Owner's manual
Anleitungs-und Instandhaltungsheft

SUPERBIKE

1199 PANIGALE S
1199 PANIGALE S ABS

DUCATI

ENGLISH

SUPERBIKE

1199 PANIGALE S

1199 PANIGALE S ABS

This manual forms an integral part of the motorcycle and must be kept with it whole its service life.
If the motorcycle is resold, the manual must always be handed over to the new owner.
This manual must be preserved with care.
If it lost or becomes damaged, contact a Ducati Dealer or authorised Service Centre without delay to obtain a new copy of the manual.

The quality standards and safety of Ducati motorcycles are steadily improved as new design solutions, equipment and accessories are developed. While the information contained in this manual is current at the time of going to print, Ducati Motor Holding S.p.A. reserves the right to make changes at any time without notice and without any obligations. For this reason, the illustrations in this manual might differ from your motorcycle.

Foreword

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts.
This manual provides instructions on minor maintenance operations.
Major maintenance operations are described in the Service Manual available to Ducati Authorised Service Centres.

In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see 228.

Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati original spare parts only as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Card.

The warranty does not apply to motorcycles used in racing competitions.

Tampering with or altering any components, even partially, will make the warranty null and void effective immediately.

Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Table of contents

Safety guidelines

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance.
In case of any doubts, please call a Dealer or Authorised Service Centre.

Safety alerts

To alert you to potential hazards that could potentially harm you or other persons, the following safety alerts have been used:

- Safety labels on motorcycle;
- Safety messages preceded by a warning symbol and the word Warning or Important.

Warning

Failure to comply with these instructions may put you at risk and result in severe injury to rider or other persons or even death.

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information concerning the job being carried out.

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

Permitted use

This motorcycle must be used only on asphalted roads or on level, regular pavement.
This motorcycle may not be used for riding on dirt trails or for off-road riding.

Warning
Off-road riding may lead to loss of control, resulting in severe damage to vehicle, injury or death.

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

This motorcycle carries the rider and can carry a passenger after the supplied kit is installed. It can only be installed at a Ducati Dealer or authorised Service Centre.

Warning
The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 370kg/816 lb.

Rider's obligations

All riders must hold a valid licence.

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

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

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

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

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

Some states require vehicle insurance.

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

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

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

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

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

Rider training

Accidents are frequently due to inexperience. Driving a motorcycle is different from driving other vehicles and requires specific riding and braking techniques.

Warning

Poor training or improper operation of the vehicle can lead to loss of control, death or severe damage.

Riding gear

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

Proper riding gear includes helmet, eye protection, gloves, boots, long sleeve jacket and long pants.

- The helmet must the requirements listed at page 11; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, pants or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Best practices for motorcycle safety

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

Important

Closely follow the indications provided at page 190 during the running-in period. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Warning

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

Perform the checks recommended in this manual before each ride (see page 192).

Warning

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

Warning

Start the engine outdoors or in a well ventilated area. The engine should never be started or run indoors.
Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.
Use proper body position while riding and ensure your passenger does the same.

Important

Rider must hold the handlebars with both hands AT ALL TIMES while riding.

Important

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

Important

The pillion passenger should always hold on to the strap placed on the passenger seat with both hands.

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

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

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

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

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

Warning
The engine, exhaust pipes and silencers remain hot for a long time after engine is switched off; pay particular attention not to touch exhaust system with any body part and do not park the vehicle next to inflammable material (wood, leaves etc.).

Warning
Always remove the key when you leave your motorcycle unattended and make sure it is not accessible to persons not authorised to use the motorcycle.

Refuelling

Refuel outdoors with the engine turned off.

Do not smoke or use open flames when refuelling.

Be extremely careful not to spill fuel on the engine or on the exhaust pipe.

Never fill the tank completely. Fuel should never be touching the rim of filler recess.

While refuelling, avoid inhaling fuel vapours and avoid contact with eyes, skin or clothing.

Warning

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

Warning

In the event of illness after prolonged breathing of fuel vapours, stay outdoors and seek medical advice. In the event of contact with eyes, flush with plenty of water. After contact with skin, wash immediately with water and soap.

Warning

Fuel is highly inflammable. Clothing with spilled fuel on it should be removed as possible.

Carrying the maximum load allowed

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

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

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

Information about carrying capacity

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

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

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

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

Warning
Make sure the tyres are inflated to the proper pressure indicated at page 222 and that they are in good condition.

Dangerous products - warnings

Used engine oil

Warning
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

Warning
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 cloth before proceeding to service the motorcycle. Keep away from children.

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

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.

Warning
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 snag on the fan.

Battery

Warning
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.

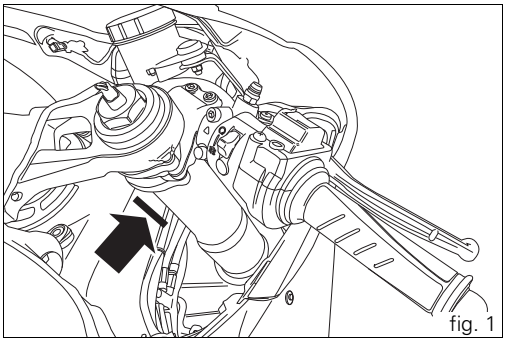


fig. 1

It is recommended to record the frame number of your motorcycle in the space below.

Frame number

Engine identification number

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

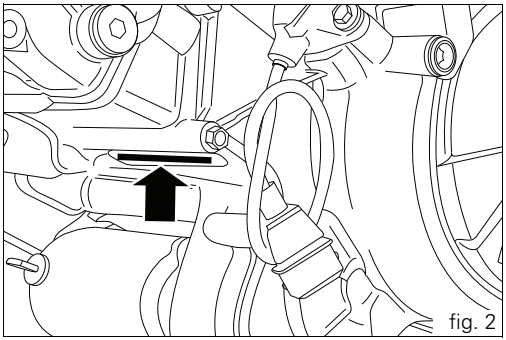


fig. 2

It is recommended to record the number of your motorcycle's engine in the space below.

Engine number

Instrument panel (Dashboard)

1) Display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) HIGH BEAM LIGHT ≡D (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
4) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at Key-On, but must turn off a few seconds after the engine has started.
It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

Important
If this light (4) stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 5 litres of fuel left in the tank.
6) TURN INDICATOR LIGHTS ⇦⇨ (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.
8) GENERAL WARNING LIGHTS (RED) (fig. 3):
the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in;
the lights (8b) turn on when RPM value reaches the second threshold before the rpm limiter kicks in;
the lights (8c) turn on when RPM value reaches the third threshold before the rpm limiter kicks in.

9) ABS LIGHTS (ABS) (AMBER YELLOW) FOR ABS VERSION (fig. 3).

This turns on to indicate that ABS is disabled or not functioning.

Engine off / speed below 5 km/h		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function "ABS"	ABS enabled but not yet operating
Engine on / speed below 5 km/h		
Light off	Light flashing	Light steady
-	ABS disabled with the menu function "ABS"	ABS enabled but not yet operating
Engine on / speed above 5 km/h		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS disabled with the menu function "ABS"	ABS disabled and not functioning due to a problem.

10) DTC INTERVENTION (AMBER YELLOW) (fig. 3):

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

11) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED) (fig. 3):

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing

Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	Immobilizer
Key-on status	Light OFF
Key-off status	Light ON flashing
Key-off status for over 12 hours	Light OFF

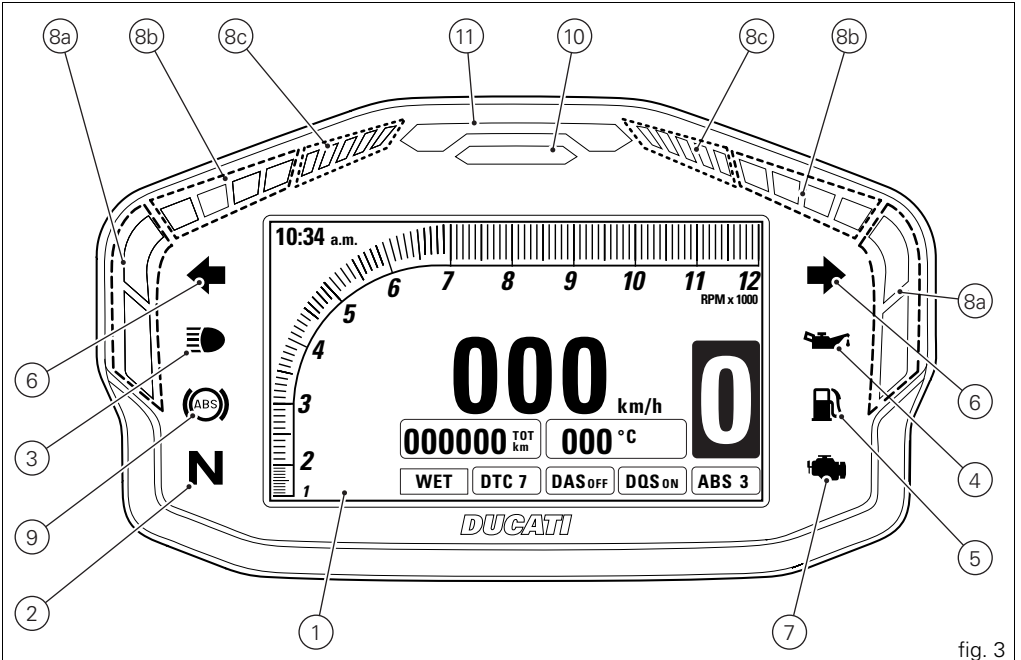

8a
8b
8c
11
10
8c
8b
8a
10:34 a.m.
RPM x 1000
000
km/h
000000 TOT km
000 °C
0
WET
DTC 7
DAS OFF
DQS ON
ABS 3
DUCATI
6
3
9
2
N
ABS
1
7
4
5
6

fig. 3

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DES
DUCATI Electronic Suspension
DSB
Dashboard
DTC
DUCATI Traction Control
DQS
DUCATI Quick Shift
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit
E-Lock
Electronic Main Switch Set
GPS
Global Positioning System
UP-MAP
Updater Map/Calibration

Technological Dictionary

Engine Brake Control (EBC)

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lockup during aggressive downshifting. If the system detects wheel slipping, it sends a signal to the engine control unit to slightly increase engine rpm until the rear wheel speed is again consistent with vehicle speed.
EBC features a three-tiered operating system and is integrated in the three Riding Modes.

Riding Mode

The rider of a 1199 Panigale can choose from 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow user to instantly change the engine power delivery (Power Mode), the ABS settings (if present), DTC, DQS, EBC, instrument panel graphics and (for the S version) even the suspension settings (DES).
The Riding modes available for the 1199 Panigale are: Race, Sport and Wet. Within every Riding Mode, the rider can customise any settings.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. For the 1199 Panigale there are three Power Modes, one for each Riding Mode:
120 HP with "smooth" delivery
195 HP with "smooth" delivery
195 HP with "instant" delivery

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Electronic Suspension (DES)

The Ducati Electronic Suspension system by Öhlins automatically adjusts the rebound and compression damping. This allows the rider to set the suspensions in a different way according to the selected Riding Mode or to customise any setting according to his/her own riding style.

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level.
Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is hence more rare.

Anti-lock Braking System (ABS) 9ME

ABS 9ME system fitted to 1199 Panigale is a two-channel latest-generation system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking. ABS 9ME system is specifically calibrated for sport use, and features 3 different levels of intervention, one per Riding Mode. In RACE mode the system only works on the front discs to ensure top performance for track use.

Engine Brake Control (EBC)

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lockup during aggressive downshifting. If the system detects wheel slipping, it sends a signal to the engine control unit to slightly increase engine rpm until the rear wheel speed is again consistent with vehicle speed.
EBC features a three-tiered operating system and is integrated in the three Riding Modes.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system used for racing purposes that allows the rider to shift up under acceleration without using the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Ducati Data Analyzer+ (DDA+)

DDA+ is the latest generation of the Ducati Data Analyzer, with built-in GPS signal to create a "virtual finish line". The system automatically detects lap end and stops the lap timer, without the rider needing to do anything. Thanks to the built-in GPS signal, it also shows the trajectories on track map and the key vehicle parameters: throttle opening, speed, rpm, gear engaged, engine temperature, DTC intervention.

Function push-buttons

1) CONTROL SWITCH (fig. 4) UP "▲".
Button used to display and set instrument panel parameters with the position "▲".
2) CONTROL SWITCH (fig. 4) DOWN "▼".
Button used to display and set instrument panel parameters with the position "▼".
3) HIGH-BEAM FLASH BUTTON FLASH (fig. 4)
The high-beam flash button may also be used for LAP functions.
4) TURN INDICATORS CANCEL BUTTON (fig. 4)
CONFIRM MENU
The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style.

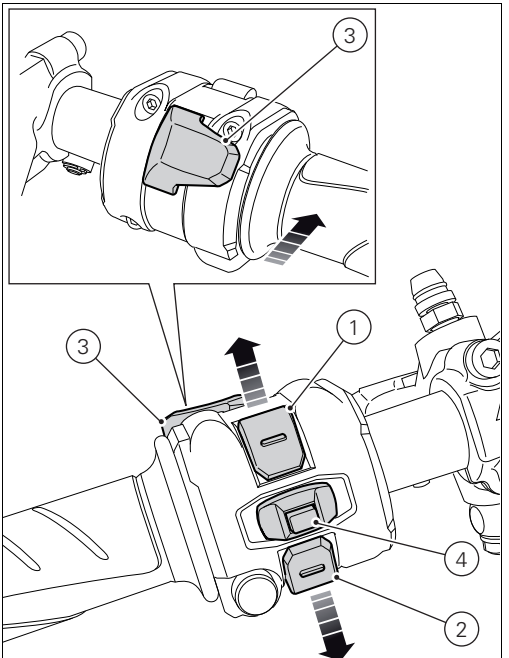


fig. 4

How to set/display parameters

When it is switched on, the instrument panel displays the DUCATI Logo and turns on the LED warning lights in two steps (“initial check”).
At the end of the check, the instrument panel displays the main Screen in ROAD or TRACK mode (it depends on the last configuration in use before the key-off).

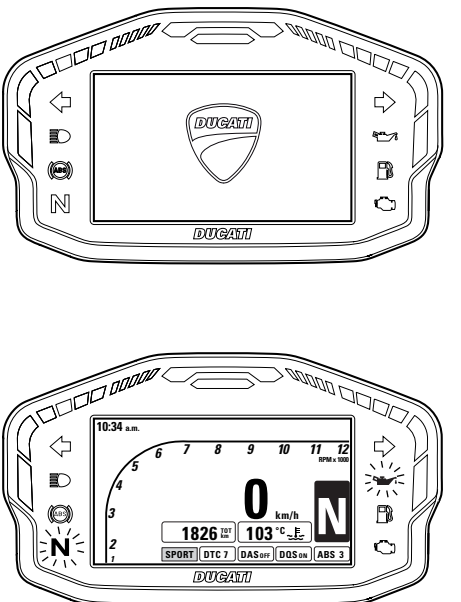


fig. 5

If the bike is equipped with the Performance exhaust system kit (part no. 96450211B) or the Performance silencer kit (part no. 96450311B), when the instrument panel is switched on, after the Ducati logo, it displays the text "RACING" or "RACING EVO":
- RACING when the vehicle is equipped with the Performance silencer kit;
- RACING EVO when the vehicle is equipped with the Performance complete exhaust system kit.

Note
The Performance exhaust kit (part no. 96450211B) and Performance silencer kit (part no. 96450311B) can be purchased at a Ducati Dealer or Authorised Service Centre.

Warning
The Performance exhaust kit (part no. 96450211B) and Performance silencer kit (part no. 96450311B) must be installed at a Ducati Dealer or Authorised Service Centre.

During this check stage, if the vehicle speed exceeds 10 km/h (actual speed), 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.

Note
When turning the key to OFF, vehicle power is cut only after 70 seconds and not immediately.

fig. 6

Two different main page layouts are available: ROAD and TRACK. Data displayed on the main screen are as follows:

1) Rpm bargraph
2) Vehicle speed
3) Gear engaged
4) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Lap time - only if active)
5) Menu 2 (Engine coolant temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time, Ambient air temperature)
6) Set Riding Mode
7) DTC level indication (ON) or DTC OFF indication
8) EBC level indication (ON) or EBC OFF indication
9) DQS ON indication or DQS OFF indication
10) ABS level indication (ON) or ABS OFF indication (for ABS version only)
11) DDA ON indication (if fitted)
12) GPS receiving indication (if fitted)
13) Clock
14) SERVICE indication (only if active) - Alarm / Warning indication (only if present) - Error indication (only if present)

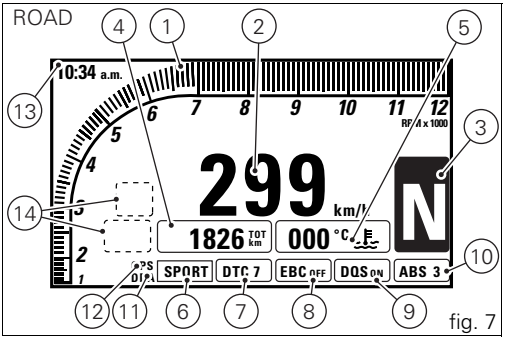


fig. 7

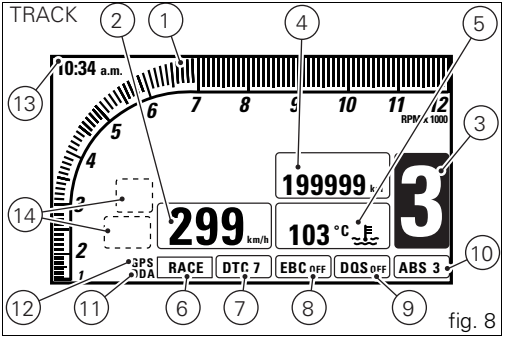


fig. 8

Press button (1) to display MENU 1 information.
The data displayed in a sequence, both in ROAD and TRACK modes, are:
- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- TRIP FUEL (when function is active);
- Lap time (LAP) - only for TRACK mode.

Press button (2) to display MENU 2 information.
The data displayed in a sequence, both in ROAD and TRACK modes, are:
- Coolant temperature;
- Instantaneous fuel consumption (CONS.);
- Average Fuel Consumption (CONS. AVG);
- Average speed (SPEED AVG);
- Trip time (TRIP TIME);
- Air temperature.

Upon the Key-ON, the data displayed for MENU 1 and MENU 2 are the ones displayed upon the previous Key-OFF.

Note
In both ROAD and TRACK modes, the factory set default parameter (Odometer - TOT) is displayed for 10 seconds upon Key-ON for MENU 1 and then the parameter from last Key-OFF is displayed.

Note
In case of sudden and unexpected power off, the instrument panel displays the default settings upon the following Key-ON; in particular:
- for MENU 1 - Odometer (TOT);
- for MENU 2 - Coolant temperature.

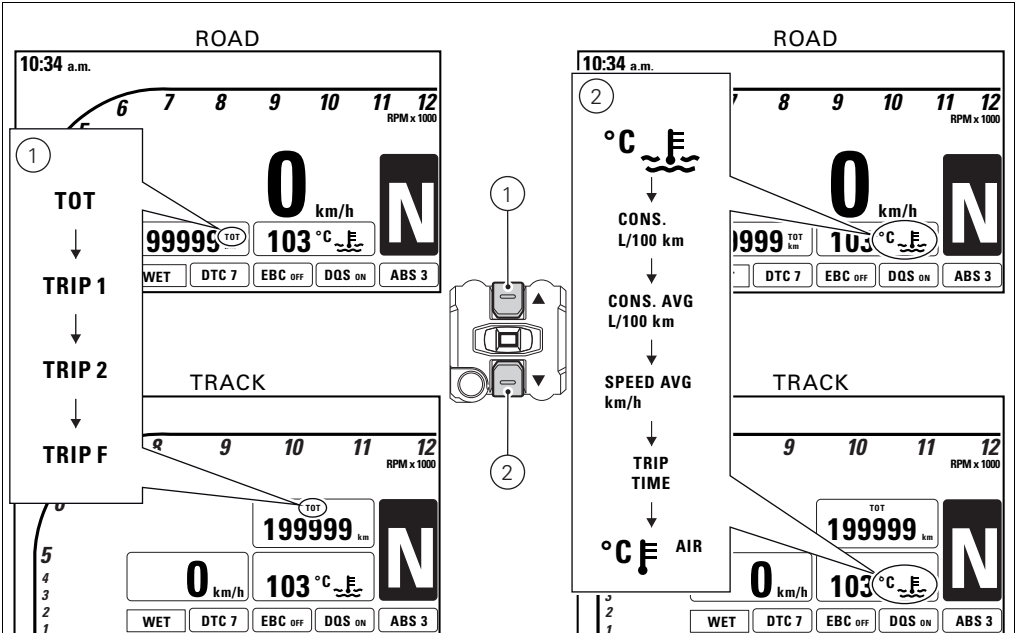

ROAD
10:34 a.m.
RPM x 1000
0 km/h
N
TOT
99999
103 °C
WET
DTC 7
EBC OFF
DQS ON
ABS 3
1
TOT
TRIP 1
TRIP 2
TRIP F
TRACK
199999 km
0 km/h
2
°C
CONS. L/100 km
CONS. AVG L/100 km
SPEED AVG km/h
TRIP TIME
AIR

fig. 9

When the Standard Screen is displayed, hold the button (2) for 3 seconds, when actual vehicle speed is lower than or equal to 20 km/h, to enter the Setting MENU, where you can set any function.

Important
The Setting MENU can only be opened if vehicle actual speed is lower than or equal to 20 km/h. When the Setting MENU is open and vehicle actual speed exceeds 20 km/h, the instrument panel automatically closes it and displays the Standard Screen.

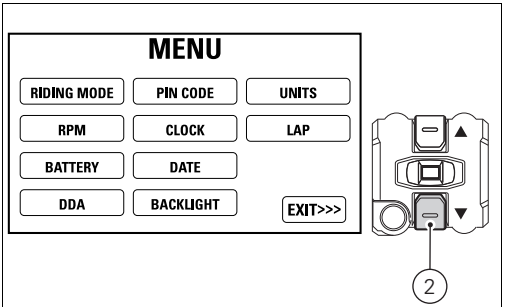


fig. 10

If the key is not acknowledged upon Key-ON and once the check routine is over, the following will happen:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the Standard Screen is displayed with an E-LOCK error warning and access to the Setting MENU is not allowed;

if the PIN CODE function is active, the PIN CODE function page is displayed, allowing rider to enter the personal code (refer to "Vehicle release through PIN CODE").

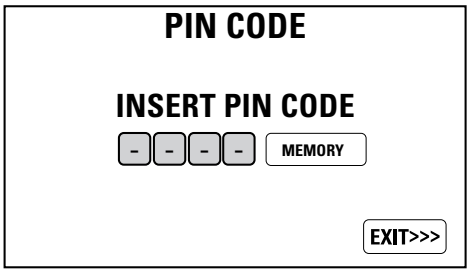


fig. 11

Main functions

The functions displayed in the Standard Screen are the following:

Main functions
- Engine rpm indication (RPM)
- Vehicle speed
- Gear
- Riding Mode
- DTC
- EBS
- DQS
- ABS
- MENU 1 displays the following functions
  - Odometer (TOT)
  - Trip meter 1 (TRIP1)
  - Trip meter 2 (TRIP2)
  - Partial fuel reserve counter (TRIP FUEL)
  - LAP time - only if active and in TRACK mode
- MENU 2 displays the following functions:
  -Coolant temperature
  -Instantaneous fuel consumption (CONS.)
  -Average Fuel Consumption (CONS. AVG)
  -Average speed (SPEED AVG)
  -Trip time (TRIP TIME)
  -External air temperature

Auxiliary functions
- DDA (only if present)
- GPS (only if present)
- CLOCK
- Service warning (SERVICE)
- Warning/Alarm indication (Warning)
- ERROR indication

The functions within the Setting MENU that can be modified by the user are the following:

- RIDING MODE customisation: within this menu, rider can customise the following:
  - ABS setting (ABS)
  - Electronic suspension setting (DES)
  - Display settings (DISPLAY)
  - DQS ON/OFF (DQS)
  - DTC level (DTC)
  - Engine setting (ENGINE)
  - EBC level (EBC)
  - Reset to default factory settings (DEFAULT)
  - Engine rpm digital indication (RPM)
- Battery voltage (BATTERY)
- DDA (on/off - view - delete)
- PIN CODE (enter/change)
- Clock settings (CLOCK SETTING)
- Date settings (DATE)
- Display backlighting (BACK LIGHT)
- Units of measurement (Speed - Temperature - Fuel consumption) UNIT
- LAP (view/delete/reset automatic settings)

The area for the range from 10500 to 11500 rpm (pre-warning area) is indicated on the display in orange both with the bargraph filling and with the indication of the corresponding figure 11 ("orange area").
The area for the range from 11500 to 12000 rpm (warning area) is indicated on the display in red both with the bargraph filling and with the indication of the corresponding figure 12 ("red area").

Important

During the first 1000 km (Running-in), i.e. as long as the Odometer displays a value lower than or equal to 1000 km, the "orange area" (pre-warning area - indicated on the display in orange both with the bargraph filling and with the indication of the corresponding figure) is displayed when engine reaches 6000 rpm. During this running-in period, it is recommended not to exceed 6000 rpm so make sure the instrument panel does not display the "orange area" of the bargraph.

After Running-in, the "orange area" indicates to and advises the rider to ride at lower revs when engine is cold; the "orange area" position changes according to engine temperature as follows:

- from 8000 rpm with engine temperature lower than or equal to 40 °C
- from 9000 rpm with engine temperature lower than or equal to 50 °C
- from 10500 rpm with engine temperature lower than 50 °C

The lights turning on when the rev limiter thresholds are reached are divided in three groups according to the following thresholds:

1st threshold 10500 rpm (A)

2nd threshold 10700 rpm (B)

3rd threshold 10900 rpm (C)

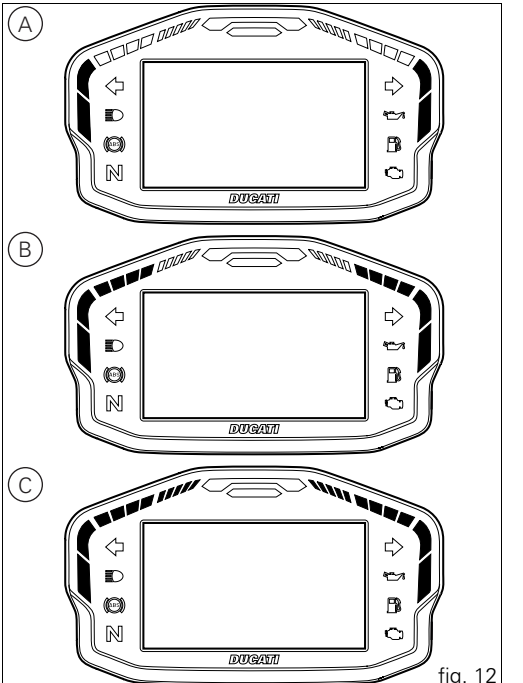


fig. 12

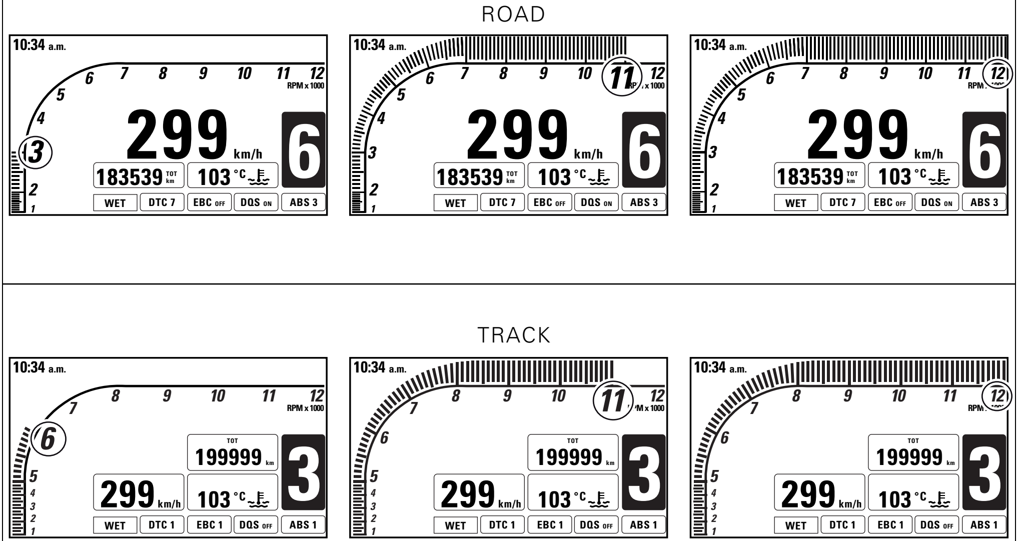

ROAD
TRACK
10:34 a.m.
RPM x 1000
299 km/h
6
183539 TOT km
103 °C
WET
DTC 7
EBC OFF
DQS ON
ABS 3
3
199999 km
DTC 1
EBC 1
DQS OFF
ABS 1

fig. 13

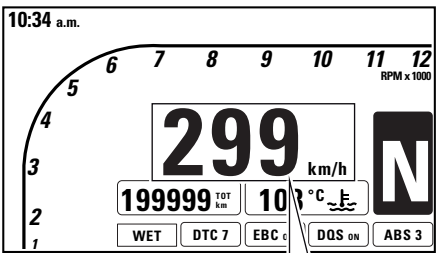
Vehicle speed

The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).

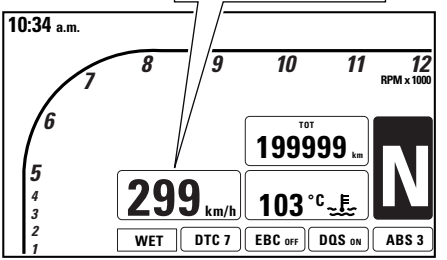
A string of dashes "---" is displayed with the set unit of measurement if:

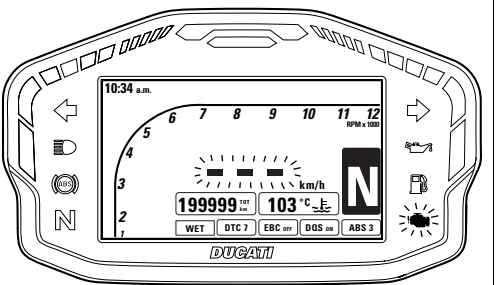
- speed is equal to 299 km/h or 186 mph or if instrument panel is not receiving the speed value ("---" steady on);
- the rear speed sensor is in fault ("---" flashing, EOBD light on and SPEED SENSOR error displayed).

ROAD



TRACK





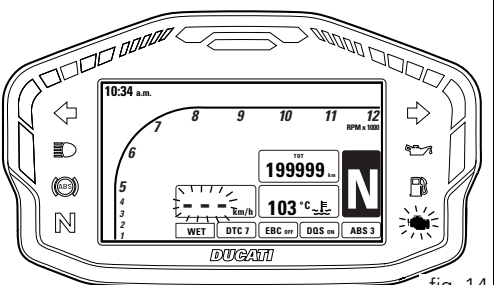


fig. 14

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.
Letter C is displayed when system requires you to shift gear.
A string of dashes "–" is displayed if:

- gear teach-in has not been carried out yet ("–" flashing and Neutral light (A) blinking);
- the gear sensor is in fault ("–" flashing, EOBD light (B) on and GEAR SENSOR error displayed);
- the instrument panel is not receiving the gear data ("–" steady on).

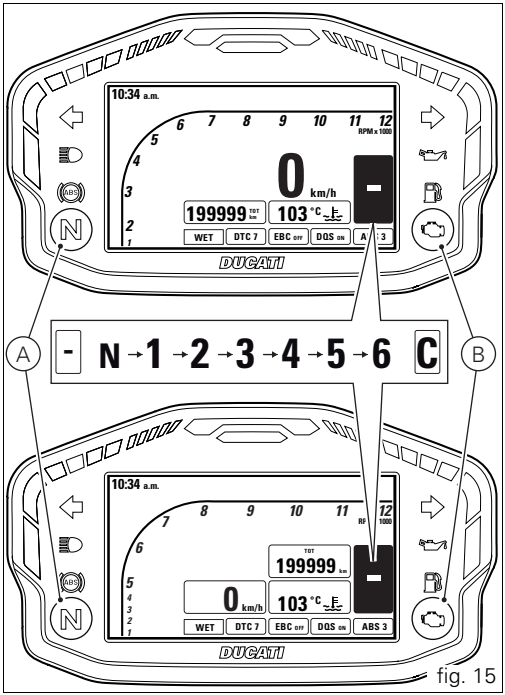


fig. 15

Riding Mode

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: RACE, SPORT, WET.

The selected active Riding Mode is indicated at the bottom of the display, inside a box with green background if the Riding Mode settings are the default ones, or with orange background if the Riding Mode settings have been customised by the rider.

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, off);
- a specific engine power that will change throttle behaviour (195Hi, 195Lo, 120);
- a specific rebound damping setting and a specific compression damping setting for the front fork;
- a specific rebound damping setting and a specific compression damping setting for the rear shock absorber;
- a specific ABS calibration (1, 2, 3, off);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, off);
- the activation or deactivation of the quick shifter DQS (DQS on or DQS off).

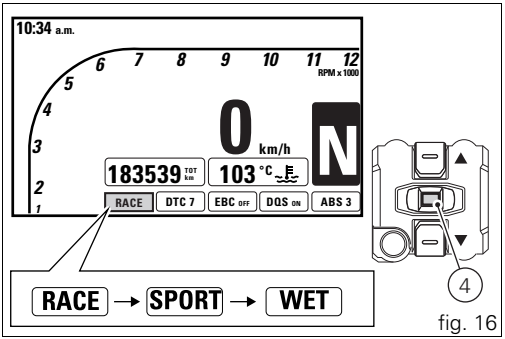


fig. 16

Every Riding Mode also features a different standard screen layout (ROAD, TRACK), set by Ducati or customised by the rider through the setting function pages.

