

Owner's manual

MULTISTRADA

MULTISTRADA
1260 PIKES PEAK



Owner's manual

US/CANADA

MULTISTRADA

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1260 PIKES PEAK

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A..

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 355.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

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Routine maintenance record 377

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.

Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

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

Intended use



Attention

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



Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss of control and consequent accident.

This motorcycle carries the rider and can carry a passenger.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 992lb/ 450kg.



Attention

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



Important

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

Rider's obligations

All riders must hold a driver's license.



Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexperienced 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 your vehicle has a defect that could cause a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying Ducati North America, 10443 Bandle Drive Cupertino, California, 95014, Tel.: 001.408.253.0499, Fax: 001.408.253.4099. 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 become involved in individual problems between you, your dealer, 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.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.

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.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 318).

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.



Important

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



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 cracks and cuts, especially on sidewalls, bulges or large spots which 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.).

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.



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 speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 112 mph (180 km/h) and at any rate it must comply with the applicable statutory speed limits.

Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to 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 tires are inflated to the correct pressure and that they are in good condition.

Please refer to paragraph "Tires" on page 346.

Important

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

Dangerous products - warnings

Used engine oil

Attention

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

Brake lining debris

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

Brake fluid

Attention

Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.

Attention

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

Coolant

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



Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Vehicle identification number



Note

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

We recommend that you note the frame number of your motorcycle in the space below.

Frame number

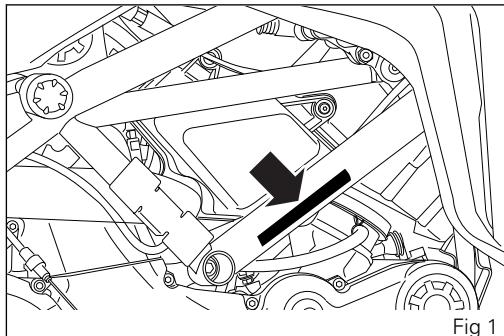
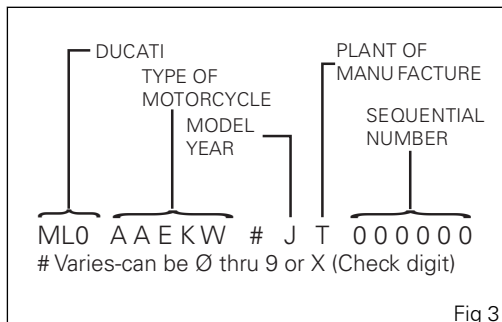
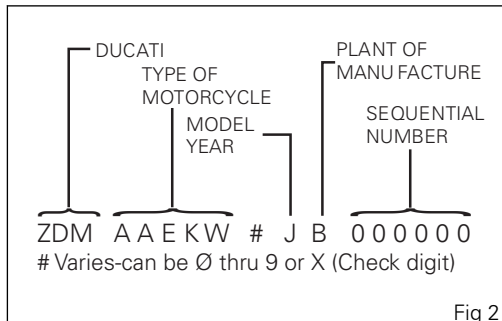


Fig 1

There are two types of VIN number: VIN (Fig 2) refers to vehicles produced in the Italian factory, whereas VIN (Fig 3) refers to vehicles produced in the Thai factory.



Engine identification number



Note

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

We recommend that you note the engine number of your motorcycle in the space below.

Engine number

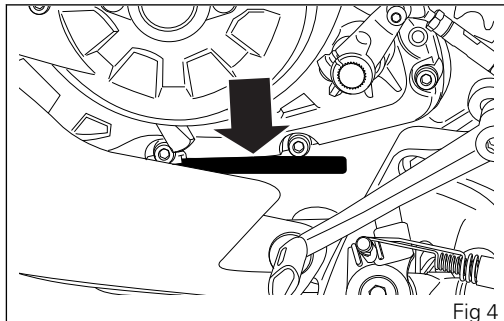


Fig 4

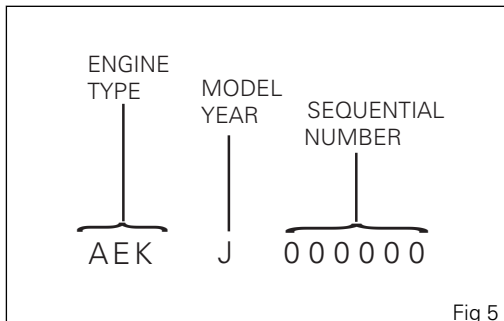


Fig 5

Option kits / Customizations

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

Available customization options are as follows:

- TOURING;
- URBAN;
- ENDURO.

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

TOURING

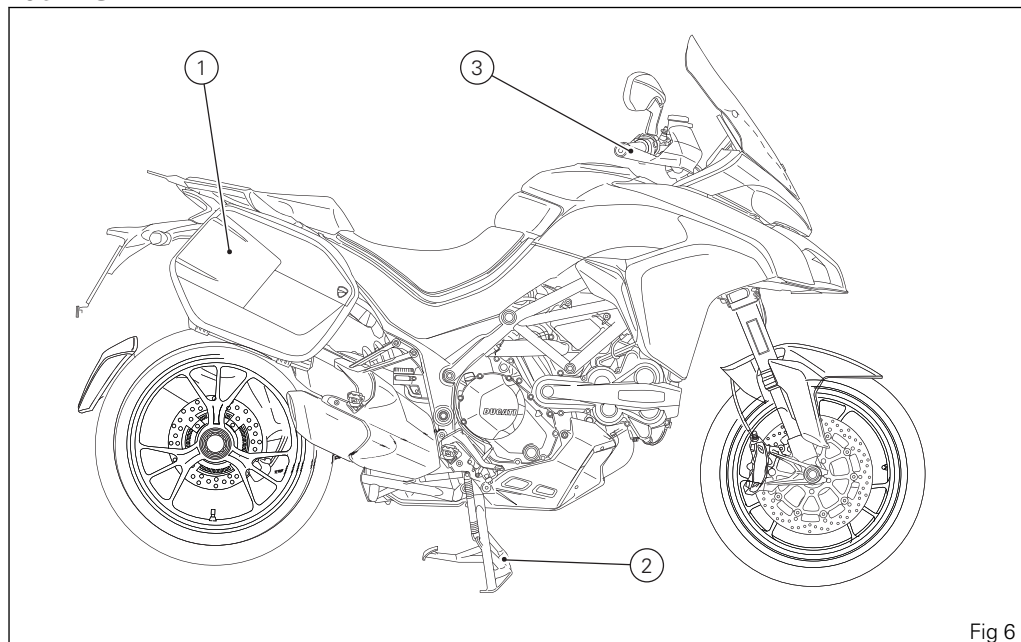


Fig 6

TOURING

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

URBAN

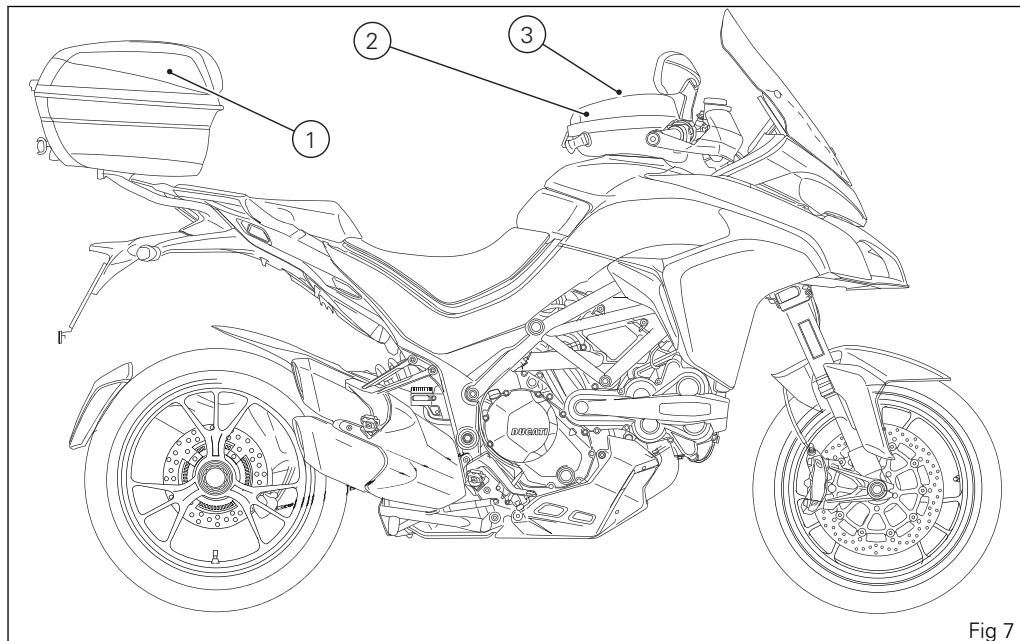


Fig 7

URBAN

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

ENDURO

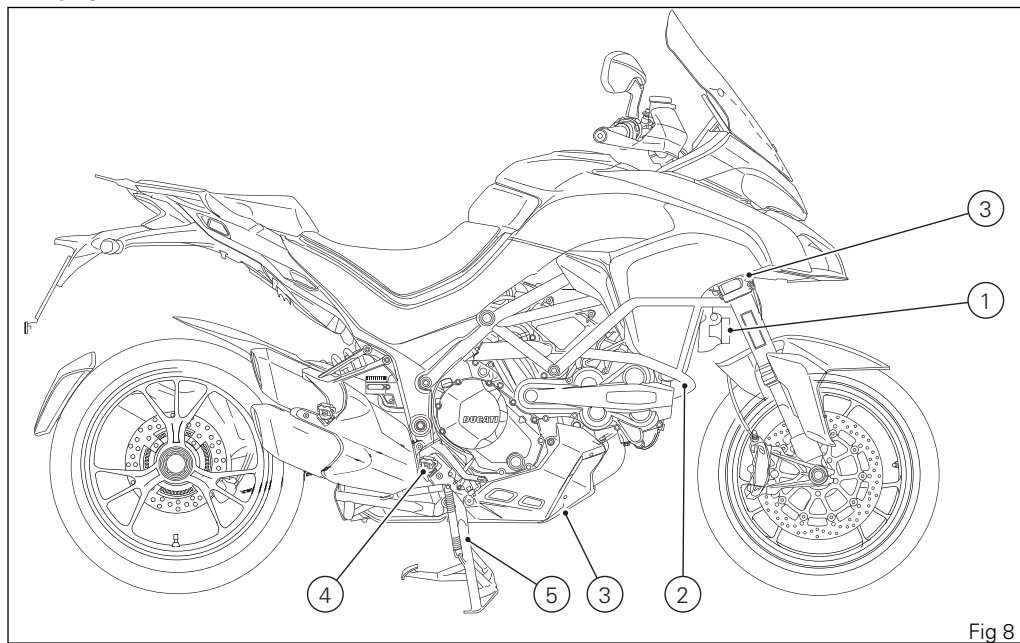
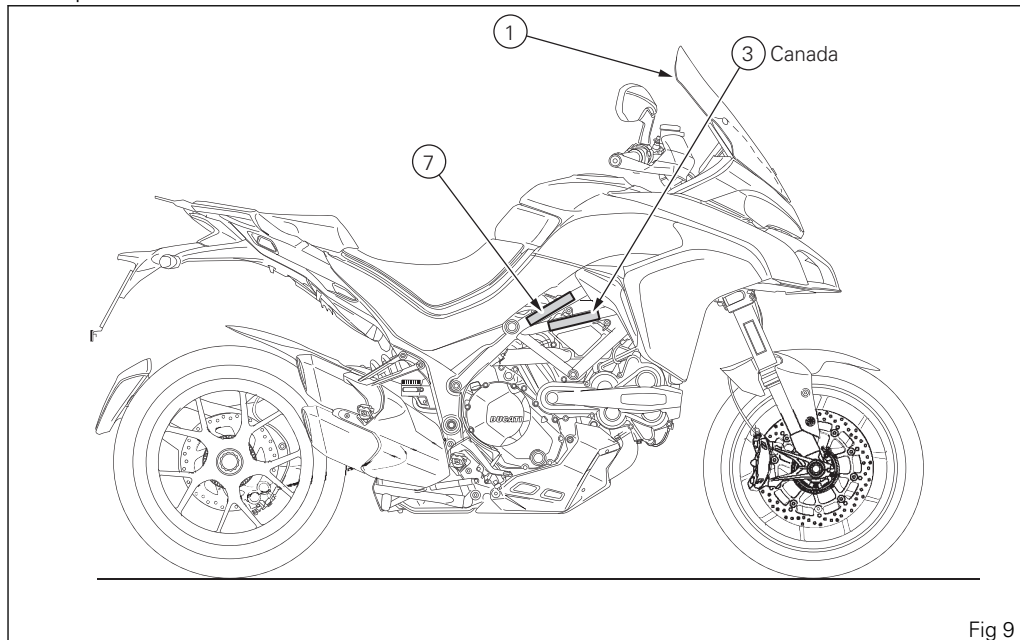


Fig 8

ENDURO

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

Plate position



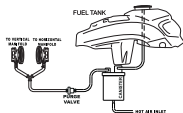
WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY. Cod. XXXX.XXXX.XX

1

VEHICLE EMISSION CONTROL LABEL XXXX.X.XXX.XX

ENGINE DISPLACEMENT: XXXX CC
ENGINE FAMILY: XXXXXXXXXXXXX
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO XXXX MODEL YEAR NEW MOTORCYCLES EVAP FAMILY: XXXXXXXXXXXXX



DUCATI
Via A. C. Ducati, 3
40132 BOLOGNA
ITALY

7

MANUFACTURED BY/FABRIQUÉ PAR : **DUCATIMOTORHOLDING spa**

TYPE OF VEHICLE / TYPE DE VÉHICULE : **MC** DATE: **XXXXXX**

GVWR / PNBV: **XXX KG.** V.I.N. / N.I.V.: **XXXXXXXXXXXXXXXXXX**

GAWR PNBE KG	DIMENSION		COLD INFLATION PRESSURE - PRESSION DE GONFLAGE A FROID			
	TIRE/PNEU	RIM/JANTE	CONDITION		PSI-LPC	kPa
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only:		XX.X	XXX
			Driver and passenger:		XX.X	XXX
XXX	XXXXXXXXXX	XXXXXXXXXX	Driver only:		XX.X	XXX
			Driver and passenger:		XX.X	XXX

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 VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION XXXXXXXXXXXX

3 (Only Canada)

Fig 10

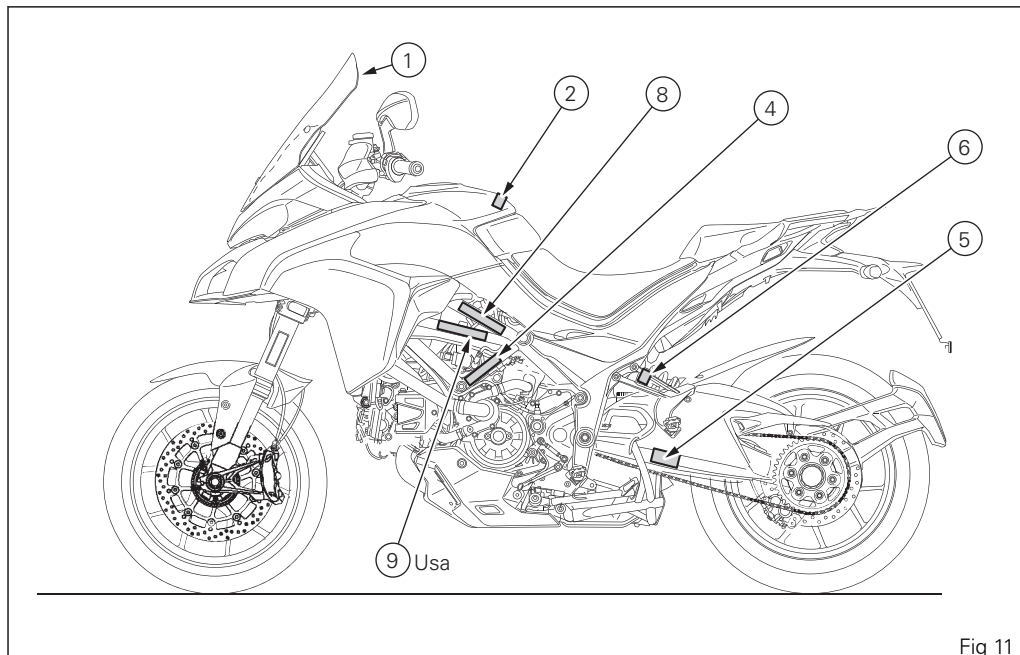


Fig 11

WARNING

DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY. (044501-010) 0

1

WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

6

CAUTION

NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

2

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION

THIS **XXXX XXXXXXXXXXXX** MOTORCYCLE **XXXXXXXXXXXXXXXXXXXX** MEETS EPA NOISE EMISSION REQUIREMENTS OF **XX** dB(A) AT **XXXX** RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE OWNER'S MANUAL

XXX.X.XXX.XX

4

VEHICLE EMISSION CONTROL INFORMATION

XXXXXXX

Engine displacement: **XXXX**cc
 Engine family: **XXXXXXXXXXXXXX**
 Engine exhaust control system:
XXXX XXXX , XXXXX , XXX
 Evap family: **JDUCU0015PV1**
 Permeation family: **XXXXXXXXXXXXX 2 or**
XXXXXXXXXXXXX

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

ENGINE TUNEUP SPECIFICATIONS

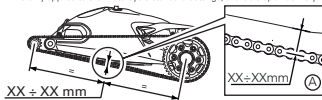
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	15° bTDC at idle speed	No adjustments
IDLE SPEED (RPM):	XXXX ± XXX	No adjustments
IDLE MIXTURE:		No adjustments
VALVE CLEARANCE (in & ex):	Opening XXX + XXX mm Closing XXX + XXX mm	See Service Manual
SPARK PLUG:	XXXXXXXXXXXXX or XXXXXXXXXXXXX	OIL: XXXXXXXXXXXX or XXXXXXXXXXXX
SPARK PLUG GAP (mm):	X.X + X.X	FUEL: Unleaded gasoline

DUCATIMOTORHOLDING spa - Bologna - ITALY - Importer: **DUCATI** North America Inc. - Cupertino - California

8

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

Make the rear wheel turn until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the centre of the chain pins and the aluminium section of the swingarm; it must be A = XX - XX mm. This only applies to the motorcycle standard settings, available upon delivery.



Cod. XXXX.XXXX.XX

5

Manufactured by: **DUCATIMOTORHOLDING spa** date: **XXXXXX**

XXX.XXXX

GVWR: XXX Lbs (XXX kg); GAWR FRONT: XXX Lbs (XXX kg); GAWR REAR: XXX Lbs (XXX kg)
 WITH TIRES: FRONT XXX/XXXXXX REAR XXX/XXXXXX
 WITH RIMS: FRONT XXXXXXXXX REAR XXXXXXXXX

RECOMMENDED TIRE COLD INFLATION PRESSURE

DRIVER ONLY, FRONT **XX.X** PSI (XXXkPa) REAR **XX.X** PSI (XXXkPa)
 DRIVER AND PASSENGER, FRONT **XX.X** PSI (XXXkPa) REAR **XX.X** PSI (XXXkPa)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
 Vehicle I.D. No. **XXXXXXXXXXXXXXXXXX** Type Classification: **MOTORCYCLE**

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Fig 12

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

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

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

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

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (drivability) and poor economy.

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your

MY 2018 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 motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

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 motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 18641 miles (30,000 kilometers), whichever first occurs.

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.

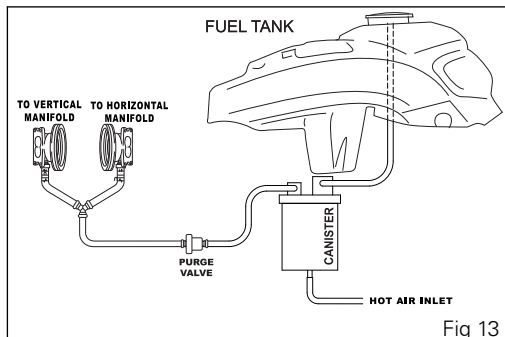
If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system



Attention

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



Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandle Drive
Cupertino, California, 95014 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.

I. Coverage

Warranty 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. 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 required for routine maintenance.

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.

Ducati North America, Inc..
10443 Bandle Drive
Cupertino, California, 95014
Tel.: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) CRUISE CONTROL LIGHT (GREEN).

Comes on to indicate operation of the Cruise Control.

4) HIGH BEAM LIGHT  (BLUE).

Turns on to indicate that the high beam lights are on and when the flasher is activated.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 4 liters of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. May come on briefly when the engine is hot, but should go off as the engine revs up.




Important

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

8) DTC / DWC WARNING LIGHT (AMBER YELLOW)

This light indicates DTC/DWC system enabling/disabling status.

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

9) "ENGINE DIAGNOSIS - MIL " LIGHT  (AMBER YELLOW)

It turns on in the case of "engine" errors that in some cases will lock the engine.

10) ABS LIGHT  (AMBER YELLOW)

Indicates ABS status.

