MULTISTRADA

Owner's manual

MULTISTRADA V4

Dear Ducatista,

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

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

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

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

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

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

Important

Check the FAQs and tutorials dedicated to your bike on the Ducati website to keep up to date with all the latest news regarding its functions and features.
The information in the manual is current at the time of going to print. The quality and safety standards of Ducati motorbikes are constantly updated. Check on the Ducati website the functions and features in the updated Owner's Manual of your motorbike.

For further information, please contact us at:
contact_us@ducati.com
Our Advisors are available to give you suggestions and useful tips.

Important

For further information, please contact the Ducati Support by clicking on “Contact us” in the Services and Maintenance section of the www.ducati.com website.
Our Advisors are available to give you suggestions and useful tips.

Enjoy your ride!

Table of contents

Roadside assistance

Roadside assistance

ACI Global Servizi

Important

The "ACI Global Services" roadside assistance is in force only in the following countries: Austria. Belgium, France, Germany, Italy, Ireland, Luxembourg, Norway, Netherlands, Portugal, United Kingdom, Spain, Sweden, Switzerland.

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

The roadside assistance services include:

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

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

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

Important

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

Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

Attention

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

Country	Toll-free call	Toll call / Call from abroad
Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	25 561580	+357-25 561580
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-77476400
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83

FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800,744,444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)

Switzerland (+Liechten-stein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

Country	Toll call with call from the United King-dom	Toll call with call from abroad
United King-dom	0330 053 0903	+44 330 053 0903

Software update

Software update

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

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

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

Attention

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

Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

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

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

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

2.2 Without prejudice to the provisions of the mandatory provisions for the protection of the consumer relating to the legal warranty pursuant to the national regulations transposing and implementing European legislation in the countries belonging to the European Union, the Customer cannot exercise this conventional warranty for damage/defects that are unrelated to the production process such as, by way of example, any damage/defect deriving from:

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

3. Procedure for claiming the warranty

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

- a) report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com as soon as possible with respect to the time of their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.

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

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

4. Limitations of liability

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

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

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

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

4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with. In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the

failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

5. Scheduled maintenance plan and pre-delivery
5.1 The pre-delivery operations are carried out by the seller.
5.2 Ducati has defined the scheduled maintenance plan included in the "Owner's Manual" to keep their motorcycles at the best possible levels of efficiency, performance and safety.
5.3 Exact observance of the coupons, under the terms set forth herein, is a necessary condition to ensure the maintenance of the vehicle in correct usage status and the validity of this warranty. The following compulsory coupons must be carried out and paid for:

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

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.
5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

Attention

A reference to ‘you’ is a reference to the Customer.

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

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

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

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

You must bear the expense of claiming under the Warranty.

Infotainment

Infotainment (if any)

Note
This function is only available if the DMS (Ducati Multimedia System) module has been purchased.

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

- For pairing and managing Bluetooth devices, see sub-section “Bluetooth device pairing and management”.
- For managing phone calls, see chapter “Phone”.
- For managing the music player see chapter “Music”.

Bluetooth device pairing and management (if any)

Note
This function is only available if the DMS (Ducati Multimedia System) module has been purchased.

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).

“Pairing” are “Paired devices” are displayed:

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

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

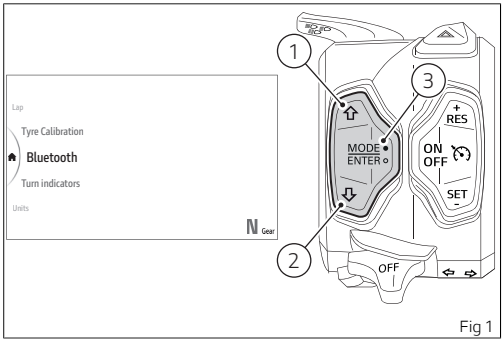


Fig 1

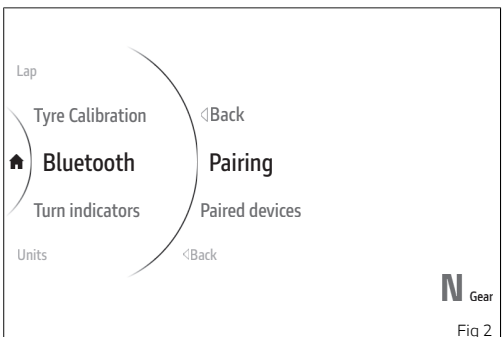


Fig 2

Pairing

This function allows pairing a new Bluetooth device.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).
- Select the “Pairing” item and press ENTER (3).

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

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

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth

device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.
Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

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

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

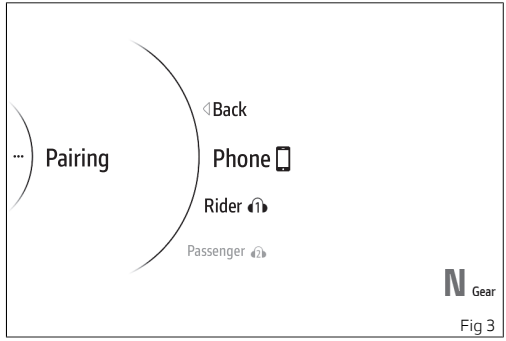


Fig 3

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).

- Select the “Bluetooth” item and press ENTER (3).
- Select the “Paired devices” item and press ENTER (3).

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

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

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

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

Check that your Smartphone supports the following profiles:
- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

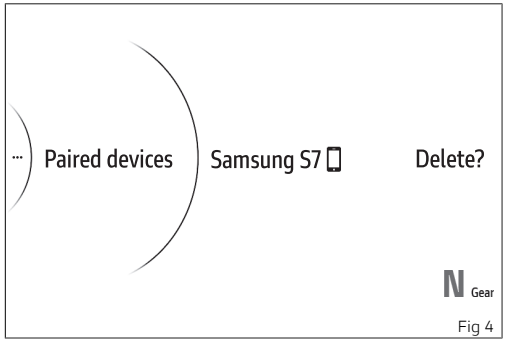


Fig 4

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

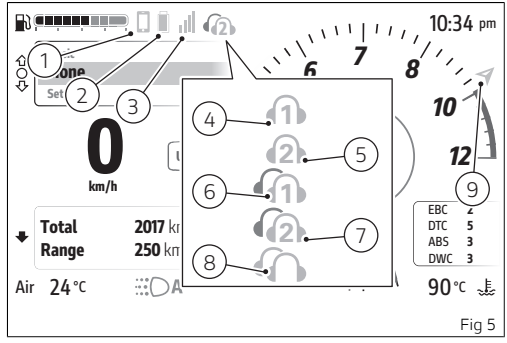


Fig 5

Phone (if any)

Note

This function is only available if the DMS (Ducati Multimedia System) module has been purchased.

This function is available in the Interactive Menu and displays the list of the last missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth. It is only available in the Touring and Urban Riding Modes.

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

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

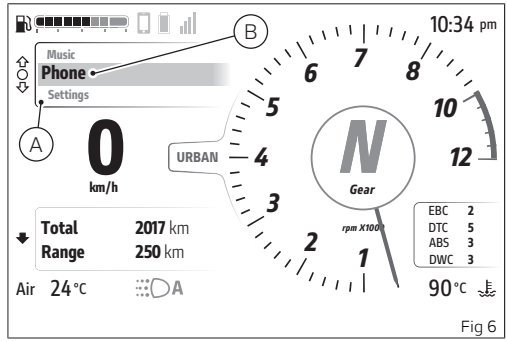


Fig 6

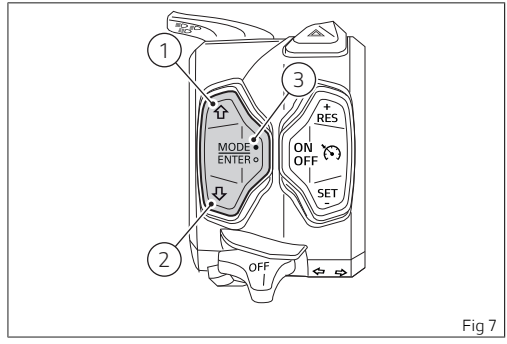


Fig 7

The relevant window (C) is shown listing the last 7 calls made, received or missed. If a number or contact is present several times among the last calls, this is displayed only once.
Use buttons (1) and (2) to scroll through the calls in the list. Press ENTER (3) to make a call to the number or contact selected in the list.

To close the window, press and hold button (1) for a long time.

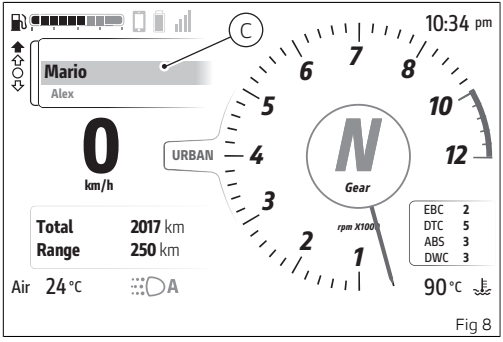


Fig 8

Incoming call

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

Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item “End call” (E). To end the call, press the ENTER button (3).

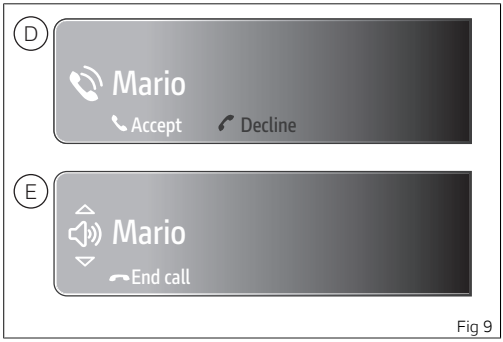


Fig 9

Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5 seconds with the name or number of the contact and “Call back”: press ENTER button (3) to start the call.

Note
The music player will be paused during a call.

Missed call

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

Note
The number of missed calls is not displayed.

Fig 10

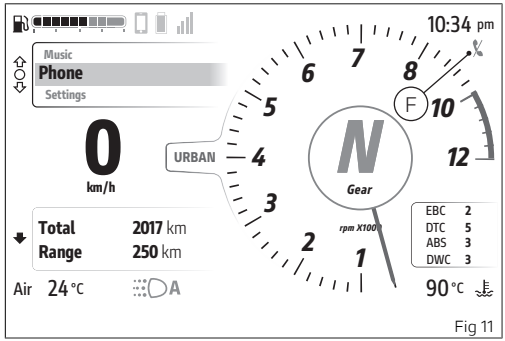


Fig 11

Music (if any)

Note

This function is only available if the DMS (Ducati Multimedia System) module has been purchased.

This function is available in the Interactive Menu and allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth. It is only available in the Touring and Urban Riding Modes.

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

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

Note

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

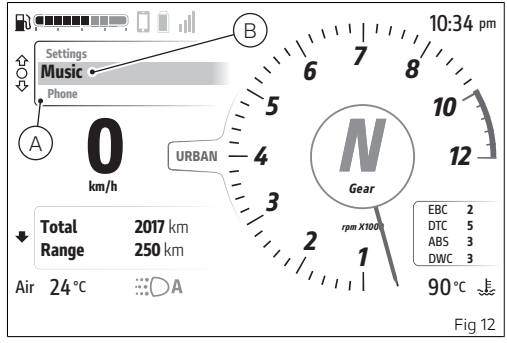


Fig 12

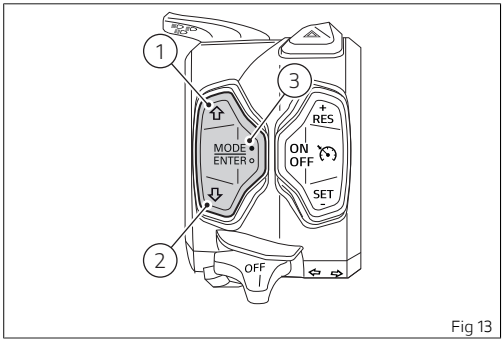


Fig 13

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

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

Pressing and holding button (1) for a long time while a track is playing will close the music player window but the track will not be stopped.
When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

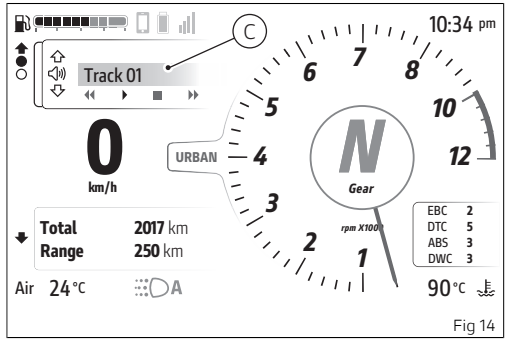


Fig 14

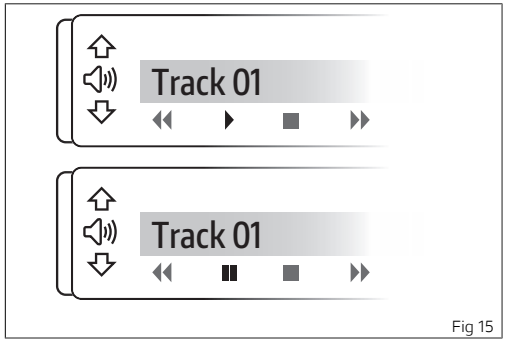


Fig 15

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
CC	Cruise Control
DMS	Ducati Multimedia System
DQS	Ducati Quick Shift
DRL	Daytime Running Lamp
DSB	Dashboard
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
GPS	Global Positioning System
VHC	Vehicle Hold control

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

Attention

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

Attention

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

This motorcycle carries the rider and can carry a passenger.

Attention

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

Attention

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

Important

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

Rider's obligations

All riders must hold a valid licence.

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

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

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

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

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

Some states require vehicle insurance.

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

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

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

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

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

Rider's training

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

Attention

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

Apparel

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

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

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

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

"Safety ""Best Practices"""

These few simple operations are critical to people safety and to preserving the full performance of

your motorcycle. Never forget to perform them before, while and after riding.

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

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

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

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

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

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

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

Attention
The passenger should always hold on to the grab handles.

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

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

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

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

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

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

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

Fuel label
Fuel identification label.

Attention

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

Attention

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

Attention

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

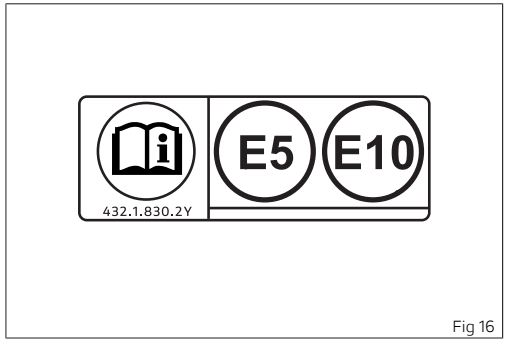


Fig 16

Carrying the maximum load allowed

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

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

However, speed must be adjusted to the legal limits.

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

Information about carrying capacity

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

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

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

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

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

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

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

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is irritant and poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.
The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

Attention

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

Vehicle identification number

Note

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

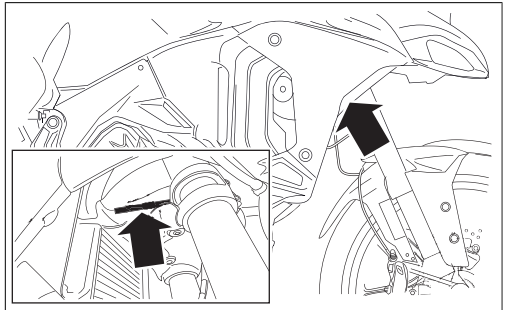


Fig 17

Engine identification number

Note

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

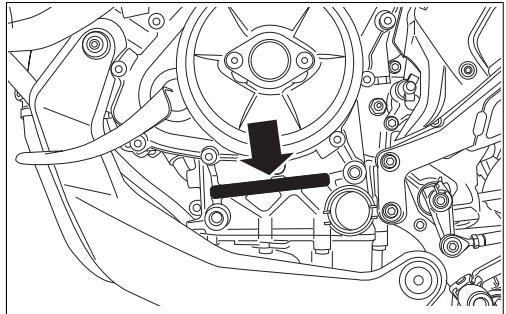


Fig 18

Equipment

The Multistrada V4 is in the ESSENTIAL configuration.

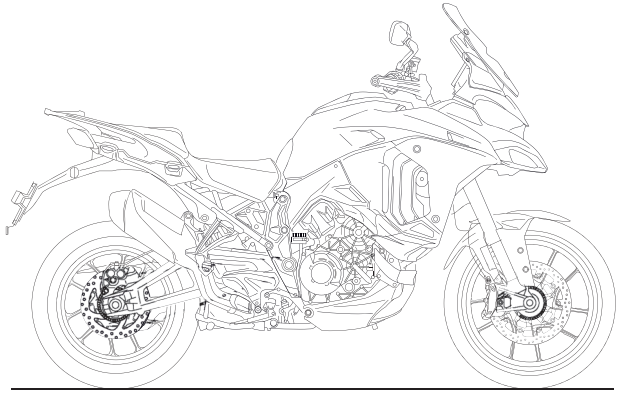


Fig 19

ESSENTIAL

- Dashboard with 5" TFT colour display.
- Turn indicator automatic switching off.
- Alloy rims.

Installation of Ducati Original Accessories

Important

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

Main components and devices

Position on the vehicle

1) Windscreen
2) Exhaust silencer
3) Seat lock
4) Smartphone compartment and USB port (smartphone charging only)
5) Tank filler plug
6) Rear-view mirrors
7) Front fork adjusters
8) Front power socket
9) Side stand
10) Tool kit compartment and rear power socket

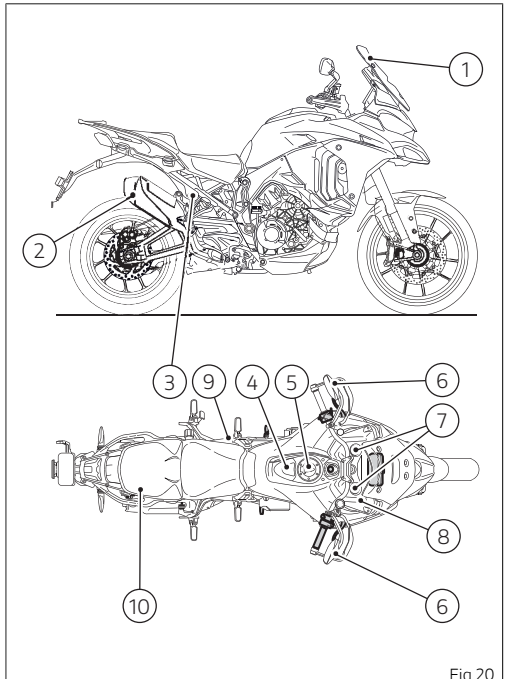


Fig 20

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

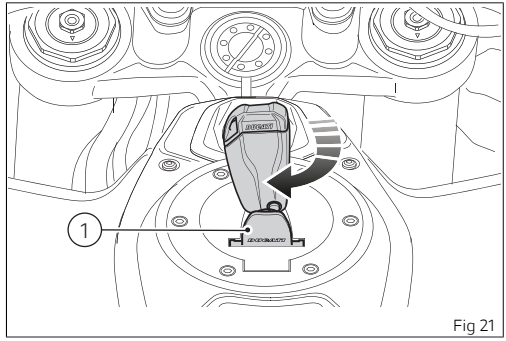


Fig 21

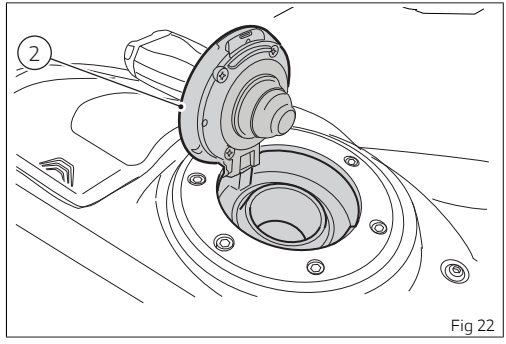


Fig 22

Seat lock

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

Removing the seats

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

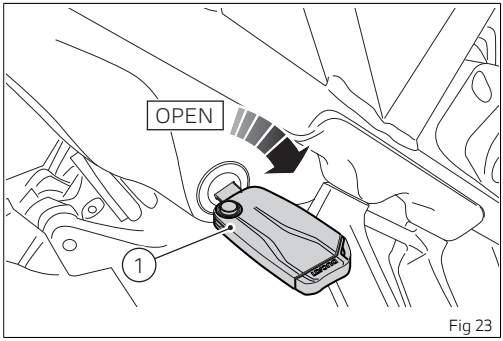


Fig 23

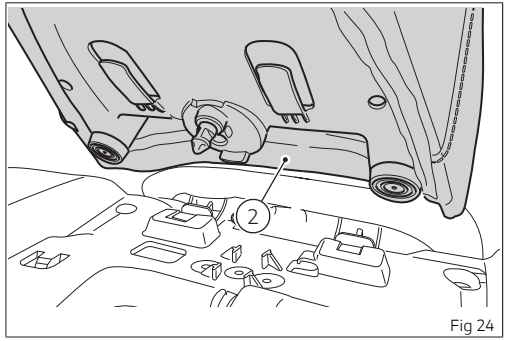


Fig 24

Turn the bayonet fittings (3) anticlockwise to release them carefully lift the rider seat (4).
Slide the rider's seat (4) to the rear.

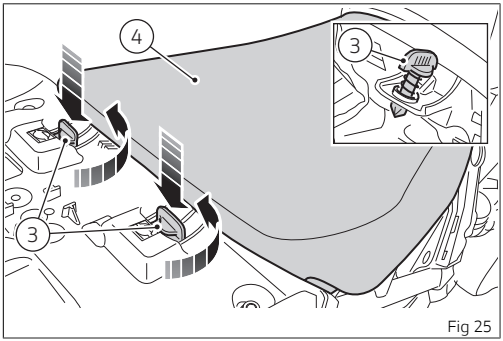


Fig 25

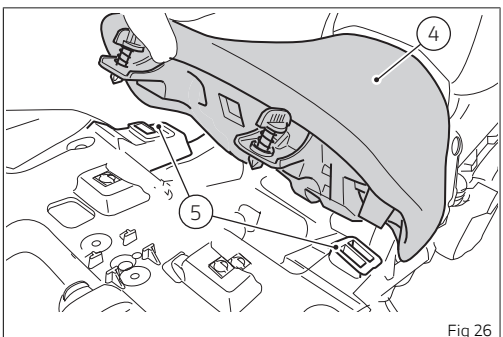


Fig 26

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

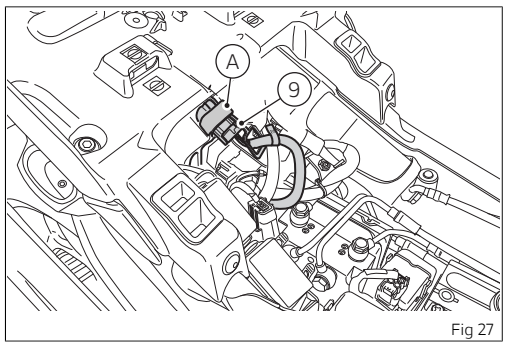


Fig 27

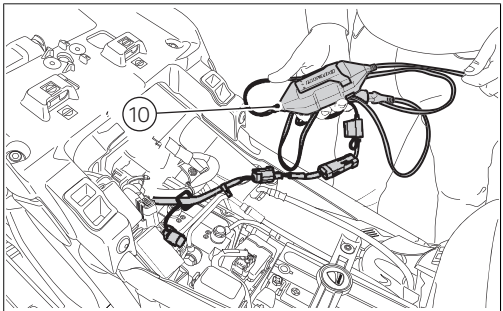


Fig 28

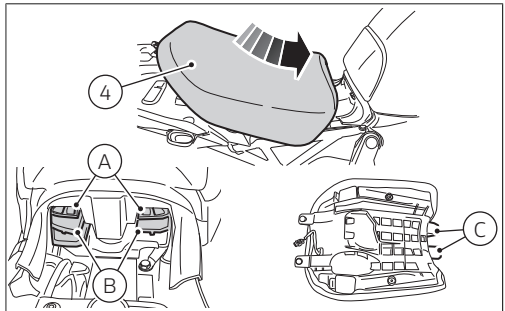


Fig 29

Refitting the rider seat

The rider seat (4) is adjustable in height.
Insert the supports (C) of the seat (4) into their housings:

- upper one (position A, high seat);
- lower one (position B, low seat).

Lower the rider seat (4) at the rear and check the correct positioning of the seat on the housings (5).

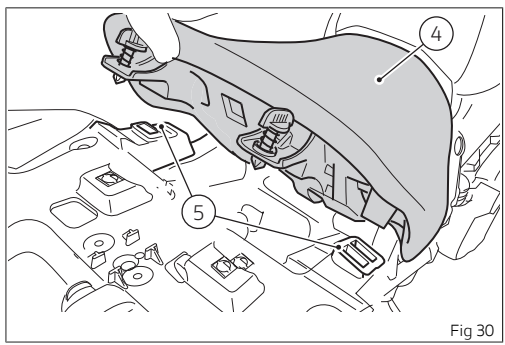


Fig 30

Press the bayonet fittings (3), turn them clockwise to tighten them.

Refitting the passenger seat

The passenger seat is adjustable lengthwise. Slightly move the latch (C) in the indicated direction (towards the front of the seat) and disengage the pin (6) of the passenger seat (2) by turning it based on the desired position:

- A, pin facing the front end, seat forward;
- B, pin facing the rear end, seat backward.

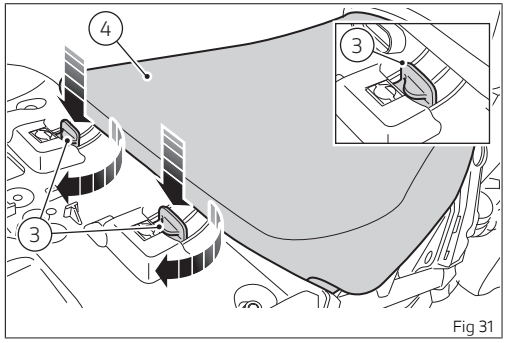


Fig 31

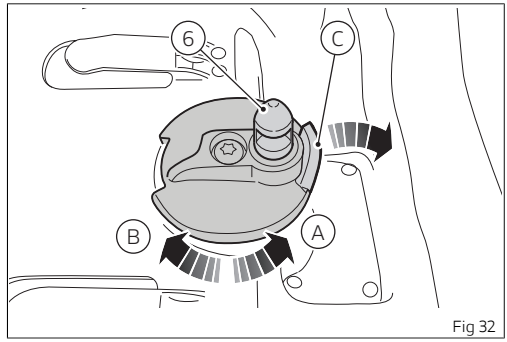


Fig 32

Position the passenger seat (2) by inserting the pin (6) at the housing (D).

