

MULTISTRADA

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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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

MULTISTRADA V4 RALLY

Dear Ducatista,

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

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 update

Software update

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

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

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

Attention

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

Warranty information

General warranty conditions

"Ducati Limited Warranty" Terms and Conditions

Definitions

Authorized Ducati Dealership: a Dealership within the United States, Puerto Rico, Canada and Mexico authorized by Ducati North America to sell and service the particular Ducati Motorcycle you purchased. There are two options: a Ducati Authorized Dealer and a Ducati Dealer authorized to sell and service Ducati Off-Road Products. Please visit the Ducati Dealer Locator (available at www.ducati.com) to find your local Ducati Dealer authorized to sell and service Ducati Off-Road Products.

Client: a consumer who has purchased the Motorcycle for personal, family, or household use from an Authorized Ducati Dealership. "Client" excludes individuals who purchased, leased, or used the Motorcycle for purposes of resale, Competition, rental, or commercial use.

Competition:a race organized under the aegis of a national or international motorcycling federation, or by a regional Motorcycle club, which requires the owner of the participating Motorcycle to have a race license.

Ducati or Company: Ducati North America, Inc., the Distributor of Ducati Products in the United States and Puerto Rico, Ducati Canada Inc., the Distributor of Ducati Products in Canada, and Ducati Motors de Mexico, S. DE R.L. DE, the Distributor of Ducati Products in Mexico. Located at 1292 Reamwood Ave, Sunnyvale, CA 94089 USA or, Ducati Canada Inc., 777 Bayly Street West, Ajax, Ontario, L1S 7G7.

Limited Warranty: promise provided by the Company to Client for a defined period of time that begins on delivery date and is subject to the terms herein. This Limited Warranty is not a warranty that promises or extends to future performance because this warranty does not make a representation on how the Motorcycle will perform in the future, but instead represents only what the remedy will be if a defect exists.

Misuse, Abuse or Neglect: includes any use not in accordance with the recommendations made in the "How to ride the Motorcycle" section of

the "Owner's Handbook" and any use contrary to the warnings given in that same handbook. In addition, includes, but is not limited to, any use of the Motorcycle that violates any applicable law or regulation or that is inconsistent with Normal Riding Conditions and Procedures. Also includes any failure to maintain the Motorcycle in accordance with the specifications in the "Owner's Manual".

Motorcycle: any two-wheeled Motorcycle distributed by Ducati North America.

Normal Riding Conditions and Procedures: conditions that would be encountered by a Motorcycle used for non-competitive or non-commercial activity operated on-road by a properly licensed and qualified rider. Only if the Motorcycle is expressly specified as an off-road, or street legal enduro Motorcycle with displacement of less than 500cc, will normal riding conditions include off-road use.

Normal Use and Maintenance: the owner must use and maintain the Motorcycle in accordance with the "Owner's Manual" and "Owner's Handbook", and in a manner consistent with Normal Riding Conditions and Procedures.

Owner's Manual: document provided to the Client at the time of the purchase of the Motorcycle.

Road Assistance Program: the road assistance offered by this Ducati Limited Warranty to Clients in the countries and for the Motorcycles for which it is available and whose conditions are indicated in the "Owner's Manual" and on the Ducati website www.ducati.com.

Scheduled Maintenance Plan: Ducati has defined a "Scheduled Maintenance Plan" specific for every model and published it in the "Owner's Manual" in order to maintain the efficiency, performance and safety of its Motorcycles.

1 Ducati Limited Warranty

1.1 This warranty covers defects in workmanship performed and/or materials used to assemble the parts and components of the Motorcycle that are not excluded by this Limited Warranty. 1.2 This Warranty shall be applicable for the following time periods for:

a) all Ducati Motorcycles, for a period of twenty-four (24) months from the date of delivery of the Motorcycle to the first Client, except for

b) all motocross and cross country Motorcycles (off-road vehicle not street legal) with displacement of less than 500cc, for a period of

three (3) months from the date of delivery of the Motorcycle to the first Client, or twenty (20) hours of engine operation, whichever comes first, or
c) for all enduro Motorcycles (off-road vehicle street legal) with displacement of less than 500cc, for a period of six (6) months from the date of delivery of the Motorcycle to the first Client, or forty (40) hours of engine operation, whichever comes first.

1.3 If these warranty periods in Section 1.2 are shorter than minimum duration required under the applicable state or federal law, then the warranty period shall be the minimum warranty period required by such law.
1.4 This warranty is transferable, but any subsequent owner after the first retail owner's warranty coverage shall be limited to the unexpired balance of the warranty coverage period the previous retail owner received.
1.5 Ducati's sole and exclusive obligation for any defect verified under this Ducati Limited Warranty is to repair such defect. All such repairs shall be performed by an Authorized Ducati Dealership. The defective parts replaced under this warranty become the property of Ducati.
1.6 Any parts replaced or repaired under this warranty are covered by warranty for the remaining outstanding warranty period applicable to the Motorcycle.
1.7 Ducati provides the Client with additional road assistance services free of charge, according to the specific conditions and methods indicated in the "Owner's Manual" of the Motorcycle. The "Road Assistance Program" does not apply to motocross, cross country and enduro Motorcycles of less than 500cc.
1.8 The Ducati Limited Warranty is subject to the conditions, obligations, limitations and exclusions set forth herein.

In the event that the Motorcycle has an additional 4Ever Ducati or Factory Ever Red warranty, the Client must refer, for the period in addition to the 24 months, to the relative conditions delivered by the Authorized Ducati Dealership upon activation of the warranty. However, Ducati is not the warrantor for such coverage and any additional warranty does not alter, modify, or change the terms, conditions, and limitations of this limited warranty.

2 Exclusions

2.1 This Limited Warranty offered by Ducati does not cover:
a) parts subject to wear and tear or deterioration as a result of the normal operation of the Motorcycle, including but not limited to:
- Spark Plugs;
- Light Bulbs: in the first six (6) months following the initial retail purchase light bulbs can be replaced under warranty if failure has resulted from defects in material or workmanship. Repair or replacement is at the sole discretion of Ducati North America;
- L.E.D. Lights: in the first twenty-four (24) months following the initial retail purchase L.E.D. Lights can be replaced under warranty if failure has resulted from defects in material or workmanship. This does not relate to enduro Motorcycles, for which the Limited Warranty duration of six (6) months is applied. Repair or replacement is at the sole discretion of Ducati North America;
- Fuses;
- Control Cables;
- Coolant;
- Gaskets;
- Belts;
- Filters;
- Lubricants;
- Hoses;
- Clutch plates;
- Brake Pads;
- Brake Rotors;
- Steering Head;
- Wheel Bearings;
- Swing Arm Bearings;
- Chain and Sprockets;
- Hand Grips;
- Tires (which are warranted by their respective manufacturer for defects in material and workmanship);
- Fork Seals: in the first twelve (12) months following the initial retail purchase fork seals can be replaced under warranty if failure has resulted from defects in material or workmanship. This does not relate to motocross and cross country Motorcycles and enduro Motorcycles for which the Limited Warranty duration of three (3) months and six (6) months, respectively, is applied. Repair or replacement is at the sole discretion of Ducati North America;
- exhaust system for changes in tone that do not affect operation.

b) aesthetic or acoustic defects that do not impair the use of the Motorcycle (e.g. hidden or insignificant aesthetic defects, normal running noisiness or vibrations);
c) conditions resulting from immersion in water, penetration of foreign material, or exposure to atmospheric agents due to environmental conditions or circumstances outside what can be expected from where the Motorcycle was sold or to irregular or incorrect washing of the Motorcycle;
d) conditions caused by use in Competitions (including use in qualification runs);
e) conditions caused by normal wear and usage;
f) accessories or equipment added or changed after the Motorcycle leaves the factory, or conditions caused such accessories or equipment;
g) conditions caused by alterations for the purpose of changing performance, tampering with the odometer, abuse, misuse, negligence, or accidents;
h) conditions caused by improper use of the Motorcycle, i.e. not consistent with "Normal Riding Conditions And Procedures";
i) damage due to improper transport or storage;
j) conditions caused by the failure to install, within a reasonable period of time, software updates made available by Ducati.
k) conditions caused by "Misuse, Abuse or Neglect", or failure to service, operate, store, and maintain the Motorcycle in accordance with the "Owner's Manual";
l) maintenance or repairs carried out by parties other than Authorized Ducati Dealerships, including removal and refitting or repair operations carried out with specifications or tools other than those indicated by Ducati, or conditions caused by such maintenance or repairs;
m) spare parts or accessories (both physical components and hardware or software) that are not original Ducati parts or whose use is not approved by Ducati, including their installation;
n) conditions caused by use of fuels and lubricants other than those recommended by Ducati.

2.2 Off-road vehicles, due to their use in challenging and tough environments, are naturally subject to oxidation and wear phenomena (e.g., plastic body parts, friction points with the rider, mechanical linkages, bolts and fittings, suspension seals, seat, etc.). These effects should be considered normal and expected for this type of vehicle and do not constitute manufacturing defects or material faults.

3 Procedure for obtaining warranty coverage

3.1 To obtain coverage under Ducati's Limited Warranty, you must do the following:
a) report any Motorcycle defects to one of the Authorized Ducati Dealerships (in the case of motocross, cross country and enduro Motorcycles with a displacement of less than 500cc, the Client must expressly refer to the specialized Service Centers, as indicated on the website) within seven (7) days from the discovery of the defect;
b) deliver the Motorcycle to the applicable Authorized Ducati Dealership or specialized Service Centers within a reasonable time after reporting the Motorcycle defect(s);
c) comply with the "Scheduled Maintenance Plan" provided for in the "Owner's Manual" and have carried out the updates (also software) provided by Ducati within thirty (30) days from their notification. If the Client is notified of a safety campaign, this must be carried out immediately in accordance with the notification received;
d) keep adequate documentation of all maintenance and/or repair work carried out on the Motorcycle (service booklet/tax receipts/invoices detailing the work carried out and the parts used). A copy of this documentation must be handed over to the Authorized Ducati Dealership whose warranty claim is made, which will be able to verify the proper performance of the work.

3.2 Failure to take the steps outlined in Section 3.1 voids any right for the Client to obtain warranty coverage for the applicable warranty defect.
3.3 For tracking purposes required for the implementation of technical and safety update policies in case of transfer of ownership of the Motorcycle, the new owner Client is required to notify Ducati of the change of ownership, reporting it to the Ducati Customer Service using the contact details available at www.ducati.com or at the Authorized Ducati Dealership network within thirty (30) days from the date of transfer of Motorcycle ownership.

4 Limitation and Disclaimer of Implied Warranties and of Limitations of Liability

4.1 The coverage under this Ducati Limited Warranty for Motorcycles and parts is limited solely to the remedying of defects in material or workmanship by an Authorized Ducati Dealership at its place of business during customary business hours. There is no warranty of any nature made by Ducati beyond that contained in this Ducati Limited Warranty.

4.2 TO THE EXTENT PERMITTED BY APPLICABLE LAW, DUCATI NORTH AMERICA DISCLAIMS AND IS NOT LIABLE FOR ANY DIRECT, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF THE SALE, USE, INABILITY TO USE, OR SERVICE OF YOUR MOTORCYCLE. THE WARRANTY AND REMEDIES DESCRIBED ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, REMEDIES, AND CONDITIONS, WHETHER ORAL, WRITTEN, EXPRESS, STATUTORY OR IMPLIED. TO THE EXTENT PERMITTED BY APPLICABLE LAW, DUCATI NORTH AMERICA DISCLAIMS ALL IMPLIED AND STATUTORY WARRANTIES, INCLUDING, WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.
IF IMPLIED WARRANTIES CANNOT BE DISCLAIMED, THEN SUCH WARRANTIES ARE LIMITED IN DURATION TO THE DURATION OF THIS WARRANTY. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS OR EXCLUSIONS OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

4.3 Punitive, exemplary, or multiple damages may not be recovered unless applicable law prohibits their disclaimer. In addition, you may not bring any warranty-related claim as a class representative, private attorney general, member of a class making a claim of any type against an Authorized Ducati Dealership or Ducati North America or in any other representative capacity. No Authorized Ducati Dealership is authorized to modify this Ducati Limited Warranty and Ducati North America is not responsible for any other warranty sold by the dealer. Authorized Ducati Dealers are not Ducati's agents. Ducati is not responsible for any undertaking, representation or warranty made by any dealer or others beyond those expressly set forth within this Ducati Limited Warranty.

5 Scheduled maintenance plan and pre-delivery

5.1 The pre-delivery operations of the Motorcycle are carried out by the Authorized Ducati Dealership.

5.2 The exact performance of "Scheduled Maintenance Plan", under the terms set forth in the "Owner's Manual", is a necessary condition for ensuring that the Motorcycle is maintained in a

correct state of use and that this Ducati Limited Warranty is operative. All costs related to the "Scheduled Maintenance Plan", such as for service coupons (labor and materials), shall be borne by the Client.
5.3 All maintenance operations on the Motorcycle must be carried out in accordance with Ducati's recommendations and procedures, without limitations, including those indicated in the "Owner's Manual". Any condition of the Motorcycle caused by improper or insufficient maintenance will be excluded by the Ducati Limited Warranty.
5.4 Authorized Ducati Dealerships digitally record the main scheduled maintenance operations (service coupons) carried out and these are visible in the Service area of the MyDucati App as well as in the Ducati systems. In case of maintenance by a non-authorized workshop, a detailed invoice describing the work carried out during maintenance in accordance with the RMI regulation must be requested. The unauthorized workshop may request Ducati to register the work on the RMI portal in order to keep the warranty and road assistance active, as per European Union regulations. If a defect results from failure to comply with the manufacturer's recommended maintenance intervals and/or manufacturer's recommendations for care and maintenance, the Authorized Ducati Dealership reserves the right to reject any subsequent claim.
5.5 In order to certify that the "Scheduled Maintenance Plan" has been regularly carried out for each service coupon, keep adequate documentation of all maintenance and/or repair work carried out on the Motorcycle (service booklet/tax receipts/invoices detailing the work carried out and the parts used). A copy of this documentation must be handed over to the Authorized Ducati Dealership whose warranty claim is made, which will be able to verify the proper performance of the work for the purpose of providing the services set forth in these Warranty Conditions.

NOTICE:
Ducati Canada does not guarantee the availability of replacement parts, repair services, and information necessary to maintain or repair a vehicle.

6 Emission Limited Warranties Required By Law
6.1 Rights and Obligations:

a) The following provides an outline of the Emissions Control System Limited Warranty on your Motorcycle. All Ducati Motorcycles are designed and manufactured to be in compliance, at the time of sale, with California and Federal Emissions Standards required when the Motorcycle was manufactured.
b) Ducati North America is required to warrant the Emission Control System of your Motorcycle for the periods listed below provided there has been no abuse, neglect or improper maintenance of your Motorcycle.
c) Where a warrantable situation exists with regard to the Motorcycle's Emissions Control System, Ducati North America will repair your Motorcycle at no cost to you including diagnosis, parts and labor.

6.2 Coverage:
a) Warranty coverage (on-road Motorcycles) begins on the date of initial purchase (except for California, where coverage will begin on the date of delivery) and continues for the time and maximum mileage listed below, whichever occurs first:
- Time: 60 months
- Mileage: 18,641 miles (30,000km).
b) Warranty coverage (off-road Motorcycles in the United States and Canada, excluding California) begins on the date of initial purchase and continues for the following time period:
- Time: 30 months
- Mileage: Unlimited
c) Replacement parts that are not equivalent to the Motorcycle's original parts may cause a reduction in the effectiveness of the emission control system. If a replacement part is confirmed to be the cause of a failure of a warranted Emissions Control System part, a claim to reinstate the emission system to an applicable standard may be denied.

7 Emissions Warranty Covered Parts List
7.1 The following components are covered under this Limited Emissions Warranty (on-road Motorcycles):
a) Ignition System Parts:
- Electronic Control Unit (ECU);
- Engine Coolant Temp Sensor;
- Oil Temperature Sensor;
- Ignition Coils;
- Throttle Position Sensor;
- Air Pressure Sensors;
- BARO Sensor;
- Spark Plug (covered up to the first replacement);
- Spark Plug Cap;
- Spark Plug Cables;

- Crankshaft Position Sensor.
b) Fuel System Parts:
- Throttle Body;
- Fuel Injector;
- Fuel Pressure Regulator;
- Idle Air Control Valve;
- Fuel Pump;
- Intake Manifold;
- Fuel Filter.
c) Exhaust System Parts:
- Catalytic Converter;
- Oxygen Sensor;
- Exhaust Gas Control Valve;
- Exhaust Pipes (to the Catalysts and between the Catalysts);
- Air Fuel Ratio Sensor.
d) Air Temperature System Parts:
- Air Temperature Sensor.
e) Crank case Emission Control System Parts:
- Air Filter (Covered up to first replacement);
- Air Filter Housing;
- Air Filter Housing Covers;
- Crankcase Breather Valve;
- Crankcase Breather Tube;
- Oil Filler Cap.
f) Associated Parts:
- Tubing Fittings, Clamps, Gaskets, Hoses;
- Warning Lights.

7.2 The following components are covered under this Limited Emissions Warranty (off-road Motorcycles):
a) For exhaust emissions, emission-related components include any engine parts related to the following systems:
- Air-induction system;
- Fuel system;
- Ignition system;
- Exhaust gas recirculation system.
b) The following parts are also considered emission-related components for exhaust emissions:
- Crankcase ventilation valves;
- Sensors;
- Electronic control units.
c) The following parts are considered emission-related components for evaporative emissions:
- Fuel Tank;
- Fuel Cap;
- Fuel Line;
- Fuel Line Fittings;
- Clamps*;
- Pressure Relief Valves*;

- Control Valves*;
- Control Solenoids*;
- Electronic Controls*;
- Vacuum Control Diaphragms*;
- Control Cables*;
- Control Linkages*;
- Purge Valves;
- Vapor Hoses;
- Liquid/Vapor Separator;
- Carbon Canister;
- Canister Mounting Brackets;
- Carburetor Purge Port Connector.

(*) As related to the evaporative emission control system.

8 Coverage for Off-Road Motorcycles in California: California Evaporative Emissions Control Warranty Statement - Your Warranty Rights and Obligations

8.1 The California Air Resources Board and Ducati North America is pleased to explain the evaporative emissions control system warranty on your Off-Road Motorcycle (ORM). In California, new off-highway recreational vehicles must be designed, built, and equipped to meet the State's stringent anti-smog standards. Ducati North America must warrant the evaporative emissions control system on your ORM for the periods of time listed below provided there has been no abuse, neglect, improper maintenance, or unapproved modification of your ORM.

8.2 Your evaporative emissions control system may include parts such as the carburetor or fuel-injection system, fuel tank, fuel hoses, carbon canister, and engine computer. Also included may be hoses, belts, connectors and other evaporative emissions-related assemblies. Where a warrantable condition exists, Ducati North America will repair your ORM at no cost to you including diagnosis, parts and labor.

8.3 Ducati North America's warranty coverage: The warranty period for this ORM is 60 months (unlimited miles). The following parts are considered emission-related components for evaporative emissions:

a) Fuel Metering System:
- Throttle Body;
- Fuel Pump;
- Fuel Injector;
- Fuel Filter;
- Fuel Feed Hose.

b) Evaporative Emission Control System:
- Fuel Tank Complete;

- Fuel Fill Cap;
- Evaporative Emission Canister;
- Evaporative Emission Canister Purge Valve.

c) Parts Associated with the Systems Above:
- Tubing, Fittings, Clamps, Gaskets, Hoses, O-rings, Mounting Hardware, and other emission-related components and assemblies whose sole purpose is to reduce emissions or whose failure will increase emissions.

If any evaporative emissions-related part on your ORM is defective, the part will be repaired or replaced by Ducati North America.

8.4 Owner's Warranty Responsibilities:
a) As the ORM owner you are responsible for the performance of the required maintenance listed in your "Owner's Manual". Ducati North America recommends that you retain all receipts covering maintenance on your ORM, but Ducati North America cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of a scheduled maintenance.
b) As an owner you are responsible for presenting your ORM to an Authorized Ducati Dealership as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed thirty (30) days.
c) As a ORM owner, you should also be aware that Ducati North America may deny you warranty coverage if your ORM or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.
d) If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America at (1-855-801-2716) or (https://www.ducati.com/us/en/home and select "Contact Us") or the California Air Resources Board at 4001 Iowa Avenue, Riverside, CA 92507.

9 Items that are not covered by the Emission Control System Limited Warranty (on-road or off-road)
9.1 Required maintenance services (as specified in the "Owner's Manual") and the replacement of parts (such as spark plugs, fuel, and oil filters, etc.) used in required maintenance.
9.2 Any Motorcycle on which the odometer mileage has been changed so that the mileage cannot be determined.
9.3 Prohibited actions as provided under 40 CFR 1068.101(b) and "Competition" use.
9.4 TO THE FULLEST EXTENT ALLOWED BY LAW, NEITHER DUCATI NORTH AMERICA NOR ITS AUTHORIZED DEALERS SHALL BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, TOWING OF THE VEHICLE, LOSS OF MOTORCYCLE USE, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.
THIS WARRANTY AND ALL APPLICABLE DUCATI WARRANTIES ARE EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN.
10 How to get Emission Warranty Service (on-road or off-road)
10.1 Repairs covered by the above emissions control warranties will be performed at no charge for parts, labor, and diagnosis. Any Authorized Ducati Dealership can perform the adjustment, repair, or replacement within thirty (30) days from the time you take your Motorcycle to the Authorized Ducati Dealership. If an Authorized Ducati Dealership is unable to repair your Motorcycle within thirty (30) days from the time you take your Motorcycle to it, then this situation will be treated as an emergency and you may have your Motorcycle repaired at any repair facility you choose.
10.2 In an emergency outlined above, if you choose a repair facility that is not an Authorized Ducati Dealership, Ducati North America will reimburse you for the repair, including diagnosis. Parts reimbursement is at the manufacturer's suggested retail price, and labor reimbursement is at a geographically appropriate hourly labor rate for Ducati North America's recommended time allowance.

For reimbursement, present the replaced parts and a copy of the paid receipt to any Authorized Ducati Dealership.

11 Limited Warranty for Noise Control Systems

Ducati North America warrants that this Motorcycle was designed, manufactured and equipped so that at the time of sale, it would conform with applicable Motorcycle Noise regulations of the United States Environmental Protection Agency applicable at the time of manufacture. This warranty is not limited to any particular part, component or system of the vehicle. Defects in the design, assembly, or in any part, component or system to the vehicle which, at the time of sale to the first purchase, caused noise emission levels to exceed applicable Federal standards in effect at the time of manufacture, are covered by this warranty. Warranty coverage begins on the date of the initial retail purchase and continues for one (1) year or 3,730 miles (6,000km) whichever occurs first.

12 Limited Warranty for Replacement Parts and Accessories

Ducati North America will repair or replace, at its sole option, Ducati genuine parts or accessories, excluding electrical parts and accessories not installed by an Authorized Ducati Dealership, that have a proven defect in material or manufacture resulting from normal use. Any part replaced under this Ducati Limited Warranty will be covered for the remaining period of the warranty covering the original part. The part or accessory must have been purchased from an Authorized Ducati Dealership and used in the application for which it was designed.

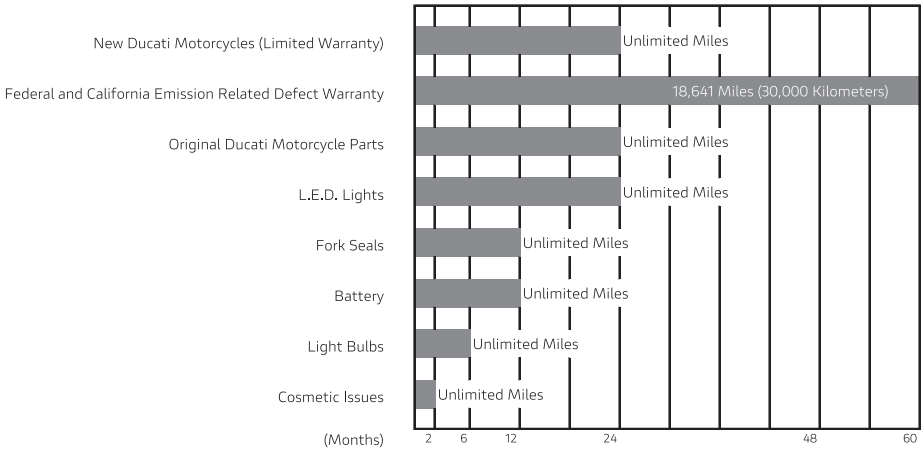

New Ducati Motorcycles (Limited Warranty)
Unlimited Miles
Federal and California Emission Related Defect Warranty
18,641 Miles (30,000 Kilometers)
Original Ducati Motorcycle Parts
Unlimited Miles
L.E.D. Lights
Unlimited Miles
Fork Seals
Unlimited Miles
Battery
Unlimited Miles
Light Bulbs
Unlimited Miles
Cosmetic Issues
Unlimited Miles
(Months)
2
6
12
24
48
60

Fig 1

Rider assistance systems (ARAS)

Road safety rules

The driver of a vehicle is responsible for driving and maneuvering even if there are intelligent driving aid systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC) on the vehicle, which must always be checked or corrected by the driver.
Adaptive intelligent systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC), analyze surrounding situations and warn the rider of certain hazards, making a logical prediction of events that may occur based on the information they process. They are smart systems in the sense that they operate with rational logic as long as they understand, or can understand, the environmental context; they are advanced systems because they exploit computational technology, with its technological limitations.
These systems, although technologically sophisticated, are only designed to help the rider to ride, improving the riding conditions; they are not autonomous driving systems that replace the rider. The rider is always responsible for choosing the riding style and for adopting the level of caution and attention required by the specific environmental context.
The function of adaptive smart systems is alerting the rider to critical situations, however, they use predictions that depend and are conditioned by the environmental context and the possible recognition of surrounding objects or subjects. They are not intended to avoid collisions, but to provide information (visual, acoustic or haptic) that the rider can use to prevent collisions, if possible. Therefore, the rider must not rely solely or unreasonably on the "ability" of the system to understand the environmental context: the shape of certain objects, their surface, their static/dynamic position, the way they enter the radar visual space may cause the system not to understand this context and may cause the rider to receive incorrect information.
Distraction is the main cause of accidents. The rider must use the motorcycle smart systems, including the Blind Spot Detection (BSD) and the Adaptive Cruise Control (BSD), while maintaining constant

control of the vehicle, also taking into account possible errors (false indications) of these systems. The rider must also take into account possible dangers generated by objects or subjects in the environmental context by adopting a prudent behavior. Riders must be cautious in their behavior, in particular when making approach maneuvers to other vehicles, making turns and braking appropriate to the circumstances and preventing incorrect or imprudent driving behavior by others.

Any reference to the speed of the motorcycle this document, whether it refers to km/h or miles per hour, must be understood as exclusively illustrative of the characteristics and warnings on the specific performance of the Blind Spot Detection (BSD) and Adaptive Cruise Control(BSD) system. The rider of the motorcycle is responsible for riding the vehicle always within the speed limits prescribed by the road traffic regulations in force in the country in which s/he is riding, and in any case in full compliance with the caution required by the type and state of the road s/he is traveling and the environmental conditions in which s/he is riding.

Adaptive cruise control

Important

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

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

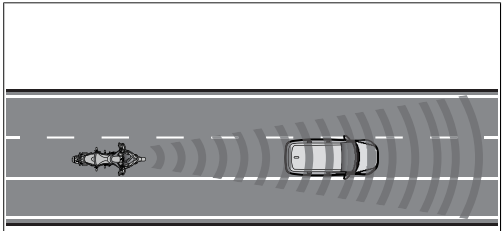


Fig 2

Attention

The Adaptive Cruise Control is neither a safety system nor an obstacle detector, but its function is improving the rider's riding comfort. It is designed to assist the rider, but does not replace the rider in riding the motorcycle. The rider is always responsible for maintaining control of the motorcycle, a correct and prudent speed, a safe distance from the vehicle ahead appropriate to the environmental context, compliance with the road traffic rules in the country where s/he is riding, as well as for actively intervening to avoid collisions by braking or accelerating. The rider must always maintain a very high level of concentration while riding, always keeping both hands on the handlebar. The Adaptive Cruise Control system is designed for use on motorways or express roads. It is not designed for urban, mountain or off-road use. It is recommended not to use the Adaptive Cruise Control system on bumpy roads (with gravel or in wet asphalt conditions that may lead to aquaplaning risk) or in bad weather conditions (ice, snow, fog, rain, hail). In such contexts, the Adaptive Cruise Control system does not perform its function properly and may not operate correctly. It is also recommended not to use the Adaptive Cruise Control function in complex road contexts, characterized by roads with many bends, accesses to or exits of motorways, roads with roadworks.

Attention

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

What is the Adaptive Cruise Control

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

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

What features can be set

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

General information and system limitations

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

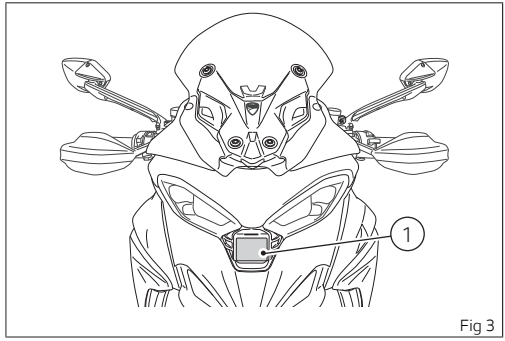


Fig 3

Attention

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

- • the system is not able to detect stationary vehicles, but can only detect moving ones (see paragraph "stationary vehicles");
- • the system is not always able to detect vehicles ahead of the motorcycle if the speed difference between the motorcycle and these vehicles is too high;
- • the system has a reduced ability to detect vehicles close to the motorcycle, on the side or entering the lane. A vehicle that is entering the lane in front of the motorcycle can only be recognized by the system if it is in the radar field of view and is classified as a target vehicle by the same. In similar cases, it may happen that the system does not react as expected (e.g., braking abruptly, braking late or not slowing down at all);
- • the Adaptive Cruise Control system may detect late or not detect objects whose shapes cannot correctly be identified at all by the ACC, such as motorcycles or vehicles with high ground clearance (e.g. trucks), with a hanging or projecting load, with small cross-section or having unconventional shapes. In these cases, the system may fail to react or react incorrectly;
- the system is unable to detect pedestrians, bicycles and animals. The system may also fail to detect pedestrians or cyclists or riders of scooters or pedestrians who are pushing their bicycles, scooters or whatever on foot;
- the system may react (e.g., by braking) due to unexpected detection of small moving objects other than a vehicle such as, for example, balls, cans or metal containers, bags of chips, cardboard boxes;
- the system does not detect vehicles traveling in the opposite direction to the motorcycle direction of travel or crosswise to the motorcycle direction of travel;
- the system may react to vehicles traveling in the lane adjacent to the motorcycle lane, and may for instance get the vehicle brake

unexpectedly; this may happen when traveling close to the lane lines;

- the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of electromagnetic interference or reflections of the surrounding environment (e.g. in tunnels, in the presence of guardrails, heavy rain, ice, hail or fog);
- the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of bumps, jerks or sudden movements repeated over time that could cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent system proper operation or reduce its effectiveness (in such cases it is necessary to have the alignment checked by an authorized dealer). In case of accident or fall of the motorcycle, it is advisable to have the radar and its positioning checked by a Ducati authorized dealer.
- the Adaptive Cruise Control system may fail to react or react incorrectly in certain environmental and/or traffic situations, in which radar detection may be disturbed or delayed: this may result in incorrect calculation of the distance between vehicles and, consequently, result in incorrect Adaptive Cruise Control system behavior. In this case, it must be the rider to adapt the speed of the motorcycle to the situation and the surrounding environment.

Cornering behavior

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

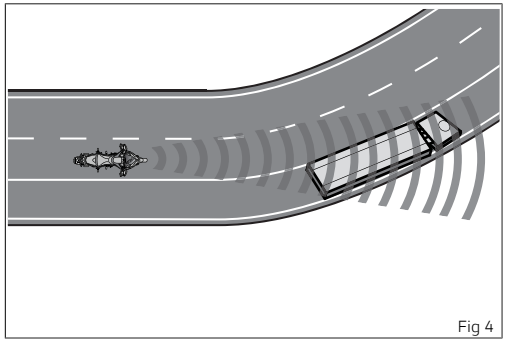


Fig 4

Attention

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

Stationary vehicles

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

In general, the system does not react to stationary objects (e.g. traffic dividers, motorway toll booths) or to stationary subjects (e.g. pedestrians): the rider of the motorcycle must always pay close attention to this limit of the system and adapt his/her riding style to the environmental situation in order to prevent any danger to people or things.

Switching on and off

The maximum cruising speed that can be set is 100 mph (160 km/h)
The minimum cruising speed that can be set depends on the gear selected:

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

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

The icons on the instrument panel inform the user of system status and current setting.

Turning on the Adaptive Cruise Control

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

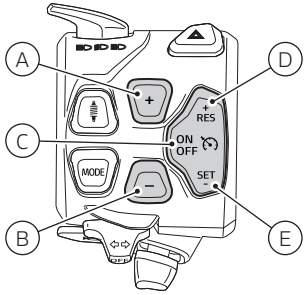


Fig 5

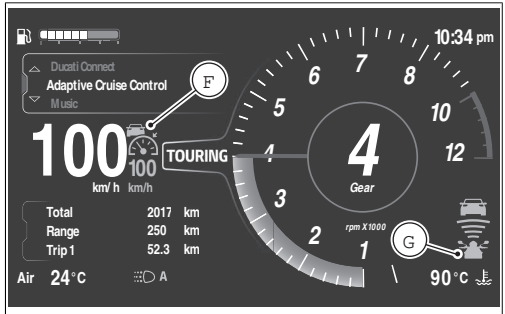


Fig 6

Saving the speed and activating the control

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

Turning off the Adaptive Cruise Control

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

Main icon (F).

The main Adaptive Cruise Control icon can be:

- green with gray speed indication: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;

- green with green speed indication: the system is on and speed control is active;
- yellow: the system asks the rider to take prompt action, for instance because automatic braking is not sufficient to keep proper distance from the vehicle ahead (see paragraph “Request for rider’s intervention”, below);
- red: the system is in error. Speed control is not active.

Distance icon (G).

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

- gray: the system is on but the speed control is not active.
- green without car: the system is on and speed control is active. No vehicle ahead has been detected. The set cruising speed is maintained.
- green with car: the system is on and speed control is active. A vehicle ahead has been detected. The Adaptive Cruise Control adjusts the speed and distance to the vehicle ahead and automatically brakes and accelerates (within the limits mentioned above).
- yellow: the system asks the rider to take prompt action, for instance because automatic braking is not sufficient to keep proper distance from the vehicle ahead (see paragraph “Request for rider’s intervention”, below).

Note

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

Changing the cruising speed

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

Stopping the speed control 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;
- if vehicle speed of 112 mph (180 km/h) is exceeded;
- if, during automatic braking, the deactivation speed of the function is reached.

Note

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

- in the event of high lean angle (over 50°) or prolonged intervention of the ABS or torque control systems (in this case the Adaptive Cruise Control icons temporarily turn yellow to warn the rider).

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

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

Attention

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

Deactivating the function while riding

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

Override

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

Attention

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

Request for rider's intervention

In some situations, also due to the limitations described above, the Adaptive Cruise Control system may prompt the rider to intervene, even while it is braking or accelerating, if necessary.

When such a request is made, both the main icon (F) and the distance icon (G) turn yellow.

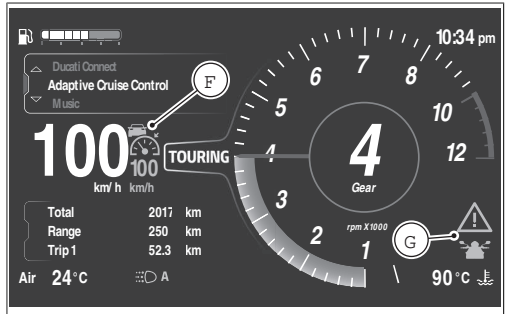


Fig 7

This may occur in the following cases:

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

- if the engine speed is too low for the gear engaged, the Adaptive Cruise Control requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious driving conditions allow the rider to do so.

Note

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

Attention

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

Assisted overtaking

The Adaptive Cruise Control system includes an overtaking assistance feature, available from approximately 40 mph (65 km/h). When activating the turn indicator, the system facilitates overtaking by focusing the sensor attention on the adjacent lane and, if possible, increasing acceleration within certain limits (depending on the target cruising speed set). The radar is able to estimate the direction in which traffic is moving. Overtaking assistance behaves accordingly, activating only when the turn indicator corresponding to the legally permitted overtaking side is activated. This means that the feature is then activated with the left turn indicator in countries where traffic keeps right, with the right turn indicator in countries where traffic keeps left.

Attention

Each time the motorcycle instrument panel is switched on, the system takes more or less time (depending on traffic) to detect the direction of traffic. As a result, assisted overtaking may not be available during the first few minutes of riding the motorcycle. In addition, the assisted overtaking may not be available in case of heavy traffic in the opposite direction.
This feature (assisted overtaking) helps the rider but in no way relieves him or her of his or her responsibility to constantly monitor the motorcycle and the road, assess road conditions, environmental conditions and conditions all around. Due to the operating limits of the radar, the detection of the road type may not always be correct, so it may happen that the assisted overtaking system does not always behave as expected.

Malfunctions

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

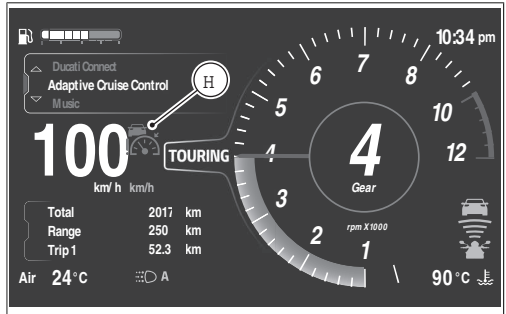


Fig 8

1. check if the front radar is dirty or blocked. If so, gently clean it and/or remove any obstruction. Then turn the ignition off and back on.

Note

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

2. if the Adaptive Cruise Control icon has remained red after step 1, contact a Ducati authorized service center.

Setting the distance

It is possible to choose the distance that the Adaptive Cruise Control must maintain with respect to the vehicle ahead.
This can be done via the "Adaptive Cruise Control" menu or with the + (A, Fig 5 page35) button to increase the distance and - (B, Fig 5 page35) button to reduce it.

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

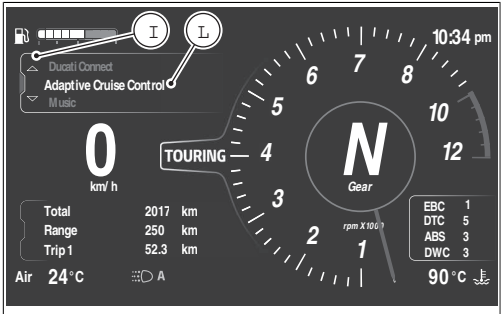


Fig 9

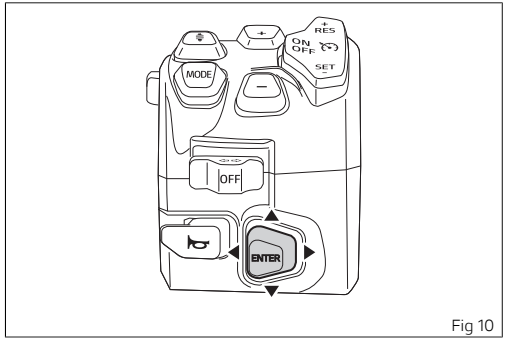


Fig 10

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

- Near. This setting corresponds to a distance of approximately 72 feet (22 meters) traveling at a speed of approximately 62 mph (100 km/

h), or a time distance of approximately 0.8 seconds;

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

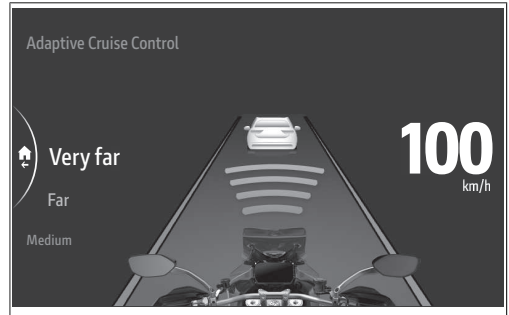


Fig 11

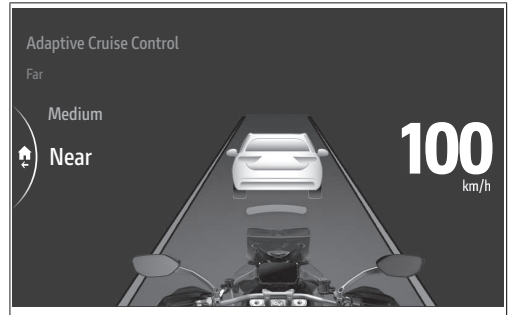


Fig 12

Attention

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

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

Note

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

When the motorcycle approaches the vehicle ahead, the Adaptive Cruise Control system brakes to adjust the speed of the motorcycle to that of the vehicle ahead and adjusts the distance. If the vehicle ahead accelerates, the Adaptive Cruise Control system will accelerate as well to reach the set cruising speed.

Blind Spot Detection

Important

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

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

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

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

riding, despite the use of the rear-view mirror. This presence constitutes a serious danger of side impact if, for example, the rider initiates an overtaking maneuver (or a lateral shift or braking) when the vehicle in the blind spot is arriving. The motorcycle is equipped with two radars: a front and a rear one. The BSD uses the information from the rear radar. The BSD system, within the limits of the system (including the system technological limits that are called the system functional limits, as described in section “System functional limits”), alerts the rider to the presence of vehicles in the blind spots or approaching the blind spots.
The warning to the rider is given by the lighting of special LEDs located on the rear-view mirrors. The LED on the left mirror provides the indication referred to the left blind spot; the LED on the right mirror provides the indication referred to the right blind spot. Depending on the situation, the function can provide two levels of signaling: information warning on the presence of vehicles (level 1) or a danger warning signal (level 2).

Attention

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

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

Attention

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

Level 1: Information

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

Level 2: Hazard warning

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

Note

General Information

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

Vehicles approaching or overtaking the motorcycle (1).

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

Vehicles travelling to the side of the motorcycle (2).

If detected, a vehicle traveling in the same direction as the motorcycle is signaled by the BSD system even if it enters a blind spot by moving sideways (from right or left). As in case 1, this warning can be advanced if the vehicle relative speed with respect to the motorcycle speed is particularly high.

Vehicles that are overtaken by the motorcycle (3).

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

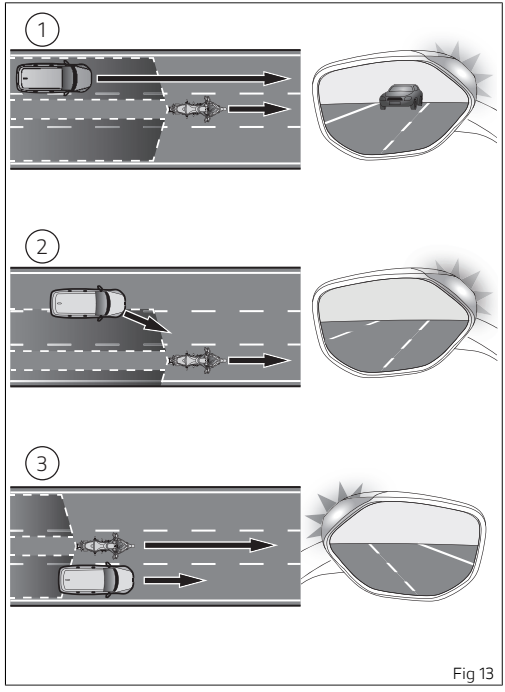


Fig 13

System functional limits

The BSD uses a radar (or sensor) located at the rear of the vehicle (4). This type of sensor is subject to technological operating limits that are inherent in this technology.
The front surface of the radar (4) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly.

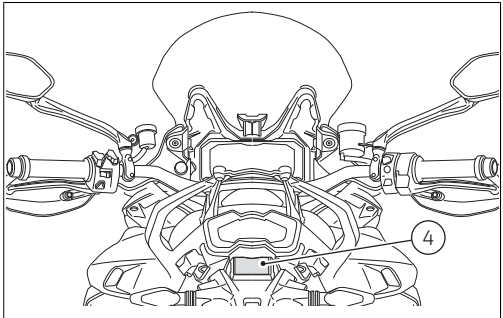


Fig 14

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

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

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

- unfavorable weather conditions (e.g. rain, snow, dense fog);
- incorrect cleaning of the sensor;

- electromagnetic interference or a conformation of the surrounding environment (e.g. bends, in particular narrow and/or variable radius bends, tunnels and barriers for work in progress) altering the reflection of the electromagnetic waves of the radar;
- overtaking of the motorcycle by vehicles traveling at a much higher speed than the motorcycle. In this case the system may not communicate any information or signal (warning);
- roads with narrow lanes in the case of driving on the sides of one's own lane or in the presence of bends: the system may detect vehicles in another lane not adjacent to one's own;
- roads with very wide lanes or in the presence of subsidence or bumps. In this case the system may not detect vehicles in the adjacent lane because they are outside the radar detection range;
- presence of vehicles on the sides of your lane: the system may not detect vehicles in the adjacent lanes because they are outside the radar detection range.



Attention

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

Availability of the function

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

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

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

Note

Icons

The BSD has a dedicated icon on the instrument panel, located on the right of the main page (A). The icon is off when the function is active. Otherwise, it can be:

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

If the red BSD icon is present, proceed as follows: 1) check if rear radar is dirty or blocked. If so, gently clean it and/or remove any obstruction.

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

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

Settings – Blind Spot Detection

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

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

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

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

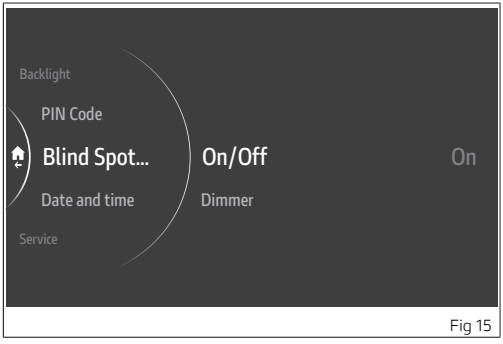


Fig 15

Blind Spot Detection - On/Off

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

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

“On” and “Off” statuses are displayed on the left-hand side. While the currently set status is shown on the right. The motorcycle graphics related to the selected status is displayed in the middle. Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm and return to the previous menu.

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

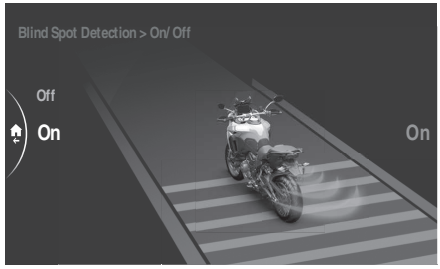


Fig 16

Blind Spot Detection - Dimmer

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

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

“Low”, “Medium” and “High” levels are displayed on the left-hand side. While the currently set level is shown on the right. The motorcycle and intensity of the LED are displayed in the middle according to the selected level.
Using the joystick ▲ ▼ it is possible to scroll and select the desired level.
When a new level is selected, the LEDs on the rear-view mirrors will light up briefly to show the new brightness level to the rider.
Press ENTER to confirm and return to the previous menu.

