Owner's manual

MULTISTRADA 1260

Owner's manual

ENGLISH

MULTISTRADA 1260

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.
This manual must be preserved with care. If it is lost or becomes damaged, contact a Ducati Dealer or authorised Service Centre without delay to obtain a new copy of the manual.

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

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Enjoy your ride!

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Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 338.

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

All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions.
Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and

maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

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 including rider, passenger, luggage and additional accessories should not exceed 450kg/ 992lb.

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

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

Important

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

Important

For your safety, always wear 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 before each ride (see page 291).

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.

Important

The passenger should always hold on to the grab handles under the seat with both hands.

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.).

Refuelling

Fuel label

Fuel identification label

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.

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 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 180 km/h (112 mph) and at any rate it must comply with the applicable statutory speed 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 paragraph "Tyres" on page 329.

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

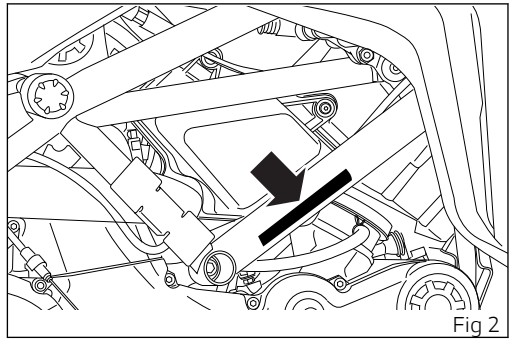
Attention
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Vehicle identification number

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

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

Frame number

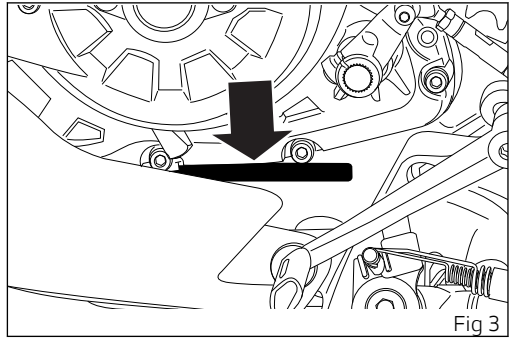

Fig 2

Engine identification number

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

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

Engine number


Fig 3

Option kits / Customisations

Four customisation kits designed to enhance different styles of the motorcycle. Four sets of equipment, that can be matched together at will to lend your Multistrada the character that suits you best.

- TOURING;
- SPORT;
- URBAN;
- ENDURO.

Information herein refers to Multistrada 1260. Information on any other customisation (TOURING, SPORT, URBAN and ENDURO) is indicated only when different from the Multistrada 1260.

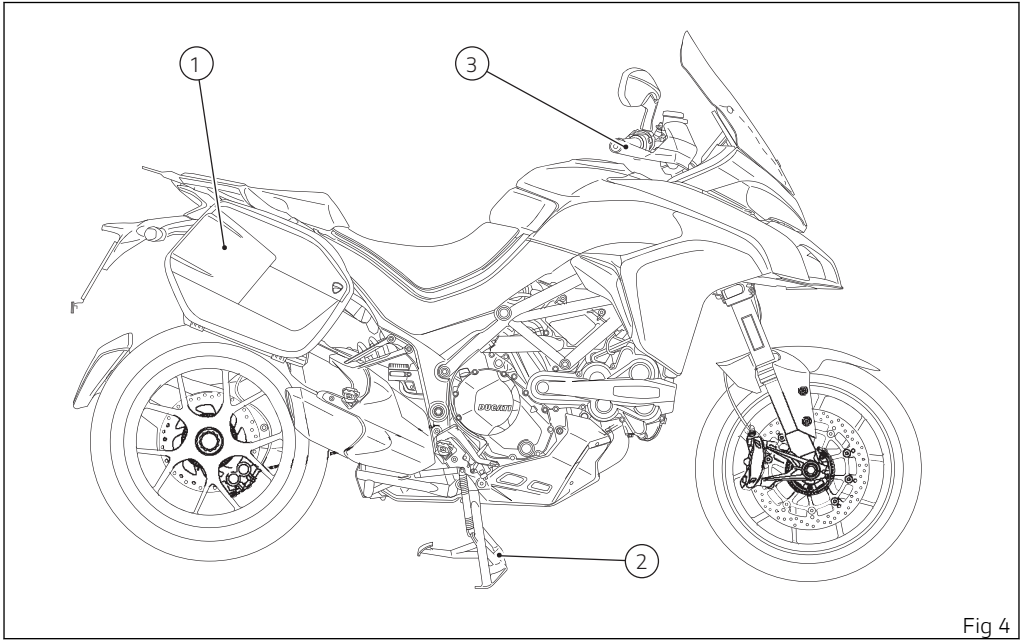


Fig 4

TOURING

1) Set of side panniers for a total capacity of 58 l (15.32 gal);
2) Centre stand;
3) Heated handgrips adjustable through 3 levels.

SPORT

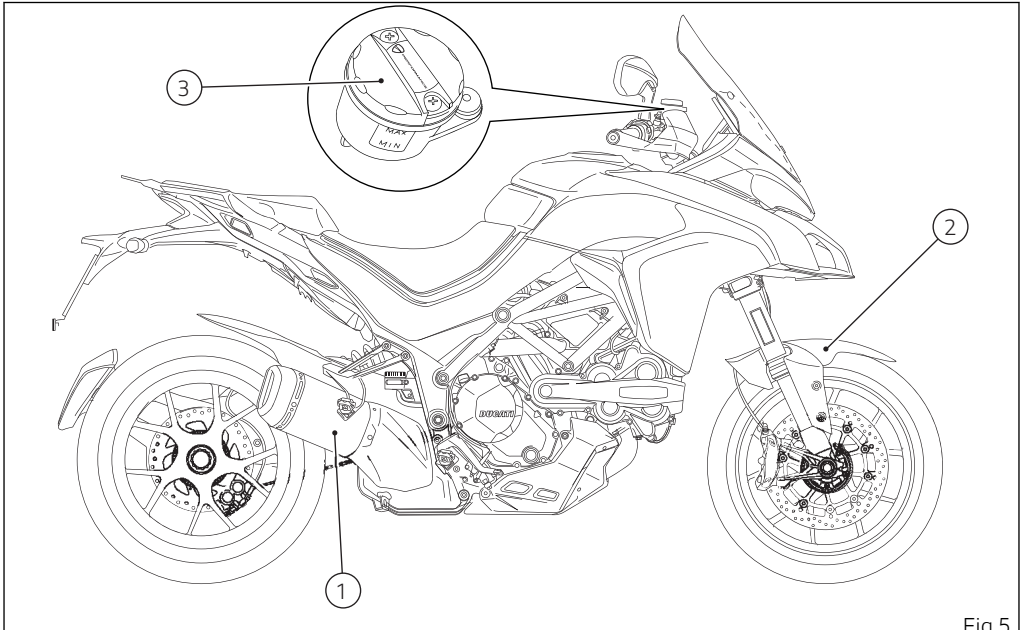


Fig 5

SPORT

1) "Termignoni" carbon type-approved silencer (compliant with EU type-approval requirements);
2) Carbon front mudguard;
3) Billet aluminium clutch and brake fluid reservoir covers.

URBAN

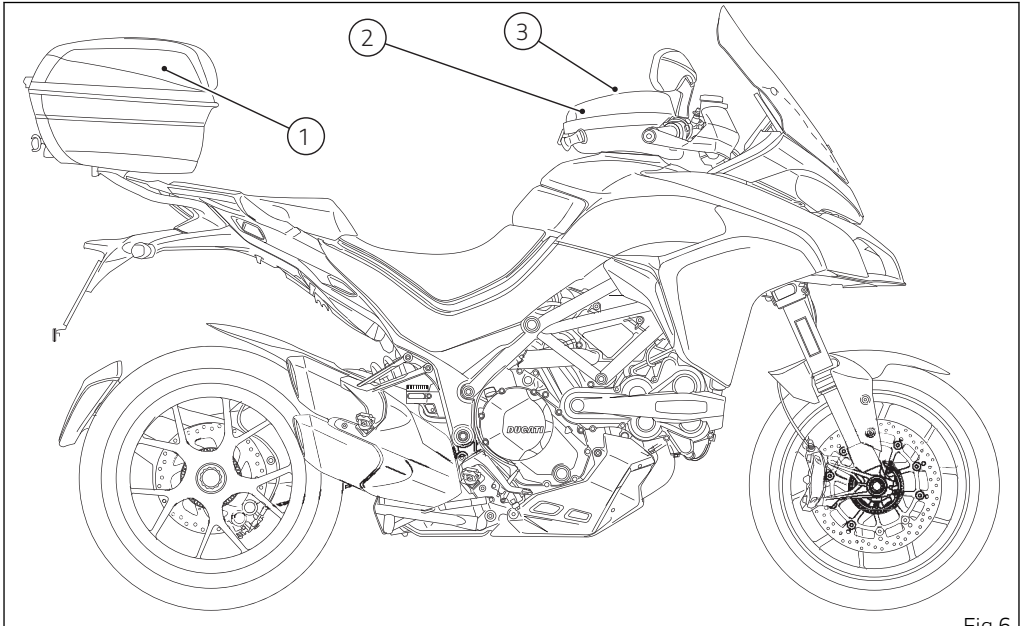


Fig 6

URBAN

1) 48-litre top case (12.98 gal);
2) Semi-rigid tank bag with quick fitting;
3) USB hub for charging electronic devices.

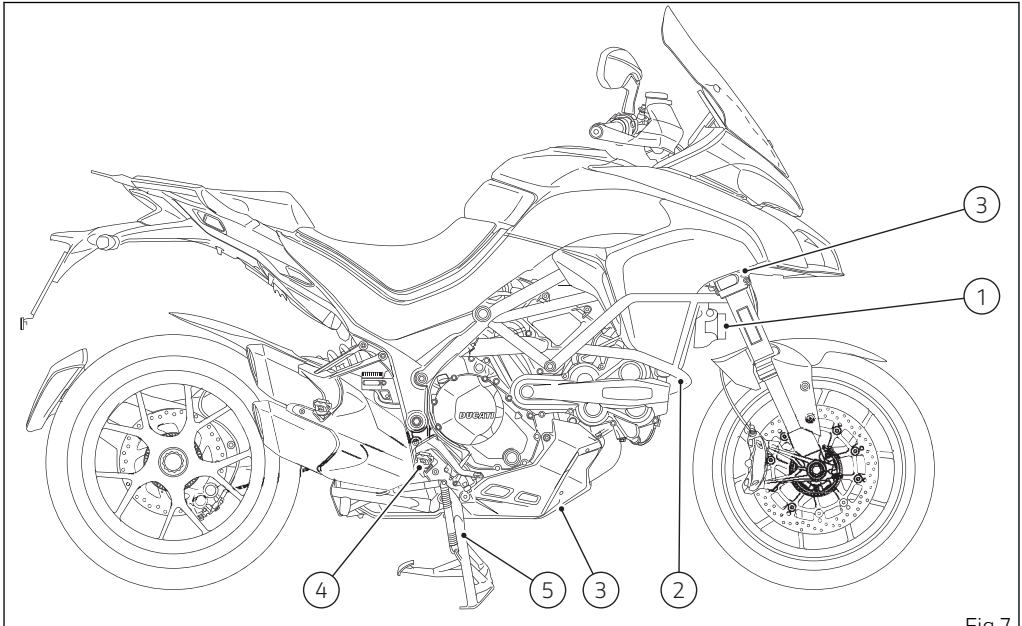


Fig 7

ENDURO

1) Additional lights;
2) Steel tube engine protection;
3) Radiator protection grille;
4) Set of off-road footpegs;
5) Plate for a wider stand base.

Instrument panel (Dashboard)

Instrument panel

1) LCD display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) CRUISE CONTROL LIGHT (GREEN).
Comes on to indicate operation of the Cruise Control.
4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low (see chapter "Top-ups").
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

Important
If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.

8) DTC / DWC WARNING LIGHT (AMBER YELLOW).
This light indicates DTC/DWC system enabling/disabling status.

- Light off: DTC/DWC enabled and functioning;
- Light ON flashing: DTC/DWC enabled, but with degraded performance;
- Light steady ON: DTC/DWC disabled and/or not functioning due to a fault in the control unit.

9) "ENGINE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors that in some cases will lock the engine.
10) ABS LIGHT (AMBER YELLOW).
Indicates ABS status.

- Light off: ABS enabled and functioning;

- Light ON flashing: ABS in self-diagnosis and/or functioning with degraded performance;
- Light steady ON: ABS disabled and/or not functioning due to a fault in the ABS control unit.

11) GENERIC ERROR WARNING LIGHT.
It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.
12) HEATED HANDGRIP LIGHT (AMBER YELLOW) (OPTIONAL).
It turns on when the heated handgrip (optional) are activated / deactivated.
13) FOG LIGHT WARNING LIGHT (GREEN) (OPTIONAL).
It turns on when the fog lights (optional) are activated / deactivated.
14) OVER REV / DTC / IMMOBILIZER SYSTEM (RED)

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

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

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

	Immobilizer
Key-ON status	Light OFF
Key-OFF status	Light ON flashing
Key-off status for over 1 hour	Light OFF

15) VHC Vehicle Hold Control
It turns on upon activation of the VHC system: the ABS of the Multistrada is equipped with the Vehicle Hold Control (VHC) system. This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake: the warning light remains steady. The warning light starts blinking when the VHC system is about to release the rear brake pressure and thus to stop keeping the vehicle at a standstill: pressure is decreased gradually. The warning light turns off when the VHC system is disabled.

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.

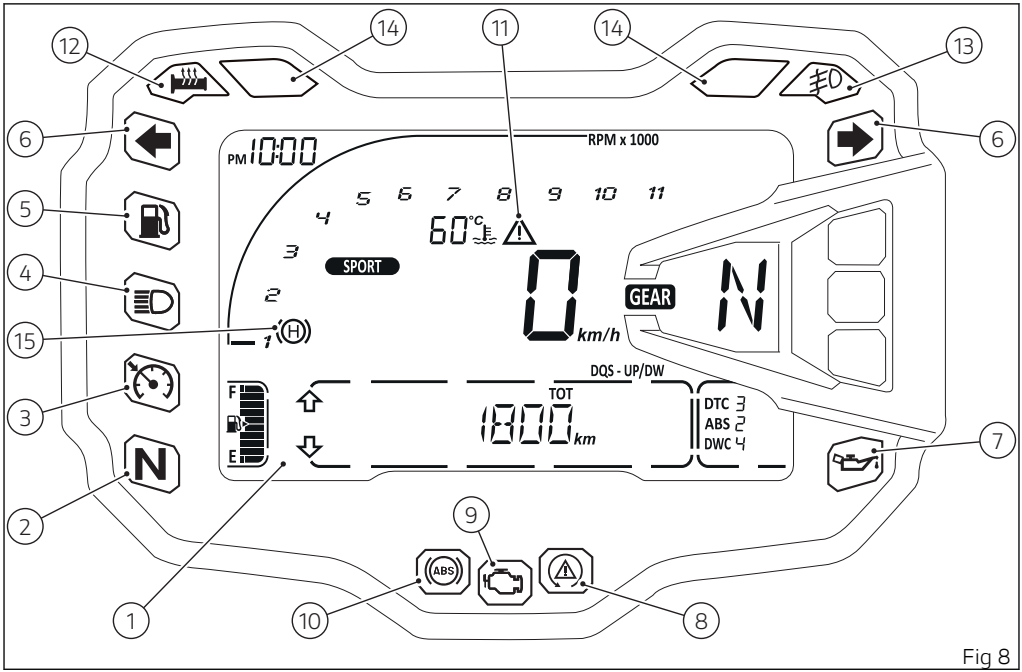

12
14
11
14
13
6
6
5
4
15
3
2
1
10
9
8
7
PM 10:00
RPM x 1000
5 6 7 8 9 10 11
4
3
2
1
60°C
SPORT
0
km/h
GEAR
N
DQS - UP/DW
TOT
1800 km
F
E
DTC 3
ABS 2
DWC 4
ABS

Fig 8

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
LIN
Local Interconnect Network
DSB
Dashboard
DSS
DUCATI SkyHook System
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
ECU
Engine Control Unit
GPS
Global Positioning System
VHC
Vehicle Hold Control

Technological Dictionary

Riding Mode

The rider can choose from 4 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode) and the ABS, DTC and DWC settings.
Available Riding Modes: Sport, Touring, Urban and Enduro. Within every Riding Mode, the rider can customise any settings.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with 'soft' power delivery;
- MED, with 'soft' power delivery;
- HIGH, with 'instant' power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is

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

Ducati Traction Control (DTC)

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 off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada ABS implements rear wheel lift-up control and combined braking (from front to rear) in order to ensure not only smaller stopping distance under braking, but also the best possible stability.
These functions are divided into 3 different levels, each associated with a Riding Mode and are described in the following paragraphs. ABS can be disabled.
The Multistrada ABS is provided with the Vehicle Hold Control (VHC). The system, when activated, keeps the vehicle at a standstill. During the restart, the user only has to concentrate on the clutch and acceleration control, while the VHC gradually decreases the rear brake pressure.

Ducati Wheelie Control (DWC)

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 eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Inertial Measurement Unit (IMU)

The Multistrada is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS and DWC signals, thereby optimising the efficiency of all these systems, regardless of motorcycle position.

Ducati Cruise Control

Multistrada features a system for maintaining the cruise speed, the Ducati Cruise Control. System can be enabled with engaged gear equal to or higher than the second gear and vehicle speed ranging between 50 Km/h (30 mph) and 200 Km/h (125 mph).

Desmodromic Variable Timing (DVT)

The DVT system allows optimised timing setting according to engine load and speed, as well as to continuously advance or delay exhaust and intake valve timing through the rotation of the camshafts, thereby ensuring utmost efficiency throughout the rpm range and high performance at high speed, with an optimised torque curve at low rpm.

Ducati Quick Shift (DQS) option

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

Ducati SkyHook System (DSS)

Multistrada is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions:

allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that this 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

Manufacturers' addresses

All relevant components pursuant to 2014/53/EU must bear the manufacturer's address. 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 here:

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth/DSB	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
Hands free	**ASHAI DENSO** 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046 Japan
D|air®	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy

DSB	**MAE** Via Presolana 31/33 24030 - Medolago – Bergamo - Italy
DSB	**EGICON** Via Posta Vecchia, 36, Mirandola (MO) - Italy
TPMS	**LDL Technology S.A.S.** Parc Technologique du Canal, 3 rue Giotto 31520 Ramonville - France
TPMS	**PACIFIC Industrial Co., Ltd.** 1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu 503-2397, JAPAN
Anti-theft system	**PATROLLINE** Via Cesare Cantù, 15/C Albavilla (CO) - Italy

Radio equipment	Frequency band	Max. transmission power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
Hands free unit	134.2 KHz (AD) 134.5 KHz (Zadi) (129.6 – 135 kHz)	73dBμV/m (10m) <66 dBμA/m (10m)
Hands free key	868.35 MHz (Zadi) (868 – 868.5 MHz) 434 MHz (AD)	<25mW e.r.p. -20 dBm (3m)
D|air®	868 MHz 2.4 GHz	+10 dB +3 dB
E-Lock	134.5 KHz (129.6 – 135 kHz)	<66 dBμA/m (10m)
GPS	1575.4 MHz	
DSB	134.2 KHz 120 KHz – 140 KHz	178.5 dBμA/m <66 dBμA/m (10m)
TPMS	868.35 MHz (LDL) 433.05 ÷ 434.79MHz (Pacific)	-7 dBm +/- 4 dB 100 dBμV/m
Anti-theft system	433.92 MHz (±75 Khz)	<0.6 mA

Function buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM/FLASH BUTTON (FLASH) (Fig 10)
The high-beam flash button may also be used for LAP functions.
4) CONFIRM MENU / SETTING MENU ENTRY BUTTON
Button used to confirm during MENU navigation.
5) CRUISE CONTROL BUTTON - ON/OFF
Button used to switch the Cruise Control function on/off.

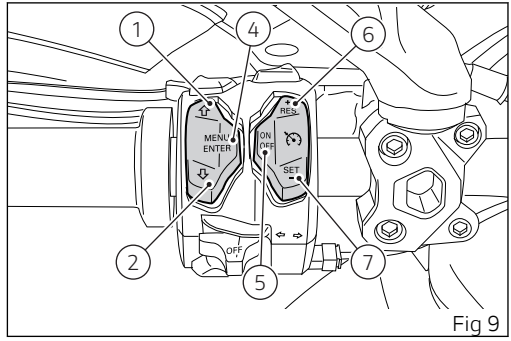


Fig 9

6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 9)
Button used to increase set cruise speed for the Cruise Control.
7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 9)
Button used to set/decrease set cruise speed for the Cruise Control.
8) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).
9) FOG LIGHT BUTTON (OPTION)
Button used to switch on/off the fog lights (option).

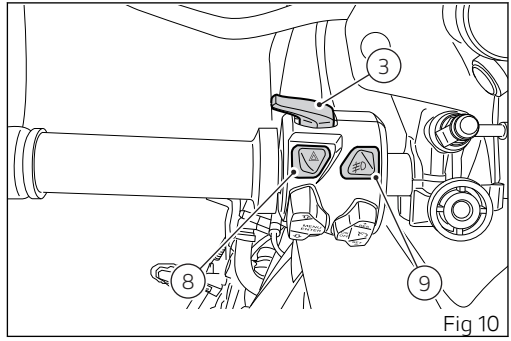


Fig 10

Parameter setting/displaying

Upon key-on, the Instrument panel carries out a check routine to test the warning lights and the display:
warning lights will be turned on in a sequence, while on display system progressively activates rpm bar indicator and speed indication.
At the end of the check routine, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

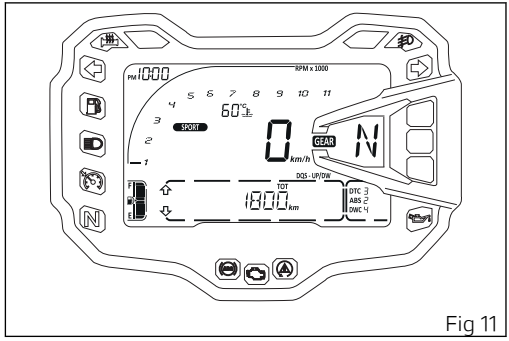


Fig 11

Data displayed on the main screen are as follows:

1) Motorcycle speed.
2) Gear indication.
3) Rev counter.
4) Engine coolant temperature.
5) Fuel level.
6) Menu
7) DTC level indication (ON) or DTC OFF indication.
8) ABS ON/OFF indication.
9) DWC level indication or DWC off indication.
10) DQS indication or DQS OFF indication (option).
11) Set Riding Mode.
12) Clock.

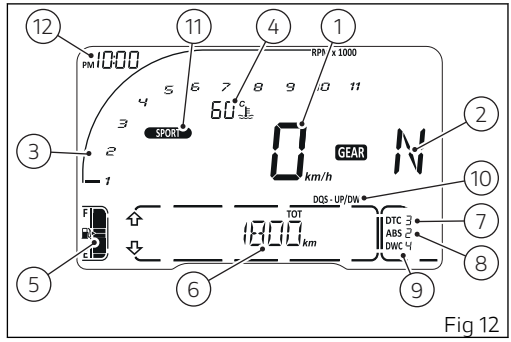


Fig 12

Further details that can be displayed only if the relevant function is active are the following:

- Cruise Control.
- Bluetooth.
- Infotainment.
- Heated handgrips (H.Grips).
- Warning/Alarm indication (Warning).
- Side stand status (Side Stand)
- SERVICE indication
- SERVICE count-down indication
- Vehicle Hold Control (VHC)

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information:

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Trip time (TRIP 1 TIME);
- Average Fuel Consumption (CONS. AVG 1);
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG 1);
- Residual range (RANGE);
- Ambient air temperature (T-AIR);
- Player management (Player Control) (only available if the Bluetooth module is available and one Smartphone is connected);
- Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected);
- Tyre deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed);
- ABS enabling/disabling;
- Setting menu (SETTING MENU).

Within the Menu box, on the LH side, are the UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance

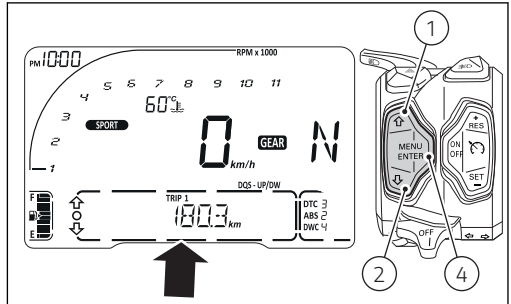


Fig 13

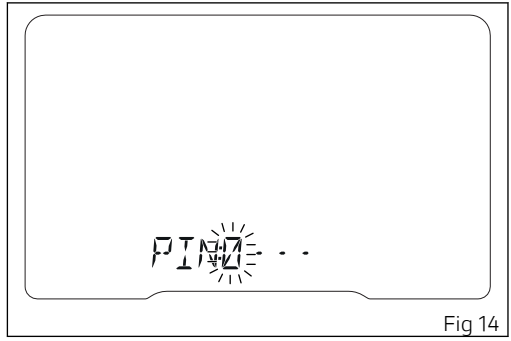
to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 84).

The instrument panel stores Menu current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored function is displayed in the Menu. In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the Menu upon the following KEY-ON.

Upon KEY-ON, for each layout mode, the instrument panel displays "Odometer" screen for 10 seconds in the Menu and then displays the page saved upon previous KEY-OFF.

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

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page (Fig 14) is displayed, allowing the rider to enter the override code (see “Restoring motorcycle operation via the PIN CODE” page 219).


Fig 14

Main and auxiliary functions

The functions displayed in the Standard screen are the following:
Main information

- Rev counter
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DWC
- DQS (optional)
- Gear indication
- Menu displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Trip time (TRIP 1 TIME)
  - Average Fuel Consumption (CONS. AVG 1)
  - Instantaneous fuel consumption (CONS.)
  - Average speed (SPEED AVG 1)
  - Residual range (RANGE)
  - Ambient air temperature (T-AIR)
  - Player management (PLAYER CONTROL) (only available if the Bluetooth module is available and one Smartphone is connected)
  - Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
  - Tyre deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed)
  - ABS enabling/disabling
  - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Cruise Control
- Vehicle Hold Control (VHC)

- SERVICE indication
- SERVICE count-down indication
- Warnings/Alarms
- Heated handgrips (H.Grips)
- Side stand status (Side Stand)

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

- RIDING MODE customization: within this menu, rider can customize the following:
  - Engine setting (ENGINE)
  - DTC level setting (DTC)
  - ABS level (ABS)
  - DWC level setting (DWC)
  - DQS level (DQS) (option)
  - Reset to default settings (DEFAULT)
- PIN CODE activation and modification (PIN CODE)
- date setting (DATE SETTING)
- time setting (CLOCK SETTING)
- backlighting setting (BACKLIGHT)
- setting the unit of measurement (UNITS SETTING)
- displaying service thresholds (SERVICE INFO)
- tyre setting (TIRE CALIBRATION)
- indication of paired devices, pairing, deletion of devices and displaying of Bluetooth version (BLUETOOTH) – only active if the Bluetooth module is fitted
- Setting the tyre sensor deflation pressure (TIRE PRESSURES SET) - accessory (active only if installed)
- Turn indicator automatic switch-off feature (TURN INDICATORS OFF)
- Engine rpm digital indication (RPM)
- Battery indication (BATTERY).

Engine rpm indication (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

When the threshold before the rpm limiter is reached, the corresponding warning lights (14, will turn on.

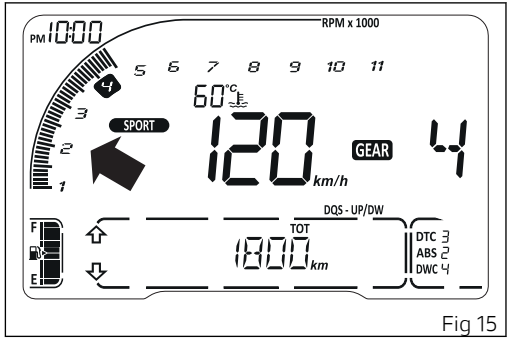


Fig 15

Motorcycle speed

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).
The max. displayed speed is 299 km/h (186 mph).

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

- speed is equal to 299 km/h or 186 mph or if instrument panel is not receiving the speed value ("- - -" steady ON);
- the rear speed sensor is in fault (flashing "- - -").

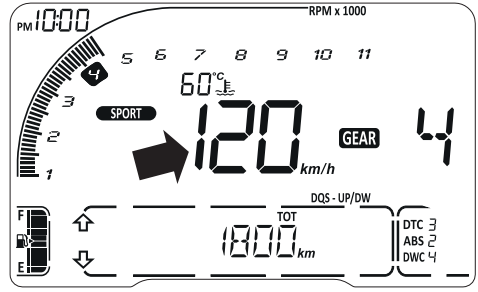


Fig 16

Fuel level

This function displays the fuel level.
The low fuel light (light 5, turns on when the level goes down to 1 steady mark blinking.
If the level goes further down, the whole scale will be flashing.

Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refuelling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.

Note

In case of fault or error of the fuel level sensor, no level marks will be displayed, the fuel pump symbol will be flashing, and the Generic Error warning light will be on.

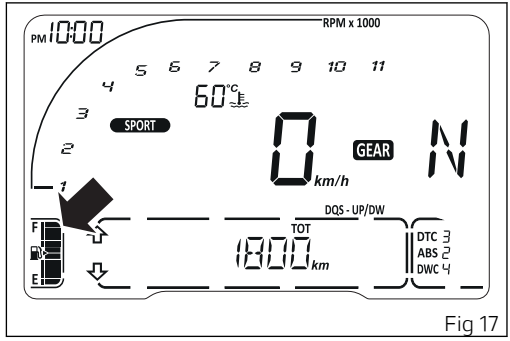


Fig 17

Engine Coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).
If reading is:

- <= (lower than or equal to) -40 °C (-40 °F), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO" is displayed steadily;
- within the range +40 °C (+104 °F) to +120 °C (+248 °F), the value is displayed steadily;
- >= (higher than or equal to) +121 °C (+250 °F), "HI" is displayed flashing.

If the coolant temperature sensor is in fault, a string of flashing dashes "- - -" is displayed with the set unit of measurement and the MIL light turns on (9, .
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

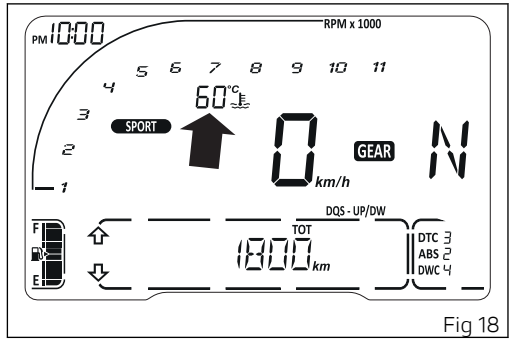


Fig 18

Note
If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Clock

The instrument panel shows the time in the following format:

- AM (for values ranging between 12:00 and 11:59), or PM (for values ranging between 12:00 and 11:59).
- hh (hours) : mm (minutes);

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon and “AM” steady.

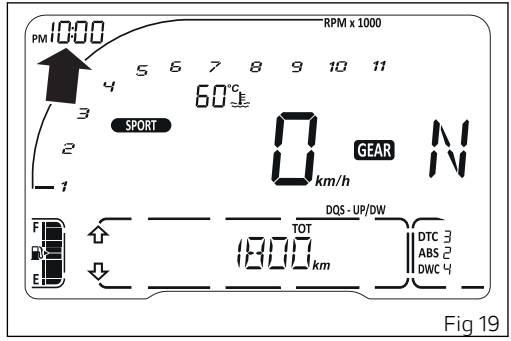


Fig 19

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the LH side of the display.

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).

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

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific level of intervention for the DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific ABS calibration (1, 2, 3, OFF);
- a specific DQS level (ON-UP/DW, OFF)
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

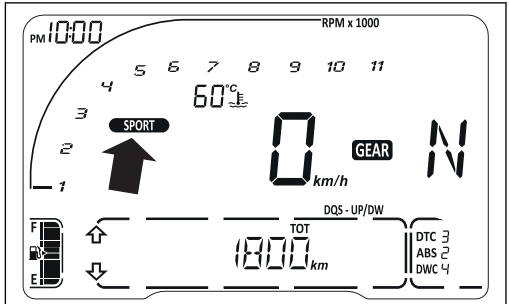


Fig 20

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in “ABS enabling/disabling” (page 98) (only possible in the ENDURO Riding Mode).

Riding mode change function

This function allows changing vehicle riding mode.
Press the CONFIRM MENU button (4) for 1 second to change the riding mode.
The display shows the four riding modes (SPORT, TOURING, URBAN and ENDURO) and "EXIT" option under the speed indication.
The name of "SPORT" riding mode starts flashing and the corresponding arrow is steady. Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to "EXIT".

Once desired mode is selected, press CONFIRM MENU button (4) to activate it.

If CONFIRM MENU button (4) is pressed when "EXIT" is selected (flashing), the instrument panel will quit without saving the new riding mode.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying.

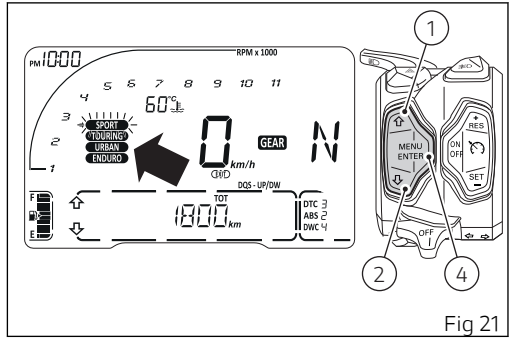


Fig 21

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" and brakes are released, the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying.

- if vehicle speed > 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" but brakes are in use, the instrument panel will display the warning "DON'T BRK" in rolling mode within the Menu. Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "open" and brakes are in use, the instrument panel will display the warning "CLOSE GAS DON'T BRK" in rolling mode within the Menu. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in "ABS enabling/disabling" (page 98) (only possible in the ENDURO Riding Mode).

If the above-described conditions for "validating" the change of Riding Mode are note true within 5 seconds from when "CLOSE GAS" and/or "DON'T BRK" warning is triggered, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

If you select "EXIT" and press button (4), the instrument panel will display the main screen,

without storing the new setting (the new Riding Mode).

ABS

The motorcycle is equipped with ABS, the instrument panel indicates ABS status (on or off) by switching off, on or flashing the ABS warning light (10, .

The instrument panel displays:

- if the ABS is active, the message “ABS” and the set intervention level number “1” to “3”;

- if ABS is active, but system is in degraded operation due to a fault (no “cornering” feature), “ABS” lettering and the ABS intervention level number, “1” to “3” (flashing); also the ABS warning light (10, starts flashing;

- if ABS is active, but system is in fault or ABS status information is missing, “ABS” lettering and the dash “-” (steady or flashing); also the ABS warning light (10, turns on;

- when in fault, the “ABS” indication, the flashing "Err" lettering; the ABS warning light (10, turns on;

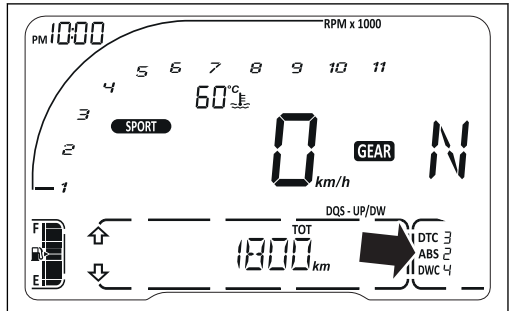


Fig 22

- if the ABS is disabled, the “ABS” and “OFF” lettering and the ABS warning light (10, turns on.

