

DESERTX

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

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

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

Owner's manual

DESERTX

Dear Ducatista,

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

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

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

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

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

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

Important

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

Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorization shall be addressed to this company, specifying the reasons for request. For any servicing or suggestions you might need, please contact our authorized service centers.

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

Important

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

Enjoy your ride!

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Roadside Assistance

Roadside Assistance



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

The roadside assistance services include:

- Roadside assistance and towing

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

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

Call Center telephone numbers

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

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

Software updates

Software updates

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

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

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

Attention

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

Warranty information

General warranty conditions

"Ducati Limited Warranty" Terms and Conditions

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

1 Ducati Limited Warranty

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

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

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

three (3) months from the date of delivery of the Motorcycle to the first Client, or twenty (20) hours of engine operation, whichever comes first, or
c) for all enduro Motorcycles (off-road vehicle street legal) with displacement of less than 500cc, for a period of twelve (12) months from the date of delivery of the Motorcycle to the first Client, or eighty (80) hours of engine operation, whichever comes first.

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

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

2 Exclusions

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

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

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

3 Procedure for obtaining warranty coverage
3.1 To obtain coverage under Ducati's Limited Warranty, you must do the following:

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

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

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

4.1 The coverage under this Ducati Limited Warranty for Motorcycles and parts is limited solely to the remedying of defects in material or workmanship by an Authorized Ducati Dealership at its place of business during customary business hours. There is no warranty of any nature made by Ducati beyond that contained in this Ducati Limited Warranty.
4.2 TO THE EXTENT PERMITTED BY APPLICABLE LAW, DUCATI NORTH AMERICA DISCLAIMS AND IS NOT LIABLE FOR ANY DIRECT, INDIRECT,

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

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

5 Scheduled maintenance plan and pre-delivery

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

5.2 The exact performance of "Scheduled Maintenance Plan", under the terms set forth in the "Owner's Manual", is a necessary condition for ensuring that the Motorcycle is maintained in a correct state of use and that this Ducati Limited Warranty is operative. All costs related to the

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

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

6 Emission Limited Warranties Required By Law

6.1 Rights and Obligations:
a) The following provides an outline of the Emissions Control System Limited Warranty on your Motorcycle. All Ducati Motorcycles are designed and manufactured to be in compliance,

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

6.2 Coverage:
a) Warranty coverage (on-road Motorcycles) begins on the date of initial purchase (except for California, where coverage will begin on the date of delivery) and continues for the time and maximum mileage listed below, whichever occurs first:
- Time: 60 months
- Mileage: 18,641 miles (30,000km).
b) Warranty coverage (off-road Motorcycles in the United States and Canada, excluding California) begins on the date of initial purchase and continues for the following time period:
- Time: 30 months
- Mileage: Unlimited

c) Replacement parts that are not equivalent to the Motorcycle's original parts may cause a reduction in the effectiveness of the emission control system. If a replacement part is confirmed to be the cause of a failure of a warranted Emissions Control System part, a claim to reinstate the emission system to an applicable standard may be denied.

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

- Fuel Pressure Regulator;
- Idle Air Control Valve;
- Fuel Pump;
- Intake Manifold;
- Fuel Filter.

c) Exhaust System Parts:
- Catalytic Converter;
- Oxygen Sensor;
- Exhaust Gas Control Valve;
- Exhaust Pipes (to the Catalysts and between the Catalysts);
- Air Fuel Ratio Sensor.

d) Air Temperature System Parts:
- Air Temperature Sensor.

e) Crank case Emission Control System Parts:
- Air Filter (Covered up to first replacement);
- Air Filter Housing;
- Air Filter Housing Covers;
- Crankcase Breather Valve;
- Crankcase Breather Tube;
- Oil Filler Cap.

f) Associated Parts:
- Tubing Fittings, Clamps, Gaskets, Hoses;
- Warning Lights.

7.2 The following components are covered under this Limited Emissions Warranty (off-road Motorcycles):

a) For exhaust emissions, emission-related components include any engine parts related to the following systems:
- Air-induction system;
- Fuel system;
- Ignition system;
- Exhaust gas recirculation system.

b) The following parts are also considered emission-related components for exhaust emissions:
- Crankcase ventilation valves;
- Sensors;
- Electronic control units.

c) The following parts are considered emission-related components for evaporative emissions:
- Fuel Tank;
- Fuel Cap;
- Fuel Line;
- Fuel Line Fittings;
- Clamps*;
- Pressure Relief Valves*;
- Control Valves*;
- Control Solenoids*;

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

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

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

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

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

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

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

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

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

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

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

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

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

11 Limited Warranty for Noise Control Systems

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

12 Limited Warranty for Replacement Parts and Accessories

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

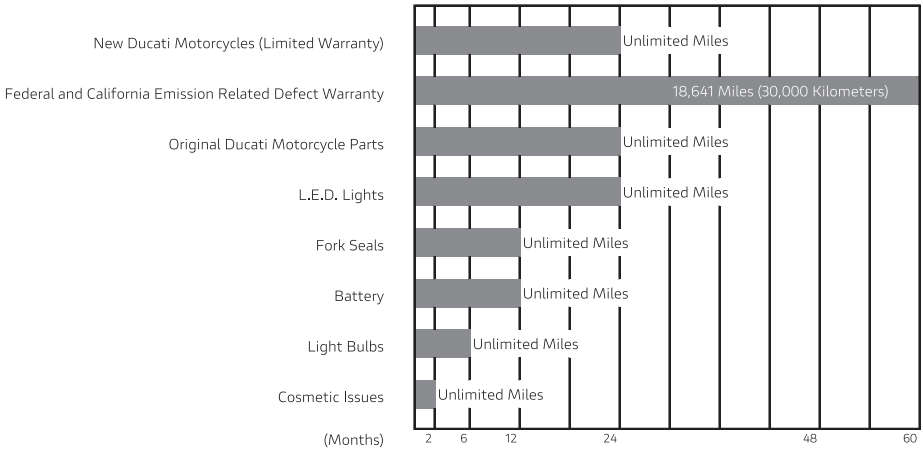

New Ducati Motorcycles (Limited Warranty)
Unlimited Miles
Federal and California Emission Related Defect Warranty
18,641 Miles (30,000 Kilometers)
Original Ducati Motorcycle Parts
Unlimited Miles
L.E.D. Lights
Unlimited Miles
Fork Seals
Unlimited Miles
Battery
Unlimited Miles
Light Bulbs
Unlimited Miles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

Fig 1

General Information

Acronyms and abbreviations used in the Manual

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

Safety guidelines

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

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Rider's obligations

All riders must hold a driver's license.

Attention

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

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

Attention

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

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

Attention

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

Some countries require mandatory insurance coverage.

Attention

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

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

Attention

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

Attention

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

Attention

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

Attention

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

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

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

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

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

Reporting of safety defects

If you believe that your vehicle has a defect whichcould cause a crash or could cause injury or death,you should immediately inform the NationalHighway Traffic Safety Administration (NHTSA) inaddition to notifying Ducati North America, Inc.1292 Reamwood Ave., Sunnyvale,CA 94089 USATel: 001.888.391.5446E-mail: customerservice@ducatiusa.comWeb site: www.ducatiusa.com If NHTSA receives similar

complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot becomeinvolved in individual problems between you, yourdealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

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

Attention

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

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

Apparel

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

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

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

- Jacket, trousers or riding suit must be certified, made from leather or abrasion-resistant material and have high-visibility colors and inserts. Select products with certified protectors.

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

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

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

Safety "Best Practices"

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

Important
During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.
Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

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

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

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

Important
The rider should ALWAYS keep both hands on the handlebar.

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

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

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

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

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

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

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

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

Refueling

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

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

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

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

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

Carrying the maximum load allowed

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

Attention
The maximum permitted speed varies according to the loads mounted on the vehicle:

- with the top case and tank bag fitted, the maximum speed allowed is 100 mph (160 km/h);
- with aluminum side panniers fitted, with and without a top case, the maximum permissible speed is 93.20 mph (150 km/h).

However, speed must be adjusted to the legal limits.

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

Information about carrying capacity

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

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

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

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

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

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

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

Hazardous products - warnings

Used engine oil

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

Brake lining debris

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

Brake fluid

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

Coolant

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

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

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

Battery

Attention
The battery gives off explosive gases; 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
Vehicle identification number is located on frame, on the RH side.

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

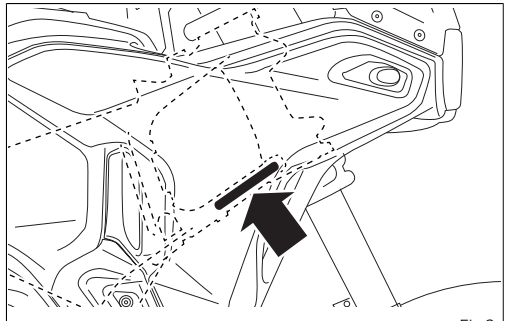


Fig 2

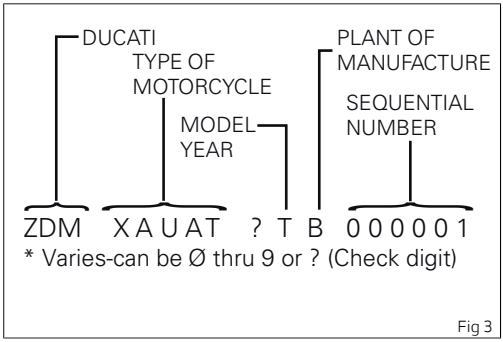
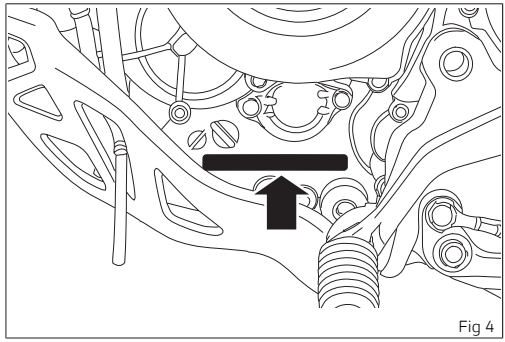


Fig 3


Fig 4

Engine identification number

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

Note

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

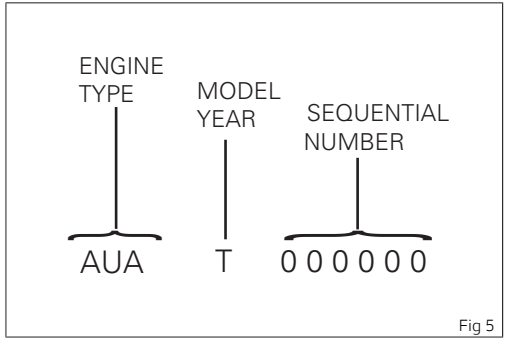


Fig 5

Plate position

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATI**MOTORHOLDING spa
TYPE OF VEHICLE / TYPE DE VÉHICULE : **MC** DATE: **04/2026**
GVWR / PNBV: **455 KG** V.I.N. / N.I.V.: **ZDMXAUATXTB000001**

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID		
	TIRE/PNEU	RIM/JANTE	CONDITION	PSI-LPC	kPa
152	90/90-21 90/90-21 (M+S)	MT 2.15x21	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	33.4/29.0-23.2 33.4/29.0-23.2	230/200-160 230/200-160
303	150/70-18 150/70-18 (M+S)	MT 4.50x18 or MT 4.00x18	Driver only / Driver only (M+S): Driver and passenger / Driver and passenger (M+S):	36.3/31.9-23.2 42.1/39.2-30.5	250/220-160 290/270-210

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

432.2.E45.1F

4 (Only Canada)

Manufactured by: **DUCATI**MOTORHOLDING spa date: 04/2026

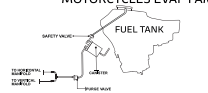
GVWR:1003 Lbs (455 kg);GAWR FRONT: 335Lbs (152 kg); GAWR REAR: 668 Lbs (303 kg)
WITH TIRES: FRONT 90/90-21 REAR 150/70-18
WITH RIMS: FRONT MT 2.15x21 REAR MT 4.50x18 or MT 4.00x18
RECOMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY/M+S FRONT 33.4/29.0-23.2 PSI (230/200-160kPa) REAR 36.3/31.9-23.2 PSI (250/220-160kPa)
DRIVER AND PASSENGER/M+S FRONT 33.4/29.0-23.2 PSI (230/200-160kPa) REAR 42.1/39.2-30.5 PSI (290/270-210kPa)
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
Vehicle I.D. No. **ZDMXAUATXTB000001** Type Classification: MOTORCYCLE

4 (Only USA)

VEHICLE EMISSION CONTROL LABEL 432.1. E45.1D

ENGINE DISPLACEMENT: **890 cc**
ENGINE FAMILY: **TDUCC0.90Q00**
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2026 MODEL YEAR NEW MOTORCYCLES EVAP FAMILY:TDUCU0025PV2



DUCATI
Via Cavalieri Ducati, 3
40132 BOLOGNA
ITALY

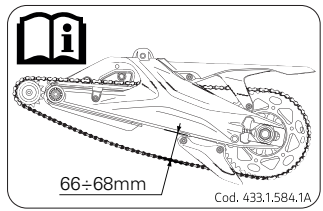
3

OBJECT IN MIRROR ARE CLOSER THAN THEY APPEAR
Cod. 433 1 166 1A

1

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION
THIS **2026 DUC46Q0890** MOTORCYCLE **ZDMXAUATXTB000001**
MEETS EPA NOISE EMISSION REQUIREMENTS OF **80** dB(A) AT **4950** RPM
BY THE FEDERAL TEST PROCEDURE.MODIFICATIONS WHICH CAUSE THIS MOTORCYCLETO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL
432.2.E45.1A

2



5

Fig 6

VEHICLE EMISSION CONTROL INFORMATION

432.1. E45.1C

Engine displacement: **890 cc**
Engine family: **TDUCC0.90Q00**
Engine exhaust control system:
SFI, 1 TWC, PAIR, 2 HO2S
Evap family: **TDUCU0025PV2**
Permeation family: **TDUCPP005R08**

THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2026 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 HC+NOx G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA

ENGINE TUNEUP SPECIFICATIONS

ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	5°bTDC at idle speed	No adjustements
IDLE SPEED (RPM):	1350 ± 100	No adjustements
IDLE MIXTURE:		No adjustements
VALVE CLEARANCE (Opening):	Inlet 0.10 ÷ 0.15 mm Exhaust 0.20 ÷ 0.25 mm	See Service Manual
SPARK PLUG: NGK SILMDR9A 8GS		OIL: SAE 15W/50
SPARK PLUG GAP (mm): 0.7 ÷ 0.8		FUEL: Unleaded gasoline

DUCATIMOTORHOLDING spa **– Bologna – ITALY –** Importer: **DUCATI** North America Inc. **– Sunnyvale – California**

6

Fig 7

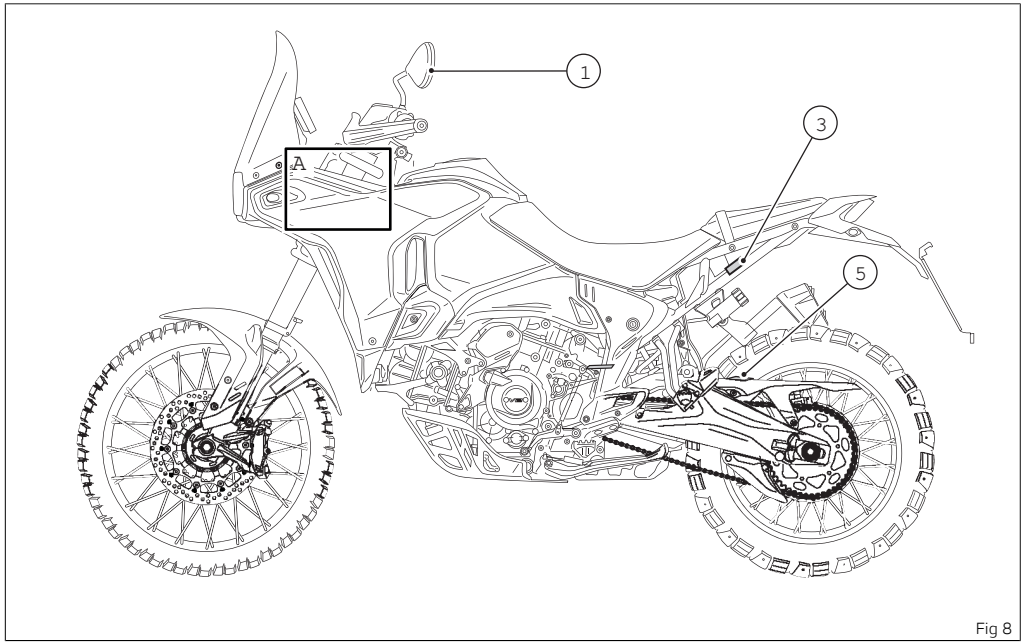


Fig 8

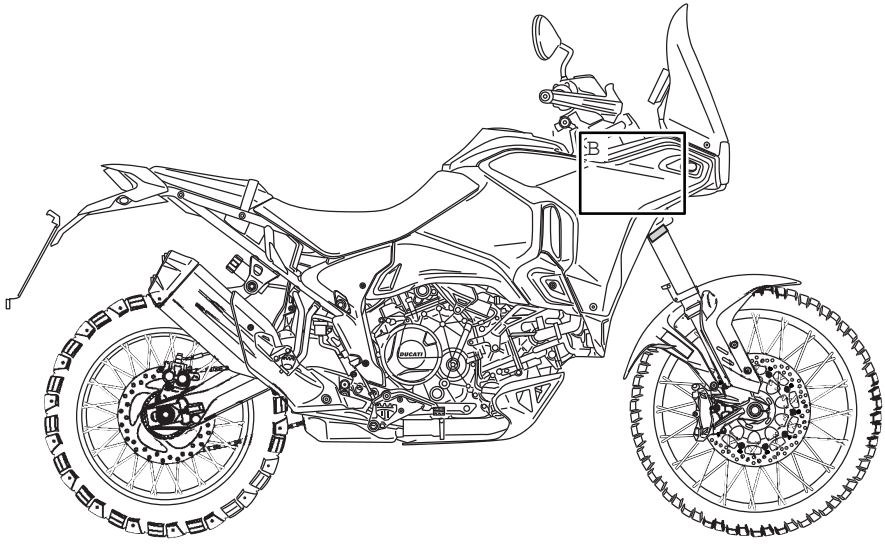


Fig 9

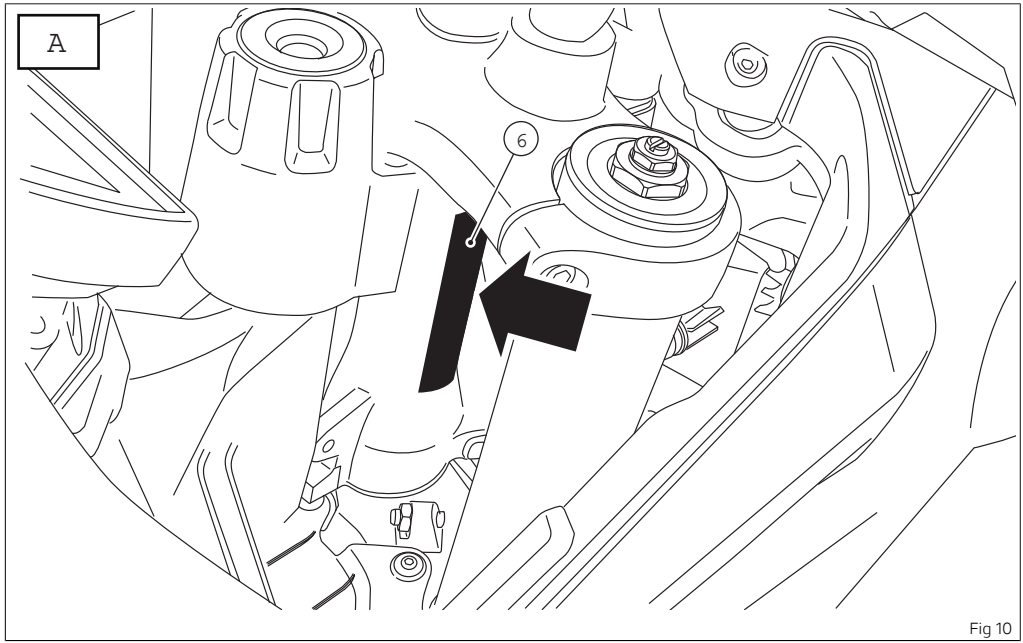


Fig 10

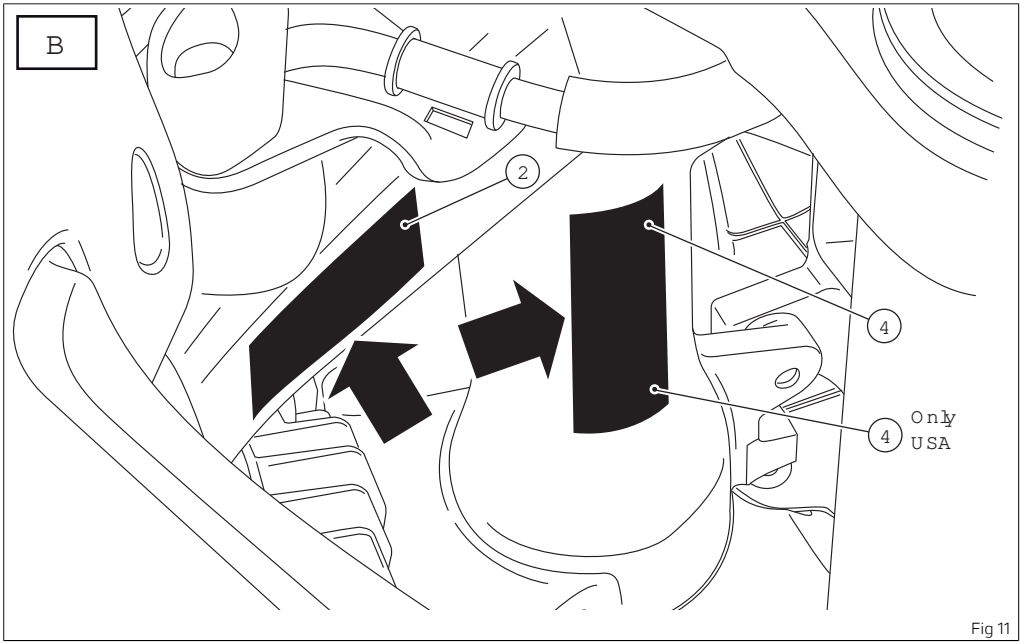


Fig 11

Noise and exhaust emission control system information

Noise and exhaust emission control system information

Source of Emissions

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

Exhaust Emission Control System

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

Crankcase Emission Control System

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

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

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

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board and Ducati North America, Inc. is pleased to explain the emission control system warranty on your MY 2027 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your bike for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your bike. Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your bike at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

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

Owner's warranty responsibilities

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

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.888.391.5446 or the California Air Resource Board at 4001 Iowa Avenue, Riverside, CA 92507.

California evaporation emission system

Attention

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

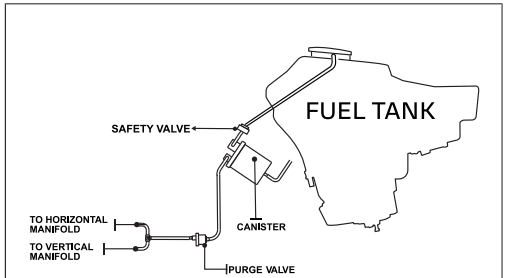


Fig 12

Ducati limited warranty on emission control system

Ducati limited warranty on emission control system

Ducati North America, Inc.
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CA 94089 USA
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Web site: www.ducatiusa.com
warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and
B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 18,641 miles (30,000 kilometers) or 5

(five) years from the date of initial retail delivery, whichever first occurs.
If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by Ducati North America. This is your emission control system DEFECT WARRANTY.

I. Coverage
Warranty defects, and damages to other motorcycle components proximately caused by such defects, shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Adjustments of factory installed and properly operating adjustment limiting devices, such as throttle body balancing (adjusted either via the air bypass screw or electronically via the Injection Control Unit) or the exhaust butterfly valve servo motor (adjusted by cables and verified electronically), are also eligible for warranty coverage.
The vehicle manufacturer shall be liable for damages to other vehicle components proximately caused by a failure under warranty of any warranted part.
Any adjustment of a component which as a factory installed, and properly operating, adjustment limiting device (such as an idle limiter cap) is eligible for warranty coverage.
Any add-on or modified part exempted by the California Air Resources Board from the prohibitions of Vehicle Code section 27156 may be used on a vehicle or engine. Such use, in and of itself, shall not be grounds for disallowing a warranty claim made in accordance with this article. The vehicle or engine manufacturer shall not be liable under this article to warrant failures of warranted parts caused by the use of an add-on or modified part.
Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve;

fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

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

C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

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

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

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

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

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

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Web site: www.ducatiusa.com

Installation of Ducati Original Accessories

Important

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

Prevention of accidental burns and thermal comfort management when riding

During riding or immediately after use, it is normal to feel heat coming from the engine, exhaust and cooling system. The level of heat perceived may vary depending on ambient temperature, riding style and clothing.

To improve comfort in high ambient temperatures or, for example, in heavy traffic conditions, it is recommended to:

- wear technical protective clothing for the legs, feet and ankles;
- if thermal discomfort occurs, change your seating position or take a short break;
- keep the engine speed at medium to low revs;
- switch off the engine during stops, whenever possible.

Certain medical conditions (e.g. peripheral neuropathy, impaired thermal sensitivity, diabetes or other physical disorders) may reduce heat perception. In such cases there is a risk of burns, as heat may not be fully perceived.
This also applies when using heated seat or heated handgrips. Therefore, particular care must be taken when these systems are used for prolonged periods, even at low ambient temperatures.

Main components and devices

Position on the vehicle

1) Windscreen
2) Coolant check
3) Clutch fluid reservoir
4) USB socket
5) Front fork adjusters
6) Rear shock absorber adjusters
7) Front brake fluid reservoir
8) Rear-view mirrors
9) Side stand
10) Rider seat
11) Passenger seat
12) Tool kit
13) Seat lock
14) Tank filler plug
15) Rear brake fluid reservoir
16) Engine oil check
17) Steering damper

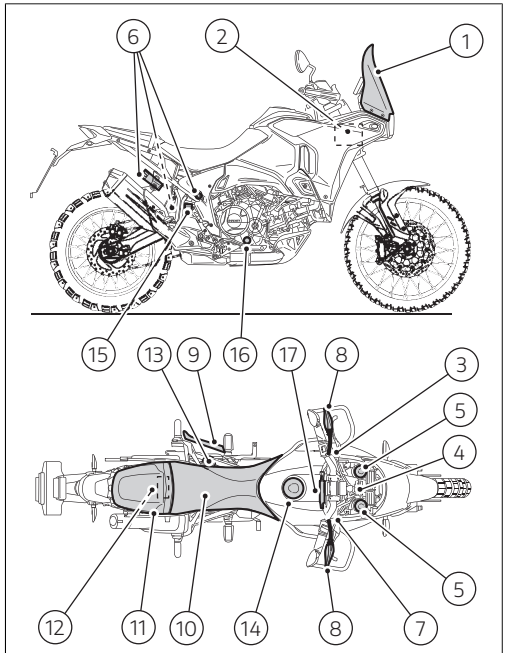


Fig 13

Fuel tank plug

Opening

Lift flap (1) and insert the key (2) in the lock.
Turn the key clockwise to release the lock.
Lift the plug (3).

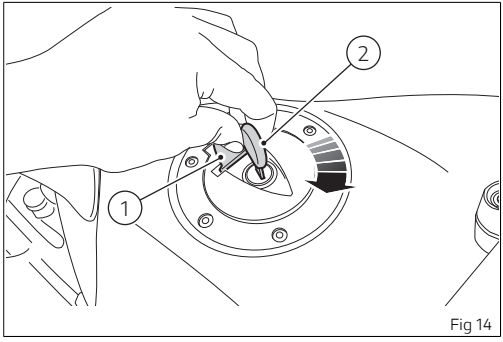


Fig 14

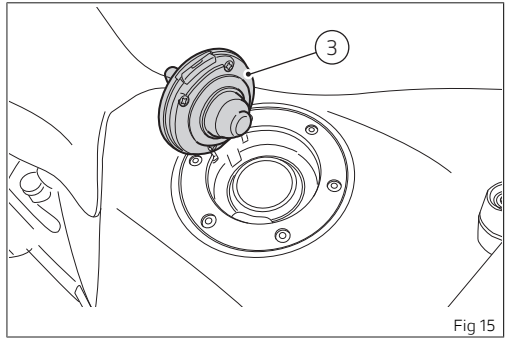


Fig 15

Closing

Close the plug (3) with the key (2) inserted and press it into its seat.
Turn the key counter clockwise to the original position and remove it.
Close flap (1).

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

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

Removing and refitting the seat

By turning the lock with the key (1), it is possible to remove the passenger and rider seats to access the tool kit and the electric components compartment, which contains: the battery, relays, fuses and the battery charge maintenance connector.

Removing the passenger seat

The seat lock is located on the left side of the vehicle.
Insert and turn the key (1) clockwise by 1/4 of a turn, until the seat catch disengages with an audible click.

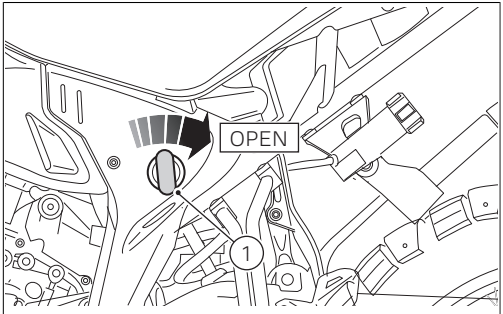


Fig 16

Lift the passenger seat (2) and slide it backwards:

- Lift the lock pin (A) out of the lock hole (B);
- Release the fasteners (C) from their housing parts (D);
- Lift the housing part (E) off the tab (F).

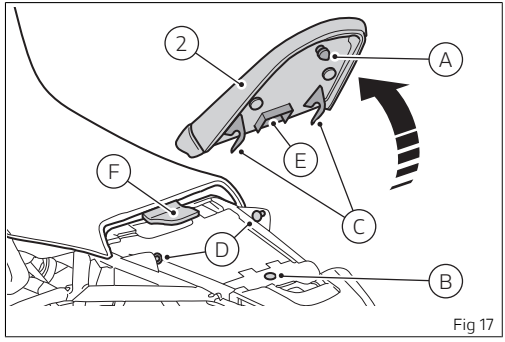


Fig 17

Removing the rider seat

Slide the rider seat (3) backwards:

- Release the fasteners (G) from their housing parts (H);
- Remove the tab (I) from its housing part on the frame (L).

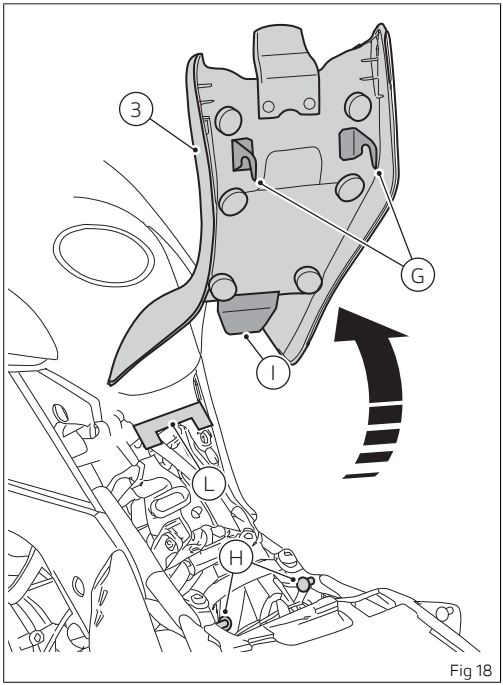


Fig 18

Once the seats have been removed, it will be possible to reach the tool kit, described in chapter "Tool kit and accessories".

Access to the electric components compartment

To access it:

- Lift the elastic band (4) off the tooth on the cover (5);
- Lift the cover (5) from the front;
- Pull the cover (5) forwards, removing the tabs (6) from the attachment points (7) on the cover.

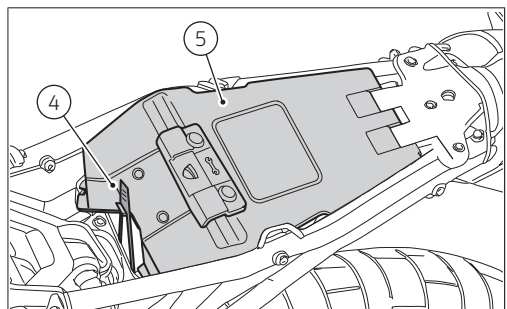


Fig 19

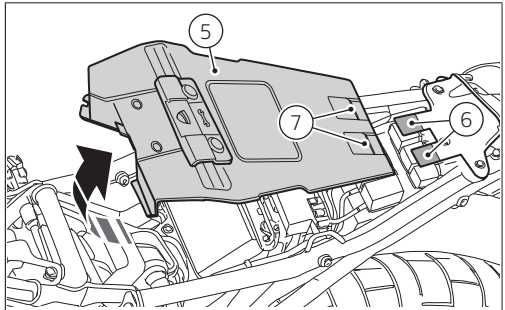


Fig 20

Follow the reverse procedure to refit the cover (5).

Refitting the rider seat

Refit the rider seat (3):

- Position the tab (I) inside the housing part (L) on the frame;
- Position the fasteners (G) in their housing parts (H);
- Press the seat (3) forwards.

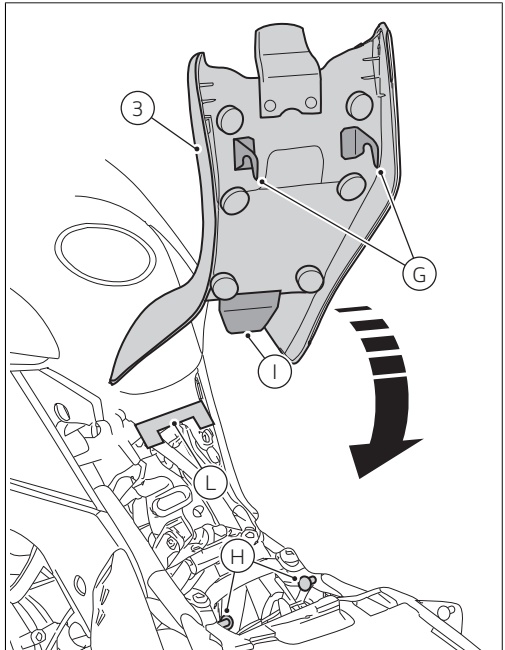


Fig 21

Refitting the passenger seat

Refit the passenger seat (2):

- Position the fasteners (C) in their housing parts (D);
- Press the passenger seat forwards, positioning the housing part (E) onto the tab (F);
- Insert the locking pin (A) into the locking hole (B) and press until it clicks into place;
- Check that both seats are correctly secured.

Attention

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

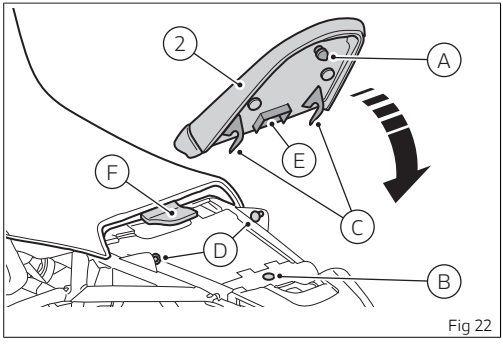


Fig 22

Battery charge maintaining

Attention

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

If not kept at a minimum charge level by the battery charger / charge maintainer (A), the battery could get damaged if voltage drops under 8 V. Connector (1) is located under the rider seat, on the RH side of the vehicle.
In order to access it, you must remove:

- Passenger seat;
- Rider seat;
- Electric components compartment cover.

To remove the components, proceed as indicated in chapter “Removing and refitting the seat”.

Attention

Use only the Ducati-approved charger/maintainer (A) for lithium batteries also as a maintainer.

DUCATI BATTERY CHARGER LITHIUM part numbers for lithium batteries:

- 69929011A TECMATE LITHIUM BATTERY MAINTAINER (Europe)
- 69929011AX TECMATE LITHIUM BATTERY MAINTAINER (Australia - New Zealand - China)
- 69929011AY TECMATE LITHIUM BATTERY MAINTAINER (UK)
- 69929011AW TECMATE LITHIUM BATTERY MAINTAINER (Japan)
- 69929011AZ TECMATE LITHIUM BATTERY MAINTAINER (USA)

Never use any battery charger/maintainer kit for lead-acid batteries.