Important

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

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode (A, fig. 17).
The instrument panel displays the speed indication (on the right) and riding mode name (on the left):
- RACE
- SPORT
- WET

one of these will be highlighted to indicate that it was the last stored setting and is currently in use.

Warning

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

For the highlighted Riding Mode some of the parameter settings are displayed:
- DTC: the DTC text followed by the level of intervention set (1, 2, 3, 4, 5, 6, 7, 8) in case the DTC is active or by OFF in case the DTC is disabled;
- EBC: the EBC text followed by the level of intervention set (1, 2, 3) in case the EBC is active or by OFF in case the EBC is disabled;
- engine power (ENGINE): the ENG text followed by the set engine power. Power options are displayed as 195 Hi, 195 Lo or 120, while in some countries (such as France and Japan) these options are displayed as HIGH, MID or LOW2;
- DQS: the DQS text followed by ON in case the DQS is active or by OFF in case the DQS is disabled;
- ABS: the ABS text followed by the level of calibration set (1, 2, 3) in case the ABS is active or by OFF in case the ABS is disabled.

The displayed information is the settings stored in every single Riding Mode. The stored settings may be the factory ones (Ducati default settings) or the ones customised by the owner.
Any time the CONFIRM MENU button (4) is pressed, you highlight a riding mode and the associated parameters are displayed (A, fig. 17).
Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is stored and the Standard Screen is displayed (B, fig. 17).
Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the Standard Screen is displayed (C, fig. 17).

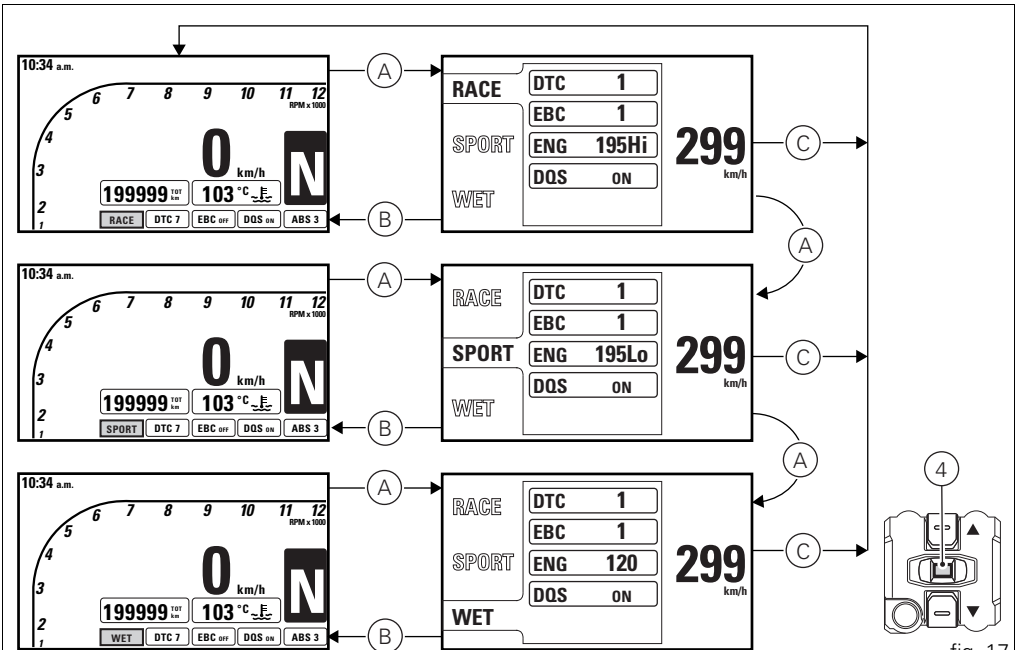

10:34 a.m.
RPM x 1000
0
km/h
N
199999
103 °C
RACE
DTC 7
EBC OFF
DQS ON
ABS 3
SPORT
WET
A
B
C
RACE
SPORT
WET
DTC 1
EBC 1
ENG 195Hi
ENG 195Lo
ENG 120
DQS ON
299
km/h
4

fig. 17

When system requests rider to confirm the riding mode change, the procedure will output an error if:

- for the versions with no ABS, the throttle twistgrip is open; in this case CLOSE THROTTLE error is displayed and the procedure for changing riding mode will not be completed unless the rider closes the throttle within 5 seconds. When procedure is not successful the Standard Screen is displayed;
- for the versions with ABS, the throttle twistgrip is open, brakes are activated and the vehicle is not still; in this case CLOSE THROTTLE AND RELEASE BRAKES error is displayed and the procedure for changing riding mode will not be completed unless the rider closes the throttle and releases the brakes or the vehicle is stopped (zero speed)within 5 seconds. When procedure is not successful the Standard Screen is displayed.

Note
For the versions with ABS, if the change of riding mode is associated with the ABS change of state from ON to OFF or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

fig. 18

fig. 19

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and intervention level number (1 to 8);
- if DTC is disabled, DTC OFF indication;
- if DTC is in fault or the Black Box is in fault, DTC --- indication; the EOBD light turns on as well and the corresponding error is displayed.

Warning

DTC 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 to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

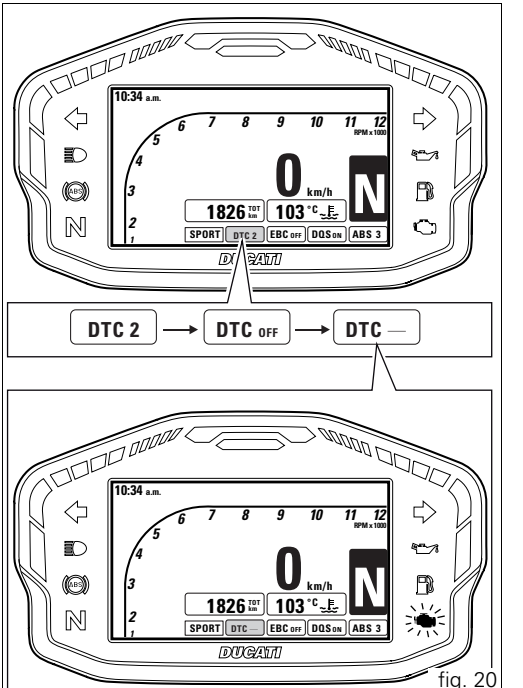


fig. 20

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

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

DTC LEVEL	RIDING MODE	USE	DEFAULT
1	RACE	Track use, for very expert riders, optimised for Pirelli tyres with SC2 compound. System permits sliding sideways.	NO
2	RACE	Track use, for very expert riders, optimised for OEM tyres (Original Equipment Manufacturer). Permits sliding sideways.	It is the default level for the "RACE" Riding Mode
3	RACE	Track use for expert riders. Permits sliding sideways.	NO
4	RACE	Track use (and road use for expert riders).	NO
5	SPORT	Sport style on the road or on the track, consistent with ENGINE 195cv LOW setting (maximum power 195HP, with Smooth delivery).	It is the default level for the "SPORT" Riding Mode
6	SPORT	"Very safe" style on dry surface, on the road or on the track, consistent with ENGINE 195cv LOW setting (maximum power 195HP, with Smooth delivery).	NO
7	WET (RAIN)	Track use, with rain tyres, in particular it was optimised for Pirelli Diablo Rain tyres (rear tyre 190/55 ZR17).	NO
8	WET (HEAVY RAIN)	Wet road and slippery asphalt with OEM tyres; it must be associated with ENGINE 120 setting.	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level

Warning

The DTC level 1 setting has been calibrated using the tyres with SC2 compound (Pirelli Diablo Supercorsa SC2) that are not those originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system.
The DTC level 7 setting has been calibrated using Rain tyres (Pirelli Diablo Rain with size 190/55 ZR17 at the rear) that are not those originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system.
The DTC levels 2-3-4-5-6-8 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Supercorsa SP 120/70ZR17 at the front and 200/55ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.
In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 200/55 ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case is it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels of intervention for the DTC. Levels 1, 2 and 3 allow the rear wheel to spin and slide: these levels are recommended on the track only and exclusively for expert riders: in particular, level 1 is designed to work at best only with tyres having SC2 compound.

The choice of the correct level mainly depends on the following parameters:
The tyre/asphalt grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).

The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).

The riding mode (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).
Level depends on type of track: if the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.
The relation of the DTC intervention level to riding mode:
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 8 is used for a couple of full laps (to allow the tyres to warm up) in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more “rough” approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select level 8 and ride the motorcycle in your usual style; if the level of DTC 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 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).

EBC

The instrument panel displays EBC status as follows:

- if EBC is active, EBC indication and intervention level number (1 to 3);
- if EBC is disabled, EBC OFF indication;
- if EBC is in fault or the control unit is in fault, EBC --- indication; the EOBD light turns on as well and the corresponding error is displayed.

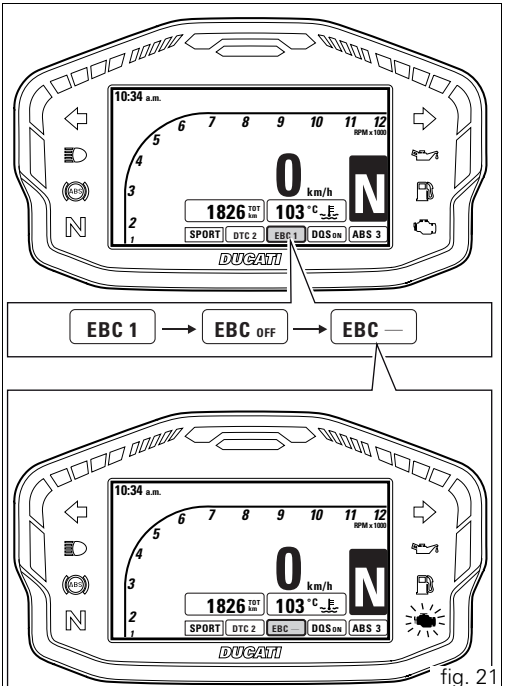


fig. 21

The EBC is a system controlling the engine brake while riding with throttle fully closed (both when downshifting and when simply releasing throttle with the same gear engaged, and both under braking or not), this system independently sets the throttles in order to make the torque transmitted backward from wheel to engine during these stages constant.
The system allows the rider to select among various settings, from a maximum engine brake with system set to OFF to a decreasing level of engine brake at increasing level number.
System intervention is quite important at high engine rpm and decreases as the engine rpm decreases.

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

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	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		Maximum engine brake	NO
1		Quite important engine brake, but less than that obtained with EBC OFF	It is the default level for all Riding Modes
2		Very low engine brake, recommended only for track use and for riders requiring a low engine brake when decelerating	NO
3		Minimum engine brake, recommended only for track use and for riders preferring a very low engine brake when decelerating	NO

Tips on how to select the sensitivity level

Warning

The EBC levels 1-2-3 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Supercorsa SP 120/70ZR17 at the front and 200/55ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres (in particular at the rear) may alter the operating characteristics of the system.
In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 200/55 ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case is it is advisable to deactivate the traction control system.

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake is increasing progressively; with EBC OFF you set the maximum engine brake possible.
The choice of the correct level mainly depends on the following parameters:
The tyre/asphalt grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
The Riding Mode.
Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).
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 level setting that is the best compromise for all instances.

DQS

The instrument panel displays DQS status as follows:

- if DQS is enabled, DQS ON indication;
- if DQS is disabled, DQS OFF indication;
- if DQS is in fault or the control unit is in fault, DQS --- indication; the EOBD light turns on as well and the corresponding error is displayed;
- if the DQS is not present on the motorcycle, the symbol ----- is shown.

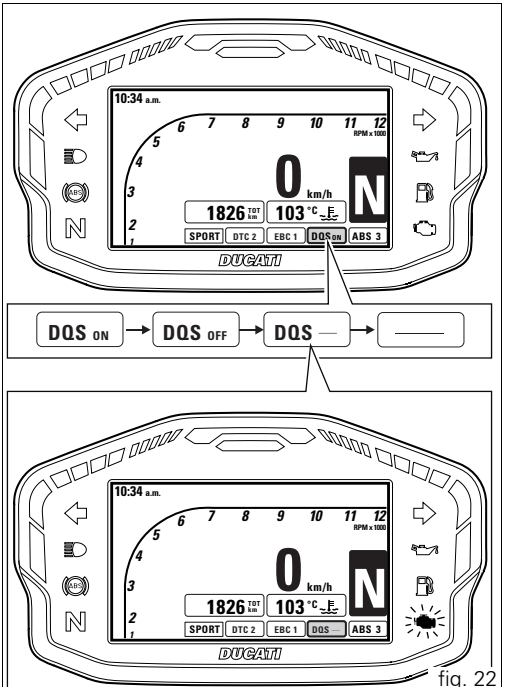


fig. 22

ABS (ABS version only)

If the vehicle is equipped with ABS, the instrument panel displays the box with ABS status.

The instrument panel displays:

- if ABS is active, ABS indication and intervention level number (1 to 3);
- if ABS is disabled, ABS OFF indication;
- if ABS is in fault, ABS — indication; the ABS and EOBD lights turn on as well and the corresponding error is displayed.

Note

ABS 1 indication is always associated with the icon ABS FRONT ONLY displayed on amber background. This indication is displayed in the area where side stand status is, and the side stand status information has higher priority.

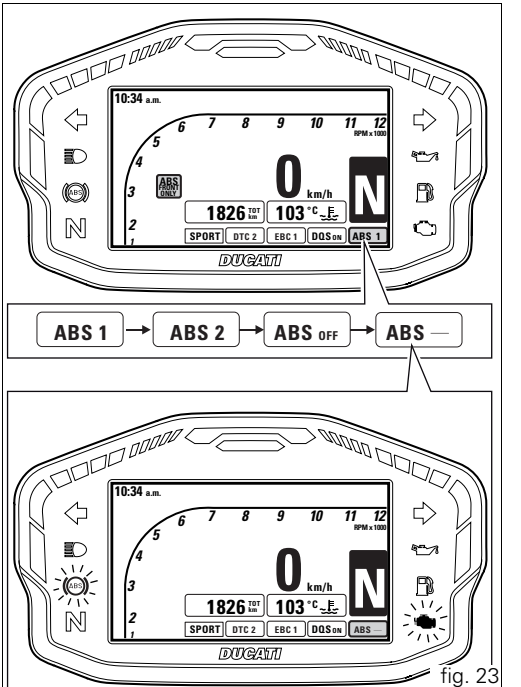


fig. 23

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 LEVEL	**RIDING MODE**	**Characteristic**	**DEFAULT**
OFF		The ABS is disabled.	NO
1	RACE	Exclusively for track use, for expert riders (not recommended for road use). The ABS in this mode only works on the front wheel (preventing it from locking), while there is no control on the rear wheel; the system does NOT control lift-up and there is NO combined braking (front and rear)	It is the default level for the "RACE" Riding Mode
2	ROAD	For road use in good grip conditions, both wheels are controlled by the system; the system combines braking power generating pressure even on the rear calliper, anti lift-up control is active but this setting mostly focuses on braking power and allows a few uncontrolled lift-ups	It is the default level for the "SPORT" Riding Mode
3	WET CONDITION ROAD/TRACK	For use under any wet condition, system controls both wheels and combines braking power generating pressure even on the rear calliper; the system controls most of the lift-ups	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level

Warning

The ABS levels 1-2-3 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Supercorsa SP 120/70ZR17 at the front and 200/55ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres (in particular at the rear) may alter the operating characteristics of the system.
In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 200/55 ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case is it is advisable to deactivate the traction control system.

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the vehicle keeps a good alignment during the whole braking. Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control, the rear brake is not controlled by the ABS and there is no combined (front/rear) braking power.
The choice of the correct level mainly depends on the following parameters:

1) The tyre/asphalt grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings 2 and 3, that will help them keeping the vehicle more stable even in emergency braking.

Menu 1 functions

MENU 1 functions, for every riding mode (Race, Sport and Wet), can be displayed in one of the two following modes:

- ROAD
- TRACK

The functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Partial fuel reserve counter (TRIP FUEL)
- LAP time (if active) - only for TRACK mode.

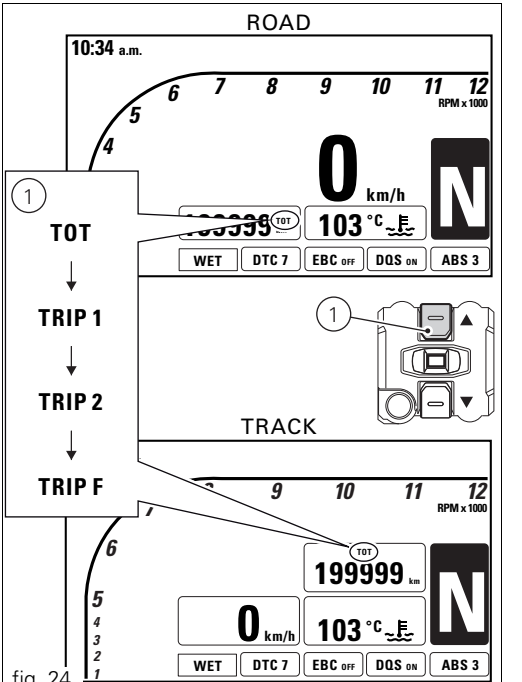


fig. 24

Menu 1 functions: Odometer (TOT)

The odometer counts and displays the total distance covered by the vehicle with the set unit of measurement (km or mi).

The odometer number of km or miles is displayed with the TOT indication and unit of measurement.
When the maximum value is reached (199999 km or 199999 mi) the instrument panel will permanently display said value.
The odometer value is saved permanently and cannot be reset under any circumstances.
The reading is not lost in case of a power off (Battery Off).

Note
Upon Key-On, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.

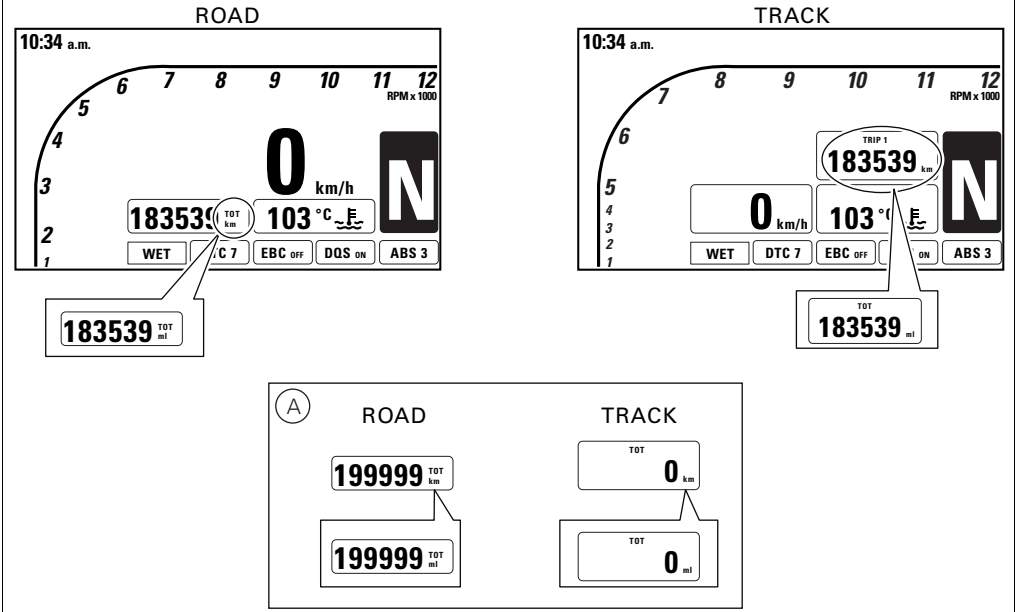

ROAD
10:34 a.m.
RPM x 1000
0 km/h
N
TOT km
103 °C
WET
EBC OFF
DQS ON
ABS 3
183539 TOT ml
TRACK
10:34 a.m.
TRIP 1
183539 km
0 km/h
DTC 7
EBC OFF
ABS 3
TOT
183539 ml
A
ROAD
TRACK
199999 TOT km
199999 TOT ml
TOT
0 km
TOT
0 ml

fig. 25

Menu 1 functions: Trip 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time.
The TRIP1 number of km or miles is displayed with the TRIP1 indication and unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) "▲" for 3 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well. TRIP1 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

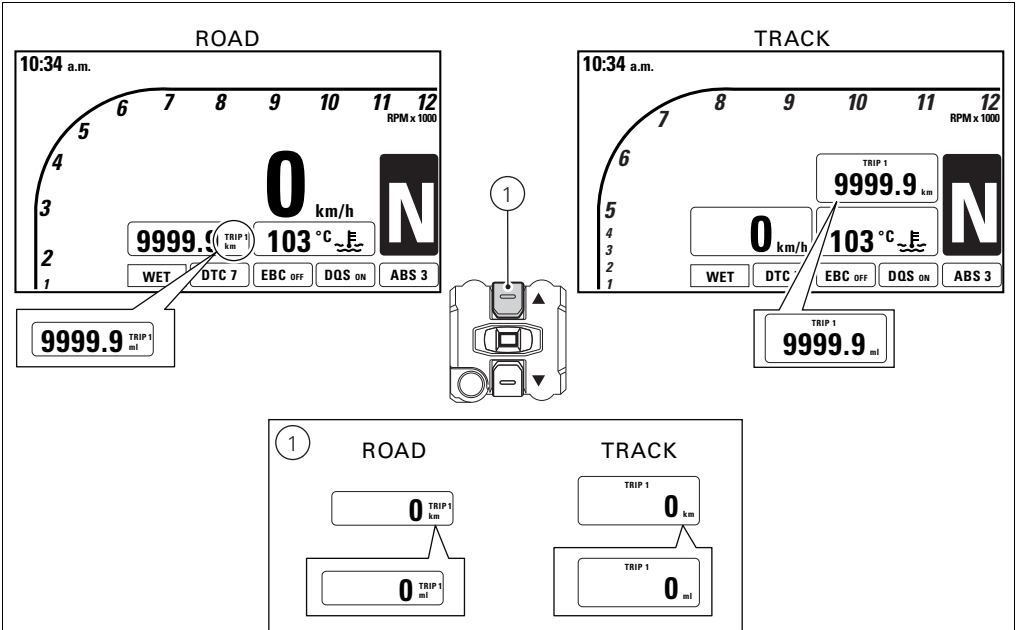

ROAD
10:34 a.m.
RPM x 1000
0 km/h
9999.9 TRIP 1 km
103 °C
N
WET
DTC 7
EBC OFF
DQS ON
ABS 3
9999.9 TRIP 1 ml
1
TRACK
10:34 a.m.
RPM x 1000
TRIP 1
9999.9 km
0 km/h
103 °C
N
WET
EBC OFF
DQS ON
ABS 3
TRIP 1
9999.9 ml
1
ROAD
TRACK
0 TRIP 1 km
0 TRIP 1 ml
TRIP 1
0 km
TRIP 1
0 ml

fig. 26

Menu 1 functions: Trip 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (km or mi).
The TRIP2 number of km or miles is displayed with the TRIP2 indication and unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) "▲" for 3 seconds to reset TRIP 2. TRIP2 counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

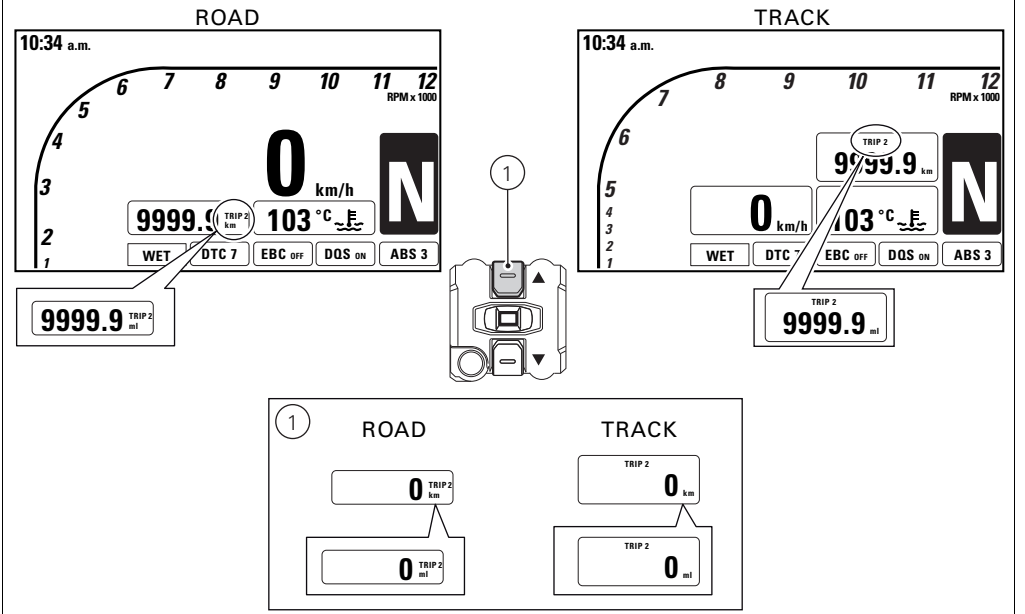

ROAD
10:34 a.m.
RPM x 1000
0 km/h
9999.9 TRIP 2 km
103 °C
N
WET
DTC 7
EBC OFF
DQS ON
ABS 3
9999.9 TRIP 2 ml
1
TRACK
10:34 a.m.
RPM x 1000
TRIP 2
9999.9 km
0 km/h
103 °C
N
WET
EBC OFF
DQS ON
ABS 3
TRIP 2
9999.9 ml
1
ROAD
TRACK
0 TRIP 2 km
0 TRIP 2 ml
TRIP 2
0 km
TRIP 2
0 ml

fig. 27

Menu 1 functions: Partial fuel reserve counter (TRIP FUEL)

The fuel trip meter counts and displays the distance covered by the vehicle on reserve (since the low fuel light turns on) with the set unit of measurement (km or mi).
When the Low fuel light turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; then, it is possible to toggle through the other Menu functions. Trip fuel reading remains stored even after Key-Off until the vehicle is refuelled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.
The number of km or miles is displayed with the TRIP FUEL indication and unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Menu.

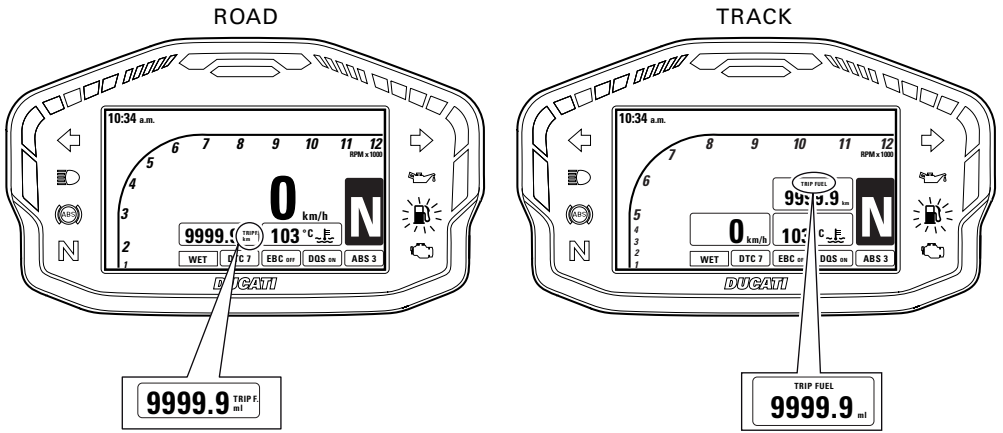

ROAD
TRACK
10:34 a.m.
RPM x 1000
0 km/h
N
9999.9 TRIP F. ml
TRIP FUEL
9999.9 ml
WET
DTC 7
EBC OFF
DQS ON
ABS 3
DUCATI

fig. 28

Menu 1 functions: LAP time

The LAP function is only available for the display layout with standard screen in TRACK mode. LAP function information is available when the function is active.

When the LAP function is activated, the timer is displayed indicating "0'00''00" as well as the LAP number with first indication "LAP – – ". When the FLASH button (3) is pressed for the first time, the timer starts with resolution of a tenth of a second ("0'00''0") and current LAP number is indicated, too. Every time the FLASH button (3) is pressed again, the display temporarily shows the number and time of the just-ended lap, then it will show the timer and number of the new current lap.

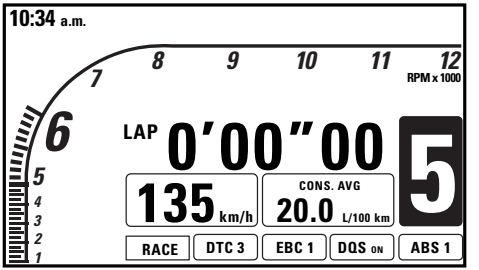
If lap timer is active but vehicle is at standstill, lap timer is temporarily stopped after 5 seconds and it is displayed with the initial indication "0'00''00" and lap number "LAP – –". The next time rider pushes the FLASH button (3), lap timer is reactivated.

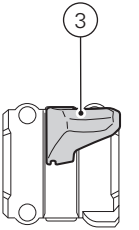
Note

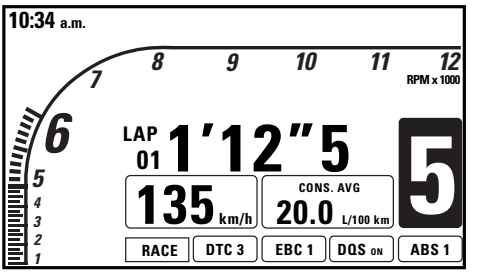
When the LAP function is active, the FLASH button (3) takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).

Note

The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.


10:34 a.m.
7
8
9
10
11
12
RPM x 1000
6
5
4
3
2
1
LAP 0'00"00
135 km/h
CONS. AVG
20.0 L/100 km
5
RACE
DTC 3
EBC 1
DQS ON
ABS 1


3


10:34 a.m.
7
8
9
10
11
12
RPM x 1000
6
5
4
3
2
1
LAP 01 1'12"5
135 km/h
CONS. AVG
20.0 L/100 km
5
RACE
DTC 3
EBC 1
DQS ON
ABS 1

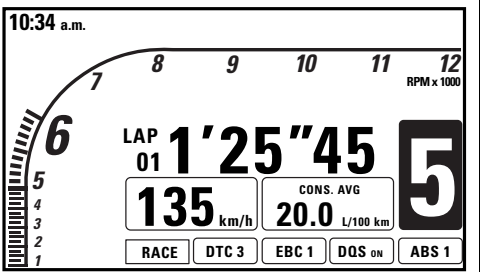

10:34 a.m.
7
8
9
10
11
12
RPM x 1000
6
5
4
3
2
1
LAP 01 1'25"45
135 km/h
CONS. AVG
20.0 L/100 km
5
RACE
DTC 3
EBC 1
DQS ON
ABS 1

fig. 29

LAP recording (fig. 29)

If the LAP function is active, it is possible to record the lap time, for a total of 30 consecutive laps.
Operation:

- when the FLASH button (3) is pressed for the first time, the instrument panel displays the lap timer with resolution of a tenth of a second (0' 00'' 0);
- the next times the FLASH button (3) is pressed, the instrument panel displays for 5 seconds the number and time for the just-ended lap, with a resolution of a hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap;
- if the FLASH button (3) (FLASH) is pressed for 3 seconds, lap timer is temporarily stopped and display will show " 0'00''00 " and lap number "LAP – –";
- the next time rider pushes the FLASH button (3) or any equivalent control, lap timer is reactivated.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.

Laps are numbered from 01 to 30 and are in a loop: after the first 30 laps the instrument panel will overwrite information starting from Lap 01.
If the LAP function is interrupted (change to ROAD layout or temporary disabling or key-off) and then reactivated (back to TRACK layout or reactivation or key-on) but memorised laps are not deleted, lap information will be recorded by overwriting data of the oldest Lap.
Example: if you rode 34 laps without deleting data, the instrument panel stores the first 30 laps and then overwrites the first 4 laps. Upon the following key-on or reactivation of the LAP function, if no data were deleted, the instrument panel will continue storing data from Lap 05.
During every lap, the following data are stored:

- no. 30 lap times (time between consecutive start and stop);
- no. 30 values for max. RPM (maximum RPM value reached in every lap);
- no. 30 values for max. speed (maximum speed value reached in every lap).

MENU 2 functions

MENU 2 functions, for every riding mode (Race, Sport and Wet), can be displayed in one of the two following modes:

- ROAD
- TRACK

The functions are:

- Coolant temperature
- Instantaneous fuel consumption (CONS.)
- Average Fuel Consumption (CONS. AVG)
- Average speed (SPEED AVG)
- Trip time (TRIP TIME)
- External air temperature

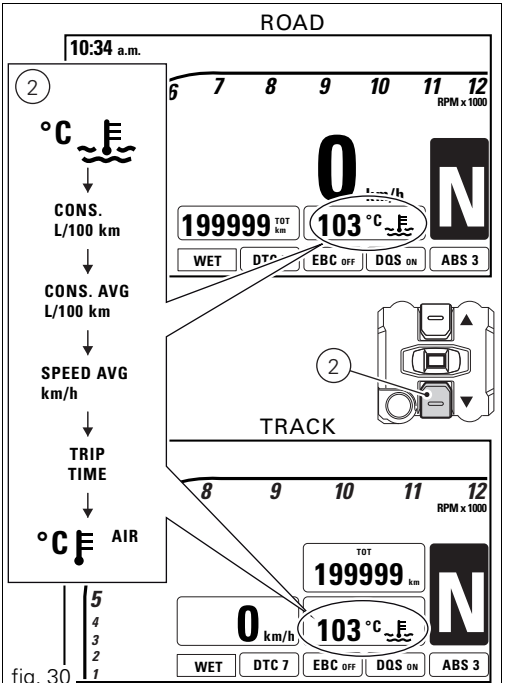


fig. 30

MENU 2 functions: Coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and the engine temperature symbol.