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

11) GENERIC ERROR WARNING LIGHT

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

12) DTC INTERVENTION (AMBER YELLOW)

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

13) OVER REV / IMMOBILIZER SYSTEM

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



Note

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

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

14) VHC VEHICLE HOLD CONTROL

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

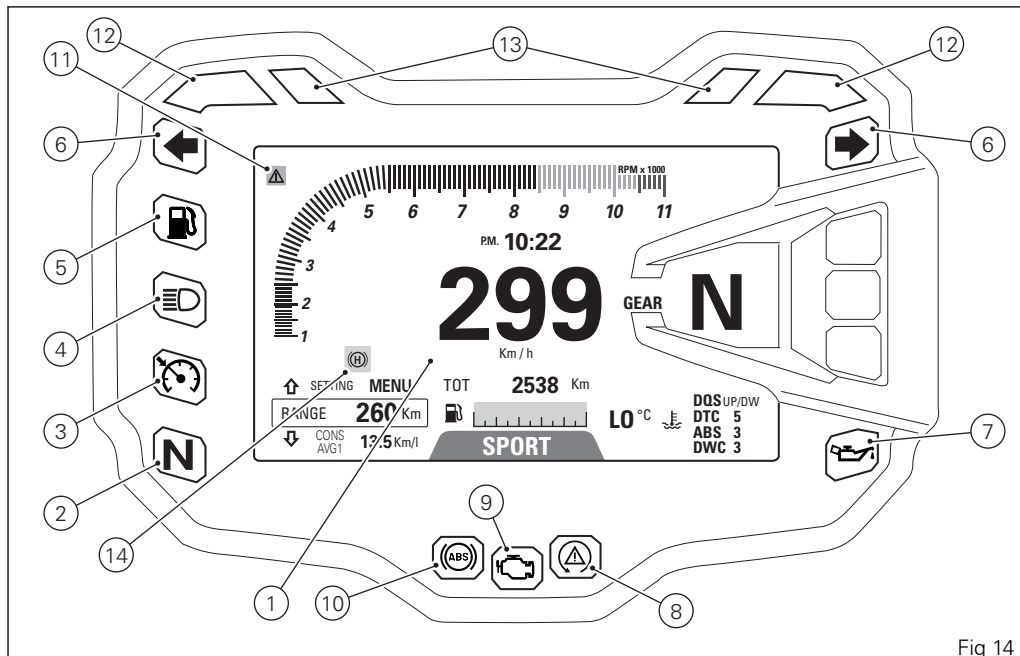


Fig 14

Acronyms and abbreviations used in the Manual

ABS

Anti-lock Braking System

BBS

Black Box System

CAN

Controller Area Network

LIN

Local Interconnect Network

DSB

Instrument panel

DTC

DUCATI Traction Control

DWC

DUCATI Wheelie Control

ECU

Engine Control Unit

GPS

Global Positioning System

VHC

Vehicle Hold Control

Technological Dictionary

Riding Mode

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

Available Riding Modes: Sport, Touring, Urban and Enduro. Within every Riding Mode, the rider can customize any setting.

Power Mode

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

- LOW, with "smooth" delivery;
- MED, with "smooth" delivery;
- HIGH with "instant" power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust

power delivery by directly affecting throttle opening angle.

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through eight different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel

lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada ABS implements rear wheel lift-up control and combined braking (from front to rear) in order to ensure not only smaller stopping distance under braking, but also the best possible stability.

These functions are divided into 3 different levels, each associated with a Riding Mode and are described in the following paragraphs. ABS can be disabled.

The Multistrada ABS is provided with the Vehicle Hold Control (VHC). The system, when activated, keeps the vehicle at a standstill. During the restart, the user only has to concentrate on the clutch and acceleration control, while the VHC gradually decreases the rear brake pressure.

Ducati Wheelie Control (DWC)

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

wheelie and maximizes reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Inertial Measurement Unit (IMU)

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

Ducati Cruise Control

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

Desmodromic Variable Timing (DVT)

The DVT system allows optimized timing setting according to engine load and speed, as well as to continuously advance or delay exhaust and intake valve timing through the rotation of the camshafts,

thereby ensuring utmost efficiency throughout the rpm range and high performance at high speed, with an optimized torque curve at low rpm.

Ducati Quick Shift (DQS)

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

Function buttons

1) CONTROL SWITCH UP "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) CONTROL SWITCH DOWN "▼"

Button used to display and set instrument panel parameters with the position "▼".

3) HIGH-BEAM / FLASH BUTTON (FLASH) (Fig 16)

The high-beam flash button may also be used for LAP functions.

4) CONFIRM MENU / SETTING MENU ENTRY BUTTON

Button used to confirm during MENU navigation.

5) CRUISE CONTROL BUTTON - ON/OFF

Button used to switch the Cruise Control function on/off.

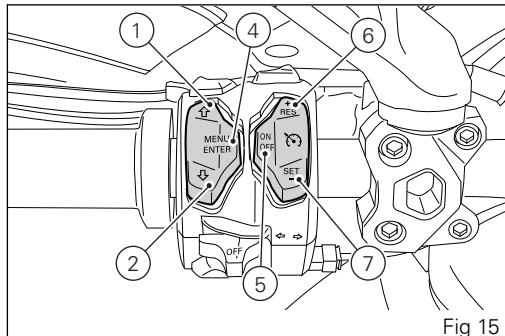


Fig 15

6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 15)

Button used to increase set cruise speed for the Cruise Control.

7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 15)

Button used to set/decrease set cruise speed for the Cruise Control.

8) HAZARD BUTTON

Button used to switch on/off all four turn indicators (Hazard function).

9) FOG LIGHT BUTTON (OPTION)

Button used to switch on/off the fog lights (option).

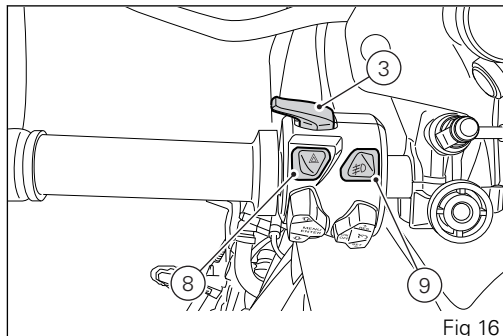


Fig 16

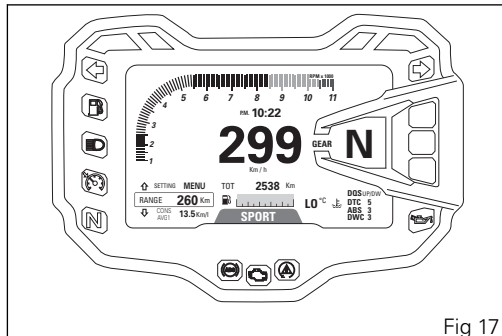
Parameter setting/displaying

When it is switched on, the instrument panel displays the DUCATI Logo and turns on the LED warning lights in two steps ("initial check").

After this routine, the instrument panel displays the main page in one of the available layouts (TRACK, FULL, CITY and OFF ROAD), depending on the one in use before last KEY-OFF.

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

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



The main screen can have four different layouts:

TRACK, FULL, CITY and OFF ROAD.

Data displayed on the main screen for TRACK layout are as follows:

- 1) Vehicle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DWC level indication ON or DWC OFF indication
- 9) DQS level indication ON or DQS OFF indication
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Bluetooth indication
- 16) LAP indication (only if active)
- 17) Fog lights (if any)
- 18) Heated handgrips (if any).

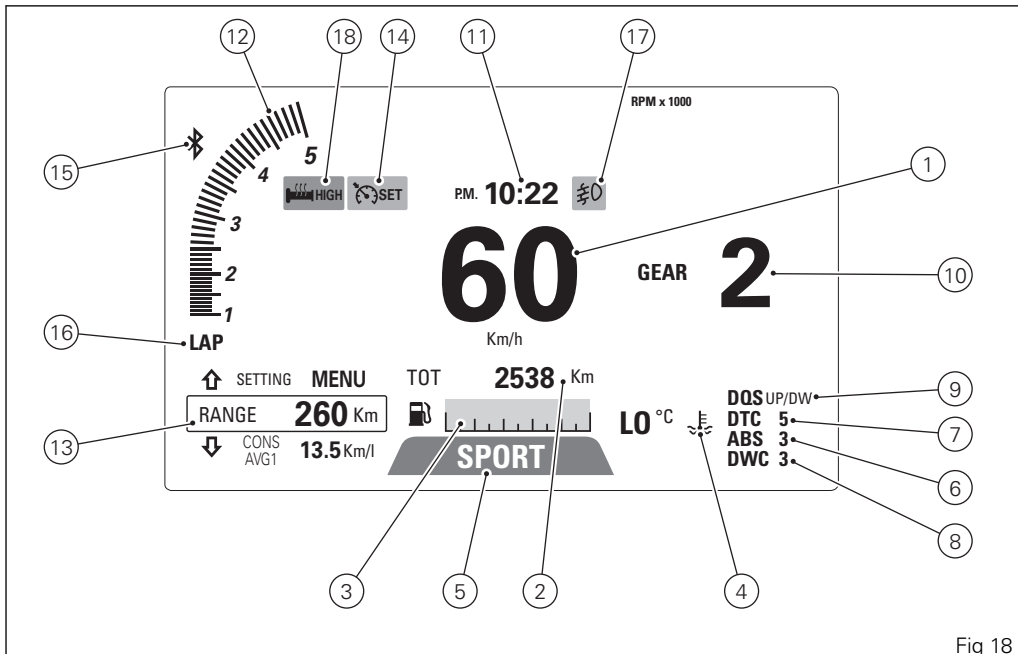


Fig 18

Data displayed on the main screen for FULL layout are as follows:

- 1) Vehicle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DWC level indication ON or DWC OFF indication
- 9) DQS level indication ON or DQS OFF indication
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Heated handgrips (if any)
- 16) Bluetooth indication
- 17) Infotainment Menu — Connected devices
- 18) Infotainment Menu — Calling person name / number
- 19) Infotainment Menu — Missed calls or sms / mms / email received

20) Infotainment Menu — Player (volume / track selection)

21) Fog lights (if any).

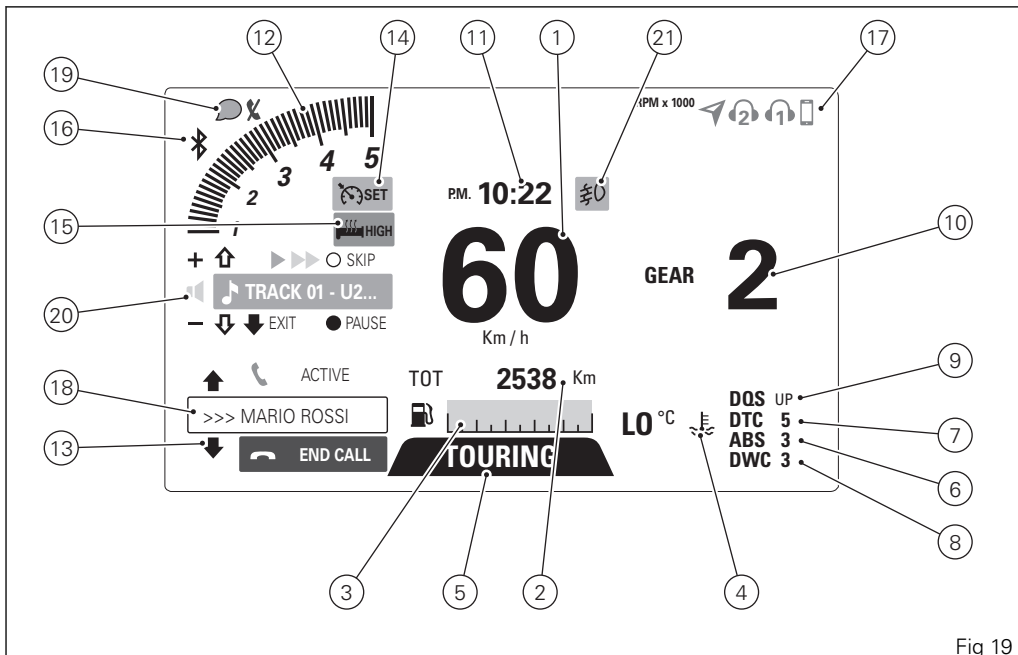


Fig 19

Data displayed on the main screen for CITY layout are 20) Fog lights (if any).
as follows:

- 1) Vehicle speed
- 2) Odometer
- 3) Fuel level
- 4) Engine coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DWC level indication ON or DWC OFF indication
- 9) DQS level indication ON or DQS OFF indication
- 10) Gear indication.
- 11) Clock.
- 12) Menu
- 13) Cruise Control indication
- 14) Heated handgrips (if any)
- 15) Bluetooth indication
- 16) Infotainment Menu — Connected devices
- 17) Infotainment Menu — Calling person name / number
- 18) Infotainment Menu — Missed calls or sms / mms / email received
- 19) Infotainment Menu — Player (volume / track selection)

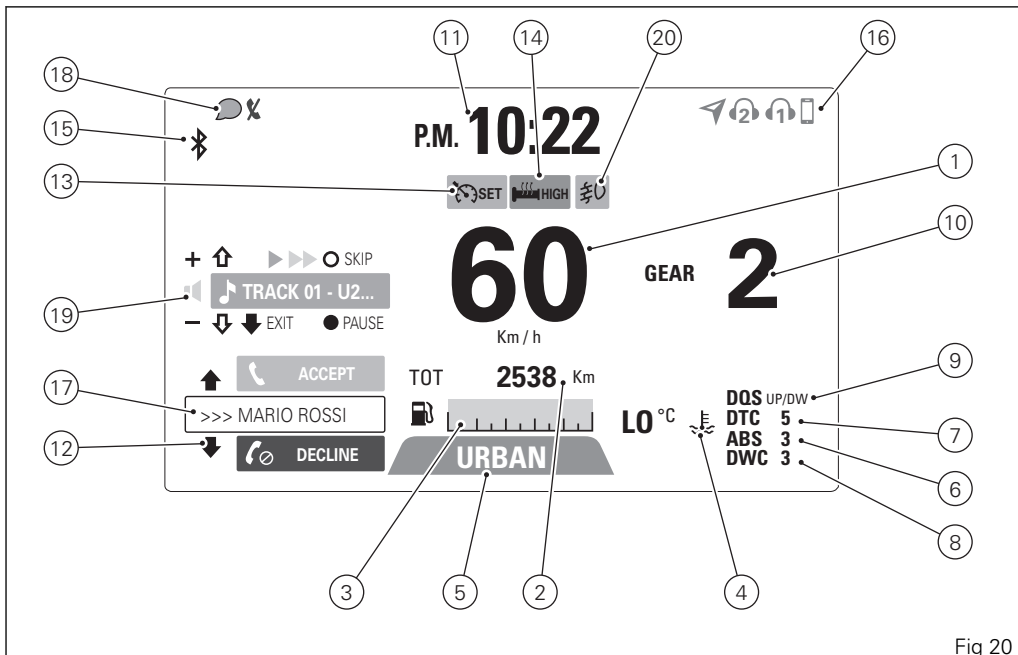


Fig 20

Data displayed on the main screen for OFF ROAD layout are as follows:

- 1) Vehicle speed
- 2) Odometer
- 3) Fuel level.
- 4) Engine coolant temperature
- 5) Set Riding Mode
- 6) ABS level indication ON or ABS OFF indication
- 7) DTC level indication ON or DTC OFF indication
- 8) DWC level indication ON or DWC OFF indication
- 9) DQS level indication ON or DQS OFF indication
- 10) Gear indication
- 11) Clock
- 12) Rev counter
- 13) Menu
- 14) Cruise Control indication
- 15) Heated handgrips (if any)
- 16) Bluetooth indication
- 17) Fog lights (if any)
- 18) TRIP Master (if activated from the Menu).

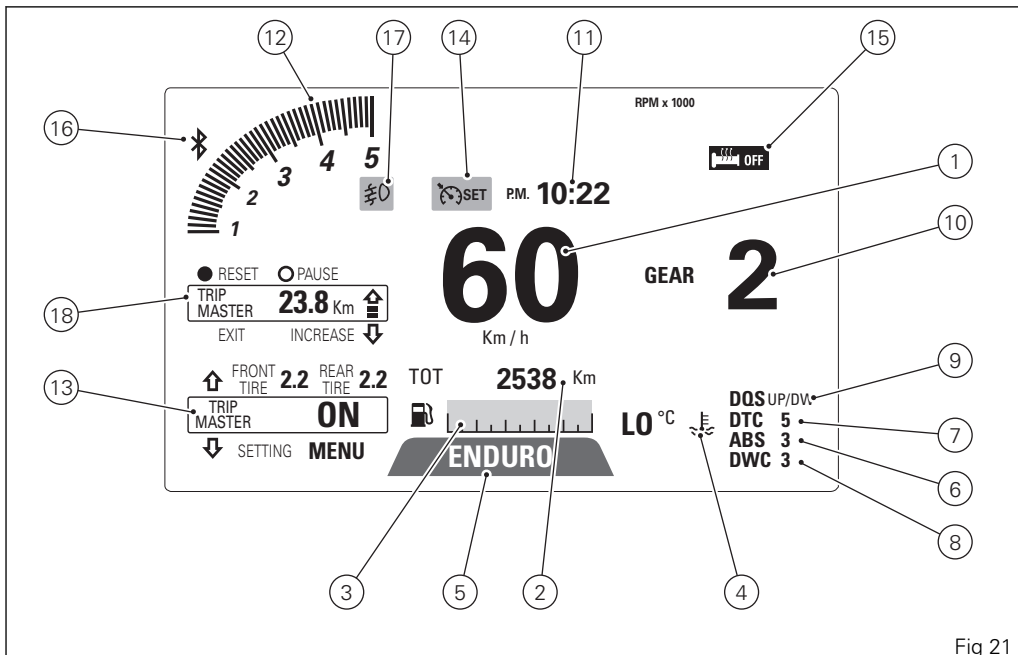


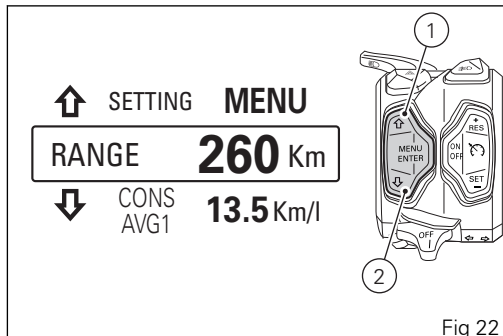
Fig 21

When the instrument panel is in TRACK riding Info Mode and in SPORT, TOURING or URBAN Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order (14, :

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- SETTING MENU

When the instrument panel is in TRACK Info Mode and in ENDURO Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order (14, :

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2



- CONS.
- T AIR
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order (14, :

- RANGE
- CONS.AVG 1
- TRIP 1

- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)
- LAST CALLS (only if BT module is available and a Smartphone is connected)
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order (14, :

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)

- LAST CALLS (only if BT module is available and a Smartphone is connected)
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order (14, :

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)
- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order (14, :

- RANGE

- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)
- ABS (OFF or ON)
- SETTING MENU

The instrument panel stores Menu current settings upon key-off. Upon the following key-on, the previously stored function is displayed. In case of sudden and unexpected power off, the instrument panel displays the RANGE (residual range) function in the Menu upon the following key-on.



Note

Upon every key-on the instrument panel shows the "RANGE" function for 10 seconds, then the function stored at previous key-off will be displayed; during these first 10 seconds, if button (1) is pressed, the 10-second "forced" display of the residual range (RANGE) is stopped and the memorized function will be displayed upon Key-Off.



Note

At the end of the check, before displaying the residual range (RANGE) for 10 seconds, the instrument panel will show the information relevant to the "Service" (countdown) function.

Main and auxiliary functions

The functions displayed in the Standard Screen are the following:

Main information

- Rev counter (FULL, TRACK and OFF ROAD mode only)
- Vehicle speed
- Fuel level
- Engine coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DWC
- DQS
- Gear indication
- Odometer

- Menu displays the following functions:
 - Residual range (RANGE)
 - Average Fuel Consumption (CONS. AVG 1)
 - Trip meter 1 (TRIP 1)
 - Trip time (TRIP 1 TIME)
 - Average speed (SPEED AVG 1)
 - Trip meter 2 (TRIP 2)
 - Instantaneous fuel consumption (CONS.)
 - Ambient air temperature (T-AIR)
 - TRIP MASTER
 - Player management (PLAYER) (only available if the Bluetooth module is available and one Smartphone is connected)
 - Call management (LAST CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
 - ABS enabling/disabling (ABS)
 - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Lap time (LAP)
- Cruise Control
- Vehicle Hold Control (VHC)
- SERVICE indication

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

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

- Riding Mode customization: within this menu, rider can customize the following:
 - engine setting (Engine)
 - DTC level (DTC)
 - ABS level (ABS)
 - DWC level (DWC)
 - DQS level (DQS)
 - reset to default factory settings (DEFAULT)
- Display Mode customization (Info Mode)
- PIN CODE activation and modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)
- Date and time setting (Date and Clock)
- unit of measurement setting (Units)
- Service thresholds display (Service)
- tire calibration (Tire Calibration)

- indication of associated devices, pairing, deletion of devices and displaying of Bluetooth version (Bluetooth) – only active if the Bluetooth module is fitted
- turn indicator automatic switch-off feature (Turn indicators Off)
- Info (Info):
 - battery indication (BATTERY)
 - engine rpm digital indication (RPM)

Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in TRACK, FULL and OFF ROAD display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (e.g., if the RPM value is "8000" or higher, number "8" is displayed bigger). When reaching 12000 rpm no numerical digit is enlarged.

The area for the 8500-10000 rpm range (pre-warning area) is indicated on the display in orange, used for filling the bar graph (orange area).

The area for the 10000-11000 rpm range (warning area) is indicated on the display in red, used for filling the bar graph (red area).

TRACK (A) layout indicates rpm in a different way compared to FULL (B) and OFF ROAD (C) layouts. CITY layout does not provide for rpm indication.

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

During the first 600 mi (1000 km) of the odometer (vehicle break-in period) a "virtual" engine rpm limiter

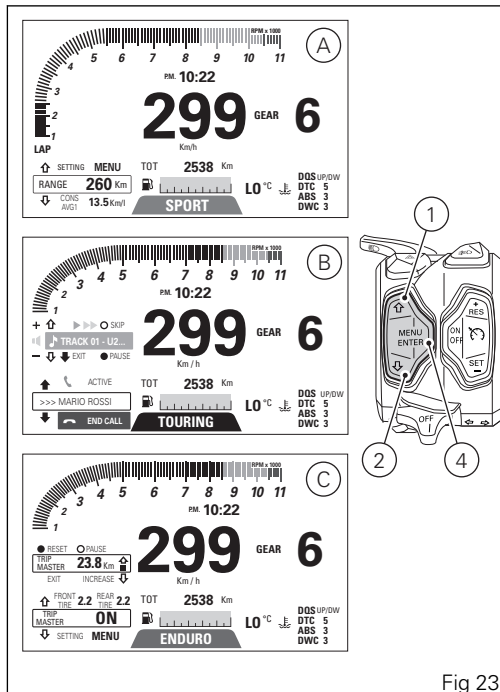


Fig 23

is displayed. The "orange area" of rev counter starts from 6000 rpm. We recommend the user not to reach this orange area during break-in period.

After the break-in period, the "virtual" limiter indicates and advises the rider to ride at lower revs when the engine is cold. The "virtual" limiter changes according to the engine temperature.

Vehicle speed

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

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

- speed is higher than 186 mph (299 km/h) or instrument panel is not receiving the speed value ("---" steady on);
- the rear speed sensor is in fault (flashing "---").