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

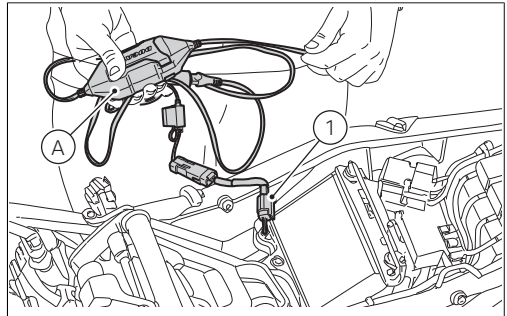


Fig 23

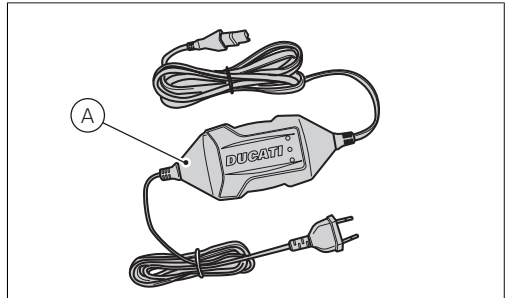


Fig 24

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

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

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

Engine starting procedure at low temperature

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

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

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

current to the battery by switching on the high beams for a few minutes (3/5 min.), for example. This is required after a long period of inactivity of the motorbike at very low ambient temperatures (e.g. overnight). Therefore, in particular starting conditions at low temperatures (< 32° F, 0° C), it is suggested to carry out the following procedure before starting the engine:

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

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

Battery - use in low temperatures

When using the vehicle in countries or areas characterized by low ambient temperatures, it is recommended that lead-acid batteries be used as an alternative to lithium batteries. Lead-acid batteries ensure more reliable and consistent starting performance as the ambient temperature drops.

Note
The use of lead-acid batteries is particularly recommended at temperatures below or around 5 °C.

Attention
When using lead-acid batteries, use only the Ducati-approved charger/charger maintainer kit for lead-acid batteries.

Attention
For any information regarding the compatibility or replacement of the type of battery fitted, please contact only a Ducati authorized dealer or service center.

Side stand

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

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

fall over. When parking downhill, always position the bike with the rear wheel facing downhill.
To pull down the side stand, hold the bike handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the bike until the side stand is resting on the ground.
To move the side stand to its "resting" position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

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

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

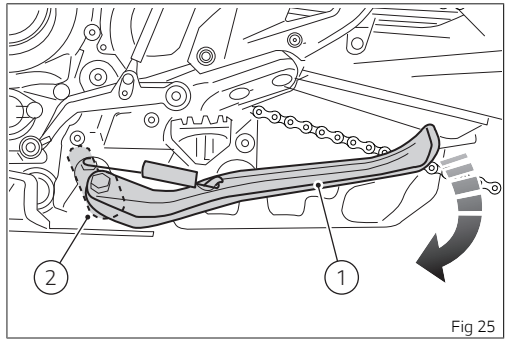


Fig 25

Fitting the Ducati side panniers

Fitting aluminum side panniers (if any)

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

Position the retaining hooks (1) in the lower part of the pannier frame as shown in the figure.
Hook the pannier retaining coupling (2) into the upper part of the pannier frame (3) until hearing the hooking ‘click’.

Repeat the same operations for the pannier on the RH motorbike side.

Attention

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

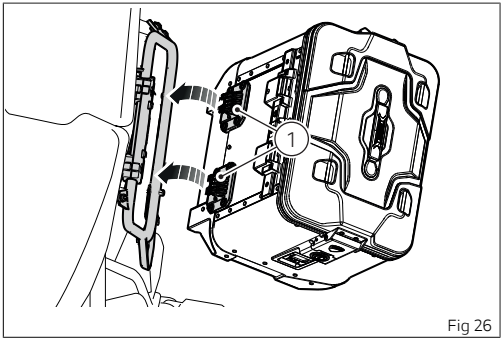


Fig 26

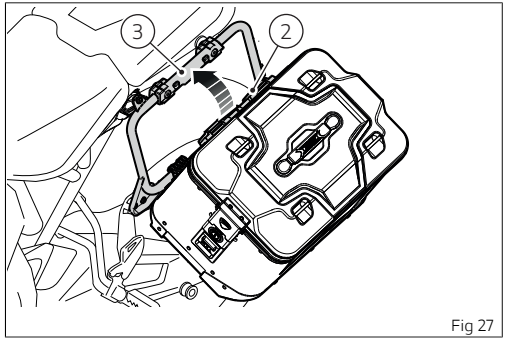


Fig 27

Attention

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

Attention

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

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

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

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

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

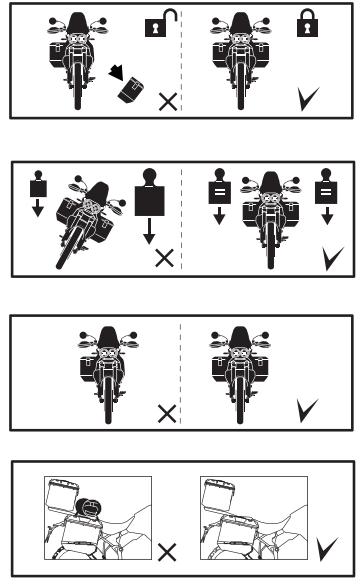


Fig 28

Overall weight (in running order without fuel): 460.76 lb (209 kg).
Maximum allowed weight (carrying full load): 1025.15 lb (465 kg).

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

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

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

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

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

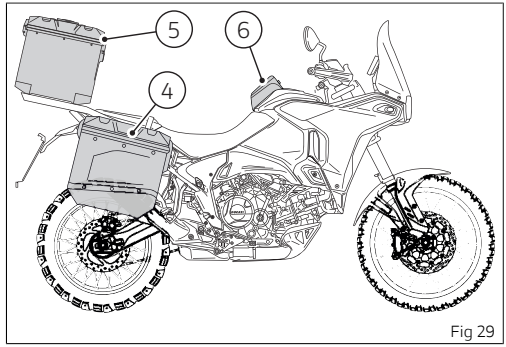


Fig 29

Removing aluminum side panniers (if any)

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

1) Park the stopped motorcycle on the side stand;
2) Turn the handlebar all the way to the left towards the side stand;

3) Always remove first the right side pannier on the opposite side of the side stand;
4) Remove the left side pannier.

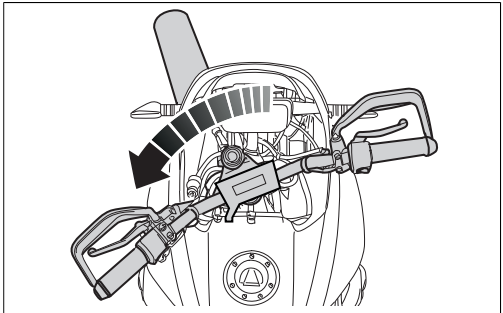


Fig 30

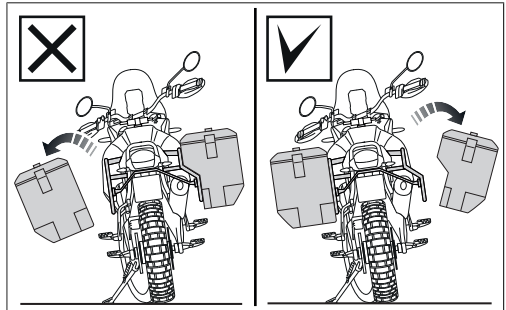


Fig 31

Attention

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

Use the key (A) to turn the lock (B) clockwise. Turn the key to the opening position (C) as shown in the figure.

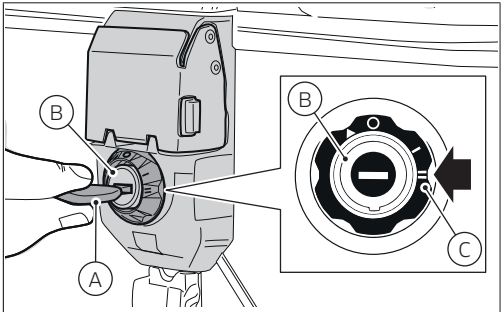


Fig 32

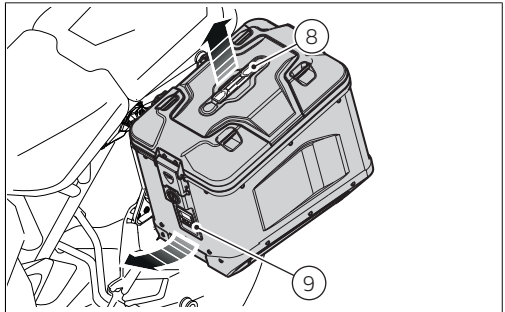


Fig 33

While properly supporting the pannier by the handle (8), lift the handle (9) toward the front of the motorcycle to open the locking mechanism. Lift up the pannier to release both pannier hooks.

Using the side panniers

Using aluminum side panniers (if any)

Opening

Insert the key (A) in pannier lock (B) and turn it to the opening position (D).

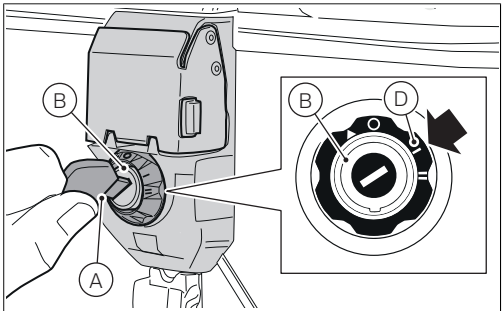


Fig 34

Lift the lever (1).
Lift the cover (2).
Cover (2) can be opened on both sides of the side pannier.

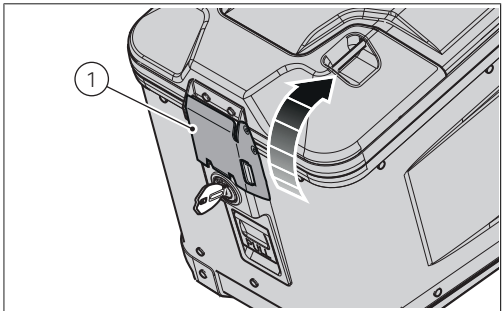


Fig 35

After lifting the cover (2), press the lever (3) on the back of the side pannier.
The cover (2) may be opened as shown in the figure.

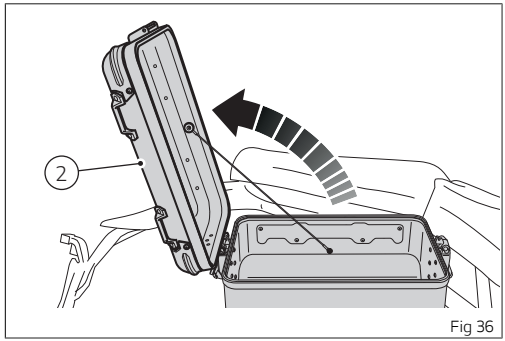


Fig 36

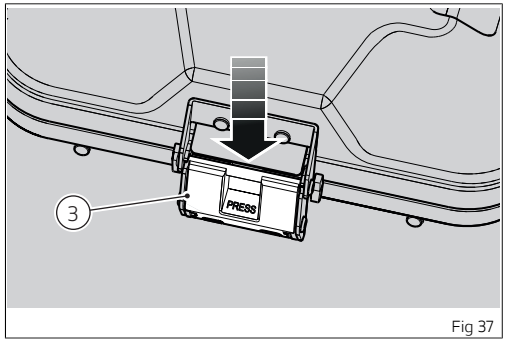


Fig 37

Cover (2) can be opened on both sides of the side pannier.
After lifting the cover (2) press the lever (3) on the rear part of the side pannier, the cover (2) can be opened as shown in the figure.

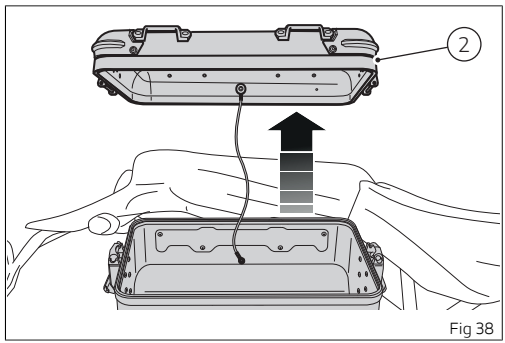


Fig 38

Closing

Place the cover (2) on the side pannier.
Place the coupling element (3) on the relevant connection.

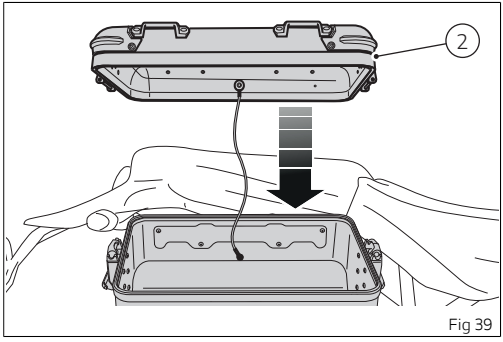


Fig 39

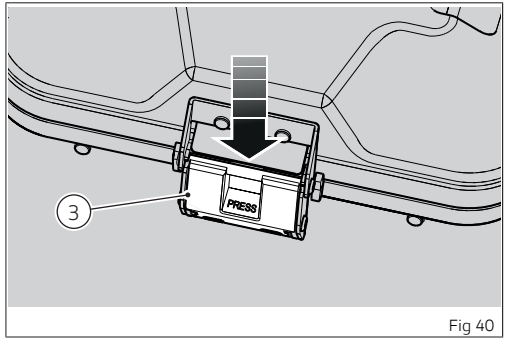


Fig 40

Close the cover (2) and push the lever (3) fully down.

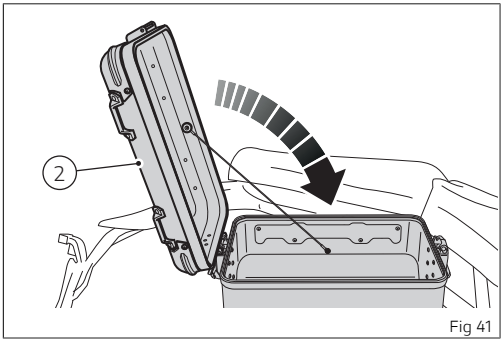


Fig 41

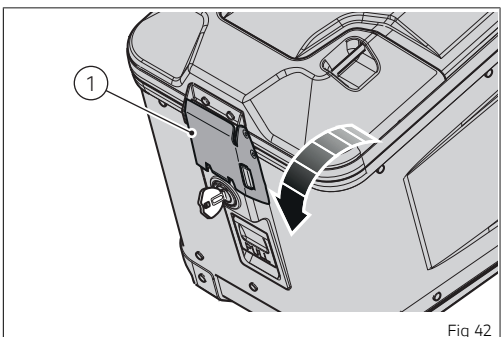


Fig 42

Turn the key (A) to the lock closing position (E). Remove the key (A).

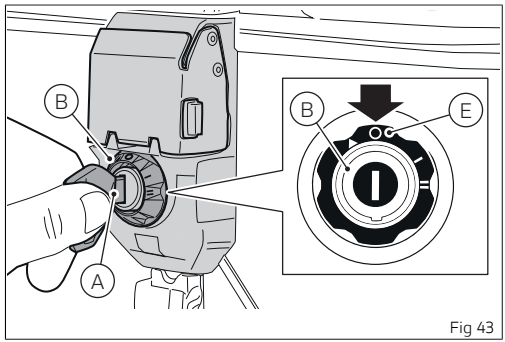


Fig 43

Attention

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

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

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

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

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

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

USB connection

The motorcycle is provided with two 5 V USB connections under the instrument panel:

- USB (1), lift the cap (A) to access it;
- USB C (2), lift the cap (B) to access it.

It is possible to connect electric loads up to 1 A to the USB connections (1) and (2).

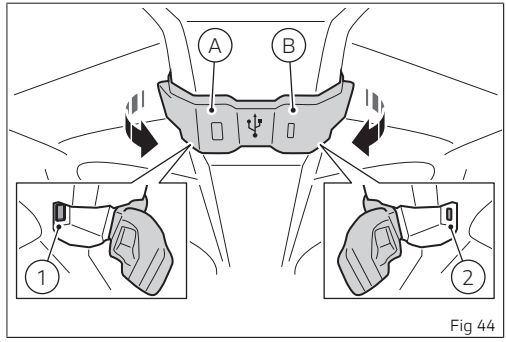


Fig 44

Important
The USB port is for smartphone charging only.

Important

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

Steering damper

The steering damper (1) is mounted on the handlebar.
Its action makes steering more accurate and steady.

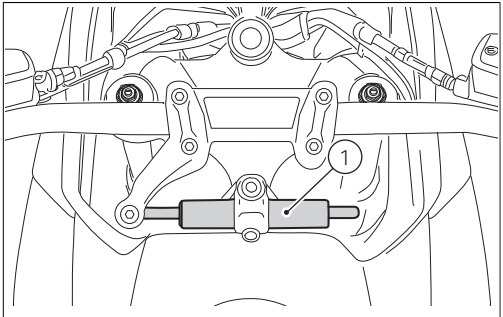


Fig 45

Front fork adjustment

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

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

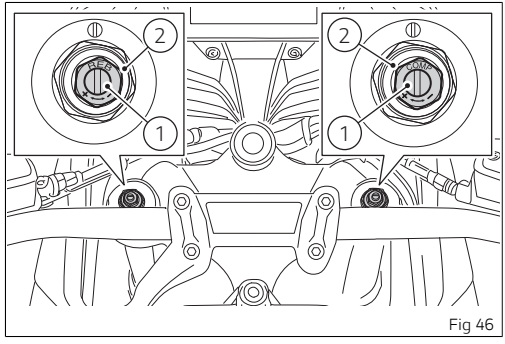


Fig 46

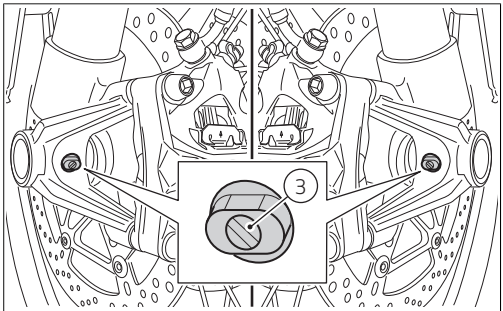


Fig 47

Position the bike on its side stand so that it is stable.

Turn screws (1) and (3) fully clockwise using the appropriate screwdriver until they are tight.
Starting from this position, turning anticlockwise, you can count the following:

- Rebound adjuster screws (1): the number of turns corresponding to positions "1", "2", etc.
- Compression adjuster screws (3): the number of clicks corresponding to positions "1", "2", etc.

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

Attention
Regulate the adjusters on both legs to the same positions.

Front fork adjustments

Type	Rebound (turns)	Compression (click)	Preload (turns)
Standard settings	-2	-12	10

Air bleeding

There is a bleed screw (4) on the top of each fork leg to remove excess air that accumulates during normal operation.

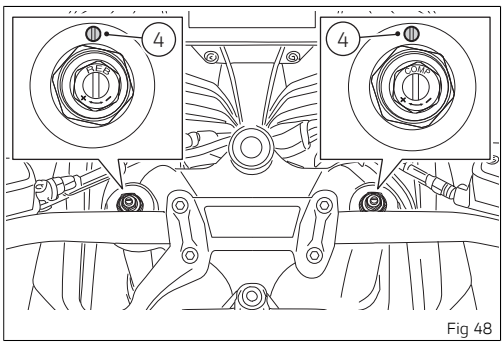


Fig 48

Important
The air must only be bled from the front fork when the fork legs are at ambient temperature. Bleeding with 'hot' fork legs (after use) can lead to unexpected internal pressure when the legs return to ambient temperature.

Important
To bleed the system correctly, please contact a Ducati Dealer or Authorized Service Center.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting to suit the load on the motorcycle.
The adjuster (1), located on the lower mount which fastens the shock absorber to the swinging arm and accessible via the opening on the left-hand side of the swinging arm, adjusts the damping during the rebound phase (return).

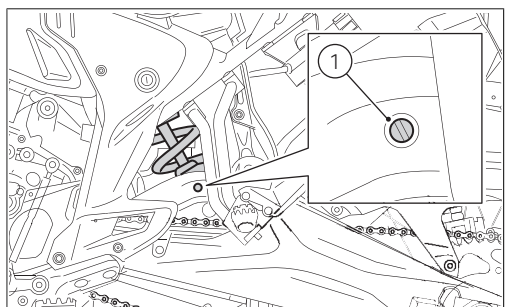


Fig 49

The adjuster (2), located on the expansion reservoir of the shock absorber, adjusts the compression damping.
Access adjuster (2) with a screwdriver, from vehicle RH side, through the relevant opening.

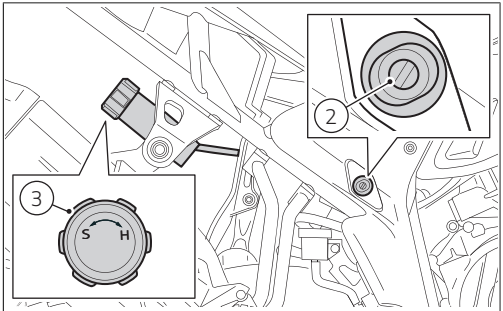


Fig 50

Position the bike on its side stand so that it is stable.

Turn screws (1) and (2) fully clockwise using the appropriate screwdriver until they are tight.
Starting from this position, turning anticlockwise, you can count the following:

- Rebound adjuster screw (1): the number of turns corresponding to positions "1", "2", etc.
- Compression adjuster screw (2): the number of clicks corresponding to positions "1", "2", etc.

The knob (3), located on the RH of the motorcycle, adjusts the preload of the shock absorber external spring.
To change spring preload, turn knob (3) completely anticlockwise, to obtain fully uncompressed position.
From this position, adjust the preload by turning the knob clockwise and counting the clicks.

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

Adjusting the rear shock absorber			
Type	**Rebound** (turns)	**Compression** (click)	**Preload** (click)
Standard settings	-1.75	-9	0
Rider only (+ auxiliary tank, if present)	-1.75	-9	8
Rider only + bags	-1.75	-9	10
Rider + passenger	-1.5	-9	24

Handlebar adjustment

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

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

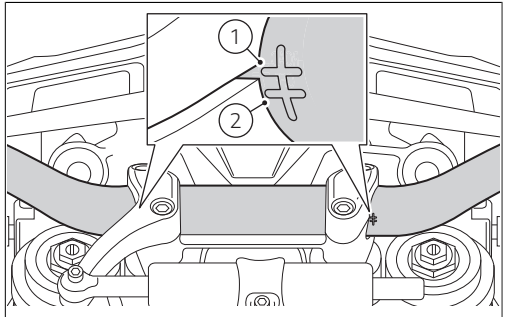


Fig 51

Controls

Position of motorcycle controls

Attention

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

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

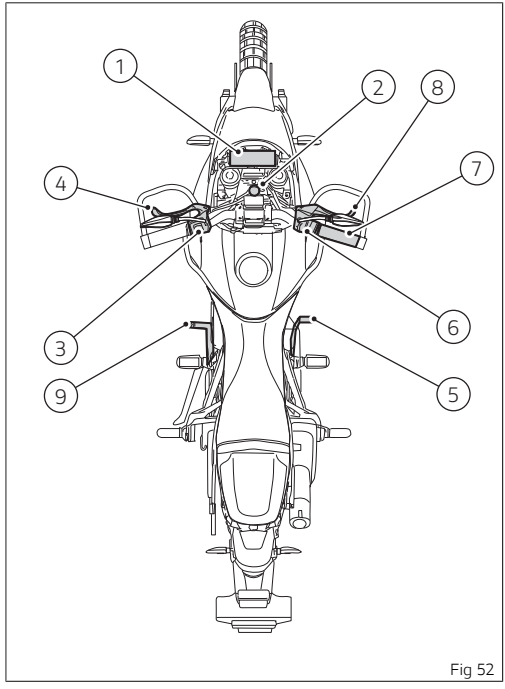


Fig 52

Switchgears

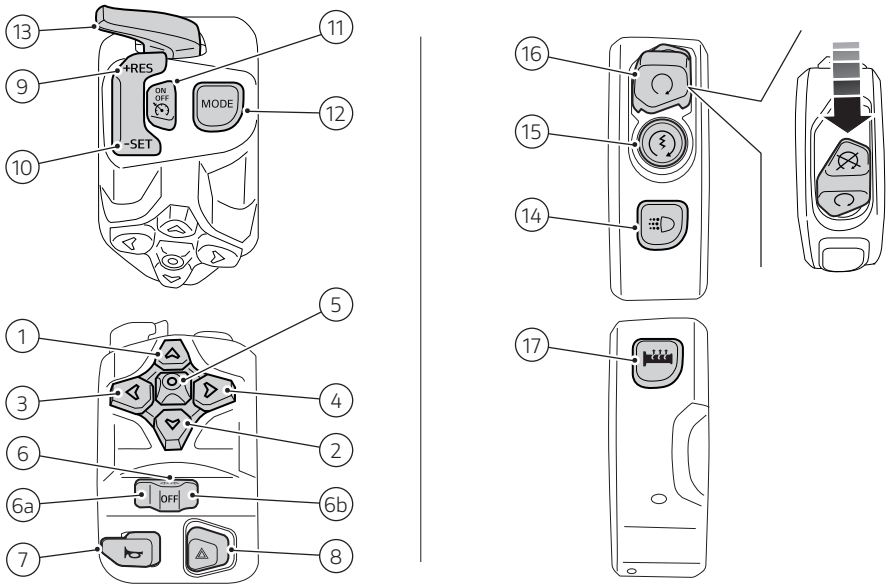


Fig 53

1		Control button up
2		Control button down
3		Control button left
4		Control button right
5		ENTER function button
6	 OFF	Three-position turn indicator control: • position (6a), left turn indicator • center position, OFF • position (6b), right turn indicator
7		Warning horn
8		Hazard lights (red)
9	+RES	Cruise control RES/+
10	-SET	Cruise control SET/-
11	ON OFF	Cruise control ON/OFF
12	MODE	Riding Mode

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

Light control

Low / High beam

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

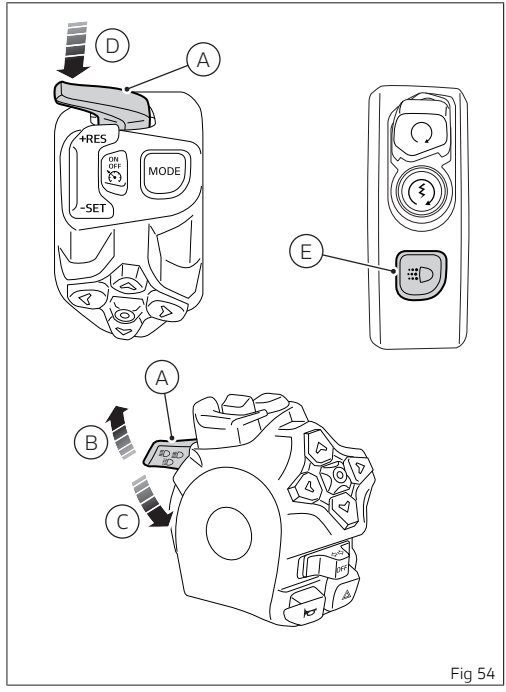


Fig 54

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

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

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

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

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

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

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

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

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

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

Turn indicators

Using the "Turn indicators" function in the "Settings - Vehicle” menu, you can set the control

of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F) to position (G), while to activate the right turn indicator, press button to position (H).
To switch off the turn indicators, press button (F).

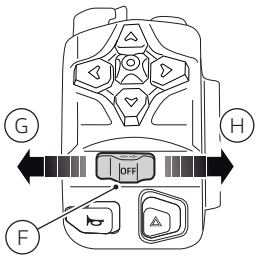


Fig 55

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

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

Hazard lights

To activate or deactivate the hazard lights, press button (I), only when the vehicle is in key-on condition.

When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

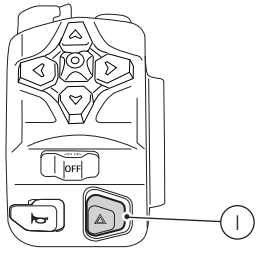


Fig 56

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

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

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

Note
Emergency braking

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

The speed and deceleration thresholds that activate the tail light flashing are higher in the case of RACE Riding Modes.

Coming Home Light function

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

Parking function

Each time the key is turned off for a few seconds, the instrument panel provides the indications to activate the parking lights: press and hold the button (F) for a long time in the left turn indicator position (G).

Keys

The motorcycle comes with 2 keys.
These keys contain the "immobilizer system code".
The keys are those for the standard use, i.e. to:

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

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

Duplicate keys

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

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

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.

Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

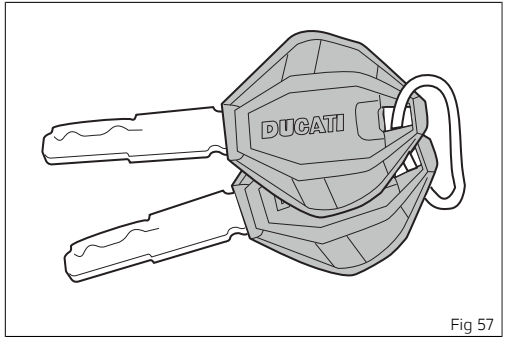


Fig 57

Ignition switch and steering lock

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

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

Attention

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

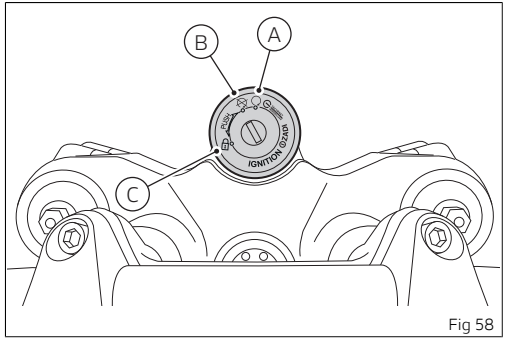


Fig 58

Restoring motorcycle operation via the PIN code

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation.
If the PIN code was activated via the “PIN Code” function in the “Settings - Vehicle” menu, the

instrument panel displays “PIN Code” with four spaces for the four digits of the PIN code.

Entering the code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the code is complete, press the button ○ .
- If there is a problem during the PIN check, the instrument panel displays “Time out” for 2 seconds and then goes to the main screen;
- If the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again.
- If the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

Important

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

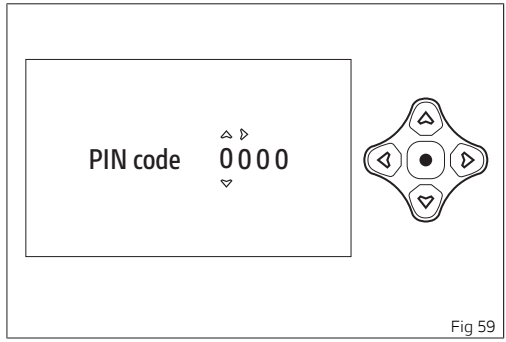


Fig 59

Throttle twistgrip

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

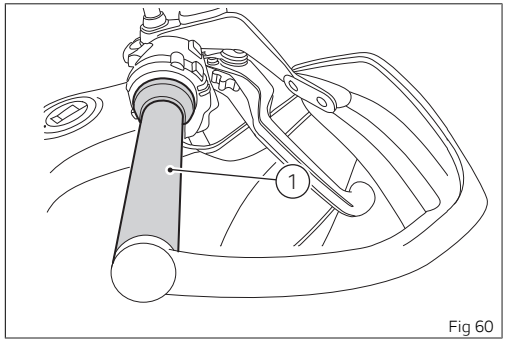


Fig 60

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 for adjusting the distance between lever and handgrip.
Turn dial adjuster (2) clockwise/anticlockwise to adjust lever (1) distance from handgrip, according to the five positions indicated by the numbers 1 to 6 on the dial (2).
Turn the dial towards position 1 to decrease the lever distance from the handgrip. Turn the dial towards position 6 to increase the lever distance.

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

Attention
Set front brake lever when motorcycle is stopped.

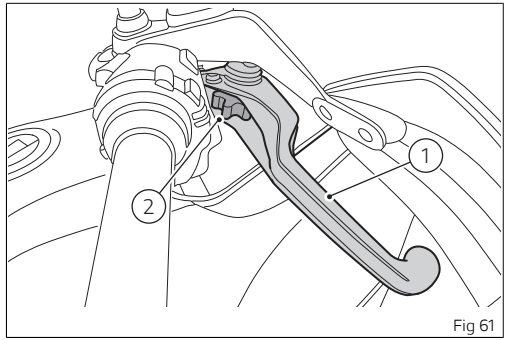


Fig 61

Rear brake pedal

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

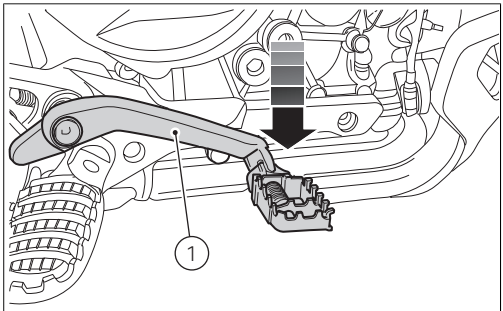


Fig 62

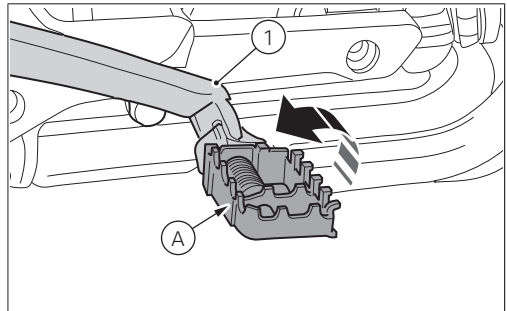


Fig 63

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

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

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

Gear change pedal

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

- down = press down the pedal to engage the 1^{st} gear and to shift down. The N light will go out.
- up = lift the pedal to engage 2^{nd} gear and then 3^{rd}, 4^{th}, 5^{th} and 6^{th} gears.

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

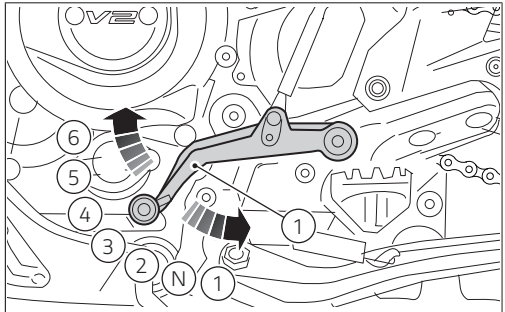


Fig 64

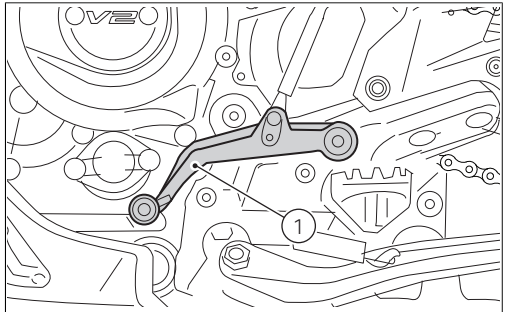


Fig 65

Adjusting the gear change pedal and the rear brake

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

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

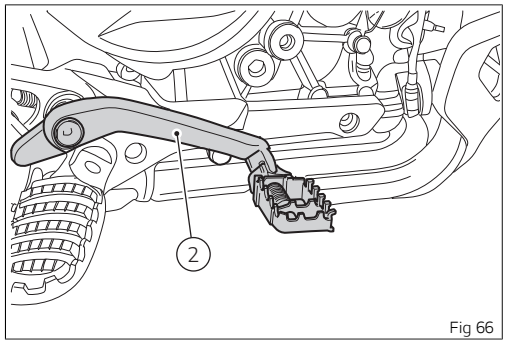


Fig 66

Riding the motorcycle

Motorcycle running-in period

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

Maximum engine rpm not to be exceeded for the first period of use	
Up to 621 mi (1000 km)	6,000 rpm

Running-in recommendations:

- During the first few hours of riding, it is advisable to vary the load and engine speed continuously when the engine is warm, while remaining within the limit indicated in the table.
- Don't let the engine overstrain, always downshift one gear before the engine races.
- Do not run the engine at high rpm for a long time, particularly when riding uphill; shifting up a gear reduces fuel consumption and noise.
- Avoid riding at constant speed, either slow or fast, for a long period of time.
- Do not ride at full throttle, especially when the engine is cold.
- Avoid starting at full throttle and rapid acceleration.
- Avoid abrupt and prolonged braking, brake carefully.
- Check the drive chain frequently. Lubricate as required.