The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F). If reading is:

- <= (lower than or equal to) -40 °C, a string of flashing dashes " - - - " is displayed;
- within the range -39 °C to +39 °C, "LOW" is displayed steadily;
- within the range +40 °C to +120 °C, the value is displayed steadily;
- >= (higher than or equal to) +121 °C, "HIGH" is displayed flashing.

If coolant temperature exceeds:

- 100 °C, the temperature reading is immediately displayed in MENU 2, regardless of any other function displayed in MENU 2; the other MENU 2 functions can still be displayed;
- 121 °C, the temperature reading is immediately displayed in MENU 2, regardless of any other function displayed in MENU 2; the other MENU 2 functions can not be displayed. The alarm icon is also displayed.

If the coolant temperature sensor is in fault, a string of flashing dashes "---" is displayed, followed by the set unit of measurement; the EOBD light turns on as well and the ENGINE TEMP. SENSOR error is displayed.

If the instrument panel is not receiving coolant temperature value, a string of steady dashes "---" is displayed, followed by the unit of measurement.

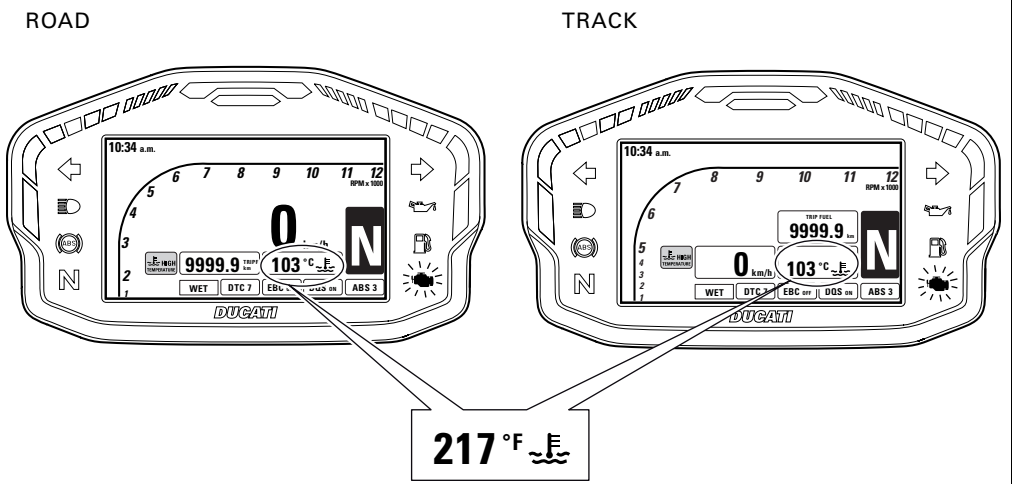

ROAD
TRACK
10:34 a.m.
RPM x 1000
9999.9
103 °C
N
WET
DTC 7
ABS 3
DUCATI
10:34 a.m.
RPM x 1000
TRIP FUEL
9999.9
0 km/h
103 °C
N
WET
EBC OFF
DQS ON
ABS 3
DUCATI
217 °F

fig. 31

MENU 2 functions: Instantaneous fuel consumption

The instrument panel calculates and displays the vehicle instantaneous fuel consumption, the set unit of measurement and CONS. text.
The calculation is made considering the quantity of fuel used and the distance travelled during the last second. Value is expressed in the set unit of measurement: litres / 100 km or mpg UK or mpg USA.
The active calculation phase only occurs when the engine is running and the vehicle is moving (moments when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). When the calculation is not made, a string of three dashes is displayed " - - . - " steadily as instantaneous fuel consumption.

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU (see page 95) using the UNITS function.

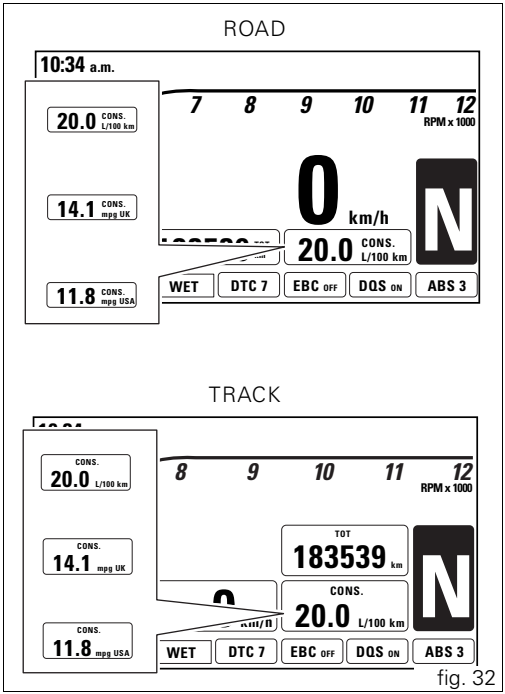


fig. 32

MENU 2 functions: Average fuel consumption

The instrument panel calculates and displays the vehicle average fuel consumption, the set unit of measurement and CONS. AVG text.
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP 1 was last reset. When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes "- - - " steadily as average fuel consumption.
Value is expressed in the set unit of measurement (litres / 100 km or mpg UK or mpg USA).
The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

Note
It is possible to change the units of measurement for Consumption (both average and instantaneous together) from L/100 to km/L through the Setting MENU (see page 95) using the UNITS function.

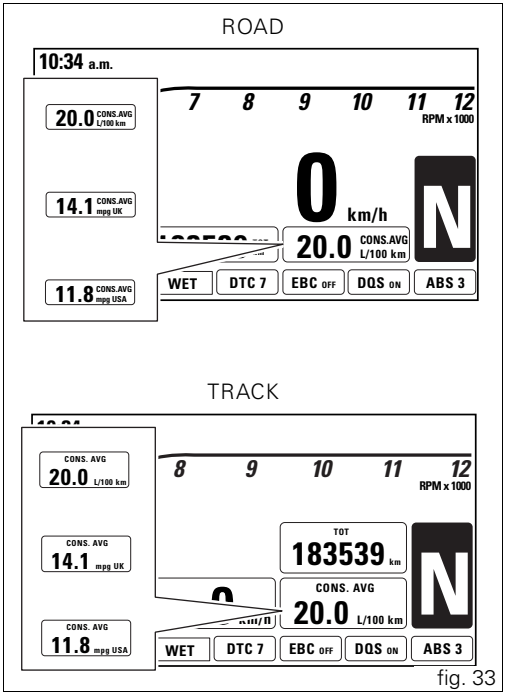


fig. 33

MENU 2 functions: Average speed

The instrument panel calculates and displays the vehicle average speed, the set unit of measurement and SPEED AVG text.
The calculation considers the distance and time since TRIP1 was last reset. When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.
The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).
The average speed value displayed is calculated by adding 5% so as to be consistent with vehicle speed indication.

Note
It is possible to change the units of measurement of Speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the Setting Menu (see page 95) using the UNITS SETTING function.

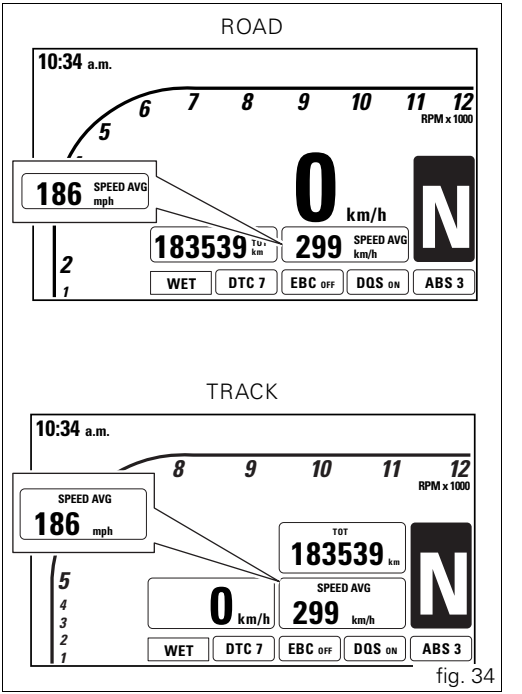


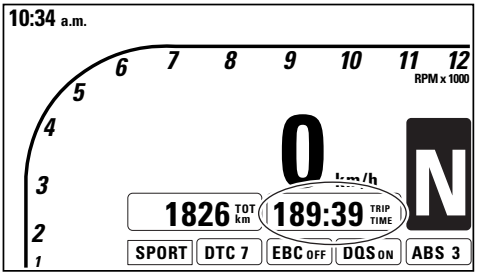
fig. 34

MENU 2 functions: Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME.
The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well.
The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again).
When the reading exceeds 720:00 (720 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

Note
If you change the unit of measurement for an item connected to Speed (and distance) or Consumption, the trip time value will be automatically reset.

ROAD



TRACK

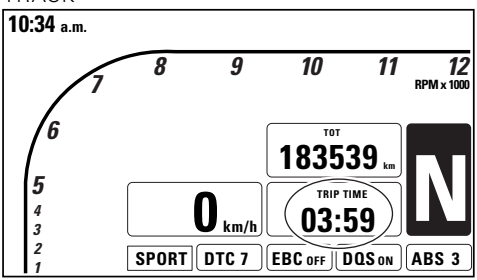


fig. 35

MENU 2 functions: External air temperature

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement, AIR text and the thermometer symbol.
The temperature value is displayed when ranging from -39 °C to +124 °C (or -38 °F ÷ +255 °F). For any different temperature (below -39 °C or above +124 °C) a string of three dashes " - - - " is steadily displayed, followed by the unit of measurement.
If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement, the EOBD light will turn on as well and the corresponding error T AIR SENSOR is displayed.
If the instrument panel is not receiving air temperature value, a string of three steady dashes "- - -" is displayed, followed by the unit of measurement.

Note
When the vehicle is stopped, the engine heat could influence the displayed temperature.

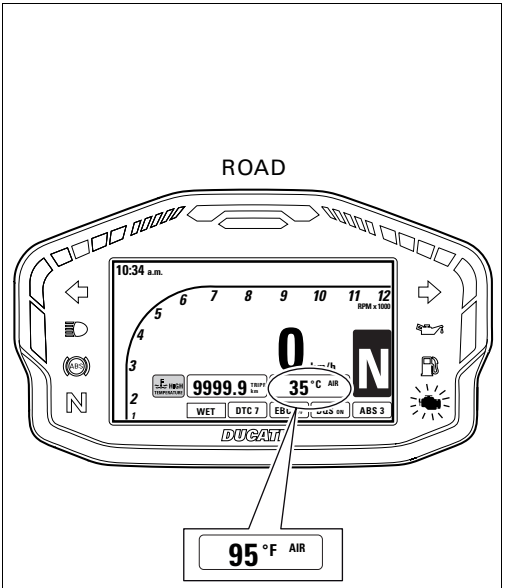


fig. 36

Auxiliary functions

DDA

The instrument panel indicates DDA status only if the vehicle fits the DDA.
If the DDA indication is displayed it means that the DDA is active and recording.
If the DDA indication is not displayed it means that the DDA is not active.

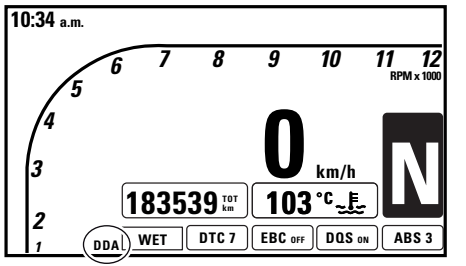


fig. 37

CLOCK

The instrument panel receives information about the time to be displayed. This indication is displayed at the top left side of the display.
The instrument panel shows the time in the following format:
hh (hours) : mm (minutes)
and specifies
a.m. (from 0:00 to 11:59) or
p.m. (from 12:00 to 12:59 and from 1:00 to 11:59).

If the instrument panel does not receive current time information, it displays "- - : - - a.m." steadily.

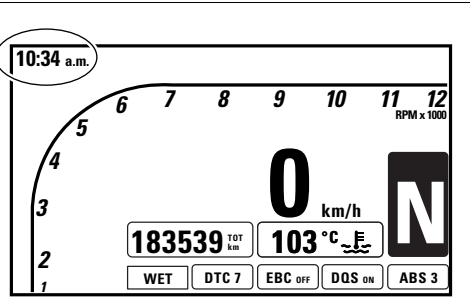


fig. 38

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
Icons are displayed according to the Warnings/ Alarms displaying rules (refer to "Warnings/Alarms (Warning)").

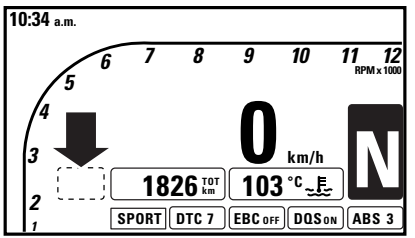


fig. 39

OIL SERVICE zero indication (fig. 40)

The first maintenance indication is OIL SERVICE zero, enabled when the odometer counter reaches the first 1000 km (600 miles).
The indication is enabled upon every Key-On for 5 seconds in the "large" format, and then is always visible in the small format, until the Ducati Authorised Service Centre "resets" it during servicing.
Icons are displayed according to the Warnings/ Alarms displaying rules (refer to "Warnings/Alarms (Warning)").

fig. 40

OIL SERVICE or DESMO SERVICE countdown indication (fig. 41)

After OIL SERVICE zero reset (at 1000 km), the dashboard activates the countdown of the kilometres (or miles) left before the following service operation (OIL SERVICE or DESMO SERVICE). The green indication is shown upon Key-On for 2 seconds in the "large" format; when there are 1000 km left before the next service operation, the indication turns yellow and is enabled upon every Key-On for 5 seconds. Icons are displayed according to the Warnings/ Alarms displaying rules (refer to "Warnings/Alarms (Warning)").

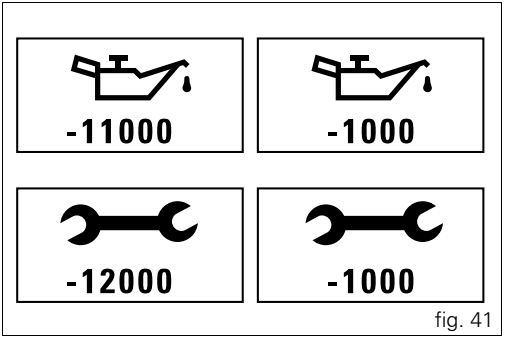


fig. 41

OIL SERVICE or DESMO SERVICE indication (fig. 42)

When the service threshold is reached, the warning for the type of service required is triggered (OIL SERVICE or DESMO SERVICE).
The indication of the service type is enabled upon every Key-On for 5 seconds in the “large“ format, and then is always visible in the small format, until the Ducati Authorised Service Centre “resets“ it during servicing.
Icons are displayed according to the Warnings/ Alarms displaying rules (refer to “Warnings/Alarms (Warning)”).

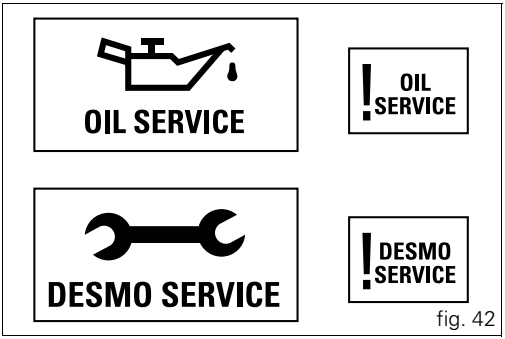


fig. 42

Warnings/Alarms (Warning)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle. Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings. During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 5 seconds (“large“ icon) then becomes smaller (“small“ icon).
If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds. No special signal light turns on if any warning is activated.

High coolant temperature (High temperature) (fig. 43)

This function warns the rider when the engine coolant temperature reaches 121°C (250°F).

Note

In this case, Ducati recommends stopping and shutting off the engine immediately; ensure that fans are on.

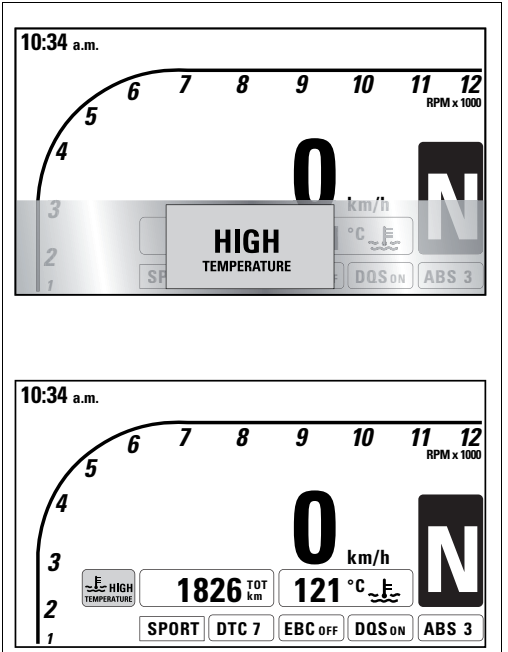


fig. 43

DDA memory full (DDA full)

This function warns the rider when the DDA memory is full, and thus no other trip data can be stored.

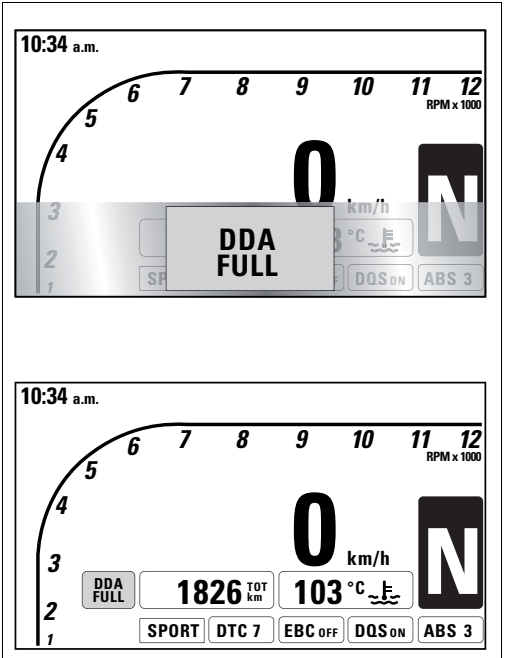


fig. 44

Ice

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.
The message is displayed when the temperature decreases down to 4°C (39°F), and is disabled when temperature increases up to 6°C (43°F).

Note

This warning does not exclude the possibility of icy road sections even at temperatures above 4°C (39°F); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

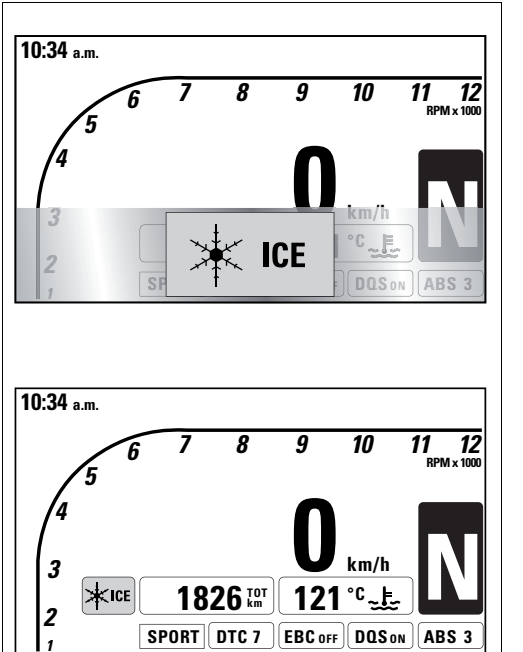


fig. 45

Error indication

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behaviour in real time.
Upon Key-On, if there are errors the instrument panel displays the indication of the present errors and turns on the EOBD light. During vehicle normal operation, any time an error warning is activated, the instrument panel automatically displays the error indication and turns on the EOBD light.
When an error is triggered, the indication remains well visible for 5 seconds ("large" icon) then becomes smaller ("small" icon).
If several errors are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.
When an error is triggered the EOBD light turns on as well.

Note

When one or more errors are displayed, always contact an Authorised Service Centre.

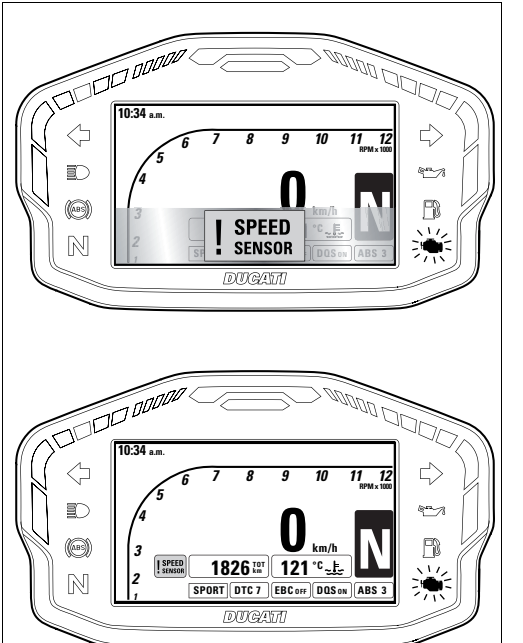


fig. 46

Displayed error description

Displayed error	Description
CAN LINE	CAN line BUS Off
UNKNOWN DEVICE	Control unit not acknowledged by the system - wrong SW
ABS	ABS control unit faulty communication / operation
BBS	BBS control unit faulty communication / operation
	BBS control unit general malfunction
	Exhaust valve motor malfunction
DSB	DSB control unit faulty communication / operation
E-LOCK	E-Lock control unit faulty communication / operation
	E-Lock control unit general malfunction
	(Immobilizer) key-antenna malfunction
ENGINE	ECU control unit faulty communication / operation
	ECU control unit general malfunction
	Throttle position sensor malfunction
	Throttle grip position sensor malfunction
	Throttle motor or relay malfunction
	Pressure sensor malfunction
	Engine coolant temperature sensor malfunction
	Intake duct air temperature sensor malfunction
	Injection relay malfunction

Displayed error	Description
ENGINE	Ignition coil malfunction
	Injector malfunction
	Engine rpm sensor malfunction
	Lambda sensor or Lambda sensor heater malfunction
	Vehicle starting relay malfunction
	Quick shift device switch malfunction
	Secondary air sensor malfunction
DES	Front suspension compression general malfunction
	Front suspension rebound general malfunction
	Rear suspension compression general malfunction
	Rear suspension rebound general malfunction
GEAR SENSOR	Gear sensor malfunction
FUEL SENSOR	Reserve NTC sensor malfunction
SPEED SENSOR	Front and/or rear speed sensor malfunction
BATTERY	Battery voltage too high or too low
STOP LIGHT	Stop light not working
FAN	Electric cooling fan malfunction
SIDE STAND	Side stand sensor malfunction

Note
"FAN" indication can also be activated by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

WARNING LIGHT	ERROR MESSAGE	ERROR
	ABS	ABS control unit
	BBS	Black-Box
	DSB	Instrument panel ctrl unit
	E-LOCK	E-LOCK control unit
	CAN LINE	Can Bus OFF
	UNKNOW DEVICE	Software compatibility
	FUEL SENSOR	Low fuel sensor
	GEAR SENSOR	Gear sensor
	DES	Electronic suspension

WARNING LIGHT	ERROR MESSAGE	ERROR
	SIDE STAND	Side stand sensor
	STOP LIGHT	Rear stop light
	BATTERY	Battery voltage
	ENGINE	ECU
	SPEEDSENSOR	Speed sensor
	FAN	Cooling fan

Note
"FAN" indication can also be activated by BBS ECU malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Side stand status display

The instrument panel receives data about stand status and, if side stand is open, it displays “SIDE STAND” on a red background.

If the Side stand sensor error is live, the instrument panel displays the open side stand warning, turns on the EOBD light and displays the corresponding “Side stand sensor” error.
If the instrument panel does not receive the side stand status, the “SIDE STAND” indication (open side stand) will flash to indicate an indefinite status.

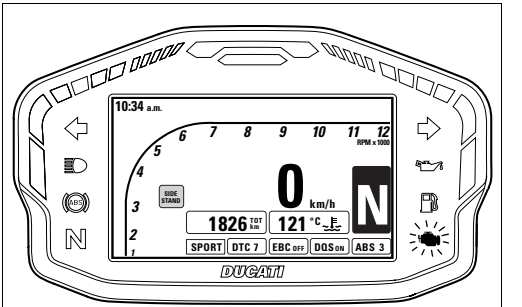


fig. 47

Setting MENU

This menu allows enabling, disabling and setting some vehicle functions.
To enter the Setting MENU it is necessary to hold button (2) for 3 seconds, with Key-On and vehicle actual speed ≤ (lower than or equal to) 20 km/h: within this menu, it is no longer possible to view any other function).
The Setting MENU displays the following functions:

- RIDING MODE
- RPM
- BATTERY
- DDA
- PIN CODE
- CLOCK
- DATE
- BACK LIGHT
- UNITS
- LAP (active only for display “TRACK” layout)

Important
For safety reasons, it is recommended to use this Menu with the bike at a standstill.

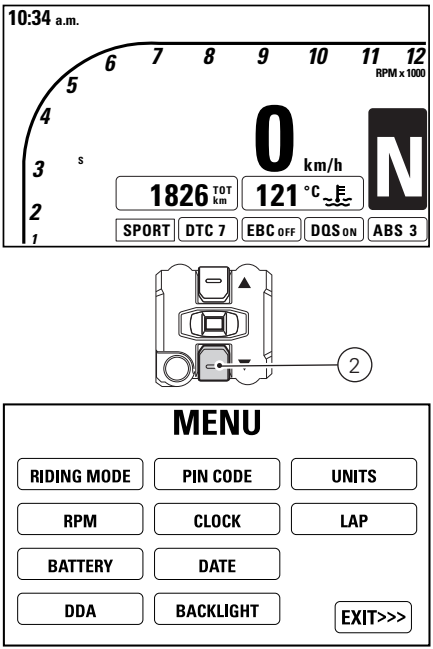


fig. 48

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding Menu page.
If function is not available or temporarily disabled, the MENU page can not be opened.
To quit the Setting MENU you shall highlight “EXIT” and press CONFIRM MENU button 4.

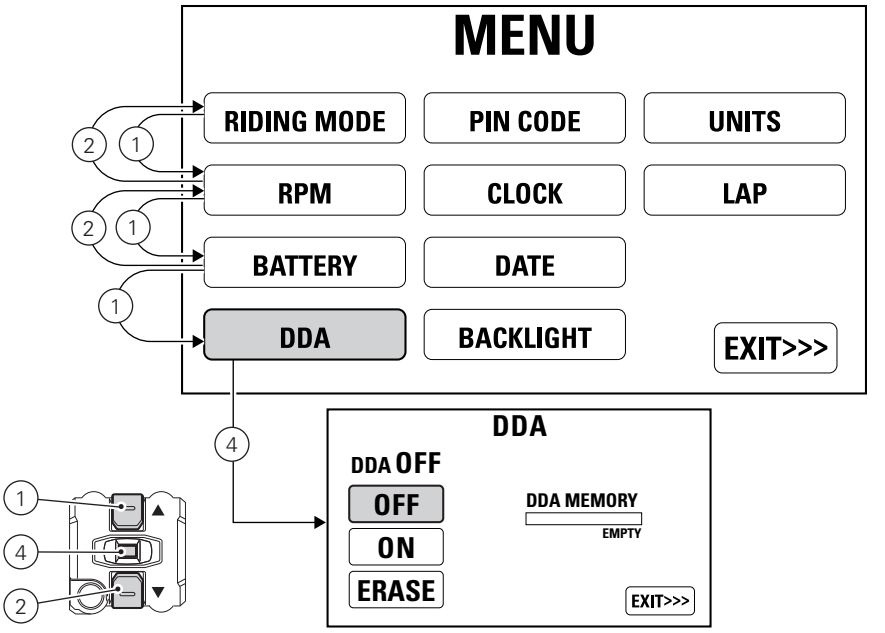

MENU
RIDING MODE
PIN CODE
UNITS
RPM
CLOCK
LAP
BATTERY
DATE
DDA
BACKLIGHT
EXIT>>>
2
1
2
1
1
4
DDA
DDA OFF
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>
1
4
2

fig. 49

Customising Riding Modes

All settings of every riding mode can be customised.
Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).

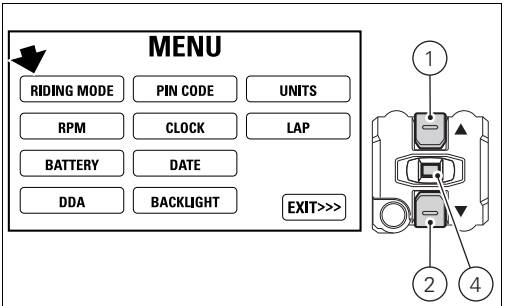


fig. 50

You open the "RIDING MODE" menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

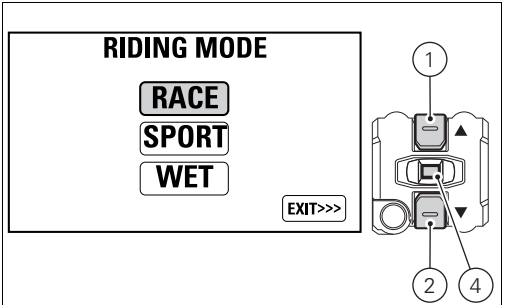


fig. 51

The parameters that can be customised for every riding mode are the following:
- ABS (active only on ABS version)
- EBC
- DES
- DISPLAY
- DQS (active only if bike fitted with DQS)
- DTC
- ENGINE
- DEFAULT

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding Menu page.
Any parameter change made is saved and remains in the memory also after a Battery-Off.
The parameters set by Ducati for each individual riding style can be restored with the DEFAULT function.
If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.


Note
Changes should only be made to the parameters by people who are experts in motorcycle setup. If the parameters are changed accidentally, use the "DEFAULT" function to reset the parameters.

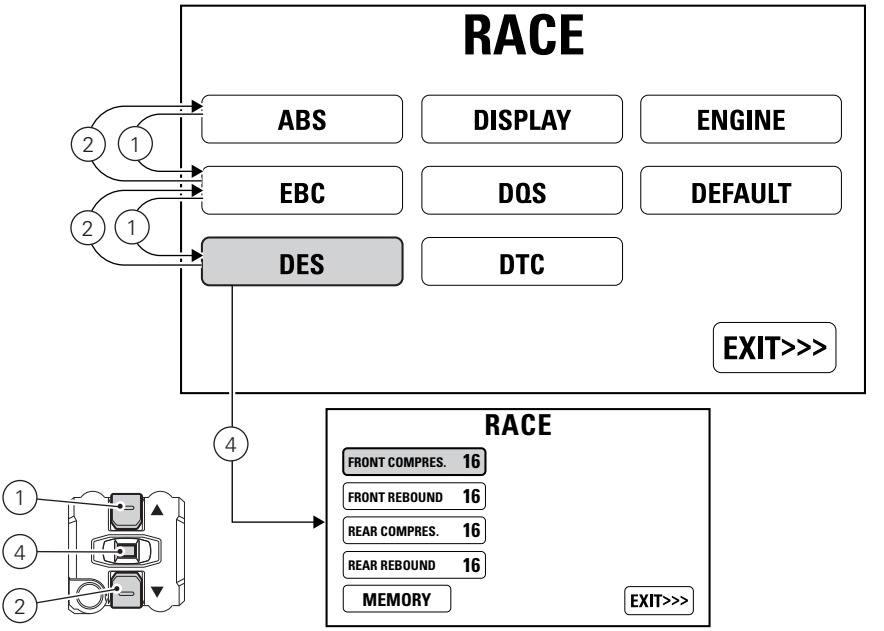

RACE
ABS
DISPLAY
ENGINE
EBC
DQS
DEFAULT
DES
DTC
EXIT>>>
2
1
2
1
4
RACE
FRONT COMPRES. 16
FRONT REBOUND 16
REAR COMPRES. 16
REAR REBOUND 16
MEMORY
EXIT>>>
1
4
2

fig. 52

Customising Riding Modes: ABS setting (ABS version)

The ABS customisation page is only available for the bikes equipped with the ABS. This function disables or sets ABS level for the selected riding mode. Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “RIDING MODE” menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customisation Menu.
Select the parameter to be customised (ABS), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).

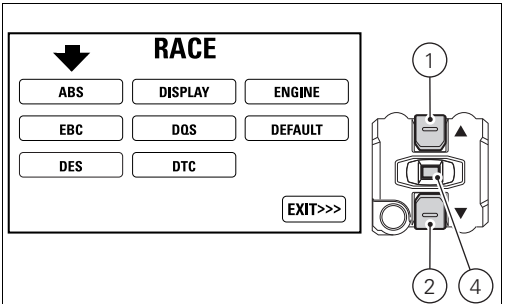


fig. 53

When you open the function, the currently set ABS level or status is shown on the left (e.g.: ABS 1). Customisation options are listed on the right: levels from 1 to 3 and status OFF.
Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

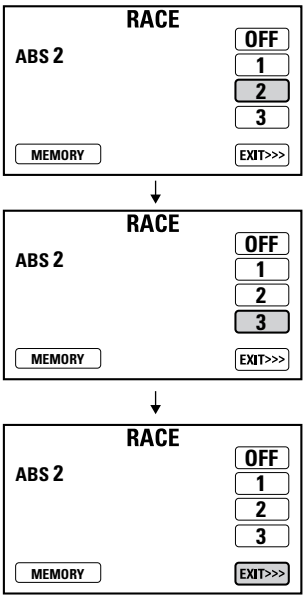


fig. 54

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

Note
When you enable or disable the ABS through this function, i.e. toggling from disabled to enabled system or vice-versa, the procedure for activating or deactivating the ABS is carried out: the change of status of the ABS control unit is not instantaneous, it requires at least 6 seconds.

