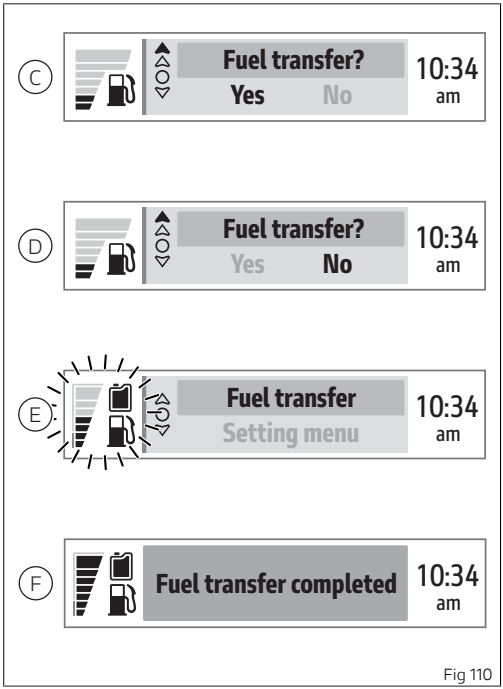


Fig 110

Stopping the fuel transfer

During fuel transfer (E,Fig 110 page148) the procedure can be interrupted.
Use buttons (1) and (2) from the Interactive Menu to select item "Fuel transfer" (B, Fig 109 page146)and press the ENTER button (3).
The window (G) appears and asks whether to stop the fuel transfer. Use buttons (1) and (2) to select "Yes" to stop or "No" (H). Press ENTER (3) to confirm:

- if the entry "No" is confirmed, the fuel transfer continues until it is completed;
- if "Yes" is confirmed, the fuel transfer is interrupted and the message “Fuel transfer arrested” (I) is displayed for a few seconds, after which the updated fuel level display is restored

Note

The transfer may stop automatically when the conditions for safe completion of the operation do not exist. The transfer also stops if the battery charge is too low. In this case the low battery symbol is displayed on the instrument panel. The transfer can only be resumed after the battery has been recharged or the engine started if the vehicle is still in "Low fuel" status. Otherwise, it will be necessary to wait until the vehicle is in such condition to complete the transfer.

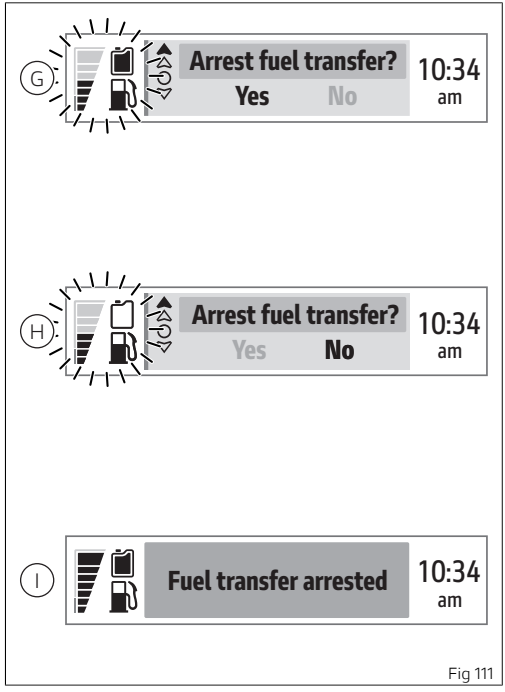


Fig 111

Secondary tank warning lights

In case of an empty secondary tank, the amber warning light (J) is activated.
In case of a fault in the transfer system, the red warning light (K) comes on.

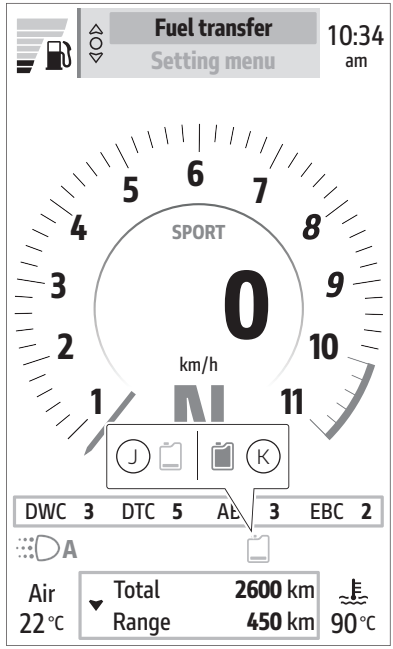


Fig 112

Setting menu

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

For safety reasons, you can enter this Menu only when the speed is lower than or equal to 3 mph (5 km/h). 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 bike at a standstill.

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

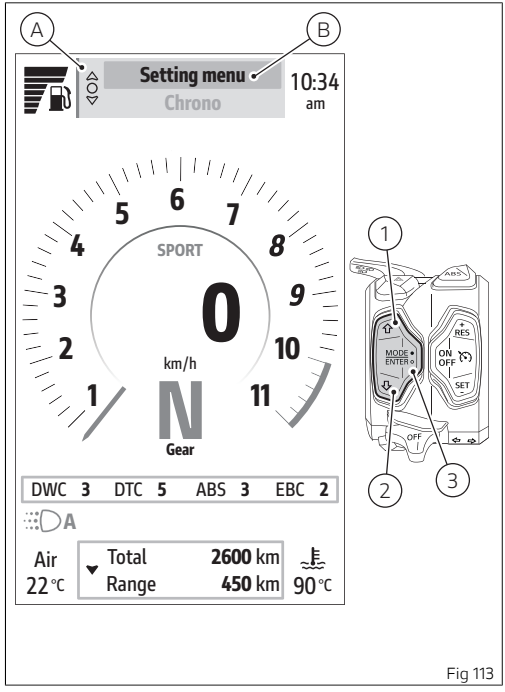


Fig 113

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

- Service
- Riding Mode
- Info display
- Fuel indicator
- DRL
- Display setup
- PIN Code
- Date and time
- Tire calibration
- Bluetooth - if present (see page 10)
- Turn indicators
- Language
- Units
- Trip master precision
- Info

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

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

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

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

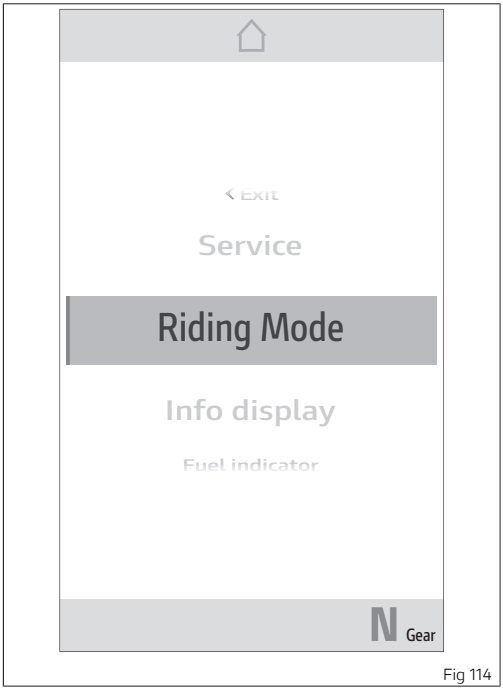


Fig 114

Setting menu – Service

This function allows displaying next service coupons.

Note

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

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

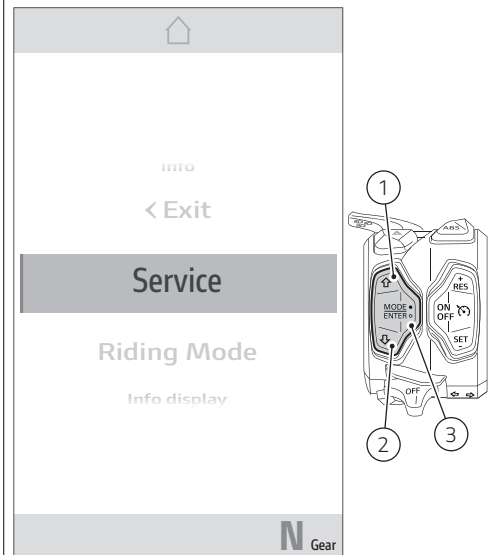


Fig 115

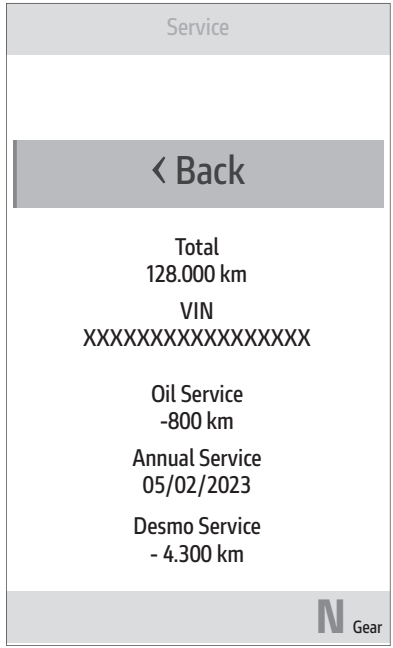


Fig 116

The following information will be displayed:

- Odometer
- Vehicle identification number
- Oil service (remaining kilometers or miles)
- Annual service (date)
- Desmo Service (remaining kilometers or miles)

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

Service warnings

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 272).
Service coupon types are: "Oil Service", "Annual Service" and "Desmo Service".
Within the scheduled maintenance chart, (see) they are indicated as “Oil Service”, “Annual Service” and “Desmo Service”, respectively.
The service warning indication can be reset only by the Ducati Authorized Service Center during servicing.

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

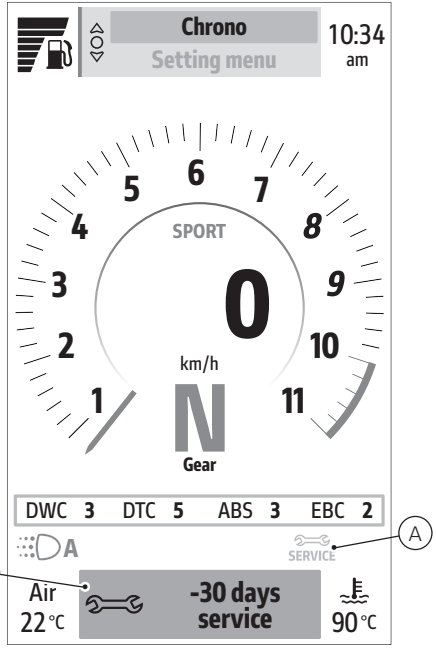


Fig 117

The possible indications regarding service coupons are:

(C) "Oil service" and "Desmo Service", gray, activates when 621 miles (1000 km) are left before the relative service.
(D) "Annual Service", gray, activates 30 days before service is due.
(E) yellow, activates when a service threshold has been reached.
(G) yellow, activates when a service threshold has been exceeded, indicating the distance.
(F) yellow, activates when a service threshold has been exceeded, indicating the days.

Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.
Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines.
The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet).

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.



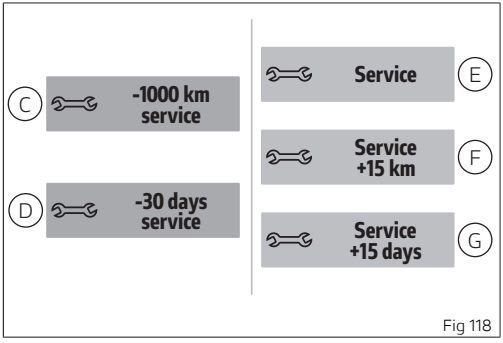


Fig 118

Setting menu – Riding Mode

This function allows customizing every Riding Mode.

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

The "Rally", "Enduro", "Wet", "Touring", "Urban", Sport" riding modes and "Default" item are displayed (only visible if one or more parameters of one or more riding modes have been changed). Use buttons (1) and (2) to select the Riding Mode you wish to customize and press ENTER (3).

Attention

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

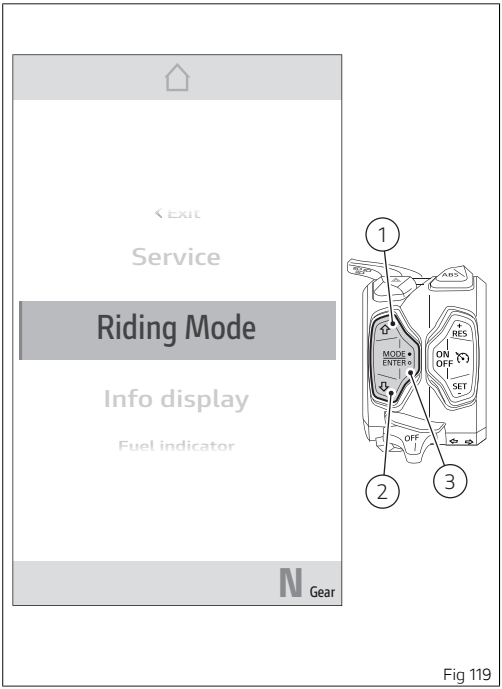


Fig 119

The customizable parameters are the following:

- Power
- ABS
- DTC
- DWC
- EBC
- DQS
- Info 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 (3) to modify the parameters.
The currently active riding mode is shown at the bottom of the screen.

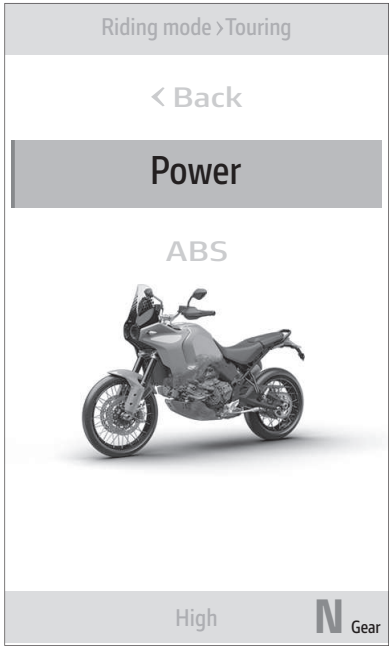


Fig 120

Setting menu – Riding Mode – Power

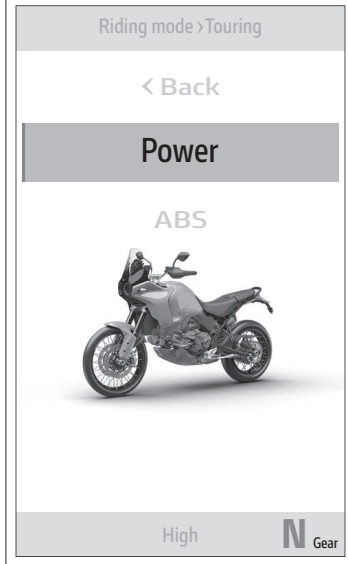


Fig 121

This function allows setting the engine power.

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

The levels “Full”, “High”, “Medium”, “Low” and the bike with the part affected by the setting highlighted, followed by the reference indications are displayed.
The bottom of the screen shows the level currently set.

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



Fig 122

Setting menu – Riding Mode – ABS

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

This function allows setting the ABS intervention level.

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

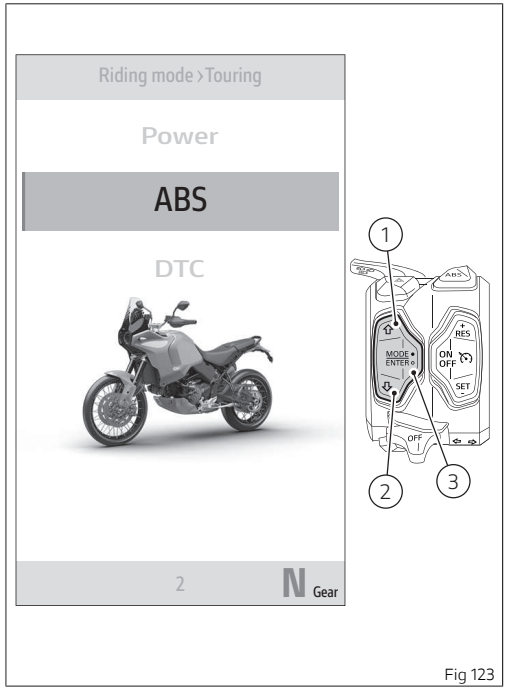


Fig 123

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

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

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. When one or both wheels lock, the stabilizing 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 vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised. 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 brake pedal.