Note

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

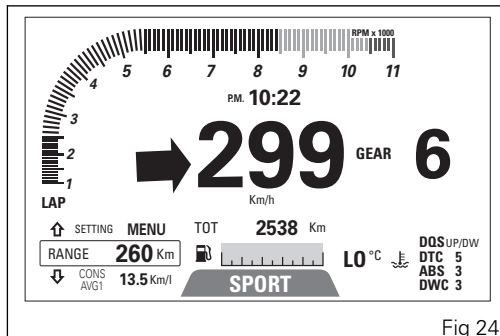


Fig 24

Fuel level

This function displays the fuel level.

The low fuel light (5, turns on when the level goes down to 2 steady marks that become orange, the fuel pump symbol is orange: this means that there are approximately 4 liters left in the tank.

If the level goes further down, the last mark will be red and flashing and the fuel pump symbol will be steady and red.



Note

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



Important

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

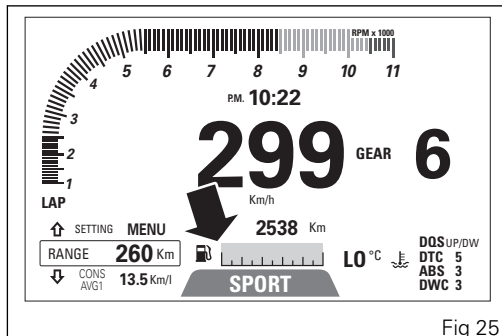


Fig 25

Engine coolant temperature

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

The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).

If reading is:

- \leq (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO " is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) the value is displayed steadily;
- \geq (higher than or equal to) +250 °F (+121 °C), "HI" is displayed flashing and in red and Temperature symbol is steady and red.

If the coolant temperature sensor is in fault, a string of flashing dashes " - - - " is displayed with the set unit of measurement and the MIL light turns on (9, .

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

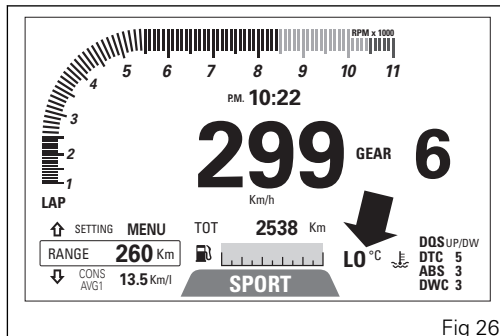


Fig 26



Note

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

Clock

The instrument panel shows the time in the following format:

- A.M. (from 12:00 to 11:59) or P.M. (from 12:00 to 11:59).
- hh (hours) : mm (minutes);

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon, until clock is set through the Setting Menu.

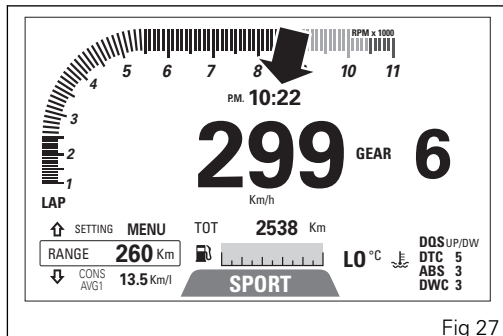


Fig 27

Riding Mode

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



Attention

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

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

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

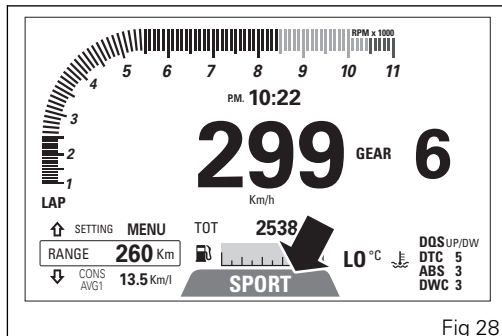


Fig 28

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in “ABS enabling/disabling” (page 114) (only possible in the ENDURO Riding Mode).

A different standard screen layout (TRACK, FULL, CITY and OFF ROAD) is associated to every riding mode; it is set by Ducati or customized by the user from the setting function page; the layouts set by Ducati are associated to the Riding modes as follows:

- TRACK layout for the SPORT Riding mode (Fig 18);
- FULL layout for the TOURING Riding mode (Fig 19);
- CITY layout for the URBAN Riding mode (Fig 20);
- OFF ROAD layout for the ENDURO Riding mode (Fig 21).

Riding mode change function

This Function allows changing vehicle Riding Modes in static and dynamic conditions. There are four possible riding modes: SPORT, TOURING, URBAN and ENDURO.

To select the riding mode it is necessary to access the specific Riding Mode Menu by pressing button (4) for 1 second.

The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- SPORT
- TOURING
- URBAN
- ENDURO

One of these will be highlighted to indicate that it was the last memorized setting and is currently in use. The "EXIT" message is also present: if button (4) is pressed when this application is selected, the instrument panel will quit without memorizing the new riding mode.

For the highlighted riding mode some of the parameter settings are displayed:

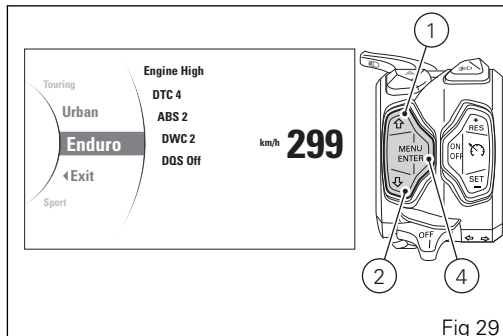


Fig 29

- engine power (ENGINE): "ENGINE" message followed by set engine power ("HIGH", "MED" or "LOW");
- DTC system: the "DTC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DTC is active or by "off" in case the DTC is disabled;
- ABS system: the "ABS" message followed by the level of calibration set ("1", "2", "3") in case the ABS is active or by "off" in case the ABS is disabled;

- DWC system: the "DWC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DWC is active or by "off" in case the DWC is disabled;
- DQS system: the "DQS" message followed by the level of intervention set ("UP/DW") in case the DQS is active or by "off" in case the DQS is disabled.

The displayed information is the settings stored for every single Riding Mode. The stored settings may be the Ducati default settings or the ones customized by the owner.

Now, every time button (1) or button (2) is pressed the instrument panel scrolls the other Riding Modes (SPORT, URBAN, URBAN and ENDURO) and " ◀ EXIT". If, for instance, the starting Riding Mode is SPORT, by pressing button (2) the instrument panel highlights TOURING, URBAN, ENDURO and " ◀ EXIT" to then go back to SPORT; by pressing instead button (1) the instrument panel will highlight " ◀ EXIT", ENDURO, URBAN, TOURING to then go back to SPORT.

Once the desired riding mode is selected press button (4) to memorize the new Riding Mode.

If vehicle speed is lower than or equal to 3 mph (5 Km/h) the instrument panel checks the throttle position only:

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying;
- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" indication; only when throttle control is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying.

If vehicle speed is higher than 3 mph (5 Km/h), the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode, the name of the Riding mode flashes for 3 seconds and goes back to "standard page" displaying;

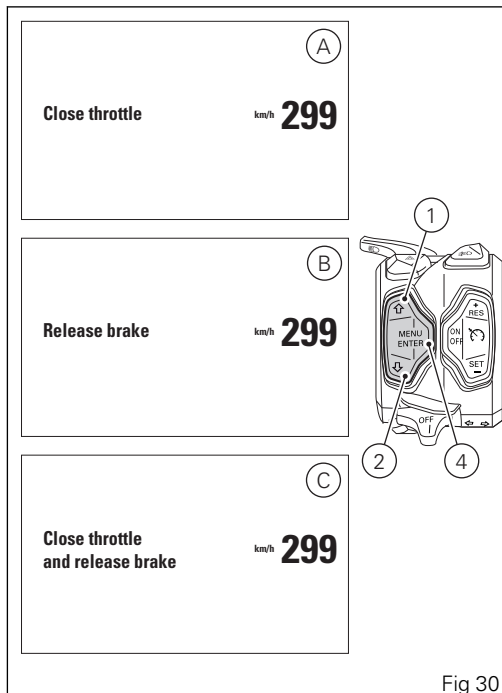


Fig 30

- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A, Fig 30) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorized, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "RELEASE BRAKES" (B, Fig 30) indication and only when brakes are released the new selected riding mode is confirmed and memorized, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" (C, Fig 30) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorizes the new selected riding mode and goes back to "standard page" displaying.

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS

explained in "ABS enabling/disabling" (page 114) (only possible in the ENDURO Riding Mode).

If the above-described conditions for "validating" the change of Riding Mode are not observed within 5 seconds from when "CLOSE THROTTLE" or "RELEASE BRAKES" or "CLOSE THROTTLE AND RELEASE BRAKES" indications, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

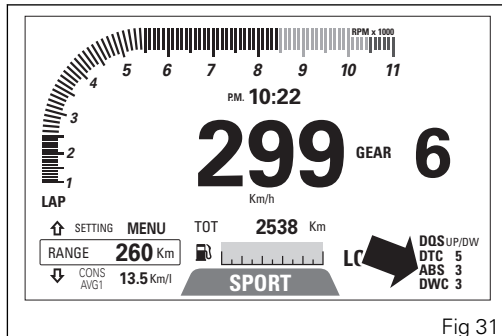
If you select "EXIT" and press button (4), the instrument panel will display the main screen, without storing the new setting (the new Riding Mode).

ABS

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

The instrument panel displays:

- if the ABS is active, the message “ABS” and the set intervention level number “1” to “3”;
- if ABS is active, but system is in degraded operation due to a fault (no “cornering” feature), “ABS” message and the set intervention level number “1” to “3” (flashing); also the ABS warning light (10, starts flashing);
- if ABS is active, but ABS status information is missing, “ABS” indication and the dash “-”;
- when in fault, the “ABS” indication, the red "Err" message; also the ABS warning light (10, turns on;
- if the ABS is disabled, the “ABS” and “OFF” lettering and the ABS warning light (10, turns on.



Attention

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

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 Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus

controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden 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	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	OFF-ROAD	<p>This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads).</p> <p>The system in this level does NOT control lift-up, there is NO front-to-rear combined braking and the cornering feature is NOT active.</p>	It is the default level for the "ENDURO" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels, system creates pressure also at the rear caliper when the rider uses only the front brake (combined braking) and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels, system creates pressure also at the rear caliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" riding modes.



Attention

ABS OFF level can only be used when the "ENDURO" Riding mode is selected.



Attention

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



Attention

ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the sensitivity level



Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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 3, the ABS will ensure a very stable braking thanks to lift-up control and front-to-rear combined braking, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.

ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control, neither front-to-rear combined braking, nor cornering function.

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

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

DTC

The instrument panel displays DTC status as follows:

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



Attention

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

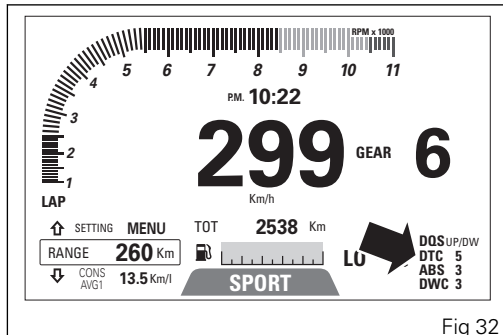


Fig 32



Attention

DTC is a rider aid that can be used on the track, on the road and off road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to 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 motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with 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	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	OFF-ROAD Professional	This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	NO
2	OFF-ROAD	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the "ENDURO" Riding Mode
3	SPORT / TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this mode, the DTC allows side-slipping.	NO
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the "SPORT" Riding Mode

DTC	RIDING MODE	USE	DEFAULT
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the "TOURING" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "URBAN" Riding Mode
7	RAIN	This level is designed for road use, when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	NO

Tips on how to select the sensitivity level



Attention

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

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

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

With levels 3 and 4, DTC control unit allows both rear tire spinning and sliding sideways when exiting a turn;

we recommend using these levels only on track and to very experienced riders.

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

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

Level depends on grip conditions

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

Level depends on type of 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 6, 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

We recommend level 6 be used in order to get used to the system (default level for the URBAN riding mode). If the level of DTC intervention seems

aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you.

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

Tips for off-road use

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

DWC

The instrument panel displays DWC status as follows:

- if the DWC is active, the message "DWC" and the set intervention level number "1" to "8";
- if DWC is active, but system is in degraded operation, "DWC" message and the number, "1" to "8" (flashing); also the DTC/DWC warning light (8, starts flashing);
- when in fault, the "DWC" indication and the red "Err" message; also the flashing DTC/DWC warning light (8, turns on);
- if DWC is disabled, "DWC" "OFF indication;

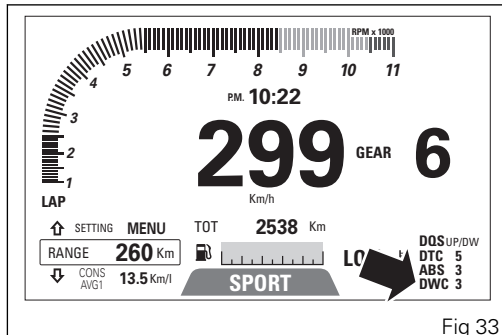
Attention

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

Note

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and



settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a preset intervention level. Level eight indicates a setting that minimizes motorcycle tendency to shift up in a wheelie and maximizes reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.



Attention

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

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with 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 modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

DWC		USE	DEFAULT
OFF		The DWC is disabled.	NO
1	HIGH PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
3	SPORTIVE	Track use and road use for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode
4	SPORTIVE	Track and road use for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	NO

DWC	USE		DEFAULT
5	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
6	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	NO

Tips on how to select the sensitivity level



Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE tires for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

The rider's experience

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

Level depends on type of track

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

Tips for use on the track

We recommend that level 8 be used for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Tips for use on the road

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

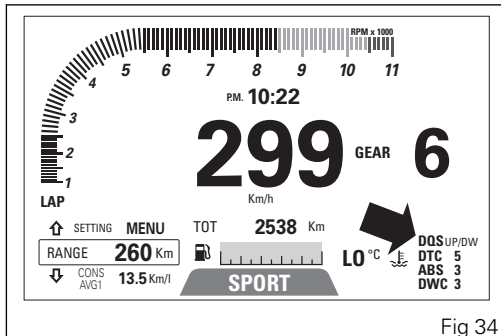
DQS

The instrument panel displays DQS status as follows:

- if DQS system is enabled, the indication to engage the gears "UP/DW" is displayed;
- if DQS system is in reduced performance mode, the indication to engage the gears "UP/DW" is displayed flashing;
- if the DQS system or the control unit is in fault, the "Err" message is displayed in red;
- if DQS system is disabled, "OFF" is displayed.

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

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



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

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

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value. If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, turns on.

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

A dash “-” is displayed in these cases:

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

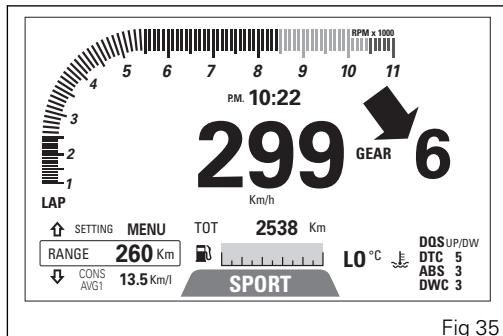


Fig 35

Odometer (TOT)

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

The odometer number of mi or km is displayed with the TOT indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

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

Note

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

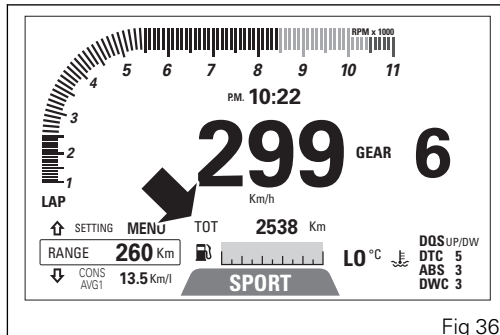


Fig 36

Menu Functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information. Whenever button (1) is pressed, instrument panel will increase the "position" (from first position to last position, and back to the first one). Whenever button (2) is pressed, instrument panel will decrease the "position" (from last position to first position, and back to the last one).

Based on the set Info Mode and Riding Mode, the Menu can display different functions.

All functions available in the Menu are:

- RANGE (Residual Range)
- CONS AVG 1 (Average consumption)
- TRIP 1 (Trip meter 1)
- TRIP TIME 1 (Trip time)
- SPEED AVG 1 (Average speed)
- TRIP 2 (Trip meter 1)
- CONS. (Instantaneous fuel consumption)
- T AIR (External air temperature)
- TRIP MASTER (OFF or ON)
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)
- LAST CALLS (only if BT module is available and a Smartphone is connected)

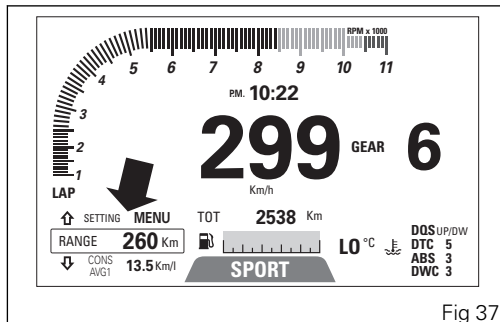


Fig 37

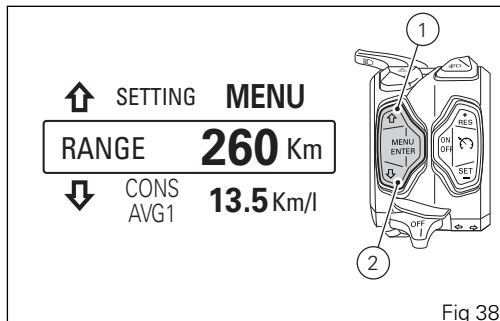


Fig 38

- ABS (OFF or ON)
- SETTING MENU

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.

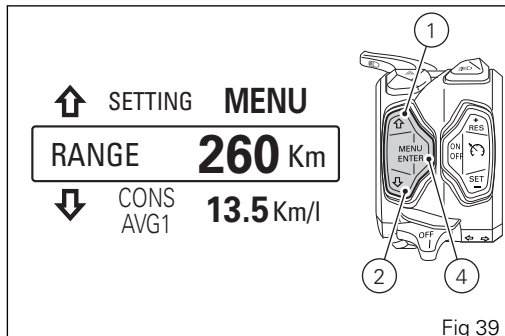
The mi or km value for the RANGE (residual range) is displayed with "RANGE" indication and unit of measurement (mi or km).

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

If there is any function fault, the instrument panel will display three flashing dashes "---".

If the instrument panel is not receiving RANGE information, a string of three steady dashes "---" is displayed.

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



Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.

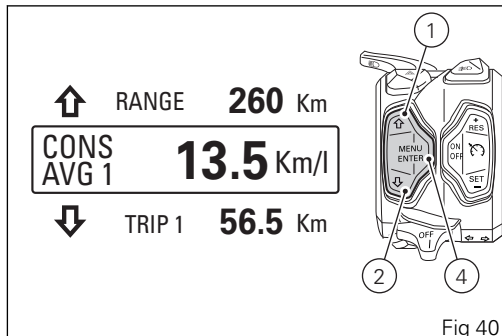
Average fuel consumption is displayed followed by "CONS. AVG 1" and the set unit of measurement (liters / 100 km or mpg UK or mpg USA).

The calculation is made considering the quantity of fuel used and the distance traveled since TRIP 1 was last reset.

When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available, on the display, three steady dashes "- - -" are displayed as a value of average consumption.

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

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



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

While if you press button (4), value for CONS. AVG 1 will be reset and the instrument panel will display CONS. AVG 1 at "0.0" followed by set unit of measurement.

When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes "- - -" are shown.



Note

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



Note

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



Note

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

Trip meter 1 (TRIP 1)

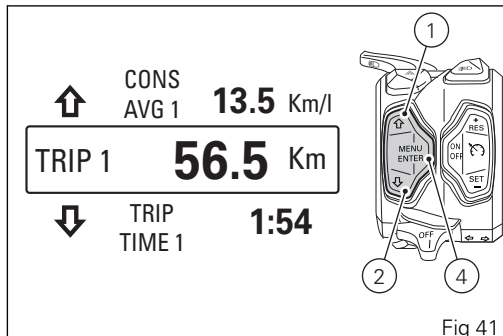
The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

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

If you press button (1) or (2), the instrument panel will display TRIP 1 again, without resetting the value. While if you press button (4), value for TRIP 1 will be reset and the instrument panel will display TRIP 1 at "0.0" followed by set unit of measurement.

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



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

Trip time (TRIP TIME 1)

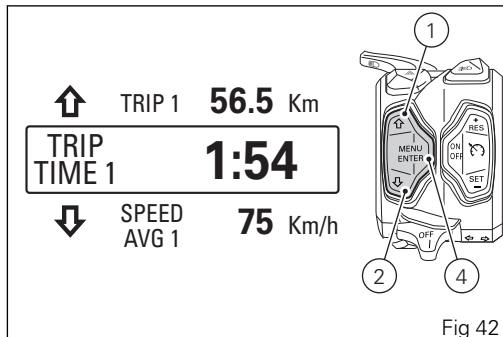
The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by "TRIP TIME 1" indication.

The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1, page 103), average fuel consumption (CONS.AVG 1, page 101) and average speed (SPEED AVG 1, page 105). When TRIP 1 is reset, this value is reset as well.

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

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the time. When this warning is active, Menu scrolling is not possible.

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



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



Note

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

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

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

The average speed value displayed is calculated by adding 5% in order to be consistent with vehicle speed indication.

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

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

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

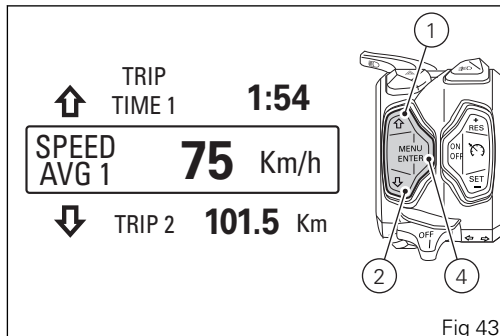


Fig 43

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

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

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



Note

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



Note

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



Note

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

Trip meter 2 (TRIP 2)

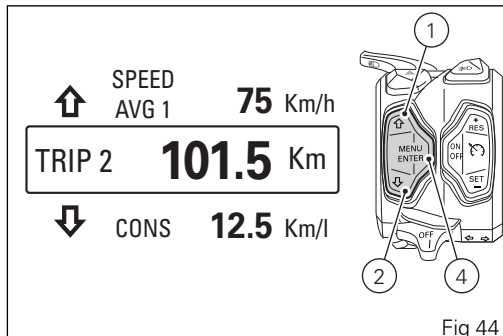
The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km). The mi or km value for TRIP 2 is displayed with the "TRIP 2" indication and unit of measurement.