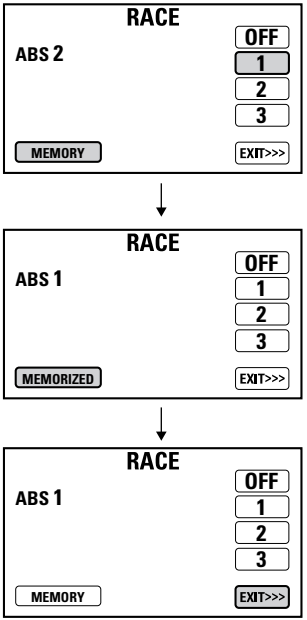


fig. 55

Customising Riding Modes: Electronic suspension setting

This function allows selecting the compression and rebound setting of the electronic suspension of each riding mode.
Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “RIDING MODE” menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DES), by pressing button (1) or (2).
Once desired parameter is highlighted, press CONFIRM MENU button (4).

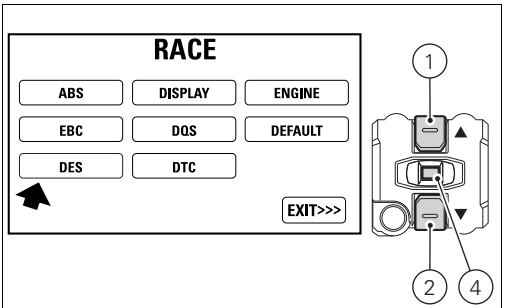


fig. 56

When opening this function, the number of clicks currently set for the four possible parameters is shown on the left:

- FRONT COMPRES.
- FRONT REBOUND
- REAR COMPRES.
- REAR REBOUND

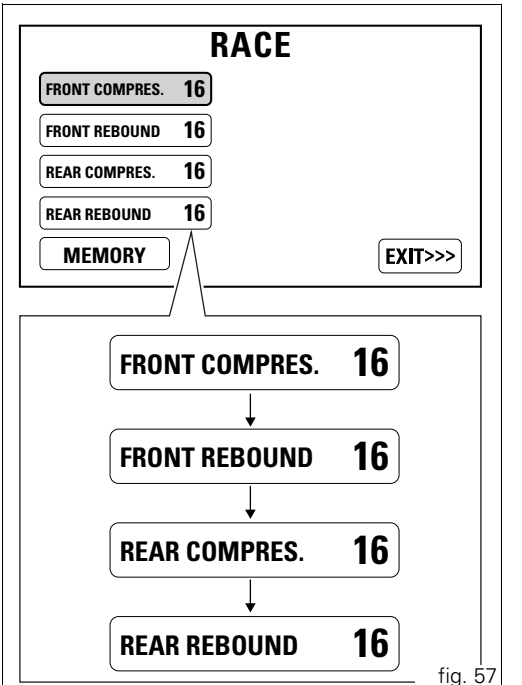


fig. 57

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding Menu page.
Customisation options are listed on the right: number of clicks from 0 to 31.

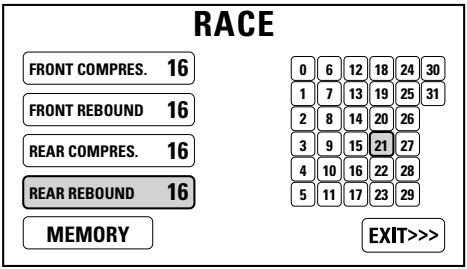


fig. 58

Press buttons (1) and (2) to highlight the number of clicks one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired click setting is selected, press CONFIRM MENU button (4) to highlight MEMORY item.
To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set number of clicks will be refreshed.

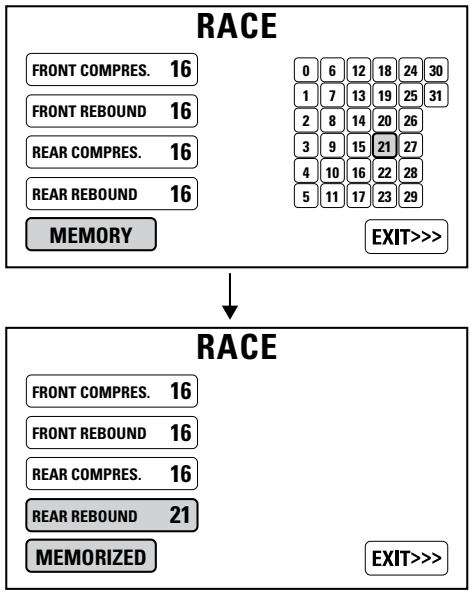


fig. 59

To exit the menu and go back to previous page, select EXIT and press button (4).

Note
By increasing the click setting you decrease the hydraulic damping, by decreasing the click setting you increase the hydraulic damping.

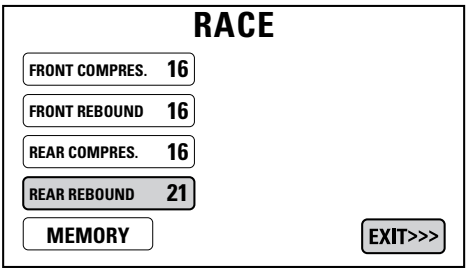


fig. 60

Customising Riding Modes: Display setting

This function allows selecting the layout of the main screen of each riding mode. Enter the Setting MENU. Select "RIDING MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DISPLAY), by pressing button (1) or (2).
Once desired parameter is highlighted, press CONFIRM MENU button (4).
When opening this function, the currently set type of main page is shown on the left.
Customisation options are listed on the right: ROAD or TRACK.
Press buttons (1) and (2) to highlight the main page types one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

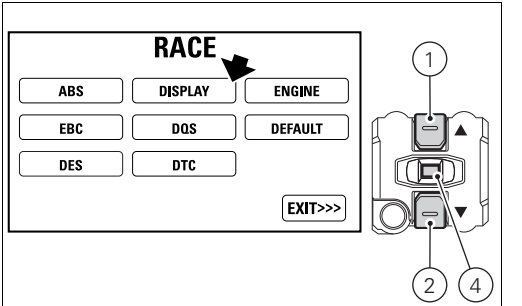


fig. 61

Once desired main page layout is selected, press CONFIRM MENU button (4) to highlight MEMORY item.
To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set page layout will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

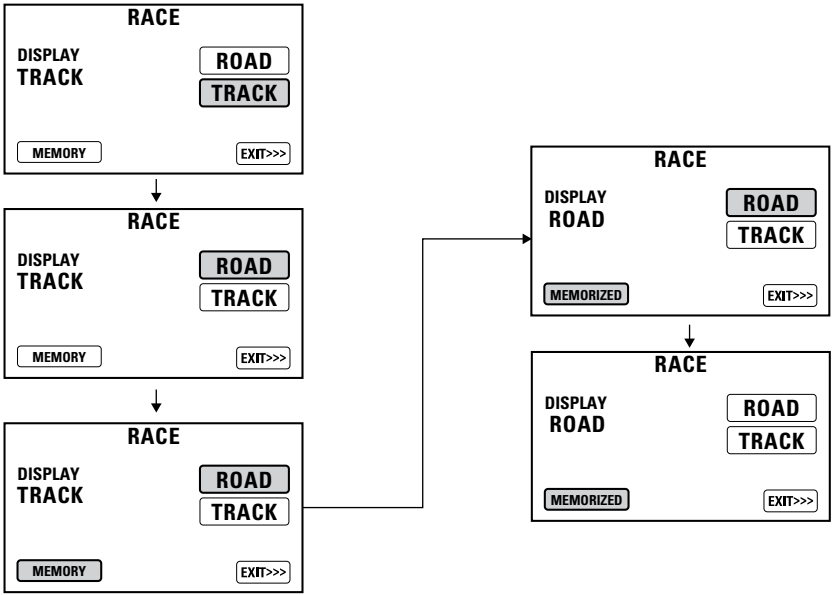

RACE
DISPLAY
TRACK
ROAD
TRACK
MEMORY
EXIT>>>
RACE
DISPLAY
TRACK
ROAD
TRACK
MEMORY
EXIT>>>
RACE
DISPLAY
TRACK
ROAD
TRACK
MEMORY
EXIT>>>
RACE
DISPLAY
ROAD
ROAD
TRACK
MEMORIZED
EXIT>>>
RACE
DISPLAY
ROAD
ROAD
TRACK
MEMORIZED
EXIT>>>

fig. 62

Customising Riding Modes: DQS enable/ disable

The ABS customisation page is only available for the bikes equipped with the DQS. This function disables or enables the DQS for the selected riding mode.
Enter the Setting MENU.
Select "RIDING MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (DQS), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).
When opening this function, DQS currently set status is shown on the left (e.g.: DQS ON).
Customisation options are listed on the right: status ON and OFF.
Press buttons (1) and (2) to highlight the statuses one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired status is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

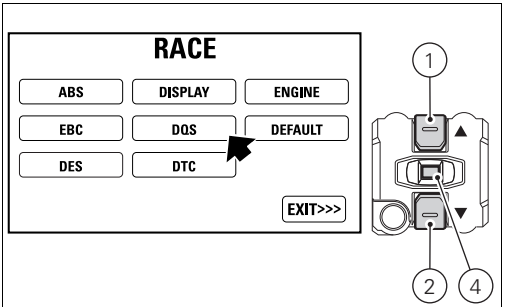


fig. 63

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set status will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

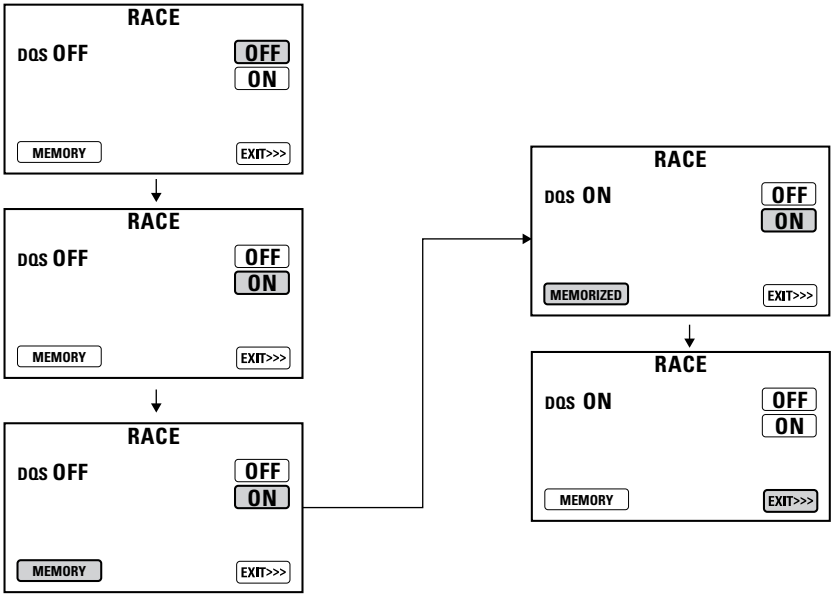

RACE
DQS OFF
OFF
ON
MEMORY
EXIT>>>
RACE
DQS OFF
OFF
ON
MEMORY
EXIT>>>
RACE
DQS OFF
OFF
ON
MEMORY
EXIT>>>
RACE
DQS ON
OFF
ON
MEMORIZED
EXIT>>>
RACE
DQS ON
OFF
ON
MEMORY
EXIT>>>

fig. 64

Customising Riding Modes: DTC level setting

This function disables or sets DTC level for the selected riding mode.
Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “RIDING MODE” menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
When you open the function, the currently set DTC level or status is shown on the left (e.g.: DTC 3).
Customisation options are listed on the right: levels from 1 to 8 and status OFF.

Select the parameter to be customised (DTC), by pressing button (1) or (2).
Once desired parameter is highlighted, press CONFIRM MENU button (4).
To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved,

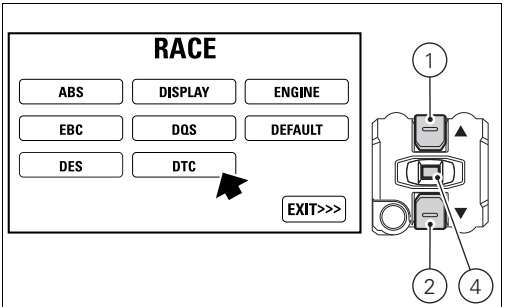
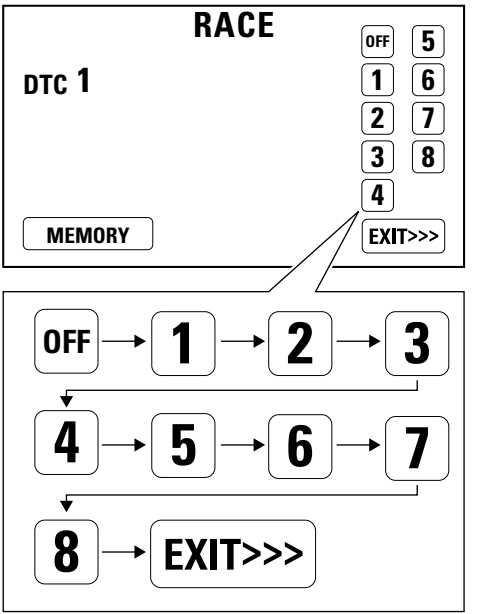


fig. 65

MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).


RACE
DTC 1
OFF
1
2
3
4
5
6
7
8
MEMORY
EXIT>>>
OFF → 1 → 2 → 3
4 → 5 → 6 → 7
8 → EXIT>>>

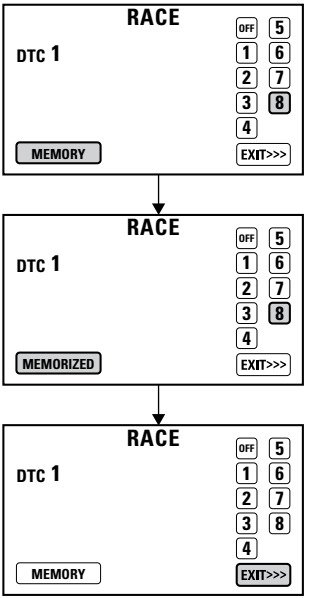

RACE
DTC 1
MEMORY
EXIT>>>
RACE
DTC 1
MEMORIZED
EXIT>>>
RACE
DTC 1
MEMORY
EXIT>>>

fig. 66

Customising Riding Modes: Engine setting

This function customises engine power associated with each riding mode.
Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “RIDING MODE” menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (ENGINE), by pressing button (1) or (2).
Once desired parameter is highlighted, press CONFIRM MENU button (4).
When opening this function, the currently set engine power is shown on the left (e.g.: ENGINE 195Hi).

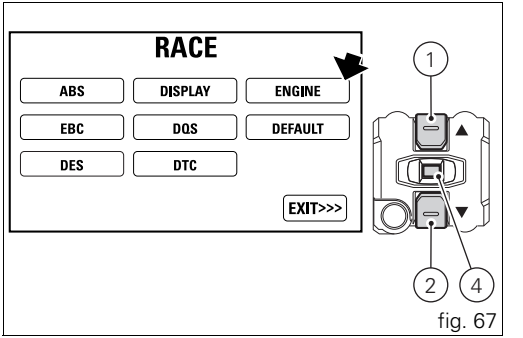
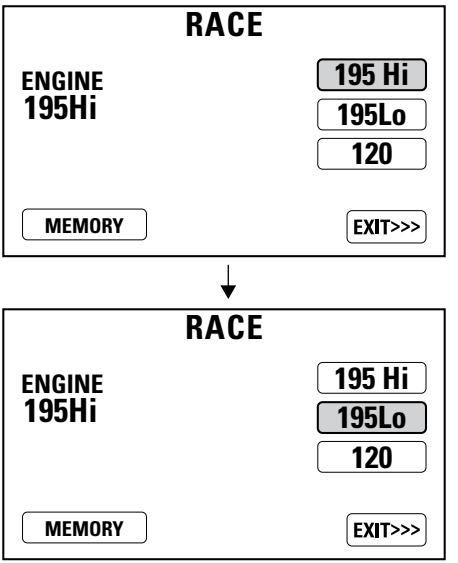


fig. 67

Customisation options are listed on the right:
- 195Hi, 195Lo, 120 (Europe, UK, USA, Canada, Brazil, Taiwan versions).

Alternative:
- HIGH, MID, LOW (France, Japan versions).

Europe, UK, USA, Canada, Brazil, Taiwan



France, Japan

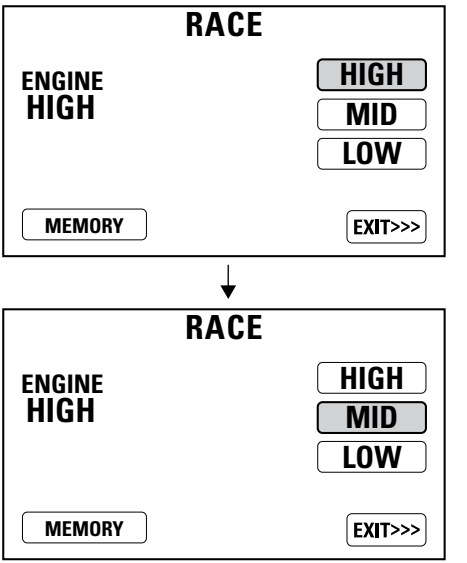
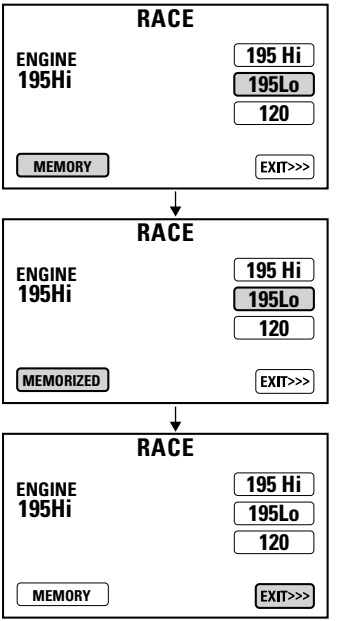


fig. 68

Press buttons (1) and (2) to highlight the engine power values one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired engine power is selected, press CONFIRM MENU button (4) to highlight MEMORY item.
To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set engine power will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

Europe, UK, USA, Canada, Brazil, Taiwan



France, Japan

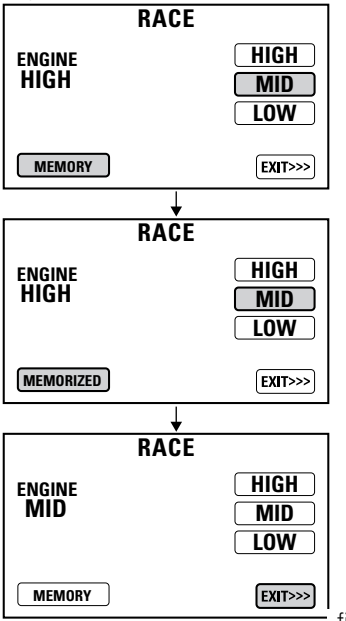


fig. 69

Customising Riding Modes: EBC level setting

This function disables or sets the rear wheel antilocking system (EBC) level for every single riding mode. Enter the Setting MENU.
Select “RIDING MODE” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “RIDING MODE” menu.
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
Once desired mode is highlighted, press CONFIRM MENU button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (EBC), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).
When you open the function, the currently set EBC level or status is shown on the left (e.g.: EBC 1).
Customisation options are listed on the right: levels from 1 to 3 and status OFF.
Press buttons (1) and (2) to highlight the levels one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired level is selected, press CONFIRM MENU button (4) to highlight MEMORY item.

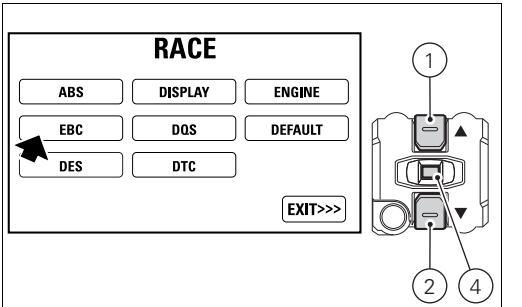


fig. 70

To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If new settings have been saved, MEMORIZED will be shown in green for 1 second, the set level or status will be refreshed (refresh is indicated with the green colour) and then EXIT will be highlighted in green.
To exit the menu and go back to previous page, select EXIT and press button (4).

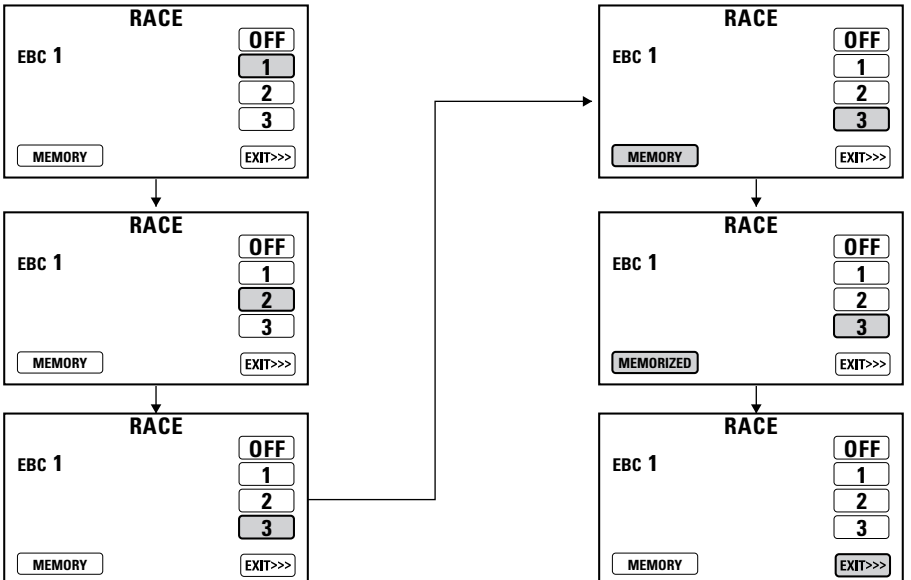

RACE
EBC 1
OFF
1
2
3
MEMORY
EXIT>>>
RACE
EBC 1
OFF
1
2
3
MEMORY
EXIT>>>
RACE
EBC 1
OFF
1
2
3
MEMORY
EXIT>>>
RACE
EBC 1
OFF
1
2
3
MEMORY
EXIT>>>
RACE
EBC 1
OFF
1
2
3
MEMORIZED
EXIT>>>
RACE
EBC 1
OFF
1
2
3
MEMORY
EXIT>>>

fig. 71

Customising Riding Modes: Restore default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting MENU.
Select "RIDING MODE" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the "RIDING MODE" menu. Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). Once desired mode is highlighted, press CONFIRM MENU button (4). You open the selected riding mode customisation Menu. Select the parameter to be customised (DEFAULT), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4). To restore parameters, system needs 3 seconds; meanwhile, PLEASE WAIT... indication is displayed. Once procedure is completed, the display shows DEFAULT OK for 2 seconds to confirm that parameters have been reset to factory settings. The display then goes automatically back to the riding mode customisation menu page, highlighting EXIT option. To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

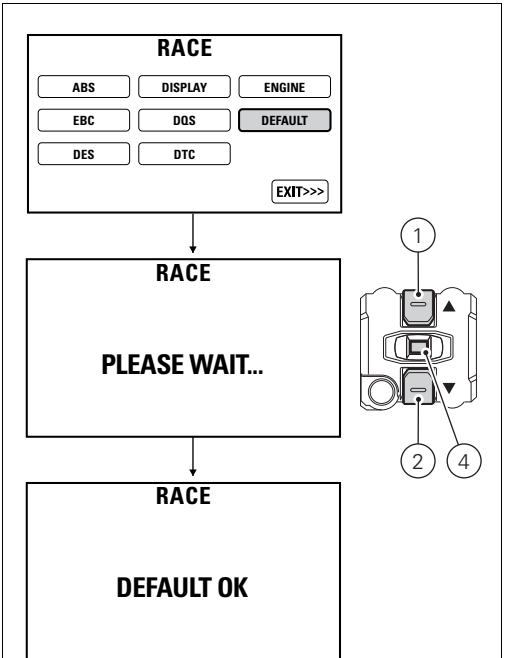


fig. 72

Engine rpm digital indication (RPM)

This function displays the number of RPMs in digital format (recommended for improved accuracy when setting idle rpm).
Enter the Setting MENU.
Select "RPM" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "RPM" menu.
The display shows the numerical value of the RPM with a precision of 50 rpm.
If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.
To exit the menu and go back to Setting Menu main page, select EXIT and press button (4).

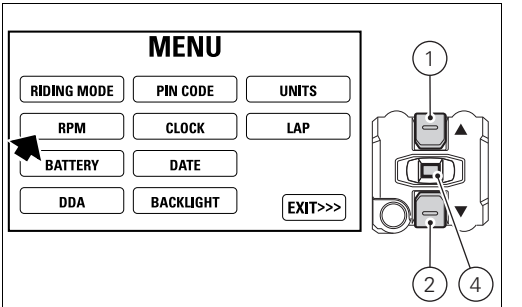


fig. 73

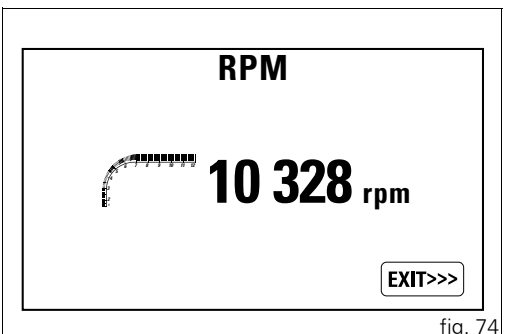


fig. 74

Battery voltage

This function allows you to check the vehicle battery voltage.
Enter the Setting MENU.
Select "BATTERY" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "BATTERY" menu.
The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing LOW warning is displayed with the battery icon on a red background;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed as a steady value with the battery icon on the standard background;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing with the battery icon on a red background;
- if battery voltage is over 15.0 V, a flashing HIGH warning is displayed with the battery icon on a red background.

If the battery voltage error is present, the instrument panel will show three flashing dashes " - - - " as voltage value, followed by the unit of measurement,

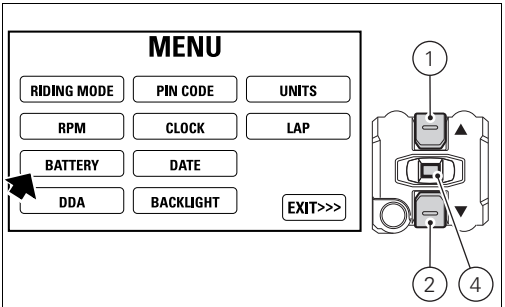
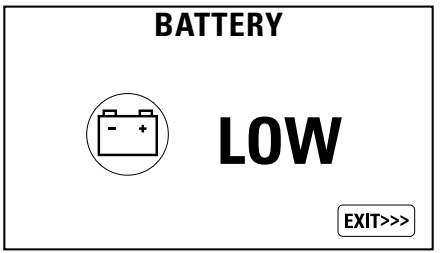
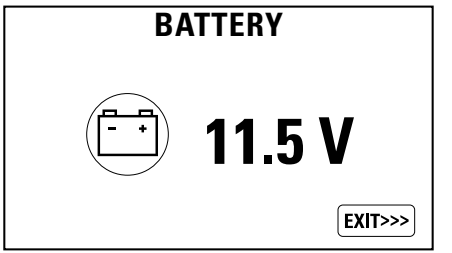
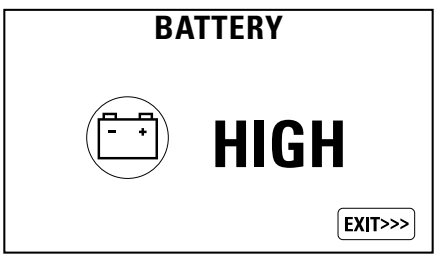


fig. 75

the EOBD light will turn on as well and the corresponding error BATTERY is displayed.
If the instrument panel is not receiving battery voltage value, a string of three steady dashes "**- - -**" is displayed, followed by the unit of measurement.
To exit the menu and go back to Setting MENU main page, select EXIT and press button (4).


BATTERY
LOW
EXIT>>>


BATTERY
11.5 V
EXIT>>>


BATTERY
HIGH
EXIT>>>

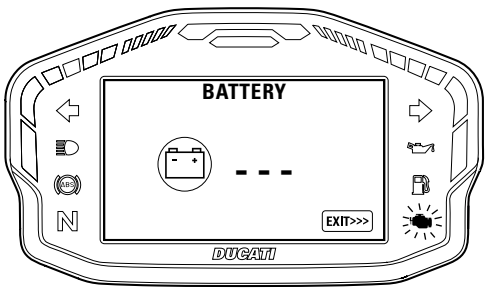

BATTERY
- - -
EXIT>>>
N
DUCATI

fig. 76

DDA

This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA memory.
The page for the DDA is only available when the device is fitted to the bike.

Enter the Setting MENU.
Select “DDA” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “DDA” menu.

DDA enable/disable

When opening this function, DDA currently set status is shown on the left (e..g.: DDA ON).
Customisation options are listed below these indications: status ON and OFF.
Press buttons (1) and (2) to highlight the statuses one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired status is selected, press CONFIRM MENU button (4) to confirm.
The new set status will be refreshed (refresh is indicated with the green colour).

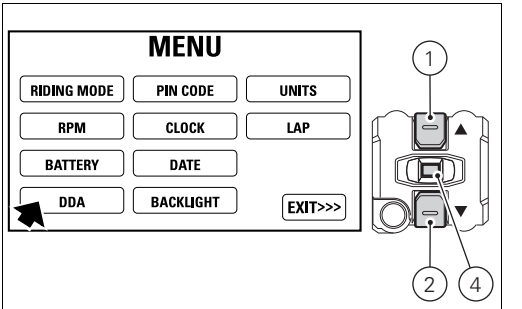


fig. 77

To exit the menu and go back to previous page, select EXIT and press button (15, fig. 4).

Note
The DDA is automatically disabled by the instrument panel upon every key-off.

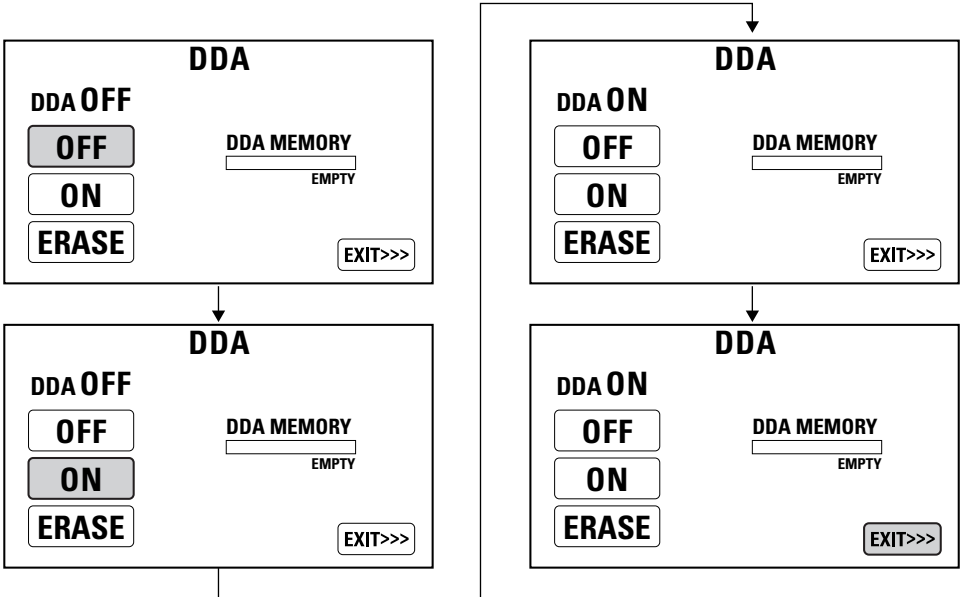

DDA
DDA OFF
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>
DDA
DDA ON
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>
DDA
DDA OFF
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>
DDA
DDA ON
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>

fig. 78

Viewing/deleting the DDA memory

When accessing the function, the DDA memory status is shown on the right as a percentage:

- when bar is empty and text EMPTY is shown, it means that the DDA memory is empty;
- when bar is partially coloured and a percent is indicated, it means that the DDA memory is used for the specified percentage;
- when bar is full and text FULL is shown, it means that the DDA memory is full.

With DDA OFF, you can delete the memory. Select "ERASE" option, by pressing button (1) or (2).
Press CONFIRM MENU (4) for at least 3 seconds to confirm.
After 3 seconds, the instrument panel will read "PLEASE WAIT..." for as long as the deletion is completed, and this time depends on the quantity of data to be deleted. If deletion is successful, the instrument panel will read ERASE OK for 2 seconds and refresh the memory status displayed.
If deletion is not successful, the instrument panel will still show memory used status.
To exit the menu and go back to previous page, select EXIT and press button (4).

Note

If the DDA is set to "ON" the deletion is inhibited and you can not even select the ERASE option.