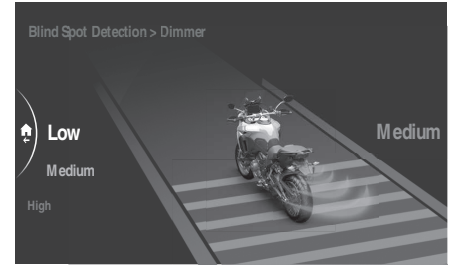


Fig 17

The brightness of the LEDs is automatically adjusted for both signal levels (information warning level 1 and hazard warning level 2), according to the "day" or "night" condition detection. Depending on the ambient lighting conditions, it may not be

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

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

Forward Collision Warning

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

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

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

Attention

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

The FCW is unable to avoid a collision on its own initiative, controlling maneuvers in complete autonomy. It is unable to initiate or complete braking or turning maneuvers. The rider must always have full control of the motorcycle even when the FCW is active.

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

Description

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

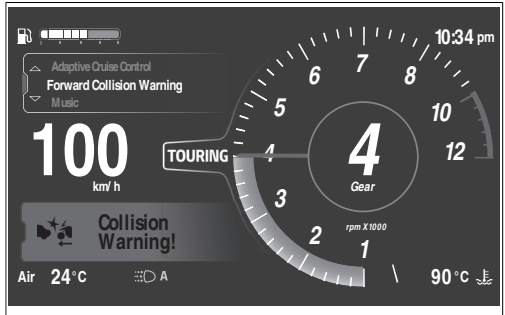


Fig 18

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

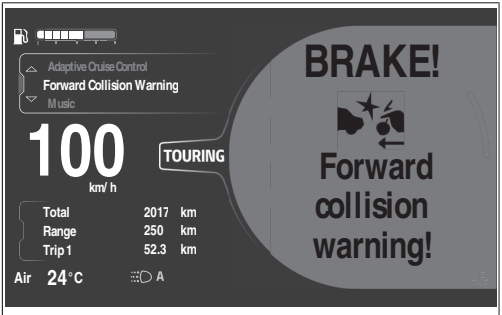


Fig 19

The FCW function is available while riding between approximately 19 mph (30 km/h) and 124 mph (200 km/h). At low speeds (approximately 19 to 37 mph or 30 to 60 km/h), the FCW pop-up warning will only be displayed in potentially dangerous cases. After the pop-up is displayed, warnings remain on for approx. the next 10 seconds.
If detection is not possible (for example, if the radar is obstructed), the FCW issue any warnings.

The rider must always ride with the caution required by the context. The FCW warning may activate in situations where a fast turning or braking maneuver is required to avoid a collision, including situations where the system has made an error in judgment.

Attention

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

General information and system limitations

The front surface of the radar (1) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working

properly. The same applies to any modification to the front of the motorcycle.

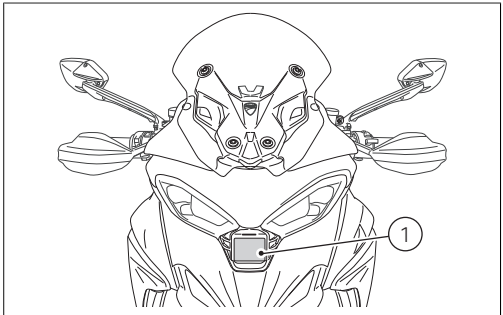


Fig 20

Attention

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

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

opposite direction or transverse to its direction of travel, e.g. those suddenly crossing the lane;
- electromagnetic interference or environmental reflections (e.g. in tunnels, in the presence of guardrails, driving rain or ice) could lead to incorrect identification of objects or persons;
- under certain environmental and/or traffic circumstances, radar detection may be interfered with or delayed: this may lead to incorrect distance calculation and thus to erroneous signals from the FCW.

Attention

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

Attention

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

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

Attention

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

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

- if the lean angle exceeds 20°;

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

Note

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

FCW settings in the interactive menu

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

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

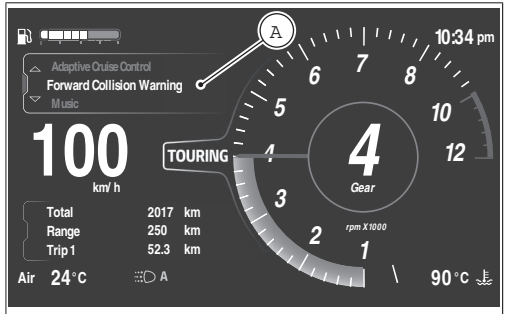


Fig 21

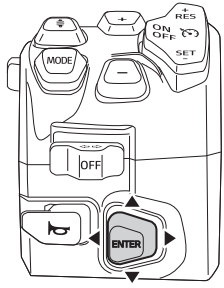


Fig 22

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

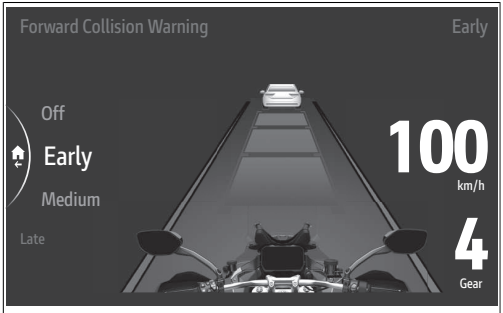


Fig 23

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

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

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

Icons

The FCW has a dedicated icon on the instrument panel, on the right (B).
The icon is off when the function is active. Otherwise, the icon may be:

- gray: the function has been deactivated by the rider
- yellow: the function has been activated by the rider, but is not available because ABS is deactivated or set to level 1 or Traction Control is deactivated, or radar is temporarily

unavailable due to unfavorable environmental conditions (e.g. in tunnels);

- red: the function is not available due to a system failure or malfunction.

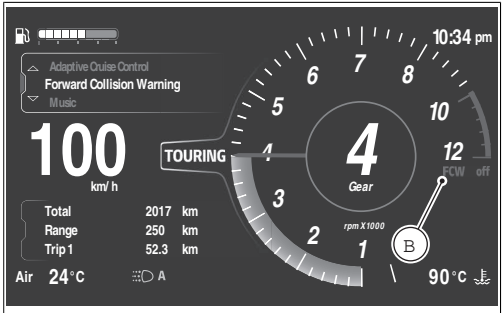


Fig 24

If the FCW icon is red, proceed as follows:

1) check if the front radar is dirty or blocked. In that case, gently clean it and/or remove any obstructions. Then switch the motorcycle off and on again.

Note

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

2) if the FCW icon remains red after the operations in point 1, contact an authorized Ducati Dealer.

General Information

Acronyms and abbreviations used in the Manual

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

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 regarding the job being performed.

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

OPT ACC	This add-on can be installed on your bike when you order it or at a later date, purchased as a Performance Accessory.
OPT	This add-on can be installed on your bike when you order it.
ACC	This is a Performance Accessory and can be purchased at a later date from a Ducati Dealer.

Intended use

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

Attention
This motorcycle 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 1,036.18 lb/470 kg.

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

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

Rider's obligations
All riders must hold a 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.

Note

The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

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

The maximum permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side panniers and tank bag fitted, the maximum speed allowed is 112 mph (180 km/h);
- with the top case, tank bag and side panniers fitted, the maximum speed allowed is 100 mph (160 km/h).

However, speed must be adjusted to the legal limits.

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.

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

Dangerous products - warnings

Used engine oil

Attention
Prolonged or repeated contact with used engine oil may cause skin cancer. If 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

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

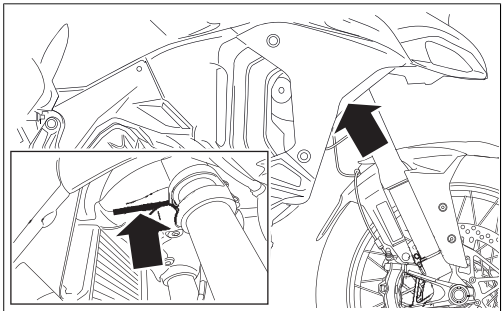


Fig 25

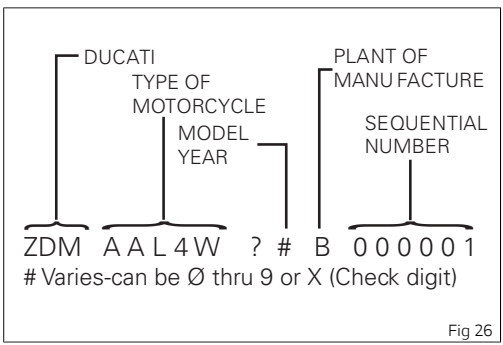


Fig 26

Engine identification number

Note

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

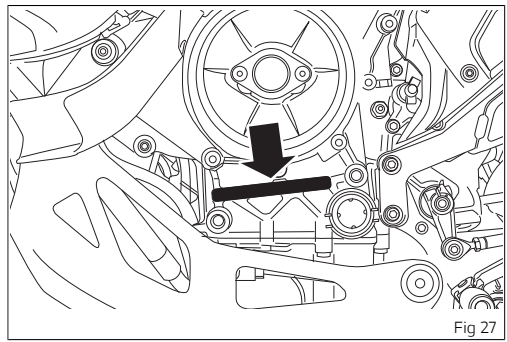


Fig 27

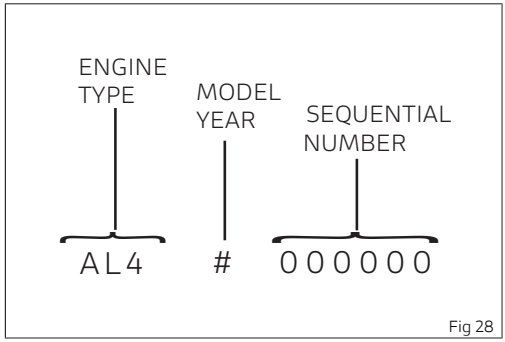


Fig 28

Plate position

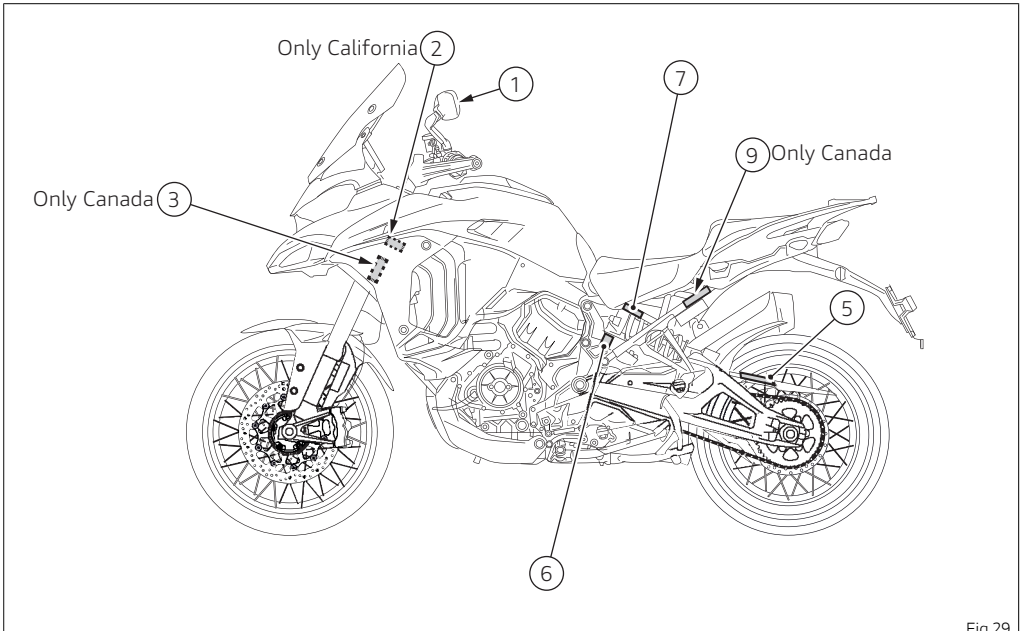


Fig 29

OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod 43311661A

1

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.

6

Manufactured by: **DUCATI**MOTORHOLDING spa date: 06/2025

432.1.E08.1D

GVWR: 1080 Lbs (490 kg); GAWR FRONT: 401 Lbs (182 kg); GAWR REAR: 679 Lbs (308 kg)
WITH TIRES: FRONT 120/70ZR19-120/70R19(M+S)-120/70R19 REAR 170/60ZR17-170/60R17(M+S)-170/60R17
WITH RIMS: FRONT MT 3.00x19 REAR MT 4.50x17

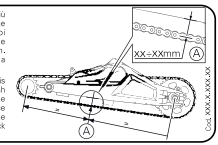
RECOMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY FRONT 34.8/23.2/30.5 PSI (240/160/210 kPa) REAR 36.3/23.2/31.9 PSI (250/160/220 kPa)
DRIVER AND PASSENGER FRONT 34.8/26.1/30.5 PSI (240/180/210 kPa) REAR 42.1/31.9/39.2 PSI (290/220/270 kPa)
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
Vehicle I.D. No. **ZDMAAL4W2TB000001** Type Classification: MOTORCYCLE

2 (Only California)

Girare la ruota posteriore per trovare la posizione in cui la catena risulta più tesa. Appoggiare il veicolo sulla stampella laterale. Con la sola pressione del dito, spingere la catena verso il basso nel punto di misura e poi rilasciarla. Misurare la distanza (A) tra il centro dei perni della catena e la superficie inferiore del pattino, che deve risultare: A=XX÷XXmm. Questa indicazione è valida solo con i settaggi standard con cui la moto viene consegnata (precarico monoammortizzatore 4mm).

Make the rear wheel turn until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the centre of the chain pins and the lower surface of sliding shoe: it must be A = XX÷XX mm. This only applies to the motorcycle standard settings, available upon delivery (rear shock absorber preload 4mm).



5

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATI**MOTORHOLDING spa
TYPE OF VEHICLE / TYPE DE VÉHICULE : **MC** DATE: **06/2025**
GVWR / PNBV: **490 KG** V.I.N. / N.I.V.: **ZDMAAL4W2TB000001**

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
182	120/70ZR19 120/70R19(M+S) 120/70R19	MT 3.00x19	Driver only: Driver and passenger:	34.8/23.2/30.5 34.8/26.1/30.5	240/160/210 240/180/210
308	170/60ZR17 170/60R17(M+S) 170/60R17	MT 4.50x17	Driver only: Driver and passenger:	36.3/23.2/31.9 42.1/31.9/39.2	250/160/220 290/220/270

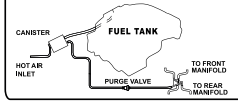
THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. CE VÉHICULE EST CONFORME A' TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR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

432.1.E08.1F

3 (Only Canada)

VEHICLE EMISSION CONTROL LABEL 432.1.E08.1D

ENGINE DISPLACEMENT: 1158 cc
ENGINE FAMILY: **TDUCC01.2M1R**
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2026 MODEL YEAR NEW MOTORCYCLES EVAP FAMILY: TDUCU0018PV4



DUCATI
Via Cavalieri Ducati, 3
40132 BOLOGNA
ITALY

7

Fig 30

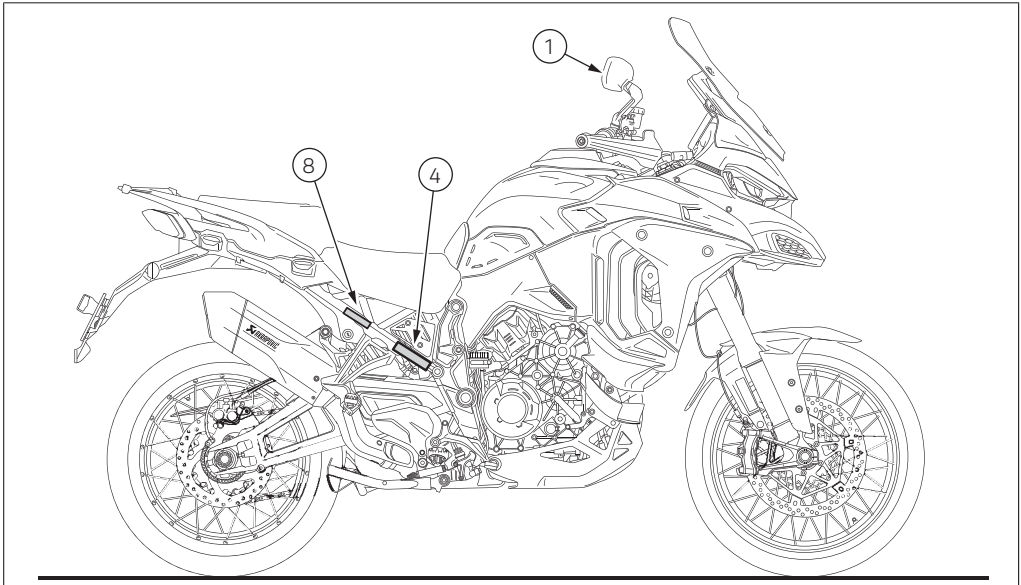


Fig 31

OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR

Cod 43311661A

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MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS **2026 DUC47G1200** MOTORCYCLE **ZDMAAL4W2TB000001** MEETS EPA NOISE EMISSION REQUIREMENTS OF **80** dB(A) AT **5913** RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

432.1.E08.1A

4

VEHICLE EMISSION CONTROL INFORMATION 432.1.E08.3C

Engine displacement: **1158 cc**
Engine family: **TDUCC01,2M1R**
Engine exhaust control system: **2TWC, PAIR, 4 HO2S, SFI**
Evap family: **TDUCU0018PV4**
Permeation family: **TDUCPMETAL20**

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2026 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 (Opening):	Intake 0.10 ÷ 0.15 mm Exhaust 0.20 ÷ 0.25 mm	See Service Manual
SPARK PLUG: NGK SILMDR9A8GS		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**

8

INFORMATIONS SUR LE CONTRÔLE DES ÉMISSIONS DES VÉHICULES 432.1.E08.3C

Cylindrée du moteur: **1158 cc**
Famille de moteurs: **TDUCC01,2M1R**
Système de contrôle des gaz d'échappement du moteur: **2TWC, PAIR, 4 HO2S, SFI**
Famille d'évaporation: **TDUCU0018PV4**
Famille de perméation: **TDUCPMETAL20**

CE VÉHICULE EST CONFORME AUX RÉGLEMENTATIONS DE L'EPA DES ÉTATS-UNIS ET DE LA CALIFORNIE APPLICABLES AUX NOUVELLES MOTOS DE L'ANNÉE MODÈLE 2026 ET EST CERTIFIÉ CONFORME À LA NORME D'ÉMISSIONS D'ÉCHAPPEMENT DE LA FAMILLE DE MOTEURS 0.8 HC+NOX G/KM EN CALIFORNIE

SPÉCIFICATIONS DE MISE AU POINT DU MOTEUR

ARTICLE	SPÉCIFICATIONS	INSTRUCTIONS
CALAGE DE L'ALLUMAGE:	5° avant le cylindre mort haut au ralenti	Aucun ajustement
RÉGIME DE RALENTI (RPM):	1350 ± 100	Aucun ajustement
MÉLANGE DE RALENTI:	Ouverture 0.10 ÷ 0.15 mm	Aucun ajustement
JEU DES SOUPAPES (admission):	Clôture 0.20 ÷ 0.25 mm	Voir le manuel d'entretien
BOUGIE: NGK SILMDR9A8GS		HUILE: SAE 15W/50
ÉCART ENTRE LES BOUGIES D'ALLUMAGE (mm): 0.7 ÷ 0.9		CARBURANT: essence sans plomb

DUCATI MOTORHOLDING spa - **Bologna - ITALY** - Importateur: **DUCATI** North America Inc. - **Sunnyvale - Californie**

9 (Only Canada)

Fig 32

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 (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board and Ducati North America, Inc. is pleased to explain the emission control system warranty on your MY 2026 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 4001 Iowa Avenue, Riverside, CA 92507.

California evaporation emission system

This system consists of:

fuel tank;
purge valve;
canister;
hot air inlet;
to front manifold;
to rear manifold.

Attention

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

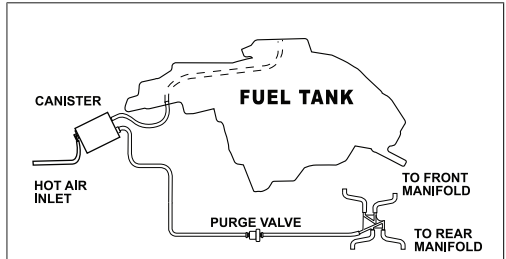


Fig 33

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.
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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) Front fork preload adjuster
5) Front power outlet
6) Front brake fluid reservoir
7) Rear-view mirrors
8) Side stand
9) Seat adjustment
10) Tool compartment and rear power outlet
11) Seat lock
12) Central stand
13) Smartphone compartment and USB connection (smartphone charge only)
14) Tank filler plug
15) Rear brake fluid reservoir
16) Engine oil check

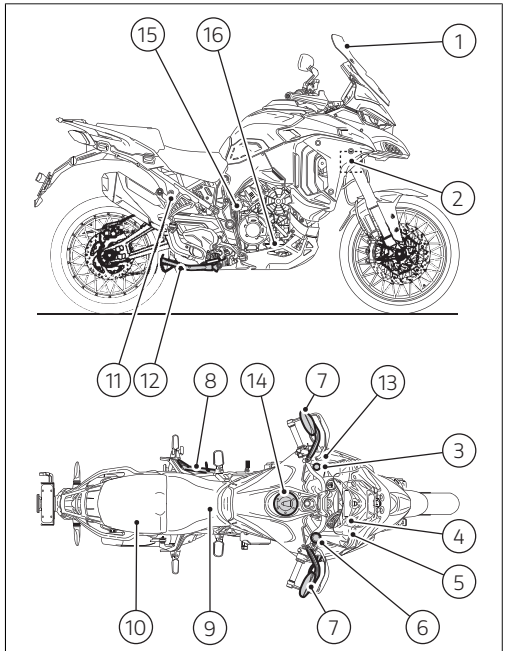


Fig 34

Fuel tank plug

Opening

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

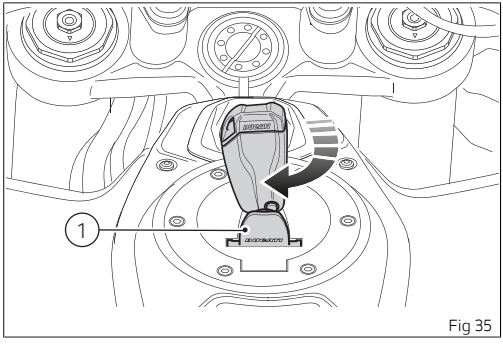


Fig 35

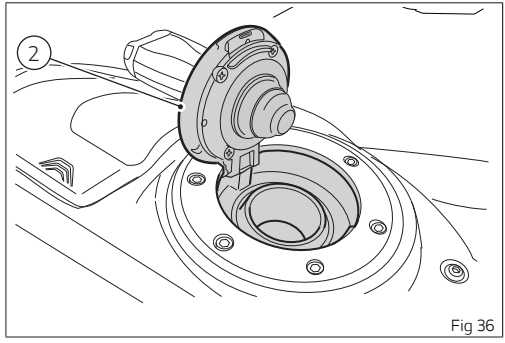


Fig 36

Closing

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

ACC

Fuel tank plug with electronic-controlled opening

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

Opening

To open the plug (4) it is necessary to lift the appropriate lever (3) within 50 seconds of turning the motorcycle off (key off). During the 50 seconds, the plug can be opened a maximum of 5 times.
To open the plug once more, turn the ignition key on and off again (key-on >> key-off).

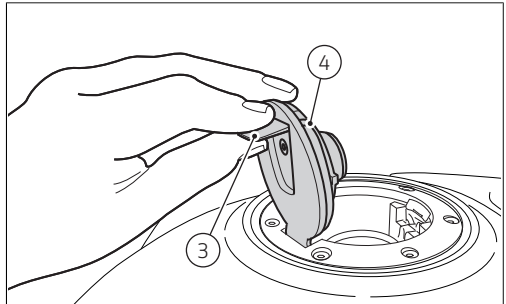


Fig 37

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

Information on the instrument panel

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

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

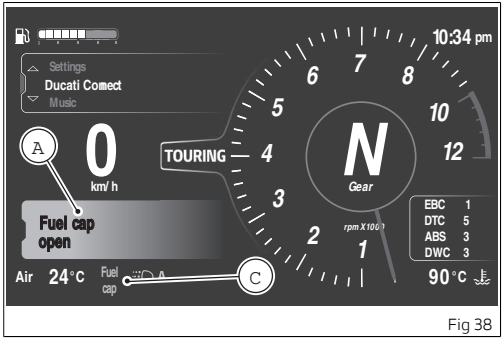


Fig 38

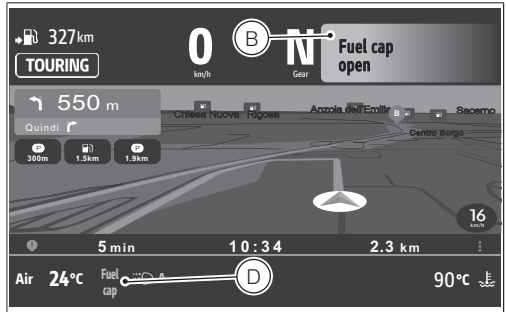


Fig 39

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

Closing

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

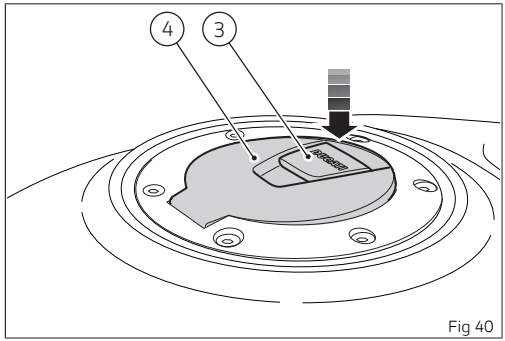


Fig 40

Attention

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

Seat lock

Important

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

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

Removing the seats

Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Carefully lift the passenger seat (2) at the rear.

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

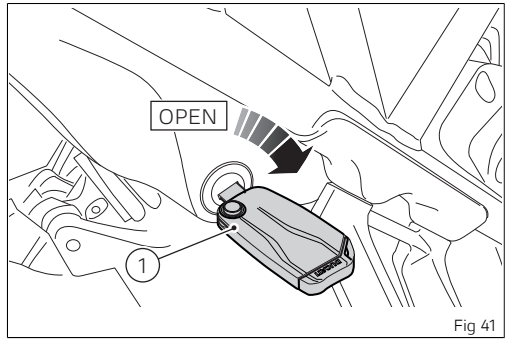


Fig 41

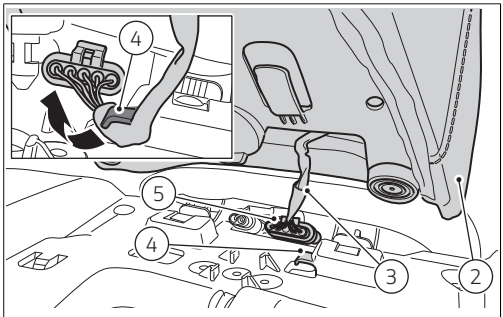


Fig 42

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

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

Release the male connector (5) by lifting up the tab (B) and pulling it out at the rear.

Pull the female connector (5a) at the rear out of the support guide (A).

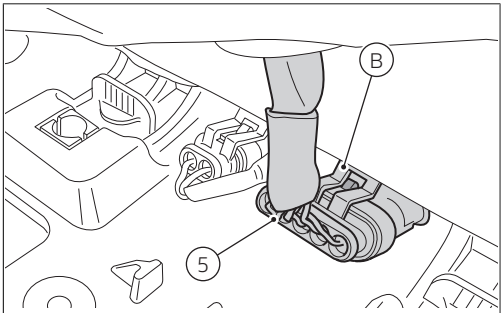


Fig 43

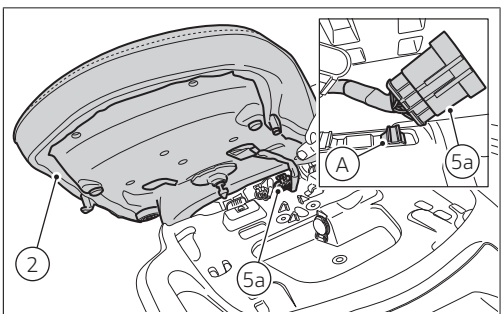


Fig 44

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

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

Pull the female connector (7a) out of the support guide (D).

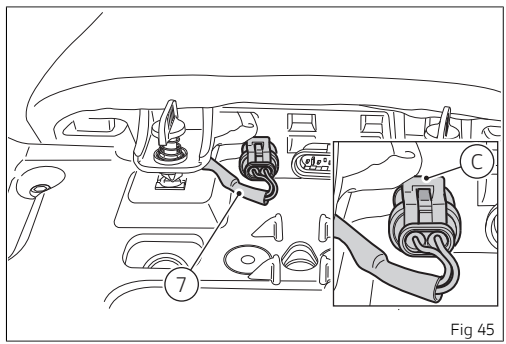


Fig 45

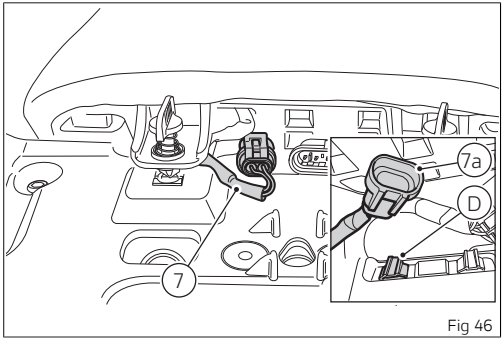


Fig 46

Turn the bayonets (6) anti-clockwise releasing them and carefully lift the rider's seat (8). Slide the rider's seat (8) out at the rear.

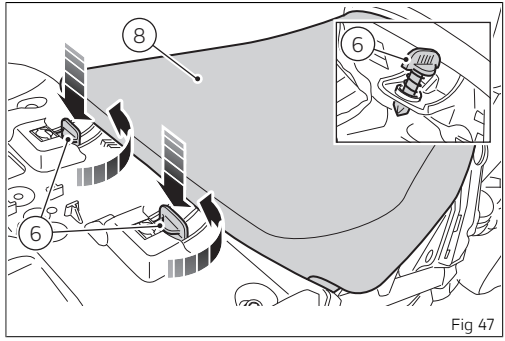


Fig 47



Fig 48

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

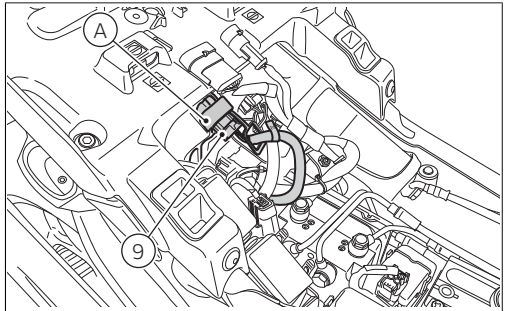


Fig 49

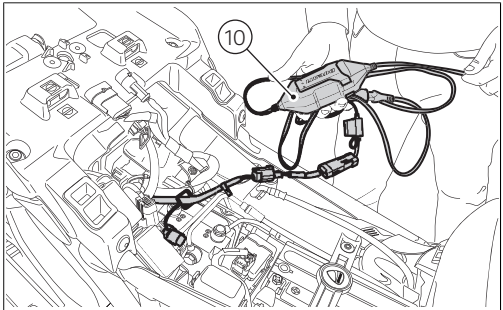


Fig 50

Refitting the seats and settings

Refitting the rider seat

The rider's seat (8) height can be adjusted.
Insert the seat (8) supports (E) into the housings:

upper (position H, high seat);
lower (position L, low seat).
If heated seats are installed on the vehicle, insert the female connections (7a) and (5a) on the respective guides (A) and (D).

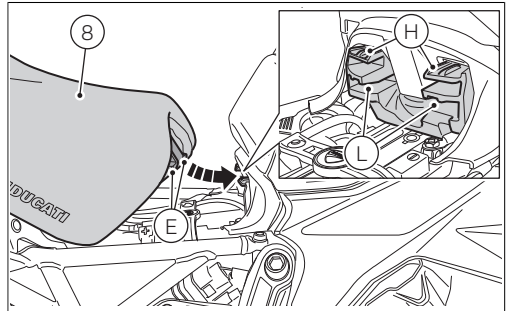


Fig 51

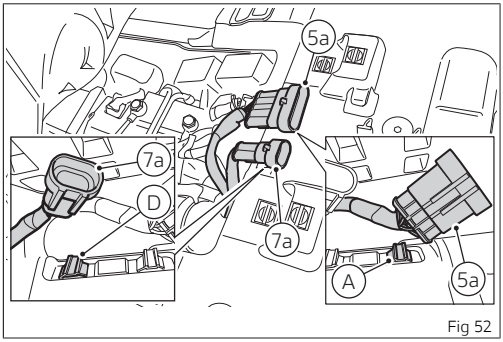


Fig 52

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

Lower the rider's seat (8) at the rear and check that the seat is correctly positioned on the seats (9).

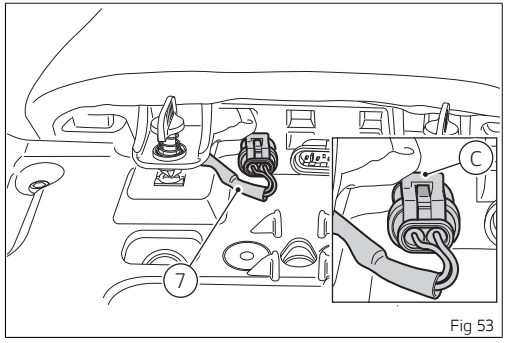


Fig 53

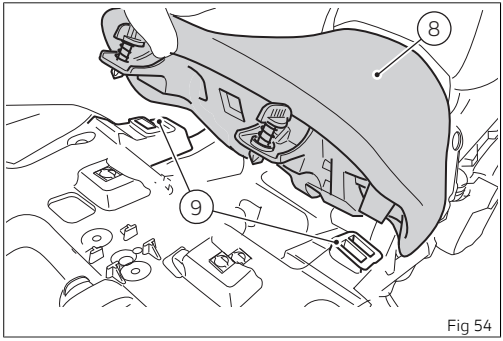


Fig 54

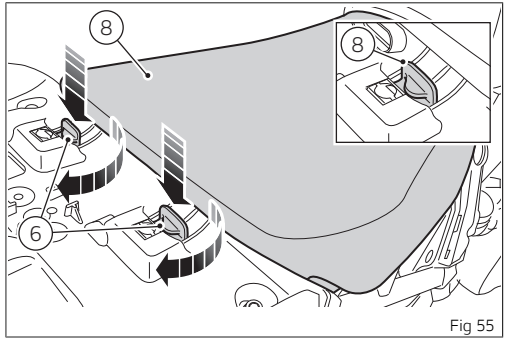


Fig 55

Press on the bayonets (6) and turn them clockwise to tighten them.

Refitting the passenger seat

The passenger seat height can be adjusted in the longitudinal direction.
Slightly move the catch (F) in the direction shown (towards the front of the seat) and disengage the pin (11) of the passenger seat (2) by rotating it and coordinating it with the position chosen for the rider's seat:

G, pin aimed at the front, seat forward;
I, pin aimed at the rear, seat backward.

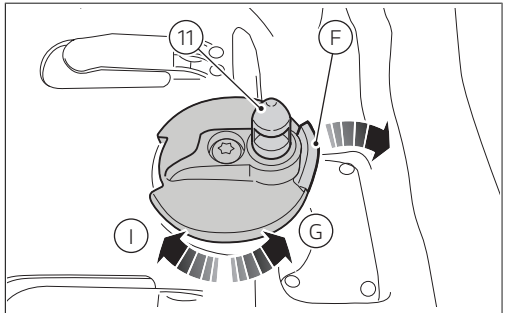


Fig 56

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

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

G, front for seat forward,
I, rear for seat backward,
press down on the pin (11) to tighten the passenger seat.

Attention

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

Note

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

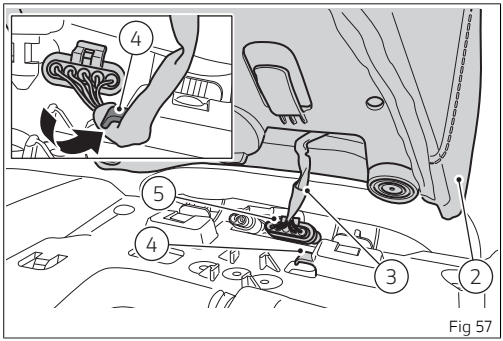


Fig 57

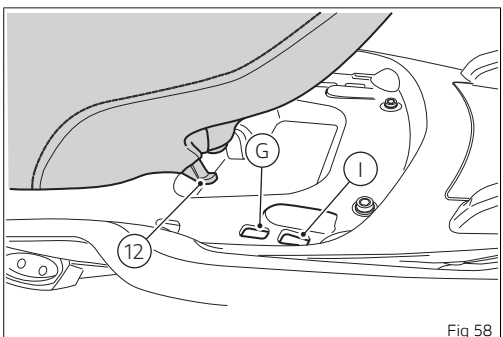


Fig 58

Available seats

The following seats are available as official Ducati accessory or as an option to be selected when configuring the vehicle.

OPT ACC

Rider seats:

- Low heated seat
- Medium/low heated seat
- Medium/high heated seat
- High heated seat

Passenger seats:

- Heated passenger seat
- Low heated passenger seat
- High heated passenger seat

ACC

Rider and passenger seats:

- Rally seat

Side baffle plates

It is possible to adjust the opening and closing of the inner flaps of the side baffle plates to manage airflow to the rider's legs while riding.

Closing the inner flap

Press the flap (1) inwards at the "PUSH" mark and lower it until it locks in closed position to reduce airflow while riding.

Opening the inner flap

Press the flap (1) inwards at the "PUSH" mark, the spring mechanism will automatically bring the flap back to the open position to increase airflow while riding.

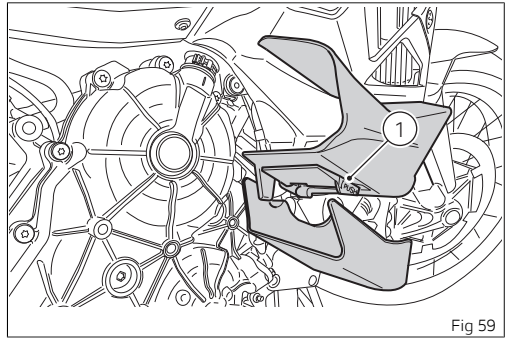


Fig 59

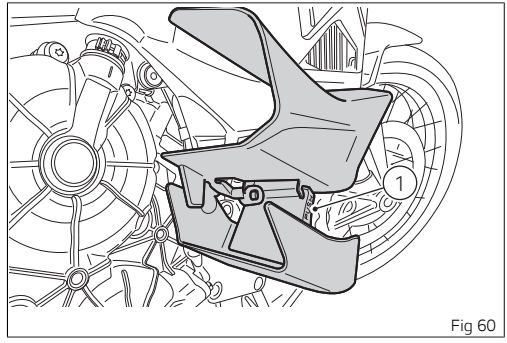


Fig 60

Battery charge maintaining

Maintaining battery charge/recharging the battery via the front power socket

Your motorcycle is equipped with a front power socket (1) located on the right side of the dashboard to which you can connect the battery charger (10) when the vehicle is off to activate the battery charge maintenance function or recharge the battery. This can be done without removing the rider seat. To connect the battery charger to the front power socket, you will need to purchase the connection cable (11).
The connection cable (11) and battery charge maintenance kit (10) are available from our sales network.
Connect the connector of the connection cable (11) to the battery charger (10) and insert it into the front power outlet (1).

The two power outlets on the vehicle are described in the chapter “Power outlet”.



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



Important
If battery minimum voltage is not ensured by a suitable battery charge maintainer, sulfation may occur. This is irreversible and will lead to decreasing battery performance.

Note

When the motorcycle is left unused (approximately for more than 30 days), we recommend using the Ducati battery charger, available from our sales network, which is equipped with internal electronics to monitor voltage.
DUCATI BATTERY CHARGER part numbers for lead-acid batteries:

- 69928471B (Europe)
- 69928471BY (UK)
- 69928471BZ (USA)
- 69928471BW (Japan)
- 69928471BX (Australia - New Zealand - China)

Connect the battery maintainer to the diagnostic socket.

Note

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

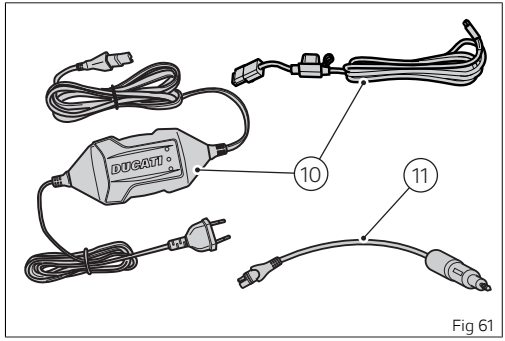


Fig 61

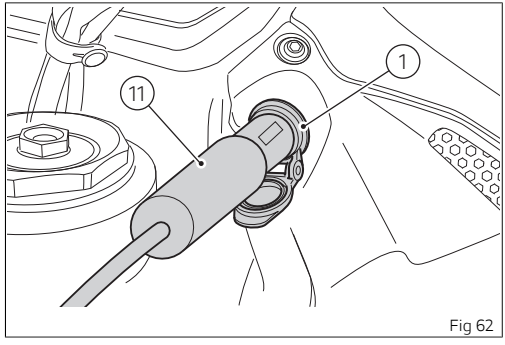


Fig 62

Maintaining the battery charge via the diagnostic socket

When the vehicle is off, it is also possible to connect the battery charger (10) to the connector (9) (diagnostic socket) located under the rider seat: remove the connector (9) from the clamp (A) and connect it to the battery charger (10) as shown in the figure.

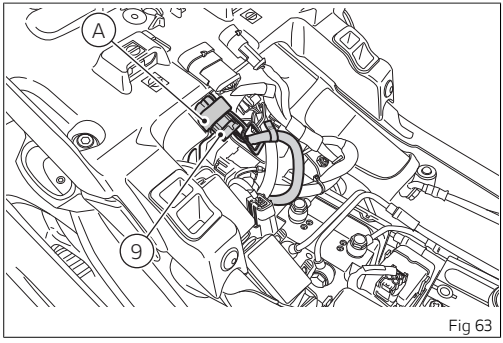


Fig 63

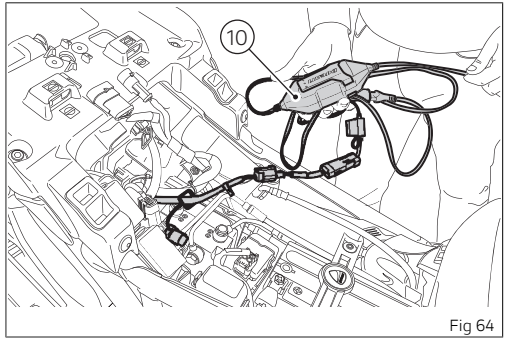


Fig 64

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse (socket, 3A) located in the front fuse box.

This fuse protects against any line overloads:

- front power outlet;
- rear power outlet;

The maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)) is 3A.

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

Important

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

The power outlets are located at the front RH side (1) on instrument panel and at the rear end, under the passenger seat (2).
The battery can only be recharged or the charge maintenance function activated via the front socket (1) as described in the chapter “Maintaining the battery charge”.

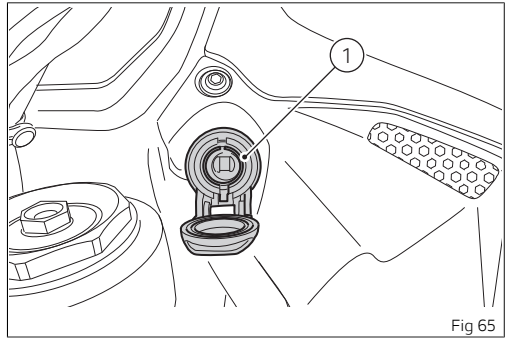


Fig 65

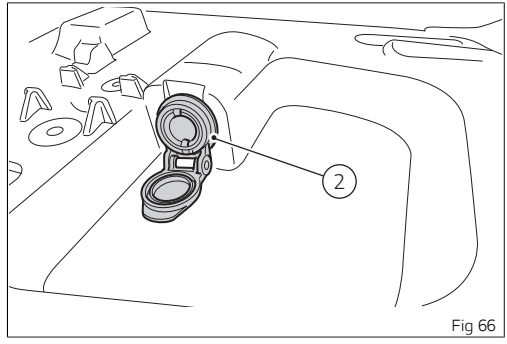


Fig 66

Side stand

Attention

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

Important

Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the bike 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.

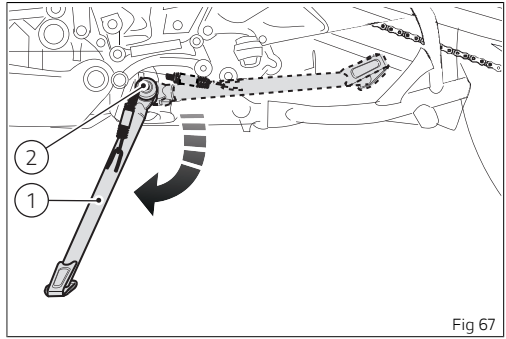


Fig 67

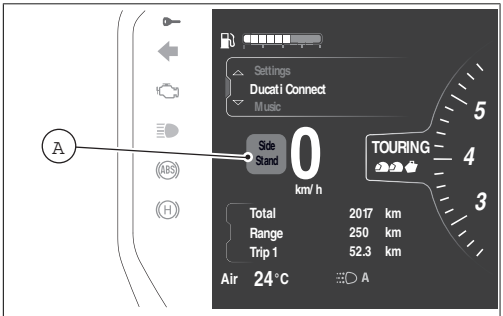


Fig 68

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.

Central stand

Always use the central stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.

Attention

Before lowering the center stand, make sure the gearbox is in neutral and that the bearing surface is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile, pull motorcycle up and back.
To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

Before moving off, always make sure that the central stand is at its rest position.

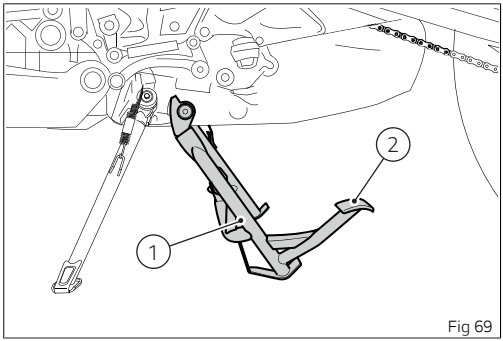


Fig 69

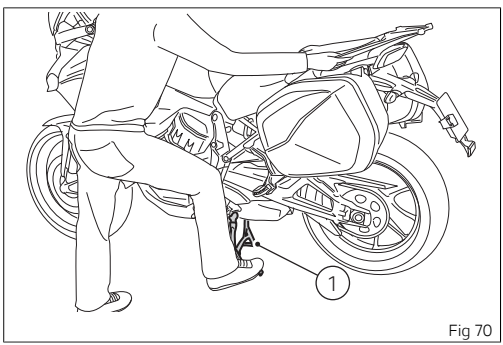


Fig 70

Fitting the Ducati side panniers

OPT ACC

Fitting plastic side panniers

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

Open the handle (2) and lift the lever (3) towards the front part, to a position perpendicular to the pannier.