Attention

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

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 Braking System (ABS) has been developed to enable riders to use the motorcycle braking force 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. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake 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 and 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. The contrary is not true: the rear brake control will not affect the front brake.
The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under

these conditions. Any sudden 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.

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	NO
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 front-to-rear 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, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking) and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider.	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, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Attention
ABS OFF level can only be used when the “ENDURO” Riding mode is selected.

Attention
ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.

Attention

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 sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres and/or those recommended by Ducati 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.

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

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.
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 front-to-rear combined braking, nor cornering function.
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: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use setting 3, that will help them keeping the motorcycle more stable even in emergency braking.

DTC

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “8”;
- if DTC is active, but system is in degraded operation, “DTC” lettering and the intervention level number, “1” to “8” (flashing); also the DTC/DWC warning light (8, starts flashing;
- if there is a fault in the system, the “DTC” lettering will flash and the intervention level number, “1” to “8” will be steady;
- when in fault, the “DTC” indication, the flashing "Err" lettering; the DTC/DWC warning light (8, turns steady on;
- if DTC is disabled, “DTC” “OFF” indication.

Attention

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

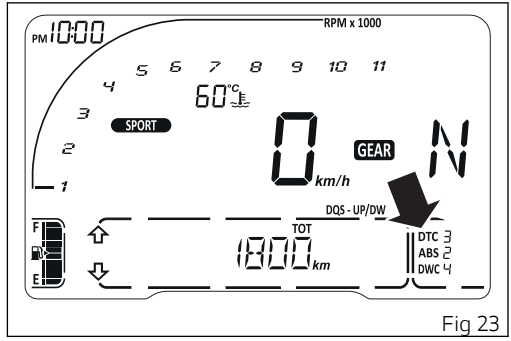


Fig 23

Attention

DTC is a rider aid that can be used on the track, on the road and off 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.

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	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
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.	NO
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.	NO

DTC	RIDING MODE	USE	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.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	NO

Tips on how to select the sensitivity 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 Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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.

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 decreases regularly from level 8 to level 1.

Levels 1 and 2 were specifically designed for off-road use and do not ensure a correct control of traction loss on asphalt.
With levels 3 and 4, DTC control unit allows both rear Tyre spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.
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/circuit (bends all taken at similar speeds or at very different speeds);
3) The riding mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions

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

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

Level depends on riding style

The DTC will tend to kick in more with a "smooth" riding 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 6, 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).

Tips for off-road use

We recommend level 2 be used in order to get used to the system (default level for the ENDURO riding mode). If DTC intervention is felt to be too much aggressive, try level 1.

DWC

The instrument panel displays DWC status as follows:

- if the DWC is active, the message “DWC” and the set intervention level number “1” to “8”;
- if DWC is active, but system is in degraded operation, “DWC” lettering and the intervention level number, “1” to “8” (flashing); also the DTC/DWC (warning light 8, starts flashing;
- if there is a fault in the system, the “DWC” lettering will flash and the intervention level number, “1” to “8” will be steady.
- when in fault, the “DWC” indication, the flashing "Err" lettering; the DTC/DWC (warning light 8, turns on;
- if DWC is disabled, “DWC” “OFF indication;

Attention

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

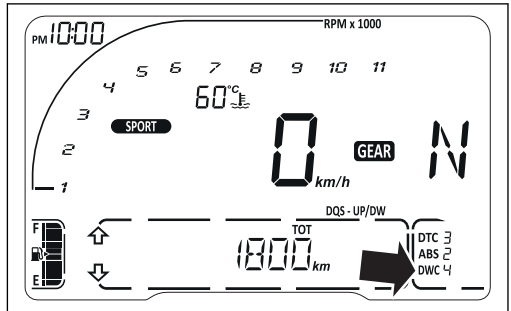


Fig 24

Note

If DTC is set to OFF, DWC is also forced to OFF.

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 eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and

features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

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.

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

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
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.	NO
2	PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
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 "TOURING" 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.	NO

DWC	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 "URBAN" 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.	NO
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.	NO
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.	NO

Tips on how to select the sensitivity level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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.

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 track/path

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

Tips for use on the track

We recommend to use level 8 for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each

level for at least two laps to allow the tyres to warm up).

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).

DQS

DQS function is an option.
The instrument panel displays DQS status as follows:

- if DQS is enabled, “DQS-UP/DW” indication is displayed (both upshifting and downshifting);
- if DQS is disabled, “DQS-” indication is displayed;
- if the DQS system or the control unit is in fault, the “DQS-” indication is displayed flashing.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.

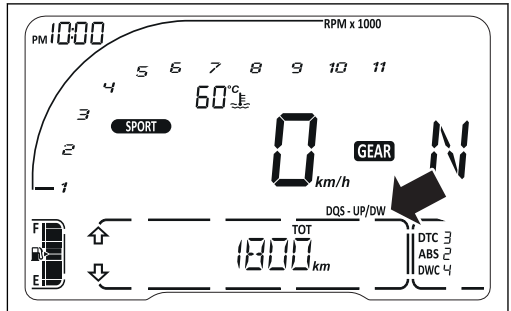


Fig 25

- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider 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: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

Gear

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

If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, turns on.

Letter C and Neutral warning light (2, flash on the instrument panel when rider must shift gear.

A dash "-" is displayed in these cases:

- dash "-" and Neutral (warning light 2, flashing on the instrument panel if the gear teach-in procedure has not been performed yet;
- dash "-" steady and Neutral (warning light 2, flashing on the instrument panel in case of gear sensor fault;
- dash "-" flashing if the instrument panel does not receive the gear information.

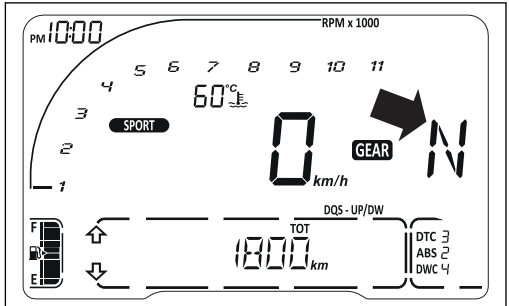


Fig 26

Note

If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.

Menu Functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information.
Menu displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Trip time (TRIP 1 TIME)
- Average Fuel Consumption (CONS. AVG 1)
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG 1)
- Residual range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER CONTROL) (only available if the Bluetooth module is available and one Smartphone is connected)
- Call management (CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
- Tyre deflation pressure indication (TIRE PRESSURE) - accessory (active only if installed)
- ABS enabling/disabling
- Setting menu (SETTING MENU)

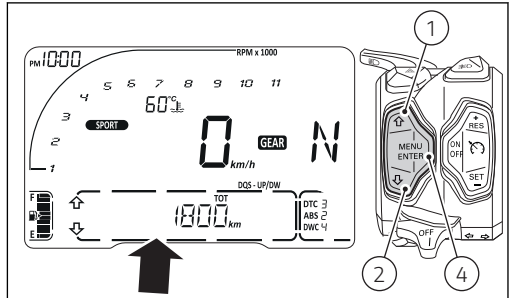


Fig 27

Within the Menu box, on the LH side, are the UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 84).

Odometer (TOT)

The odometer counts and displays the total distance covered by the motorcycle with the set unit of measurement (km or mi).
The odometer number (in km or miles) is displayed with the message TOT and the indication of the unit of measurement. When the maximum value is reached (199999 km or 199999 mi) the instrument panel will permanently display said value.
The odometer value is saved permanently and cannot be reset under any circumstances.

The reading is not lost in case of a power OFF (Battery OFF).

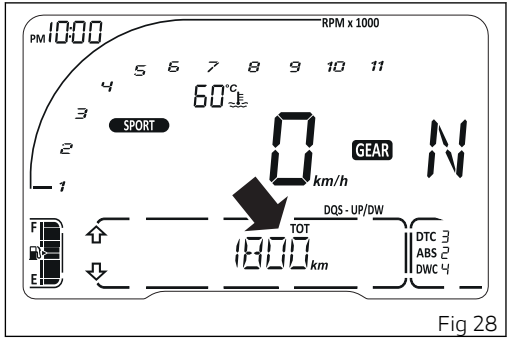


Fig 28

Note

If a string of flashing dashes " ----- " is displayed within odometer function, please contact a Ducati Dealer or Authorised Service Centre.

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the “TRIP 1” indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance is reset and the meter automatically starts counting from 0 again.

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 again, without resetting the value. While if you press button (4), value for TRIP 1 will be reset and the instrument panel will display TRIP 1 at “0.0” followed by set unit of measurement.

When TRIP 1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

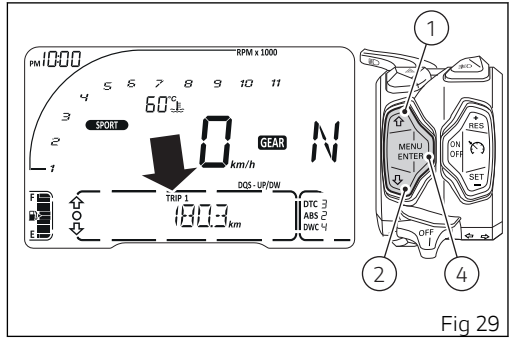


Fig 29

The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi). The mi or km value for TRIP 2 is displayed with the “TRIP 2” indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance is reset and the meter automatically starts counting from 0 again.

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. While if you press button (4), value for TRIP 2 will be reset and the instrument panel will display TRIP 2 at “0.0” followed by set unit of measurement.

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

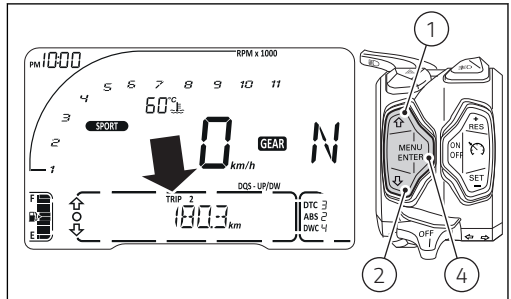


Fig 30

Trip time (TRIP 1 TIME)

The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by “TRIP 1 TIME” indication.
The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1, page 84), average fuel consumption (CONS.AVG 1, page 87) and average speed (SPEED AVG 1, page 90). When TRIP1 is reset, this value is reset as well.

The active time counting phase occurs when the engine is running, even when the vehicle is stopped. The time count is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again.
When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the time. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 TIME again, without resetting the value.

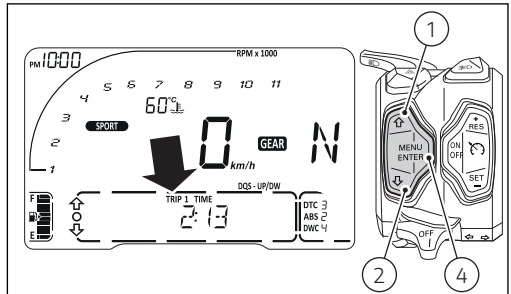


Fig 31

While if you press button (4), value for TRIP 1 TIME will be reset and the instrument panel will display TRIP 1 TIME at “0:00”.

Note

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

Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.
The average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (litres / 100 km or mpg UK or mpg USA).
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP 1 was last reset.
When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available, on the display, three steady dashes "- - . - " steadily as average fuel consumption.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display CONS. AVG. 1 again, without resetting the value.
If button (4) is pressed, the value of CONS. AVG 1 is reset and the instrument panel will display CONS. AVG 1 with "0.0" and the set unit of measurement.
When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes "- - -" are shown.

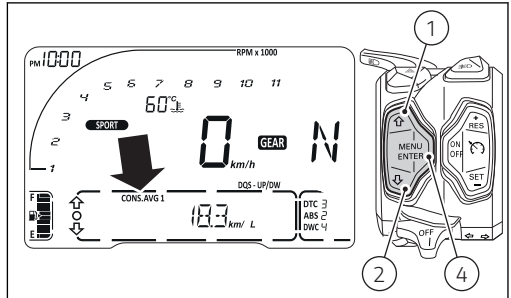


Fig 32

Note
When average consumption (CONS. AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average speed (SPEED AVG 1) and trip time (TRIP 1 TIME).

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.
Instant fuel consumption is displayed followed by “CONS.” and the set unit of measurement (litres / 100 Km or mpg UK or mpg USA).
The calculation is made considering the quantity of fuel used and the distance travelled during the last second.

Value is expressed in the set unit of measurement: litres / 100 Km or mpg UK or mpg USA.
The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).
During the phase when no calculation is performed, three steady dashes “ - - . - ” are displayed as a value of instantaneous consumption.

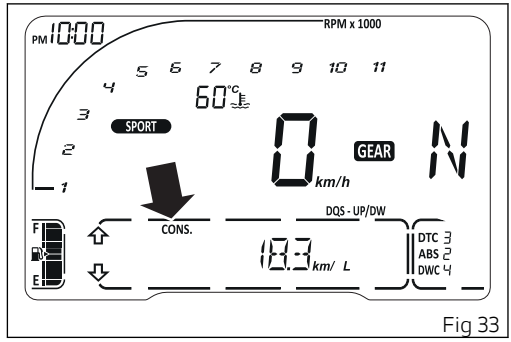


Fig 33

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

The vehicle average speed is displayed with the “SPEED AVG 1” indication and unit of measurement (km/h or mph).

The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

The calculation considers the distance and time since TRIP 1 was last reset. When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes “ - - - “ steadily as average speed.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.

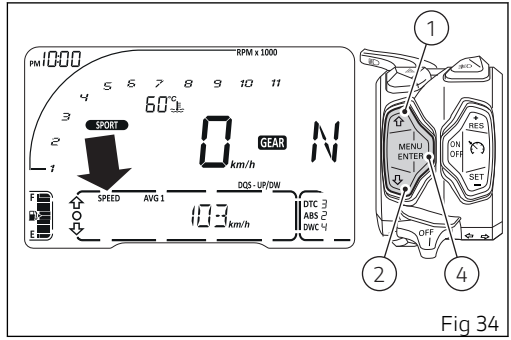


Fig 34

If you press button (1) or (2), the instrument panel will display SPEED AVG 1 again, without resetting the value.

While if you press button (4), value for SPEED AVG 1 will be reset and the instrument panel will display SPEED AVG 1 at “0” followed by set unit of measurement.

When average speed is reset, during the first 10 seconds when the value is not available on the display, three steady dashes “ - - - ” are shown.

Note
When average speed (SPEED AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average fuel consumption (CONS.AVG 1) and trip time (TRIP 1 TIME).

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
You may change the units of measurement of speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the “UNITS SETTING” function.

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.
The mi or km value for the RANGE (residual range) is displayed with “RANGE” indication and unit of measurement (mi or km).

When the reading exceeds the maximum value (999 km or 621 mi), distance is reset and the meter automatically starts counting from 0 again.

If there is any function fault, the instrument panel will display three flashing dashes “- - -”.
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed.
If the instrument panel does not receive any information on the unit of measurement, the default unit of measurement is displayed flashing.

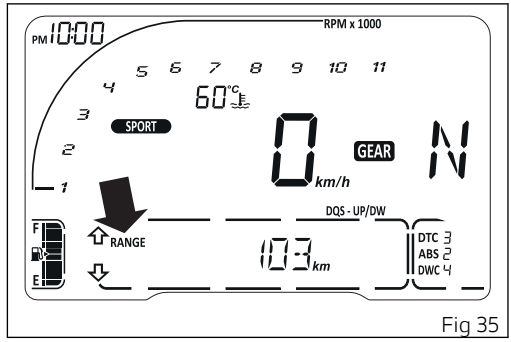


Fig 35

Ambient air temperature (T-AIR)

The instrument panel displays the ambient temperature followed by “T AIR” and the set unit of measurement (°C or °F).

The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F).
For temperature values lower than -39 °C (-38 °F) or higher than +125 °C (+257 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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

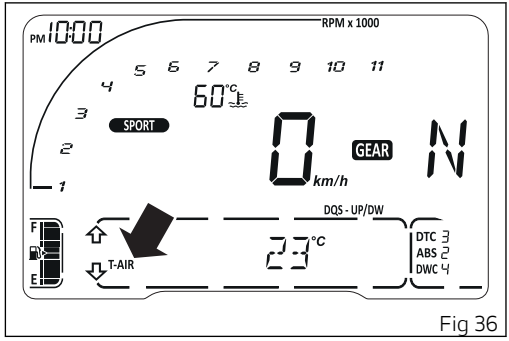


Fig 36

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

Player management (PLAYER CONTROL)

This function allows managing (turning on and off) the Player.

The PLAYER function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

If Player is not active, the instrument panel displays “PLAYER OFF”. To turn it on and open the Player menu, press button (4) (please refer to “Infotainment”, page 167 for information on how to use the Player).

If Player is active, the instrument panel displays “PLAYER ON”. To open the Player menu, press button (1) for 2 seconds (please refer to “Infotainment”, page 167 for information on how to use the Player).
To turn Player off, press button (4).

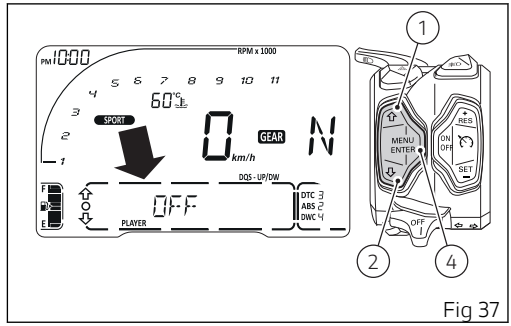


Fig 37

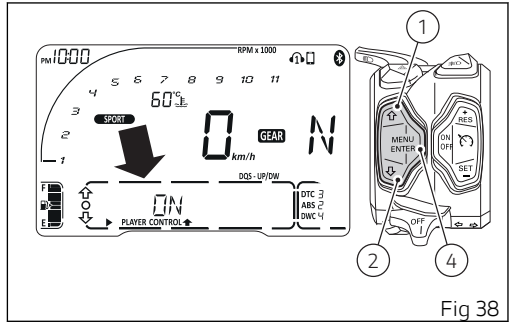


Fig 38

Call management (CALLS)

This function shows a list of the last calls missed, made or received.

The CALLS function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

Press button (4): when opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.
The instrument panel displays the corresponding name(s) or phone number(s). Use buttons (1) and (2) to scroll the list and press button (4) to call the displayed name or phone number.

If list includes no calls, the instrument panel displays “EMPTY” within the Menu.

To exit the function and go back to the previous screen, press button (2) for 2 seconds.

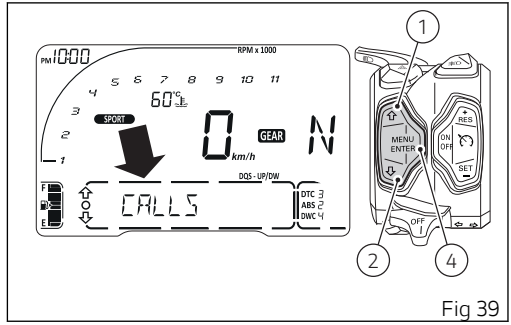


Fig 39

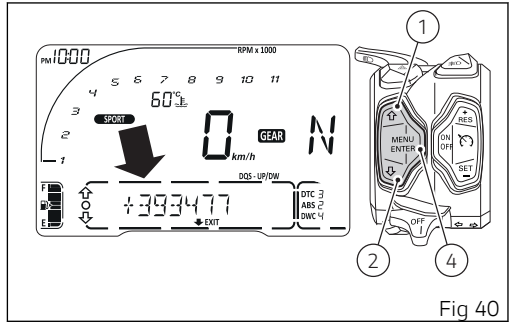


Fig 40

Tyre deflation pressure indication (TIRE PRESSURE) - accessory

This function is available only if the tyre pressure sensor accessory has been installed. The function shows the front and rear tyre pressure values.

Note
The TPMS sensor (TIRE PRESSURE) detects the tyre deflation.

The message “TIRE” is displayed with the pressure values indicated with letter “F” for the front tyre and letter “R” for the rear tyre.
The tyre pressure values are expressed in bar.

Note
The steady on dashes “-.-” are displayed in these cases:

- if the instrument panel does not receive valid pressure information for the front and/or rear tyre;
- if one or both tyre sensors are off.

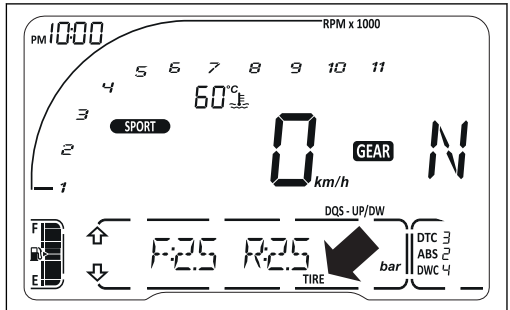


Fig 41

Note
If one or both tyre sensors are in “alarm”, the instrument panel shows the flashing value or the blinking dashes “-.-”.

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).

ABS enabling/disabling

This function allows disabling or enabling the ABS system without entering the Setting Menu.

Note

"Manual" disabling and enabling of the ABS is only possible in ENDURO Riding Mode.

If the ABS is enabled, the instrument panel shows "ABS-OFF".
Once "ABS-OFF" is displayed, press button (4) to disable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS disabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, "WAIT ..." is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.
When system is disabled, "ABS-ON" is displayed, the ABS light (10, turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.

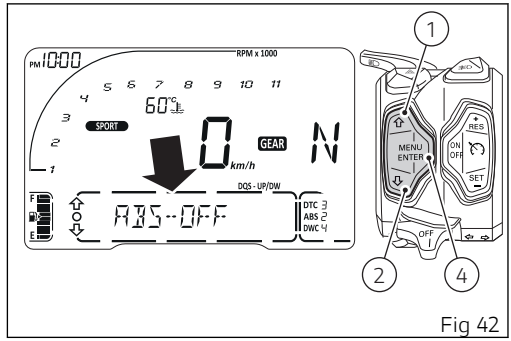


Fig 42

If the ABS is disabled, the instrument panel shows "ABS-ON" and ABS light on (10, . Once "ABS-ON" is displayed, press button (4) to enable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS enabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, “WAIT ...” is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.
When system is enabled, “ABS-OFF” is displayed, the ABS light (10, turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

If the ABS status does not change in 5 seconds, the instrument panel will replace “WAIT ...” message within the Menu with “ABS-ERR” message blinking for 3 seconds.

After 3 seconds:

- if disabling was requested, the instrument panel automatically shows again “ABS-OFF” and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again “ABS-ON” and the request can be made again, if required.

Setting menu (SETTING MENU)

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

For safety reasons, you can enter this Menu only when the actual vehicle speed is lower than or equal to 5 km/h (3 mph). If you are inside the SETTING MENU and the actual vehicle speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the SETTING MENU and displays the main screen.

To gain access to the SETTING MENU, use button (1) or (2) to select "SETTING MENU" within the Menu and press button (4).

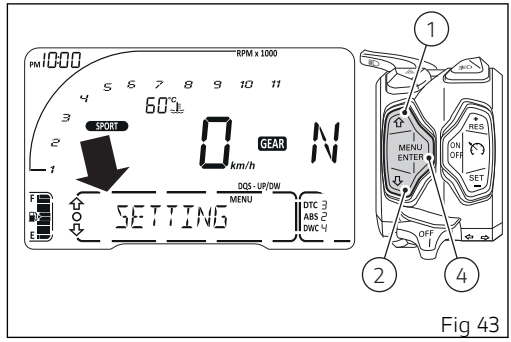


Fig 43

Note

The empty circle symbol ○ is only displayed when the actual vehicle speed is lower than or equal to 5 km/h (3 mph): if the actual vehicle speed is lower than or equal to 5 km/h (3 mph) and suddenly it goes above 5 km/h (3 mph), the empty circle symbol ○ turns off, and will come on again when vehicle speed is again lower than or equal to 5 km/h (3 mph).

As you enter the SETTING MENU, the instrument panel displays the following functions:

- RIDING MODE
- PIN CODE
- DATE SETTING
- CLOCK SETTING
- BACKLIGHT
- UNITS SETTING
- SERVICE INFO
- TIRE CALIBRATION
- BLUETOOTH – active only if the Bluetooth module is fitted
- TIRE PRESSURES SET – accessory, active only if installed
- TURN INDICATORS OFF
- RPM
- BATTERY

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

Press button (1) or (2) to view the above functions of the SETTING MENU one by one: in particular, use button (2) to view the following item and button (1) to view the previous item.
After displaying the required function, press button (4) to open the corresponding menu page.

If function is not available or temporarily disabled, the menu page can not be opened.

To quit the SETTING MENU, keep button (2) pressed for 2 seconds.

Customising the Riding Mode (RIDING MODE)

All settings of every riding mode can be customised.

Enter the SETTING MENU.
Select RIDING MODE option (Fig 44), by pressing button (1) or (2). Once function is displayed, press button (4).
After entering the function (Fig 45) the display shows the four available riding modes “SPORT”, “TOURING”, “URBAN”, “ENDURO”, with a flashing arrow pointing at the “SPORT” riding mode.
You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to select the riding mode to customize, then press button (4) to enter the customization of the selected riding mode;
- use buttons (1) and (2) to select “EXIT” (flashing frame), then press button (4) to go back to previous page;
- use buttons (1) and (2) to select “DEFAULT” (flashing frame), then press button (4) for 2 seconds to restore default values for all four Riding Modes (ALL DEFAULT).

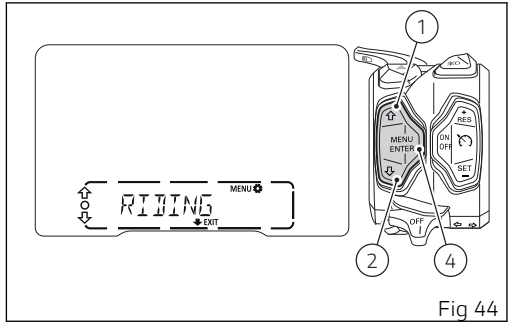


Fig 44

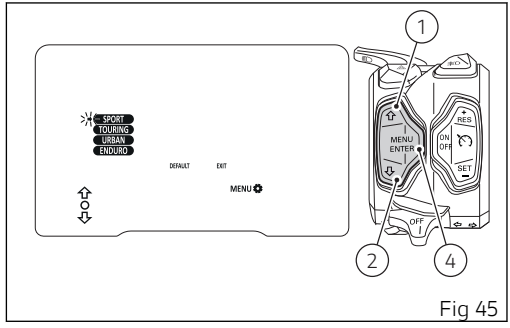


Fig 45

For each individual riding style, the parameters that can be customised are the following:

- ENGINE
- DTC
- ABS
- DWC (active only when DTC is not set to “OFF”)
- DQS (active only if DQS option is present)
- DEFAULT

When entering the customisation menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items using buttons (1) and (2) to select all available information (the selected parameter flashes) in the listed sequence.

Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

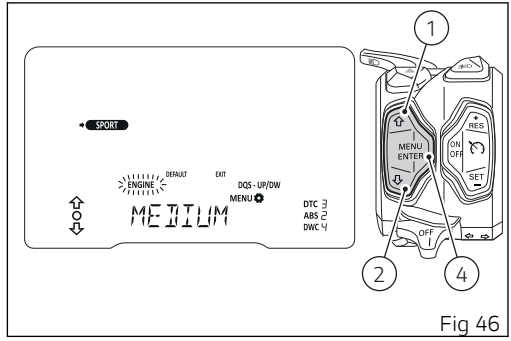


Fig 46

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.

If the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select the parameter to be customised ENGINE (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

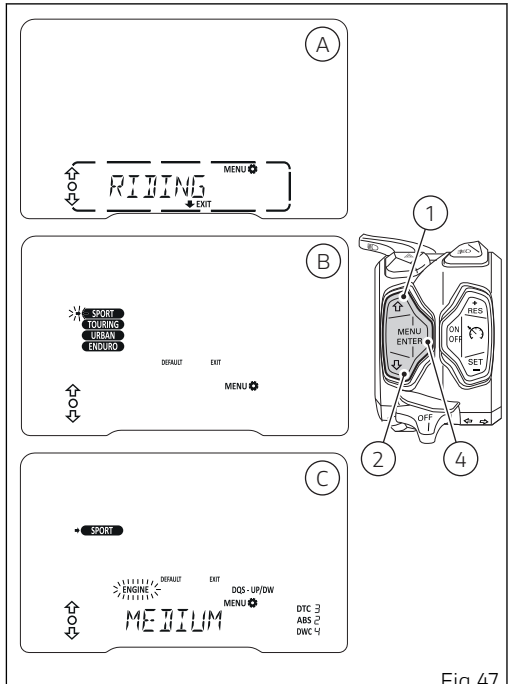


Fig 47

When entering the function, the currently set engine power (“HIGH”, “MEDIUM” or “LOW”) starts flashing (Fig 48). Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.
The instrument panel displays the new set level and "EXIT" flashing (Fig 49). Now press button (4) to go back to previous display mode.

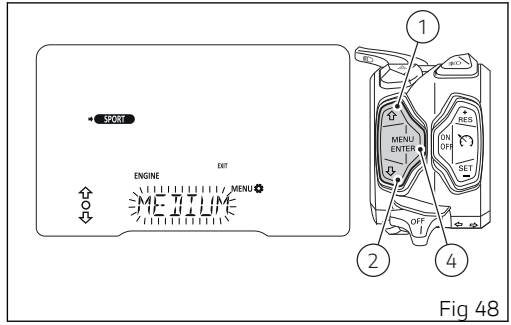


Fig 48

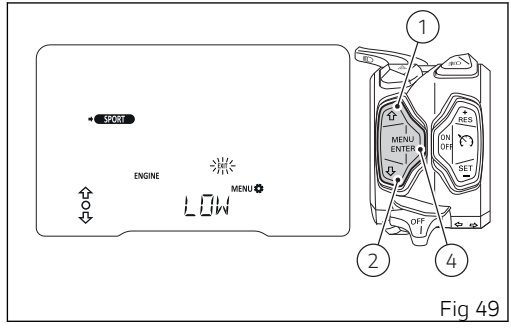


Fig 49

Customising the Riding Mode: DTC level setting

This function disables or sets DTC level for the selected riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select the parameter to be customised DTC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

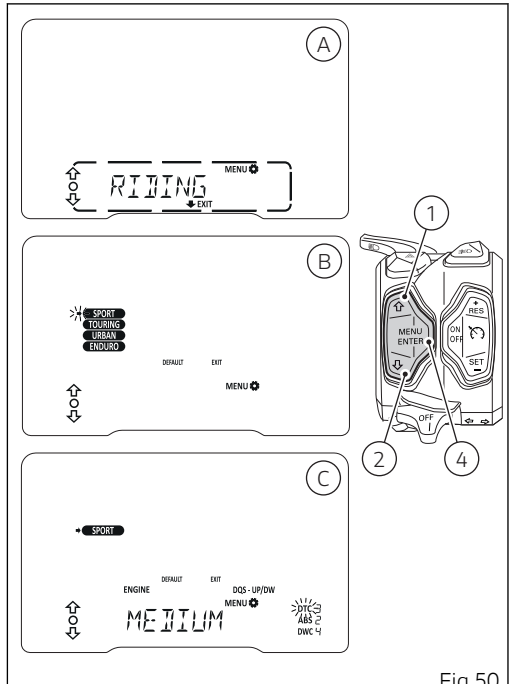


Fig 50

When entering the function, the DTC value starts flashing (Fig 51). Use buttons (1) and (2) to set required value, which can be 1 to 8 or “OFF”, i.e. DTC disabled. To confirm, press the button (4).
The instrument panel displays the new set level and "EXIT" flashing (Fig 52). Now press button (4) to go back to previous display mode.

Note
By setting "– " (Off), the DTC will be disabled.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

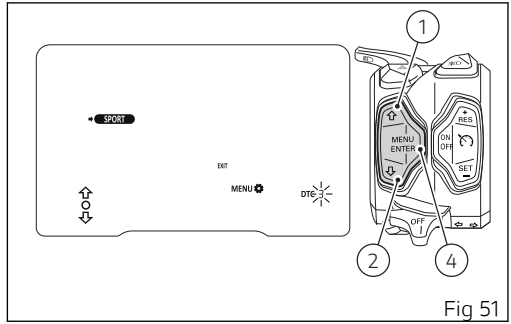


Fig 51

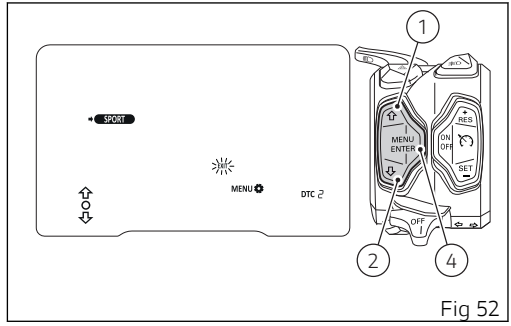


Fig 52

Customising the Riding Mode: ABS setting

This function disables or sets ABS level for the selected riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select the parameter to be customised ABS (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

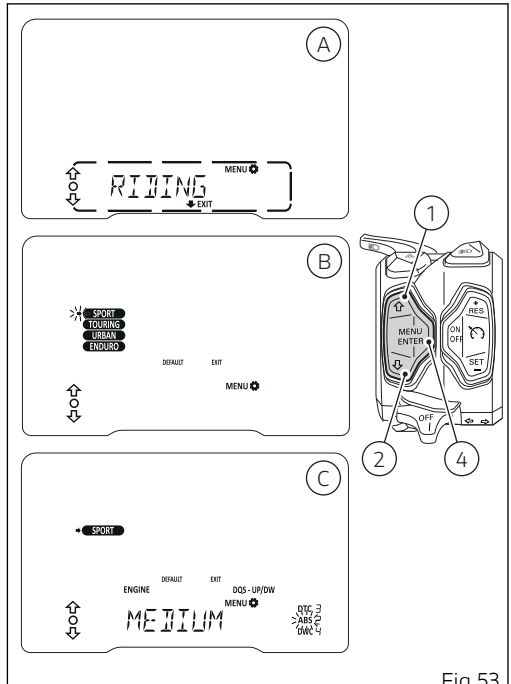


Fig 53

When entering the function, the ABS value starts flashing (Fig 54). Use buttons (1) and (2) to set required value, which can be 1 to 3 or “OFF”, i.e. ABS disabled. To confirm, press the button (4).
The instrument panel displays the new set level and "EXIT" flashing (Fig 55). Now press button (4) to go back to previous display mode.

Important
When setting the ABS OFF, Ducati recommends paying particular attention to the braking and riding style.