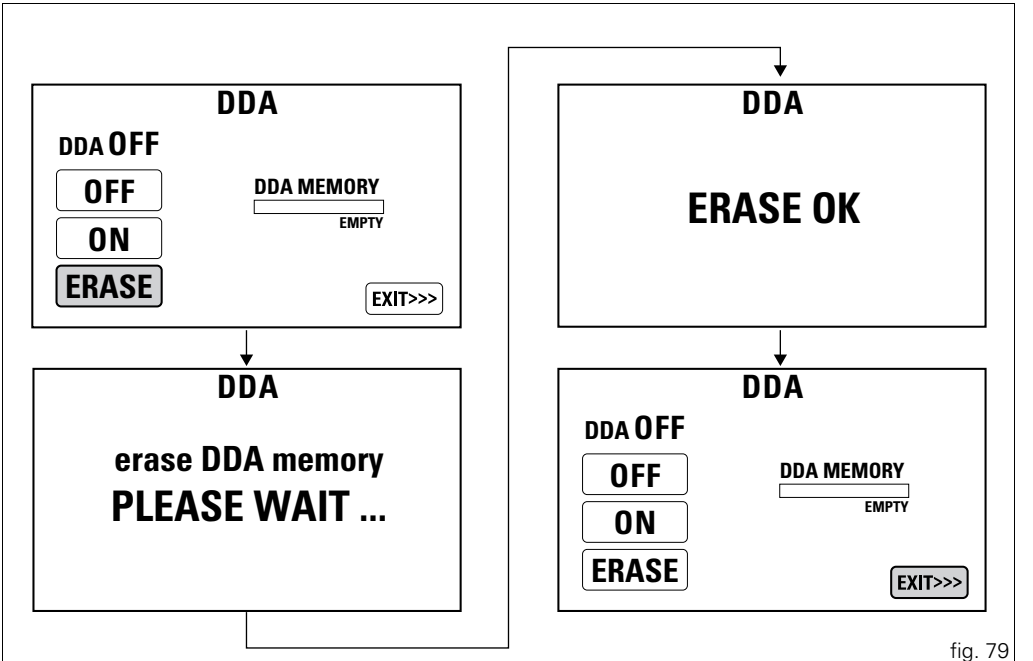

DDA
DDA OFF
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>
DDA
erase DDA memory
PLEASE WAIT ...
DDA
ERASE OK
DDA
DDA OFF
OFF
ON
ERASE
DDA MEMORY
EMPTY
EXIT>>>

fig. 79

Pin Code

This function makes it possible to “temporarily“ turn on the motorcycle if the E-Lock system is not working (if the steering unlock is disabled and there are problems to the E-Lock system.
The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction.
To activate this function, refer to “Entering the PIN CODE“ procedure.
To change the PIN refer to “Changing the PIN CODE“ procedure.
In order to temporarily start the vehicle in case of malfunction of the E-Lock system, please refer to the Vehicle Release procedure.

Note

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorised Ducati Dealer to have the function “reset“. To perform this procedure, the Authorised Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

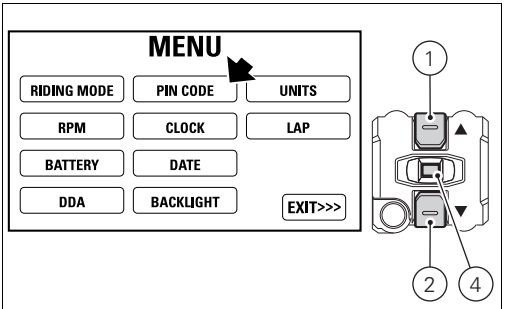


fig. 80

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting MENU.
Select “PIN CODE“ option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “PIN CODE“ menu.

When accessing the function, “INSERT PIN CODE” with four dashes “----“ in the bottom line will appear on the display highlighted in green.
Entering the code:

1) Press button (4);
2) One digit is highlighted indicating “0”;
3) Each time you press the button (2) the displayed number increases by one (+ 1) up to “9“ and then starts back from “0”;
4) Each time you press the button (1) the displayed number decreases by one (- 1) up to “1“ and then starts back from “0”;
5) To confirm the number, press the button (4);
6) Repeat the procedures from points 2) to 5) until you confirm all the 4 digits of the PIN CODE.

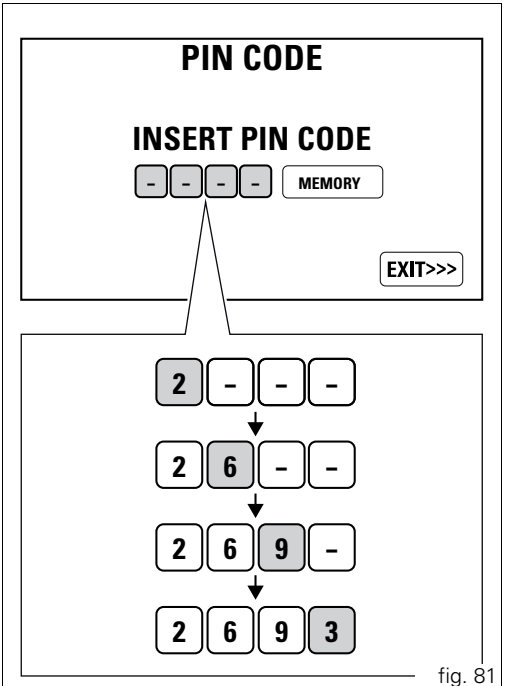


fig. 81

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item. To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.
Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE.
The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorised Service Centre).

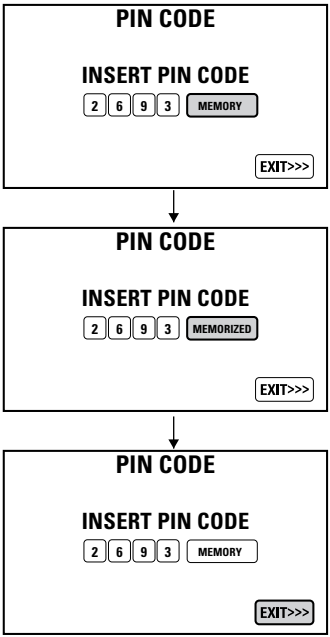


fig. 82

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting MENU.
Select "PIN CODE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "PIN CODE" menu: see procedure on page 130.
When accessing the function, OLD CODE with four dashes "- - - -" will appear on the display highlighted in green with NEW CODE in line below.
Entering the "old" code:

1) Press button (4);
2) One digit is highlighted indicating "0";
3) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
4) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
5) To confirm the number, press the button (4);
6) Repeat the procedures from points 2) to 5) until you confirm all the 4 digits of the PIN CODE.

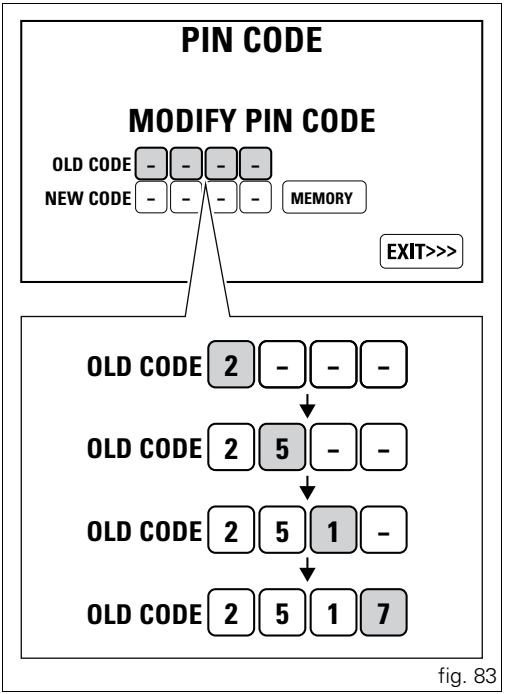


fig. 83

When you press button (4) to confirm the fourth and last digit:

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" for the OLD PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays ERROR for 3 seconds and then highlights the EXIT item;
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then highlights the string of four dashes "- - - -" of the NEW PIN.

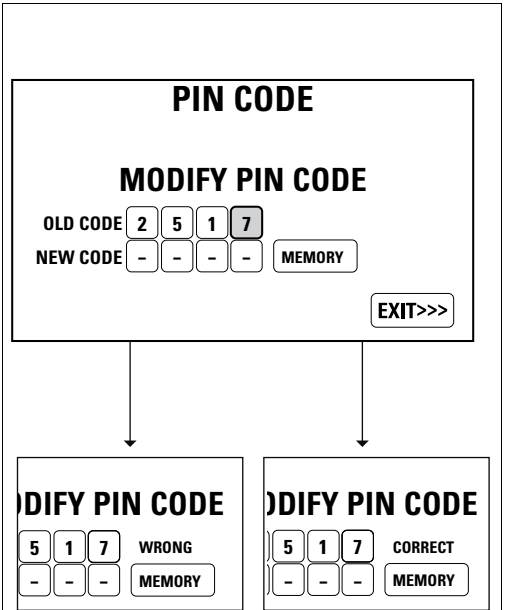


fig. 84

Entering the "new" code:

1) Press button (4);
2) One digit is highlighted indicating "0";
3) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
4) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
5) To confirm the number, press the button (4);
6) Repeat the procedures from points 2) to 5) until you confirm all the 4 digits of the PIN CODE.

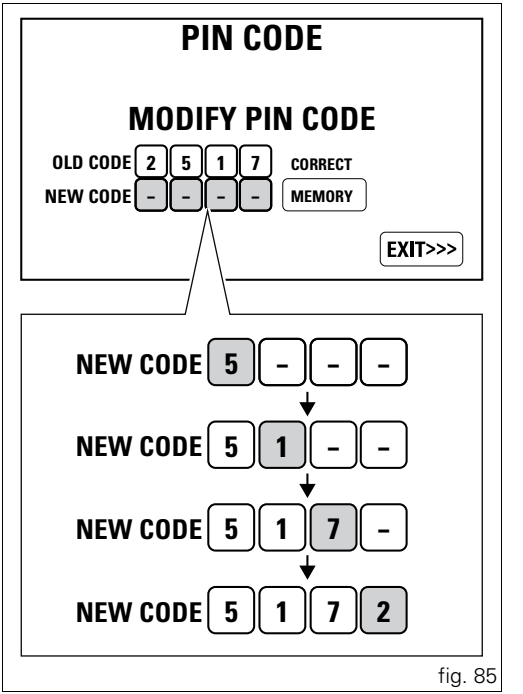


fig. 85

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights MEMORY item. To save the new setting, hold button (4) for 3 seconds while the MEMORY item is highlighted in orange. If settings have been saved, MEMORIZED will be shown in green for 1 second, and then the EXIT item will be highlighted in green.

If settings have not been saved, the instrument panel highlights again the string of four dashes "- - - -" of the NEW PIN to allow the rider to try again and enter a new code.

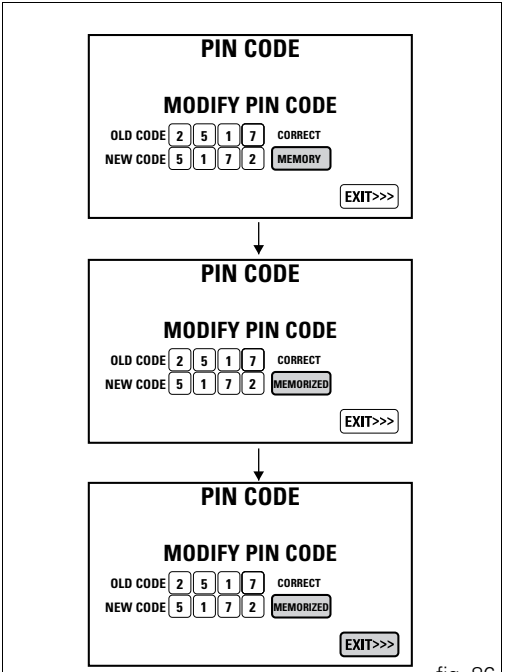


fig. 86

Clock setup

This function allows user to set or adjust the time.
Enter the Setting MENU.
Select "CLOCK" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "CLOCK SETTING" menu.
The first screen shows, on the left side, the available time setting: HOUR, MINUTE, AM/PM, while the current time is displayed on the right side (e.g.: 10:30 a.m.).

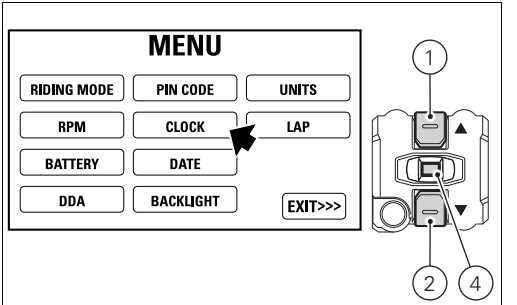


fig. 87

Setting the hours

Select "HOUR" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The hour value starts flashing.
Press the button (1) to decrease hour by 1: 0, 11, ... 1, 0 for AM - 12, 11, ... 1, 12 for PM.
Press the button (2) to increase hour by 1: 11, 0, 1.... 11 for AM - 12, 1, ... 12 for PM.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set hour will stop flashing.

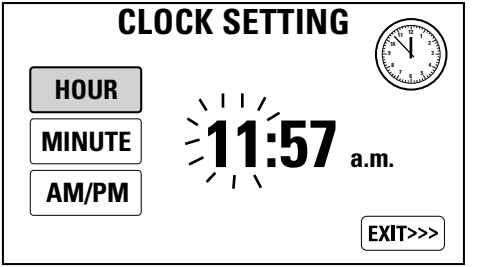


fig. 88

Setting the minutes

Select "MINUTE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The minute value starts flashing.
Press button (1) to decrease minutes by 1: 59, 58, ... 00, 59.
Press button (2) to increase minutes by 1: 00, 01, ... 59, 00.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set minutes will stop flashing.

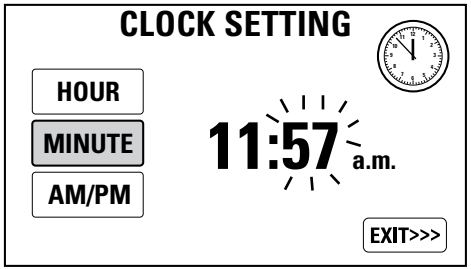


fig. 89

Setting am/pm

Select "AM/PM" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The indication starts flashing.
Select AM or PM, by pressing button (1) or (2), respectively.
Once you reach the value to be set, press CONFIRM MENU button (4) and the setting will stop flashing.

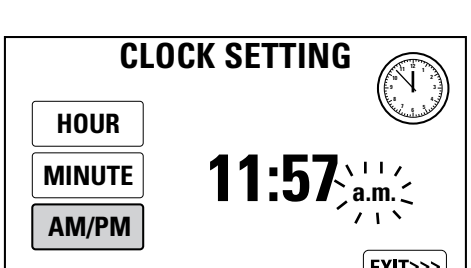


fig. 90

To exit the menu and go back to previous page, select EXIT and press button (4).

Note
Every time the battery is disconnected, the clock is reset and must be set again by the user.

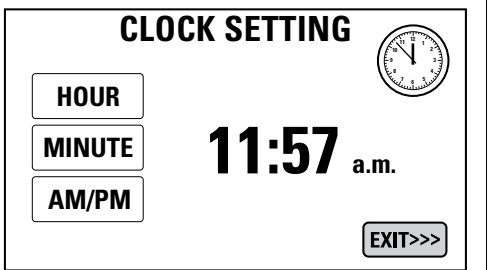


fig. 91

Setting the date

This function allows use to view and set/adjust the date.
Enter the Setting MENU.
Select "DATE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "DATE SETTING" menu.
The first screen shows, on the left side, the available date setting: YEAR, MONTH, DAY, while the current date is displayed on the right side (e.g.: 2012/01/27).

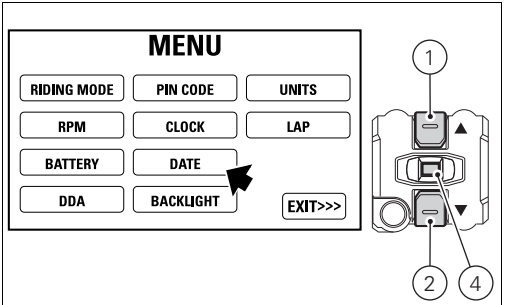


fig. 92

Setting the year

Select "YEAR" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The year value starts flashing.
Press button (1) to decrease year value by 1: 2250, 2249, ... 2000, 2250.
Press button (2) to increase year value by 1: 2000, 2001, ... 2250, 2000.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set year will stop flashing.

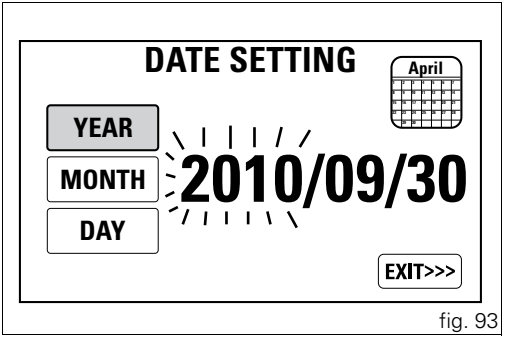


fig. 93

Setting the month

Select "MONTH" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The month value starts flashing.
Press button (1) to decrease month by 1: 12, 11, ... 01, 12.
Press button (2) to increase month by 1: 01, 02, ... 12, 01.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set month will stop flashing.

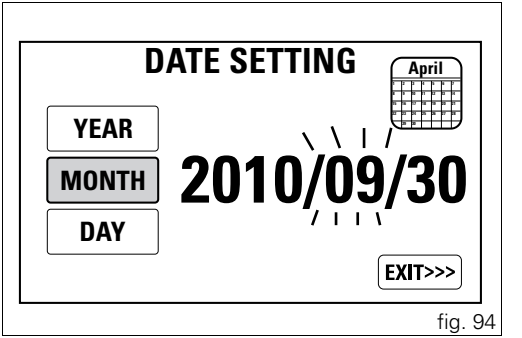


fig. 94

Setting the day

Select "DAY" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
The day value starts flashing.
Press button (1) to decrease day by 1: 31, 30, ... 01, 31.
Press button (2) to increase day by 1: 01, 02, ... 31, 01.
Once you reach the value to be set, press CONFIRM MENU button (4) and the set day will stop flashing.

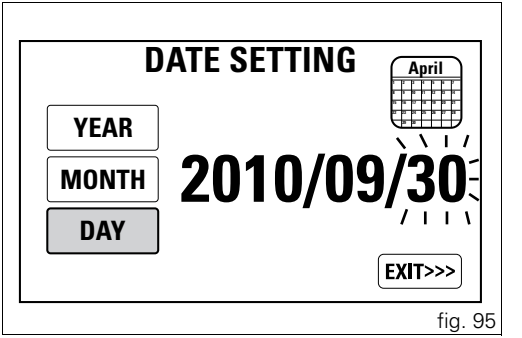


fig. 95

To exit the menu and go back to previous page, select EXIT and press button (4).

Note
Every time the battery is disconnected, the calendar is reset and must be set again by the user.

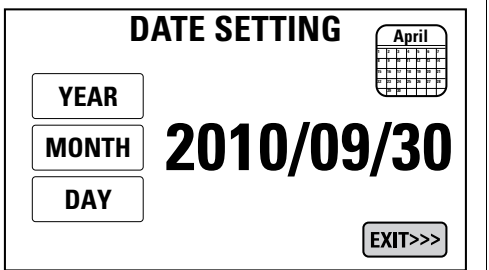


fig. 96

Setting the display background

This function allows the user to choose the background of the instrument panel.
Enter the Setting MENU.
Select “BACKLIGHT” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “BACKLIGHT” menu.
When entering the function, the possible settings are shown on the left: DAY, NIGHT, AUTO, and the mode in use is highlighted.
Press buttons (1) and (2) to highlight the instrument panel backlighting options one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Once desired backlighting option is selected, press CONFIRM MENU button (4) to confirm.
The instrument panel immediately activates the selected backlighting and highlights the corresponding option.
Selecting the DAY option you permanently activate the display “white” background to improve the readout view: recommended with strong external light.

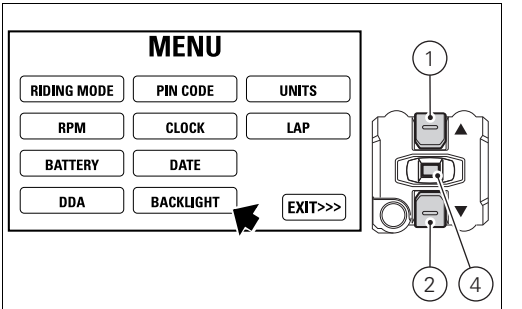


fig. 97

Selecting the NIGHT option you permanently activate the display black background for a dimmed readout view: recommended with poor external light and/or darkness.
Selecting the AUTO option (automatic mode) the colour of the background is automatically adjusted according to the external lighting conditions (as detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background.
To exit the menu and go back to previous page, select EXIT and press button (4).

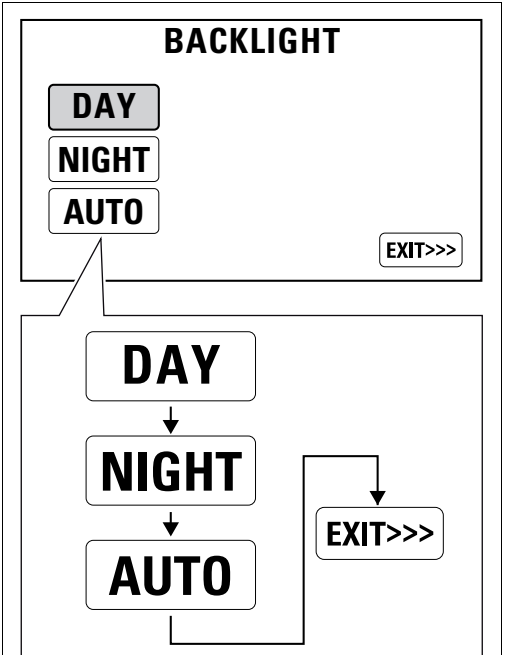


fig. 98

LAP

The LAPs previously stored using the “LAP recording” function (MENU 1 function, see page 72), can be viewed on the display . The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.

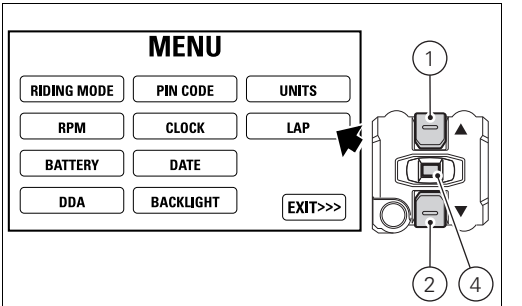


fig. 99

Displaying the stored LAPs

To view the stored LAPs, you must enter the Setting MENU.
Select "LAP" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "LAP DATA" menu.
When you enter the function, the following is displayed:

- LAP indication followed by the number of the LAP (e.g.: LAP 01);
- TIME indication followed by the recorded lap time;
- SPEEDMAX indication followed by the top speed recorded during the lap;
- RPMMAX indication followed by the RPM value recorded during the lap.

Press the buttons (1) and (2) to highlight stored LAPS one by one; in particular:
use button (2) to view the next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 ..... LAP 30); and then highlight EXIT;
use button (1) to view the previous lap (laps are displayed with in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 ..... LAP 01); and then highlight EXIT;
To exit the menu and go back to previous page, select EXIT and press button (4).

Note
The MAX stored speed is reached during lap (increased by 5%).

Note
If the memory is empty, the display shows the lap timer reading "-.--.--", MAX RPM = ------ and MAX speed = -----.

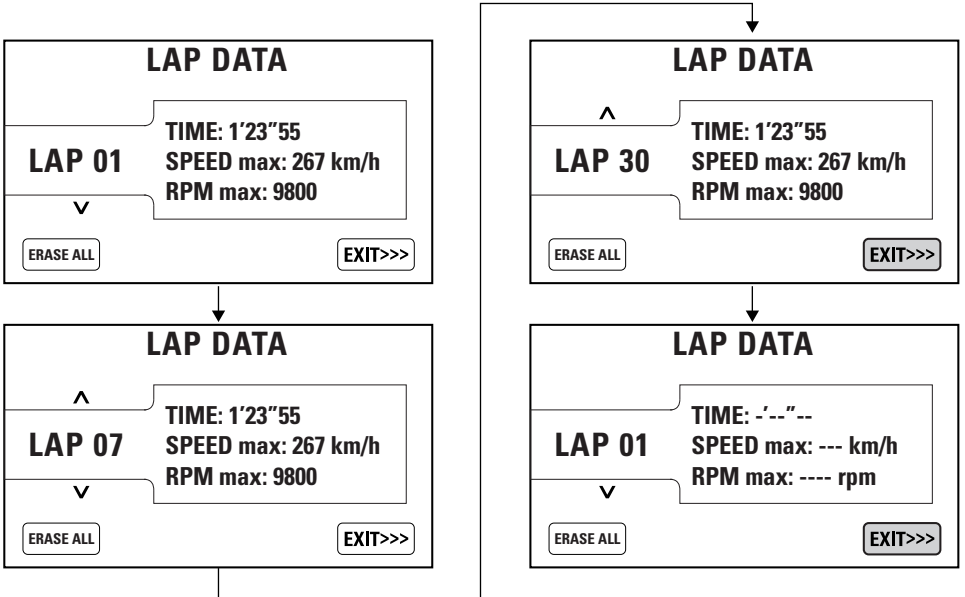

LAP DATA
LAP 01
TIME: 1'23"55
SPEED max: 267 km/h
RPM max: 9800
ERASE ALL
EXIT>>>
LAP DATA
LAP 07
TIME: 1'23"55
SPEED max: 267 km/h
RPM max: 9800
ERASE ALL
EXIT>>>
LAP DATA
LAP 30
TIME: 1'23"55
SPEED max: 267 km/h
RPM max: 9800
ERASE ALL
EXIT>>>
LAP DATA
LAP 01
TIME: -'--"--
SPEED max: --- km/h
RPM max: ---- rpm
ERASE ALL
EXIT>>>

fig. 100

Erasing stored LAPs

To erase the stored LAPs, you must enter the Setting MENU.
Select “LAP” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the “LAP DATA” menu, where stored LAP data are viewed.
Press button (4) to highlight the option ERASE ALL.
User must confirm deletion by pressing button (4) for 3 seconds. After 3 seconds, the instrument panel:

- will display the indication ERASE LAP PLEASE WAIT... for 3 seconds;
- will display the indication ERASE OK for 2 seconds to inform about the result of the deletion process.

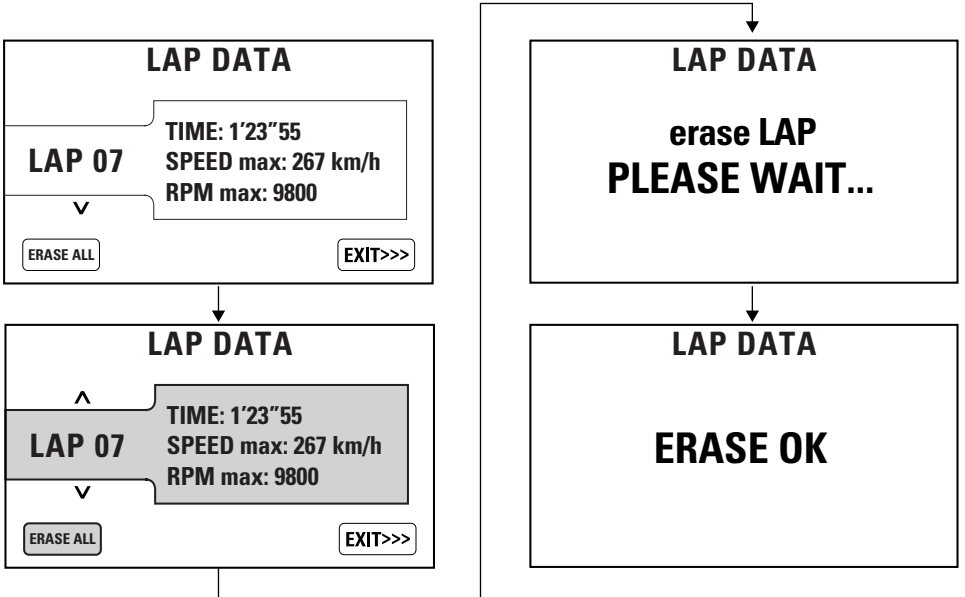

LAP DATA
LAP 07
TIME: 1'23"55
SPEED max: 267 km/h
RPM max: 9800
ERASE ALL
EXIT>>>
LAP DATA
LAP 07
TIME: 1'23"55
SPEED max: 267 km/h
RPM max: 9800
ERASE ALL
EXIT>>>
LAP DATA
erase LAP
PLEASE WAIT...
LAP DATA
ERASE OK

fig. 101

Deletion is one single command that erases all stored laps. After deletion, the Laps 01 to 30 are displayed with all parameters showing an indefinite value "–" (time = -' --'' - - , rpm = - - - - - , speed = - - -).

Note
To exit the menu and go back to previous page, select EXIT and press button (4).

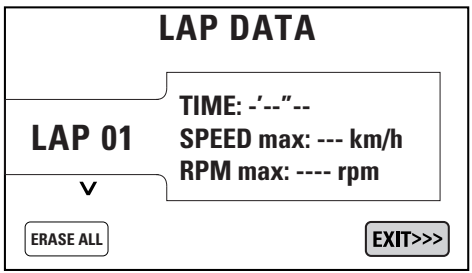


fig. 102

Setting the unit of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the Country configuration.
To manually set the units of measurement, you must enter the Setting MENU.
Select “UNITS” option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the “UNITS SETTING” menu.
When you enter the function, the list of items for which unit of measurement can be set is shown on the left:

- SPEED;
- TEMPERATURE;
- fuel CONSUMPTION;
- reset to automatic settings (DEFAULT).

To exit the menu and go back to previous page, select EXIT and press button (4).

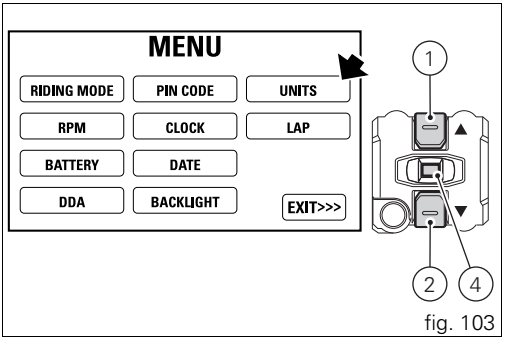


fig. 103

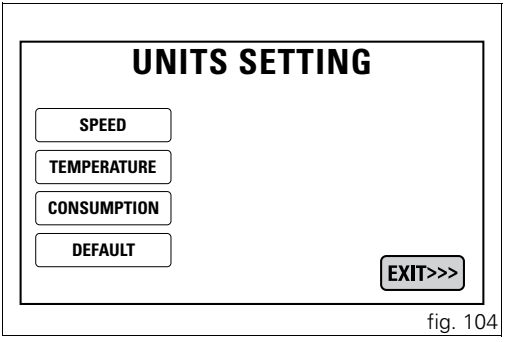


fig. 104

Setting the unit of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
Open the "UNITS SETTING" menu, as described in the previous pages (see "Setting the unit of measurement").
Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the "SPEED" menu.
When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: km/h, mph.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.
The selected unit of measurement will be used by the instrument panel for the following indications:
- Vehicle speed and Average speed (km/h or mph);
- Odometer, Trip1, Trip2 and Trip Fuel (km or mi).

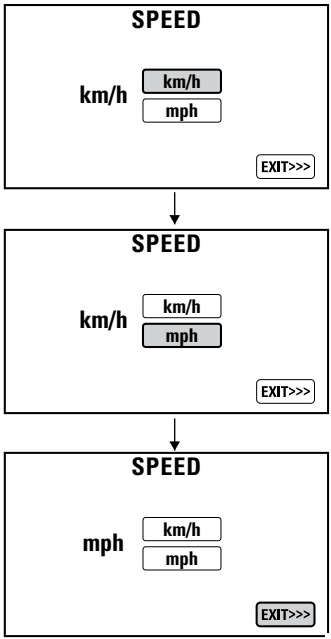


fig. 105

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
Open the "UNITS SETTING" menu, as described in the previous pages (see "Setting the unit of measurement").
Select "TEMPERATURE" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "TEMPERATURE" menu.
When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: °C , °F.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.
The selected unit of measurement will be used by the instrument panel for the following indications:

- Engine coolant temperature and Ambient air temperature.

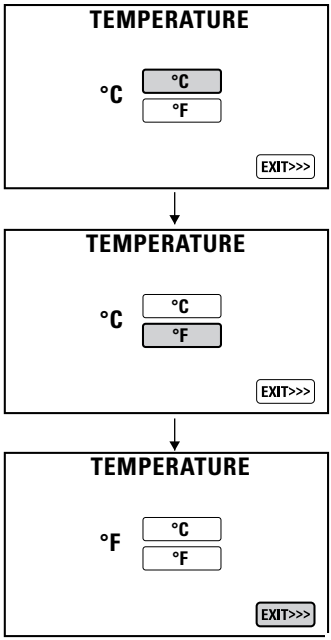


fig. 106

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
Open the "UNITS SETTING" menu, as described in the previous pages (see "Setting the unit of measurement").
Select "CONSUMPTION" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "CONSUMPTION" menu.
When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.
Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored and the EXIT option is highlighted.
The selected unit of measurement will be used by the instrument panel for the following indications:

- Instantaneous fuel consumption and Average fuel consumption.