Important

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

Pre-ride checks

Attention

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

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

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

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

- BRAKE AND CLUTCH FLUID
  Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- BRAKE AND CLUTCH SYSTEMS
  Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TIRE CONDITION
  Check tire pressure and condition (“Tires”).
- CONTROLS
  Front and rear brake operation:
  Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch lever operation:
  Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and warning horn are in good condition and work properly.
- KEY LOCKS
  Check the tightening of the filler plug (“Tank filler plug”) and of the seat (“Removing and refitting the seat”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).

ABS light

After Key-On, the ABS light stays on.
When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to confirm the correct operation of the ABS system.

Attention

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or Authorized Service Center.

ABS

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

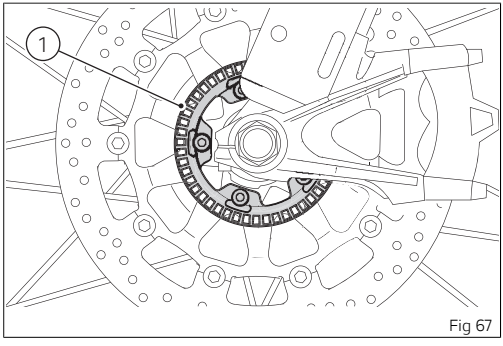


Fig 67

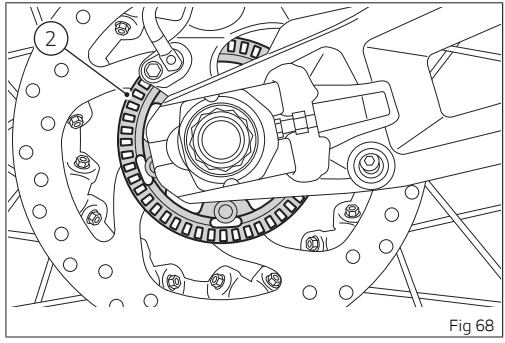


Fig 68

Engine start/stop

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

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

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

Important

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

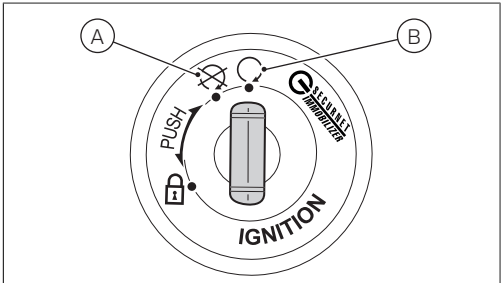


Fig 69

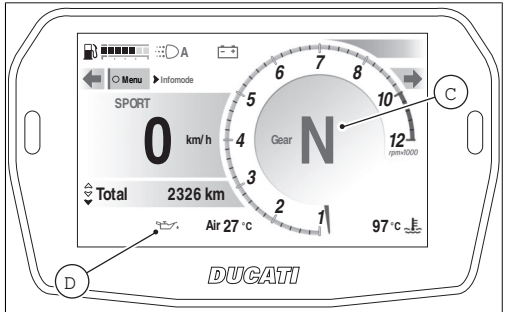


Fig 70

Attention

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

Note

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

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

Let the motorcycle start without operating the throttle control.

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

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

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

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

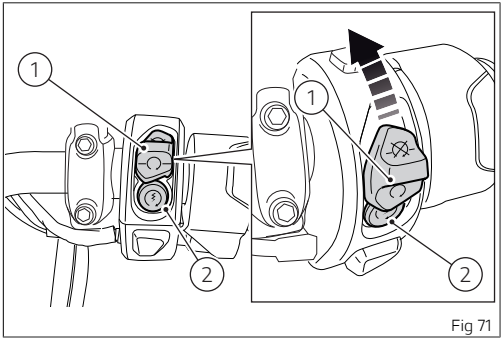


Fig 71

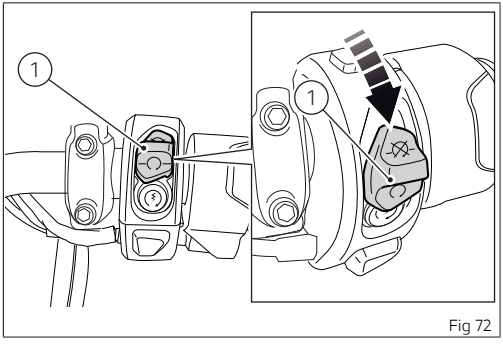


Fig 72

Engine starting procedure at low temperature

Important

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

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

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

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

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

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

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

Attention

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

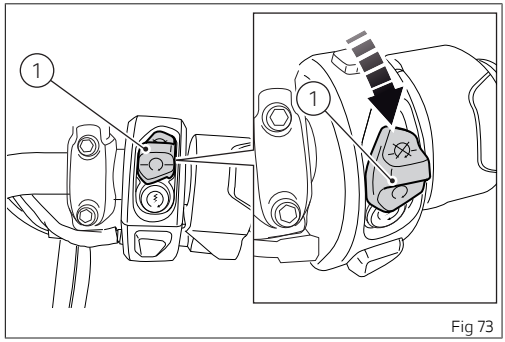


Fig 73

Moving off

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

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Engine shutdown in the event of a motorcycle rollover

This system is designed to stop the engine in case of motorcycle rollover being detected for a certain amount of time. The purpose of the system is to limit the likelihood of engine damage in the event of a rollover (e.g. due to a lack of oil pick-up). If the engine is switched off by this system then, in the absence of any other damage, to restart the engine simply reset the motorcycle from the rollover condition, wait a few seconds and then turn the key off (⊗) and back on (∩).

Important

In case of damage to the vehicle, the system may shut down and fail to stop the engine.
The system may not always guarantee accurate rollover detection.

Attention

It is only possible to restart the engine if the appropriate safety conditions are met.

Braking

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

ABS

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

will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

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

Note

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to OFF; see "Ignition switch and steering lock".

Parking

Park the stopped motorcycle on the stand. Fully steer handlebar to the left or to the right.
After stopping the engine, the instrument panel will display instructions to switch on the parking light for a few seconds.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorized Service Center.

Attention

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

Attention

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

Attention

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

Refueling

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

Caution

The fuel pressure inside the tank may, in extreme cases, cause fuel to “spray” when opening the fuel cap.

Always open the fuel cap slowly and carefully during the refill.

If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.

The sound is residual pressure escaping from the fuel tank, therefore the stop of the hiss indicates that there is no more residual pressure.

The situation described above is more likely in hot weather conditions.

Attention

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

Attention

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

Note

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

Attention

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

Important

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

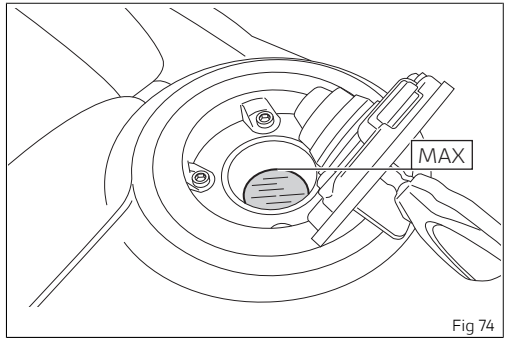


Fig 74

Tool kit and accessories

The supplied accessories are located under the rider seat.

To gain access, remove the rider seat as described in chapter “Removing and refitting the seat”.

Lift the cover (A), under which the following accessories are located:

- (1) Allen wrench (5 mm)(0.19 in);
- (2) Allen wrench (4 mm)(0.16 in).

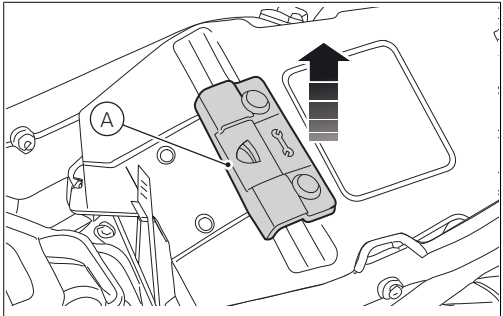


Fig 75

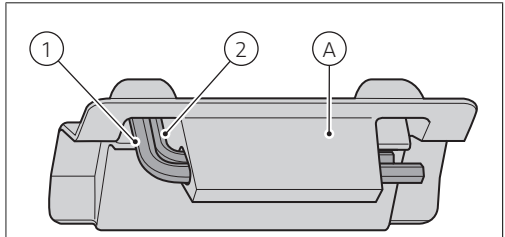


Fig 76

Instrument panel (Dashboard)

Instrument panel

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

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

The example shows the Road Infomode screen page.

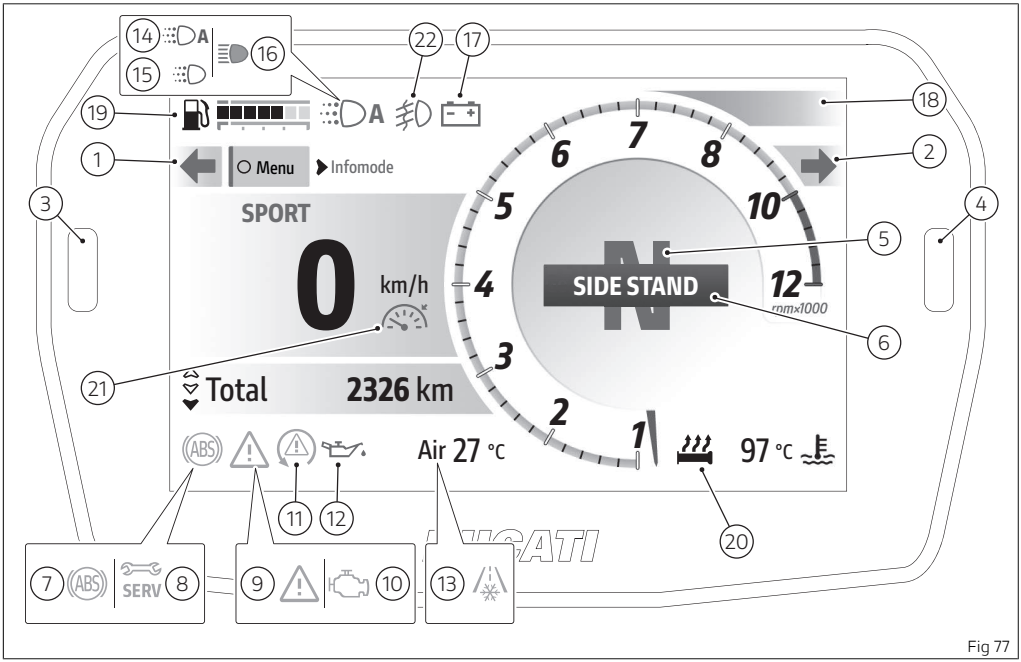

14
15
16
22
17
19
18
1
Menu
Infomode
2
3
4
SPORT
0
km/h
5
6
SIDE STAND
rpm x1000
21
Total
2326 km
Air 27 °C
97 °C
11
12
20
7
ABS
SERV
8
9
10
13

Fig 77

no.	Description	Color
1	Left turn indicator	Green (display)
2	Right turn indicator	Green (display)
3	Limiter	Red
4	Limiter / Immobilizer	Red
5	Neutral gear	Green (display)
6	Side stand down	Red (display)
7	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow (display)
8	Service	Amber yellow (display)
9	Generic error	Amber yellow (display)

no.	Description	Color
10	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorized service center to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorized service center and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow (display)
11	DAVC Diagnosis • flashing: DTC/DWC/DSC enabled, but with degraded performance; • on: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
12	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red (display)
13	Ice hazard	Amber yellow (display)
14	DRL – daytime running light on, set in “Auto” mode (not present in China and Canada versions)	Green (display)
15	DRL – daytime running light on, set in “Manual” mode (not present in China and Canada versions)	Green (display)

no.	Description	Color
16	High beam on	Blue (display)
17	Warning lights	Amber yellow / red (display)
18	DAVC intervention	Amber yellow (display)
19	Low fuel	Amber yellow (display)
20	Heated handgrips enabled (if present)	Black in the light theme, white in the dark theme. (display)
21	Cruise control active	Green (display)
22	Fog lights on (if any)	Amber yellow (display)
23	Active speed limiter	Amber yellow (display)
24	Secondary fuel tank empty (if fitted)	Amber yellow (display)
25	Fuel transfer system fault (if fitted)	Red (display)

Important

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

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

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

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

Infomode

3 main screen display modes (Infomode) are available: Road, Road Pro, Rally.
At any time, you can change Infomode in Road, Road Pro and Rally order by holding down the button ▷ for a long time.
It is also possible to change Infomode via the “Infomode change” function in the “My Ride” menu.
Infomode is navigated using the directional cross buttons on the left-hand switch:
To change the displayed units of measurement, use the “Units” function in “the Settings - Display” menu.
The items displayed in the Infomodes and the relevant operation of the navigation buttons (directional cross) are listed below.

Road Infomode

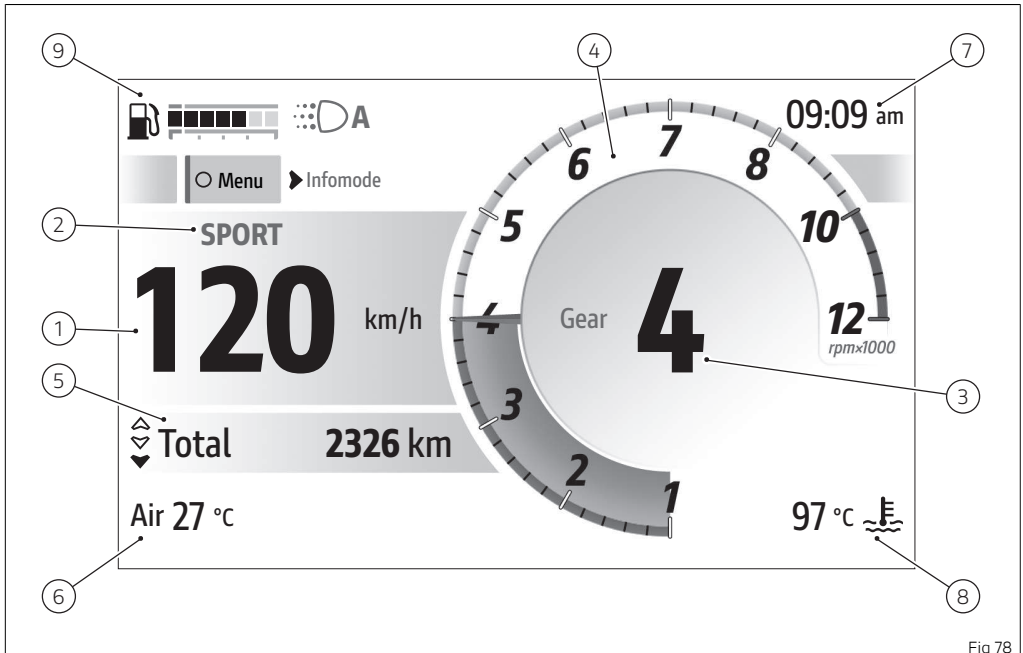


Fig 78

The table below lists the items available in the Road Infomode.

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use
3	Gear
4	Rev counter
5	Riding Info Refer to section “My Ride - Riding Info”.
6	Air temperature (°F or °C) **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature. If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is displayed shifted toward the center.
7	Clock It is possible to set it through the “Date and time” function in the “Settings - Display” menu.

no.	Description
8	Engine Coolant temperature (°C or °F) The temperature display range goes from +104°F to +230°F (+40°C ÷ +110°C). When the temperature is lower than +104°F (+40 C), the “Low” message is displayed. When the temperature is higher than +230°F (+110°C), the flashing “High” red message is displayed.  **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.  **Note** When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.

Road Infomode - navigation buttons

The navigation buttons in the Road Infomode are managed as follows:

- short pressure on button ○ to open the function menu;
- short pressure on buttons △ ▽ to scroll through the available trip info;
- long pressure on button ▽ to open the “My Ride - Riding Info” menu;
- long pressure on button ▷ to go to the next Infomode.

Road Pro Infomode

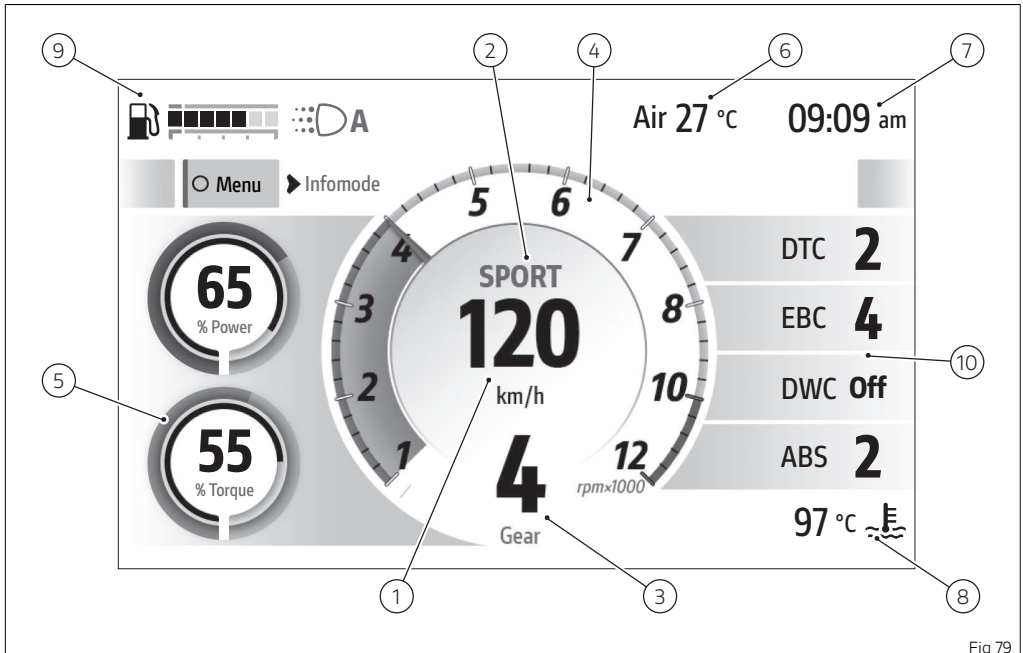


Fig 79

The table below lists the items available in the Road Pro Infomode.

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use
3	Gear
4	Rev counter
5	Power and Torque This function allows the user to get a quick overview of relevant power and torque information.
6	Air temperature (°F or °C)  **Note** When the vehicle is stopped, the engine heat may influence the displayed temperature. If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is displayed shifted toward the center.
7	Clock It is possible to set it through the “Date and time” function in the “Settings - Display” menu.

no.	Description
8	Engine Coolant temperature (°C or °F) The temperature display range goes from +104°F to +230°F (+40°C ÷ +110°C). When the temperature is lower than +104°F (+40 C), the “Low” message is displayed. When the temperature is higher than +230°F (+110°C), the flashing “High” red message is displayed. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu. **Note** When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.
10	Indication of the DTC, EBC, DWC, ABS parameters with the levels currently associated with the Riding Mode in use.

Road Pro Infomode - navigation buttons

The navigation buttons in the Road Pro Infomode are managed as follows:

- short pressure on button ○ to open the function menu;
- long pressure on button ▹ to go to the next Infomode.

Rally Infomode

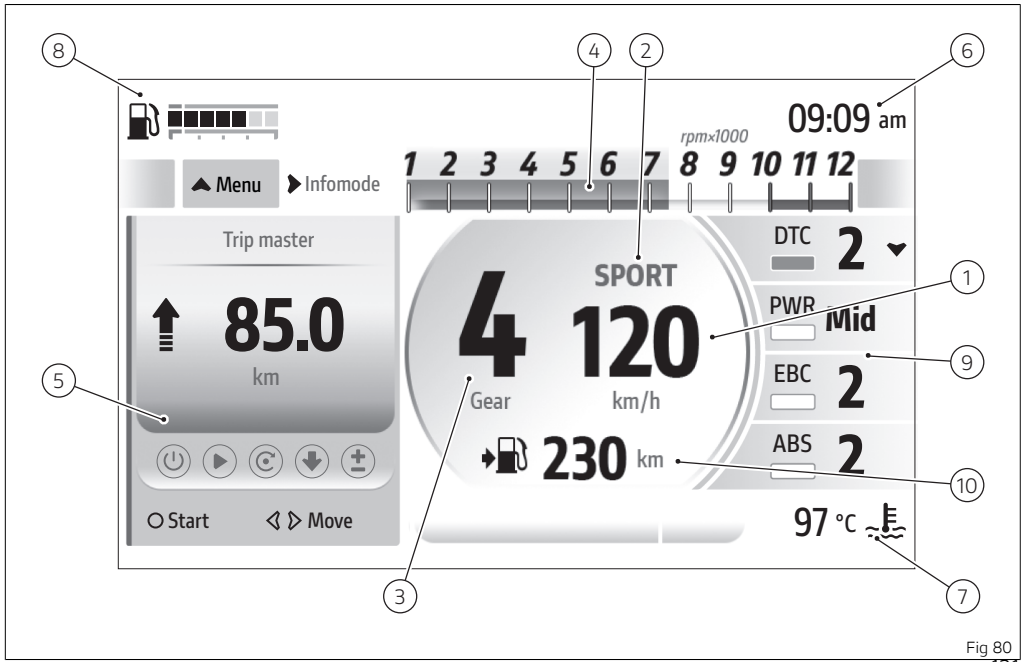


Fig 80

The table below lists the items available in the Rally Infomode.

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use
3	Gear
4	Rev counter
5	Trip master
6	Clock It is possible to set it through the “Date and time” function in the “Settings - Display” menu.
7	Engine Coolant temperature (°C or °F) The temperature display range goes from +104°F to +230°F (+40°C ÷ +110°C). When the temperature is lower than +104°F (+40 C), the “Low” message is displayed. When the temperature is higher than +230°F (+110°C), the flashing “High” red message is displayed. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the bike continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.

no.	Description
8	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu. **Note** When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.
9	Parameter menu and quick level change.
10	Residual range.

Rally Infomode - navigation buttons

The navigation buttons in the Rally Infomode are managed as follows:

- long pressure on button ▲ to open the function menu;
- short pressure on buttons ◀ ▶ to select the Trip master controls;
- short pressure on button ○ for interaction of the selected Trip master control;
- long pressure on button ▼ to open the parameter and quick level change menu.
- long pressure on button ▶ to go to the next Infomode.

Riding Mode

6 Riding Modes are available: Sport, Touring, Urban, Enduro, Rally, Wet.
The name of the active Riding Mode is displayed above the speed indication (A) (Road Infomode is shown in the example).
Each Riding Mode is associated with a different color for the relevant name.

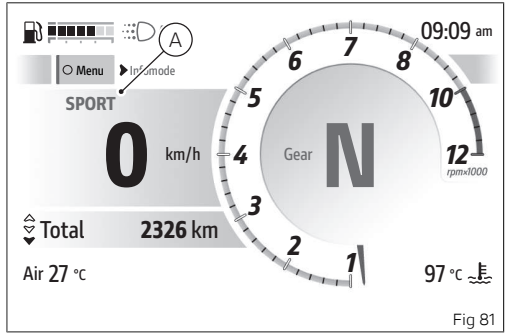


Fig 81

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

Changing the Riding Mode

- Press the MODE button (1).
  The display shows the page from which it is possible to scroll the available Riding Modes and view their parameters together with the relevant settings.

- Use buttons ▲ ▼ or briefly press MODE button (1) to scroll and select the desired Riding Mode.
- to confirm, press ○ or press and hold MODE button (1): in this case, the progress of confirmation is indicated by the gray circle gradually filling in (C).

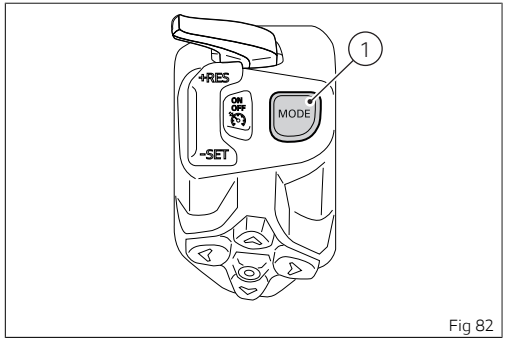


Fig 82

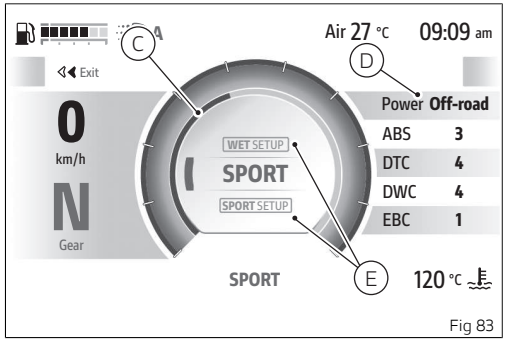


Fig 83

To exit the Riding Mode change function without making any changes, press the button ◂.
If no action is taken for a few seconds, the instrument panel quits Riding Mode change function.

If the change of Riding Mode is made when the bike at a standstill, the corresponding "SETUP" item is displayed below the name of each Riding Mode to directly access the setting of the selected Riding Mode (D): in this case select the item with the name of the Riding Mode and the indication "SETUP" and press the button ○ or hold down the MODE button (1) for a long time, then you will

directly access the Riding Mode Setup function in the “Settings - Advanced” menu.

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

- If the throttle control is open, the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and the main screen is displayed.
- If speed is above 3 mph (5 km/h), throttle control is closed, but brakes are actuated, the message “Release brakes” is displayed; the new Riding Mode is confirmed and stored only when brakes are released and the main screen is displayed.
- If both the previously specified conditions are true, message “Close throttle and release brakes” is displayed; the new Riding Mode is confirmed and stored only when the 2 conditions are as required and the main screen is displayed.

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

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

Main page items

The number of engine rpm is displayed in the following ways:

- using a rev counter with a gray wake (A) in Road and Road Pro Infomode;
- using a rev counter with a graduated scale and gray wake (B) in Rally Infomode.

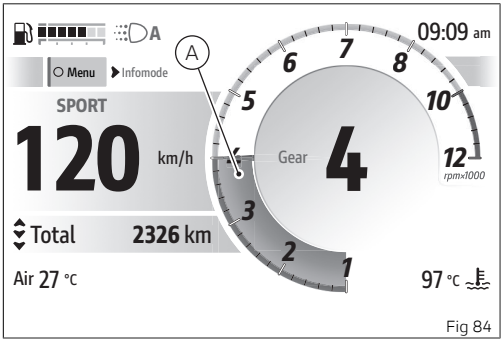


Fig 84

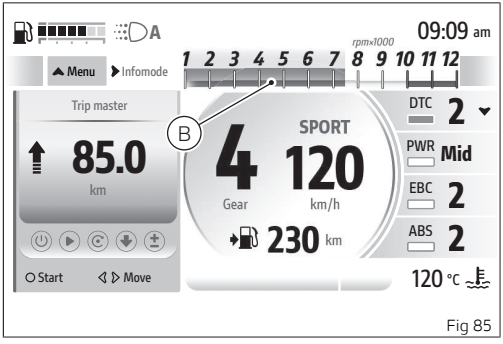


Fig 85

During the first 600 mi (1000 km) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.

The virtual limiter is also used to indicate and advise the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature:

- If the engine temperature is below 86 °F (30 °C), the rev counter wake will turn amber yellow after 6,500 rpm; under these conditions, the engine speed limitation intervenes with a lower threshold than the nominal one.
- if the engine temperature is between 86 °F (30 °C) and 140 °F (60 °C), the rev counter wake will turn amber yellow after 8,000 rpm; under these conditions, the engine speed limitation intervenes with a slightly lower threshold than the nominal one.
- if the engine temperature is above 140 °F (60 °C), the rev counter wake will not turn amber yellow.

The wake becomes flashing red when the rev limiter trips (Over-rev).

When the needle wake becomes green and starts blinking, the instrument panel is warning the rider to shift up.

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

Parameter menu and quick level change

This function is only available in the Rally Infomode and allows you to quickly change the parameter levels associated with the Riding Mode in use.
The right part of the screen shows the following parameters and their levels (A):

- DTC
- PWR (Power mode)
- EBC
- ABS



Fig 86

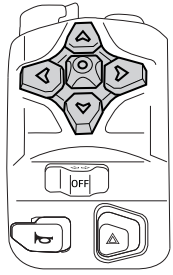


Fig 87

Oil change

- If the selection on the Trip Master is active, long press the button ▽ .
- The symbols (B) are displayed on the right-hand side of the DTC level.
- Using the buttons △ and ▽ , you can select the parameter you want to change (e.g. PWR).
- Press the button ○ to edit the selected parameter. The selected parameter is then highlighted with the relevant color (C).
- Use buttons △ and ▽ to scroll and select the levels available for the selected parameter.
- Once the desired level is selected, press the button ○ to confirm.

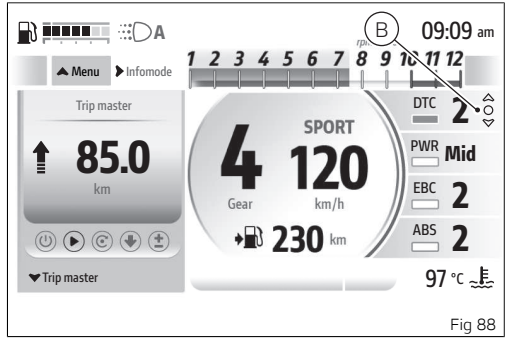


Fig 88

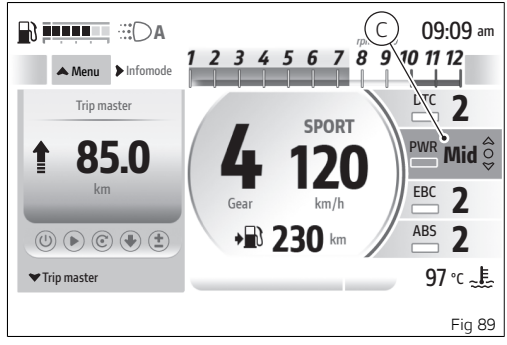


Fig 89

The changes made are saved for the Riding Mode in use.
For a correct choice of the levels and hence to better customize the Riding Modes, refer to the "Riding Mode setup" function in the "Settings - Advanced" menu.

Note
To select the Trip Master, long press the button ▽ .

Temporary ABS system deactivation

Attention
The ABS can be disabled.

This function is available inside the Rally Infomode and can be used only with the Enduro Riding Mode: it allows deactivating and reactivating the ABS system.
The ABS system can only be deactivated with the motorcycle at a standstill. It is not possible to deactivate the ABS while riding.
ABS will be automatically re-enabled upon every key-on, even though it was disabled during the previous use.

- If selection on the Trip Master is active, long press the button ▽ to select the parameters and quick level change menu (A).
- Use buttons △ and ▽ to select the ABS parameter and press the button ○ .
- Use buttons △ and ▽ to select the "Off" level. Press ○ button to confirm.
- The relevant window (B) is displayed.

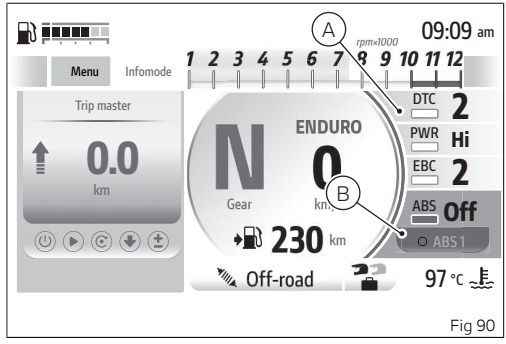


Fig 90

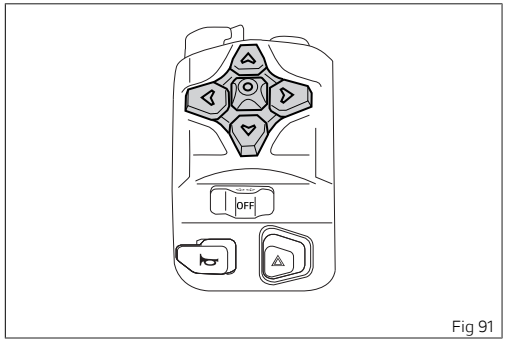


Fig 91

Attention

The window (B) remains active as long as the ABS is disabled. Press the button O to reactivate the ABS system at level 1.

Note

If the speed is not 0, the “ABS Off with speed 0 only” warning is displayed for a few seconds.

Trip master

This function is available in the Rally Infomode and calculates the partial distance traveled by the bike.

The Trip master calculation can be set to incremental or differential mode. It can also be temporarily stopped and reset to zero.
The Trip master accuracy level can be set via the "Trip master precision" function in the "Settings - Display” menu.

If selection on the parameters and quick level change menu is active, long press the button ▽ to select the Trip master (A).

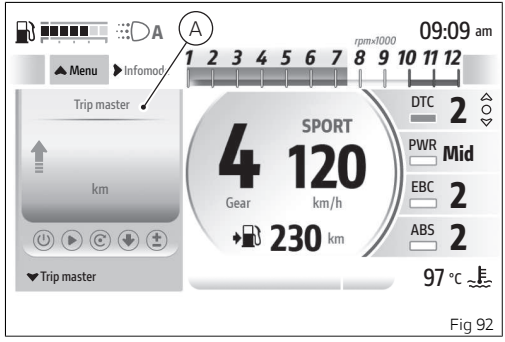


Fig 92

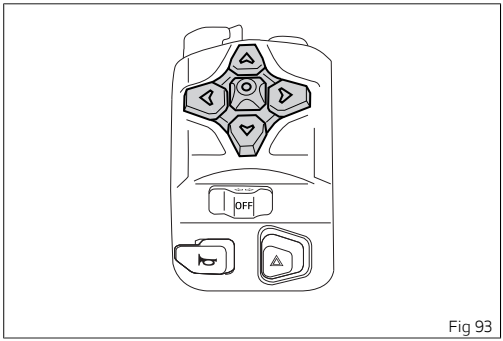


Fig 93

When the Trip master is selected, the following controls are activated:

- "On" or "Off" to activate or deactivate the Trip master (B). When set to "Off", the distance meter is displayed in gray; when it is set to "On, it is displayed in black in light theme, white in the dark theme. The display theme can be set via the "Themes" function in the "Setting - Display" menu.
- ▸ play or ⏸ pause to start or stop the distance calculation (C).
- ↻ reset to reset the meter (D). When reset is performed, the distance counting is paused.
- ↑ incremental or ↓ differential to change the distance calculation mode (E).
- ± to increase or decrease the distance meter (F).

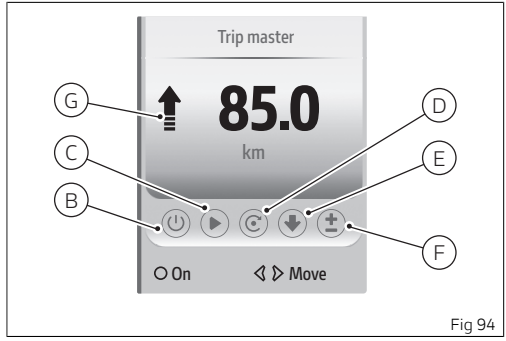


Fig 94

The meter is displayed in km or miles and with the arrow (G) indicating the traveled distance counting mode (incremental or differential).
When a control is selected, it is displayed in red.
To select the desired control, use the buttons ◃ and ▹ .
Press the button ○ to activate the control.

If the meter in differential mode reaches 0.0 km or miles, the Trip master counting is paused.
The unit of measurement can be changed using the “Units” function in the “Settings - Display” menu.

Cruise Control

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

The Cruise Control is available in the Road and Road Pro Infomode only.

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

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

What features can be set?

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

Switching on and off

The Ducati Cruise Control system controls the vehicle speed only between 19 mph (30 Km/h) and 118 mph (191 Km/h). The minimum speed that can be set depends on the gear selected. The Ducati Cruise Control cannot be used in first gear.

Attention

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

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

Switching on the CC

Press the ON/OFF button (C) to turn on the CC.