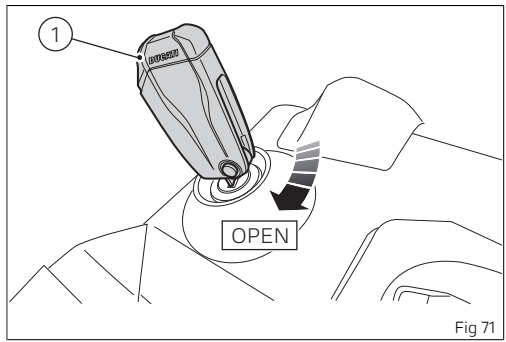


Fig 71



Fig 72

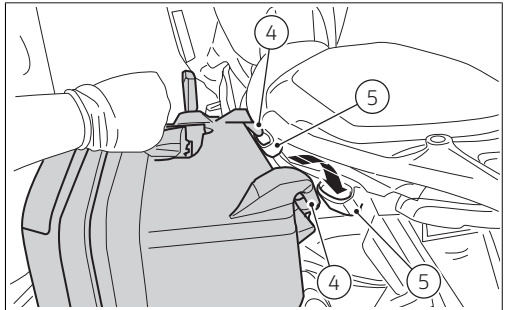


Fig 73

Position the side pannier by inserting the upper hooks (4) in the relevant seats (5).

Note
Position the front hook first and then the rear hook.

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

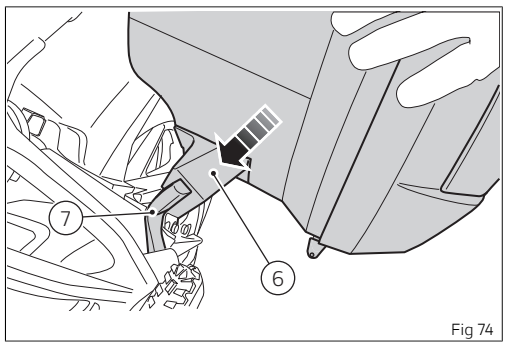


Fig 74

Lower the lever (3) towards the rear side, until the complete movement is secured.

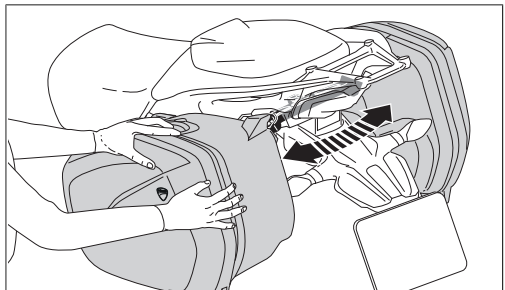
Close the handle (2) and turn the key counterclockwise to lock the pannier.
Remove the key.
Make sure the pannier is fixed correctly by pulling it gently to the side and also checking its tilting movement.
Repeat the same operation for assembling the other side pannier.

When both panniers have been installed, check the tilting movement of both, moving them to the right and to the left, on their rear side.
If movement problems occur, contact a Ducati Dealer or Authorized Service Center.

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



Fig 75


Fig 76

OPT ACC

Fitting aluminum side panniers

Attention

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

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 LH motorbike side.

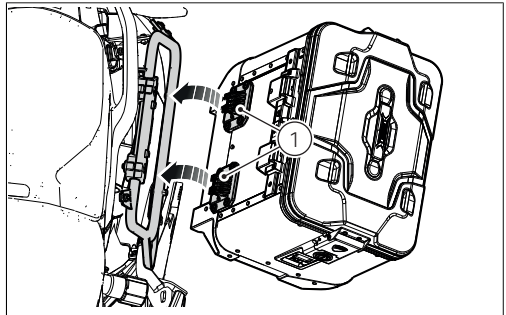


Fig 77

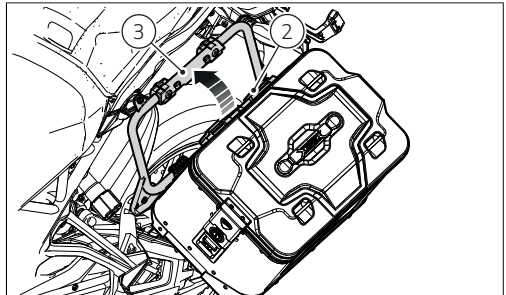


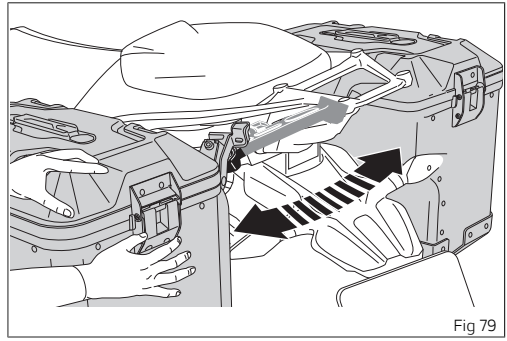
Fig 78

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

When both panniers are installed, if the subframe kit for aluminum panniers has been fitted and set to “floating” mode, check the swinging movement of both, moving them to the right and left, on the rear side of the panniers.
If movement problems occur, contact a Ducati Dealer or Authorized Service Center.

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

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


Fig 79

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

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

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

Attention

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

Attention

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

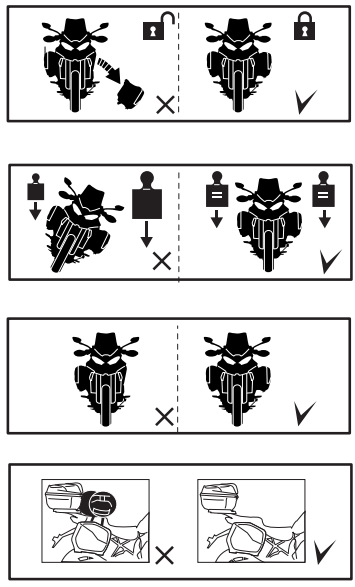


Fig 80

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

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

Attention
The maximum permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side panniers and tank bag fitted, the maximum speed allowed is 112 mph (180 km/h);
- with the top case, the tank bag and the side panniers fitted, the maximum speed allowed is 100 mph (160 km/h).
However, speed must be adjusted to the legal limits.

Attention
The maximum allowed speed with “fixed” 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
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".

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

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

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

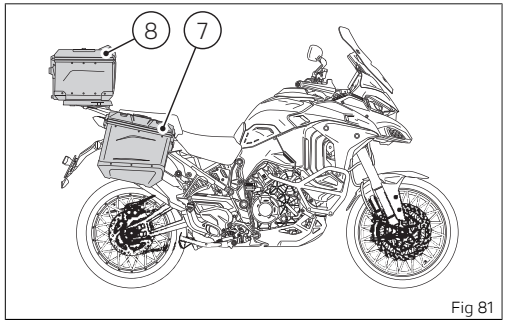


Fig 81

OPT ACC

Removing plastic side panniers

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

Open the handle (2).
Lift the lever (3) towards the front part, to a position perpendicular to the pannier.

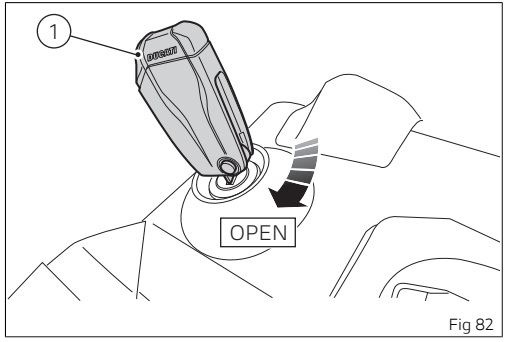


Fig 82

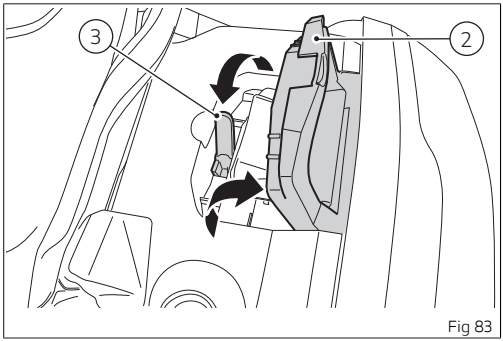


Fig 83

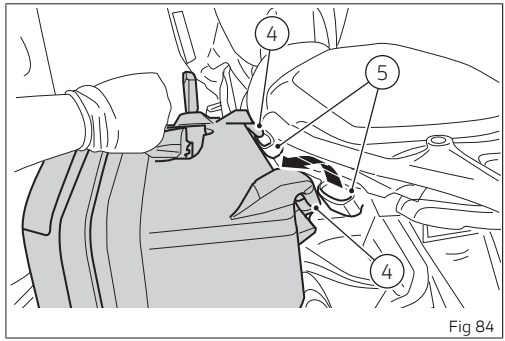


Fig 84

Supporting it by the handle (2), remove the side pannier (6) from the seats (5) of hooks (4), sliding out first the rear and then the front, and from the lower support (7).

Repeat the same operation for removing the other side pannier.

Attention

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

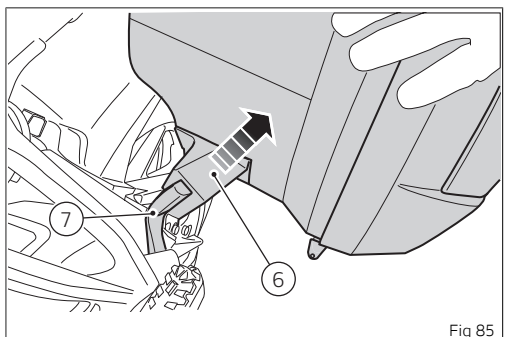


Fig 85

OPT ACC

Removing aluminum side panniers

Insert the key (4) into the lock. Turn the key to opening position, as shown in the figure. Supporting the case properly by the handle (5), lift the handle (6) 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.

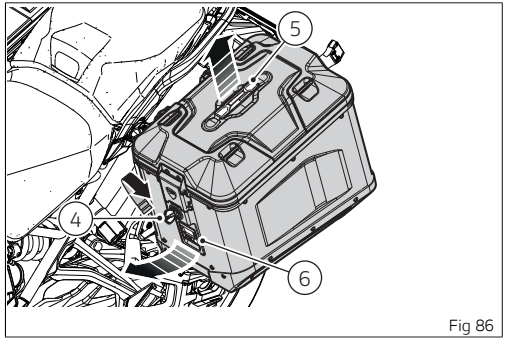


Fig 86

Attention

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

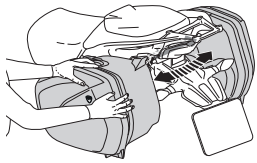
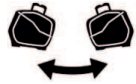
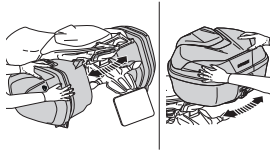
The Multistrada's plastic or aluminum pannier system is equipped with a special floating system which allows the side panniers and Top Case to move during high speed riding, improving the stability of the vehicle. This system must not be blocked or compromised, for example by mounting accessories or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

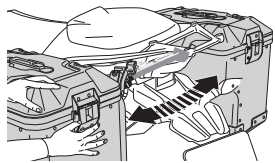


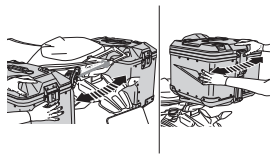
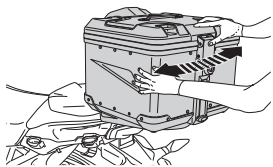
Note
Another key factor for ride stability is the use of original OEM tires and their pressure.

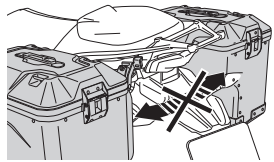
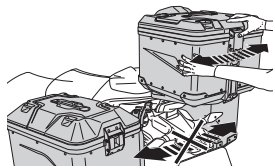


Important
The aluminum Top Case should never be fixed mounted.

Type of panniers fitted	Max. speed allowed	Type of installation	Image	Maximum load
Plastic fiber panier (floating)	180 Km/h (112 mph)			10 Kg + 10 Kg
Plastic fiber panniers + Top Case (both floating)	160 Km/h (100 mph)			10 Kg + 10 Kg + 5 Kg

Type of panniers fitted	Max. speed allowed	Type of installation	Image	Maximum load
Plastic fiber Top Case only (floating)	180 Km/h (112 mph)			5 Kg
ALUMINUM panniers (floating)	160 Km/h (100 mph)			10 Kg + 10 Kg

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

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

Installing the Top Case

OPT ACC

Locking and releasing the plastic Top Case to/from the motorcycle

Locking

Keeping the rear part of the plastic Top Case (2) slightly raised, insert the two slots into the two slides (3) of the support plate (4).

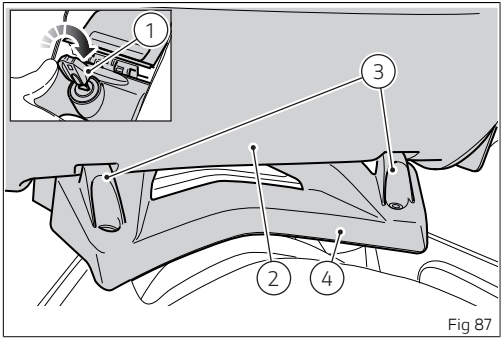


Fig 87

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

Lower the rear part of the plastic Top Case (2) by inserting the pin (5) into the locking hole.
Press down lightly on the rear of the plastic Top Case (2) until you hear it click into place.
Turn the key (1) in the lock counterclockwise.

Attention

Make sure that the Top Case is correctly secured in place by pulling it gently. Only this operation ensures the correct installation of the pannier in its engagement points.

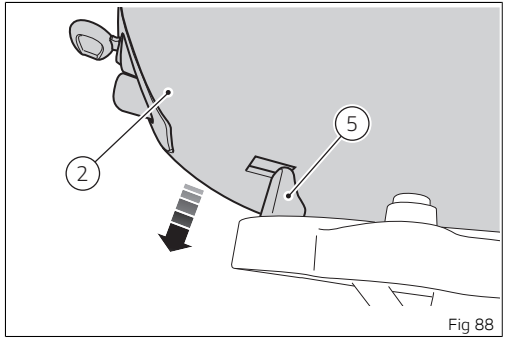


Fig 88

Unlocking

To unlock, insert the key (1) into the lock and turn it clockwise, then press the button (8) to release the Top Case (2) from the pin (5).
Remove the Top Case (2) from the slides (3) and take it off.

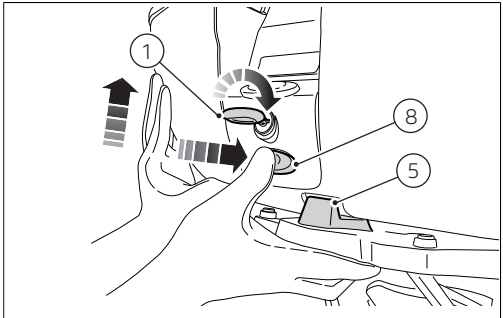


Fig 89

OPT ACC

Locking and releasing the aluminum Top Case to/from the motorcycle

Locking

Insert the key (1) into the lock (2).
Position the Top Case (3) on plate (4), by inserting two retainers (5) inside the two seats (6) present on Top Case (3) bottom side.
Press the Top Case (3) downwards, making sure that coupling system (7) is correctly secured to support (8) until you hear a "click".
Turn the key (1) to closing position, as shown in the figure.
Remove the key.

Attention
Make sure that the Top Case is correctly secured in place by pulling it gently. Only this operation ensures the correct installation of the pannier in its engagement points.

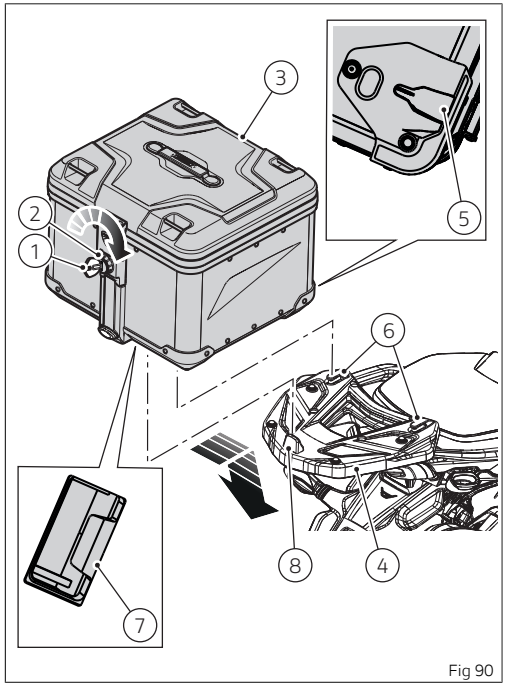


Fig 90

Unlocking

To unlock, insert the key (1) into the lock (2).
Turn the key (1) to the open position as shown in the figure.
By duly supporting the Top Case (3), press button (9) to open the locking mechanism (7), as shown in the figure.
Lift the Top Case (3) by releasing the coupling system (7) from support (8).
Pull the Top Case (3) towards motorcycle rear end to remove both retainers (5) from the two seats (6), as shown in the figure.

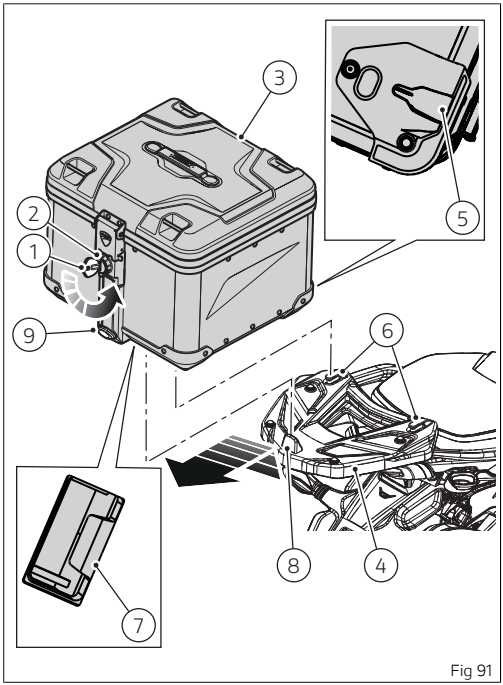


Fig 91

Using the side panniers

OPT ACC

Using plastic side panniers

Opening

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

Closing

To close the side pannier, turn the key (1) in the lock (2) counterclockwise and engage the latch (3) by lifting and closing it again, making sure to insert the cover (4) into the fastener (A).

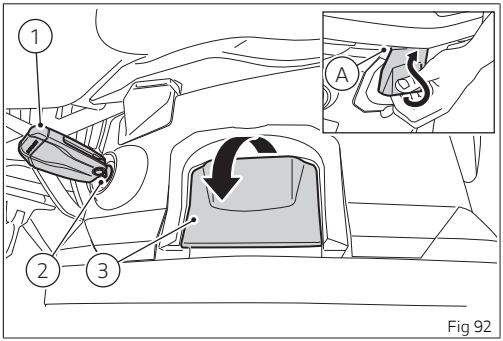


Fig 92

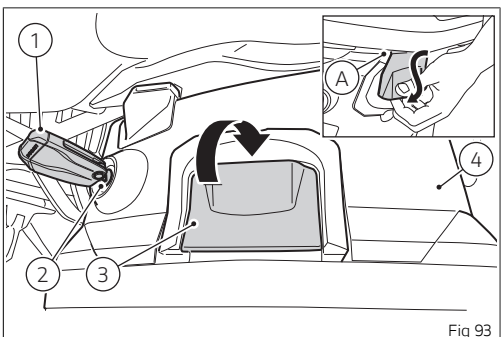


Fig 93

OPT ACC

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).

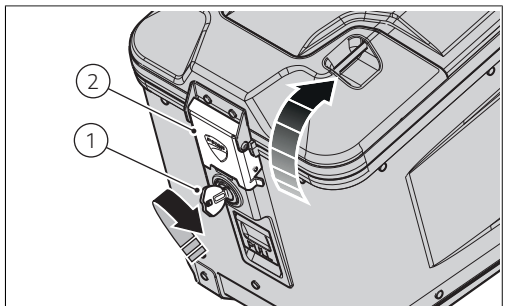


Fig 94

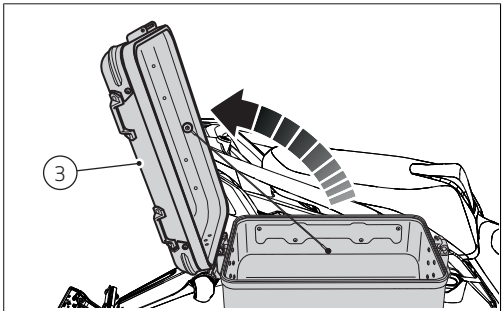


Fig 95

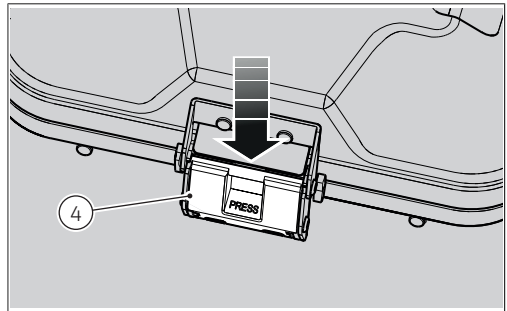


Fig 96

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.

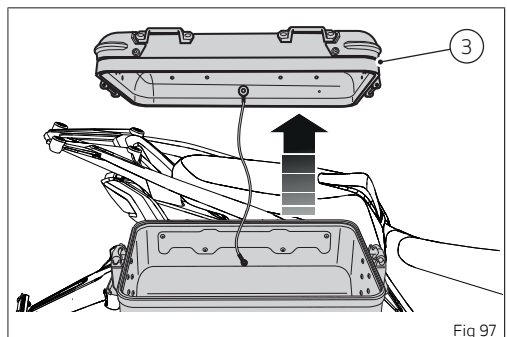


Fig 97

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.

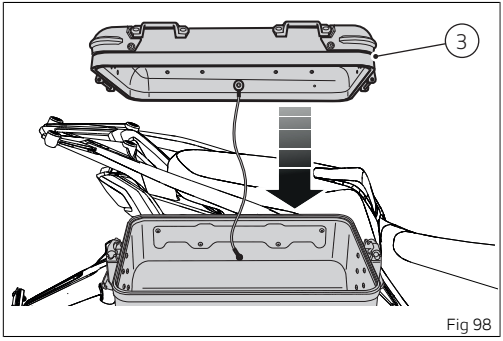


Fig 98

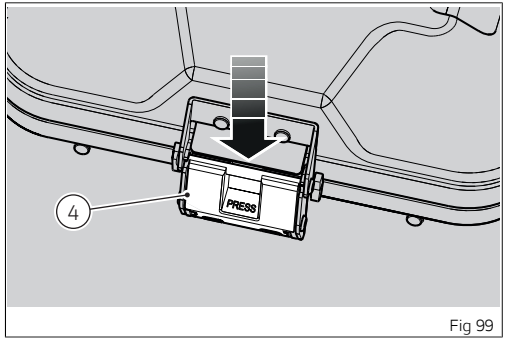


Fig 99

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).

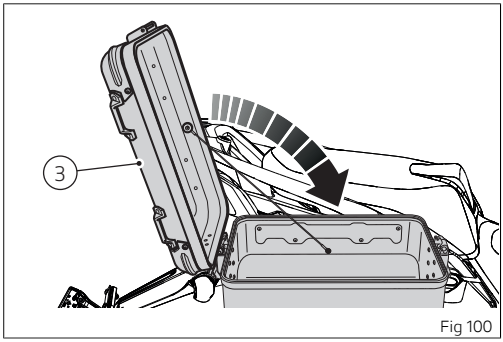


Fig 100

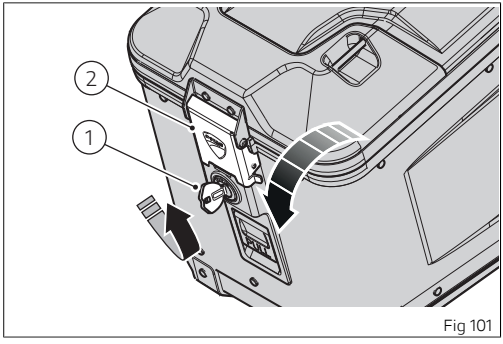


Fig 101

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

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

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

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

Using the Top Case

OPT ACC

Using the plastic Top Case

Opening

Turn the key (1) on the pawl clockwise and press the button (6).
Unhook the top end of the hinge (7) and open the cover.

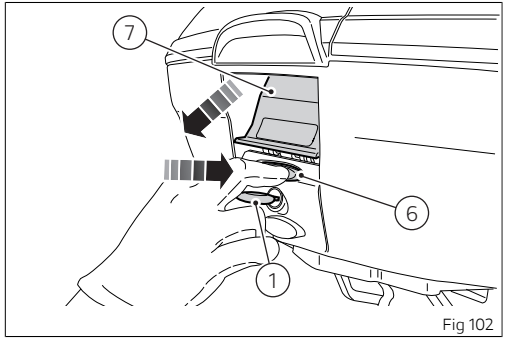


Fig 102

Closing

Close the cover.
Hook the upper part of the hinge (7) onto the edge of the cover.
Use the key (1) to turn the pawl counterclockwise to lock the opening mechanism, preventing button (6) from being pressed.

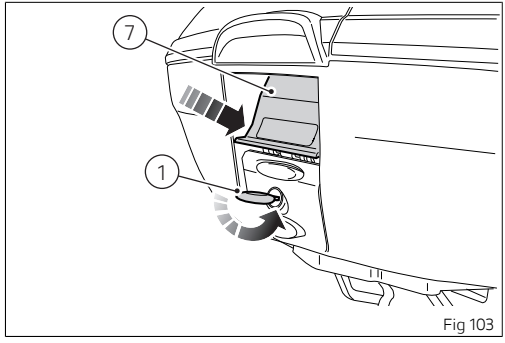


Fig 103

OPT ACC

Using the aluminum Top Case

Opening

To open the Top Case (3), insert the key (1) into lock (2), and turn it to the opening position, as shown in the figure. Lift the lever (10).
Lift the cover (11) as shown in the figure.

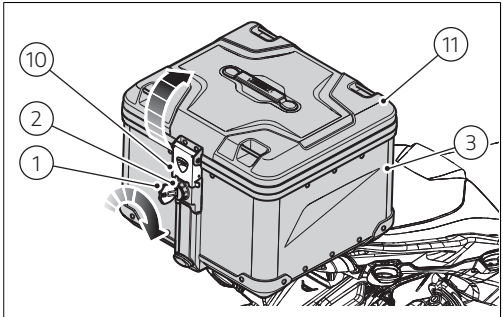


Fig 104

Closing

To close the Top Case (3), insert the key (1) into pannier lock (2).
Lower the cover (11) as shown in the figure.
Lower the lever (10).
Turn the key (1) to closing position, as shown in the figure.
Remove the key (1).

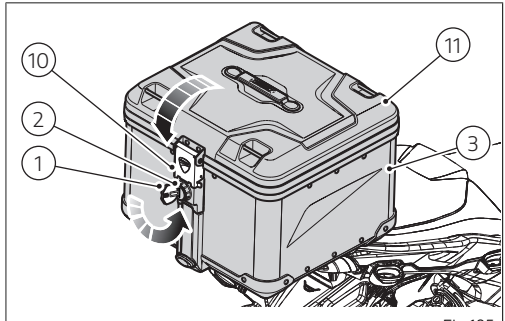


Fig 105

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1A to the USB connection.
The USB connection (1) is located in the smartphone compartment, on the LH side of the

instrument panel, and is protected by a cover (2) that can be opened by pressing the button (3).

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

Important
The USB port is for smartphone charging only.

Important
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.

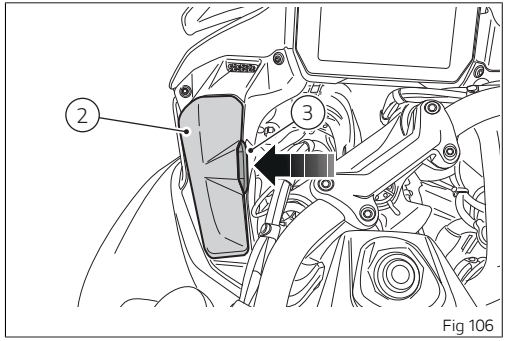


Fig 106

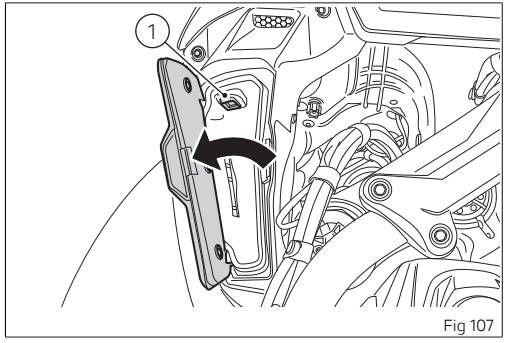


Fig 107

Adjusting the instrument panel

To adjust instrument panel tilt, turn knob (1, Fig 108 page132).
There are three possible positions.

Attention

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

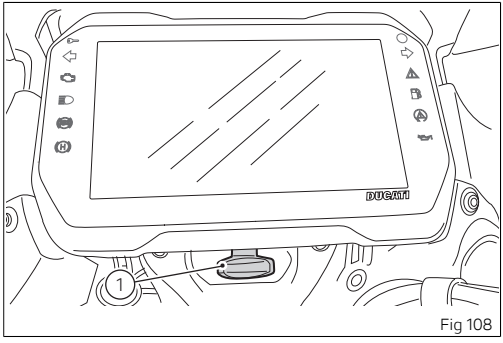


Fig 108

Adjusting windscreen height

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

Attention

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

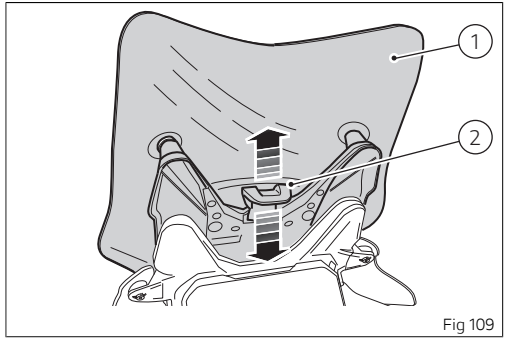


Fig 109

Front fork adjustment

The front fork used on this bike has rebound, compression and spring preload adjustment. Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs.

For adjustment instructions and further details on the operating principle of the front fork and the DSS (Ducati SkyHook System) please refer to "Setting menu – Riding Mode – Suspension".

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

Spring preload initial setting:

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

Attention

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

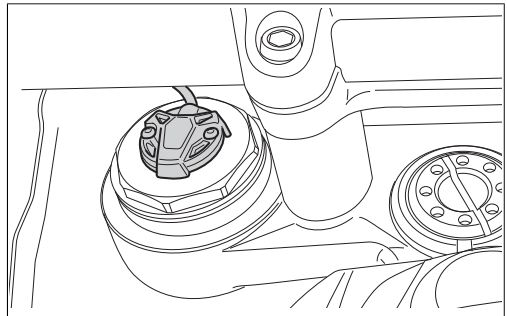


Fig 110

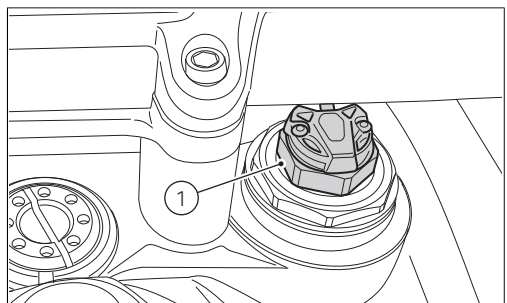


Fig 111

Adjusting the rear shock absorber

The rear shock absorber (1) can be adjusted via the instrument panel, allowing the motorcycle's setting to be adapted to the load conditions.
For adjustment instructions and further details on the operating principle of the rear shock absorber and the electronic suspension system, please refer to "Suspension Mode and Preload".

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

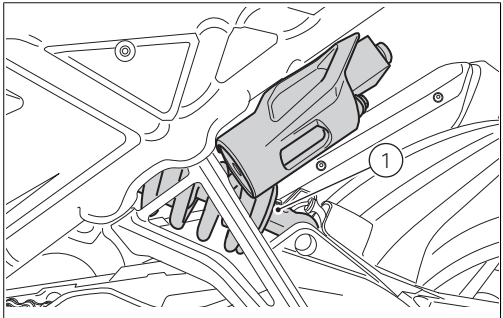


Fig 112

Handlebar adjustment

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

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

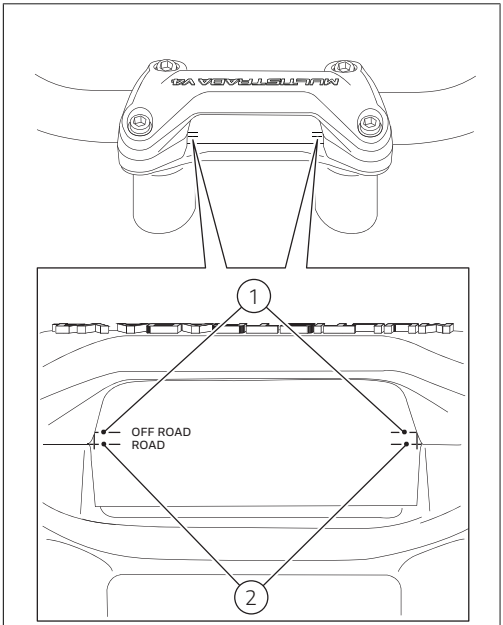


Fig 113

Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions. Through the instrument panel, the rider can set various customizable profiles and their preload. See chapter “Suspension Mode and Preload” on how to adjust the setup through the instrument panel.

Controls

Position of motorcycle controls

Attention

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

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

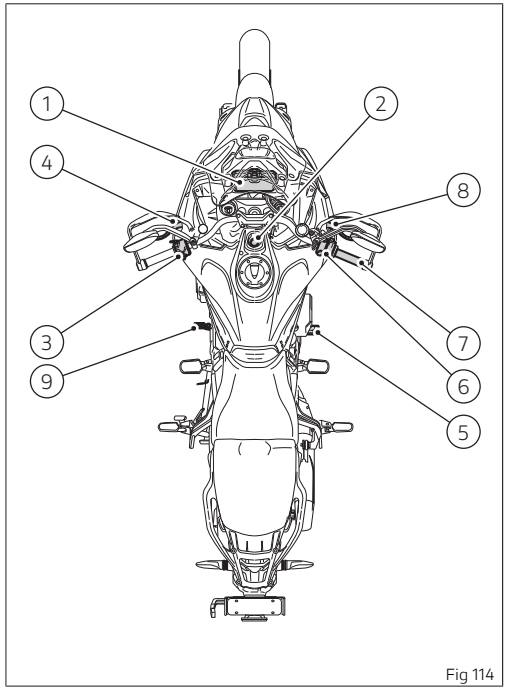


Fig 114

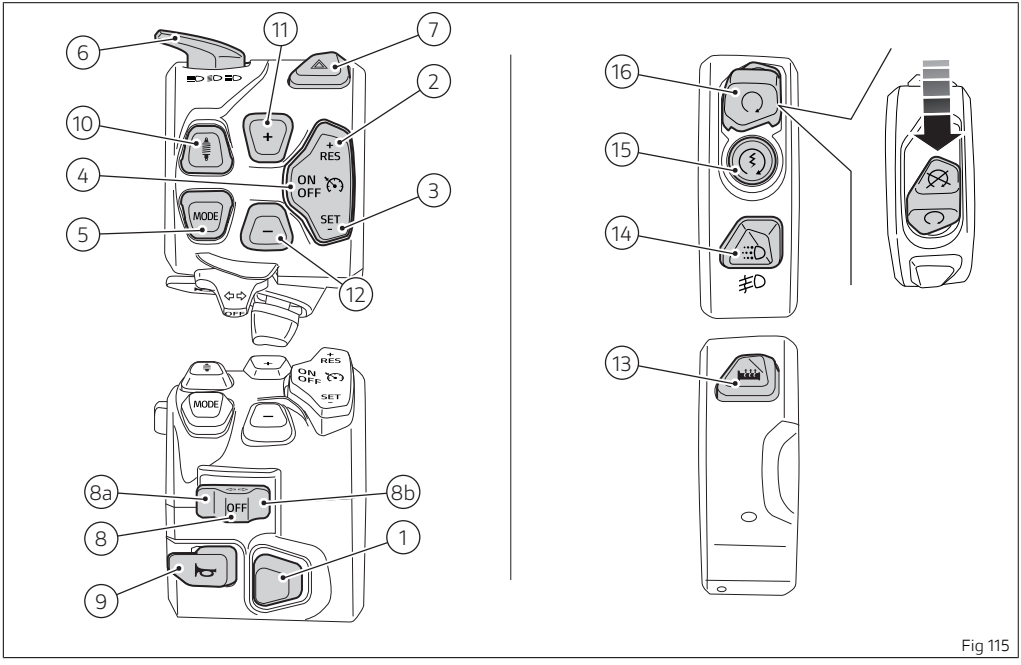


Fig 115

1		joystick, whose positions include: • ▲ up • ▼ down • ◂ left • ▸ right • ENTER, when pressing the joystick at the center
2	+ RES	Cruise control RES/+
3	SET -	Cruise control SET/-
4	ON OFF	Cruise control ON/OFF
5	MODE	Riding Mode
6		Light selector: • high beam, pushed up • low beam, at the center • high-beam flasher and “Start/Stop Lap” function, pushed down
7		Hazard lights (red)

8	OFF	3-position turn indicator control: • position (8a), left turn indicator • center position, OFF • position (8b), right turn indicator
9		Warning horn
10		Preload
11		Adaptive Cruise Control + (if present)
12		Adaptive Cruise Control – (if present)
13		Heated grips (if present)
14		DRL (if present) / fog light
15		Engine start
16		Engine kill, pushed down (red)

Light control

Low / High beam

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

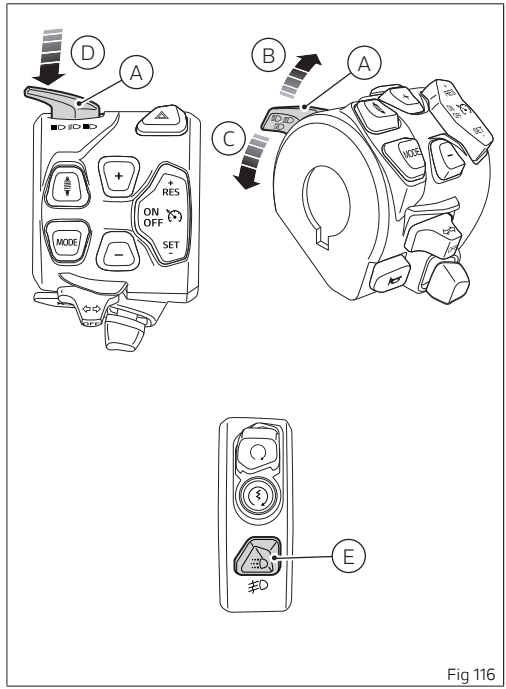


Fig 116

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 lights

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

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

When the DRL is set to “Auto” mode, the corresponding warning light will turn on.

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

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

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

If the DRL is in this mode, as set through the "DRL" function within the “Settings” menu, the DRL lights will not change their status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E).

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

Note

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

Turn signals

Using the "Turn signals" function in the "Settings" menu, you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F) to position (G), while to activate the right turn indicator, press button to position (H).
To switch off the turn indicators, press button (F).

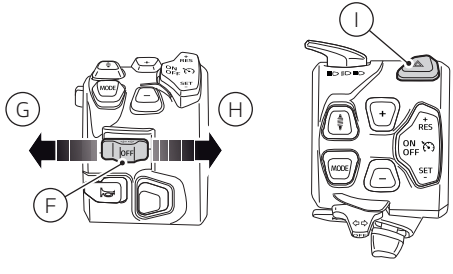


Fig 117

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.

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 button (I), only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

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

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

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

Note
Emergency braking
In the event of heavy braking from a speed of more than 55 km/h the tail light flashes rapidly in order to warn the vehicles behind. When deceleration is reduced below a predefined threshold, the flashing is automatically deactivated.
If this braking continues up to speeds below 15km/h, the hazard warning will automatically come on at the end of the braking. This warning will be switched off automatically when the speed exceeds 20 km/h when the speed increases again. The hazard warning can be switched off manually at any time.

OPT ACC

Front fog lights

Refer to the chapter “Fog lights” in section “Dashboard”.

ACC

Rear fog lights

Refer to the chapter “Fog lights” in section “Dashboard”.

"""Hands free"" system"

The Hands free system consists of:

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

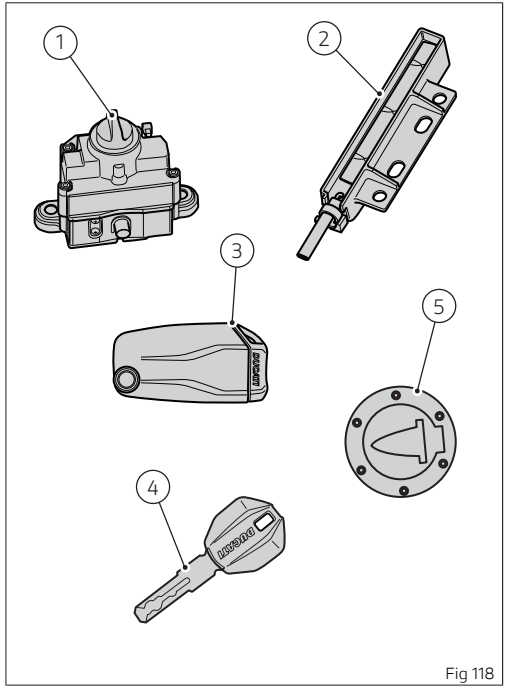


Fig 118

Attention

Conditions affecting the correct operation of the Hands Free system.

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

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

hands free unit (1);
button (7);
antenna (2), under the panel (6) close to the “key” pictogram.

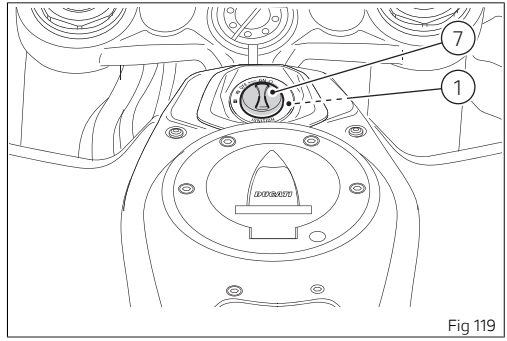


Fig 119

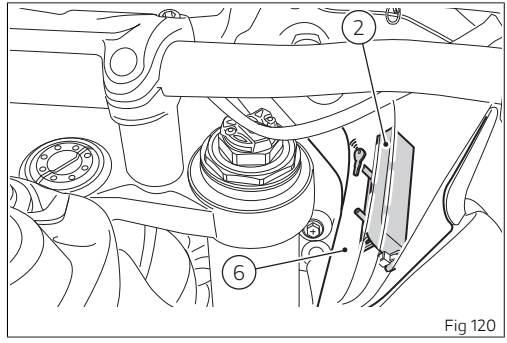


Fig 120

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

Key-On consists in turning on the hands free system and all electronic devices.
Key-On is done turning counter clockwise button (7) on the Hands Free unit (1), to the “OFF” position.
Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.
Key-Off is done turning counter clockwise button (7) on the Hands Free unit (1), to the “OFF” position.

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.
Key-Off can also occur without any key (3) or (4).

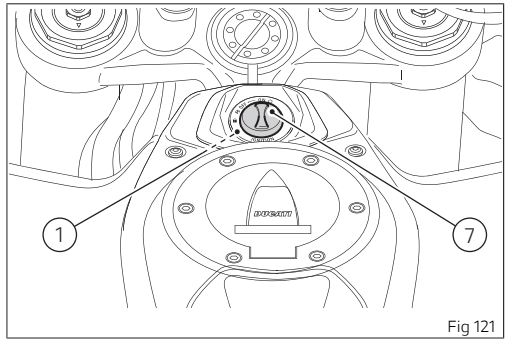


Fig 121

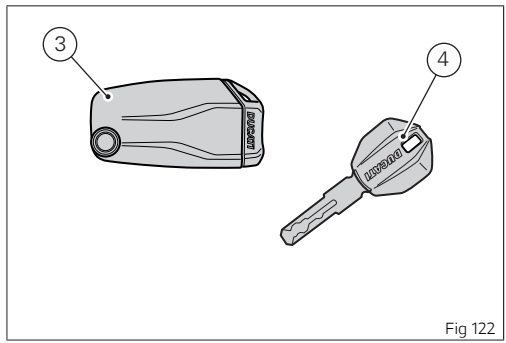


Fig 122

Attention

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

Important

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

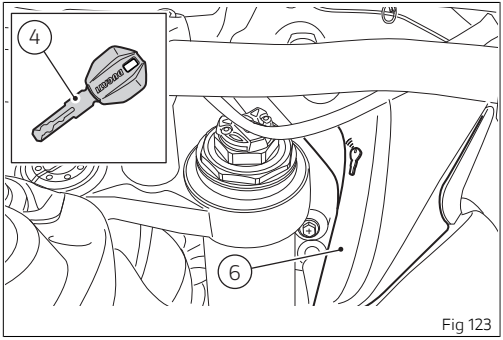


Fig 123

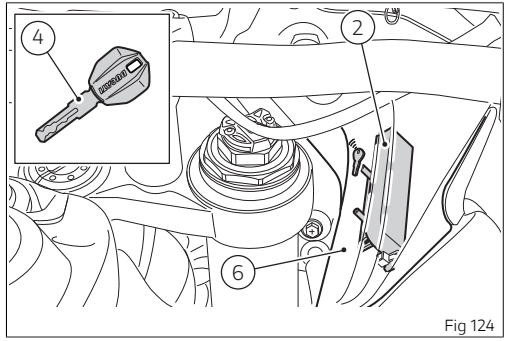


Fig 124

The mechanical part (A) of the key (3) is used to open the fuel filler cap, the seat latch and bag locks.

The metal part (A) of the key (3) remains hidden inside its housing, you can take it out by pressing button (B).

Note

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

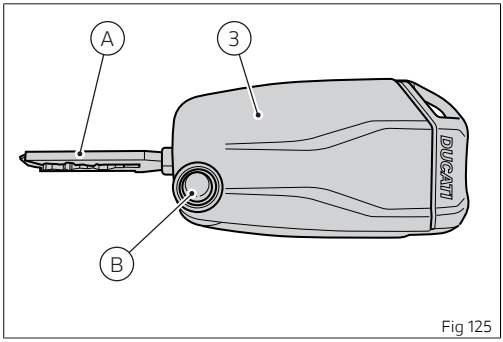


Fig 125

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

Key-On is done turning counter clockwise the button (7) on the Hands Free unit (1), to the “OFF” position.

Note
The active key (3) has a range of approx. 59.05 in (1.5 m), therefore it must be located within this range to be detected by the system.

Key-Off is done turning counter clockwise button (7) on the Hands Free unit (1), to the “OFF” position and also without the key (3).