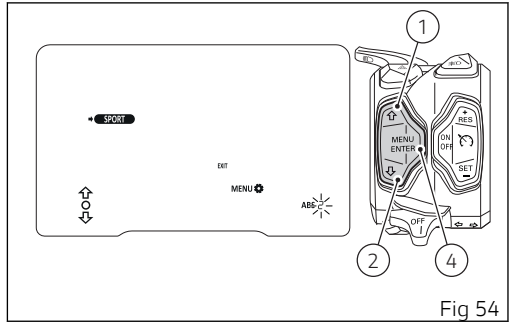


Fig 54

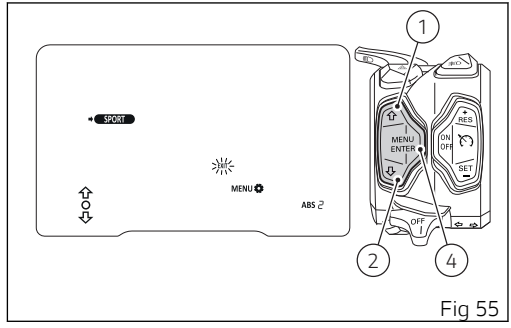


Fig 55

Customising the Riding Mode: DWC level setting

This function disables or sets DWC level for the selected riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select the parameter to be customised DWC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

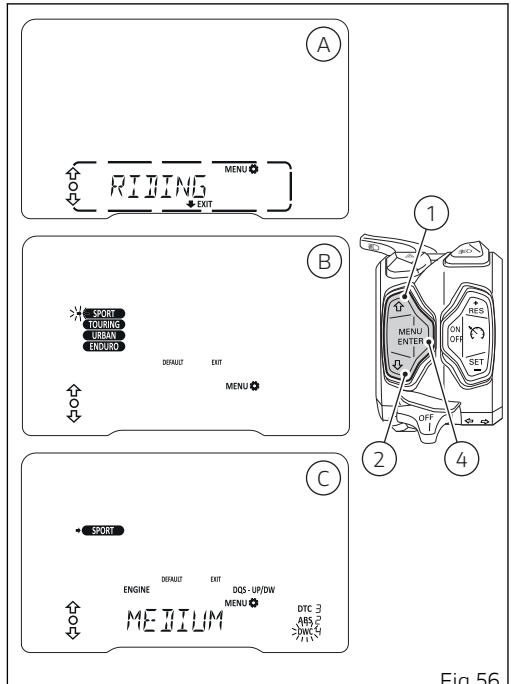


Fig 56

When entering the function, the DWC value starts flashing (Fig 57). Use buttons (1) and (2) to set required value, which can be 1 to 8 or “OFF”, i.e. DWC disabled. To confirm, press the button (4).
The instrument panel displays the new set level and "EXIT" flashing (Fig 58). Now press button (4) to go back to previous display mode.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

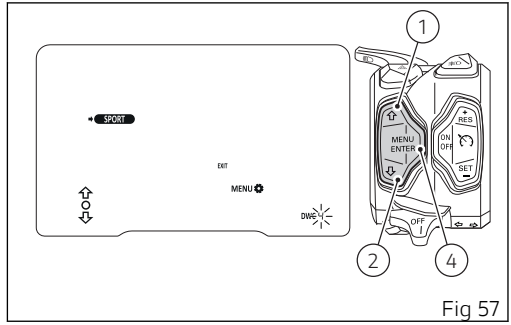


Fig 57

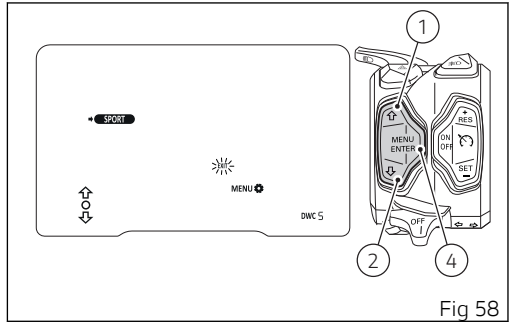


Fig 58

Customising the Riding Mode: DQS enabling/disabling

This function disables or sets DQS level for the selected riding mode: DQS is an optional feature.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select the parameter to be customised “DQS -” (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

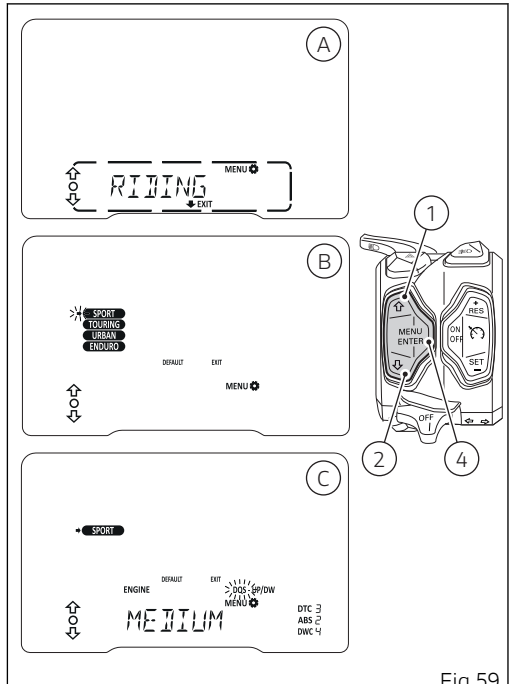


Fig 59

When entering the function, the DQS value starts flashing (Fig 60). Use buttons (1) and (2) to set required value, which can be “DQS - UP/DW” or “DQS -” (OFF), i.e. DQS disabled. To confirm, press the button (4).
The instrument panel displays the new set level and "EXIT" flashing (Fig 61). Now press button (4) to go back to previous display mode.

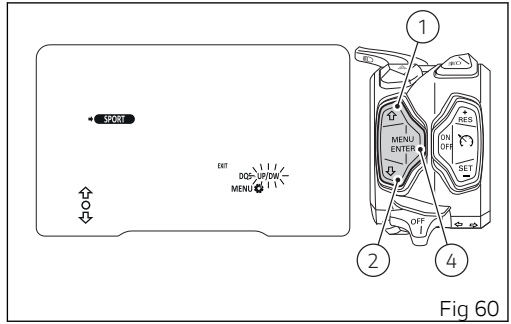


Fig 60

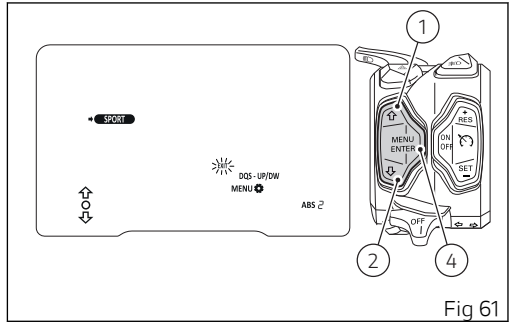


Fig 61

Customising the Riding Mode: Reset to default settings (DEFAULT)

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select “DEFAULT” option (C) so it starts flashing.

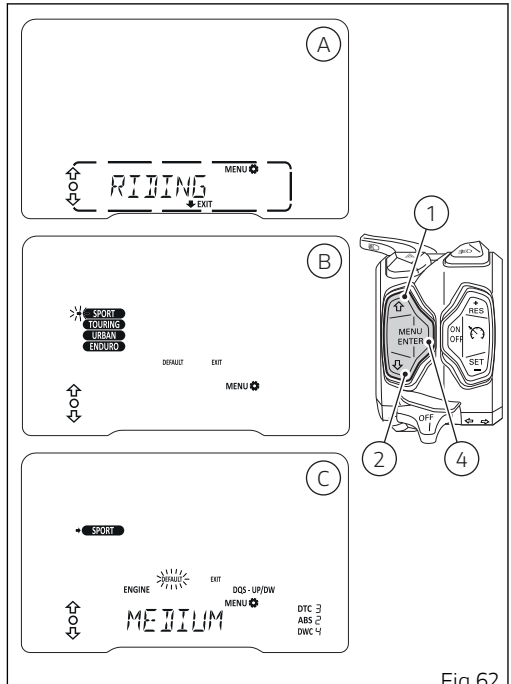


Fig 62

Press button (4) for 2 seconds: the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- the flashing dashes "- - - - - - -" in the Menu
- the flashing symbol "-" instead of the values for DTC, ABS, DWC
- the flashing arrow next to the selected riding mode

Then, the instrument panel will display the steady indication "DF - OK" within the Menu for another 2 seconds, with the steady symbol "-" instead of the values for DTC, ABS, DWC.

After these 2 seconds, the instrument panel displays the parameters with the Riding Mode default values and EXIT is selected (flashing). Now press button (4) to go back to previous display mode.

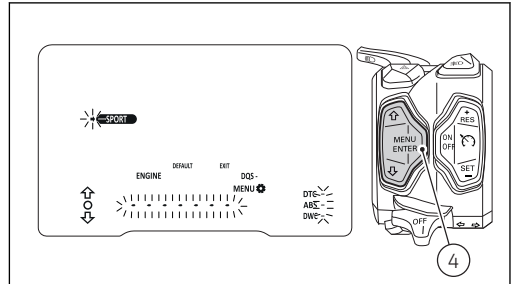


Fig 63

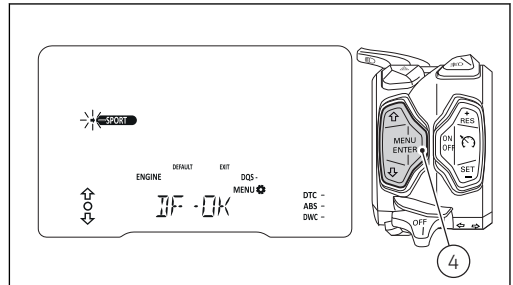


Fig 64

Customising the Riding Mode: Reset to default settings (ALL DEFAULT)

This function allows restoring all the default values for ENGINE, DTC, ABS, DWC and DQS parameters associated to all riding modes.

Enter the SETTING MENU.
Select RIDING MODE option (Fig 66), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Press button (1) or (2), to select DEFAULT option (Fig 66) so it starts flashing.

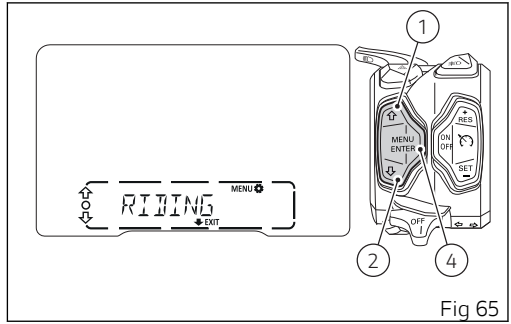


Fig 65

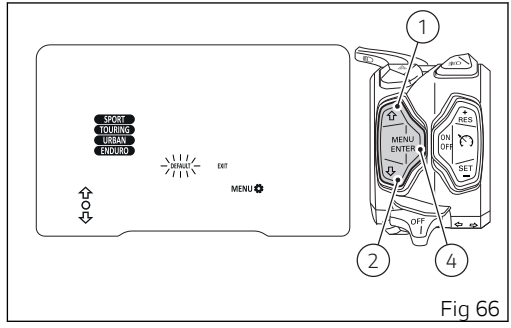


Fig 66

Press button (4) for 2 seconds: the instrument panel will restore default values for all Riding Modes. The instrument panel displays all four Riding Modes for 2 seconds “SPORT”, “TOURING”, “URBAN” and “ENDURO” as steady indications, together with four flashing arrows on the left of the Riding Modes.

Then, the instrument panel will display the steady indication “DF - OK” within the Menu for another 2 seconds (Fig 67).
After these 2 seconds, EXIT is selected (flashing) (Fig 68).
Now press button (4) to go back to previous display mode.

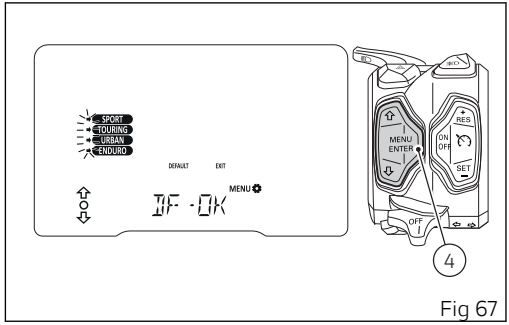


Fig 67

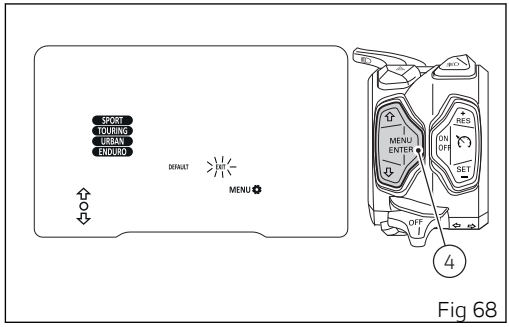


Fig 68

Activation of PIN CODE (PIN CODE)

This function allows the user to activate or modify the PIN CODE.
The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
To activate this function, refer to "Activating the PIN CODE" procedure below.
To change the PIN refer to "Changing the PIN CODE" procedure page 122.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” page 219.

Attention

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

Activating the PIN CODE

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

Note
If "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.

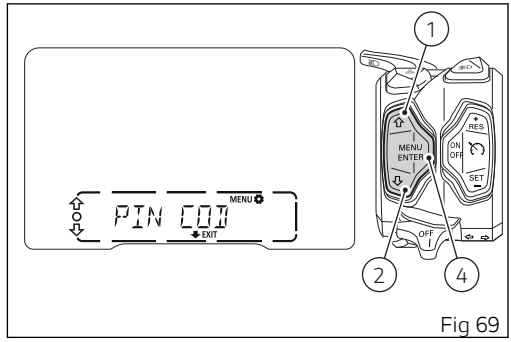


Fig 69

When accessing this function, “PIN:" indication will be displayed followed by four flashing dashes "- - - " (A).
To go back to the previous screen without activating any PIN CODE, use buttons (1) and (2) to select EXIT (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

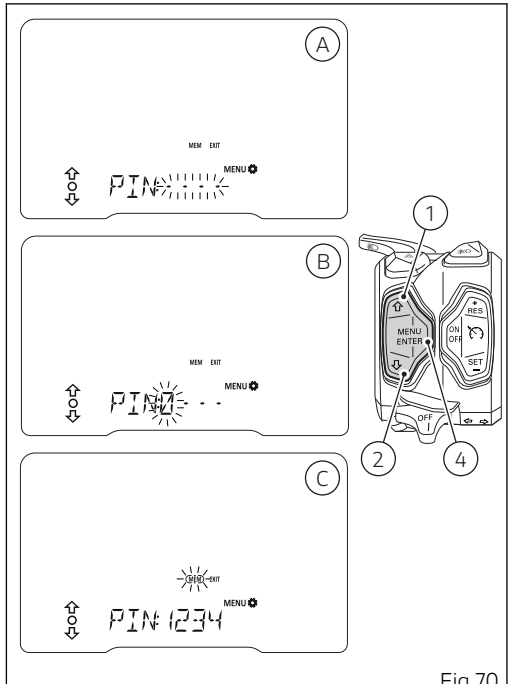


Fig 70

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C) is flashing (Fig 70).
Now you can use buttons (1) and (2) to do the following:

- select EXIT (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) (C, Fig 70) and press button (4) to save the new PIN CODE. The instrument panel will then show "PIN MEM" within the Menu for 2 seconds, then will show EXIT with flashing frame.
  To quit, press button (4).

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorised Dealer).

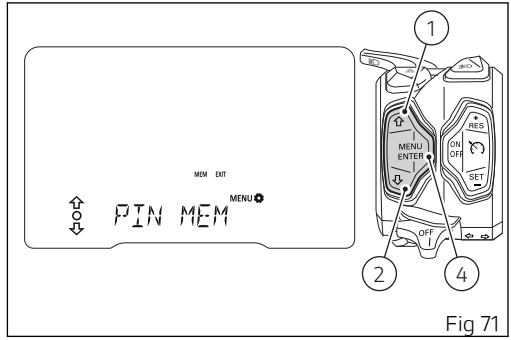


Fig 71

Modification of PIN CODE (PIN CODE)

To change the existing PIN CODE and activate a new one, you must open the SETTING MENU. Select PIN CODE option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

Note
To change the PIN CODE, you must know the already stored PIN.

Note
If "PIN:" appears when accessing this function and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

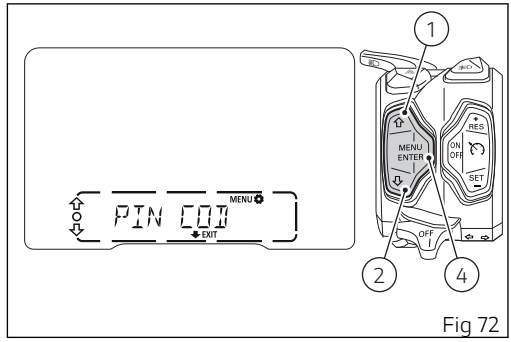


Fig 72

When accessing this function, "OLD:" indication will be displayed followed by four flashing dashes "- - - -" (A).

To go back to the previous screen without changing the PIN CODE, use buttons (1) and (2) to select "EXIT" (flashing frame), and press button (4).

Entering the old code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

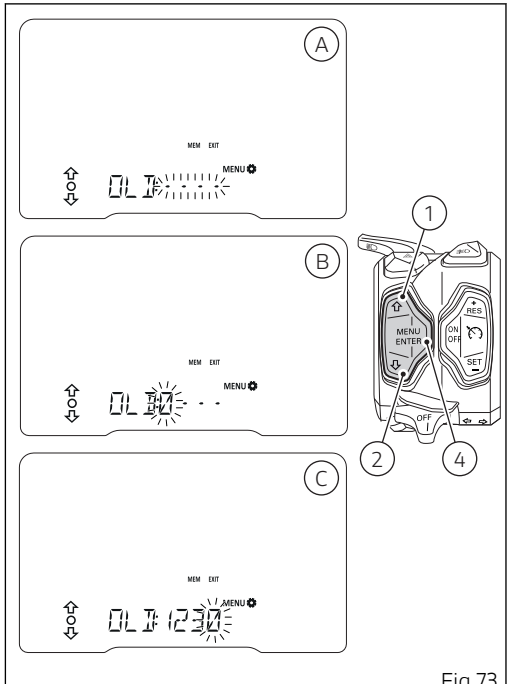


Fig 73

When you press button (4) to confirm the fourth and last digit (C, Fig 73), the instrument panel responds as follows:

- if the PIN is not correct, the instrument panel shows “WRONG” flashing for 2 seconds. After these 2 seconds, EXIT is selected (flashing frame). Now press button (4) to quit PIN CODE modification function or use buttons (1) and (2) to select and try again to enter the old code (A, Fig 73)

- if the PIN is correct, the instrument panel shows “CORRECT” for 2 seconds, and then displays the page for entering the new code.

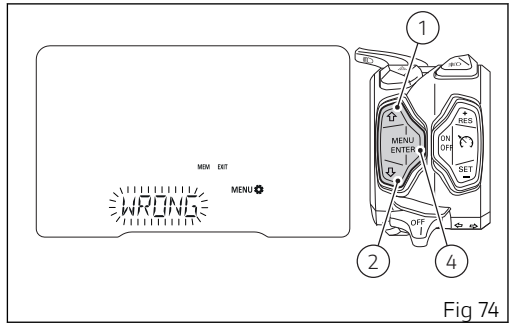


Fig 74

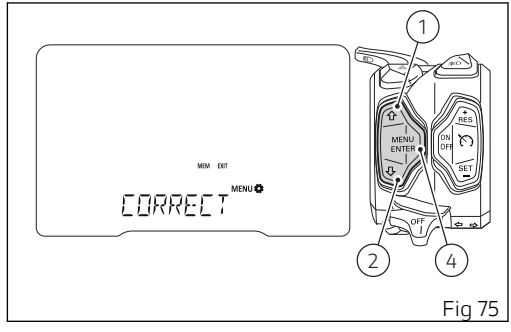


Fig 75

When accessing this function, "NEW:" indication will be displayed followed by four flashing dashes "- - - -" (A).

Entering the new code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

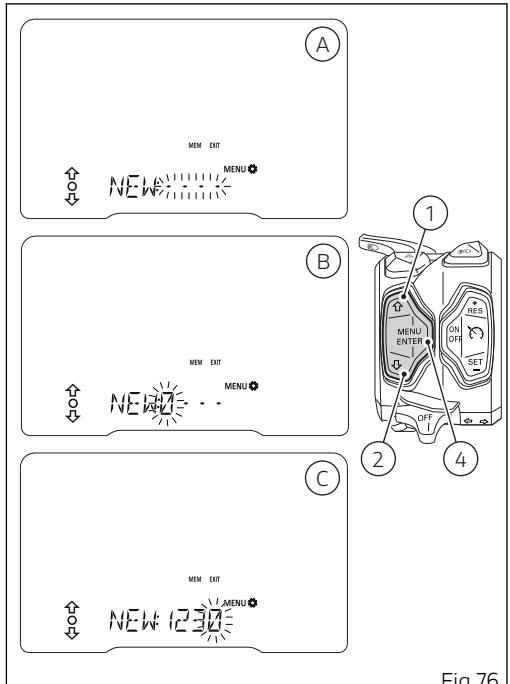


Fig 76

When you press button (4) to confirm the fourth and last digit, the MEM item frame is flashing.
Now use buttons (1), (2) and (4) to do the following:

- select EXIT (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) and press button (4) to save the new PIN CODE.
  The instrument panel will then show “PIN MEM” within the Menu for 2 seconds, then will show EXIT with flashing frame.
  To quit, press button (4).

Note
You can change your PIN CODE an unlimited number of times.

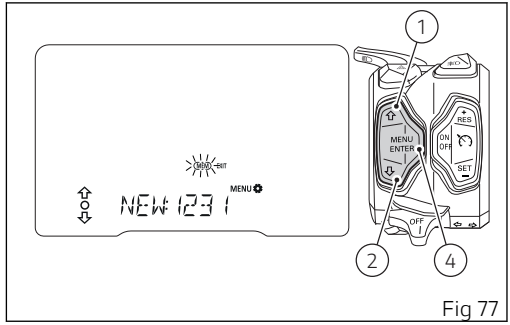


Fig 77

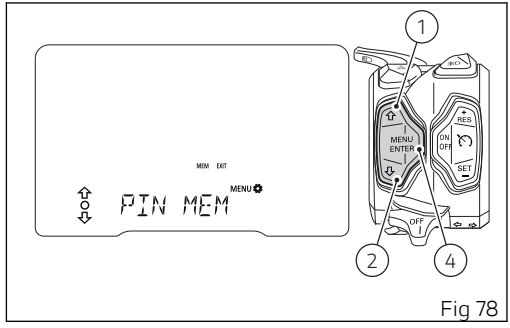


Fig 78

Date setting (DATE SETTING)

This function allows user to set or change the date.
Enter the SETTING MENU.
Select “DATE SETTING” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

Important

Every time the battery is disconnected, the calendar date is reset and must be set again.

Note

If nobody set the date, display will read dashes “- -” as year, month and day.

The displayed available settings are:

- Y: year
- M: month
- D: day

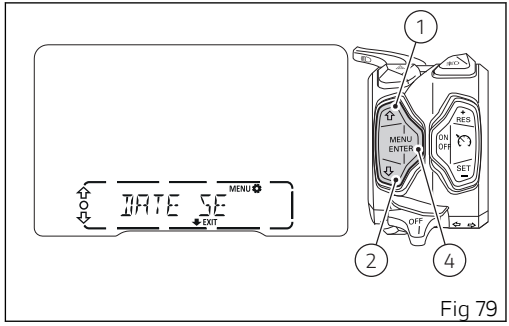


Fig 79

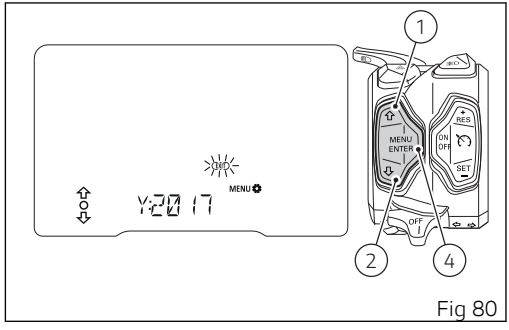


Fig 80

When entering this function, the instrument panel will display the current year within the Menu, as well as the EXIT item selected with flashing frame (Fig 80). Press button (4) to go back to the main screen of the SETTING MENU.

With buttons (1) and (2) it is possible to scroll and select within the Menu the flashing items “Y” (year) (A), “M” (month) (B), “D” (day) (C).
Press button (4) after selecting the parameter you wish to edit: current value will be flashing.

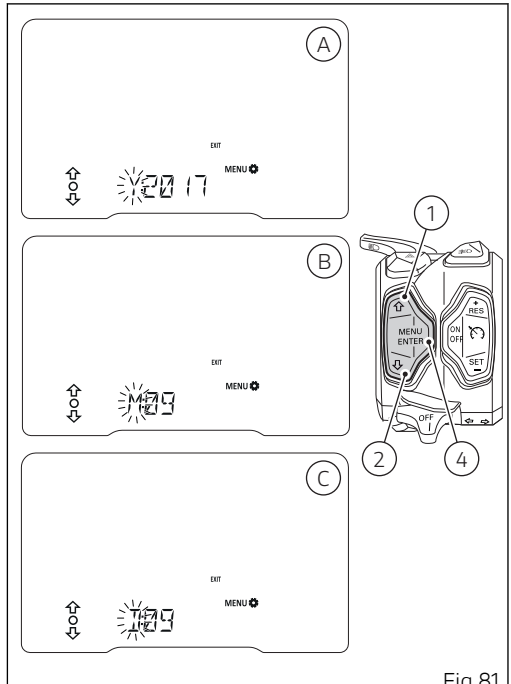


Fig 81

Year setting

Select "Y" option flashing (A, Fig 81), by pressing button (1) or (2).
Once option is highlighted, press button (4).
Year 4-digit value starts flashing.
Press button (1) to increase year value by 1 unit: 2000, 2001, ... 2099, 2000.
Press button (2) to decrease year value by 1 unit: 2099, 2098, ... 2000, 2099.
Once you reach the value to be set, press button (4) and the set year will stop flashing, while “Y” will be again flashing (A, Fig 81).

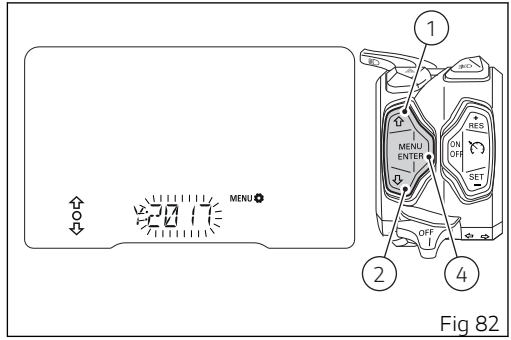


Fig 82

Month setting

Select "M" option flashing (B, Fig 81), by pressing button (1) or (2).
Once option is highlighted, press button (4).
Month 2-digit value starts flashing.
Press button (1) to increase month value by 1 unit: 01, 02, ... 12, 01.
Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Once you reach the value to be set, press button (4) and the set month will stop flashing, while “M” will be again flashing (B, Fig 81).

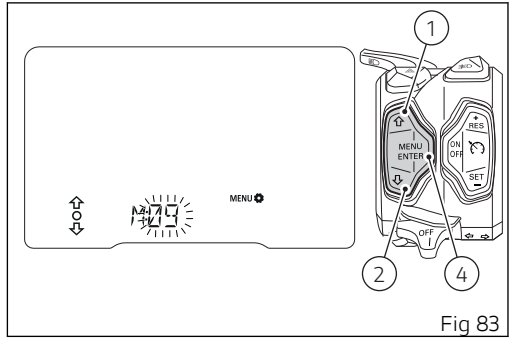


Fig 83

Day setting

Select "D" option flashing (C, Fig 81), by pressing button (1) or (2).
Once option is highlighted, press button (4).
Day 2-digit value starts flashing.
Press button (1) to increase day value by 1 unit: 01, 02, ... 31, 01.
Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Once you reach the value to be set, press button (4) and the set day will stop flashing, while “D” will be again flashing (C, Fig 81).

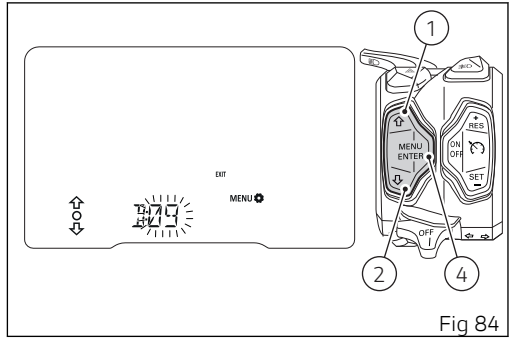


Fig 84

Storing the date

To store set/modified date, select EXIT (flashing frame) using buttons (1) and (2) and press button (4). The instrument panel then checks whether entered date is correct or before the internal date (SERVICE DATE):

- If the date is incorrect, the instrument panel will show “WRONG" and “DATE” alternately for 6 seconds, then it will display a string of 4 steady dashes “- - - -” in place of the date and EXIT selected (flashing frame). In this case, press button (4) to go back to previous page of the SETTING MENU without changing the date; or use buttons (1) and (2) to set the data again by selecting the string of 4 dashes “- - - -” and repeating the operation.

- If date is correct, instrument panel will save the new date and then go back to previous page of the SETTING MENU.

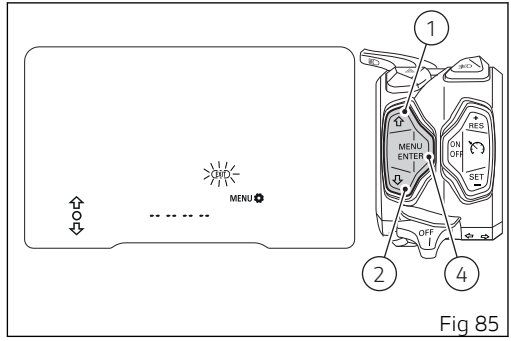


Fig 85

CLOCK SETTING

This function allows user to set or adjust the time.
Enter the SETTING MENU.
Select "CLOCK SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

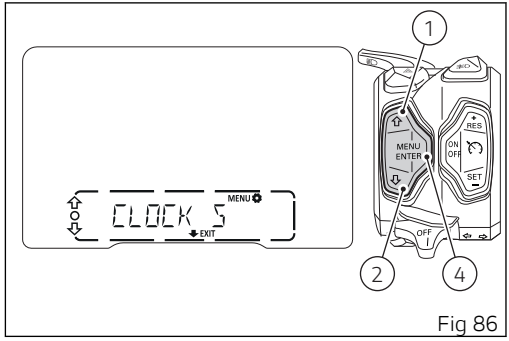


Fig 86

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

Note
If nobody set the time, display will read dashes "- -" as hour and minutes.

The displayed available settings are:

- AM / PM
- Hours
- Minutes

When entering this function, the instrument panel will display the current time within the Menu, as well as the EXIT item selected with flashing frame.

Use buttons (1) and (2) to scroll and select the time indicated within the Menu (flashing) or EXIT (flashing frame).

Press button (4) while EXIT is selected with a flashing frame and the display goes back to the main screen of the SETTING MENU.

Press button (4) with the time indicated within the Menu selected (flashing) to set the time.

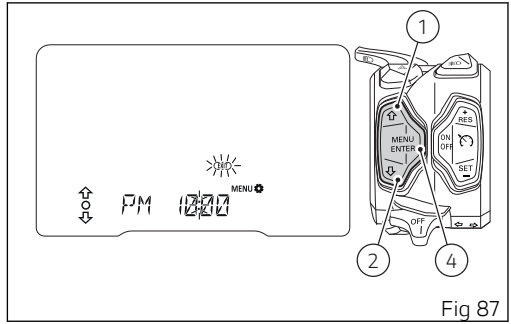


Fig 87

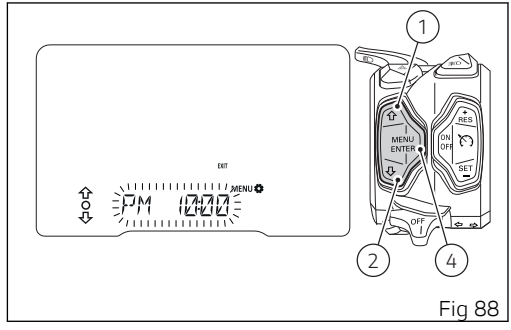


Fig 88

When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour setting (hours will start flashing) (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute setting, (minutes will start flashing) (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

Press button (4), EXIT is selected (flashing frame) (Fig 87).

It is now possible to repeat time setting or go back to the previous page of the SETTING MENU by pressing button (4) with EXIT selected (flashing frame).

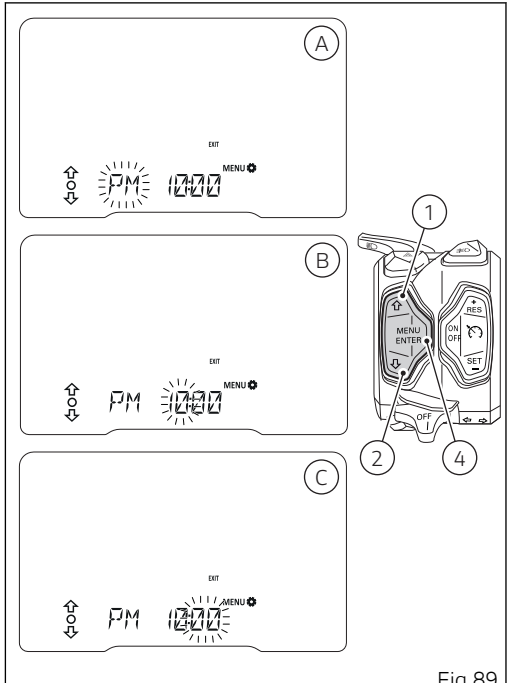


Fig 89

Backlighting setting (BACKLIGHT)

This function allows adjusting the backlighting intensity.
Enter the SETTING MENU.
Select "BACK LIGHT" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value flashing within the Menu, as well as the EXIT item.
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “HIGH”, “MEDIUM”, “LOW”.
While user is scrolling the three available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4).

The instrument panel will then set backlighting according to the selected value and will show EXIT with flashing frame.
Press button (4) to quit and go back to previous display mode.

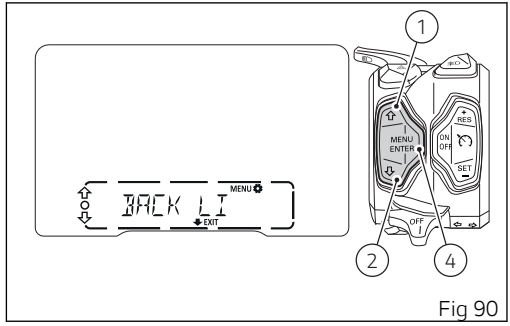


Fig 90

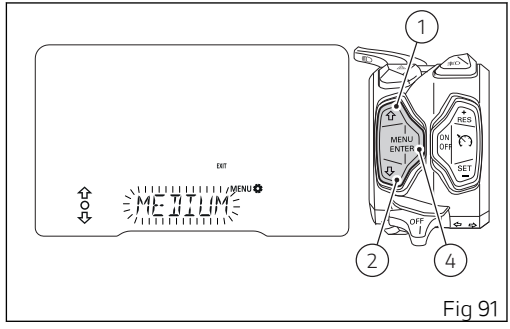


Fig 91

Setting the unit of measurement (UNITS SETTING)

This function allows changing the units of measurement of the displayed values.
Enter the SETTING MENU.
Select "UNITS SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

Measurements for which it is possible to change the unit are the following:

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

When entering this function, the instrument panel will display the “SPEED” item within the Menu, as well as the EXIT item selected with flashing frame.