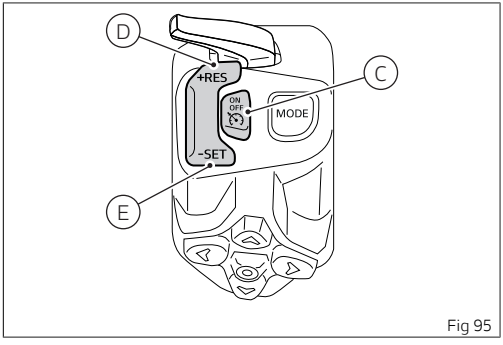


Fig 95

Saving the speed and activating the control

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

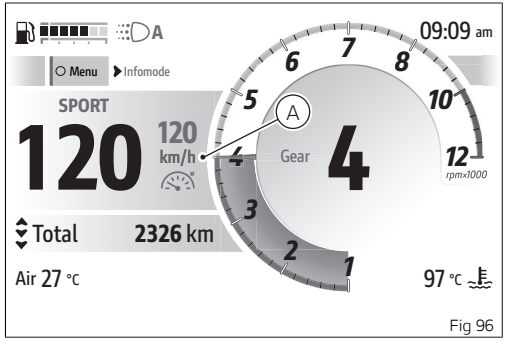


Fig 96

Switching off the CC

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

Icon (A)

The Cruise Control icon can be:

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

Changing the cruising speed

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

Stopping the speed control

Requirement: the Cruise Control must be switched on.

Stopping the speed control while riding

You can stop the speed control as follows:
- by braking manually.

In addition, speed control is interrupted if one of the following events occurs:
- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in case of prolonged ABS or torque control system intervention.

In this condition, the cruising speed in the Cruise Control icon turns gray. If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D) or SET/- (E). If RES/+ (D) is pressed, the set cruising speed is the last speed stored. If SET/- (E) is pressed, the set cruising speed is the current speed.

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

Override

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

Cruise Control will resume speed adjustment autonomously.

Attention

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

Note

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

Malfunctions

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

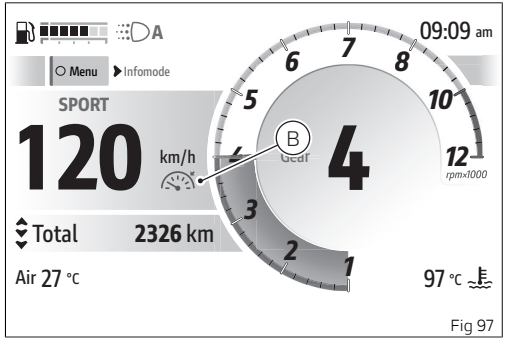


Fig 97

Note

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

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

Function menu

This menu (A) contains a series of functions that can be activated and are grouped in the following sub-menus:

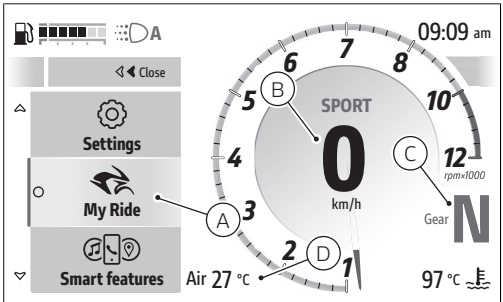


Fig 98

- My Ride
- Smart features (gray if no Bluetooth device is connected)
- Settings (gray if the speed is higher than 3 mph (5 km/h))

To access the menu:

- in the Road and Road Pro Infomode press the button ○ ;
- in the Rally Infomode, keep the button △ pressed for a long time.

Opening the function menu changes the layout of some interface elements, for example by moving the speed, gear and air temperature to positions (B), (C) and (D), respectively, in the Road Infomode. During navigation through sub-menus, shortly press the button ◁ to return to the previous menu level.

The function menu can be closed by pressing and holding button ◁ for a long time.

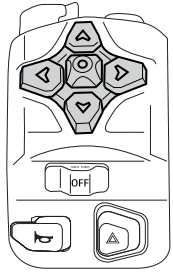


Fig 99

The My Ride sub-menu contains the following functions

- Riding Info (includes all trip information)
- Infomode change (allows selecting the Infomode)

- Lap (allows recording the lap times)
- Heated handgrips (allows setting the heating level of handgrips)

The Smart features sub-menu contains the following functions related to infotainment and connected Bluetooth devices:
- Navigator (allows activation and management of turn-by-turn navigation)
- Phone (allows viewing the last 7 received, made or missed calls)
- Music (allows activating and managing the music player)
- Devices status (provides information about connected Bluetooth devices)

The Settings sub-menu allows enabling, disabling and setting some vehicle functions. Refer to the section “Settings”.

My Ride - Riding Info

This menu contains all the meters relating to trip information divided into two groups: “General info” and “Trip info”.
The unit of measurements of the trip info can be changed using the “Units” function in the “Settings - Display” menu.

To access the “My Ride - Riding Info” menu:
- Open the function menu.
- Use buttons ▲ and ▼ to select the “My Ride” item and press the ○ button.
- Select the “Riding Info” item (A) and press the button ○ .

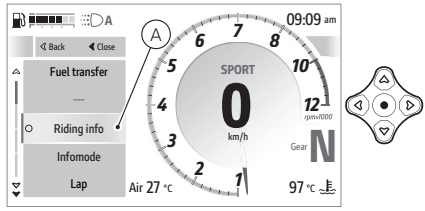


Fig 100

The information are displayed divided into the groups “General info” (B) and “Trip info”, and the “Change info order” item is also displayed, allowing the order of the information to be changed.
Shortly press the button ◀ to return to the previous menu level or long press the button ◀ to close the function menu.
The following table lists the available information.

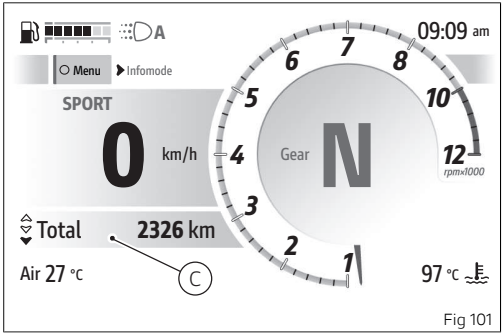

A
09:09 am
Menu
Infomode
SPORT
0
km/h
Gear
N
12
rpmx1000
Total
2326 km
Air 27 °C
C
97 °C

Fig 101

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level” by using the “Fuel indicator” function in the “Settings - Display” menu.	km, miles
Consumption	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US
Front tire	Front tire pressure (accessory, visible only if tire pressure sensor has been installed)	bar, psi, kPa
Rear tire	Rear tire pressure (accessory, visible only if tire pressure sensor has been installed)	bar, psi, kPa

Trip info

Name	Description	Measurement units / format
Trip 1	Partial mileage 1	km, miles
Ø consumption 1	Average consumption 1	L/100, km/l, mpg UK, mpg US

Name	Description	Measurement units / format
Ø speed 1	Average speed 1	km/h, mph
Trip time 1	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles

Resetting Trip 1 information

The “Trip 1”, "Ø consumption 1", "Ø speed 1" and "Trip 1 time" information can be reset when displayed within the “My Ride - Riding Info” menu by pressing the button ○ when selected: the display shows “Reset trip info?” (D) is displayed. Press button ○ to confirm. Press the button ◁ to cancel.
When the Trip 1 information is reset, all the meters that refer to it are reset as well.

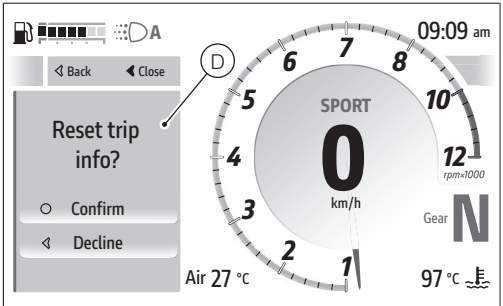


Fig 102

Riding Info within the Road Infomode

Within the Road Infomode the same information is shown below the speed indication (C). Use buttons △ and ▽ to scroll through all available information.
In the Road Infomode, the “My Ride - Riding Info” menu can be accessed directly by long pressing the button ▽ .

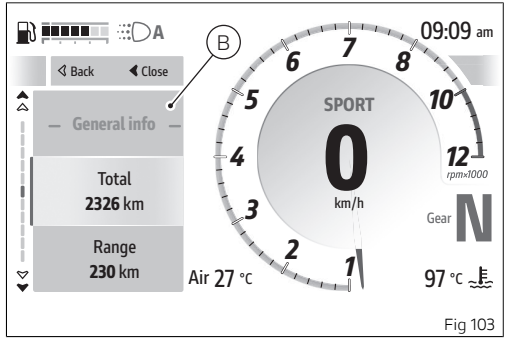


Fig 103

Changing the order of the information

It is possible to change the order of the information through the “Riding info order” function in the “Settings - Display” menu.
To access this function directly, from the “My Ride - Riding Info” menu select the “Change info order” item with buttons ▲ and ▼ and press the button ○ .

My ride - Infomode change

This function allows changing the Infomode selecting it among three options: Road, Road Pro, Rally.
You can also change Infomode by long pressing the button ▷ , refer to the chapter "Infomode".

To access the function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “My Ride” item and press the ○ button.
- Select the “Infomode change” item (A) and press the button ○ .

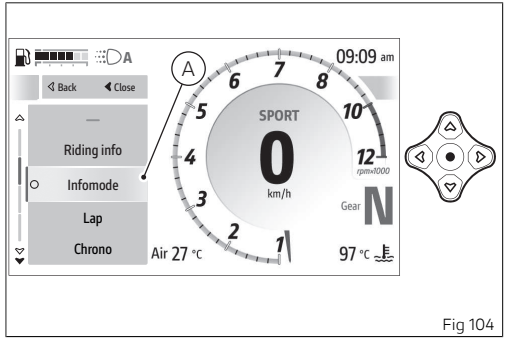


Fig 104

The window (B) is displayed, where the Infomodes are listed along with the preview of the selected Infomode (C).
Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm.

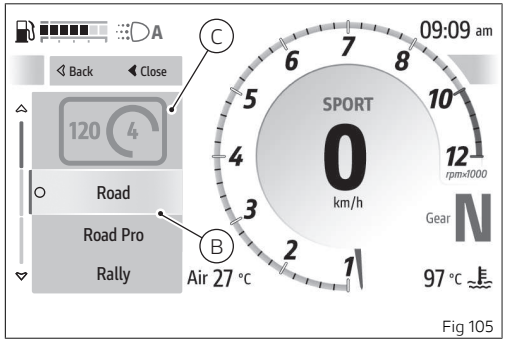


Fig 105

Shortly press the button ◁ to return to the previous menu level or long press the button ◁ to close the function menu.

My ride - Lap

This function allows recording lap times and is only available in the Road and Road Pro Infomode.

To access the function:

- Open the function menu.
- Use buttons △ and ▽ to select the “My Ride” item and press the ○ button.
- Select the “Lap” item (A) and press the button ○ .

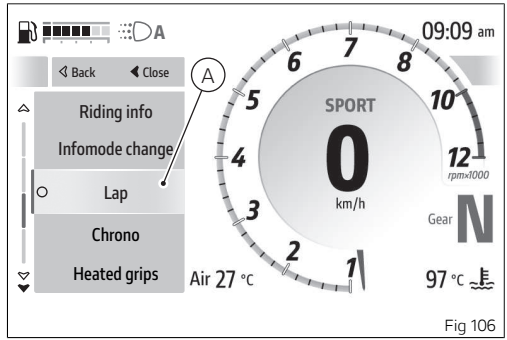


Fig 106

The window (B) is displayed:

- If the function is disabled, the stopwatch and the indication of the available laps are displayed in gray (C) and the text “On” (D) is shown: press the button ○ to enable the function.
- If the function is enabled, the stopwatch and the indication of the available laps are displayed in black (E) in the light theme, in white in the dark theme. The text “Off” (F) is also displayed: press the button ○ to disable the function.

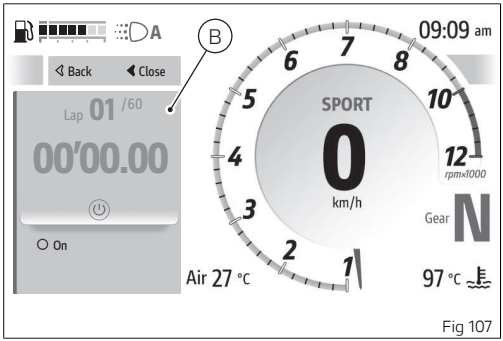


Fig 107

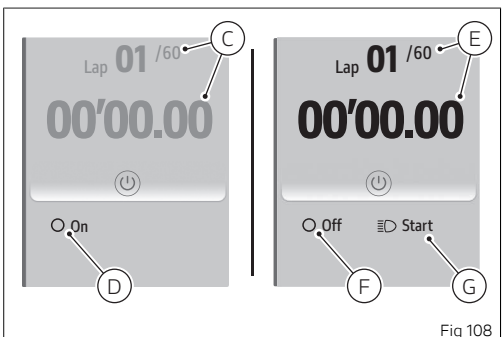


Fig 108

Once the function is activated, the symbol (G) indicates that the flash button (1) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.
Then, every time the flash button (1) is pressed, the stopwatch flashes for 1 second displaying the time just finished, then returns to displaying the current time.
The current lap number is shown above the stopwatch: a maximum of 60 laps can be recorded.

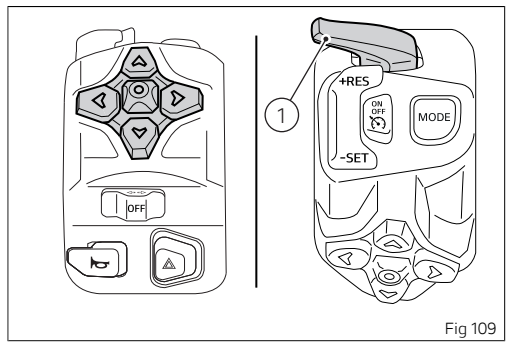


Fig 109

If the time just completed is the best among those recorded up to that moment, the stopwatch

displays the just-recorded time flashing for 1 second and then steady on for other 5 seconds, after which it returns to display the time of the current lap, updating the number of laps. When the 60th lap is reached, the message “Full” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Use the “Lap” function in the “Settings - Vehicle” menu to:

- activate or deactivate the function;
- view the recorded lap data;
- delete recorded data.

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

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

The following data are recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM

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

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

Shortly press the button ◁ to return to the previous menu level or long press the button ◁ to close the function menu.

My ride - Chrono

This function allows activating or deactivating the timer.

To access the function:

- Open the function menu.
- Use buttons △ and ▽ to select the “My Ride” item and press the ○ button.
- Select the “Chrono” item (A) and press the button ○ .

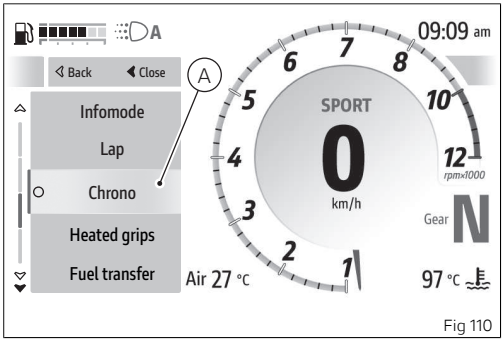


Fig 110

The window (B) is displayed, showing the stopwatch. The timer displays the time in the following format: hours, minutes, seconds, hundredths of a second.

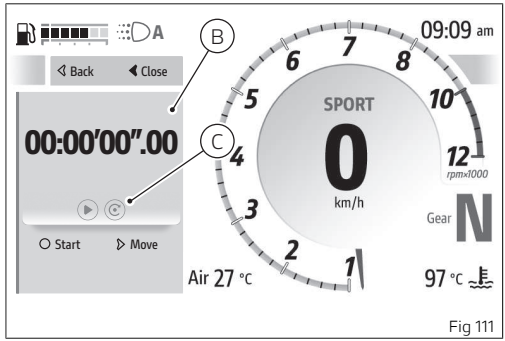


Fig 111

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

Note
The maximum recordable time is 46 hours.

Controls

It is possible to start, pause and reset the stopwatch.

Starting and pausing the stopwatch:

- if the stopwatch is paused, press o to start it;

- if the stopwatch is active, press ○ to pause it.

Note
If the stopwatch is active when the key is turned off, it is automatically paused.

Resetting the stopwatch:
- press ▷ to select the symbol (C);
- press ○ to reset the stopwatch. Resetting the stopwatch does not change its paused or active status.

Shortly press the button ◁ to return to the previous menu level or long press the button ◁ to close the function menu whilst keeping the stopwatch active if it has been started.

My ride - Heated grips (if available)

This function is only available if heated handgrips have been installed and allows you to activate and set the heating of the handgrips.

To access the function:
- Open the function menu.
- Use buttons △ and ▽ to select the “My Ride” item and press the ○ button.
- Select the item "Heated grips” item (A) and press the button ○ .

The window (B) is displayed, where the 4 available heating levels are listed: High, Medium, Low and Off.
Use buttons △ ▽ to scroll through the available levels. Press the button ○ to confirm the selected level.
Shortly press the button ◁ to return to the previous menu level or long press the button ◁ to close the function menu.

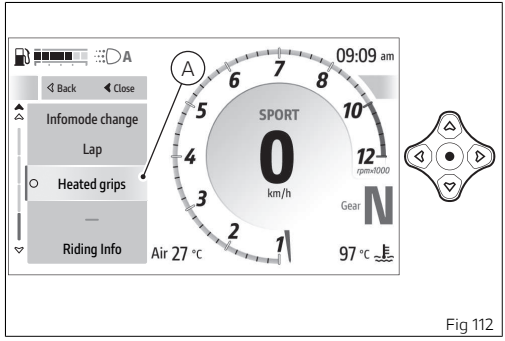


Fig 112

Each level is associated with an icon (C) in gray when heating is off. When the heating is activated, the icon turns black if the display is in light theme and white if the display is in dark theme. The

display theme can be changed using the “Themes” function in the “Settings - Display” menu.

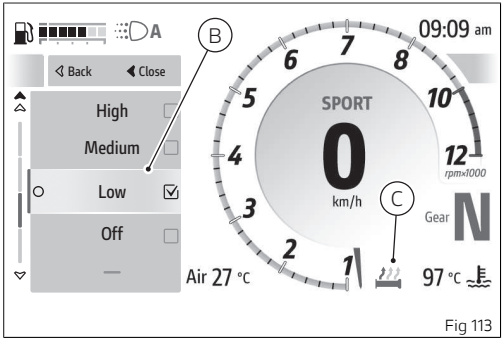


Fig 113

Note

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

The heating of handgrips can be set by using the button (1).
Pressing the button (1) displays the heated handgrips icon in large mode: each press of the button cycles through the high, medium, low and off levels indicated by the arrows on the symbol (C). To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode (C).

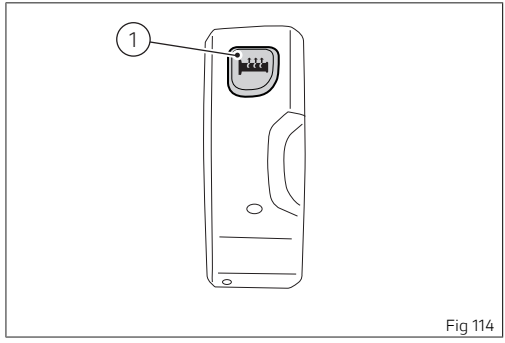


Fig 114

My ride - Fuel transfer

This function is available only if the second fuel tank has been fitted. It allows fuel to be transferred from the second tank to the main tank.

The "Fuel transfer" item is only accessible when it is white. For the function to be accessible, certain conditions must be met: second tank not empty,

enough fuel in the main tank, battery sufficiently charged. When at least one of these conditions is not met, the "Fuel transfer" item is gray and cannot be accessed. The transfer function is not available immediately upon turning the key on, but only after a few minutes.

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

To access the function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “My Ride” item and press the ○ button.
- Select the “Fuel transf.” item (A) and press ○ .

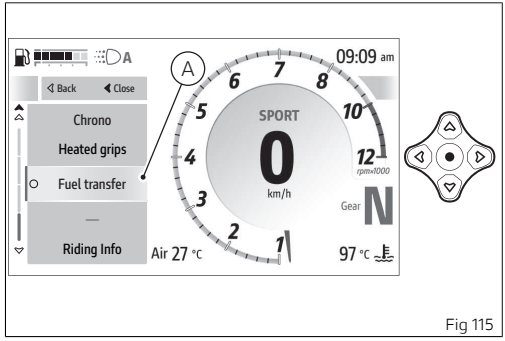


Fig 115

Window (B) is displayed, asking whether to proceed with the fuel transfer: press the button ○ to confirm or ◁ to cancel.

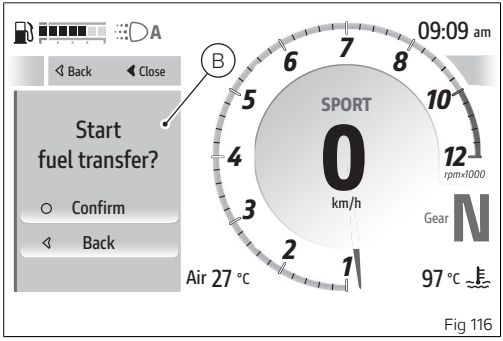


Fig 116

While riding, when the conditions for fuel transfer are met, the vehicle automatically prompts the start of the procedure by displaying screen (C) with the message “Fuel transfer ready, start now?”: in this case, if the procedure is not confirmed, the fuel transfer operation will no longer be prompted automatically until the key is turned off.

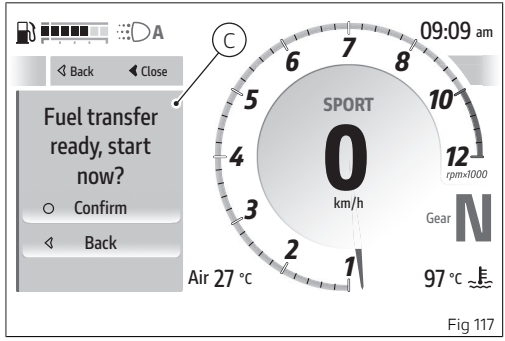


Fig 117

Starting the fuel transfer

Once the action has been confirmed, the instrument panel returns to the previous screen and starts the fuel transfer procedure. The transfer in progress is indicated by the fuel level animation and the second tank symbol (D).

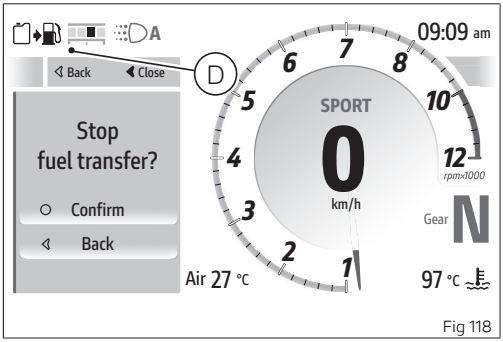


Fig 118

Once the fuel transfer is complete, screen (E) is displayed: switch the instrument panel off and on again to update the fuel level.

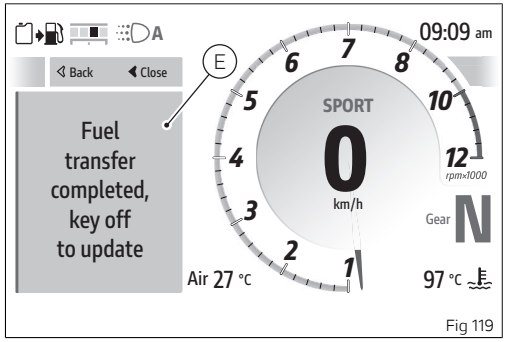


Fig 119

Attention

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

Attention

However, before starting the transfer, ensure that the main tank is not full and/or has sufficient capacity to accommodate the fuel from the auxiliary tank.

Stopping the fuel transfer

During the fuel transfer phase, the message “Stop fuel transfer?” is displayed (F):

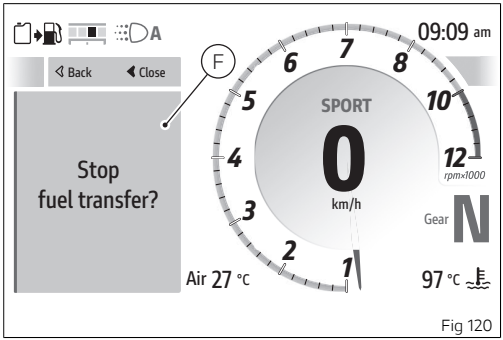


Fig 120

- Press and hold the button ◁ to close the function menu whilst keeping the fuel transfer active: you can then access the function again from the function menu.
- Press the button ◁ briefly to return to the previous menu whilst keeping the fuel transfer active.
- Press the button ○ to stop the fuel transfer. Screen (G) is then displayed: switch the instrument panel off and on again to update the fuel level.

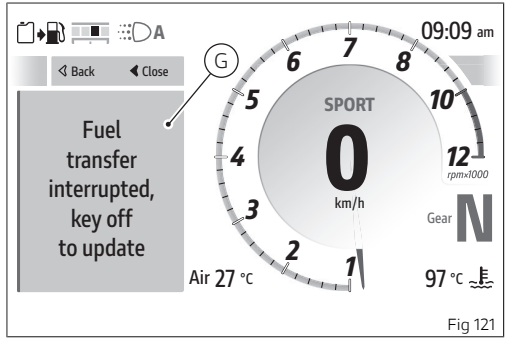


Fig 121

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

Second tank warning lights

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

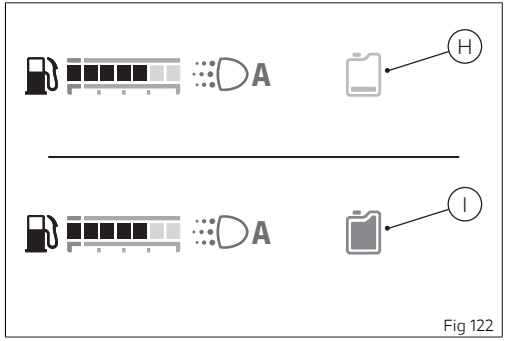


Fig 122

Smart features - Navigator (if any)

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

"Turn by turn" displays navigation information, showing the next maneuver. Additional route information, traffic information and delays are also displayed. Additional information may be present depending on the version of the installed software. The quality and safety standards of Ducati motorbikes are constantly updated, with the consequent development of new software

solutions. Therefore the information contained in this manual is updated at the time of going to print.

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

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

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

Important

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

The function appears in the “Smart features” menu only if the following is observed:

- have previously paired the smartphone to the instrument panel via Bluetooth;
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected;
- have the Ducati Link function activated on the smartphone. Successful connection is

indicated by the presence of the Ducati Link icon (A) within the “Devices status” function in the “smart features” menu.

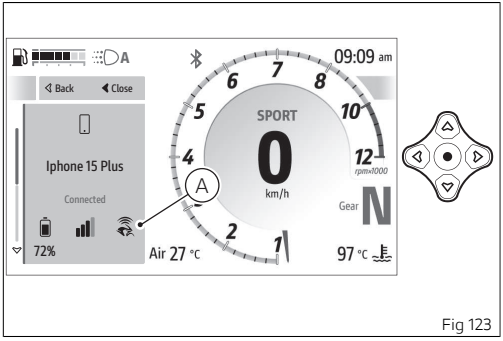


Fig 123

To start the function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “Smart features” item and press the button ○ .
- Select the “Navigator” (B) item and press the button ○ .

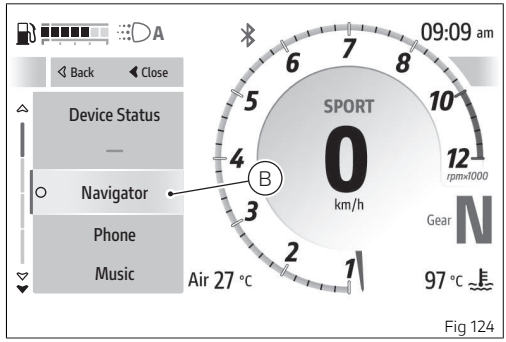


Fig 124

Note

The item "Turn by turn" is displayed in gray if the smartphone has not been connected via Bluetooth and/or the connection with the Ducati Link app has not been started.
There is also a compact version of the navigator, always visible with the menu closed or in other sections of the menu, to restore the extended view follow the same steps performed to start the function.

The submenu is displayed and includes the following items:

- "Directions" (C), allows you to set the mode in which the directions are displayed.
- "Stop navigation" (D), allows you to stop the navigation in progress.

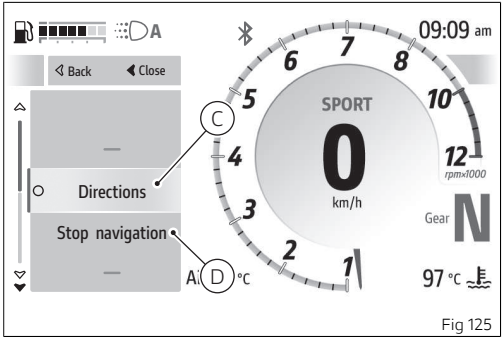


Fig 125

Use buttons ▲ and ▼ to select the desired option. Press ○ button to confirm.

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

Directions

This function allows you to set the mode in which the directions are displayed. The submenu is displayed and includes the following available modes:

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

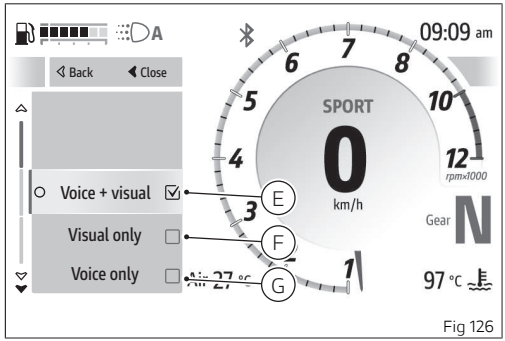


Fig 126

Use buttons ▲ and ▼ to select the desired option. Press ○ button to confirm.

Delete route

This function allows you to stop the navigation in progress.

"Delete route?" is displayed, press the button ○ to confirm or press the button ◁ to cancel.
If the interruption is confirmed, navigation is stopped and the instrument panel returns to the main screen set up previously when navigation was started.

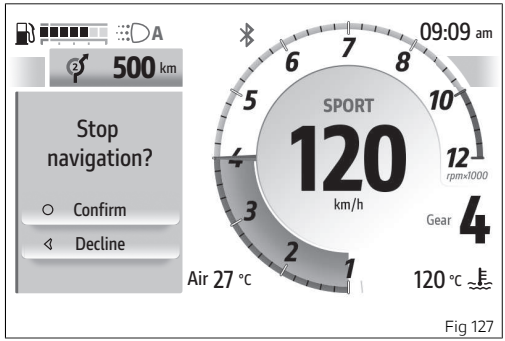


Fig 127

Smart features - Phone (if any)

This function is only available in the Road and Road Pro Infomode, if the Bluetooth control unit is installed, within the "Smart features" menu: it displays the list of the last 7 calls missed, made or received and is only selectable if a smartphone has been connected via Bluetooth.
To pair the Bluetooth devices use the "Bluetooth" function in the "Settings - Devices" menu.

To access the function:

- Open the function menu.

- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Phone” item (A) and press the button ○ .
- Select the “Recent calls” item and press the button ○ .

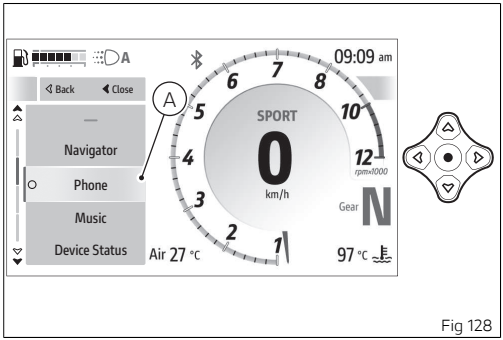


Fig 128

The list of the last 7 calls made, received or missed (B) is displayed If a number or contact is present several times among the last calls, this is displayed only once.
Use the buttons ▲ ▼ to scroll through the calls in the list. Press ○ to make a call to the number or phone contact selected in the list.

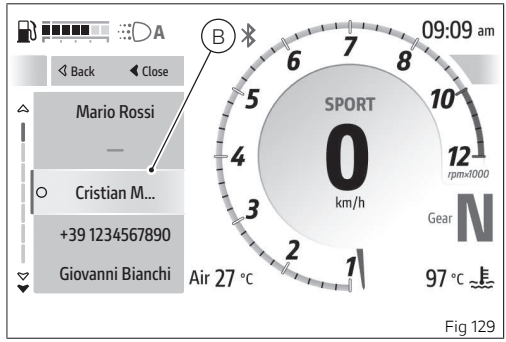


Fig 129

Note
If the list includes no calls, the message “Empty” will be displayed.

Attention

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

Call in progress

When a call is in progress a window is shown with the name or number of the contact as well as the item “End call” (C). To end the call, press and hold button ⏷ for a long time.
During the call, it is possible to exit the call display to access other menus on the main screen page by pressing and holding the button ◂ . The blue phone icon (D) is also activated to indicate that the call is in progress.
To return to the call in progress window, select “Phone” from the “Smart features” menu, and press ○ .

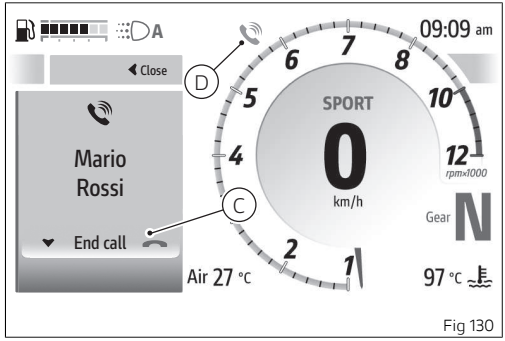


Fig 130

Note

The music player will be paused during a call.

Incoming call

When a call is received, a window appears with the name or number of the caller and the items “Accept” and “Decline” (E): to accept the call press the button ○ , to decline the call press the button ⏷ .

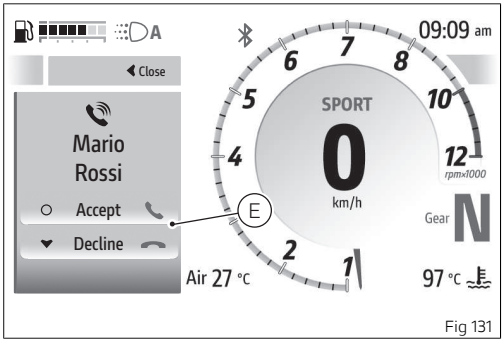


Fig 131

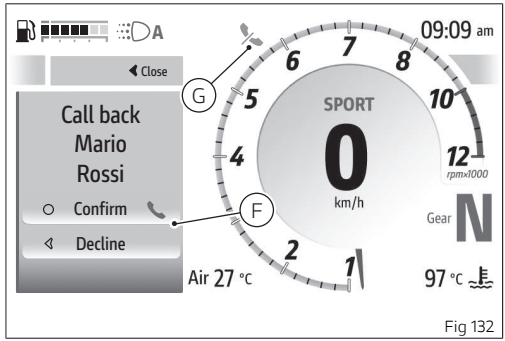


Fig 132

Call back

At the end of a call or after declining an incoming call, the window with the name or number of the phone contact and “Accept” and Decline” items (F) will be displayed for a few seconds: press the button ○ to start the call, press the button ◁ to decline it.

Missed call

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

Note
The number of missed calls is not displayed.

Smart features - Music (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the “Smart features” menu: it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.
To pair the Bluetooth devices use the “Bluetooth” function in the “Settings - Devices” menu.

To access the function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Music” item (A) and press the button ○ .

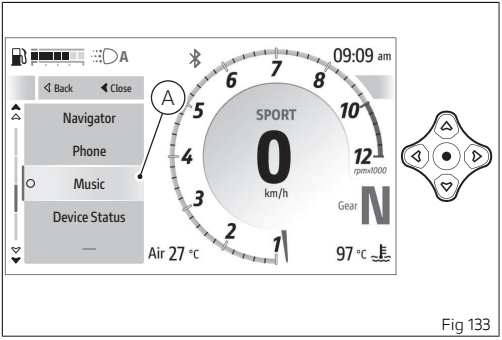


Fig 133

Note

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

Attention

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

The player window (B) is displayed with the music player controls and the title of the current track: if the title is not available, “Not available” is displayed.