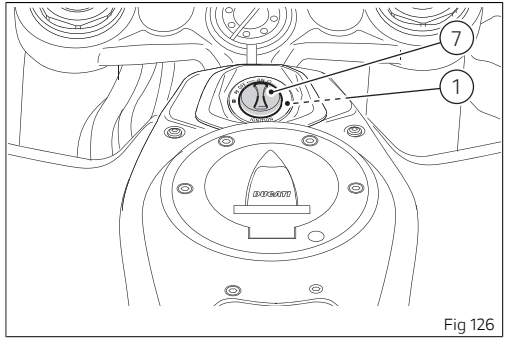


Fig 126

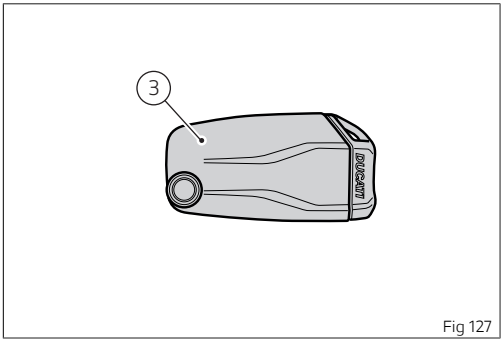


Fig 127

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

Key-On is done turning counter clockwise the button (7) on the Hands Free unit (1), to the "OFF" position and keeping the passive key (4) close to the antenna (2) on the RH inner side of the headlight fairing, close to the pictogram on the panel (6).

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

Key-Off is done turning counter clockwise button (7) on the Hands Free unit (1), to the "OFF" position and also without the key (4).

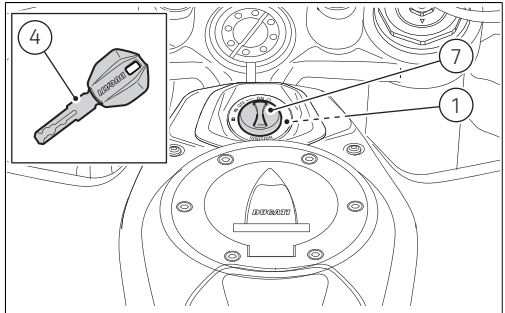


Fig 128

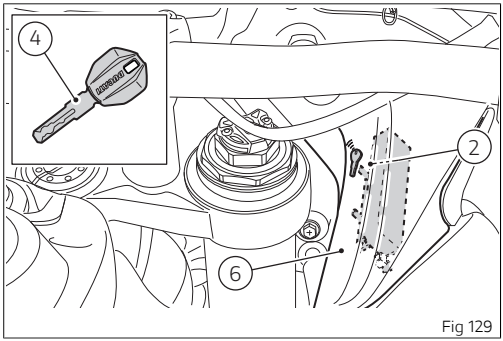


Fig 129

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

Key-On can be performed by turning button (7) on the Hands Free unit (1) without the presence of the keys (3) and (4) and entering the PIN code on the instrument panel.
Key-Off is done turning counter clockwise the button (7) on the Hands Free unit (1), to the "OFF" position.
After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is turned, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. When entering the PIN code, the steering lock is automatically unlocked, if locked, and then the Key-On is performed with ignition authorization. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

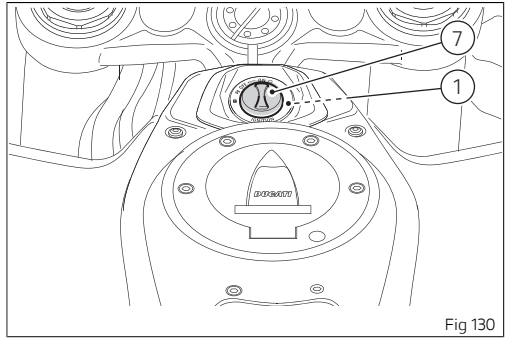


Fig 130

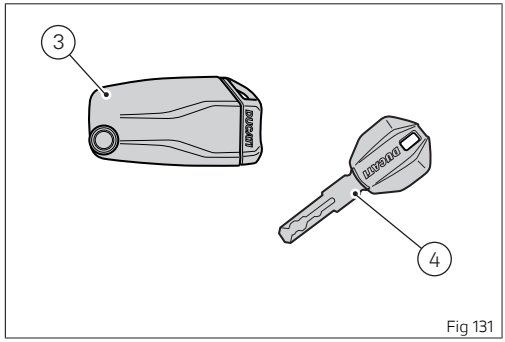


Fig 131

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".
If the motorcycle cannot be turned on using the normal starter button, turn the "emergency" Hands Free button (7) to activate the function.
After turning the button, the instrument panel activates the page for entering the override code.
Refer to section “Restoring motorcycle operation via the PIN code”.

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

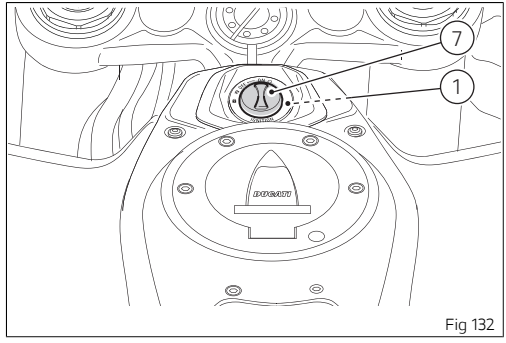


Fig 132

Keys

The Owner receives a set of keys comprising:
- 1 active key (1);
- 1 passive key (2).

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

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).
The metal part returns inside the grip by pushing it in.

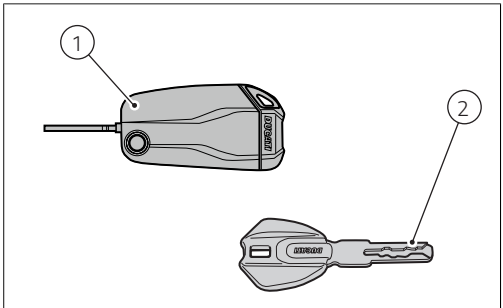


Fig 133

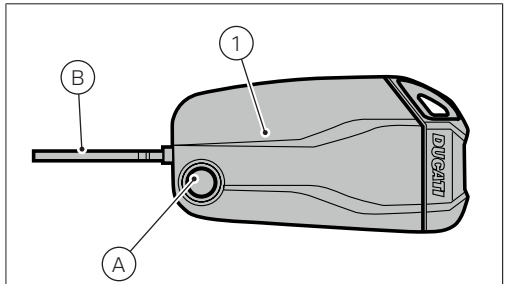


Fig 134

The active key contains a battery (3) that must be replaced when the message “low level” is displayed under the key and battery symbols when the instrument panel is turned on.

Note
In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.

Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.
Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.
Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

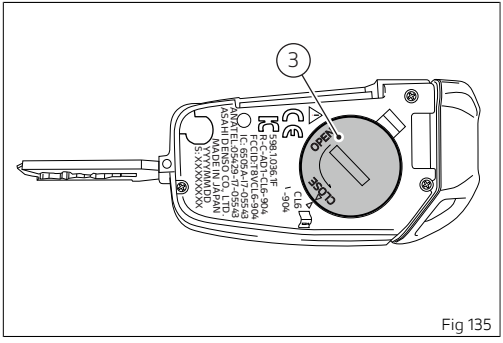


Fig 135

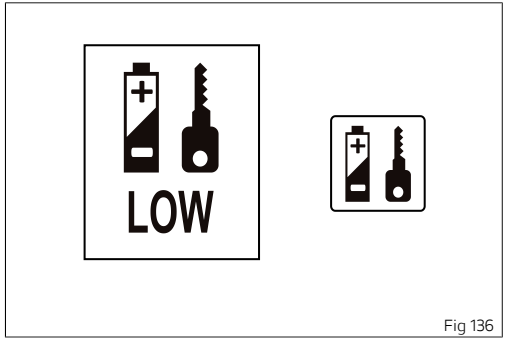


Fig 136

Replacing the battery

Attention

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

Attention

Explosion hazard if battery is changed improperly. Only replace using the same type of battery or an equivalent type.

Attention
Make sure the key is never exposed to high temperatures, for instance on the instrument panel and directly in the sun.

Attention
This symbol (B) warns the user about the presence of important instructions for use and maintenance within the documents delivered with the equipment.

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

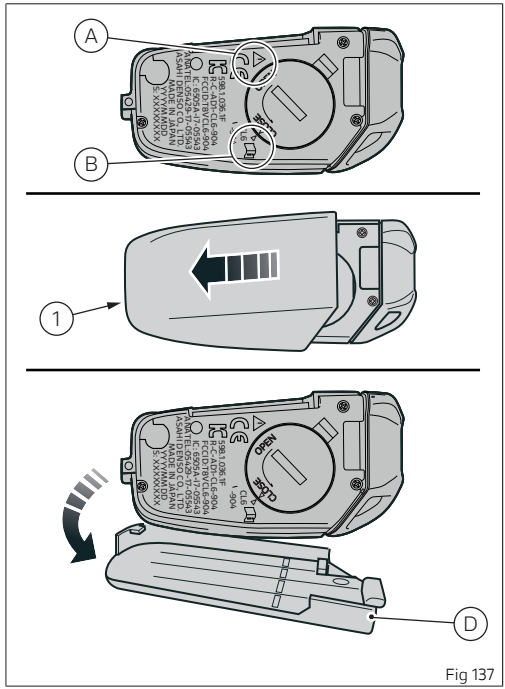


Fig 137

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

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

Attention

Do not swallow the battery, risk of chemical burn.
This product contains a button battery. If swallowed, the button battery could cause severe internal burns and lead to death in just 2 hours.
If you suspect the swallowing of batteries or their positioning in any part of the body, immediately contact a physician.

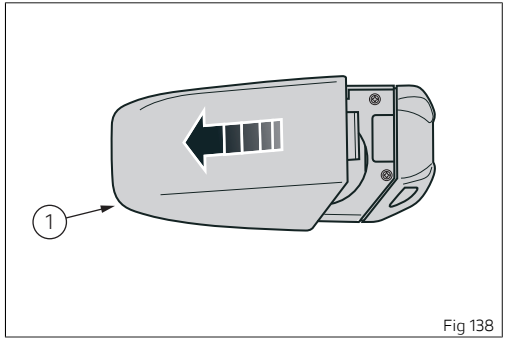


Fig 138

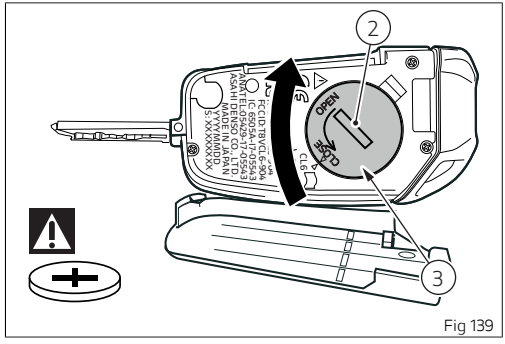


Fig 139

Insert the new battery (3) into the battery compartment with the slot (2) facing upwards. Using a coin of appropriate size applied to the slot (2), rotate the battery (3) anticlockwise to fix it (as indicated by the “CLOSE” indication on the battery).

Important
Only use the required type of battery.

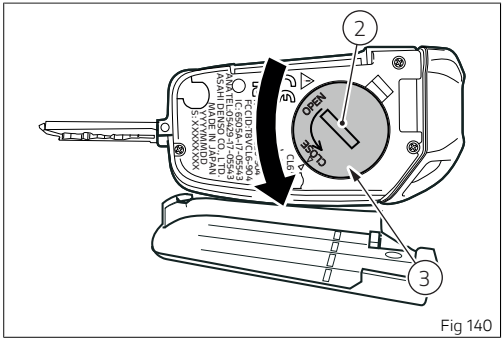


Fig 140

Reinstall the rear plastic shell (1) and push slightly as shown in the figure.
Engage tab (D).

Make sure shells closed properly and that the key is well closed.

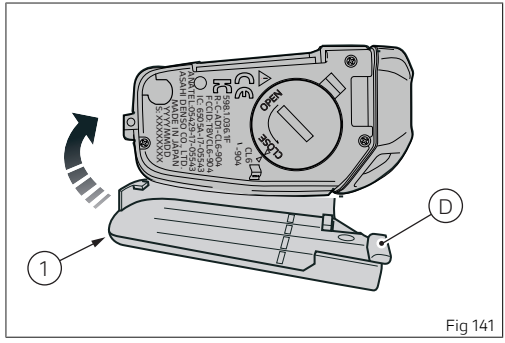


Fig 141

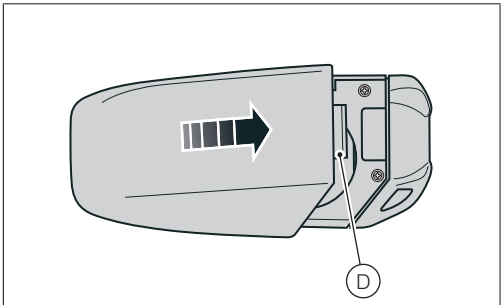


Fig 142

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

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 motorcycle.
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.

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” page 275, the instrument panel displays “PIN Code” with four spaces allowing the rider to enter the digits of the PIN code.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed

from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is set, press ENTER and the instrument panel behavior will be as follows:
- if there is a problem during the PIN check, the instrument panel displays an error for 2 seconds and then passes to the main screen;
- if the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the standard screen.

Important

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

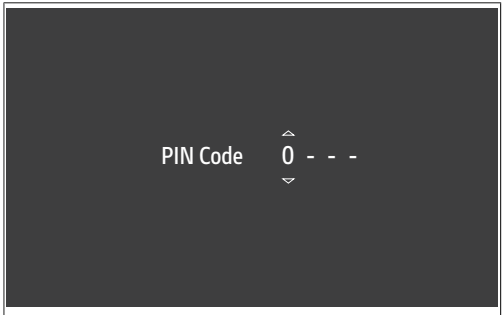


Fig 143

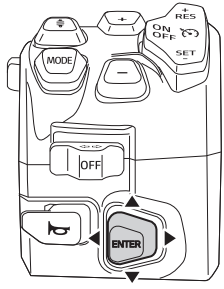


Fig 144

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Working on the front side, turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.

Attention

Set clutch lever when motorcycle is stopped.

Important

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

Note

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

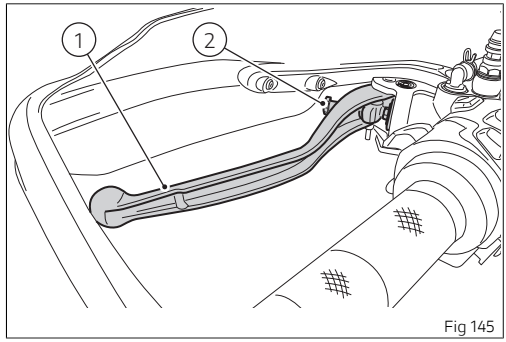


Fig 145

Throttle twistgrip

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

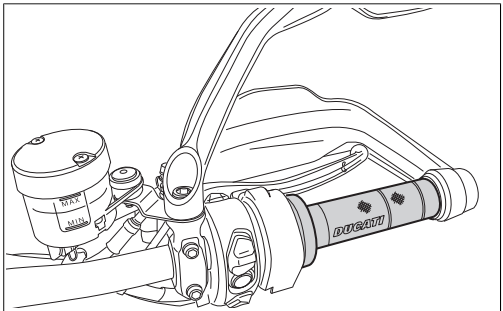


Fig 146

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Working on the front side, turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.

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

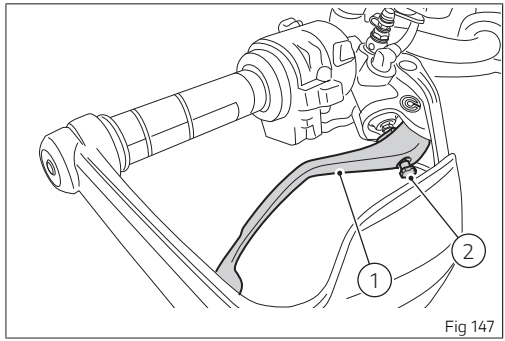


Fig 147

Rear brake pedal

Press the rear brake pedal (1) down with your foot to operate the rear brake.
The system is hydraulically operated.
When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control

(VHC) is activated as described in paragraph "Vehicle Hold Control (VHC)".

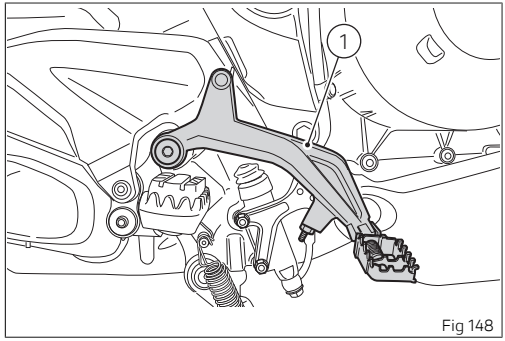


Fig 148

The pedal (A) can be adjusted to two positions:

- In the low (horizontal) position, which is more suitable for traditional (seated) riding.
- In the high position (vertical), which is more suitable for off-road (standing) riding.

Without using any tools, pull the pedal (A) outwards and simultaneously turn it anticlockwise to position it in the high position (vertical).
Repeat the operation in the opposite direction to return to the low position (horizontal).

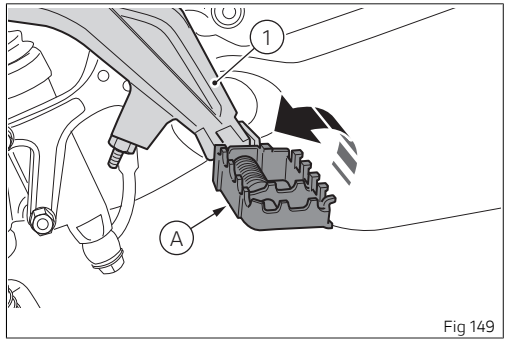


Fig 149

Gear change pedal

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

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

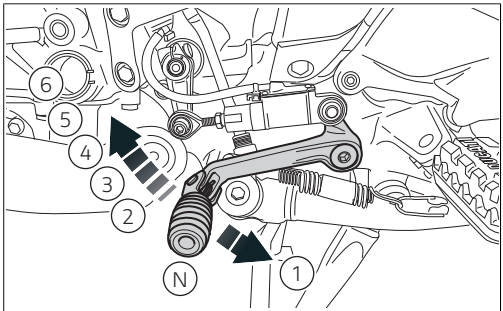


Fig 150

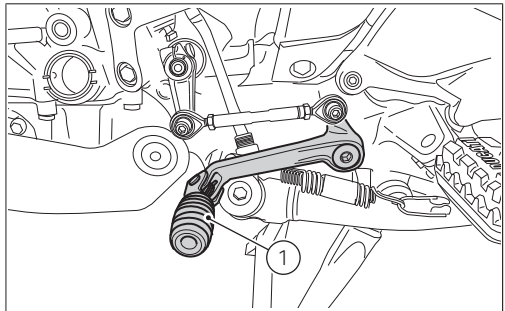


Fig 151

Adjusting the position of the gearchange pedal and rear brake pedal

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

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

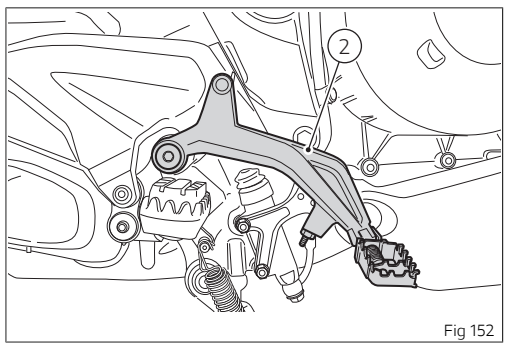


Fig 152

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)	7,000 rpm

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- 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”).
- SIDE PANNIERS AND TOP CASE
  Ensure that the side panniers and the Top Case are securely fastened and check their swinging movement (“Assembling the side panniers”).

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

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.

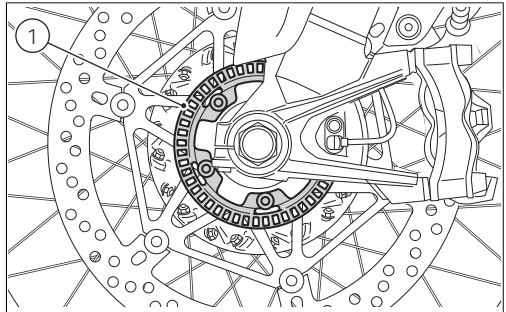


Fig 153

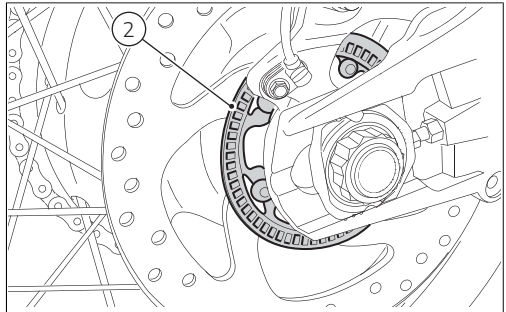


Fig 154

Engine start/stop

Attention

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

Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) as described in section “Hands free”, by pressing button (1) on the hands free unit (2). The instrument panel will perform the initialization and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds.
After this control, only the green light (3) and the red light (4) must remain on.

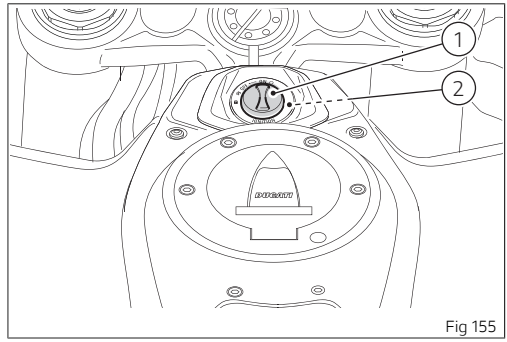


Fig 155

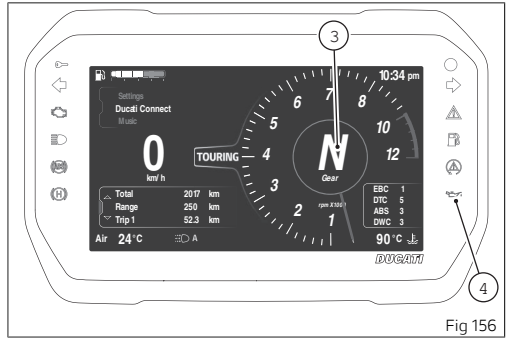


Fig 156

Attention

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

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

Note

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).

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

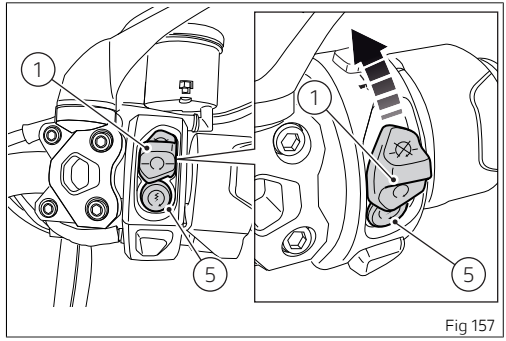


Fig 157

Important

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

Attention

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

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

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

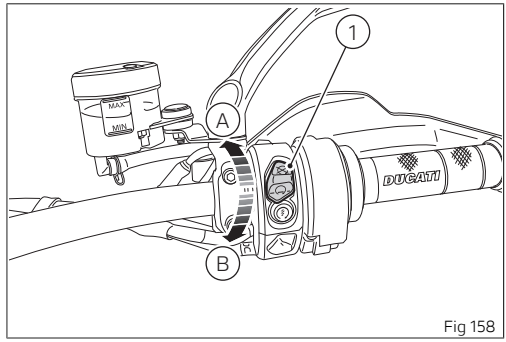


Fig 158

Coming Home Light function

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

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.

Note

The Multistrada V4 Rally has been developed based on reduced consumption and riding comfort concepts. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low rpm under certain conditions, so as to reduce fuel consumption and improve rider and passenger thermal comfort. As speed increases or above a certain acceleration demand, i.e. torque demand from the throttle grip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active for all Riding Modes.
In first gear, the rear cylinder deactivation function is not active.

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.
The front and rear brakes do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on 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.
Turn off the engine by moving the red switch (1) to “RUN OFF” position (B), downward.

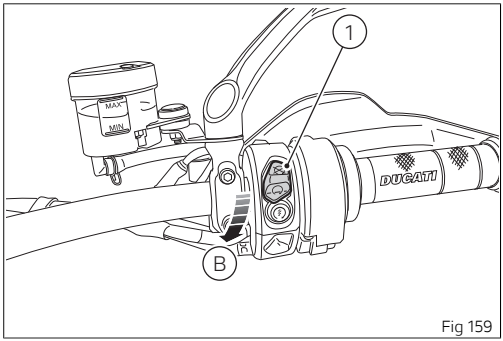


Fig 159

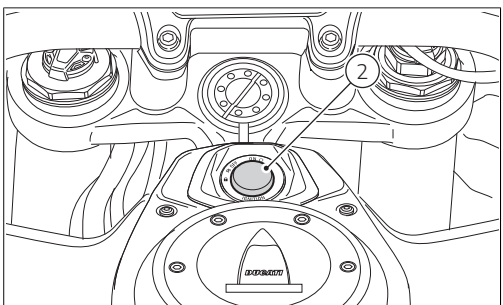


Fig 160

Press button (2) for Key-off.

Parking

Perform the “key-off” via the Hands free system (see page 144).

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

Steering lock activation

If you wish to engage the steering lock (after performing the key-off by briefly pressing the key) while the screen (Fig 161 page173) is displayed, turn the handlebar completely and press and hold button (1) for approx. 2-3 seconds.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

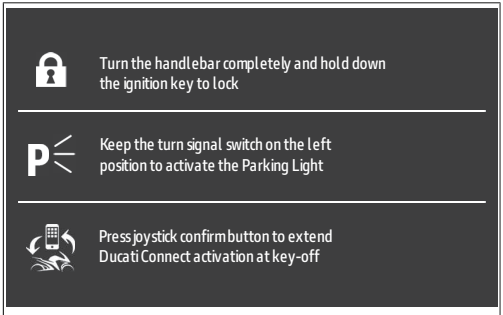


Fig 161

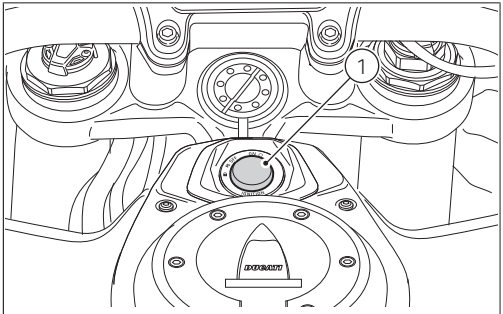


Fig 162

Parking light switching on

If you want to switch on the parking light while the screen (Fig 161 page173) is displayed, press and hold button (2) on the left turn indicator.
After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

Extending the Ducati Connect connection duration

If you want to extend the duration of the Ducati Connect connection, press the joystick in ENTER position (3) while the screen (Fig 161 page173) is displayed.
After this operation, an activation confirmation message will be displayed on the instrument panel. The connection remains active for other 20 minutes.

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

Note

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

Attention

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

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.

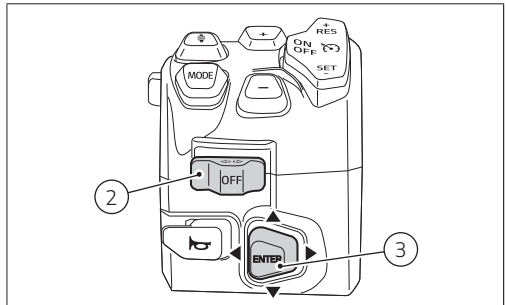


Fig 163

Refueling

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

Warning

The fuel pressure inside the tank may, in extreme cases, cause fuel to “spray” when opening the fuel cap.
Always open the fuel cap slowly and carefully during the refill.
If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

This noise is caused by the discharge of the residual pressure inside the fuel tank. When this noise stops, it means that the residual pressure has been completely discharged.
The situation described above is more likely in hot weather conditions.

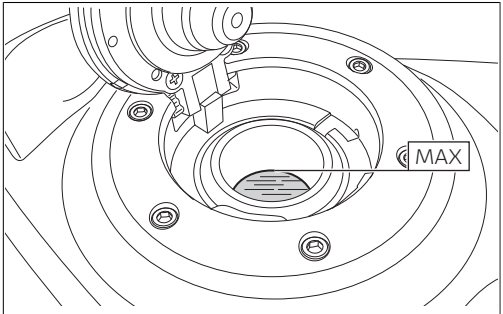


Fig 164

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.

Note
The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

Tool kit and accessories
The tool kit (2) is located under the passenger seat (1) and includes:
3) chain tensioning gage;
4) Allen wrench 0.15 in (4 mm);
5) fuse pliers;

6) quick fix tire repair kit consisting of three cans and relevant accessories.

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

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

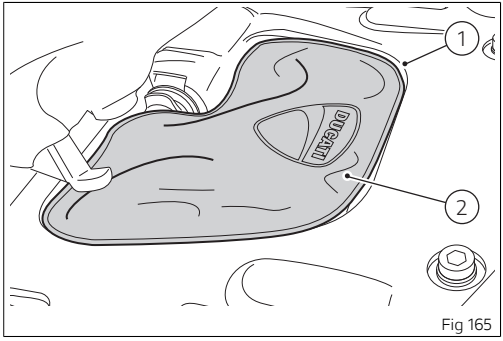


Fig 165

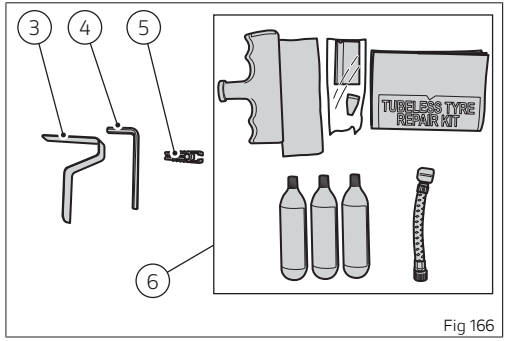


Fig 166

Instrument panel (Dashboard)

Instrument panel

The motorcycle is equipped with a Bosch instrument panel featuring a 6.5" 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

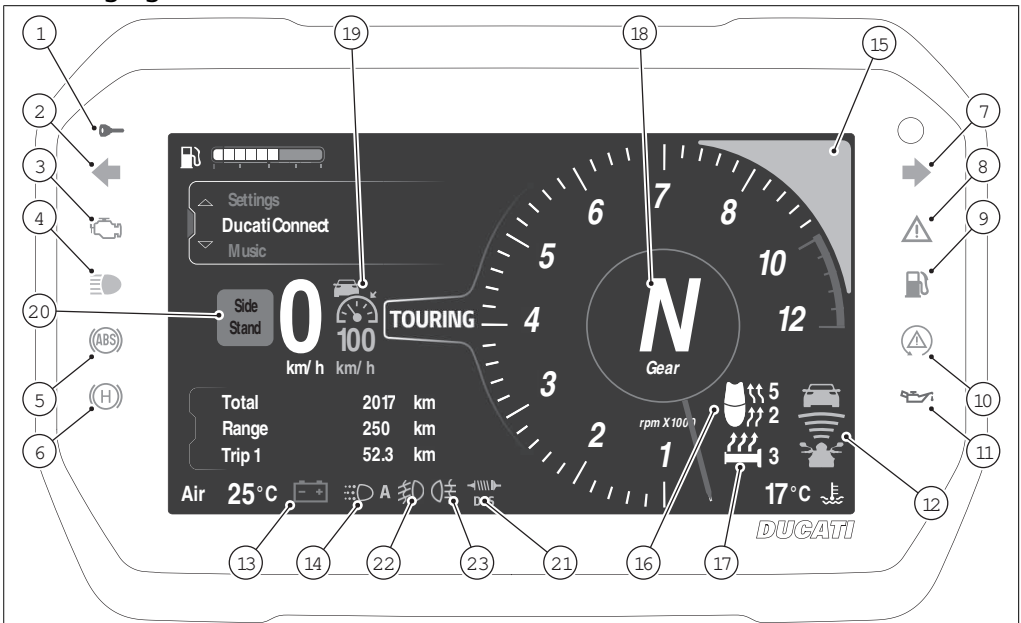


Fig 167

no.	Description	Color
1	Immobilizer	Red
2	Left turn indicator	Green
3	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
4	High beam on	Blue
5	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
6	VHC	Amber yellow
7	Right turn indicator	Green
8	Generic error	Amber yellow
9	Low fuel	Amber yellow

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
11	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
12	Adaptive Cruise Control distance setting	Green (display)
13	Low battery charge level	Red (display)
14	DRL – daytime riding lights on (not present in China and Canada versions)	Green (display)
15	DTC intervention	Amber yellow (display)
16	OPT ACC Heated seat enabled	White (display)
17	Heated handgrips enabled	White (display)
18	Neutral gear	Green (display)
19	Adaptive Cruise Control on	Green (display)
20	Side stand down	Red (display)
21	Electronic suspension diagnostics	Amber yellow (display)

no.	Description	Color
22	ACC Front fog lights on	Green (display)
23	ACC Rear fog lights on	Amber yellow (display)

Important

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

Upon key-on, the instrument panel displays the Ducati logo and carries out a sequential check of the LED warning lights.
After this routine, the instrument panel displays the main page in the mode in use before last Key-Off.

During this check stage, if the 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

The instrument panel features 2 screens containing all information and items required for riding: main screen and Ducati Connect screen, that can be displayed only when the “Ducati Connect” function is activated.

It is possible to change units of measurement through the “Units” function in the “Settings” menu.

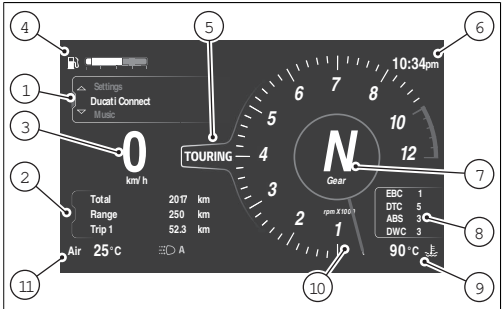


Fig 168

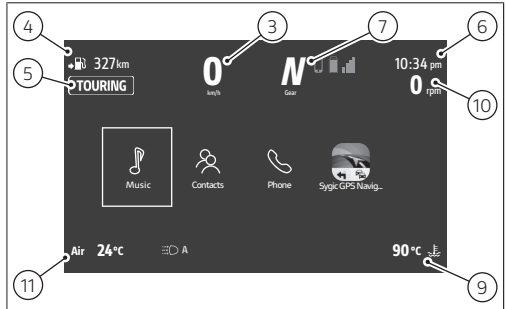


Fig 169

The table lists the available items.

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

no.	Description
9	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.
10	Rev counter
11	Air temperature (°F or °C) **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature.

Interactive menu and Info display

The “Interactive menu” contains a set of functions that can be activated by the rider using the joystick. When a function is activated, a corresponding window is displayed with which you can interact. The list of functions available in the Interactive menu changes depending on the Riding Mode being used.
The available functions are displayed on 3 lines.
The selected function is shown on the center line.

The "Riding info order" menu includes all counters referred to available trip information.

When one of the menus is selected, it is indicated with the active frame (A) and the joystick is used for menu navigation and interaction.
To toggle the selection between "Interactive menu" and "Info display" and vice versa:

- if "Interactive menu" is currently selected, long press and hold the joystick in ▼ position to move the selection to “Info display” (C);
- if "Info display" is currently selected, long press and hold the joystick in ▲ position to move the selection to "Interactive menu" (B).

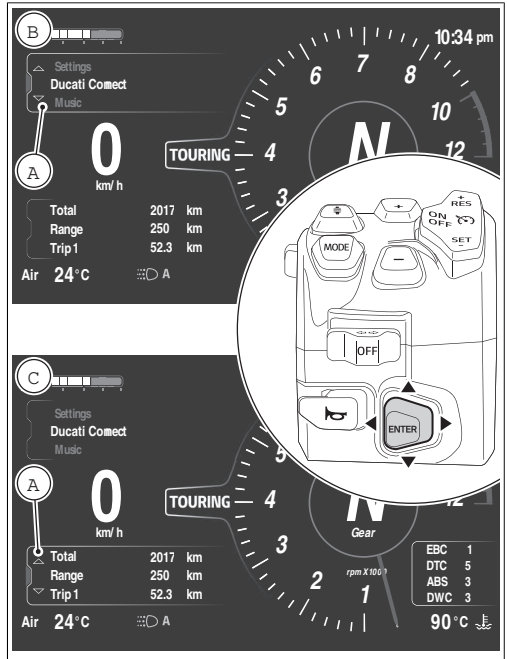


Fig 170

Riding Mode

5 Riding Modes are available: SPORT, TOURING, URBAN, ENDURO, WET.
The name of the active Riding Mode is shown at the center of the display (A).
Each Riding Mode is associated with a different color for the name and rev counter box.

The parameters associated to each Riding Mode are: Power mode, ABS, DTC, DWC, EBC, DQS, Suspension Mode.
For each Riding Mode it is possible to customize the parameters using the “Riding Mode setup” function in the “Settings” menu.

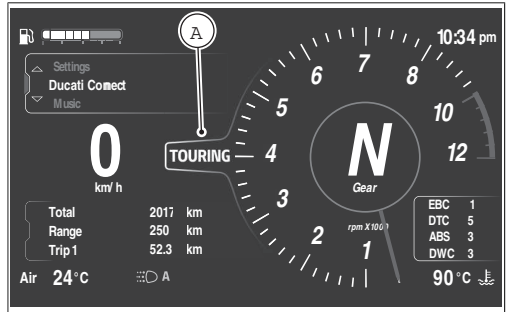


Fig 171

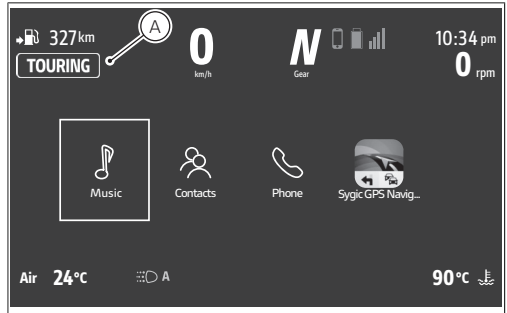


Fig 172

Changing the Riding Mode

- Press button (B).
- The dedicated screen is displayed where, using the joystick ▲ ▼, it is possible to scroll through the available Riding Modes and display the parameters with the relevant set values.
- Press ENTER to confirm.

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

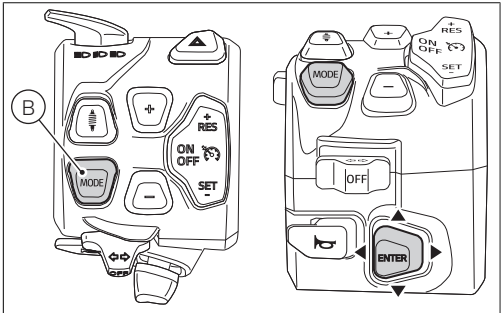


Fig 173

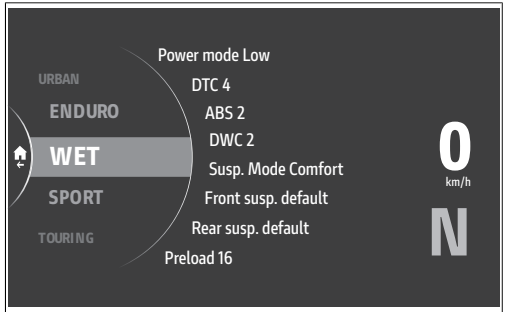


Fig 174

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

- If the throttle control is open, the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and then the main screen is displayed.
- If speed is above 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.

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

Engine rpm indication

Engine revs per minute are displayed using a needle rev counter featuring a gray wake (A).

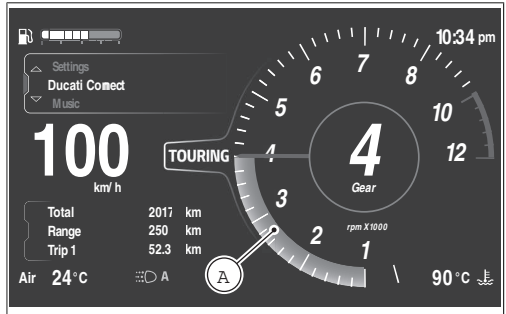


Fig 175

During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.
After the 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 needle 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 rpm value is lower than 1000 rpm, the needle wake is not displayed.

Suspension Mode and Preload

This function makes it possible to display and select Suspension Mode profiles and their associated preload profiles, and to modify the suspension settings for the Riding Mode currently in use.
Suspension Mode profiles can be customized via the "Suspension Mode setup" function in the Settings menu.

Suspension mode profiles can be associated with the Riding Modes via the "Suspension Mode" function within the Settings - Riding Mode Setup menu.

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

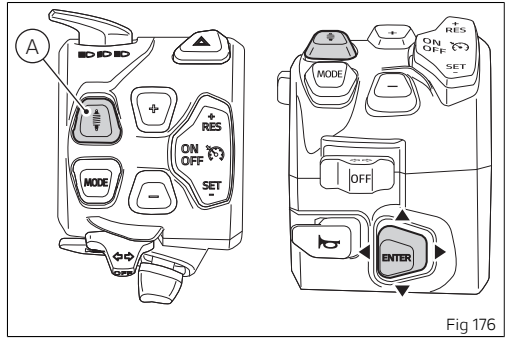


Fig 176

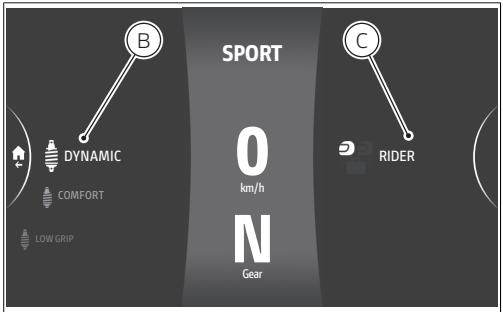


Fig 177

Suspension Mode profile selection

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

Note
For Enduro Riding Mode the available Suspension Mode profiles are “Off-road” and “Auto”.

Preload profile selection

- Press the button (A) to activate the dedicated screen.
- Use joystick ▸ to move the selection to preload profiles (C).
- Use joystick ▲ ▼ to scroll and select the desired preload profile:
  - Rider
  - Rider / passenger
  - Rider / baggage
  - Rider / passenger / baggage
  - Auto-leveling
- Press ENTER to confirm and return to the main screen. To quit the page without making any changes press and hold the joystick in ◂ position for a long time.

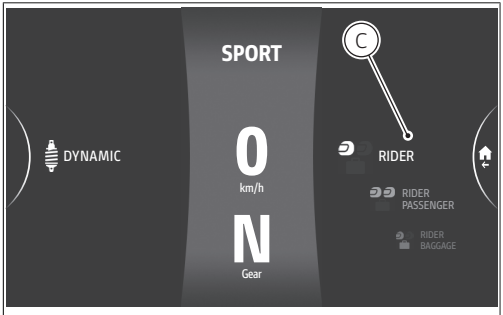


Fig 178

DSS (Ducati SkyHook System)

The DSS (Ducati SkyHook System) is a vehicle dynamics control system affecting suspension hydraulic damping and thus their filtering capacity. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

The DSS system makes use of several sensors present on the motorcycle to define its setup and vertical and longitudinal movements, and instantly adapt suspension damping accordingly. The result of this process is a more comfortable bike, able to better absorb asphalt bumps without affecting vehicle balance or its rideability. Vertical movements as well as sinking and rebound (pitching) during braking and acceleration are minimized.

The DSS system is fully integrated with bike Suspension Modes. By selecting a certain Suspension Mode, the rider can establish the default suspension behavior, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DSS will intervene to correct its behavior regardless of the Suspension Mode that will nevertheless define suspension basic behavior (namely, more comfortable for SM COMFORT and more controlled for SM DYNAMIC).

To better understand this aspect, let's consider the COMFORT and DYNAMIC Suspension Modes, for example. The COMFORT Suspension Mode was set for city use: suspension basic behavior is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more

comfortable. The DYNAMIC Suspension Mode, on the contrary, was devised for a sporty style, more demanding for the bike and requiring a stricter and more controlled basic behavior of the suspension. In both cases, the DSS system intervenes whenever bike behavior - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.

Easy Lift

The “Easy Lift” function, in the conditions listed below, acts on the hydraulic damping of suspensions, reducing their stiffness, in order to facilitate all operations for moving the vehicle when stationary while preserving the state of the battery.

The “Easy Lift” function is enabled in the following conditions:
1) with engine off, if instrument panel is turned on but engine is still off, suspensions are powered, reducing their stiffness, for approx. 3 minutes. Then the suspensions are no longer powered;
2) engine running and vehicle not moving: suspensions are powered normally;
3) with engine on, if engine is turned off but instrument panel is still on, suspensions are powered for approx. 3 minutes. Then the suspensions are no longer powered;

The use of “Easy Lift” function is recommended to facilitate moving the vehicle from the side stand by turning on the instrument panel of the bike before moving it from the stand.

Note

These suspensions, when not powered (key-off or not in the conditions listed above), are particularly hard due to the high hydraulic damping, as it happens when bike is off.
The transition from powered suspensions to suspensions off can be perfectly perceived.

Suspension Mode

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

DYNAMIC	When DYNAMIC Suspension Mode is selected, the DSS system will allow a stiff suspension basic setting, duly optimized for use on good grip roads and with a few bumps. The bike will be very responsive and controlled, allowing the rider to fully exploit it. This Suspension Mode can only be selected in the Road Riding Modes (SPORT, TOURING, URBAN and WET).
COMFORT	When the COMFORT Suspension Mode is selected, the DSS system will allow a suspension basic setting optimized for tourist riding offering a comfortable but controlled basic setting. This Suspension Mode can only be selected in the Road Riding Modes (SPORT, TOURING, URBAN and WET).
LOW GRIP	By selecting the LOW GRIP Suspension Mode, the DSS system will allow a basic suspension setting optimized for riding on low-grip surfaces, maximizing efficiency e.g. on wet asphalt. This Suspension Mode can only be selected in the Road Riding Modes (SPORT, TOURING, URBAN and WET).
AUTO	When the AUTO Suspension Mode is selected, the DSS system will set the suspension according to the type of road and riding style, always offering the correct suspension response when riding on tarmac (when AUTO is selected in the SPORT, TOURING, URBAN and WET road Riding Modes) or on dirt roads (when AUTO is selected in the ENDURO Riding Mode).

OFF-ROAD	When OFF-ROAD Suspension Mode is selected, the DSS will allow a basic suspension setting for a good absorption of off-road typical bumps (especially on dirt roads) and offering a longitudinal dynamics optimized for the off-road grip at touring speeds with OE Pirelli Scorpion Trail II tires and pressure for road use. This Suspension Mode can only be selected in the ENDURO Riding Mode.
OFF-ROAD PRO	When OFF-ROAD PRO Suspension Mode is selected, the DSS will allow a basic suspension setting developed for spoked wheels with specialized tires (Pirelli Scorpion Rally, off-road pressure). This allows for good absorption of off-road typical bumps and offering a longitudinal dynamics for sporty riding, considering the off-road grip. This Suspension Mode can only be selected in the ENDURO Riding Mode.

DSS default setting can be changed using the corresponding menu through the instrument panel. The setting menu allows the rider to increase or decrease the base damping settings characterizing the operation of fork and rear shock absorber for each Suspension Mode. When a SOFT setting is selected, the DSS will change suspension response to be softer, while if a HARD setting is selected, the DDS will on the contrary change suspension response to be harder. These settings are not available for the AUTO Suspension Mode.

Load Mode

The DSS also interacts with the bike load conditions (rider only, rider + panniers, rider + passenger, rider + passenger + panniers).
The selection of a different load condition is made through the LOAD MODE menu and, besides changing rear shock absorber preload to ensure a constant and correct response while riding with a load, it also affects the parameters defining bike dynamic response.