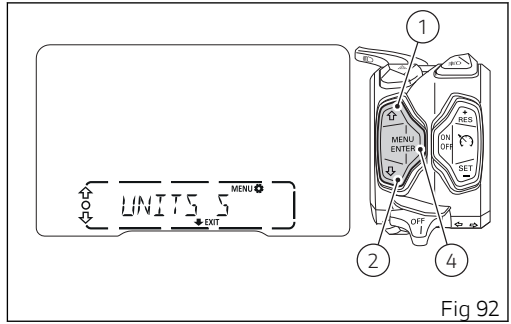


Fig 92

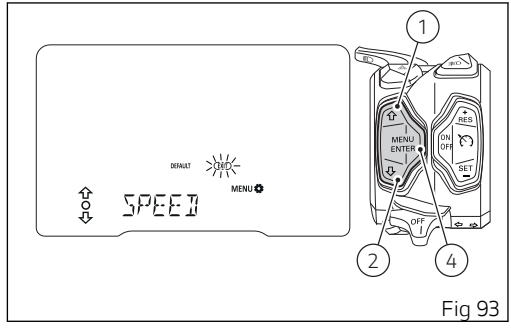


Fig 93

Use buttons (1) and (2) to scroll and select “SPEED” (A), “TEMP.” (B), “CONS.” (C), “DEFAULT” (flashing frame), and then to go back to EXIT (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

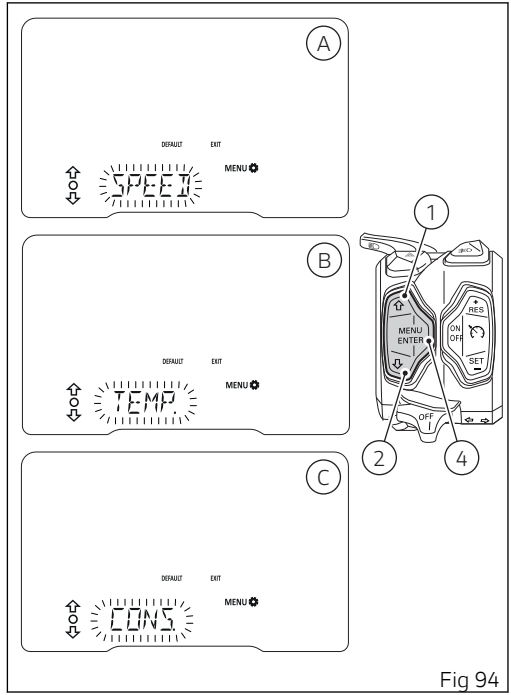


Fig 94

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “km/h” and “mph”, and select them (flashing).
Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

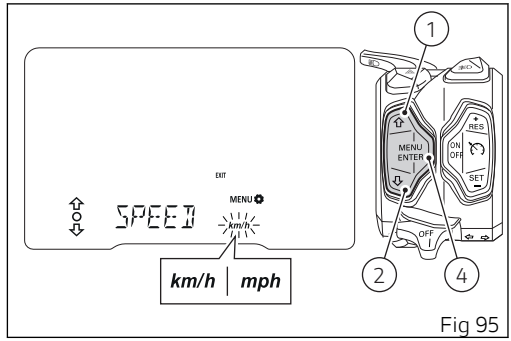


Fig 95

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement “°C” and “°F”, and select them (flashing).
Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

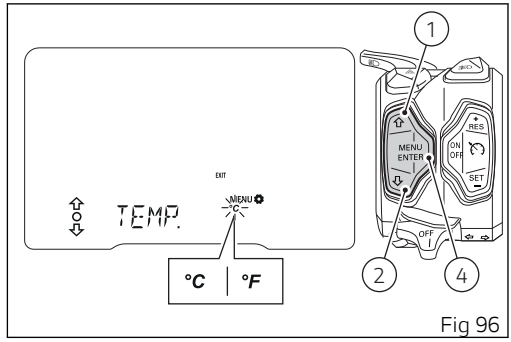


Fig 96

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “L/100”, “km/L”, “mpg UK” and “mpg USA”, and select them (flashing).
Press button (4) to save the selected unit.

Select EXIT (flashing frame) to go back to previous display mode.

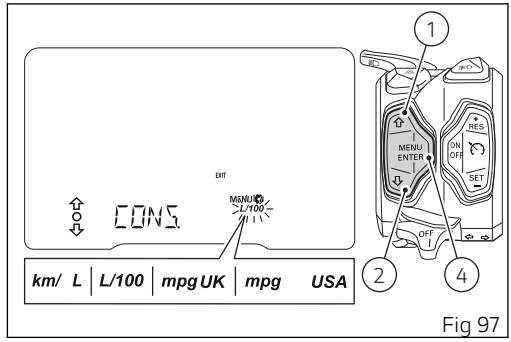


Fig 97

Setting the units of measurement: Resetting to automatic DEFAULT settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
You open the "UNITS SETTING" menu, as described on the previous pages. Select DEFAULT option (flashing frame), by pressing button (1) or (2).
Once function is highlighted, press button (4) for 2 seconds.
The display shows “WAIT..” for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.
After these 2 seconds, EXIT is selected (flashing frame). To quit and go back to previous page, press button (4).

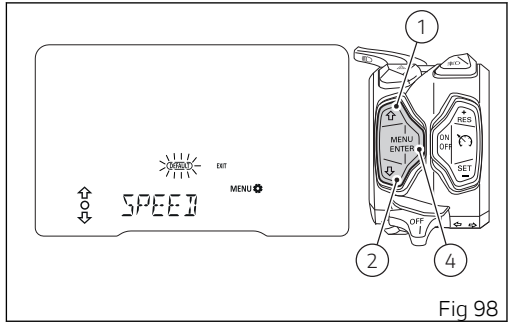


Fig 98

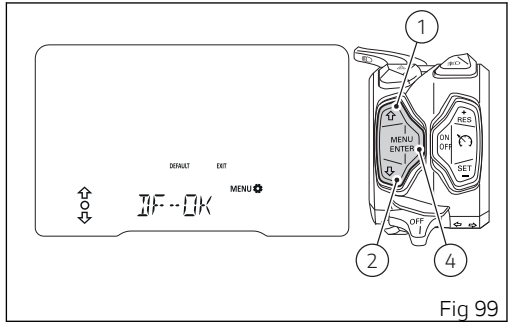


Fig 99

Service thresholds (SERVICE INFO)

This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date).
Enter the SETTING MENU.
Select "SERVICE INFO" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

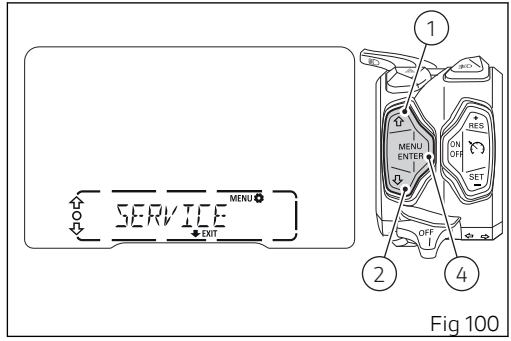


Fig 100

In this page of the menu, the instrument panel displays “Oil Service” information (A) first.
Each time you press button (2), the instrument panel displays “Annual Service” information (B), then “Desmo Service” information (C) and then goes back to “Oil Service” information (A).

If button (4) is pressed while EXIT has a flashing frame, display goes back to the main screen of the SETTING MENU.

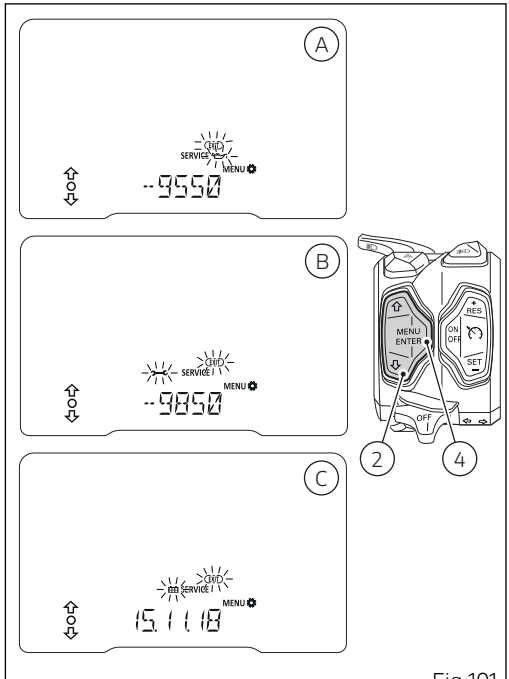


Fig 101

Tyre setting and drive ratio (TIRE CALIBRATION)

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference and final drive ratio.
Enter the SETTING MENU.
Select "TIRE CALIBRATION" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

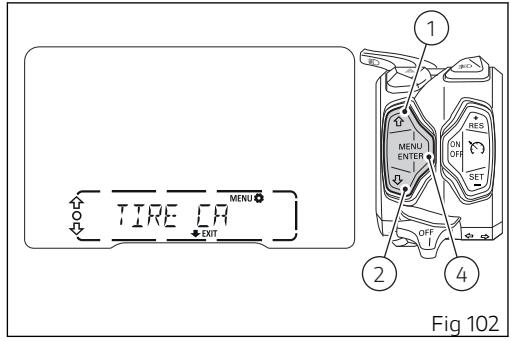


Fig 102

When entering this function, the instrument panel will display within the Menu the “START” text flashing, as well as the items DEFAULT and EXIT.

Note
The DEFAULT item is only active if a new calibration was previously carried out and if current calibration value is not the default one.

Use buttons (1) and (2) to scroll and select DEFAULT (flashing frame), EXIT (flashing frame) and get back to the flashing “START” option.

Press button (4) when “START” option is selected (flashing), to start the procedure for a new calibration.

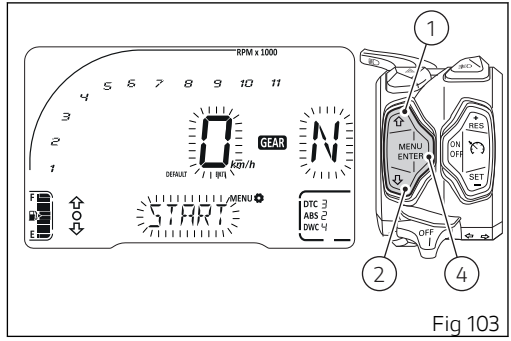


Fig 103

The teach-in procedure is allowed only at a vehicle speed between 48 Km/h (30 mph) and 52 Km/h (32 mph) in the 2rd gear.

Within the Menu, the instrument panel displays the rolling text “SPEED 48-52 – GEAR 2”, while speed and gear indicators are displayed in flashing mode until the 2 parameters comply with the indicated range.

Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

Note
During calibration, the procedure can be aborted and user can go back to standard screen by pressing button (1) for 2 seconds.

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

If the teach-in procedure is completed correctly, the instrument panel shows “ENDED” steady on, followed by the previous screen after a few seconds.

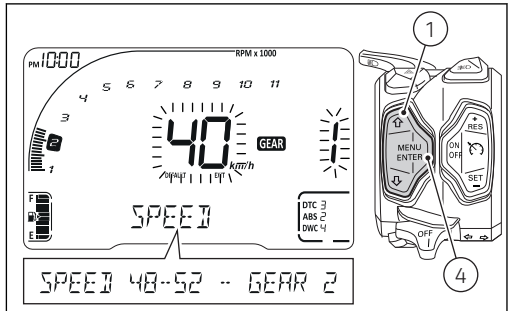


Fig 104

If the calibration procedure is aborted by the user, the instrument panel shows “ABORT” followed by the previous screen after a few seconds.

If, on the other hand, an error or malfunction occurs during the calibration procedure, the instrument panel shows “FAILED” followed by the previous screen after a few seconds.

To reset the default settings, use buttons (1) and (2) to select DEFAULT (flashing frame) and press button (4).
Then, the instrument panel shows “WAIT..” within the Menu and after a few seconds “OK” for 2 seconds, then followed by the previous screen.

Use buttons (1) and (2) to select EXIT (flashing frame) and press button (4) to go back to the previous screen of the SETTING MENU.

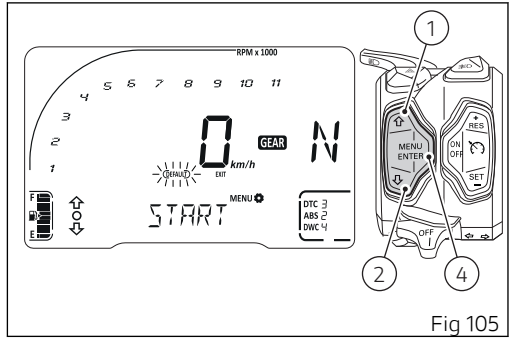


Fig 105

Bluetooth device setting (BLUETOOTH)

This function allows pairing and/or deleting any paired Bluetooth devices.
Enter the SETTING MENU.
Select “BLUETOOTH” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

The BLUETOOTH menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

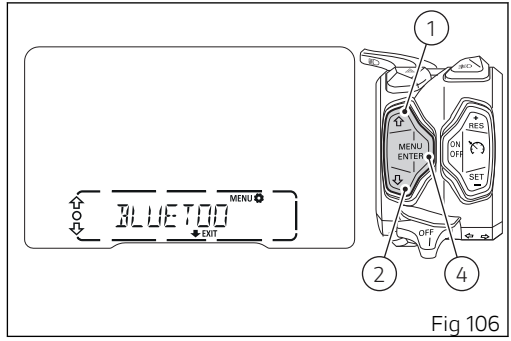


Fig 106

When entering the function, the instrument panel displays the number of associated devices (if any) in place of the time indication, displaying a 1-digit figure.
This figure is the number of devices already paired (max. 5). If at least 5 devices have already been paired, the message: “PAIRING” and its frame will not be displayed.

The Menu will show the name of the first paired device if at least one device is already paired, or the message “NO DEVICE”.

Use buttons (1) and (2) to select PAIRING (flashing frame) and then the name of the first device paired (if at least one device has already been paired) and then EXIT (flashing frame).

Now, if you press button (4):

- when PAIRING is selected (flashing frame), you run a pairing of one or several Bluetooth devices;
- when the name of the first device is flashing, you can delete any paired devices;
- when EXIT is selected (flashing frame), you go back to previous screen without deleting and/or pairing anything.

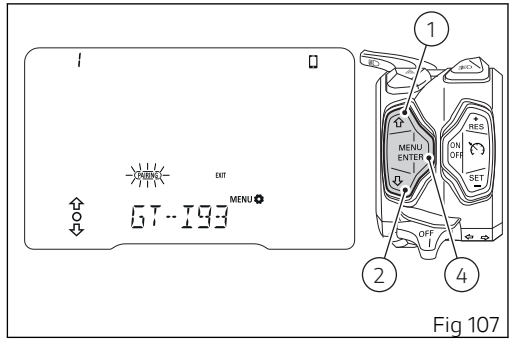


Fig 107

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.
Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Attention
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 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.

The Pairing function is activated by pressing button (4) after selecting the PAIRING item (flashing frame) (Fig 107): this runs a search for all Bluetooth devices present within a certain range.
The instrument panel starts searching for devices, BT symbol flashes throughout the search, a string of 2 dashes "- -" is displayed in the speed indicator and text "WAIT.." is displayed within the Menu. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

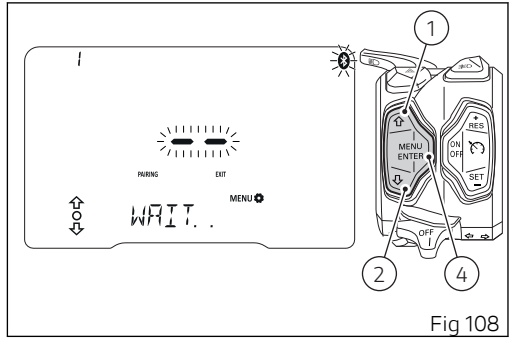


Fig 108

If the Pairing fails, the "PAIR KO" indication is displayed within the Menu. So, use buttons (1) and (2) to select EXIT (flashing frame) and press button (4) to quit and go back to the previous screen: in this condition you can only quit the BLUETOOTH SETTING MENU, and then go back into it to try a new Pairing.

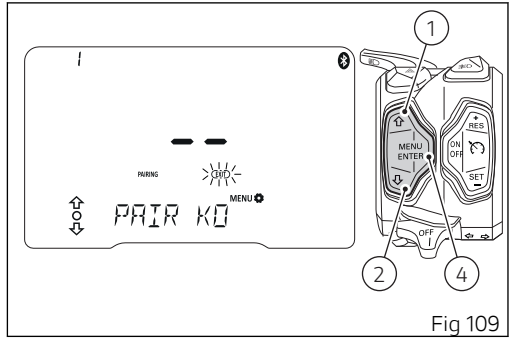


Fig 109

If Pairing is successful, as soon as BT devices are found, the instrument panel displays the number of devices detected and the Menu will list their names (in rolling mode, from right to left).
Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest.
If two or more detected devices have the same name, the list of devices in the Menu will include two or more devices with the same name.
If one of the devices detected has no name, it will not be included in the list of devices detected.

Note
The list of devices found within the range during the pairing stage does not include already paired devices even if their Bluetooth connection is ON.

When a device in the list is selected, the user will have to specify the type of connected device, using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm.
In this sequence:

- SMARTPHONE
- RIDER HELMET (1)

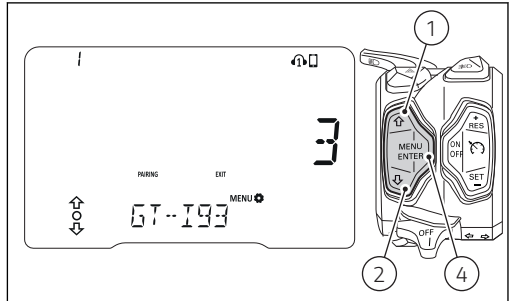


Fig 110

- PASSENGER HELMET (2)
- GPS NAVIGATOR

When device type is selected, the display reads “WAIT..” and number of paired devices is refreshed.

To pair a smartphone, the pairing procedure with the Bluetooth control unit is carried out directly via the smartphone.
If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the

navigator, by selecting the connection with the motorcycle Bluetooth control unit.
Once the device is paired, the display will automatically show the BLUETOOTH SETTING MENU main page.

Note
If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to BLUETOOTH SETTING MENU main screen.

If no device is selected during the pairing phase, Menu will show "NO DEVICE" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.
Use buttons (1) and (2) to select PAIRING (flashing frame) and then press button (4) to repeat the search for devices in the range. As an alternative, select EXIT (flashing frame) and press button (4) to go back to the previous screen.

Pairing deactivation takes place when quitting the BLUETOOTH SETTING MENU or when no more devices are present.

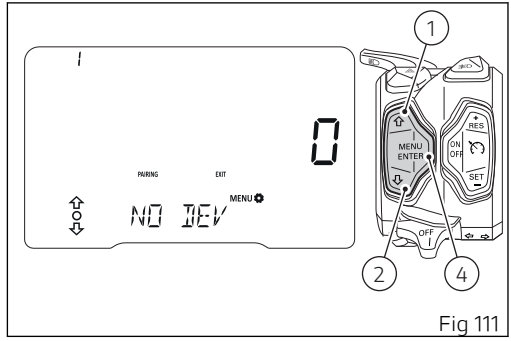


Fig 111

Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.

After entering BLUETOOTH SETTING MENU (Fig 107), use buttons (1) and (2) to select the device to be deleted from the list shown in the Menu. Once the device is selected, press button (4). The instrument panel displays “DELETE” within the Menu. Press again button (4) to confirm, or press button (2) for 2 seconds to cancel deletion of the device. If user confirms deletion of the device, the instrument panel will display “WAIT” within the Menu.
As soon as the deletion procedure is completed, the device is removed from the list and the number of paired devices will be automatically updated.
If the list includes no devices, the instrument panel will show “NO DEVICE” in the Menu.

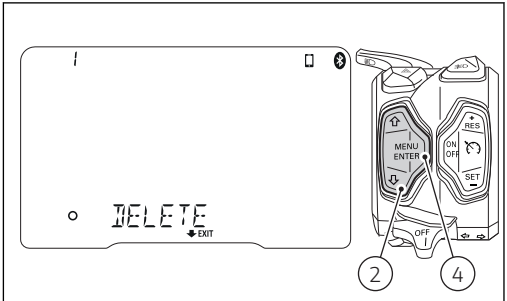


Fig 112

Attention
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:
- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

Note
The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Setting the tyre sensor reference deflation pressure (TIRE PRESSURES SET) - accessory

This function allows customising the reference pressure values of the front and rear tyres and is only active if the tyre pressure sensors are installed, which can be purchased as accessory.

Enter the SETTING MENU.
Select “TIRE PRESSURE SET”, by pressing button (1) or (2).
Once function is highlighted, press button (4).

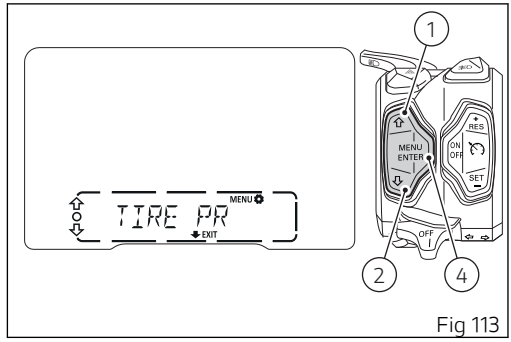


Fig 113

When entering this function, the instrument panel will display the currently set reference pressure values, and “EXIT” selected with flashing frame (A). The reference pressure values are indicated with letter “F” for the front tyre and letter “R” for the rear tyre.

Use buttons (1) and (2) to scroll and select the flashing reference pressure of the front (B) and rear (C) tyre, and then to go back to "EXIT" with flashing frame.
Press button (4) while “EXIT” is selected with a flashing frame (A) and the display goes back to the main screen of the SETTING MENU.
Press button (4) when letter “F” (front) or “R” (rear) is flashing to enter the setting page of the tyre reference pressure, as described below.

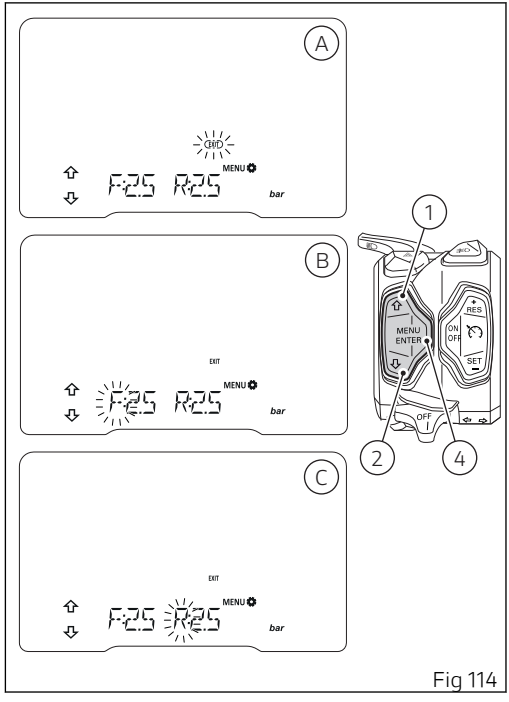


Fig 114

Setting the front tyre reference pressure

After pressing button (4) with flashing “F”, the pressure value starts flashing.

Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:
1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:
3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

To confirm the set value, press button (4).
Then letter “F” (B, Fig 114) will start flashing again.

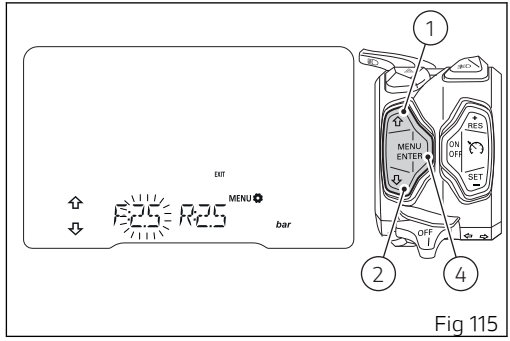


Fig 115

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).

Setting the rear tyre reference pressure

After pressing button (4) with flashing “R”, the pressure value starts flashing.

Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:
1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:
3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

To confirm the set value, press button (4).
Then letter “R” (C, Fig 114) will start flashing again.

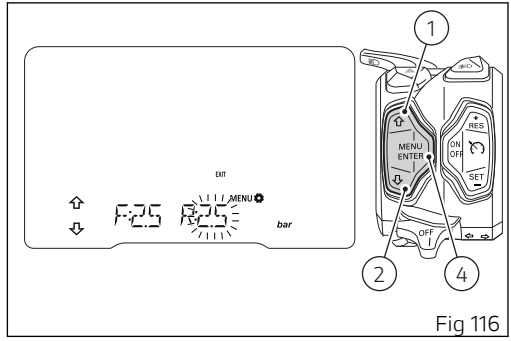


Fig 116

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).

Turn indicator automatic switch-off feature (TURN INDICATORS OFF)

This Function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode (AUTO) or manual mode (MANUAL).
Enter the SETTING MENU.
Select “TURN INDICATORS OFF”, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the current mode within the Menu, as well as the EXIT item selected with flashing frame.

If current mode is “AUTO”, use buttons (1) and (2) to change to “MANUAL” mode (flashing) and EXIT will be displayed with flashing frame.

If current mode is “MANUAL”, use buttons (1) and (2) to change to “AUTO” mode (flashing) and EXIT will be displayed with flashing frame.

Press button (4), instrument panel will set the selected mode and then go back to previous screen.

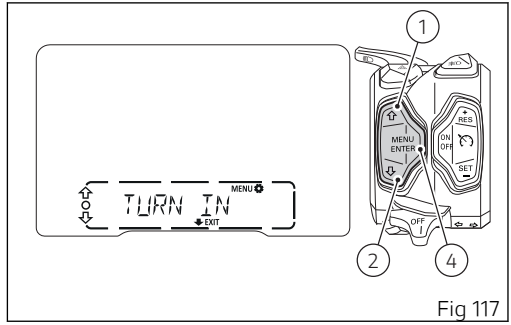


Fig 117

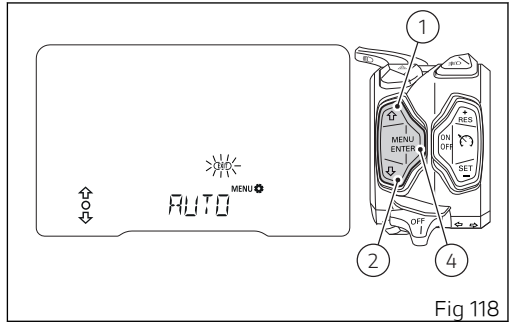


Fig 118

Note
This setting (“AUTO” or “MANUAL”) remains stored even after Key-Off. In the event of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the mode will always be set by default to the “AUTO” mode.

Note
The strategy for automatically switching off the turn indicators is not active if all turn indicators are on at the same time (Hazard function).

Note
At any moment, if the instrument panel finds that the ABS control unit is in “error”, system will disable the set switch-off strategy (so turn indicators will not be cancelled automatically).

Engine rpm digital indication (RPM)

This function displays the engine RPM in a digital way.

Enter the SETTING MENU.

Select “RPM” option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the engine RPM in a digital way within the Menu.

Press button (4) to quit and go back to previous display mode.

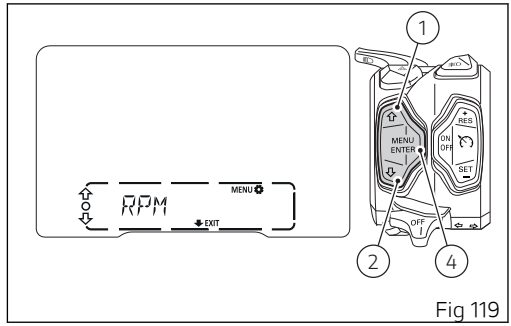


Fig 119

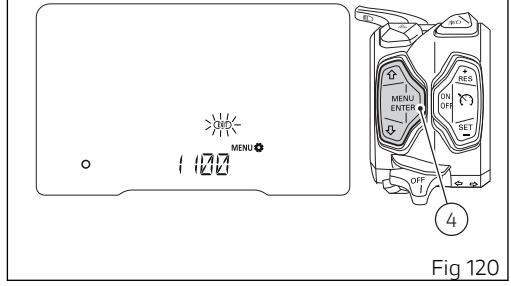


Fig 120

Battery indication (BATTERY)

This Function allows viewing the vehicle Battery voltage.
Enter the SETTING MENU.
Select “BATTERY” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the battery voltage within the Menu.

If value is between 11.0 V and 11.7 V or 15.0 and 16.0 V the reading will be displayed flashing.
If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.
If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

Press button (4) to quit and go back to previous display mode.

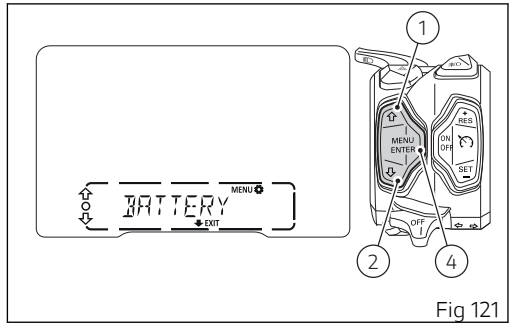


Fig 121

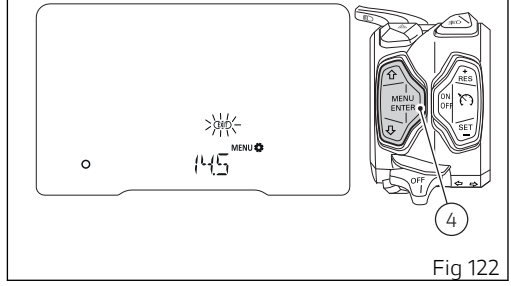


Fig 122

Infotainment

Multistrada can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon.
Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

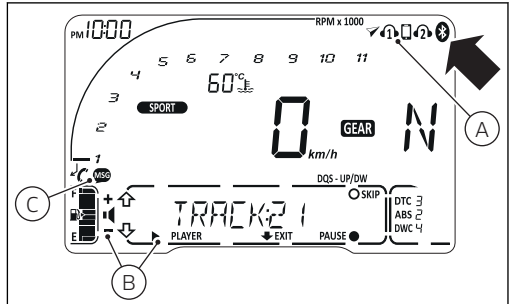


Fig 123

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

1) Ducati GPS navigator;
2) Rider helmet earphones;
3) Smartphone;
4) Passenger helmet earphones.

It is possible to connect up to a maximum of 4 devices.

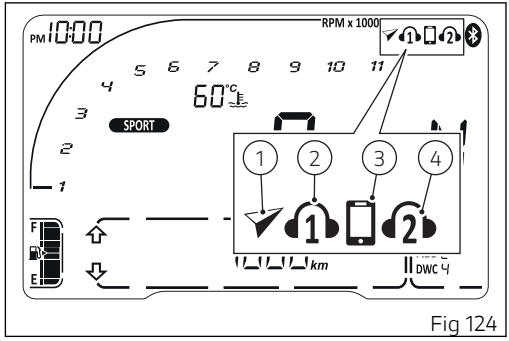


Fig 124

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function);
- to recall any of the last 7 calling numbers from the list under CALLS function (page).

Note
It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call, the instrument panel displays:

- the handset ringing symbol for incoming call, flashing
- the calling name/number in the Menu
- the handset symbol over arrow up ⇧
- the handset hang-up symbol under arrow down ⇩

To answer the call, press button (1).

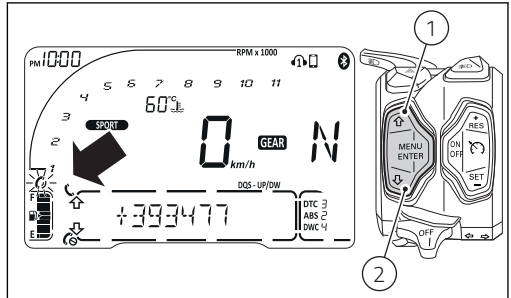


Fig 125

To reject the call, press button (2).

Note
If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

When a call is in progress, incoming call symbol is displayed, calling name/number is shown in the Menu and the empty circle symbol O comes on, followed by “END”.
To end the call, press button (4).

If there is an incoming call while the Player is active, the latter is paused throughout the phone call and will resume operation when call is over.

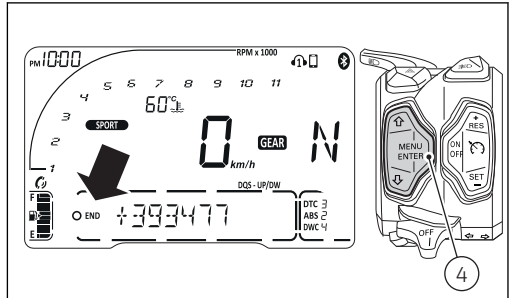


Fig 126

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: arrow up ⇧ is displayed followed by “YES” and Menu shows “RECALL ?”.
To activate the Recall function within the 5 seconds, press button (1).
After this 5 second time, the Recall function is disabled.

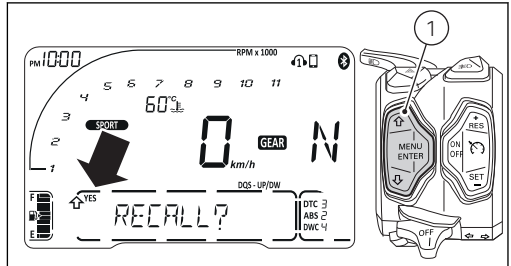


Fig 127

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.
The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed.
The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

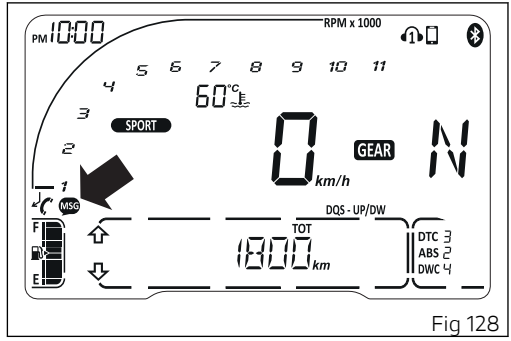


Fig 128

Player

If one Smartphone is connected, Menu will show the PLAYER function.
Use button (1) or (2) to scroll the Menu functions and view the PLAYER function.

If Player is not active the instrument panel displays "PLAYER OFF" (.
Press button (4) to switch it on.

If Player is active the instrument panel displays "PLAYER ON" (.
Press button (4) to switch it off.

Note
The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

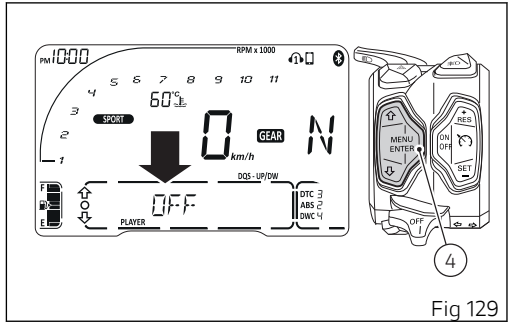


Fig 129

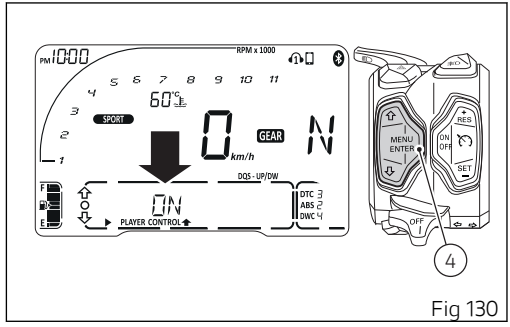


Fig 130

Once the Player is on (PLAYER ON), press button (1) for 2 seconds to open Player control mode.
The name of audio file is shown in rolling mode in the Menu and Player control graphics is available.
If instrument panel is not receiving track name, it pauses the track being played and will show the message “NOT AVAILABLE” in rolling mode.

If the smartphone contains no tracks that can be read, the instrument panel shows again the message “NOT AVAILABLE”.

When the Player is turned on, within Player control page, button (1), button (2) and button (4) can only be used to control the Player.

- Volume up: Press button (1) once.
- Volume down: Press button (2) once.
- Pause / Play: Press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit Player controls (although maintaining Player ON). The instrument panel will display “PLAYER” and “ON”. After quitting Player controls:

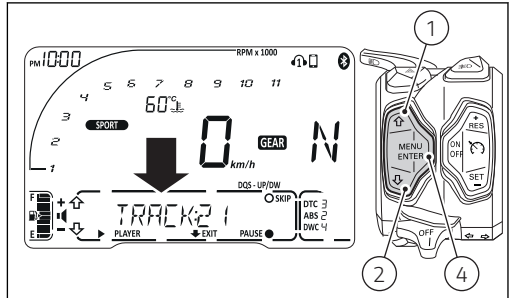


Fig 131

- player and its volume can no longer be controlled via the instrument panel;
- button (1), button (2) and button (4) have the normal functions.

F.A.Q.

1) Why don't I receive any notification of received e-mails?
E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?
Check that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?
If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).
Check that the phone supports the PBAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.
The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.
If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?
Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

Cruise Control

Multistrada is equipped with a system for maintaining the cruise speed: Ducati Cruise Control.

This function displays Cruise Control status and "target" speed.
When Cruise Control is activated by pressing ON/OFF button (5), the instrument panel will turn on the Cruise Control warning light (3, . When the system is on, the Cruise Control icon on the instrument panel turns on.
In these conditions, the Ducati Cruise Control is ready to be set with the target speed to be maintained automatically, with no need to hold the throttle twistgrip in position.