Take care to insert the tabs (7) on both sides of the seat, at the rear, into the following housings:

- A, pin facing the front end, seat forward;
- B, pin facing the rear end, seat backward.

Press down at the pin (6) to lock the passenger seat.

Attention

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

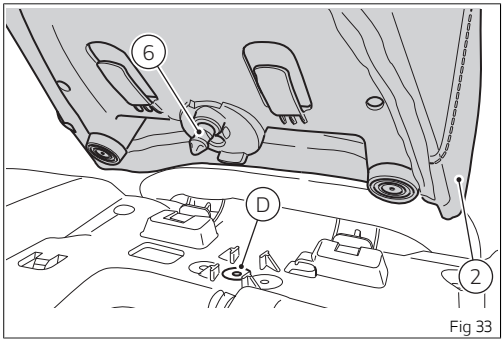


Fig 33

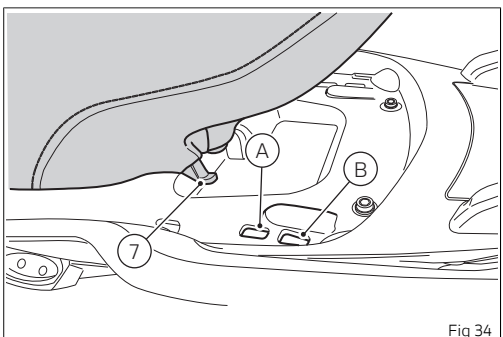


Fig 34

Side deflectors

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

Inner fin closing

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

Inner fin opening

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

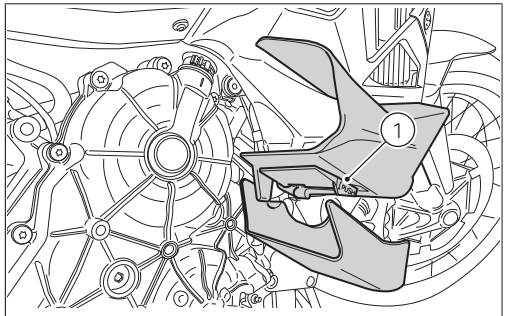


Fig 35

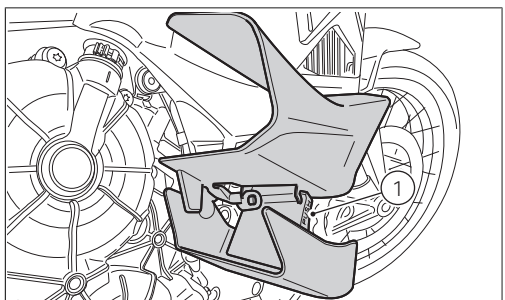


Fig 36

Maintaining the battery charge

Maintaining the battery charge

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

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

Note

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

Important

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

When the motorcycle is left unused (approximately for more than 30 days). We recommend owners to use the Ducati battery charge maintainer (Battery maintenance kit) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the battery maintainer to the diagnostic socket.

Note

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

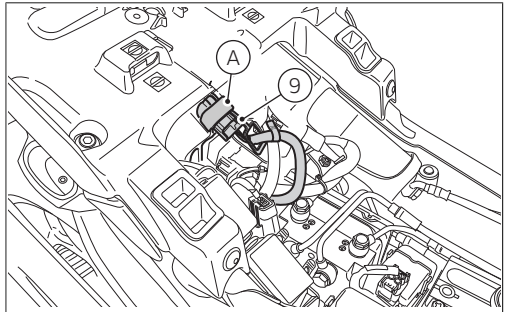


Fig 37

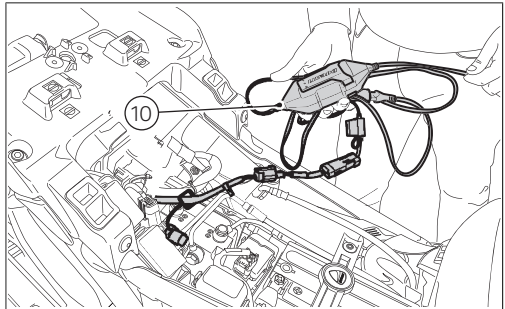


Fig 38

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse (socket, 3A) located in the front fuse box.
This fuse protects against any line overloads:

- front power socket;
- rear power socket;

The maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)) is equal to 3A.
Connecting higher loads will blow the line fuse and it will then be necessary to replace it with a new one of the same capacity.

Important

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

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

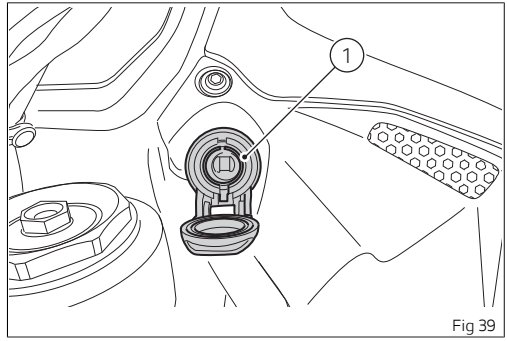


Fig 39

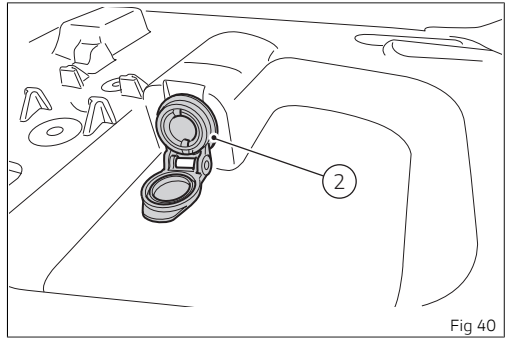


Fig 40

Side stand

Attention

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

Important

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

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

Attention

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

Note

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

Note

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

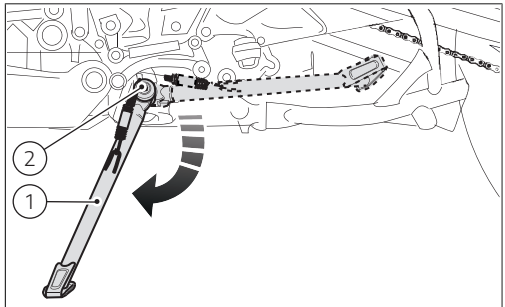


Fig 41

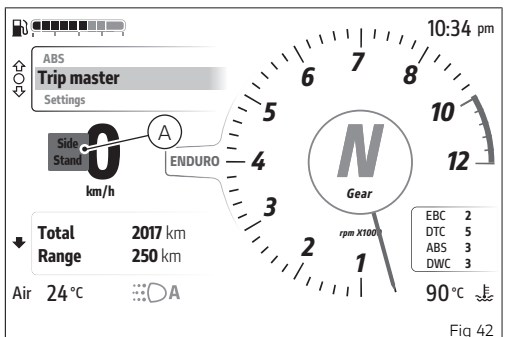


Fig 42

Installing the Ducati side panniers (if any)

Installing the plastic side bags (if any)

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

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

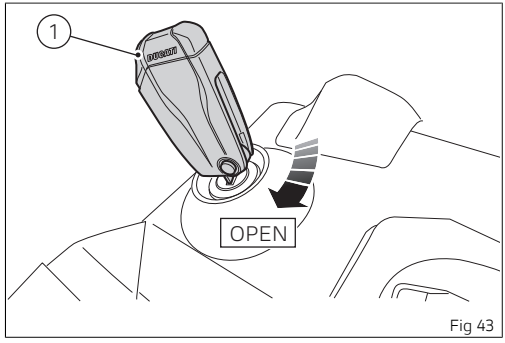


Fig 43

Fig 44

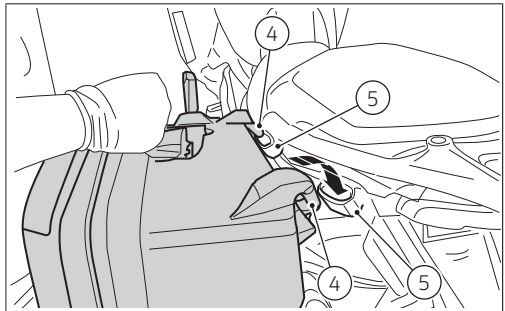


Fig 45

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

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

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

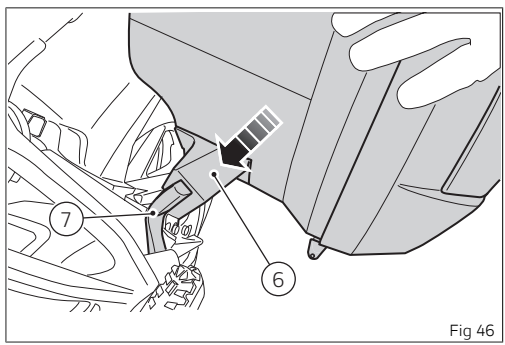


Fig 46

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

Close the handle (2) and turn the key anticlockwise to lock the bag.
Remove the key.
Make sure the bag is fixed correctly by pulling the bag gently to the side and also checking the swinging movement.
Repeat the same operation for assembling the other side bag.

Install both bags, check the swinging movement of both, moving them to the right and left, on the rear side of the bags.
If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

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

Fig 47

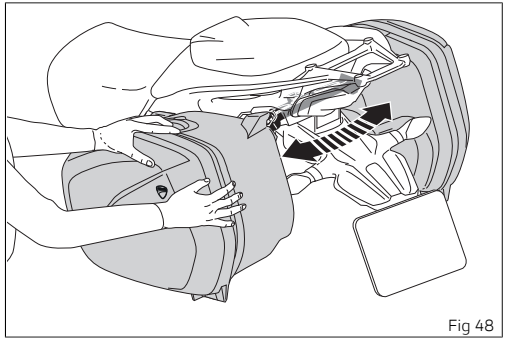


Fig 48

Installing the aluminium side panniers (if any)

Attention

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

Attention

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

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

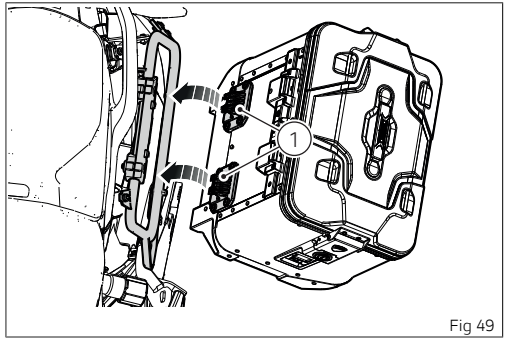


Fig 49

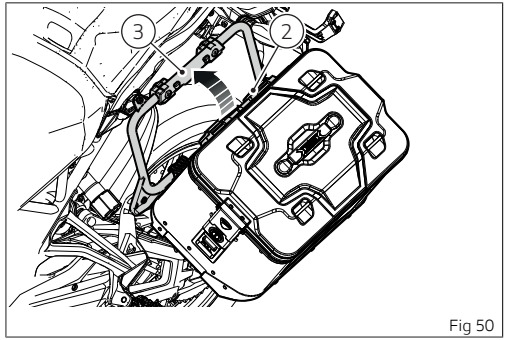


Fig 50

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

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

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

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

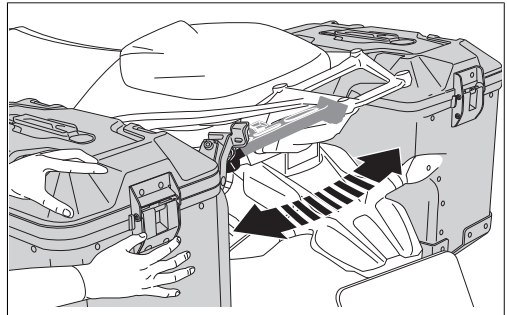


Fig 51

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

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

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

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

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

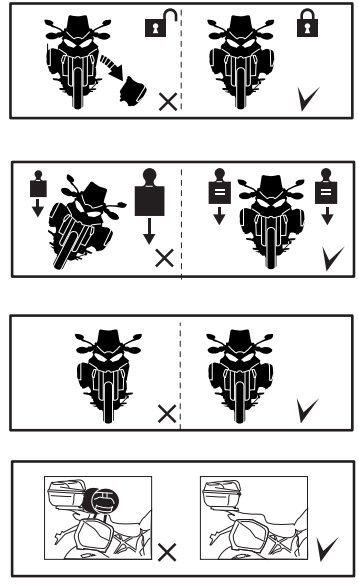


Fig 52

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

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

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

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

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

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

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

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

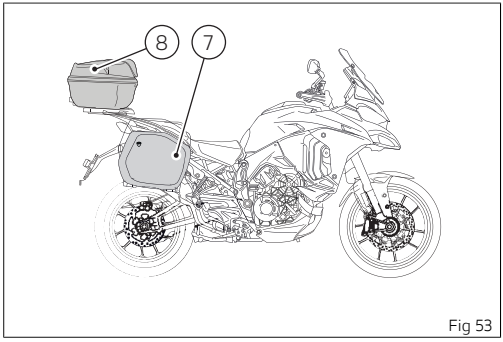


Fig 53

Removing the plastic side bags (if any)

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

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

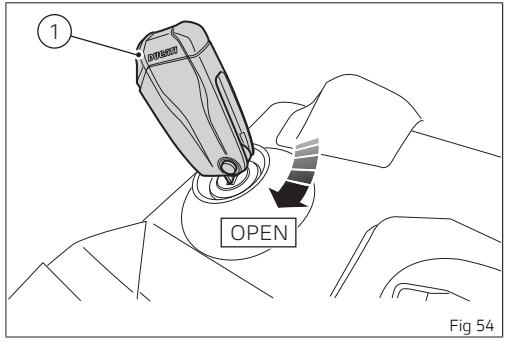


Fig 54

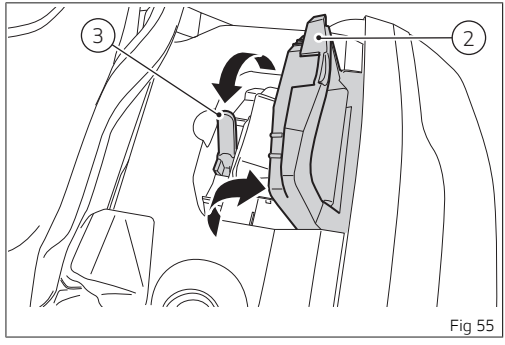


Fig 55

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

Repeat the same operation for removing the other side bag.

Attention

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

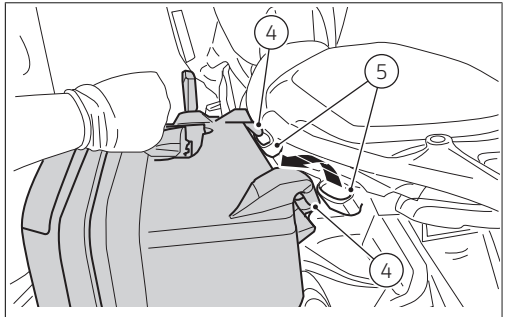


Fig 56

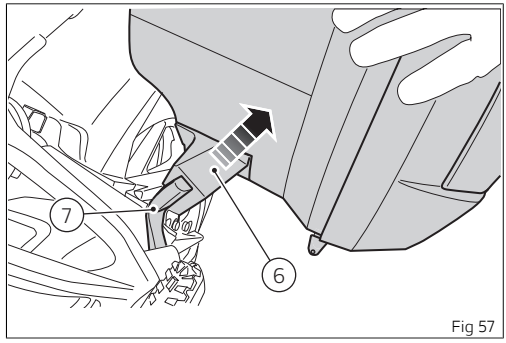


Fig 57

Removing the aluminium side panniers (if any)

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

Attention

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

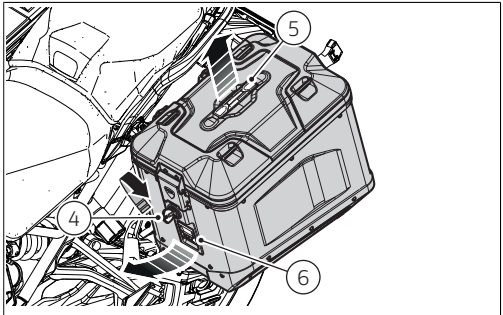


Fig 58

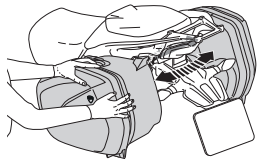
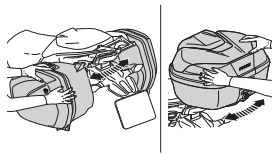
The Multistrada's plastic or aluminium pannier system is equipped with a special floating system which allows the side panniers and Top Case to move during high speed riding, improving the stability of the vehicle. This system must not be blocked or compromised, for example by mounting accessories or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

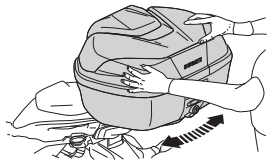
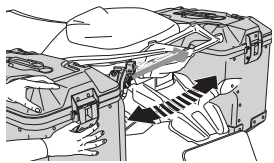
Note

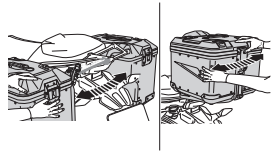
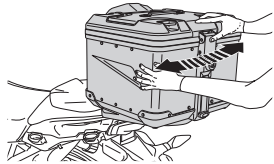
Another key factor for ride stability is the use of original OEM tyres and their pressure.

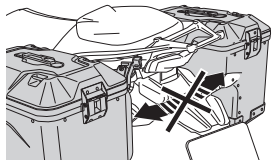
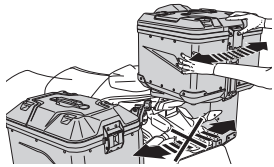
Important

The aluminium Top Case should never be fixed mounted.

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

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

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

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

Using the side panniers (if any)

Using the plastic side bags (if any)

Opening

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

Closing

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

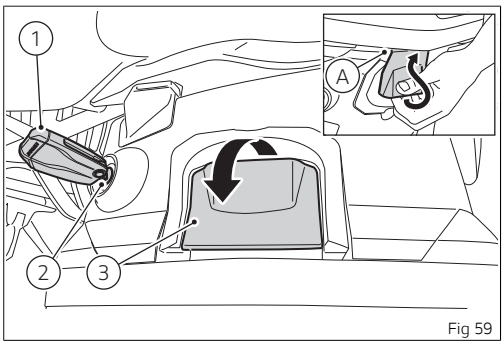


Fig 59

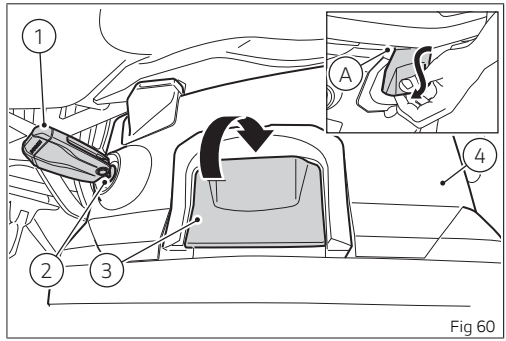


Fig 60

Using the aluminium side panniers (if any)

Opening

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

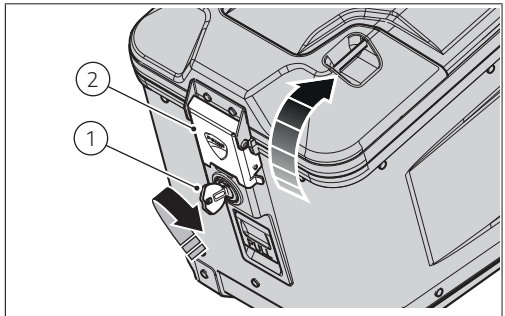


Fig 61

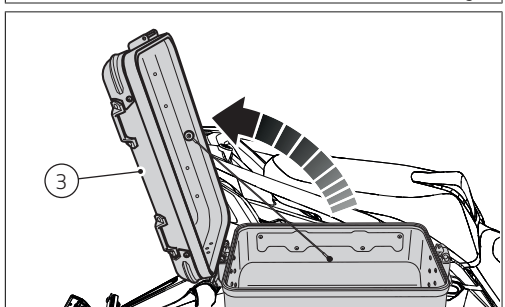


Fig 62

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

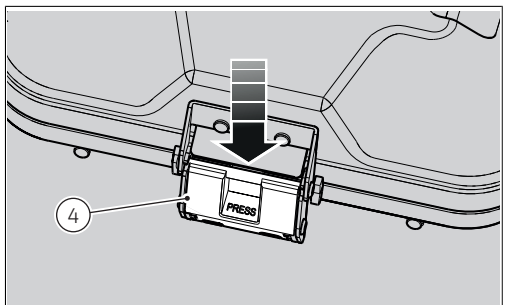


Fig 63

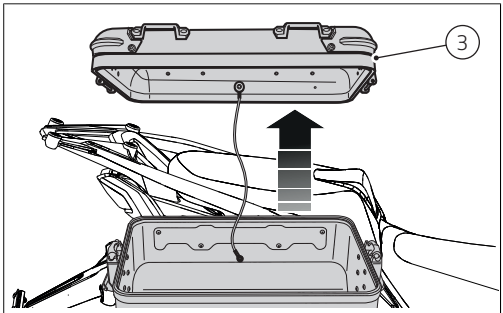


Fig 64

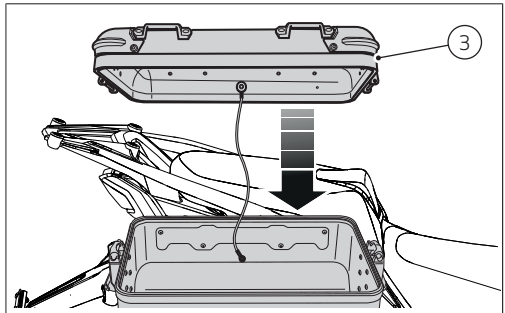


Fig 65

Closing

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

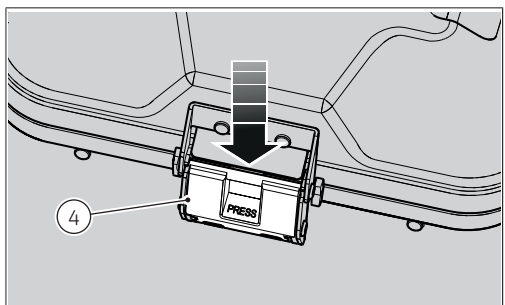


Fig 66

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

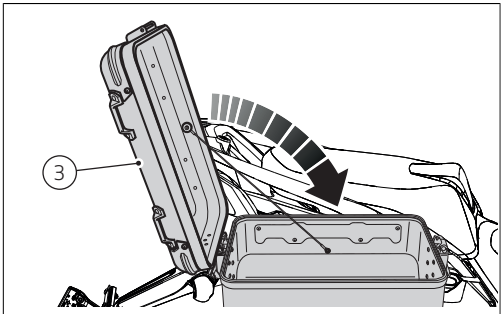


Fig 67

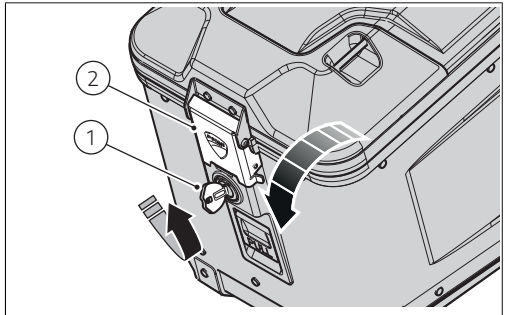


Fig 68

Attention

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

Attention

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

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

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

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

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.
The USB connection (1) is located in the smartphone compartment, on the tank, and is protected by a cover (2) which can be opened by pressing pictogram (3).

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

Important
The USB port is for smartphone charging only.

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

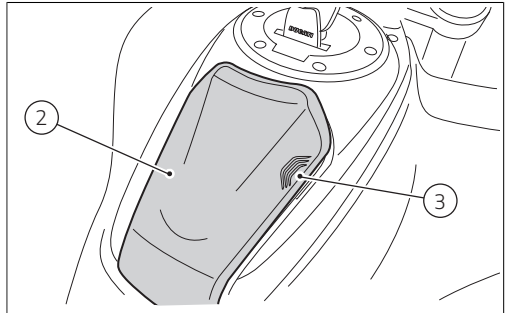


Fig 69

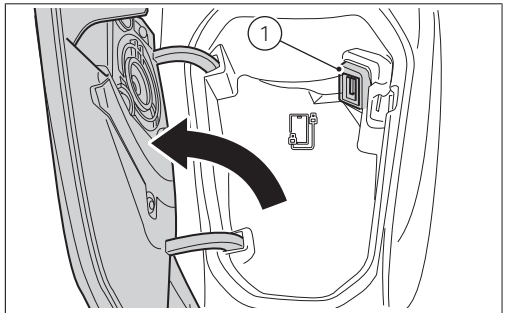


Fig 70

Adjusting windscreen height

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

Attention

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

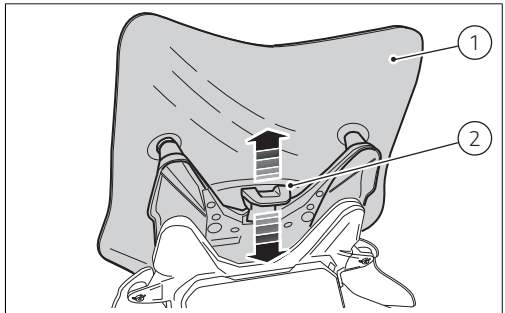


Fig 71

Adjusting the front fork

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

Adjustment is done by external screw adjusters:
1) for rebound adjustment;
2) to adjust the compression damping;
3) to adjust the preload of the inner springs.

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

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

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position, turning counter-clockwise, you can count the turns corresponding to the indicated adjustments.