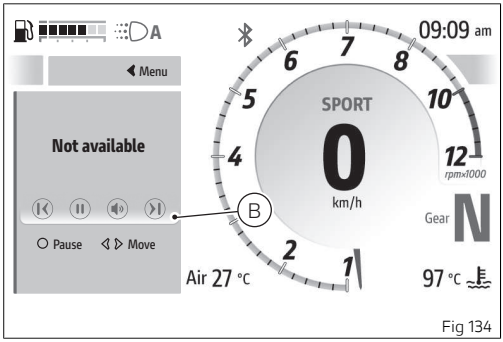


Fig 134

By pressing the buttons ◂ and ▸ it is possible to scroll and select the following controls; to activate the selected control (except for the volume), press the button ○ :

- ⏮ previous track
- ▶ play or ⏸ pause
- ■ stop
- 🔊 volume
- ⏭ next track

When the music player is paused, the song title is displayed in gray.

Volume adjustment

When the control 🔊 is selected (volume), it is possible to adjust the volume using the buttons △ ▽ .

To close the music player window, press and hold button ◂ for a long time.

Smart features - Devices status (if any)

This function is only available if the Bluetooth control unit is installed and is contained within the “Smart features” menu: it displays the information relating to the status of the paired Bluetooth devices (connected or not connected).

To access the function:

- Open the function menu.
- Use buttons △ and ▽ to select the “Smart features” item and press the button ○ .
- Select the “Devices status” item (A) and press the button ○ .

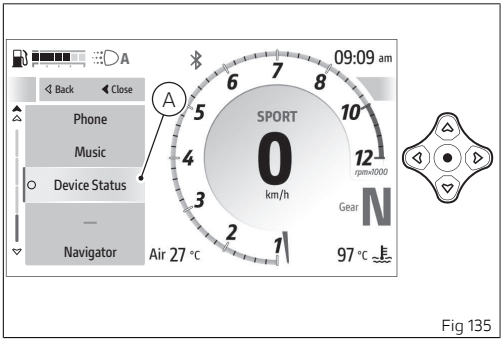


Fig 135

The window (B) is displayed and shows information such as battery level and signal strength of the smartphone network, connection to the Ducati Link app, etc.
The devices paired but not currently connected to the instrument panel are grayed out.

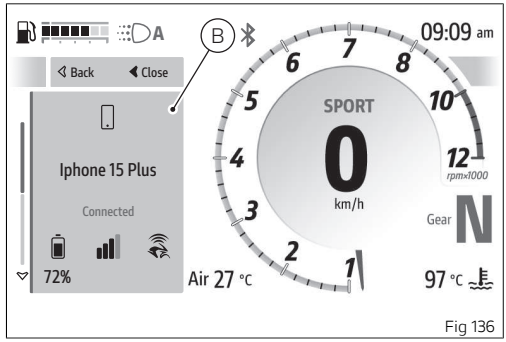


Fig 136

Setting menu

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

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

This menu can be accessed by selecting “Settings” from the function menu of the main page.
The menu is navigated using the directional cross buttons on the left-hand switch:

- Buttons ▲ ▼ to scroll through the displayed items; prolonged pressure on these buttons allows fast scrolling of items.
- Button ○ to validate the selected item.
- Short pressure on the button ◀ to return to previous navigation level.
- Long pressure on the button ◀ to close the Settings menu and return to the main page.

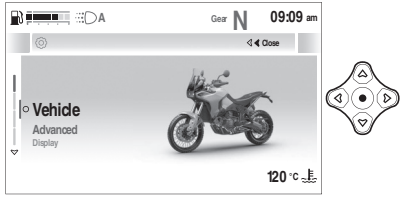


Fig 137

The following table shows the structure of the submenus and related functions contained in the Settings menu:

submenu level 1	submenu level 2	submenu level 3
Vehicle	Tire pressure (if available)	
	Tire calibration	
	DRL	
	Coming home light	
	Turn indicators	
	Lap	
	Pit limiter	
	PIN Code	
	Service and info	
Advanced	Riding Mode setup	Power Mode
		ABS
		DTC
		DWC
		EBC
		DQS
		Default

submenu level 1	submenu level 2	submenu level 3
Display	Brightness	
	Themes	
	Date and time	
	Units	
	Language	
	Fuel indicator	
	Riding info order	
Devices (if present)	Bluetooth	

Settings - Vehicle

This submenu contains all the following settings for the vehicle:

- Tire pressure (if available)
- Tire calibration
- DRL
- Coming home light
- Turn indicators
- Lap
- Pit limiter
- PIN Code
- Service and info

To access this submenu:

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

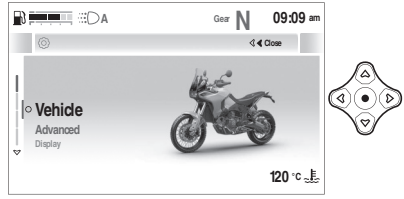


Fig 138

Settings - Vehicle - Tyre pressure (if available)

This function allows setting the reference pressure for the front and rear tire pressure sensors.
Available only if tire sensors are present.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Tire pressure” item: the currently set pressures are displayed. Press ○ button to confirm.

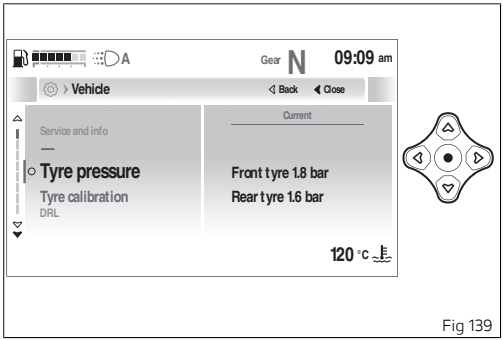


Fig 139

- The items “Front tire” and “Rear tire” are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ .

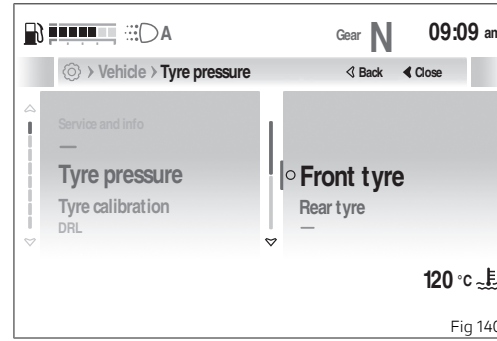


Fig 140

When “Front tire” or “Rear tire” is selected, the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased with buttons ▲ and ▼ . The currently set pressure is shown on the right. Press the button ○ to confirm and return to the previous screen.

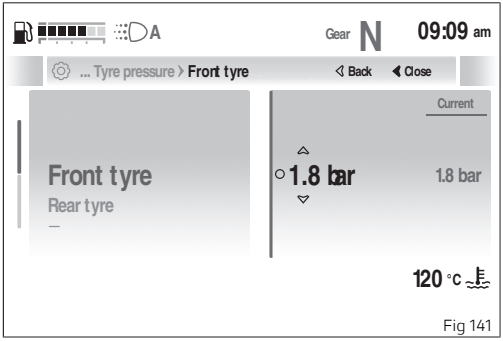


Fig 141

Note
The pressure value can be set between 1.5 bar and 3.0 bar.

Settings - Vehicle - Tire calibration

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

The Tire Calibration function must therefore be performed:

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

Condition for successful calibration:

- constant speed between 30 mph (49 km/h) and 32 mph (51 km/h).
- 2nd gear

To access the function:

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “Tire calibration” item and press the button ○ to confirm.

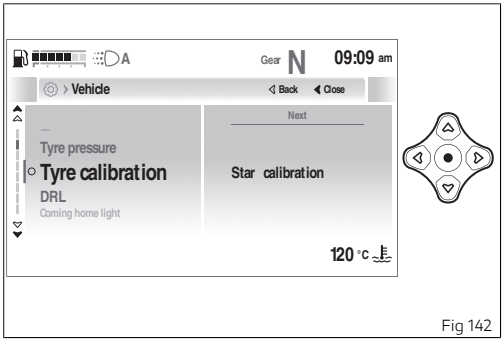


Fig 142

- The “Start calibration” and “Default” items are displayed (only visible if a calibration has already been performed).
- Use buttons ▵ and ▿ to select the desired item and press the button ○ to confirm and go back to the previous screen.

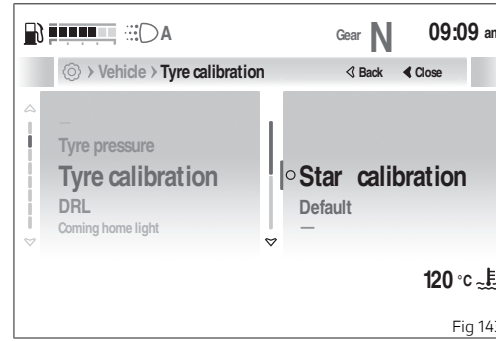


Fig 143

Tire calibration - Start calibration

When entering the function, by pressing the button ○ with “Start calibration” selected, the instrument panel shows the screen to proceed with calibration.
This screen shows the message “Ready” and the indication to maintain a constant speed within 30 mph (49 Km/h) and 32 mph (51 Km/h), with second gear engaged. The right part of the screen shows the current speed and gear.

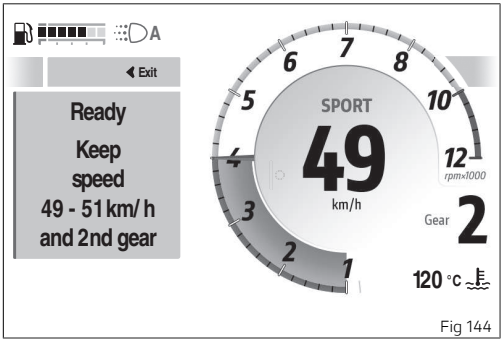


Fig 144

When the rider complies with the required conditions of speed and gear indicated, instrument panel starts system calibration: all previous information will be displayed showing “In progress” instead of “Ready”.
Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

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

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

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

Tire calibration - Default

When entering the function, by pressing the button o with the “Default” item selected, the instrument panel will display “Wait...” for a few seconds, followed by “Default restored” for a few seconds, and then it will return to the previous menu.

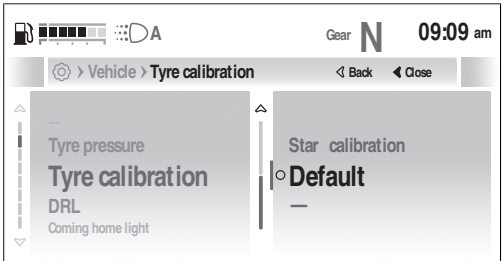


Fig 145

Note

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

Attention

The self-learning procedure of the final drive ratio is used when changing the final drive ratio according to the ranges in the table below.

Attention

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

Attention

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

Final drive ratio		Rear sprocket		
		45	46	47
Front sprocket	15	3	3.07	3.13
	16	2.81	2.88	2.94

Settings - Vehicle - DRL

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “DRL” item: the currently set mode is displayed. Press ○ button to confirm.

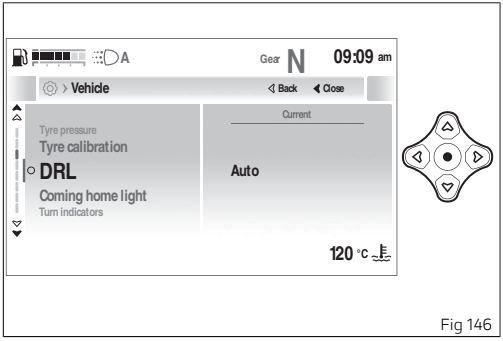


Fig 146

- The “Auto” and “Manual” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

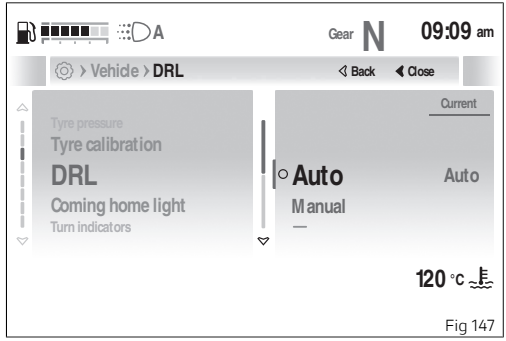


Fig 147

Note

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

Settings - Vehicle- Coming home light

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

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .

- Select the “Coming home light” item: the currently set mode is displayed. Press o button to confirm.

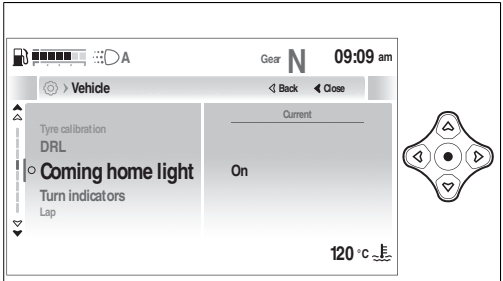


Fig 148

- The “On” and “Off” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button o to confirm and go back to the previous screen.

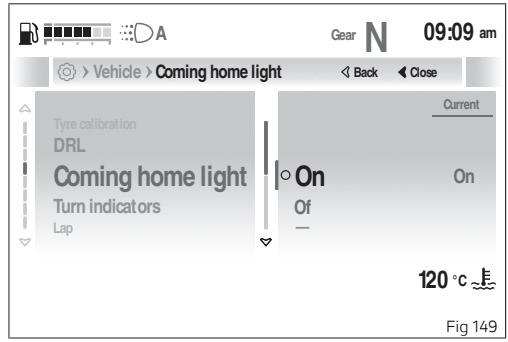


Fig 149

When the function is set to “On”:

- if the ambient light detected by the instrument panel is low (night) at key-off the low beam is activated for some seconds;
- if the ambient light detected by the instrument panel is high (day) at key-off the DRL light is activated for some seconds.

When the function is set to “Off” the DRL light is activated for some seconds at key-off.

Note
If the parking light is activated after the key-off, the low beam and DRL light are deactivated.

Note
In case of battery disconnection, the function is automatically set to “Off”.

Settings - Vehicle- Turn indicators

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

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Turn indicators” item: the currently set mode is displayed. Press ○ button to confirm.

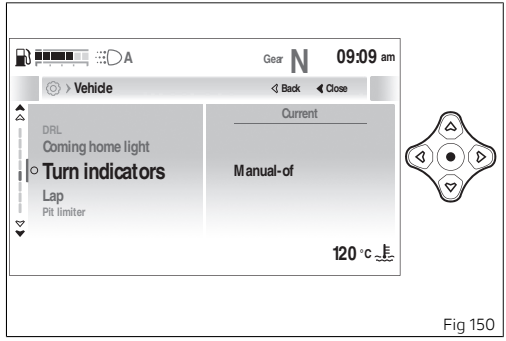


Fig 150

- The “Auto-off” and “Manual-off” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

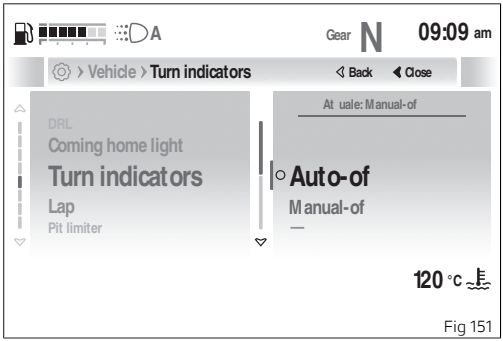


Fig 151

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

Settings - Vehicle - Lap

This function allows enabling or disabling the Lap function included in the “My Ride” menu and viewing and deleting the recorded lap data.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Lap” item: the currently set status is displayed. Press ○ button to confirm.
- The “On”, “Off”, “Lap data” and “Erase data” items are displayed (only visible if saved laps are available).
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

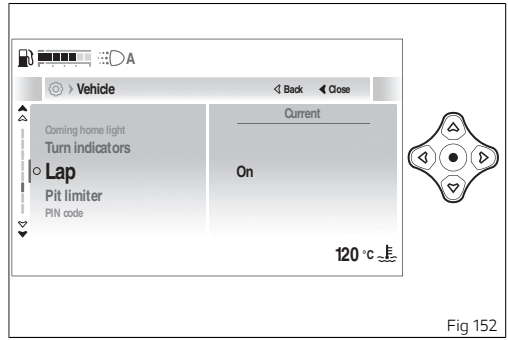


Fig 152

To activate the lap recording, select the “On” option and press the button ○ to confirm.
To disable the lap recording, select the “Off” option and press the button ○ to confirm.

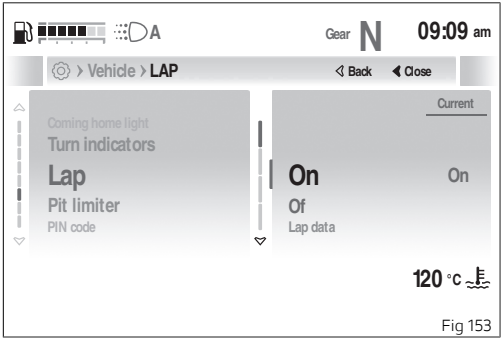


Fig 153

Lap data

By selecting and confirming the “Lap data” item, the display shows the list with “Best laps” and available laps (up to 60).
Use buttons ▲ and ▼ to scroll through the memorized laps.
Data recorded for each lap are:

- “Lap” - Lap time
- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached

Note

It is possible to record maximum 60 laps.

If the lap displayed is the best recorded lap, “Best lap” (A) is displayed.
If there are no memorized laps, when accessing this menu the instrument panel will show “No lap”.

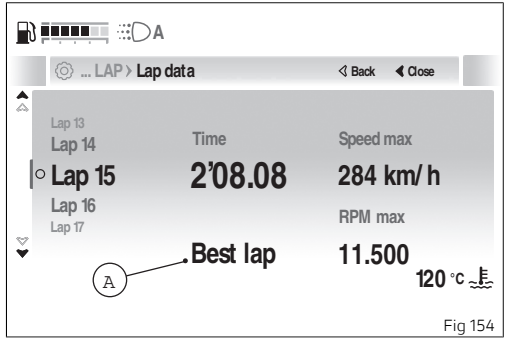


Fig 154

Best lap

Selecting the “Best lap” item displays the number of the best lap (B) together with the relevant data.

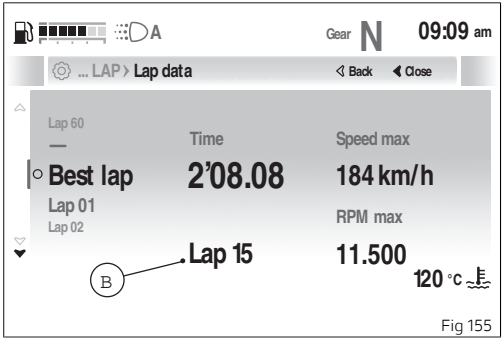


Fig 155

Erase data

By selecting and confirming the “Erase data” item, the display shows the “Accept” and “Decline” items: press the button ○ to erase all data of the recorded laps or press the button ◁ to cancel and return to the previous screen.

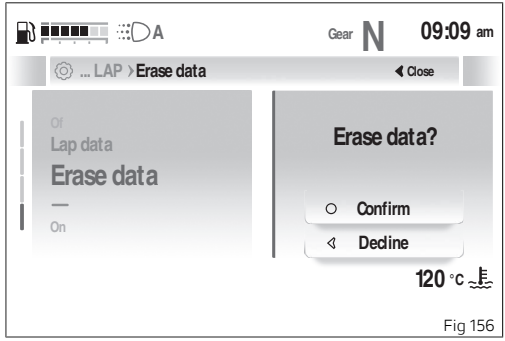


Fig 156

Settings - Vehicle - PIN code

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

- Enter the Settings Menu.
- Use buttons △ and ▽ to select the “Vehicle” item and press the button ○ .
- Select the “PIN Code” item.

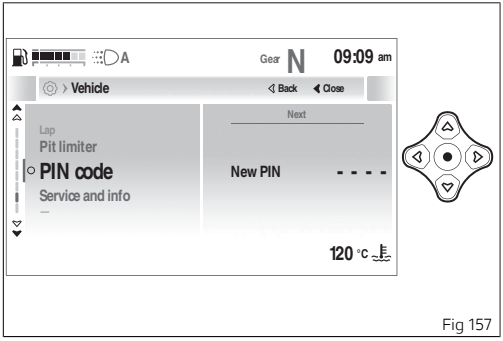


Fig 157

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

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

Attention

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

New PIN

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “PIN code” item and press ○ .
- Select the “New PIN” item and press the button ○ .

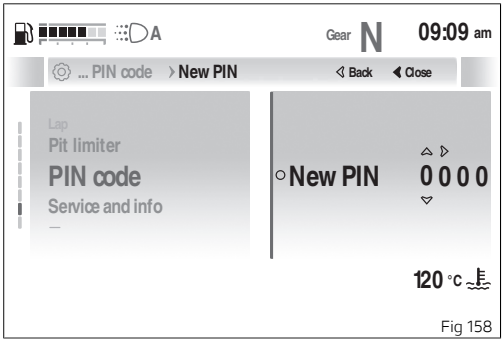


Fig 158

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

Entering a new PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the desired code is complete, press the button ○ .
- The “Confirm” and “Decline” items are displayed.
- Press the button ◃ to cancel and return to the previous screen.
- Press the button ○ to confirm the entered code, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen, showing the “Modify PIN” item instead of “New PIN”.

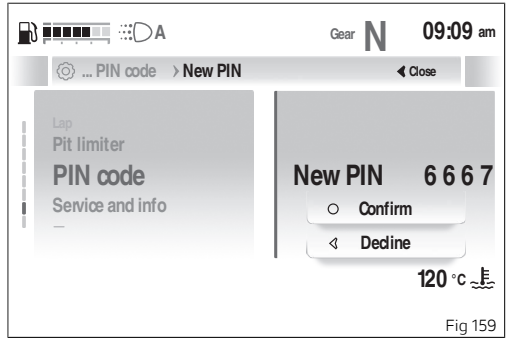


Fig 159

Modify PIN

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “PIN code” item and press ○ .

- Select the “Modify PIN” item and press the button ○ .
  The display shows “Current PIN”, press the button ○ to proceed with entry.

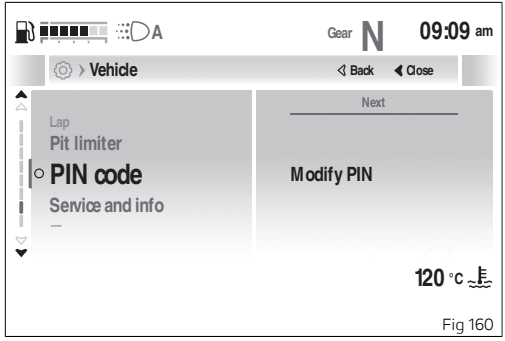


Fig 160

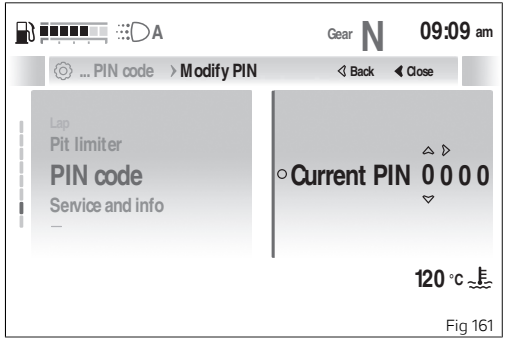


Fig 161

Entering the current PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons △ and ▽ .
- Press the button ▷ to edit to the other digits.
- Once the PIN code is complete, press the button ○ .
- If the entered PIN code is not correct, “Wrong” is displayed for a few seconds and the instrument panel returns to the previous screen.

- If the entered PIN code is correct, “Correct” is displayed for a few seconds and then the new PIN code is entered.

Entering a new PIN code:
- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the desired code is complete, press the button ○ .
- The “Confirm” and “Decline” items are displayed.
- Press the button ◃ to cancel and return to the previous screen.
- Press the button ○ to confirm the entered code, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

Settings - Vehicle - Service and info

This function allows viewing the deadlines for the next service coupons, battery voltage and the engine rpm digital indication.
- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “Service and Info” item.

The following information will be displayed:
- Total (miles or km)
- VIN (vehicle identification number)
- Oil service (remaining kilometers or miles)
- Valve Clearance Check Service (remaining kilometers or miles)
- Service Check (date)
- RPM (engine rpm in digital format)
- Battery (battery voltage)

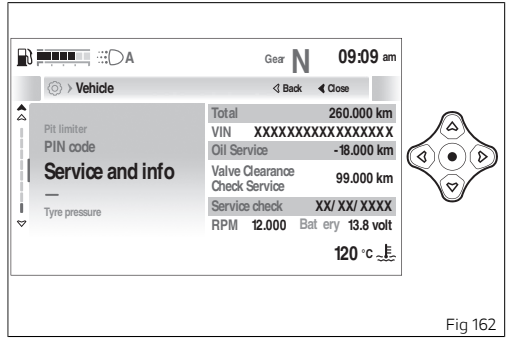


Fig 162

When a service is due it is highlighted in yellow.

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.
This function does not allow any kind of changes.

Service warnings

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer".
The service warning indication can be reset only by the Ducati Authorized Service Center during servicing.

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel activates the gray warning (B) for 5 seconds upon each Key-On, showing the remaining distance or days: for "Oil Service" and "Valve Clearance Check Service" it activates 600 miles (1,000 km) before service is due, for "Service Check" 30 days before service is due.

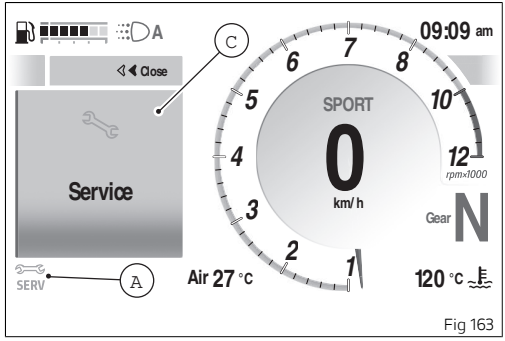


Fig 163

When the service interval threshold has been reached and exceeded and upon each Key-On:

- for the first 60 miles (100 km) in the case of "Oil Service" and "Valve Clearance Check Service" or for the first 10 days in the case of "Service Check", the yellow indication (C) is displayed for 5 seconds.
- after the first 60 miles (100 km) in the case of "Oil Service" and "Valve Clearance Check Service" or for the first 10 days in the case

of “Service Check”, the yellow indication of the distance or days exceeded from the set threshold for the relevant service is displayed for 5 seconds.

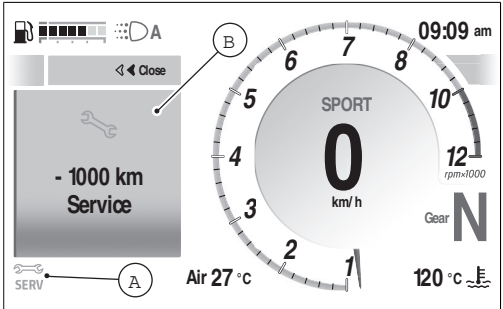


Fig 164

Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.
Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines.

The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet). The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.

Settings - Advanced

This submenu contains all the following advanced settings for the motorbike:

- Riding Mode Setup

To access this submenu:

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

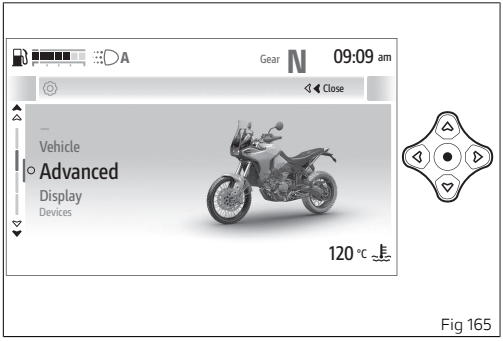


Fig 165

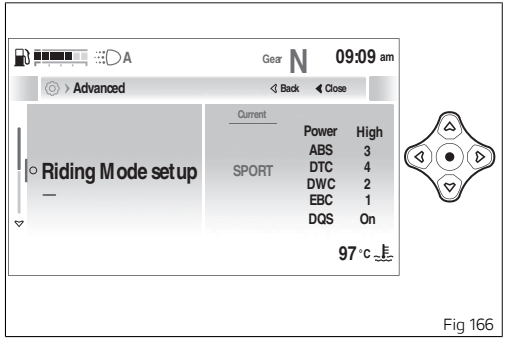


Fig 166

Settings - Advanced - Riding Mode setup

This function allows customizing each Riding Mode.

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the "Advanced" item and press button ○ .
- Select the "Riding Mode setup" option: the name of the Riding Mode currently set with the current settings is displayed. Press ○ button to confirm.

The "SPORT setup", "TOURING setup", "URBAN setup", "ENDURO setup", "RALLY setup", "WET setup" riding modes and "All default" item are displayed (only visible if one or more parameters of one or more Riding Modes have been changed). Using the buttons ▵ and ▿ it is possible to select the Riding Mode to be customized, whose current settings are displayed on the right side. Press ○ button to confirm.

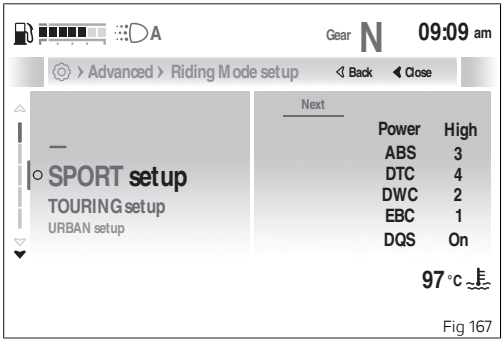


Fig 167

The customizable parameters are the following:

- Power mode
- ABS
- DTC
- DWC
- EBC
- DQS
- Default (visible only if one or more parameters have been modified)

Use buttons ▵ and ▿ to scroll through the parameters in the list.

The right-hand side of the screen shows the motorcycle with the part for the selected parameter highlighted, and the position (A) shows the current value. The top part of the screen (B) shows the Riding Mode being modified.
Press ○ to open the setting page for the selected parameter.

Attention

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

Note

With the motorcycle stopped, the Riding Mode setting menu can be accessed directly from the Riding Mode change screen.

Settings - Advanced - Riding Mode setup - Power mode

This function allows customizing the Power Mode level.

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Advanced” item and press button ○ .

- Select the "Riding Mode setup" option and press button ○
- Select the Riding Mode you wish to customize and press button ○ .
- Select the "Power mode" option and press button ○ .

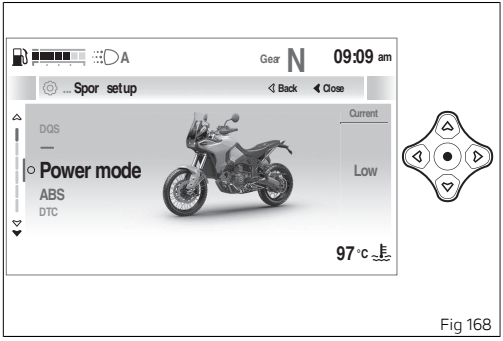


Fig 168

The available “High”, “Medium”, “Low”, “OFFROAD” levels are displayed. The bike is also shown, with the part involved in the setting highlighted and followed by the reference indications and the currently set level.
The top part of the screen shows the setting path being modified.

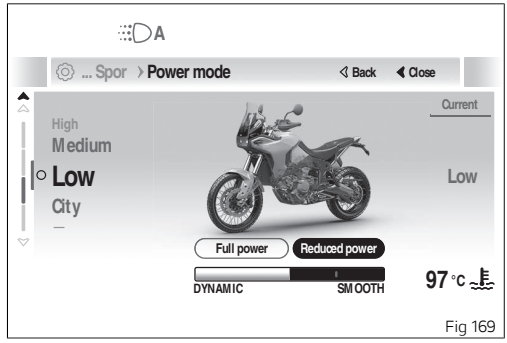


Fig 169

Use buttons △ and ▽ to scroll and select the desired level. Press button ○ to confirm.

Settings - Advanced - Riding Mode setup - ABS

This function allows setting the ABS system intervention level.

- Enter the Settings Menu.
- Use buttons △ and ▽ to select the “Advanced” item and press button ○ .
- Select the "Riding Mode setup" option and press button ○

- Select the Riding Mode you wish to customize and press button ○ .
- Select the "ABS" option and press button ○ .

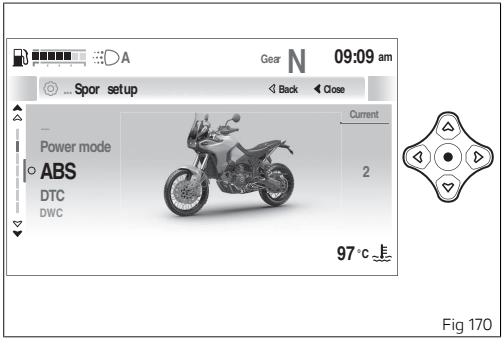


Fig 170

The available 1 to 3 levels are displayed. The bike is also shown, with the part involved in the setting highlighted and followed by the reference indications and the currently set level.
The top part of the screen shows the setting path being modified.

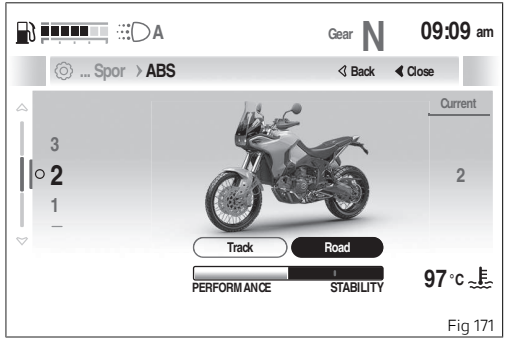


Fig 171

Use buttons △ and ▽ to scroll and select the desired level. Press button ○ to confirm.

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. When one or both wheels lock, the stabilizing action of traction fails, resulting in loss of control of the vehicle.
The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's

braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or brake pedal.

The front and rear brakes use separate control systems.

If desired, the system can be deactivated by selecting the “ABS” level in the Rally infomode, which is only visible if the Riding Mode is set to “ENDURO” or “RALLY”.
The active presence of ABS strategies and their intervention level depend on the selected level. The ABS features four levels, one associated to each Riding Mode.

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

Attention

Using the two brake controls separately reduces the bike braking power. Using the brake controls harshly or suddenly may cause wheel lock-up or rear wheel lift-up and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated or overinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

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

ABS LEVEL	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	
1	OFF-ROAD FOR EXPERTS	This level is designed exclusively for off-road use, for expert riders and is not recommended for road use. ABS in this level only controls the front wheel, and thus allows rear wheel lockup, thus helping braking efficiency on dirt roads. At this level, the system does NOT control lift-up, nor is the cornering function active. The system is also specifically calibrated for specialist tires.	It is the default level for the "RALLY" Riding Mode.

ABS LEVEL	RIDING MODE	CHARACTERISTIC	DEFAULT
2	OFF-ROAD FOR BEGINNERS	This level is designed for off-road use, for beginners and is not recommended for road use. The ABS in this level works on both wheels and has active cornering (only on the rear and for high leaning angles) functions. The system in this level does NOT control the lift-up. **Attention** The system may allow momentary locking of the rear wheel to improve off-road braking.	It is the default level for the "ENDURO" Riding Mode.
3	ROAD PERFORMANCE	This level is designed for use in any riding conditions on asphalt to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. This level is also specifically calibrated for pure road tires.	It is the default level for the "SPORT" Riding Mode.

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

Note
The selection of intervention levels is limited according to the Riding Mode selected via the instrument panel, due to the conditions of use to which each Riding Mode refers.

The following table shows the levels that can be selected in the different Riding Modes.

RIDING MODE	OFF	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4
Sport, Touring, Urban, Wet				x	x
Enduro, Rally	x	x	x		

Attention
The ABS can only be deactivated by selecting the "ABS" setting in the Rally Infomode, which is only visible if the Riding Mode is set to "ENDURO" or "RALLY".
ABS can only be deactivated when the motorbike is at a standstill.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

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

Selecting level 4 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action. ABS level 4 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. This ABS level is recommended for original equipment Rally Street tires.

Selecting ABS level 3 ensures a sportier performance, maximizing deceleration. Lift-up control is still active, preventing rear wheel lift-up, thus allowing the vehicle to keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. This ABS level is recommended for Pirelli Scorpion Trail 2 road tires.

The use of ABS Level 2 is specifically for off-road use by beginners. In order to improve the decelerations achieved by the vehicle when off-road, a greater percentage slip is allowed at the

rear than with conventional ABS; this may result in momentary wheel lock-up. A targeted control has also been introduced to prevent sudden application of braking force to the front wheel, a maneuver that can be potentially critical off-road. Level 2 of the ABS system also features the cornering function, but this is limited to rear cornering only and at high leaning angles.

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

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

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

Settings - Advanced - Riding Mode setup - 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 preset intervention level.

Attention

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

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Advanced” item and press button ○ .
- Select the "Riding Mode setup" option and press button ○
- Select the Riding Mode you wish to customize and press button ○ .
- Select the "DTC" option and press button ○ .