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

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

If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. While if you press button (4), value for TRIP 2 will be reset and the instrument panel will display TRIP 2 at "0.0" followed by set unit of measurement.

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



Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.

Instant fuel consumption is displayed followed by "CONS." and the set unit of measurement (liters / 100 Km or mpg UK or mpg USA).

The calculation is made considering the quantity of fuel used and the distance traveled during the last second.

Value is expressed in the set unit of measurement: liters / 100 Km or mpg UK or mpg USA.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

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

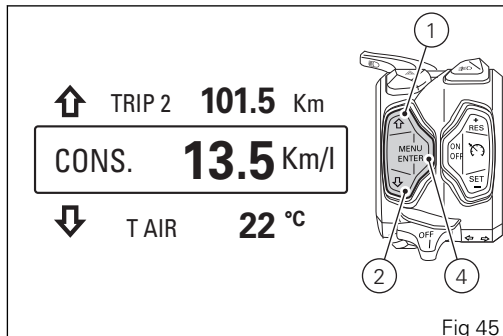


Fig 45

Ambient air temperature (T-AIR)

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

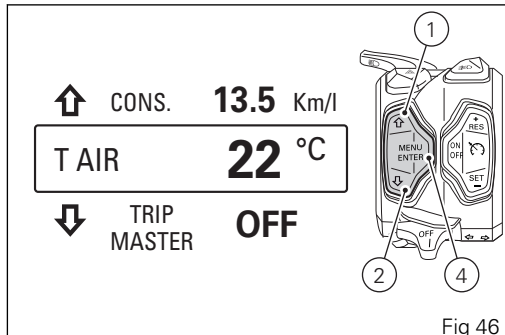
The temperature value is displayed when ranging from -38 °F to +257 °F (or -39 °C to +125 °C). For temperature values lower than -38 °F (-39 °C) or higher than +257 °F (+125 °C) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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



Note

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



TRIP MASTER

Trip Master is only displayed in OFF ROAD layout. Trip Master meter counts and displays the partial kilometers or miles run by the vehicle. Trip Master count increases with mileage, can be reset and can also be set to pause and "reversed" by decreasing the countdown.

To activate the Trip Master function, use buttons (1) and (2) to view "TRIP MASTER OFF" within the Menu and press button (4) (Fig 47).

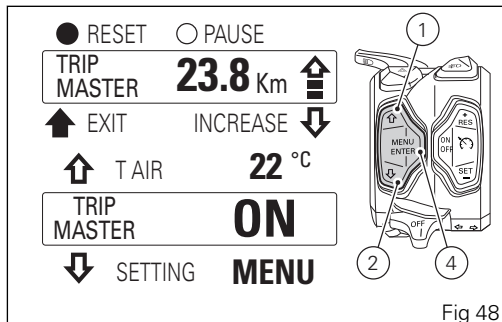
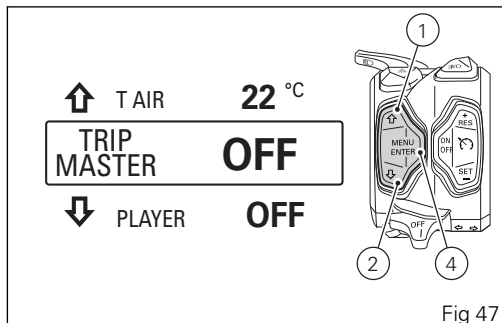
Then, the Trip Master control is displayed above the menu and it can be managed with buttons (1), (2) and (4) (Fig 48).

If the value is increasing or decreasing, press button (4) once to stop the calculation (PAUSE). The calculation is resumed by pressing button (4) again. Press button (4) for 2 seconds to reset the value and automatically resume the value increasing count.

If count is decreasing, it changes and starts increasing the value by pressing button (1).

If count is increasing, it changes and starts decreasing the value by pressing button (2).

Press button (2) for 2 seconds to quit the Trip Master control menu.



To disable the Trip Master function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (4). In this way, the instrument panel interrupts the function and resets the count.

To go back to the Trip Master control mode with active function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (1) for 2 seconds. In this way, the instrument panel will activate the Trip Master control menu again and the buttons can be used only for the Trip Master.

When count is 0.0 (miles or Km), the Trip Master can only be increased and it is not possible to reverse the count as long as value is below or equal to 0.1 miles (100 meters).

If value reaches 999.9 (miles or Km), while increasing, it will get back to zero (0.0) and carry on increasing.

If value reaches 0.0 (miles or Km), while decreasing, the counting will stop (PAUSE), value will flash and calculation will be reversed to become increasing.

Value is automatically reset and counter restarts its increasing operation in the following instances:

- upon any power off (Battery-Off);

- if units of measurement are changed through the instrument panel UNIT SETTING function.

Every time you quit the Trip Master control menu, the TRIP MASTER function continues the count (or remains in pause according to the status).

Player management (PLAYER)

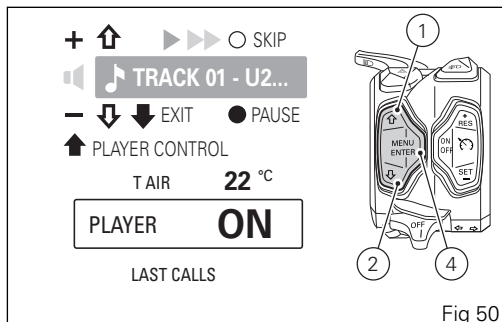
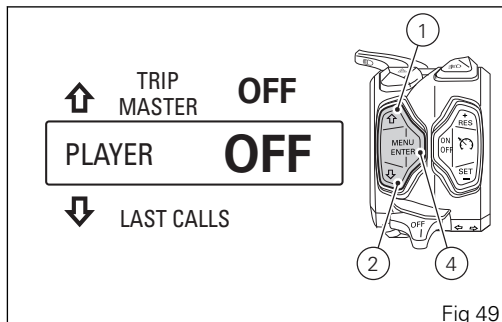
This function allows managing (turning on and off) the Player.

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

If Player is not active, the instrument panel displays "PLAYER OFF". To turn it on and open the Player menu, press button (4) (please refer to "Infotainment", page 190 for information on how to use the Player).

If Player is active, the instrument panel displays "PLAYER ON". To open the Player menu, press button (1) for 2 seconds (please refer to "Infotainment", page 190 for information on how to use the Player).

To turn Player off, press button (4).



Call management (LAST CALLS)

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

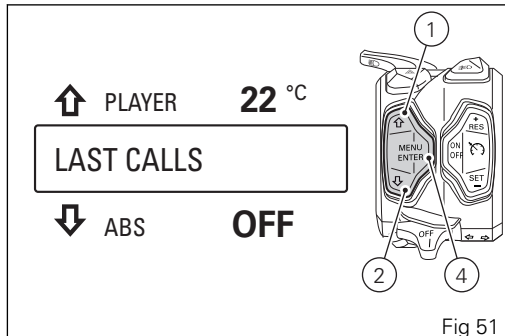
The CALLS function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

Press button (4): when opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.

The instrument panel displays the corresponding name(s) or phone number(s). Use buttons (1) and (2) to scroll the list and press button (4) to call the displayed name or phone number.

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

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



ABS enabling/disabling

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

Note

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

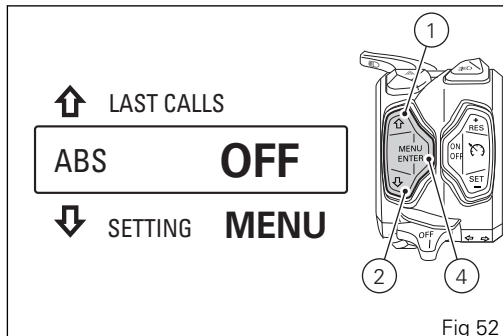
If the ABS is enabled, the instrument panel shows “ABS-OFF”.

Once “ABS-OFF” is displayed, press button (4) to disable the ABS.

Note

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

After pressing button (4) within the Menu, “WAIT ...” is displayed (instead of “ABS OFF”) for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.



When system is disabled, “ABS-ON” is displayed, the ABS light (10, turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.

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

Note

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

After pressing button (4) within the Menu, "WAIT ..." is displayed (instead of "ABS ON") for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.

When system is enabled, "ABS-OFF" is displayed, the ABS light (10), turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

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

After 3 seconds:

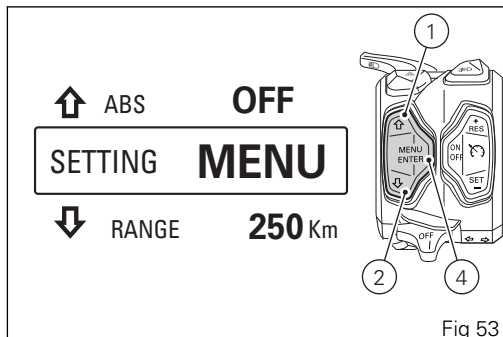
- if disabling was requested, the instrument panel automatically shows again "ABS-OFF" and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again "ABS-ON" and the request can be made again, if required.

Setting menu (SETTING MENU)

This menu allows enabling, disabling and setting some vehicle 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 SETTING MENU and the actual vehicle speed exceeds 3 mph (5 km/h) the instrument panel automatically exits from the SETTING MENU and displays the main screen.

To gain access to the SETTING MENU, use button (1) or (2) to select "SETTING MENU" in the Menu (by displaying it in the "main" position, that is in the central box) and press button (4).



The following indications will be displayed inside the Setting Menu:

- ◀ Exit
- Riding Mode
- Info Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tire Calibration
- Bluetooth
- Turn indicators Off
- Info
 - BATTERY
 - RPM
- ◀ Exit

Important

For safety reasons, you are recommended to use this Menu with the bike at a standstill.

The functions that can be set and consulted are the following:

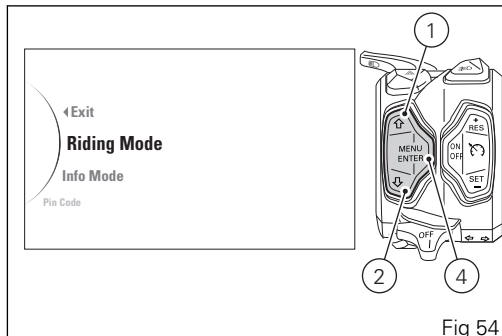


Fig 54

- Riding Mode
- Info Mode (Customization of Display Mode)
- Pin Code (activation and modification of PIN CODE)
- Lap (Lap time)
- Backlight (setting backlight to AUTO, DAY, NIGHT)
- Date and Clock (setting Date and Time)
- Units (setting the unit of measurement)
- Service (indication of Service thresholds)
- Tire Calibration (Drive Ratio and Tire Calibration)
- Bluetooth (deletion of any paired devices)

- Turn indicators Off (Disabling turn indicators automatic switch off)
- Info
 - BATTERY (battery voltage indication)
 - RPM (engine rpm digital indication)

Press buttons (1) and (2) to set the Functions listed above to the "main" position: this means that the indication of the function is highlighted with a more visible character (example **Riding Mode**).

After displaying the required function in the "main" position, press button (4) to open the corresponding menu page.

To quit the SETTING MENU, keep button (4) pressed when the "◀ **Exit**" indication is in "main" position.

Customizing the Riding Mode

All settings of every riding mode can be customized.

Enter the SETTING MENU.

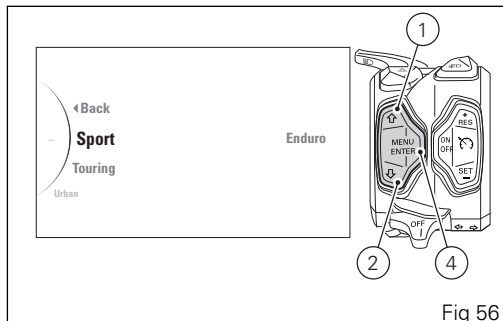
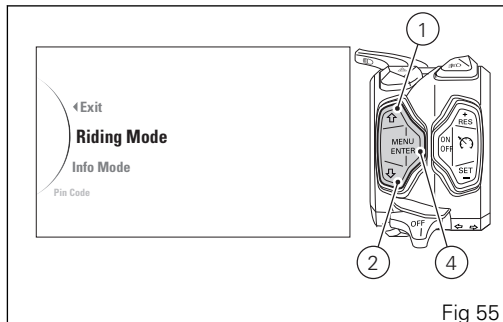
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

After entering the function, the display shows the available riding modes (Sport, Touring, Urban or Enduro) on the left side and set Riding Mode on the right side.

The following indications will be displayed in this page:

- ◀ Back
- Sport
- Touring
- Urban
- Enduro
- All Default
- ◀ Back



You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to highlight and select the riding mode to customize, then press button (4) to access the customization page for the selected riding mode;
- use buttons (1) and (2) to highlight and select “ ◀ Back”, then press button (4) to go back to previous page;
- use buttons (1) and (2) to highlight and select “**All Default**”, press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customized are ENGINE, DTC, ABS, DWC (active only when the DTC function is not set to "OFF"), DQS and DEFAULT (to reset to default factory values for the riding mode). The following indications will be displayed in this page:

- ◀ Back
- Engine
- DTC
- ABS
- DWC
- DQS

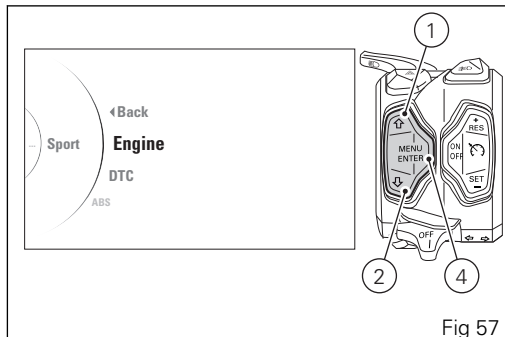


Fig 57

- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time button (1) or button (2) is pressed, the instrument panel allows scrolling all parameters of the Riding Mode selected; once parameter is highlighted, press button (4) to enter parameter customization page where you can edit the settings of the parameter.

Any parameter change made is saved and remains in the memory also after a Battery-Off. The parameters

set by Ducati for each individual riding mode can be reset with the "Default" function and by pressing button (4). Highlight "◀ **Back**" and press button (4) to exit the sub-menu and go back to previous page.



Attention

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

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

Customizing the Riding Mode: Engine setting

This function customizes engine power associated with each riding mode.

Enter the **SETTING MENU**.

Select **Riding Mode** (A), by pressing button (1) or (2). Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select "**Engine**" and press button (4).

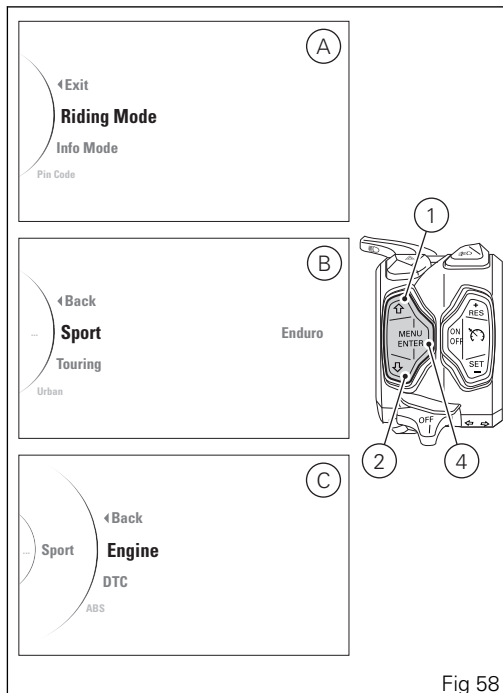


Fig 58

When entering the function, settings available for customization are indicated on the left: High, Medium, Low whereas the set value is displayed on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- High
- Medium
- Low
- ◀ Back

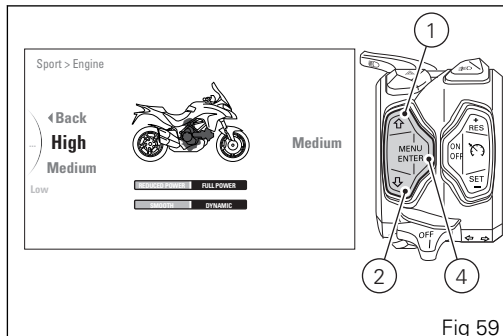
The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new desired engine power.

For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed.

Once the desired level is highlighted, press button (4) to confirm the selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Customizing the Riding Mode: DTC level setting

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

Enter the **SETTING MENU**.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select "DTC" and press button (4).

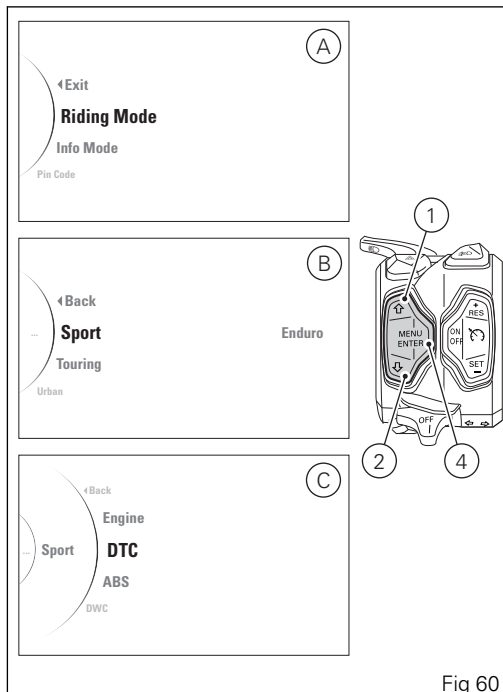


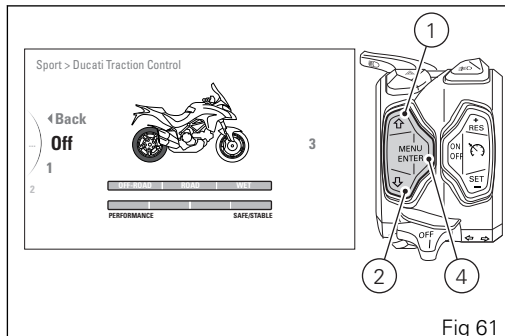
Fig 60

When you access the function, all possible customization levels (levels from 1 to 8 and OFF status) are listed on the left and the set DTC level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.



With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed.

Once the desired level is highlighted, press button (4) to memorize the new selection.

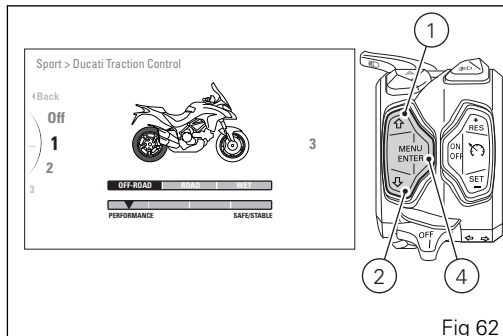
To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Note

Setting "–" (Off) will disable the DTC.

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



Customizing the Riding Mode: ABS setting

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select **"ABS"** and press button (4).

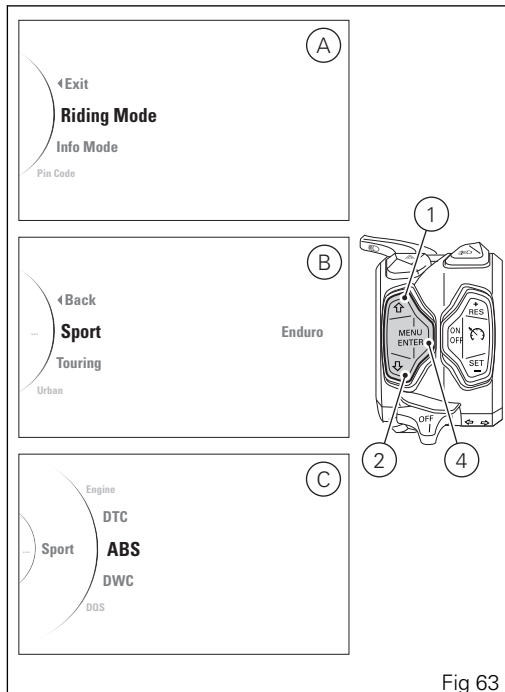


Fig 63

When you access the function, all possible customization levels (levels from 1 to 3 and OFF status) are listed on the left and the set ABS level or status is shown on the right.

The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

Important

When setting the ABS OFF, Ducati recommends you to pay particular attention to the way you ride and brake.

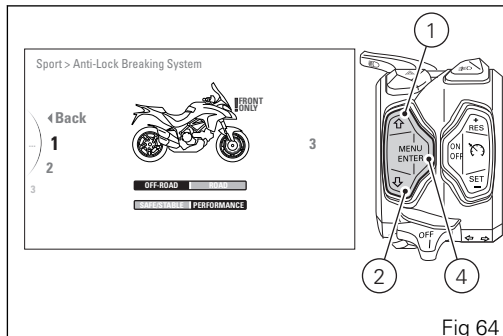


Fig 64

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed. Furthermore, the braking system intervention level is indicated in Light Blue: the indication "**!FRONT ONLY**" (Fig 64) only for the front active brake, the indication "**CORNERING**" (Fig 65) for the active Cornering function. Once the desired level is highlighted, press button (4) to memorize the new selection. To exit the menu and go back to previous page highlight the "**◀ Back**" indication and press button (4).

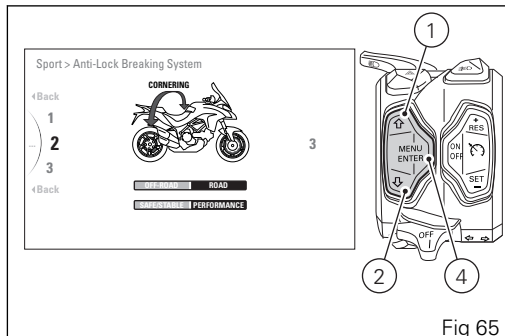


Fig 65

Customizing the Riding Mode: DWC level setting

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

Enter the SETTING MENU.

Select **Riding Mode** (A), by pressing button (1) or (2).