STANDARD setting:

Rebound: - 2 turns (from fully closed)
Compression: - 2 turns (from fully closed)
Spring preload: +5 turns (from MIN, fully uncompressed)

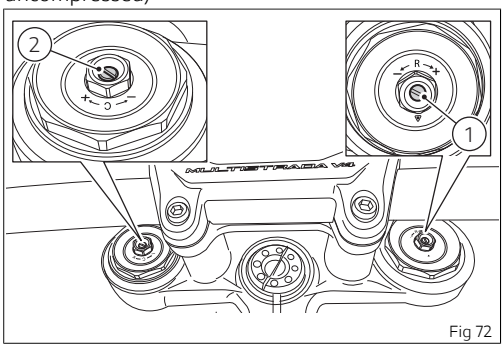


Fig 72

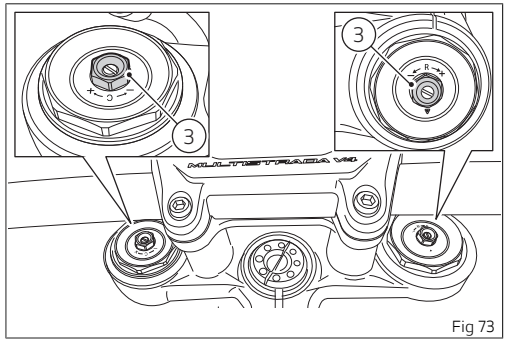


Fig 73

Adjusting the rear shock absorber

The rear shock absorber (1) has external adjusters that enable you to adjust the setting to suit the load on the motorcycle.
The adjuster (1) located on the left side, on the upper connection holding the shock absorber to the engine, adjusts the damping during the compression phase.
Turn adjuster (2) clockwise to stiffen the damping, or counter clockwise to soften it.

The adjuster (3) located on the right side, on the lower connection holding the shock absorber to

the swinging arm, adjusts the damping during the rebound phase.
Turn adjuster (3) clockwise to stiffen the damping, or counter clockwise to soften it.

Knob (4) adjusts the preload of the external spring. Turn knob (4) clockwise to increase the preload, or counter clockwise to decrease it.

STANDARD setting from the fully closed position (clockwise):

Compression: 5 clicks from fully closed, on the adjuster (2)
Rebound: 12 clicks from fully closed, on the adjuster (3)
Spring preload: 19 mm (0.74 in) from fully uncompressed spring

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

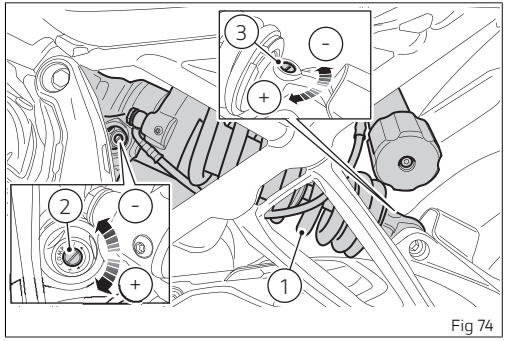


Fig 74

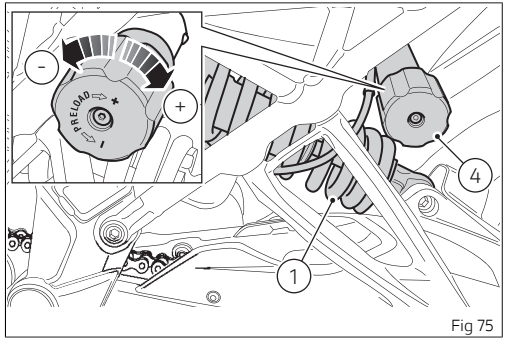


Fig 75

Handlebar adjustment

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

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

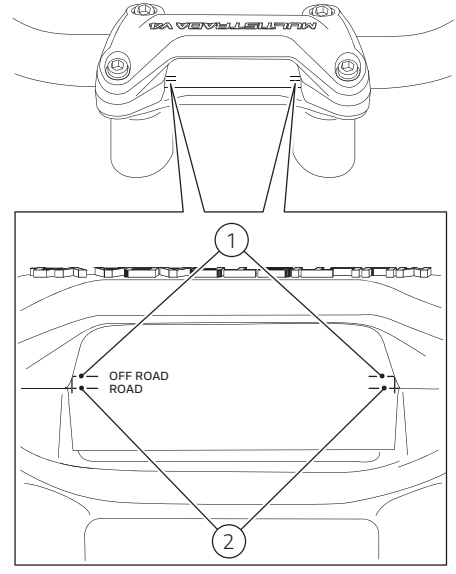


Fig 76

Controls

Position of motorcycle controls

Attention

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

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

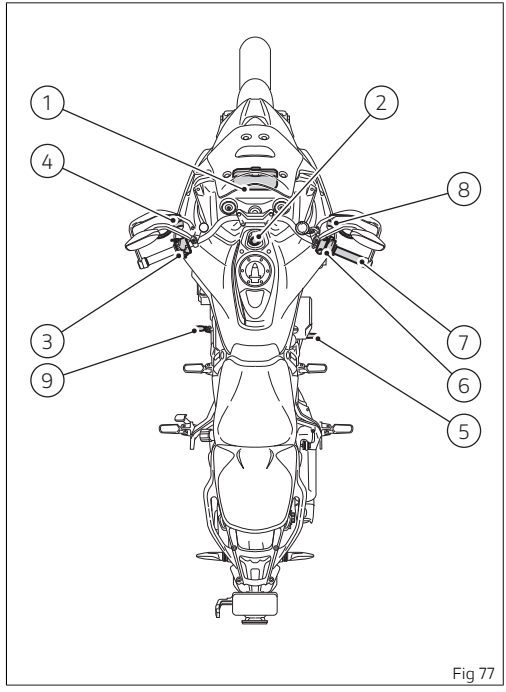
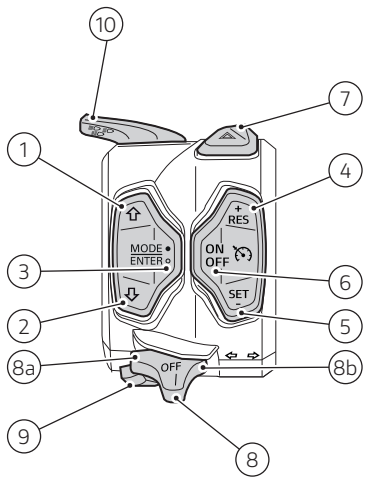


Fig 77



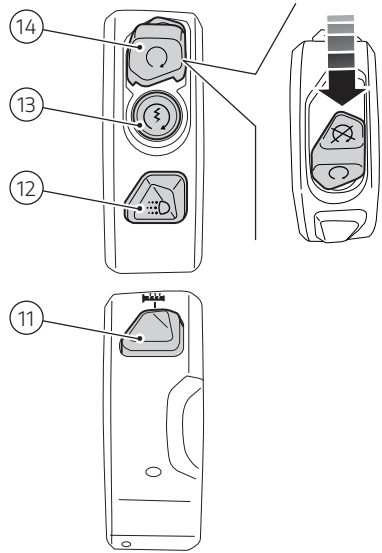


Fig 78

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

10		Light selector: • high beam, pushed up • low beam, at the centre • high-beam flasher and “Start/Stop Lap” function, pushed down
11		Heated grips (if present)
12		DRL (if present)
13		Engine start
14		Engine kill, pushed down (red)

Light control

Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button in position (D).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

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

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

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

Attention

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

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

If the DRL lights are in this mode, as set through the "DRL" function within the “Settings” menu,

DRL lights will not change their status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E).

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

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

Note
Each time the motorbike is switched off (key-off) the DRL lights remain on for 3 seconds.

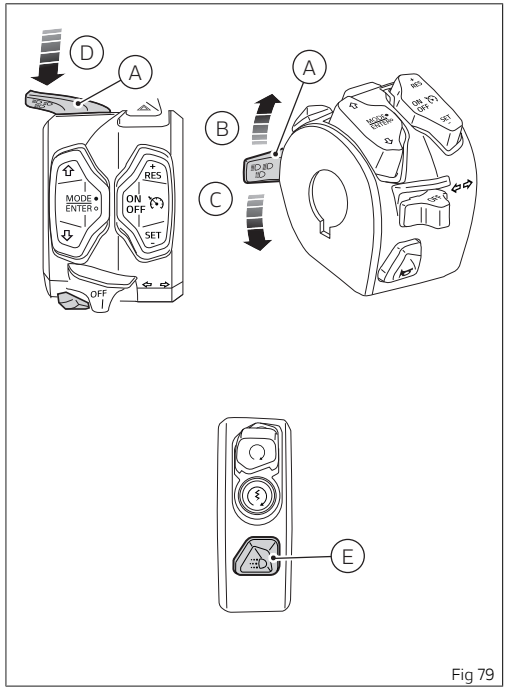


Fig 79

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicator, press button (F), in position (G); to activate the right turn indicator, press button in position (H).
To switch off the turn indicators, set the button (F) to its centre position.

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, leaning angle and in general according to the analysis of vehicle dynamic conditions.
This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.
Turn indicators also switch off automatically if they remained on for a long mileage, which can range between 200 and 2000 metres (656-6562 feet), depending on vehicle speed when the turn indicator button was pressed.
If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

Automatic deactivation can be via the “Turn indicators” function in the “Settings” menu.

Attention

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

Hazard lights

To activate or deactivate the hazard lights, press button (I,Fig 80 page84) only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

Note

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

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

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

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

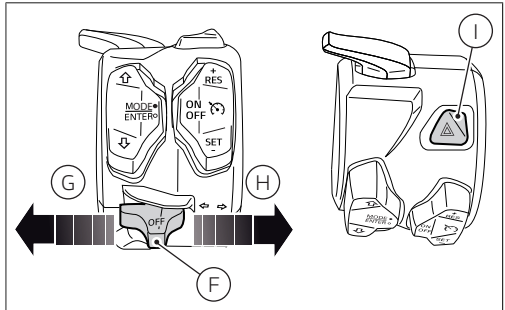


Fig 80

Key-operated ignition switch and steering lock

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

A) ⊠ : disables lights and engine operation;
B) ○ : enables lights and engine operation;
C) 🔒 : the steering is locked;
D) ⊭ : parking light and steering lock.

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).

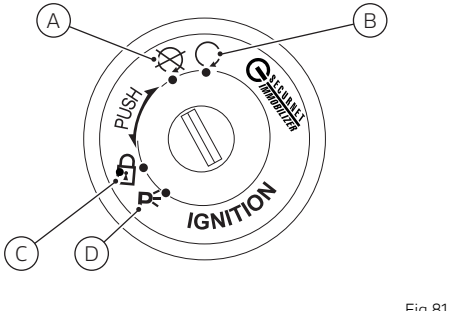


Fig 81

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code has been activated via the "PIN Code" function in the "Settings" menu, the instrument panel displays "PIN Code" and next to it the spaces for the four digits of the PIN to be entered.

Entering the code:

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

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

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

Important

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

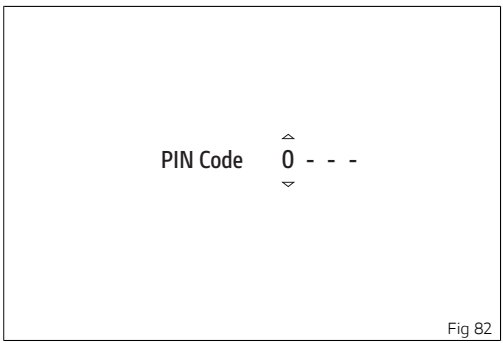


Fig 82

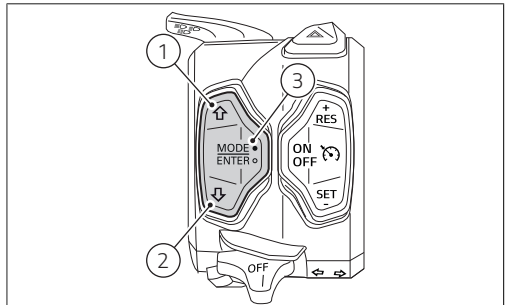


Fig 83

Clutch lever

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

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

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

Turn the adjuster anticlockwise to decrease lever distance.

When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is

disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

Attention
Set clutch lever when motorcycle is stopped.

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

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

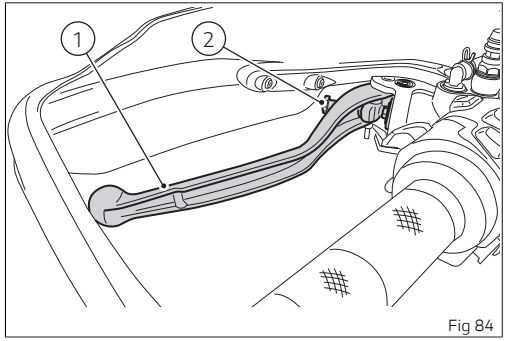


Fig 84

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

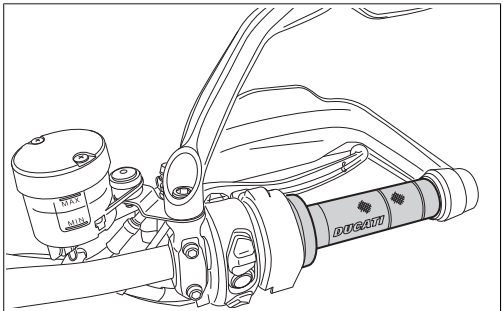


Fig 85

Front brake lever

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

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

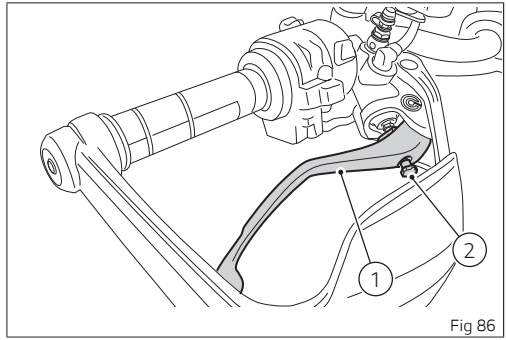


Fig 86

Rear brake pedal

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

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

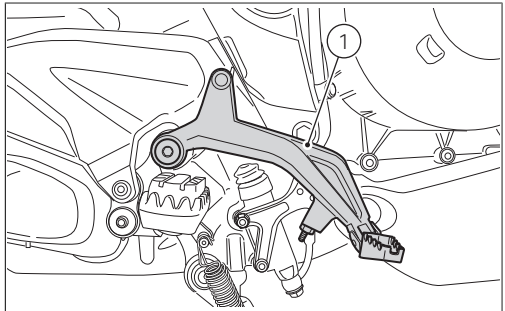


Fig 87

Gear change pedal

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

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

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

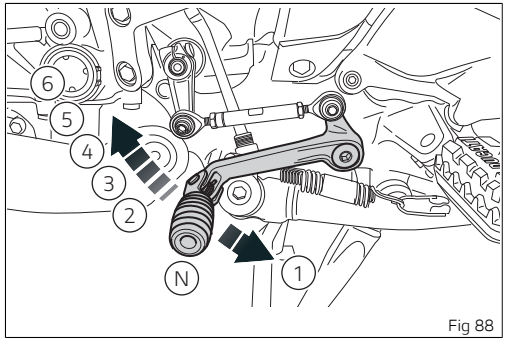


Fig 88

Adjusting the position of the gearchange pedal and rear brake pedal

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

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

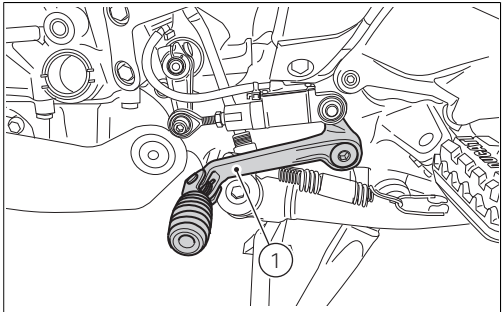


Fig 89

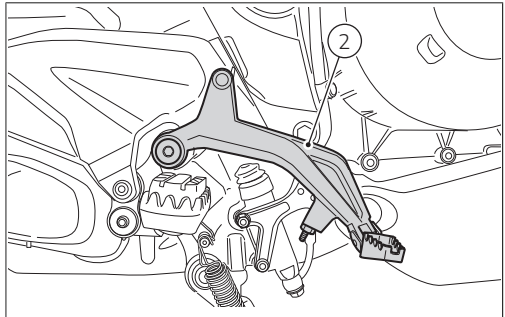


Fig 90

Riding the motorcycle

Motorcycle running-in period

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

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

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- During intensive use always shift down a gear to prevent the engine from overloading.
- Do not run the engine at high rpm for a long time, particularly when riding uphill; shifting up a gear reduces fuel consumption and noise.
- Avoid riding at constant speed, either slow or fast, for a long period of time.
- Do not ride at full throttle, especially when the engine is cold.
- Avoid starting at full throttle and rapid acceleration.
- Avoid abrupt and prolonged braking, act carefully on the brakes.
- Check the drive chain frequently. Lubricate as required.

Important

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

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel, if necessary (“Refuelling”).
- ENGINE OIL LEVEL

Check oil level in the sump through the sight glass. Top up if necessary (“Engine oil level check”).

- BRAKE AND CLUTCH FLUID
  Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- BRAKE AND CLUTCH SYSTEMS
  Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (“Tyres”).
- CONTROLS
  Front and Rear Brake Operation: Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch Lever Operation: Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs ("Electric system").
- KEY LOCKS
  Check the tightening of the filler plug (“Tank filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).
- SIDE BAGS AND TOP CASE (accessory)
  Ensure that the side bags and the Top Case are securely fastened and check their swinging movement (“Assembling the side bags”).

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

ABS warning light

After Key-ON, the ABS warning light stays ON.

When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to indicate the correct operation of the ABS system.

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

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

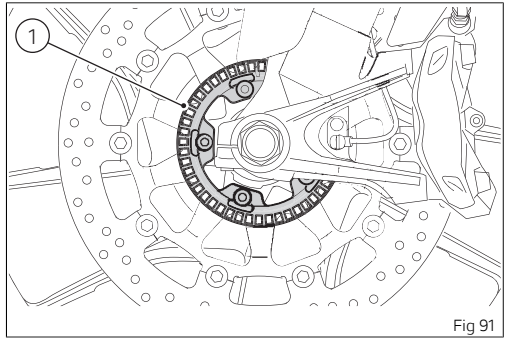


Fig 91

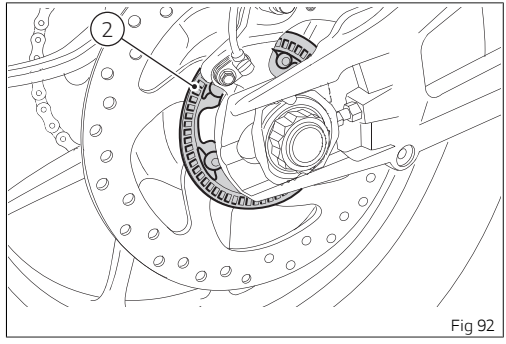


Fig 92

Engine start/stop

Attention

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

Attention

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

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

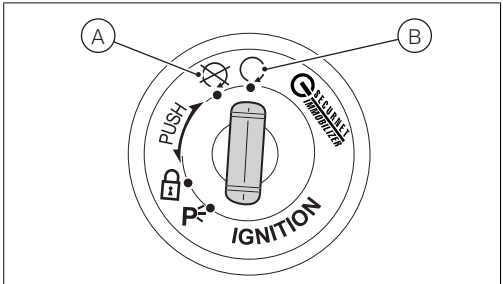


Fig 93

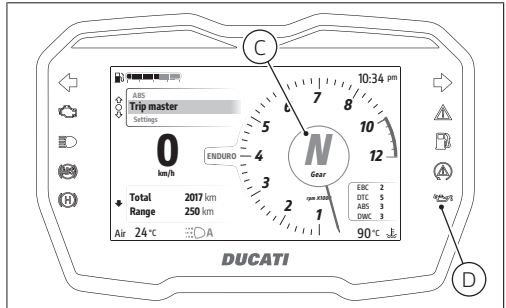


Fig 94

Attention

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

Note

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

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

Push the button (2) to start the engine.
Let the motorcycle start without operating the throttle control.

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

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

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

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

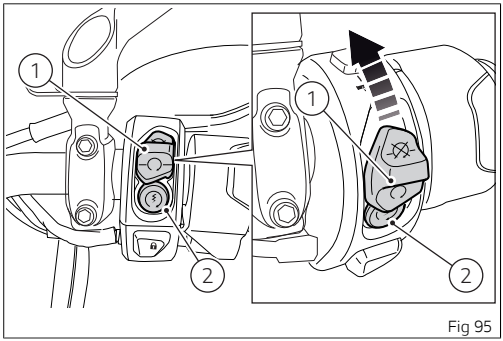


Fig 95

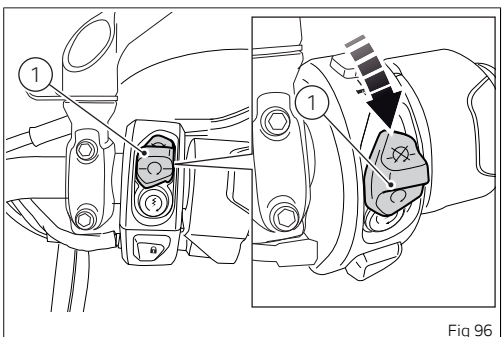


Fig 96

Moving off

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

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

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

Braking

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

Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider

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

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on low-grip surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Note

Emergency braking

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

Stopping the motorcycle

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

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

Stop the engine by pushing the red switch (1) down.

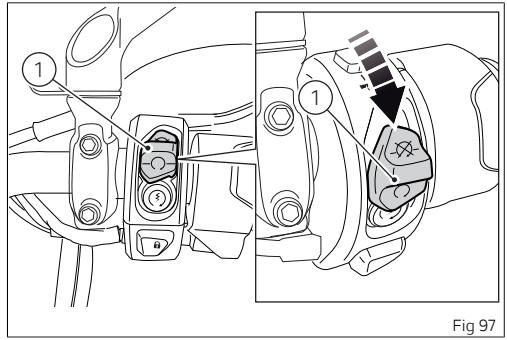


Fig 97

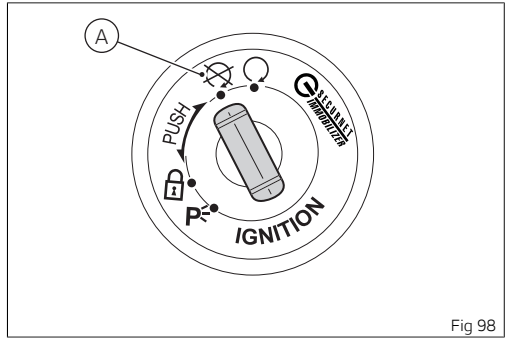


Fig 98

Turn the vehicle key off by turning the key to position (A).

Parking

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

Press and hold the left turn indicator button (A) to turn on the parking light.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Attention

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

Attention

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

Attention

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

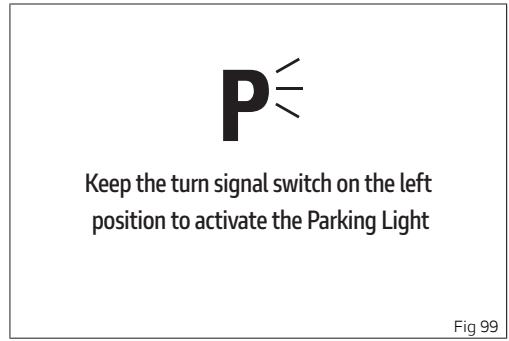


Fig 99

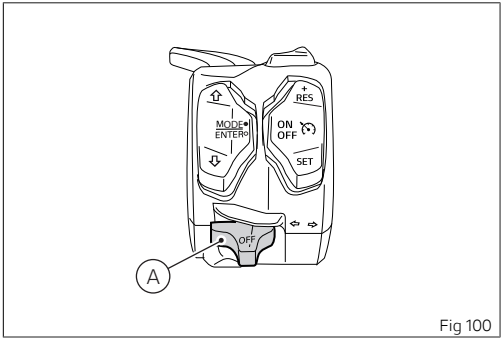


Fig 100

Refuelling

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

Warning

The fuel pressure inside the tank may, in extreme cases, cause fuel to spray when opening the fuel cap.
Always open the fuel cap slowly and carefully during the refill.
If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.
The sound is residual pressure escaping from the fuel tank, therefore the stop of the hiss indicates that there is no more residual pressure.
The situation described above is more likely in hot weather conditions.

Attention

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

Attention

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

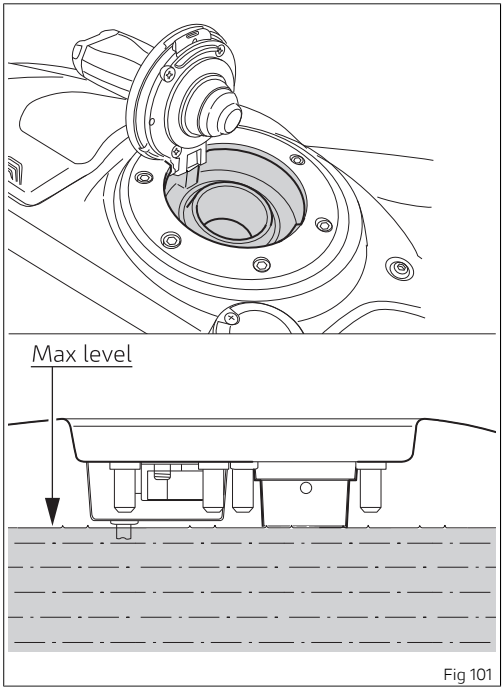


Fig 101

Fuel label

The label identifies the fuel recommended for this vehicle.

1) The E5 reference inside the label indicates the use of fuel with a maximum oxygen content of 2.7% by weight and a maximum ethanol content of 5% by volume, according to EN 228.
2) The E10 reference inside the label indicates the use of fuel with a maximum oxygen content of 3.7% by weight and a maximum ethanol content of 10% by volume, according to EN 228.