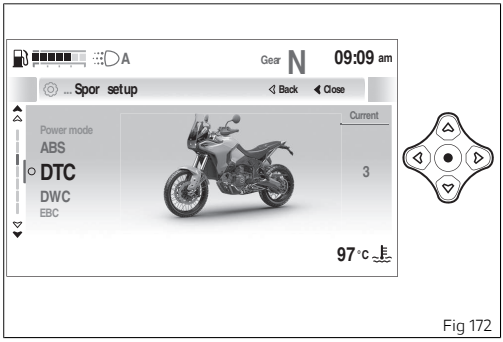


Fig 172

The available 1 to 8 and “Off” levels are displayed. The bike with the part affected by the setting highlighted, followed by the reference indications and the currently set level, are also displayed. The top part of the screen shows the setting path being modified.

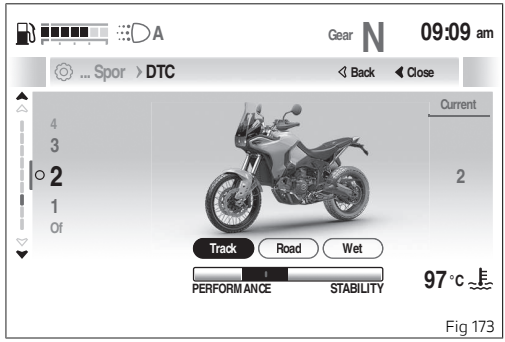


Fig 173

Use buttons ▲ and ▼ to scroll and select the desired level. Press button ○ to confirm.

Attention

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

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

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

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

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

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

Tips on how to select the intervention level

Attention

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

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

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

Levels 1, 2, 3 and 4 are designed for off-road use, whilst the remaining levels are designed for road use.

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

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

Attention

When the DTC is set to “Off”, the DWC is also automatically set to “Off”, so the wheelie control is deactivated.

Level depends on grip conditions

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

Level depends on type of track

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

Level depends on riding style

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

Tips for use on the track

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

Tips for off-road use

Activate the DTC, select level 4 and ride the motorcycle according to your own style and ability; if the level of DTC sensitivity seems excessive, try levels 3, 2 and 1, until you find the one 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 4 the DTC intervention seems excessive, switch to level 3; alternatively, if on level 3 you cannot perceive any DTC intervention, switch to level 4).

Tips for use on dry road

Activate the DTC, select level 7 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 6 and 5 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 5 you cannot perceive any DTC intervention, switch to level 6).

Tips for use on wet road

It is recommended to use level 8 on wet road.

Restrictions on selecting DTC levels

The levels designed for off-road use and those designed for road use have specific characteristics suited to the type of use and road surface. For this reason, it is not possible to set the off-road DTC levels (1, 2, 3, 4) to Riding Modes intended for road use (Sport, Touring, Urban and Wet) and vice versa.

Recovery in case of error

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

Settings - Advanced - Riding Mode setup - DWC

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through 4 different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level 4 indicates a setting that minimizes bike tendency to shift up in a wheelie and maximizes reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Stabilization of dynamics

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

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the "Advanced" item and press button ○ .
- Select the "Riding Mode setup" option and press button ○
- Select the Riding Mode you wish to customize and press button ○ .
- Select the "DWC" option and press button ○ .

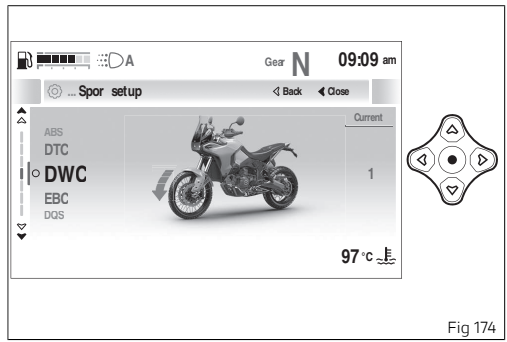


Fig 174

The available 1 to 4 and "Off" levels are displayed. The bike is also shown, with the part involved in the setting highlighted and followed by the reference indications and the currently set level. The top part of the screen shows the setting path being modified.

Use buttons ▵ and ▿ to scroll and select the desired level. Press button ○ to confirm.

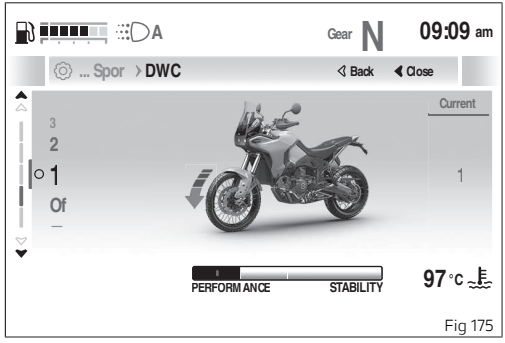


Fig 175

Attention

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

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

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

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

DWC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
4	URBAN	Level for all kinds of riders. The system reduces the bike's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" and "WET" Riding Modes.

Tips on how to select the intervention level

Attention

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

At level 4 the DWC system reduces the bike's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. From level 4 to level 1 there are further intermediate levels of intervention for the DWC. Levels 1 and 2 allow easier wheelies, but reduce their speed: these levels are recommended for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

Attention

When the DTC is set to “Off”, the DWC is also automatically set to “Off”, so the wheelie control is deactivated.

The rider's experience

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

Level depends on type of track

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

Tips for use on the road

Activate the DWC, select level 4 and ride the bike in your usual style; if the level of DWC sensitivity

seems excessive, try reducing the setting to level 3, 2, etc., until you find the level that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

Recovery in case of error

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

Settings - Advanced - Riding Mode setup - EBC

The Engine Braking Control (EBC) system controls engine braking when riding with throttle control completely closed (both when downshifting and in a normal cut-off with the same gear engaged, while braking or not). This system independently adjusts the throttle valves to ensure a consistent torque goes back from the wheel to engine during these stages.

The system allows you to adjust “engine braking” by switching from maximum engine braking, obtained with the system set to level 1, to gradually decreasing engine braking as the level increases. The influence of the system is particularly noticeable at high engine speeds and gradually decreases as the engine speed decreases.

Attention

EBC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accidents or force emergency maneuvers, whether caused by his own errors or those of other road users.

This function allows setting the EBC system intervention level.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press button ○ .
- Select the "Riding Mode setup" option and press button ○
- Select the Riding Mode you wish to customize and press button ○ .
- Select the "EBC" option and press button ○ .

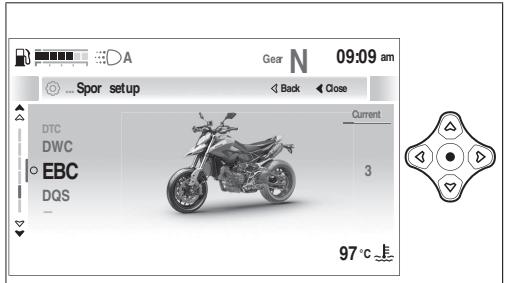


Fig 176

The available 1 to 3 levels are displayed. The bike is also shown, with the part involved in the setting highlighted and followed by the reference indications and the currently set level.
The top part of the screen shows the setting path being modified.

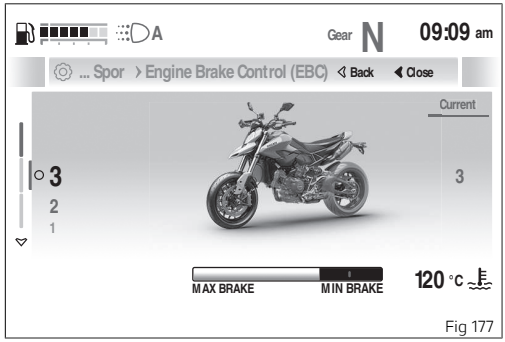


Fig 177

Use buttons ▲ and ▼ to scroll and select the desired level. Press button ○ to confirm.

Attention

EBC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accidents or force emergency maneuvers, whether caused by his own errors or those of other road users.

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

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

Tips on how to select the intervention level

Attention

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

As far as tires are concerned, in the case of minor differences, such as for example, tires of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.
As far as the final ratio is concerned, when using a different ratio (which is only possible for track use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Settings - Advanced - Riding Mode setup - DQS

This function allows activating or deactivating the DQS system.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press button ○ .
- Select the "Riding Mode setup" option and press button ○
- Select the Riding Mode you wish to customize and press button ○ .
- Select the "DQS" option and press button ○ .

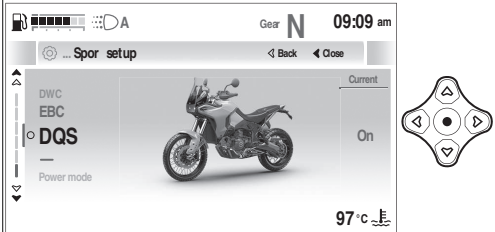


Fig 178

“On” and “Off” are displayed. The bike is also shown, with the part involved in the setting highlighted and followed by the reference indications and the currently set level.
The top part of the screen shows the setting path being modified.

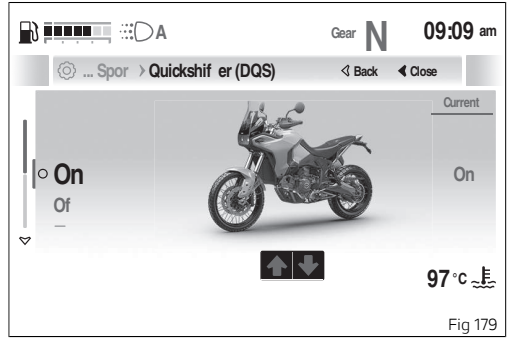


Fig 179

Use buttons ▲ and ▼ to scroll and select the desired item. Press button ○ to confirm.

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

actuation via the gear sensor. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn't move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 2,000 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.

Settings - Advanced - Riding Mode setup - Default

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

Resetting the parameter values for all Riding Modes:

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press button ○ .
- Select the "Riding Mode setup" option and press button ○ .
- Select the "All Default" option and press button ○ .

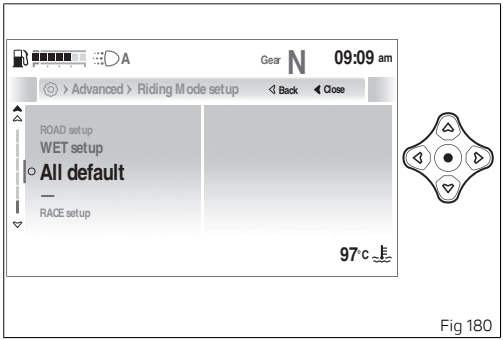


Fig 180

- “Restore to default?” is displayed, press the button ○
to confirm or press button ◁ to cancel.

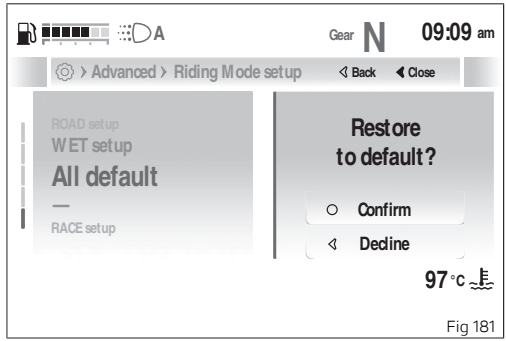


Fig 181

Resetting the parameter values for a single Riding Mode:

- Enter the Settings Menu.
- Use buttons △ and ▽ to select the “Advanced” item and press button ○ .
- Select the "Riding Mode setup" option and press button ○ .
- Select the Riding Mode you wish to customize and press button ○ .
- Select the “Default” option and press button ○ .

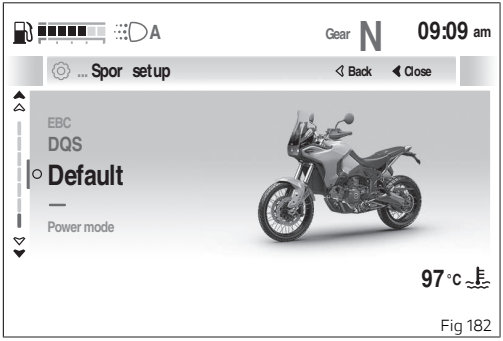


Fig 182

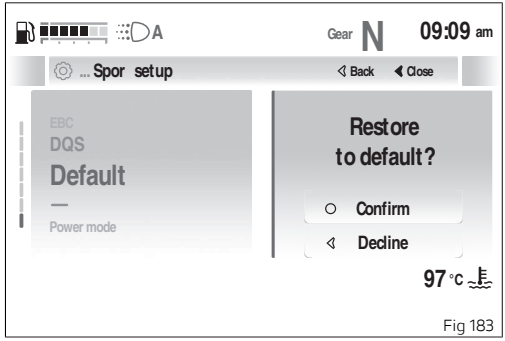


Fig 183

- "Restore to default?" is displayed, press the button ○
  to confirm or press button ◁ to cancel.

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

Riding Mode-Power Mode	RALLY	ENDURO	SPORT	TOURING	URBAN	WET
URBAN	Off-Road	Off-Road	Road	Road	Road	Road
Power Mode	HIGH	OFFROAD	HIGH	MEDIUM	LOW	LOW
Max Power	110 hp (81 kW)	75 hp (55 kW)	110 hp (81 kW)	110 hp (81 kW)	95 hp (70 kW)	95 hp (70 kW)
Throttle response	Dynamic	Dynamic	Dynamic	Smooth	Smooth	Smooth
ABS	1	2	3	4	4	4
DTC	3	3	5	6	7	8
DWC	OFF	OFF	2	3	4	4
DQS	ON	ON	ON	ON	ON	ON
EBC	3	3	1	1	2	3

Setting menu - Display

This submenu contains all the following settings for the display and the displayed information:

- Brightness
- Themes
- Date and time
- Units
- Language
- Fuel indicator
- Riding info order

To access this submenu:

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

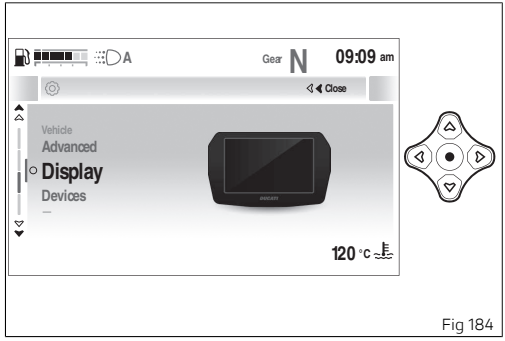


Fig 184

Settings - Display - Brightness

This function allows instrument panel backlighting setting.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .
- Select the “Brightness” item and press the button ○ .



Fig 185

A bar graph is displayed showing the currently set intensity.
The top part of the screen shows the setting path being modified.

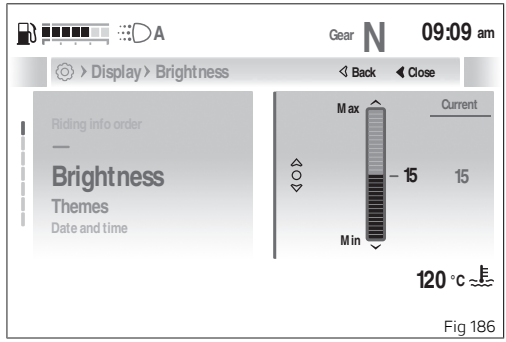


Fig 186

Use buttons ▲ and ▼ to select backlighting intensity. Press the button ○ to confirm.

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

Settings - Display - Themes

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

- Enter the Settings Menu.

- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Themes” item and press the button ○ .

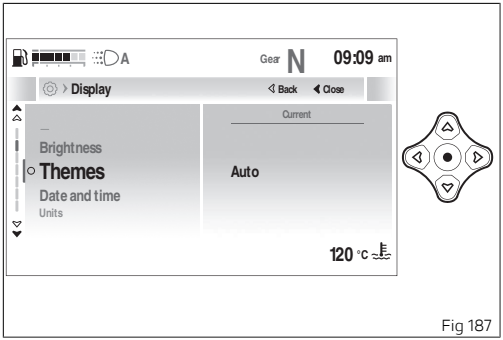


Fig 187

The “Auto”, “Light” and “Dark” items are displayed together with the currently set mode.
The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.
The top part of the screen shows the setting path being modified.

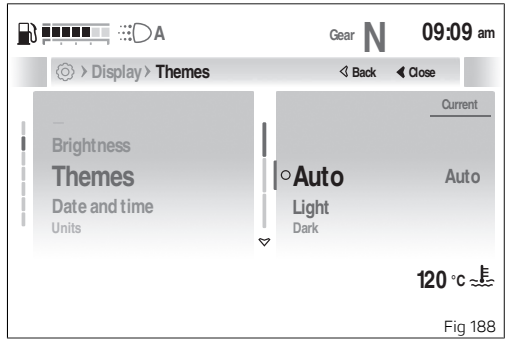


Fig 188

Use buttons ▵ and ▿ to scroll and select the desired item. Press the button ○ to confirm.

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

Settings - Display - Date and time

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .

- Select the “Date and time” item: the current setting is displayed. Press the button ○ .

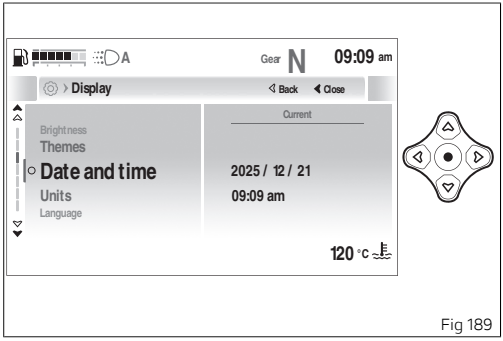


Fig 189

Options “Set date”, “Date format”, and “Set time” are displayed.
Use buttons ▵ and ▿ to scroll and select the desired item. Press button ○ to confirm.

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

Set date

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Date and time” item and press the button ○ .
- Select the “Set date” item and press the button ○ .

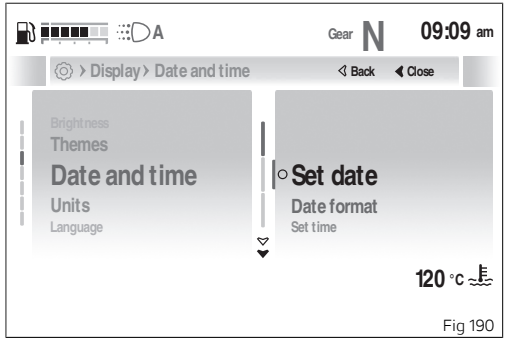


Fig 190

- The first date parameter (in the example the year) becomes editable and is displayed with two arrows above and below it. Use buttons ▵ and ▿ to scroll and select the desired value.
- Press the button ▹ to edit the next parameter.
- Press the button ○ to confirm the entered date. If the date just entered is not valid, the message “Wrong” is displayed for a few seconds. Afterwards, it will be possible to enter the correct date.

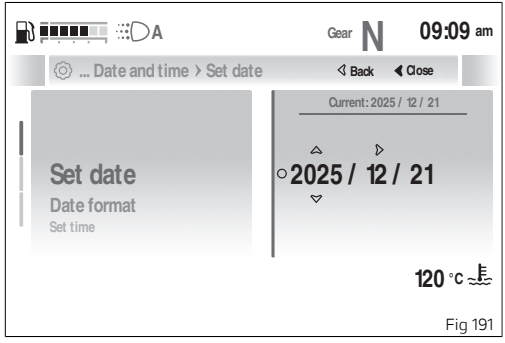


Fig 191

Date format

This function allows setting the date format.

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Date and time” item and press the button ○ .
- Select the “Date format” item and press the button ○ .

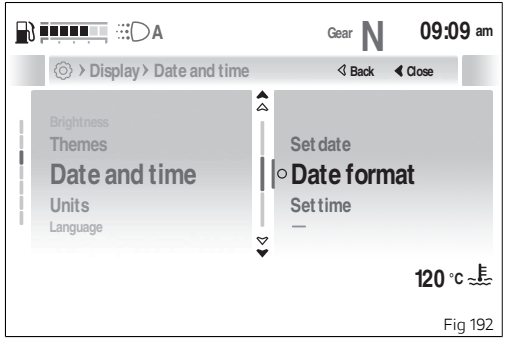


Fig 192

- The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”, “yyyy.mm.dd”. Use buttons ▵ and ▿ to scroll and select the desired format.
- Press button ○ to confirm.

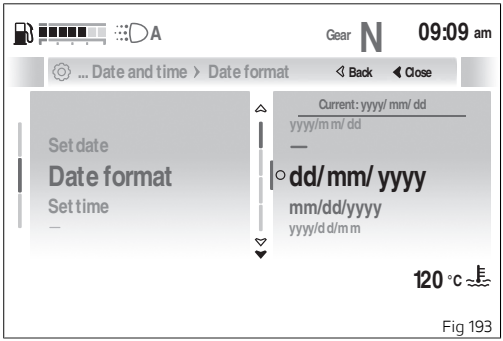


Fig 193

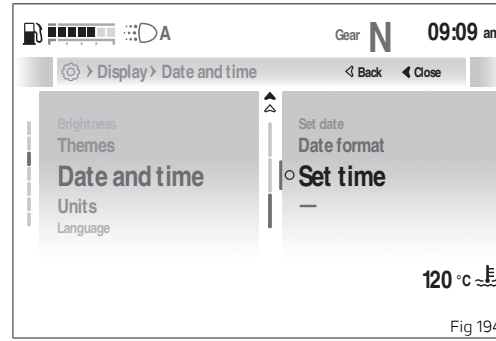


Fig 194

Set time

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Date and time” item and press the button ○ .
- Select the “Set time” item and press the button ○ .
- The first editable parameter is the 12h or 24h format: use buttons ▵ and ▿ to scroll and select the desired format.
- Press the button ▹ to confirm and move on and edit the hours.
- The number of hours becomes selectable and with buttons ▵ and ▿ you can scroll and select the desired value.
- Press the button ▹ to move on and edit the minutes.
- The number of minutes becomes selectable and with buttons ▵ and ▿ you can scroll and select the desired value.

- Once the time entry is complete, press the button o to confirm.

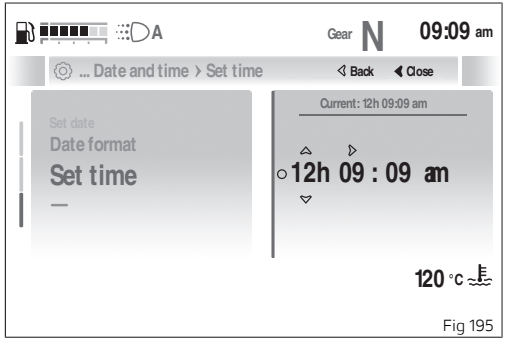


Fig 195

Settings - Display - Units

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button o .
- Select the “Units” item: the currently set units of measurement are displayed. Press the button o .

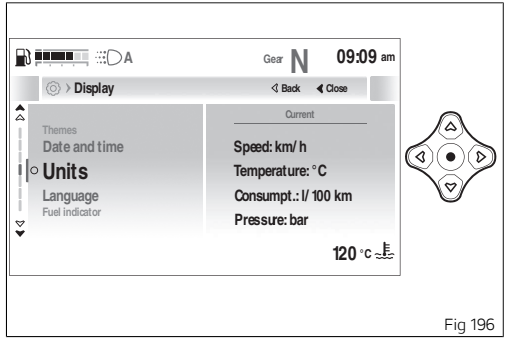


Fig 196

The following items are displayed: “Speed”, “Temperature”, “Consumption”, “Pressure” (if present) and “Default” (visible only if one or more measurement units have been changed).
Use buttons ▵ and ▿ to scroll and select the desired item. Press button o to confirm.

Speed

To set the speed measurement unit:

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button o .

- Select the “Units” item and press the button ○ .
- Select the “Speed” item and press the button ○ .

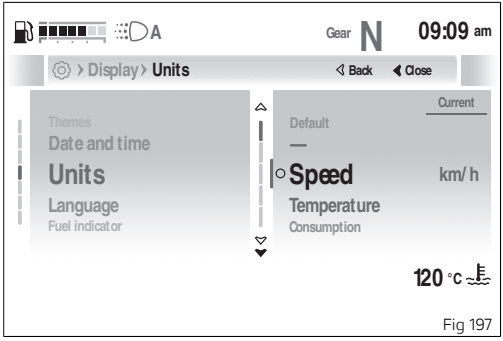


Fig 197

The “km/h”, “mph” and “Default” options are displayed (only visible if the measurement unit has been previously changed).
Use buttons ▵ and ▿ to scroll and select the desired item. Press button ○ to confirm.

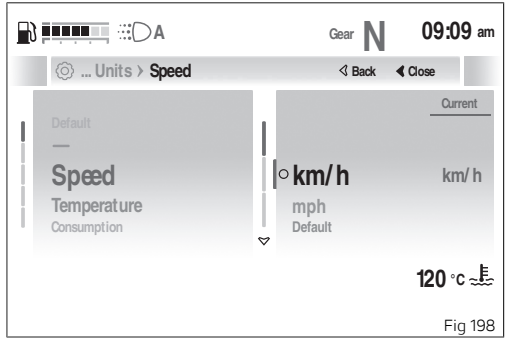


Fig 198

Temperature

To set the temperature measurement unit:
- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Units” item and press the button ○ .
- Select the “Temperature” item and press the button ○ .

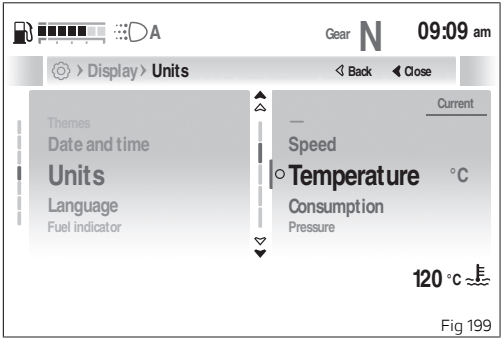


Fig 199

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed).
Use buttons ▵ and ▿ to scroll and select the desired item. Press button ○ to confirm.

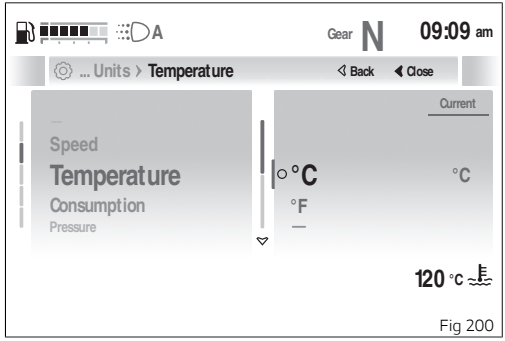


Fig 200

Consumption

To set the consumption measurement unit:

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Units” item and press the button ○ .
- Select the “Consumption” item and press the button ○ .

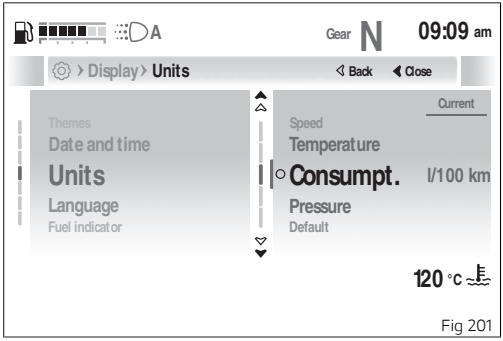


Fig 201

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed). Use buttons ▵ and ▿ to scroll and select the desired item. Press button ○ to confirm.

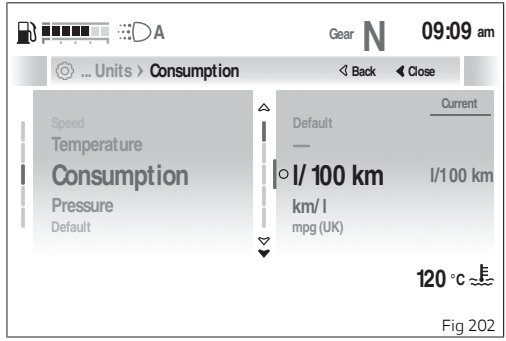


Fig 202

Pressure (if available)

To set the pressure measurement unit:

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Units” item and press the button ○ .
- Select the “Pressure” item and press the button ○ .

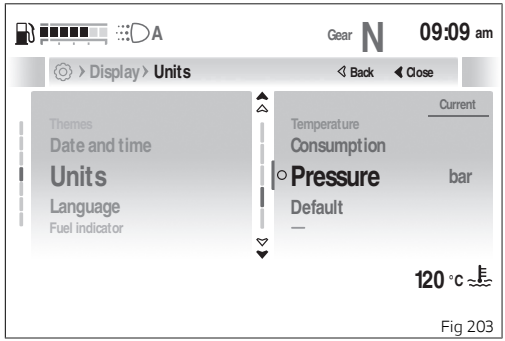


Fig 203

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed).
Use buttons ▵ and ▿ to scroll and select the desired item. Press button ○ to confirm.

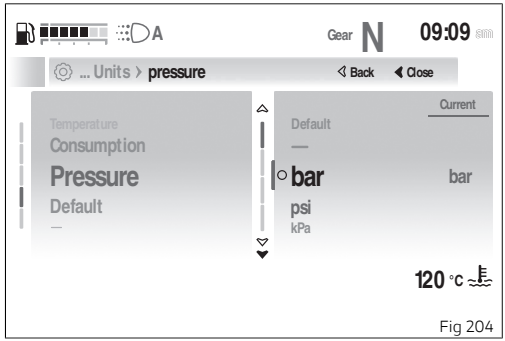


Fig 204

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Units” item and press the button ○ .
- Select the “Default” item and press the button ○ .
- “Restore to default?” is displayed, press the button ○

to confirm or press button ◁ to cancel.

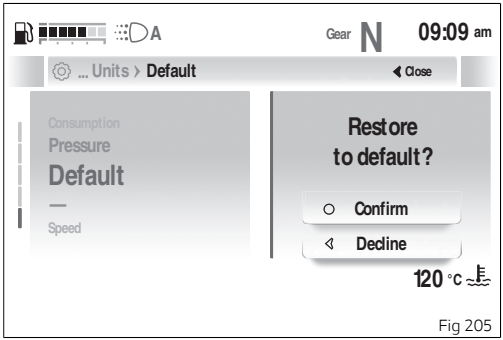


Fig 205

To restore a single unit of measurement:

- Enter the Settings Menu.
- Use buttons △ and ▽ to select the “Display” item and press the button ○ .
- Select the “Units” item and press the button ○ .
- Select the value to be restored (e.g. Speed) and press the button ○ .
- Select the “Default” item and press the button ○ .
- “Restore to default?” is displayed, press the button ○ to confirm or press button ◁ to cancel.

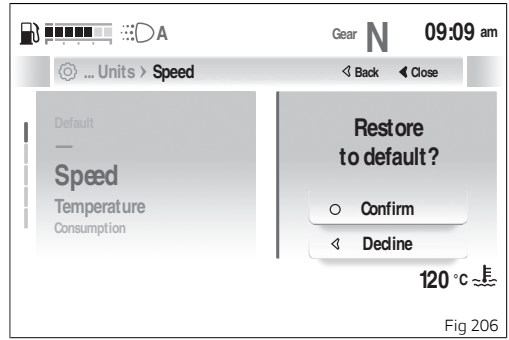


Fig 206

Settings - Display - Language

This function allows setting the instrument panel language.

- Enter the Settings Menu.
- Use buttons △ and ▽ to select the “Display” item and press the button ○ .
- Select the “Language” item (the current language is displayed) and press the button ○ .

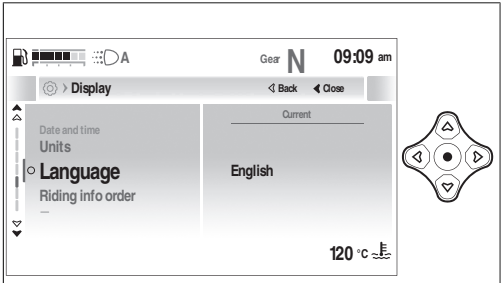


Fig 207

The following items are displayed: “English, Italiano, Deutsch, Français, Nederlands, Español” and the currently set language.
The top part of the screen shows the setting path being modified.

Use buttons ▵ and ▿ to scroll and select the desired language. Press the button ○ to confirm.



Fig 208

Setting - Display - Fuel indicator

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

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the button ○ .
- Select the “Fuel indicator” item: the currently set mode is displayed. Press ○ button to confirm.

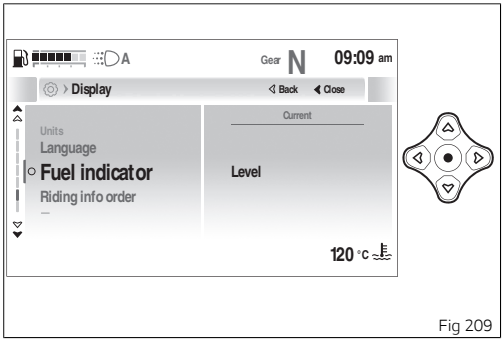


Fig 209

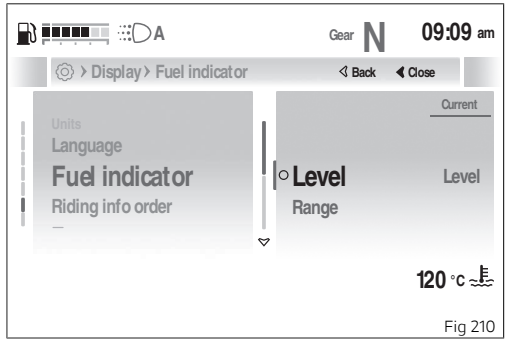


Fig 210

- The “Level” and “Range” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

Note

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

Note

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

Important

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

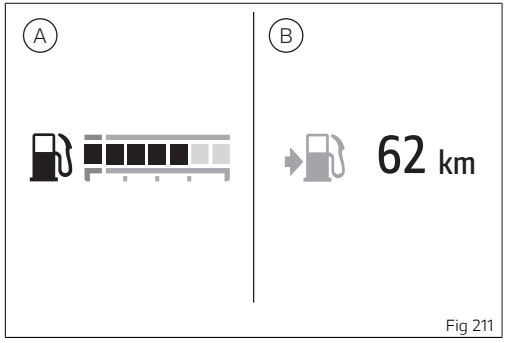


Fig 211

Settings - Display- Trip master precision

This function allows setting the accuracy level of the Trip Master function.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .
- Select the “Trip master precis.” item: the currently set mode is displayed. Press ○ button to confirm.

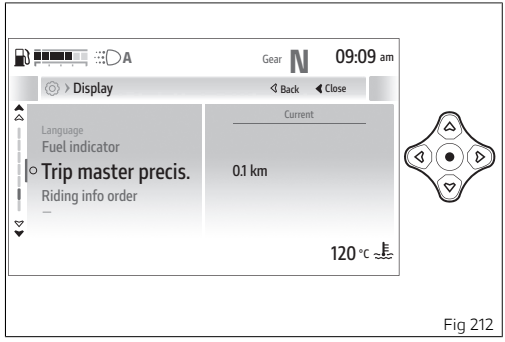


Fig 212

- The “0.1 km” and “0.01 km” options are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

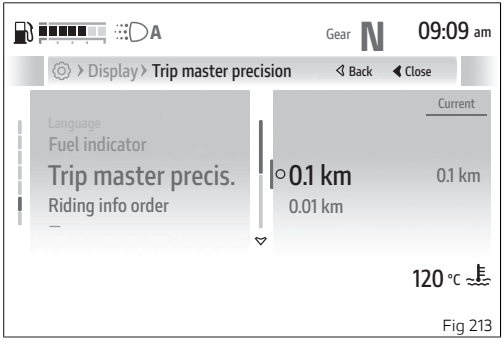


Fig 213

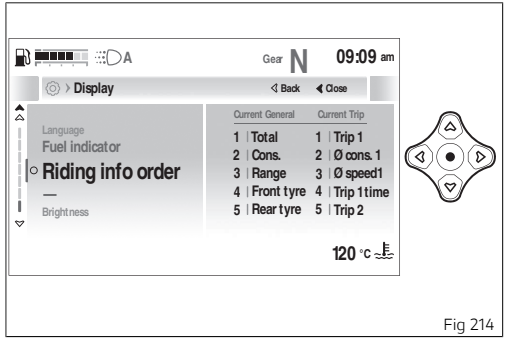


Fig 214

Settings - Display - Riding info order

This function allows changing the order of the general info and the order of the trip info within the “Riding Info” menu in the “My Ride” function.

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .
- Select the “Riding info order” item: the current information order is displayed. Press ○ button to confirm.
- The “General info order” and “Trip info order” items are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm.