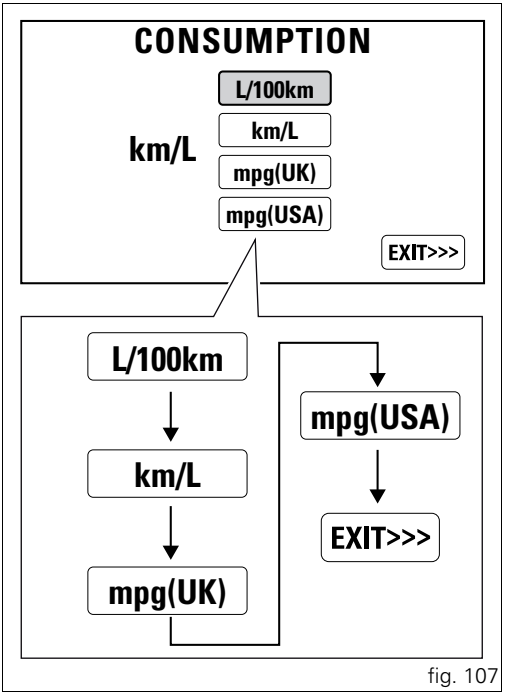


fig. 107

Setting the unit of measurement: Restore automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
Open the “UNITS SETTING” menu, as described in the previous pages (see “Setting the unit of measurement”).
Select “DEFAULT” option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4) for 3 seconds.
The display will read PLEASE WAIT... for 3 seconds, and then DEFAULT OK for 2 seconds, and at last the page of the UNITS SETTING menu will be displayed with the EXIT option highlighted. To exit the menu and go back to previous page, select EXIT and press button (4).

Chart of the units of measurement

	TOT TRIP1 TRIP2 TRIP FUEL	**SPEED AVERAGE SPEED**	**T_ENGINE T_AIR**	**INSTANTANEOUS FUEL CONSUMPTION AVERAGE FUEL CONSUMPTION**
Europe	km	km/h	°C	l/100km
UK	mi (miles)	mph	°C	mpg UK
USA	mi (miles)	mph	°F	mpg USA
Canada	km	km/h	°C	l/100km
France	km	km/h	°C	l/100km
Japan	km	km/h	°C	l/100km
Brazil	km	km/h	°C	l/100km
Taiwan	km	km/h	°C	l/100km
China	km	km/h	°C	l/100km

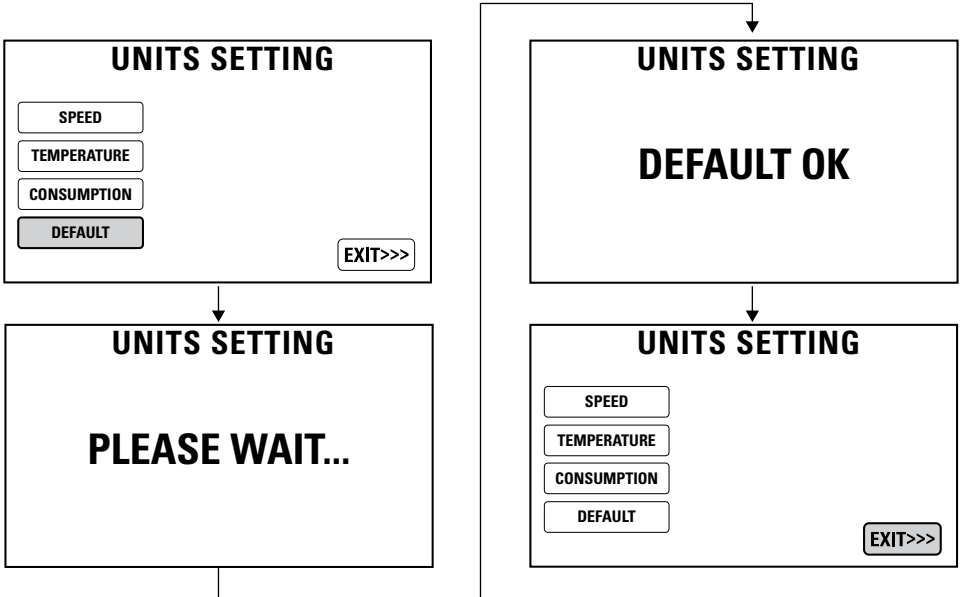

UNITS SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT>>>
UNITS SETTING
PLEASE WAIT...
UNITS SETTING
DEFAULT OK
UNITS SETTING
SPEED
TEMPERATURE
CONSUMPTION
DEFAULT
EXIT>>>

fig. 108

Other functions

UP-MAP

This function is used as an interface for uploading the Performance settings from the UP-MAP device (pen drive) to the engine control unit, after installing the Performance exhaust kit (part no. 96450211B) - Performance silencer kit (part no. 96450311B).

Note
The Performance exhaust kit (part no. 96450211B) and Performance silencer kit (part no. 96450311B) can be purchased at a Ducati Dealer or Authorised Service Centre.

Warning
The Performance exhaust kit (part no. 96450211B) and Performance silencer kit (part no. 96450311B) must be installed at a Ducati Dealer or Authorised Service Centre.

The device can be used with key ON but engine stopped. When the UP-MAP is connected to the vehicle, these conditions are checked and, if they are all verified, the UP-MAP, engine control unit and

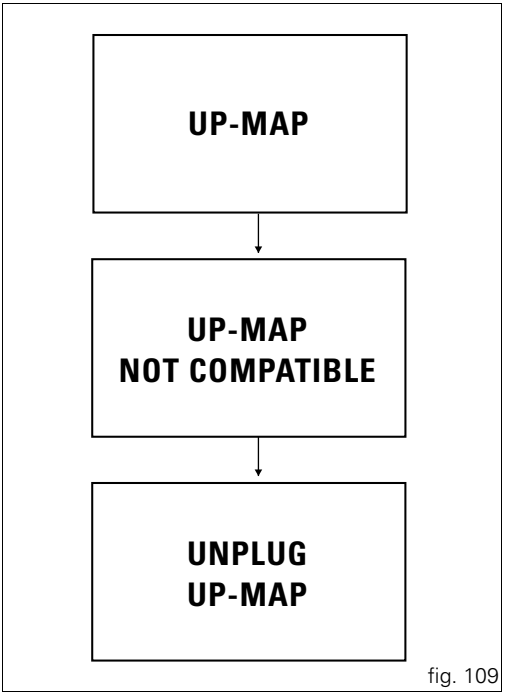


fig. 109

instrument panel will start communicating.
The presence of the UP-MAP is notified by the "UP-MAP" indication displayed on the instrument panel.

If the device authentication is not successful, the indication UP-MAP NOT COMPATIBLE is displayed for 3 seconds, and then display will read UNPLUG UP-MAP to urge the user to remove the device from the vehicle.

If the download is possible, the instrument panel will show the indication RACING (if installing the Performance silencer kit); or the indication RACING EVO (if installing the Performance complete exhaust system kit);
the indication DOWNLOAD;
button OK.
Press button (4) to allow the download of the specified settings.

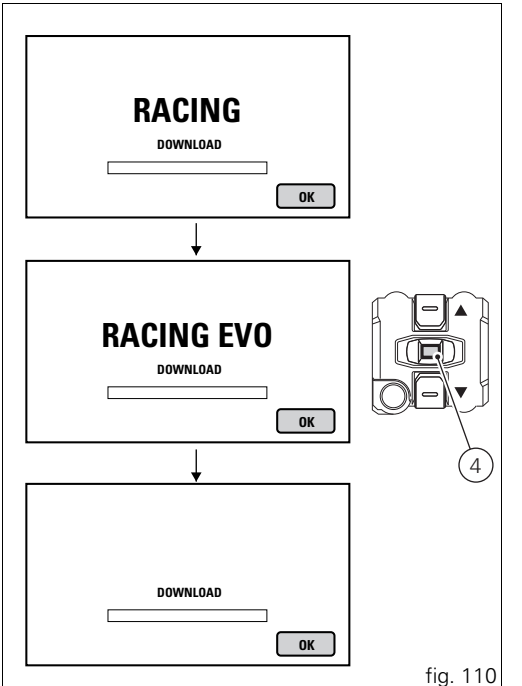


fig. 110

If the download is not possible and the setting to be downloaded is already present in the control unit, the instrument panel will read MAP ALREADY PRESENT and display the EXIT button. Press button (4) to quit. After pressing button (4) or after 10 seconds without pressing button (4), the instrument panel will read UNPLUG UP-MAP to urge the user to remove the device from the vehicle.

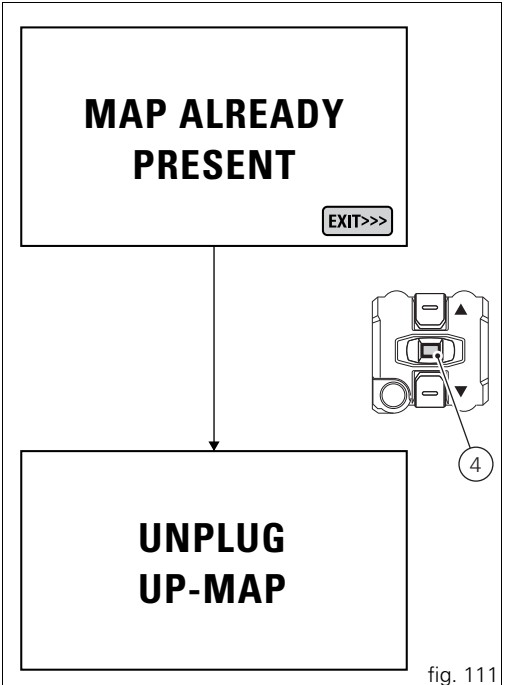


fig. 111

During the download, the display shows the indication RACING (setting for the Performance silencer kit) or the indication RACING EVO (setting for the Performance complete exhaust system kit), the indication DOWNLOAD IN PROGRESS and the download progress bar that progressively fills up (for approximately 5 seconds).

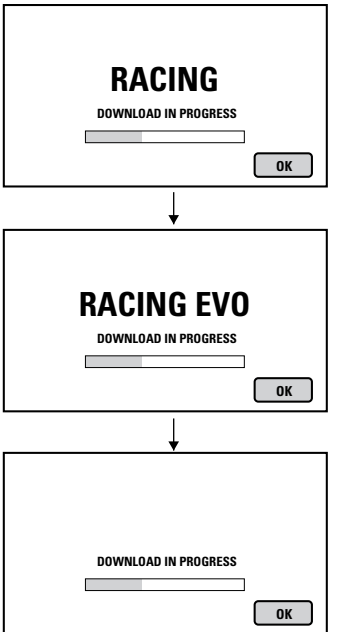


fig. 112

Once the download is completed, the display will show the following for 3 seconds: the indication RACING (setting for the Performance silencer kit) or the indication RACING EVO (setting for the Performance complete exhaust system kit), the indication COMPLETED and the full download progress bar.

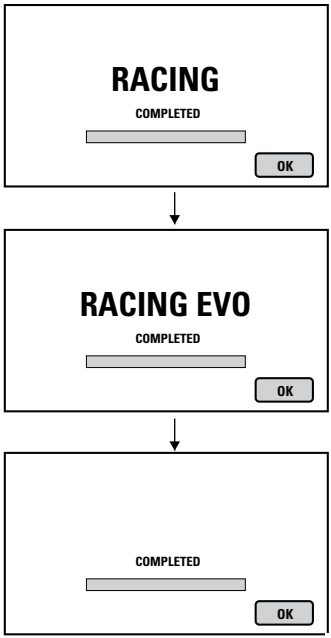


fig. 113

After 3 seconds, if the whole process was successful, the display will read UNPLUG UP-MAP to urge the user to remove the device from the vehicle. The indication UNPLUG UP-MAP is displayed until the UP-MAP is physically disconnected from the vehicle. When the UP-MAP is disconnected, the display reads PLEASE WAIT... for 3 seconds and then shows the "standard screen".

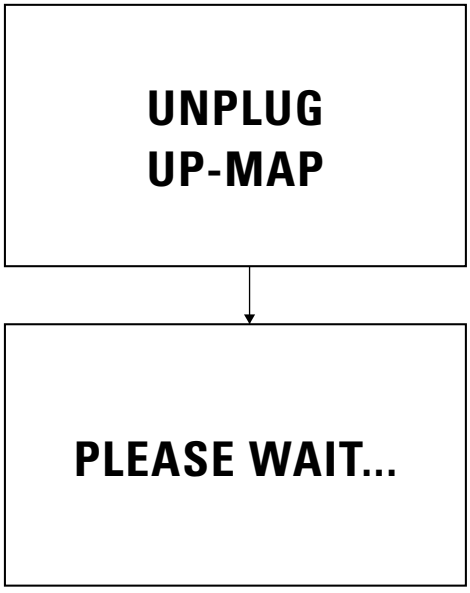


fig. 114

Any time a malfunction of the UP-MAP is found or the download procedure is not successful, the instrument panel displays DOWNLOAD ABORTED for 3 seconds, and then the indication UNPLUG UP-MAP.

Note
In case of accidental key-off or disconnection of the UP-MAP before the download is completed, the procedure is considered not valid.

Note
When the UP-MAP is connected to the vehicle, engine starting is inhibited. It is not possible to ride the vehicle with the UP-MAP device connected.

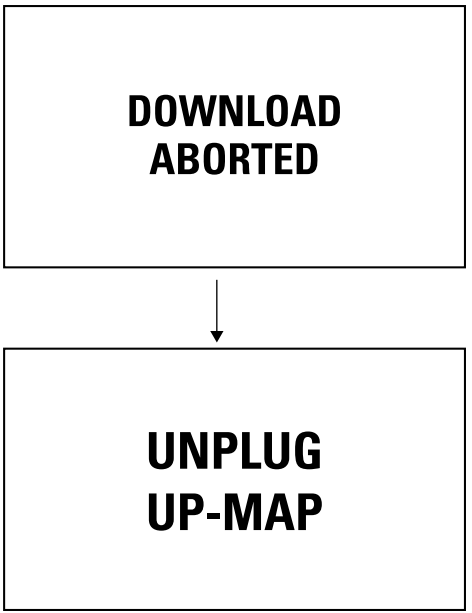


fig. 115

Display background colour

Display background colour can be set automatically according to exterior lighting conditions.
When the BACKLIGHT – AUTO function is active, if the sensor detects “poor lighting” (night) the instrument panel switches to black background (NIGHT mode); vice-versa if a strong light is detected (day) the instrument panel switches to white background (DAY mode).

This function can be customised through the Setting MENU: select the “BACKLIGHT” function and open the “BACKLIGHT” menu:
- set either NIGHT or DAY permanently, or
- set the AUTO mode.

Please refer to paragraph (“Setting the display background”).

Note

If power supply is over 16 V, the backlighting is disabled, while if it is below 8 V the backlighting is turned off.

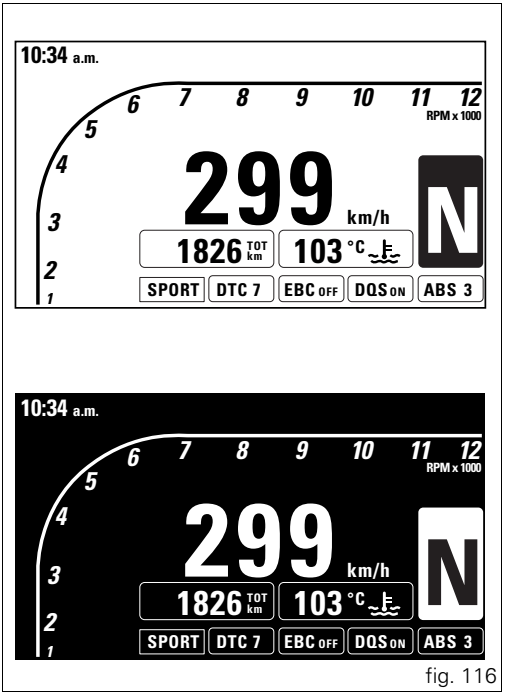


fig. 116

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.

At Key-On, the high beam and low beam lights are off, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch on and off the high beam using button 1 position A (fig. 117), or flash using button 1 position B (fig. 117).

If the engine is not started after key-on, it is still possible to turn on the low/high beam by pressing button 1 position A (fig. 117) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam. If engine is not started within 60 seconds since the button was first pressed, the low and high beam lights are turned off.
If the low beam or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn on again when the engine has been completely started.

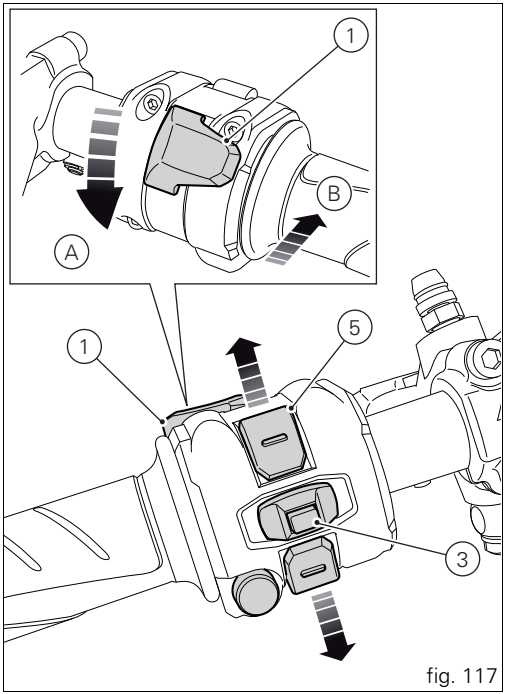


fig. 117

Turn indicators

Turn indicators are automatically reset by the instrument panel.
After activating one of the two turn indicators, user can reset them using the button (3, fig. 117) on the left switch.
If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only activated at speeds below 80 km/h (50 mph).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

Parking function

The parking function activates the front and rear parking lights when the vehicle is turned off, so it is visible when parked.
The function is activated by pressing the button (5, fig. 117) for 3 seconds during the first 60 seconds after the motorcycle was turned off (after key-off). Once the function is activated, the PARKING icon is displayed for 3 seconds and the lights stay on as long as the battery voltage is ≥ (higher than or equal to) 11.7 V. If voltage is over 11.7 V the lights turn off automatically in order to save battery charge.

To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).

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.

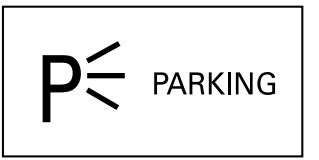


fig. 118

Note
The frequent use of this function can considerably reduce the battery charge; Ducati recommends using this function only when really necessary.

The Immobilizer system

For improved antitheft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Accommodated in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time. The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognises this password.

Keys (fig. 119)

The owner receives 2 keys with the vehicle.
These keys contain the "immobilizer system code".
The keys (B) are regular ignition keys and are used to:
- start up the engine.
- open the fuel tank filler plug.
- open the seat lock.

Warning
It is also advisable to use only one of the keys to start the motorcycle.

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation. If the other key does not work out either, contact the Ducati Service network.

Warning
Any important shock might damage the electronic components fitted into the key.
Use only one key during the procedure. Failure to do so might prevent the system from recognising the code of the key in use.

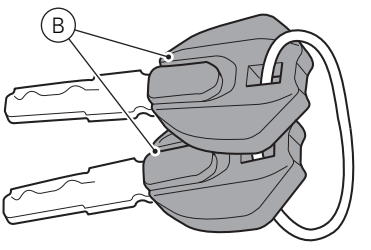


fig. 119

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.
The Ducati Service Centre 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.

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

Vehicle release through PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation. If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard Screen instead, triggers the E-Lock error to inform the user that there is a problem with key reading/ acknowledgement and disables the opportunity to enter the Setting MENU.
The E-Lock error warning must be active until key-off.

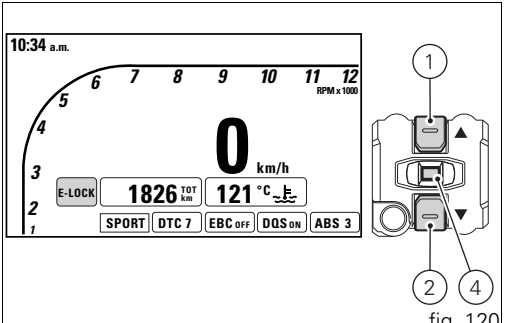


fig. 120

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the request INSERT PIN CODE with a string of four dashes below it " - - - - " highlighted in green.
Entering the code:

1) Press button (4);
2) One digit is highlighted indicating "0";
3) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
4) Each time you press the button A (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
5) To confirm the number, press the button (4);
6) Repeat the procedures from points 2) to 5) until you confirm all the 4 digits of the PIN CODE.

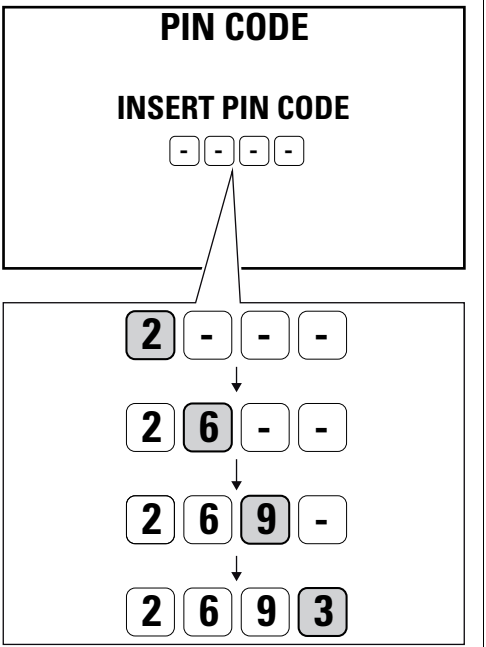


fig. 121

When you press button (4) to confirm the fourth and last digit

- if the PIN is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard Screen, triggers the E-Lock error and disables the opportunity to enter the Setting Menu.
- if there is a problem during the PIN CODE check, the instrument panel displays ERROR for 3 seconds and then responds in the same way as for the WRONG error.
- if the PIN code is correct, the instrument panel displays CORRECT for 3 seconds and then shows the "standard screen" and triggers the E-Lock error to still show the user that there is a problem with key reading/acknowledgement.

Note

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

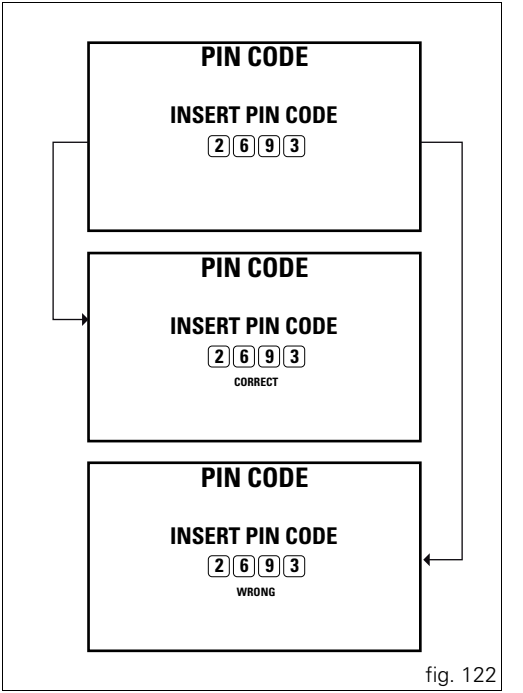


fig. 122

Controls

Warning
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.

Position of motorcycle controls (fig. 123)

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

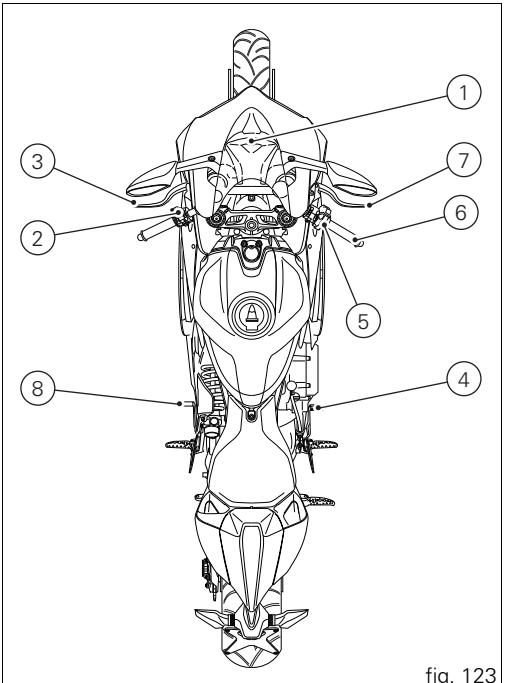


fig. 123

Key-operated ignition switch and steering lock (fig. 124)

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

A) ON: enables lights and engine operation;
B) OFF: disables lights and engine operation;
C) LOCK: the steering is locked;
D) P: parking light on and steering locked.

Note

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

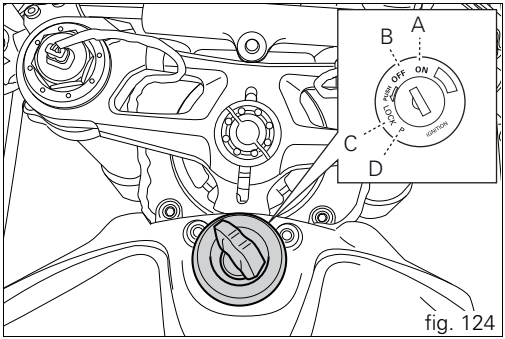


fig. 124

LH switch (fig. 125)

1) Dip switch, light dip switch, two positions (fig. 125):
   (A) every time it is pressed down the light switches from low beam on to low beam and high beam on .
   (B) pushed to the side = high beam flasher (FLASH), "Start-Stop lap" function.

2) Button = three-position turn indicator (fig. 125):
   central position = off;
   position = left turn;
   position = right turn.

3) Turn indicator off, "Riding mode" activation and menu navigation button.

4) Button = warning horn.

5) Navigation menu, display scroll and TRIP1 and TRIP2 reset button.

6) Navigation menu, display scroll button.

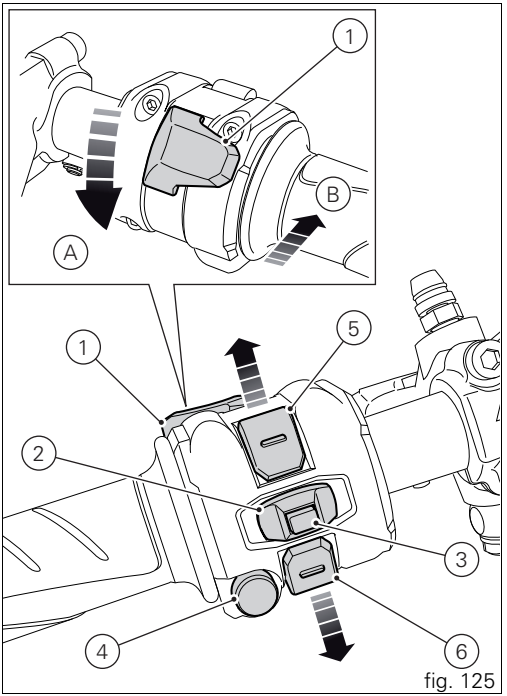


fig. 125

Clutch lever (fig. 126)

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise 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.

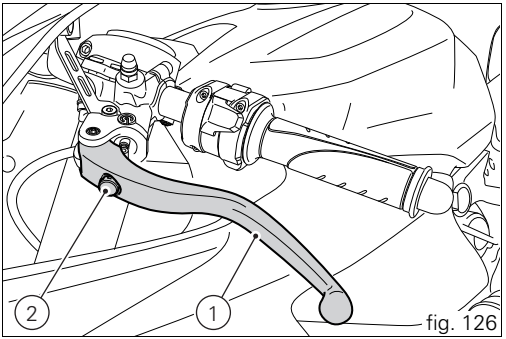


fig. 126

Warning
Set clutch lever when motorcycle is stopped.

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

Note
It is possible to start the engine with the 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).

RH switch (fig. 128)

1) Red ON/OFF switch.
2) Black ENGINE START button

The switch (1) has three positions:

A) centre: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).

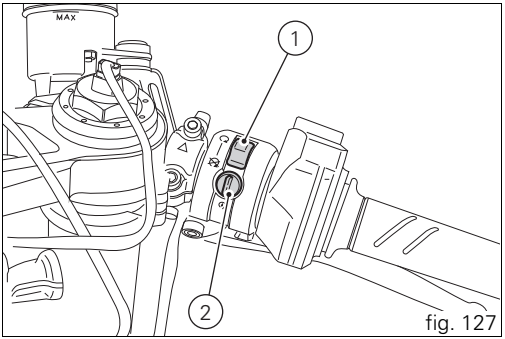


fig. 127

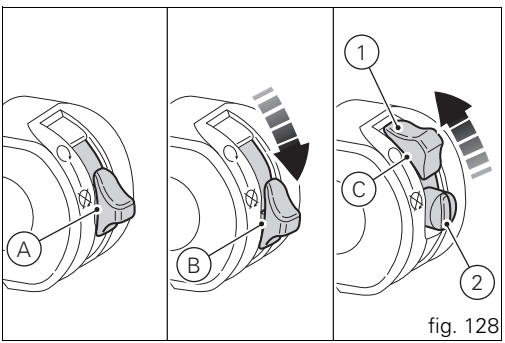


fig. 128

Throttle twistgrip (fig. 129)

The twistgrip (1, fig. 129) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

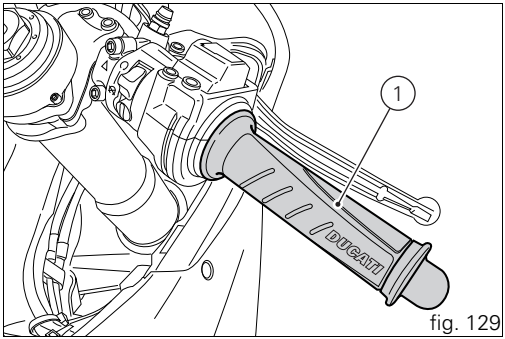


fig. 129

Front brake lever (fig. 130)

Pull the lever (1, fig. 130) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The control lever (1, fig. 130) features a dial adjuster (2, fig. 130) for lever distance from the twistgrip on handlebar adjustment.
The lever distance can be adjusted through 10 clicks of the dial (2, fig. 130). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.

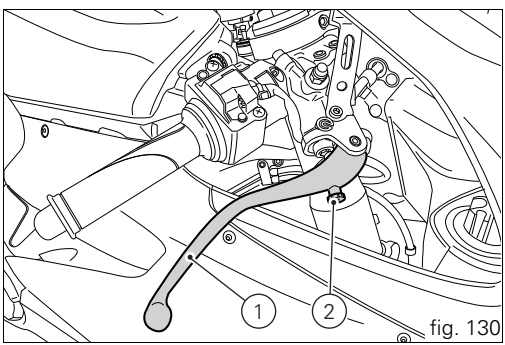


fig. 130

Rear brake pedal (fig. 131)

Push down the pedal (1, fig. 131) to operate the rear brake.
The system is hydraulically operated.

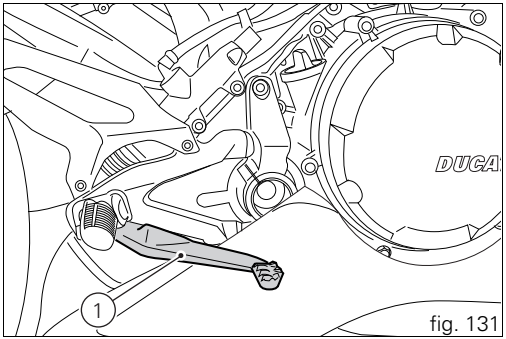


fig. 131

Gear change pedal (fig. 132)

When released, the gear change pedal (1, fig. 132) automatically returns to rest position N in the centre. This is indicated by the instrument panel light N (2, fig. 4) 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;

upwards= lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.
Each time you move the pedal you will engage the next gear.

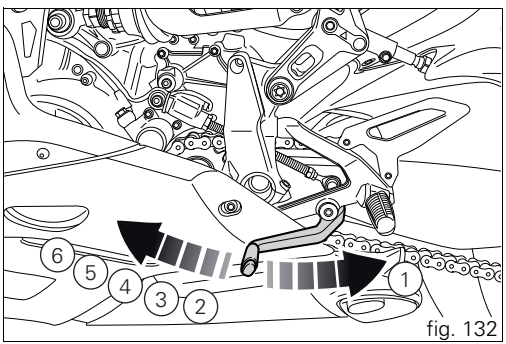


fig. 132

Adjusting the position of the gearchange and rear brake pedals

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

Gear change pedal

hold the linkage (1) and slacken the lock nuts (2) and (3).

Note
Nut (2) has a left-hand thread.

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

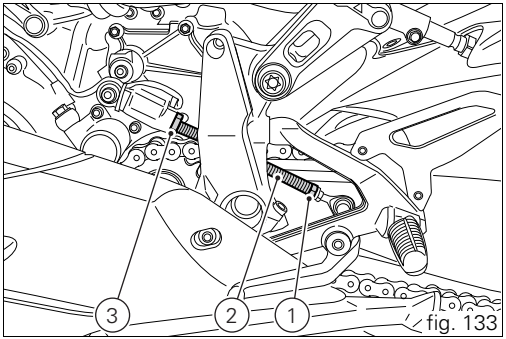


fig. 133

Rear brake pedal (fig. 134)

Loosen counter nut (7).
Turn pedal stroke adjusting screw (6) until pedal is in the desired position.
Tighten the counter nut (7).
Operate the pedal (8) by hand to check that there is 1.5 to 2 mm of freeplay before the brake bites.
If not, adjust the length of the master cylinder pushrod.

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

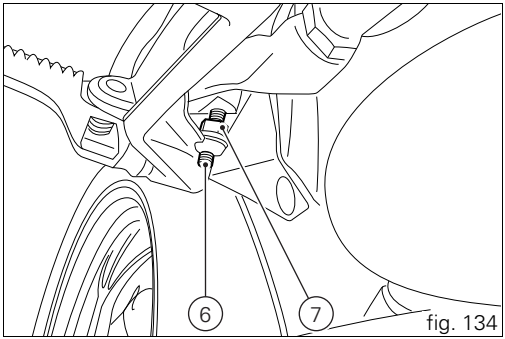


fig. 134

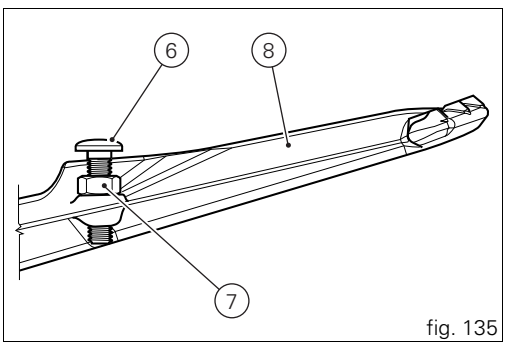


fig. 135

Main components and devices

Position on the vehicle (fig. 136)

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Rear-view mirrors.
5) Front fork adjusters.
6) Rear shock absorber adjusters.
7) Catalytic converter (both sides).
8) Exhaust silencer (both sides) (see “Warning” on page 200).