When SET button (7) is pressed, current speed is set as target cruise speed.
To confirm correct setting of cruise speed, the target speed is activated on the instrument panel for 5 seconds.
It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively.
Every "click" corresponds to a speed increase or decrease of 1 Km/h (1 mph).

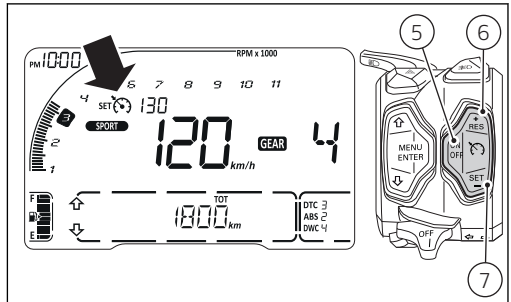


Fig 132

The new set target speed is displayed in the coolant temperature box when system is reaching said speed.
When the new requested target speed has been reached for over 5 seconds the display will show the coolant temperature again.
Press RES button (6) to resume previous SET speed, in case the Ducati Cruise Control was previously disabled.

Important
In case of a long DTC (Traction Control) event, the Cruise Control will automatically turn off.

Once the system is enabled, it is possible to set the current speed as the desired speed by pressing RES (6) or SET (7): press RES (6) if no target speed has been previously set.
In this case, the system saves the vehicle current speed and keeps it without the rider having to work on the twistgrip: the set speed is displayed on the instrument panel.

In stand-by mode, if you press RES (6) and a target speed has been previously set and the operating conditions are met, the system starts working again and brings the vehicle to the last set target speed.

It is possible to enable the Ducati Cruise Control only if all the below conditions are met:

- second gear or higher engaged;
- vehicle speed higher than or equal to 50 Km/h (30 mph) or lower than or equal to 200 Km/h (125 mph);

The Ducati Cruise Control can be disabled as follows:

- turning the throttle twistgrip in the direction as to decelerate;
- by pressing button (5);
- activating the front brake;
- activating the rear brake;
- pulling the clutch.

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

Vehicle Hold Control (VHC)

The Multistrada ABS 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 following warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

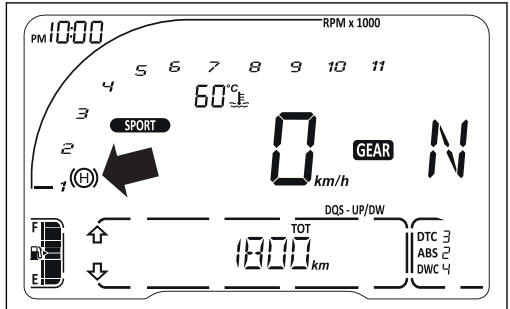


Fig 133

Note

This function is disabled when the user starts or pulls the front brake lever twice in close sequence or after 9 seconds from the activation, or when the user opens the side 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.

Attention

The system can be activated only if the ABS is not in fault or in the initialisation phase or in degraded operation: when the ABS system 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.

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO: service at the first 1000 km (600 mi);
- OIL SERVICE and ANNUAL SERVICE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.

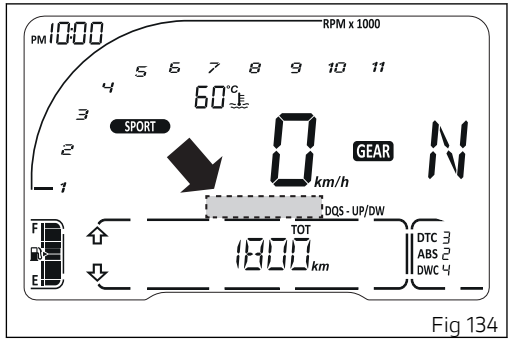


Fig 134

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until a Ducati Authorised Service Centre performs a Reset.

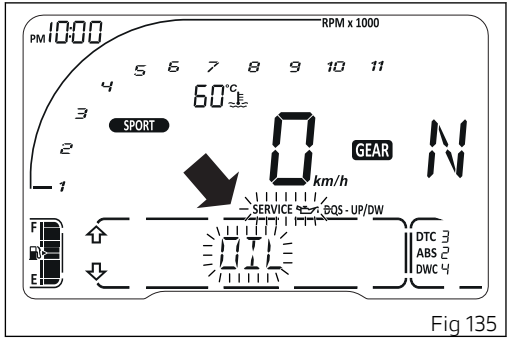


Fig 135

OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- OIL SERVICE (A);
- ANNUAL SERVICE (B);
- DESMO SERVICE (C).

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil symbol and "OIL" text (A); or the Annual symbol and "ANNUAL" text (B); or the Desmo symbol and "DESMO" (C) upon each Key-ON.

After 5 seconds, both the message SERVICE and the Oil symbol or the Annual symbol or the Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a "Reset".

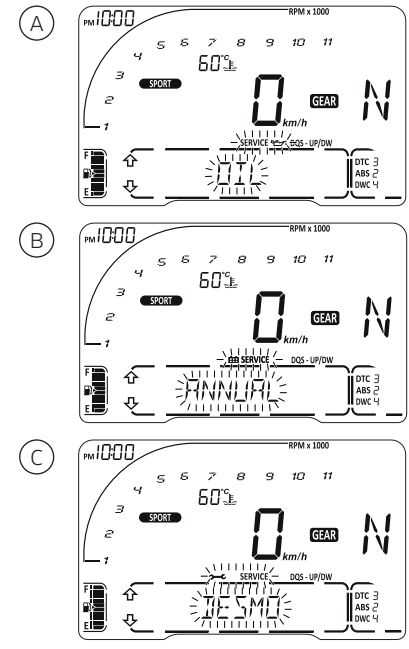


Fig 136

OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

After OIL SERVICE zero indication first reset (at 1,000 km - 600 mi), the instrument panel activates the following indications for 5 seconds upon Key-ON:

- the count of the mileage in kilometres (miles) remaining before the next OIL SERVICE (A) 1000 km (600 mi) earlier than the service threshold;
- the count of the days remaining before the next ANNUAL SERVICE (B) 30 days earlier than the service threshold;
- the count of the mileage in kilometres (miles) remaining before the next DESMO SERVICE (C) 1000 km (600 mi) earlier than the service threshold.

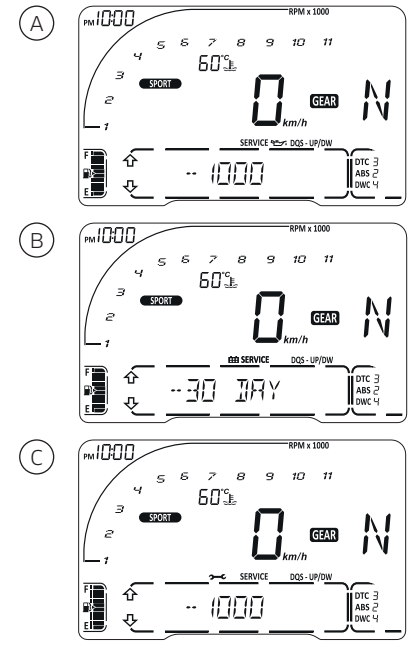


Fig 137

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning.

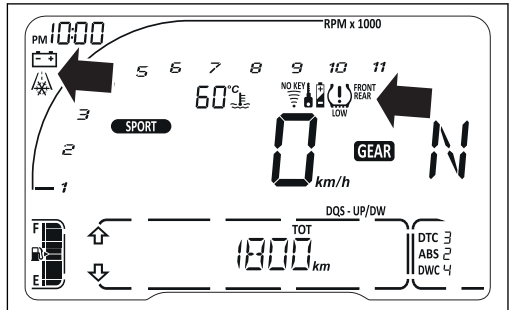


Fig 138

Ice

This function warns the rider when there might be ice on the road, due to the low external temperature. This warning turns on when temperature drops to 4°C (39°F) and turns off when temperature rises to 6°C (43°F).

Attention

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.



Fig 139

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.
Warning is activated when battery voltage is lower than/equal to 11.0 Volt.

Note
In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.



Fig 140

Hands Free (HF) Key not acknowledged

The activation of this "warning" indicates that the Hands Free system does not detect the "active key" near the vehicle.

Note
In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.



Fig 141

"Low" battery level of Hands Free (HF) key

The activation of this "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.

Note
In this case, Ducati recommends changing battery in the shortest delay.

To change battery, refer to paragraph "Replacing the battery in the active key" page 214.



Fig 142

Low front tyre pressure (accessory)

The activation of this “warning” indicates that the front tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).

Attention
In this case, Ducati recommends stopping riding and checking the front tyre pressure.

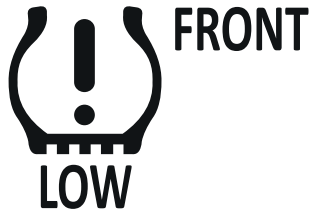


Fig 143

Low rear tyre pressure (accessory)

The activation of this “warning” indicates that the rear tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).

Attention

In this case, Ducati recommends stopping riding and checking the rear tyre pressure.

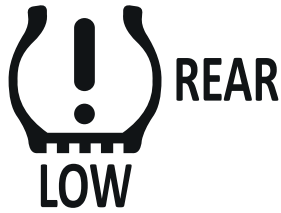


Fig 144

Low battery level of the front tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the front sensor is almost discharged and so the front tyre pressure information will soon no longer be available.

Important
In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).



Fig 145

Low battery level of the rear tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the rear sensor is almost discharged and so the front tyre pressure information will soon no longer be available.

Important
In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).



Fig 146

Entering the tyre pressure (accessory)

This "warning" indicates that it is necessary to enter the tyre reference pressure through the SETTING MENU (page 159).

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 329).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 329).



Fig 147

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows “INSERT” and “DATE” for 6 seconds upon Key-ON.

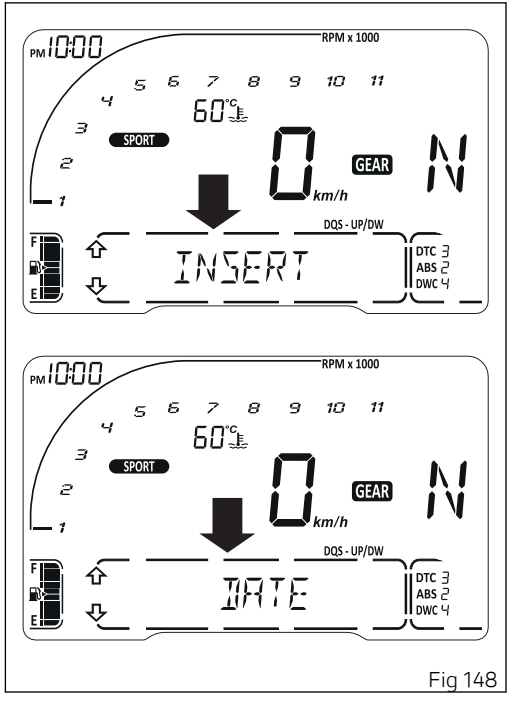


Fig 148

Steering lock fault indication (Unlock Error)

This "warning" indicates that the steering could not be unlocked due to an error. The instrument panel shows “UNLOCK” and “ERROR” for 6 seconds upon Key-ON.

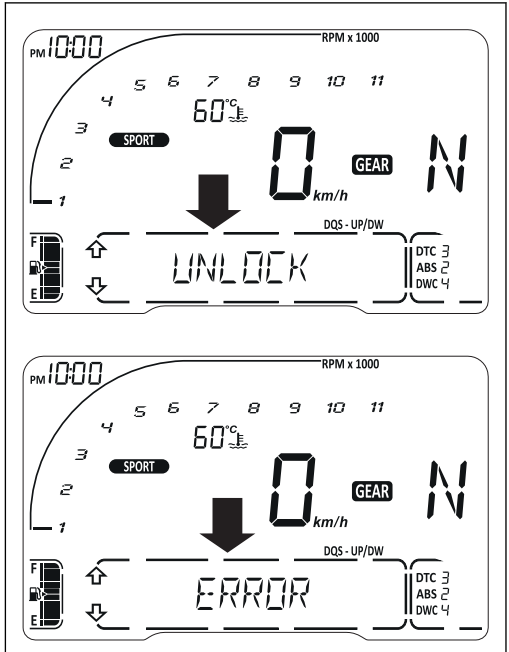


Fig 149

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).

Attention

When one or more errors are displayed, always contact a Ducati Dealer or authorised Service Centre.

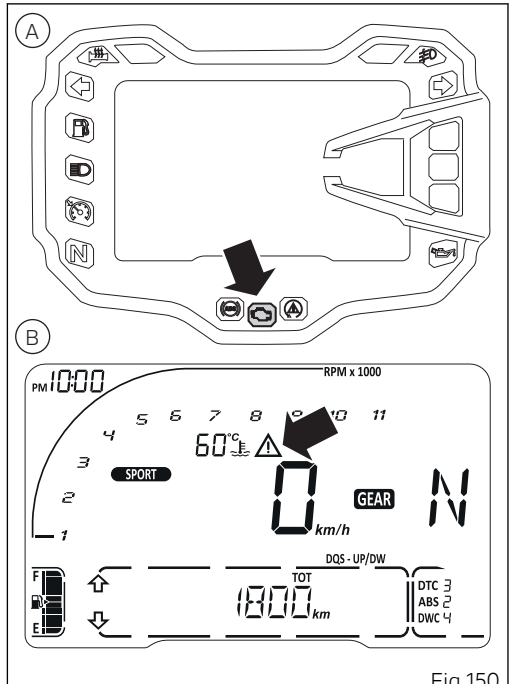


Fig 150

Heated handgrips

This function allows enabling and adjusting the heated handgrips only if these are installed.
When heated handgrips are installed, the instrument panel displays the function by means of a symbol and the set level (OFF, LOW, MED, HIGH).

Note

The heated handgrips are actually "on" (heating) only when engine is running.

Press button (12) to adjust.
Each time you press button (12), you scroll the setting through “OFF”, “LOW”, “MED”, “HIGH” and then return to “OFF”.
The heated handgrips actually warm up when the engine is started; at that point the “ON” text under the logo is activated and the Heated handgrip warning light (12, turns on.

Note

In case of Battery-Off, upon the following Battery-On / Key-On, the Dashboard sets this function by default to "OFF".

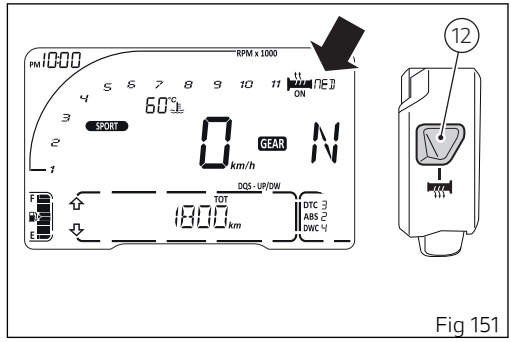


Fig 151

Note

This means that if heated handgrips are enabled and engine stops, the heating is disabled so the “ON” indication (below the logo) disappears and the Heated Handgrip warning light turns off, but the level indication (HIGH, MED, LOW) is still active. Heating will automatically turn on when engine is started again.

Note
In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to “LOW” level even if actually set to “MED” or “HIGH”. As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting (“MED” or “HIGH”).

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Note
If there is an error in the heated handgrips and the air temperature sensor is in fault, button (12) will not work and the instrument panel will turn on the “Generic Error” warning light, and turn off the heated handgrip warning light.

Note
In case of heated handgrip fault, the instrument panel turns on the “Generic Error” light only.

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.
In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light (9, on.
If instrument panel does not receive side stand status, stand down/open "SIDE STAND" indication will flash to indicate an undefined status.

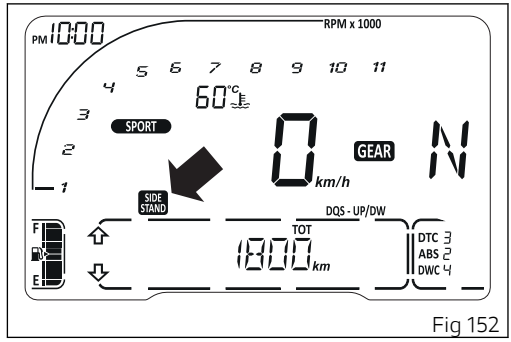


Fig 152

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
At Key-On, the high beam and low beam lights are OFF, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.

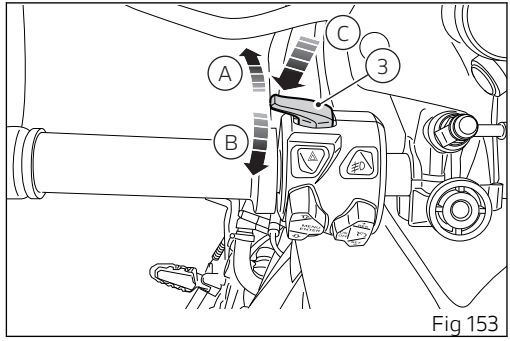


Fig 153

If engine is not started within 60 seconds since manual ignition, the low and/or high beam lights are turned OFF.
If the low beam and/or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn ON again when the engine has been completely started.

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).
Turn indicators can be cancelled by pressing button (10) on LH switch.

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

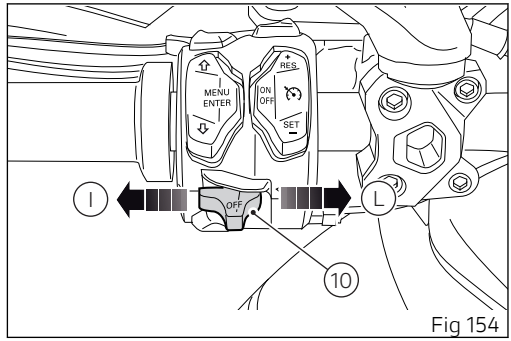


Fig 154

Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS OFF) page 163.

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 function (4 turn indicators)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (11) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (11).

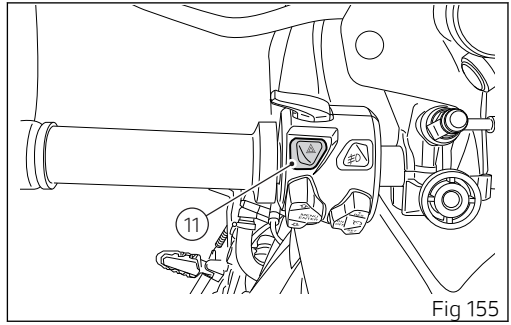
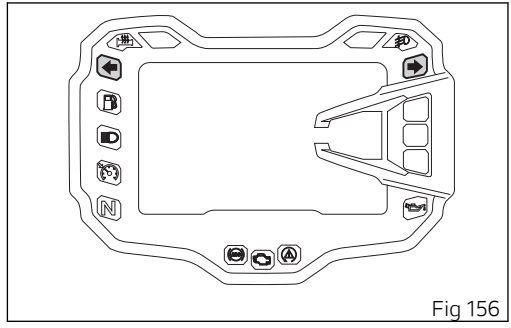


Fig 155


Fig 156

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for two hours. After two hours, the turn indicators switch OFF automatically in order to save battery charge.

Note
If user performs a Key-ON while the "Hazard" function is still active, the function will remain ON (temporary turn indicator control interruption is allowed during the instrument panel initial check routine).

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" function has higher priority compared to normal operation of the single turn indicators, this means that, as long as it is active, it will not be possible to activate the single right or left turn indicators.

Warning reading "Keep pressed to lock" (upon Key-Off)

This warns that it is necessary to keep the button pressed to engage the steering lock.
The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button.
Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.

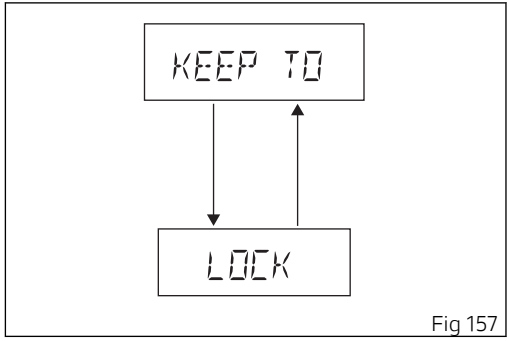


Fig 157

Warning reading "Steering locked" (upon Key-Off)

This warns that the steering lock was activated after Key-Off.
If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 6 seconds.

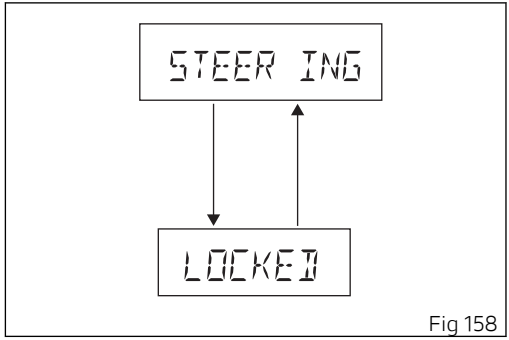


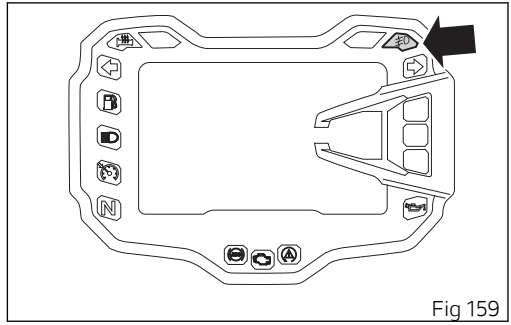
Fig 158

Fog lights

This Function allows switching on/off the Fog Lights (option). The function is active only if the Fog Lights are installed.
Push button (13) to activate the Fog Light function. After activating the function, push button (13) to switch it off.

If engine is not started upon key-on, it is anyway possible to switch on this function by pushing button (13) on LH switch.

If the fog lights were turned on before starting the engine (with the procedure described above), the fog lights turn off automatically when starting the engine and will turn on again when the engine has completely started.


Fig 159

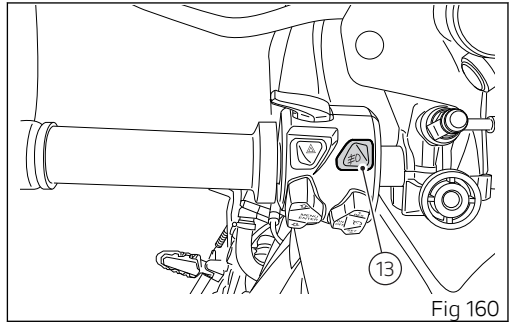


Fig 160

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

Keys

The Owner receives a set of keys comprising:

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

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

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

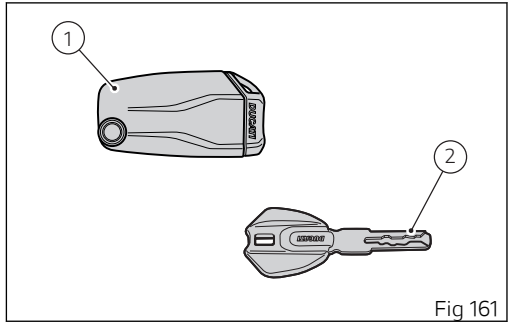


Fig 161

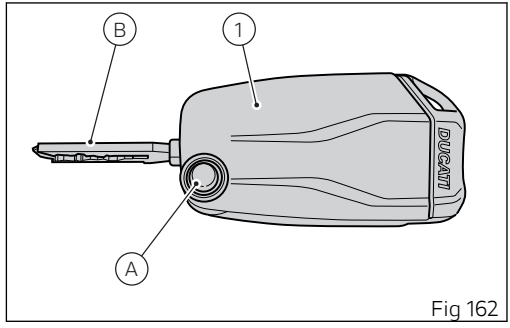


Fig 162

The active key contains a battery (3) that must be replaced when the key and the battery symbols are displayed when the instrument panel is turned on.

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

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

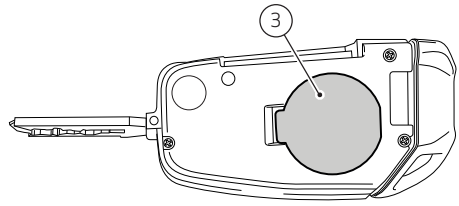


Fig 163


Fig 164

Attention

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

Replacing the battery in the active key

Take special care (A) when removing the key battery.

Attention

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

Attention

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

Attention

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

Note

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

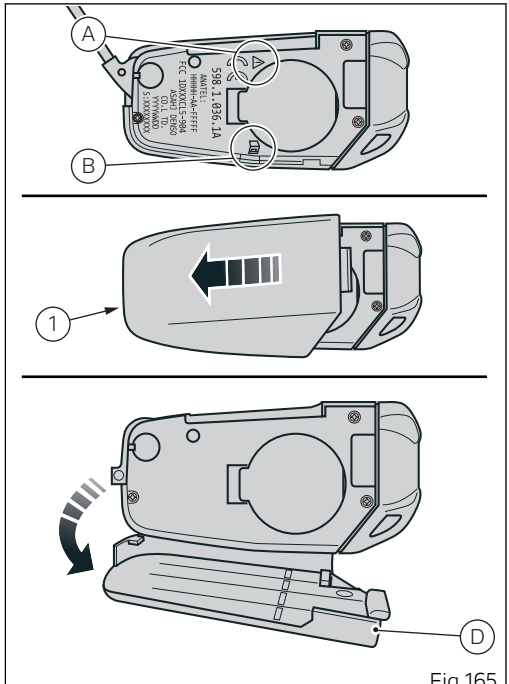


Fig 165

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

After separating the plastic shells, remove the battery (3) protection sheath (2) working on tab (C). Remove battery (3) and install a new one.

Attention

Do not swallow the battery, danger of chemical burn.

This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours.

This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours.

If battery swallowing, i.e. its positioning inside any part of your body, is suspected, seek for immediate medical advice.

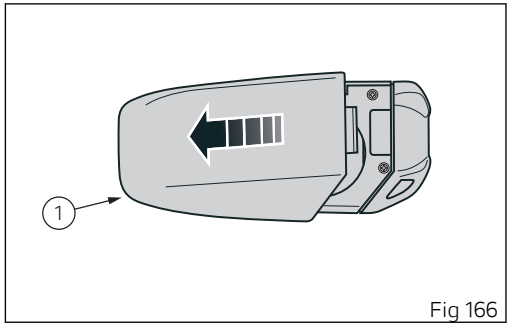


Fig 166

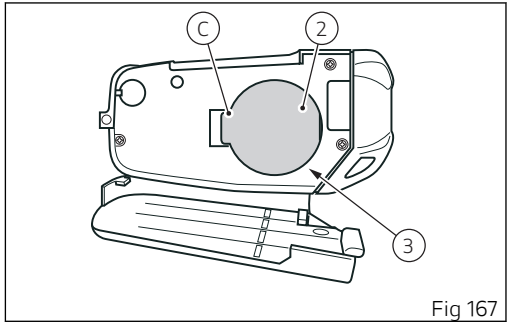


Fig 167

Install the battery in place, paying attention to respect polarity: positive pole (+) must be facing up.

Important
Only use the required type of battery.

Retain battery (3) with sheath (2) by respecting the position of tab (C).

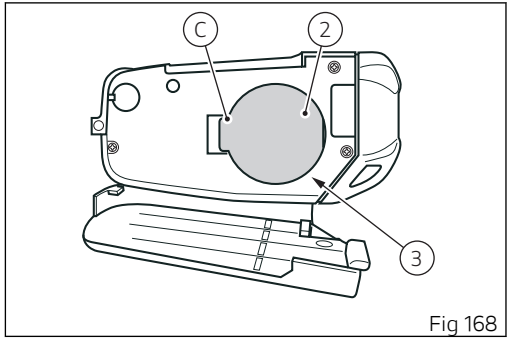


Fig 168

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

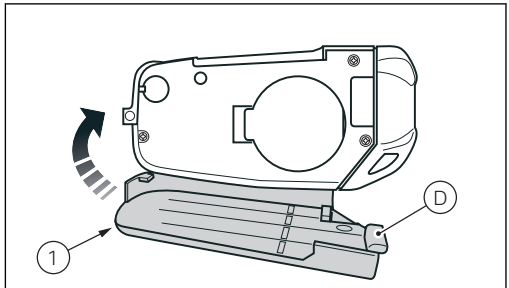


Fig 169

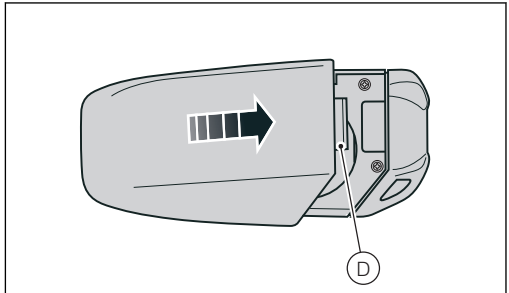


Fig 170

Duplicate keys

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.
The Ducati authorised service centre will program all new and old keys.
The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.
The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.

Restoring motorcycle operation via the PIN CODE

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

If the PIN CODE function is active, the instrument panel enables the possibility to enter the override code in the Menu. “PIN:” indication is displayed with “0” flashing and a string of three dashes “- - -”.

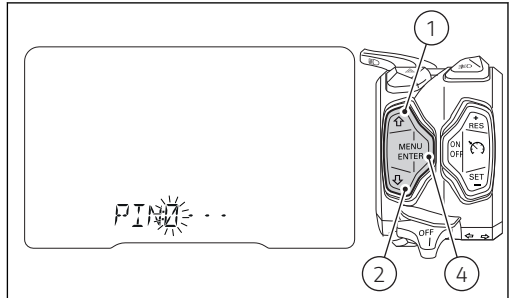


Fig 171

Entering the code

1) Each time you press the button (1) the displayed number increases by one (+1) up to "9" and then starts back from "0".
2) Each time you press the button (2) the displayed number decreases by one (-1) up to "0" and then starts back from "9".
3) Press button (4) to confirm the number and move on to the following digit: “0” flashing in the next digit.
4) Repeat the operations under steps 2) - 3) until you confirm all the 4 digits of the PIN CODE.

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

- if the PIN CODE is not correct the instrument panel displays “WRONG” flashing for 2 seconds (B). After these 2 seconds, the instrument panel allows you to try and enter the PIN again, so it will display “PIN:”, a flashing “0” and a string of three dashes "- - -".
- if the PIN CODE is correct, the instrument panel shows “CORRECT” for 2 seconds (C) not flashing, and then displays the main screen.

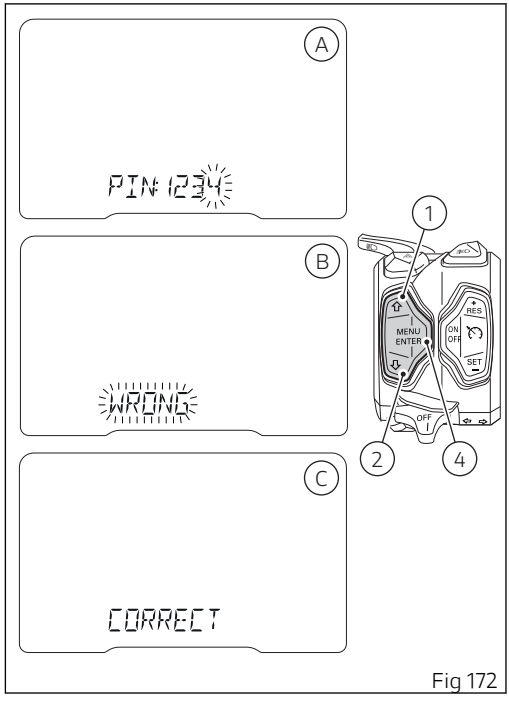


Fig 172

The instrument panel will automatically turn off if no operation is made within 2 minutes, while entering the PIN CODE.

If there is a problem during the PIN CODE check, the instrument panel displays “ERROR” for 2 seconds and then responds in the same way as for the “WRONG” message.

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.

Controls

Position of motorcycle controls

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

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

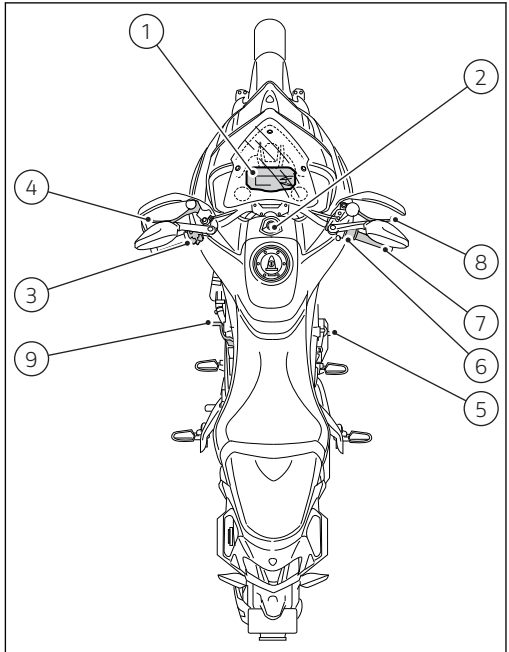


Fig 173

"Hands free" system

The Hands free system consists of:

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

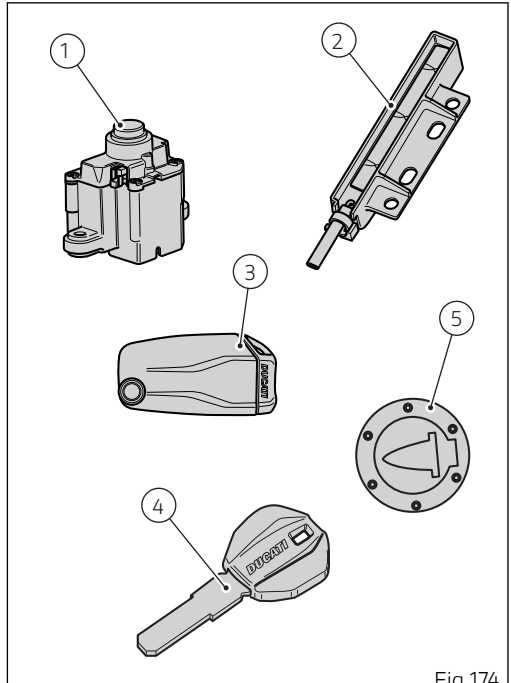


Fig 174

Important

Conditions affecting the correct operation of the Hands Free system.

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

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

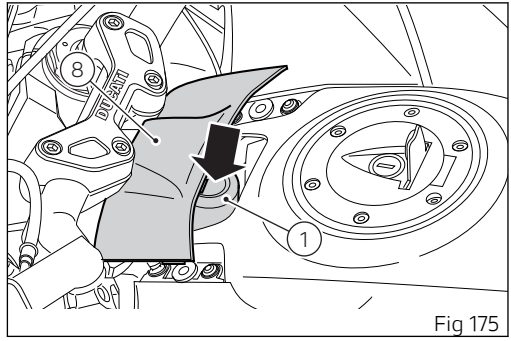


Fig 175

(Fig 175) indicates the position of the Hands Free unit (1), with protection lid (8) and (Fig 176) indicates the position of the antenna (2) under panel (9) at the key symbol.

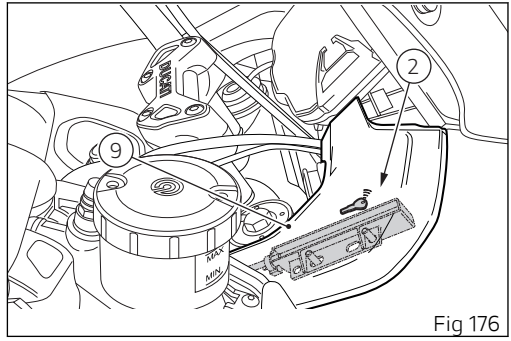


Fig 176

Hands free protection lid opening and closing

The "Hands free" unit (1, Fig 174) is located on tank front side and can be accessed by pulling up and removing protection cover (8).
Close protection cover (8), making sure to engage pins (A) into rubber blocks (B) and push onto tabs until they lock in place.