The front and rear brakes use separate control systems.

If desired, the system can be deactivated by prolonged pressure on the dedicated button. To reactivate the system, a normal press of the same button is sufficient.
The active presence of ABS strategies and their intervention level depend on the selected level.
The ABS features three levels of intervention, each associated with a Riding Mode.

Attention

Using the two brake controls separately reduces the bike braking power. Using the brake controls harshly or suddenly may cause wheel lock-up or rear wheel lift-up and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers 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 or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.



Fig 124

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

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	
1	OFF-ROAD FOR EXPERTS	This level is designed exclusively for off-road use, for expert riders and is not recommended for road use. ABS in this level only controls the front wheel, and thus allows rear wheel lockup, thus helping braking efficiency on dirt roads. The system in this level does NOT control lift-up nor it activates the cornering function.	It is the default level for the “RALLY” riding mode.
2	OFF-ROAD FOR BEGINNERS	This level is designed for off-road use, for beginners and is not recommended for road use. The ABS in this level works on both wheels and has active cornering (only on the rear and for high leaning angles) and lift-up control functions.	It is the default level for the “ENDURO” riding mode.

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

ABS can be temporarily disabled (see page 130).

Attention

ABS can only be deactivated when the Riding Mode is set to "ENDURO" or "RALLY".
ABS can only be deactivated when the motorbike is at a standstill.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

Attention

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

Selecting level 3 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

The use of ABS Level 2 is specifically for off-road use by beginners. In order to improve the decelerations achieved by the vehicle when off-road, a greater percentage slip is allowed at the rear than with conventional ABS. Level 2 of the ABS system also features the cornering function, but this is limited to rear cornering only and at high leaning angles. This level also includes lift-up control, in case this level is used on tarmac (not recommended) and high deceleration is achieved.

ABS level 1 is specific for off-road use by expert riders and ABS is active only on the front wheel to help braking performance on dirt roads. This level does not include the cornering function or lift-up control.

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

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

Setting menu – Riding Mode – 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 stabilization 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.

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the riding mode you wish to customize and press ENTER (3).
- Select the “DTC” item and press ENTER (3).

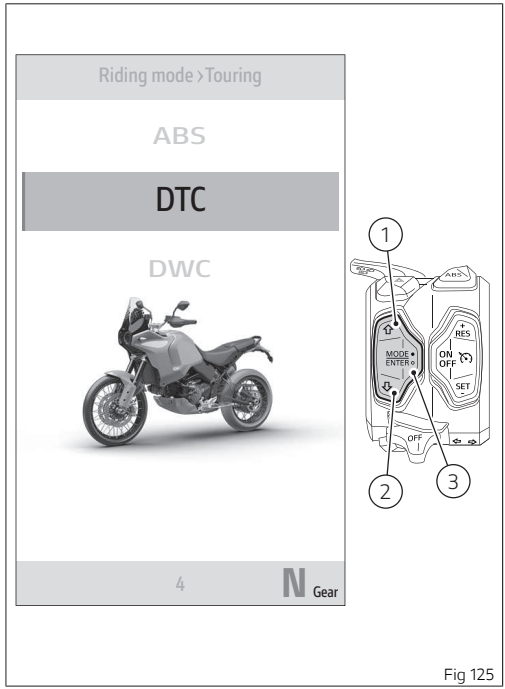


Fig 125

The "Off" level, levels 1 to 8 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

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

Attention

The DTC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the bike, 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 road conditions, the laws of physics, good riding standards and traffic laws.


Riding mode › Touring › DTC
5
4
3
OFF-ROAD
ROAD
WET
PERFORMANCE
STABILITY
4
N
Gear

Fig 126

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

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
OFF		The DTC is disabled	
1	OFF-ROAD*	This level is designed exclusively for off-road use, for very expert riders with specialist tires (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	
2	OFF-ROAD*	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
3	OFF-ROAD*	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the “RALLY” and “ENDURO” riding modes
4	OFF-ROAD*	This level is designed exclusively for off-road use, for beginners (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	
5	SPORT	This level is designed for sporty use, with good grip conditions.	It is the default level for the “SPORT” riding mode
6	TOURING	This level is designed for touring use, with good grip conditions.	It is the default level for the “TOURING” riding mode
7	URBAN	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "URBAN" riding mode
8	RAIN	For riding on wet road.	It is the default level for the "WET" riding mode

*In the DTC levels dedicated to Off-road, the control intervenes differently according to the power level used, making it possible to optimize behavior on all types of terrain.

Tips on how to select the intervention level

Attention

The calibration of all levels of the DTC system fitted to your vehicle has been carried out with the original equipment tires of your motorbike, in particular the original equipment tires of your vehicle can be found in the "Technical specifications" section of this manual. Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, but with the same size, it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case is it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

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

1) The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.);
2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds);
3) The riding mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the road).

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all

requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding mode, where the bike is leaned over further, rather than with a "rough" style, where the bike is straightened up as quickly as possible when exiting a turn.

Tips for use on dry road

Activate the DTC, select level 7 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 6, 5, etc., until you find the level that suits you best. If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

It is recommended to use level 8 on wet road.

Setting menu – Riding Mode – 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 stabilization control are deactivated.

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through 4 different levels that are calibrated to offer a different prevention and reaction to wheelies. Each riding mode features a pre-set intervention level. Level 4 indicates a setting that minimizes bike tendency to shift up in a wheelie and maximizes 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.

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the riding mode you wish to customize and press ENTER (3).
- Select the “DWC” item and press ENTER (3).



Fig 127

The "Off" level, levels 1 to 4 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

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

Attention

The DWC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the bike, 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 road conditions, the laws of physics, good riding standards and traffic laws.

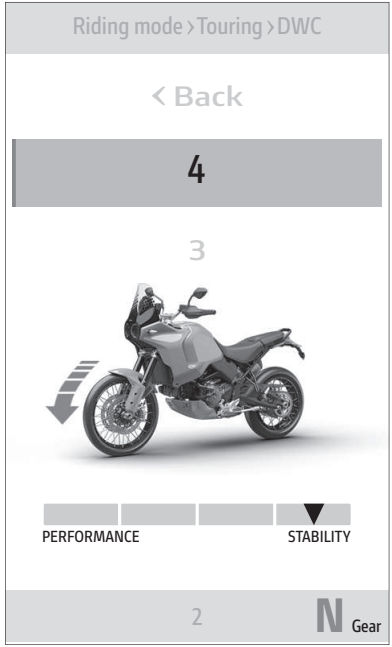

Riding mode › Touring › DWC
< Back
4
3
PERFORMANCE
STABILITY
2
N Gear

Fig 128

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

DWC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
OFF		The DWC is disabled.	It is the default level for the “RALLY” and “ENDURO” riding modes.
1	SPORT	Sport style for expert riders. The system enables and controls wheelies, and also reduces the speed at which the motorbike wheelies.	
2	SPORT	Sport style for medium-expert riders. The system optimizes vehicle acceleration by limiting wheelies.	It is the default level for the “SPORT” riding mode
3	TOURING	Level for all kinds of riders. The system reduces the bike's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the “TOURING” riding mode
4	URBAN	Level for all kinds of riders. The system reduces the bike's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the “URBAN” and “WET” riding modes

Tips on how to select the intervention level

Attention

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

At level 4 the DWC system reduces the bike's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. From level 4 to level 1 there are further intermediate levels of intervention for the DWC. Levels 1 and 2 allow easier wheelies, but reduce their speed: these levels are recommended 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 and 2 require a great experience to ensure proper control.

Level depends on type of track

If the path allows exiting a turn with strong acceleration a high level will be necessary (the highest level is 4); while a path that requires exiting a turn with low acceleration will allow to set a lower level (the lowest level is 1).

Tips for use on the road

Activate the DWC, select level 4 and ride the bike in your usual style; if the level of DWC sensitivity seems excessive, try reducing the setting to level 3, 2, etc., until you find the level that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the

next level up or down and proceed to determine the best setting (e.g. if with level 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

Setting menu – Riding Mode – EBC

The Engine Braking Control (EBC) system controls engine braking when riding with throttle control completely closed (both when downshifting and in a normal cut-off with the same gear engaged, while braking or not). This system independently adjusts the throttle valves to ensure a consistent torque goes back from the wheel to engine during these stages.
The system allows the rider to set "engine brake", the range being from a maximum engine braking with system set to 1 and progressively decreasing as level increases.
System intervention is quite important at high engine rpm and decreases as the engine rpm decreases.

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 and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accidents or force emergency maneuvers, whether caused by his own errors or those of other road users.

This function allows setting the EBC intervention level.

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

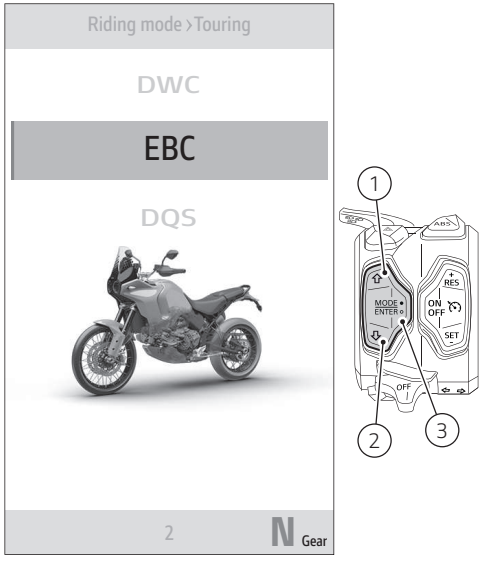


Fig 129

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

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

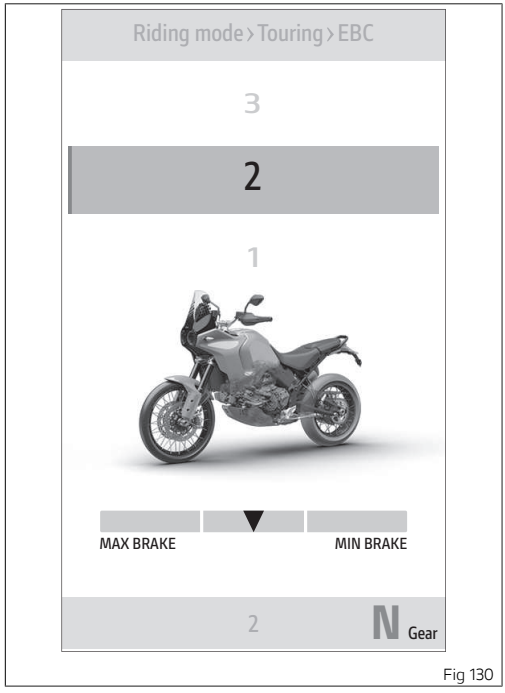


Fig 130

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

EBC	CHARACTERISTIC	DEFAULT
1	In this level the engine delivers a fairly significant engine brake.	It is the default level for the “SPORT” riding mode.
2	In this level the engine delivers a poor engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration.	It is the default level for the "RALLY", "ENDURO", “TOURING”, “URBAN” and “WET” Riding Modes.
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	

Tips on how to select the sensitivity level

Attention

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

As far as tires are concerned, in the case of minor differences, such as for example, tires 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 track 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 there are progressively increasing engine brake levels.

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Setting menu – Riding Mode – DQS

This function allows activating or deactivating the DQS system.

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

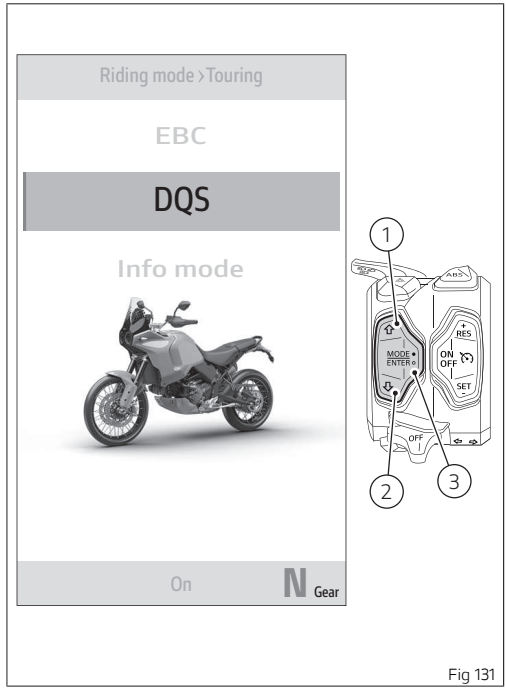


Fig 131

The levels “On” and “Off” and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

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

The DQS with feature “ON” allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system works in synergy with slipper clutch during downshifting.
The user can decide whether to activate only the upshift feature or both up and down features of the DQS, using the relevant menu on the instrument panel.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn’t move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.

- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorized in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

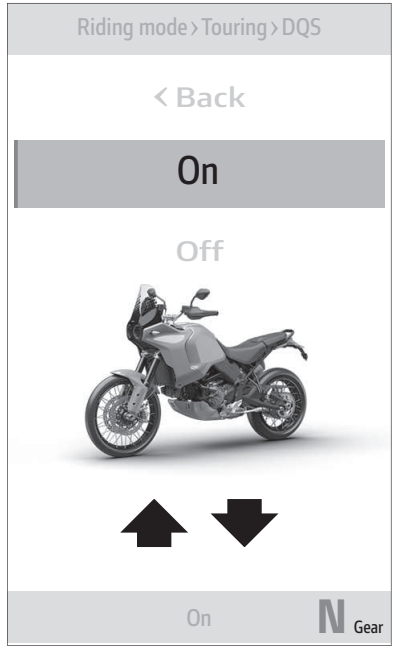


Fig 132

Setting menu – Riding Mode – Info Mode

This function allows setting the display mode of the main screen.

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

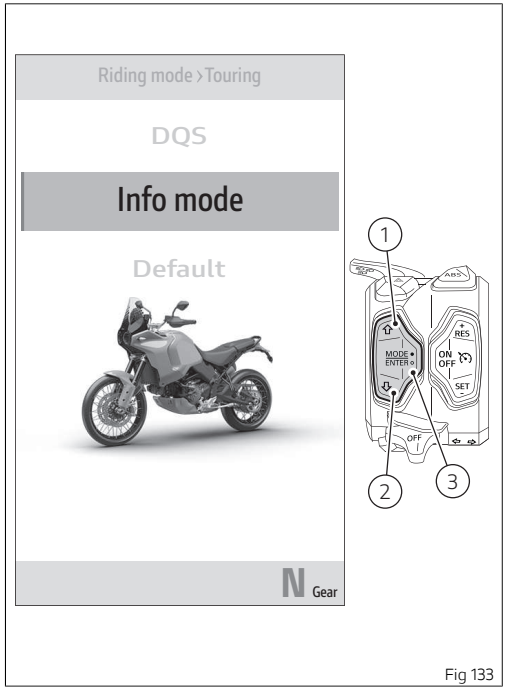


Fig 133

“Full", "Rally" and the bike are displayed with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

For a description of the available modes, please refer to the "Info Mode" chapter.