Preload basic setting can be changed as well, through the special menu on the instrument panel. The preload actuator specific range is 0.79 in (20 mm), the instrument panel allows setting preload value among 24 positions; a preload change of 0.03 in (0.83 mm) corresponds to each position and allows any rider to find the optimal setting for each load condition.

The load settings also include the "Auto-leveling" mode, which allows you to automatically adjust the height of the bike by changing the preload position. By selecting the "Auto-leveling" mode, the preload control system learns the current track alignment of the motorcycle and calculates the most appropriate preload setting to restore the default motorcycle height, for example by compensating the sinking caused by an increase in load (passenger and/or panniers). The Auto-Leveling mode is particularly suitable for bike use, as it always guarantees the correct set-up of the vehicle.

Attention

The vehicle dynamics and the DSS performance are strongly affected by the correct bike load indication. Riding the bike with a load setting other than the real one does not ensure system optimal operation. For this reason we recommend the use of the “Auto-leveling” mode, which independently manages the preload of the monoshock to guarantee the correct vehicle set-up. The DSS system was calibrated with bike standard springs. Any change to the components involved in the system could result in a non-perfect behavior of system and bike.

Automatic Lowering Device

This device allows automatically setting the rear suspension preload to the minimum, thus reducing the height of the vehicle to make it easier to put your feet on the ground.

To activate the lowering device:

1) Press and hold button (A) for 2 seconds.

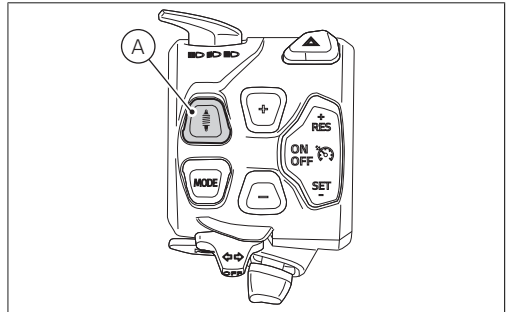


Fig 179

2) As a confirmation of the activation, one of the following icons may appear on the instrument panel, depending on the vehicle condition:

- The indication “Min” (B) will appear if the lowering function is enabled and the preload is therefore set by the system to the minimum level.

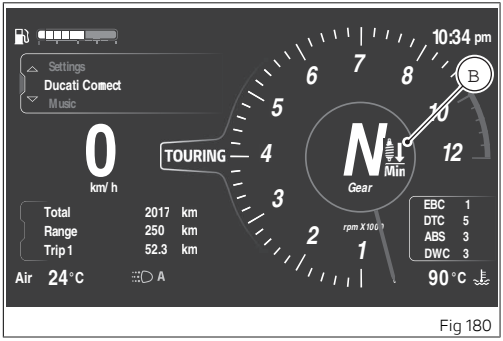


Fig 180

- The indication (C) will appear if the lowering function is enabled and the preload is at the level defined according to the selected Suspension Mode and Load Mode.

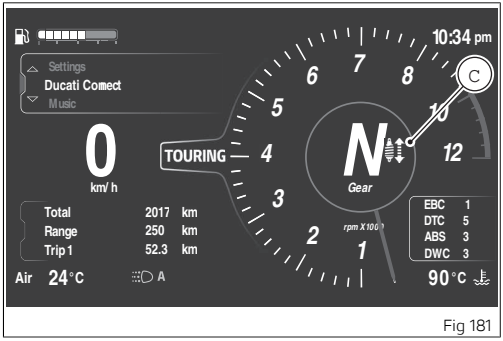


Fig 181

- The indication (D) will appear if the lowering function is enabled and the preload is returning to the level defined according to the selected Suspension Mode and Load Mode.

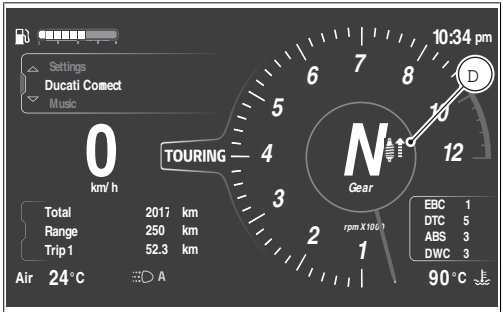


Fig 182

Note

By setting the preload to the minimum, bike track alignment facilitates the foot contact on the ground, for example during city use, but not the leaning angle and the ground clearance.

Note

When the lowering device is activated, the preload is automatically set to the minimum value at speed values below approx. 6mph (10 km/h). The preload returns to the level set according to the selected Suspension Mode and Load Mode when speed exceeds approx. 50 km/h (31 mph) for road Suspension Modes and approximately 20 km/h (12 mph) for off-road Suspension Modes.

Deactivation:

The lowering device can be deactivated at any time by long-pressing the button (A) for 2 seconds. In this case, the indication of the preload level will disappear on the instrument panel and the automatic lowering device will no longer be active.

Info display

The "Info display" menu includes all counters referred to available trip information (A).
To select the "Info display" menu, press and hold the joystick in ▼ position for a long time.
Information is displayed on 3 lines, the selected item is displayed in the second line (B). Once you have selected the “Info display” menu, scroll through the list of information using the joystick ▲ ▼.

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

The units of measurement of the trip information can be changed using the “Units” function in the “Settings” menu.

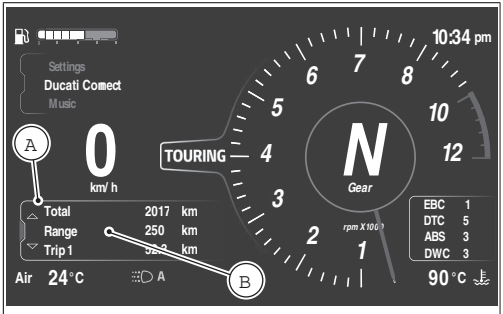


Fig 183

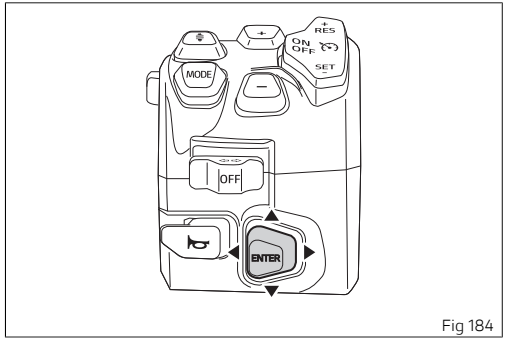


Fig 184

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”.	km, miles
Trip 1	Partial mileage 1	km, miles
Ø consumption 1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip time 1	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles
Inst. consumption	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US
Front tire	Front tire pressure (accessory, visible only if the tire pressure sensor has been installed)	bar
Rear tire	Rear tire pressure (accessory, visible only if the tire pressure sensor has been installed)	bar

Resetting trip 1 information

The “Trip 1”, "Ø consumption 1", "Ø speed 1" and "Trip 1 time" information can be reset by pressing ENTER when selected: "Reset trip 1 info?" and the items "Yes" and "No" are displayed.

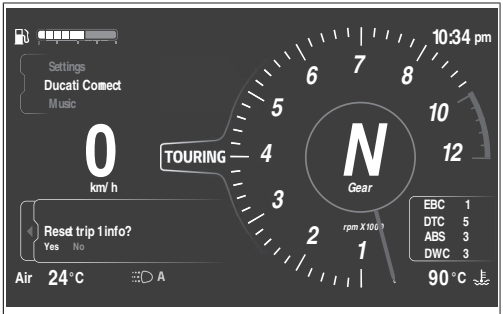


Fig 185

Use the joystick ◂ ▸ to select "Yes" or "No" and press ENTER to confirm your choice.
When the trip 1 information is reset, all the meters that refer to it are reset as well.

Resetting trip 2 information

The “Trip 2” information can be reset by pressing ENTER when selected: "Reset Trip 2 info?" and the items "Yes" and "No” will be displayed.
Use the joystick ◂ ▸ to select "Yes" or "No" and press ENTER to confirm your choice.

Infotainment

The Multistrada V4 RS infotainment system allows devices such as smartphones, rider and passenger helmet intercoms to be connected via Bluetooth, allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

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

For the Bluetooth device pairing and management, use the “Device pairing” function in the Settings menu.

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.

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

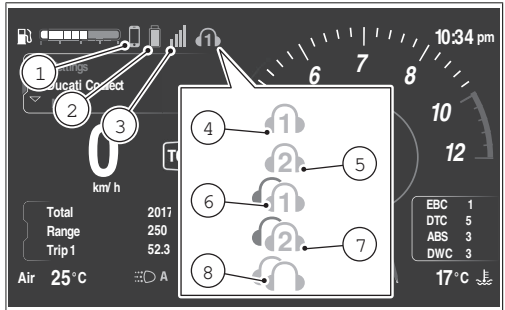


Fig 186

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

Phone

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

To pair the Bluetooth devices use the “Device pairing” function in the Settings menu.

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

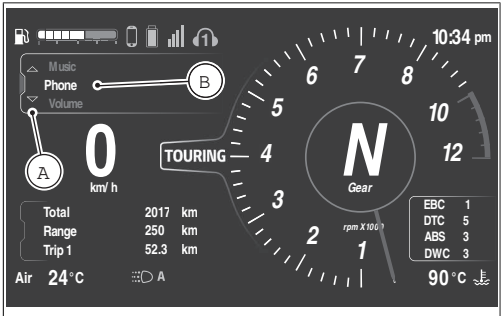


Fig 187

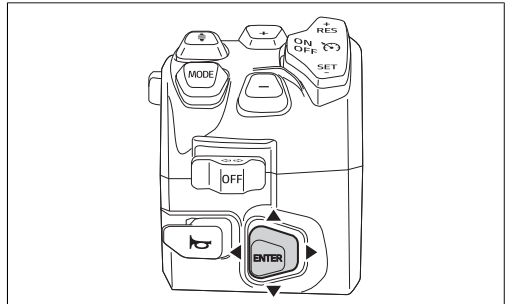


Fig 188

The relevant window (C) is shown listing the last 7 calls made, received or missed. If a number or contact is present several times among the last calls, this is displayed only once.
Use the joystick ▲ ▼ to scroll through the calls in the list. Press ENTER to make a call to the number or contact selected in the list.

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

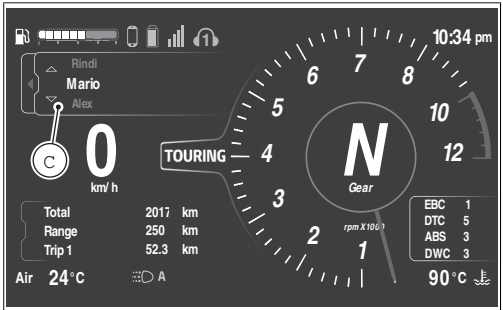


Fig 189

Incoming call

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

Call in progress

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

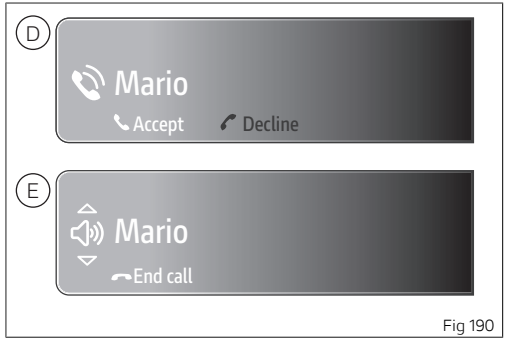


Fig 190

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”: press ENTER to start the call.



Fig 191

Note
The music player will be paused during a call.

Music

This function is present in the Interactive Menu and allows activating, deactivating and managing the music player. This function can only be activated if a smartphone and a (rider or passenger) earphone has been connected via Bluetooth, it is displayed in gray if they are not connected.

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

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

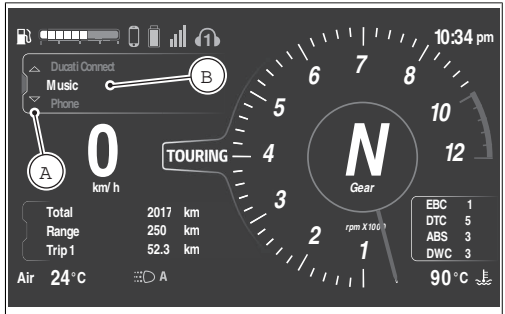


Fig 192

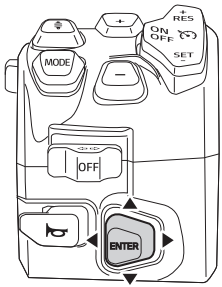


Fig 193

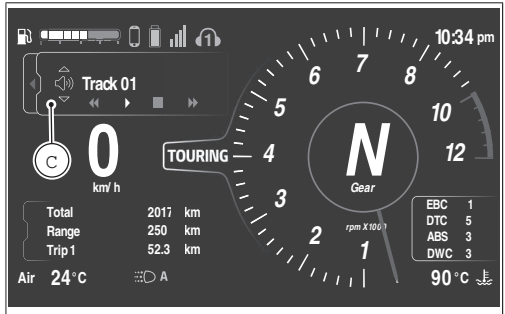


Fig 194

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.

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

Use the joystick to manage the following controls:

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

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

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

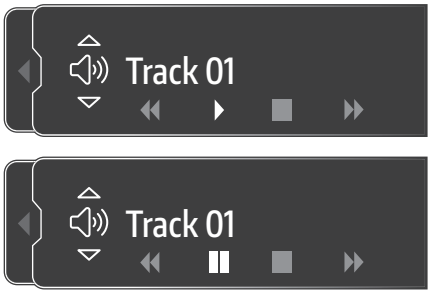


Fig 195

Ducati Connect

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

To perform mirroring, the following conditions must be met:

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

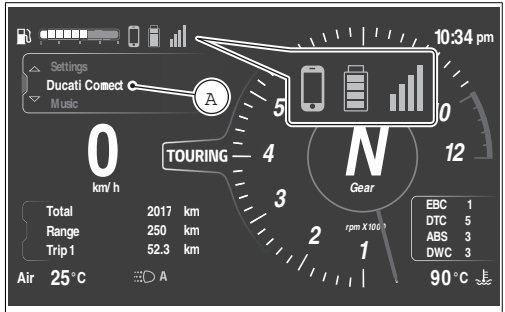


Fig 196

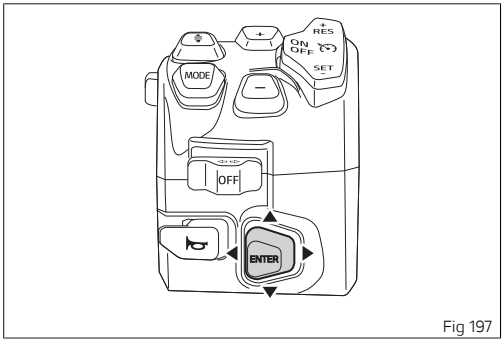


Fig 197

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

First Connection - Mirroring Start-Up

To start mirroring:

- start Ducati Connect app (B) on the smartphone;
- press the bike icon on the app to start “Vehicle mode” (C), then the instrument panel connection waiting screen (D) is displayed;
- when the connection has been established, in order to ensure proper mirroring operation, the smartphone must be unlocked and have the Ducati Connect app active in the foreground (E); therefore, pay attention not to unintentionally lock the screen by pressing the “screen lock” button;
- on the instrument panel, use the joystick ▲ ▼ to select “Ducati Connect” item (A) from the Interactive Menu and press ENTER.



Fig 198

When the Ducati Connect function is connected, the instrument panel interface switches to mirroring mode, with trip information at the upper and lower part of the display and showing a window with the Ducati Connect app interface in the center: the items and apps displayed in the window are managed directly by the connected smartphone.

In mirroring mode, the joystick is only used to navigate inside the items shown in the Ducati Connect window.

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

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

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

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

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

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

Short stop - Mirroring reboot

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

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

Long stop – Mirroring reboot

To start mirroring:

- wait that the phone, battery and network icons turn blue;
- start Ducati Connect app (B,Fig 198 page209) on the smartphone;
- swipe up to switch from “Vehicle Mode” (D,Fig 198 page209) to “Phone Mode” (C,Fig 198 page209);
- press the bike icon on the app to restart “Vehicle mode” (C,Fig 198 page209), then the instrument panel connection waiting screen (D,Fig 198 page209) is displayed;
- when the connection has been established, in order to ensure proper mirroring operation, the smartphone must be unlocked and have the

Ducati Connect app active in the foreground (E,Fig 198 page209);

- on the instrument panel, use the joystick to select “Ducati Connect” item from the Interactive Menu and press ENTER.

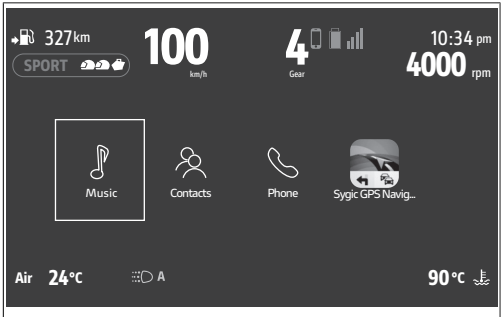


Fig 199

Starting Sygic GPS Navigation

After establishing the connection with Ducati Connect App (for Ducati Connect App connection procedure, refer to section “First Connection - Mirroring Start-Up”):

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



Important

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

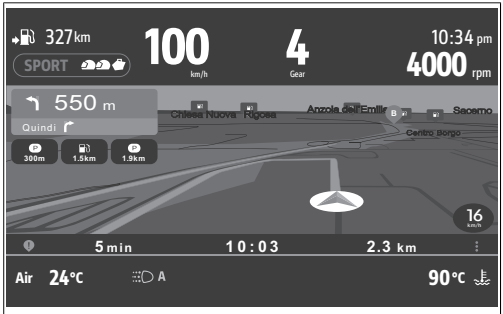


Fig 200

Volume

This function is available inside the Interactive Menu and allows adjusting the volume for navigator, music and phone. This function can only be activated if a smartphone and a (rider or passenger) earphone has been connected via Bluetooth, it is displayed in gray if they are not connected.

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

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

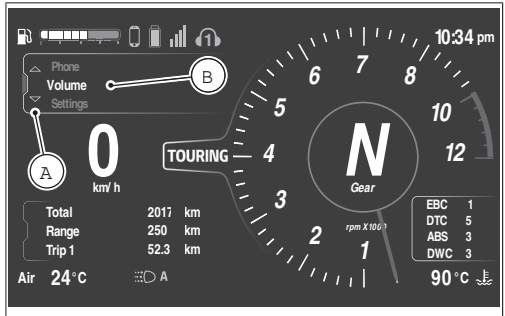


Fig 201

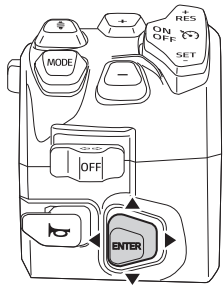


Fig 202

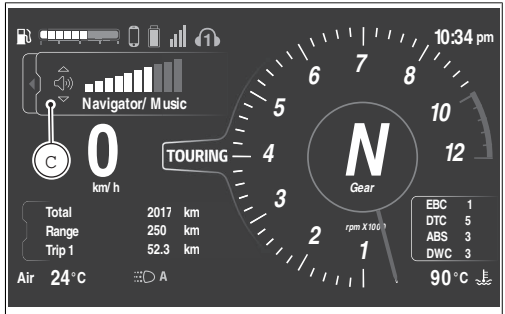


Fig 203

The relevant window (C) is displayed, containing volume controls and the name of the device you are adjusting: “Navigator/Music” (D) or “Phone” (E) in case of phone call in progress.

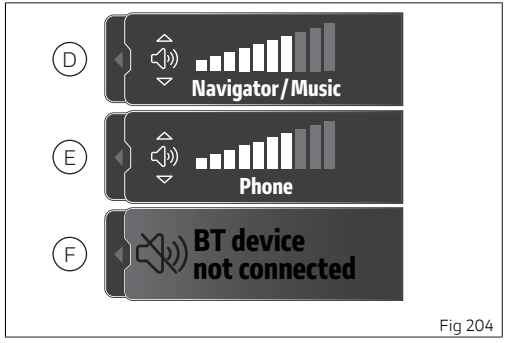


Fig 204

To adjust the volume, use the joystick in ▲ ▼ positions to increase and decrease it.
To confirm the set level and quit the volume control, press the joystick in ENTER position, or press and hold it in ◂ position.

Quick volume function call back

In addition to the “Volume” function available in the Interactive Menu, it is possible to activate the window for volume adjustment (C) at any time, by pressing and holding the joystick in ▸ position for a long time.
In this case, if a smartphone and a (rider or passenger) earphone have not been connected, the “BT device not connected” warning (F) is displayed.

When the screen is displayed in Ducati Connect mirroring mode, it is only possible to activate the volume control function by pressing and holding the joystick in ▸ position for a long time.
The volume control window is displayed in the (G) position.
To confirm the set level and quit the volume control, press the joystick in ENTER position, or press and hold it in ◂ position.

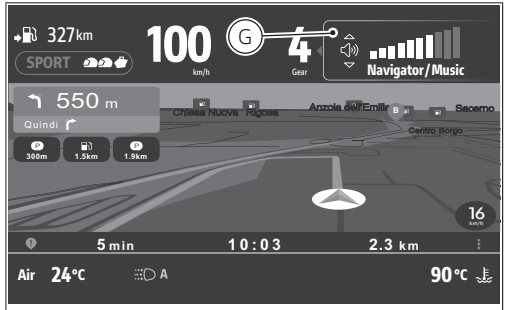


Fig 205

Heated handgrips and seats

Heated handgrips

To activate and adjust the level of the heated handgrips, press button (1): the heated handgrips icon is displayed in large mode (A); each press of the button cycles through the 5 levels and OFF shown next to the symbol.
To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode (B).

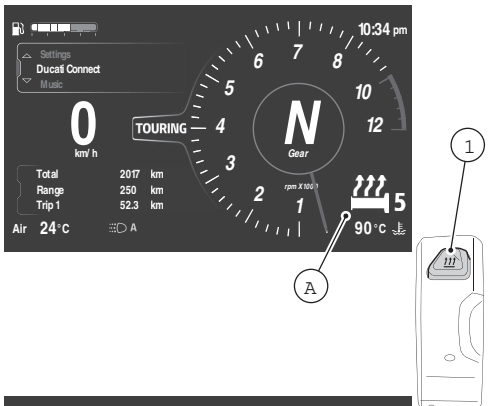


Fig 206

On the Ducati Connect screen, the heated handgrips icon is only displayed in small format (C).

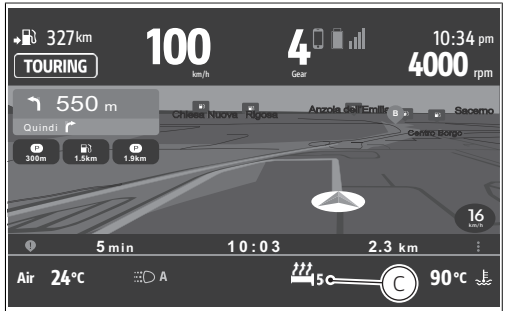


Fig 207

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.

OPT ACC

Heating the rider seat

To activate and adjust the level of the heated rider seat, press button (1): the heated rider seat icon is displayed in large mode (D); each press of the button cycles through the 5 levels and OFF shown next to the symbol.
To confirm the set level, simply do not press the button (1) for 3 seconds: the heated rider seat icon is then displayed in the small mode (E).

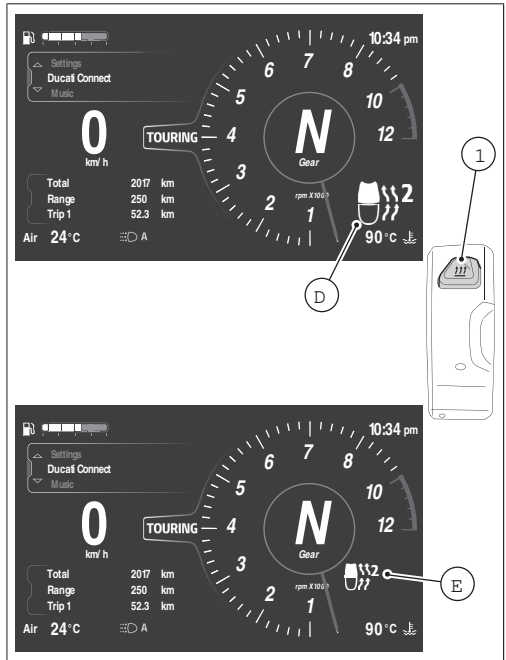


Fig 208

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

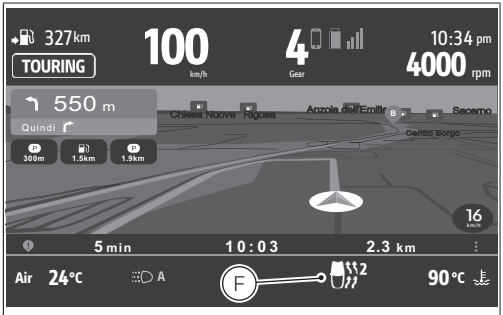


Fig 209

Note

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

OPT ACC

Passenger heated seat

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

- center position to set the level to “Off”;
- position (I) to set the level to “Low”;
- position (II) to set the level to “High”.

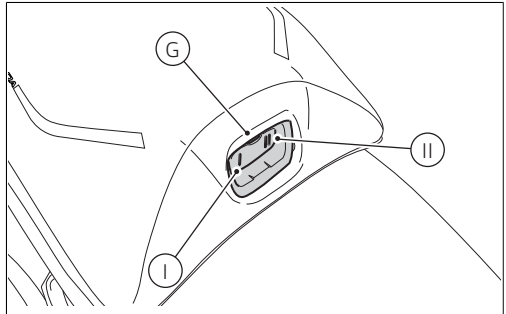


Fig 210

Each level is associated with a heated seat icon (H). This icon is gray when the heating is not active. When heating activates, the icon turns white.

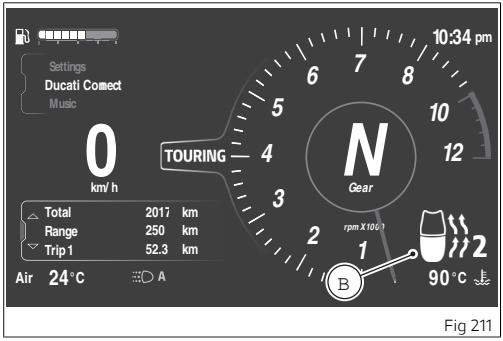


Fig 211

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

OPT ACC

Heated handgrips and rider seat

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

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

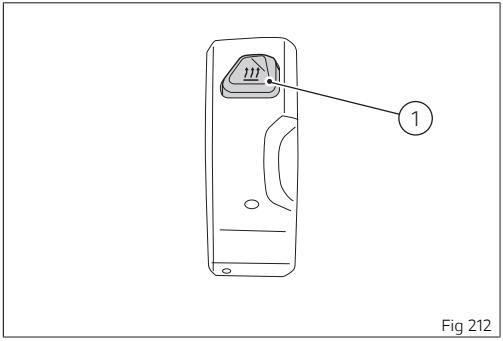


Fig 212

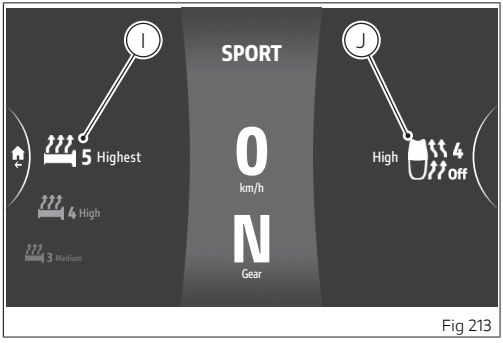


Fig 213

Setting the handgrip heating (I):

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

Rider seat heating setting (J):

- Press button (1) to activate the dedicated screen.
- Use the joystick ▸ to move the selection to the rider seat heating levels (J).
- Use the joystick ▲ ▼ to scroll and select heating levels 1 to 5 and “Off”.
- Press ENTER to confirm and return to the main screen. To quit the page without making any changes press and hold the joystick in ◂ position for a long time.

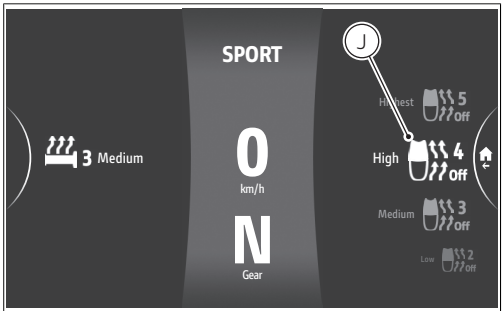


Fig 214

Note

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

Activation/deactivation of last settings

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

Lap

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

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

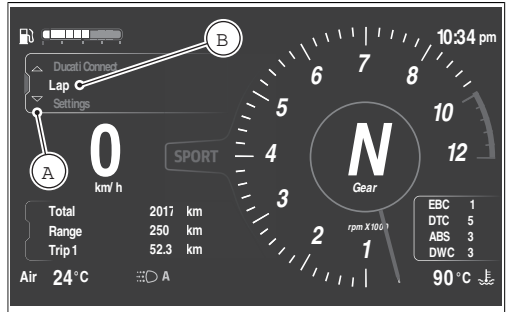


Fig 215

The relevant window (C) is displayed:

- If the function is disabled, “Off” is shown in white with the stopwatch and indication of

the available laps (D) in gray; press ENTER to enable the function.

- If the function is enabled, “On” is shown with the stopwatch and indication of the available laps (E) in white; press ENTER to disable the function.

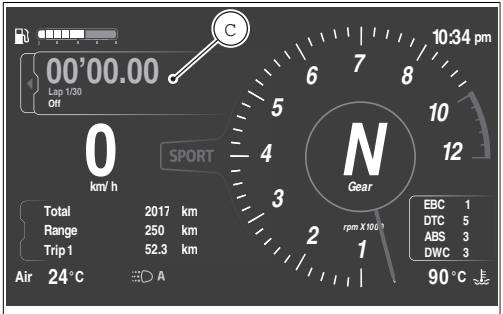


Fig 216

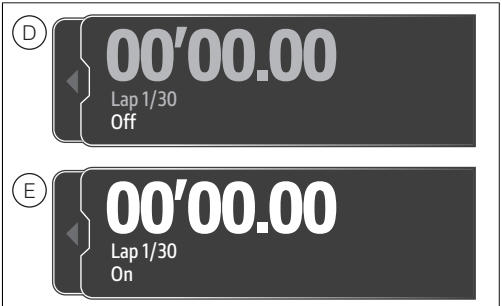


Fig 217

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

The current lap number is shown under the stopwatch. It is possible to record maximum 30 laps. Once the function is activated the flash button (6) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

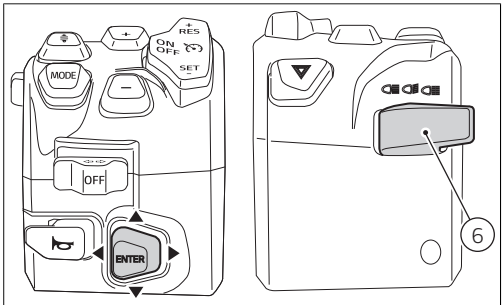


Fig 218

Then, every time the flash button (6) is pressed, the stopwatch flashes for 1 second displaying the time just finished, then returns to displaying the current time.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the just-recorded time flashing for 1 second and then steady on for other 5 seconds, after which it returns to display the time of the current lap, updating the number of laps.
When the 30th lap is reached, the message “Full memory” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Using the "Lap" function in the “Settings” menu it is possible to:

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

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

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

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

The following data are recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM

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

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

Fog lights

ACC

This function is available if fog lights have been installed and allows them to be activated or deactivated.

Front fog lights only

To switch the front fog lights on/off:

- if DRL lights are present, long press and hold button (1);
- if DRL lights are not present, press button (1).

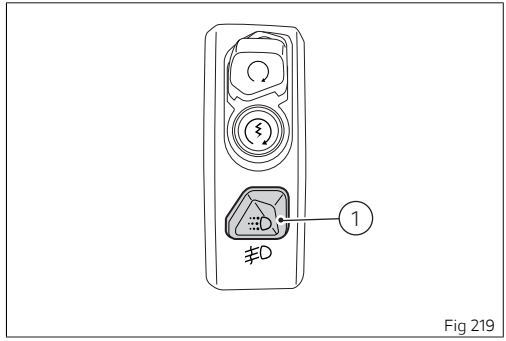


Fig 219

Alternatively:

- Select the Interactive Menu (A) by long pressing and holding the joystick in position ▲ .
- Use the joystick ▲ ▼ to select “Fog lights” (B) and press ENTER.

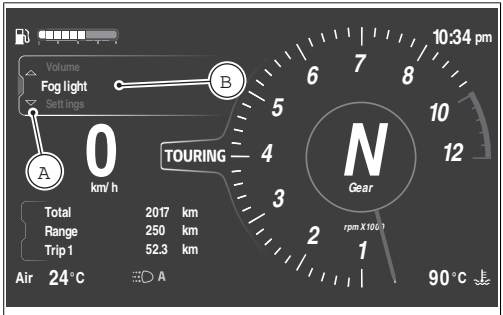


Fig 220

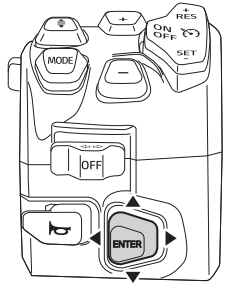


Fig 221

The window (C) with the item “Front fog lights” is displayed. Press ENTER to:

- select the item and turn on the front fog lights;
- deselect the item and turn off the front fog lights.

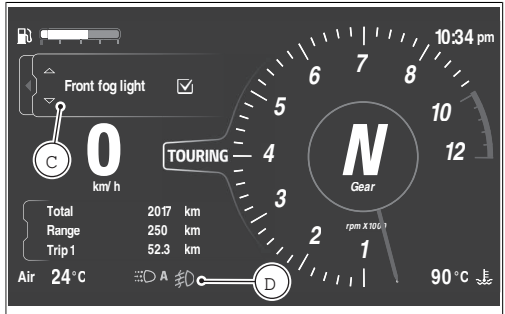


Fig 222

To close the window (C), long press and hold the joystick in position ◂ .
When the fog lights are on, icon (D) is displayed.

ACC

Front and rear fog lights

To switch the front fog lights on/off:

- if DRL lights are present, long press and hold button (1) to activate window (E);
- if DRL lights are not present, press button (1) to activate window (E).

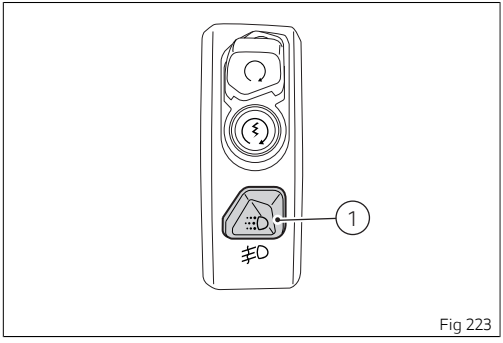


Fig 223

Alternatively:

- Select the Interactive Menu (A) by long pressing and holding the joystick in position ▲ .
- Use the joystick ▲ ▼ to select “Fog lights” (B) and press ENTER.

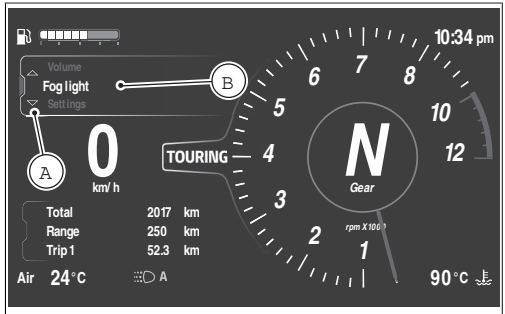


Fig 224

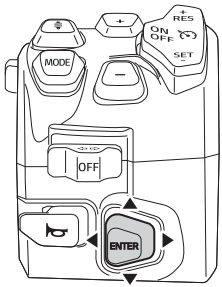


Fig 225

The window (E) is displayed with the items “Front fog lights” and “Rear fog lights”.
Use the joystick ▲ ▼ to select the desired item and press ENTER to activate or deactivate the corresponding light.

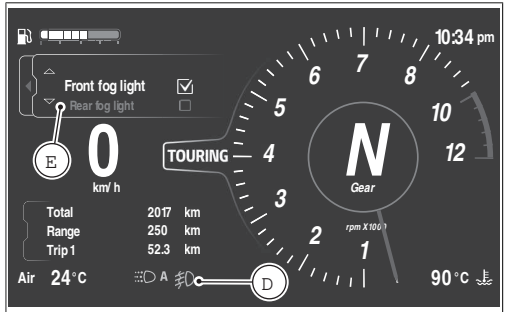


Fig 226

To close the window (E), long press and hold the joystick in position ◂ .
When the fog lights are on, icon (D) is displayed.

ABS

Attention

The ABS can be disabled.

This function is available inside the Interactive Menu and allows deactivating and reactivating the ABS. It is available only in the Enduro Riding Mode.

- Select the Interactive Menu (A) by pressing and holding the joystick in ▲ position for a long time.

- Use the joystick ▲ ▼ to select “ABS” (B) and press ENTER.

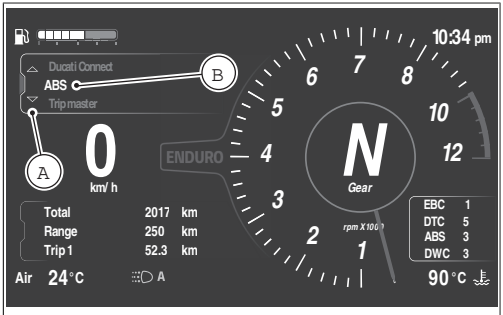


Fig 227

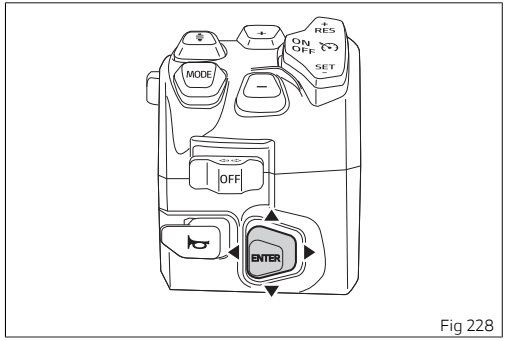


Fig 228

The relevant window (C) is displayed.
The lower part of the window shows the current status “ABS on” and the center of the window shows “ABS off” (D). If ENTER is pressed, “Wait...” is displayed for a few seconds, then the ABS is disabled: “Off” status is shown in the lower part and “ABS on” (E) is shown at the center

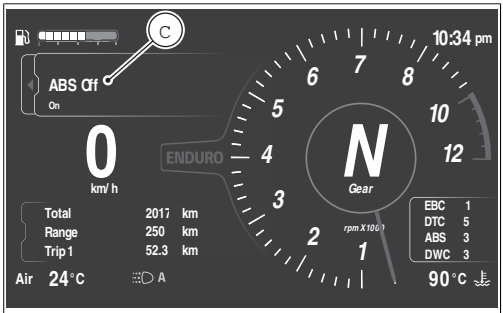


Fig 229



Fig 230

Attention

The window remains active as long as the ABS system is disabled. In this case the window cannot be closed. Press ENTER to re-enable the ABS system: once reactivated, the window returns to the previous condition and it will be possible to close it by pressing and holding the joystick in position ◀ for a long time.

Note

If an error occurs during the status change from On to Off and vice versa, the red Error message is displayed for a few seconds, then the window shows the previous status.

Trip master

This function is available inside the Interactive Menu and calculates the partial distance traveled by the bike. It is available only in the Enduro Riding Mode.

The Trip master calculation can be set to incremental or differential mode. It can also be temporarily stopped and reset to zero.

- Select the Interactive Menu (A) by pressing and holding the joystick in ▲ position for a long time.

- Use the joystick ▲ ▼ to select “Trip master” (B) and press ENTER.

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

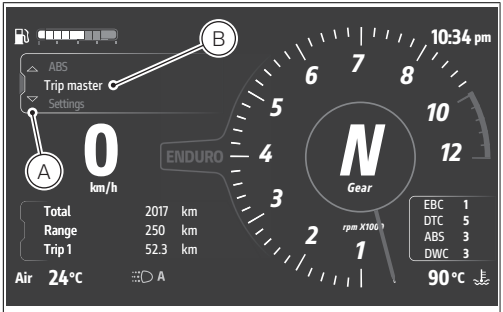


Fig 231

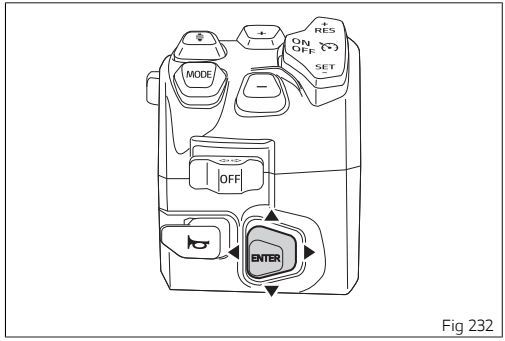


Fig 232

The relevant window (C) is displayed, with the following controls available:

- “On” or “Off” to activate or deactivate the counter (D);
- ▸ play or ⏸ pause to start or stop the distance calculation (E);
- ↻ reset to reset the meter (F);
- ⏶ incremental or ⏷ differential to change the distance calculation mode (G).

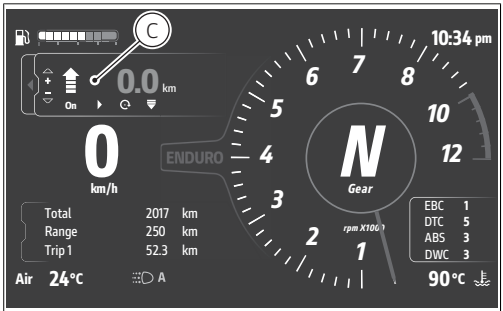


Fig 233

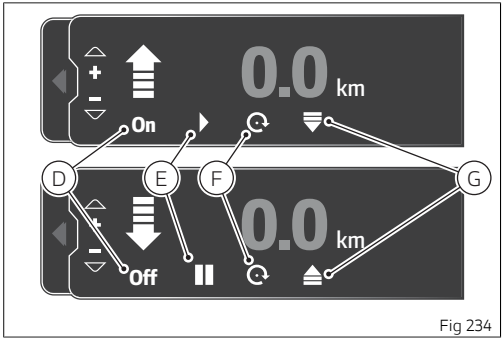


Fig 234

The counter is displayed in km or miles and with the arrow showing the traveled distance counting mode (incremental or differential).
If the function is disabled, only “On” control is active: press ENTER to activate the function and enable all controls.
Individual controls can be selected via the joystick ◂ ▸ : when a control is selected, it is displayed in white, pressing ENTER will operate the control.
When Trip master is paused the number flashes.

Note

By using the joystick in up ▲ or down ▼ position, you can increase or decrease the counted distance at any time (specific function for Roadbook navigation).

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

If the counter in differential mode reaches 0.0 km or miles, the Trip master count is paused and the counting mode switches to incremental.

The units of measurement can be changed using the “Units” function in the “Settings” menu.

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.

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

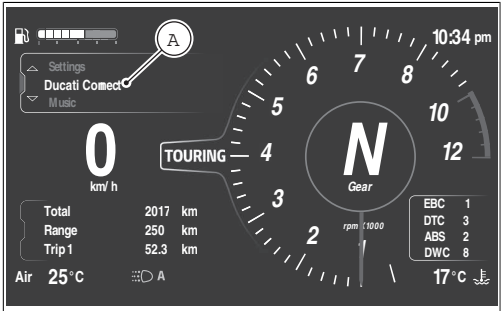


Fig 235

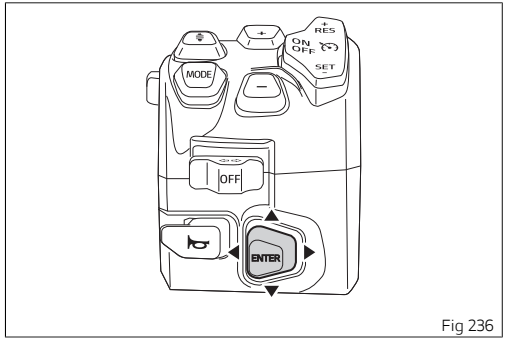


Fig 236

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

- Riding Mode setup
- Suspension Mode setup
- Riding info order
- Fuel indicator
- DRL (if any)
- Coming home light
- Brightness
- PIN Code
- Blind Spot Detection
- Date and time

- Service
- Lap
- Tire calibration
- Tire pressure (if available)
- Device pairing
- Trip master precision
- Turn signals
- Language
- Units
- Info

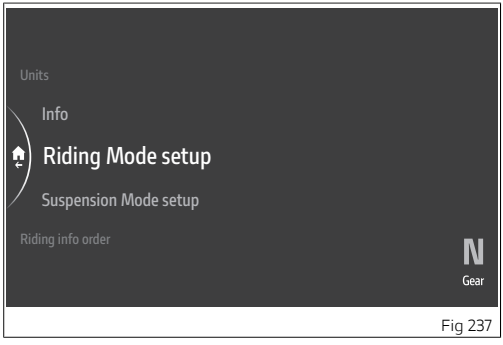


Fig 237

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

- ▲ up and down ▼ to scroll and select the available items;
- ENTER to confirm the selected item;
- ◂ short left press to exit a sub-menu;
- ◂ long left press to exit the Settings menu and return to the initial page.

Settings – Riding Mode setup

This function allows customizing each Riding Mode.

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

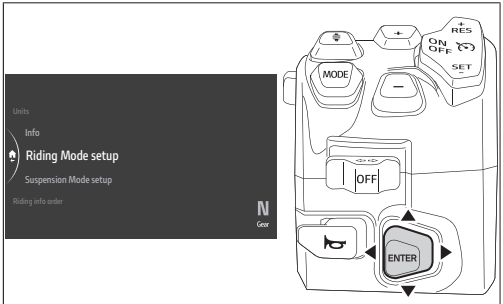


Fig 238

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

Use the joystick ▲ ▼ to select the Riding Mode you want to customize and press ENTER.

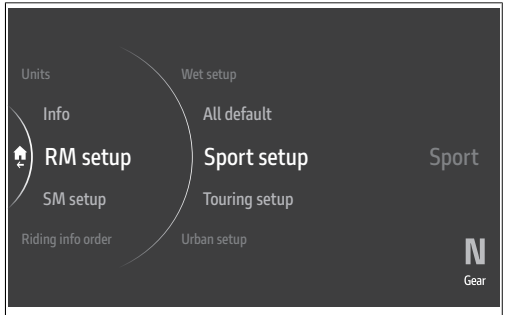


Fig 239

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

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

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

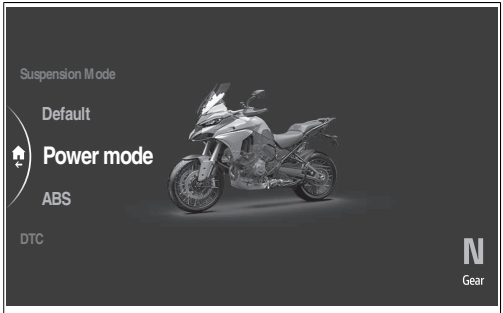


Fig 240

Attention

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

Settings – Riding Mode setup – Power mode

This function allows setting the engine power.