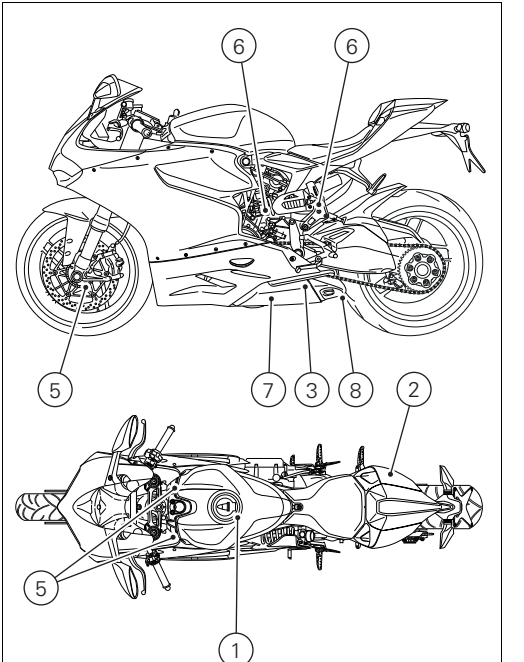


fig. 136

Tank filler plug

Opening

Lift the protection lid (1, fig. 137) and fit the ignition key into the lock. Turn the key clockwise 1/4 turn to unlock.
Lift the plug (2, fig. 138).

Closing

Close the cap (2, fig. 138) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1, fig. 137).

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

Warning
Always make sure you have properly refitted (see page 201) and closed the plug after refuelling.

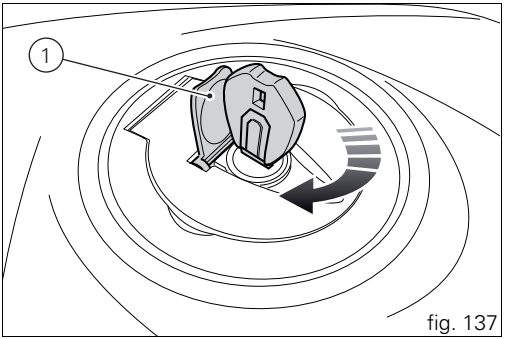


fig. 137

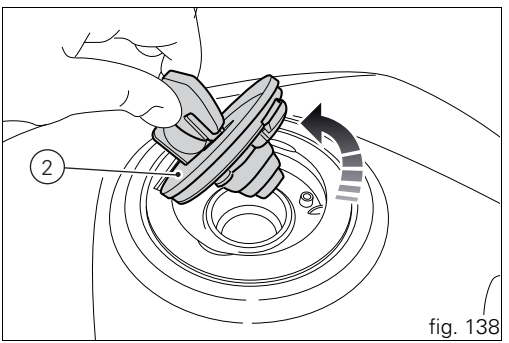


fig. 138

Seat lock

Opening (fig. 139)

Insert the key into the seat lock (1) and turn it until the seat catch disengages with an audible click.
Slide out the seat cover (2) toward the motorcycle front until you remove it completely.

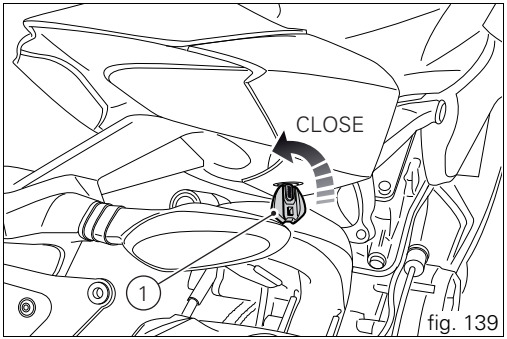


fig. 139

Closing (fig. 140)

Fit the seat cover (2) from the seat side and slide it toward the motorcycle rear until fully home.

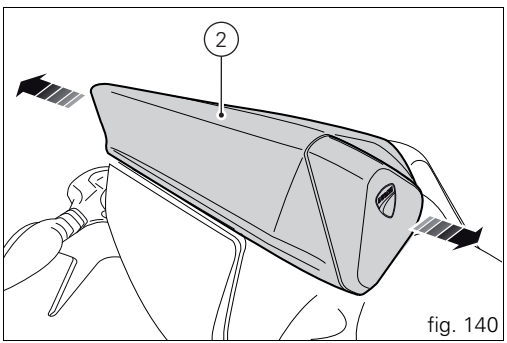


fig. 140

Side stand (fig. 141)

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

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over.
When parking in downhill road tracts, always park the motorcycle with its rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

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

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

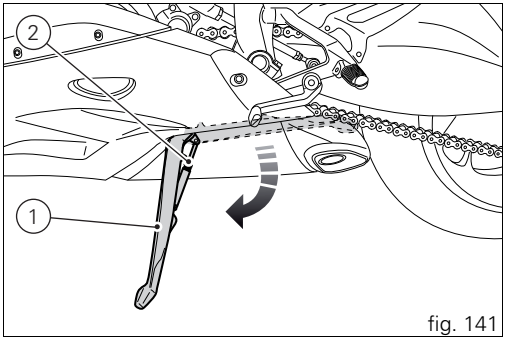


fig. 141

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

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

Steering damper (fig. 142)

It is located up front before the tank and is secured to frame and steering head.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.
If you turn the knob (1) clockwise the steering will be harder, while if you turn it counter clockwise the steering will be softer.
Every setting is identified by a “click“: set to maximum 10 clicks.

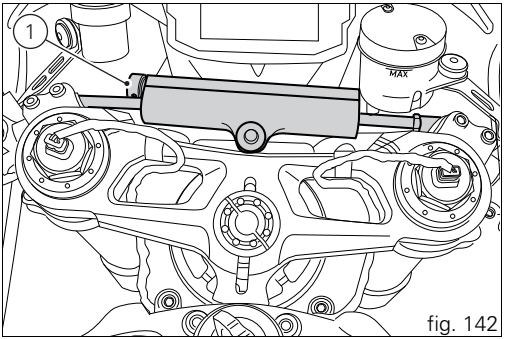


fig. 142

Warning

Never try to adjust knob (1) position while riding or you could lose control of the vehicle.

Adjusting the front fork

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

The fork is adjusted by electric impulses sent by the instrument panel to the adjusters (fig. 143) inside the fork legs.
For fork adjustment, follow the description on page 105.

Front fork factory settings:
rebound: 10 clicks;
compression: 8 clicks;
spring preload: 8 mm.

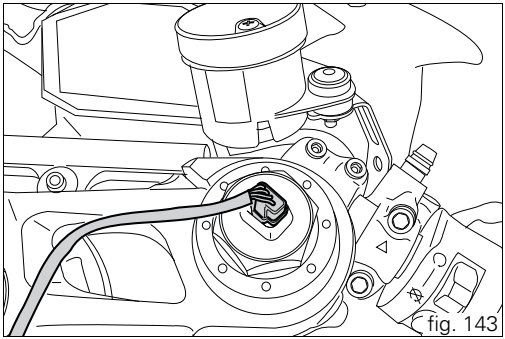


fig. 143

Adjusting the rear shock absorber

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

Warning

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground (turn ring nuts to set spring preload). You may find that rebound damping needs adjusting as well.

The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.
For shock absorber adjustment, follow the description on page 105.

Rear shock absorber factory settings:
rebound: 10 clicks;
compression: 10 clicks;
spring preload: 23 mm.

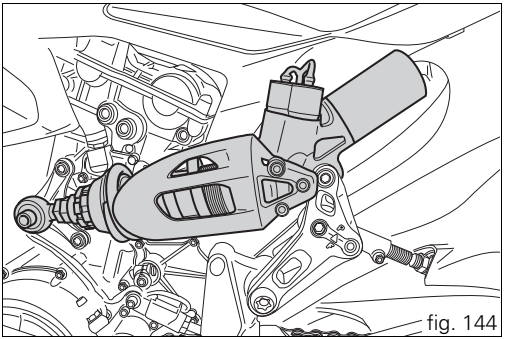


fig. 144

Changing the motorcycle track alignment

(fig. 145, fig. 146)

Motorcycle setup is the result of tests carried out under different riding conditions by our technical staff.

Modifying factory setting is a very delicate operation, which may lead to serious damages if carried out by unskilled people.

The rider can modify setup according to his/her needs by changing working position of the shock absorber.

Important

The FLAT position (F) allows for different track alignment, as on the racing versions.

The PROGRESSIVE position (P) is recommended when two-ups.

Warning

Using the vehicle set to Flat with a passenger on-board could result in vehicle instability. Ducati does not recommend to use the vehicle with rear suspension on FLAT (F) position and passenger on board.

Warning

Have the track alignment set at a Ducati Dealer or authorised Service Centre.

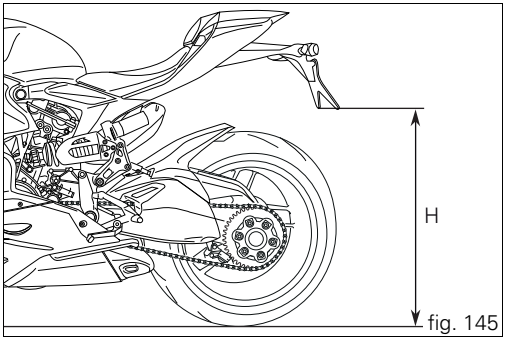


fig. 145

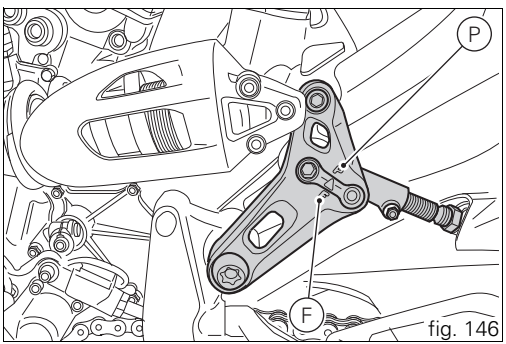


fig. 146

Riding the motorcycle

Running-in recommendations

Maximum rpm (fig. 147)

Rotation speed for running-in period and during standard use (rpm):
1) up to 1000 km;
2) from 1000 to 2500 km.

Up to 1000 km

During the first 1000 km, keep an eye on the rev counter. It should never exceed
5,500 - 6,000 rpm (included).
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

Important
During the first 1000 km (Running-in), i.e. as long as the Odometer displays a value lower than or equal to 1000 km, the "orange area" (pre-warning area - indicated on the display in orange both with the bargraph filling and with the indication of the corresponding figure) is displayed when engine reaches 6000 rpm. During this running-in period, it is recommended not to exceed 6000 rpm so make sure the instrument panel does not display the "orange area" of the bargraph.

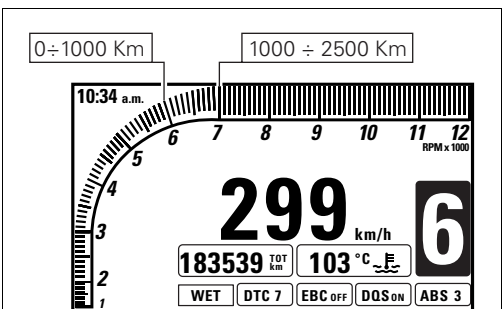


fig. 147

To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 to 2500 km

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

During the whole running-in period, the maintenance and service rules recommended in the Warranty Card should be observed carefully. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of running-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks

Warning
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. Fill tank if needed (page 201).
ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 224).
BRAKE AND CLUTCH FLUID
Check fluid level in the relevant reservoirs (page 207).
COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 205).
TYRE CONDITION
Check tyre pressure and condition (page 222).
CONTROLS
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
LIGHTS AND INDICATORS
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 217).

KEY LOCKS
Ensure that fuel filler plug (page 183) and seat (page 184).
SIDE STAND
Make sure side stand operates smoothly and is in the correct position (page 185).

ABS light (ABS version)

After Key-On, the ABS light (9, fig. 4) stays on. When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.

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

ABS device (ABS version)

Check that the front (1, fig. 148) and rear (2, fig. 149) phonic wheels are clean.

Warning
Clogged reading slots would compromise system proper operation.
It is recommended to disable ABS system in case of muddy road surface because under this condition the system might be subject to sudden failure.

Warning
Prolonged rearing could deactivate the ABS system.

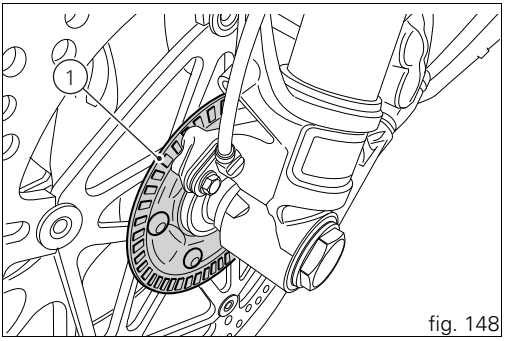


fig. 148

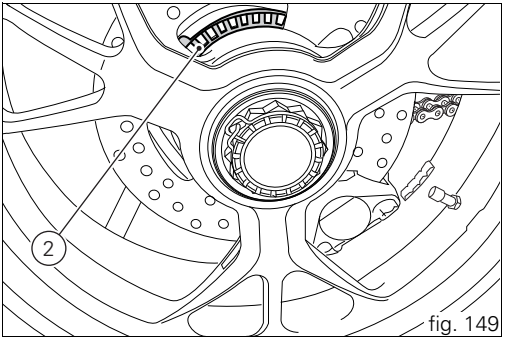


fig. 149

Starting the engine

Warning
Before starting the engine, become familiar with the controls you will need to use when riding (page 10).

Warning
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.

1) Move the ignition key to ON (fig. 148). Make sure both the green light N (2) and the red light (4) on the instrument panel come on.

Important
The oil pressure light (4) should go out a few seconds after the engine has started (page 21).

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

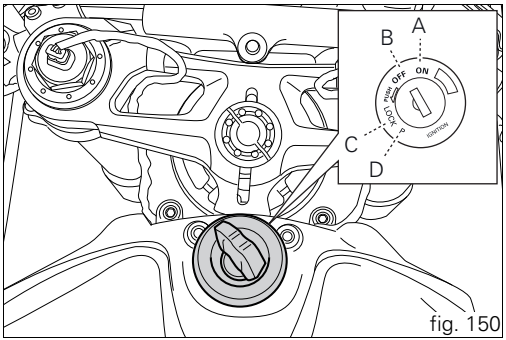


fig. 150

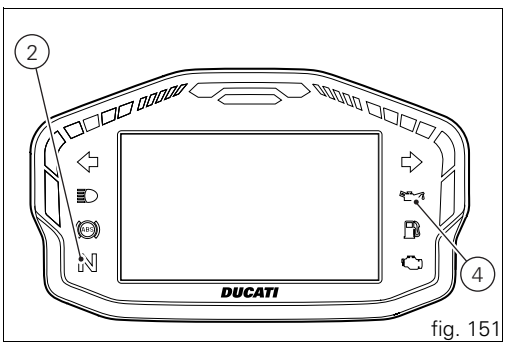


fig. 151

Note
It is possible to start the engine 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).

2) Check that the stop switch (2, fig. 150) is positioned to ∩ (RUN), then press the starter button (3, fig. 150).

Important
Do not rev up the engine when it is cold. Allow some time for oil to warm up.

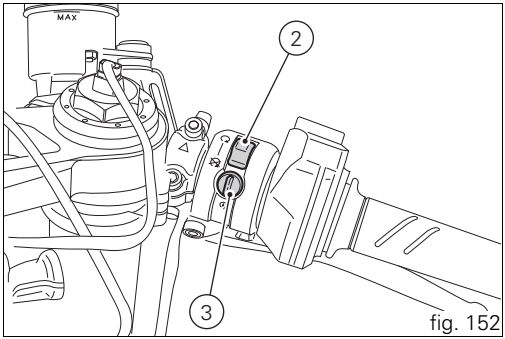


fig. 152

Moving off

1) Disengage the clutch by squeezing the clutch lever.
2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
4) Release the clutch lever completely and accelerate.
5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.
To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Important

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 friction parts may overheat and wear out.

Warning (ABS version)

Prolonged rearing could deactivate the ABS system.

Braking

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

Warning (non-ABS version)

Use both brake lever and pedal for effective braking.

Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle.

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

ABS system (ABS version)

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 this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the vehicles braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel 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 use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.
If desired, the system can be deactivated from the instrument panel, using the “ABS disabling function”.

Warning

Use both brake lever and pedal for effective braking.

Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle.

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

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 motorcycle to a complete stop. To switch the engine off, simply turn the key to OFF (page 174).

Parking

Stop the motorcycle, then put it on the side stand (see page 185).
To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.
You may leave the parking lights on by turning the key to position P.

Important

Do not leave the key turned to P for long periods or the battery will run down. Never leave the ignition key in the switch when you are leaving your bike unattended.

Warning

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

Warning

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

Refuelling (fig. 153)

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

Warning
Use low-lead fuel with min. RON 95 octane rating at origin minimum (see "Top-ups" table, page 234).
Be sure there is no fuel trapped in the filler recess.

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

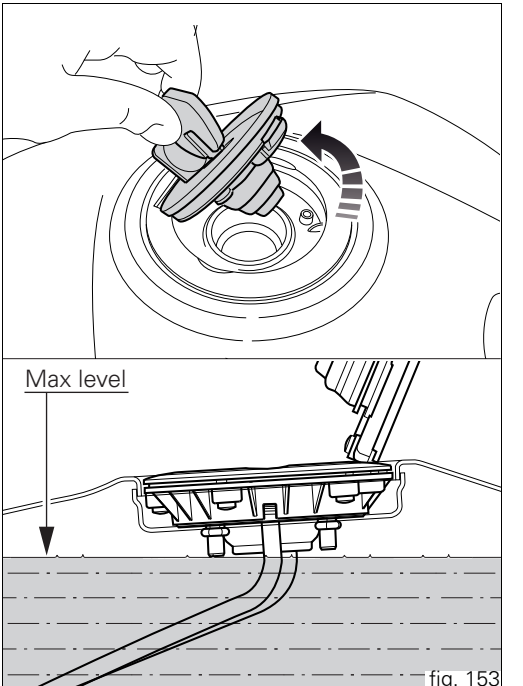


fig. 153

Tool kit and accessories (fig. 154)

The tool kit is located under the seat and includes:
- Box wrench for spark plugs;
- Tommy bar for plug wrench;
- Double-tip screwdriver;
- Allen wrench for fairings.

To access the compartment remove the seat (see page 184).

Have the following parts (supplied as standard) installed by a Ducati Dealer or authorised Service Centre:
- right and left deflectors for the headlight fairing;
- passenger seat;
- right and left rear footpegs.

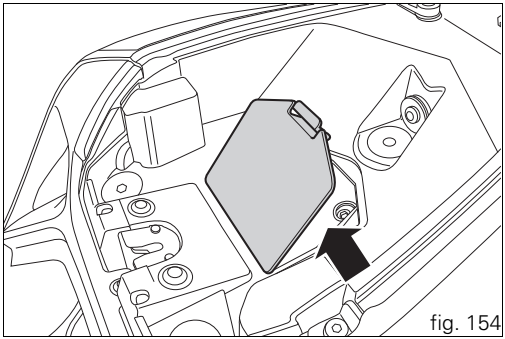


fig. 154

Main maintenance operations

Removing the fairing

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.

Warning

If parts that have been removed are not refitted correctly they may become loose suddenly while riding and cause you to lose control of your motorcycle.

Important

At reassembly always fit nylon washers when tightening fastening screws to avoid damage to painted parts and Plexiglas windscreen of headlight fairing.

Important

Have the fairings removed at a Ducati Dealer or Authorised Service Centre.

Side fairings

To remove the fairings, use the Allen wrench accommodated under the seat to loosen the following:
the two screws (1) securing the fairing panels to the brackets;
the four screws (2) securing the fairing panels to the headlight fairing;

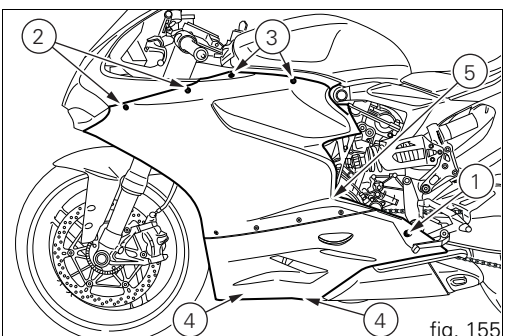


fig. 155

the three screws (3) securing the fairing panels to the frame;
the two screws (4) located under the fairing that join the right fairing panel to the left fairing panel;
the two screws (5) securing the fairing panels at the centre;
the two screws (6, fig. 156) securing the front of the fairing to the headlight fairing.

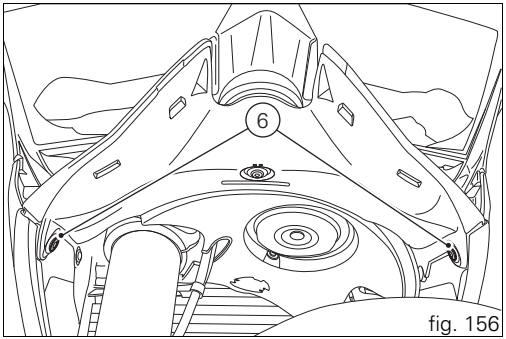


fig. 156

Note
Be careful of the splashguard, which is released by the fairing panel fastening.

Note
To refit the left fairing panel, lower the side stand and pass it through the hole in the panel.

Change the air filter

Important
Have the air filter maintenance performed at a Ducati Dealer or authorised Service Centre.

Checking and topping up coolant level

Check coolant level in the expansion tank on the right side of the vehicle.
Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Remove the right-hand side fairing (see page 203).

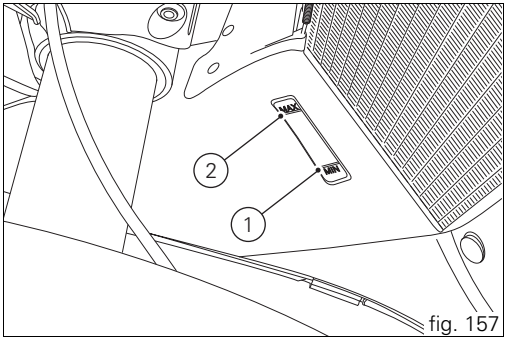


fig. 157

Unscrew the filler plug (3) and add a mixture consisting of water and antifreeze SHELL Advance Coolant or Glycoshell (35-40% of the volume) up to the MAX level.
Refit the filler plug (3) and reassemble all removed parts.
This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

Cooling circuit capacity: 2.3 cu. dm (litres).

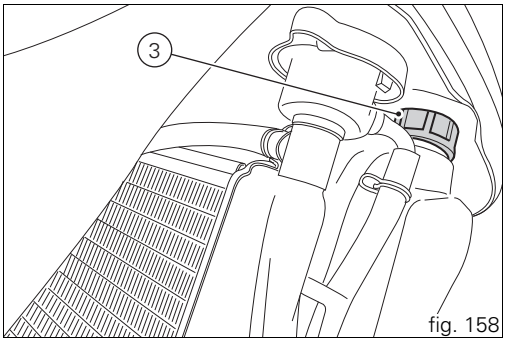


fig. 158

Warning
Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

Important
Have the top-up performed at a Ducati Dealer or Authorised Service Centre.

Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

Important

It is recommended all brake and clutch lines be changed every four years.

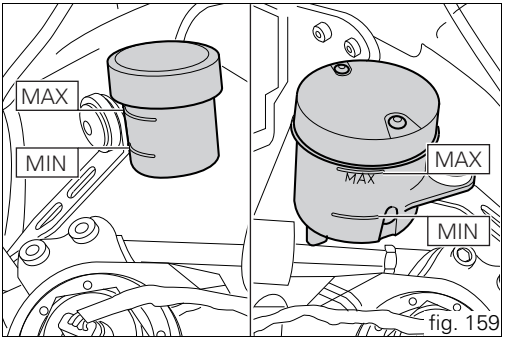


fig. 159

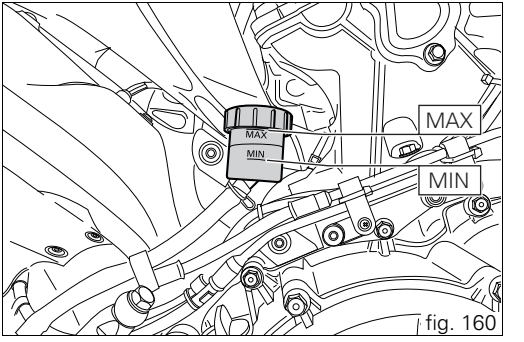


fig. 160

Brake system

If you find exceeding play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

Warning
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 exceeding play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.

Warning
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 (fig. 161 and fig. 162)

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm.

Warning

Friction material wear beyond this limit would lead to metal support contact with the brake disc thus compromising braking efficiency, disc integrity and rider safety.

Important

Have the brake pads replaced at a Ducati Dealer or authorised Service Centre.

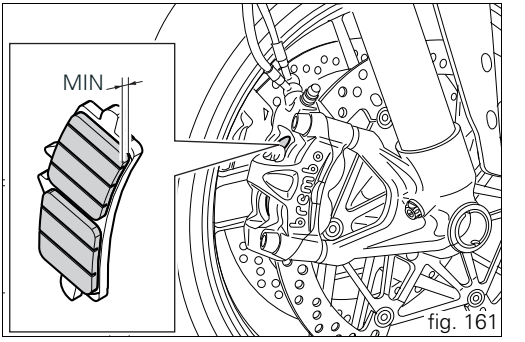


fig. 161

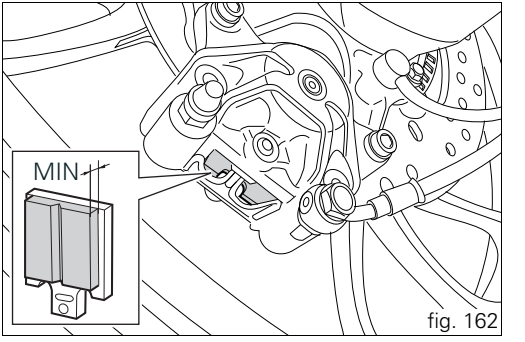


fig. 162

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the left-hand side fairing (see page 203).
Unscrew the screw (1, fig. 163) and remove the battery mounting cover (2, fig. 163).
Slide out the battery (3, fig. 164) from its housing and, always starting from the negative terminal (-), loosen the screws (4, fig. 164).
Remove the positive cable (5, fig. 164), the ABS positive cable (6, fig. 164) from the positive terminal and the negative cable (7, fig. 165) from the negative terminal.

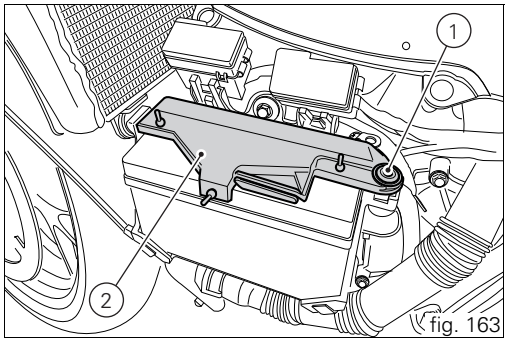


fig. 163

Warning
The battery produces explosive gases: keep it away from heat sources.

Warning
Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.
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 (-).

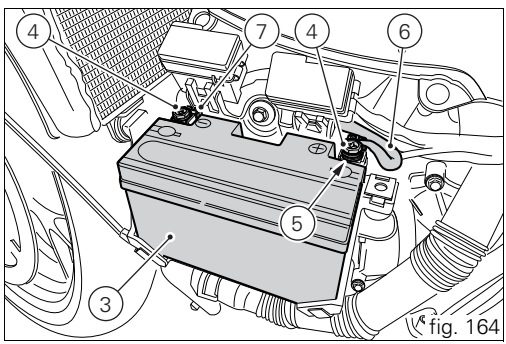


fig. 164

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.

Lay down the ABS positive cable (6, fig. 165), onto positive cable (5, fig. 165) and start screw (4, fig. 166) in its thread on these cables.

Warning
The positive cable (6) is only present in the versions equipped with ABS System.

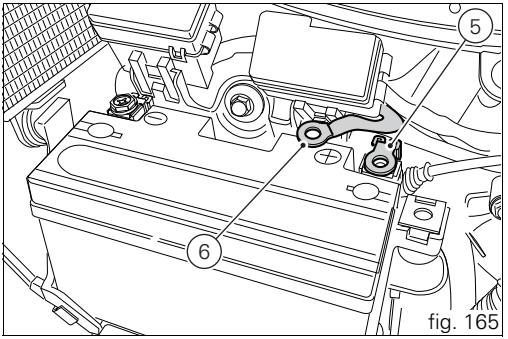


fig. 165

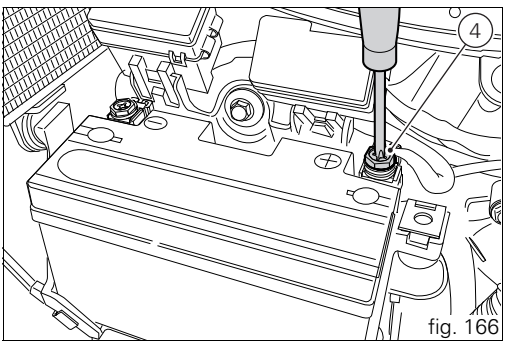


fig. 166

Connect the positive cable (5, fig. 167), previously assembled to ABS cable (6, fig. 167), to battery positive terminal, and negative cable (7, fig. 167) to battery negative terminal, by starting the other screw (4, fig. 167) in its thread.
Tighten the terminal clamp screws (4, fig. 167) to a torque of 5 Nm ±10% and apply grease onto the battery terminals to prevent oxidation.
Reposition the battery (3, fig. 164) in the support, positioning the cables (5, fig. 164) and (6, fig. 164) as shown in fig. 164.

Refit battery mounting cover (2, fig. 168) and fasten tightening the screw (1, fig. 168) to a torque of 10 Nm ±10%.

Refit the left-hand side fairing (see page 203).

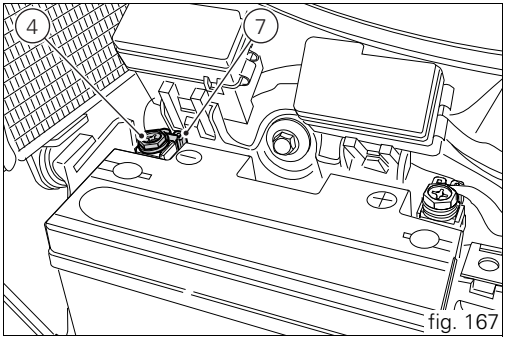


fig. 167

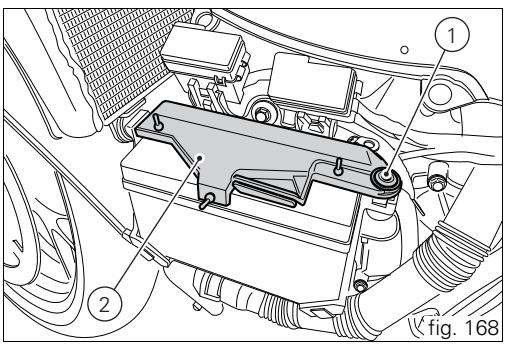


fig. 168

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1, fig. 169) to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.

Note

The 1199 Panigale electric system is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.

Important

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

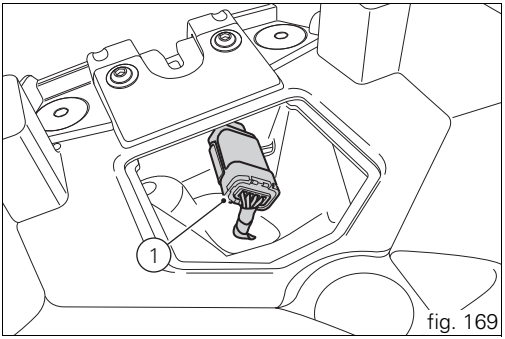


fig. 169

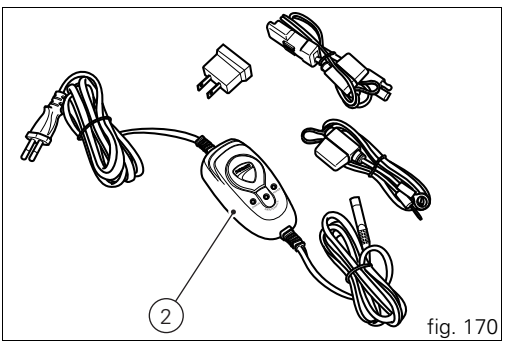


fig. 170

Note
When the 1199 Panigale is left unused (approximately for more than 30 days) we recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the tail of the bike.

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 as wrong maintenance.

Checking drive chain tension (fig. 171)

Important
Have chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Make the rear wheel turn until you find the position where chain is tightest. Set the 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 aluminium section of the swingarm: it must be A = 50 - 52 mm (included).