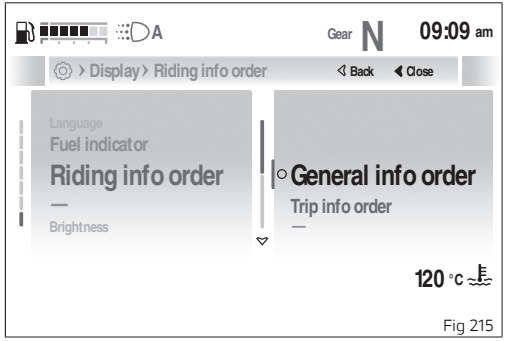


Fig 215

Note
Tire pressure information is only visible if tire sensors have been installed.

Modify order

The following description is valid for both “General info order” and “Trip info order”; in the example shown, the position of the “Total” item contained in the “General info order” submenu is changed:

- On the left-hand side (A), the items with the number corresponding to their current position are listed. The current order of the items is displayed on the right-hand side (B).
- Using the buttons ▵ and ▿ select the item for which you want to change the position (in the example “Total”) and press the button ○ .

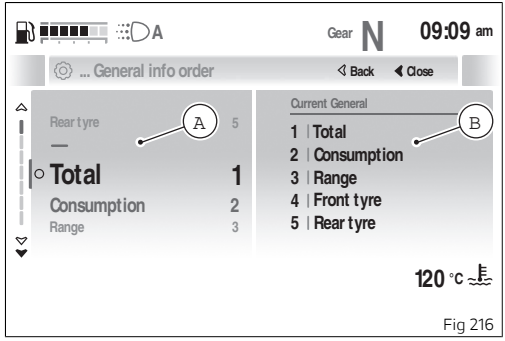


Fig 216

- The selected item and 2 arrows (C) above and below the position number (in the example “1”) are displayed to indicate that its value can be changed using buttons ▵ and ▿ .
- Press the button ○ to confirm the new value (in example “4”), the Trip info order is then updated with the new position (D).

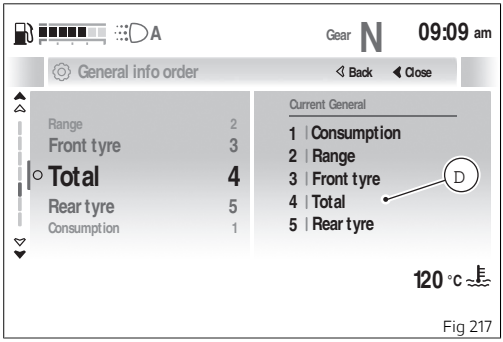


Fig 217

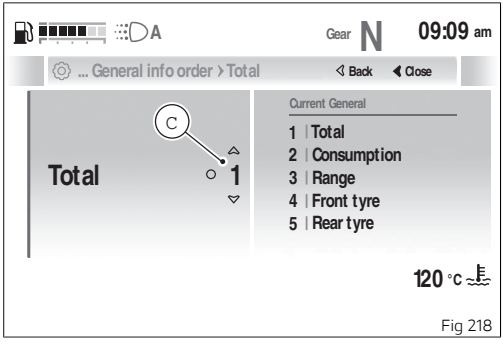


Fig 218

Settings - Devices (if present)

This submenu is only available if the Bluetooth control unit is installed and contains all the following settings for the management of Bluetooth devices:

- Bluetooth

To access this submenu:

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

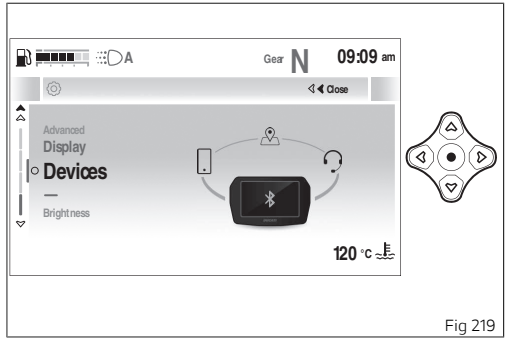


Fig 219

Settings - Devices - Bluetooth (if present)

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

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ to confirm.

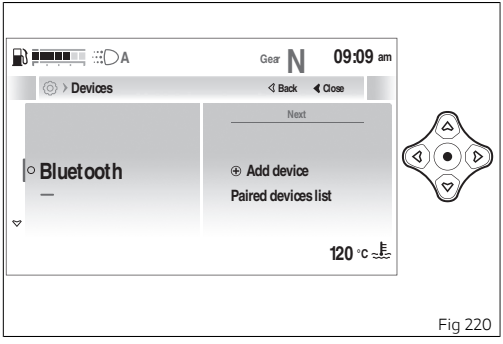


Fig 220

The “+Add device” item is displayed along with the list of previously paired devices; for each device, the connection status and related information are displayed.
Use buttons ▲ and ▼ to select the desired item.

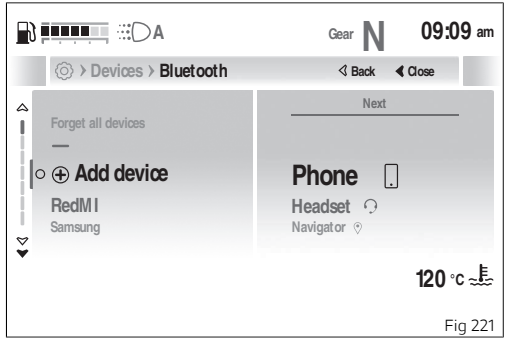


Fig 221

Adding a new Bluetooth device

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .

- Select the “+Add device” item and press the button o .
- The three device types that can be paired are displayed: “Phone”, “Headset”, “Navigator”. Select the desired type and press the button o .
- The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, all detected devices are listed.
- Select the desired device and press the button o .
- The display shows the message "Pairing...", while waiting validation by the Bluetooth device. If you are pairing a smartphone, accept the pairing request on the smartphone to proceed with pairing.
- Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed for a few seconds and then the instrument panel returns to the previous screen. Otherwise, “Pairing error” is displayed.

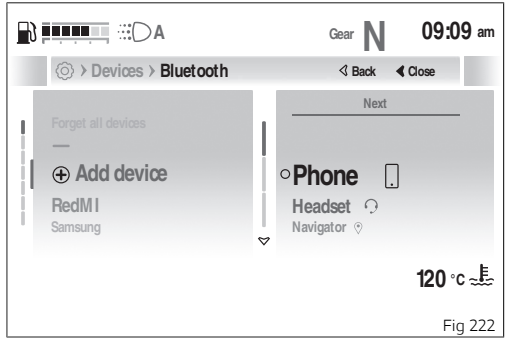


Fig 222

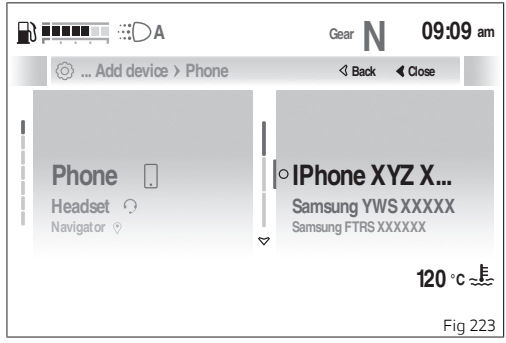


Fig 223

If you are pairing a headset device, during pairing you are asked to assign the device the role of "Rider" or "Passenger":

- Press the button ▲ to assign the rider role.
- Press the button ▼ to assign the passenger role.

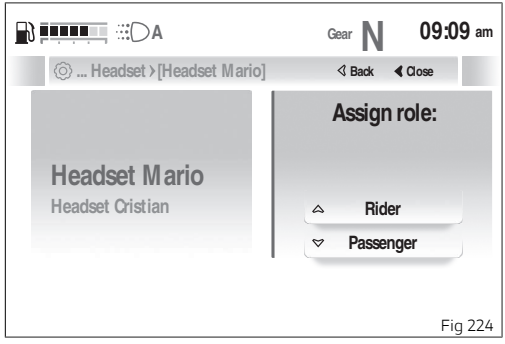


Fig 224

Note

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

Attention

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

Attention

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

Attention

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

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

Deleting a Bluetooth device

- Enter the Settings Menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .
- Select the device you wish to delete from the list and press the button ○ .
- “Forget?” is displayed, press the button ○ .
- The “Confirm” and “Decline” options are displayed, press the button ◀ to cancel or the button ○ to confirm and return to the previous screen with the updated list of devices.

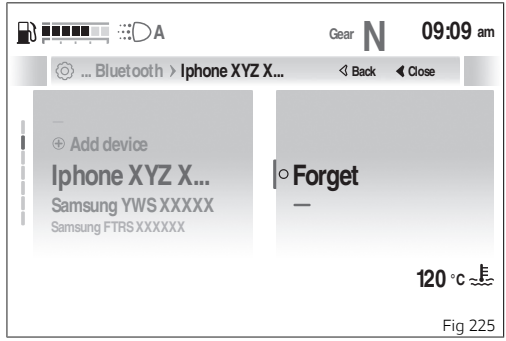


Fig 225

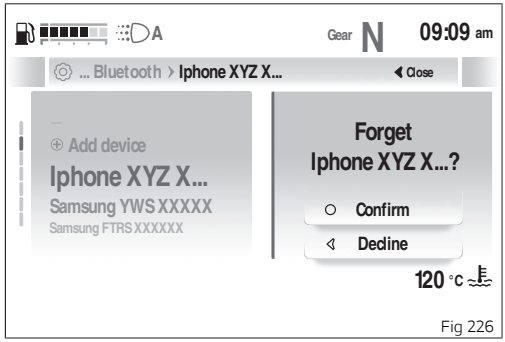


Fig 226

Deleting all Bluetooth devices

- Enter the Settings Menu.
- Use buttons ▵ and ▿ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .
- Select the “Forget all devices” item and press the button ○ .
- “Forget all paired devices?” is displayed, followed by the “Confirm” and “Decline” options. Press the button ◁ to cancel or the button ○ to confirm and return to the previous screen with the updated list of devices.

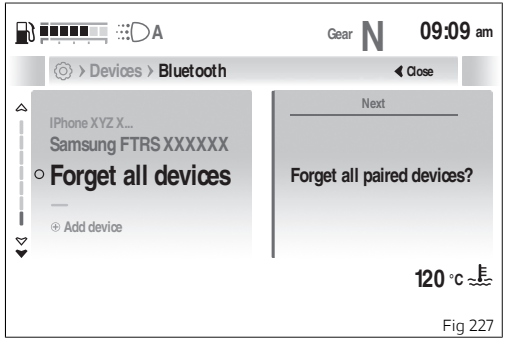


Fig 227

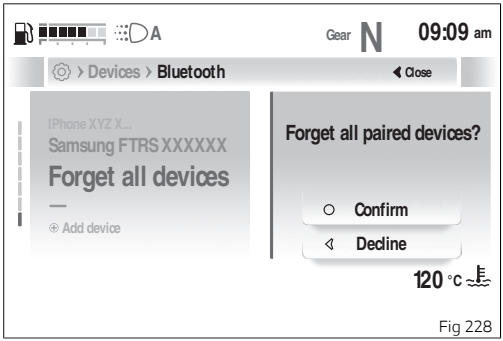


Fig 228

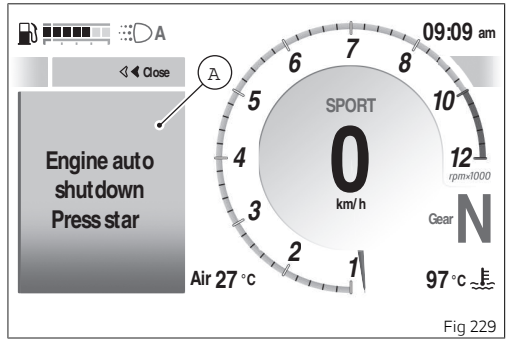


Fig 229

Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, the warning “Engine auto shutdown Press start” (A) is displayed on the main screen.

To start the engine, press the ignition switch.

Maximum speed limitation

The motorcycle is equipped with an electronic function that progressively limits engine performance when the maximum speed set for the model is reached. This function is an integral part of the engine calibration and is designed to ensure stability at high speeds

Activation conditions

The limitation is activated when the vehicle speed exceeds a set threshold.

Mode of operation

The intervention is not perceived as an abrupt cut-off, but as a progressive reduction in torque, achieved by modulating power delivery. The perceived effect is similar to that of a Cruise Control system.

Operational behavior

Under standard conditions, the motorcycle can reach approximately 205 km/h as indicated on the speedometer. Once this speed is exceeded, the system progressively reduces torque to prevent further increases.

Rider notifications

The system displays a temporary pop-up when the limiter is activated (A) and a permanent icon (B) as long as the speed remains within a range close to that at which the limiter is active.

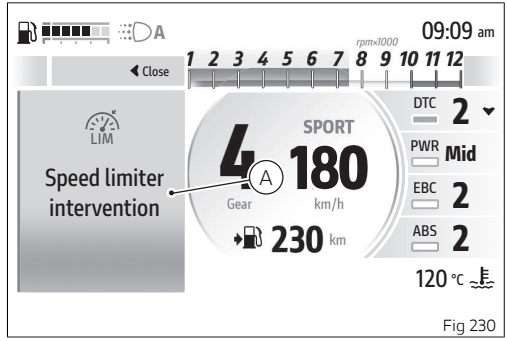


Fig 230

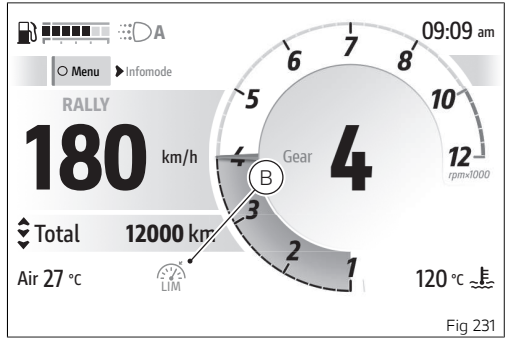


Fig 231

Final drive ratio

The function is calibrated for the standard final drive ratio. Changes to the gear ratio may alter the intervention threshold.

Note on use

The speed limiter is a design feature that cannot be deactivated. Intervention is automatic and does not indicate a malfunction.

Ducati Link app connection (if present)

If a smartphone with the Ducati Link app active is connected, the relevant icon (A) is displayed on the instrument panel within the “Devices status” function included in the “Smart features” menu. When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

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

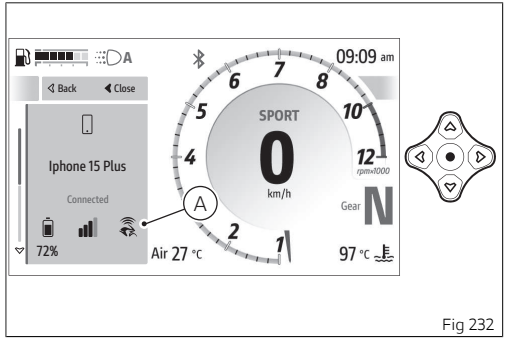


Fig 232

Saving the Ducati Link configuration

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

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

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed asking if you want to save the configuration made on the Ducati Link app.
With buttons ▲ and ▼, select the item “No” to abort the operation by pressing the button ○, or “Yes” and press the button ○ to continue.

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

Warning displaying

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

Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first seconds and then in a smaller size (B).
When the warning is displayed in large size (A), you can press the button ◀ to directly switch to the small size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

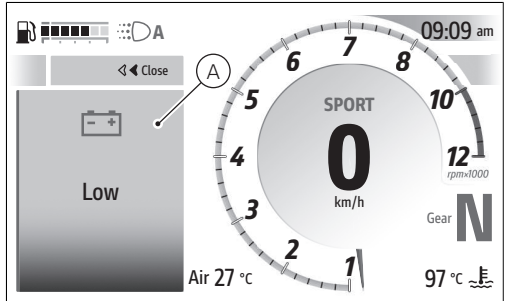


Fig 233

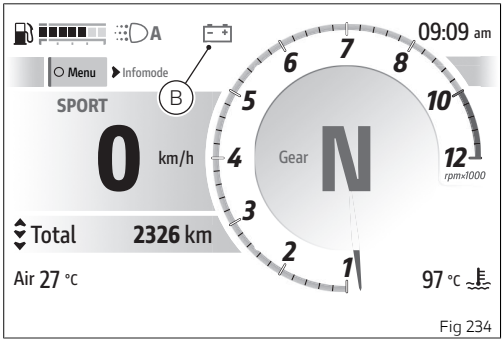


Fig 234

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

Flat battery (C)

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

DTC Race (D)

Yellow, it indicates that the current DTC setting was devised for use on the track.
Ducati recommends to ride carefully and use this type of setting only for use on the track.

No key (E)

Yellow indicates that the inserted key was not acknowledged.

Set date (F)

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

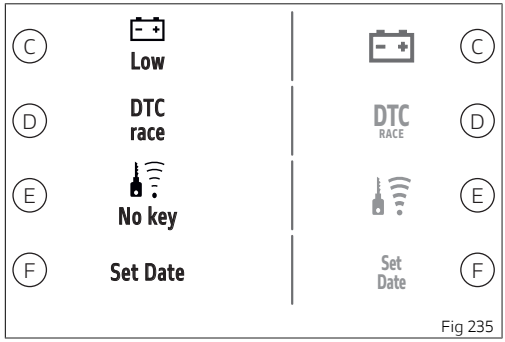


Fig 235

Ice (G)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 39°F (4°C) or lower than that. Warning will be disabled as soon as temperature rises up to 43°F (6°C). The small size of this warning is displayed in place of the air temperature and shows the measured temperature value.

Attention

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

Set pressure - accessory (H)

The yellow color indicates that the reference tire pressure must be entered using the "Tire pressure" function in the "Settings - Vehicle" menu. It is displayed only if tire pressure sensors are present on the motorcycle.

High Front pressure (I) and Rear pressure (J) – accessories

Yellow, they indicate that the pressure of the relevant tire is high. They are displayed only if tire pressure sensors are present on the motorcycle.

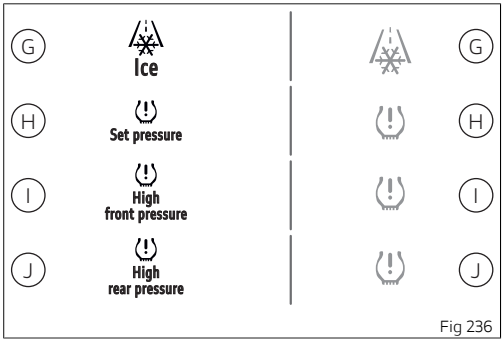


Fig 236

Low Front pressure (K) and Rear pressure (L) – accessories

Yellow, they indicate that the pressure of the relevant tire is low. They are displayed only if tire pressure sensors are present on the motorcycle.

Front TPMS (M) and Rear TPMS (N) flat battery – accessories

Yellow, it indicates that the battery of the relevant tire sensors is almost discharged and therefore the pressure data of the respective tire will soon no longer be available.

Ducati recommends that you have the sensor checked as soon as possible because it needs to be replaced.
They are displayed only if tire pressure sensors are present on the motorcycle.

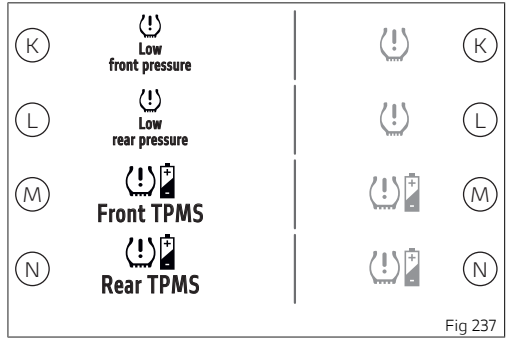


Fig 237

High engine temperature (O)

The red warning will be displayed if the temperature is high. The small size of this warning is displayed in place of the coolant temperature value.

Attention

In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.

If the bike continues to be used when the engine is overheated, severe damage may occur.

Brake light not working (P)

When yellow, it indicates a brake light malfunction.

Low fuel (Q)

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

Note

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

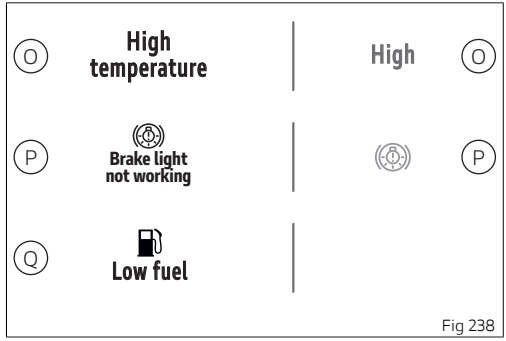


Fig 238

Error warnings

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

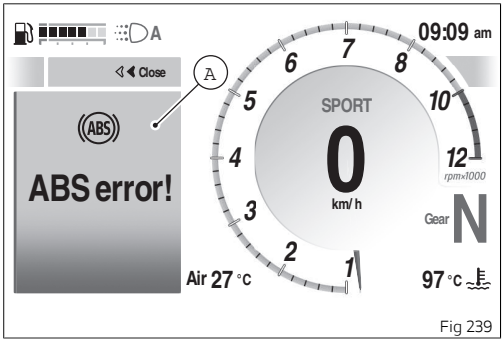


Fig 239



Fig 240

ABS error!

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

Traction control error!

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

- (A) large size.
- (B) small size.

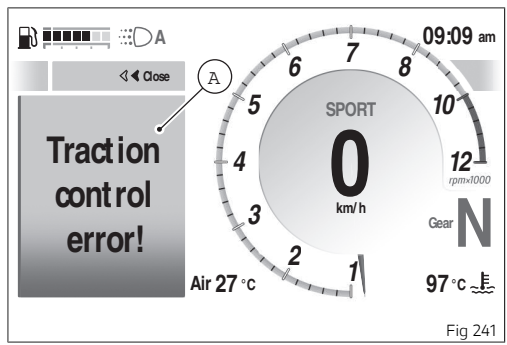
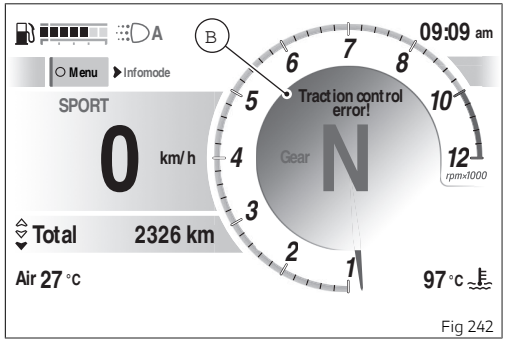


Fig 241


A
B
09:09 am
Menu
Infomode
SPORT
Traction control error!
0
km/h
Gear
N
12
rpm×1000
Total
2326 km
Air 27 °C
97 °C
Fig 242

Main use and maintenance operations

Replacing and cleaning the off-road air filter

Access to the air filter

1. Set the motorcycle on the side stand.

2. Fully turn the handlebar to the left.

3. Work on the front right side of the vehicle: the air filter is located in the area indicated by letter (A).

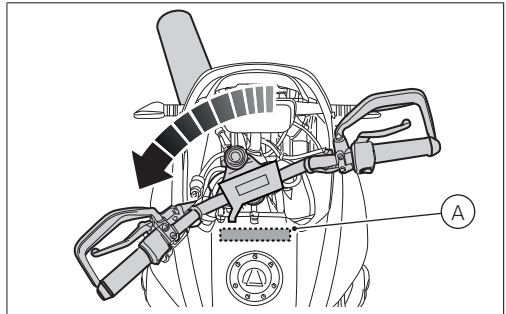


Fig 243

Removing the voltage regulator

1. Using a 0.15 in (4 mm) hexagon wrench, remove the screw (1) securing the voltage regulator (2).

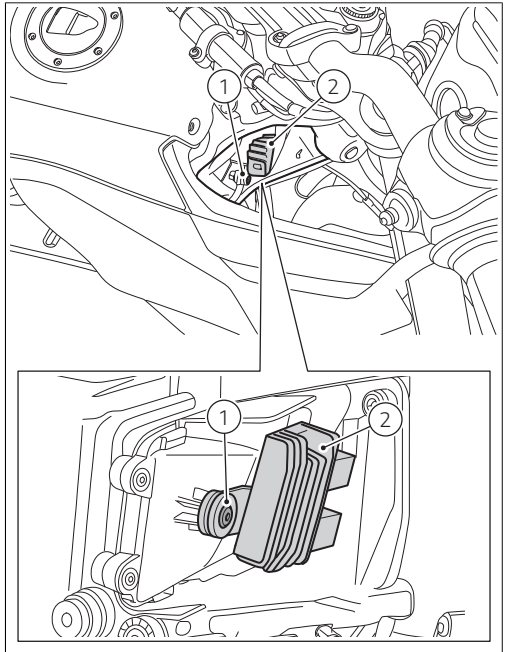


Fig 244

2. Disengage the regulator (2) locking teeth from the filter cover (3).

3. Move the regulator (2) towards the left side of the vehicle without damaging it or disconnecting it from the wiring (2A).

4. Using a 0.15 in (4 mm) hexagon wrench, remove the screws (4).

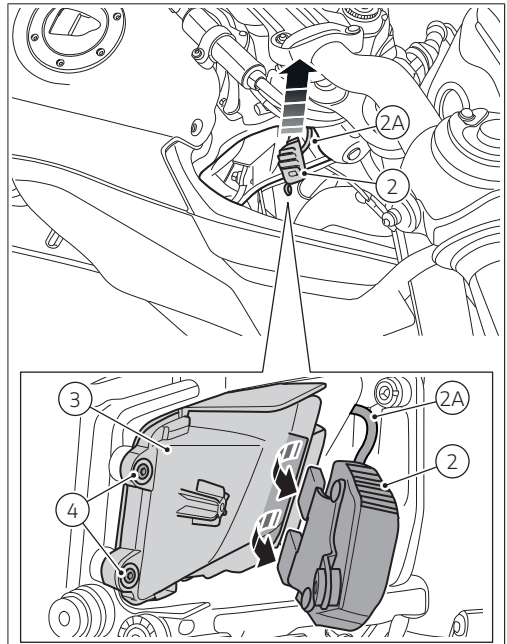


Fig 245

Removing the air filter

1. Lift the air filter cover (3) and pull it out towards the right side of the vehicle, removing the retaining tab (B) from the bracket (C) on the frame.

2. Remove the air filter (5).

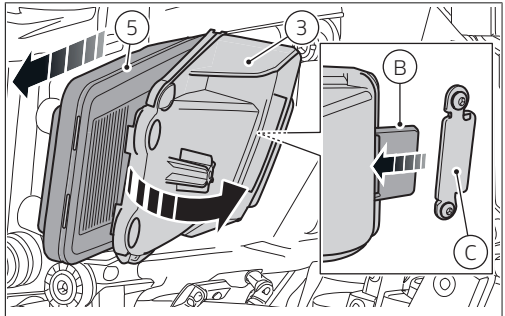


Fig 246

Important
Once removed, clean the air filter using only compressed air.

Important
A clogged air filter will reduce air intake and engine power, increase fuel consumption and cause a build up of deposits on the spark plugs. Do not use the motorcycle without a filter as impurities in the air could get into the engine and cause damage.

Important
If the air filter is damaged or excessively dirty, it must be replaced with a new one.

Refitting the air filter

Attention
If the vehicle is used off-road or on very dusty or sandy roads, apply marine grease all around the air filter to ensure it is correctly positioned and remains securely in place.

Attention
Always make sure that the lower edge of the filter is correctly positioned; incorrect positioning may compromise sealing and potentially damage the engine.

1. After cleaning or replacing the air filter (5), pre-fit it onto the air filter cover (3).

2. Align and insert the tabs (D) into the slots (E) on the filter.

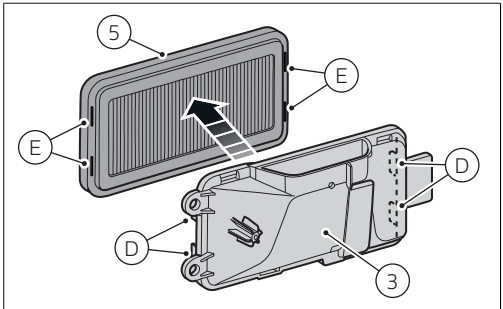


Fig 247

3. Refit the cover and filter into the housing on the vehicle, inserting the retaining tab (B) into the bracket (C) on the frame.

4. Rotate the cover and filter inwards, ensuring that the edges of the air filter (5) fit perfectly.

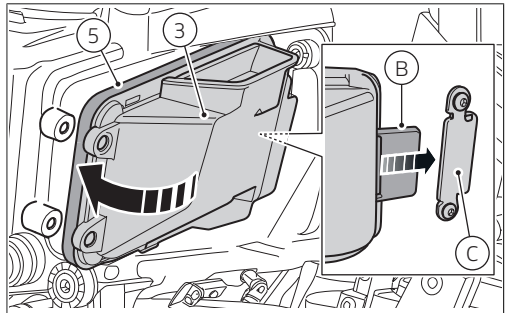


Fig 248

5. Using a 0.15 in (4 mm) hexagon wrench, secure the cover (3) with the screws (4).

Refitting the voltage regulator

1. Move the regulator (2) towards the right side of the vehicle without damaging it or disconnecting it from the wiring (2A).

2. Engage the regulator (2) locking teeth in the filter cover (3).

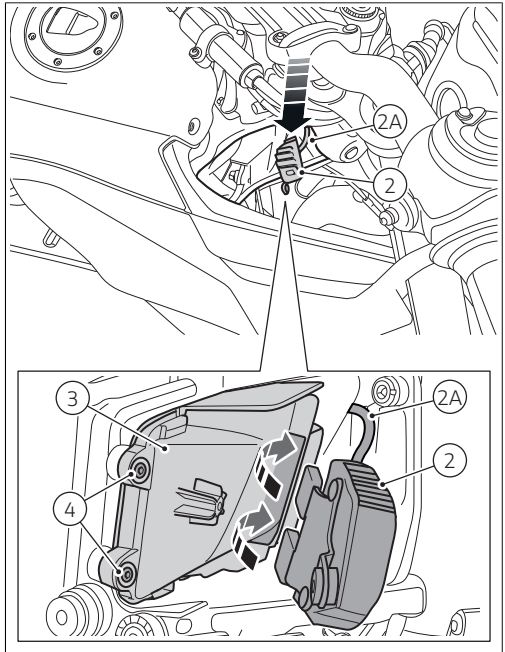


Fig 249

3. Using a 0.15 in (4 mm) hexagon wrench, secure the voltage regulator (2) with the screw (1).

Important
Ensure that the air filter and all related components are properly reinstalled before using the vehicle.

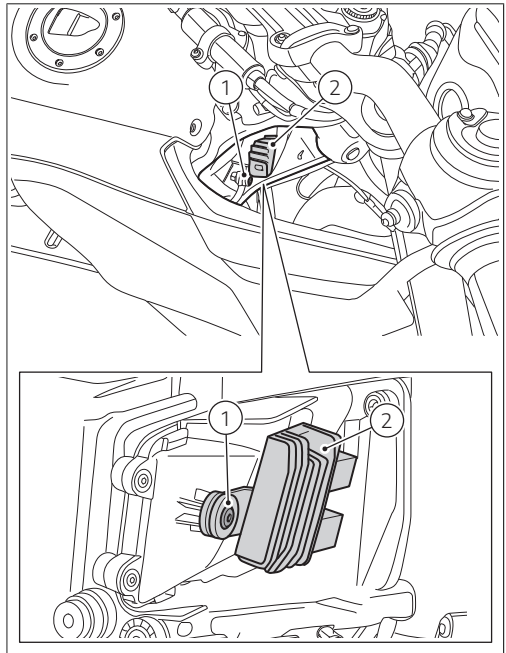


Fig 250

Checking coolant level and topping up, if necessary

Checking the coolant level

Place the vehicle on its side stand and turn the handlebar to the left for a better view.

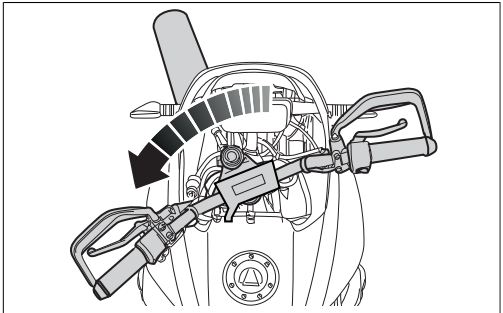


Fig 251

Check coolant level in the expansion reservoir through the slot (A), visible on the inside of the right side of the vehicle.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Watching through the inspection slot (A), check that the level is between the MIN and MAX notches on the side of the expansion reservoir. Top up if the level is below the MIN notch.

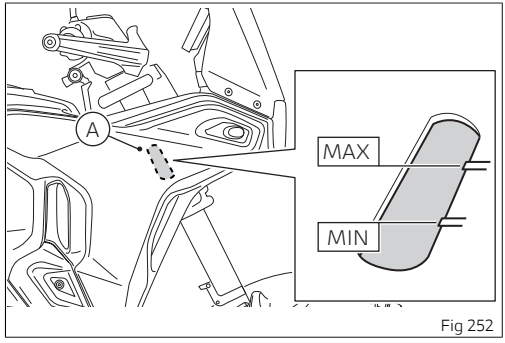


Fig 252

Topping up the coolant level

Lift the cap (1) from the bottom and release the locking tab at the top.

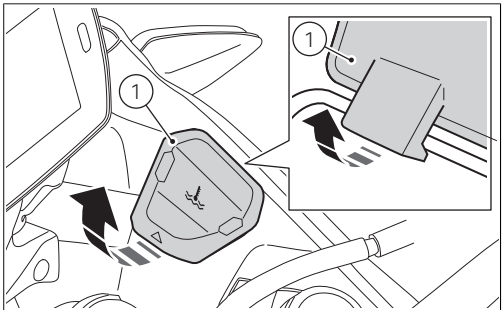


Fig 253

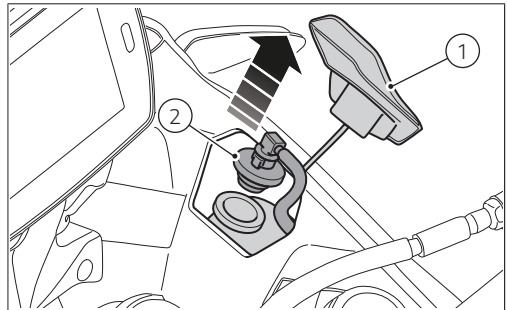


Fig 254

Move the cap (1) aside, open the filler plug (2) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
This type of mixture ensures the best operating conditions (the coolant starts to freeze at -4 °F/-20 °C).

Attention

Make sure the engine is cold before proceeding. Attempting to change the coolant with the engine hot could lead to burns from hot coolant or scalding steam.

Close the plug (2).
Refit the cap (1) by following the removal steps in reverse order.

Checking brake and clutch fluid level

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

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

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

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

If level drops below the limit, air might get into the circuits and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorized Service Center.

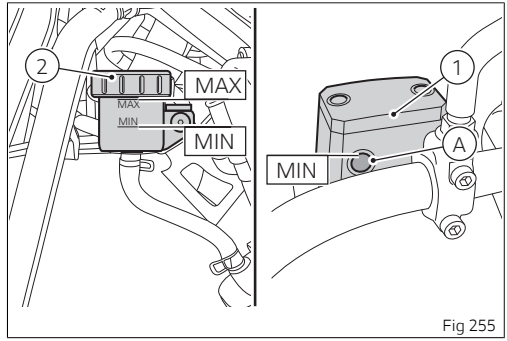


Fig 255

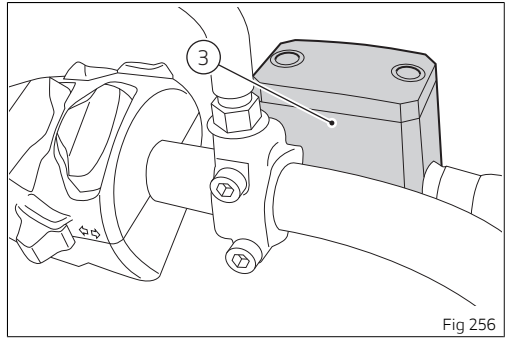


Fig 256

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.

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

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit.

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

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

Checking brake pads for wear

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

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

Important
Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.