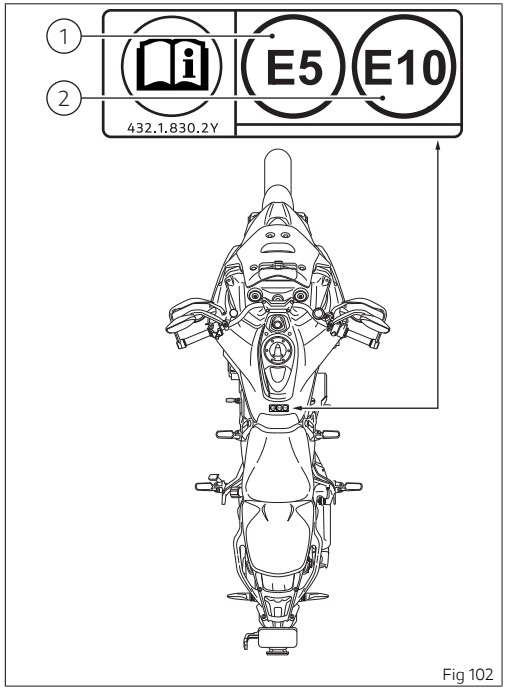


Fig 102

Tool kit and accessories

The tool kit (2) is located under the passenger seat (1) and includes:
3) chain tensioning gauge;
4) Allen wrench 4 mm (0.15 in);
5) fuse pliers;
6) quick fix tyre repair kit consisting of three cans and relevant accessories.

Attention

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

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

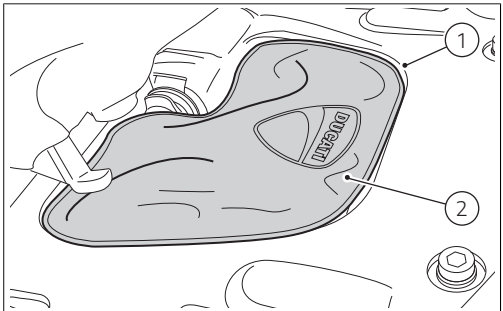


Fig 103

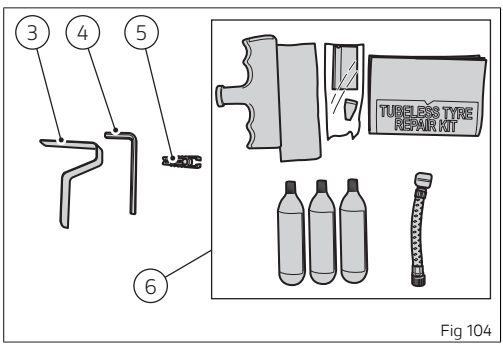


Fig 104

Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with an instrument panel featuring a 5" TFT colour display.

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

Warning lights

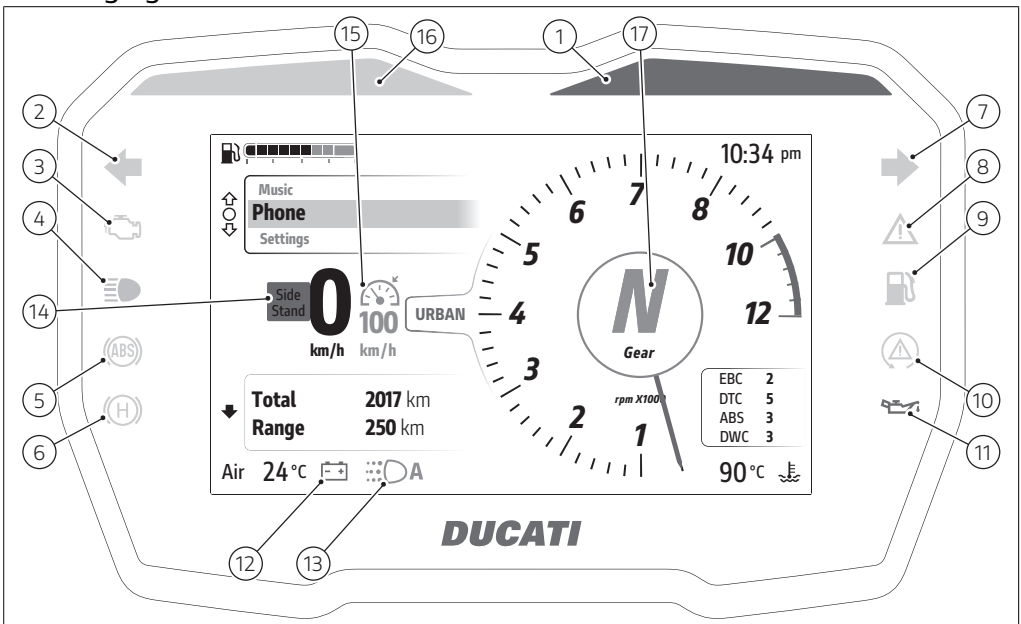


Fig 105

no.	Description	Colour
1	Rev limiter / immobilizer	Red
2	Left turn indicator	Green
3	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow
4	High beam on	Blue
5	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow
6	VHC	Amber yellow
7	Right turn indicator	Green
8	Generic error	Amber yellow
9	Low fuel	Amber yellow

no.	Description	Colour
10	DAVC Diagnosis • flashing: DTC/DWC enabled, but with degraded performance; • on: DTC/DWC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
11	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
12	Low battery charge level	Red (display)
13	DRL – daytime riding lights on (not present in China, Canada and Japan versions)	Green (display)
14	Side stand	Red (display)
15	Cruise Control on	Green (display)
16	DTC intervention	Amber yellow
17	Neutral gear	Green (display)

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

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

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

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

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

Main page items

The main screen displays all the information and elements needed for riding.
It is possible to change units of measurement through the “Units” function in the “Settings” menu.

The table lists the available items.

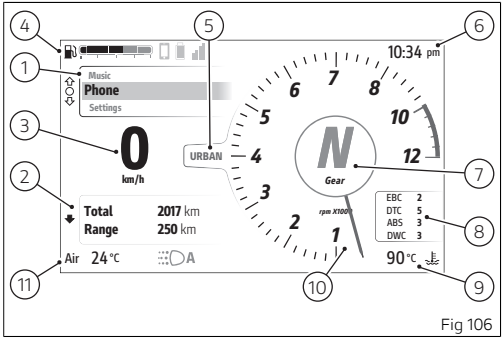


Fig 106

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

no.	Description
9	Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F). If the temperature is below +40 °C (+104 °F), “Low” is displayed, whereas if it is above +150 °C (+302 °F), “High” is displayed flashing red. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
10	Rev counter Refer to section “Engine rpm indication”.
11	Air temperature (°C or °F) **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

Interactive menu and Info display

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

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

When one of the menus is selected, it is indicated with the active frame (A) and buttons (1), (2) and (3) are used for menu navigation and interaction.
To toggle the selection between "Interactive menu" and "Info display" and vice versa:

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

Buttons (1) and (2) are mainly used to scroll and select items in the selected menu. Button (3) is used to activate and interact with the selected menu item. The left part of the menus shows the following symbols indicating the possible interaction of buttons (1), (2) and (3):

- ⇧ short press of button (1);
- ⇩ short press of button (2);
- ◦ short press of button (3);
- ⬆ long press of button (1);
- ⬇ long press of button (2);
- • long press of button (3).

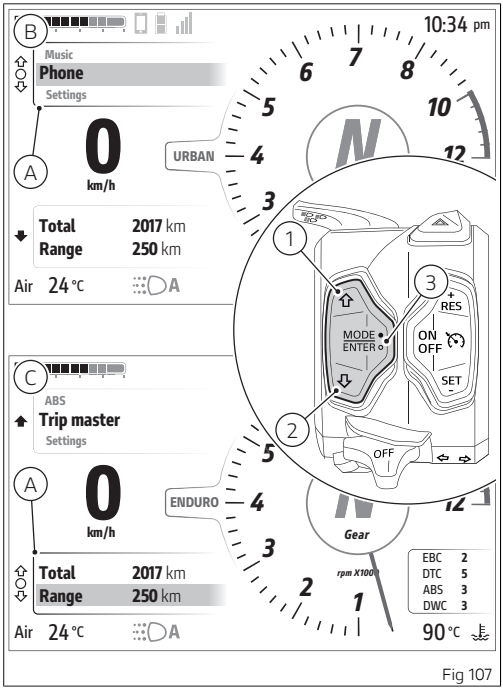


Fig 107

Riding Mode

5 Riding Modes are available: Sport, Touring, Urban, Enduro, Wet.
The name of the active Riding Mode is shown at the centre of the display (A).
Each Riding Mode is associated with a different colour for the name and rev counter box.

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

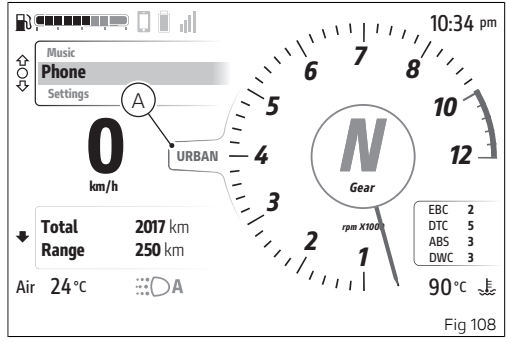


Fig 108

Changing the Riding Mode

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

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

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

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

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

Attention

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

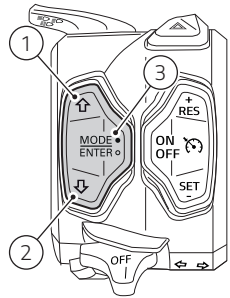


Fig 109

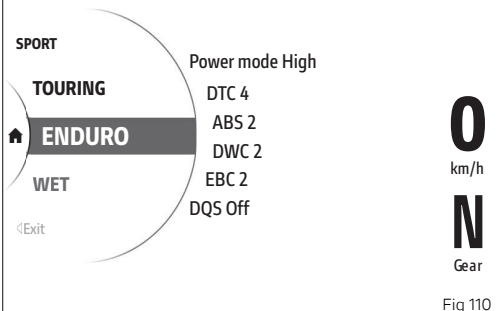


Fig 110

Engine rpm indication

Engine revs per minute are displayed using a rev counter featuring a grey wake needle (A).
During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set and is indicated when the needle wake becomes amber yellow.
After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature:

- if the engine temperature is below 50 °C (122 °F), the rpm threshold is 8,000 rpm;
- if the engine temperature is within 50 °C (122 °F) and 60 °C (140 °F), the rpm threshold is 9,000 rpm;
- if the engine temperature is above 60 °C (140 °F), the rpm threshold is 10,000 rpm.

When the needle wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips: in this case the rev limiter warning light (Over-rev) turns on, too..

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

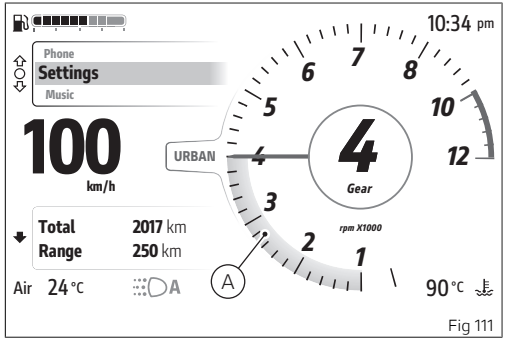


Fig 111

Info display

The “Info display” menu contains all available meters with travel information (A).
To select the "Info display" menu, press and hold the button (2) for a long time.
The information is displayed on 2 lines, the selected item is the one highlighted in the second line (B). Once you have selected the “Info display” menu, scroll through the list of information using the buttons (1) and (2).

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

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

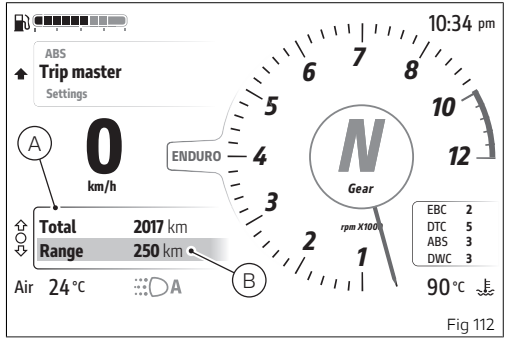


Fig 112

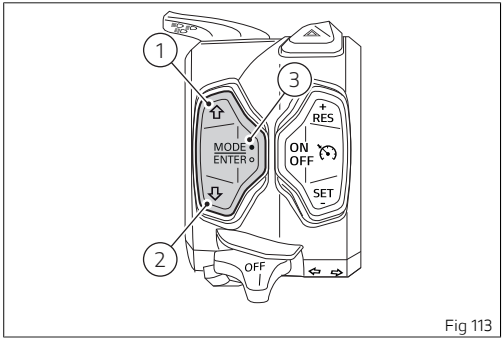


Fig 113

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

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level”.	km, miles
Trip 1	Partial mileage 1	km, miles
Ø cons.1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip 1 time	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles
Inst. cons.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US

Resetting Trip 1 information

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

Resetting Trip 2 information

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

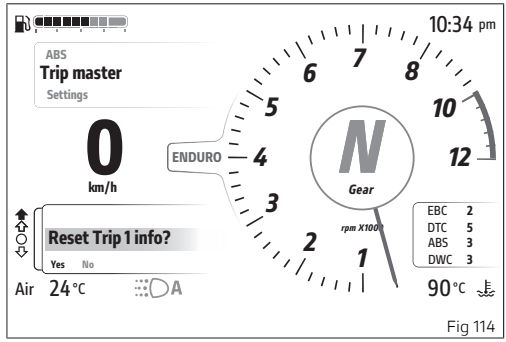


Fig 114

Cruise Control

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

Attention

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

Attention

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

Attention

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

What features can be set?

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

interrupt its setting (see paragraphs "Changing the speed" and "Stopping the speed control").

Cornering behaviour

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

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

Switching on and off

The maximum cruising speed that can be set is 160 km/h (98 mph)
The minimum cruising speed that can be set depends on the gear selected:

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

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

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

Switching on the CC

Press the ON/OFF button (C,Fig 115 page125) to turn on the CC.

Saving the speed and activating the control

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

Switching off the CC

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

Icon (A)

The Cruise Control icon can be:

- green with grey speed indication: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green with green speed indication: the system is on and speed control is active;
- yellow: the system prompts the driver to take prompt action (see paragraph “Request for rider’s intervention”, below);
- red: the system is in error. Speed control is not active.

Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 115 page125) or SET/- (E, Fig 115 page125) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 115 page125) or SET/- (E, Fig 115 page125) respectively, until reaching the desired cruising speed.

Stopping the speed control while riding

You can stop the speed control in the following ways:

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

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

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;

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

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

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 115 page125) or SET/- (E, Fig 115 page125). If RES/+ (D, Fig 115 page125) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 115 page125) is pressed, the set cruising speed is the current speed.

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

Deactivating the function while riding

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

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

Override

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

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

Request for rider's intervention

In some situations the Cruise Control may require the rider to intervene. When such a request is made, the Cruise Control icon (A, Fig 116 page125) turns yellow.

This may occur in the following cases:

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

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

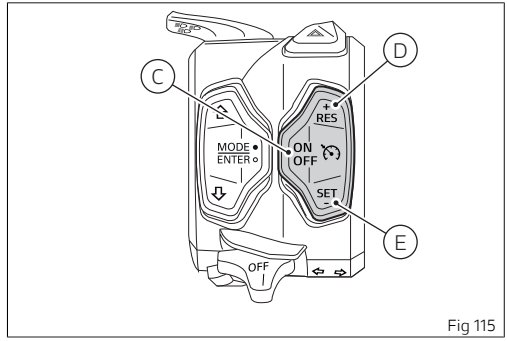


Fig 115

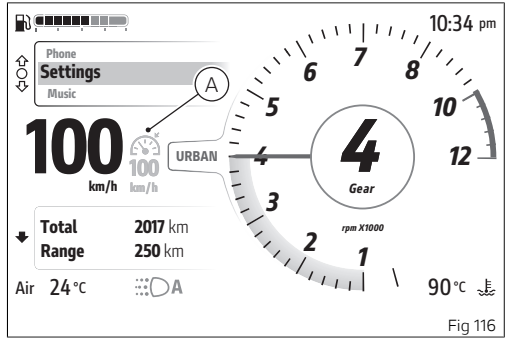


Fig 116

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B) . If this happens, proceed as follows:
1. turn the ignition off and back on.

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

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

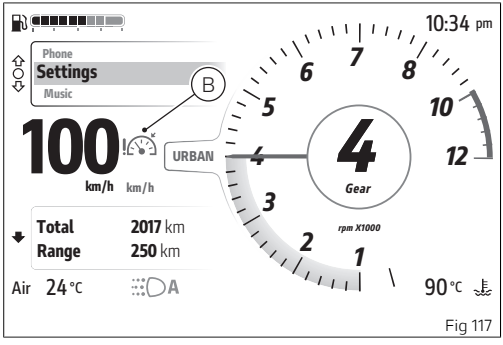


Fig 117

Lap

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

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

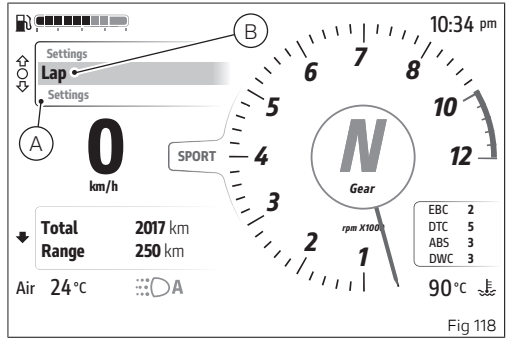


Fig 118

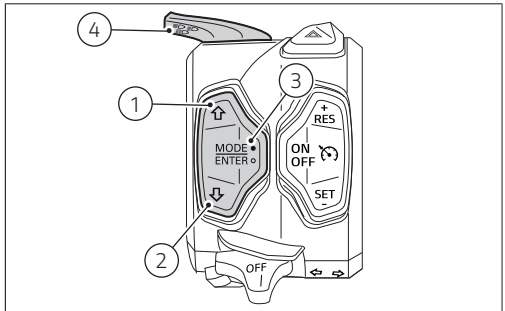


Fig 119

The relevant window (C) is displayed:

- If the function is disabled, “Off” is shown with the stopwatch and indication of the available laps (D); press ENTER button (3) to enable the function.
- If the function is enabled, “On” is shown with the stopwatch and indication of the available laps (E), press ENTER button (3) to disable the function.

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

Below the stopwatch is the current lap number. It is possible to record maximum 30 laps. Once the function is activated, flash button (4, Fig 119 page127) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (4) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and steadily for another 5 seconds, after which it returns to display the time of the current lap, updating the number of laps. When the 30th lap is reached, the message “Full memory” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Use the “Lap” function in the “Settings” menu to:

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

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function active.

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

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

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM

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

Note
If during lap recording the flash button (4) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

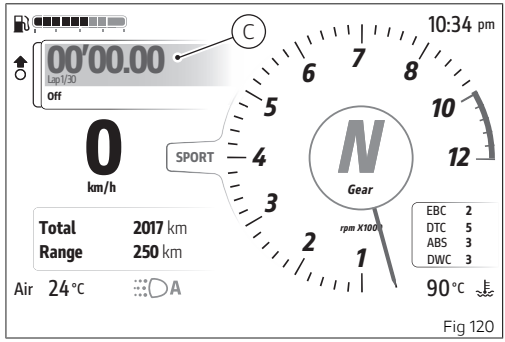


Fig 120

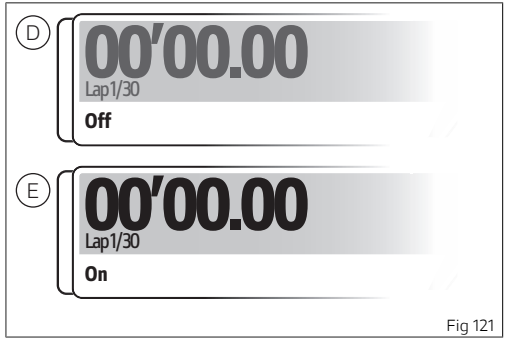


Fig 121

ABS

This function is available inside the Interactive Menu and allows disabling and re-enabling the ABS system. It is only available in the Enduro Riding Mode.

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

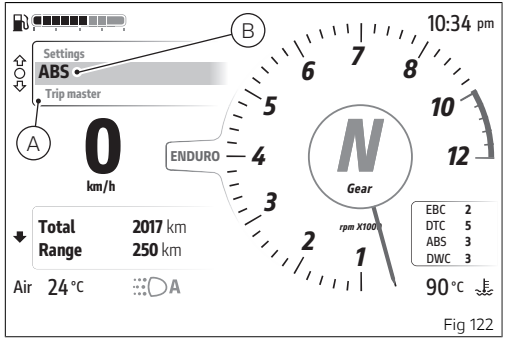


Fig 122

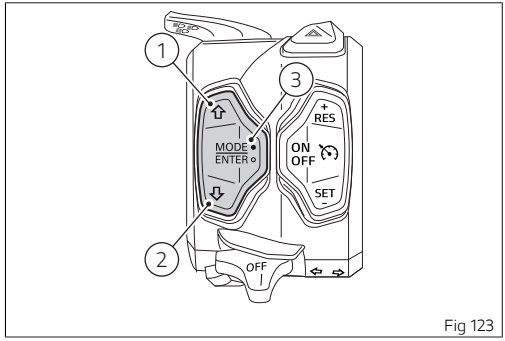


Fig 123

The relevant window (C) is displayed.
The current status of the ABS “On” is displayed at the bottom of the window and “ABS Off” (D) is displayed in the middle of the window. Pressing ENTER (3) will display “Wait...” for a few seconds, then the ABS system will be turned off, displaying the “Off” status at the bottom and “ABS On” (E) in the middle.

Attention

The window remains active as long as the ABS system is disabled. In this case the window cannot be closed. Press ENTER (3) to re-enable the ABS system: once reactivated, the window returns to the previous condition and it will be possible to close it by pressing and holding the button (1) pressed for a long time.

Note

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

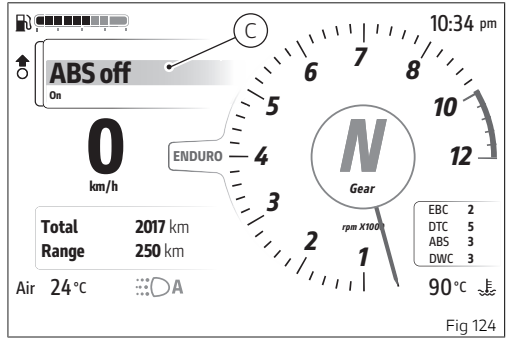


Fig 124

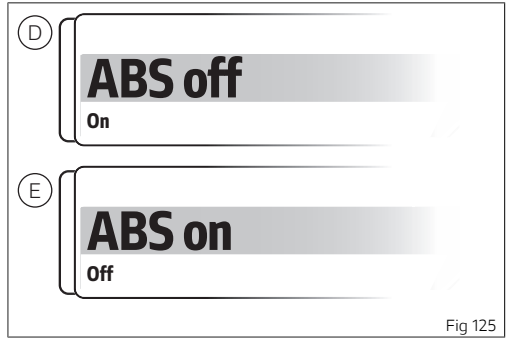


Fig 125

Trip master

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

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

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

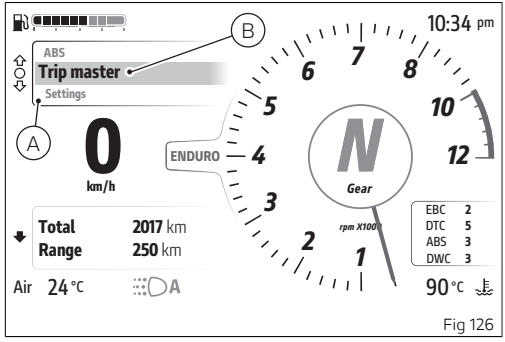


Fig 126

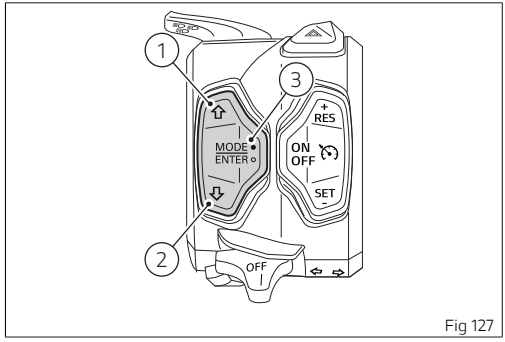


Fig 127

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

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

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

If the function is disabled, only the “On” control is active: press ENTER (3) to activate the function and enable all controls.
When the function is active, individual commands can be selected by shortly pressing the ENTER button (3): when a command is selected, long pressing the ENTER button (3) activates the command.
When Trip master is paused, the number flashes.

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function and counting active.

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

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

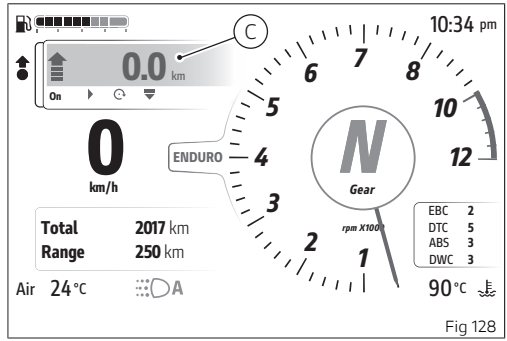


Fig 128

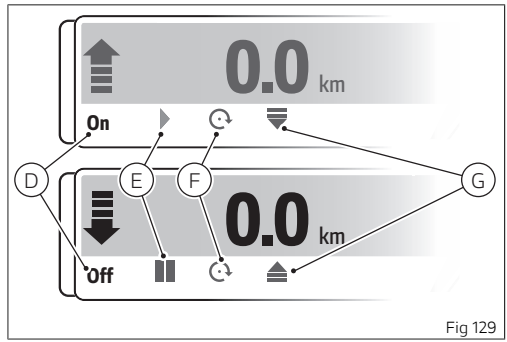


Fig 129

Settings

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

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

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

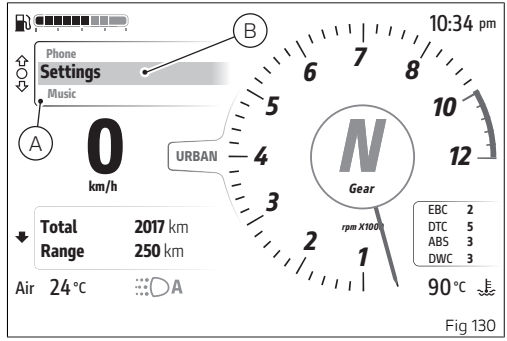


Fig 130

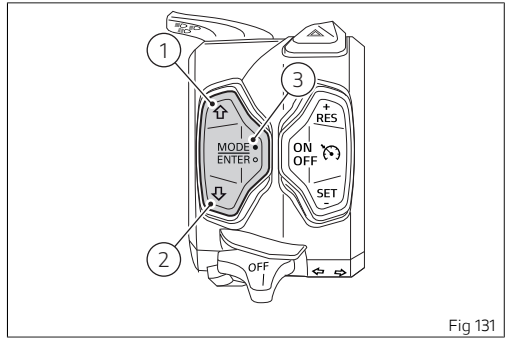


Fig 131

The instrument panel displays the dedicated screen with the list of the available settings:

- Riding Mode setup
- Riding info order
- Fuel Indicator
- DRL (if present)
- Brightness
- PIN Code
- Date and time
- Service
- Lap
- Tyre calibration
- Device pairing
- Turn signals
- Language
- Units
- Info

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

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

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

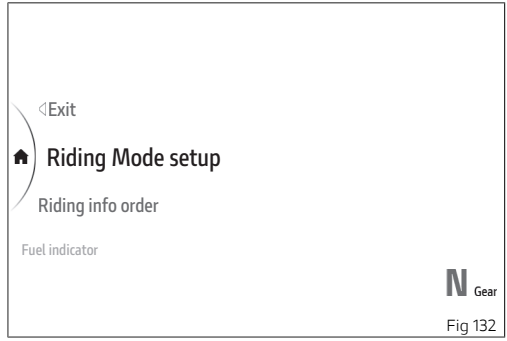


Fig 132

Settings - Riding Mode setup

This function allows customising each Riding mode.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).