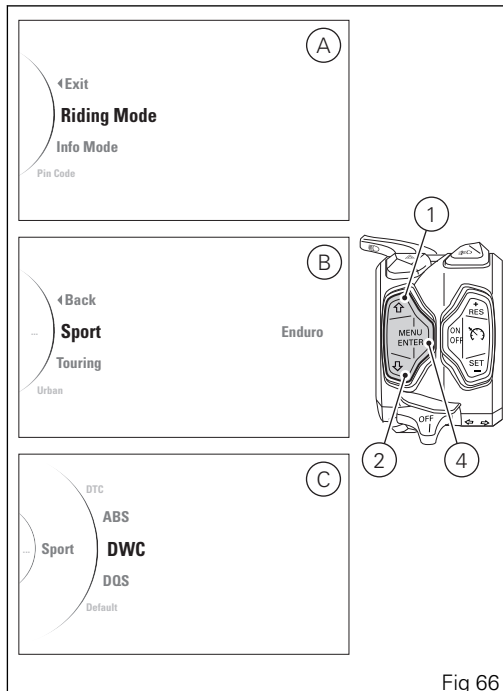
Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select "DWC" and press button (4).

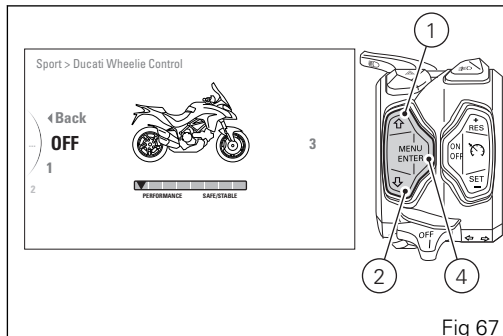


When you access the function, all possible customization levels (levels from 1 to 8 and OFF status) are listed on the left and the set DWC level or status is shown on the right.

The following selectable indications will be displayed in this page:

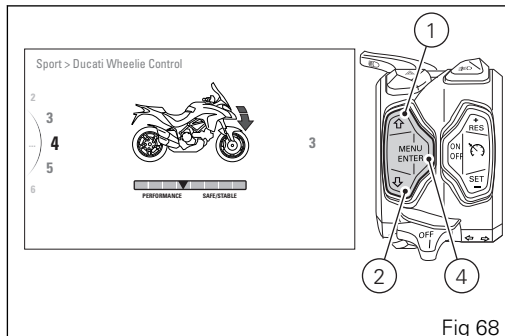
- ◀ Back
- Off
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.



With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Moreover, the system intervention level will be indicated with a Light Blue arrow. Once the desired level is highlighted, press button (4) to memorize the new selection. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

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



Customizing the Riding Mode: DQS enabling/disabling

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

Enter the **SETTING MENU**.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select **"DQS"** and press button (4).

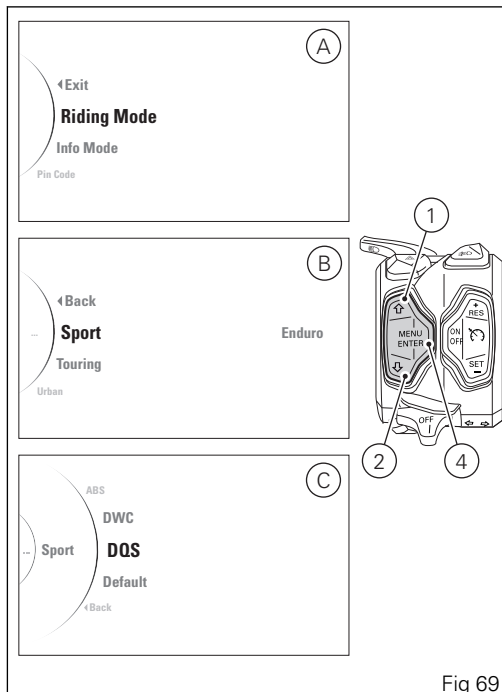


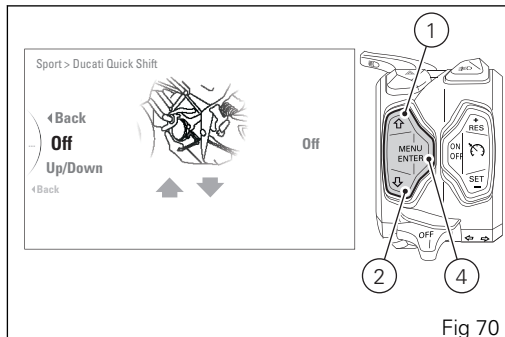
Fig 69

When you access the function, all possible customization levels (OFF, UP/DOWN) are listed on the right and the currently set DQS level or status is shown on the left.

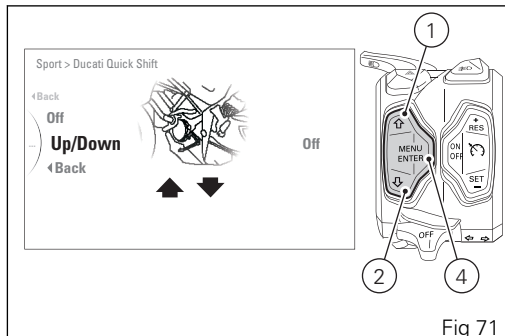
The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- Up/Down
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.



With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the system intervention level (highlighted with one and/or two black arrows) will be displayed. Once the desired level is highlighted, press button (4) to memorize the new selection. To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).



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

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

Enter the **SETTING MENU**.

Select **Riding Mode** (A), by pressing button (1) or (2).

Once function is displayed, press button (4).

You will access the Riding Mode menu.

Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customization menu (e.g., "Sport") (C).

Press button (1) or button (2) to highlight and select **"Default"** and press button (4).

The default parameters for the selected Riding Mode are reset.

From this moment (and until one or more parameters are customized) the "Default" indication is no longer visible.

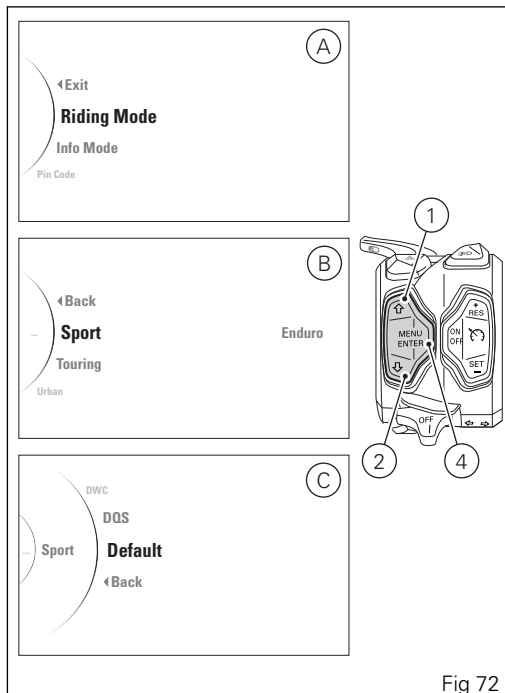


Fig 72

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

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

This function allows restoring all the default values for ENGINE, DTC, ABS, DWC, DQS and all riding modes: the function is only visible if at least one of the parameters of one riding mode is not the "default" one.

Enter the SETTING MENU.

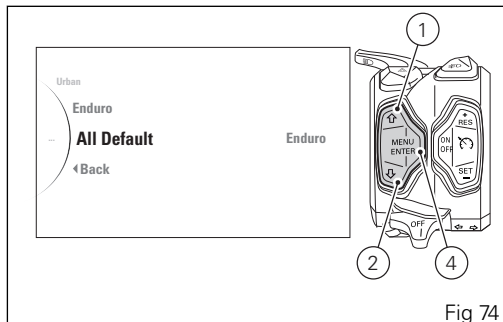
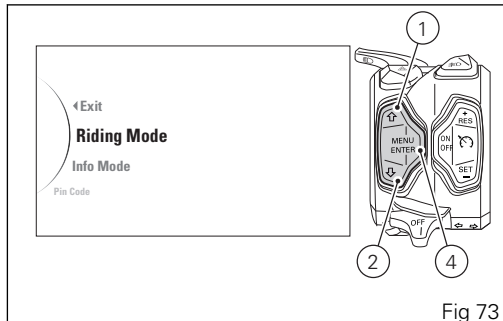
Select **Riding Mode** by pressing button (1) or (2).

Once function is displayed, press button (4).

Use buttons (1) and (2) to highlight and select "**All Default**", press button (4) to reset to default values for all four Riding Modes.

From this moment (and until one or more parameters are customized) the "All Default" indication is no longer visible.

To exit the menu and go back to previous page highlight the "**Back**" indication and press button (4).



Display mode setting (Info Mode)

The display mode can be customized

By selecting one of the four available display modes: TRACK, FULL, CITY and OFF ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

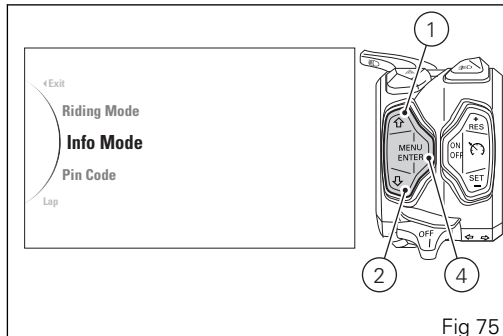
Ducati associated by default the layouts to the Riding modes as follows:

- TRACK layout for the SPORT Riding mode;
- FULL layout for the TOURING Riding mode;
- CITY layout for the URBAN Riding mode;
- OFF ROAD layout for the ENDURO Riding mode.

It is also possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected RM.

To select the desired mode, open the SETTING MENU.

Select "**Info Mode**" by pressing button (1) or (2).
Once function is highlighted, press button (4).



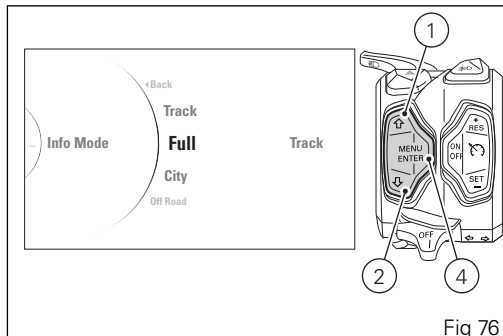
After entering the function, the display shows the available Info Modes ("Track", "Full", "City" and "Off Road") on the left side and set Info Mode on the right side. Within this page, the instrument panel displays the following indications:

- ◀ Back
- Track
- Full
- City
- Off Road
- Default
- ◀ Back

The "Default" indication is visible only if one or more parameters have been modified.

With buttons (1) and (2) select the new desired Info Mode. Once the desired Info Mode is highlighted, press confirm button (4) to memorize the new selection.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Pin Code

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

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction.

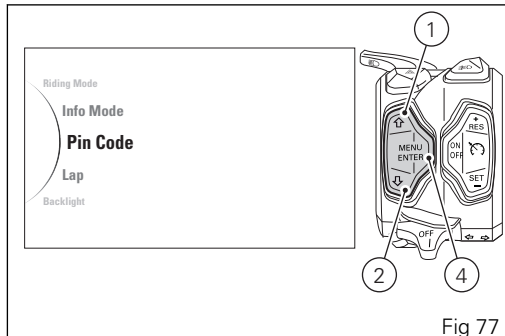
To activate and/or modify the PIN CODE you must enter the SETTING MENU.

Select **Pin Code** option, by pressing button (1) or (2). Once function is highlighted, press button (4).

To activate this function, refer to "Activating the PIN CODE" procedure below.

To change the PIN refer to "Changing the PIN CODE" procedure page 146.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called "Restoring motorcycle operation via the PIN CODE" page 246.



Attention

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

Activating the PIN CODE

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

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- New Pin

Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

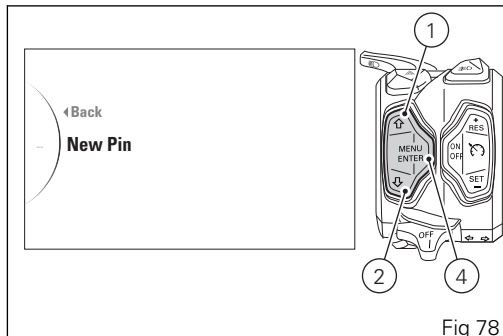
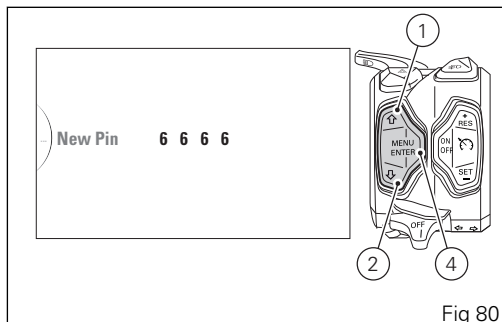
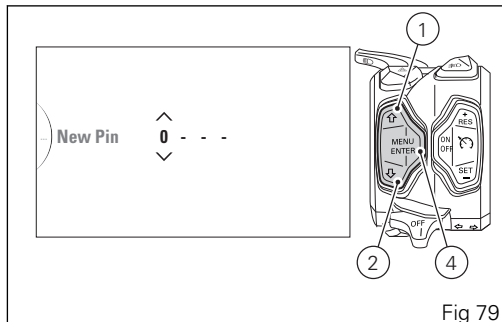


Fig 78

After accessing the Pin Code entering function (New Pin), the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the new Pin code to be entered: "0" and "---". The two arrows on the digit give the possibility to set it.

Entering the code:

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



Once the "fourth" digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4). To memorize the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the "Memorized" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication "**Modify Pin**" (instead of "New Pin") (ref. page 146): in fact, after memorizing the first PIN CODE, the page of the menu where to enter the "New Pin" is no longer available and is replaced by the page to modify the PIN CODE.



Note

The page for entering the PIN CODE is active and available again only in case the Pin Code function is reset (but this is only possible through the DUCATI diagnosis instrument).

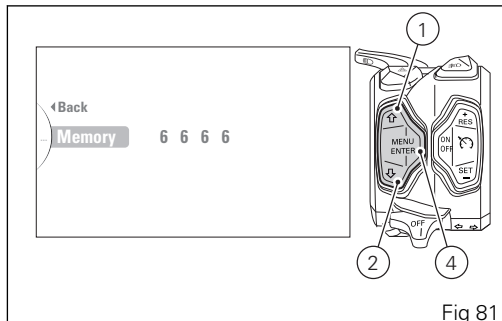


Fig 81



Fig 82

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Changing the PIN CODE

To customize the existing PIN CODE and activate the new one, enter the SETTING MENU, use buttons (1) and (2) to select "**Pin Code**" and press button (4).



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

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Modify Pin

Use buttons (1) and (2) to select "**Modify Pin**" and press button (4) to enter the Pin Code change function.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

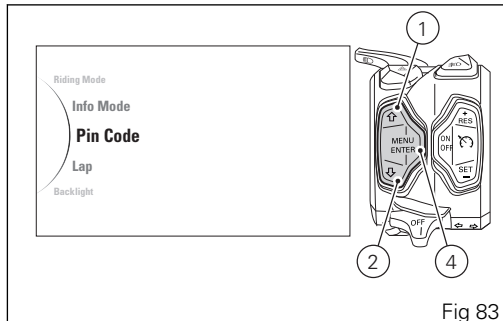


Fig 83

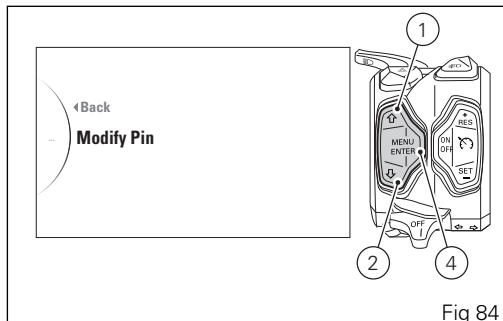
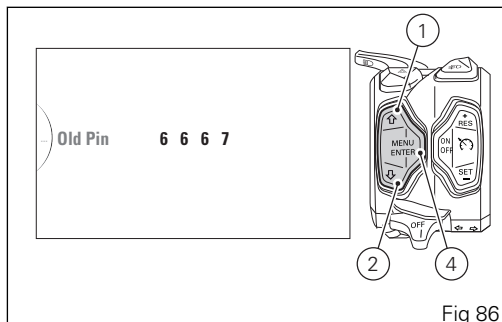
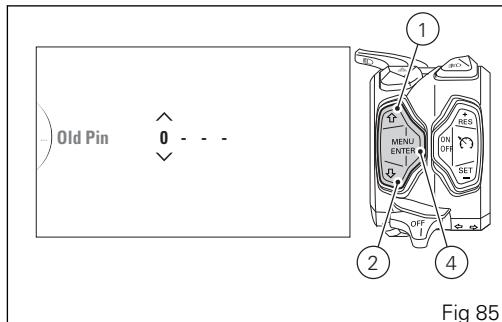


Fig 84

After accessing the Pin Code change function (Modify Pin), the instrument panel displays "Old Pin" with spaces allowing to enter the four digits of the set Pin code. "0" and "---". The two arrows on the digit give the possibility to set it.

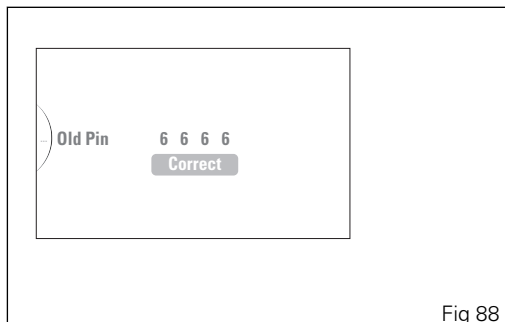
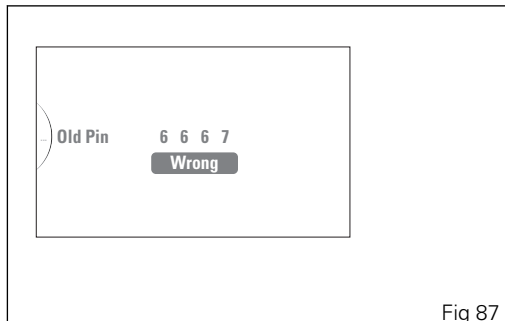
Entering the code:

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



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

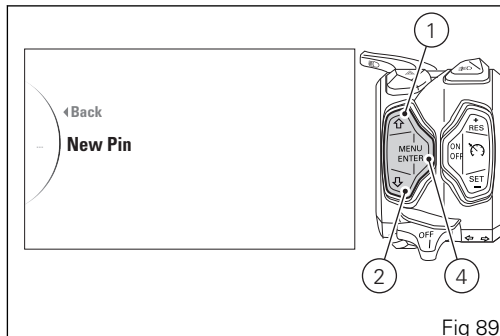
- if the PIN is not correct, the instrument panel displays “WRONG” for 2 seconds and then highlights the menu with the indication “Modify Pin” and the spaces to enter the digits, to allow you to try again;
- if the PIN is correct, the instrument panel displays “CORRECT” for 2 seconds in green and then passes to the menu with the “New Pin” indication and the spaces to enter the digits in order to allow you to enter the new PIN CODE.



If the PIN is correct, the instrument panel displays the following indications:

- ◀ Back
- New Pin

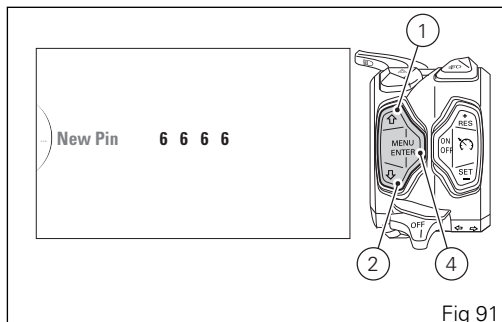
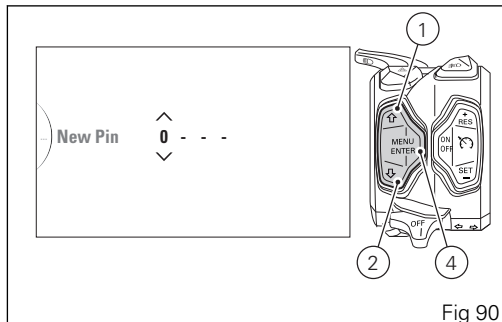
Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).



After accessing the Pin Code entering function (New Pin), the instrument panel displays "New Pin" with spaces allowing to enter the four digits of the new Pin code to be entered: "0" and "---". The two arrows on the digit give the possibility to set it.

Entering the code:

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



Once the "fourth" digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4). To memorize the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the "Memorized" indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen. To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Note

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

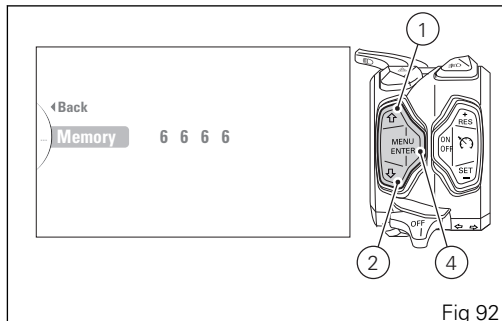


Fig 92



Fig 93

LAP

Enter the SETTING MENU.

Select **Lap** option, by pressing button (1) or (2). Once function is displayed, press button (4).

You open the LAP Menu.

The following indications will be displayed in this page:

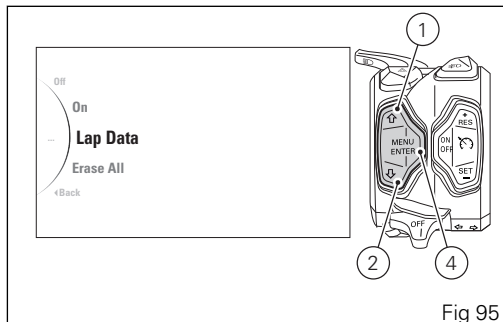
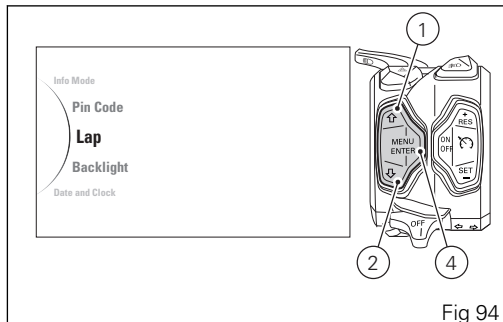
- ◀ Back
- On (*)
- Off (**)
- Lap Data
- Erase All (***)
- ◀ Back

(*) This indication is visible only if the Lap function is "disabled" (Off)

(**) This indication is visible only if the Lap function is "enabled" (On)

(***) This indication is visible only if one or more saved LAPs are present

Use buttons (1) and (2) to select the indication and press button (4) to activate the relevant function.