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

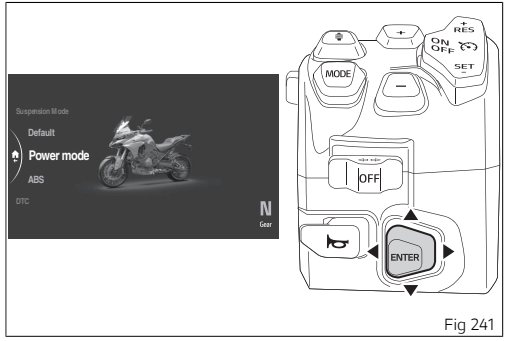


Fig 241

Levels “High”, “Medium”, “Low”, “Off-Road” are displayed on the left. While the currently set level is shown on the right. The bike is shown in

the middle with the part involved in the setting highlighted and the reference indications.

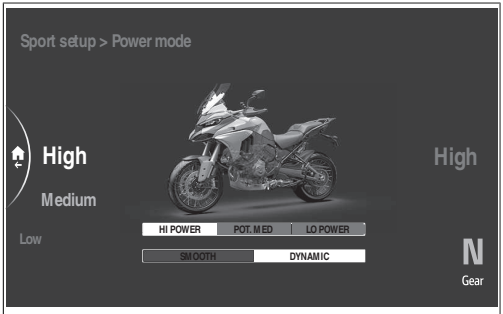


Fig 242

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

Settings – Riding Mode setup – ABS

This function allows setting the ABS intervention level.

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

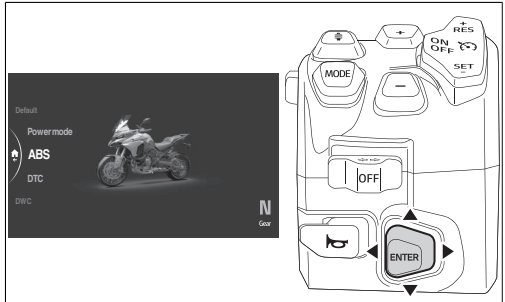


Fig 243

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

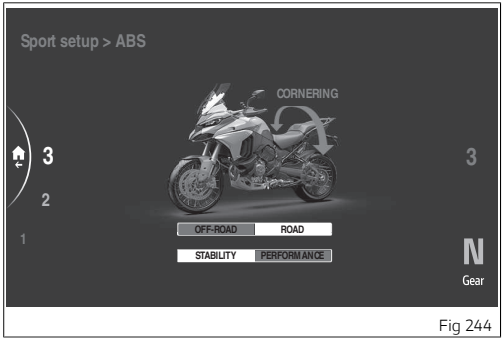


Fig 244

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

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled 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 do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. (“front-to-rear”).
Similarly, the system also includes an electronic combined braking action that allows the front braking system to be actuated when the rear braking system is actuated (“rear-to-front”).

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

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

Attention

Although combined braking is available, using the two brake controls separately reduces the motorcycle braking power.

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

Attention

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

Attention
The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the 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.

Attention
In case of system fault, contact a Ducati Dealer or Authorized Service Center.

ABS intervention level table
The ABS system fitted to this bike is a safety system preventing wheel lock-up while braking, adopting different strategies depending on the selected level. The ABS features 3 levels, one associated to one or more Riding Modes.
The following table indicates the most suitable level of ABS intervention for the various riding types as well as the default settings in the "Riding Mode" that can be selected by the rider.

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	
1	OFF-ROAD	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS set to this level only works on the front wheel, allowing the rear wheel to lock (to aid braking on dirt surfaces) and has front-to-rear off-road combined braking activated. In this level, the system does NOT control lift-up and does NOT have cornering function enabled.	It is the default level for the “ENDURO” Riding Mode.

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

Electronic combined braking is automatically adapted to the estimated load of the motorbike, improving braking efficiency and stability under all load conditions (rider-only to when carrying full load).

Attention

The ABS OFF level can only be activated via the “ABS” function in the Interactive Menu, visible only if the Riding Mode is set to “ENDURO”.
ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

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

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

Selecting level 3 of the ABS ensures a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up, and to front-to-rear and rear-to-front combined braking (the latter only available on the S version), allowing the motorcycle to keep a good alignment during the whole braking action. This level features active cornering function which, with vehicle leaning over, prevents wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
Selecting level 2, the ABS will privilege more the braking power than stability. This level only provides for the front-to-rear combined braking and the cornering function. This level also features the lift-up control, but it only controls the angle and speed of rear wheel lift-up without preventing it altogether.
ABS level 1 is specific for off-road use and ABS is active only on the front wheel and includes a front-to-rear combined braking strategy specially calibrated to help braking performance on dirt roads. In this level there is no lift-up control nor cornering feature. At this level, a control to limit rear wheel slip is active, but only when the combined braking function is activated: it is always possible to lock the rear wheel by braking with the pedal.

Settings – Riding Mode setup – DTC

Attention

When the DTC is set to Off, the DWC is also automatically set to Off, so both the wheelie control and the vehicle dynamics 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 preset intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for track use and very expert riders because it is less sensitive to slipping and intervention is thus rarer.

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

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

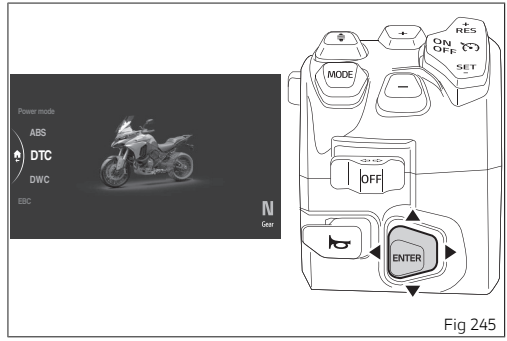


Fig 245

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

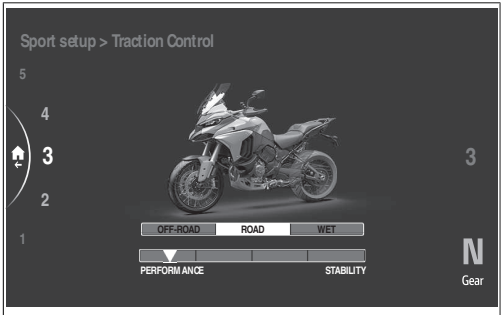


Fig 246

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

Attention

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

DTC system

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

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

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
3	SPORT / TRACK	This level is designed for road and track use, with good grip conditions, for very expert riders.	
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the “SPORT” riding mode.
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the “TOURING” Riding mode.
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the “URBAN” riding mode.
7	RAIN	This level is designed for road use, when surface is wet.	
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	It is the default level for the “WET” riding mode.

Tips on how to select the intervention level

Attention

Excellent operation of the DTC system, for all available levels, is ensured only with the 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.

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.

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

Levels 1 and 2 were specifically designed for off-road use and do not ensure a correct control of traction loss on asphalt.

The choice of the correct level mainly depends on the following 3 parameters:

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

Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).
Poor grip requires a higher level that ensures a more aggressive DTC intervention.

Level depends on type of path

If the path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding 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 the track

We recommend that level 6 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

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

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

Recovery in case of error

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

power modulation will be applied other than that requested by the user.

Settings – Riding Mode setup – DWC

Attention

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level 8 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.

Stabilization of dynamics

The DWC also assists the rider in stabilizing the vehicle dynamics at high speed by modulating the torque delivered by the engine in a controlled manner. This assistance, which is normally not necessary, could be useful, depending on the load, under particularly unfavorable conditions such as worn tires, incorrect tire inflation pressure, external disturbances due to strong winds or uneven road surfaces. In these conditions, the DWC system assists the rider by adjusting the vehicle acceleration. As with other control systems, it does not, in any way, replace the rider's action. In case of intervention of the DWC system for wheelie control or for the stabilization of the vehicle dynamics, the warning light on the dashboard is lit.

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

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

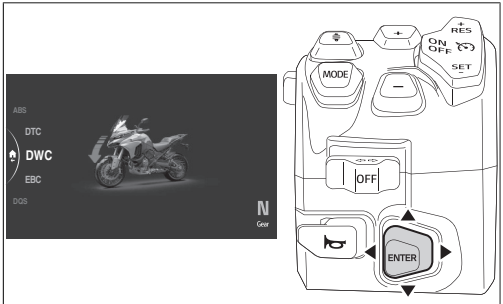


Fig 247

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

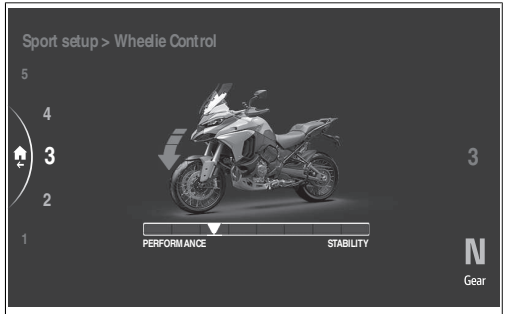


Fig 248

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

Attention

DWC is a rider aid that can be used 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 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.

DWC system

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

DWC LEVEL	USE		DEFAULT
OFF		The DWC is disabled.	It is the default level for the “ENDURO” riding mode.
1	HIGH PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
2	PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
3	SPORTIVE	Track use and road use for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the “SPORT” riding mode.

DWC LEVEL	USE		DEFAULT
4	SPORTIVE	Track and road use for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	
5	SAFE & STABLE	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 “TOURING” riding mode.
6	SAFE & STABLE	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” riding mode.
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the bike's proneness to do wheelies and sensitively intervenes in case of wheelie.	
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the bike's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	It is the default level for the “WET” riding mode.

Tips on how to select the intervention level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the original equipment drive ratio of the motorbike and with OE 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.

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.

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

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

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

The rider's experience

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

Load condition

The level used is also related to the load level on the bike. If riding with panniers or passenger, it is recommended to increase the level normally used by 1 step. If riding at full load, it is recommended to increase the level normally used by 2 steps.

Level depends on type of path

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

Tips for use on the road

Activate the DWC, select level 8 and ride the bike in your usual style; if the level of DWC sensitivity seems excessive, try reducing the setting to level 7, 6, 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 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

Recovery in case of error

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

Settings – Riding Mode setup – EBC

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

System 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.

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

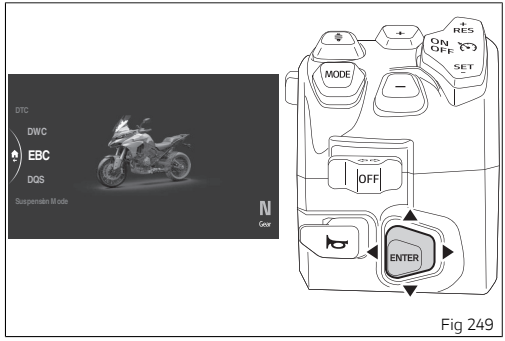


Fig 249

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

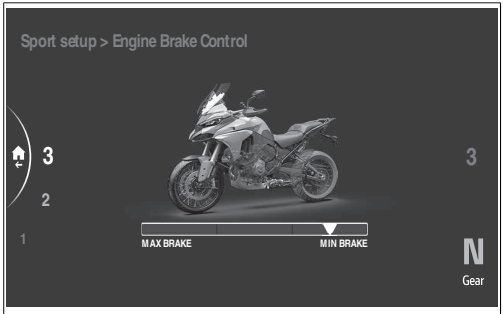

Sport setup > Engine Brake Control
3
2
1
3
MAX BRAKE
MIN BRAKE
N
Gear

Fig 250

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

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

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

Tips on how to select the 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. 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.

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 the engine brake levels are increasing progressively; with level 1 you set the maximum engine brake level possible.
The choice of the correct level mainly depends on the following parameters:

1) The grip (type of 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.

Level depends on grip conditions

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

Level depends on type of track

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

Settings – Riding Mode setup – DQS

This function allows activating or deactivating the DQS system.

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

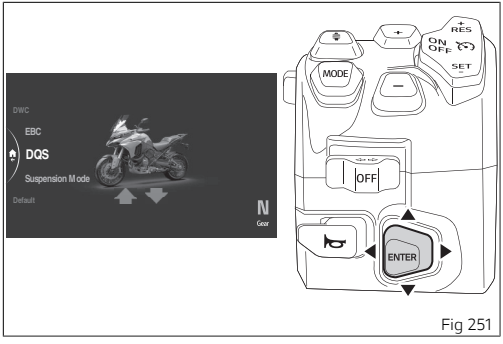


Fig 251

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

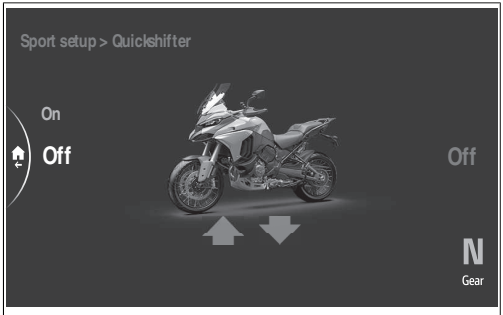


Fig 252

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

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever.

The engine control unit detects lever actuation via the drum position sensor. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the 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.
- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 1,800 rpm or 2,500 rpm, depending on the type of gear shifting.
- 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.
- The Ducati Quick Shift does not allow the neutral position to be reached, if this were to happen the system would recognize the event as an incomplete shift. To exit the strategy, it will be necessary to complete the rotation of the lever or pull the clutch.

Settings – Riding Mode setup – Suspension Mode

This function allows a Suspension Mode profile to be associated with the selected Riding Mode. Suspension Mode profiles can be customized via the "Suspension Mode setup" function in the Settings menu.

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

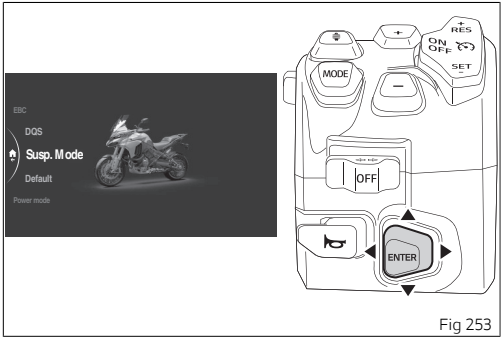


Fig 253

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

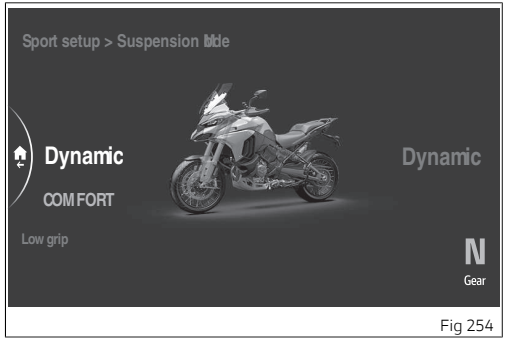


Fig 254

Note

In the Enduro Riding Mode the available items are “Off-road” and “Auto”.

The bike is shown in the middle with the part involved in the setting highlighted.
While the currently set profile is shown on the right.

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

Settings – Riding Mode setup – Default

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

Restoring the parameter values for a single riding mode:

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

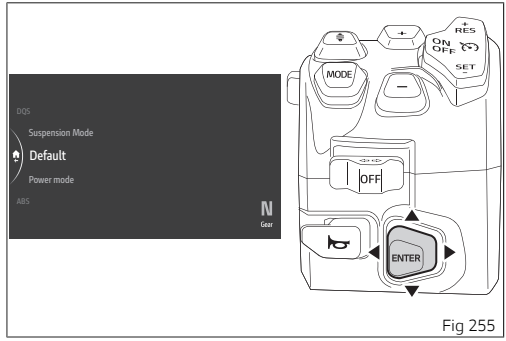


Fig 255

Restoring the parameter values for all riding modes:

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

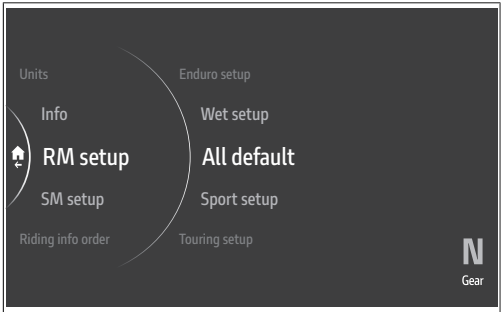


Fig 256

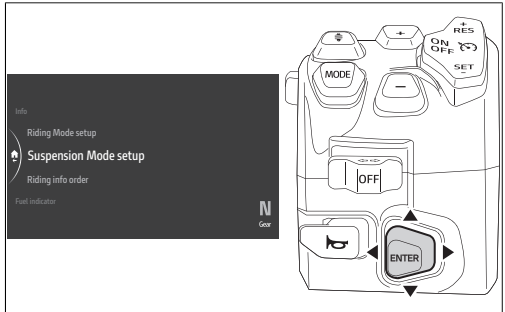


Fig 257

Settings – Suspension Mode setup

This function allows customization of the available Suspension Mode profiles: Dynamic, Comfort, Low grip, Off-road (only available for Riding Mode Enduro).

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

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

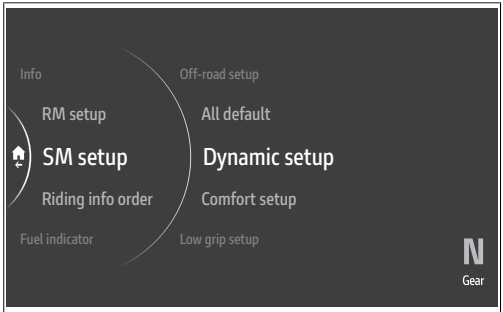


Fig 258

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

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

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

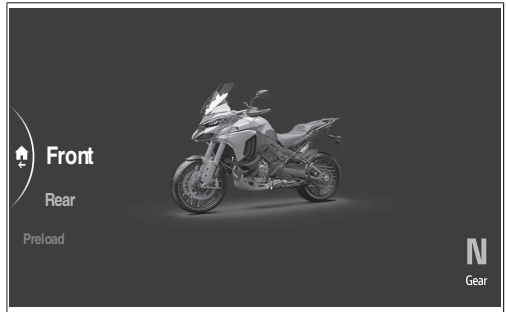


Fig 259

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

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

Attention

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

Settings – Suspension Mode setup – Front and Rear

This function allows changing the front and rear suspension setting.

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

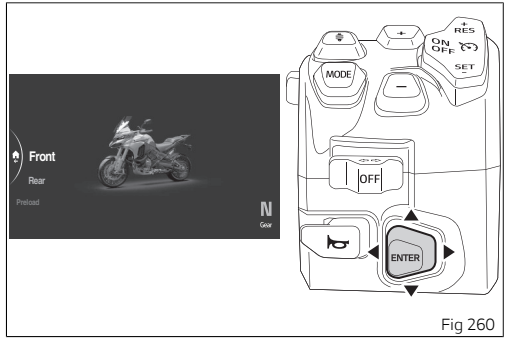


Fig 260

For both Front and Rear suspension, “Hardest”, “Hard”, “Medium”, “Soft” and “Softest” levels are displayed on the left side. While the currently set level is shown on the right. The bike is shown in the middle with the part involved in the setting highlighted and the reference indications.

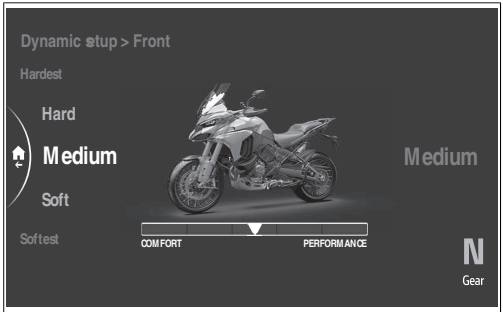


Fig 261

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

Settings – Suspension Mode setup – Preload

This function allows the setting of preload profiles to be changed.

- Use the joystick ▲ ▼ to select the "Settings" item from the Interactive Menu and press ENTER.
- Select the “Suspension Mode setup” item and press ENTER.
- Select the Suspension Mode profile you wish to customize and press ENTER.
- Select the “Preload” item and press ENTER.

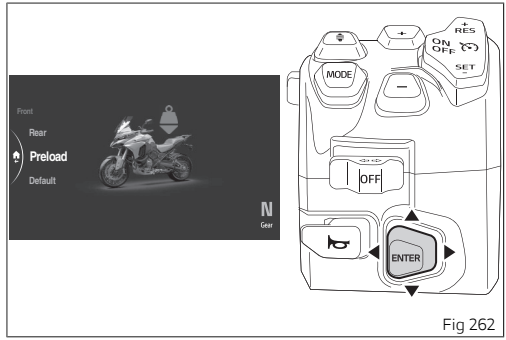


Fig 262

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

- Rider
- Rider / baggage
- Rider / passenger
- Rider / passenger / baggage

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

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

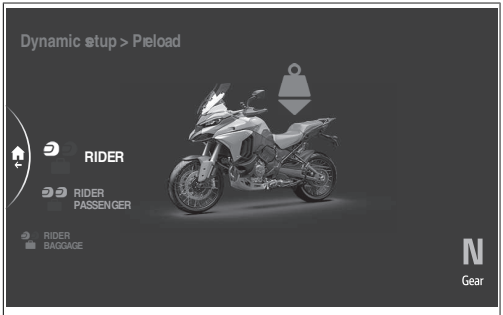


Fig 263

Note

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

When entering the submenu of each profile, levels from 1 to 24 are displayed on the left-hand side. While the currently set level is shown on the right. The bike is shown in the middle with the part involved in the setting highlighted and the reference indications.

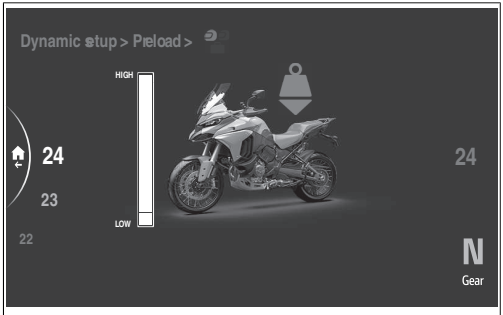


Fig 264

The preloader actuator specific range is 0.79 in (20 mm), the instrument panel allows setting preload value among 24 positions; a preload change of 0.03 in (0.83 mm) corresponds to each position and allows any rider to find the optimal setting for each load condition.

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

Settings – Suspension Mode setup – Default

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

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

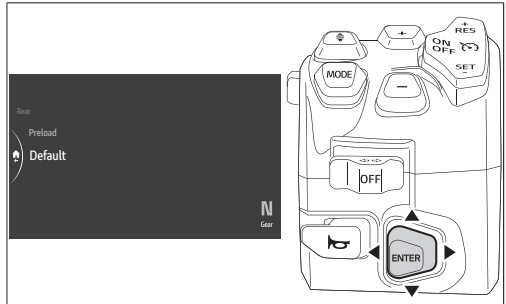


Fig 265

Settings – Riding info order

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

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

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

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

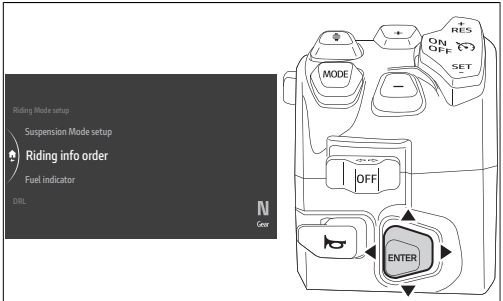


Fig 266

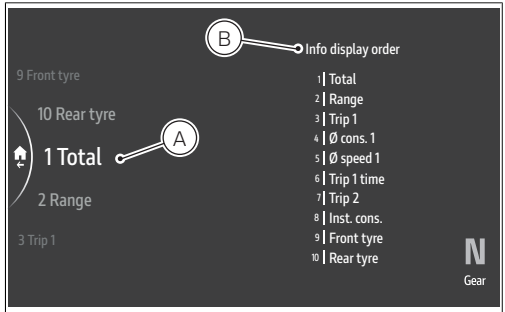


Fig 267

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

- Use the joystick ▲ ▼ to select "Total" and press ENTER (Fig 267 page269).
- Two arrows (C) are displayed above and below the position number indicating that it can be changed from 1 to 10 (in this example "3") using the corresponding joystick positions ▲ ▼ .
- Press ENTER to confirm. The order of the Info display is then updated with the new position (D).

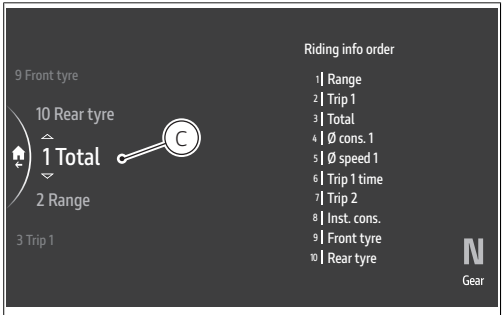


Fig 268

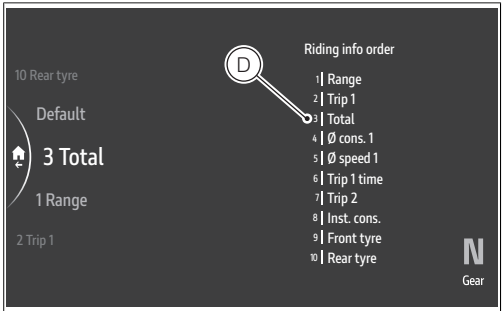


Fig 269

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

To restore the original order, select the “Default” item and press ENTER: “Wait...” is displayed for a few seconds followed by “Restored”. Then, “Default” item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions (Fig 267 page269).

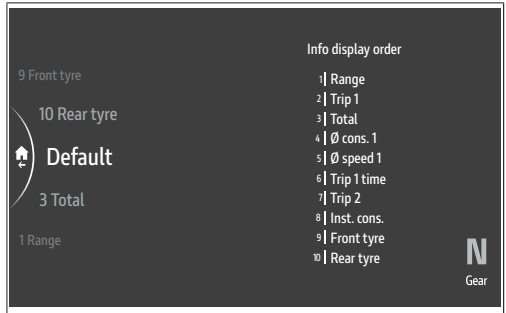


Fig 270

Setting menu – Fuel indicator

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

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

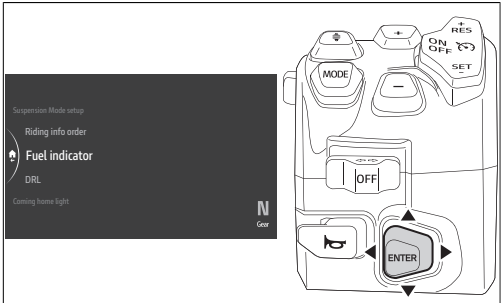


Fig 271

"Level" and "Range" are displayed in the middle. While the currently set mode is shown on the right.

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

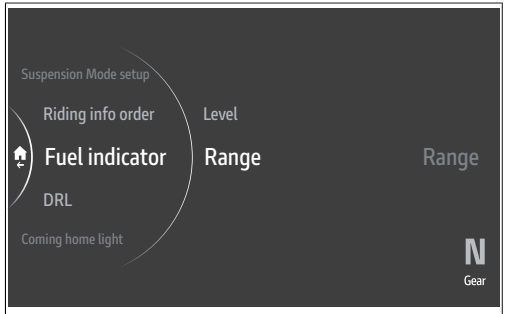


Fig 272

Note

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

Note

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

Important

The fuel level indicator does not gradually switch off the last three bars (A), but instead switches directly to the reserve light with an indication of the remaining range (B). The remaining range, expressed in miles or kilometers, indicates the distance that can be traveled before the tank is empty.

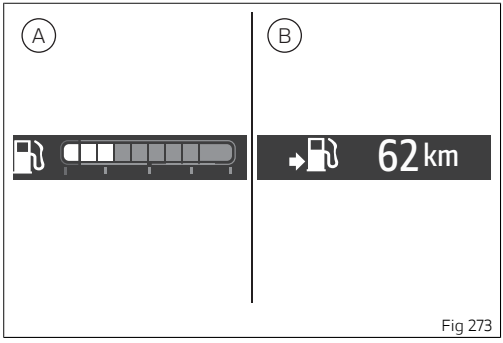


Fig 273

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.

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

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

Note

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

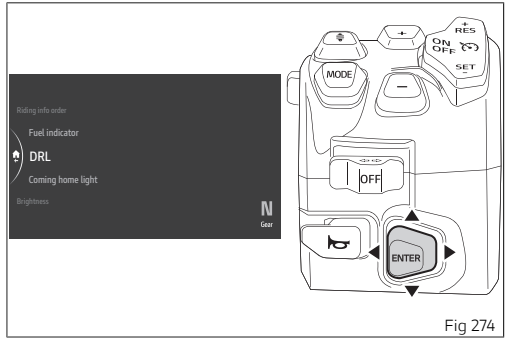


Fig 274

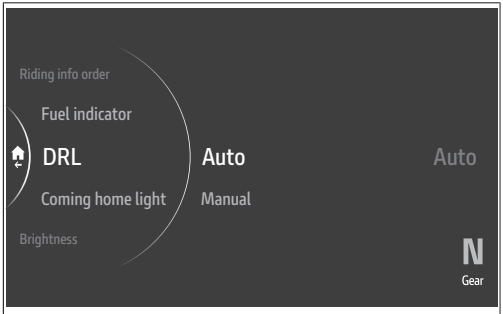


Fig 275

Settings – Coming home light

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

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

“On” and “Off” are displayed in the middle. While the currently set status is shown on the right.

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

When the function is set to “On”:

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

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

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

Note
In case of battery disconnection, the function is automatically set to “Off”.

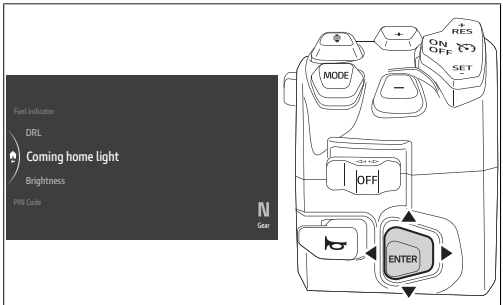


Fig 276

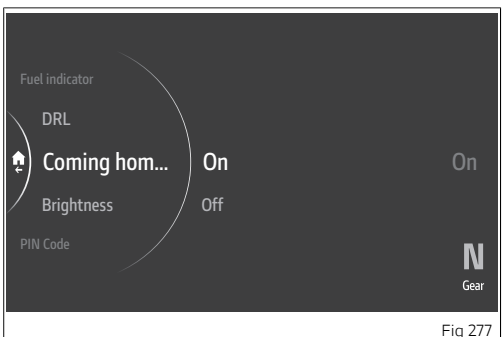


Fig 277

Setting menu – Backlight

This function allows adjusting the backlighting intensity.

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

Levels from 100% to 20% are displayed in the middle. While the currently set level is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

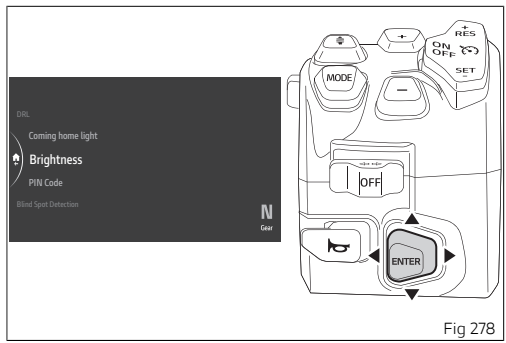


Fig 278



Fig 279

The brightness 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.

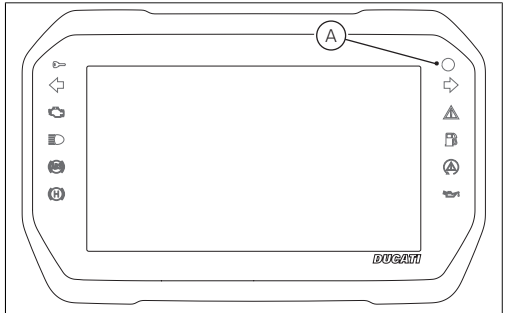


Fig 280

Setting menu – PIN Code

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

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

The PIN Code is initially not present in the vehicle 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 vehicle in case of malfunction, please refer to the procedure called “Restoring vehicle 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.

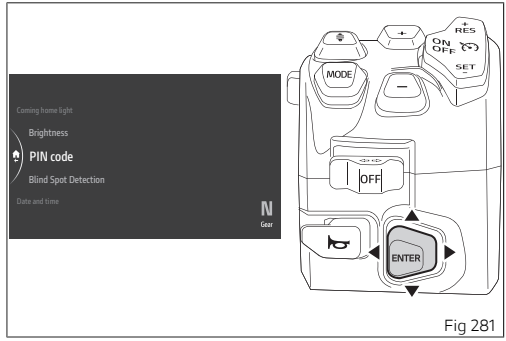


Fig 281

New PIN

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the “PIN Code” item and press ENTER.
- Select the “New PIN” item and press ENTER.

The display shows “New PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed

from 0 to 9 using the corresponding joystick positions ▲ ▼ .

- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits (Fig 284 page278).

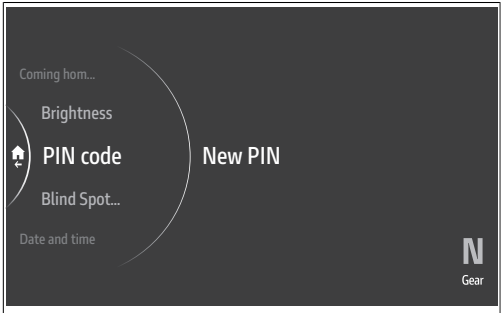


Fig 282

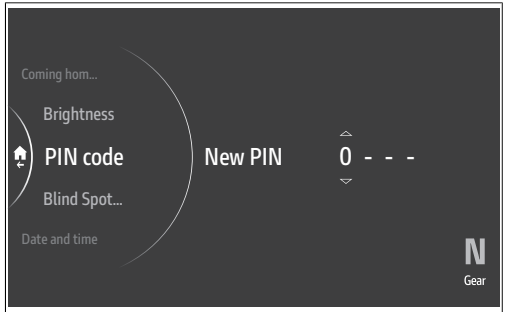


Fig 283

Once the last digit has been confirmed, “Save” is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN (Fig 286 page279)”.

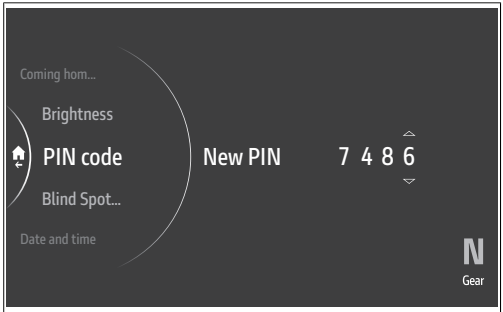


Fig 284



Fig 285

Modify PIN

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the “PIN Code” item and press ENTER.
- Select the “Modify PIN” item and press ENTER.

The display shows “Current PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

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

Once the fourth digit is entered, press ENTER and the instrument panel 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 “New PIN” on the left and the first of the 4 digits active for the entry (Fig 283 page277).

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼ .
- Press ENTER to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 284 page278).

Once the last digit has been confirmed, “Save” (Fig 285 page278) is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

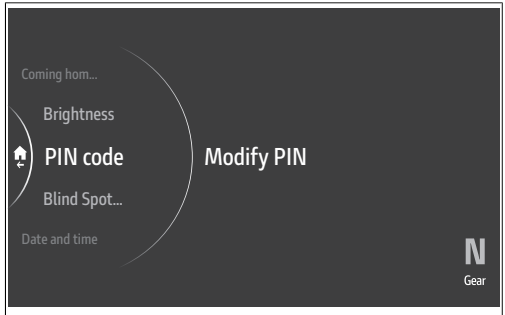


Fig 286

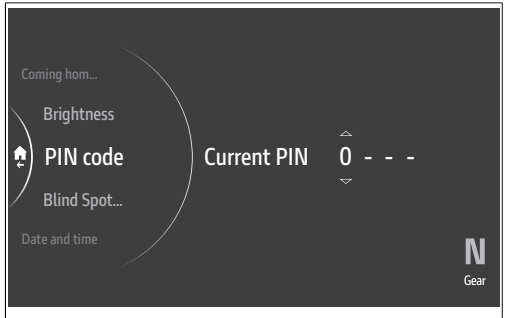


Fig 287

Setting menu – Date and time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.

“Set date”, “Date format”, “Set time” and “Time format” (Fig 289 page280) are displayed. While the currently set values are shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the parameter to be set. Press ENTER to confirm.

Note

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

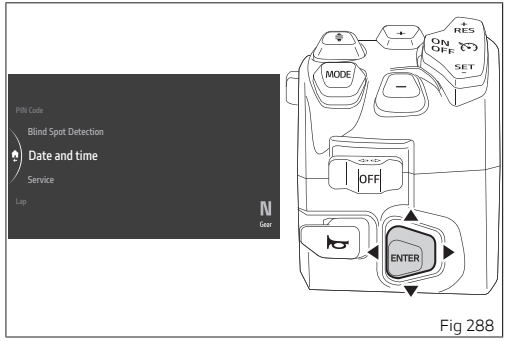


Fig 288

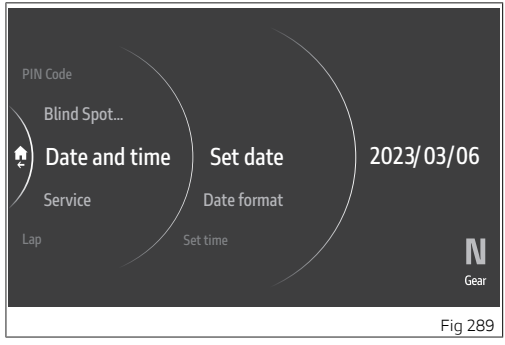


Fig 289

Set date

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Set date” item and press ENTER.

The first parameter of the date, (the year in the example, Fig 290 page281) starts flashing and is displayed with two arrows placed above and below it; the available values for the parameter shown are also displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter (which is the month in the example shown here, Fig 291 page281). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.

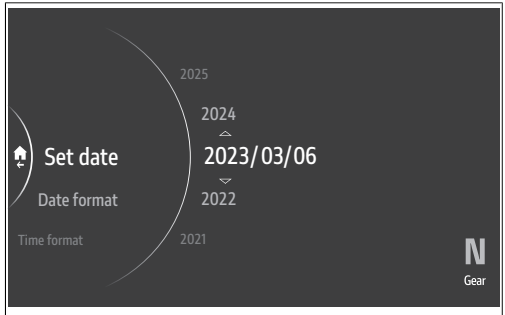


Fig 290

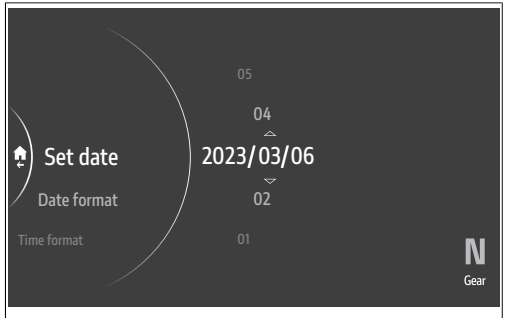


Fig 291

The arrows and available values appear for the third parameter (which is the day in the example shown here, Fig 292 page282). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and return to the previous screen.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” (Fig 293 page282) is displayed for 3 seconds. Afterwards, it will be possible to enter the correct date.

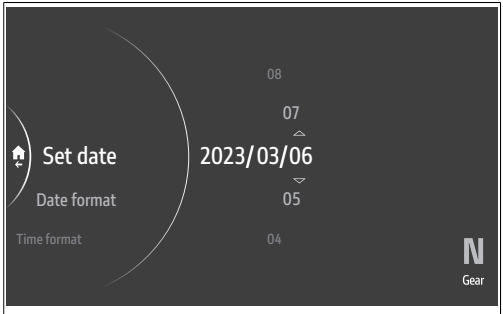


Fig 292

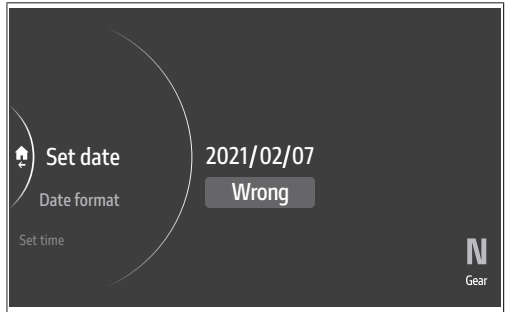


Fig 293

Date format

This function allows setting the date format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Date format” item and press ENTER.

The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.mm.dd”, “yyyy.dd.mm” (Fig 295 page283). Using the joystick ▲ ▼ it is possible to scroll and select the desired format.

Press ENTER to confirm and return to the previous screen.

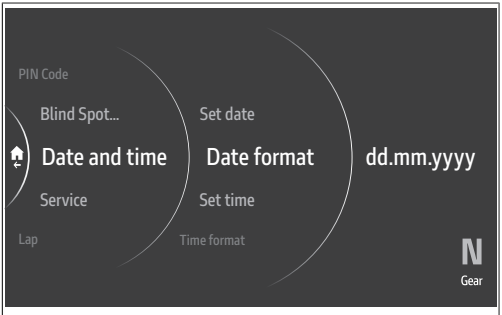


Fig 294

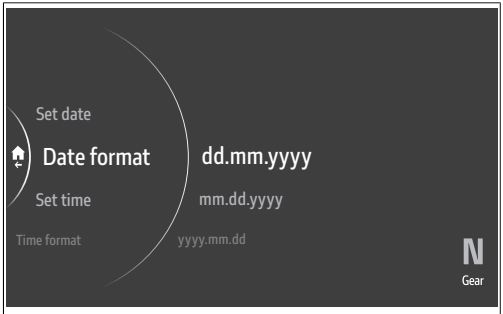


Fig 295

Set time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Set time” item and press ENTER.

The hour number is now selectable and is displayed with two arrows placed above and below it;
the available values are also displayed (Fig 297

page284). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the number of the minutes.

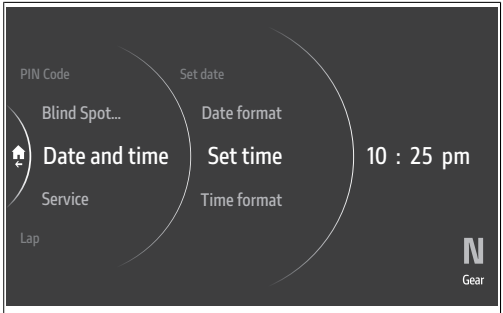


Fig 296

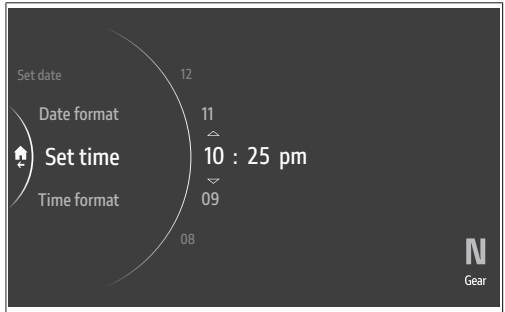


Fig 297

The minute number is now selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 298 page285). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the AM-PM selection.

The “AM” or “PM” item is now selectable and is displayed with two arrows placed above and below it (Fig 299 page285). Using the joystick ▲ ▼ it is possible to select the desired value. Press ENTER to confirm and return to the previous screen.

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

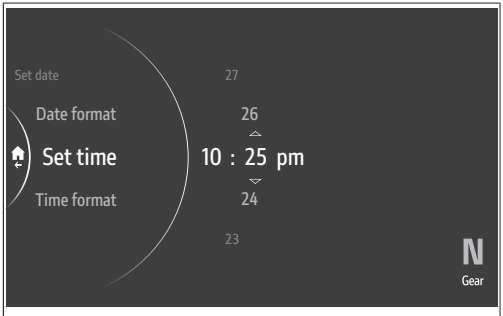


Fig 298

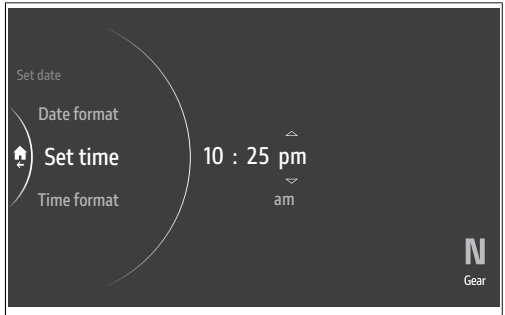


Fig 299

Time format

This function allows setting the time format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Time format” item and press ENTER.

“12 hours” and “24 hours” formats (Fig 301 page286) are displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired format.

Press ENTER to confirm and return to the previous screen.

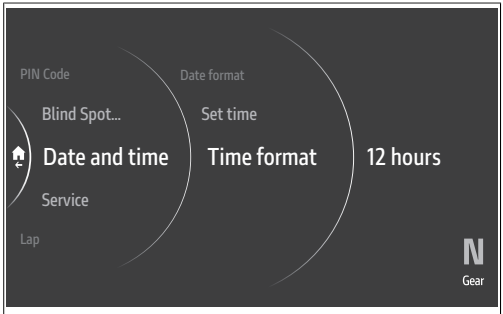


Fig 300

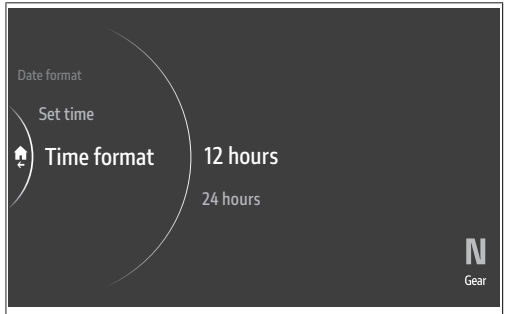


Fig 301

Setting menu – Service

This function allows displaying the next due services.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Service” item and press ENTER.

The display shows the information concerning the following service types:

Oil service (remaining kilometers or miles)
Valve Clearance Check Service (remaining kilometers or miles)
Next due service (date)

Note
This function does not allow changes to be made.

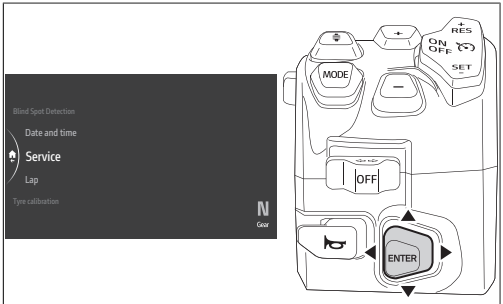


Fig 302

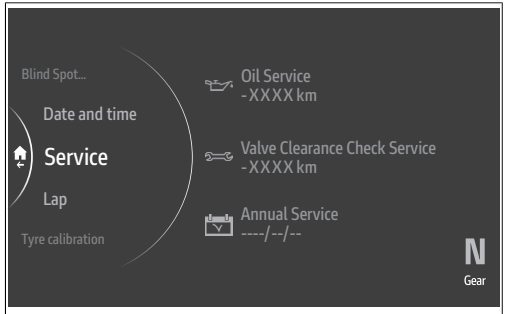


Fig 303

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 346).
Service coupon types are: “Oil service”, “Valve Check” and “Annual service”.
Within the scheduled maintenance chart, they are indicated as “Oil service”, “Valve check” and “Annual service”, respectively.

The service warning indication can be reset only by the Ducati Authorized Service Center during servicing.

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions in the main page (Fig 304 page288) and in the Ducati Connect page (Fig 305 page288).