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

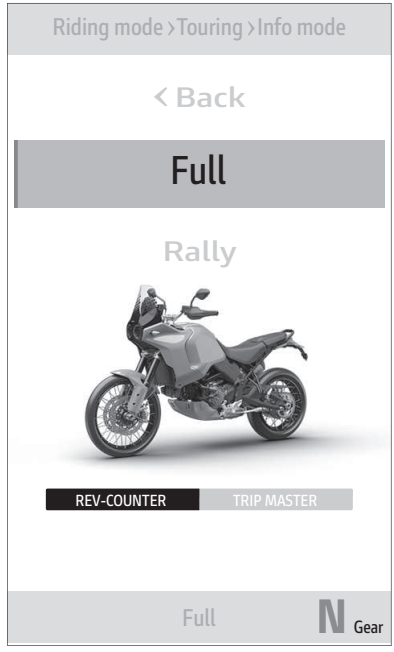


Fig 134

Setting menu – Riding Mode – Default

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

Restoring the parameter values for a single riding mode:

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

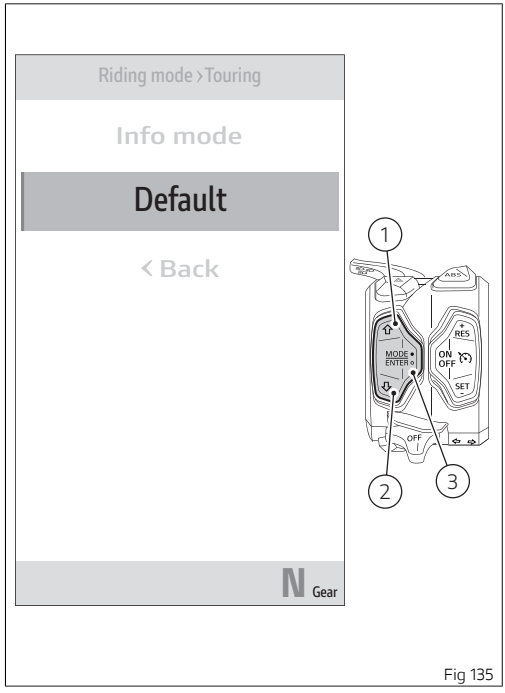


Fig 135

Restoring the parameter values for all riding modes:

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

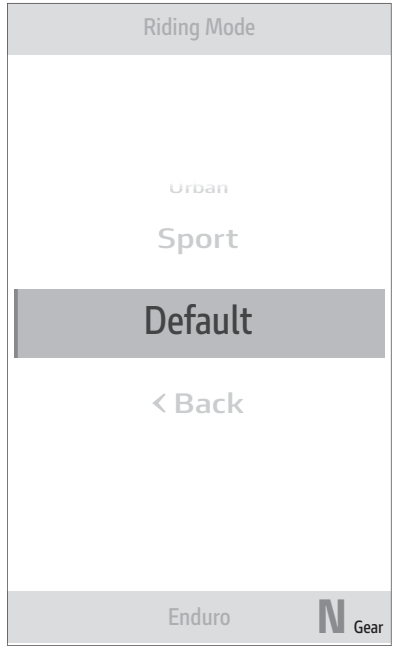


Fig 136

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

	RALLY	ENDURO	SPORT	TOURING	URBAN	WET
Intended use	Off-road	Off-road	Road use	Road use	Road use	Road use
Power Mode	Full	Low	Full	High	Medium	Medium
Maximum power	110 hp (81 kW)	75 hp (55 kW)	110 hp (81 kW)	110 hp (81 kW)	95 hp (70 kW)	95 hp (70 kW)
Throttle response	Dynamic	Dynamic	Dynamic	Smooth	Smooth	Smooth
ABS	1	2	3	3	3	3
DTC	3	3	5	6	7	8
DWC	OFF	OFF	2	3	4	4
DQS	ON	ON	ON	ON	ON	ON
EBC	2	2	1	2	2	2

Setting menu – Info display

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

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

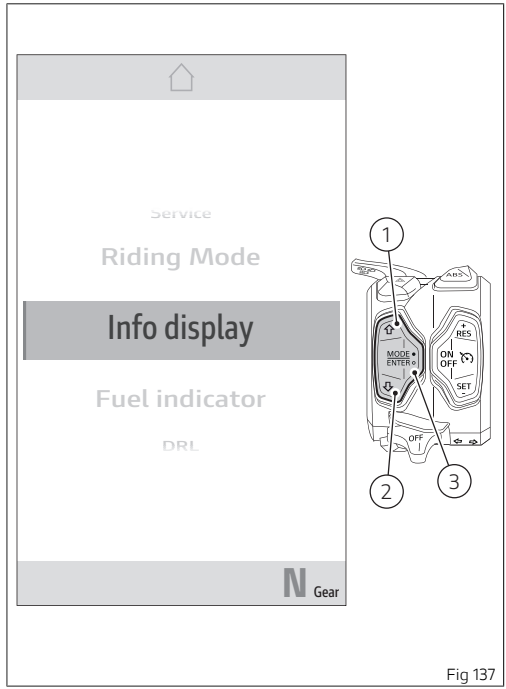


Fig 137

The list of the selectable items, with the number of their current position is displayed.
If the order of trip information has been changed previously, the "Default" item is also displayed in the list, allowing you to restore the original order.
Use the buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

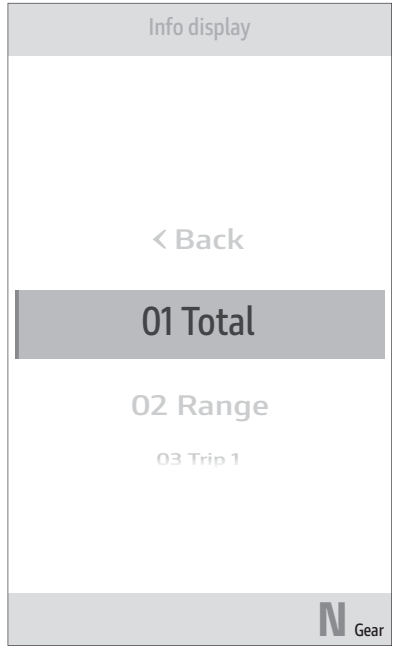


Fig 138

In the following example, the position of the “Trip 1 time” item is changed from 6 to 9:

- Use buttons (1) and (2) to select item "Trip 1 time” and press the ENTER button (3).
- The screen (A) is displayed. The upper part of the screen shows the selected item and the current position, and the lower part shows the list of items in the current order.
- The values displayed above and below the digit (B) indicate that the position number can be changed using buttons (1) and (2).
- Once the value of the new position has been set (in the example "9"), press ENTER (3) to confirm. The order of the Info display is then updated with the new position (C).
- Select “Back” and press ENTER (3) to go back to the previous screen.

Note
If the fuel level display is set to “Range”, the latter is displayed gray in the list.

Note
The item “Daylight” appears in the list only if the Bluetooth control unit has been installed on the motorbike and the Turn by turn navigation license has been enabled. Please refer to the "Turn by turn" chapter in this document.

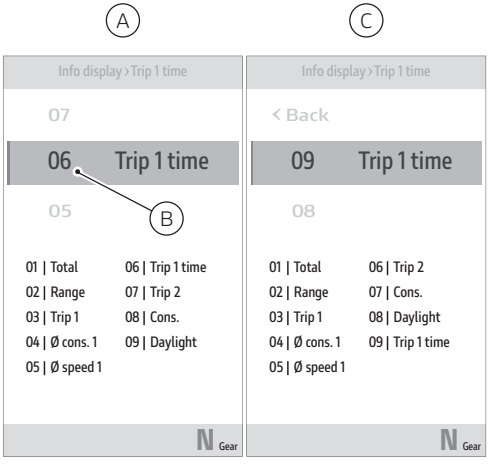


Fig 139

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

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

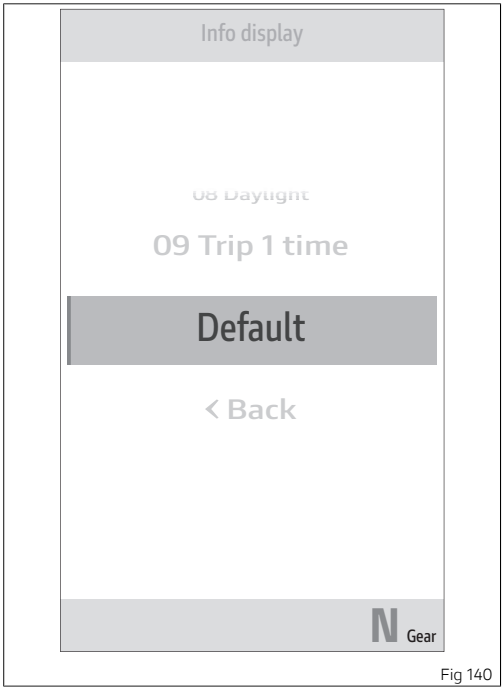


Fig 140

Setting menu – Fuel indicator

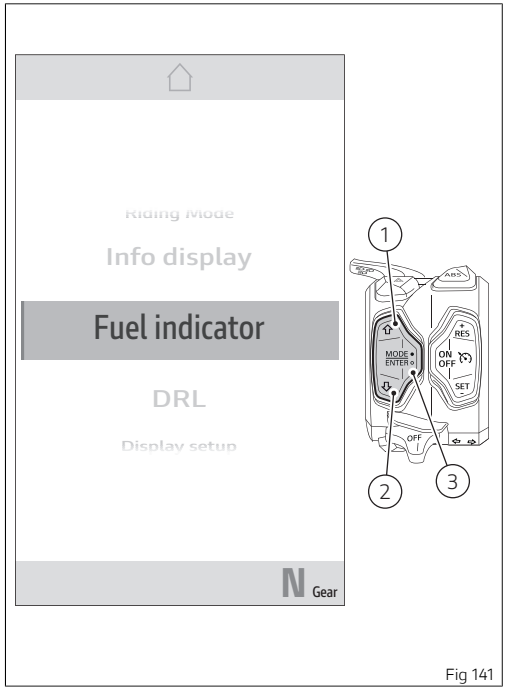


Fig 141

This function allows you to change the way the fuel level is displayed, choosing between bar or remaining distance (km or miles) modes.

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

“Level” and “Range” are displayed.
The currently set mode is shown at the bottom of the screen.

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



Note
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 motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.



Note
When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.



Fig 142

Setting menu – DRL

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

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

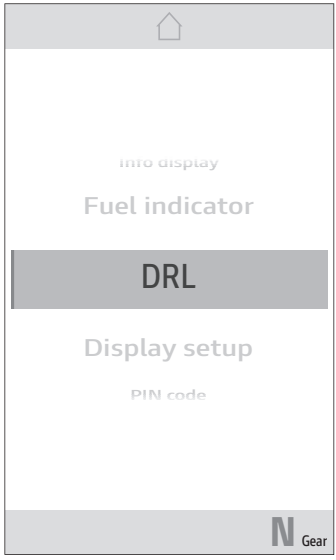


Fig 143

The “Auto” and “Manual” items are displayed. The currently set mode is shown at the bottom of the screen.

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

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



Fig 144

Setting menu – Display setup

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

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

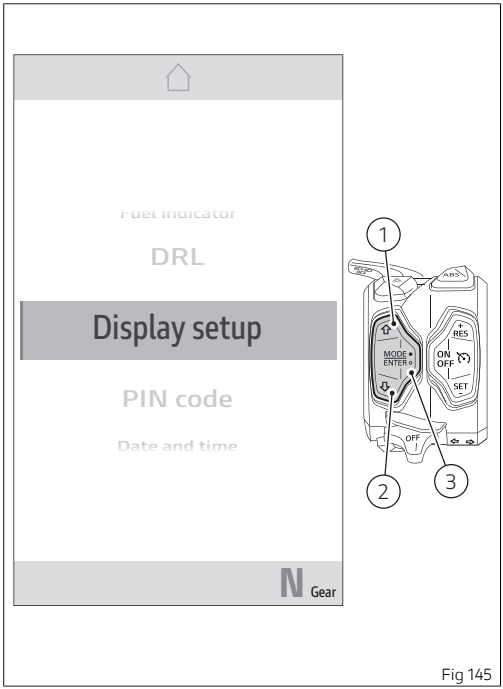


Fig 145

"Themes" and "Brightness" are displayed.
The currently set mode is shown at the bottom of the screen.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

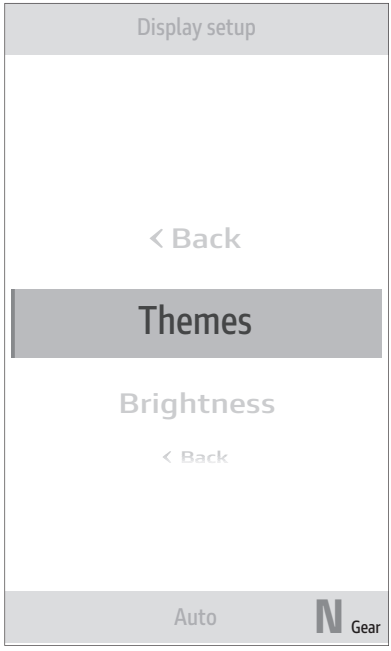


Fig 146

Themes

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

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

The “Auto”, “Light” and “Dark” items are displayed. The currently set mode is shown at the bottom of the screen.
The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.

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

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

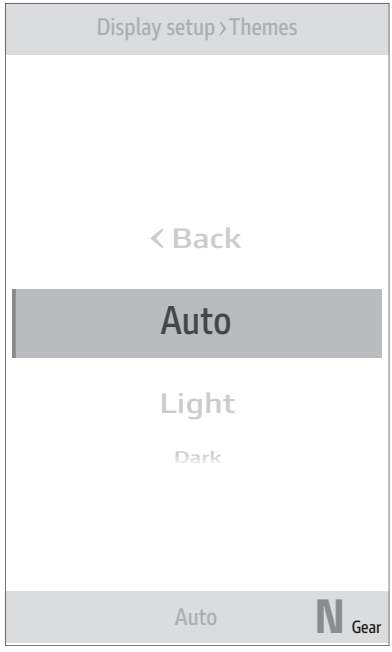


Fig 147

Backlight

This function allows adjusting the backlighting intensity.

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

The levels from 100% to 20% are displayed.
The bottom of the screen shows the level currently set.
The backlight is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.
Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



Fig 148

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

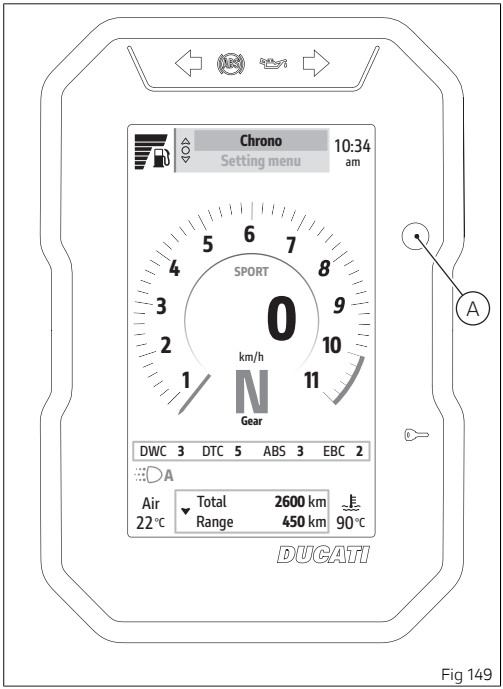


Fig 149

Setting menu - PIN code

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

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

The PIN Code is initially not present in the bike and must be activated by the user by entering the 4-digit PIN in the instrument panel, otherwise the bike cannot be started temporarily in the case of a malfunction.
In order to temporarily start the bike in case of malfunction, please refer to the procedure called “Restoring bike 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 authorized dealer to reset it. The Ducati authorized dealer may ask you to demonstrate that you are the owner of the motorcycle.

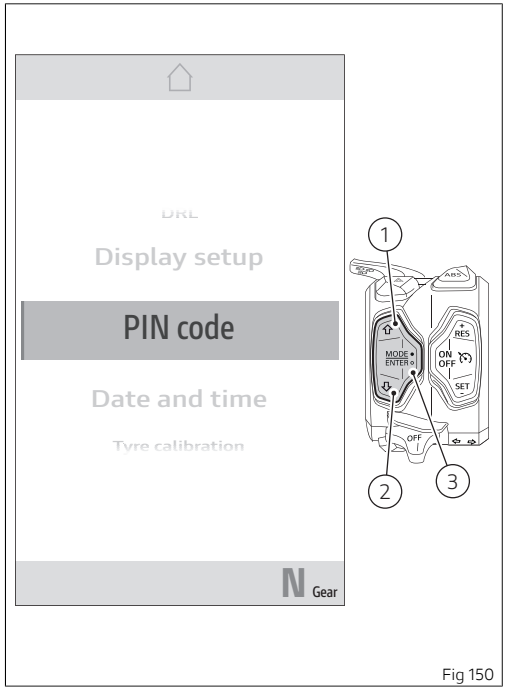


Fig 150

New PIN

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

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

Entering the code:

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

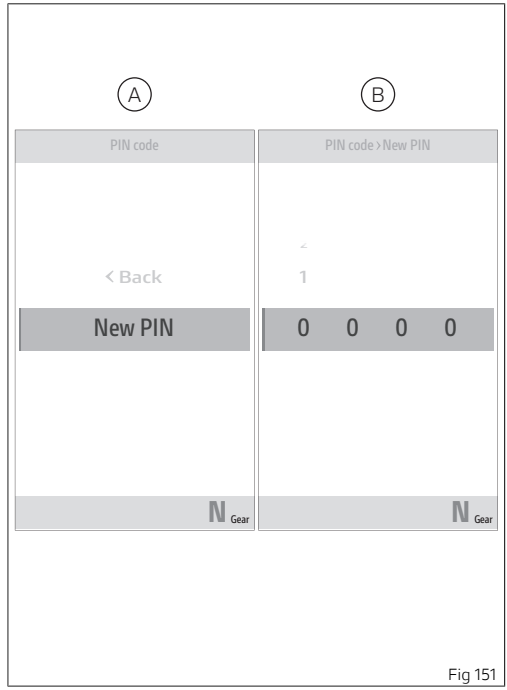


Fig 151

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

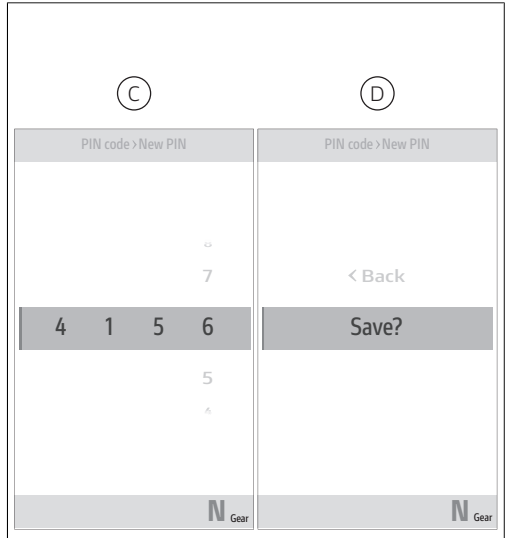


Fig 152

Modify PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).
- Select the “Modify PIN” item and press ENTER (3).
- The display shows "Current PIN" (E), press ENTER (3) to proceed with insertion (F).