- If the indication is "**On**" the instrument panel activates the Lap Function; once it is activated, it is possible to record the LAP time (ref. page 200);
- If the indication is "**Off**" the instrument panel disabled the Lap function;
- If the indication is "**Lap Data**", the instrument panel shows the memorized LAPs (ref. to paragraph "**Displaying the stored LAPs**");
- If the indication is "**Erase All**", the instrument panel erases all memorized LAPs (ref. to paragraph "**Erasing the stored LAPs**").



Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the system sets the LAP function automatically to the "Off" mode.

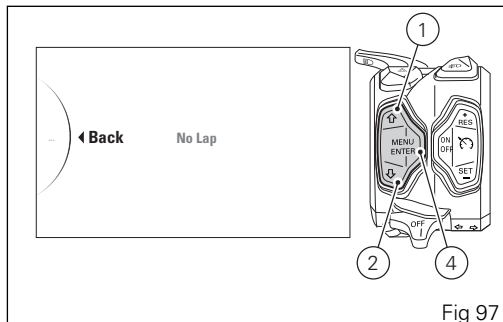
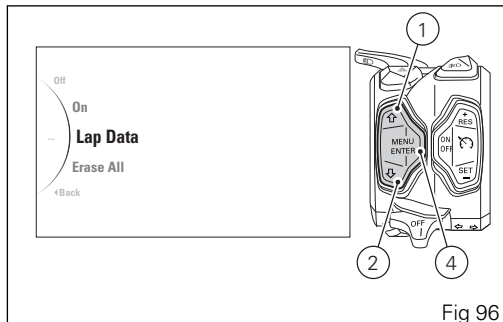
To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Displaying the stored LAPs

The LAPs previously stored can be displayed. The information displayed is lap time, maximum rpm and top speed.

To view the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select "**Lap**" and press button (4). Then use buttons (1) and (2) to select "**Lap Data**" and press button (4).

If there are no memorized LAPs, when accessing this page the instrument panel will show "◀Back" and "No Lap".



If there are memorized LAPs, when accessing this page the instrument panel will show the following information:

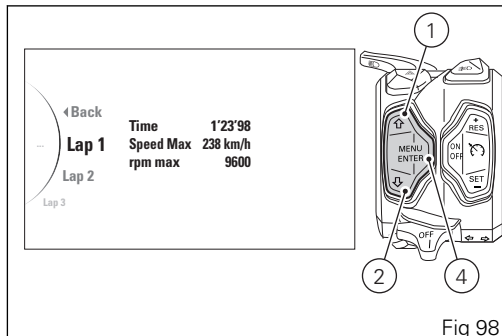
- ◀ Back
- Lap 01
-
- Lap 15
- ◀ Back

With buttons (1) or (2) it is possible to select one information. The displayed LAPs are only the recorded ones. For each memorized LAP, the display shows also:

- the word "Time" followed by the recorded LAP time (minutes – seconds – hundredths of second);
- "Speed Max" indication followed by the top speed recorded during the lap;
- "Rpm Max" indication followed by the engine rpm value reached in the recorded lap.

It is possible to record maximum of 15 LAPs.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).



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

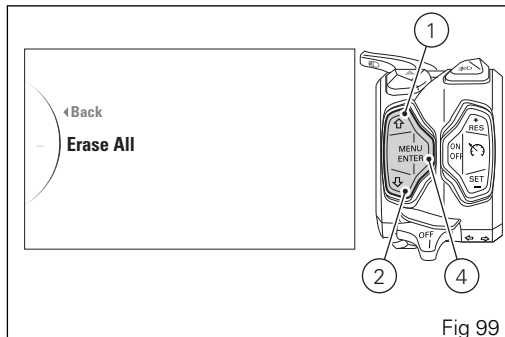
Erasing stored LAPs

The memorized laps can be erased with the “Erase All” function.

To delete the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select “**Lap**” and press button (4). Then use buttons (1) and (2) to select “**Erase All**” and press button (4).

When entering this display mode, if there is no memorized LAP, the instrument panel will show no indication allowing the erasing function; otherwise, it will display “Erase All”.

Use buttons (1) and (2) to select “**Erase All**” and press button (4).



After confirming the “Erase All” function, the instrument panel shows:

- “Wait...” for 2 seconds;
- and then “Erase OK” for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

To exit the menu and go back to previous page highlight the “◀ **Back**” indication and press button (4).



Fig 100

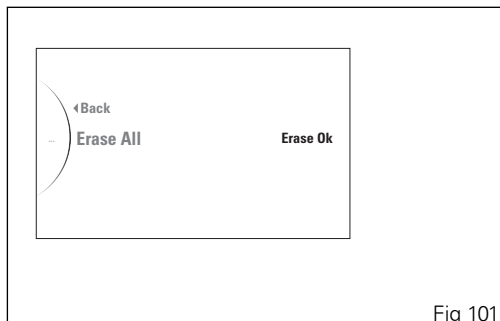


Fig 101

Backlighting setting (Backlight)

This function allows adjusting the backlighting intensity.

To customize the background configuration, enter the SETTING MENU, use buttons (1) and (2) to select "**Backlight**" and press button (4).

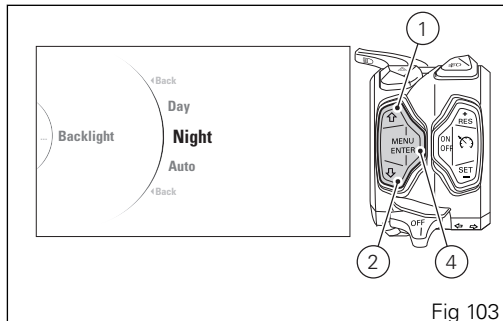
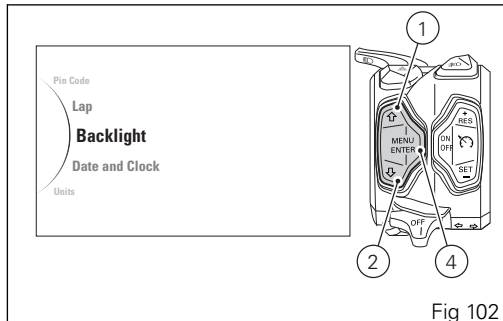
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Day
- Night
- Auto
- ◀ Back

With buttons (1) and (2) it is possible to select the desired display backlight.

Once the desired backlight is highlighted, press confirm button (4) to memorize the new selection. To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Selecting the DAY option you permanently activate the display "white" background to improve the readability: recommended with strong external light.



Selecting the NIGHT option you permanently activate the display black background for a dimmed readout view: recommended with poor external light and/or darkness.

Selecting the AUTO option (“automatic mode”) the color of the background is automatically adjusted according to the external lighting conditions (as detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background “.



Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the backlighting will always be set by default to the “AUTO” mode.

Date setting (Date and Clock)

This function allows user to set or change the date.

Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Clock
- Date
- ◀ Back

Use buttons (1) and (2) to select "**Date**": when this indication is highlighted, the instrument panel displays the date in the set format: YEAR, MONTH, DAY (e.g.: 2016/01/20).



Note

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

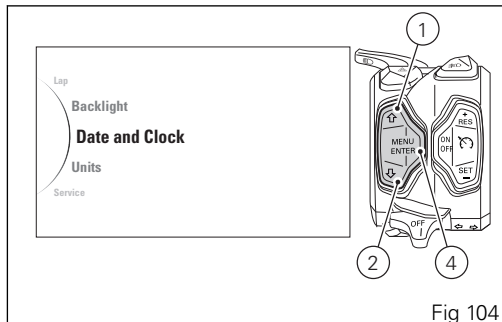


Fig 104

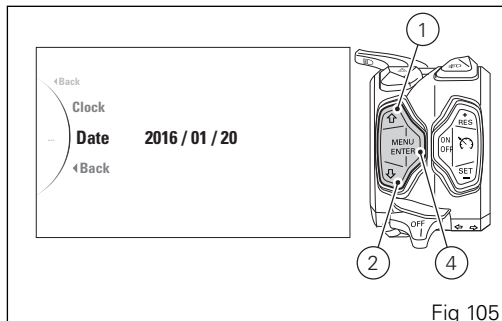


Fig 105

Highlight the **"Date"** indication and press button (4).
When two arrows are displayed on the year indication, they give the possibility to set it:

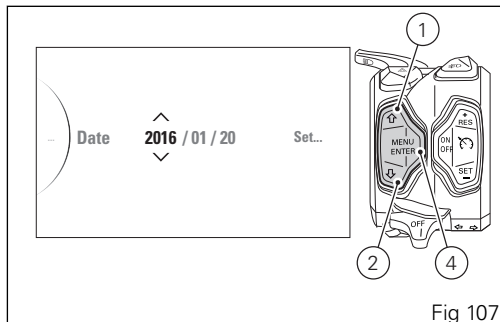
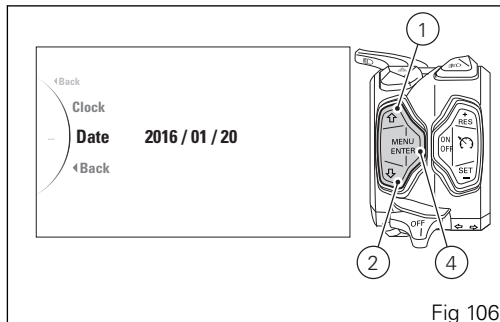
- Press button (1) to increase year value by 1 ("2000", "2001", "2099", "2000");
- Press button (2) to decrease year value by 1 ("2099", "2098", "2000", "2099");
- once you reach the year to be set, press button (4) to confirm: the arrows move to the "month" value to allow setting it.

When two arrows are displayed on the month indication, they give the possibility to set it:

- press button (1) to increase the month by 1 ("01", "02", "12", "01");
- press button (2) to decrease the month by 1 ("12", "11", "01", "12");
- once you reach the month to be set, press button (4) to confirm: the arrows move to the "day" value to allow setting it.

When two arrows are displayed on the day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 ("01", "02", "31", "01");



- press button (2) to decrease the day by 1 ("31", "30", "01", "31");
- Once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set / modified date and activates the indication " ◀ **Back**".

If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically highlight the year (with the two arrows) to set another date.

To exit the menu highlight the " ◀ **Back**" indication and press button (4).



Important

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

Clock setting (Date and Clock)

This function allows user to set or adjust the time.

Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

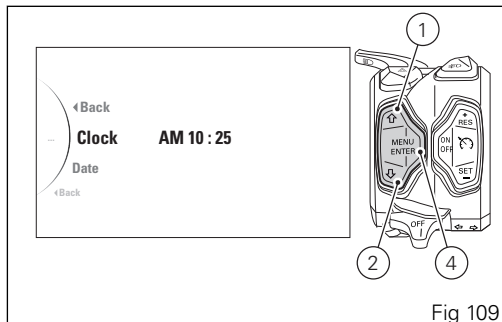
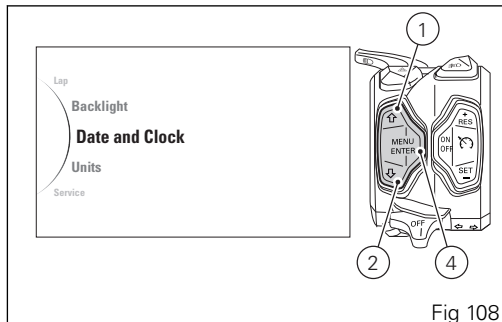
- ◀ Back
- Clock
- Date
- ◀ Back

Use buttons (1) and (2) to select "**Clock**": when this indication is highlighted, the instrument panel displays the time in the set format: AM / PM, HOUR, MINUTE (e.g.: AM 10 : 25).



Note

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



Highlight the **"Clock"** indication and press button (4). When two arrows are displayed on AM / PM, they give the possibility to set them:

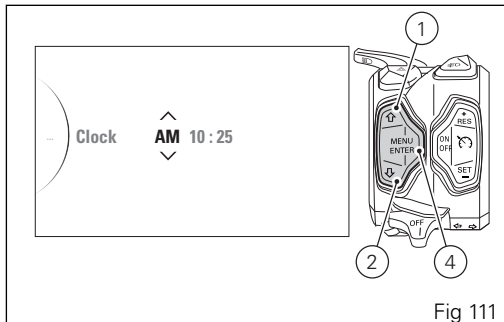
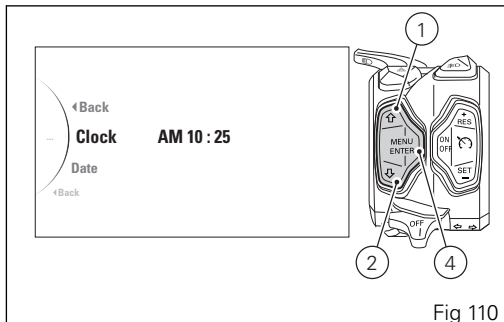
- press button (1) to pass from "PM" to "AM";
- press button (2) to pass from "AM" to "PM";
- once you reach the desired value, press button (4) to confirm: the arrows move to the "hour" value to allow setting it.

When two arrows are displayed on the HOUR indication, they give the possibility to set it:

- use button (1) to increase by 1 the hour value ("11", "0", "1" "11" for AM and "12", "1", "12" for PM);
- Use button (2) to decrease by 1 the hour value ("0", "11", "1", "0" for AM and "12", "11", "1", "12" for PM);
- once you reach the desired value, press button (4) to confirm: the arrows move to the "minutes" value to allow setting it.

When two arrows are displayed on the MINUTE indication, they give the possibility to set it:

- press button (1) to increase minutes by 1 ("00", "01", "59", "00");



- press button (2) to decrease minutes by 1 ("59", "58", "00", "59");
- once you reach the desired value, press button (4) to confirm: the arrows move to the "minutes" value to allow setting it.

After pressing button (4) to confirm the minutes, the instrument panel saves the set / modified time and activates the indication " ◀ **Back**".

To exit the menu highlight the " ◀ **Back**" indication and press button (4).



Note

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

Unit of measurement setting (Units)

This function allows changing the units of measurement of the displayed values.

Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Units**" and press button (4).

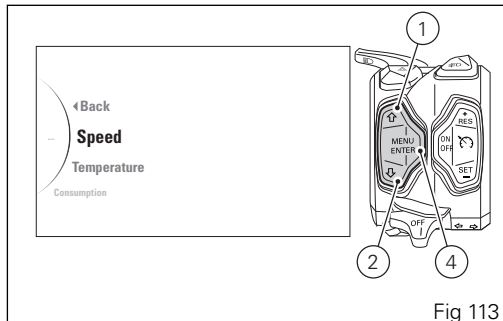
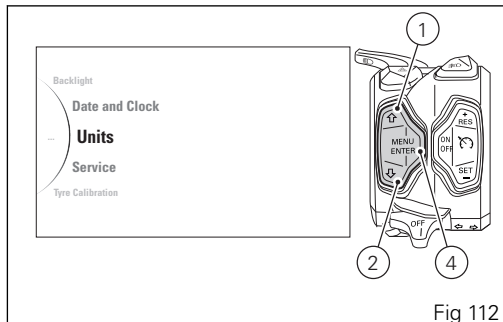
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Speed
- Temperature
- Consumption
- All Default (*)
- ◀ Back

(*) This indication is visible only if one or more parameters have been modified.

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

- Speed;
- Temperature;
- Fuel consumption.



With buttons (1) and (2) it is possible to select the measurement of which you wish to change the unit:

- if the indication is "**Speed**", press button (4) to customize the Speed unit of measurement;
- if the indication is "**Temperature**", press button (4) to customize temperature unit of measurement;
- if the indication is "**Fuel consumption**", press button (4) to fuel consumption unit of measurement;
- if the indication is "**All Default**", press button (4) to restore all values of the units of measurements of all displayed measurements.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Setting the unit of measurement: Speed

This function allows you to change the speed measurement units (and therefore those of distance traveled).

As you enter this function, the instrument panel displays the following indications:

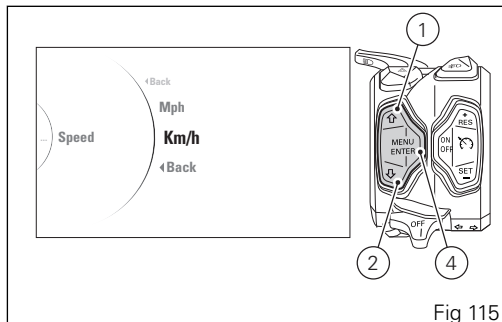
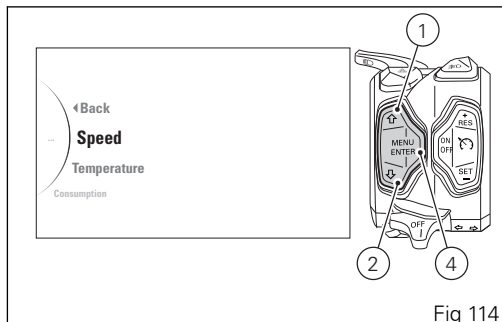
- ◀ Back
- km/h
- Mph
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.

As you enter this function, the instrument panel displays the following indications:

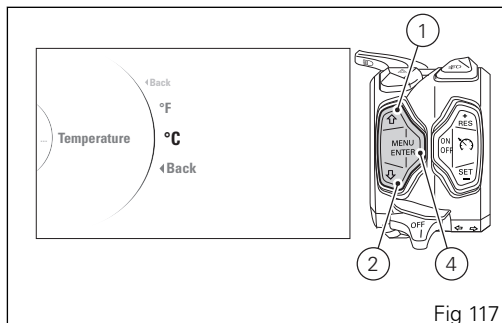
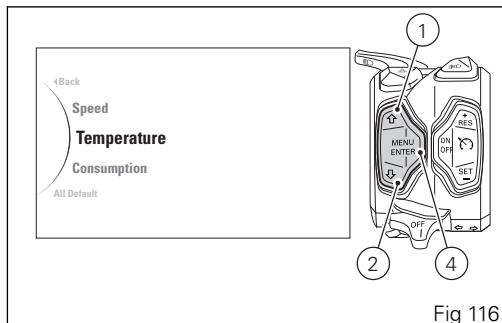
- ◀ Back
- °C
- °F
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.

As you enter this function, the instrument panel displays the following indications:

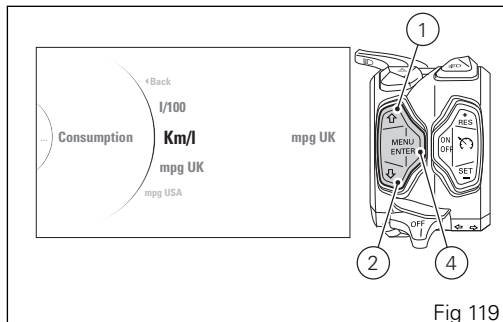
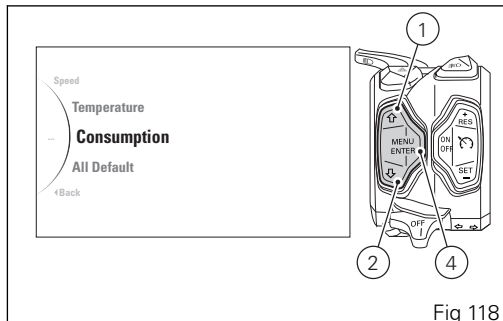
- ◀ Back
- l/100
- Km/l
- mpg UK
- mpg USA
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or "Default" to reset the default unit of measurement.

Once the desired function is highlighted, press button (4) to save the selected unit.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).



Service thresholds display (Service)

This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date). Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Service**" and press button (4).

When entering this function, the instrument panel will list for each type of maintenance the relevant indication upon reaching the maintenance threshold:

- Oil service with logo and mile (or km) countdown to the next OIL SERVICE;
- Desmo service with logo and mile (or km) countdown to the next DESMO SERVICE;
- Annual service with logo and Annual Service expiration date.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

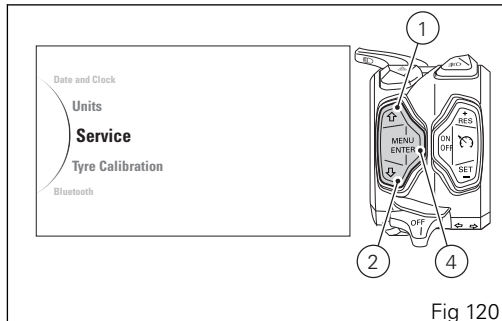


Fig 120

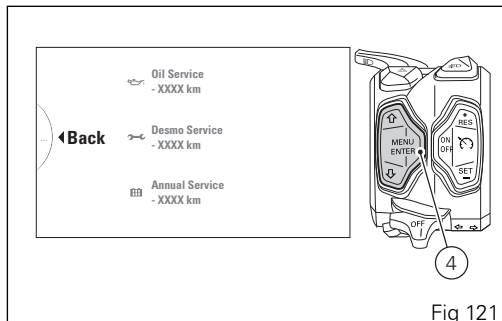


Fig 121

Tire setting and drive ratio (Tire Calibration)

This function allows the user to run the procedure for calibrating and teaching in the tire rolling circumference and final drive ratio.

Enter the SETTING MENU.

Select "**Tire Calibration**" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

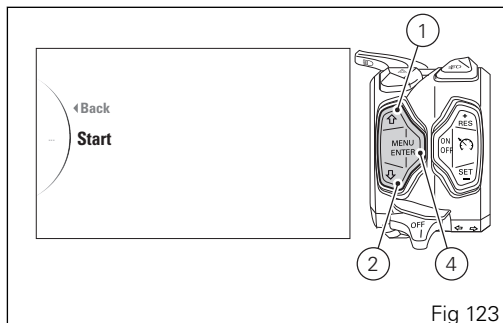
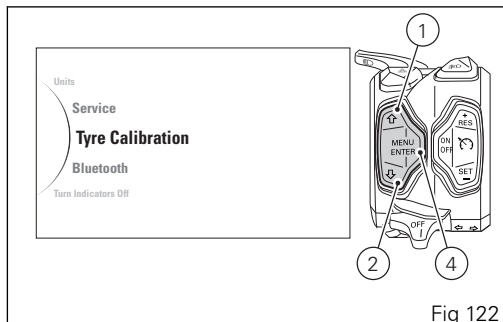
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Start
- Default (*)

(*) This indication is visible only if the set parameter is different from the "default" parameter.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication using button (1) or (2) and press button (4).