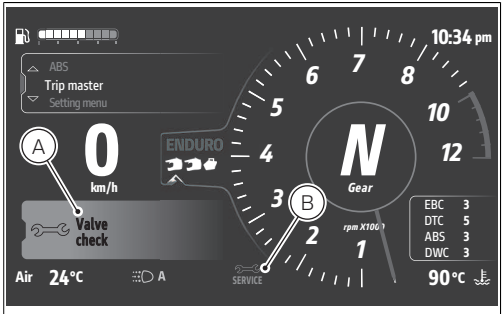


Fig 304

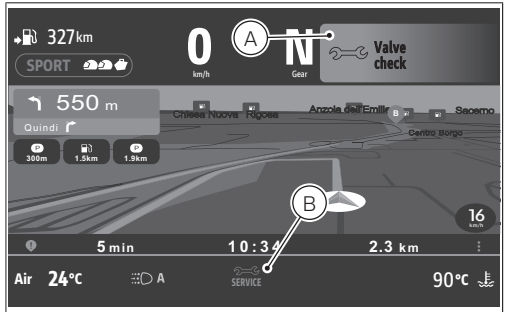


Fig 305

As the thresholds set for service coupons approach, upon each Key-On the instrument panel activates the relevant indications for 5 seconds in large mode (A) in yellow, showing the remaining distance or days: for "Oil service" (C) and "Valve check" (D) it is activated 621 miles (1,000 km) before service is due, for "Annual service" (E) 30 days before service is due.

Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding red signal is activated in large mode (A) for 5 seconds, then the signal toggles to small

mode (B): “Oil service” (F), “Valve check” (G) and “Annual service” (H).
The image (Fig 307 page290) shows the large version on the left and the small version of the relevant service coupons on the right.
Red service warning is displayed until reset by the Ducati authorized service center, during maintenance.

Digital Maintenance

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

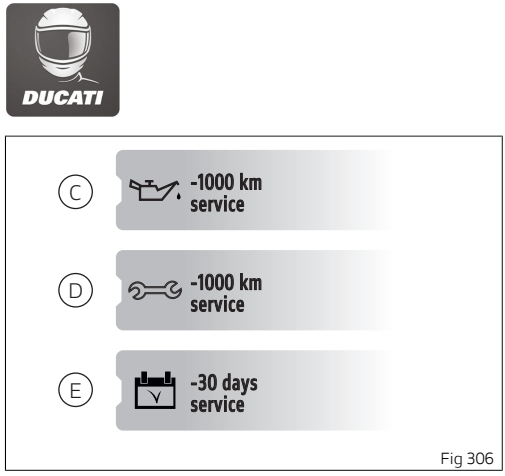


Fig 306

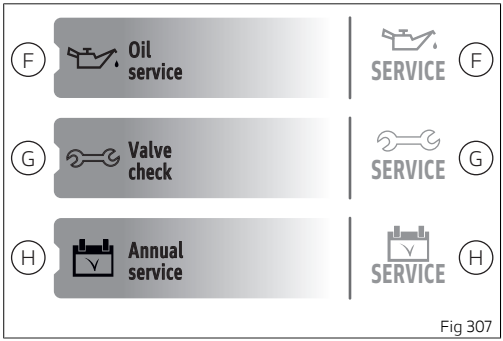


Fig 307

Setting menu – Lap

This function allows enabling or disabling the Lap function and view and delete the recorded laps.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Lap” item and press ENTER.

The following items are displayed: “Off”, “On”, “Lap data” and “Erase data” (visible only if laps have previously been recorded). The currently set function status is shown on the right.

“Off” and “On” items are used to deactivate and activate the Lap function (Fig 309 page291),

respectively. The “Lap data” item allows viewing the saved laps, while the “Erase data” item allows deleting the recorded laps.
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm.

Note
Activation and deactivation can also be done directly from the Lap function in the Interactive Menu of the SPORT Riding Mode.

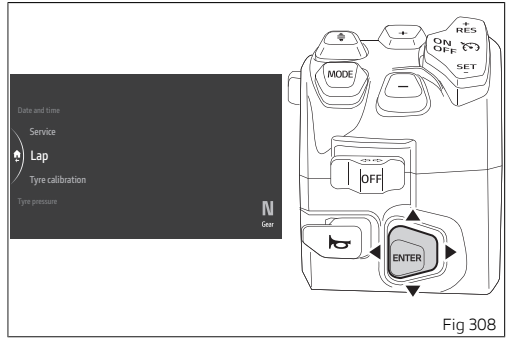


Fig 308



Fig 309

Lap data

This function allows viewing the data of each recorded lap.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Lap” item and press ENTER.
- Select the “Lap data” item and press ENTER.

Saved laps (maximum 30 laps) are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Max speed
- Max rpm

Use the joystick ▲ ▼ to scroll through the laps in the list and to view their recorded data.

Note

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

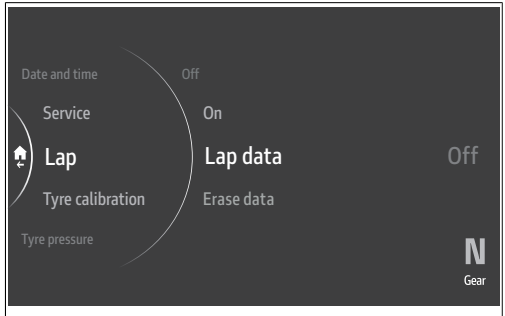


Fig 310

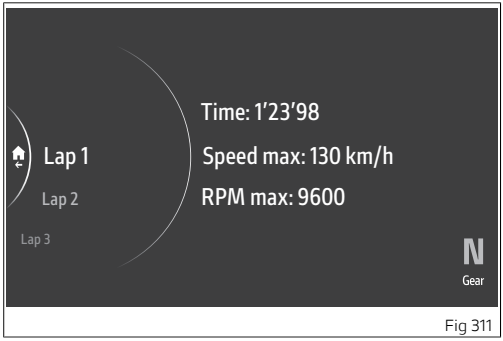


Fig 311

Erase data

This item is only displayed if laps have previously been recorded.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Lap” item and press ENTER.
- Select the “Erase data” item and press ENTER to erase the data.

The message “Wait...” is then displayed for a few seconds (Fig 313 page293), followed by the message “Erased” for a few seconds. The previous screen will then be displayed without the “Erase data” item.

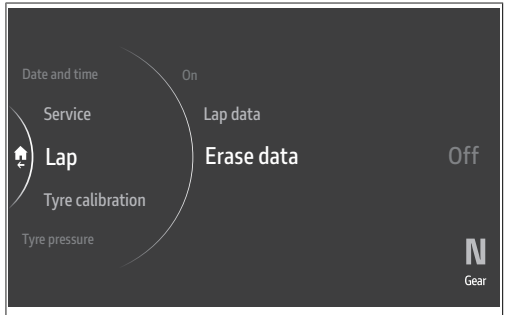


Fig 312

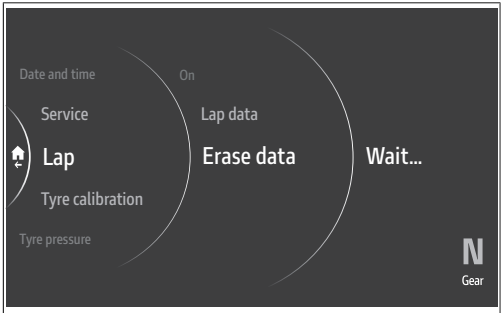


Fig 313

Setting menu – Tyre 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 you to correctly learn the final drive ratio (front/rear sprocket) in case of changes to the approved configuration. Refer to the table of permitted front/rear sprocket combinations for this model, if available.

The Tire Calibration function must therefore be performed:

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

Condition for successful calibration:

- constant speed between 30 mph (49 km/h) and 32 mph (51 km/h).
- 2nd gear

To access the function:

- Use the joystick ▲ ▼ to select the "Settings" item from the Interactive Menu and press ENTER.
- Select the “Tire calibration” item and press ENTER.

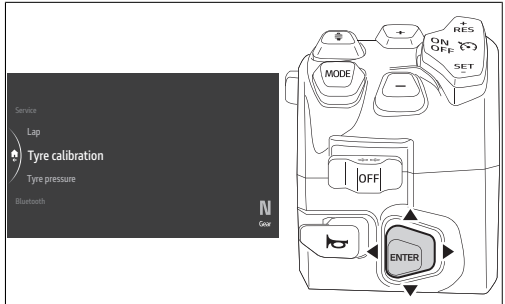


Fig 314

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”.

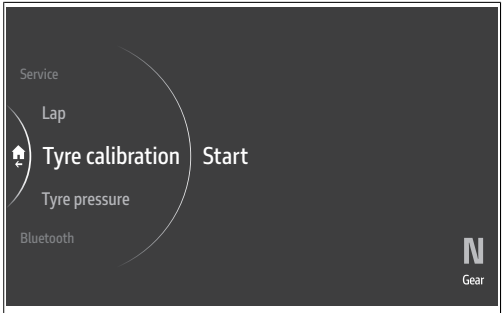


Fig 315

Tire calibration - Start

By pressing ENTER 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.

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.

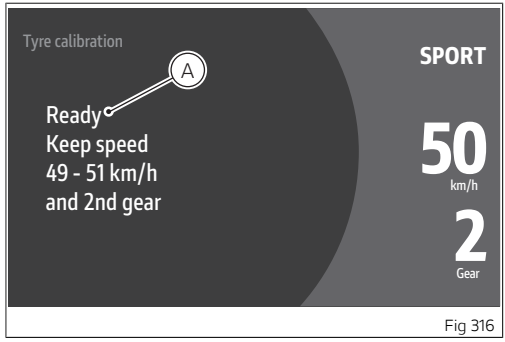


Fig 316

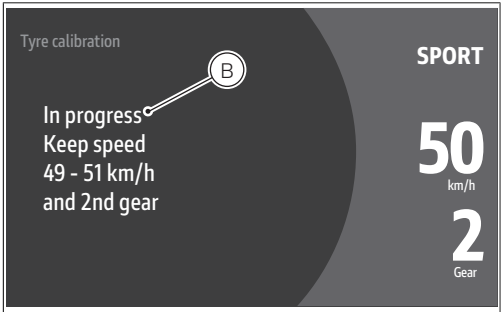


Fig 317

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

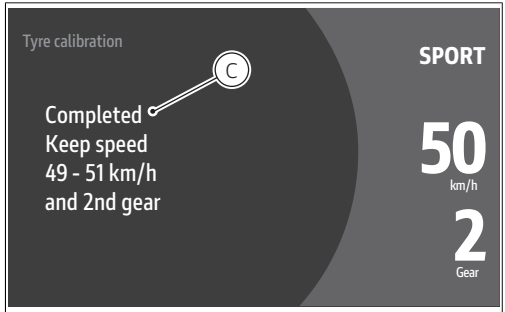


Fig 318

The procedure can be aborted by pressing and holding the joystick in position ◂ for a long time: in this case the instrument panel displays all previous information, replacing message “In progress” (B) with message “Aborted” (D) followed by the previous menu after a few seconds.

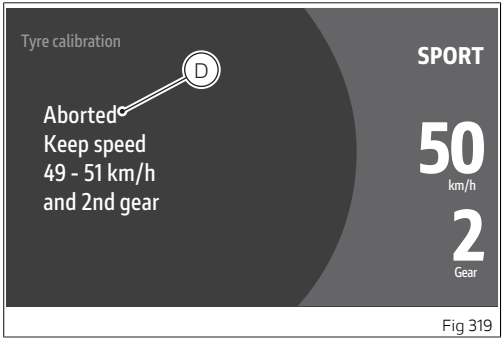


Fig 319

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

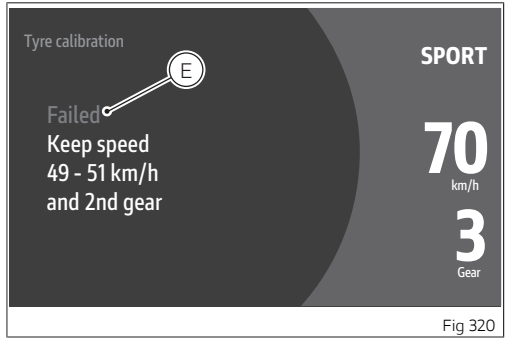


Fig 320

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.

Tire calibration - Default

By pressing ENTER with “Default” selected, the instrument panel will display “Wait...” for 2 seconds, followed by “Default restored” for 2 seconds, and then it will return to the previous menu.

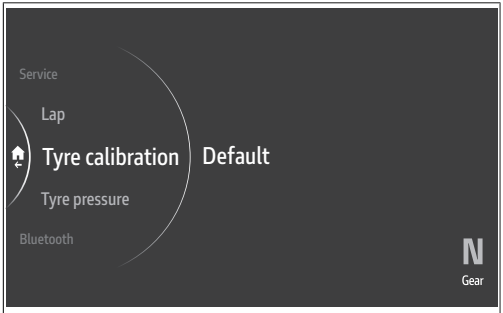


Fig 321



Fig 322

Attention
The teach-in procedure only accepts the OEM final drive ratio.

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

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

Final drive ratio		Rear sprocket
		42
Front sprocket	16	2.63

Settings – Tire pressure

OPT ACC

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

- Use the joystick ▲ ▼ to select the "Settings" item from the Interactive Menu and press ENTER.
- Select the “Tire pressure” item and press ENTER.

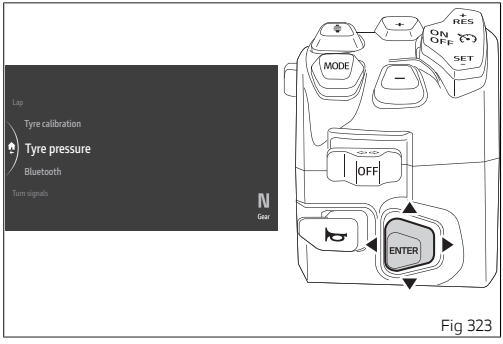


Fig 323

The items “Front tire” and “Rear tire” are displayed. The currently set relative pressure is shown on the right.

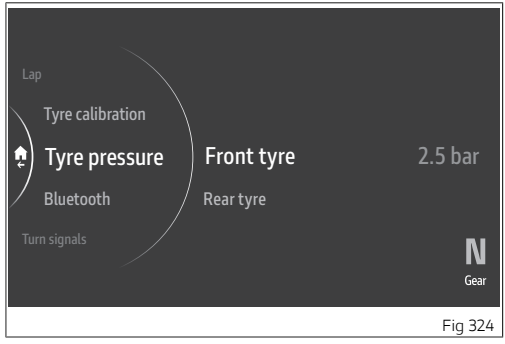


Fig 324

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

By selecting "Front tire" or "Rear tire" the current pressure value is displayed with one arrow at the top and one at the bottom indicating that, through the relevant positions of joystick ▲ ▼, the value can be increased and reduced. The currently set pressure is shown on the right. Press ENTER to confirm and return to the previous screen.



Fig 325



Fig 326

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

Settings - Bluetooth

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

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

“Pairing” are “Paired devices” are displayed:

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

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

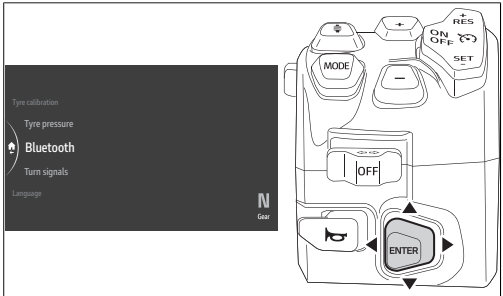


Fig 327

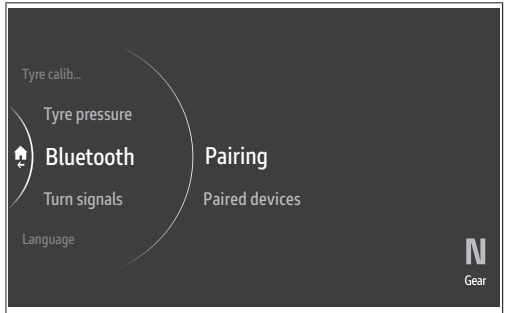


Fig 328

Pairing

This function allows pairing a new Bluetooth device.

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

The 3 types of devices that can be paired are displayed: smartphone, rider headset, passenger headset.
With joystick ▲ ▼ select the type of device you wish to pair. Press ENTER to confirm and start the device search.

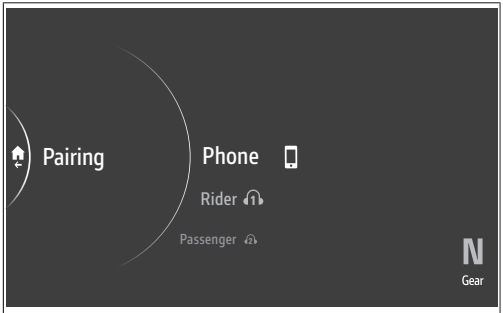


Fig 329

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

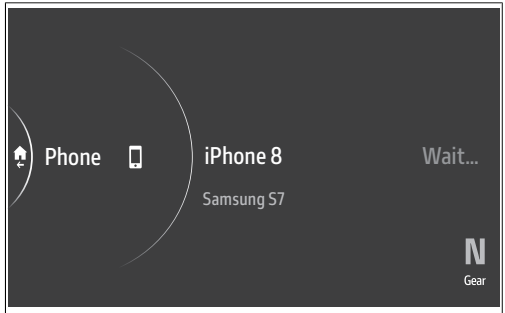


Fig 330

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.
Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

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

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

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

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

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

The paired devices are listed. Use the joystick ▲ ▼ to select the required device and press ENTER. “Delete?” is displayed on the right side. Press ENTER to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.

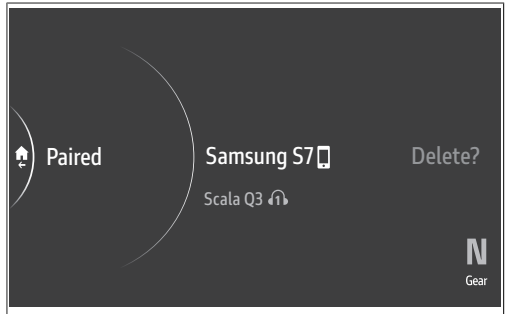


Fig 331

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.

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.

Setting menu – Trip master precision

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

- Use the joystick ▲ ▼ to select the "Settings" item from the Interactive Menu and press ENTER.
- Select the “Trip master precision” item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to select the desired level. Press ENTER to confirm.

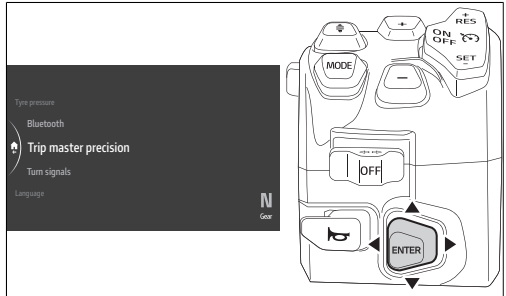


Fig 332

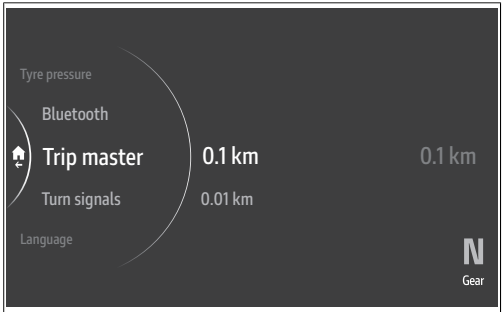


Fig 333

Setting menu – Turn signals

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Turn signals” item and press ENTER.

“Auto-off” and “Manual-off” are displayed in the middle. While the current status of the function is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm.

Note

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

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, 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.

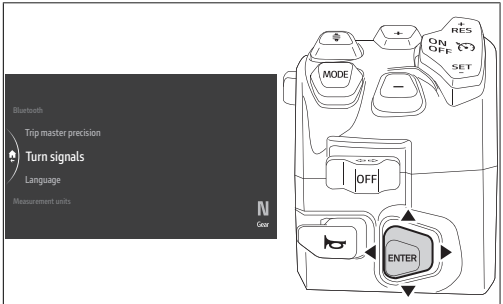


Fig 334

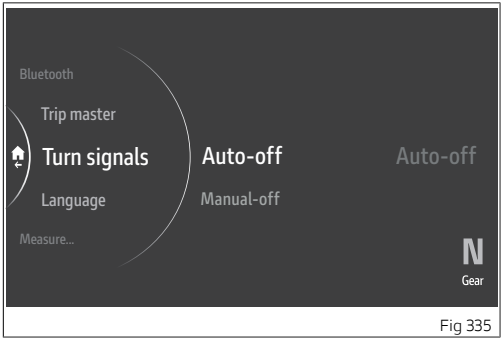


Fig 335

Setting menu – Language

This function allows setting the instrument panel language.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Language” item and press ENTER.

The following items are displayed in the middle: “English, Italiano, Deutsch, Français, Dutch, Español”. While the currently set language is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm: the new set language is immediately applied to the instrument panel interface.

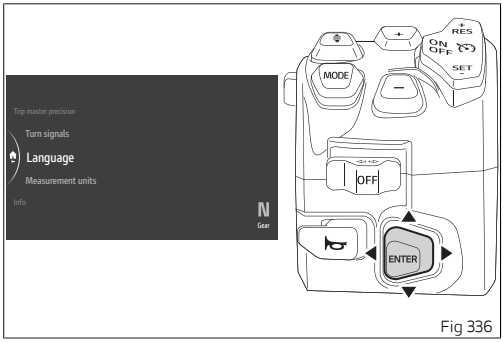


Fig 336

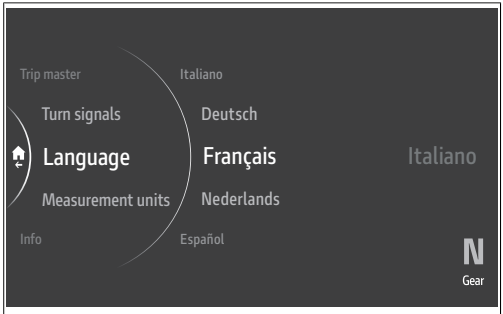


Fig 337

Settings - Units

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

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

The following items are displayed in the middle: “Speed”, “Temperature”, “Consumption”, “Pressure” and “Default” (visible only if one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to access the setting page.

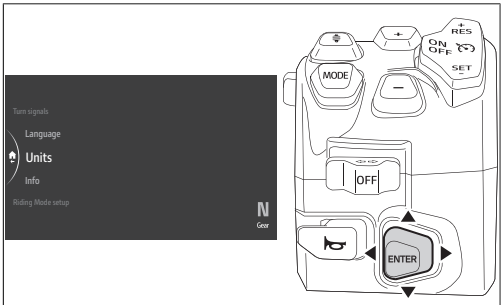


Fig 338

Speed

To set the speed measurement unit:

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

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

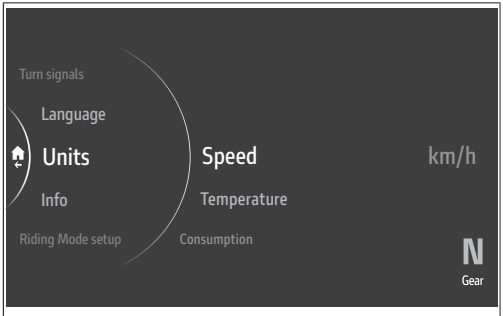


Fig 339

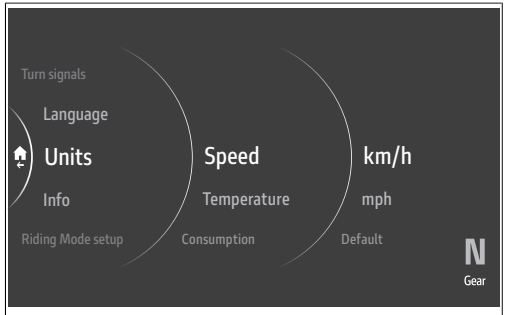


Fig 340

Temperature

To set the temperature measurement unit:

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

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

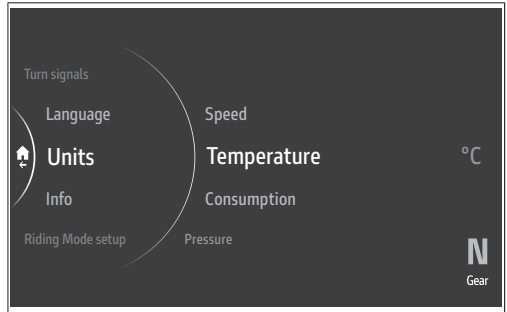


Fig 341

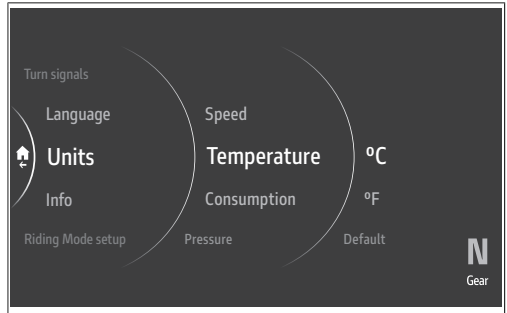


Fig 342

Consumption

To set the consumption measurement unit:

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

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed). Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

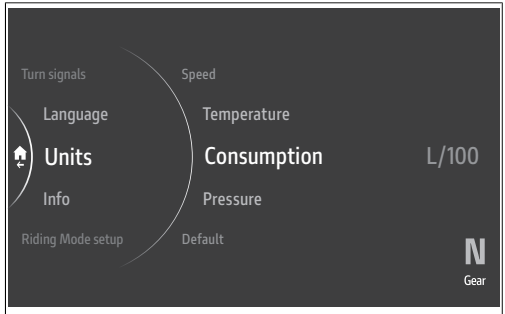


Fig 343

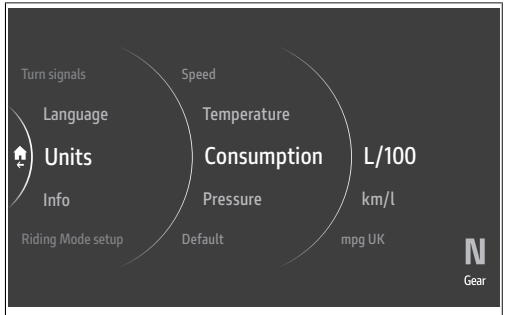


Fig 344

Pressure

To set the pressure measurement unit:

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

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

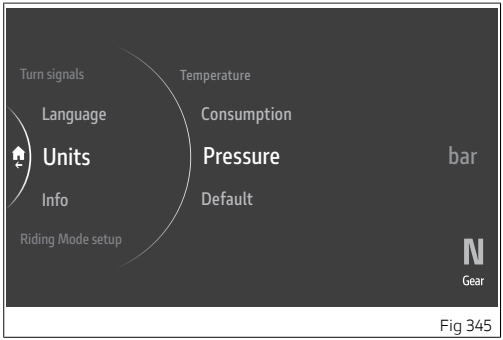


Fig 345

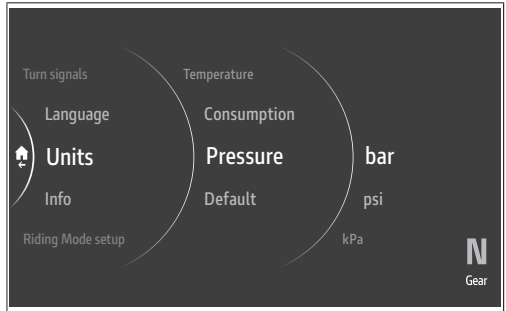


Fig 346

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the “Units” item and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

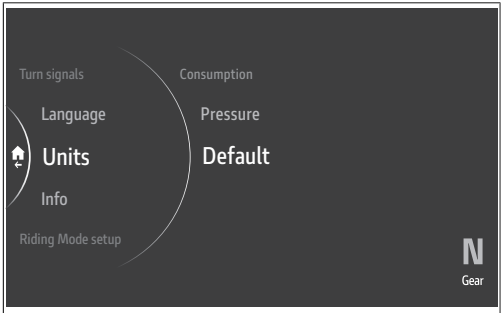


Fig 347

To restore a single unit of measurement:

- Use the joystick ▲ ▼ to select "Settings" menu from the Interactive Menu and press ENTER.
- Select the “Units” item and press ENTER.
- Select the value to be restored (e.g. Speed) and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

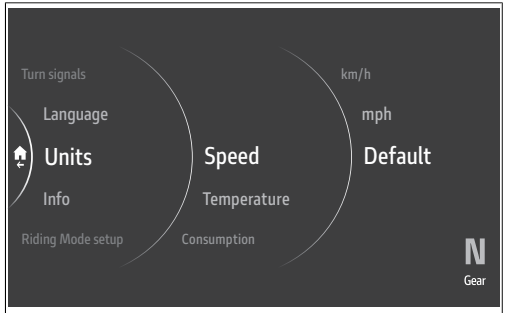


Fig 348

Setting menu – Info

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Info" option and press ENTER button.
- The display shows the information concerning the battery and engine rpm in a digital format.

Note

This function does not allow changes to be made.

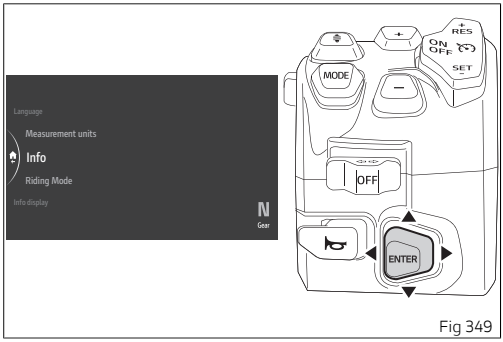


Fig 349

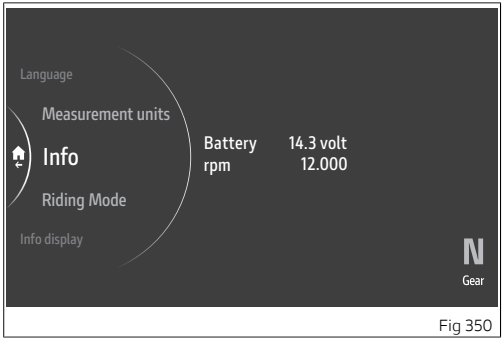


Fig 350

VHC

The ABS on this motorcycle is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure.

This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON). Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

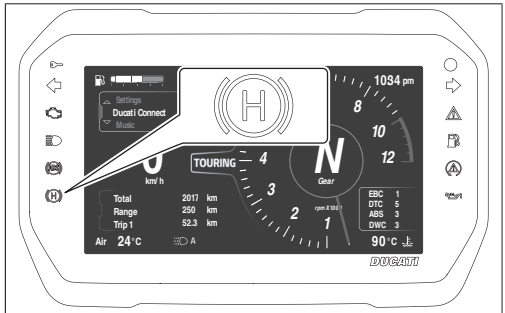


Fig 351

Attention

The system can be activated only if the ABS is not in fault or in degraded operation: when the ABS is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialization phase or in degraded operation, the ABS warning light blinks.

This function is disabled under the following conditions:

1) when the user starts
2) when the user operates the front brake lever twice in a very short time
3) 180 seconds after the activation
4) when the user unfolds the stand

Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.

Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings of alarms: in a large size for the first 5 seconds and then in a smaller size.
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

Active warnings or alarms are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions on the main page and on the Ducati Connect page.

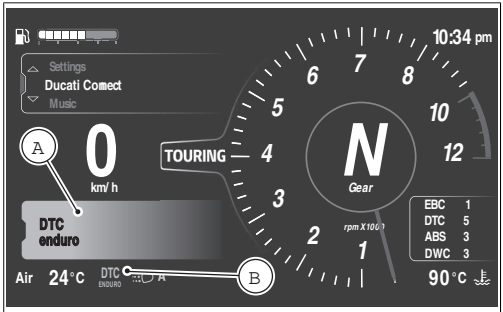


Fig 352

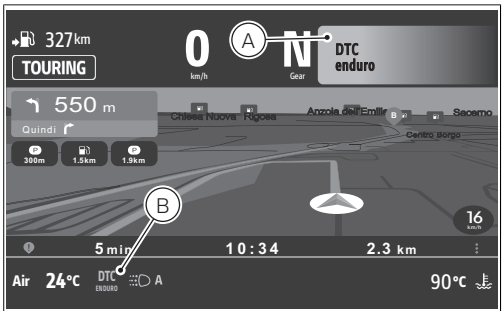


Fig 353

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

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.

Rear ABS Off (D)

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

Low battery (E)

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

Set date (F)

The yellow color indicates that the date must be entered using the "Date and time" function in the “Settings” menu.

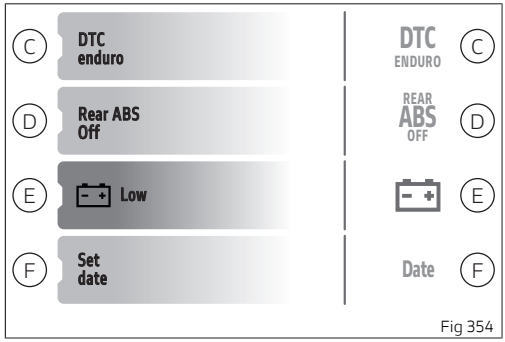


Fig 354

No key (G)

Yellow, it indicates that the Hands Free system does not detect the active key near the vehicle.

Key low (H)

Yellow, it indicates that the Hands Free active key battery is low. Replace the battery as soon as possible.

Ice (I)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F).

Attention

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

Set pressure (J)

Yellow, it indicates that it is necessary to enter the tire reference pressure, via the “Tire Pressure” function in the “Settings” menu. It is displayed only if tire pressure sensors are present on the motorcycle.

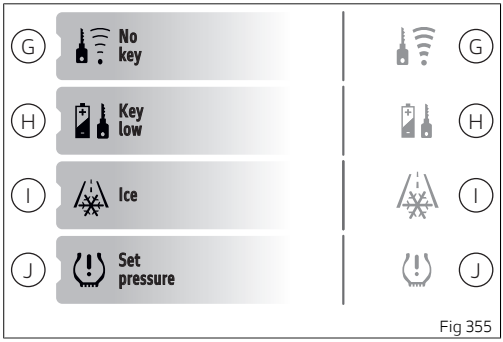


Fig 355

Front pressure (K) and Rear pressure (L)

Yellow, they indicate that the pressure of the relevant tire is low. They are displayed only if tire pressure sensors are present on the motorcycle.

Front TPMS (M) and Rear TPMS (N)

Yellow, it indicates that the battery of the relevant tire sensors is almost discharged and therefore the pressure data of the respective tire will soon no longer be available.

Ducati recommends that you have the sensor checked as soon as possible because it needs to be replaced.
They are displayed only if tire pressure sensors are present on the motorcycle.

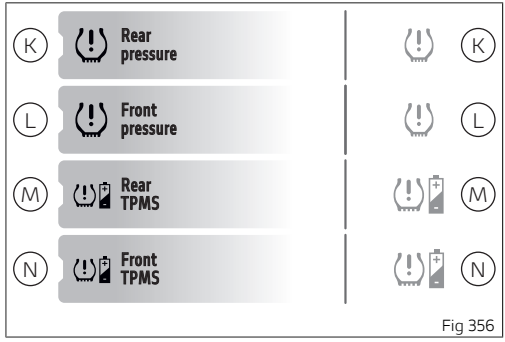


Fig 356

Steering lock error (O)

Yellow, it indicates that the Hands Free System was not able to disengage the steering lock.

Note
Ducati recommends switching vehicle off and on again, keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorized Service Center.

Low fuel (P)

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

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

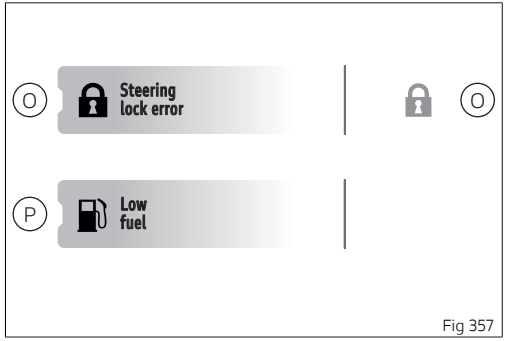


Fig 357

ACC

Indication of tank filler plug with electronic-controlled opening

A yellow information icon is displayed on the instrument panel to indicate when the electronic plug is open:

- when activated, it is displayed for the first 5 seconds in the large format (Q) on the main screen and (R) on the Ducati Connect screen;
- then it is displayed on the small format (S) main screen and (T) on the Ducati Connect screen.

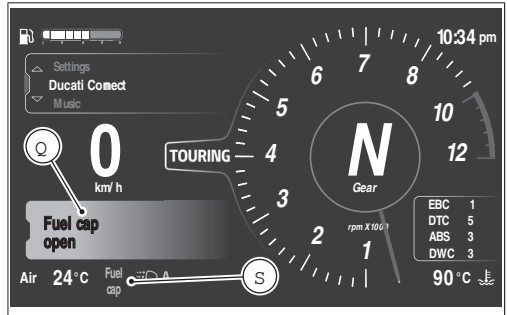


Fig 358

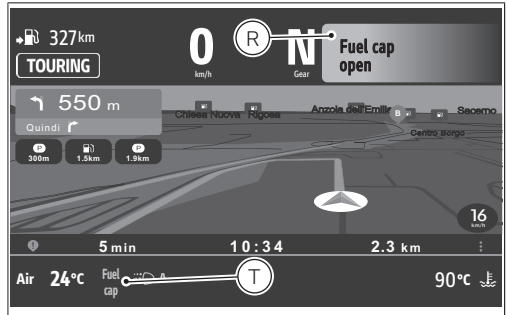


Fig 359

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

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).

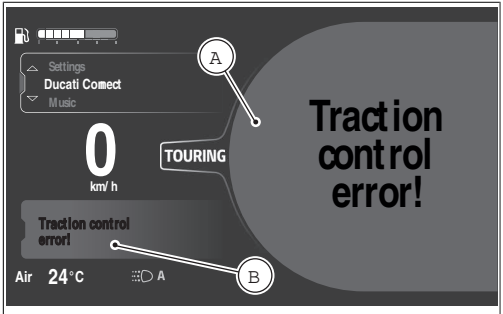


Fig 360

In the Ducati Connect screen, it is displayed in the position shown in figure (C).

The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.



Fig 361

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.

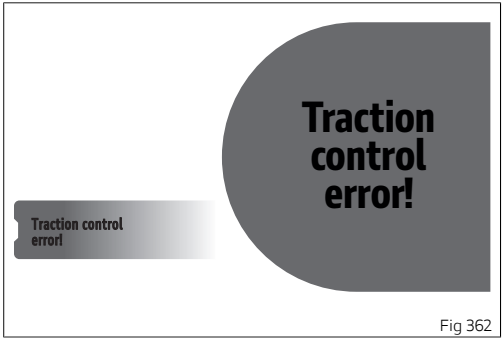


Fig 362

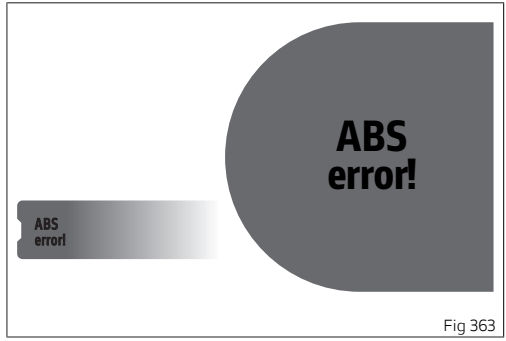


Fig 363

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.

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check the coolant level in the expansion reservoir (1), looking from the left to the right side of the vehicle, under the headlight.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Place the vehicle on level ground, on the center stand (where available) or on the service stand.
Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorized Service Center.

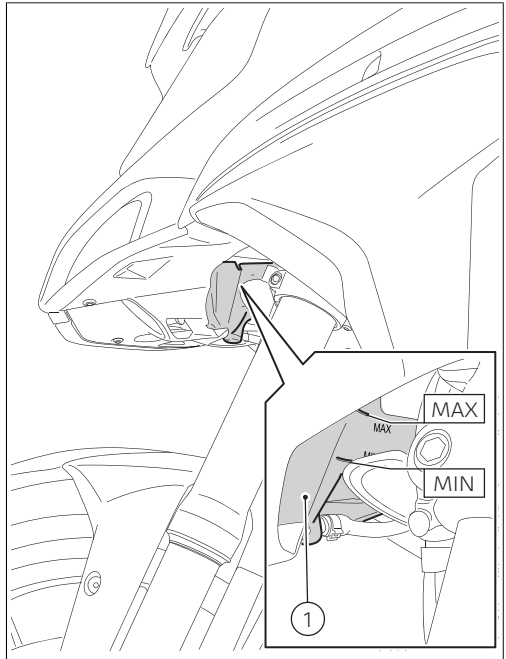


Fig 364

Checking brake and clutch fluid level

Check the brake and clutch fluid level with the vehicle in a vertical position on the center stand (where available) and on a flat surface.
The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorized Service Center.

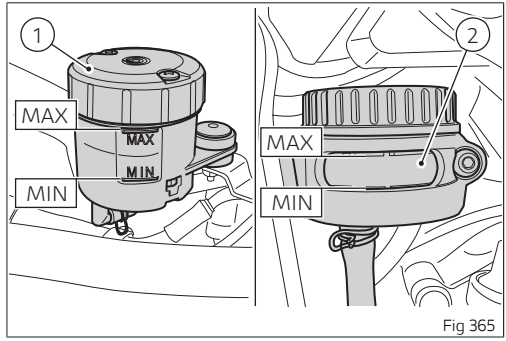


Fig 365

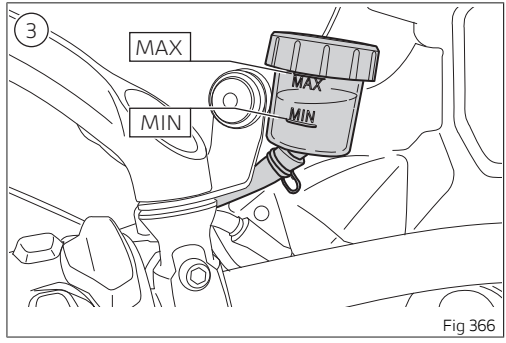


Fig 366

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

Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the 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.

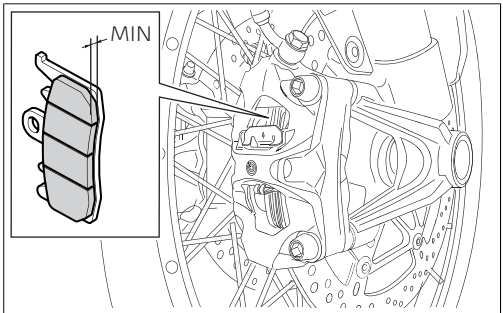


Fig 367

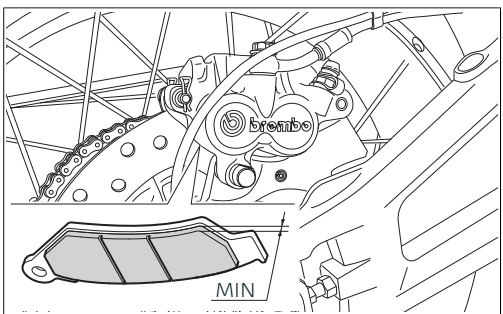


Fig 368

Charging the battery

Charging the battery installed in the vehicle

The battery installed in the vehicle can be recharged by following the same procedure for activating the charge maintenance function, described in chapter “Maintaining the battery charge”.

Charging the battery removed from the vehicle

To remove the battery from the vehicle and then recharge it, follow the steps described in the following chapter.

Removing the battery

Loosen screw (2) and slide out battery (1) fastening bracket (3).

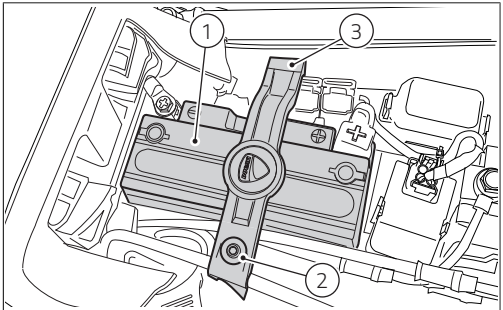


Fig 369

Lift protective sheath (4) and then loosen retaining screws (5), and remove from the relevant terminals:
the negative cable (6);
the positive cable (7).

Remove the battery (1) sliding it upwards.

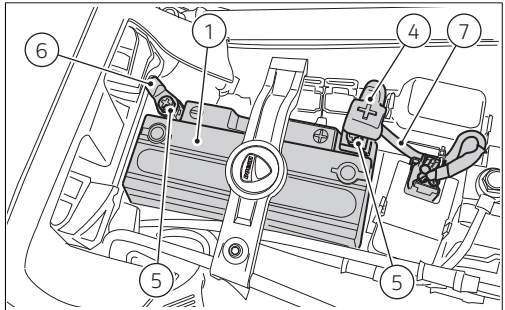


Fig 370

Refitting the battery

If previously removed, position the battery mount (8) perfectly level inside compartment.

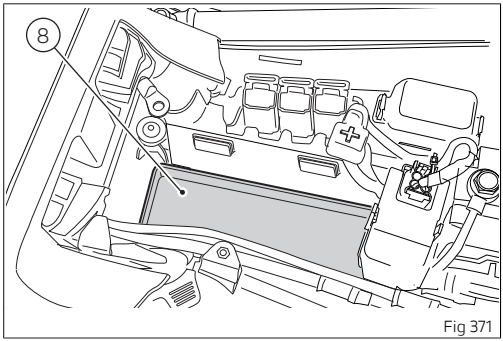


Fig 371

Position battery (1) inside mount (8).
Connect the battery cables, always starting from the positive (+) one, as indicated:

- connect the positive cable (+) (7) to the positive terminal;
- connect the negative cable (-) (6) to the negative terminal.

Tighten terminal screws (5) and position protective sheath (4).

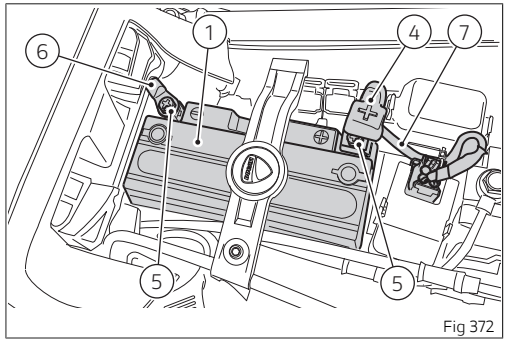


Fig 372

Fit battery (1) fastening bracket (3) with care, and tighten screw (2).

Attention

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

Charge the battery in a ventilated room.
Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

Only use the DUCATI BATTERY CHARGER (charge maintainer) for lead-acid batteries, part no.:

- 69928471B (Europe)
- 69928471BY (UK)
- 69928471BZ (USA)
- 69928471BW (Japan)
- 69928471BX (Australia - New Zealand - China)

Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

Attention

Keep the battery out of the reach of children.

Important

Make sure the charger is OFF when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Attention

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.

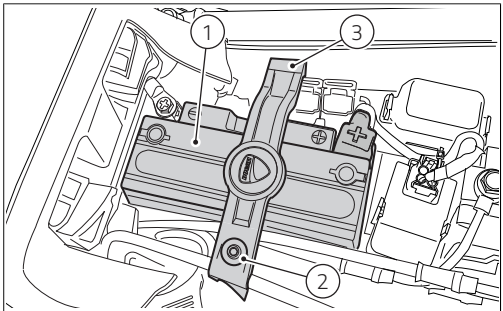


Fig 373

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.