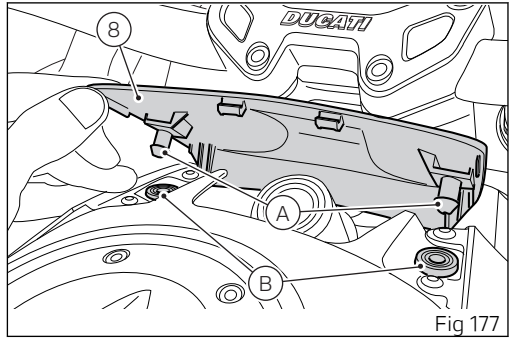


Fig 177

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

Key-On consists in turning on the hands free system and all electronic devices.
Key-On is done using button (6) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).
Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.
Key-Off is done using button (6) on the right switch on the handlebar or using the button on the Hands free unit (1).

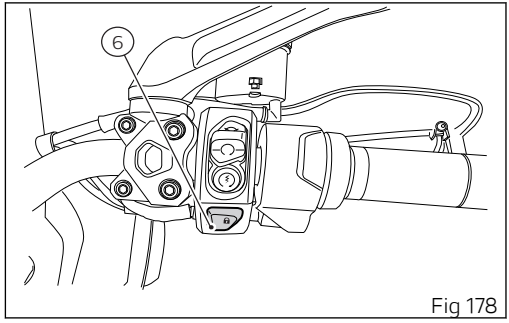


Fig 178

Attention

The button on the Hands free unit (1) is located under the protection cover (8). Remove cover (8) to reach the button on the Hands free unit (1).

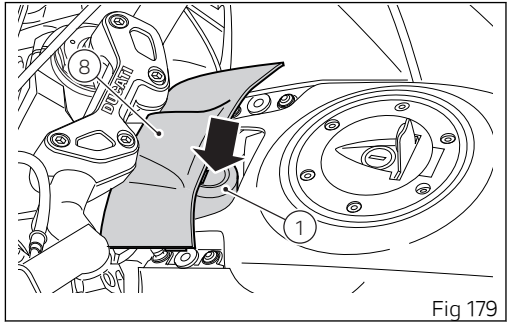


Fig 179

Note
The use of one of the two buttons, (6) on handlebar or (1) on Hands free, does not exclude the other; e.g., if you use one for switch-on, you can switch off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.
Key-Off can also occur without any key (3) or (4).
Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6, Fig 178) on the handlebar or by pressing the Hands free button (1, Fig 175). When speed is not equal to zero, perform key-off by pressing the Hands free button (1, Fig 175).

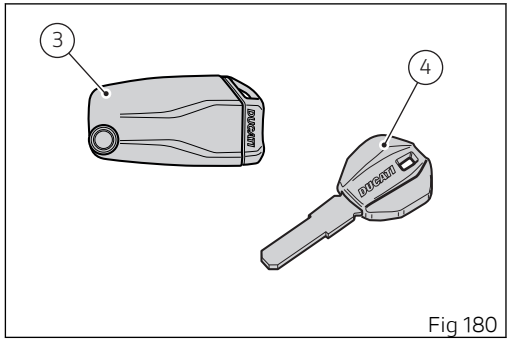


Fig 180

Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the right-hand panel (9), at the key symbol, where antenna (2) is located.

Important

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

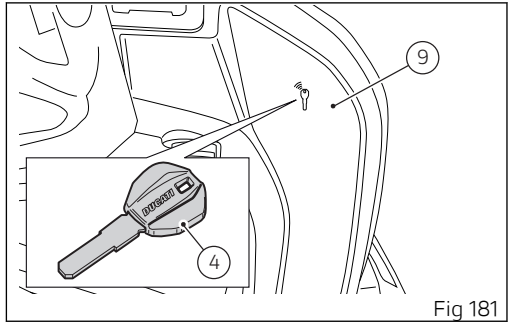


Fig 181

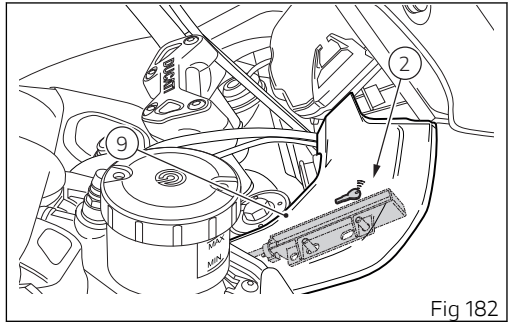


Fig 182

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

Note

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

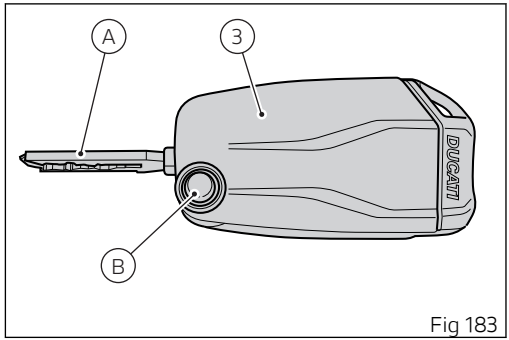


Fig 183

Key-On/Key-Off with the active key using the button on the handlebar

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3, Fig 174).

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

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the key (3, Fig 174) only if motorcycle speed is equal to zero.

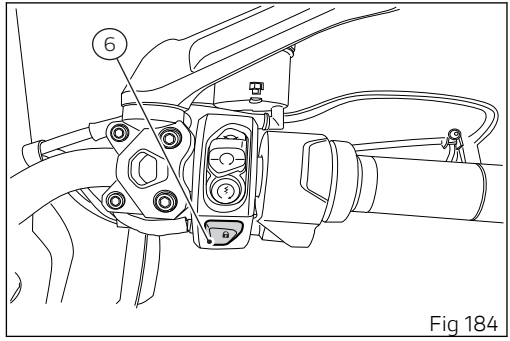


Fig 184

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

Key-On can be performed by pressing button (7) on the Hands free unit (1, Fig 174) and with the presence of the active key (3, Fig 174).

Note

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

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 174), also without the key (3, Fig 174).

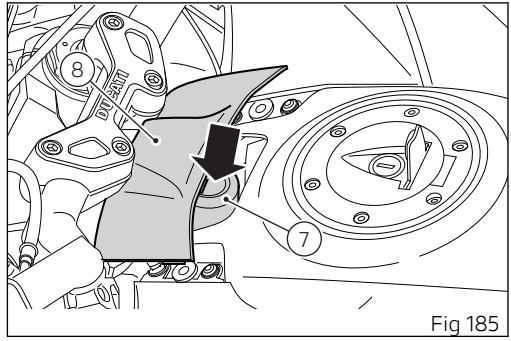


Fig 185

Key-On/Key-Off using the button on the handlebar with the passive key

Key-On can be performed by pressing the grey button (6) on the handlebar and with the presence of the passive key (4, Fig 174).

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

Key-Off can be performed by pressing the grey button (6) on the handlebar. It can also be performed without the key (4, Fig 174) only if motorcycle speed is equal to zero.

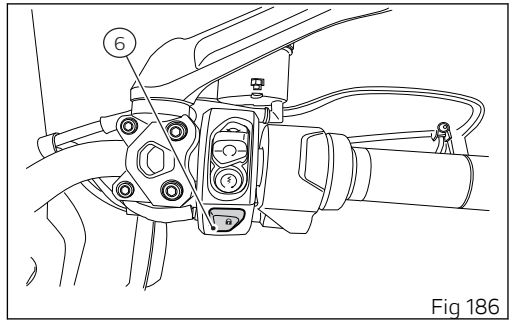


Fig 186

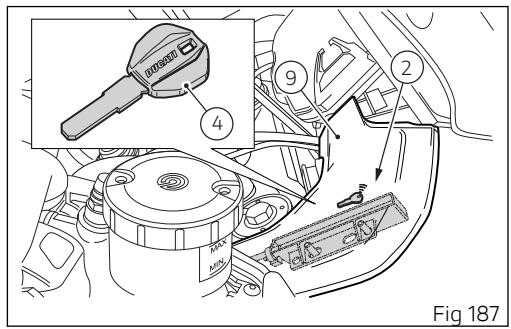


Fig 187

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

Key-On can be performed by pressing button (7) on the Hands free lock and with the presence of the passive key (4, Fig 174).

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

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 174), also without the key (4, Fig 174).

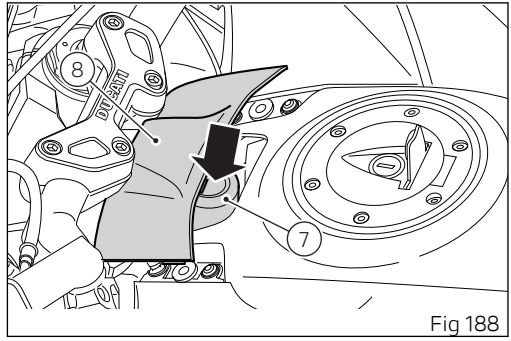


Fig 188

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

Key-On can be performed by pressing button (7) on the hands free lock (1, Fig 174) without the presence of the keys (3) and (4) and entering the pin code on the instrument panel.
Key-Off can be performed by pressing button (6) on the handlebar.
After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

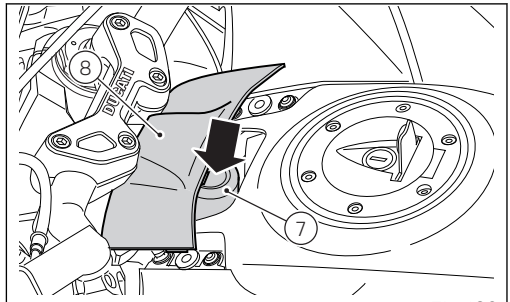


Fig 189

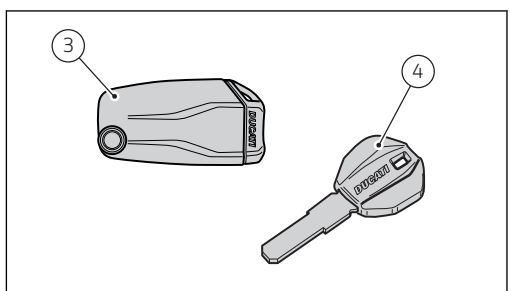


Fig 190

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".
If the motorcycle cannot be turned on using the normal starter button, press the "emergency" Hands Free button (7), lifting lid (8), to activate the function.
After pressing the button, the instrument panel activates the page for entering the override code.
Refer to the “Restoring motorcycle operation via the PIN CODE” procedure page 219.

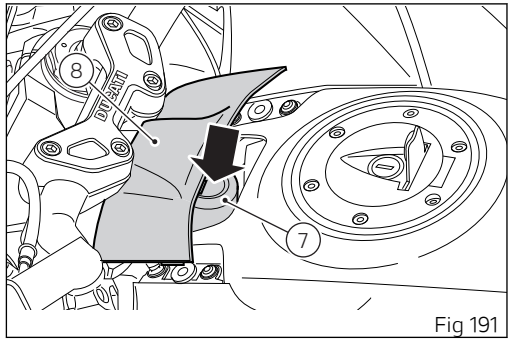


Fig 191

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.

Left-hand switch

1) Dip switch, two-position light selector switch:
- pushed up (A): high beam ON (≣D), back to its initial position (B): low beam ON (≢D);
- (C) pushed down: high-beam flasher (≣D);
- (FLASH), "Start-Stop lap" function.

2) 4 turn indicators (Hazard) on/off button.

3) Fog lights (option) on/off button.

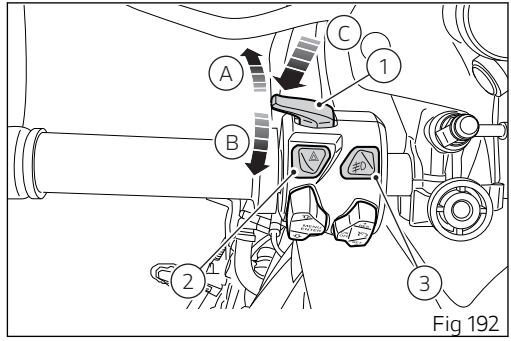


Fig 192

4) Menu navigation button.
5) Cruise Control button.
6) 3-position turn indicator switch (⇔):
- centre position = OFF;
- position (⇦) = left turn;
7) Turn indicators cancel button.
8) Button (⌲) = warning horn.

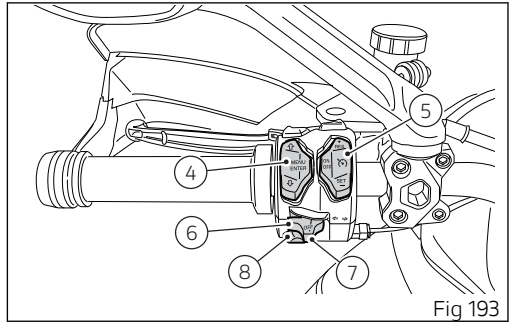


Fig 193

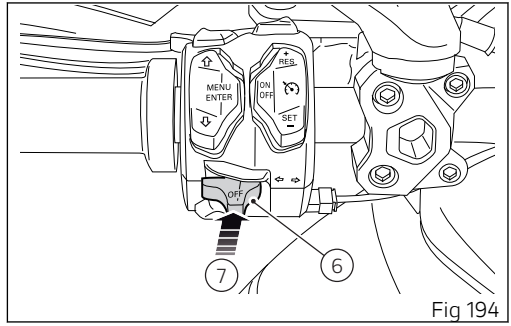


Fig 194

Button (4) for menu navigation features three positions:
- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for Cruise Control features three positions:
- (G) Cruise Control on/off;
- (H) increase cruise speed or resume previous speed;
- (I) decrease cruise speed or set a new speed;

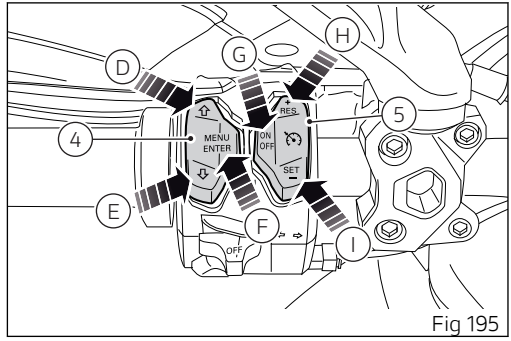


Fig 195

Key

A) Low beam.
B) High beam.
D) Menu UP
E) Menu DOWN.
F) Menu confirm.
G) Cruise Off, On.
H) Speed +.
I) Speed set.
2) Hazard.
3) Fog lights.
5) Cruise.
6) Turn indicator.
7) Turn indicator off.
8) Horn.

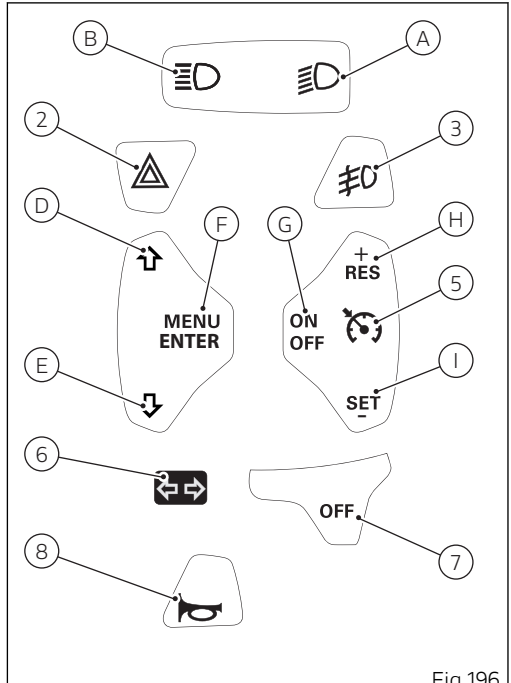


Fig 196

Clutch lever

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

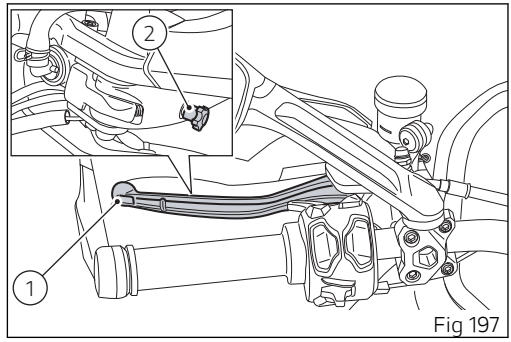


Fig 197

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).

Right-hand switch

1) Red ENGINE OFF switch.
2) ENGINE START button.
3) System SWITCH-ON/OFF (key-on/key-off) and steering lock engagement.
4) HEATED HANDGRIP button.

The switch (1) has two positions:

B) pushed down: KILL ENGINE.
A) pushed up: RUN ON. The engine can only be started in this position, pushing the button (2).

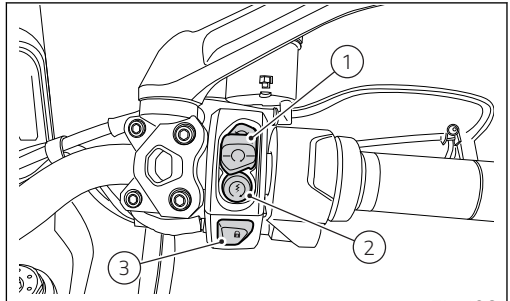


Fig 198

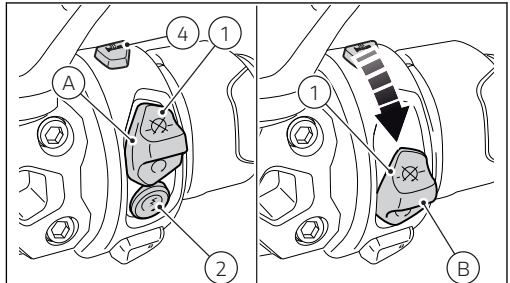


Fig 199

Key

2) Engine starting.
3) Electronic steering lock.
4) Heated handgrips control.
A) Run ON.
B) Run OFF.
C) Key-on.
D) Key-off.

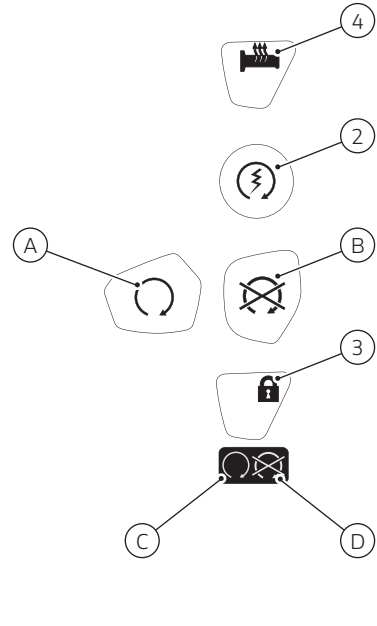


Fig 200

Throttle twistgrip

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

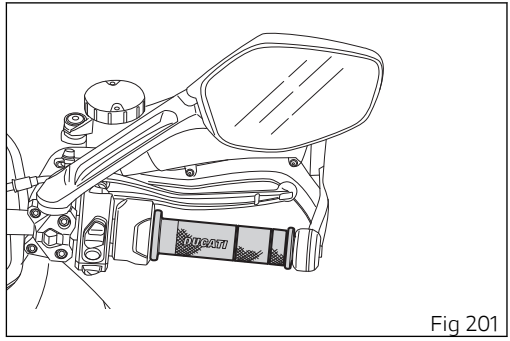


Fig 201

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.
When 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 paragraph page 179.

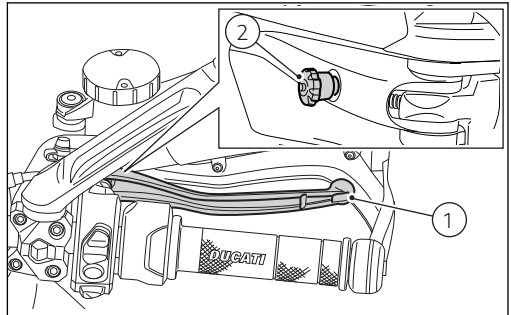


Fig 202

Rear brake pedal

Press pedal 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 page 179.

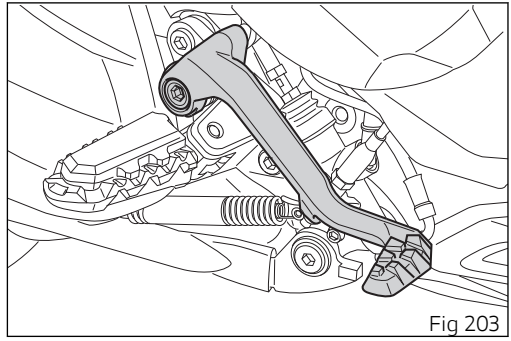


Fig 203

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 N light coming on. The pedal can be moved:

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

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

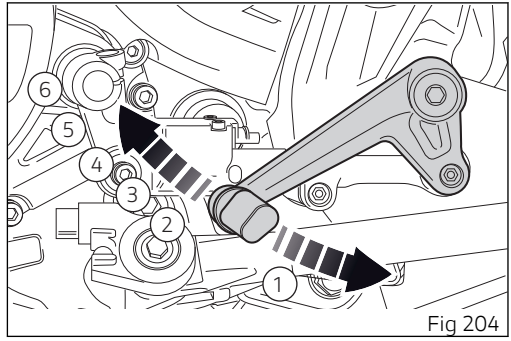


Fig 204

Adjusting the position of the gearchange pedal and rear brake pedal

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

Gear change pedal

To adjust the position of the gear shift lever, proceed as follows: hold the linkage (1) at flat (A) and slacken the lock nuts (2) and (3).

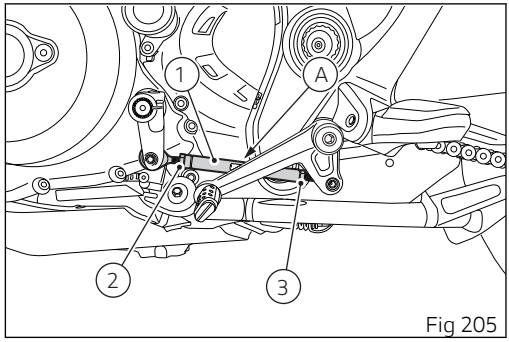


Fig 205

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

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

Rear brake pedal

Loosen lock nut (6).
Turn pedal stroke adjusting screw (7) until pedal is in the desired position. Tighten the lock nut (6).
Operate the pedal by hand to check that there is a free play (C) of about 2÷5 mm (0.08÷0.19 in) before the brake bites. If not, adjust the length of the master cylinder pushrod as follows, using flat (D).
Loosen lock nut (8) on master cylinder rod.
Screw the rod (9) into the fork (10) to increase the free play, or screw it out to reduce it.
Tighten lock nut (8) and check play again.

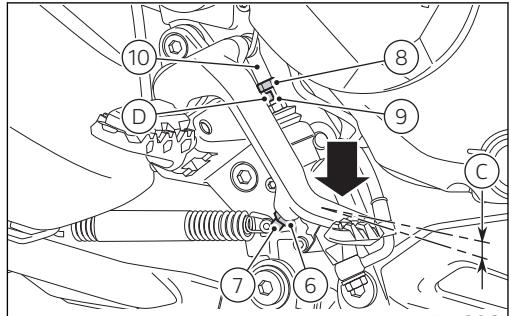


Fig 206

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Power outlet.
5) Rear-view mirrors.
6) Front fork adjusters.
7) Rear shock absorber adjusters.
8) Catalytic converter.
9) Exhaust silencer.
10) USB socket.
11) Windscreen.

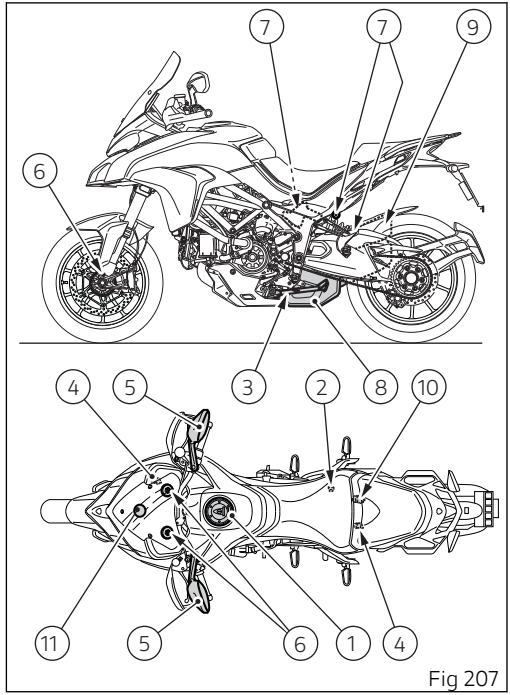


Fig 207

Tank filler plug

Opening

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

Closing

Close the plug (2) with the key inserted and push it down into its seat. 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.

Electric filler plug opening (option)

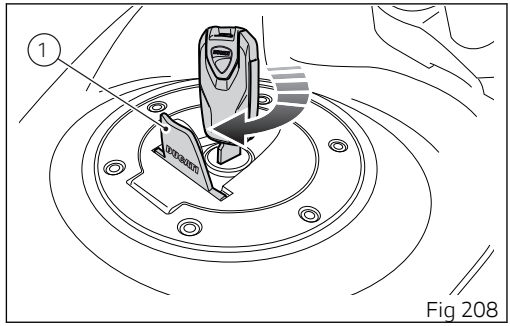


Fig 208

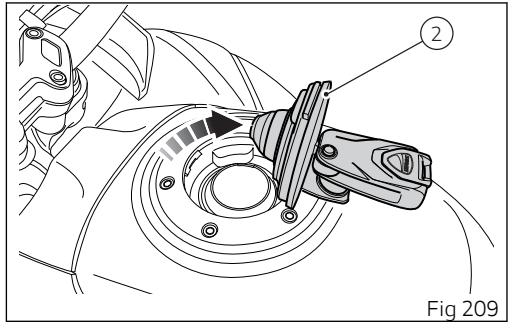


Fig 209

Important
The electronic plug can be opened within 50 seconds from the key–off.

Seat lock

Working lock (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 active or passive key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).

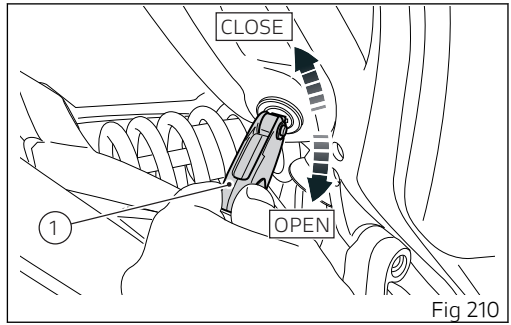


Fig 210

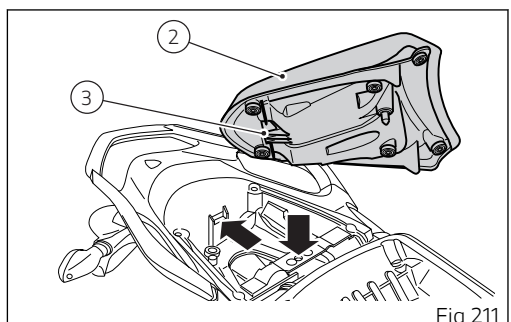


Fig 211

Pull back to slide it out of the guides (5) and at the same time pull up to remove it from pin (6).

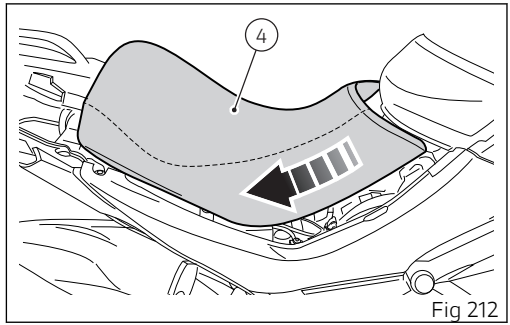


Fig 212

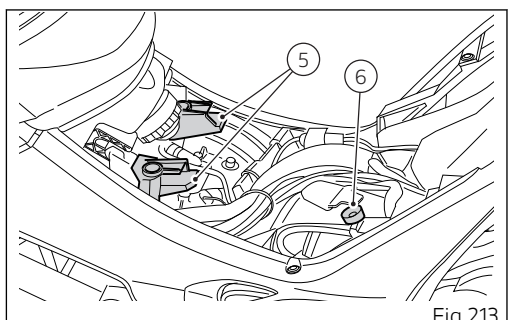


Fig 213

Refitting the seats

Position rider seat (4) front end, with slots (7), into guides (5, Fig 213) and engage pin (6, Fig 213) into its housing (8).
Make sure that pin (6, Fig 213) is engaged in its housing (8).
Make sure the passenger seat is properly fastened by moderately pulling it up.
Take key out of the lock(1, Fig 210).

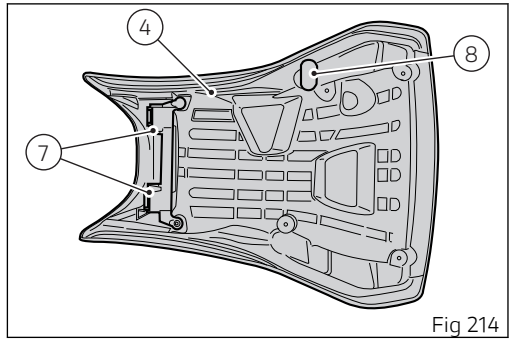


Fig 214

Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.
To lower the seat height, remove seats as indicated on page 253.
Install the elastic support (1) to passenger seat.
Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).

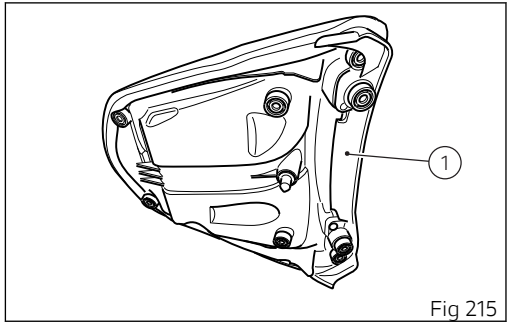


Fig 215

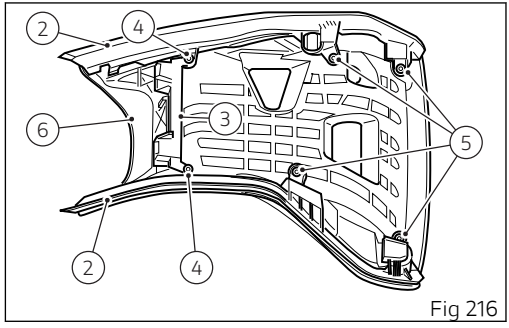


Fig 216

Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 253.
Remove the elastic support (1) from passenger seat.
Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).

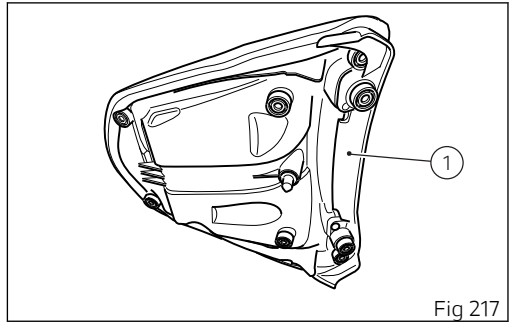


Fig 217

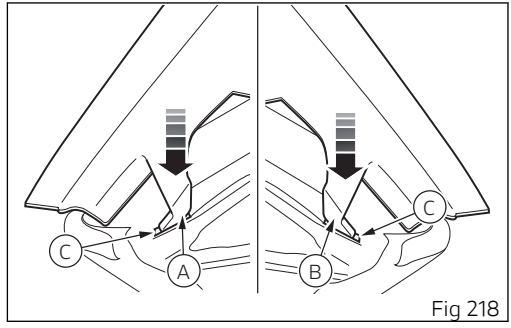


Fig 218

Install bracket (3) and position it as shown in the figure and ensuring that tabs (D) engage in slots (E). Start screws (4), screws (5) on supports (2) and tighten them to 4 Nm.
Refit both seats on the motorcycle.

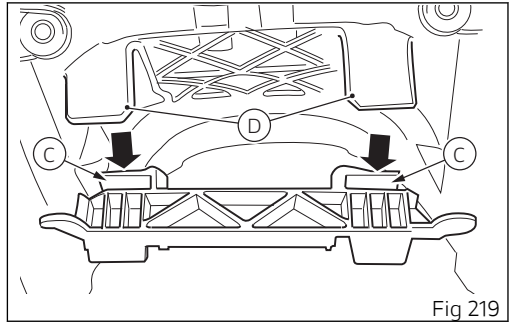


Fig 219

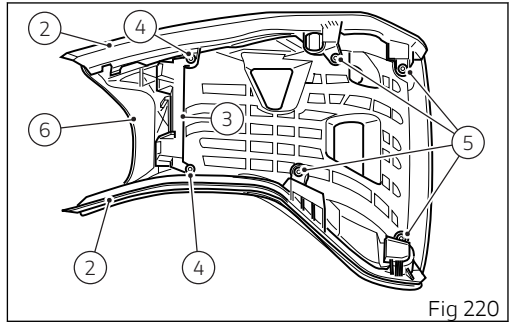


Fig 220

Side stand

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 melt by the sun heat and similar or the motorcycle may fall over. When parking in downhill road tracts, always park the motorcycle with its rear wheel facing downhill.
To pull down the side stand, hold the motorcycle 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.

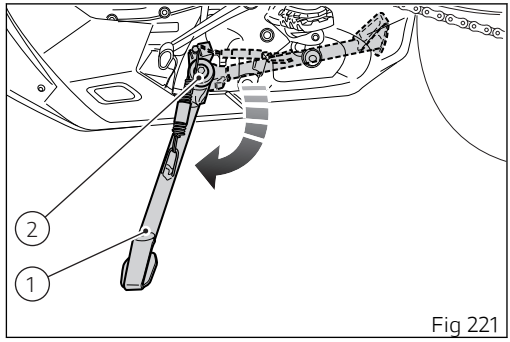


Fig 221

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

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).

Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.
The Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.

Attention

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 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.

Attention

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.
This fuse protects against any line overloads:

- power socket (1, ;
- power socket (2, Fig 223);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

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

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

Connecting higher loads will blow the line fuse.

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 LH side (1) on instrument panel and at the rear end, under the passenger seat (2).

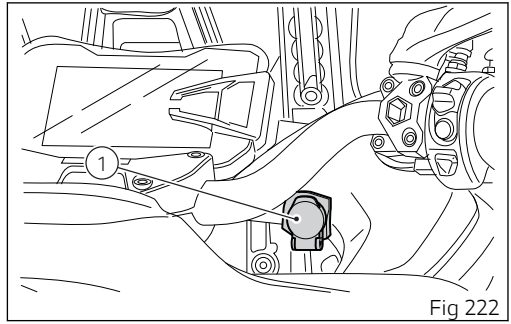


Fig 222

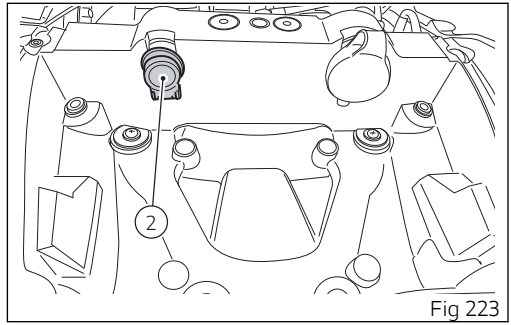


Fig 223

Centre stand

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

Attention

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

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

Attention

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

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

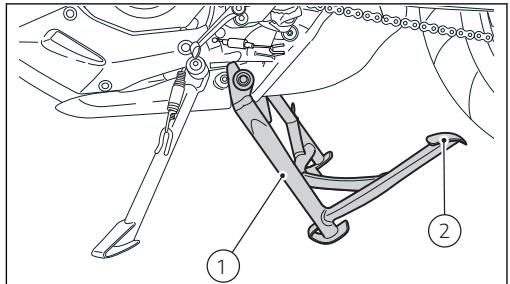


Fig 224

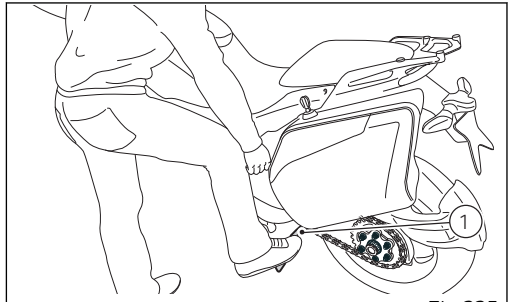


Fig 225

Assembling the Ducati side panniers

Fitting the pannier in place

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.