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

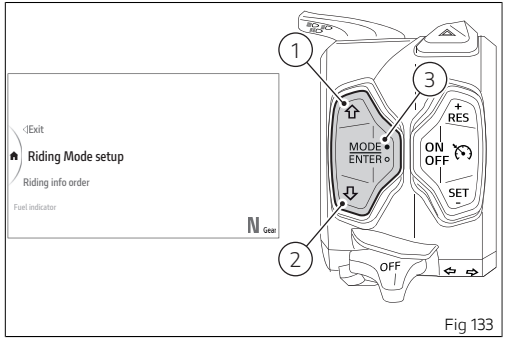


Fig 133

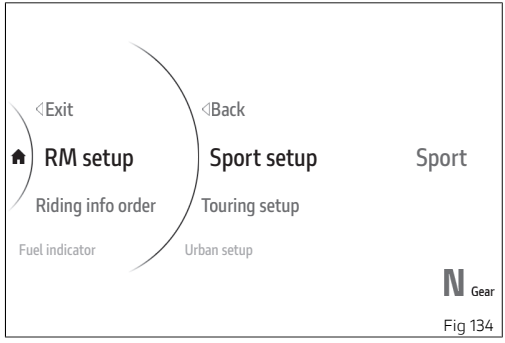


Fig 134

Use buttons (1) and (2) to select the Riding mode you wish to customise and press ENTER.
The customisable parameters are the following:

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

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

Attention

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

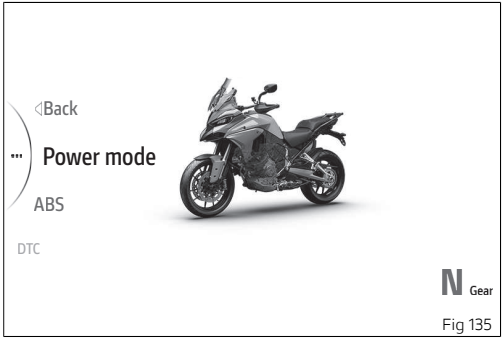


Fig 135

Settings - Riding Mode setup - Power mode

This function allows setting the engine power.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Power mode” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

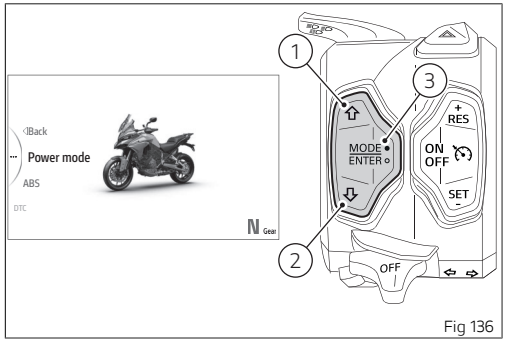


Fig 136

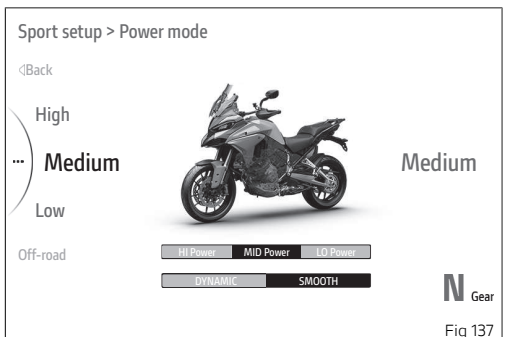


Fig 137

Settings - Riding Mode setup - ABS

This function allows setting the ABS intervention level.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “ABS” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment

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

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

Similarly, the system also includes an electronic combined braking action that allows the front braking system to be applied when the rear one is actuated (“rear-to-front”).

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

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

Attention

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

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the

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

Attention

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

Attention

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

Attention

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

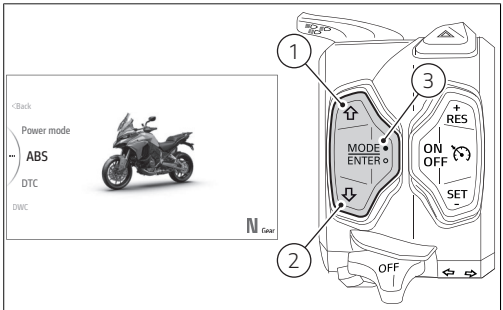


Fig 138

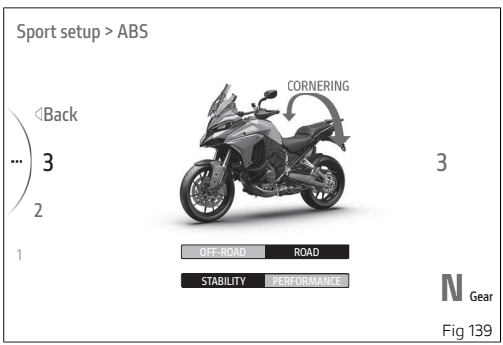


Fig 139

ABS intervention level table

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

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	
1	OFF-ROAD	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads). The system in this level does NOT control lift-up, there is NO combined braking and the cornering feature is NOT active.	It is the default level for the “ENDURO” Riding Mode.

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

Attention

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

Tips on how to select the intervention level

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

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

Selecting level 3 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action. This level features active cornering function which, with vehicle leaning over, prevents wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
Selecting level 2, the ABS will privilege more the braking power than stability. This level provides for the only front-to-rear combined braking and the cornering function. This level also features the lift-up control, but it only controls the angle and speed of rear wheel lift-up without preventing it altogether.
ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control, neither combined braking, nor cornering function.

Settings - Riding Mode setup - DTC

Attention

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

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features

a pre-set intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for track use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DTC” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

Attention

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

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

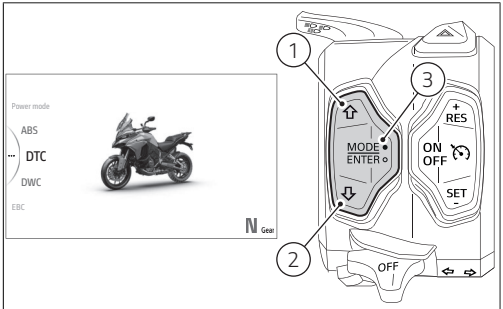


Fig 140

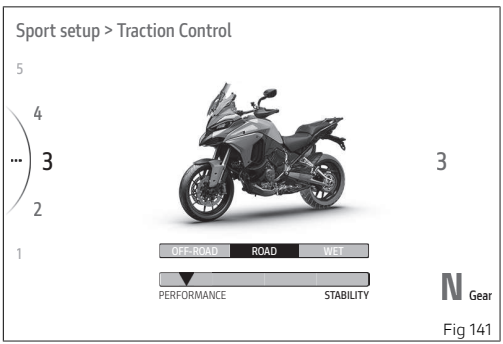


Fig 141

Anti-Lock Braking System (DTC)
The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

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

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

Tips on how to select the intervention level

Attention

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

Note

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

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

Levels 1 and 2 are specifically designed for track use.

The choice of the correct level depends on 3 main variables:

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

Level depends on grip conditions

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

Level depends on type of path

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

Level depends on riding style

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

Tips for use on the track

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

Tips for use on the road

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

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

Recovery in case of error

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

no power modulation will be applied other than that requested by the user.

Settings - Riding Mode setup - DWC

Attention

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level 8 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Stabilisation of dynamics

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

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

- Use buttons (1) and (2) from the Interactive Menu to select "Settings" and press ENTER (3).
- Select the "Riding Mode setup" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "DWC" item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

Attention

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

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

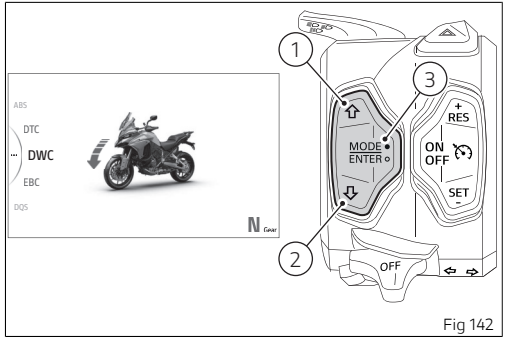


Fig 142

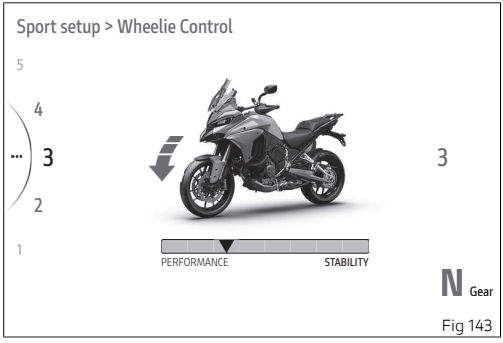

Sport setup > Wheelie Control
5
4
3
2
1
3
PERFORMANCE
STABILITY
N Gear

Fig 143

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

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

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

Tips on how to select the intervention level

Attention

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

Note

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

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

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

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

The rider's experience

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

Level depends on type of path

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

Tips for use on the road

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

Recovery in case of error

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

Settings - Riding Mode setup - EBC

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

Attention

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

This function allows setting the EBC intervention level.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “EBC” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

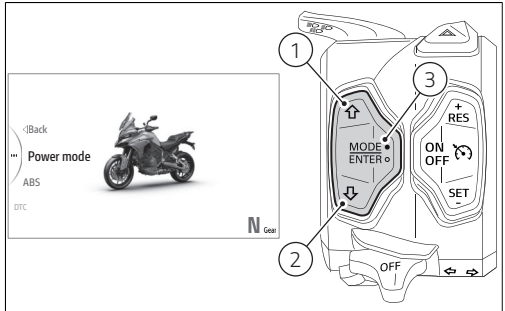
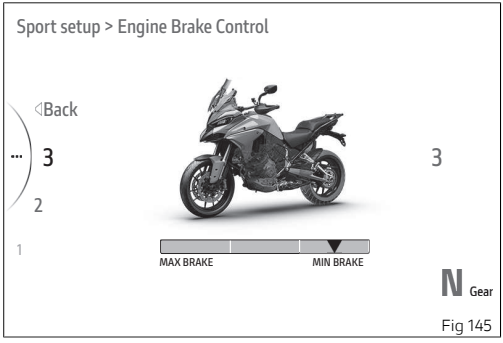


Fig 144


Sport setup > Engine Brake Control
Back
3
2
1
3
MAX BRAKE
MIN BRAKE
N Gear
Fig 145

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

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

Tips on how to select the sensitivity level

Attention

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

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

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

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake levels are increasing progressively; with level 1 you set the maximum engine brake level possible.
The choice of the correct level mainly depends on the following parameters:

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

Level depends on grip conditions

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

Level depends on type of track

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

Settings - Riding Mode setup - DQS

This function allows activating or deactivating the DQS system.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DQS” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to confirm and quit the setting menu.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way sensor - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated.

The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system and with controlled throttle opening for operation during downshifting.
Here below are some tips that will ensure you properly exploit this feature:

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

- Ducati Quick Shift electronic shifting will not activate when the clutch lever is completely pulled.
- The use of the clutch lever in combination with the Ducati Quick Shift can lead to malfunctions or engine shutdown. With the Ducati Quick Shift system active, the clutch lever must not be operated except to engage the Neutral gear. If you want to use the clutch lever to change gear, disable the Ducati Quick Shift system.
- Ducati Quick Shift will shift down (downshifting) even when the throttle control is partially or fully open.
- Ducati Quick Shift is designed to operate above 2,250 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

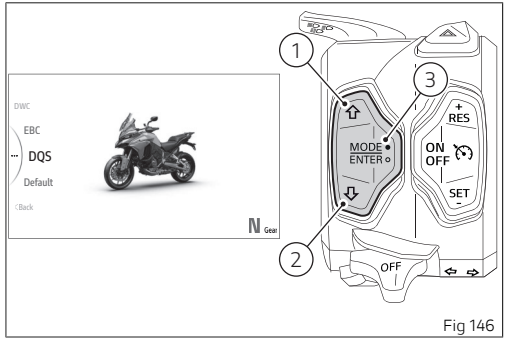


Fig 146

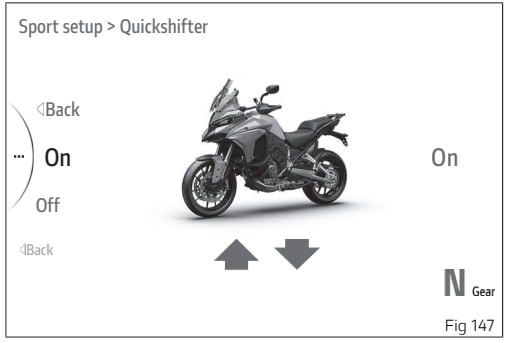


Fig 147

Settings - Riding Mode setup - Default

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

Resetting the parameters for a single Riding Mode:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Default” item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Default Ok”. Then “Default” disappears from the menu list.

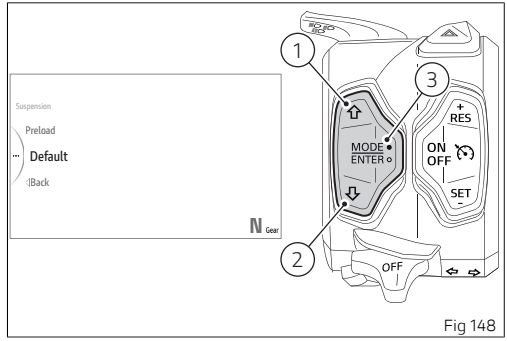


Fig 148

Resetting the parameters for all Riding Modes:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Riding Mode setup” item and press ENTER (3).
- Select the “Default” item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Default Ok”. Then “Default” disappears from the menu list.

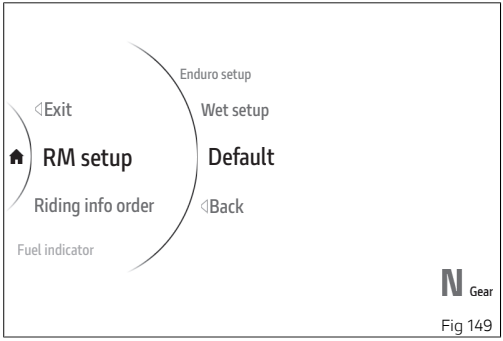


Fig 149

Settings - Rider info order

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select “Riding info order” and press ENTER (3).

The list of the 8 selectable items, with the number of their current position (A) is displayed in the middle. The current order of the Info display (B) is displayed on the right-hand side.

Use the buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

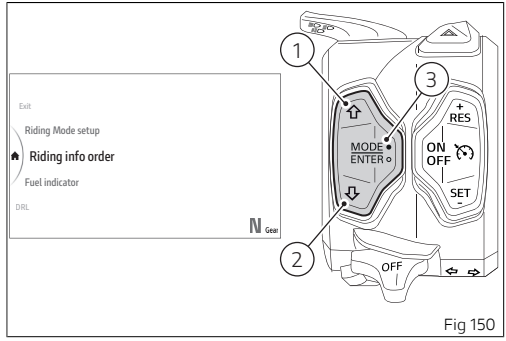


Fig 150

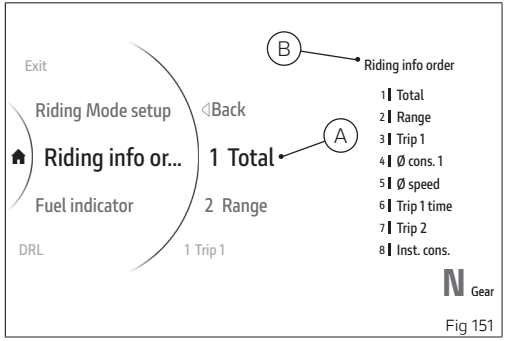


Fig 151

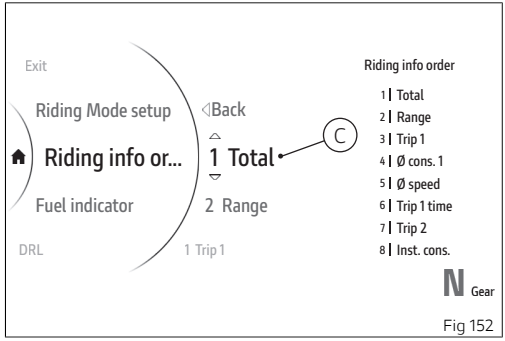


Fig 152

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

- Use buttons (1) and (2) to select item "Total" and press the ENTER button (3).
- Two arrows (C), are displayed above and below the position number, indicating that by means of the buttons (1) and (2) it is possible to change the position number from 1 to 8 (in this example "3").
- Press ENTER to confirm. The order of the Info display is then updated with the new position (D).

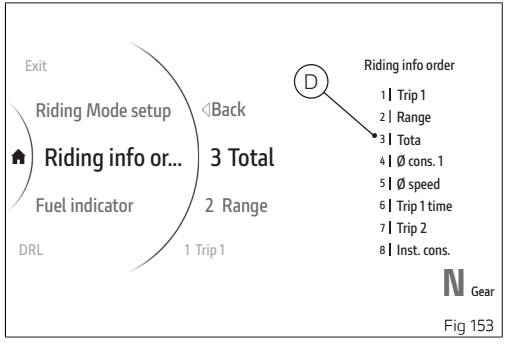


Fig 153

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

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

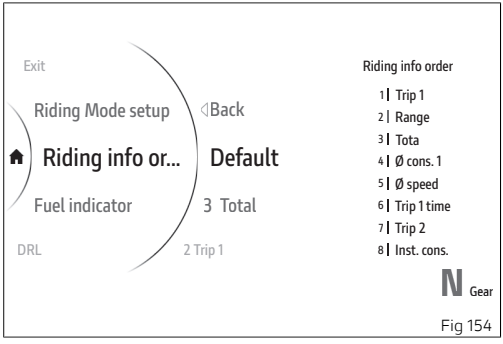


Fig 154

Settings - Fuel indicator

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Fuel indicator” item and press ENTER (3).

“Level” and “Range” are displayed in the middle. While the currently set mode is shown on the right. Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

Note

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

Note

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

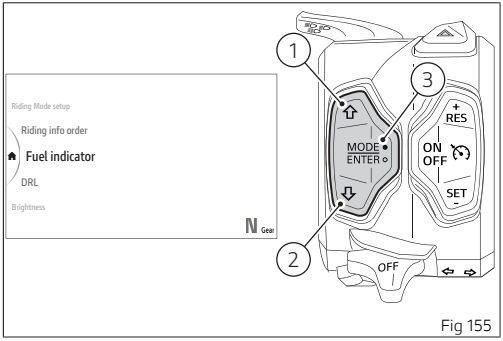


Fig 155

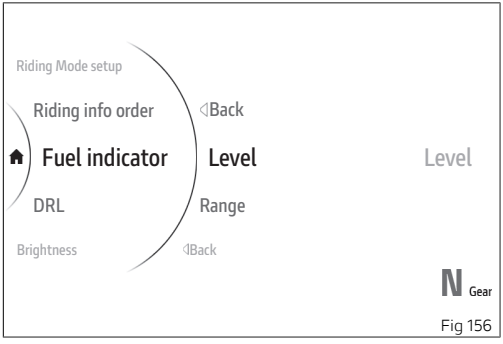


Fig 156

Settings - DRL

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “DRL” item and press ENTER (3).

“Auto” and “Manual” are displayed in the middle. While the currently set mode is shown on the right. Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

Note

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

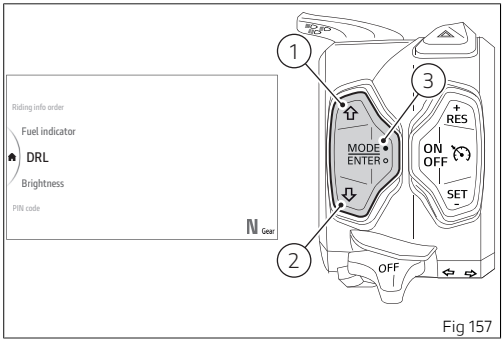


Fig 157

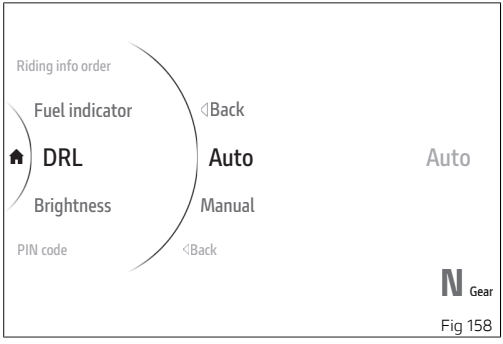


Fig 158

Settings - Brightness

This function allows setting the display day or night mode and adjusting the intensity of the backlighting.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Brightness” item and press ENTER (3).

“Themes” and “Dimmering” are displayed in the middle. While the currently set level is shown on the right.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

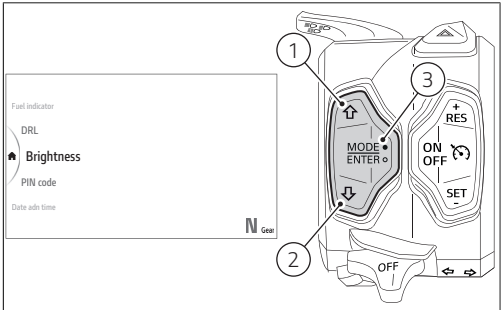


Fig 159

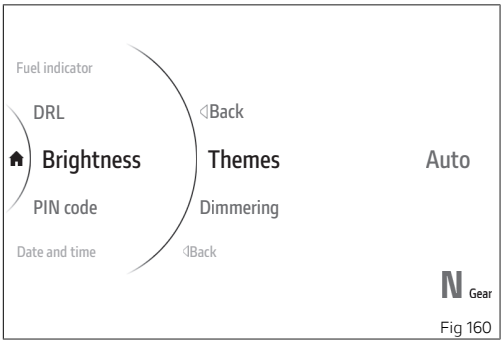


Fig 160

Mode

This function allows setting the display day or night mode.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Brightness” item and press ENTER (3).
- Select the “Themes” item and press ENTER (3).

“Auto”, “Day” and “Night” are displayed in the middle. While the current status of the function is shown on the right.
The "Auto" mode allows the background colour to automatically change according to the ambient light detected by the instrument panel.
Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

Note

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

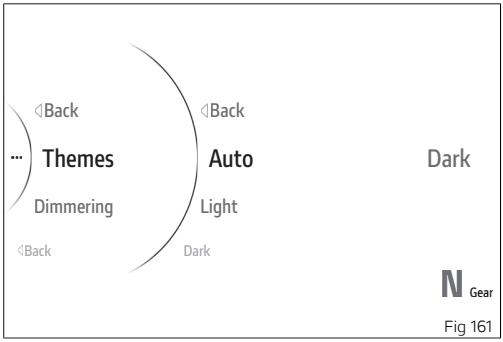


Fig 161

Dimmering

This function allows adjusting the backlighting intensity.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Brightness” item and press ENTER (3).
- Select the “Dimmering” item and press ENTER (3).

Levels from 100% to 20% are displayed in the middle. While the currently set level is shown on the right.
The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.
Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

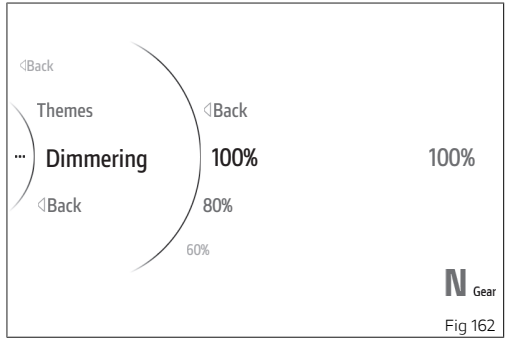


Fig 162

Settings - PIN Code

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the "PIN Code" item and press ENTER.

The PIN Code is initially not present in the motorcycle and must be activated by the user by entering the 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN Code”.

If the PIN Code has never been activated, this menu will include “New PIN” item to activate it. While if the PIN Code has already been activated, this menu will include “Modify PIN” item, which allows modifying the already stored PIN.

Attention

The PIN Code must be activated and stored by the vehicle owner. If a PIN Code is already set, please contact your Ducati authorised dealer to reset it. The Ducati authorised dealer may ask you to demonstrate that you are the owner of the motorcycle.

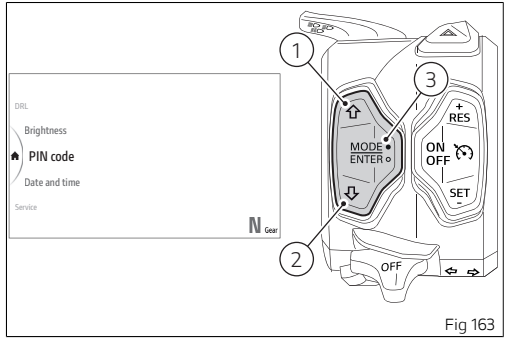


Fig 163

New PIN

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).

- Select the "PIN Code" item and press ENTER (3).
- Select the “New PIN” item and press ENTER (3).

The display shows “New PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:
- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits (Fig 166 page173).