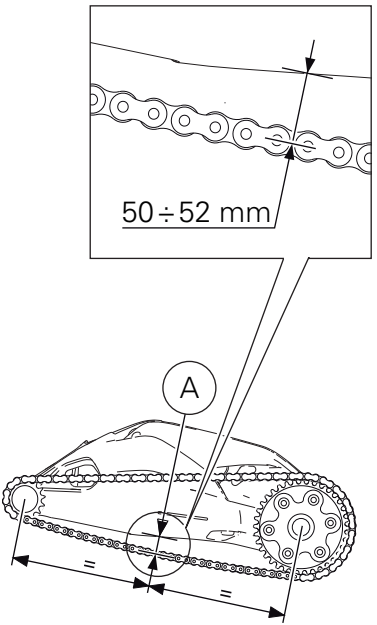


fig. 171

Warning
Correct tightening of screws (1, fig. 172) is critical to rider and passenger safety.

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

Chain lubrication

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt, and to hold the lubricant inside.
The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.
After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.

Important
Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

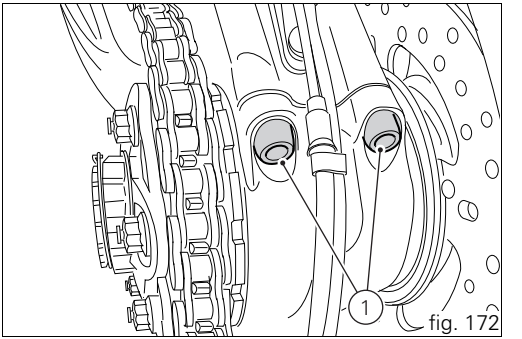


fig. 172

Replacing the high and low beam bulbs

Note
LED low and high beam are maintenance-free.

Replacing the parking light bulb

LED parking lights are maintenance-free.

Rear turn indicators (fig. 179)

To change the rear turn indicator bulbs, rotate the indicator body (1) through one quarter of a turn so that the lens is up and extract indicator body from the indicator light unit.

The bulb is of the banjo-type: press and rotate anticlockwise to remove. Fit the spare bulb by pressing and turning clockwise until it clicks. Refit the indicator body (2) to its support and rotate it by a quarter of a turn.

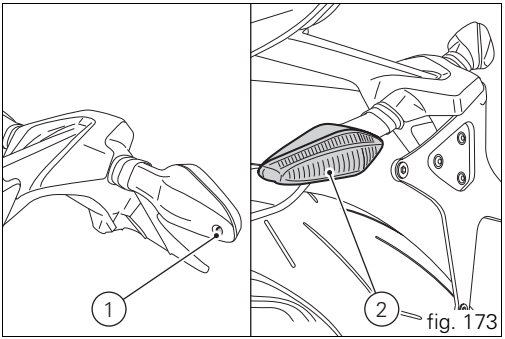


fig. 173

Beam setting (fig. 174)

To check the headlight aim, place the motorcycle upright with the tyres 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 10 metres. then draw a horizontal line dictated by headlamp centre and a vertical one in line with the longitudinal axis of motorcycle.
If possible, perform this check in dim light.
Switch on the low beam.
The height of the light spot (measured at the upper limit between dark and lighted-up area) should not exceed 9/10th of the height from ground of headlamp centre.

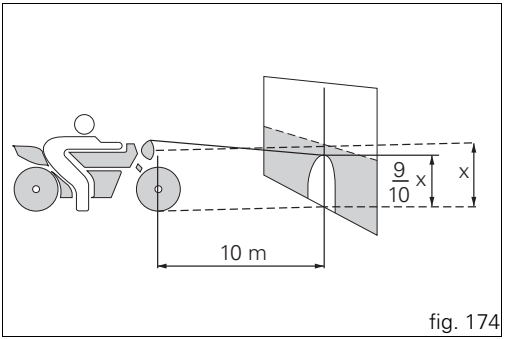


fig. 174

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.

To adjust the headlight beam, turn the four screws (1) and (2) located at the front, on the right and left side of the vehicle; in particular:
the two screws (1), located on the right and left side of the vehicle allow you to adjust the beam vertically,
the two screws (2), located on the right and left side of the vehicle allow you to adjust the beam horizontally.

Warning
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.

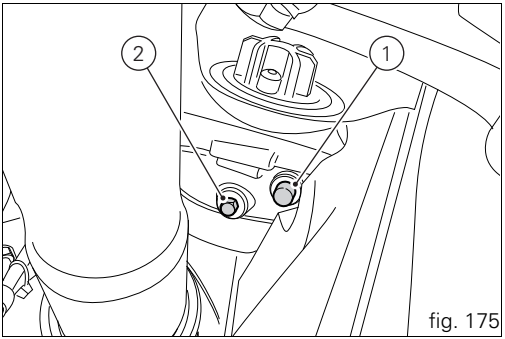


fig. 175

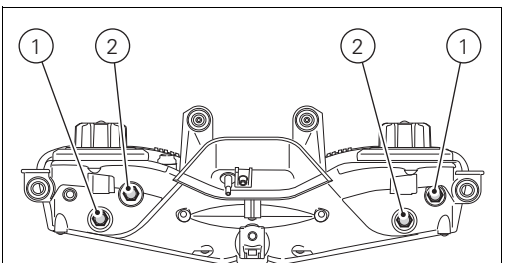


fig. 176

Rear-view mirror adjustment (fig. 177)

The rear-view mirror can be adjusted manually by pressing on point (A).

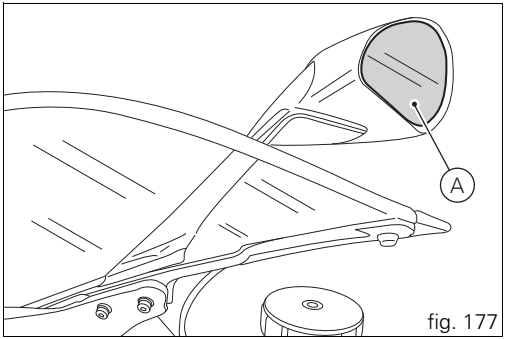


fig. 177

Tubeless tyres

Front tyre pressure:
2.1 bar - 2.3 kg/sq. cm
Rear tyre pressure:
2.2 bar - 2.4 kg/sq. cm
As tyre pressure is affected by temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Important

Check and set tyre pressure when tyres are cold.
To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 - 0.3 bar (included).

Tyre repair or change (Tubeless tyres)

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

Warning

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

After replacing a tyre, the wheel must be balanced.

Important

Do not remove or shift the wheel balancing weights.

Note

Have the tyres replaced at a Ducati Dealer or authorised Service Centre. Correct removal and installation of the wheels is essential.
Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels (ABS version) and require specific adjustment.

Minimum tread depth

Measure tread depth (S, fig. 178) at the point where tread is most worn down.
It should not be less than 2 mm, and in any case not less than the legal limit.

Important

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

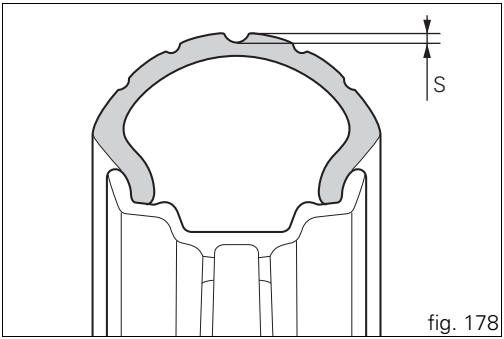


fig. 178

Checking engine oil level (fig. 179)

Engine oil level can be checked through the sight glass (1) provided on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with SHELL Advance 4T Ultra engine oil. Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

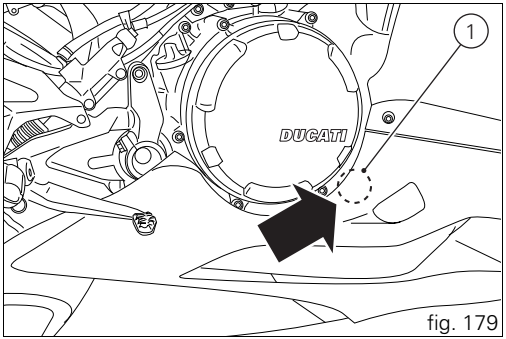


fig. 179

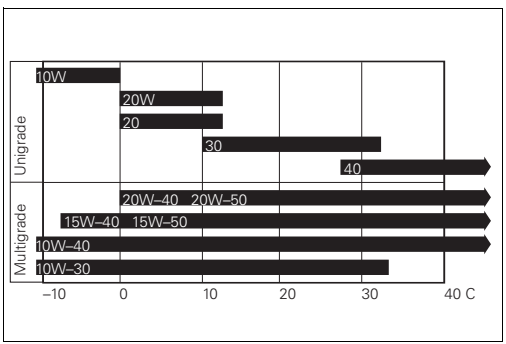
Important

Engine oil and oil filters must be changed by a Ducati Dealer or authorised Service Centre at the intervals specified in the scheduled maintenance chart reported in the Warranty Booklet.

Viscosity

SAE 15W-50

The other viscosity degrees indicated in the table can be used if the local average temperature is within the limits specified for that oil viscosity.



Cleaning and replacing the spark plugs (fig. 180)

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
Have the spark plug replaced at a Ducati Dealer or authorised Service Centre.

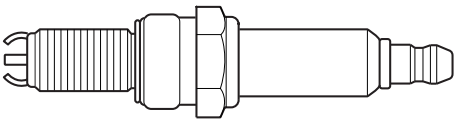


fig. 180

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat.
Periodically manually clean all aluminium components. Use special detergents, suitable for aluminium parts FREE of abrasives or caustic soda.

Note

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

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces. Never clean the motorcycle using hot or high-pressure water jets. Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.) Rinse with warm water and dry all surfaces with chamois leather.

Warning

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs. Loss of braking and further accidents may occur. Clean the discs with an oil-free solvent.

Warning

The headlight might fog up due to washing, rain or moisture.
Switch headlight on for a short time to dry up any condensate.

Carefully clean the phonic wheels of the ABS so to ensure system efficiency (ABS version). Do not use aggressive products so to avoid damaging the phonic wheels and the sensors.

Note
Do not use alcohol or alcohol-derived products to clean the instrument panel.

Pay special attention to regularly clean the wheel rims since they feature some machined aluminium parts; clean and dry them any time you use the motorcycle.

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:
clean the motorcycle;
empty the fuel tank;
place the motorcycle on a service stand;
disconnect, remove the battery and periodically charge it using the battery charge maintainer (see page 213).
Protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out.
The canvas is available from Ducati Performance.

Important notes

The legislation in some countries (France, Germany, Great Britain, Europe, Switzerland, etc.) sets certain noise and pollution standards.
Periodically carry out the required checks and replace parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

Warning
This scheduled maintenance chart is designed for a road use of the 1199 Panigale. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

Warning
Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your 1199 Panigale.

Scheduled maintenance chart: operations to be performed by the Dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**km. x1000**	**1**	**12**	**24**	**36**	**48**	**Time (months)**
	mi. x1000	**0.6**	**7.5**	**15**	**22.5**	**30**	
Read the error memory with DDS 2.0 and check whether any update is available for control unit software version		●	●	●	●	●	12
Check whether there are technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Clean engine oil mesh filter at intake				●		●	
Check and/or adjust valve clearance				●		●	
Visual check for wear of the chain timing system						●	
Change the spark plug				●		●	
Clean the air filter			●		●		
Change the air filter				●		●	
Check the proper tightening of the clutch cover and clutch protection cover bolts			●	●	●	●	
Check the proper tightening of the oil sump bolts				●		●	
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							24
Check brake pads. Replace if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc carrier bolts		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check wheel hub bearings				●		●	

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check and lubricate the rear wheel shaft				●		●	24
Check the cush drive damper on rear sprocket				●		●	
Check the proper tightening of secondary drive front and rear sprocket nuts		●	●	●	●	●	12
Check chain sliders for wear		●	●	●	●	●	12
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	24
Change the front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the proper tightening of the frame-to-engine fasteners			●	●	●	●	12
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and routing of the flexible cables and electric wiring		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant							36

List of operations and type of intervention [set mileage (km/mi) or time interval *]	km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check coolant level		●	●	●	●	●	12
Check electric fan operation		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Check secondary air system operation				●		●	
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/ neutral sensor)		●	●	●	●	●	12
Check the indicators and lighting		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		●	●	●	●	●	12
Cleaning the motorcycle		●	●	●	●	●	12
Fill out Warranty Certificate with service data		●	●	●	●	●	12

Scheduled maintenance chart: operations to be performed by the customer

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 tyre pressure and wear		•
Check the drive chain tension and lubrication. If necessary, contact your dealer to adjust		•
Check brake pads. If necessary, contact your dealer to replace pads		•

* Service on the set interval, whichever comes first
(mileage or months)

Technical data

Overall dimensions (mm) (fig. 181)

Weights

Versions without ABS system

Overall weight (in running order with 90% of fuel - 93/93/EC): 188 kg
Overall weight (without fluids and battery): 164 kg
Versions with ABS system
Overall weight (in running order with 90% of fuel - 93/93/EC): 190.5 kg
Overall weight (without fluids and battery): 166.5 kg

Maximum allowed weight (carrying full load): 370 kg.

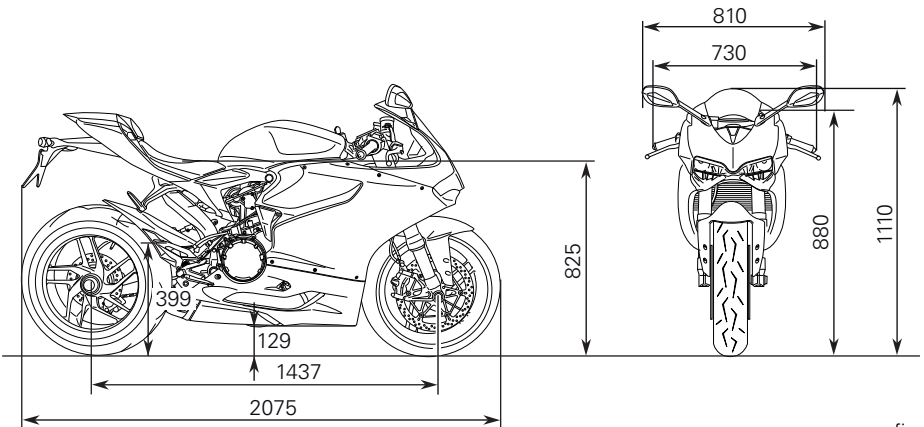


fig. 181

Warning
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.

TOP-UPS	TYPE	
Fuel tank, including a reserve of 5 cu. dm (litres)	Unleaded fuel with a minimum octane rating of RON 95.	17 cu. dm (litres).
Lubrication circuit	SHELL - Advance 4T Ultra	3.7 cu. dm (litres).
Front/rear brake and clutch circuits	Special hydraulic fluid SHELL Advance Brake Dot 4	—
Protectant for electric contacts	SHELL - Advance Contact Cleaner spray for electric systems	—
Front fork	SHELL - Advance Fork 7.5 or Donax TA	155 cc (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.3 cu. dm (litres).

Important
Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.

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

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.
Bore, mm:
112
Stroke, mm:
60.8
Total displacement, cu. cm:
1198
Compression ratio:
12.5 ± 0.5:1
Max crankshaft power (95/1/EC), kW/HP:
143 kW/195 HP at 10,750 rpm
Max torque at crankshaft (95/1/EC):
132 Nm / 13.5 kgm / 98.1 lb-ft at 9000 rpm
Maximum rpm:
11,300

Important

Do not exceed the specified rpm limits in any running conditions.

Timing system

Double overhead camshaft (DOHC) driven by chain and gearwheels, 4 valves per cylinder, desmodromic system.

Desmodromic timing system (fig. 182)

1) Opening (or upper) rocker.
2) Opening rocker shim.
3) Closing (or lower) rocker shim.
4) Return spring for lower rocker.
5) Closing (or lower) rocker.
6) Camshaft.
7) Valve.

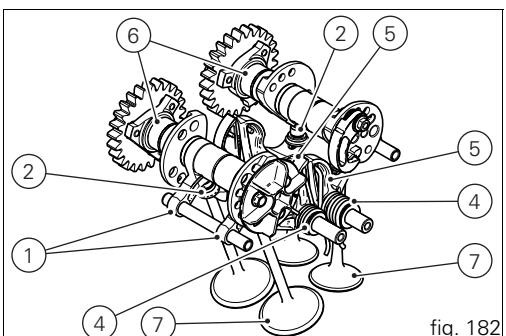


fig. 182

Performance data

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

Important

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

Spark plugs

Make:
NGK
Type:
MAR09A-J

Fuel system

MITSUBISHI indirect electronic injection type: a/n / a/n.
Oval throttle body (corresponding diameter): 67.5 mm
Injectors per cylinder: 2
Firing points per injector: 12
Fuel specifications: 95-98 RON.

Warning

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

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Semi-floating drilled twin-disc.
Braking material:
steel.
Carrier material:
aluminium.
Disc diameter:
330 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make:
BREMBO.
Type:
M50 (calliper diameter 30).
Friction material:
TT2910 HH
Master cylinder type:
PR 16/21

Rear

With fixed drilled steel disc.
Disc diameter:
245 mm.
Hydraulically operated by a pedal on RH side.
Make:
BREMBO
Type:
P34c (calliper with Ø 34 pistons).
Friction material:
Ferodo Ferit I/D 450 FF
Master cylinder type:
PS13

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

Transmission

Wet clutch controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox main shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio:
30/53
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.
Gearbox output sprocket/rear chain sprocket ratio:
15/39
Total gear ratios:
1st gear 15/37
2nd gear 16/30
3rd gear 18/27
4th gear 20/25
5th gear 22/24
6th gear 24/23

Drive chain from gearbox to rear wheel:
Make:
Regina
Links:
106

Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorised Service Centre.

Warning

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

Frame

Aluminium alloy cast monocoque frame.
Aluminium alloy cast rear subframe.
Steering head angle: 24.5°
Steering angle: 27° on the left / 27° on the right.
Trail: 100 mm

Wheels

3-spoke, light-alloy forged rims.

Front

Dimensions:
MT3.50x17"

Rear

Dimensions:
MT5.50x17"

Tyres

Front

Tubeless, radial tyre.
Size:
120/70

Rear

Tubeless, radial tyre.
Size:
200/55

Suspensions

Front

Hydraulic upside-down fork provided with electronic adjustment (through the Dashboard) for rebound, compression, and preload (for inner springs of fork legs).
Stanchion diameter:
43 mm, TiN-coated.
Wheel travel:
120 mm.

Rear

The shock absorber is adjustable through the Dashboard for rebound and compression.
The spring preload can be adjusted manually.
The shock absorber is connected to the crankcase at the front pivot point and to the rocker arm at the rear pivot point. The swinging arm is connected to the pivot shafts going through the engine. The whole system gives the bike excellent stability.
Wheel travel:
130 mm.

Exhaust system

Exhaust pipe layout is “2 into 1 into 2”. Two stainless steel silencers with aluminium alloy external sleeve. Two lambda sensors and two catalytic converters.

Available colours

Ducati Anniversary red 473.101 (PPG);
Clear coat 228.880 (PPG);
White polyurethane primer 490.019 (PPG);
Monocoque Grey frame and black rims.

Electrical system

Basic electric items are:
LED headlight with:
no. 2 ALTILON LAFL-C4L-850 LEDs (low beam);
no. 8 LUMILEDS LXMA-PW01-0100 LEDs (high beam).
parking light type:
no. 8 OSRAM LW G6SP-EAFA-JK LEDs.
Tail light type:
no. 2 REBEL LXM2-PH01-0060 LEDs.
LED stop lights type:
no. 8 LA G6SP-CBEA-24-1 LEDS.
LED number plate light type:
no. 3 CREE CLA1A-WKW-CXAYB453 LEDS.
Electrical controls on handlebars.
LED front turn indicators type: -
LED rear turn indicators type:
no. 4 OSRAM LYE65F LEDs.
Horn.
Sealed battery, 12V - 6.5 Ah.
System voltage 12 V.
Generator 12V - 380W.
Starter motor 12V - 0.6 kW.
Electronic rectifier, protected by a 30A fuse (C, fig. 185) located on the solenoid starter, under the battery.
Rear turn indicators: R10W (12V-10W) Orange
Number plate light: LED.

Note

For bulb replacement instructions, please read on page 217, under “Replacing the high and low beam bulbs“.

Fuses

There are twelve fuses that protect the electric components, located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front left fuse box (A, fig. 183) and the front right one (B, fig. 184) are located under the seat, inside the underseat compartment.

To access the fuses, remove the left fairing (see page 203).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

FRONT LEFT FUSE BOX KEY (A, fig. 183)

Pos.	El. item	Rat.
1	-	-
2	GPS	5 A
3	Key-sense	10 A
4	Diagnostics	5 A
5	Throttle opening relay (ETV)	10 A
6	Instrument panel	10 A
7	Spare	5 A
8	Spare	10 A
9	Spare	20 A

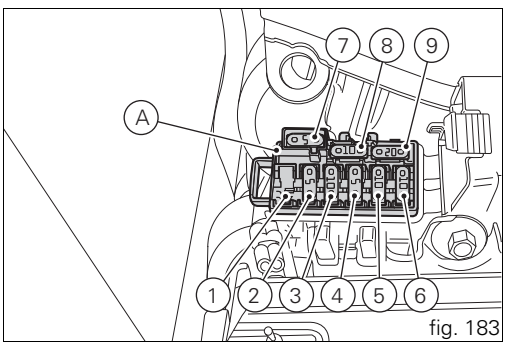


fig. 183

FRONT RIGHT FUSE BOX KEY (B, fig. 184)		
Pos.	El. item	Rat.
1	ABS 1	30 A
2	ABS 2	15 A
3	Injection relay	20 A
4	Lights	10 A
5	ECU	10 A
6	Black Box System (BBS)	15 A
7	Spare	20 A
8	Spare	10 A
9	Spare	5 A

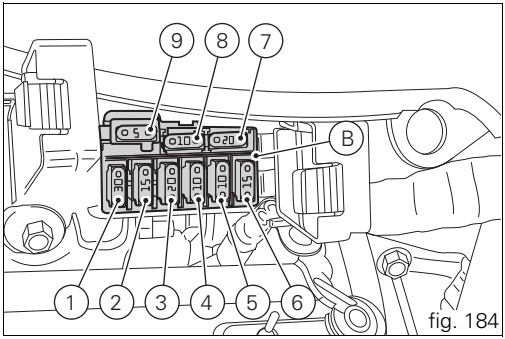


fig. 184

Note
Remove the left cowling to reach the main fuse (see "Charging the battery" on page 210).

The main fuse (C, fig. 185) is positioned next to the battery, on the solenoid starter (D). Remove the fuse cap (E) to reach it.
A blown fuse is identified by the interrupted centre link (F, fig. 186).

Important
To prevent short circuits, replace the fuse after the Key-Off.

Warning
Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

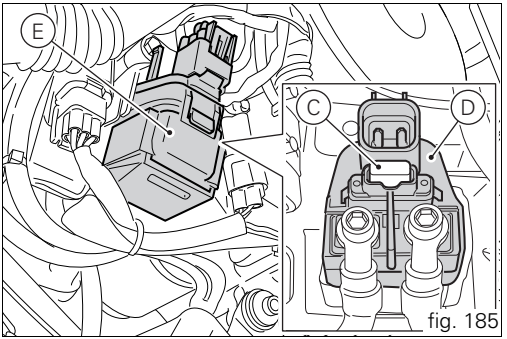


fig. 185

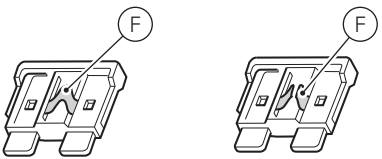


fig. 186

Injection /electric system diagram key - 1199 Panigale S

1) Right-hand switch
2) E-lock control unit
3) E-lock relay
4) Fuse box 1
5) Fuse box 2
6) ECU
7) APS
8) Starter motor
9) Fused solenoid
10) Battery
11) Engine ground
12) Regulator
13) Generator
14) Rear right turn indicator
15) Rear light
16) Rear left turn indicator
17) Number plate light
18) Diagnostics socket
19) Vehicle control unit (BBS)
20) Ex-up drive
21) Gear sensor
22) Rear speed sensor
23) Front speed sensor
24) Fuel pump
25) Fuel level
26) Vertical coil
27) Horizontal coil
28) Timing/rpm sensor
29) Vertical lambda sensor
30) Horizontal lambda sensor
31) Quick shifter
32) Side stand switch
33) Oil pressure sensor
34) Rear stop switch
35) Clutch switch
36) Front stop switch
37) Fuel pump relay
38) Vertical ETV relay
39) Horizontal ETV relay
40) Vertical MAP sensor
41) Horizontal MAP sensor
42) Water temperature sensor
43) Air temperature sensor
44) Horizontal TPS
45) Vertical TPS
46) Main horizontal injector
47) Top horizontal injector
48) Main vertical injector
49) Top vertical injector
50) Horizontal ETV drive
51) Vertical ETV drive
52) Secondary air actuator
53) Left-hand switch
54) Horn
55) GPS
56) Front left turn indicator
57) Instrument panel
58) Headlight
59) Front right turn indicator
60) Fan
61) Rear suspension - compression - Stepper C
62) Rear suspension - rebound - Stepper D
63) Front suspension - rebound - Stepper B
64) Front suspension - compression - Stepper A

Injection /electric system diagram key - 1199 Panigale S ABS

1) Right-hand switch
2) E-lock control unit
3) E-lock relay
4) Fuse box 1
5) Fuse box 2
6) ECU
7) APS
8) Starter motor
9) Fused solenoid
10) Battery
11) Engine ground
12) Regulator
13) Generator
14) Rear right turn indicator
15) Rear light
16) Rear left turn indicator
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56) Front left turn indicator
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58) Headlight
59) Front right turn indicator
60) Fan
61) Rear suspension - compression - Stepper C
62) Rear suspension - rebound - Stepper D
63) Front suspension - rebound - Stepper B
64) Front suspension - compression - Stepper A
66) ABS control unit

Wire colour coding

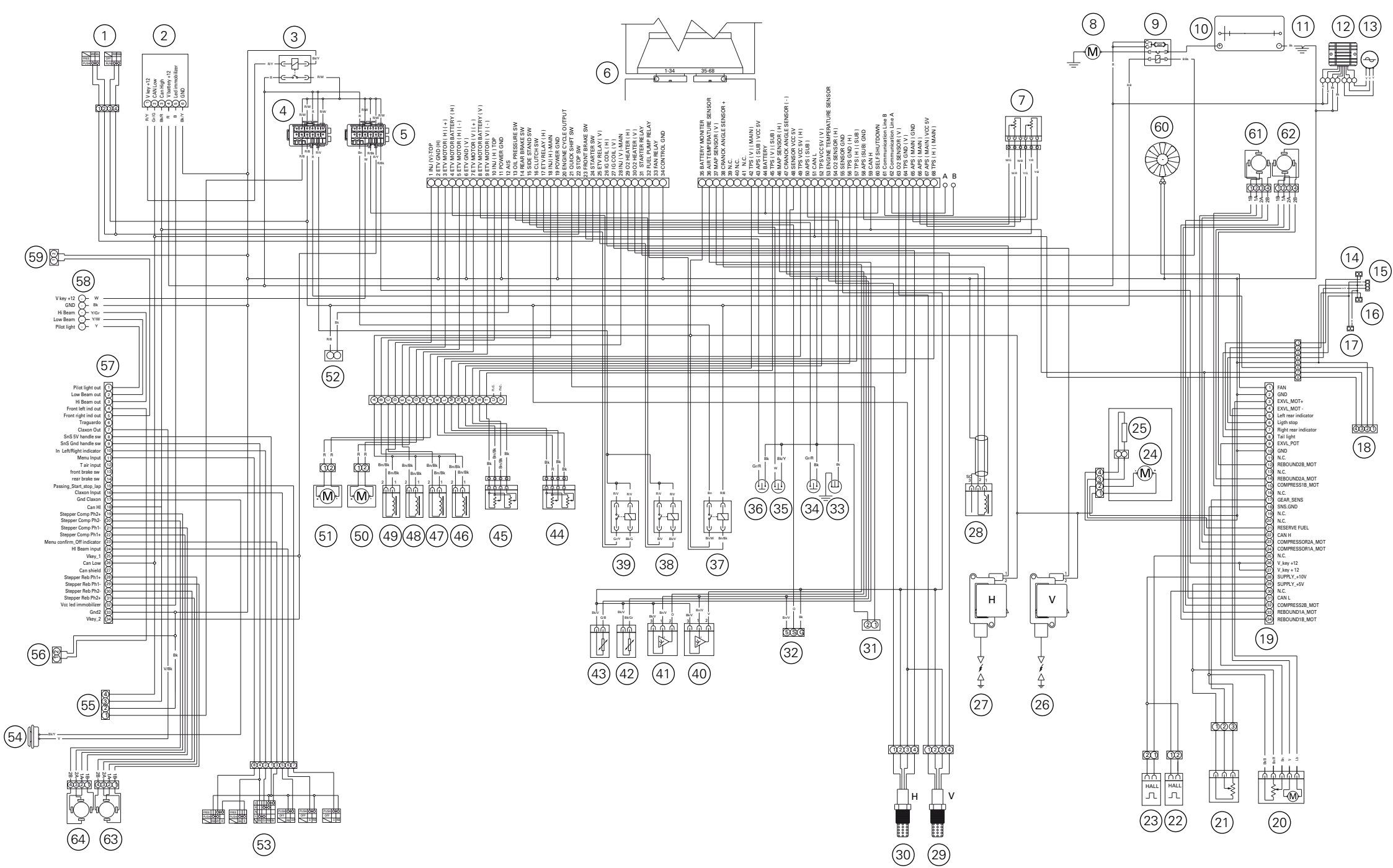
B Blue
W White
V Violet
BK Black
Y Yellow
R Red
LB Light blue
GR Grey
G Green
BN Brown
O Orange
P Pink

Note

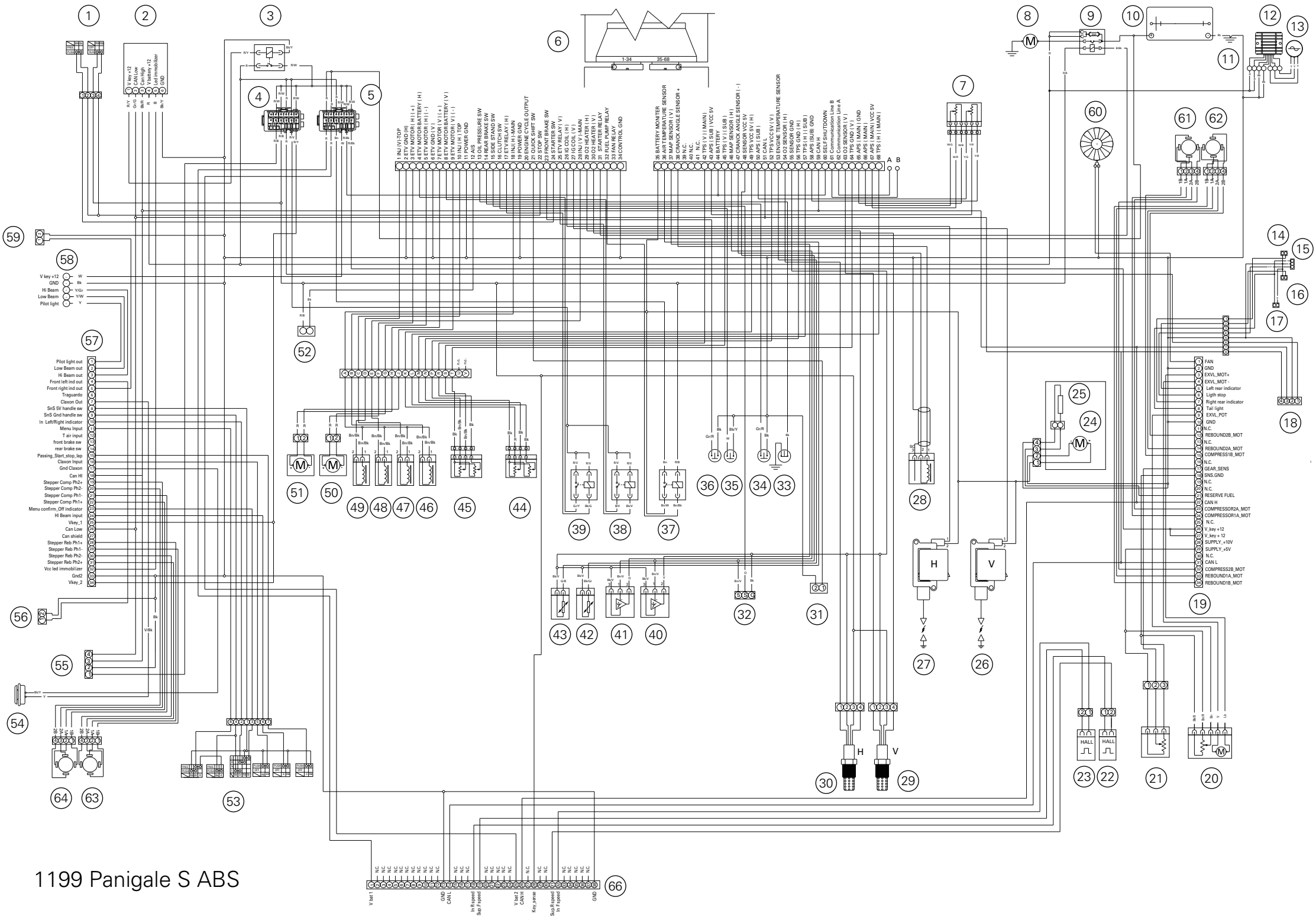
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

KM	DUCATI SERVICE	MILEAGE	DATE
1000			
12000			
24000			
36000			
48000			
60000			



1199 Panigale S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Stampato 08/2012 Cod. 913.7.190.1L

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