Entering the code:

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

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

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

If the PIN is correct, enter the new PIN.
The display shows the first of the 4 digits active for the entry (B, Fig 151 page210).

Entering the code:

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

Once the last digit has been confirmed, “Save?” is displayed.
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

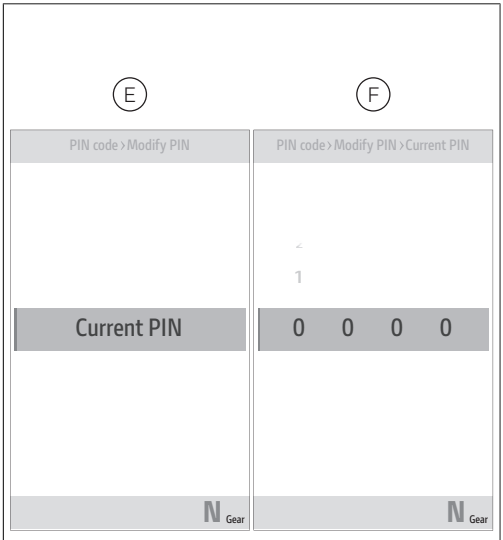


Fig 153

Setting menu - Date and time

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

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

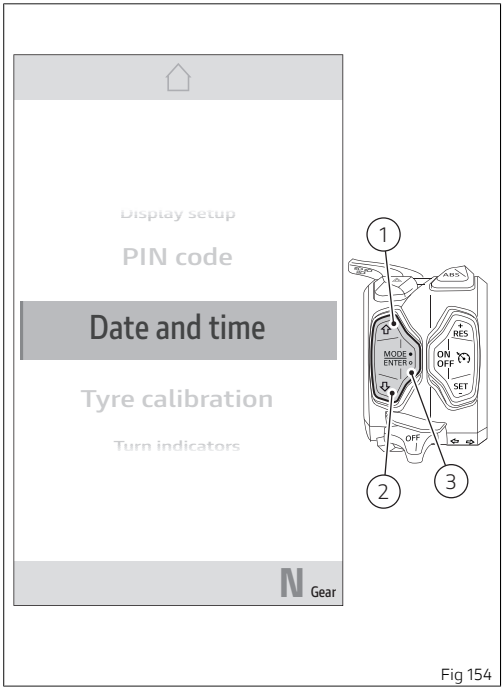


Fig 154

"Set date", "Date format", "Set time" and "Time format" are displayed. The current setting is shown at the bottom of the screen.
With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

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



Fig 155

Set date

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

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

The first date parameter (in the example the year) becomes editable and the available values appear above and below the selected parameter (A). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

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



Fig 156

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

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



Fig 157

Date format

This function allows setting the date format.

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

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

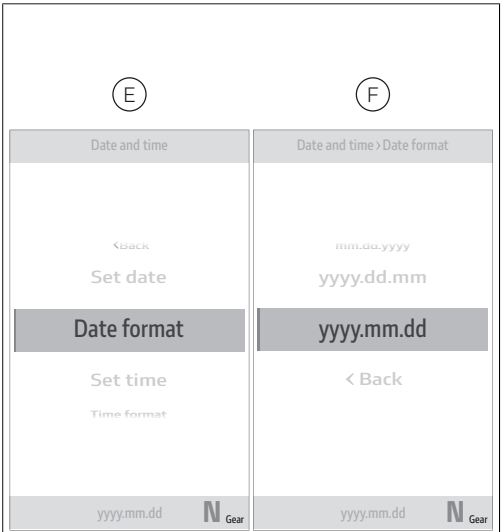


Fig 158

Set time

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

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

The number of hours becomes selectable and the available values at the top and bottom are displayed (H). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

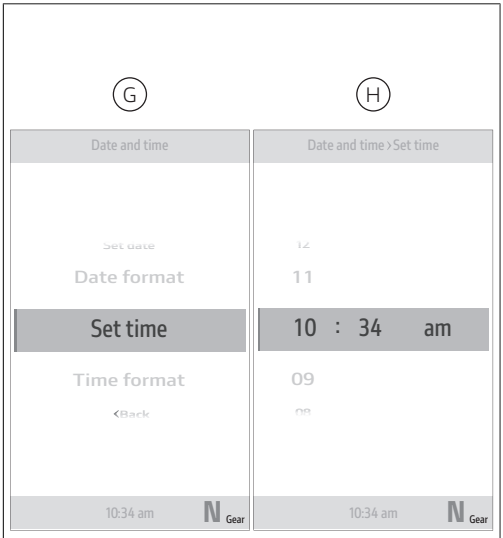


Fig 159

The number of minutes becomes selectable and the available values at the top and bottom are displayed (I). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

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

Note

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



Fig 160

Time format

This function allows setting the time format.

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

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

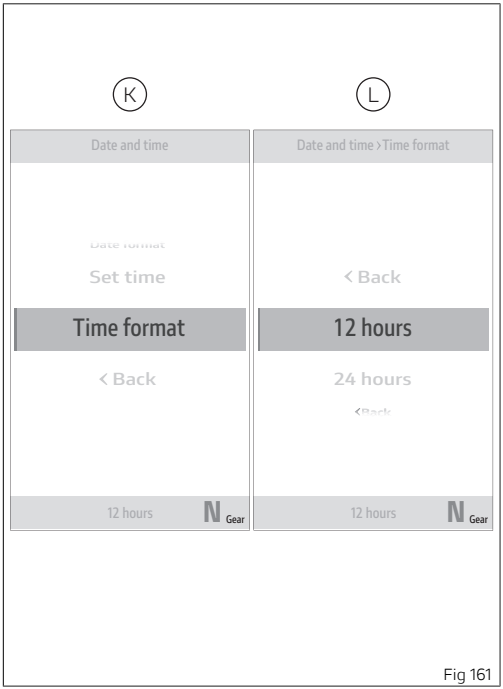


Fig 161

Setting menu - Tire calibration

This function allows the user to run the procedure for calibrating and teaching in the tire rolling circumference or to restore their original values.
It also allows the correct learning of the final drive ratio (front sprocket/rear sprocket) in case of changes compared to the approved configuration. Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

The Tire Calibration function must therefore be performed:

- in case of tire replacement
- in case of change of final drive ratio

To access the function:

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

If a tire calibration has never been carried out, “Start” is displayed.
If a calibration has already been carried out, “Default” is displayed instead of “Start”.

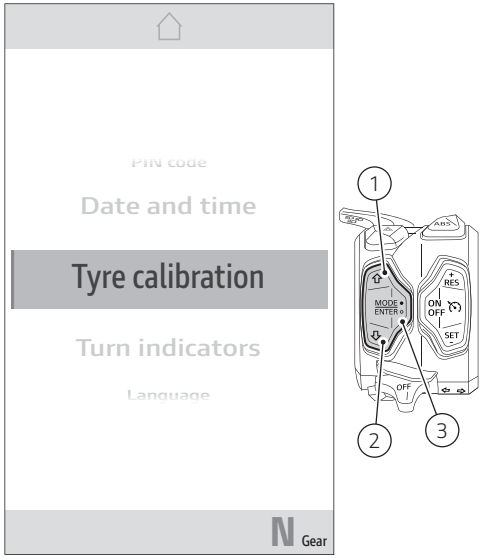


Fig 162

Tire calibration - Start

When entering the function, by pressing ENTER (3) with “Start” displayed, the instrument panel shows the screen to proceed with calibration.
This screen shows the message “Ready” (A) and the indication to maintain a constant speed within 30 mph (49 Km/h) and 32 mph (51 Km/h), with second gear engaged. The lower part of the screen shows the current speed and gear.
When the rider complies with the required conditions of speed and gear indicated, instrument panel starts system calibration: all previous information will be displayed showing “In progress” (B) instead of “Ready” (A).
Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

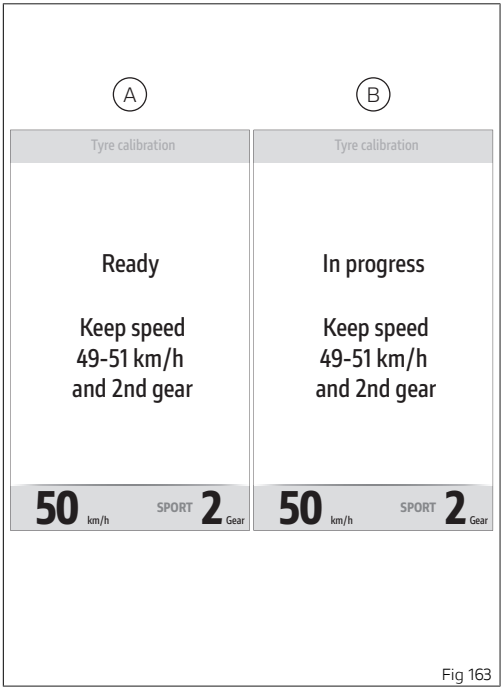


Fig 163

If the teach-in procedure is completed correctly, the instrument panel shows “Completed” (C) followed by the previous menu after a few seconds.

The procedure can be aborted by holding button (1) pressed for a long time: in this case the instrument panel displays all previous information, replacing message "In progress” (B, Fig 163 page223) with message "Aborted” (D) followed by the previous menu after a few seconds.

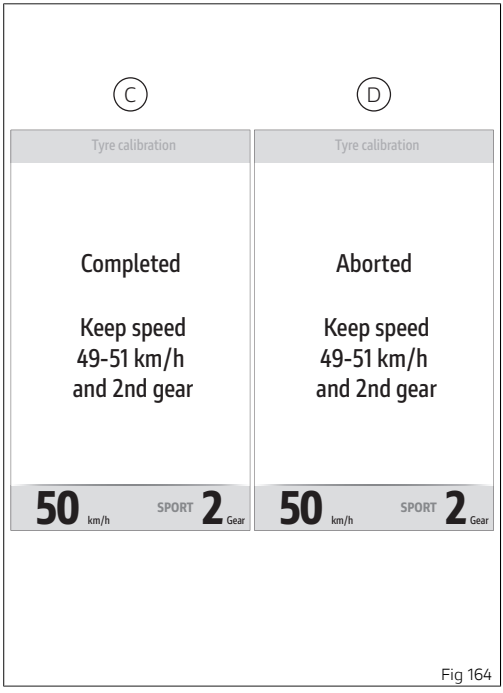


Fig 164

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

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

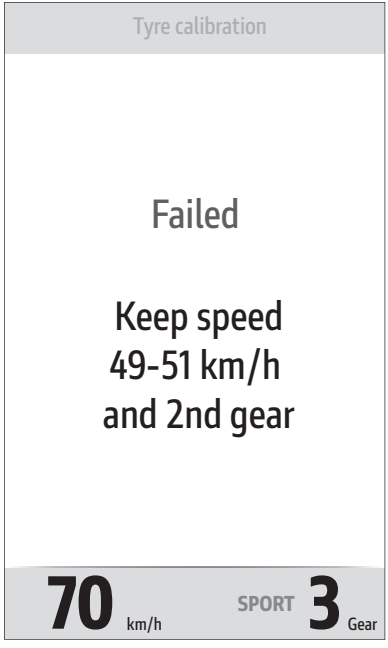


Fig 165

Tire calibration - Default

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

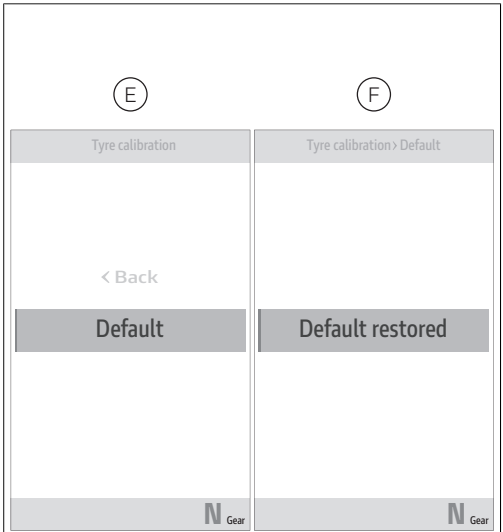


Fig 166

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				
		47	48	49	50	51
Front sprocket	15	3.13	3.2	3.27	3.33	3.40

Setting menu – Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

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

- Select the “Turn indicators” item and press ENTER (3).

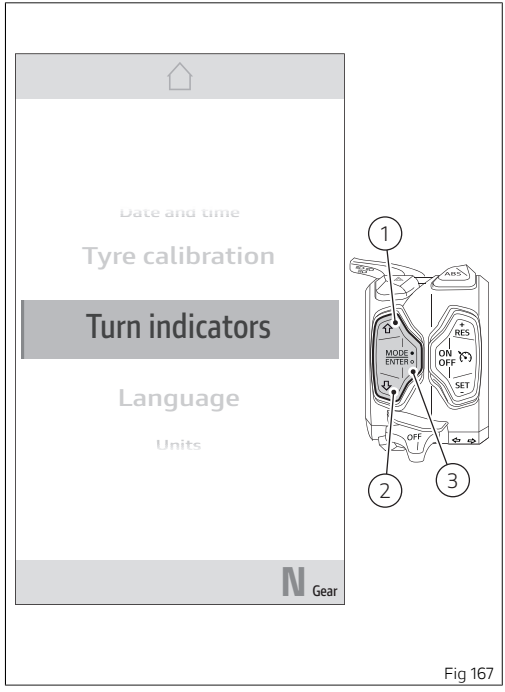


Fig 167

"Auto-off" and "Manual-off" are displayed.
The currently set mode is shown at the bottom of the screen.

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

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

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 12.4 mph (20 km/h) 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 656-6562 feet (200 and 2000 meters), 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-initialized.



Fig 168

Setting menu – Language

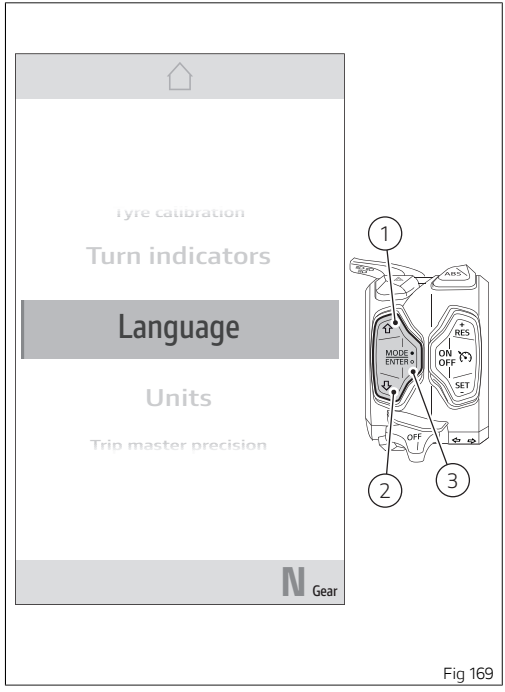


Fig 169

This function allows setting the instrument panel language.