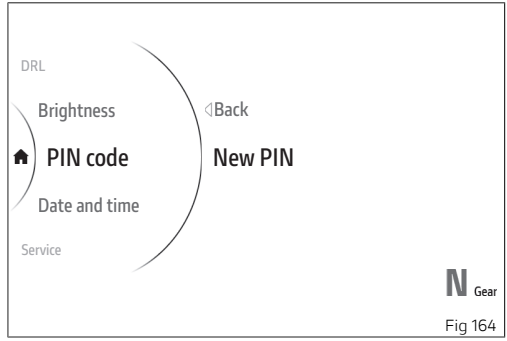


Fig 164

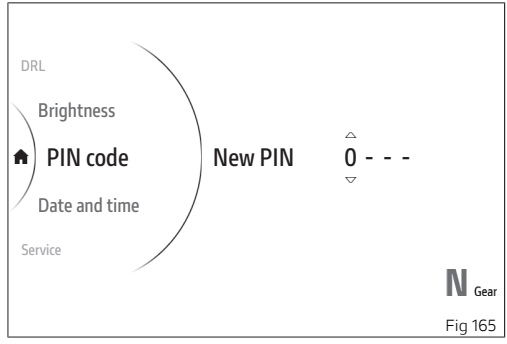


Fig 165

Once the last digit has been confirmed, “Save” is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN” (Fig 164 page172).

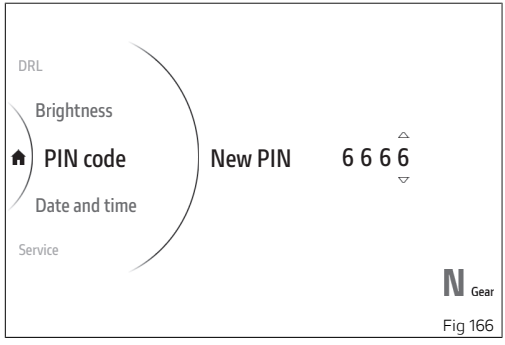


Fig 166

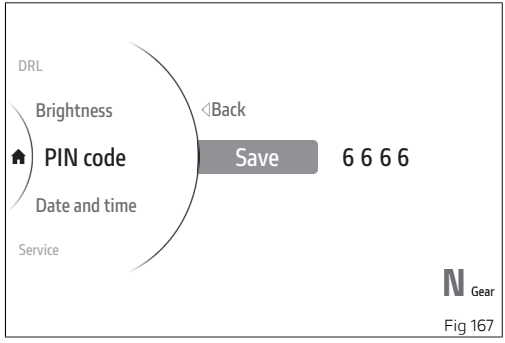


Fig 167

Modify PIN

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the "PIN Code" item and press ENTER (3).
- Select the “Modify PIN” item and press ENTER (3).

The display shows “Current PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

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

Once the fourth digit is entered, press ENTER (3) and the instrument panel behaviour will be as follows:
- If the entered PIN is correct, the display shows “Correct”.
- If the PIN entered is incorrect, “Wrong” is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.
The display shows “New PIN” on the left and the first of the 4 digits active for the entry (Fig 165 page172).

Entering the code:
- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 166 page173).

Once the last digit has been confirmed “Save” (Fig 167 page173) is displayed.
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

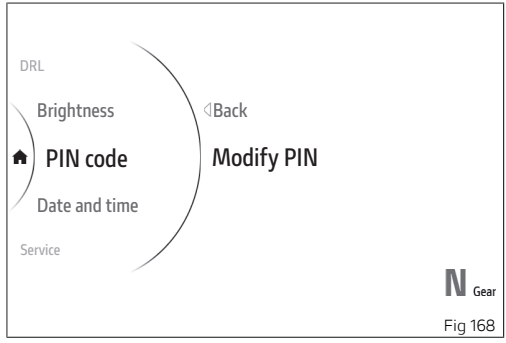


Fig 168

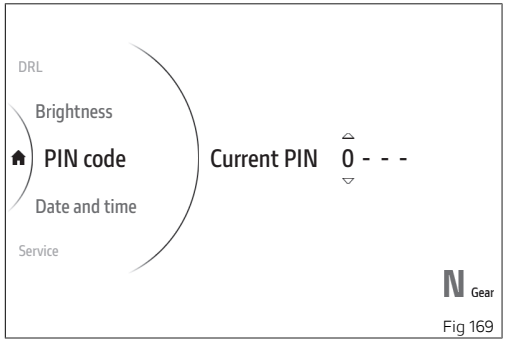


Fig 169

Settings - Date and time

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).

The items “Set date”, “Date format”, “Set time” and “Time format” are displayed. The currently set values are shown on the right.

With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

Note

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

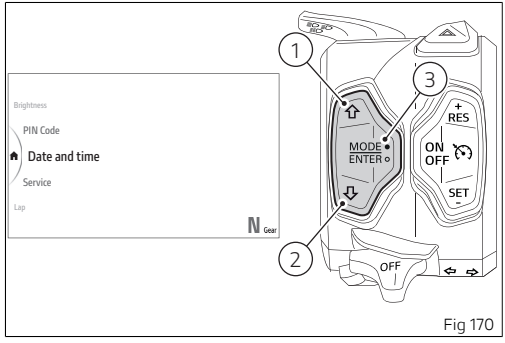


Fig 170

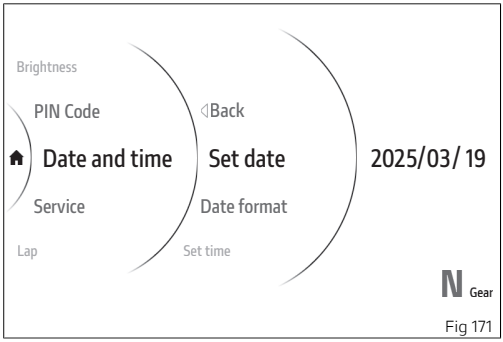


Fig 171

Set date

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set date” item and press ENTER (3).

The first parameter of the date (the year in the example) becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed. Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

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

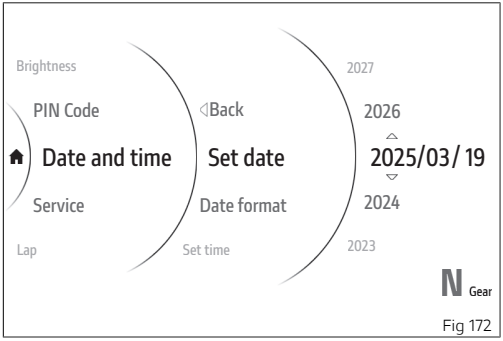


Fig 172

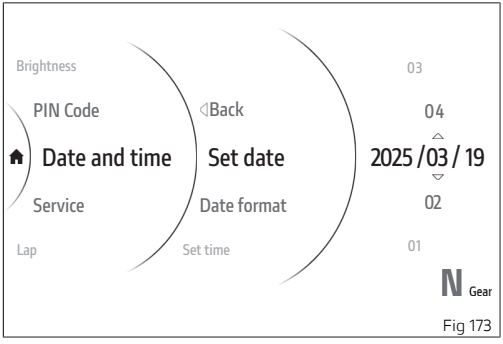


Fig 173

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

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” is displayed for 3 seconds. Afterwards, it will be possible to enter the correct date.

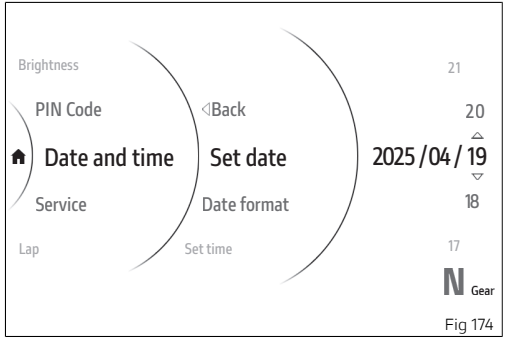


Fig 174

Date format

This function allows setting the date format.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Data format” item and press ENTER (3).

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

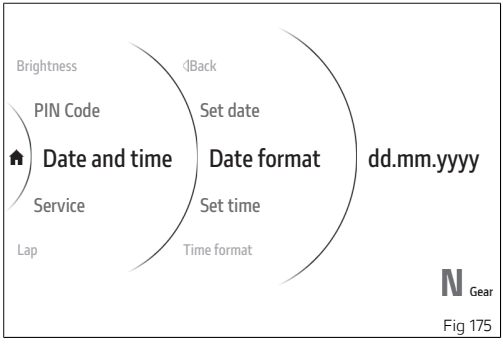


Fig 175

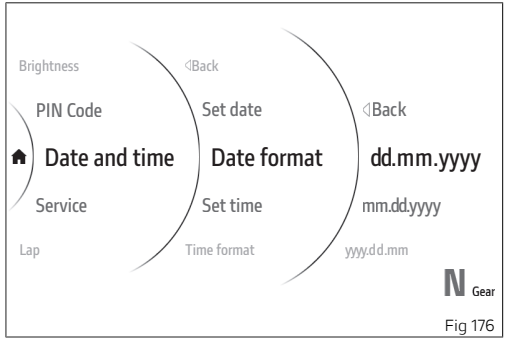


Fig 176

Set time

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set time” item and press ENTER (3).

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed. Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

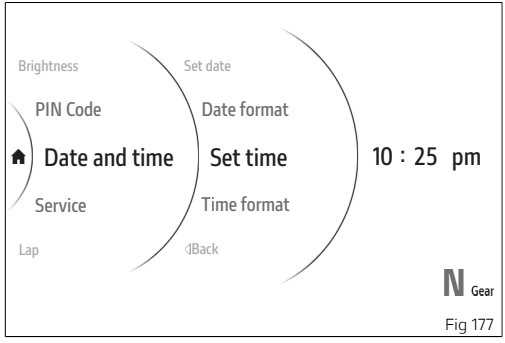


Fig 177

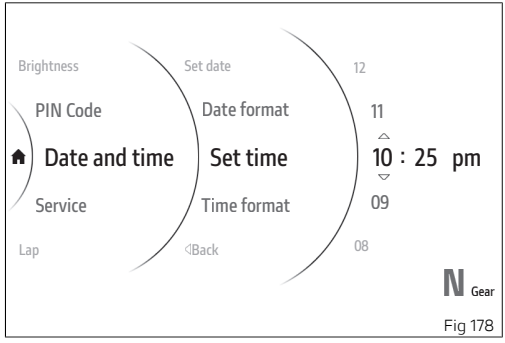


Fig 178

The minute number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed. Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

The “AM” or “PM” item becomes selectable and is displayed with two arrows above and below it. Use buttons (1) and (2) to select the desired value. Press ENTER (3) to confirm and return to the previous screen.

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

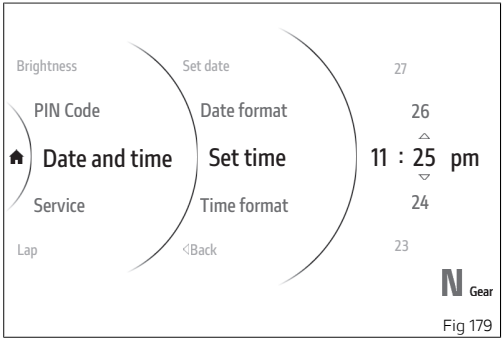


Fig 179

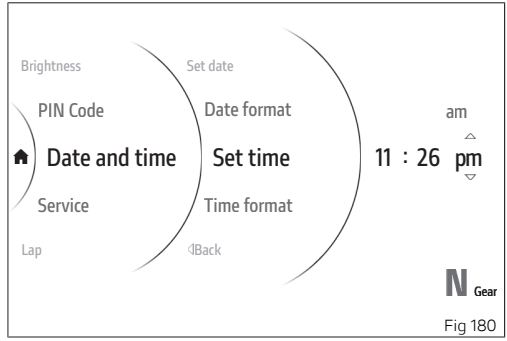


Fig 180

Time format

This function allows setting the time format.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Time format” item and press ENTER (3).

“12 hours” and “24 hours” formats are displayed. Use buttons (1) and (2) to scroll and select the

desired format. Press ENTER (3) to confirm and return to the previous screen.

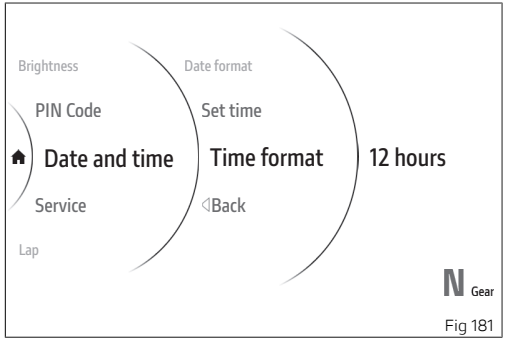


Fig 181

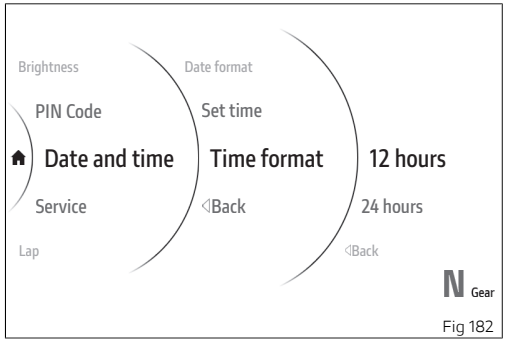


Fig 182

Settings - Service

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Service” item and press ENTER (3).

The display shows the information concerning the following service types:

Oil service (remaining kilometres or miles)
Valve Clearance Check Service (remaining kilometres or miles)

Annual service (date)

Note

This function does not allow changes to be made.

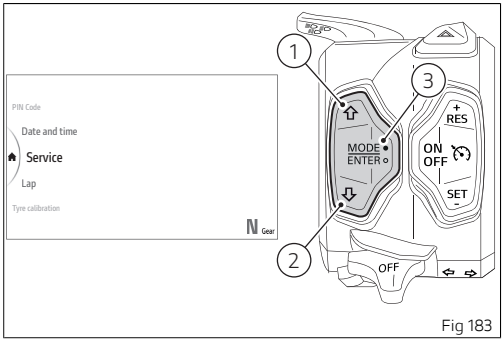


Fig 183

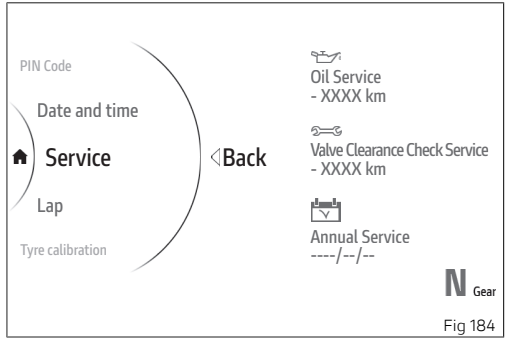


Fig 184

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer".
Service coupon types are: "Oil service", "Valve check" and "Annual service".
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B).

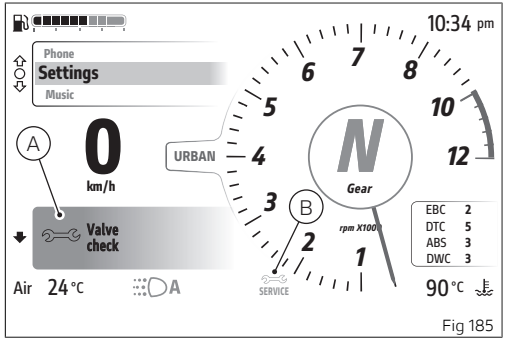


Fig 185

As the thresholds set for service coupons approach, upon each Key-On the instrument panel activates the relevant indications for 5 seconds in large mode (A) in yellow, showing the remaining distance or days: for "Oil service" (C) and "Valve Check" (D) it is activated 1,000 km (621 miles) before service is due, for "Annual Service" (E) 30 days before service is due.

Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding red signal is activated in large mode (A) for 5 seconds, then the signal toggles to small mode (B): “Oil service” (F), “Valve check” (G), “Annual service” (H).
The image (Fig 187 page184) shows the large version on the left and the small version of the relevant service coupons on the right.
Red service warning is displayed until reset by the Ducati authorised service centre, during maintenance.

Digital Maintenance

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

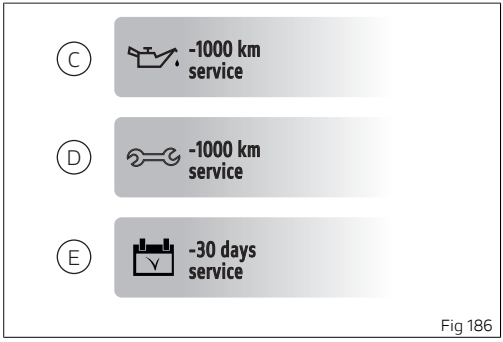


Fig 186

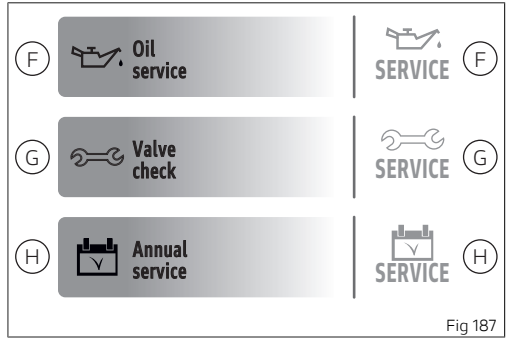


Fig 187

Settings - Lap

This function allows enabling or disabling the Lap function and view and delete the recorded LAPs.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Lap” item and press ENTER (3).

The following items are displayed: “Off”, “On”, “Lap data” and “Erase data” (visible only if laps have previously been recorded). The currently set function status is shown on the right.

"Off" and "On" items are used to deactivate and activate the Lap function, respectively. The "Lap data" item allows viewing the saved laps, while the "Erase data" item allows deleting the recorded laps.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

Note
Activation and deactivation can also be done directly from the Lap function in the Interactive Menu of the SPORT Riding Mode.

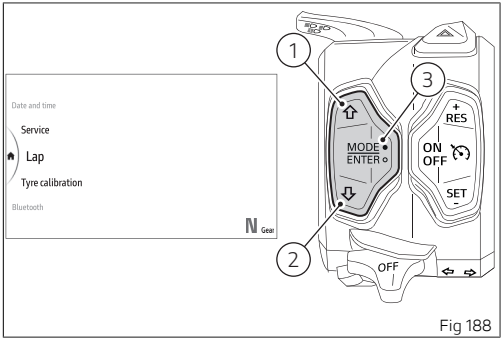


Fig 188

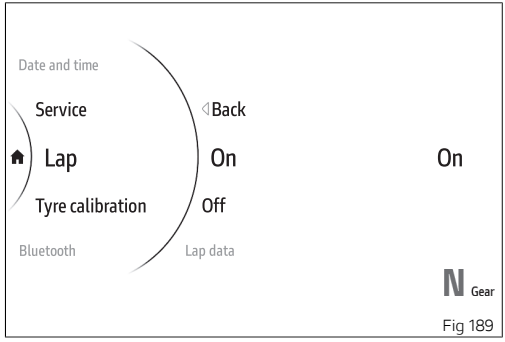


Fig 189

Lap data

This function allows viewing the data of each recorded Lap.

- Use buttons (1) and (2) from the Interactive Menu to select "Settings" and press ENTER (3).
- Select the "Lap" item and press ENTER (3).
- Select the "Lap data" item and press ENTER (3).

Saved laps (maximum 30 laps) are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Max speed
- Max rpm

Use buttons (1) and (2) to scroll through the laps in the list and to view their recorded data.

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

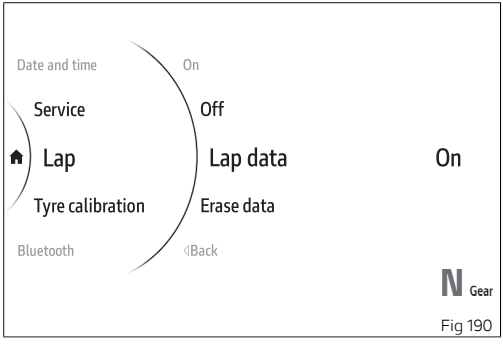


Fig 190

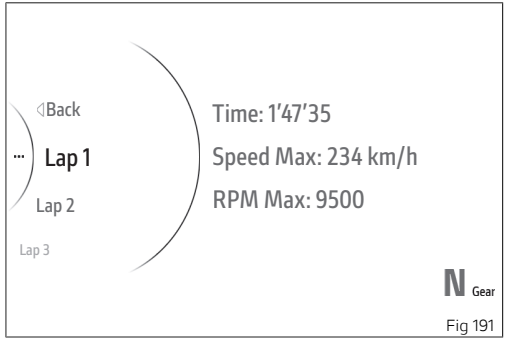


Fig 191

Erase data

This item is only displayed if laps have previously been recorded.

- Use buttons (1) and (2) from the Interactive Menu to select "Settings" and press ENTER (3).
- Select the "Lap" item and press ENTER (3).
- Select the "Erase data" item and press ENTER to erase the data.

The message "Wait..." is then displayed for a few seconds, followed by the message "Erased" for

a few seconds. The previous screen will then be displayed without the “Erase data” item.

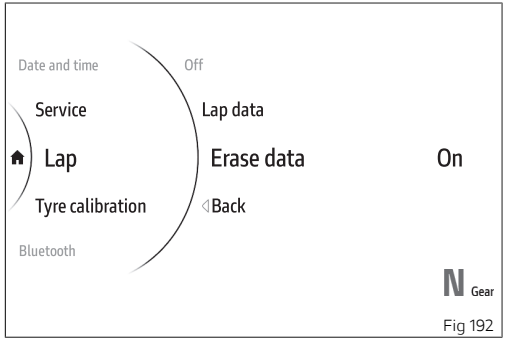


Fig 192

Settings - Tyre calibration

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference or to restore their original values.

It also allows you to correctly learn the final drive ratio (front sprocket/rear sprocket) in the event of modifications to the approved configuration.
Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

Then perform the Tyre Calibration function:
- if tyres must be replaced
- if final drive ratio must be changed

Condition for successful calibration:
- constant speed between 49 and 51 km/h.
- 2nd gear

To open this function:
- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Tyre calibration” item and press ENTER (3).

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

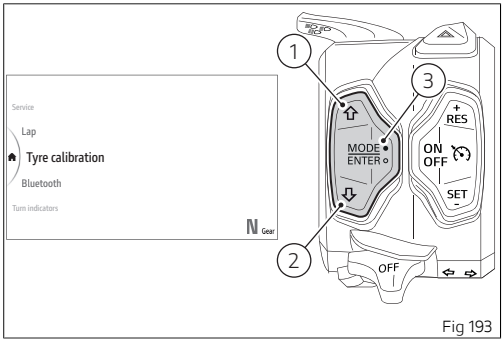


Fig 193

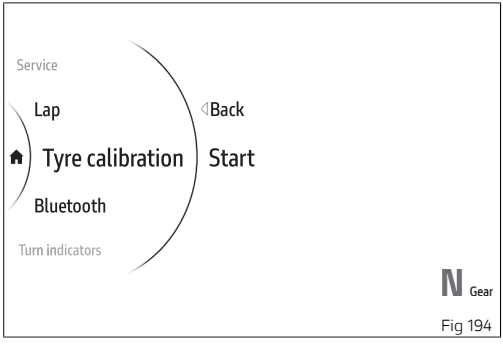


Fig 194

Tyre calibration - Start

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

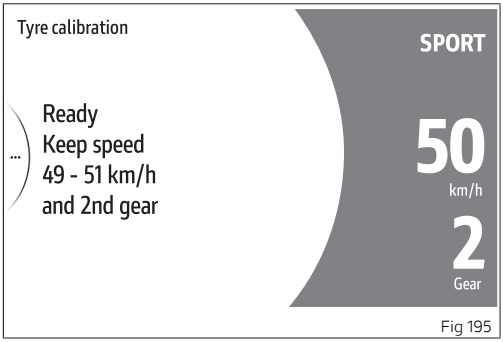


Fig 195

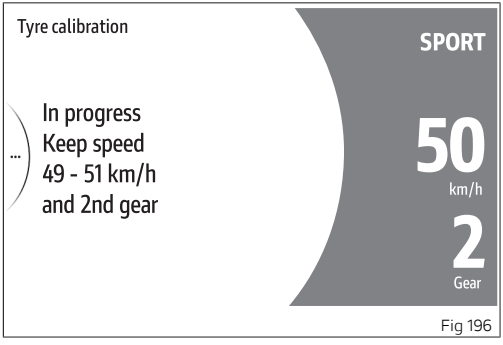


Fig 196

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

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

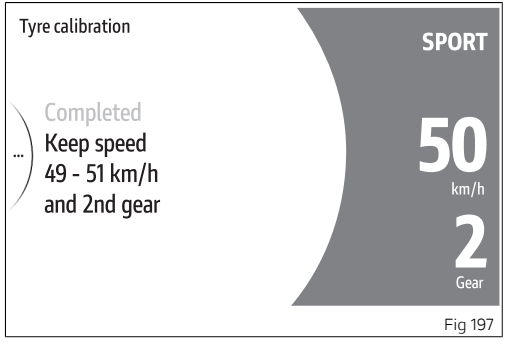


Fig 197

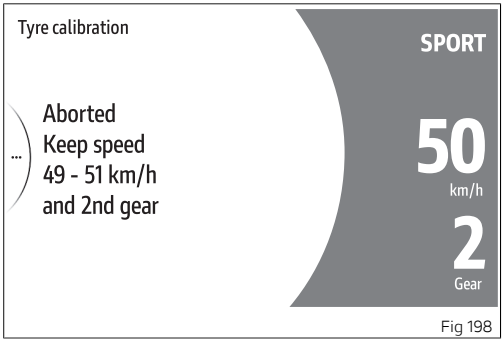


Fig 198

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

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

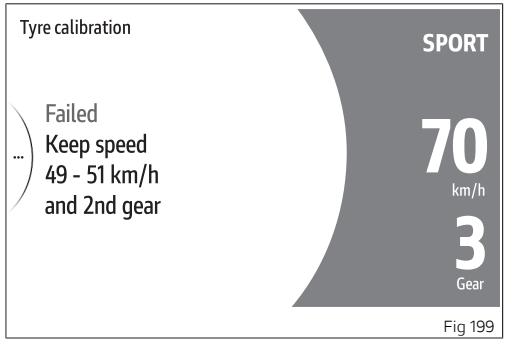


Fig 199

Tyre calibration - Default

By pressing ENTER (3) with the "Default" item selected, the instrument panel displays the message "Wait..." for 2 seconds, followed by the message "Default restored" for 2 seconds and then returns to the previous menu.