Position the chain tensioning measuring gage (1) between the slider (2) and swingarm (3), fully home on the rear screw (4) and ensure that the center of the chain pins is between the notches (B) and (C) of the gage.

Check the reading (A) by just pushing the chain downwards and upwards with a finger at the point of measurement and then releasing it, and taking measurements as described.
Value (A) between the center of the chain pins and the sliding shoe, for chain tensioning, is allowable if:
A = 1.30 ÷ 1.38 in (33 ÷ 35) mm.
A = 1.10 ÷ 1.18 in (28 ÷ 30) mm (China version only).

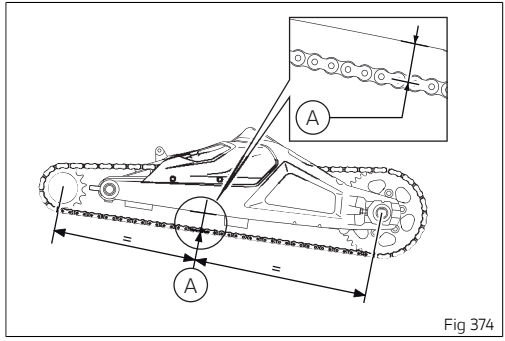


Fig 374

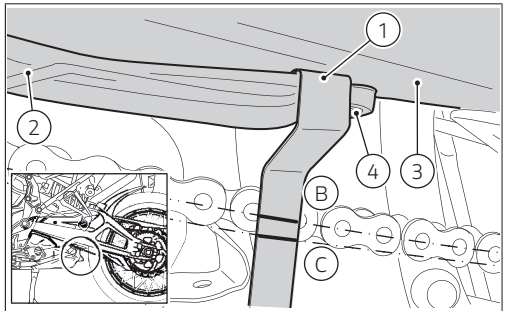


Fig 375

Important

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

Check the chain tension by pushing the chain downwards with a finger, near the gage (1).
If the axis (D) of the chain pins exceeds the notch (C) of the gage (1) at the bottom, the chain must be tensioned (see Fig 376 page329).
If the axis (D) of the chain pins is in line with the notch (C) or between (B) and (C) of the gage (1), the chain is correctly tensioned, (see Fig 377 page330).

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.

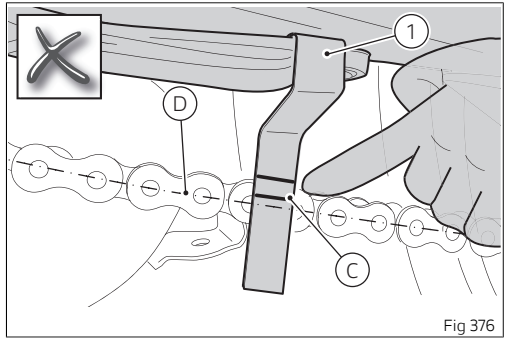


Fig 376

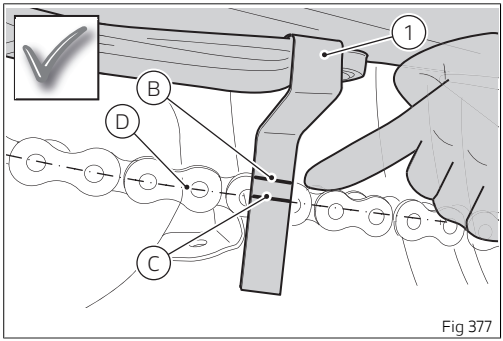


Fig 377

Attention

Check that the swinging arm is correctly tightened using the nut (5).
Check that the nuts (6) are correctly tightened, that the wheel is correctly aligned and the swinging arm position, on both sides, by referring to the notches (7).

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.

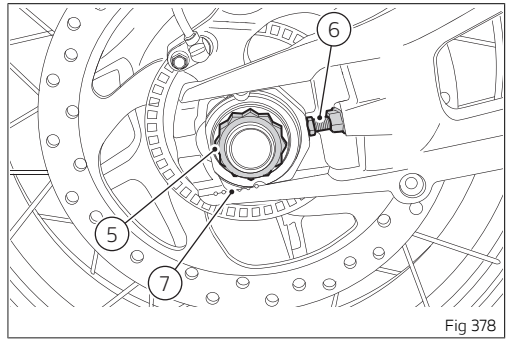


Fig 378

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.

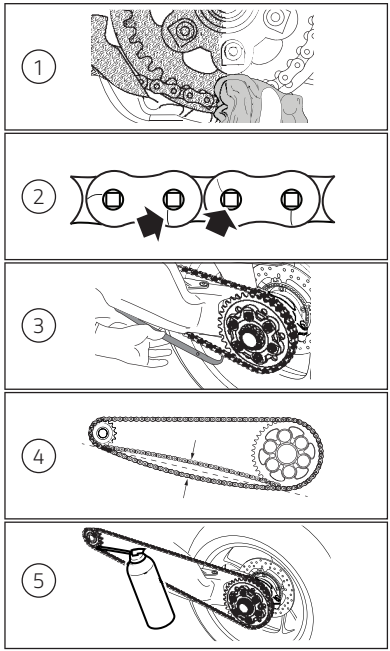


Fig 379

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.

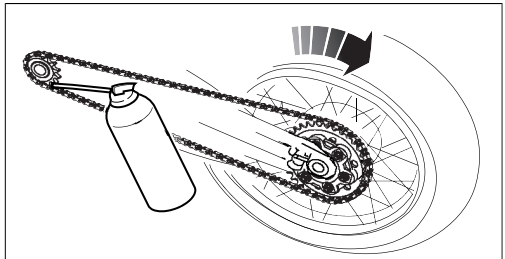


Fig 380

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.

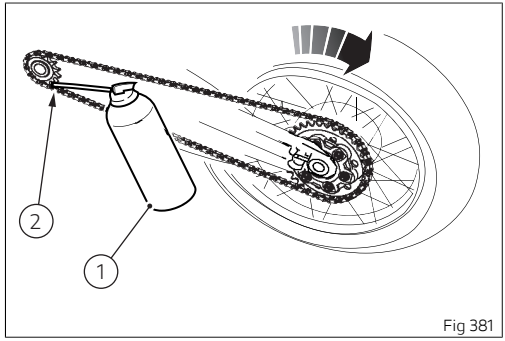


Fig 381

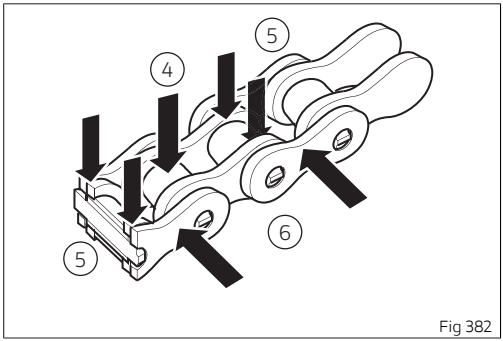
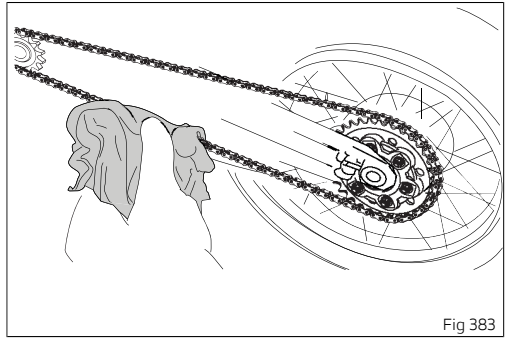


Fig 382

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


Fig 383

Aligning the headlight

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

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). 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.

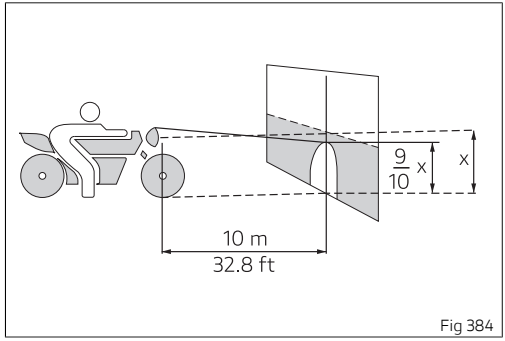


Fig 384

Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1). To reach the screw (1) more easily, it is advisable to turn the steering fully to the right, turn screw 1 with your fingers or, if necessary, with a coin positioned on the notch of the screw (1) to facilitate adjustment if resistance is found.
Turn screw (1) clockwise to move beam down, or counterclockwise to move beam up.

Once the left low beam has been adjusted, cover it and carry out the same procedure using the screw (2) to adjust the right low beam.

Turn screw (2) clockwise to move beam down, or counterclockwise to move beam up.
Switch high beam on.

Have the light beam vertically adjusted at a Ducati Dealer or Authorized Service Center.
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.

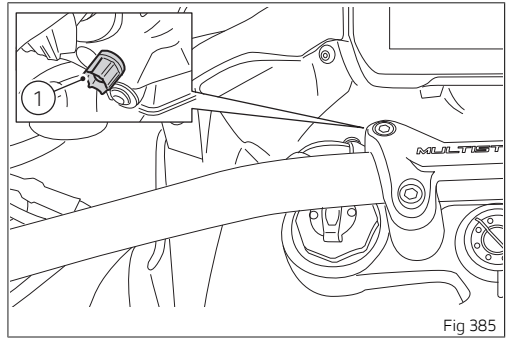


Fig 385

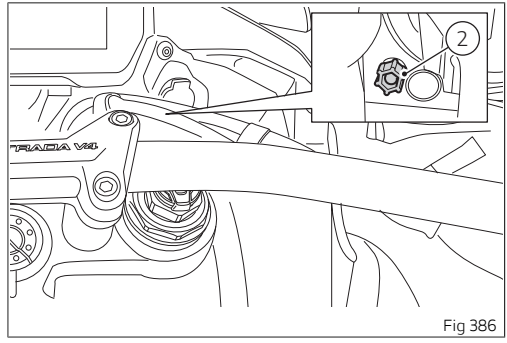


Fig 386

Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome (1) and turning it carefully to the necessary position.
It is possible to make a further adjustment by turning the screw (2), for which it is necessary to contact a Ducati Dealer or Authorized Service Center.
After this last operation, it is necessary to adjust the rear-view mirror by turning the dome (1).

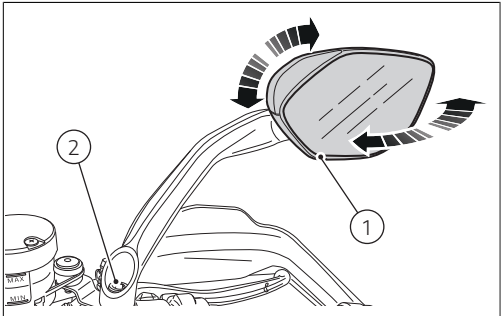


Fig 387

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.

Attention

Check and set tire pressure when tires are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

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.

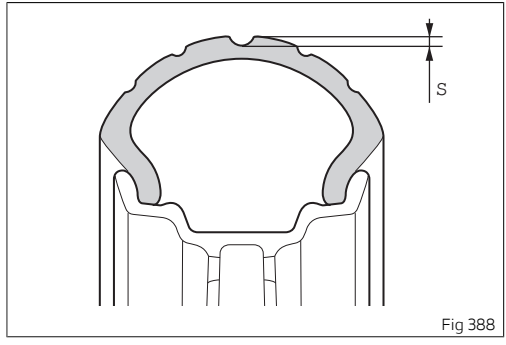


Fig 388

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 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

Important
Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in this booklet in chapter "Scheduled maintenance plan".

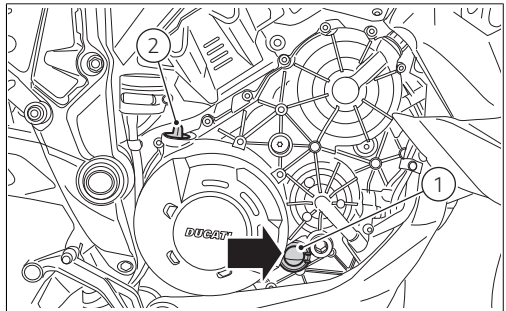


Fig 389

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;
- standard API: SP;
- standard JASO: MA2.

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

Use of Ducati Corse Performance Oil by Shell

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

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals 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.
To clean the carbon fiber parts, use a soft damp cloth. Should this not be sufficient, treat them with suitable neutral solvent-free detergents; we recommend not to use abrasive sponges.

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.

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.

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).

Storing the motorcycle

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.

Ducati Data Monitoring (DDM)

This Motorcycle may be equipped with Ducati Data Monitoring (DDM).
The aim of the DDM is to collect certain types of data only when one of the following conditions is recognized:

- Tip over and/or Crash,
- Advanced rider assistance systems (ARAS) diagnostic trouble codes detection (if they are present and activated).

Important

The algorithm and DDM may not always guarantee precise crash or near-crash situation detection.

Please note that only a portion of data is collected over a limited period of time once the DDM has been activated.
The data stored in the DDM relates to the Motorcycle's dynamic parameters and settings under the operating conditions described above.
No data is recorded under normal riding conditions and no personal data (e.g. name, gender, age and geolocation data) is collected or recorded.
The Ducati Data Monitoring can only be downloaded by the official Ducati Service Network via Ducati Diagnostic System (DDS3.0) directly from the Motorcycle and read only by Ducati Motor Holding. To guarantee optimal system functionality, the data contained in the DDM is downloaded and erased from the Motorcycle during every diagnostic check performed in the official Ducati Service Network.
Ducati Motor Holding will only access the DDM data or give it to third parties with the consent of the owner or lessee or in accordance with applicable laws or as set out below. Other parties, such as law enforcement, could combine the DDM data with the type of personally identifying data routinely acquired during a crash investigation.

Such data can be accessed/disclosed to third parties in the following circumstances:

- when the Motorcycle owner (or lessee if the Motorcycle has been leased) agrees; or
- upon the official request by law enforcement; or

- upon the order of a court of law or a government agency; or
- for the defense of a lawsuit, legal proceeding or claim made against Ducati or one of its related entities.
- Ducati may also anonymously use the DDM data that has been collected from the Motorcycle in admissible circumstances, for research purposes on the Motorcycle operation and safety performance or provide the data to third party suppliers for such research purposes.

Vehicle transport

Before transporting the 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.

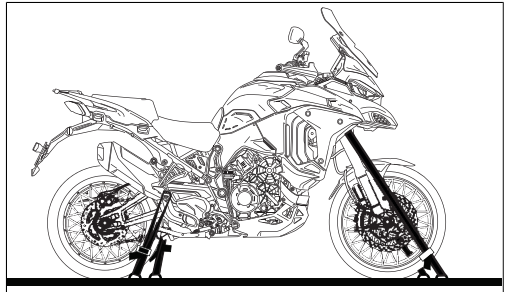


Fig 390

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 *	Valve Check *	Annual Service *	
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•	
Change engine oil and filter	•	•			24
Check and clean air filter		•			24
Change air filter	every 18,000 mi/30,000 km				

	Oil Service 1000 *	Oil Service * ☞	Valve Check *	Annual Service *
Check and/or adjust valve clearance			•	
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	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disk and pad wear. Change if necessary		•		•
Check the proper tightening of brake caliper screws and front and rear brake disk screws		•		•
Check spoked wheel rims as described in the workshop manual	•	•		12
Check tightening of front and rear wheel nuts and rear sprocket nut		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		
Check the front and rear wheel hub bearings and steering tube bearing play		•		•

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		
Check chain, rear sprocket and sprocket wear and check final drive chain tension, lubrication and stretch. Detected elongation value:_____ (in) (cm) **Note** It is recommended to change the final drive chain kit within 20,000 km/12,000 mi.	•	•		•
Check the freedom of movement and tightening of the side stand	•	•		•
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•		•
Check the rear brake lever free play	•	•		•
Lubricate the levers at the handlebar and pedal controls		•		•
Check the freedom of movement of side panniers and top case tilting system		•		•
Check tire pressure and wear	•	•		•
Check the operation of all electric safety devices (side stand and clutch sensor, front and rear brake switch, engine kill switch, gear/neutral sensor)	•	•		•
Check lighting, turn indicators, warning horn and controls for correct operation	•	•		•

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC, ACC, BSD and VHC), electric fans and idling	•	•	•	•
Visual check of the coolant level and of sealing of the circuit	•	•	•	•
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)	•	•	•	•

* The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
* The Oil Service must be carried out every 9,000 mi/15,000 km or every 24 months.
* The Valve Check must be carried out every 36,000 mi/60,000 km.
* The Annual Service must be carried out every 12 months.

NOTICE:
Ducati Canada does not guarantee the availability of replacement parts, repair services, and information necessary to maintain or repair a vehicle.

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. x1000	1
	mi. x1000	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.

Technical data

Weights

Overall weight (in running order without fuel): 529 lb (240kg).
Maximum allowed weight (carrying full load): 1036.18 lb (470kg).

Attention

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

Attention

The maximum permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side panniers fit in tilting mode and tank bag fitted, the maximum speed allowed is 112 mph (180 km/h);
- with the top case, the tank bag and the side panniers fit in tilting mode, the maximum speed allowed is 100 mph (160 km/h).
- with aluminum side panniers fit in “fixed” mode with and without top case the maximum speed allowed is 93.20 mph (150 km/h).
However, speed must be adjusted to the legal limits.

Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 66.13 lb (30 kg), divided as follows:
22 lb (10 kg) max. per side pannier or aluminum pannier (1);
11 lb (5 kg) max. for the top case (2);
11 lb (5 kg) max. for the tank bag.

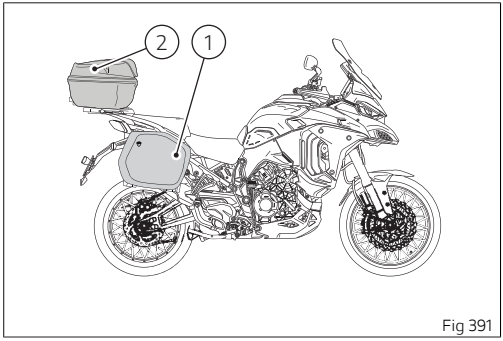


Fig 391

Overall dimensions

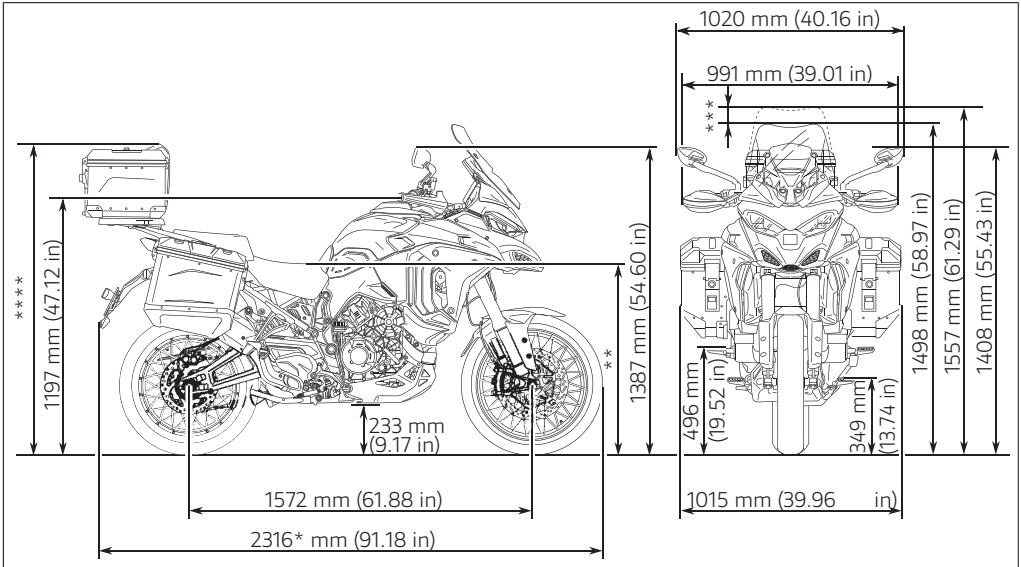


Fig 392

(*)	OPT ACC	Length: 91.18 in (2316 mm) (no top case)
(*)	OPT ACC	95.07 in (2415 mm) (plastic top case)
(*)	OPT ACC	94.88 in (2410 mm) (aluminum top case)
(**)		Standard seat height: (34.25 - 35.03 in) (870 - 890 mm)
(**)	OPT ACC	Low seat height + lowered suspension set: (31.69 - 32.48 in) (805 - 825 mm)
(**)	OPT ACC	Low seat height: (32.48 - 33.26 in) (825 - 845 mm)
(**)	OPT ACC	Low/medium seat height: (33.66 - 34.44 in) (855 - 875 mm)
(**)	OPT ACC	High seat height: (34.84 - 35.62 in) (885 - 905 mm)

(***)		Headlight fairing height: • 57.83 in (1460 mm) (headlight fairing fully down) • + 58.19 in (+ 1478 mm) • 58.54 in (1487 mm) • 58.94 in (1497 mm) • 59.21 in (1504 mm) • 59.60 in (1514 mm) • 59.84 in (1520 mm) • 57.64 in (1464 mm) (last click of headlight fairing)
(****)	OPT ACC	Top case maximum height: 55.11 in (1400 mm) (plastic top case)
(****)	OPT ACC	Top case maximum height: 56.29 in (1430 mm) (aluminum top case).

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.	6.59 UK gal (30 liters)

TOP-UPS	TYPE	
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).	1.29 US gal (4.9 liters) (with dry engine) 1.16 US gal (4.4 liters) (upon service with filter replacement)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork		45.15 cu.in. (740 cc) (LH leg) 36.00 cu.in (590 cc) (RH leg) Oil level (left leg): 4.72±0.08 in (120±2 mm) (without spring and preload tube, with leg fully home) Oil level (right leg): 6.49±0.08 in (165±2 mm) (without spring and preload tube, with leg fully home)

TOP-UPS	TYPE	
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.72 US gal (2.74 liters)

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.

Note
The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

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

Engine

Ducati V4 Granturismo: V4 90°, counter-rotating crankshaft, 4 valves per cylinder, liquid cooling.

Timing system with spring valve return system.

Bore: 3.27 in (83 mm).

Stroke: 2.09 in (53.5 mm).

Total displacement: 70.66 cu. in (1158 cu. cm).

Compression ratio: (14±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:
125 kW/170.0 HP at 10,750 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for France/Belgium version only:
114.2 HP / 84 kW at 8,750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:
120.8 Nm / 12.3 Kgm at 8,750 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France/Belgium version only:
114 Nm / 11.6 Kgm at 6,000 rpm

Maximumrpm: 11,500 rpm.

Note

The Multistrada V4 Rally has been developed based on reduced consumption and riding comfort concepts. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low rpm under certain conditions, so as to reduce fuel consumption and improve rider and passenger thermal comfort. As speed increases or above a certain acceleration demand, i.e. torque demand from the throttle grip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active for all Riding Modes.
In first gear, the rear cylinder deactivation function is not active.

Important

Do not exceed the specified rpm limits in any running conditions.

Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Lubrication
Trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps.
Oil cooler.
Consumption: 6.6 l/100km.
Emissions: CO2 152 g/km.
Type-approved: Euro 5+.

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: SILMDR9A 8GS.

Fuel system

Inductive discharge indirect Continental electronic injection.
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 1.81 in (46 mm).
Injectors per cylinder: 1.
Fuel with a minimum octane rating of 90 (RON +MON)/2.

Attention

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

Note

The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

FRONT

Front brake discs
Semi-floating drilled twin-disk.
Braking material: stainless steel.
Carrier material: aluminum, painted black.
Disk diameter: 12.99 in (330 mm).
Disk braking surface: 40.77 sq.in (263 sq.cm).
Front brake disk thickness: 0.19 in (5 mm).
Maximum wear on disk thickness: 0.17 in (4.5 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 16/19.
Front brake caliper
Make: Brembo, Monobloc Evo M50 Stylema with 4-piston radial mount and two pads, Radial Master Cylinder (ABS Evo Cornering).
Caliper pistons: No. 4 pistons Ø1.18 in (30 mm).
Friction material: BRM10A HH.
Front brake master cylinder
Brake master cylinder type: PR18/19.

REAR

Rear brake disc
With fixed drilled stainless steel disk.
Disk diameter: 10.43 in (265 mm).
Disk braking surface: 27.56 sq.in (177.85 sq.cm).
Disk thickness: 0.24 in (6 mm).
Maximum wear on disk thickness: 0.21 in (5.4 mm).
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.
Rear brake type: PF 2x28 D.
Number of pistons: 2.
Piston diameter: 1.1 in (28 mm).
Friction material: TOSHIBA TT 2182 FF.
Rear brake master cylinder
Brake master cylinder type: PS 12.
Master cylinder diameter: 0.47 in (12 mm).
Fixed, 1.10 in (28 mm) diameter 2-piston caliper.

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 wet multiplate clutch
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 30/54.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.
Total gear ratios:
1st gear 13/40
2nd gear 16/36
3rd gear 20/36
4th gear 21/31
5th gear 23/29
6th gear 25/27

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 HV3–KAI
Links: 124.

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

Aluminum monocoque.
Steering head angle: 24.7°±0.5°.
Trail: 4.15 in (105.5 mm).
Steering angle: 40° on the left / 40° on the right.

Wheels

Front

Spoked wheel rim.
Type: Spoked wheel rim with light alloy channel.
Size: 3.0" x 19".

Rear

Spoked wheel rim.
Type: Spoked wheel rim with light alloy channel.
Size: MT4.50x17".

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.

Tubeless tires:

Pirelli Scorpion Trail II
Pirelli Scorpion Rally
Pirelli Scorpion Rally Street

Front

"Tubeless", radial tire
Make and type: Pirelli Scorpion Trail II
Size: 120/70 ZR19 M/C 60W
Make and type: Pirelli Scorpion Rally
Size: 120/70 ZR19 M/C 60W
Make and type: Pirelli Scorpion Rally Street
Size: 120/70 ZR19 M/C 60W

Rear

"Tubeless", radial tire
Make and type: Pirelli Scorpion Trail II
Size: 170/60 ZR17 M/C 72W
Make and type: Pirelli Scorpion Rally
Size: 170/60 ZR17 M/C 72W
Make and type: Pirelli Scorpion Rally Street
Size: 170/60 ZR17 M/C 72W

TIRE PRESSURE

Scorpion Trail II (tubeless) tires
Front tire pressure:
34.8 PSI (2.4 bar) (rider only);
34.8 PSI (2.4 bar) (rider with passenger and/or panniers + Top Case).
Rear tire pressure:
36.2 PSI (2.5 bar) (rider only)
42.0 PSI (2.9 bar) (rider with passenger and/or panniers + Top Case).

Scorpion Rally (tubeless) tires
Front tire pressure:
23.2 PSI (1.6 bar) (rider only);
26.1 PSI (1.8 bar) (rider with passenger and/or panniers + Top Case).
Rear tire pressure:
23.2 PSI (1.6 bar) (rider only);
31.9 PSI (2.2 bar) (rider with passenger and/or panniers + Top Case).

Scorpion Rally Street (tubeless) tires
Front tire pressure:
30.4 PSI (2.1 bar) (rider only);
30.4 PSI (2.1 bar) (rider with passenger and/or panniers + Top Case).
Rear tire pressure:
31.9 PSI (2.2 bar) (rider only)
39.1 PSI (2.7 bar) (rider with passenger and/or panniers + Top Case).

Suspensions

Note

Front fork and rear shock absorber are adjusted by means of electric impulses output by the instrument panel to adjusters.

FRONT FORK

Type: Upside-down Marzocchi fork with integrated stroke sensor, fully adjustable in rebound and compression with hydraulic damping managed electronically by Ducati Skyhook Suspension EVO (DSS).
Fully electronic hydraulic damping adjustment, manual preload adjustment.
Setup types: 4 (rider, rider / baggage, rider / passenger, rider / passenger / baggage).
Riding mode customizations (can be selected for electronic adjustment): “Hardest”, “Hard”, “Medium”, “Soft”, “Softest”.
Front fork is adjusted by means of electric impulses output by the instrument panel to adjusters.
Only the RH fork leg is equipped with an external adjuster for setting the preload of the inner spring.
Spring preload: + 5 turns (from MIN fully unloaded).
Stanchion diameter: 1.97 in (50 mm).
Front wheel travel: 7.87 in (200 mm).

REAR SHOCK ABSORBER

Type: cantilever suspension with Marzocchi monoshock, with spring preload, compression and rebound complete adjustment, electronically

managed by Ducati Skyhook Suspension EVO (DSS).
Adjustment: fully electronic.
Setup types: 4 (rider, rider / baggage, rider / passenger, rider / passenger / baggage).
Riding mode customizations (can be selected for electronic adjustment): “Hardest”, “Hard”, “Medium”, “Soft”, “Softest”.
Rear wheel travel: 7.87 in (200 mm).
Stroke: 2.73 in (69.5 mm).

REAR SWINGING ARM

Type: aluminum double-sided swinging arm.

Exhaust system

Exhaust system: stainless steel single silencer; double catalytic converter and 4 lambda sensors.
Lambda sensors: 4.
Catalytic converters: 2.

Available colors

Ducati red

- Primer: Red VM Dual Primer, Lechler, LDS20067
- Varnish: Acriplast Red Stoner SF Lechler LMC06017

Jade Green

- Primer: White 2K Primer, Palinal 873.AC001
- Base coat: Jade Green Palinal 929.134B
- Base coat: Black 94 Palinal 929.R223
- Clear Coat: Acriplast Clear semi-matte, Lechler 96598.

Electric system

Basic electric items are:

Instrument panel

6.5” TFT color display.

Headlight

Low beam: No.8 LEDs;
High beam: No.4 LEDs;
Cornering light: no.2 LEDs;
Parking light: No.6 LEDs;
DRL lights (not present on China, Canada versions): No.6 LEDs.

Turn indicators

Front: No.3 LEDs;
Rear: no.3 LEDs.

Tail light

Parking light: No.12 LEDs;
Stop light: No.6 LEDs;
Number plate light: no.3 LEDs.

Horn.
Stop light switches.
Battery: YUASA YT12B-BS, 12V -10A.
Generator: DENSO, 14V - 560W.
Starter motor DENSO, 12 V-0.6 kW.
Electronic rectifier protected by a fuse: 30 A.

OPT ACC

Fog light: No.1 LED.

OPT

Rear fog lights: No.9 LEDs.

Fuses

Fuse boxes (A), (B) and (C) are located on the right side of the vehicle, under the rider seat.
Electric components are protected by seventeen fuses:

- No. 3 primary fuses inside the fuse box (A);
- No. 14 secondary and tertiary fuses in the front (B) and rear (C) fuse boxes.

The primary fuse box (A) is located under the rider's seat. To gain access, remove it as described in chapter "Seat lock".

Fuse box (A) key		
Pos.	El. item	Rat.
1	(Master fuse) System	50 A
2	(Master fuse) Spare	50 A
3	+ABS 1	30 A
4	+ABS 2	15 A

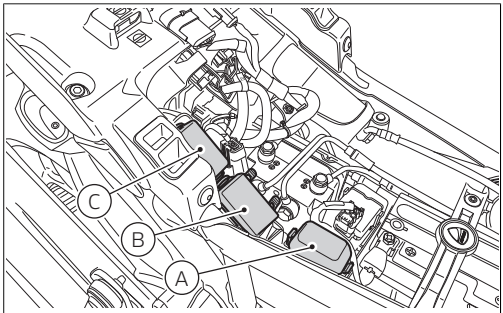


Fig 393

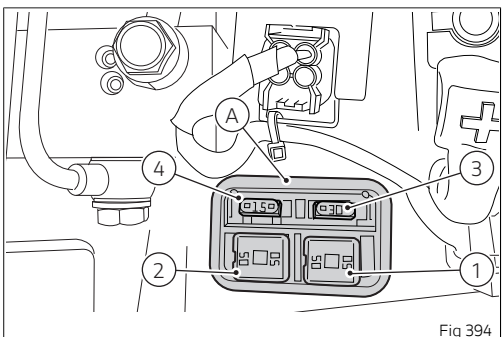


Fig 394

The secondary front (B) and tertiary rear (C) fuse boxes are located under the rider's seat. To gain access, remove it as described in chapter “Seat lock”.

Spare front and rear fuse boxes:

- box (B): 15A, 10A, 25A;
- box (C): 5A, 15A, 20A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front (B) and rear (C) fuse box fuses can be accessed by removing relevant inspection covers. Mounting order and amperage can be found on the box covers.

Front fuse box key (B)		
Pos.	El. item	Rat.
5	+30 Relay Load EMS	25 A
6	+30 Fuel pump relay	10 A
7	+30 BBS2	25 A
8	+30 Dashboard	15 A
9	+30 BBS1	25 A
10	Accessories	10 A
11	-	-

Rear fuse box key (C)		
Pos.	El. item	Rat.
12	Key1 EMS/ABS/IMU	5 A
13	Key2 Dash/BBS	7.5 A
14	Key3 Front light	7.5 A
15	Key4 Radar	7.5 A
16	Socket	3 A
17	+30 Injection relay	20 A
18	+30 Diagno-sis/Charge	7.5 A

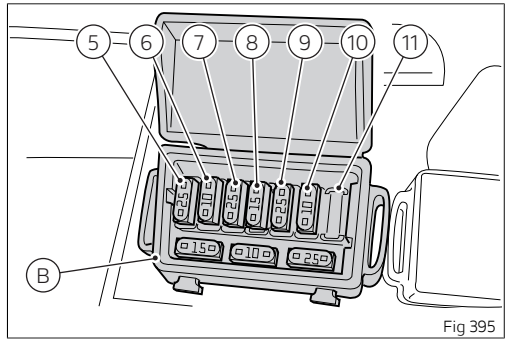


Fig 395

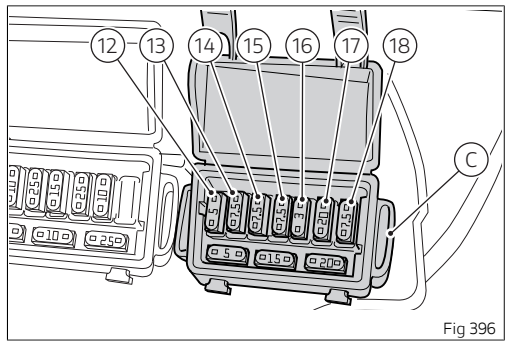


Fig 396

A blown fuse can be identified by breakage of the inner filament (E).

Important
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

Attention
Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

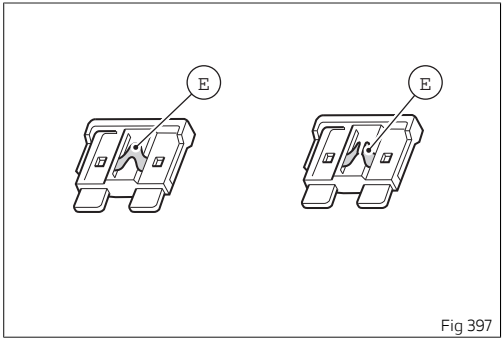


Fig 397

Open source software

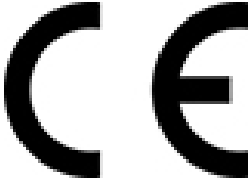
Information about open source software

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	Model Name	Frequency band	Max. transmission power

Dashboard	6.5inchCluster	2402 MHz ÷ 2482 MHz	25mW
Front Radar	MRRevo14F	76 ÷ 77 GHz	32 dBm (peak) 27 dBm (RMS)
Rear Radar	MRR1Rear	76 ÷ 77 GHz	24.7 dBm (peak) 13 dBm (RMS)
Hands free	CL8	133.8 ÷ 134.6KHz	73 dBµV/m @ 10m
Hands Free (Japan)	CL7	133.8 ÷ 134.6KHz	73 dBµV/m @ 10m
Hands free Key	CL6-904	433.91-433.93 MHz	-20 dBµV/m @ 3m
Hands free key (Japan)	CL7-904	315MHz	0.02 mW (EIRP)
TPMS Pacific (old)	PMV-CE71	433.05 ÷ 434.79 MHz	6309,57 µV/m @3m (Radiated)
TPMS Pacific (new)	PMV-E106	433.05 ÷ 434.79 MHz	2951,2 µV/m @3m (Radiated)
TPMS Pacific (old Japan)	PMV-CC71	314.98 MHz	12.3 µW
TPMS Pacific (new Japan)	PMV-E006	313.625 MHz	250 µW

Table 2

Radio equipment installed in the vehicle	Brand Name	Address

Dashboard	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Front Radar	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Rear Radar	ROBERT BOSCH GmbH	Robert-Bosch-Platz 1 70839 Gerlingen, Germany
Hands free	ASAHI DENSO Co,.Ltd.	6-2-1 Somejidai, Hamana-ku, Hamamatsu, Shizuoka 434-0046, Japan
Hands free Key	ASAHI DENSO Co,.Ltd.	6-2-1 Somejidai, Hamana-ku, Hamamatsu, Shizuoka 434-0046, Japan
TPMS	PACIFIC Industrial Co.,Ltd. KANEMATSU GmbH (EU Importer)	1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu503-2397, Japan Oststraße 34, 40211 Düsseldorf, Germany

ARGENTINA

RAMATEL

The name of the supplier of each device is given in Table 2

Dashboard (6.5inchCluster)	® C-25709
Front Radar (MRRevo14F)	® C-21797
Rear Radar (MRR1Rear)	® C-21798

Hands free (CL8)	® H-30068
Hands free Key (CL6-904)	® H-30069
TPMS (PMV-E106)	® H-29205

BRASIL

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.



Dashboard (6.5inchCluster)	01153-21-04562
Front Radar (MRRevo14F)	02220-14-03745
Rear Radar (MRR1Rear)	02230-14-03745
Hands free (CL8)	05428-17-05543
Hands free Key (CL6-904)	05429-17-05543
TPMS (PMV-CE71)	01919-17-02107

TPMS (PMV-E106)	11991-23-02107

CANADA

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

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

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

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

Cet appareil numerique classe B est conforme à la norme NMB-003 du Canada.

CAN ICES-3(B) / NMB-3(B)

Dashboard (6.5inchCluster)	IC: 25847-6P5CLUSTER
Front Radar (MRRevo14F)	IC: 3887A-MRREVO14F
Rear Radar (MRR1Rear)	IC: 3887A-MRR1REAR
Hands free (CL8)	IC: 6505A-CL6
Hands free Key (CL6-904)	IC: 6505A-CL6904
TPMS (PMV-CE71)	IC: 3729A-PMVCE71
TPMS (PMV-E106)	IC: 3729A-PMVE106

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

CHINA

TPMS (PMV-CE71)	
TPMS (PMV-E106)	

中华人民共和国工业和信息化部公告2019年第52号要求说明
（一）符合“微功率短距离无线电发射设备目录和技术要求”的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；
###PMV-CE71; PMV-E106
该变送器安装在摩托车轮胎中。 这是一种无线设备，可测量轮胎中的气压和温度并进行传输。

内置环形天线，天线增益-20.5 dBi
（二）不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；
（三）不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；
（四）应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；
（五）如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；
六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；
（七）禁止在以机场跑道中心点为圆心、半径5000米的区域内使用各类模型遥控器；
（八）微功率设备使用时温度和电压的环境条件。
-20℃ ~ 105℃、内置DC3V纽扣电池

EUROPE

Simplified EU declaration of conformity

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

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

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

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

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

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

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

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

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU 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

[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

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

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

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-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

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Sweden]

Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

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

HANDS FREE KEY

Warnings on batteries

Attention

Please read the operating instructions carefully!





The Hands free Key device contains a button cell battery that could be swallowed.
Always keep the battery out of the reach of children!
Swallowing the battery can cause serious injury in as little as 2 hours or death due to chemical burns and potential esophageal perforation.
If you think the batteries may have been swallowed or placed inside any part of the body, seek medical advice immediately.
Only install new batteries of the same type in the product.
Keep batteries away from sources of heat or moisture.
Keep batteries away from low or high pressure, and low or high temperature environments.
Do not compress, drop, damage or puncture the battery with foreign objects.
Dispose of used batteries immediately and safely in accordance with national and local regulations.
Discharged batteries can still be dangerous.

HONG KONG

HKCA 1035: automotive radar: radio equipment exempted from licensing

Front Radar (MRRevo14F)
Rear Radar (MRR1Rear)

JAPAN

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

Dashboard (6.5inchCluster)
Front Radar (MRRevo14F)
Rear Radar (MRR1Rear)
Hands free (CL7)
Hands free Key (CL7-904)
TPMS (PMV-CC71)
TPMS (PMV- E006)

JORDAN

Dashboard (6.5inchCluster)	TRC No. TRC/35/12656/2023
Front Radar (MRRevo14F)	TRC No. TRC/LPD/2014/125
Rear Radar (MRR1Rear)	TRC No. TRC/LPD/2014/73

MALAYSIA



Dashboard (6.5inchCluster)	CIDF16000194
Front Radar (MRRevo14F)	CIDF15000490
Rear Radar (MRR1Rear)	CIDF15000490

MEXICO

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Dashboard (6.5inchCluster)	©ift IFT RCPBO6520-2310

Front Radar (MRRevo14F)	IFT RCPBOMR14-0766
Rear Radar (MRR1Rear)	IFT RCPBOMR-14-0922
TPMS (PMV-E106)	IFT PEPAPM23-11015

MOLDOVA



Front Radar (MRRevo14F)
Rear Radar (MRR1Rear)

MOROCCO

AGREE PAR l' ANRT MAROCC

	Numéro d'agrément	Date d'agrément
Dashboard (6.5inch-Cluster)	MR 00025360 ANRT 2020	01/09/2020
Front Radar (MRRevo14F)	MR 9126 ANRT 2014	26/03/2014
Rear Radar (MRR1Rear)	MR 9186 ANRT 2014	22/04/2014

PARAGUAY



Dashboard (6.5inchCluster)	2021-02-I-0072
Front Radar (MRRevo14F)	2019-05-I-000237
Rear Radar (MRR1Rear)	2019-05-I-000236

RUSSIA

EAC

Dashboard (6.5inchCluster)
Front Radar (MRRevo14F)
Rear Radar (MRR1Rear)
Hands free (CL8)
Hands free Key

TPMS

SERBIA



Dashboard (6.5inchCluster)	И 005 20
Front Radar (MRRevo14F)	И 011 17
Rear Radar (MRR1Rear)	И 011 17

SINGAPORE

Dashboard (6.5inchCluster)	N5349-20
Front Radar (MRRevo14F)	DA105282
Rear Radar (MRR1Rear)	DA105282

SOUTH AFRICA

ICASA

Dashboard (6.5inchCluster)	TA-2020/6809
Front Radar (MRRevo14F)	TA-2013/2465
Rear Radar (MRR1Rear)	TA-2014212
Hands free (CL8)	TA-2024/3008
Hands free Key (CL6-904)	TA-2024/3058
TPMS (new)	TA-2023/0507

SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

KC

Dashboard (6.5inchCluster)	R-R-BO2-6_5inchCluster
Front Radar (MRRevo14F)	R-CMM-BO2-MRRevo14F
Rear Radar (MRR1Rear)	MSIP-CMM-BO2-MRR1Rear

Hands free (CL8)	R-R-AD1-CL8
Hands free Key (CL6-904)	R-C-AD1-CL6-904
TPMS (PMV-E106)	R-C_PCX-PMV-E106

TAIWAN



取得審驗證明之低功率射頻器材，非經核准，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。低功率射頻器材之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前述合法通信，指依電信管理法規定作業之無線電通信。低功率射頻器材須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

Dashboard (6.5inchCluster)	CCAL21LP0390T3
Front Radar (MRRevo14F)	CCAE15LP0180T0
Rear Radar (MRR1Rear)	CCAE15LP0170T7

THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามข้อกำหนดของ กทช.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):



English Translation of content:

This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E.2498

Dashboard (6.5inchCluster)
TPMS (PMV-E106)
Hands Free (CL8)
Hands Free key (CL6-904)



This telecommunication equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” conforms to technical standard NTC TS 1011-2549.
This telecommunication equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” has EMF radiation and conforms to NTC exposure standard NTC TS 5001-2550.
This equipment “BOSCH Radar Sensor MRRevo14F/ BOSCH Radar Sensor MRR1Rear” is operating more than 20cm away from human body in normal operating condition.

1) เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามมาตรฐานหรือข้อกำหนดของ กสทช.
2) 2.
เครื่องวิทยุคมนาคมนี้มีระดับการแผ่คลื่นแม่เหล็กไฟฟ้าสอดคล้องตามมาตรฐานความปลอดภัยต่อสุขภาพของมนุษย์จากการใช้เครื่องวิทยุคมนาคมที่ทัดเทียมกรรมการกิจการโทรคมนาคมแห่งชาติ

Front Radar (MRRevo14F)
Rear Radar (MRR1Rear)

UK



Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in the table below.

Radio equipment installed in the vehicle	Frequency band	Max. tx power	Antenna features
Dashboard (6.5inchCluster)	2402 ÷ 2482 MHz	Wi-Fi: 15dBm BT: 4dBm BT: 4dBm	Wi-Fi: 2.1 dBi, chip antenna BT: 1.0 dBi, chip antenna BT: 2.9 dBi, chip antenna
Hands Free (CL8)			
Hands Free Key (CL6-904)			
TPMS (PMV-CE71)			
TPMS (PMV-E106)			

Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.

Note

Queste apparecchiature possono essere manipolata e installate solamente da una persona esperta.

Attention

Please read the operating instructions carefully!



This device should normally be used at a distance of more than 20 cm from the human body. The operating temperature of the device is between -20°C and +60°C. If the device reaches temperatures above +60°C, Bluetooth® and Wi-Fi are switched off.

Simplified UK declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that it complies with the current regulation.

In the UK, the relevant regulation is as follows: S.I. no. 2017/1206 “The Radio Equipment Regulations 2017”, as amended by S.I. 2019 no. 696, SCHEDULE 29. The full text of the UK Declaration of Conformity is available at the following Internet address: certifications.ducati.com

UKRAINE

КАБІНЕТ МІНІСТРІВ УКРАЇНИ
ПОСТАНОВА ВІД 24 ТРАВНЯ 2017 Р. № 355 Київ; Додаток 6:
Справжнім Robert Bosch GmbH заявляє, що тип радіообладнання (6.5inchCluster/ MRRevo14F/ MRR1Rear) відповідає Технічному регламенту радіообладнання; повний текст декларації про відповідність доступний на веб-сайті за такою адресою: certifications.ducati.com.

Dashboard (6.5inchCluster)	
Front Radar (MRRevo14F)	UA RF:1BOSC0007
Rear Radar (MRR1Rear)	UA RF:1BOSC0005

UNITED ARAB EMIRATES

	TRA REGISTERED No	DEALER No
Dashboard (6.5inchCluster)	ER94560/21	DA36758/14
Front Radar (MRRevo14F)	ER39135/15	DA36758/14
Rear Radar (MRR1Rear)	ER39136/15	DA36758/14

UNITED STATES

This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment 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

The TPMS device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
Changes or modifications not expressly approved by the party responsible for compliance could void the users authority to operate the equipment.

Dashboard (6.5inchCluster)	FCC ID: 2AUXS-6P5CLUSTER
Front Radar (MRRevo14F)	FCC ID: NF3-MRREVO14F
Rear Radar (MRR1Rear)	FCC ID: NF3-MRR1REAR
Hands free (CL6)	FCC ID: T8VCL6
Hands free Key (CL6-904)	FCC ID: T8VCL6-904
TPMS (PMV-CE71)	FCC ID: PAXPMVCE71
TPMS (PMV-E106)	FCC ID: PAXPMVE106

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Updated on 02/2026 ED.01



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