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

The following items are displayed: “English, Italiano, Deutsch, Français, Dutch, Español”.
The currently set language is shown at the bottom of the screen.

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



Fig 170

Setting menu - Units

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

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

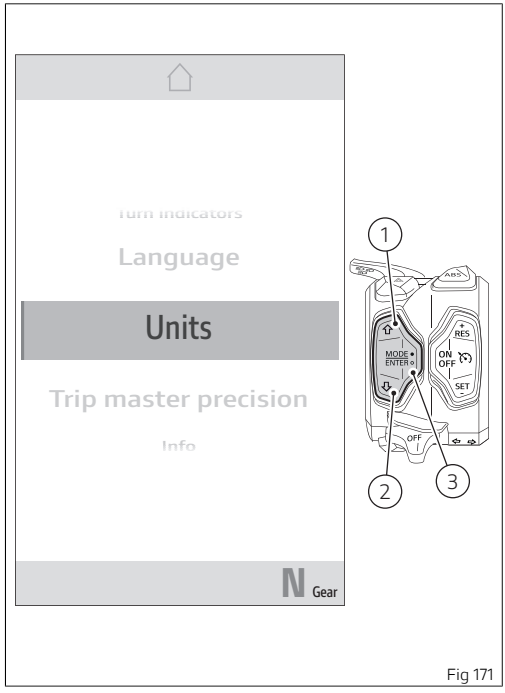


Fig 171

The following items are displayed: “Speed”, “Temperature”, “Consumption” and “Default” (visible only is one or more measurement units have been changed).
The measurement unit currently set for the selected item is shown at the bottom of the screen.

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

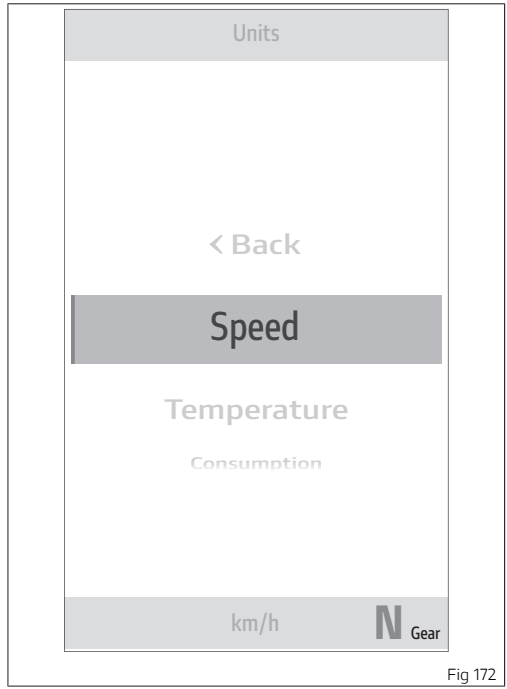


Fig 172

Speed

To set the speed measurement unit:

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

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed) (B).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

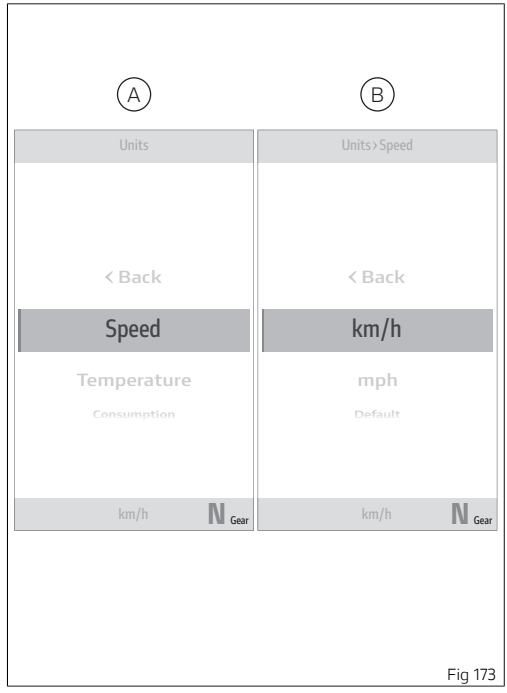


Fig 173

Temperature

To set the temperature measurement unit:

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

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed) (D).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

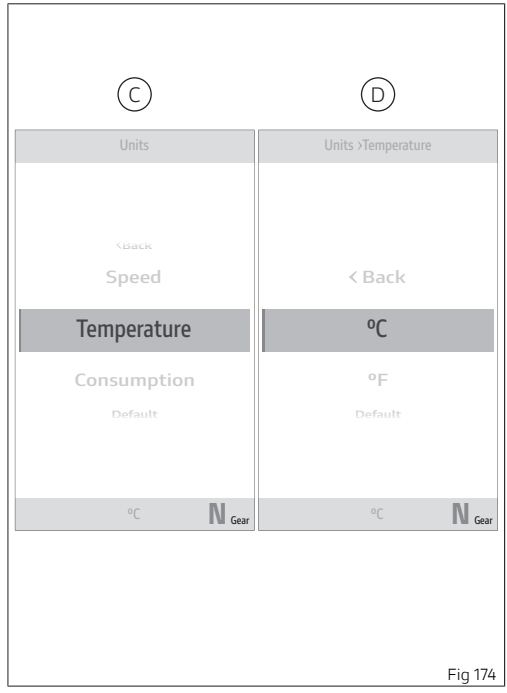


Fig 174

Consumption

To set the consumption measurement unit:

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

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed) (F).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.



Fig 175

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

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

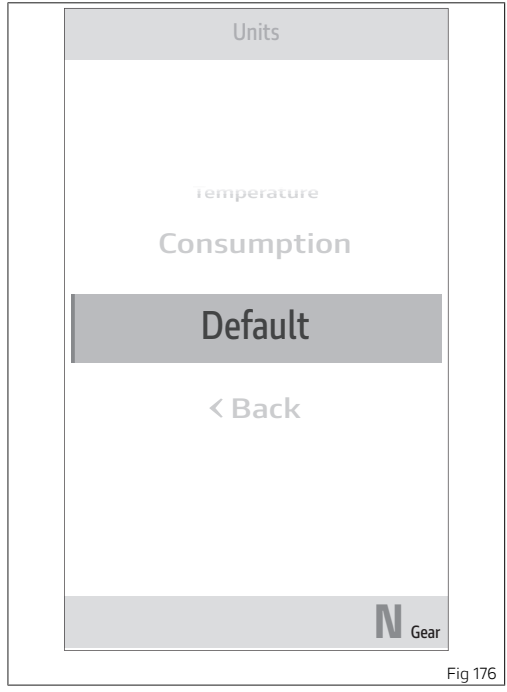


Fig 176

To restore a single unit of measurement:

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

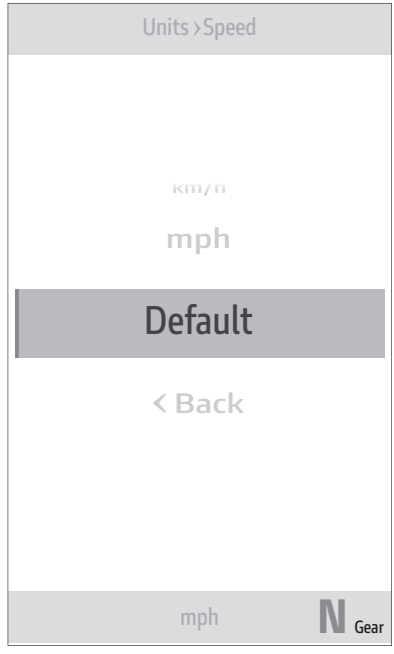


Fig 177

Setting menu – Trip master precision

This function allows setting the accuracy level of the Trip Master (see page 128) function.

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

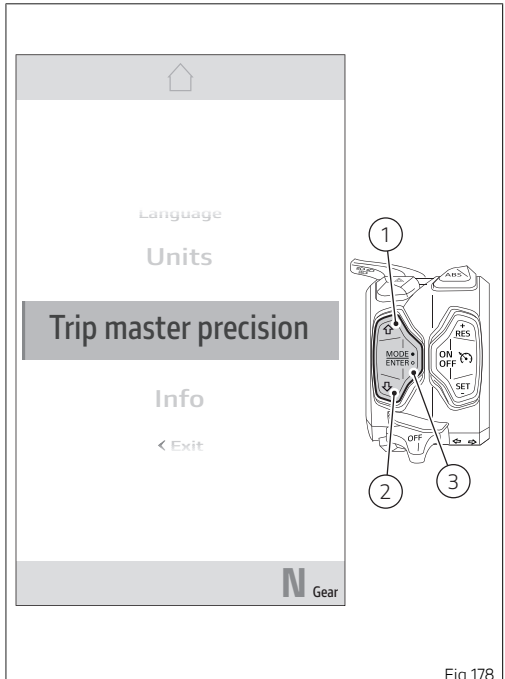


Fig 178

The levels "0.1" and "0.01" are displayed in the unit of measurement set with the "Units" function (see page 231).
The bottom of the screen shows the level currently set.

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

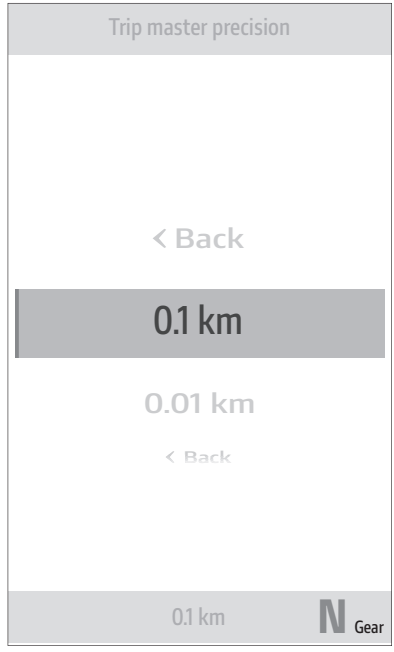


Fig 179

Setting menu – Info

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

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

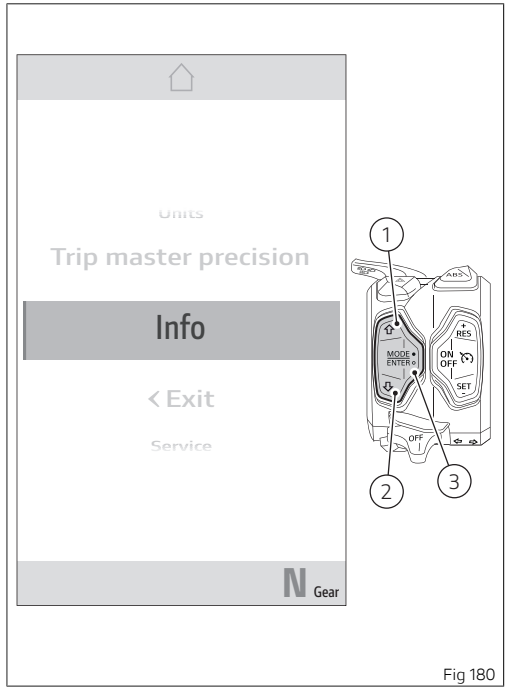


Fig 180

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

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.

Note
This function does not allow changes to be made.

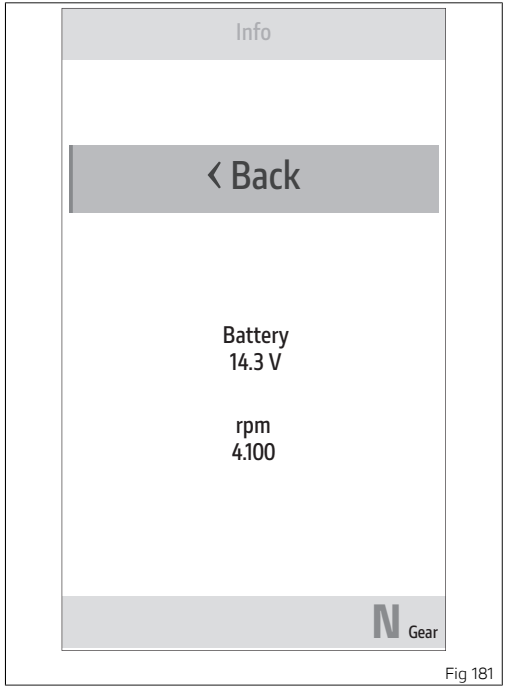


Fig 181

Ducati Link app connection (if present)

If the Bluetooth control unit is installed and a smartphone is connected with the Ducati Link app, the relevant icon (A) is displayed on the instrument panel.

When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

Attention

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

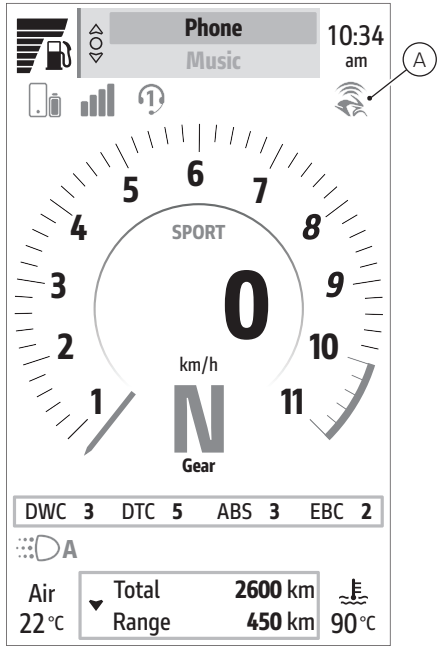


Fig 182

Saving the Ducati Link configuration

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

- have previously paired the smartphone to the instrument panel via Bluetooth (page 10);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected;
- have the Ducati Link function activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed on the instrument panel asking if you want to save the configuration made on the Ducati Link app.
Using buttons (1) and (2) select the item "No" to abort the operation by pressing ENTER (3), or "Yes" and press ENTER (3) to continue.

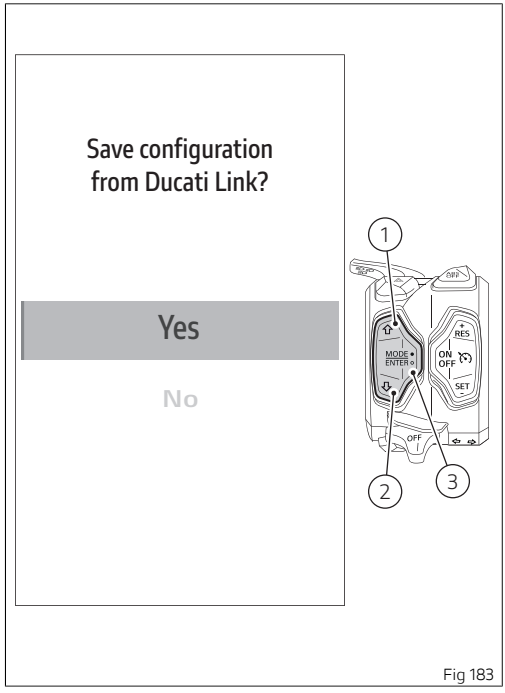


Fig 183

The following waiting screen is then displayed during which the configuration (B) is saved.
If successful, the message “Successful update” (C) is displayed for a few seconds, after which the instrument panel returns to the screen displayed prior to function activation.
In case of errors during the configuration saving, the message “Error” is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

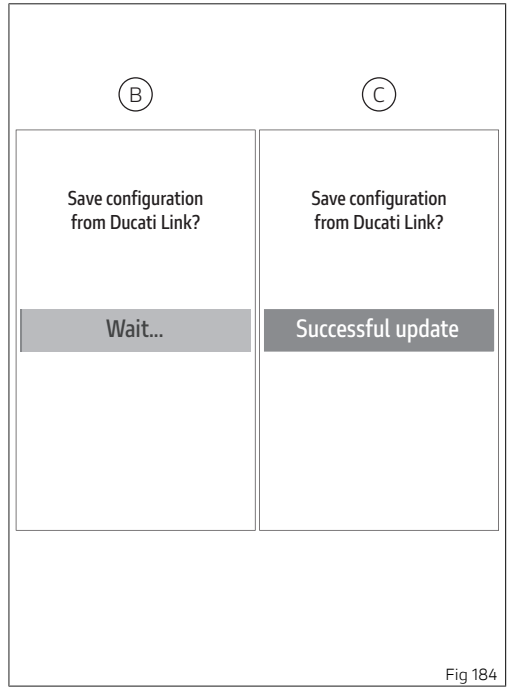


Fig 184

Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 3 seconds and then in a smaller size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

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

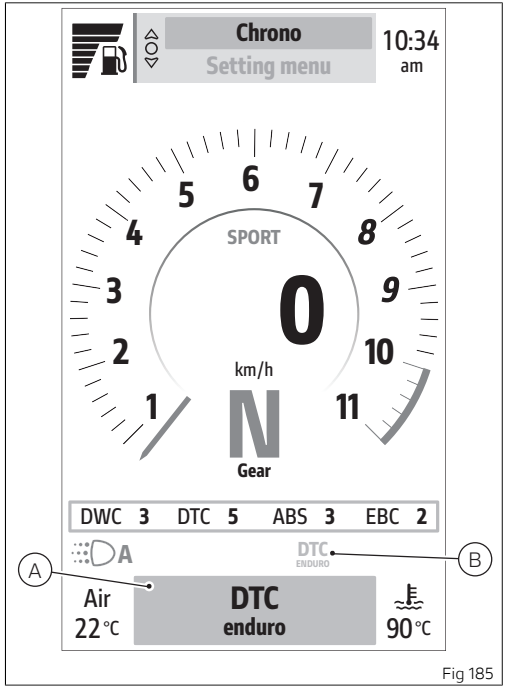


Fig 185

DTC Enduro (C)

Yellow, it indicates that you must ride carefully on the asphalt as the current DTC setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting only for off-road use.