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

Attention

Changing the final drive ratio immediately makes the warranty null and void and the motorcycle can not be used on public roads as it no longer corresponds to the type-approved version.

Final drive ratio		Rear sprocket
		42
Front sprocket	16	2.63

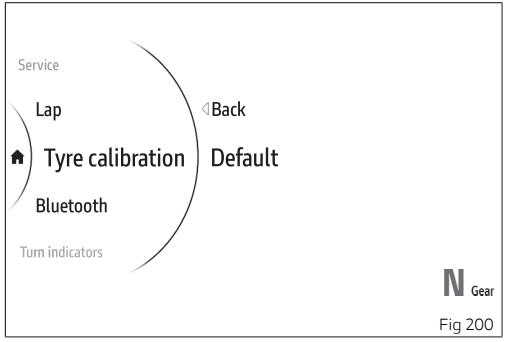


Fig 200

Settings - Turn indicators

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Turn indicators” item and press ENTER (3).

“Auto-off” and “Manual-off” are displayed in the middle. While the current status of the function is shown on the right.
Use buttons (1) and (2) to scroll and select the desired status. Press ENTER (3) to confirm.

Note

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

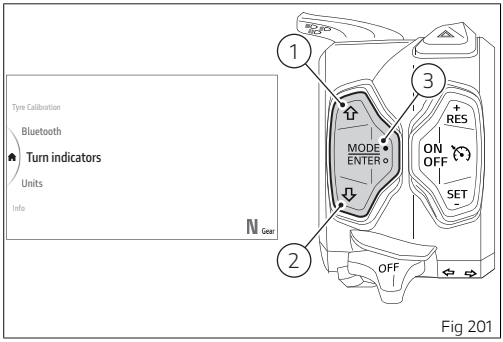


Fig 201

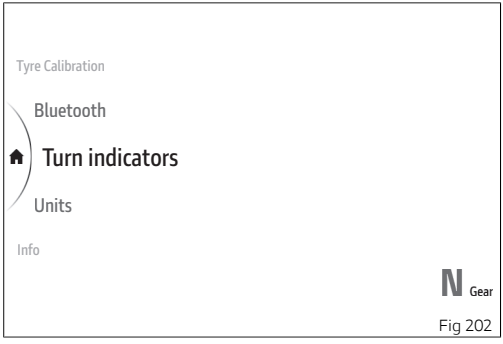


Fig 202

Settings - Units

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

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Units” item and press ENTER (3).

The following items are displayed in the middle: “Speed”, “Temperature”, “Consumption” and “All Default” (visible only if one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to access the setting page.

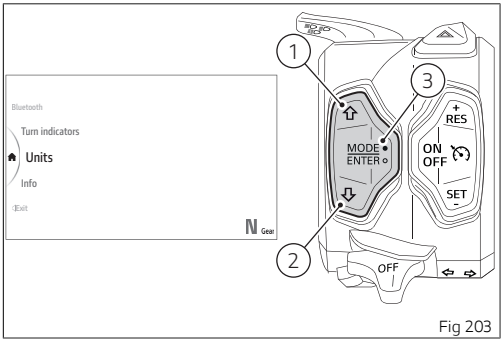


Fig 203

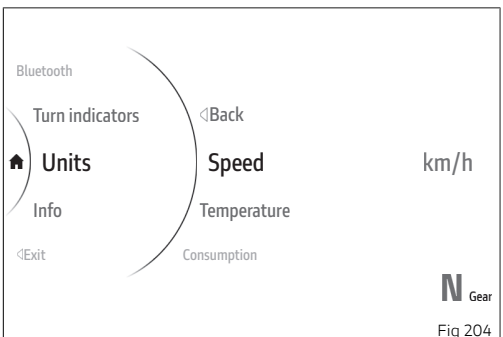


Fig 204

Speed

To set the speed measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Speed” item and press ENTER (3).

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

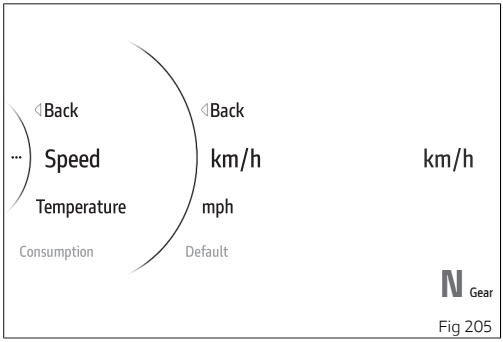


Fig 205

Temperature

To set the temperature measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Temperature” item and press ENTER (3).

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.

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

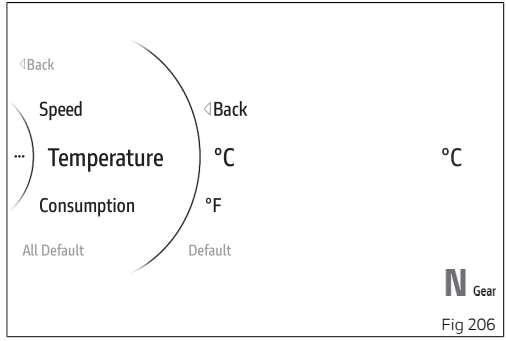


Fig 206

Consumption

To set the consumption measurement unit:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Consumption” item and press ENTER (3).

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed). The currently set unit of measurement is shown on the right-hand side of the display.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

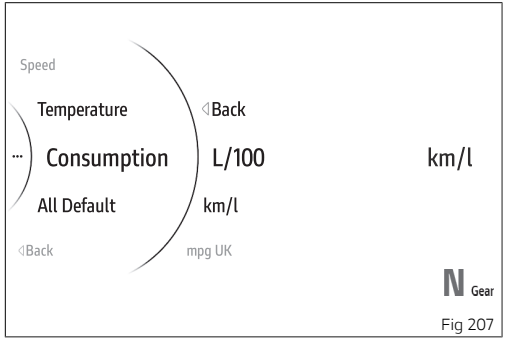


Fig 207

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Default” item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Default restored”, then “Default” disappears from the menu list.

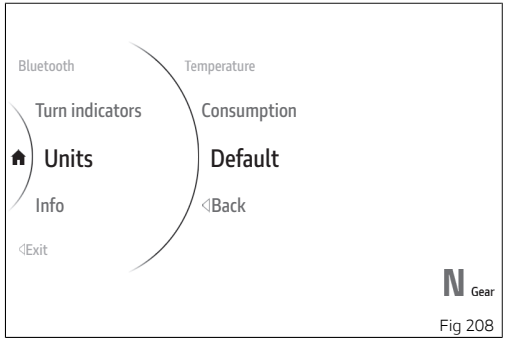


Fig 208

To restore a single unit of measurement:

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).

- Select the “Units” item and press ENTER (3).
- Select the value to be restored (e.g. speed) and press ENTER (3).
- Select the “Default” item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Default restored”, then “Default” disappears from the menu list.

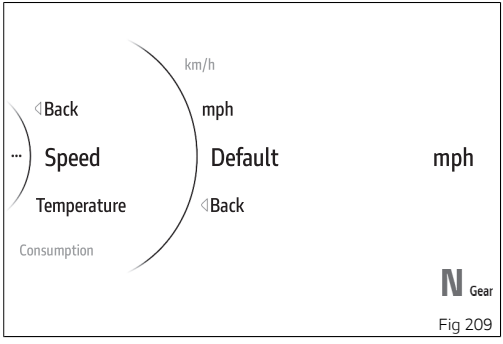


Fig 209

Settings - Info

This function allows displaying the next due services.

- Use buttons (1) and (2) from the Interactive Menu to select “Settings” and press ENTER (3).
- Select the “Info” item and press ENTER (3).

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

Note
This function does not allow changes to be made.

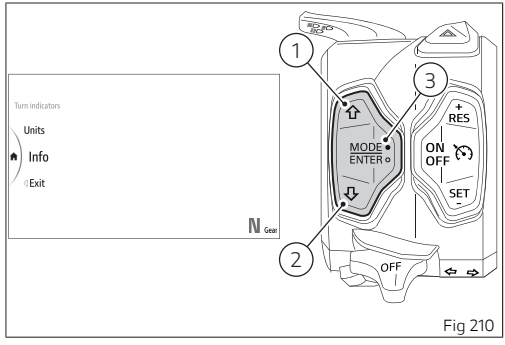


Fig 210

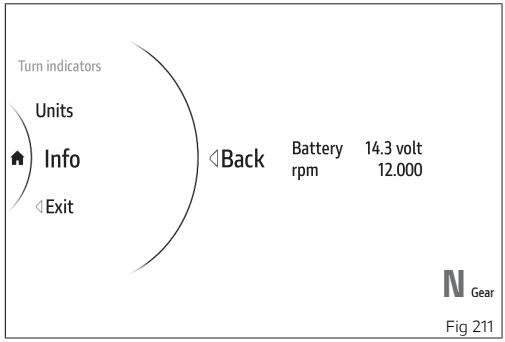


Fig 211

VHC

The ABS on this motorcycle is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure.

This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON). Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the warning light (Fig 212 page198) turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

Attention

The system can be activated only if the ABS is not in fault or in degraded operation: when the ABS is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialisation phase or in degraded operation, the ABS warning light blinks.

This function is disabled under the following conditions:

1) when the user starts
2) when the user operates the front brake lever twice in a very short time
3) 180 seconds after the activation

4) when the user unfolds the stand

Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.

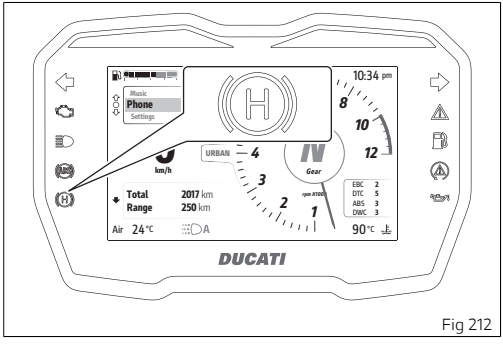


Fig 212

Warning displaying

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

Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 5 seconds and then in a smaller size (B).

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

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

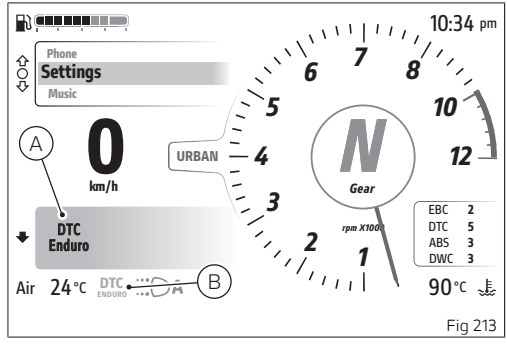


Fig 213

DTC ENDURO (C)

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

Rear ABS Off (D)

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

Low battery (E)

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

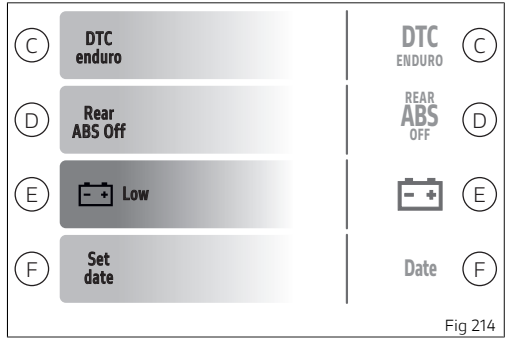


Fig 214

Set date (F)

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

Low fuel (G)

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

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

Ice (H)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F).

Attention

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

No key (I)

Yellow indicates that the inserted key was not acknowledged.

Brake light not working (J)

When yellow, it indicates the presence of an error related to the brake light.

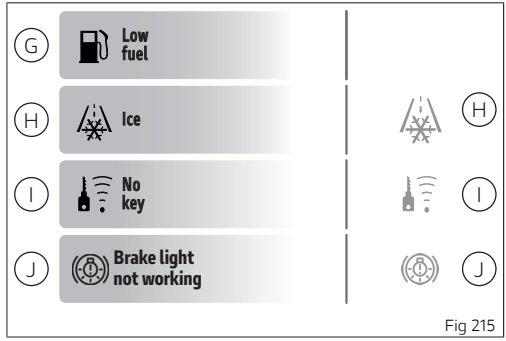


Fig 215

Error warnings

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

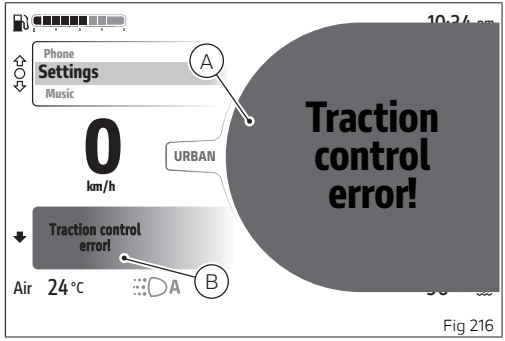


Fig 216

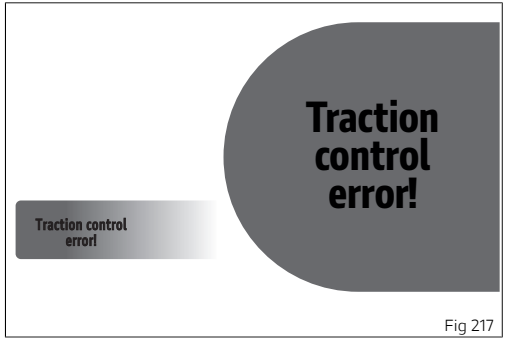


Fig 217

Traction control error!

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

ABS error!

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

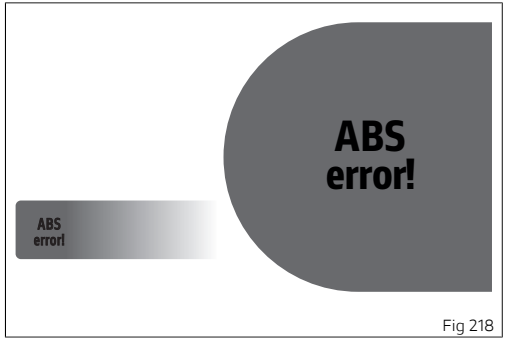


Fig 218

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check the coolant level in the expansion reservoir (1), looking from the left to the right side of the vehicle, under the headlight.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Place the vehicle on level ground, on the centre stand (where available) or on the service stand.
Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorised Service Centre.

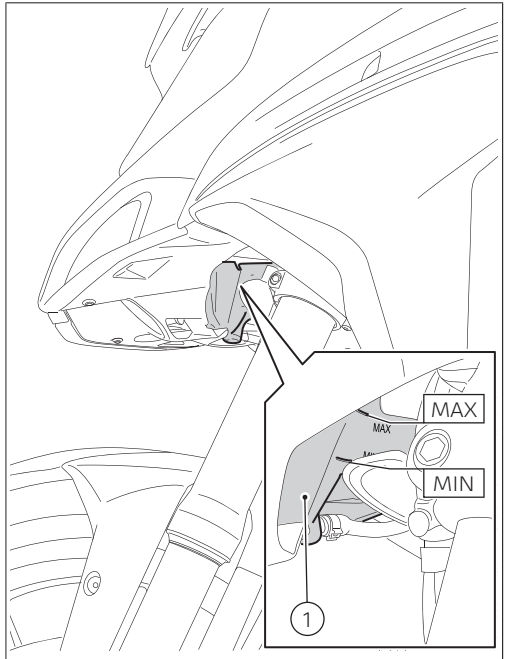


Fig 219

Checking brake and clutch fluid level

Check the brake and clutch fluid level with the vehicle in a vertical position on the centre stand (where available) and on a flat surface.
The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

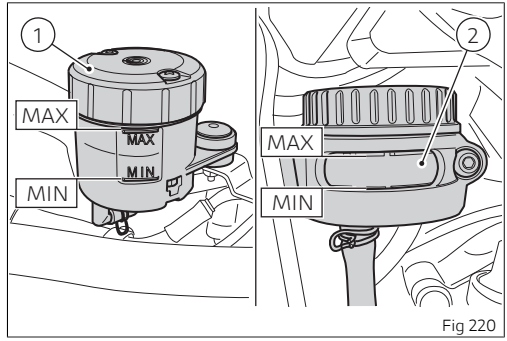


Fig 220

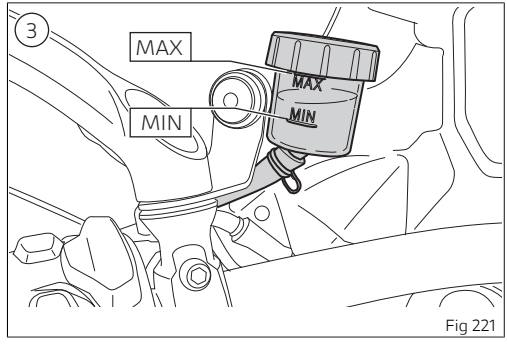


Fig 221

Braking system

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

Attention
Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.
Hydraulic fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

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

Attention
Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

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

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

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

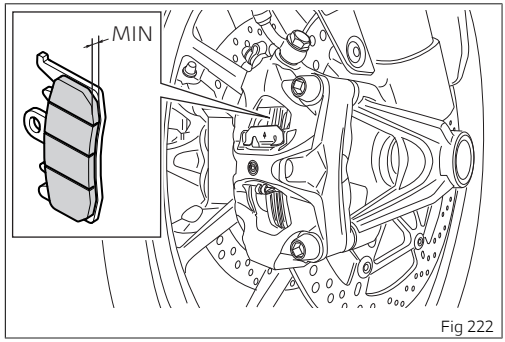


Fig 222

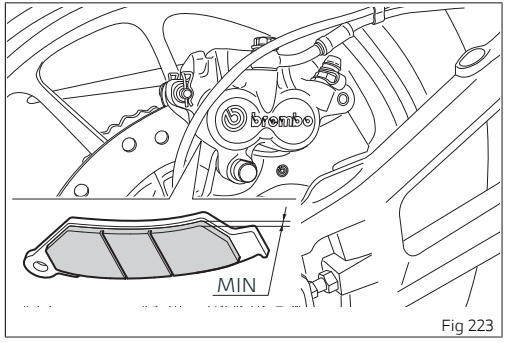


Fig 223

Charging the battery

Loosen screw (2) and slide out battery (1) fastening bracket (3).
Lift protective sheath (4) and then loosen retaining screws (5), and remove from the relevant terminals:

the negative cable (6);
the positive cable (7).
Remove the battery (1) sliding it upwards.

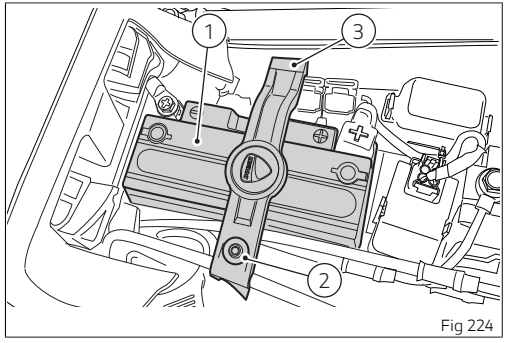


Fig 224

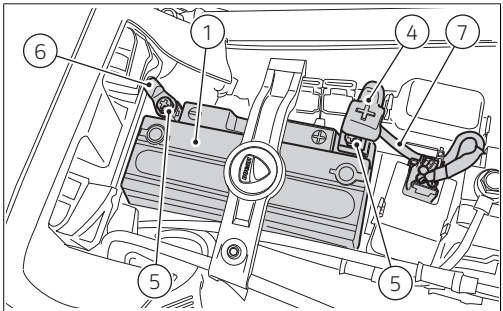


Fig 225

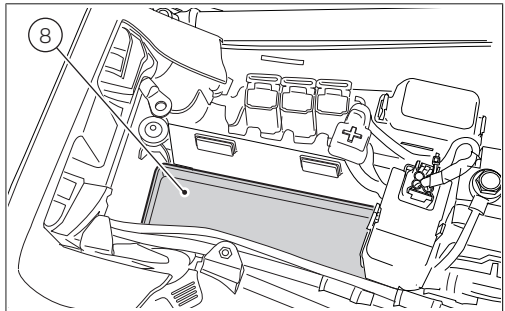


Fig 226

Refitting the battery

If previously removed, position the battery mount (8) perfectly level inside compartment.
Position battery (1) inside mount (8).

Connect the battery cables, always starting from the positive (+) one, as indicated:

- connect the positive cable (+) (7) to the positive terminal;
- connect the negative cable (-) (6) to the negative terminal.

Tighten terminal screws (5) and position protective sheath (4).

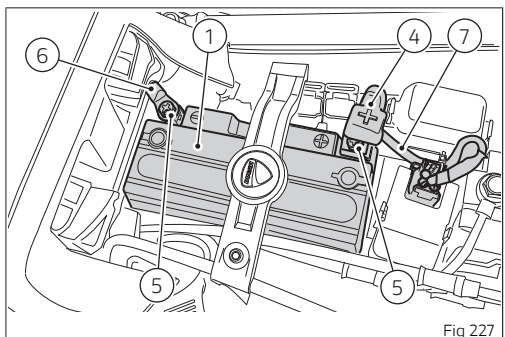


Fig 227

Fit battery (1) fastening bracket (3) with care, and tighten screw (2).

Attention

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

Charge the battery in a ventilated room.
Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section “Maintaining the battery charge”.

Attention

Keep the battery out of the reach of children.

Important

Make sure the charger is OFF when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Attention

Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.
The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.
This could lead to a serious functional problem. Please, replace the battery or recharge it, and check it before using the bike.

Attention

Do not push start the bike.

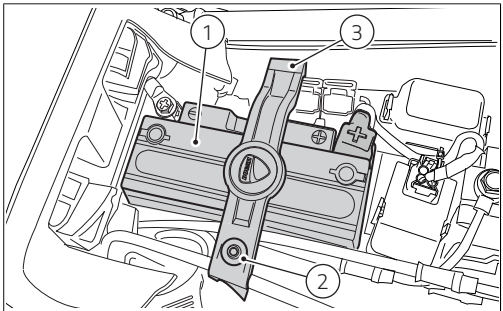


Fig 228

Checking drive chain tension

Important

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

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

Position the chain tensioning measuring gauge (1) between the slider (2) and swingarm (3), fully home on the rear screw (4) and ensure that the centre of the chain pins is between the notches (B) and (C) of the gauge.

Check the reading (A) by just pushing the chain downwards and upwards with a finger at the point of measurement and then releasing it, and taking measurements as described.
Value (A) between the centre of the chain pins and the sliding shoe, for chain tensioning, is allowable if:
A = 33 ÷ 35 mm (1.30 ÷ 1.38) in.
A = 28 ÷ 30 mm (1.10 ÷ 1.18) in (China version only).

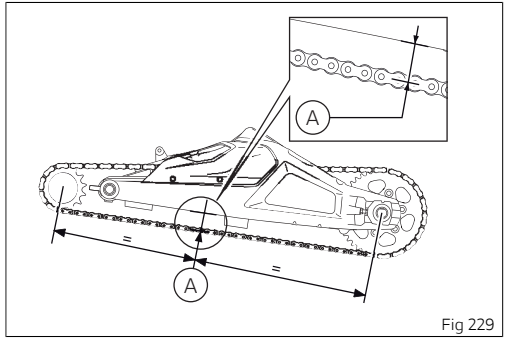


Fig 229

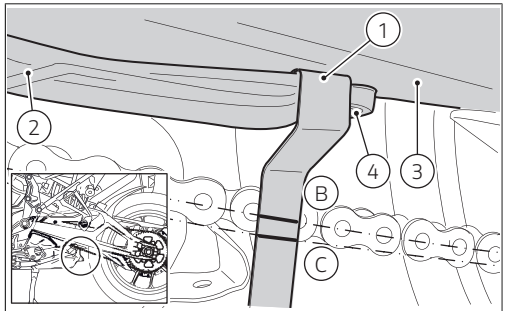


Fig 230

Important

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

Check the chain tension by pushing the chain downwards with a finger, near the gauge (1).
If the axis (D) of the chain pins exceeds the notch (C) of the gauge (1) at the bottom, the chain must be tensioned (see Fig 231 page209).
If the axis (D) of the chain pins is in line with the notch (C) or between (B) and (C) of the gauge (1), the chain is correctly tensioned, (see Fig 232 page210).

Important

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

Attention

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

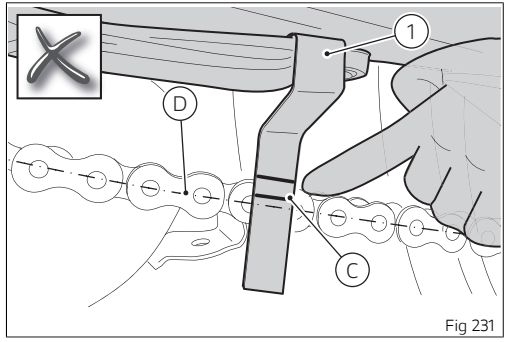


Fig 231

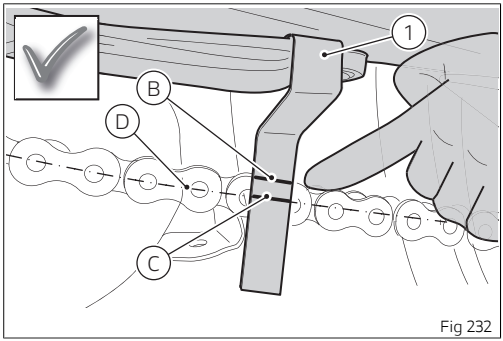


Fig 232

Attention

Check that the swinging arm is correctly tightened using the nut (5).
Check that the nuts (6) are correctly tightened, that the wheel is correctly aligned and the swinging arm position, on both sides, by referring to the notches (7).

Important

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

Tensioning the chain

Important

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

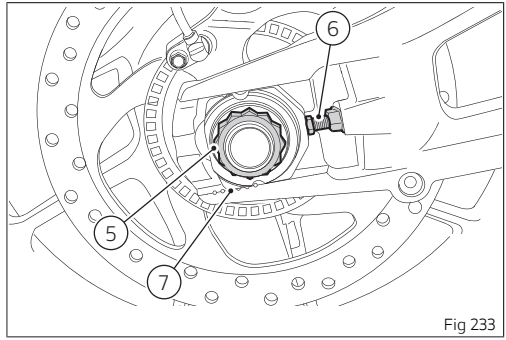


Fig 233

Lubricating the drive chain

Important

Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention

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

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.
The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts.
Check the chain for wear by checking the links at the points indicated (2).