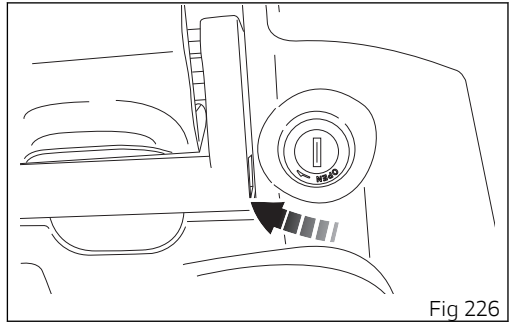


Fig 226

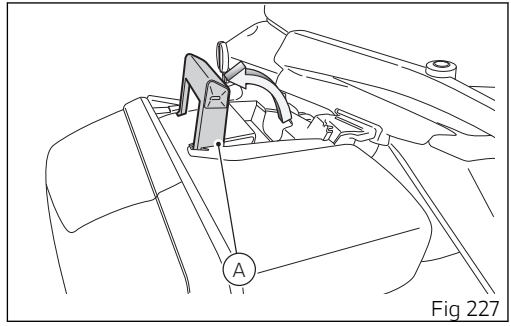


Fig 227

Duly engage pannier in place, making sure to properly engage hooks.

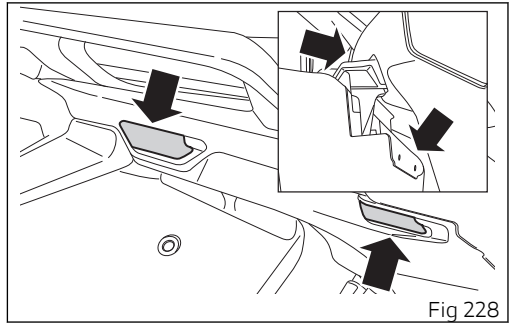


Fig 228

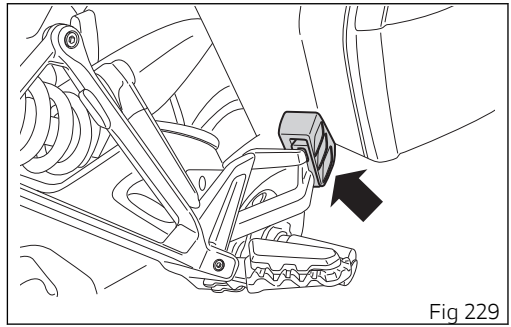


Fig 229

Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counter clockwise to lock handle and remove it.

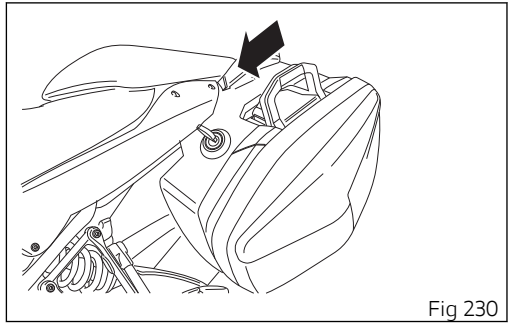


Fig 230

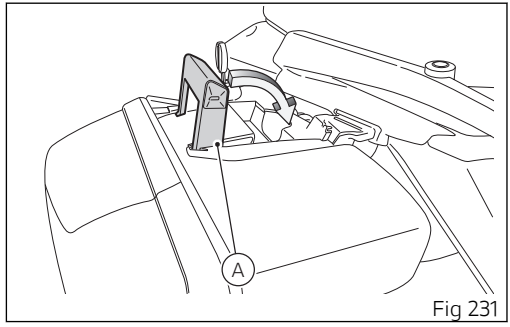


Fig 231

Removing the pannier from its seat

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.

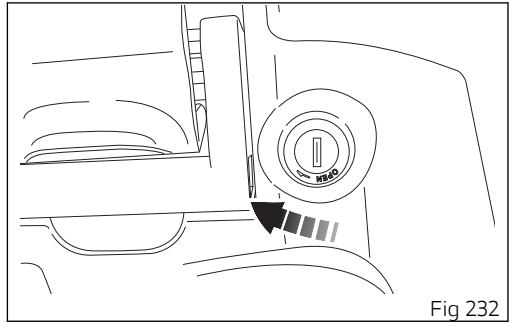


Fig 232

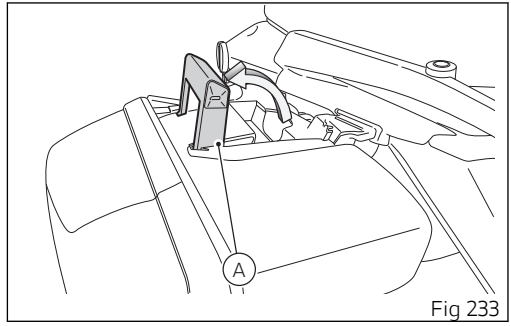


Fig 233

Pull pannier fully backwards (1), towards the rear wheel, without lifting it.
Now pull the pannier up (2) to disengage BOTH hooks.
Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

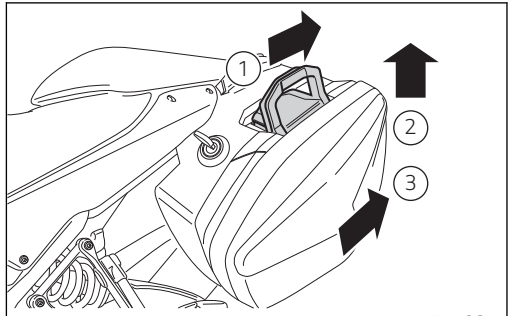


Fig 234

Using the side panniers

Opening

Open the side pannier as follows.
Insert the key in pannier lock and turn it clockwise.

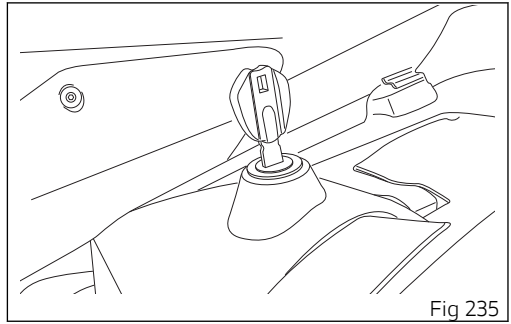


Fig 235

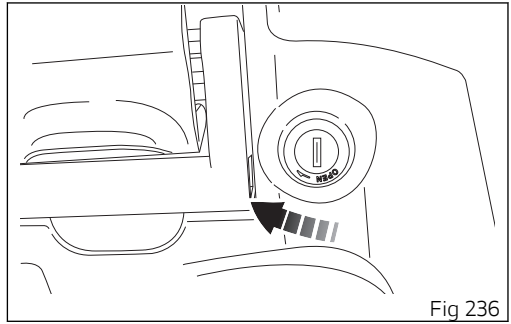


Fig 236

Lift fastening plate (A) and open the pannier.

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



Fig 237

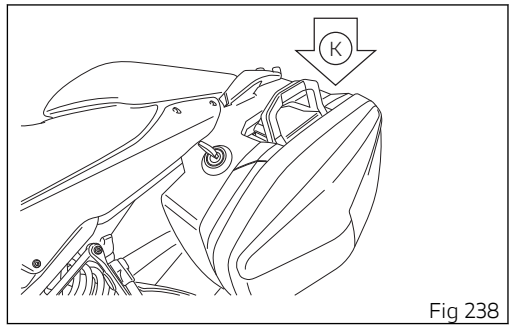


Fig 238

The fixed part of the pannier fits straps (C) to be used for holding the luggage.

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

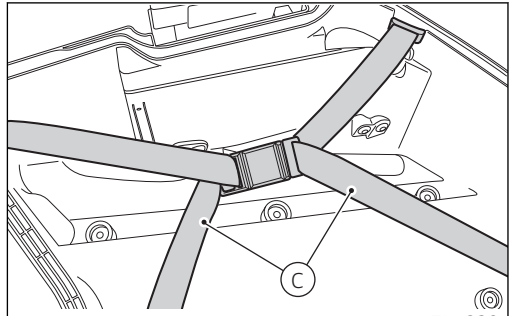


Fig 239

Closing

Close the side pannier as follows.
Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.
Insert fastening plate (A) into the pannier external cover and push down.
Turn key counter clockwise.
It is possible to remove key from lock only in these conditions.

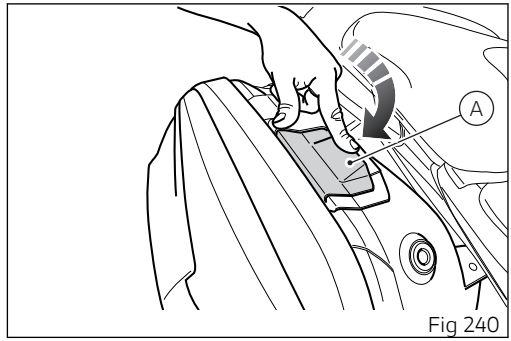


Fig 240

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.
USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

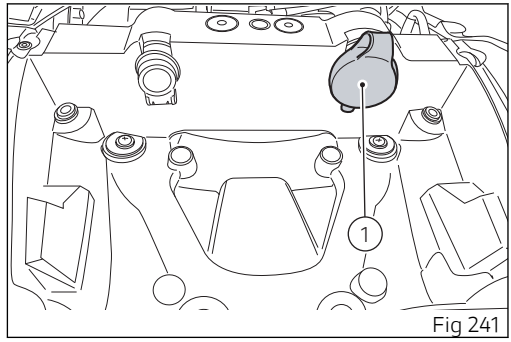


Fig 241

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.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

Adjusting windscreen height

Adjust windscreen height using lever (1).
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.

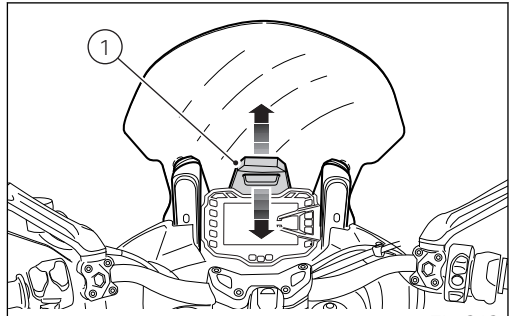


Fig 242

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 damping (Fig 243);
2) for inner spring preload (Fig 243);
3) for compression damping (Fig 244).

Put the motorcycle on the side stand and make sure it is stable. Turn adjuster (1) at the top end of each fork leg with a flat-blade screwdriver to adjust rebound.

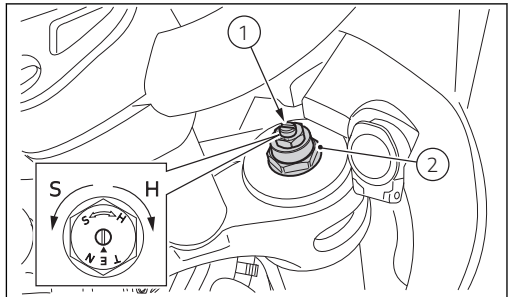


Fig 243

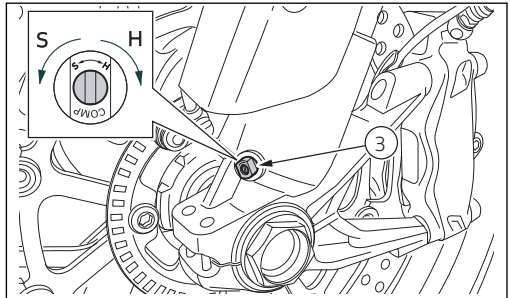


Fig 244

Turn adjuster (3) on the fork bottom end front side with a flat-blade screwdriver to adjust compression. To change preload of the spring inside each fork leg, turn the hex. adjuster (2), with a 22 mm (0.87 in) hexagon wrench. By turning adjusters (1 and 3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.

STANDARD settings are as follows:
preload: 8 turns from fully open;
compression: 13 clicks from fully closed;
rebound: 12 clicks from fully closed position.

Attention
Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting in order to suit the load on the motorcycle.
The adjuster (1, Fig 245), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
The knob (2, Fig 245) located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.
The adjuster (3, Fig 246) located on the expansion reservoir of the shock absorber adjusts the damping during the compression phase.
Reach adjuster (3, Fig 246) removing the seat and lifting the cover (4, Fig 246).

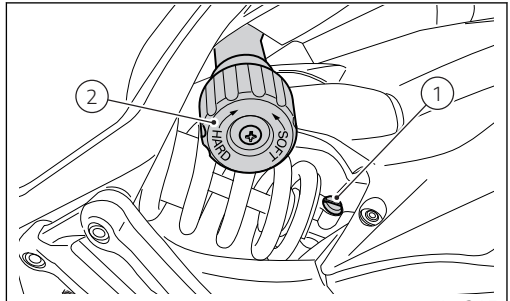


Fig 245

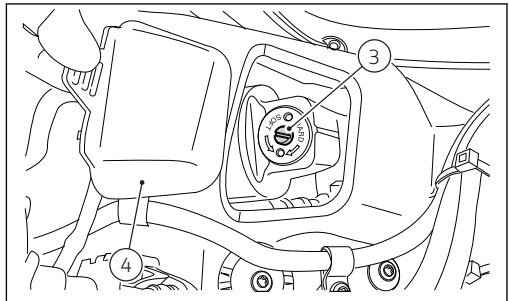


Fig 246

To reach adjuster (3) it is necessary to remove the rider seat and cover (4) next to the battery.
It is possible to work on adjuster (3) through the opening on the battery support. Turn adjusters (1, Fig 245) and (3) or knob(2, Fig 245) clockwise or counter-clockwise respectively to stiffen or soften the damping or the preload.

STANDARD setting.
From the fully closed position (clockwise):

- loosen adjuster (1, Fig 245) by 9 clicks;
- 18 turns of knob (2, Fig 245) from fully open (4 mm (0.16 in) preload);
- loosen adjuster (3, Fig 246) by 1.5 turns.

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground.

You may find that rebound damping needs adjusting as well.

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (621 mi);
2) From 1000 km (621 mi) to 2500 km (1553 mi).

Up to 1000 km (621 mi):

During the first 1000 km (621 mi) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 (621 mi) to 2500 km (1553 mi):

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

Important

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

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

Pre-ride checks

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. Fill tank if needed (page 0).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 332).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (page 306).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 304).
- TYRE CONDITION
  Check tyre pressure and condition (page 329).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 323).
- KEY LOCKS
  Ensure that tank filler plug (page 251) and seat (page 253) are properly locked.
- SIDE STAND
  Make sure side stand operates smoothly and is in the correct position (page 259).

ABS light

After Key-ON, the ABS light (10, 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.

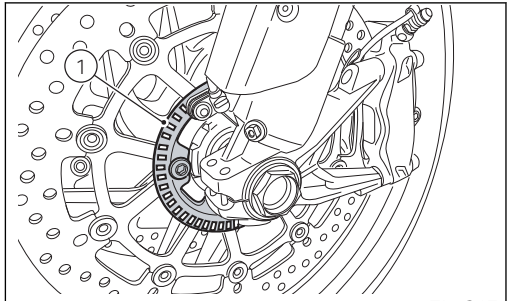


Fig 247



Fig 248

Engine start/stop

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

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialisation and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.

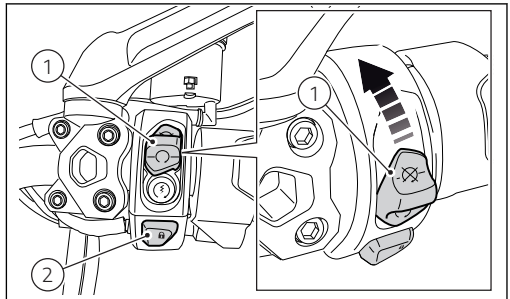


Fig 249

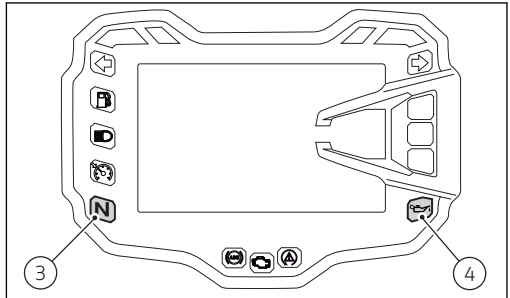


Fig 250

Attention

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

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

Note

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

Move the red switch (1) up to uncover button (5). Push the button (5) to start the engine.

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.

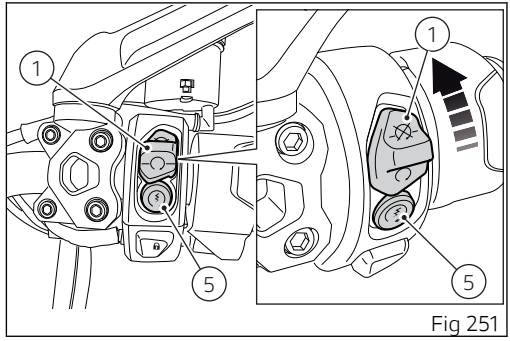


Fig 251

The red oil pressure warning light (4, Fig 250) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 223 "Hands Free System".

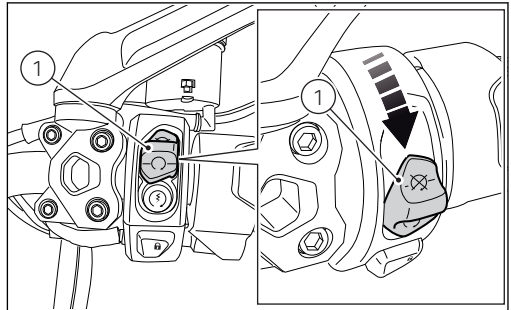


Fig 252

Important

Conditions affecting the correct operation of the Hands Free system.

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

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

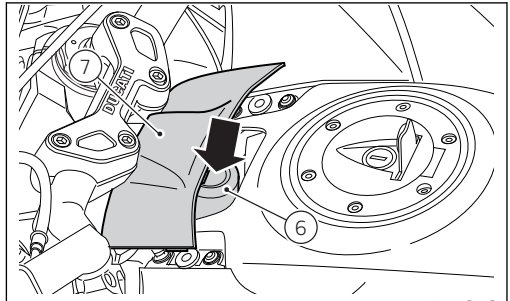


Fig 253

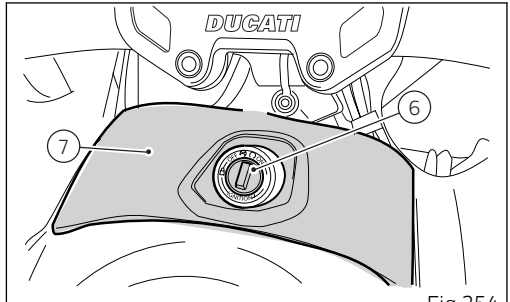


Fig 254

(Fig 253) indicates the position of the Hands Free unit (6), with protection lid (7) and (Fig 254) indicates the position of the Hands Free unit (6) for the US version, while (Fig 255)indicates the position of the antenna (8).

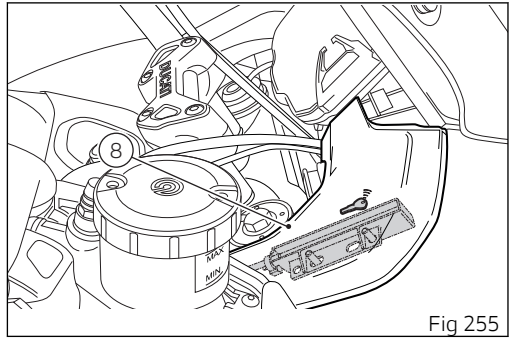


Fig 255

Moving off

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

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

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.

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 Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel 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 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.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
Stop the engine by pushing the red switch (1) down.
Press button (2) for Key-off.

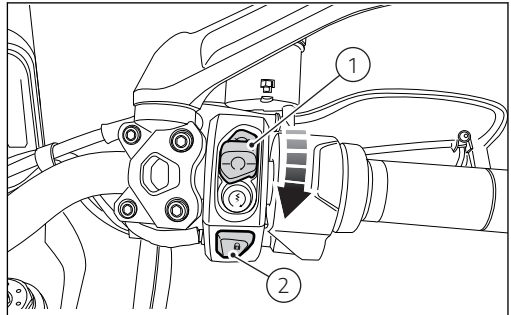


Fig 256

Parking

Stop the motorcycle, then put it on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After 1 second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorised Service Centre.

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.).

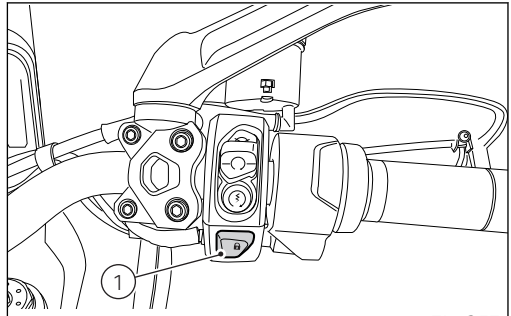


Fig 257

Attention

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

Refuelling

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

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.

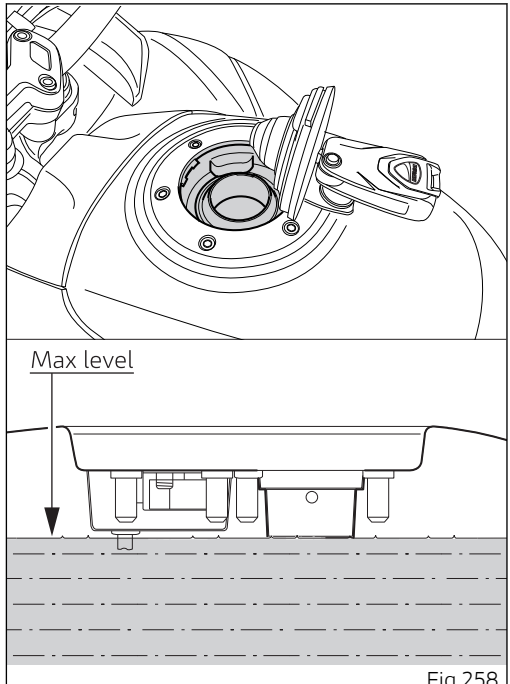


Fig 258

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.

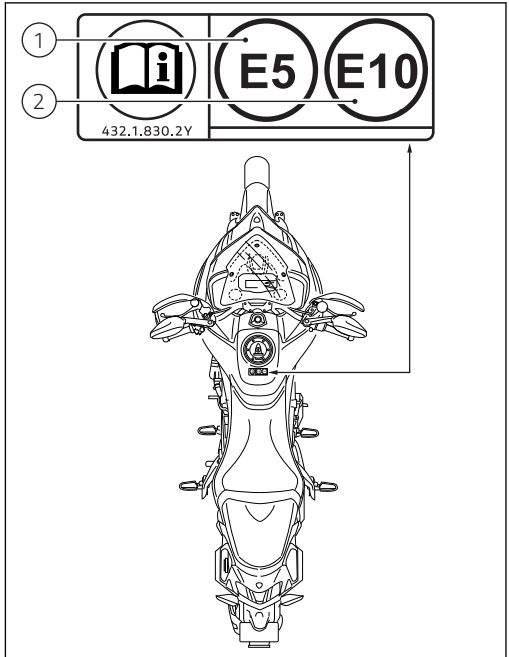


Fig 259

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 8 mm (0.31 in) Allen wrench.
- 5 mm (0.20 in) Allen wrench.
- 10 mm (0.39 in) Allen wrench.
- 1 pin wrench for eccentric.
- Box wrench for spark plug.
- Chain tension gauge (follow instructions under page 321 for its use).

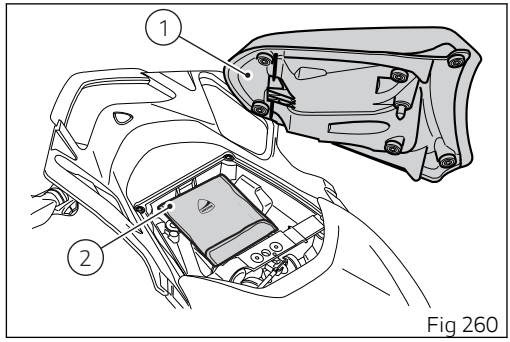


Fig 260

- Inflate and Repair kit consisting in:
  - repair tool (handgrip, 70 mm (2.76 in) internal repair needle, 70 mm (2.76 in) external repair needle, 70 mm (2.76 in) reamer);
  - 53x50 mm (2.09x1.97 in) compressed air dosing union;
  - 40x20 mm (1.57x0.79 in) bead trimming blade;
  - three compressed air cylinders, length 90 mm (3.54 in), diameter 20 mm (0.79 in);
  - three Safety Seal repairs, length 100 mm (3.94 in), diameter 3 mm (0.12 in);
  - chalk.

To access the compartment remove the passenger seat.
The front mudguard half kit is supplied with the bike.

Front mudguard half kit

Important
To fit the front semi-mudguard kit, ALWAYS contact a Ducati Dealer or Authorised Service Centre.

Remove the pipe grommet (1) from mudguard (6) unscrewing the two screws (2).
Position the front semi-mudguard kit (3) on the front mudguard (6), housing the front brake pipe (4) and the front phonic wheel cable (5) as shown in the figure (Fig 262).
To position the front semi-mudguard kit (3), insert the tabs (A) in the front mudguard (6) seat.

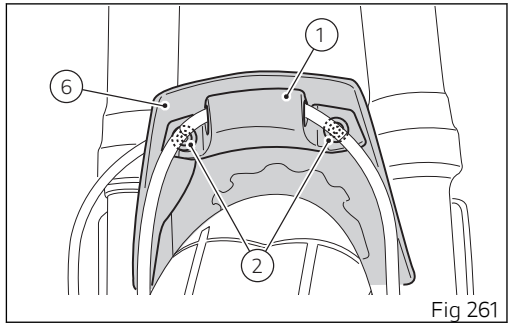


Fig 261

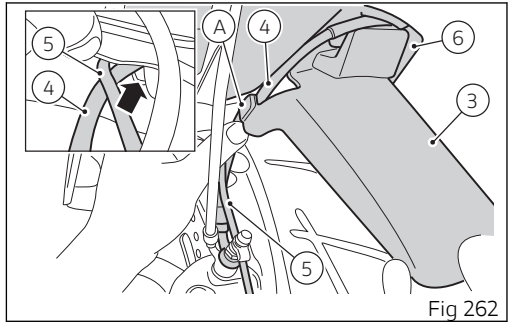


Fig 262

Fit the tabs (A) of front semi-mudguard kit (3) in the front mudguard (6) seat: the tabs must be inserted in the seat as shown in the figure.

correct positioning.

incorrect positioning.

Attention
The tabs are present both on LH and RH sides of the front semi-mudguard.

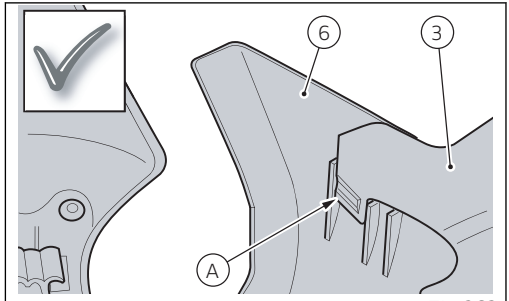


Fig 263

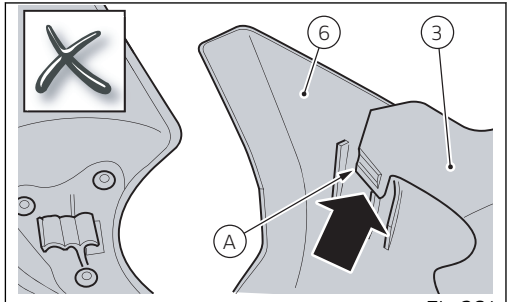


Fig 264

Moreover, make sure that semi-mudguard profiles are aligned as shown in the figure.

correct positioning.

incorrect positioning.

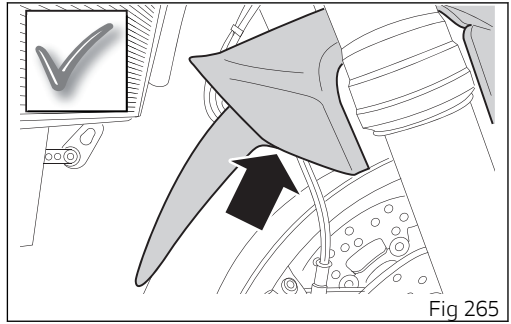


Fig 265

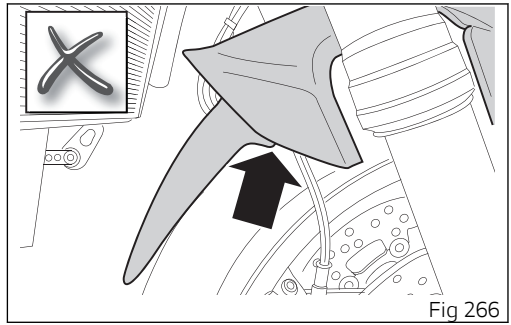


Fig 266

Fit the screws (2) previously removed and tighten them to a torque of 3.5 Nm ± 10%.

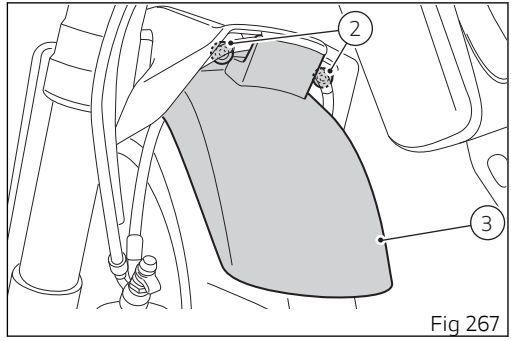


Fig 267

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube.
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1) into seat.

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F). Cooling circuit capacity: 2.5 cu. dm (litres) (0.66 gal).

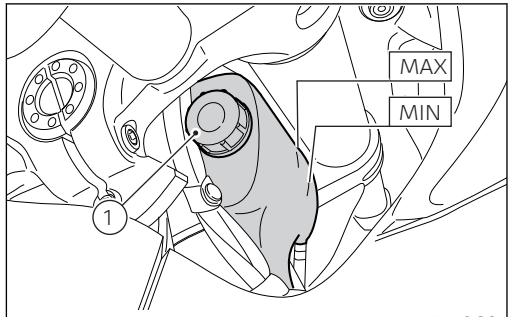


Fig 268

Attention

This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 269) shows the front and rear brake fluid reservoirs, while (Fig 270) shows the clutch fluid reservoir).

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

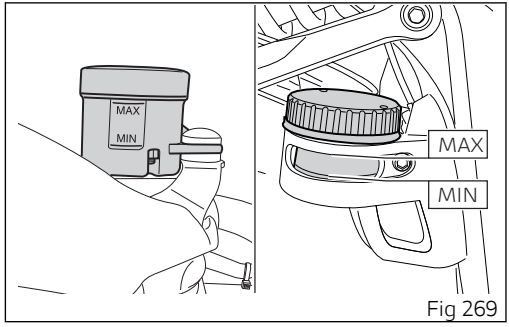


Fig 269

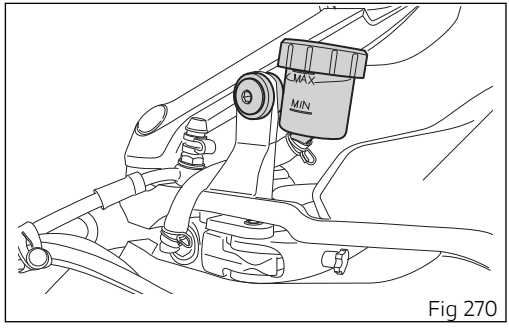


Fig 270

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

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

Checking brake pads for wear

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

Attention

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

Important

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

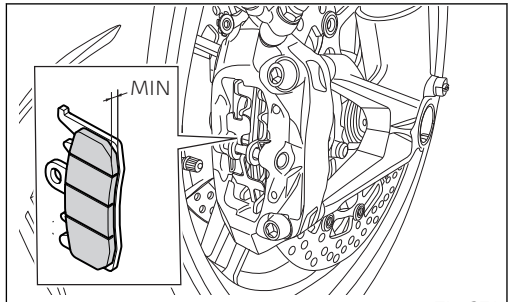


Fig 271

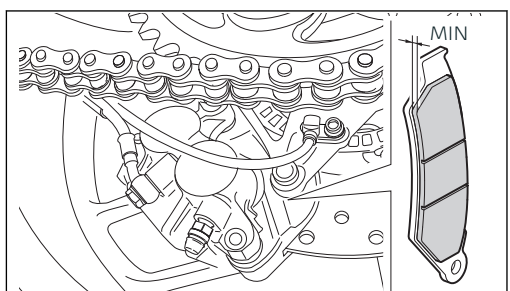


Fig 272

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.

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 (-).

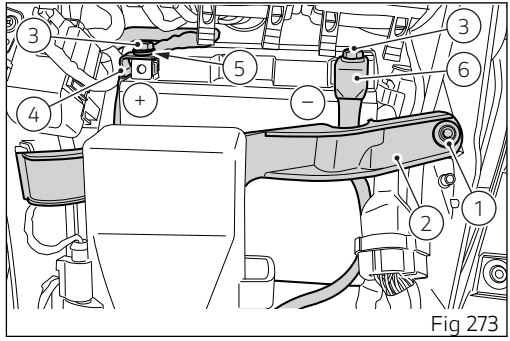


Fig 273

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.

Grease the screws (3).
Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).
Fit the battery mounting bracket (2) and tighten the screw (1).

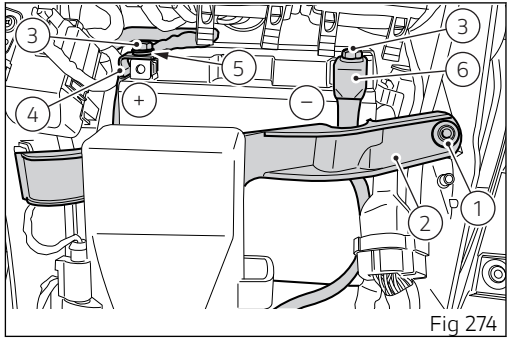


Fig 274

Attention
Keep the battery out of the reach of children.

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

Charging and maintenance of the battery during winter storage

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

Note

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

Important

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

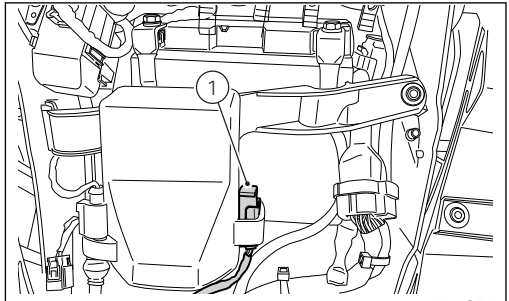


Fig 275

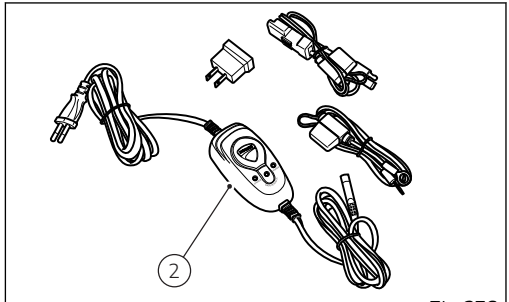


Fig 276

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

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.