ABS Enduro (D)

Yellow, it indicates that you must ride carefully on the asphalt as the current ABS setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting only for off-road use.

Rear ABS disabled (E)

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

Flat battery (F)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0 Volt.
Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

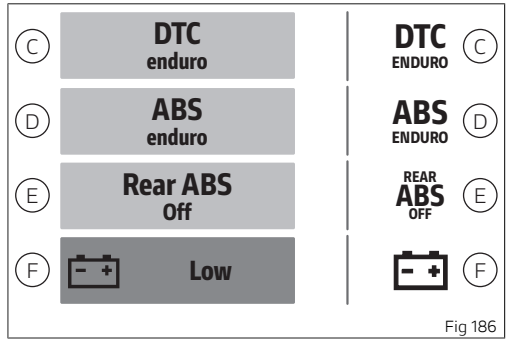


Fig 186

Set date (G)

The yellow color indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 213).

Key not acknowledged (H)

Yellow indicates that the inserted key was not acknowledged.

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.

Low fuel (J)

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

Note

When the motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.

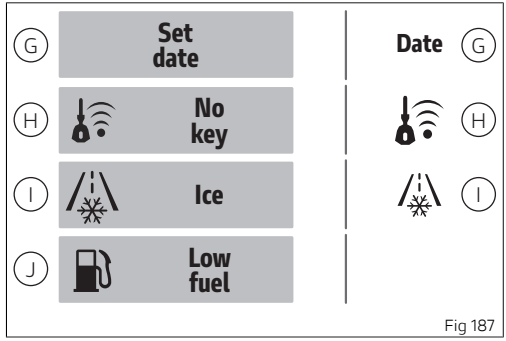


Fig 187

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal bike behavior in real time.
If there is an error, the instrument panel shows the indication in red on the main screen, in large format (A) for the first 10 seconds and then in small format (B).
The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.

Traction control error!

Activation of this error indicates that it is necessary to go to a Ducati Authorized Service Center as the vehicle Traction Control is in error: (C) in the "Full" screen, (D) in the "Rally" screen and "Turn by turn" (if available, see page 134).

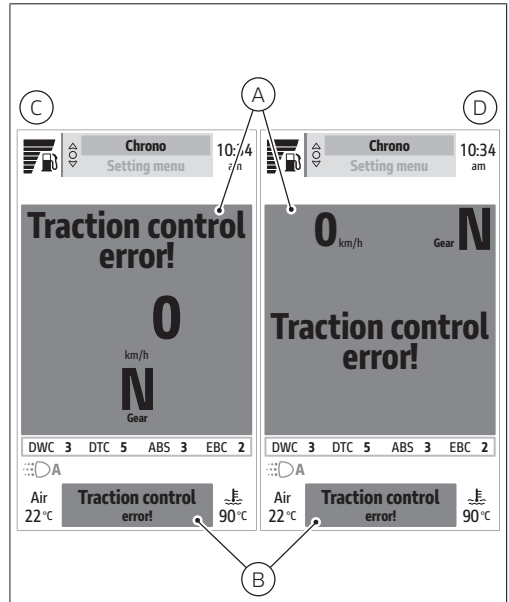


Fig 188

ABS error!

Activation of this error indicates that it is necessary to go to a Ducati Authorized Service Center as the vehicle ABS is in error: (E) in the "Full" screen, (F) in the "Rally" screen and "Turn by turn" (if available, see page 134).

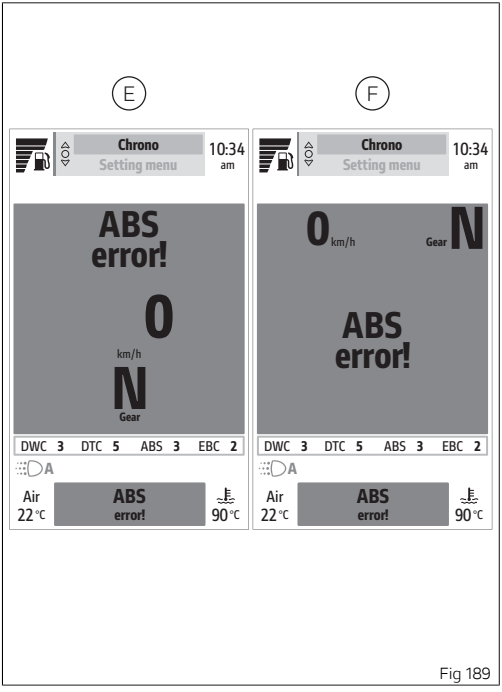


Fig 189

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Position the vehicle on a flat surface, on the center stand (where available) or on a service stand, and check coolant level inside expansion reservoir (1) observing it from the RH side of the vehicle, after turning the handlebar to the left.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the "MIN" mark have it topped up at a Ducati Dealer or Authorized Service Center.

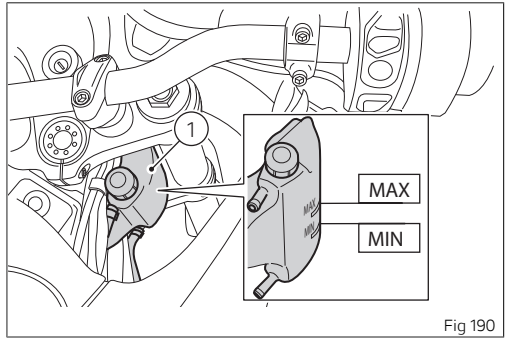


Fig 190

Checking brake and clutch fluid level

Check the brake fluid level with the vehicle in a vertical position, supported by center stand (where available), and on a flat surface.

Front brake fluid reservoir (1)
Front brake fluid level must be above the sight glass (A).

Rear brake fluid reservoir (2)
The fluid level must not be under the "MIN"notch marked on reservoir (2) side.

Clutch fluid reservoir (3)
To check clutch fluid level on reservoir (3), contact a Ducati Dealer or Authorized Service Center.

If level drops below the limit, air might get into the circuits 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 Authorized Service Center.

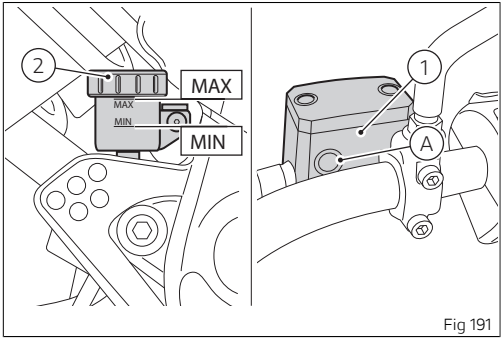


Fig 191

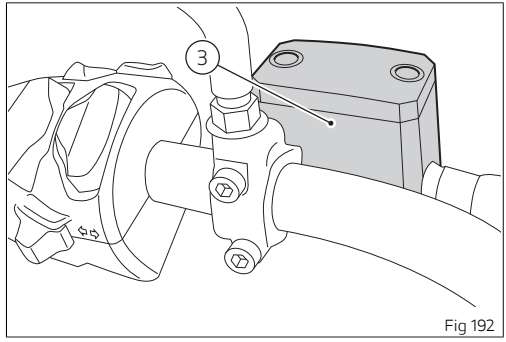


Fig 192

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center 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 oil 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 too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit.

Attention
Clutch fluid level will increase as clutch plate friction material wears down. Check the level at regular intervals.

Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.
If the thickness of the friction material, even in just one pad, is about 1 mm, replace both pads.

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 Authorized Service Center.

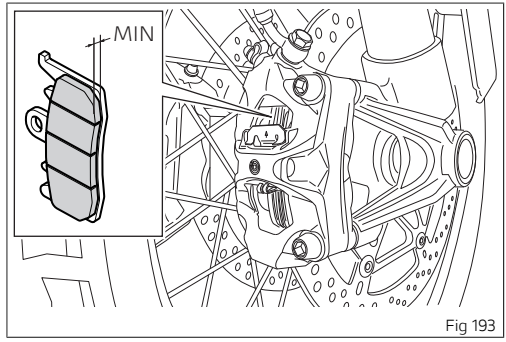


Fig 193

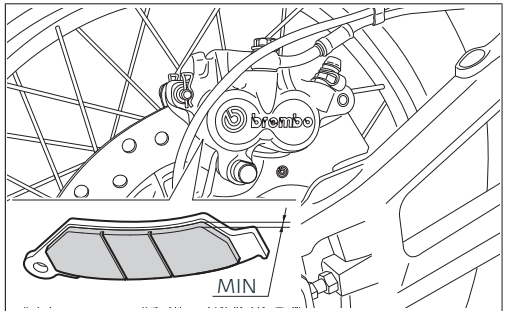


Fig 194

Charging the battery

Preparation

We recommend recharging the lithium battery by connecting the suitable battery charger directly to the positive and negative terminals of the battery using the cable with clips.

To gain access to battery and charge it, remove rider seat as indicated in chapter "Seat lock".

Press tab (A) of retainer (1) downwards, releasing it from hook (B) and lift elastic band (2).
Slide out protective gaiter (3) and loosen terminal retaining screws (4):

- negative and ground cables (5);
- positive and ABS positive cables (6).

Slide out the battery (7) from top.

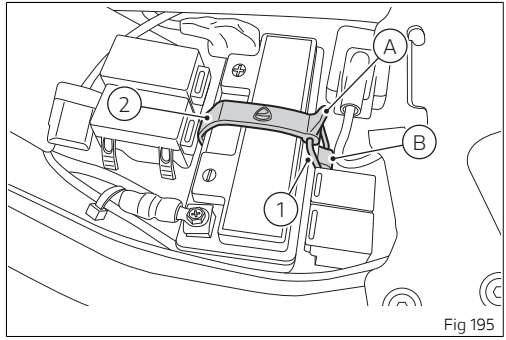


Fig 195

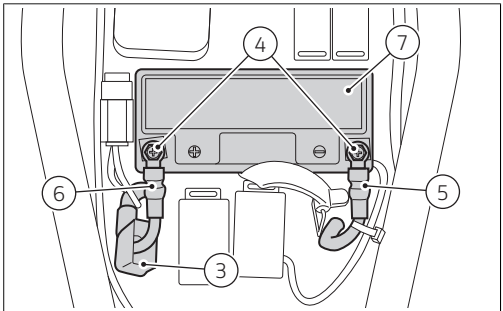


Fig 196

Connecting the battery to the charger

Connect the battery charger (C) positive (6a) and negative (5a) leads to the battery terminals: the red one (8) to the positive terminal (+), the black one (9) to the negative terminal (-).
Connect the plug of the battery charger to the wall outlet.
Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.
Charge the battery ensuring the vehicle is in a room with a temperature below 104° F (40° C).

Attention
Keep the battery out of the reach of children.

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

Attention
If the vehicle cannot be started because of a fully flat battery, the bike cannot be started by connecting an external starter or battery in parallel.
The battery charger, in fact, is not designed to ensure proper supply voltage to the engine electronics (including ignition/injection system) with fully flat battery.
This could result in a serious operational issue.
Please replace the battery or charge and check it before using the bike.

Attention
Never start the bike by pushing it.

To maintain the battery charge and use the Ducati-approved battery charger, proceed as described in the chapter “Maintaining the battery charge”. When charging is complete, disconnect the battery charger power cable from the wall outlet, remove the black clip (5a) from the negative pole (-) and the red clip (6a) from the positive pole (+).

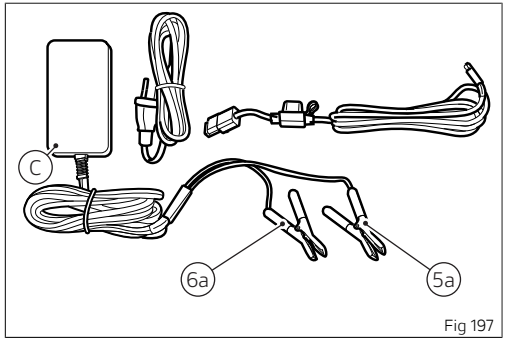


Fig 197

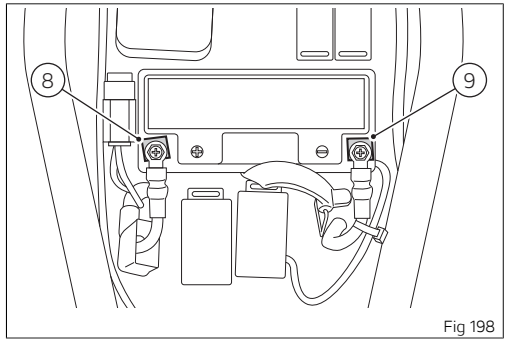


Fig 198

Refitting the battery

Position battery (7) inside the special compartment, aiming it in the indicated direction. Connect the battery cables, always starting from the positive (+) one, as indicated:

positive (+) and ABS positive cables (6);
negative (-) and ground cables (5).
Tighten terminal screws (4) and position protective gaiter (3).

Bring elastic band (2) back to its original position by inserting retainer (1) inside hook (B).

Reposition rider seat as indicated in chapter “Seat lock”.

Attention
The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

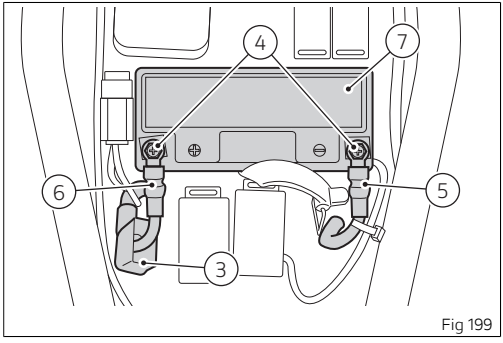


Fig 199

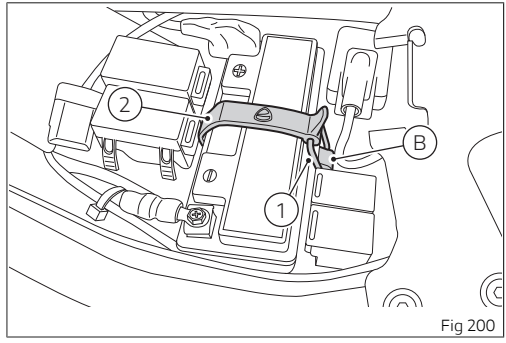


Fig 200

Storing the bike
If the motorcycle is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket. The details are described in chapter “Maintaining battery charge”.

Checking drive chain tension

Important
Improper chain tension will lead to rapid wear of transmission parts.

Turn the rear wheel until you find the position where chain is tightest.
Position the vehicle on the side stand.

with a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the swinging arm and the chain pin center, placing the tape measure at the rear end of the chain sliding shoe.
Value (A) between the center of the chain pins and the sliding shoe, for chain tensioning, is allowable if:
A = (1.85 ÷ 1.93) in (47 ÷ 49) mm.
This only applies to the bike standard settings, available upon delivery.