Attention

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

Attention

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

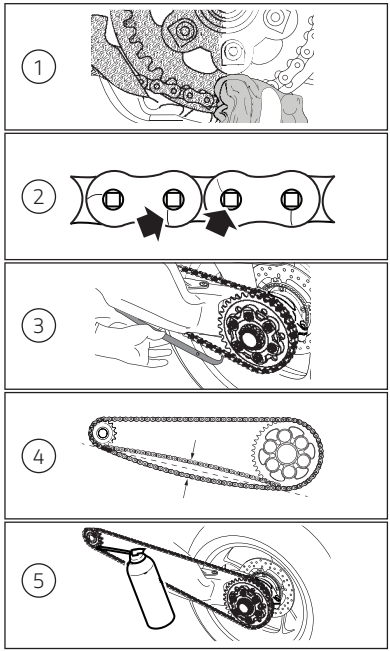


Fig 234

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

Checking the tension
Check the chain tension (4) as indicated in the sub-section “Checking the drive chain tension”.
Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Lubrication

Important
Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

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

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

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

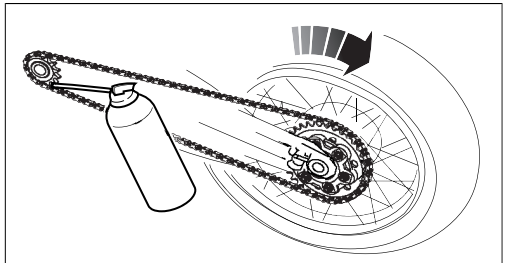


Fig 235

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

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

Repeat the operation by aiming the lubricant jet to the central part (5) of the chain so as to lubricate the rollers (4), and to the outer plates (6) as shown in the figure.

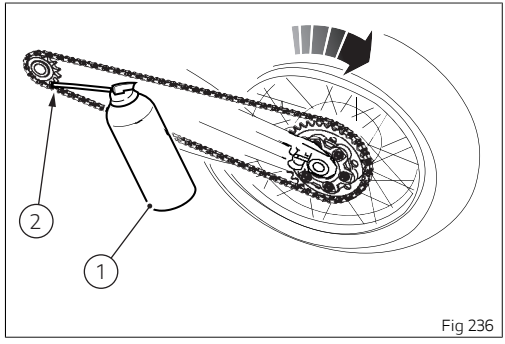


Fig 236

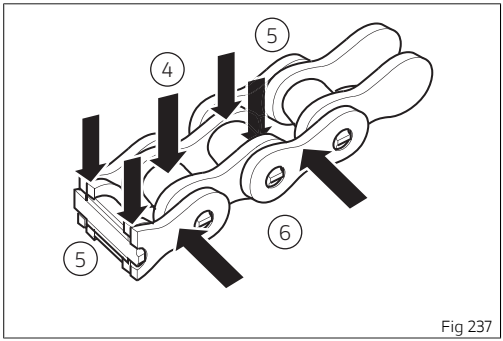


Fig 237

After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.

Important
Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tyre or the rider's footpeg.

Important
Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.

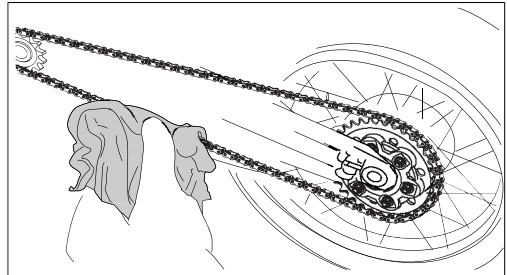


Fig 238

Aligning the headlight

Note
Headlight features two adjusters, one for the RH beam and one for the LH beam.

Check correct headlight aiming. Position the motorcycle 10 metres (32.8 feet) from a wall or a screen, with the tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light.

When adjusting right and left beams, the height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

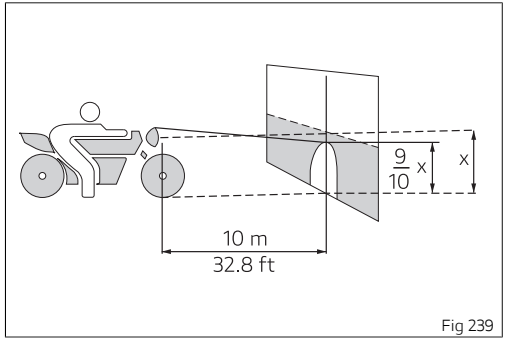


Fig 239

Low beam setting

Go to a dark place or to a low light environment. Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1).
To reach the screw (1) more easily, we recommend turning the steering all the way to the right.
Turn the screw (1) with a Phillips screwdriver.
Turn screw (1) clockwise to move headlight down (D), or counter-clockwise to move beam up (U).

Once the left low beam has been adjusted, cover it and carry out the same procedure using the screw (2) to adjust the right low beam.
To reach the screw (2) more easily, we recommend turning the steering all the way to the left.
Turn screw (2) clockwise to move headlight down (D), or counter-clockwise to move beam up (U).

High beam setting

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

The headlight lens might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

Note
This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

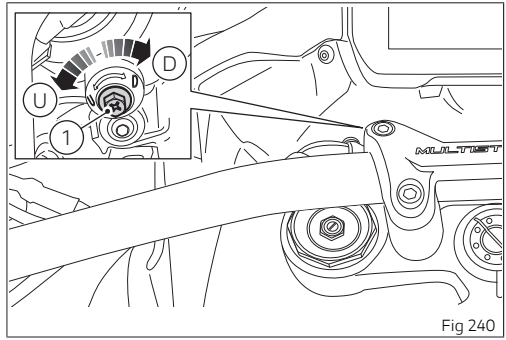


Fig 240

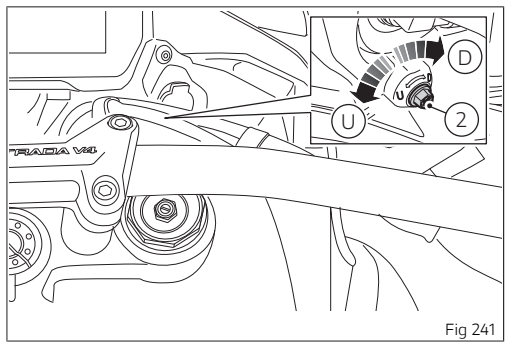


Fig 241

Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome and turning it carefully to the necessary position.

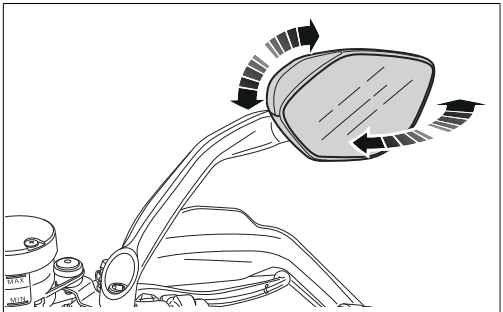


Fig 242

Tubeless tyres

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

As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

Tyre repair or change

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

Attention

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

After replacing a tyre, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

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

Minimum tread depth

Measure tread depth (S, Fig 243 page218) at the point where tread is most worn down: it should not be less than 2 mm (0,078 in), and in any case not less than the legal limit.

Important

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

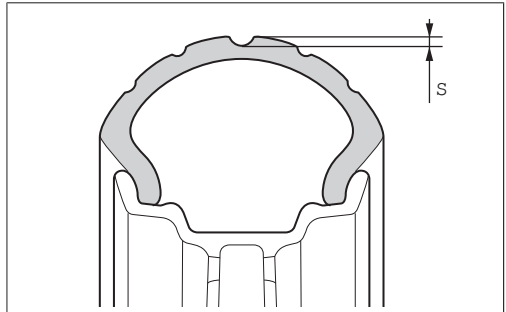


Fig 243

Check engine oil level

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

Important
UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

Important
Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart contained in this manual in the sub-section “Scheduled maintenance”.

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

Attention
UK VERSION: It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50.

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

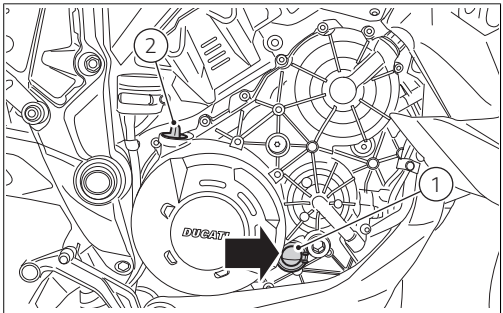


Fig 244

Use of Ducati Corse Performance Oil by Shell

Note

A Shell engine oil that maximises the performance of V4 engines with a dry clutch is available (only in certain markets).
This oil can be used after the running-in period but requires a number of recommendations that must be adhered to.

Attention

The Ducati Corse Performance oil made by Shell Advance must only be used with Ducati V4 engines equipped with dry clutches.

This oil must not be used with Ducati models not equipped with V4 engines with dry clutches.
Due to its characteristics, the oil level must be checked before every ride as oil consumption will be higher than during standard road use.
Do not mix other oils with this type of Shell oil for racing use (without considering the residual oil left inside the engine after draining).
Shake the bottle before use.
This oil requires a dedicated maintenance schedule with shorter intervals than the standard ones.

Performance

The oil must be changed after 1,000 km/600 miles or every 12 months.
Failure to follow these instructions will invalidate any warranty claims against Ducati, including those for engine damage.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle

at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

Note

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

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

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.

Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

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

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.

Attention
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability.
To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Note
To clean the instrument panel do not use alcohol or its by-products.

Pay special attention when cleaning the wheel rims since they have parts in machined aluminium; clean and dry them every time you use the vehicle.

Important
To clean and lubricate the drive chain, refer to the paragraph “Lubricating the drive chain”.

Important
Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:

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

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

Important notes

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

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

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

Vehicle transport

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

Remove all loose objects and accessories from the vehicle;
Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
Engage the first gear;
Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.);
The straps or ropes must NOT rub against any painted motorcycle components;
The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.
Do NOT attach the ropes to the handlebar.

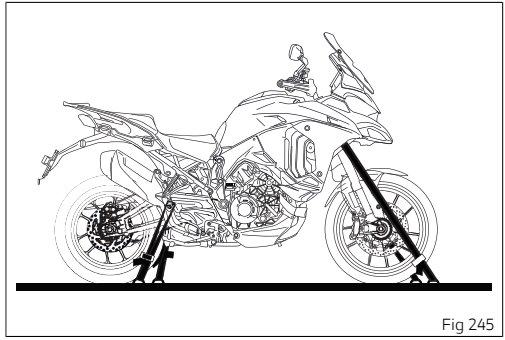


Fig 245

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

Important

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

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•
Change engine oil and filter	•	•		24
Check and clean air filter		•		24
Change air filter	every 30,000 km/18,000 mi			
Check and/or adjust valve clearance			•	

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Change spark plugs			•	
Change coolant			•	48
Change front fork fluid	every 45,000 km/27,000 mi			
Visual check of the front fork and rear shock absorber seals	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disc and pad wear. Change if necessary		•		•
Check the proper tightening of brake calliper bolts and front and rear brake disk screws		•		•
Check front and rear wheel nuts and rear sprocket nut tightening		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		
Check the front and rear wheel hub bearings and steering tube bearing play		•		•
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		

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

	Oil Service 1000 *	Oil Service *	Valve Check *	Annual Service *
Visual check of the coolant level and of sealing of the circuit	•	•	•	•
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)	•	•	•	•

* The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
* The Oil Service must be carried out every 15,000 km/9,000 mi or every 24 months.
* The Valve Check service must be carried out every 60,000 km/36,000 mi.
* The Annual Service must be carried out every 12 months.

Scheduled maintenance chart: operations to be carried out by the Customer

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Technical data

Weights

Total weight (kerb weight without fuel): 229 kg (504.8 lb).
Maximum permissible weight (in running order carrying full load): 470 kg (1036.1 lb).

Attention

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

Attention

The maximum permissible weight for the side panniers, top case and the tank bag must never exceed 30 kg (66.13 lb), divided as follows:
10 kg (22 lb) max. per side pannier (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag.

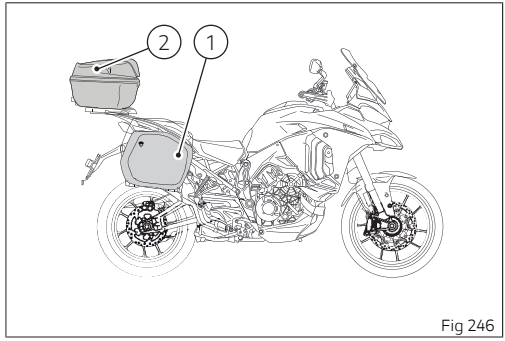


Fig 246

Dimensions

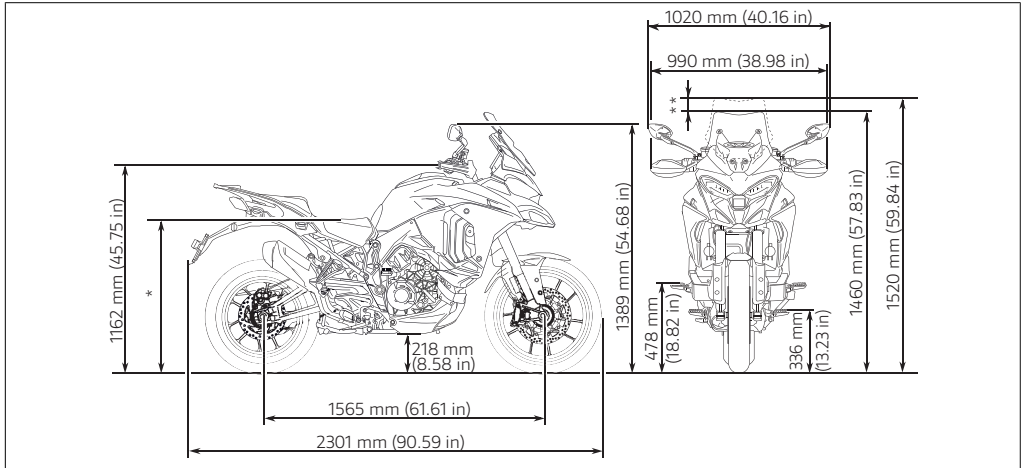


Fig 247

* Seat height: (860 - 840) mm (33.86 - 33.07) in - Lower seat (option).

** Maximum height: 1460 mm (57.83 in) (headlight fairing all down), 1469 mm (57.83 in), 1478 mm (58.19 in), 1497 mm (58.54 in), 1504 mm (58.94 in), 1514 mm (59.21 in), 1520 mm (59.84 in) (headlight fairing at last detent).

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	22 litres (4.8 UK gal)
Oil sump and filter	Ducati recommends use of only SAE 15W-50/JASO MA2 and suggests using Shell Advance 4T Ultra 15W-50 (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	4.9 litres (1.08 UK gal) (dry engine) 4.4 litres (0.97 UK gal) (upon service with filter replacement)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		810 cc (49.42 cu.in) (right leg) 820 cc (50.04 cu.in) (left leg) Oil level: 130±2mm (5.12±0.08 in) (without spring and preload tube, with leg fully home)

TOP-UPS	TYPE	
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.74 litres (0.60 UK gal)

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

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

Important
These references identify the fuel recommended for this vehicle, as specified by the European Regulation EN228.

Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.

The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Engine

Ducati V4 Granturismo: V4 90°, counter-rotating crankshaft, 4 valves per cylinder, liquid cooling

Timing system with spring valve return system.

Bore: 83 mm (3.27 in).

Stroke: 53.5 mm (2.09 in).

Total displacement: 1158 cu. cm (70.66 cu in).

Compression ratio: (14±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
125 kW/170.0 hp at 10,750 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for France/Belgium version only:
84 kW / 114.2 HP at 7,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
124 Nm/12.6 Kgm at 9,000 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France/Belgium version only:
114 Nm / 11.6 Kgm at 7,000 rpm

Maximumrpm: 11,500 rpm.

Note

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

Important

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

Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Lubrication

One trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps.
Oil cooler.

Performance data

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

Important

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

Spark plugs

Make: NGK.
Type: SILMDR9A-8GS.

Fuel system

Inductive discharge indirect electronic injection
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 46 mm (1.81 in).
Injectors per cylinder: 1.
Fuel supply: 95-98 RON.

Attention

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

Brakes

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

FRONT

Front brake discs
Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: aluminium, painted black.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 265 sq.cm (41.07 in^2).
Front brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4 mm (0.16 in).
Front brake control
Hydraulically operated by a control lever on handlebar right-hand side.

Lever with knob to adjust the distance to handgrip on handlebar.
Brake lever master cylinder diameter: 18 mm (0.70 in)
Brake master cylinder PR 18/19.

Front brake calliper

Make: Monobloc M4.32 with radial mount, 4 pistons and two pads, Radial master cylinder with ABS Evo Cornering.
Calliper pistons: No. 4 pistons Ø32 mm (1.25 in).
Friction material: BRM11E HH.

Front brake master cylinder

Brake master cylinder type: PR18/19.

REAR

Rear brake disc

With fixed drilled stainless steel disc.
Disc diameter: 280 mm (11.02 in).
Disc thickness: 6 mm (0.24 in).
Maximum wear on disc thickness: 5.4 mm (0.21 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Brake calliper make: BREMBO, 2-piston floating calliper with ABS Bosch Cornering.
Rear brake type: PF 2x28 D.
Number of pistons: 2.
Piston diameter: 28 mm (1.1 in).
Friction material: TOSHIBA TT 2182 FF.

Rear brake master cylinder

Brake master cylinder type: PS 12.
Master cylinder diameter: 13 mm (0.51 in).
Fixed, 28 mm (1.10 in) diameter 2-piston calliper.

Attention

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

Transmission

Hydraulically-controlled slipper wet multiplate clutch
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 30/54.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.

Gearbox output sprocket/rear chain sprocket ratio (China version only): 16/40.
Total gear ratios:

1st gear 13/40

2nd gear 16/36

3rd gear 20/36

4th gear 21/31

5th gear 23/29

6th gear 25/27

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 HV3–KAI
Links: 124.
No. of links China version only: 122.

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

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

Frame

Aluminium monocoque.
Steering head angle: 24°±0.5°.
Trail: 103 mm (4.05 in).
Steering angle: 39° LH side / 39° RH side.

Wheels

Front

Alloy rims
Type: Cast light alloy rims with five Y-spokes
Size: 3.0" x 19"

Rear

Alloy rims
Type: Cast light alloy rims with Y-spokes
Size: MT4.50x17"

Tyres

Note

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

Tyre type (tubeless):

Pirelli Scorpion Trail II

Front

"Tubeless" radial type
Make and type: Pirelli Scorpion Trail II
Size: 120/70 ZR19 M/C 60W TL

Rear

"Tubeless" radial type
Make and type: Pirelli Scorpion Trail II
Size: 170/60 ZR17 M/C 72W TL

TYRE PRESSURE

Scorpion Trail II tyres (tubeless)
Front tyre pressure:
2.4 bar (36.2 PSI) (rider only);
2.4 bar (36.2 PSI) (rider with a passenger and/or bags + Top Case).

Rear tyre pressure:
2.5 bar (36.2 PSI) (rider only)
2.9 bar (42.0 PSI) (rider with a passenger and/or bags + Top Case).

Suspension

FRONT FORK

Type: Marzocchi upside-down fork, # 50 mm (1.97 in), fully manually adjustable in rebound, compression, and preload for inner springs of fork legs.
Fully electronic hydraulic damping adjustment; manual preload adjustment.
Stanchion diameter: 50 mm (1.97 in).
Wheel travel: 170 mm (6.69 in).
Adjustments:
Rebound: - 2 turns (from max. fully closed)
Compression: - 2 turns (from max. (fully closed)
Spring preload: + 5 turns (from MIN fully unloaded).

REAR SHOCK ABSORBER

Type: progressive with Marzocchi monoshock, fully adjustable in compression, rebound and spring preload.
Rear wheel travel: 180 mm (7.09 in).

Stroke: 64 mm (2.52 in).
Adjustments:
Rebound: 12 clicks from fully closed
Compression: 5 clicks from fully closed
Standard spring preload: 19 mm (0.74 in) from fully uncompressed spring

REAR SWINGING ARM

Type: aluminium double-sided swinging arm.

Exhaust system

Exhaust system: "4 into 2" lay-out in single-chamber pre-silencer.
Absorption tail pipe.
Lambda sensors: 6.
Catalytic converters: 2.

Electric system

Basic electric items are:

Dashboard

MAE instrument panel with 5" TFT colour display.

Headlight

Low beam: No.6 LEDs;
High beam: No.6 LEDs;
Parking light: No.6 LEDs;
DRL lights (not present on China, Canada and Japan versions): No.6 LEDs.

Turn indicators

Front: No.3 LEDs;
Rear: No.3 LEDs.

Tail light

Parking light: No.12 LEDs;
Stop light: No.6 LEDs;
Number plate light: No.3 LEDs.

Fog lights

Fog lights (where present): No.1 LED.

Warning horn.
Stop light switches.
Battery, 12V -10Ah.
Generator DENSO 14V - 560W.
Starter motor, 12 V- 0.6 kW.

Fuses

To protect the electrical components, there are sixteen fuses:
- No. 3 primary fuses are positioned inside the fuse box (A);

- No. 14 secondary and tertiary fuses are positioned in the front (B) and rear (C) fuse boxes.

The primary fuse box (A) is located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.

Fuse box (A) key		
Pos	El. item	Rat.
1	(Master fuse) System	50 A
2	(Master fuse) Spare	50 A
3	+ABS 1	30 A
4	+ABS 2	15 A

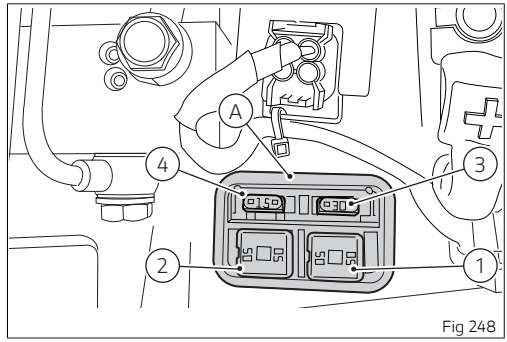


Fig 248

The front secondary fuse box (B) and rear tertiary fuse box (C) are located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.
Spare fuses in the front and rear fuse boxes:
- box (B): 15A, 10A, 25A;
- box (C): 5A, 15A, 20A.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The fuses of the front (B) and rear (C) fuse boxes can be reached by removing the relevant inspection covers, which show the mounting order and amperage of the fuses you find inside.

Front fuse box (B) key		
Pos	El. item	Rat.
5	+30 EMS Relay Load	25 A
6	+30 Fuel pump relay	10 A
7	+30 BBS2	25 A
8	+30 Dashboard	15 A
9	+30 BBS1	25 A
10	Accessories	10 A
11	+30 E-Call	5 A

Rear fuse box (C) key		
Pos	El. item	Rat.
12	Key1 EMS/ABS/IMU	5 A
13	Key2 Dash/BBS	7.5 A
14	Key3 Front light	7.5 A
15	Radar	7.5 A
16	Socket	3 A
17	+30 Injection relay	20 A
18	+30 Diagnostic	7.5 A

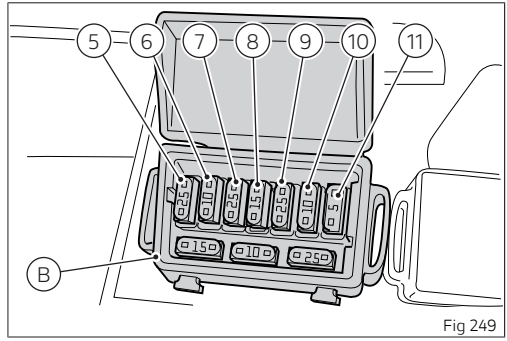


Fig 249

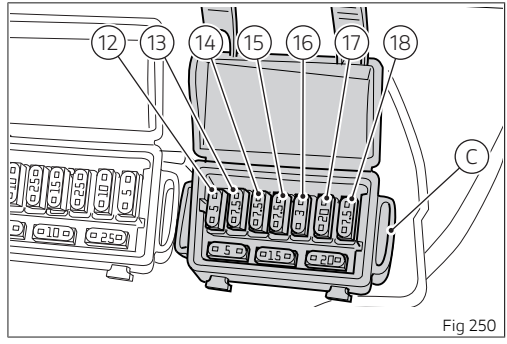


Fig 250

A blown fuse can be identified by breakage of the inner filament (E).

Important
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

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

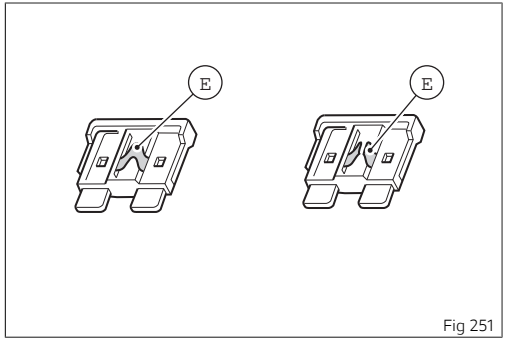


Fig 251

Open source software

Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power

5" instrument panel	134.6 KHz 119 KHz ÷ 135 KHz	< 66 dBμA/m (10 m)
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4mW
Antitheft	433.92MHz (±75KHz)	<0.6mA

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
5" instrument panel	MAE Via Presolana 31/33 24030 Medolago (Bergamo), Italy
Ducati Multimedia System (Bluetooth)	COBO S.p.a. Via Tito Speri, 10 25024 Leno (BS), Italy
Antitheft	PATROLLINE Via Cesare Cantù, 15/C 22031 Albavilla (CO), Italy

Simplified EU declaration of conformity

[Austria]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Cyprus]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Germany]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen.

Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni tervikteksti on saadaval järgmisel veebisaidil: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[United Kingdom]

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

[Greece]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]
Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

[Italy]

Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]
Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]

Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]
Aracınızda bir dizi radyo teçhizatı bulunmaktadır. Bahse konu radyo teçhizatının üreticileri bunların, yasaların öngördüğü hallerde 2014/53/UE direktifine uygun olduklarını beyan eder. UE uygunluk beyanının tam metni, aşağıda yer alan adresten görüntülenebilir: certifications.ducati.com

United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.

- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

DASHBOARD 5 inch	FCC ID: 2AVGH-DSBV4HTG
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N

Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;

(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

DASHBOARD 5 inch	IC: 25794-DSBV4HTG
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N

DASHBOARD 5 inch

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

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