Checking drive chain tension

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be: A=41÷43 mm (1.61÷1.69 in).

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

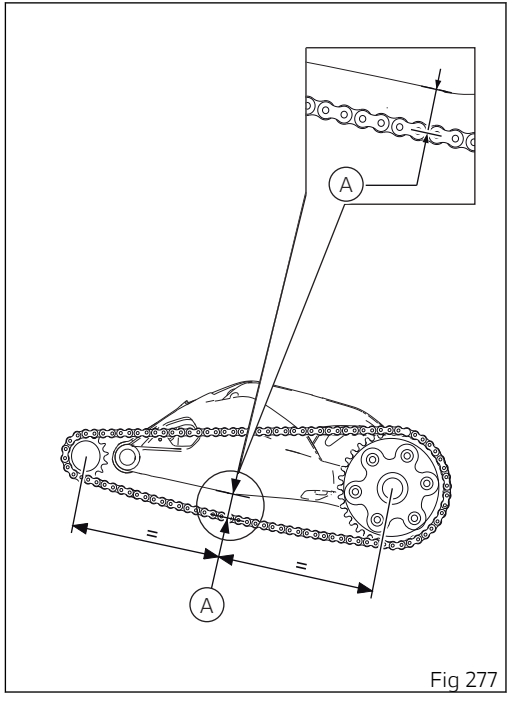


Fig 277

Attention
Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.

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

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

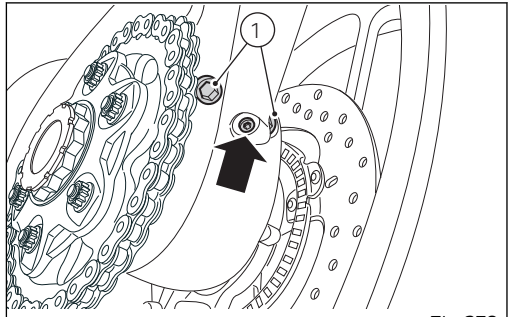


Fig 278

To reach screws (1) it is necessary to remove the rear chain guard (2) and loosen the three screws (3).

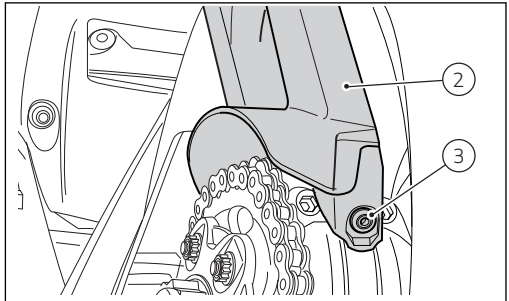


Fig 279

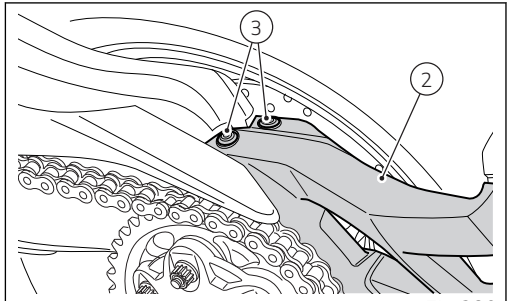


Fig 280

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. 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 using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

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.

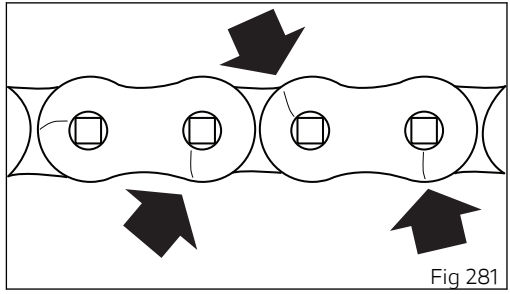


Fig 281

Lubricating the drive chain

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.

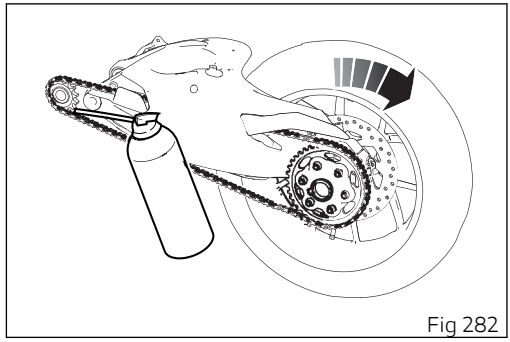


Fig 282

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.

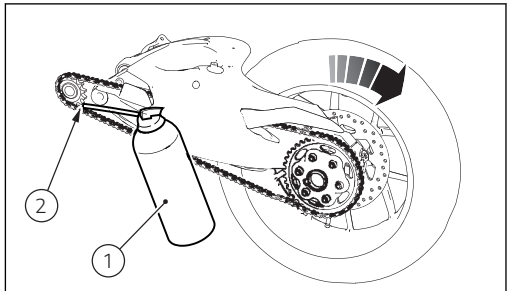


Fig 283

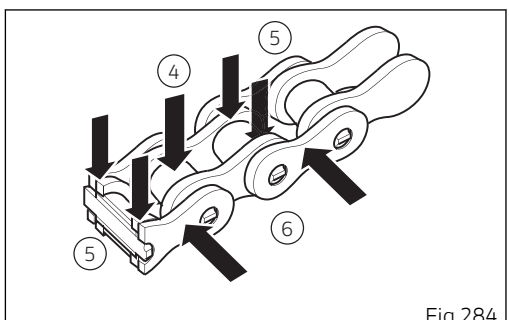
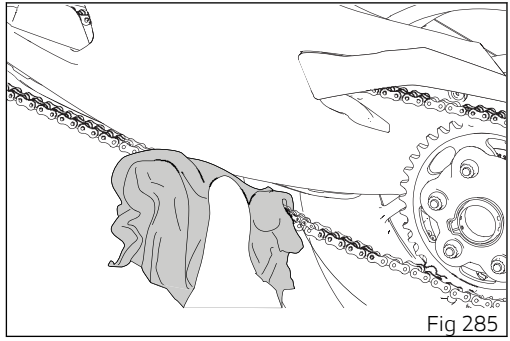


Fig 284

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.


Fig 285

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.

Using the supplied chain tension gauge

To take a correct measurement, the bike must be set on the side stand. Proper chain tensioning must always be inspected at the point where the chain is tightest (then repeat measurement at several equidistant points of the chain).

Note

Chain tensioning changes according to the set Riding Mode. It is recommended to take the measurement with preload set to Level 1 (Riding Mode "URBAN" and motorcycle setup SET TO "RIDER ONLY").

Before proceeding, move the chain down with one finger, release it and apply gauge (1).
Chain tension gauge (1) must be inserted between swinging arm and lower chain sliding shoe, at the chain sliding shoe central fastening point (.

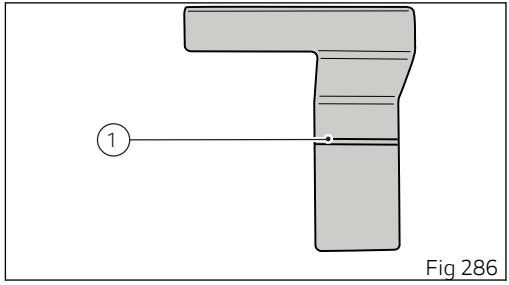


Fig 286

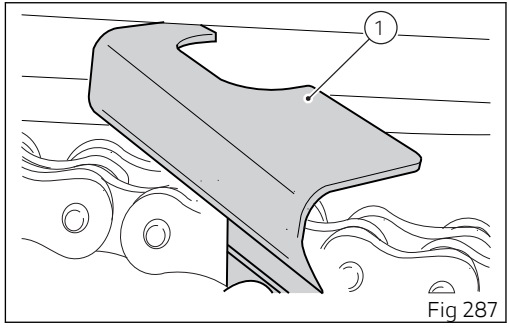


Fig 287

To measure the proper chain tensioning, it is necessary to check the correspondence of the chain pin axis, within the distance identified by references (X, Fig 289) on the gauge.
If chain pins are higher or lower than this interval and height A=41÷43 mm (1.61÷1.69 in) (Fig 288) is not complied with, it is necessary to tension the chain page 313.

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

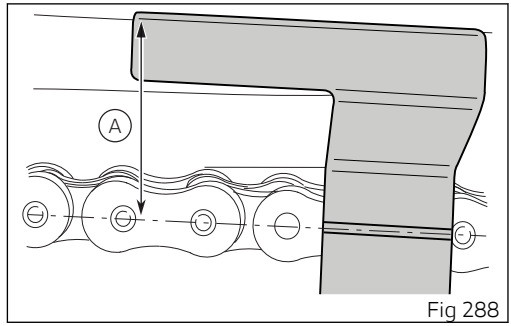


Fig 288

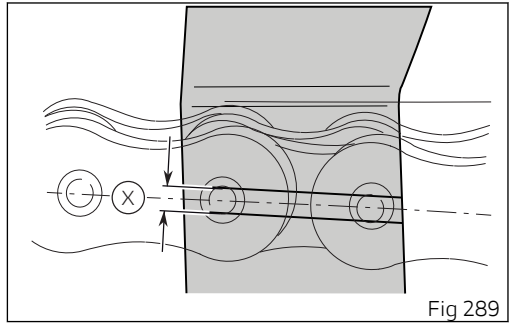


Fig 289

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System".
Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.
(Fig 290) shows the location of the LED parking lights (1), the LED low beams (2) and the high beam bulbs (3).

To reach the headlight bulbs, fully steer handlebar to the opposite side of the bulb to be removed (steer handlebar to the left to remove the RH bulb and vice versa).

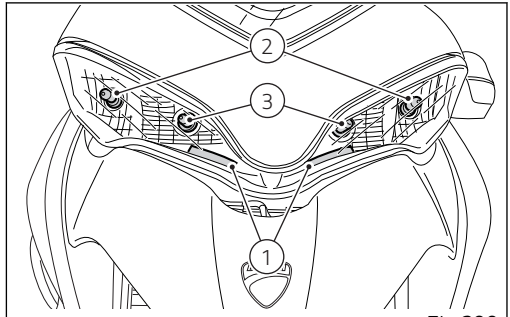


Fig 290

Disconnect connector (4) from bulb holder (5). Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it. Replace the light bulb with a new identical one.

Note
Be careful to hold the new bulb at the base only. Never touch the transparent body with your fingers or it will blacken resulting in reduced bulb brilliancy.

Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover.
Reconnect the connector (4).

Note
To replace the LED parking light, contact a Ducati authorised service centre.

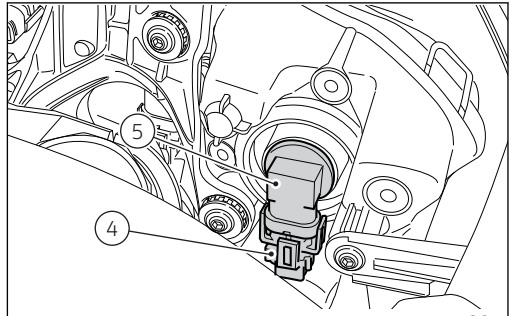


Fig 291

Number plate light

LED number plate light is maintenance-free.

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 from a wall or a screen, the motorcycle must be perfectly upright with the tires 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. Switch on the low beam and adjust 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.

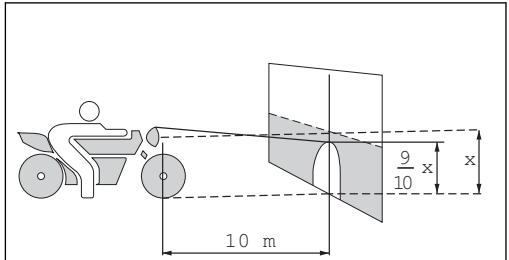


Fig 292

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.

Procedure for adjusting low beam/high beam along the vertical axis

1) Switch low beam on.
2) Fully cover one of the two low beams (right or left).
3) Adjust uncovered beam vertically by working the corresponding adjuster screw (2), i.e., the one on the same side. Turn screw (2) clockwise to move beam down, or counter clockwise to move beam up.
4) Cover the already-set beam and uncover the other one, then repeat step 3.
5) Turn on the high beam and adjust by working adjuster screw (1). Turn screw (1) clockwise to move high beam down, or counter clockwise to move beam up.

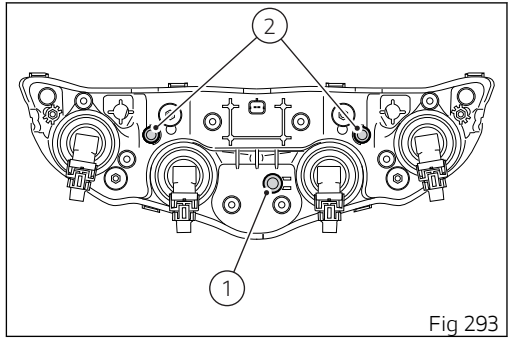


Fig 293

Attention

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

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).

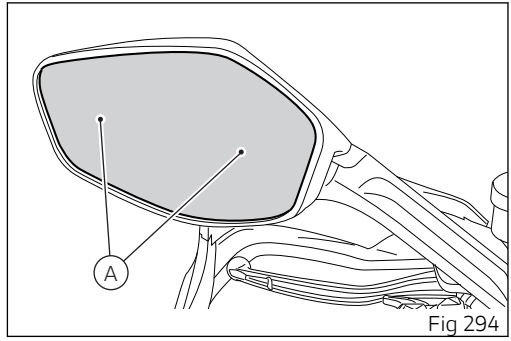


Fig 294

Tubeless tyres

Front tyre pressure:
2.50 bar (36.26 psi) (rider only) - 2.50 bar (36.26 psi) (rider, passenger and/or bags).
Rear tyre pressure:
2.50 bar (36.26 psi) (rider only) - 2.90 bar (42.06 psi) (rider, passenger and/or bags).
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.

Important

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

Tyre repair or change (Tubeless tyres)

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

Attention

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

After replacing a tyre, the wheel must be balanced.

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.

Attention

In case of replacement of the front wheel, the Ducati Dealer or authorised Service Centre must follow the instructions specified in the Workshop Manual concerning removal and refitting of the front wheel shaft.

Attention

Counterweights for dynamic balancing of the rear wheel must be positioned in the areas indicated in the figure.

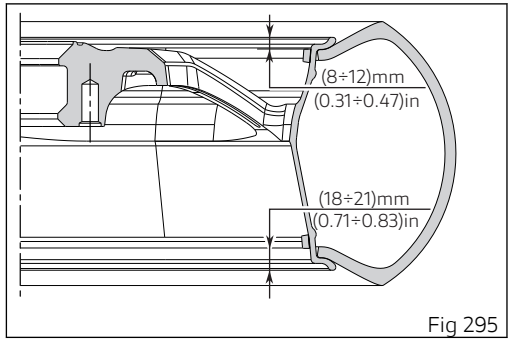


Fig 295

Minimum tread depth

Measure tread depth (S, Fig 296) 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.

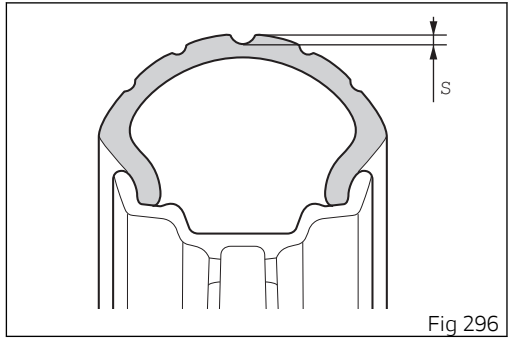


Fig 296

Check engine oil level

Engine oil level can be checked through the sight glass (1) located onto clutch cover.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

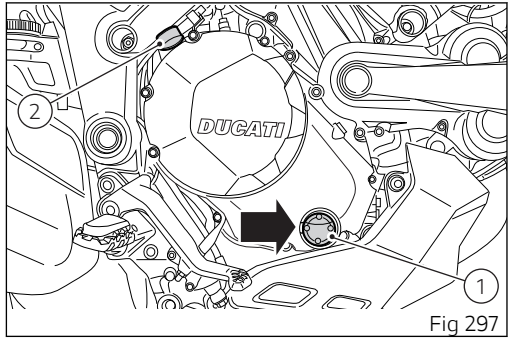


Fig 297

Important

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

To check the oil level correctly, carefully follow the instructions below.
1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.
If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).
During this warming up phase, the bike can be left on the side stand.
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.

Attention
In engines equipped with timing variators it may happen that a certain quantity of engine oil remains in the cylinder heads when the engine is off and requires a certain amount of time to flow completely into the oil sump. This could lead to an incorrect measurement of the oil level.

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.

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.

Cleaning and replacing the spark plugs

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

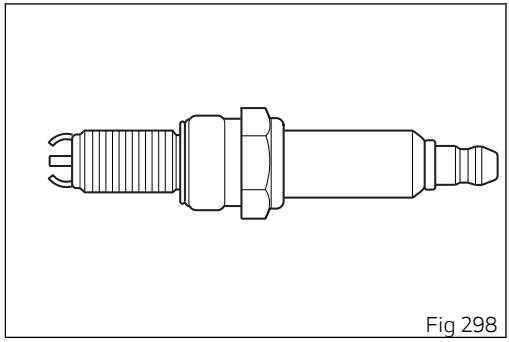


Fig 298

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.

Important
To clean and lubricate the drive chain, refer to the paragraph “Lubricating the drive chain”.

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

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

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

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.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reading of the error memory with DDS 2 and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean plugs with metal mesh filters on heads						●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Change brake and clutch fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Activate LED front lighting (if any) through DDS 2.0			●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

Scheduled maintenance chart: operations to be carried out by the Customer

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 232 Kg (511.47 lb).
Overall weight (in running order without fluids and battery): 209 Kg (460.76 lb).
Maximum allowed weight (carrying full load): 450 kg (992.08 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 speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 180 km/h (112 mph) and at any rate it must comply with the applicable statutory speed limits.

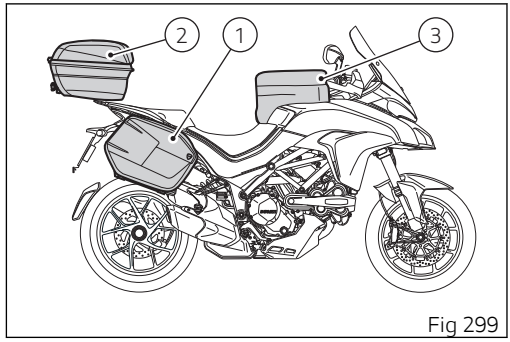


Fig 299

Attention

The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:
10 kg (22lb) max. per side pannier (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag (3).

Dimensions

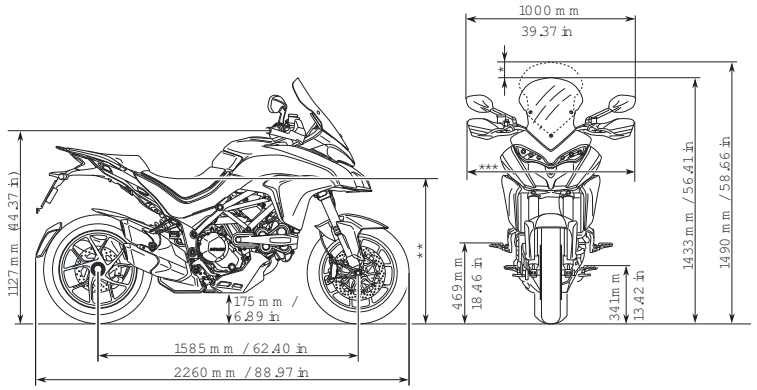


Fig 300

* 1433 mm (56.41 in) (headlight fairing all down), 1447 (56.97 in mm) (headlight fairing at first detent), 1461 mm (57.52 in) (headlight fairing at second detent), 1476 mm (58.11 in) (headlight fairing at third detent), 1490 mm (58.66 in) (headlight fairing at last detent).

** Adjustable at 825 and 845 mm (32.48 -33.27 in) (lowered, 800 mm (31.49 in), seat as option).

*** Maximum hand guard overall dimensions: 981 mm (38.62 in).

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	20 litres (4.4 UK gal)
Oil sump and filter	Ducati recommends use of SHELL Advance 4T Ultra 15W-50 (JASO: MA2, API: SN)	4.2 litres (0.92 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	701 cc. (42.78 cu in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 litres (0.55 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 indicate the fuel recommended for this vehicle as specified by the European regulation EN228.



Engine

Ducati Testastretta "L" twin-cylinder engine with DVT system ("Desmodromic Variable Timing"), 4 valves per cylinder, Dual Spark, liquid-cooled.

Bore, mm: 106 mm (4.17 in).

Stroke, mm: 71.5 mm (2.81 in).

Total displacement: 1262 cu. cm (77.01 cu in).

Compression ratio: (13±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
116.4 kW/158.2 HP at 9500 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:
74 kW/100.6 HP at 7000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
128 Nm - 13 kgm at 7500 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France version only:
120 Nm - 11.8 Kgm at 5000 rpm

Maximum rpm: 10,500 rpm.

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.

Desmodromic timing system with variable timing (DVT)

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

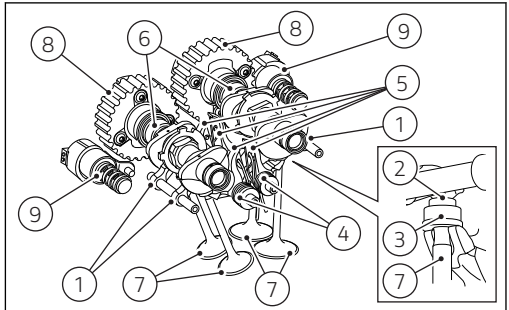


Fig 301

1) Opening (or upper) rocker arm;
2) Upper rocker arm shim;
3) Closing (or lower) rocker arm shim;
4) Return spring for lower rocker arm;
5) Closing (or lower) rocker arm;
6) Camshaft;
7) Valve.
8) Timing Variator.
9) Actuators.

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: MAR9A-J.

Fuel system

BOSCH electronic injection.
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 56 mm (2.2 in).
Injectors per cylinder: 1.
Firing points per injector: 10.
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

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: painted stainless steel, black colour.
Disc diameter: 320 mm (12.60 in).
Front brake disc thickness: 4.5 mm (0.18 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO, radially-mounted monobloc callipers.
Front brake type: M4X32B.

Friction material: BRM11E HH.
Brake master cylinder type: PR18/19.

REAR

With fixed drilled steel disc.
Disc diameter: 265 mm (0.43 in).
Rear brake disc thickness: 6 mm (0.23 in)
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO, floating 2-piston calliper with cornering ABS as standard.
Rear brake type: PF 2x28.
Friction material: TT 2181 FF.
Brake master cylinder type: PS 13.
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/self-servo wet multiplate clutch

Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/40.
Total gear ratios:
1st gear 15/37
2nd gear 17/30
3rd gear 20/27
4th gear 22/24
5th gear 24/23
6th gear 25/22

Drive chain from gearbox to rear wheel.
Make: REGINA
Type: 136ZRPB2
Size: 5/8" x 1/16"
Links: 114

Important

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

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

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

Steel tubular trellis.
Rear steel tubular trellis sub-frame.
Light alloy die-cast side plates, pivoted on engine.
Steering head angle: 25°.
Trail: 113 mm (4.45 in).
Steering angle: 40° LH side / 40° RH side.

Wheels

Front

Light alloy cast rims with five Y-shaped spokes.
Size: MT3.50x17".

Rear

Light alloy cast rims with five Y-shaped spokes.
Size: MT6.00x17".

Tyres

Front

"Tubeless", radial tyre.
Size: 120/70-ZR17
Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tyre.
Size: 190/55-ZR17
Make and type: Pirelli Scorpion Trail II.

Suspension

Front

Kayaba upside-down fork manually adjustable in rebound, compression, and preload for inner springs of fork legs.
Stanchion diameter:
48 mm (1.89 in).
Wheel travel: 170 mm (6.69 in).

Rear

SACHS shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto frame at the top and onto an aluminium single-sided swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine. The whole system gives the motorcycle excellent stability.
Rear wheel travel: 170 mm (6.69 in).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter. Split absorption tail pipe.

Available colours

Ducati Anniversary Red

Primer, Antiflex White code L0040652 (Lechler);
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler);
Frame, Racing Black;
Subframe, Mercury Gray;
Rims, Glossy Black.

Iceberg White

Primer code 873.A002 (Palinal).
Primer code 928.K058 (Palinal);
Clear coat code 823.l2105 (Palinal);
Frame colour Mineral Grey cod. MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code. EP050V (Akzo Nobel)
Varnish code 43NZ0016 (Akzo Nobel)

Volcano Grey

Primer code DS20052 (Lechler);
Primer code L2909042 (Lechler);
Clear coat 96230 (Lechler);
Frame colour Mineral Grey cod. MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code. EP050V (Akzo Nobel)
Varnish code 43NZ0016 (Akzo Nobel)

Electric system

Basic electric items are:

Headlight

Low beam with BULB: no. 2 bulbs H11 12V-55W;
High beam with BULB: no. 2 bulbs H11 12V-55W;
LED parking light: no. 2 LEDs STW9Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 LEDs Dominant Primax NAZY-BGH-MN3-1;
Rear ones (Europe), LED units: No. 1 LED PC AMBER PHILIPS LXM2-PL01.
Rear ones (USA), bulb units: No. 1 bulb RY10W 12V - 10W amber.

Tail light

LED parking light: No. 4 Osram LA-W5SM-JYKY-24-1 LEDs;
LED stop light: No. 10 Osram LA-E6SF-BBCB-24-1 LEDs.
LED number plate light: No. 3 CREE CLA1A-WKW-CXAYB453 LEDs.

Fog lights

LED fog lights (Enduro customisation): No. 1 LED Altilon LAFL - C4L - 850 (each).

Horn.
Stop light switches.
Battery, 12V -10Ah.
Generator DENSO 12V - 500W.
Electronic rectifier, protected by a 30A fuse.
Starter motor DENSO, 12 V-0.7 kW.

Fuses

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

- box (A): 7.5A, 15A, 25A;
- box (B): 10A, 15A, 25A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The front fuse box (A, is located under the rider seat, next to the relays. To reach the front fuse box, remove the rider seat. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.
The rear fuse box (B, and the ABS fuse box (C, are located under the rider seat. To reach rear and ABS fuse boxes, remove the seat, see page 253. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

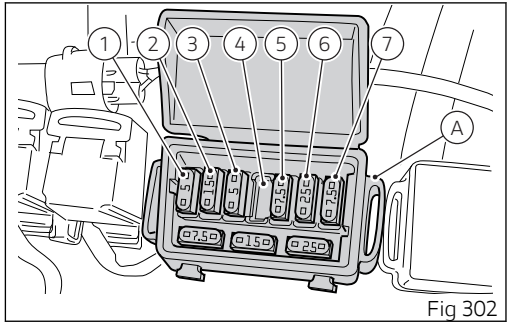


Fig 302

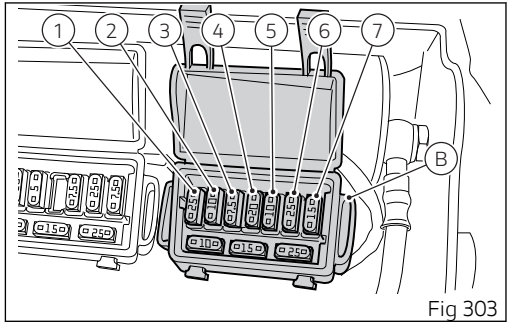


Fig 303

Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	5 A
4	-	-
5	KEY Accessories	7.5 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	20 A

Rear fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The 30A main starter fuse (C) is located under the rider seat, on the right-hand side. Remove the protection cap to reach it.
The spare 30A fuses (D) are located on the solenoid starter; remove the protection cap to reach them.
A blown fuse can be identified by breakage of the inner filament (F).

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.

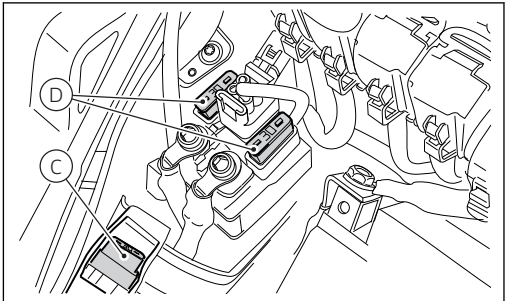


Fig 304

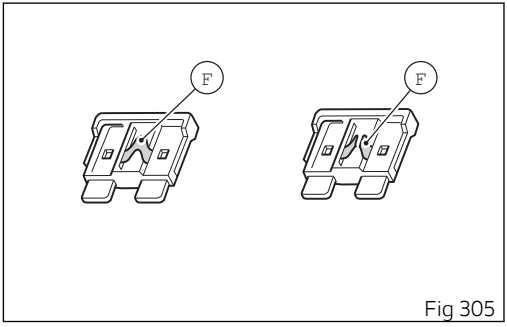


Fig 305

Injection/electric system diagram key

1) Front 12V power socket
2) GPS navigation system
3) Bluetooth
4) Left-hand switch
5) Right-hand switch
6) Inertial sensor
7) Immobilizer
8) Hands free
9) Hands Free Relay
10) Battery
11) Wiring ground
12) Solenoid
13) LH fan
14) RH fan
15) Generator
16) Rectifier
17) USB socket
18) Rear 12V power outlet
19) Data Acquisition / Diagnosis
20) Anti-theft system alarm
21) Tail light
22) Rear right turn indicator
23) Rear left turn indicator
24) Rear wiring
25) Number plate light
26) Temperature sensor
27) LH heated handgrip connector (optional)
28) RH heated handgrip connector (optional)
29) Exhaust valve motor
30) Rear stop light
31) Vehicle control unit (BBS)
32) Fuel level
33) -
34) Fuse box (2)
35) Fuse box (1)
36) ABS control unit
37) Rear speed sensor
38) Front speed sensor
39) Fuel pump
40) Main control unit relay
41) Fuel pump relay
42) Starter relay
43) Injection control unit connector A (EMS)
44) Injection control unit connector B (EMS)
45) Gear sensor
46) Accelerator position sensor (APS)
47) Vertical ETV
48) Horizontal (ETV)
49) Main vertical injector
50) Main horizontal injector

51) Vertical lambda sensor
52) Horizontal lambda sensor
53) Timing/rpm sensor
54) Vertical cylinder secondary coil
55) Vertical cylinder main coil
56) Horizontal cylinder secondary coil
57) Horizontal cylinder main coil
58) Oil pressure sensor
59) Purge valve
60) Oil temperature
61) Brake switch
62) Clutch switch
63) Side stand switch
64) Engine temperature sensor
65) Air temperature sensor
66) Vertical MAP sensor
67) Horizontal MAP sensor
68) Vertical cylinder knock sensor
69) Horizontal cylinder knock sensor
70) Secondary air sensor
71) Vertical cylinder EX timing sensor
72) Vertical cylinder IN timing sensor
73) Horizontal cylinder EX timing sensor
74) Horizontal cylinder IN timing sensor
75) Vertical cylinder EX timing connector
76) Vertical cylinder IN timing connector
77) Horizontal cylinder EX timing connector
78) Horizontal cylinder IN timing connector
79) Front left turn indicator
80) Instrument panel
81) Front right turn indicator
82) Right high beam
83) Left high beam
84) Right low beam
85) Left low beam
86) Front parking light
87) Horn
88) Fog lights (option)
89) ABS positive
90) Starter relay positive
91) Starter motor positive
92) Starter motor
93) Ducati Quick Shift (DQS)
94) Starter fuse

Wire colour coding

B Blue
W White
V Violet
Bk Black
Y Yellow

R Red
Lb Light blue
Gr Grey
G Green
Bn Brown
O Orange
P Pink

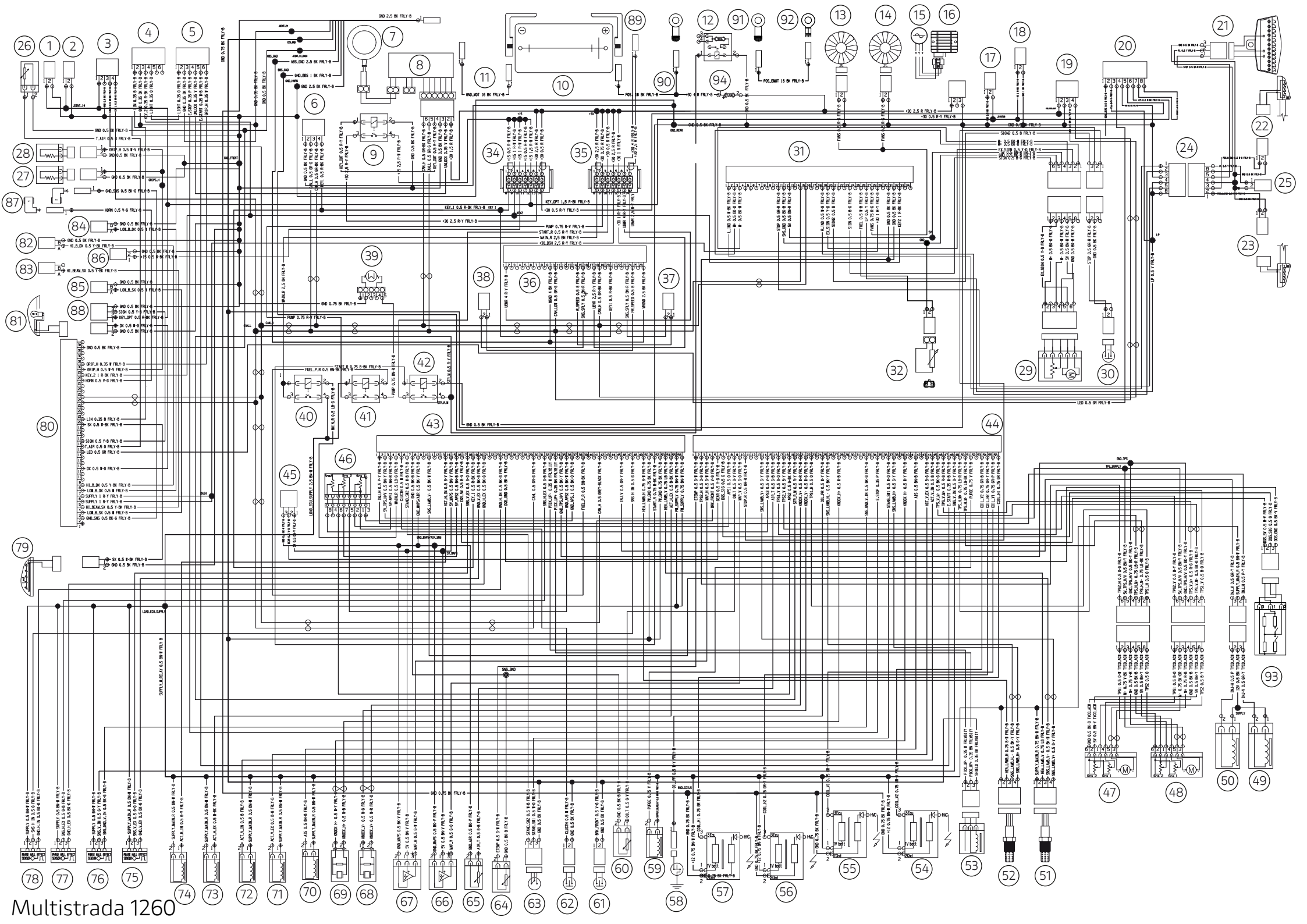
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE (KM)	DATE
1000			
15000			
30000			
45000			
60000			

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Multistrada 1260

cod. 913.7.388.1A

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A Company subject to the Management
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