Important
This only applies to the motorcycle STANDARD settings, available upon delivery.

Important
Repeat the measurement at three different, equally spaced points on the chain.

Attention
Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

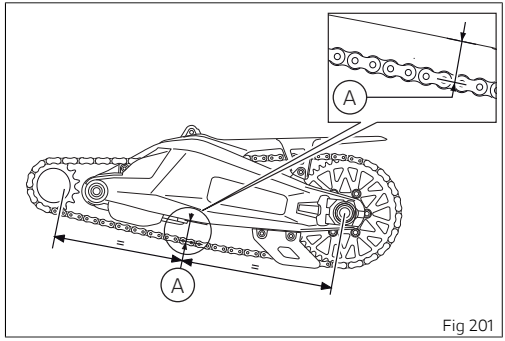


Fig 201

Attention
Check swinging arm correct tightening through nut (1).
Check the correct tightening of nuts (2), the correct alignment of wheel, and the positioning of swinging arm, on both sides, through notches (3).

Important
To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.

Tensioning the chain

Important
Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

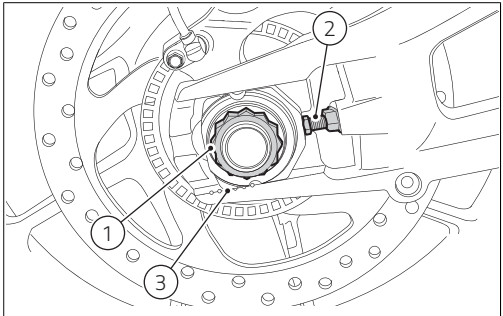


Fig 202

Lubricating the drive chain

Important
Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

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 11.81 in (30 cm).

Checking the chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.
Check the chain for wear by checking the links at the points indicated (2).

Attention

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

Attention

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

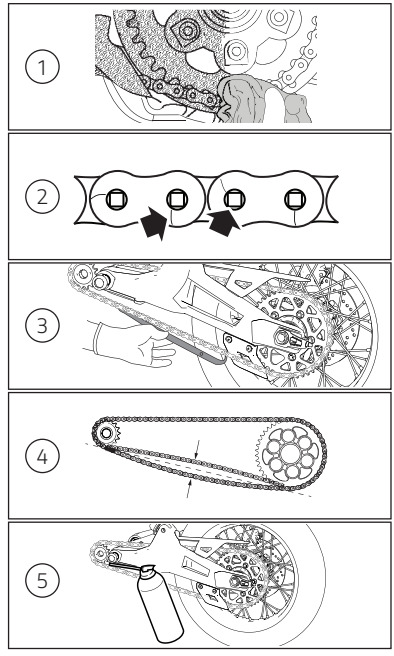


Fig 203

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

Checking the tension
Check the chain tension (4) as indicated in the sub-section "Checking the drive chain tension".
Have the chain tension adjusted by a Ducati Dealer or authorized Service Center.

Lubrication

Important
Have drive chain cleaned by a Ducati Dealer or authorized Service Center.

Attention
Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate (5) the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

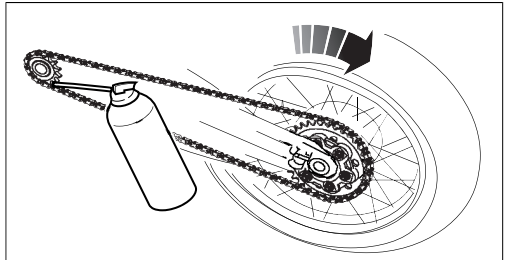


Fig 204

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

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

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate

the rollers (4), and to the outer plates (6) as shown in the figure.

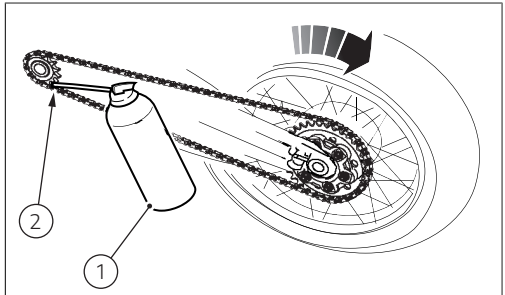


Fig 205

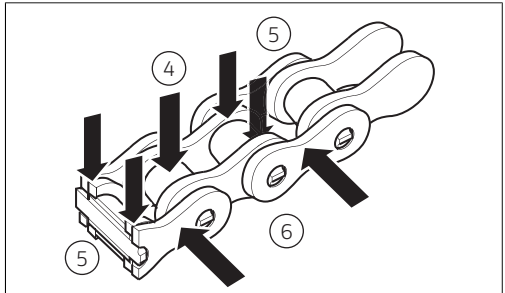


Fig 206

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 tire 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 621 mi (1000 km) or more frequently (about every 248 mi (400 km)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.

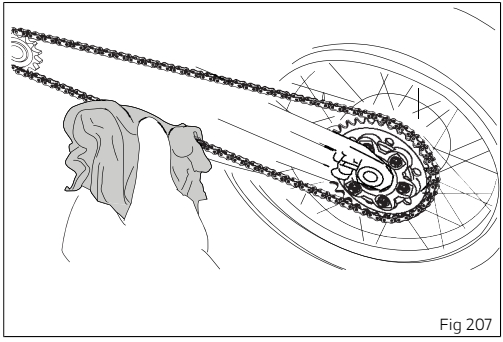


Fig 207

Aligning the headlight

Note
The headlight features a double adjustment, one for the right-hand and one for the left-hand light beam.

Check correct headlight aiming. Position the bike 10 m (32.8 ft) from a wall or a screen, the bike must be perfectly upright with the Tires inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of bike. 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 9/10 of the height from the ground of the headlight center.

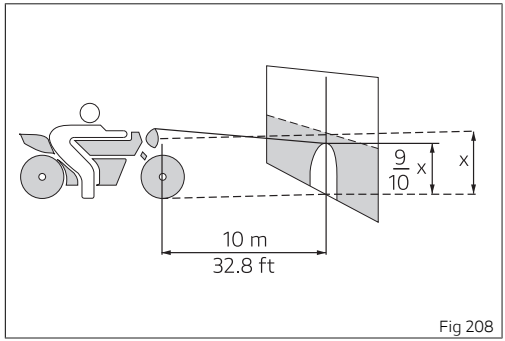


Fig 208

Working on LH screw (1), adjust LH low beam and high beam vertically.
Working on RH screw (2), adjust RH low beam and high beam vertically.

Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1). To gain easy access to screw (1), we recommend turning the steering all the way right, and use the supplied wrench to work on screw (1).
Turn on and check also the LH low beam, working on screw (1), if necessary.

Turn screw (1) clockwise to move beam up (UP), or anticlockwise to move beam down (DOWN).

Once the LH low and high beams have been adjusted, cover the LH side of the headlight unit and carry out the same procedure using screw (2) to adjust the RH low and high beams.

Turn screw (1) clockwise to move beam up (UP), or anticlockwise to move beam down (DOWN).

The headlight 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

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

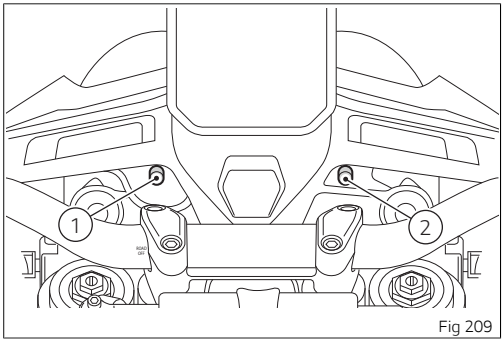


Fig 209

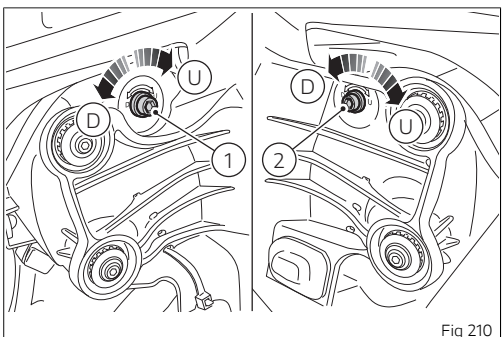


Fig 210

Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.

Attention

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

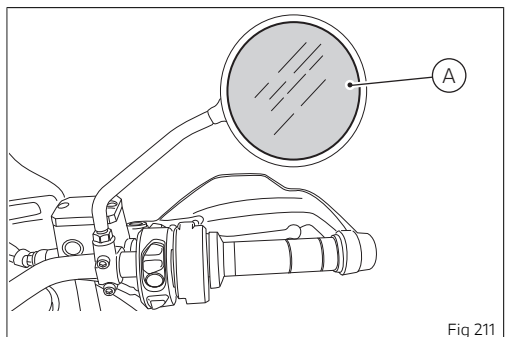


Fig 211

Tires

For information on tire type and inflation pressure, see the "Tires" sub-section in the "Technical specifications" section.

As tire 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.

Important
Check and set tire pressure when tires are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tire pressure by 0.2 ÷ 0.3 bar.

Tire repair or change

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.

Attention
Punctured tires must be replaced. Replace the tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.

Attention
Do not remove or move the counterweights for wheel balancing.

Note
Have the tires replaced at a Ducati Dealer or Authorized Service Center. 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 0.08 in (2 mm), and in any case not less than the legal limit.

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

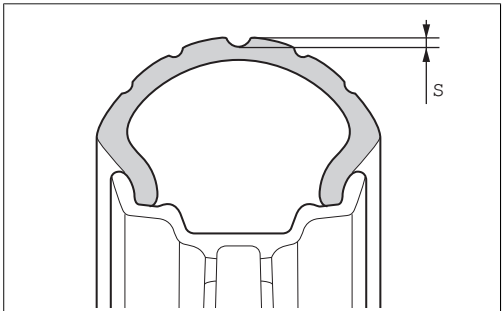


Fig 212

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati prescribes the only use of SAE 15W-50/ JASO MA2 oil and recommends the use of Shell Advance DUCATI 15W-50 Fully Synthetic Oil.
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

Attention
Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in this booklet (sub-section "Scheduled maintenance plan").

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;

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

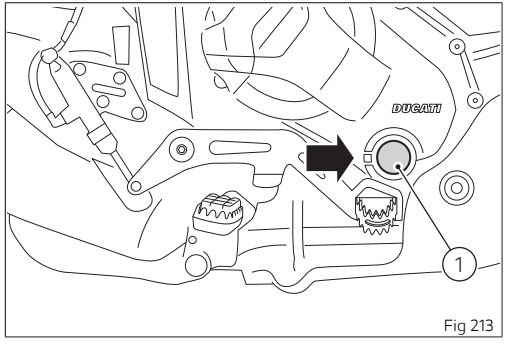


Fig 213

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 according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents.
Only use water and neutral soap to clean the Plexiglas and the seat.
Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.

Note

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

In any case, 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 the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with 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 to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and 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.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any 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 color changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their coloring 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).

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

Attention
The side panniers must be removed when washing the bike.

Storing the bike

If the motorcycle is to be left unridden over long periods, you should perform the following procedures before storing it away:

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

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

Important notes

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

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 optimize vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.

Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

Vehicle transport

Before transporting the bike using another vehicle, follow the safety instructions below.

Remove all loose objects and accessories from the vehicle;
Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
Engage the first gear;
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.);
The straps or ropes must NOT rub against any painted bike components;
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.

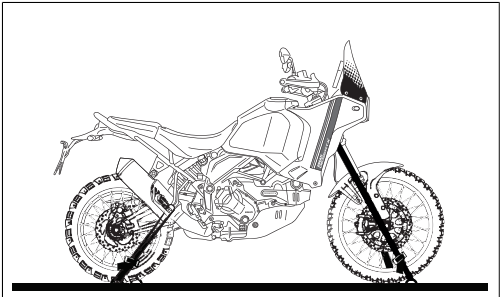


Fig 214

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.

	Oil Service 1000 *	Oil Service *	Desmo Service *	Annual Service *	
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•		12
Change engine oil and filter	•	•			24
Check and clean air filter		•			24
Change air filter			•		
Change timing belts			•		60
Check and/or adjust valve clearance			•		

	Oil Service 1000 *	Oil Service *	Desmo Service *	Annual Service *	
Change spark plugs			•		
Change coolant			•		48
Change front fork fluid	every 27,000 mi/45,000 km				
Visually check the front fork and rear shock absorber seals	•	•			12
Check brake and clutch fluid level	•	•			12
Change brake and clutch fluid					24
Check front and rear brake disk and pad wear. Change if necessary		•			12
Check the proper tightening of brake caliper screws and front and rear brake disk screws		•			12
Check spoked wheel rims as described in the workshop manual	•	•			12
Check tightening of front and rear wheel nuts and rear sprocket nut		•			12
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•			12
Check wheel hub bearings		•			12
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft			•		

	Oil Service 1000 *	Oil Service *	Desmo Service *	Annual Service *	
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (in) (cm) **Note** We recommend replacing the final drive chain kit within 12,000 mi / 20,000 km.	•	•			12
Check steering tube bearings		•			12
Check the freedom of movement and tightening of the side stand	•	•			12
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•			12
Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls	•	•			12
Check tire pressure and wear	•	•			12
Check the operation of all electric safety devices (side stand and clutch sensor, front and rear brake switch, engine kill switch, gear/neutral sensor)	•	•			12
Check lighting, turn indicators, warning horn and controls for correct operation	•	•			12
Final test and road test of the bike, testing safety devices (e.g. ABS and DTC), electric fans and idling	•	•	•		12

	Oil Service 1000 *	Oil Service *	Desmo Service *	Annual Service *	
Visual check of the coolant level and of sealing of the circuit	•	•	•		12
Softly clean the motorcycle	•	•	•		12
Service coupon registration with turning off of Service warning light on instrument panel with DDS 3.0 and filling in of the on-board documentation (Service Booklet)	•	•	•		12

* The Oil Service 1000 must be carried out after the first 600 mi/1,000 km.
* The Oil Service must be carried out every 9,000 mi / 15,000 km.
* The Desmo Service must be carried out every 18,000 mi / 30,000 km.
* 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 tire 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.

Specifications

Weights

Overall weight (in running order without fuel): 463 lb (210 kg).
Maximum allowed weight (carrying full load): 1025.15 lb (465 Kg).

Attention

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

Overall dimensions

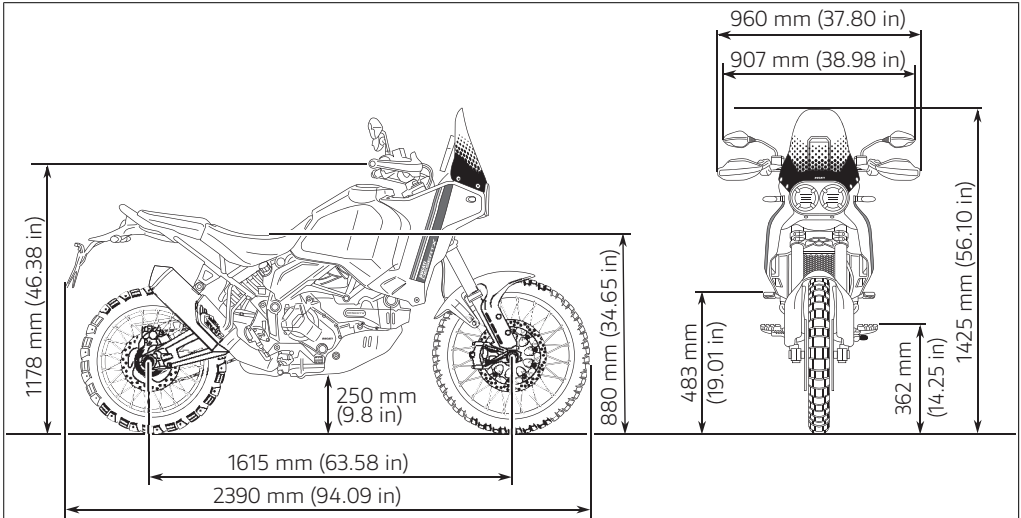


Fig 215

For China, Korea, Thailand, Taiwan versions only.