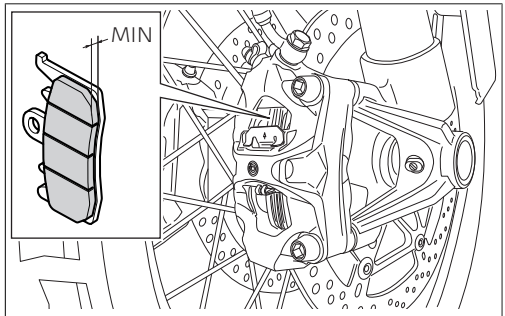


Fig 257

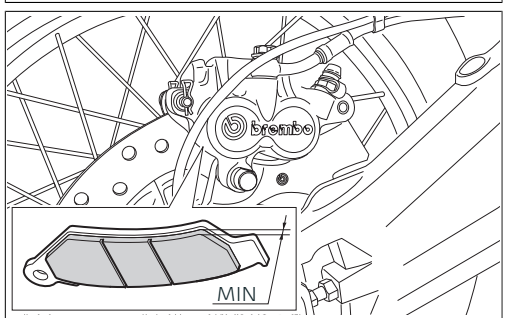


Fig 258

Charging the battery

Preparation

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

To access the battery and charge it, you must remove:

- Passenger seat;
- Rider seat;
- Electric components compartment cover.

To remove the components, proceed as indicated in chapter “Removing and refitting the seat”.

Always starting from the negative terminal (-), loosen the screws (1) and remove the battery cables as indicated:

- Remove the negative cable (2) from the negative terminal (-).
- Remove the positive cable (3) from the positive terminal (+).

Slide out the battery (4) from top.

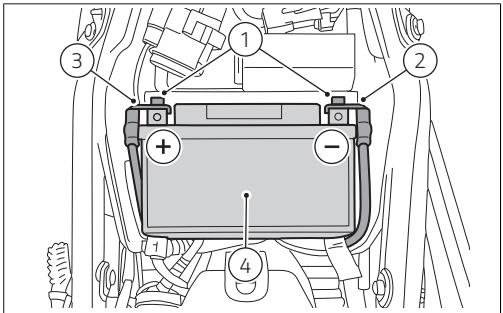


Fig 259

Connecting the battery to the charger

Connect the battery charger positive (+) and negative (-) conductors to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Connect the plug of the battery charger to the wall outlet.
Charge battery using the special Ducati-approved battery charger for lithium batteries, only.
Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.

Charge the battery ensuring the vehicle is in a room with a temperature below 104 °F (40 °C).

Attention

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.

Attention

Keep the battery out of the reach of children.

Attention

Use only the Ducati-approved battery charger (E) for lithium batteries also as a maintainer.
DUCATI BATTERY CHARGER LITHIUM part numbers for lithium batteries:

- 69929011A TECMATE LITHIUM BATTERY MAINTAINER (Europe)
- 69929011AX TECMATE LITHIUM BATTERY MAINTAINER (Australia - New Zealand - China)
- 69929011AY TECMATE LITHIUM BATTERY MAINTAINER (UK)
- 69929011AW TECMATE LITHIUM BATTERY MAINTAINER (Japan)
- 69929011AZ TECMATE LITHIUM BATTERY MAINTAINER (USA)

Never use any battery charger/maintainer kit for lead-acid batteries.

Attention

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

Attention

Never start the bike by pushing it.

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

Refitting the battery

Reposition battery (4) in its seat.

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

- Connect the positive cable (3) to the positive terminal (+).
- Connect the negative cable (2) to the negative terminal (-).

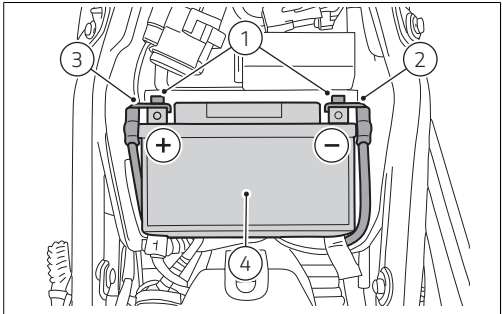


Fig 260

Storing the bike

If the motorcycle is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket.

The details are described in chapter “Maintaining battery charge”.

Battery - use in low temperatures

When using the vehicle in countries or areas characterized by low ambient temperatures, it is recommended that lead-acid batteries be used as an alternative to lithium batteries. Lead-acid batteries ensure more reliable and consistent starting performance as the ambient temperature drops.

Note
The use of lead-acid batteries is particularly recommended at temperatures below or around 5 °C.

Attention
When using lead-acid batteries, use only the Ducati-approved charger/charger maintainer kit for lead-acid batteries.

Attention
For any information regarding the compatibility or replacement of the type of battery fitted, please contact only a Ducati authorized dealer or service center.

Lubricating the drive chain

Attention

To avoid burns, carry out this operation with the engine stopped and only once the hot parts have cooled down completely.
Ensure that detergents and lubricants do not come into contact with the brakes and tires, as this could impair their performance.
In case of doubt, please contact a Ducati Service Center.

Cleaning

Before lubricating, clean the chain thoroughly. Place the vehicle on a flat surface, on the side stand (or on a rear paddock stand, if available).

Important

Do not use steam, fuel, solvents, hard brushes or other products that could damage the O-rings; also avoid direct contact with the battery acid as it could damage the chain material.

Clean the chain with a product specifically designed for O-ring chains and a cloth.

Check

Before lubricating, carry out a visual inspection of the chain, checking the integrity of the O-rings, the absence of cracks, twisted pins and jammed links. Check that the sprockets and chain sliding shoes show no signs of heavy wear.
In case of doubt, please contact a Ducati Service Center.

Lubrication

Apply a lubricant specifically designed for chains with O-rings. Apply evenly, wait a few minutes and remove any excess with a cloth.

Checking drive chain tension

Important

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

- Chain too tight: accelerated wear or breakage of drive components.
- Chain too slack: the chain may come off, risking the rear wheel locking up and causing damage to the engine and surrounding components

Check the chain tension in accordance with the maintenance schedule set out in this manual.

Check that the chain tension remains as constant as possible as its position changes (if not, contact a Ducati Service Center).

Tension checking procedure

- Set the vehicle on the side stand.
- Locate the measurement area and nominal value, as indicated on the relevant label.
- Press the lower link downwards with your finger.
- Measure distance “A” with a tape measure and compare it with the nominal value.

A = (2.59 ÷ 2.67) in (66 ÷ 68) mm.

Important

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

If “A” is outside the specification, the tension will need to be adjusted.

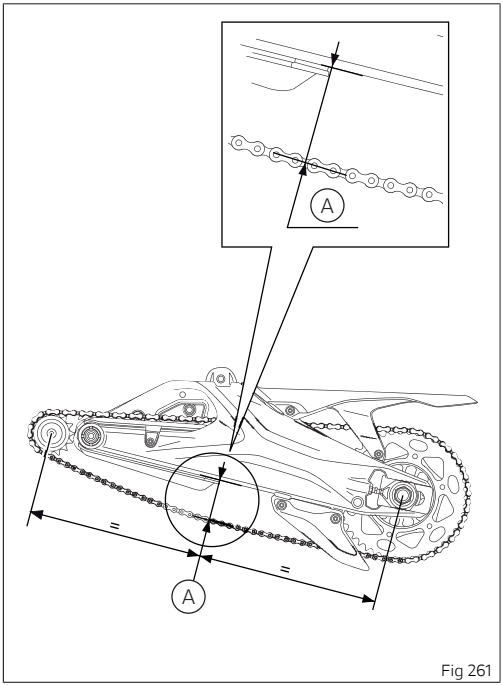


Fig 261

Adjusting the drive chain tension

Attention

Adjusting the chain tension involves working on components that may affect the safety and reliability of the vehicle.
Only carry out adjustments if you have the necessary skills and equipment.
Otherwise, please contact a Ducati Service Center.

Tension adjustment procedure:

- Loosen the wheel shaft nut (1A), if necessary holding the nut (1B) on the opposite side.
- Loosen the two adjuster nuts (2).
- Turn the adjusters (3) to achieve the correct tension value.

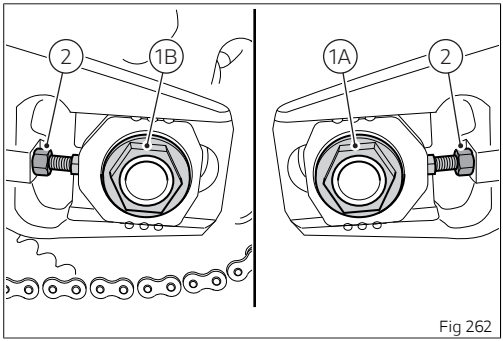


Fig 262

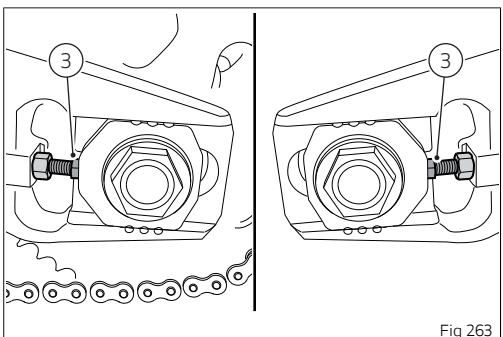


Fig 263

- Referring to the markings (4), check that the sliding shoes (5) are in the same position, ensuring correct rear wheel alignment.

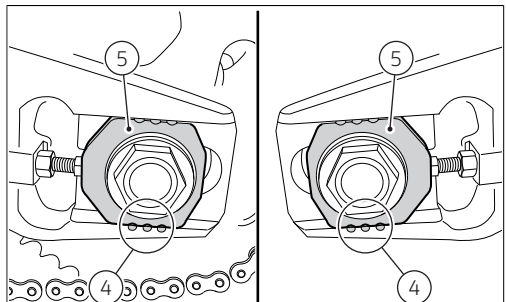


Fig 264

Once adjustment is complete:

- Tighten the two nuts of adjusters (2) to a torque of 10 Nm ± 10%.
- Check that the sliding shoes (5) are in contact with the adjusters (3).

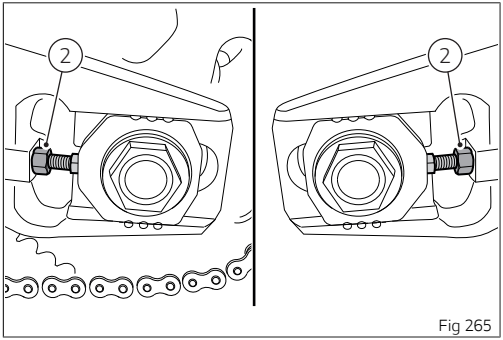


Fig 265

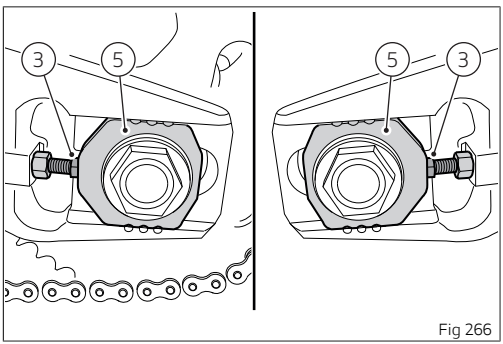


Fig 266

- Tighten the rear wheel shaft nut (1A) to a torque of 145 Nm ± 5%, holding the nut (1B) on the opposite side in place if necessary.

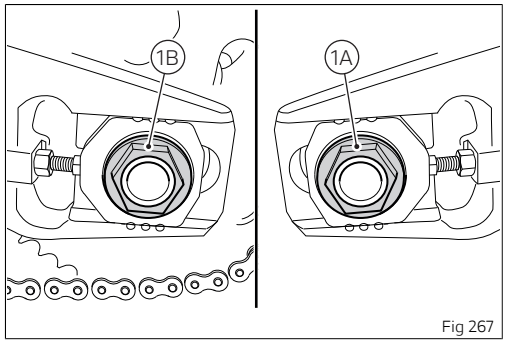


Fig 267

Aligning the headlight

Note

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

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly

vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of bike. If possible, perform this check in dim light.

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

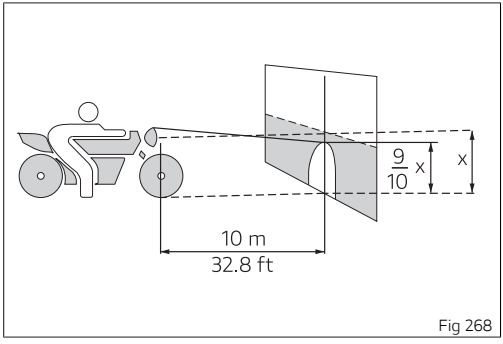


Fig 268

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

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

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

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

Turn headlight screw (2) clockwise (U) to move beam up, or anticlockwise (D) to move beam down.

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

Note

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

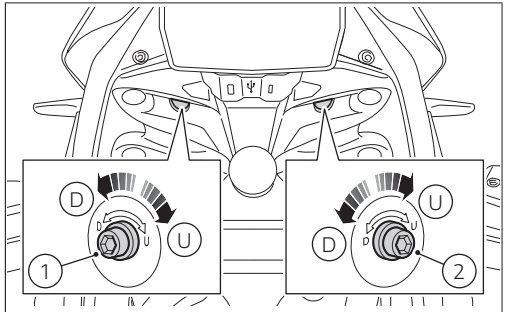


Fig 269

Adjusting the rear-view mirrors

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

Attention

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

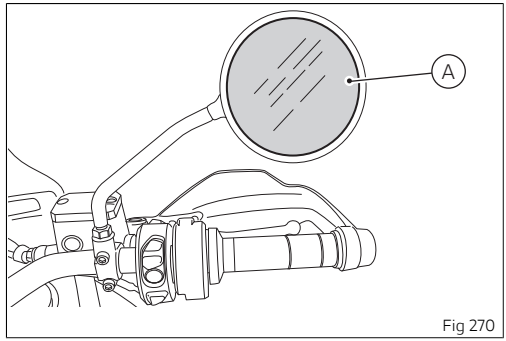


Fig 270

Tires

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

As tire pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you

are riding in areas where ample variations in temperature or altitude occur.

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

Tire repair or change

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

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

After replacing a tire, the wheel must be balanced.

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

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

Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: It should not be less than 0.08 in (2 mm), and in any case not less than the legal limit.

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

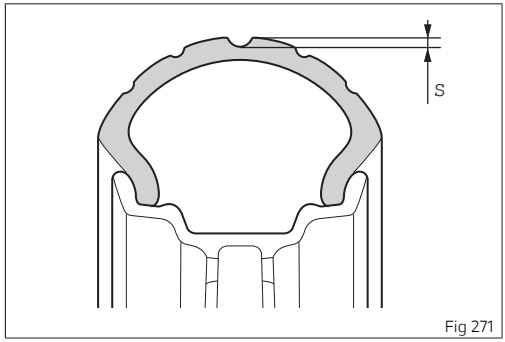


Fig 271

Check engine oil level

Engine oil level can be checked through the sight glass (1) located on the right side of the vehicle. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil. Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

Attention

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

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

Attention

Never exceed the MAX mark.

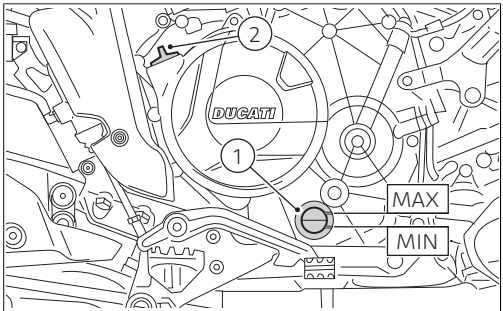


Fig 272

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;
- standard API: SP;
- standard JASO: MA2.

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

Use of Ducati Corse Performance Oil by Shell

Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Cleaning the motorcycle

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

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

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.

Important
Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.

Attention
Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

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

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.

Attention
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability.
To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Note
To clean the instrument panel do not use alcohol or its by-products.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the vehicle.

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

Important
Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to color changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their coloring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

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

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

Storing the bike

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

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

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

Important notes

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

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.

In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

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

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

Vehicle transport

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

Remove all loose objects and accessories from the vehicle;
Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
Engage the first gear;
Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.);
The straps or ropes must NOT rub against any painted bike components;
The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.
Do NOT attach the ropes to the handlebar.

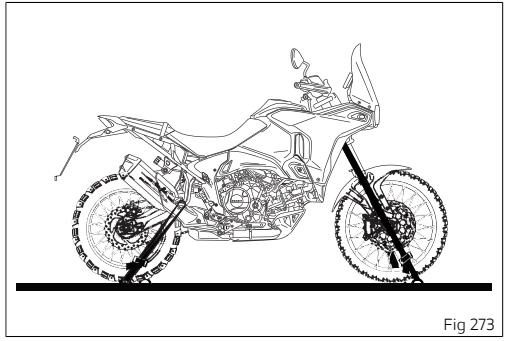


Fig 273

Scheduled maintenance chart

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

Important

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

	Oil Service 1000	Oil Service (every 9,000 mi/15,000 km or 24 months)	Valve Check (28,000 mi/45,000km)	Annual Service (every 12 months)
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•
Change engine oil and filter	•	•		
Check and clean air filter		•		
Change air filter	every 18,000mi / 30,000km			
Check and/or adjust valve clearance			•	

	Oil Service 1000	Oil Service (every 9,000 mi/15,000 km or 24 months)	Valve Check (28,000 mi/45,000km)	Annual Service (every 12 months)
Check secondary air system reeds			•	
Change spark plugs			•	
Replace the water pump seal and bushing			•	
Change coolant			•	48
Change front fork fluid	every 27,000mi / 45,000km			
Visually check the front fork and rear shock absorber seals	•	•		•
Check the freedom of movement and tightening of the rear suspension rocker arm		•	•	•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disk and pad wear. Change if necessary		•		•
Check the proper tightening of brake caliper screws and front and rear brake disk screws		•		•
Check spoked wheel rims as described in the workshop manual	•	•		•
Check tightening of front and rear wheel nuts and rear sprocket nut		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber			•	

	Oil Service 1000	Oil Service (every 9,000 mi/15,000 km or 24 months)	Valve Check (28,000 mi/45,000km)	Annual Service (every 12 months)
Check the front and rear wheel hub bearings and steering tube bearing play		•		•
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		
Check chain, rear sprocket and sprocket wear and check final drive chain tension, lubrication and stretch. Detected elongation value:_____ (in) (cm) **Note** We recommend replacing the final drive chain kit within 12,000 mi / 20,000 km.	•	•		•
Check the freedom of movement and tightening of the side stand	•	•		•
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•		•
Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls	•	•		•
Check tire pressure and wear	•	•		•
Check the operation of all electric safety devices (side stand and clutch sensor, front and rear brake switch, engine kill switch, gear/neutral sensor)	•	•		•
Check lighting, turn indicators, warning horn and controls for correct operation	•	•		•
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC and VHC), electric fans and idling	•	•	•	•

	Oil Service 1000	Oil Service (every 9,000 mi/15,000 km or 24 months)	Valve Check (28,000 mi/45,000km)	Annual Service (every 12 months)
Visual check of the coolant level and of sealing of the circuit	•	•	•	•
Perform soft cleaning of the vehicle and record the service coupon with warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)	•	•	•	•

The Oil Service 1000 must be carried out after the first 600 mi/1,000 km or within 6 months from the delivery of the motorcycle to the Customer.
The Oil Service must be carried out every 9,000 mi/15,000 km or every 24 months.
The Valve Check must be carried out every 28,000 mi/45,000 km.
The Annual Service must be carried out every 12 months.

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

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

Important

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

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

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

Specifications

Weights

Overall weight (in running order without fuel): 460.7 lb (209 kg).
Maximum allowed weight (carrying full load): 1025.15 lb (465 kg).

Attention

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

Overall dimensions

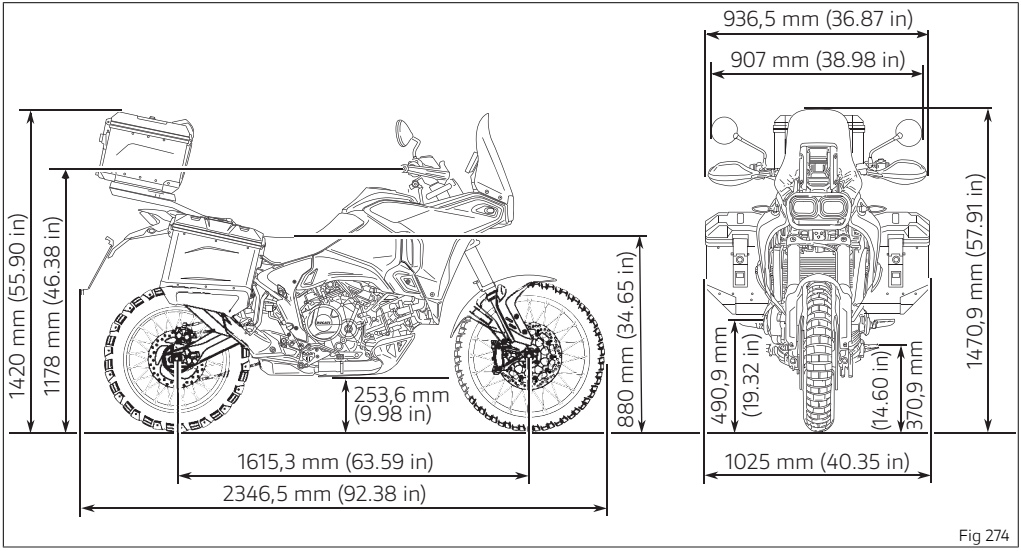


Fig 274

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 US gal (4 liters) Capacity of the auxiliary tank 2.11 US gal (8 liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON+MON)/2	4.75 US gal (18 liters)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).	1.00 US gal (3.8 liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork		Fluid level (per leg): 3.14 in (80 mm) (measured without spring and preload tube, with leg at the end of stroke from plug) Oil volume per leg: 43.81 cu. in (718 cu. m)

TOP-UPS	TYPE	
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.54 US gal (2.05 liters)

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

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

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

Attention
The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Engine

Ducati V2, Twin cylinder, L-type, timing system with 4 valves per cylinder, liquid cooling.

Bore: 3.78 in (96 mm).

Stroke: 2.42 in (61.5 mm).

Total displacement: 54.31 cu in (890 cu. cm).

Compression ratio: (13.1 ± 0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:
81.1 kW / 110.3 HP at 9000rpm.

Maximum power at crankshaft, (EU) Regulation no. 134/2014 Annex X, kW/HP Version - 35kW version:
34.6 kW / 47.04 HP at 5750rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:
92 Nm / 9.4 kgm at 7000rpm.

Max. torque at crankshaft, (EU) Regulation no. 134/2014 Annex X - 35 kW version:
76.7 Nm / 7.8 kgm at 3750rpm.

Max. rotation speed: 10,250rpm.

Lubrication: Lobe-type oil pump with built-in by-pass valve and water/oil cooling exchanger.

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.

Consumption: 5.4 l/100km.
Emissions: CO2 125 g/km.
Type-approved: Euro 5+.

Performance

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

Important

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

Spark plugs

Make: NGK.
Type: SILMDR9A-8GS.

Fuel system

BOSCH electronic injection.

MIKUNI throttle body with full Ride by wire system, diameter: 2.04 in (52 mm), round cross-section.
Injectors per cylinder: 1.
Firing points per injector: 10.
Fuel supply: 90 (RON+MON)/2.

Attention

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

Note

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

Brakes

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

FRONT

Front brake discs
Semi-floating drilled twin-disk.
Braking material: stainless steel.
Carrier material: aluminum, painted black.
Disc diameter: 12.00 in (305 mm).
Front brake disk thickness: 0.18 in (4.5 mm).
Maximum wear on disk thickness: 0.16 in (4 mm).
Front brake control
Hydraulic control through lever on RH side of handlebar equipped with a dial to adjust the distance between the lever and the handgrip.
Brake lever master cylinder diameter: 0.63 in (16 mm)
Brake master cylinder PR 18/21.
Front brake caliper
Make: Brembo Monoblock (M4.32) with radial connection and 4 pistons, Bosch Cornering ABS.
Caliper pistons: No. 4 pistons Ø32 mm (1.25 in).
Friction material: BRM12D.

Front brake master cylinder
Brake master cylinder type: PR 16/22.

REAR

Rear brake disc
With fixed drilled stainless steel disk.
Disc diameter: 10.43 in (265 mm).
Front brake disk thickness: 0.24 in (6 mm).
Maximum wear on disk thickness: 0.21 in (5.4 mm).
Rear brake control
Hydraulically operated by a pedal on RH side.
Rear brake caliper
Brake caliper make: Brembo, PS11 2-piston floating caliper with Bosch Cornering ABS.
Number of pistons: 2.
Piston diameter: 0.43 in (11 mm).
Caliper cylinder diameter: 1.10 in (28 mm).
Friction material: S-40-GF.

Attention

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

Transmission

Hydraulically-controlled slipper self-servo wet multiplate clutch.
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.844:1 ratio.
Front sprocket/clutch rear sprocket ratio: 32/59.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift (DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 15/46.
Total gear ratios:
1st gear 13/38.
2nd gear 17/35.
3rd gear 20/32.
4th gear 22/29.
5th gear 24/27.
6th gear 25/26.

Drive chain from gearbox to rear wheel.
Make: Regina.
Type: 520 ZRDK.
Links: 112.

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

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

Frame
Aluminum monocoque frame.
Steering head angle: 27.6°.
Trail: 4.8 in (122 mm).
Steering angle: 43° on the left / 43° on the right.
Plastic front subframe.
Steel tube trellis rear sub-frame.

Wheels
Front
Tangential spoke rim, tubeless.
Size: 2.15 " x 21 ".

Rear
Tangential spoke rim, tubeless.
Size: 4.5 " x 18 ".

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

Front
"Tubeless", radial tire.
OEM tire make and type: Pirelli Scorpion Rally STR.
Alternative type-approved tire: Scorpion Trail II, Scorpion Rally.
Size: 90/90 - 21 M/C 54V M+S TL (A).

Rear
"Tubeless", radial tire.
OEM tire make and type: Pirelli Scorpion Rally STR.
Alternative type-approved tire: Scorpion Trail II, Scorpion Rally.
Size: 150/70 R18 M/C 70V M+S TL.

TIRE PRESSURE

Front tire pressure
29.0 PSI (2.0 bar) (on road, pressure only with rider);
29.0 PSI (2.0 bar) (on road, pressure with rider, passenger and bags);
23 PSI (1.6 bar) (off-road, pressure only with rider);
23 PSI (1.6 bar) (off-road, pressure with rider, passenger and bags).

Rear tire pressure
32 PSI (2.2 bar) (on road, pressure only with rider);
39 PSI (2.7 bar) (on road, pressure with rider, passenger and bags);
23 PSI (1.6 bar) (off-road, pressure only with rider);
31 PSI (2.1 bar) (off-road, pressure with rider, passenger and bags).

Suspensions

FRONT FORK

Kayaba upside-down fork, with compression, rebound and preload adjustments on each leg.
Stanchion diameter: 1.81 in (46 mm).
Wheel travel: 9.05 in (230 mm).

REAR SHOCK ABSORBER

Fully adjustable Kayaba monoshock.
Spring preload remote adjustment.
Rear wheel travel: 8.66 in (220 mm).
Stroke: 3.86 in (98 mm).

REAR SWINGING ARM

Type: double-sided swinging arm.

STEERING DAMPER

Non-adjustable Sachs steering damper.

Exhaust system

Single silencer and tailpipe in stainless steel, with 2 lambda sensors and 1 catalytic converter.

Available colors

Star White Silk

Primer

- Dupa White primer - Akzo Nobel

Basic version

- Star white silk - Nippon

Clear Coat

- Acriplast Clear Semi-matt, Lechler, code 96598

Electric system

Basic electric items are:

Dashboard

5" TFT color display.

Headlight

LED low beam: No. 2;
LED high beam: No. 2+4;
LED parking light/DRL (where fitted): no. 4.

Turn indicators

LED front turn indicators: no. 7;
LED front turn indicators (USA): no. 3;
LED rear turn indicators: no. 7.
LED rear turn indicators (USA): no. 3;

Tail light

LED parking light: no. 30;
LED (stop) light: No. 4+30;
LED number plate light: no. 3.

Electrical components

Horn.
Stop light switches.

Lithium battery: SKYRICH HJT7B-FPZ-SCR-CX 4AH LX5 4S1P.
Generator: DENSO TYPE B 14V 470W.
Electronic rectifier, protected by no. 1 30 A fuse.
Starter motor: Mitsuba 12V 750 W.

Fuses

Electric components are protected by fuses located in the fuse box (A).
In order to access it, you must remove:

- Passenger seat;
- Rider seat;
- Electric components compartment cover.

To remove the components, proceed as indicated in chapter "Removing and refitting the seat".

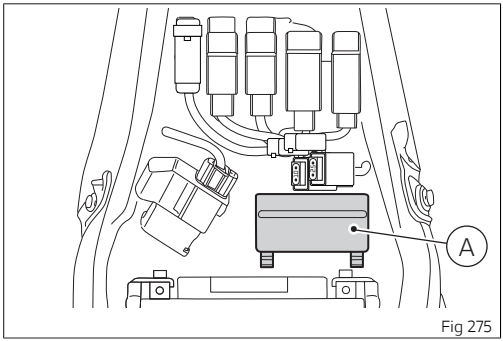


Fig 275

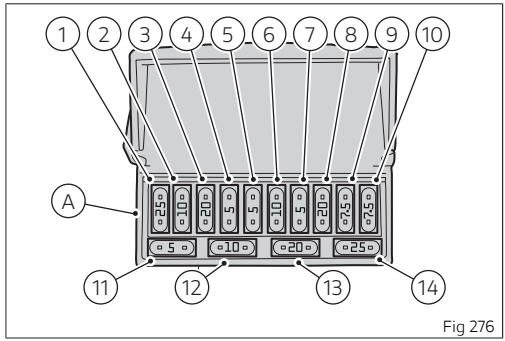


Fig 276

There are four spare fuses in every box.
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

Fuse box (A) key		
Pos.	El. item	Rat.
1	EMC LOAD	25 A
2	FUEL PUMP	10 A
3	DASHBOARD	20 A
4	ECU	5 A
5	DASHBOARD	5 A
6	ACCESSORIES	10 A
7	IMU	5 A
8	KEY RELAY	20 A

Fuse box (A) key		
9	ACCESSORIES / ALARM	7.5 A
10	STARTER RELAY	7.5 A
11	Spare	5
12	Spare	10
13	Spare	20
14	Spare	25

The 30 A main fuse (15) in box (B) can be accessed by lifting the protective cap.

There is a 30A fuse (16) and a spare fuse (17) on the solenoid starter (C).
To access them, disconnect connector (18) and lift the protection cap (19).
The boxes (D) contain the two ABS fuses (20) and (21).
To access them, lift the protective caps of the boxes (D).

Fuses are arranged as follows:

- (20) 25 A ABS fuse, white box and white fuse;
- (21) 10 A ABS fuse, black box and red fuse.

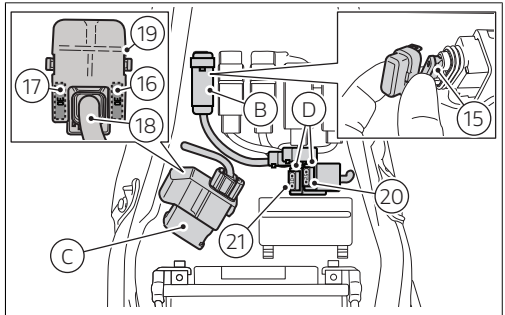


Fig 277

A blown fuse can be identified by breakage of the inner filament (E).

Important
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

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

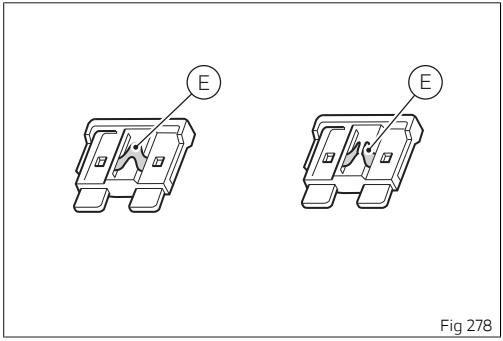


Fig 278

Open source software

Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU



Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Model Name	Frequency band	Max. transmission power
Dashboard	Egicon RTADE002/B with Loop antenna: EL0216 made by ZADI S.p.A.	123 KHz ÷ 134.2 KHz	< 66 dBμA/m (10m) with antenna:Inductance range: 1.025 ÷ 1.065 mH (@100 kHz)Resistance: 14.65 ± 5% ΩNumber of turns: 152 (Φ of wire 0.16 mm)Max gain: 0 dBi
Ducati Multimedia System MFi	IN2ROUTERX	2402 ÷ 2480 MHz	4.4mW

Table 2

Radio equipment installed in the vehicle	Brand Name	Manufacturers' addresses
Dashboard	EGICON S.r.l.	Via Posta Vecchia, 36 41037 - Mirandola (MO), Italy
Ducati Multimedia System	COBO S.p.a.	Via Tito Speri, 10 25024 Leno (BS), Italy

ARGENTINA



The name of the supplier of each device is given in Table 2

Dashboard (RTADE002/B)	® H–32347

BRASIL

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL – (www.anatel.gov.br).



Dashboard (RTADE002/B)	06919-24-16925
Ducati Multimedia System MFi (IN2ROUTERX)	09738-21-10873

CANADA

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations:
Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

Cet appareil numerique classe B est conforme à la norme NMB-003 du Canada.
CAN ICES-3(B) / NMB-3(B)

Dashboard RTADE002	IC: 23285-RTADE002
Ducati Multimedia System (IN2ROUTERX)	IC: 451I-2564N

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

CHINA

使用微功率短距离无线电发射设备应当符合国家无线电管理有关规定。
(Translation: The use of micropower short range radio transmission equipment shall be in accordance with the relevant provisions of the National Radio Management.)

中华人民共和国工业和信息化部公告2019年第52号要求说明

1) 符合“微功率短距离无线电发射设备目录和技术要求”的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；
2) 不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；
3) 不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；
4) 应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；
5) 如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；
6) 在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；

7) 禁止在以机场跑道中心点为圆心、半径5000米的区域内使用各类模型遥控器；
8) 微功率设备使用时温度和电压的环境条件。见下表

设备	工作温度	工作电压
DASHBOARD	-20°C - +60°C	12V DC

EUROPE

Simplified EU declaration of conformity

[Austria]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Cyprus]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Germany]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Greece]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]
Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

[Italy]

Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]
Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]

Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]
Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

[United Kingdom]
Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that these equipment complies with Directive 2014/53/EU where required by law. The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

JAPAN

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

Dashboard RTADE002/B

Ducati Multimedia System MFi (IN2ROUTERX)

MEXICO

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

Dashboard RTADE002/B	 Fig 279
	IFT: DUEGRT26-005347
Ducati Multimedia System MFi (IN2ROUTERX)	 Fig 280
	IFT:DUCOIN26-006472

MOROCCO

AGREE PAR l'ANRT MAROCC

	Numéro d'agrément
DSB (RTADE002)	MR 3608 ANRT 2025

SOUTH AFRICA

Dashboard (RTADM002/B)	TA-2025/1827	
Ducati Multimedia System MFi (IN2ROUTERX)	TA-2024/3151	

SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



Dashboard RTADE002/B	R-R-Egi-RTADE002
Ducati Multimedia System	R-R-Cbo-IN2ROUTERX

THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้ มีความสอดคล้องตามข้อกำหนดของ กทช.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):



English Translation of content:

This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E.2498

Dashboard RTADE002/B

UK

UK CA

Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in table 1.

Radio equipment installed in the vehicle
Dashboard RTADE002/B

Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.

Note
Only skilled people can handle and install this equipment.

Attention
Please read the operating instructions carefully!



This device should normally be used at a distance of more than 20 cm from the human body.
The operating temperature of the device is between -20°C and +60°C. If the device reaches temperatures above +60°C, Bluetooth® and Wi-Fi are switched off.

Simplified UK declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that it complies with the current regulation.

In the UK, the relevant regulation is as follows: S.I. no. 2017/1206 “The Radio Equipment Regulations 2017”, as amended by S.I. 2019 no. 696, SCHEDULE 29. The full text of the UK Declaration of Conformity is available at the following Internet address: certifications.ducati.com

UNITED STATES (USA)

“This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

- RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposurelimits set forth for an uncontrolled environment. This equipment should be installed and operated withminimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.The manufacturers of these radio equipment declare that devices comply with the FCC

The TPMS device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesiredoperation.
Changes or modifications not expressly approved by the party responsible for compliance could void theuser's authority to operate the equipment.

Dashboard RTADE002	FCC ID: 2ANYI-RTADE002
Ducati Multimedia System (IN2ROUTERX))	FCC ID: Z64-2564N

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