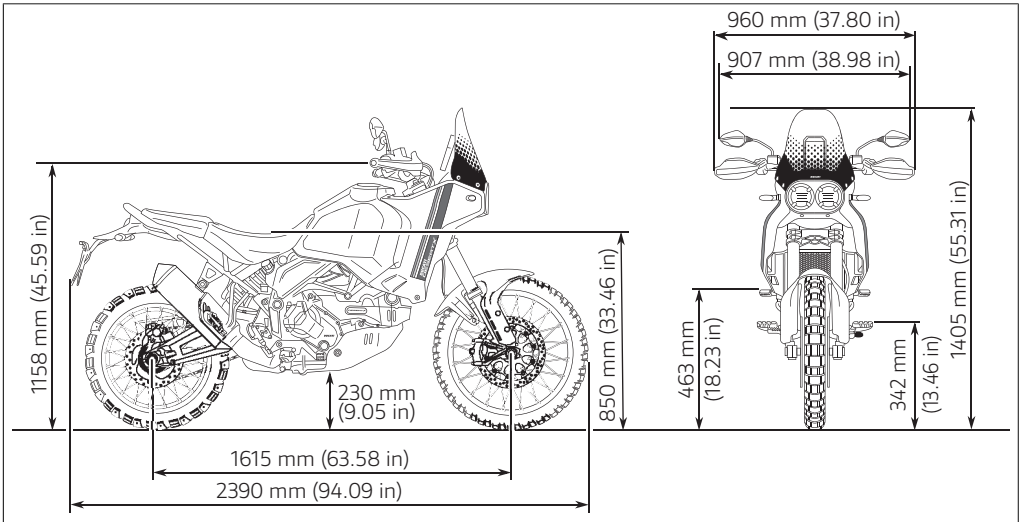

960 mm (37.80 in)
907 mm (38.98 in)
1158 mm (45.59 in)
850 mm (33.46 in)
230 mm
(9.05 in)
463 mm
(18.23 in)
342 mm
(13.46 in)
1405 mm (55.31 in)
1615 mm (63.58 in)
2390 mm (94.09 in)

Fig 216

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.06 US gal (4 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON+MON)/2	21 liters (5.55 US gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance DUCATI 15W-50 Fully Synthetic Oil.	3.1 liters (0.82 US gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork		Fluid level (per leg): 4.13 in (105 mm). Fluid volume (per leg): 41.56 cu in (681 cu. cm).
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.05 liters (0.54 US 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 vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).
Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

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

Testastretta 11 °, twin cylinder, "L" type, desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 3.70 in (94 mm).

Stroke: 2.66 in (67.5 mm).

Total displacement: 57.18 cu.in (937 cu. cm).

Compression ratio: 13.3:1.

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:
110 HP / 81 kW at 9250rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:
9.4 kgm / 92 Nm at 6500rpm.

Max. rotation speed: 10,200rpm.

Lubrication: lobe-type oil pump with built-in by-pass valve and oil cooler.

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.

Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.

Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK.
Type: MAR9A-J.

Fuel system

Electronic injection.
MIKUNI throttle body with full Ride by wire system, diameter: 2.09 in (53 mm), round cross-section.

Injectors per cylinder: 1.
Firing points per injector: 4.
Fuel supply: 90 (RON+MON)/2.

Attention

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

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be temporarily disabled (refer to "ABS deactivation").

FRONT

Front brake discs
Semi-floating drilled twin-disk.
Braking material: stainless steel.
Carrier material: aluminum, painted black.
Disk diameter: 12.60 in (320 mm).
Disk braking surface: 32.55 sq.in (265 sq. ^{cm}).
Front brake disk thickness: 0.24 in (6 mm).
Maximum wear on disk thickness: 0.16 in (4 mm).
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: 0.63 in (16 mm)
Brake master cylinder PR 18/19.
Front brake caliper
Make: Brembo Monoblock (M50) with radial connection and 4 pistons, Bosch Cornering ABS.
Caliper pistons: No. 4 pistons Ø1.18 in (32 mm).
Friction material: TT2181 FF.
Front brake master cylinder
Brake master cylinder type: PR 16/22.

REAR

Rear brake disc
With fixed drilled stainless steel disk.
Disk diameter: 10.43 in (265 mm).
Disk braking surface: 32.55 sq.in (265 sq. ^{cm}).
Front brake disk thickness: 0.24 in (6 mm).
Maximum wear on disk thickness: 0.21 in (5.4 mm).
Braking surface: 32.55 sq.in (210 sq. ^{cm}).
Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake caliper

Brake caliper make: Brembo, 2-piston floating caliper with Bosch Cornering ABS.
Number of pistons: 2.
Piston diameter: 0.43 in (11 mm).

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 generous quantities of running water.

Transmission

Hydraulically-controlled slipper/self-servo Wet multiplate clutch.
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.85:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 15/49.
Total gear ratios:

1st gear 14/38.
2nd gear 17/31.
3rd gear 20/28.
4th gear 22/26.
5th gear 23/24.
6th gear 24/23.

Drive chain from gearbox to rear wheel.
Make: Regina.
Type: 525/137ZRDB.
Links: 114.

Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center.
If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis.
Steering head angle: 27.6 °.
Trail: 4.8 in (122 mm).
Steering angle: 43 ° on the left / 43 ° on the right.
Plastic front subframe.
Rear subframe bolted to steel trellis.

Wheels

Front

Tangential spoke rim, tubeless.
Size: 2.15 " x 21 ".

Rear

Tangential spoke rim, tubeless.
Size: 4.5 " x 18 ".

Tires

Note

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

Front

"Tubeless", radial tire.
Make and type: Pirelli Scorpion Rally STR.
Size: 90/90 - 21 M/C 54V M+S TL (A).

Rear

"Tubeless", radial tire.
Make and type: Pirelli Scorpion Rally STR.
Size: 150/70 R18 M/C 70V M+S TL.

TIRE PRESSURE

Front tire pressure
29.0 PSI (2.0 bar) (on road, rider only);
31.9 PSI (2.2 bar) (on road, rider and passenger);
26.1 PSI (1.8 bar) (off-road, rider only);
29.0 PSI (2.0 bar) (off-road, rider and passenger).

Rear tire pressure
31.9 PSI (2.2 bar) (on road, rider only);
36.2 PSI (2.5 bar) (on road, rider, passenger and bags);
26.1 PSI (1.8 bar) (off-road, rider only);
31.9 PSI (2.2 bar) (off-road, rider, passenger and bags).

Suspensions

FRONT FORK

Fully adjustable, upside-down Kayaba fork.
Stanchion diameter: 1.81 in (46 mm).
Wheel travel: 9.05 in (230 mm).

REAR SHOCK ABSORBER

Fully adjustable Kayaba monoshock.
Spring preload remote adjustment.
Rear wheel travel: 8.66 in (220 mm).
Stroke: 3.62 in (92 mm).

REAR SWINGING ARM

Type: double-sided swinging arm.

STEERING DAMPER

Non-adjustable Sachs steering damper.

Exhaust system

Single silencer and tailpipe in stainless steel, 2 lambda sensors, 1 catalytic converter.

Available colors

Mat Star White Silk

Primer

- Side Fairings: 2K White, code 873AC001, manufacturer Palinal.
- Front / Rear mudguard: 2K White, code 873AC001, manufacturer Palinal.
- Tank: 2K White, code 873AC001, manufacturer Palinal.

Basic version

- Side Fairings: Star White, code 873AC001, manufacturer Palinal.
- Front / Rear mudguard: Star White, code 873AC001, manufacturer Palinal.
- Tank: Star White, code 873AC001, manufacturer Palinal.

Clear Coat

- Side Fairings: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler. Front / Rear mudguard: SAcriplast Clear.
- Semi-Mat, code 96598, manufacturer Lechler.
- Tank: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Black

- Frame/Rear subframe: VPIC Glossy Black (Enamel powder), code NJN3819AV, manufacturer Azko Nobel.

Channel color: black

- Spoked wheel rims: Black.

Mat Saturn Grey

Fairing Saturn Grey 20 Gloss

- Primer: 2K White, code 873AC001, manufacturer Palinal.
- Base coat: Saturn Grey, code 928.F559, manufacturer Palinal.
- Clear Coat: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Tank Saturn Grey 20 Gloss

- Electrophoretic deposition with PPG product
- Primer: 2K White, code 873AC001, manufacturer Palinal.
- Base coat: Saturn Grey, code 928.F559, manufacturer Palinal.
- Clear Coat: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Frame and subframe, Glossy Black

- Enamel powder, Glossy black VPIC, code Azko Nobel NJN-3819AV.

Rims: anodized.

Electric system

Basic electric items are:

DASHBOARD

vertical 5" TFT color display

HEADLIGHT

LED low beam: No. 2;
LED high beam: No. 2+4;
LED parking light/DRL (where fitted): no. 4.

TURN INDICATORS

LED front turn indicators: no. 1;
LED front turn indicators (USA): no. 3;
LED rear turn indicators: no. 1.
LED rear turn indicators (USA): no. 3;
Horn.
Stop light switches.
SKYRICH HJT7B-FPZ-SCR 4AH LX5 Lithium battery.
Generator 14V - 490W - 35A.
Electronic rectifier, protected by no. 1 30 A fuse.
Starter motor: 12 V - 0.7 kW.

TAIL LIGHT

LED parking light: no. 12;
LED (stop) light: No. 12+6;
LED number plate light: no. 3.

Fuses

Fuses serve as protections of the electrical components and are located under the rider seat. To access the fuses, remove the rider seat (Seat lock).
Fuses are arranged as follows:

fuse boxes (A) and (B), in front of the battery;
main fuse (C), on the RH side;
fuses (D) on the solenoid starter, RH side.
As for boxes (A) and (B), the fuses used can be accessed by lifting the protection lids bearing the assembly order and amperage.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

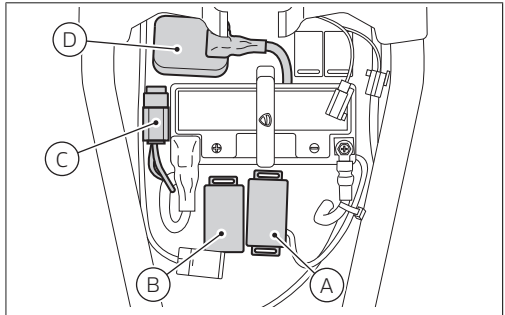


Fig 217

Fuse box (A) key		
Pos.	El. item	Rat.
1	-	-
2	-	-
3	Fuel pump relay	10 A
4	Diagnostics	7.5 A
5	Key 3 (accessories)	10 A
6	Key 2 (Dashboard / BBS)	15 A

Fuse box (A) key		
7	Key 1 (ECU / ABS / IMU	5 A
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

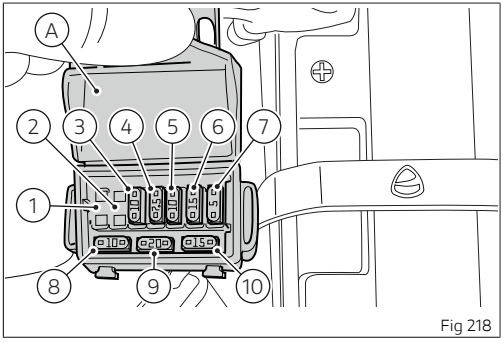


Fig 218

Fuse box (B) key		
Pos.	El. item	Rat.
1	ABS	10 A

Fuse box (B) key		
2	ABS	25 A
3	BBS	15 A
4	Dahboard	20 A
5	Starter relay	7.5 A
6	El. loads relay	25 A
7	–	–
8	Spare	10 A
9	Spare	20 A
10	Spare	15 A

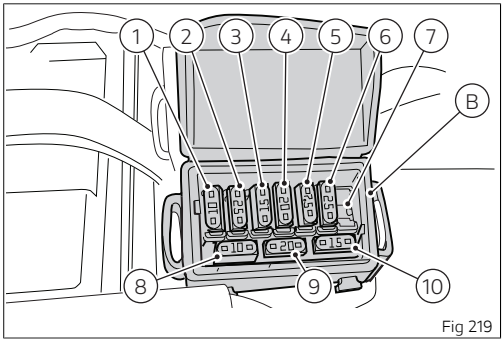


Fig 219

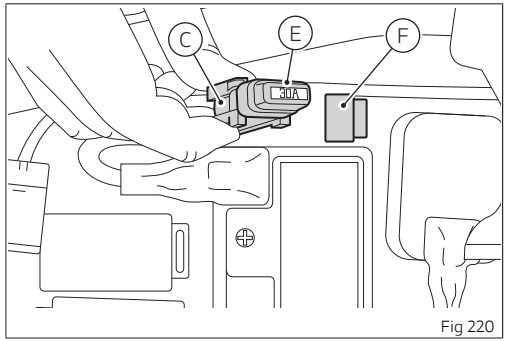


Fig 220

Main fuse (C) is 30 A and is positioned on the RH side of underseat electrical components compartment.
To gain access to this fuse, slide it out of elastic band (F) and remove cap (E).
Fuses (D) on the solenoid starter, both 30 A, serve: one as protection of the solenoid started and the other one is a spare fuse.
Remove the fuse cap (G) on both fuses to reach them.

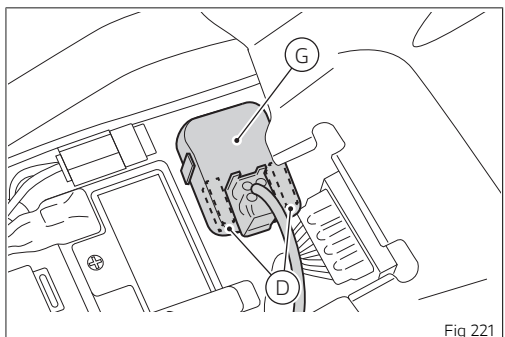


Fig 221

A blown fuse is identified by the breakage of the inner filament (H).

Important
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

Attention
Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

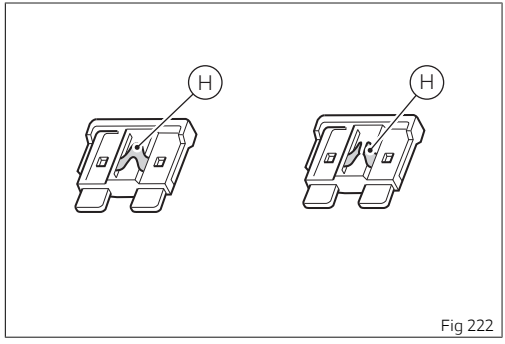


Fig 222

Open source software

Information about open source software

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

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU



Addresses of radio component manufacturers

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

Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Dashboard RTADM001	134 kHz (assigned band 119 ÷ 140 kHz)	< 42 dBμA/m @10 m (measured -8.3 dBμA/m @10 m)
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4 mW
Anti-theft	433.92 MHz (±75 KHz)	<0.6 mA

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Dashboard RTADM001	**MAE** Via Presolana 33/35 24030 Medolago (Bergamo), Italy
Ducati Multimedia System (Bluetooth)	**COBO S.p.a.** Via Tito Speri, 10 25024 Leno (BS), Italy

Anti-theft	**PATROLLINE** Via Cesare Cantù, 15/C 22031 Albavilla (CO), Italy

ARGENTINA

RAMATEL

The name of the supplier of each device is given in Table 2

Dashboard (RTADM001)	H–32048

Simplified EU declaration of conformity

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

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

[Bulgaria]

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

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

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

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

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

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

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

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

[Croatia]

Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

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

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

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

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

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]
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 States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."

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

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

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

Dashboard RTADM001	FCC ID: 2AVGH-RTADM001
Ducati Multimedia System (Bluetooth)	FCC ID: Z64-2564N

Canada

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

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

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

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

Dashboard RTADM001	IC: 25794-RTADM001
Ducati Multimedia System (Bluetooth)	IC: 4511-2564N

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



Dashboard RTADM001	R-R-mAe-RTADM001
Ducati Multimedia System (Bluetooth)	R-R-Cbo-1080795

Japan

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。
This device is granted pursuant to the Japanese Radio Law（電波法）and the Japanese Telecommunications Business Law（電気通信事業法）

本製品の改造は禁止されています。（適合証明番号などが無効となります。）
This device should not be modified (otherwise the granted designation number will become invalid)

Dashboard RTADM001
Ducati Multimedia System (Bluetooth)

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .

Dashboard RTADM001	04344-22-14682
Ducati Multimedia System (Bluetooth)	09738-21-10873

SOUTH AFRICA

Ducati Multimedia System MFi (IN2ROUTERX)	TA-2024/3151	

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