To start the drive ratio and tire calibration procedure press button (4) when "**Start**" is highlighted.



When the calibration procedure starts, the instrument panel displays the message "**Ready**" flashing, the message "**Keep Speed**" with speed range and the gear to be maintained by the user to complete the teach-in procedure. On the right the reference Riding Mode, current speed and gear engaged.

Important

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

When the rider complies with the required conditions of vehicle speed and gear displayed, the instrument panel starts system calibration: all previous information will be displayed showing "**In progress**" instead of "Ready".

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

If the teach-in procedure is completed correctly, the instrument panel shows "**Completed**" followed by the previous screen after a few seconds.

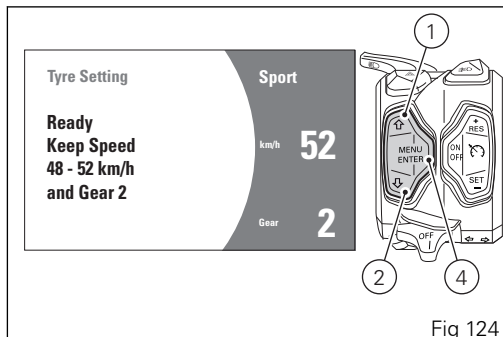


Fig 124



Note

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



Note

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

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

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

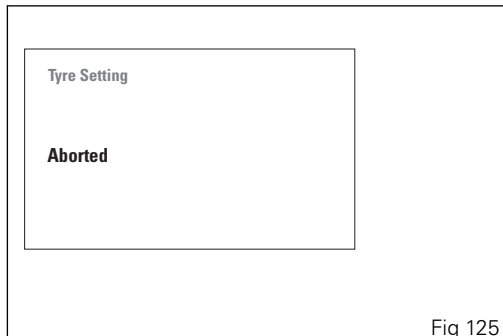


Fig 125

To reset to the default settings, use buttons (1) and (2) to select "**Default**" and press button (4). Now the instrument panel shows "Default Please Wait.." and after a while "Default Default Ok" for 2 seconds, then followed by the previous screen.



Note

If during the calibration procedure a vehicle key-off is performed, the procedure will stop and end with negative result.

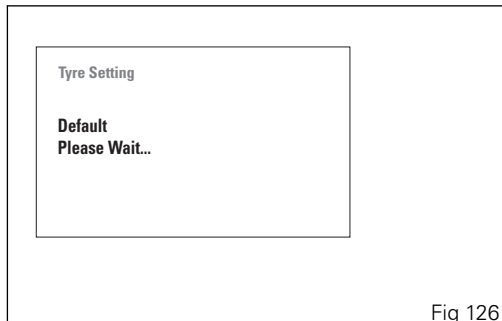


Fig 126

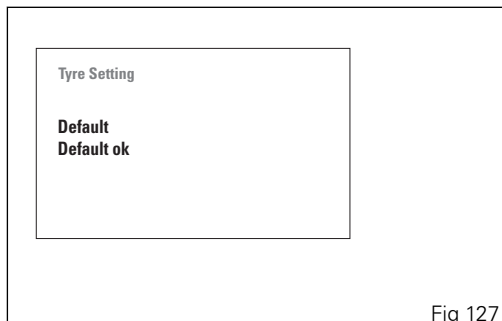


Fig 127

Bluetooth device setting (Bluetooth)

This function allows pairing and/or deleting any paired Bluetooth devices.

Enter the SETTING MENU.

Use buttons (1) and (2) to select "**Bluetooth**" and press button (4).

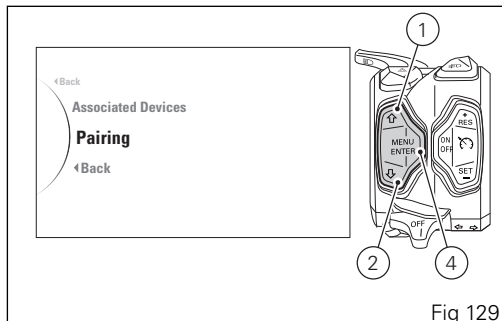
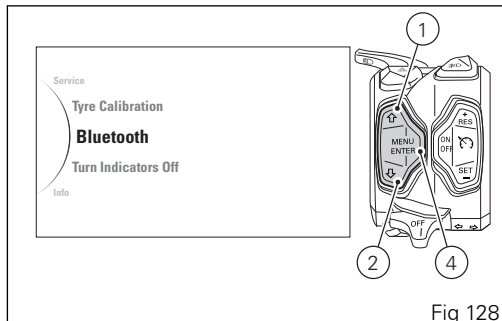
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Associated Devices
- Pairing
- ◀ Back

Use buttons (1) and (2) to select the desired function:

- if "**Associated Devices**" is highlighted, press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display";
- if "**Pairing**" is highlighted, press button (4) to pair new devices, as described in paragraph "Search and pairing of a new device".

Search and pairing of a new device (Pairing)



To perform the "Pairing" procedure of one or more Bluetooth devices it is necessary to set the device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices. A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode. The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.



Attention

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



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

To perform pairing procedure use buttons (1) and (2) to select "**Pairing**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

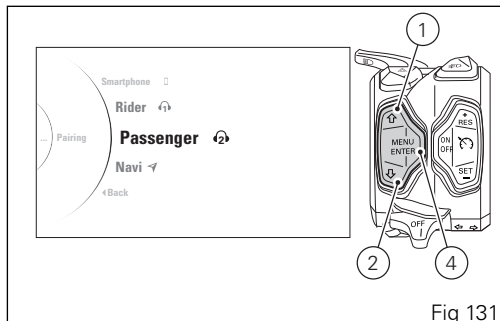
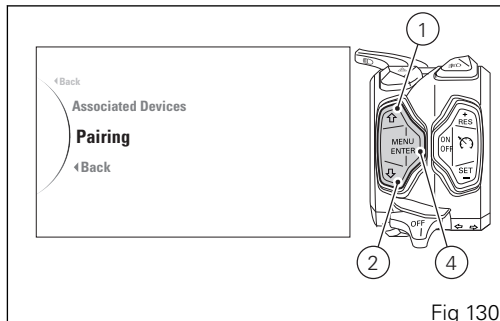
- ◀ Back
- Smartphone
- Rider
- Passenger
- Navi
- ◀ Back

The instrument panel displays also the relevant icon for each device type, namely:

- Smartphone 📱
- Rider 🎧 (Rider intercom)
- Passenger 🎧 (Passenger intercom)
- Navi 📍 (navigator)

Use buttons (1) and (2) to select the type of device for which you wish to start the device search procedure. Once the device is highlighted, press button (4).

To exit the menu highlight the "◀ **Back**" indication and press button (4).



The instrument panel displays "Wait..." during device search phase. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

At the end of this operation, a list of all found devices that can be paired is displayed: the list can show a maximum of 20 devices.

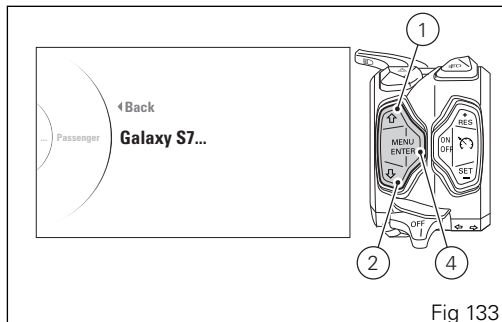
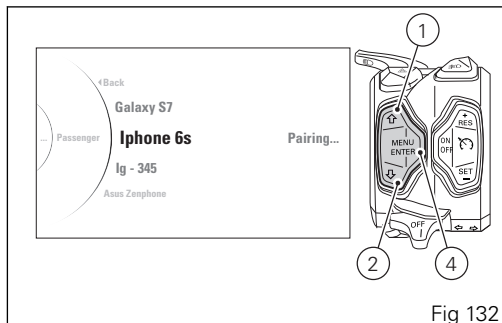


Note

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

With buttons (1) and (2) select the indication of the device you wish to pair.

Once the device is chosen, highlight it and press button (4).



The instrument panel shows "Pairing": to confirm the selected device Pairing press button (4) again.

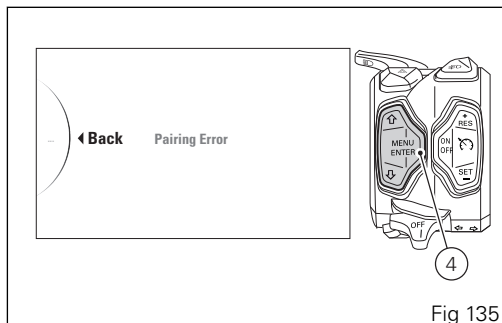
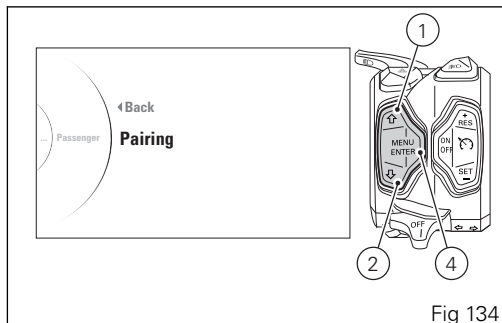
If you do not wish to proceed with pairing, highlight the " ◀ **Back**" indication and press button (4).

By confirming the device pairing, the instrument panel will display "Wait..." .

As soon as the procedure is completed, the device is added to the list of associated devices.

If Pairing is not successful, the "Pairing error" message will be displayed.

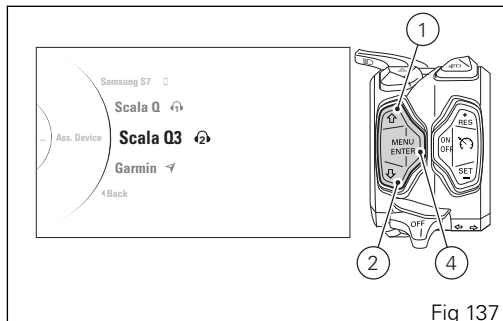
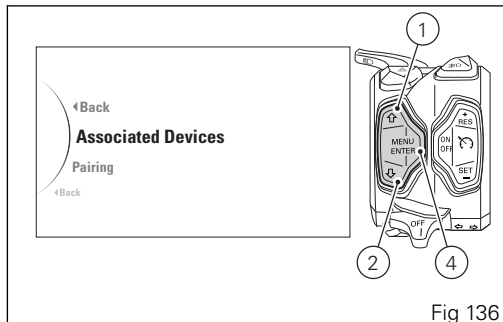
If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.



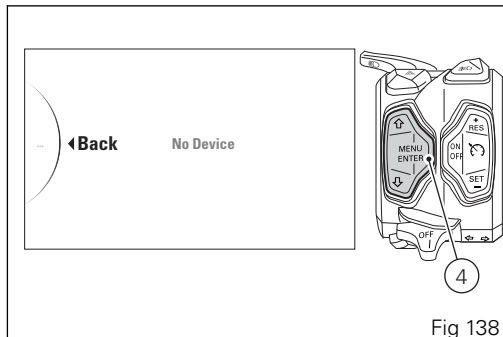
Associated Devices display

To view the devices already associated, access the SETTING MENU, use buttons (1) and (2) to select "Bluetooth" and press button (4). Use buttons (1) and (2) to select "**Associated Devices**" and press button (4).

A list of all associated devices is displayed: the list can show a maximum of 5 devices. For each device the relevant icon indicating the type is shown on the side. To exit the menu highlight the "◀ **Back**" indication and press button (4).



If no associated devices are present, the instrument panel will show "No Device".



Deleting associated device(s)

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

Access the already associated devices page, use buttons (1) and (2) to select "Associated Devices" and press button (4).

Use buttons (1) and (2) to highlight and select the device to be deleted from the list. Press button (4).

The instrument panel shows "Delete" and press button (4) again to confirm.

If you do not wish to delete it, highlight the "**◀ Back**" indication and press button (4).

By confirming the device deletion, the instrument panel will display "Wait...".

As soon as the procedure is completed, the device is removed from the list of associated devices.

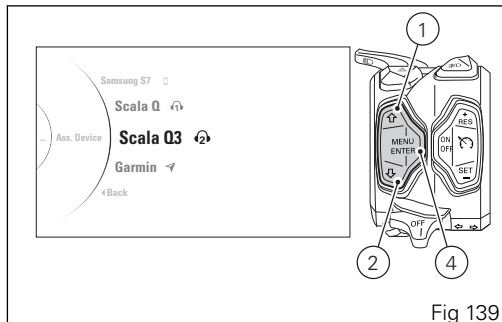


Fig 139

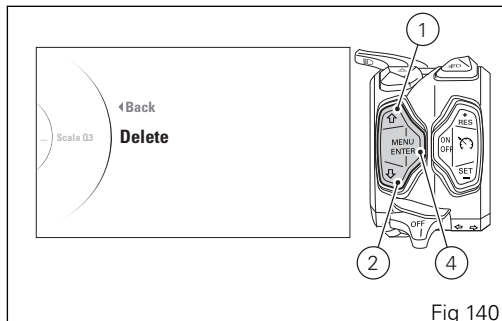


Fig 140



Attention

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

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



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Turn indicator automatic switch-off feature (Turn indicators Off)

This Function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode (AUTO) or manual mode (MANUAL). Enter the SETTING MENU.

Select “**Turn indicators Off**”, by pressing button (1) or (2).

Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Auto
- Manual
- ◀ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting “**Auto**”, the system activates the self-disabling strategy of the turn indicators;
- by selecting “**Manual**”, the system disabled the self-disabling strategy of the turn indicators (so the turn indicators can be turned off manually only by pressing the dedicated button).

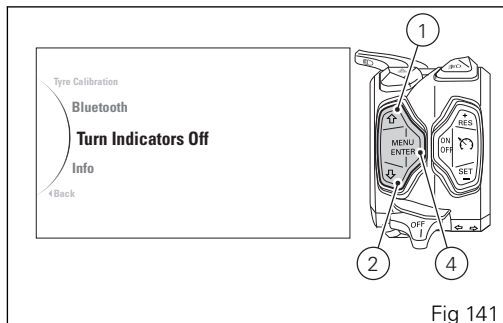


Fig 141

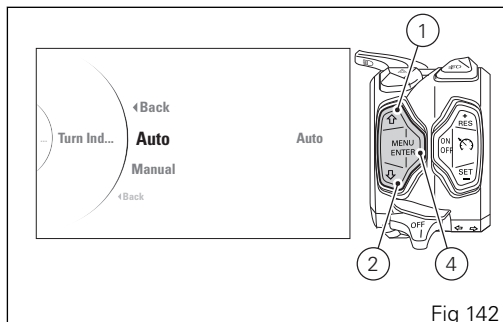


Fig 142

Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Note

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

Note

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

Note

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

Information (Info)

This Function allows viewing the vehicle battery voltage and the RPM "digital" indication.

Enter the SETTING MENU.

Select **"Info"** option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

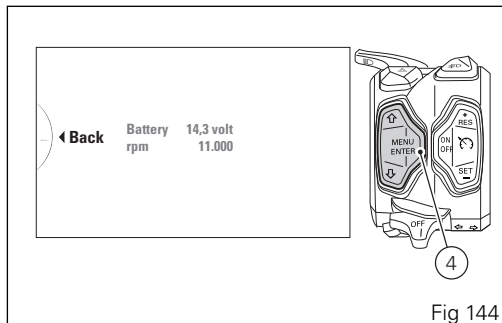
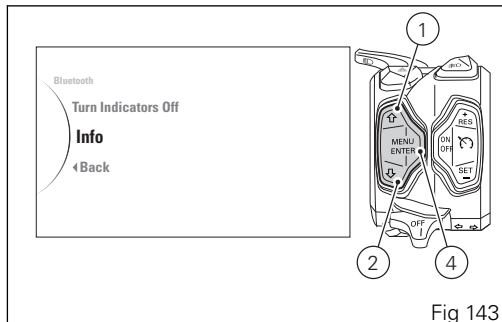
When entering this function, the instrument panel displays:

- "Battery" with battery voltage value;
- "rpm" with the number of engine rpm in digital format.

To exit the menu and go back to previous page highlight the "**◀ Back**" indication and press button (4).

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed as a steady value with the battery icon on the standard background;



- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.

The display shows the numerical value of the RPM with a precision of 50 rpm.

If the instrument panel is not receiving RPM value, a string of five steady dashes "-----" is displayed to indicate an undefined reading.

Infotainment

Multistrada can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorized Service Center.

In FULL and CITY layouts, the Infotainment functions are visible by default on the instrument panel. In the TRACK and OFF ROAD layouts, the Infotainment functions are not visible on the instrument panel, but calls can nevertheless be answered/rejected/terminated with button (1) and (2), without being displayed on the instrument panel.



Note

Download the Ducati Link app available for iOS and Android devices to activate different services such as: journey recording, motorbike data saving, motorbike maintenance data consultation, parameter setting and much more.

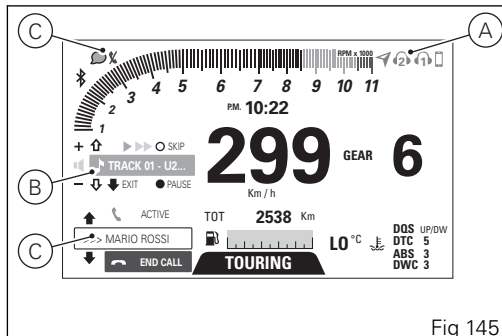


Fig 145

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

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

- Connected devices (A);
- Player (B);

- Telephone (C).

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

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

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

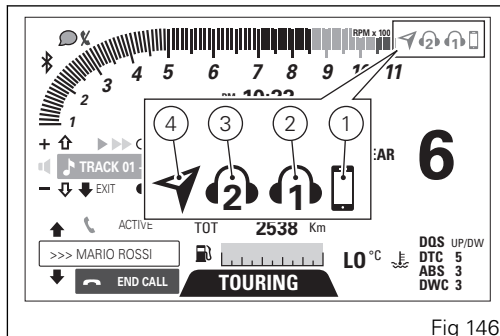


Fig 146

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1), button (2) and button (4);
- to recall the last calling number within 5 seconds from call interruption (RECALL function);
- to recall any of the last 7 calling numbers from the list under CALLS function (page 113).



Note

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

In the TRACK and OFF ROAD layouts, when there is an incoming call, the instrument panel will not display the caller's name or number. The rider will hear the ringing tone through Bluetooth earphones upon any incoming call.

To answer the call, press button (1).

To reject the call, press button (2).

To end the call once accepted, press button (2).

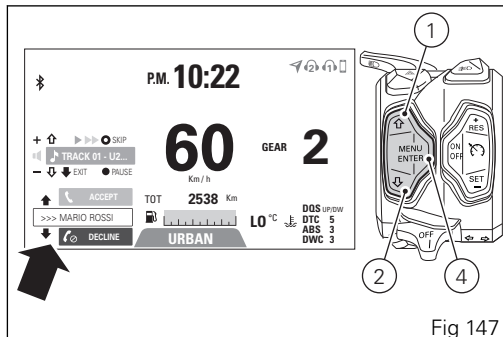


Fig 147

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

If motorbike is in FULL or CITY layout, during the 5 seconds after hang-up, the rectangle corresponding to the Recall function is activated to allow the recall. After this 5 second time, the rectangle of the Recall function is disabled.

To activate the Recall function within the 5 seconds, press button (1).

In TRACK and OFF ROAD layouts, no Recall function is provided.



Note

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

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.

The number of missed calls is not displayed.

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

The number of unread messages is not displayed.

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



Fig 148

Player

If one Smartphone is connected, Menu will show the PLAYER function.

Use button (1) or (2) to scroll the Menu functions and view the PLAYER function in FULL or CITY layouts (Info Mode) only.

If Player is not active the instrument panel displays "PLAYER OFF" (Fig 149).

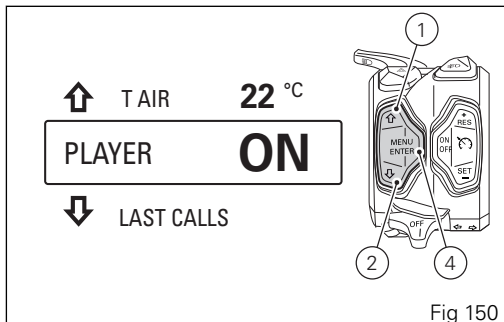
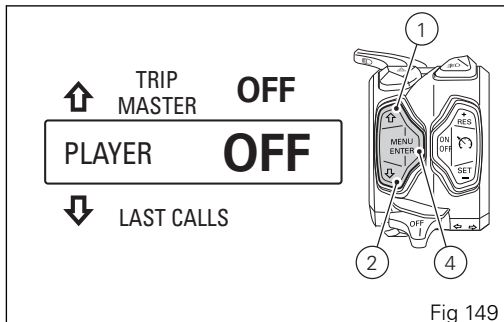
Press button (4) to switch it on. The instrument panel shows "PLAYER ON" and displays the Player menu above the Menu (Fig 151).

To deactivate the player menu display, keep button (2) pressed for 2 seconds.

If Player is active the instrument panel displays "PLAYER ON" (Fig 150).

To display the Player menu, keep button (1) pressed for 2 seconds.

To turn off the Player press button (4), the instrument panel will now display "PLAYER OFF" (Fig 149).





Note

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

When the Player is turned on, within Player control page (Fig 151), button (1), button (2) and button (4) can only be used to control the Player:

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

Press button (2) for 2 seconds to quit Player menu while maintaining the Player ON. The instrument panel will display "PLAYER ON" in the menu but will deactivate the Player menu (Fig 150).

After quitting Player controls:

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

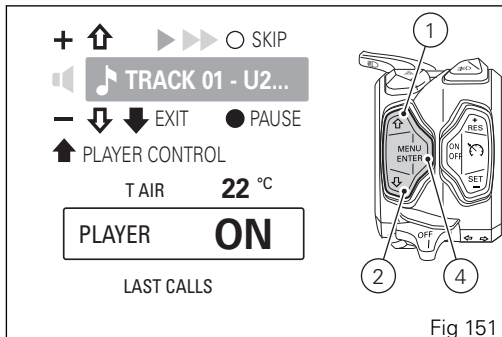


Fig 151

After quitting player menu press button (4) to turn Player off. The instrument panel shows "PLAYER OFF" (Fig 149).

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.

If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorization to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

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

7) I do not receive any message notification on my iPhone. Why?

Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

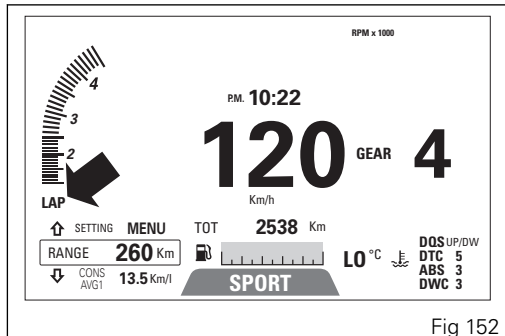
LAP time

This function describes how the instrument panel displays and memorizes the LAP time for a total of 15 consecutive laps.

LAP function information is available when the function is active.

The instrument panel displays the "LAP" message when the function is activated through the "Setting Menu" and can be:

- off if the function is not active;
- steady if the function is active, but no LAP recording is in progress;
- flashing if the function is active and LAP recording is in progress.



LAP recording

When the LAP function is active, upon the first press of button (3) the first LAP "START" is displayed: the "START" message will flash for 4 seconds synchronized with the small "LAP" message, while the big "LAP" message is steady.

Upon any further press of button (3), the big "LAP" message and the just ended lap number will be displayed steady, while the time relevant to the just ended lap, with a resolution of one hundredth of a second ("0'00''00"), is displayed for 6 seconds flashing and synchronized with the small "LAP" message: then lap timer is displayed again together with the number of new current lap.



Note

When the number of the recorded lap and the time are displayed, the speed value is shown in reduced form below the LAP values.

When storing the 15th LAP, the LAP function is stopped and, upon any further press on the button (3), the instrument panel will display "FULL" message flashing for 4 seconds synchronized with the small

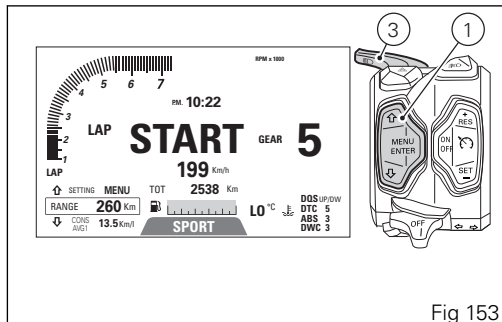


Fig 153

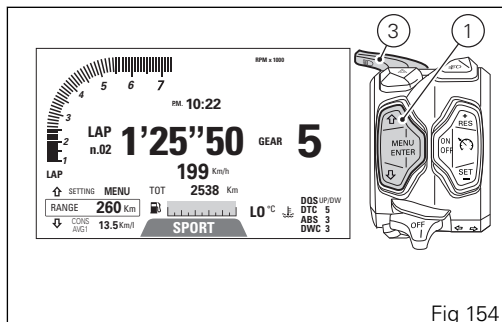


Fig 154

"LAP" message, warning that the storage space for lap times is full.



Note

The lap being counted on LAP deactivation is not memorized and a new activation of the function starts recording the times from the position following the one of the last recorded lap.

If the time is never stopped, it will roll over upon reaching 7 minutes, 59 seconds and 99 hundredths of second; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled.



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam flash.

Cruise Control

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

This function displays Cruise Control status and "target" speed.

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

When SET button (7) is pressed, current speed is set as target cruise speed.

To confirm correct setting of cruise speed, the target speed indication is activated on the instrument panel for 5 seconds then followed by the "Set" icon.

It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively.

Every "click" corresponds to a speed increase or decrease of 1 mph (1 Km/h).

The new set target speed is displayed in place of the SET icon when system is reaching said speed.

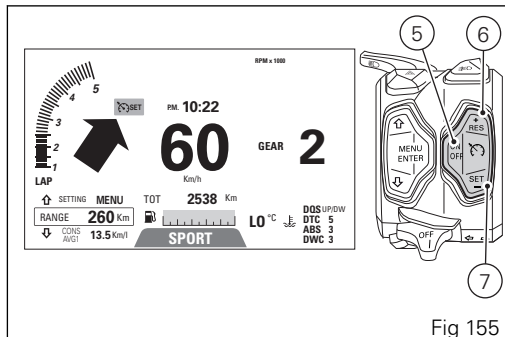


Fig 155

When the new requested target speed has been reached for over 5 seconds, the SET icon is displayed again.

Press RES button (6) to resume previous SET speed, in case the Ducati Cruise Control was previously disabled.



Important

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

Once the system is enabled, it is possible to set the current speed as the desired speed by pressing RES (6) or SET (7): press RES (6) if no target speed has been previously set.

In this case, the system saves the vehicle current speed and keeps it without the rider having to work on the twistgrip: the set speed is displayed on the instrument panel.

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

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

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

The Ducati Cruise Control can be disabled as follows:

- turning the throttle twistgrip in the direction as to decelerate;
- pressing button (5);
- activating the front brake;

- activating the rear brake;
- pulling the clutch.

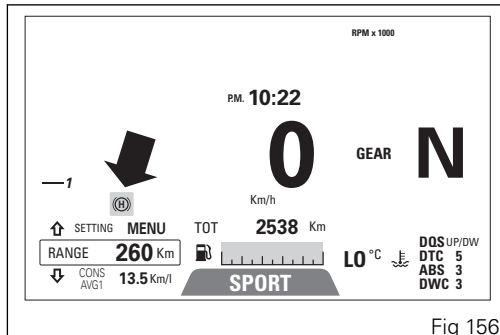
The Ducati Cruise Control system controls the vehicle speed only between 30 mph (50 Km/h) and 125 mph (200 Km/h).

Vehicle Hold Control (VHC)

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

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

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



Note

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



Attention

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



Attention

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

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.

The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

Considering that the FULL, CITY and OFF ROAD layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

There are 3 types of scheduled maintenance interventions:

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

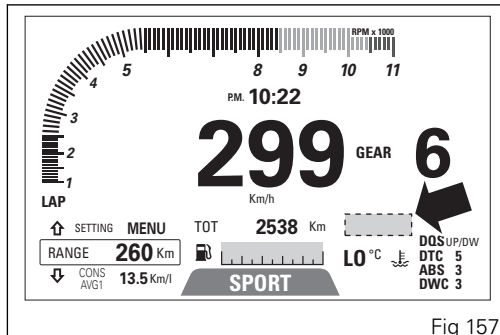


Fig 157

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero and is triggered as soon as the odometer reaches the first 600 mi (1,000 km). Warning is displayed until "Reset" by the Ducati authorized service center, during maintenance.



Fig 158

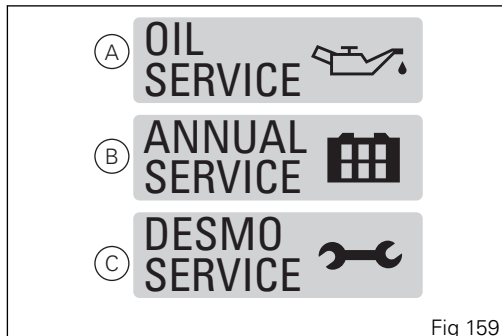
OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

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

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

Required service warning is triggered and displayed in red until "Reset" by the Ducati authorized service center, during maintenance.

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 171.



OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

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

- The OIL SERVICE (A) indication with the count of the mileage in miles (kilometers) instead of the odometer (TOT), 600 mi (1000 km) earlier than the service threshold;
- The SERVICE DATE (B) indication with the count of the days remaining to the due service, displayed instead of the odometer (TOT);
- The DESMO SERVICE (C) indication with the count of the mileage in miles (kilometers) instead of the odometer (TOT), 600 mi (1000 km) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see "Service thresholds display (Service Info)" page 171.

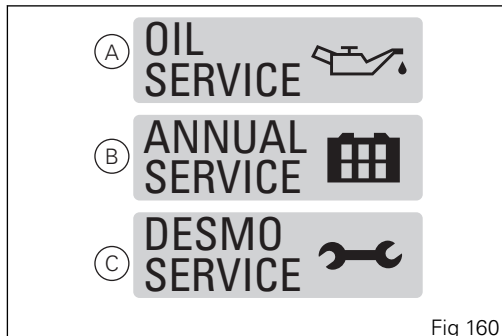


Fig 160

Warning/Alarm (Warning)

The instrument panel manages several warnings / alarms (warnings), in order to give useful information to the rider when he/she is using the vehicle.

Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.

During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 10 seconds ("large" icon) then becomes smaller ("small" icon).

If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.

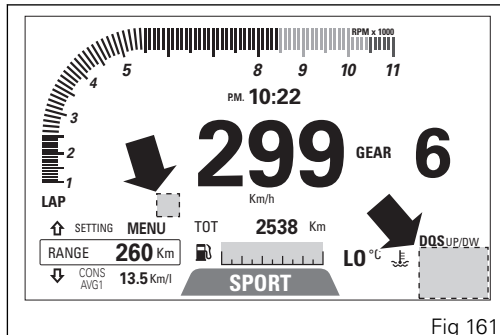


Fig 161



Attention

If one or several warnings are triggered and, at the same time, the Generic Error light turns on, the small warning icon is not displayed on instrument panel until the Generic Error light stays on; warnings will only be displayed within the first 10 seconds as a large-size icon.

Considering that the FULL, CITY and OFF ROAD layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

Ice on the road indication (ICE)

This function warns the rider about the possible presence of ice on the road, due to a low external temperature.

The message is displayed when the temperature goes down to 39°F (4°C), and is disabled when temperature goes up to 43°F (6°C).



Attention

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

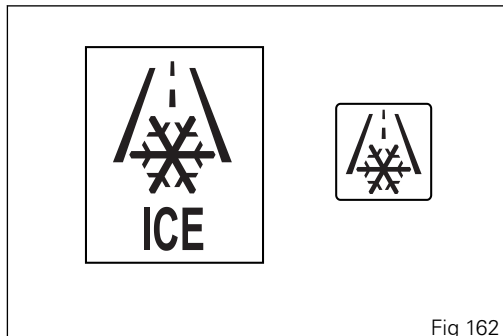


Fig 162

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is lower than/equal to 11.0 Volt.



Note

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

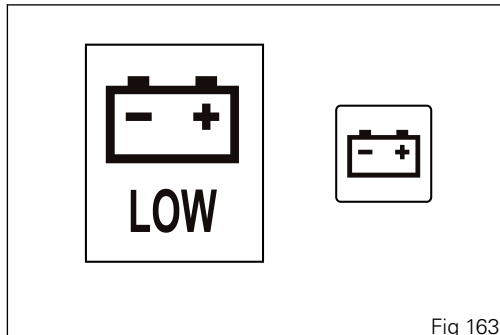


Fig 163

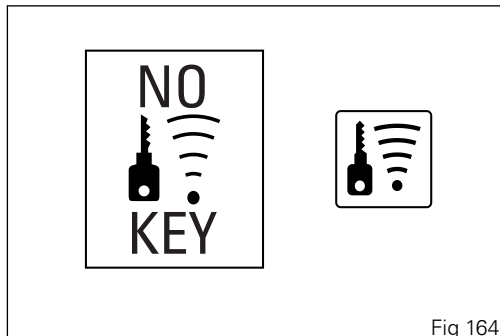
Hands Free (HF) Key not acknowledged

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



Note

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



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

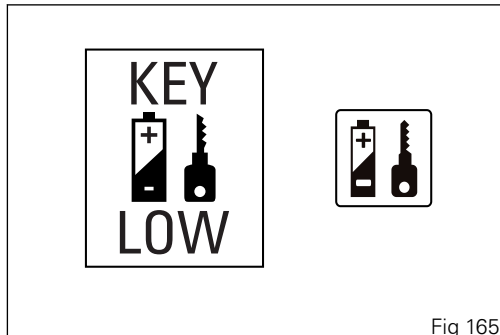
The activation of this "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.



Note

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

To change battery, refer to paragraph "Replacing the battery in the active key" page 241.



DTC off-road setting (DTC ENDURO)

The activation of this "warning" indicates that you must ride "carefully" on the asphalt as the bike is set with an "extreme" Traction control (designed for off-road use).

This warning activates when DTC (Ducati Traction Control) intervention levels 01 and 02 are used.



Attention

In this case, Ducati recommends to ride carefully and use this type of DTC (Ducati Traction Control) setting NOT for road, but for off-road use only.

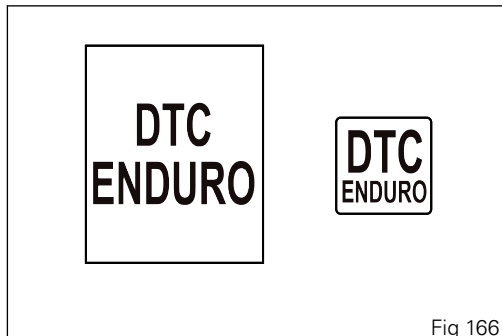


Fig 166

ABS off-road setting (ABS ENDURO)

When this warning is activated, it is necessary to ride carefully because the ABS setting in use is the one devised for off road use and only the front wheel braking is controlled by the system.

This warning is activated whenever ABS level 01 is selected.



Attention

In this case, Ducati recommends to ride carefully and use this type of ABS setting NOT for road, but for off-road use only.

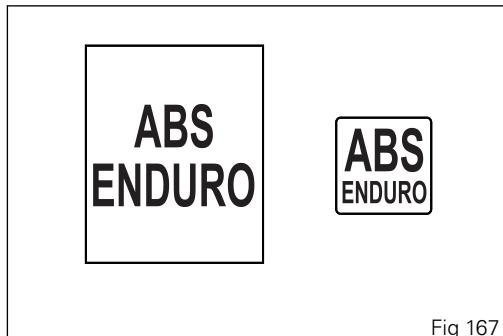


Fig 167

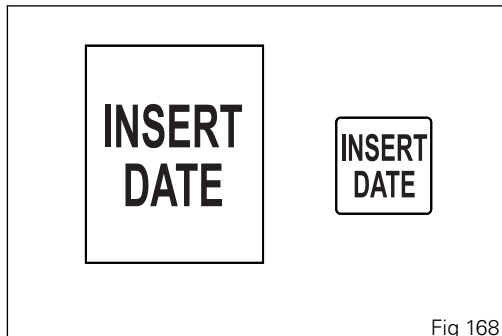
Date setting

This function prompts the user to enter the date via the Setting Menu.



Note

In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".



Steering unlock error - Steering still locked

The activation of this "warning" indicates that the Hands Free System was not able to disengage the steering lock.



Attention

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorized Service Center.

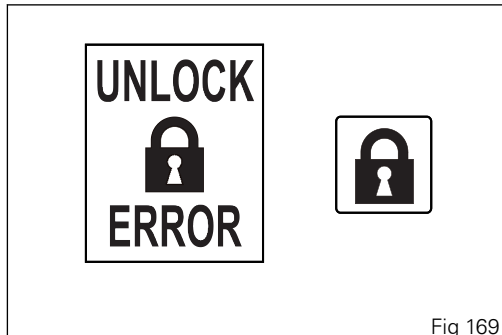
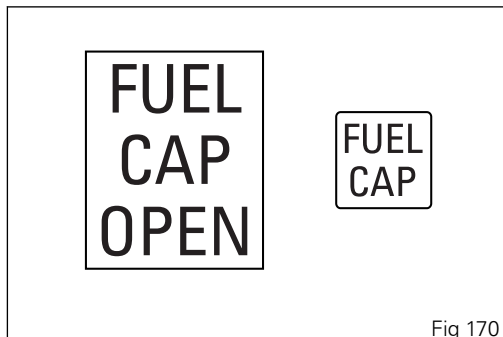


Fig 169

Electronic Fuel Cap Open (OPTIONAL)

The activation of this "warning" indicates that the tank electronic cap (OPTIONAL) is open.



Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon vehicle key-on, in case of active errors on the instrument panel, the MIL light (B) or the Generic Error light (A) will turn on.

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).



Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

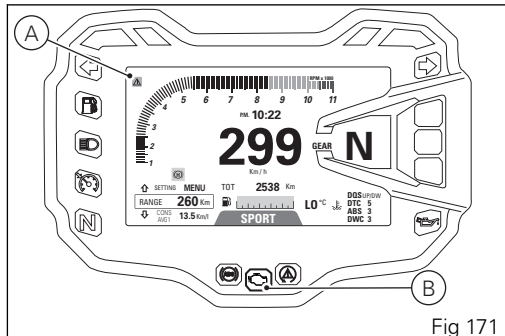


Fig 171

Heated handgrips

This function allows enabling and adjusting the heated handgrips only if these are installed.

When heated handgrips are installed, the instrument panel displays the function by means of a symbol and the set level (OFF, LOW, MED, HIGH).

Press button (12) to adjust.

Each time you press button (12), you scroll the setting through "OFF", "LOW", "MED", "HIGH" and then return to "OFF".

The heated handgrips actually warm up when the engine is started and the icon corresponding to the set level is activated.



Note

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

Level setting with Heated Handgrips "on": when setting LOW, MED or HIGH level, the icons will have the following background colors (for both DAY and NIGHT backlighting options of the instrument panel):

- GREEN for LOW;
- YELLOW for MED;

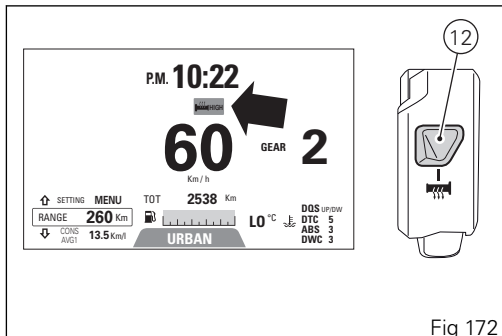


Fig 172

- RED for HIGH.

Level selection with Heated Handgrips "off": Even if heated handgrips are turned off, it is still possible to set them to LOW, MED or HIGH level, but the icon will have a white background in DAY backlighting option of the instrument panel, or black in NIGHT backlighting option of the instrument panel.



Note

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



Note

This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.



Note

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



Note

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



Note

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



Note

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

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed on a red background.

In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light (9, on).

If the instrument panel does not receive the side stand status, the "SIDE STAND" indication (open side stand) will flash to indicate an indefinite status.

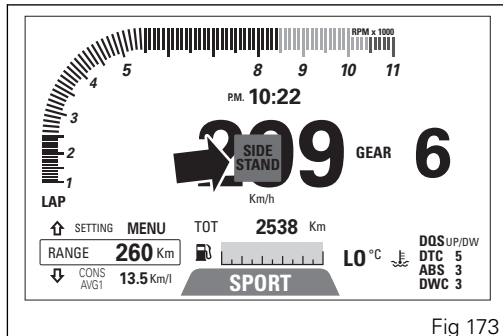


Fig 173

Light control

Low / High beam

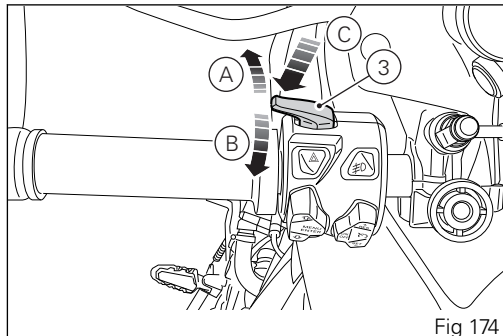
This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on.

Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.

If engine is not started within 60 seconds since "manual ignition", the low and/or high beam lights are turned OFF.

If the low beam and/or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn on again when the engine has been completely started.



Function for switching the Cornering lights on/off

This Function allows the automatic switch-on/off of the Cornering lights. The cornering lights are used to enhance lighting in a bend, i.e., in the part of the road ahead, on the side of the bend. The cornering lights are activated on the right when the lean angle is to the right, while they activate on the left when the lean angle is to the left.

Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).

Turn indicators can be canceled by pressing button (10) on LH switch.

Automatic switch-off:

The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.

This means that automatic switch-off is triggered when vehicle speed exceeds 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 (between 200 and 2000 meters), depending on vehicle speed when the turn indicator button was pressed.

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialized.

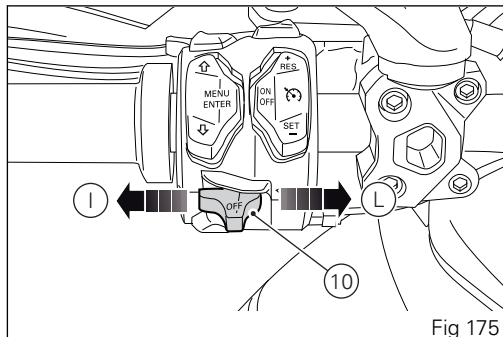


Fig 175

Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS OFF) page 186.



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 function

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

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.

Note

In case of key-on with "Hazard" function still active, the latter remains active (a temporary inhibition of turn indicator control is allowed during instrument panel initial check routine).

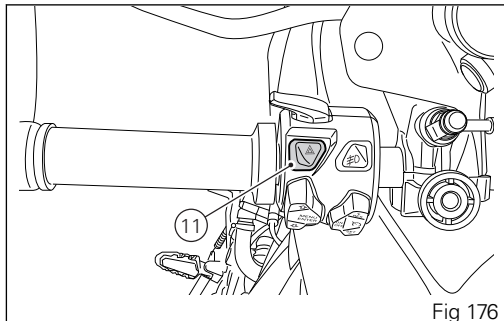


Fig 176

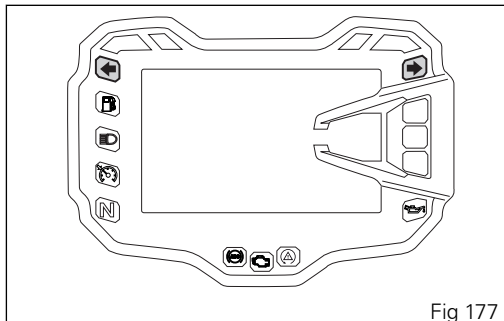


Fig 177

 Note

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

 Note

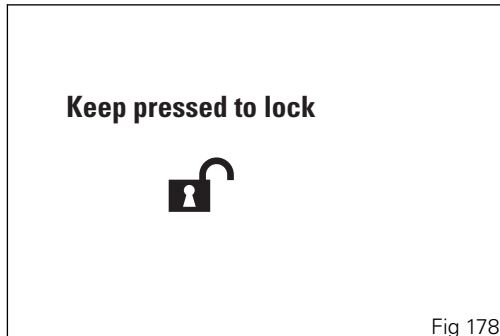
The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

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

This warns that it is necessary to keep the button pressed to engage the steering lock.

The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button.

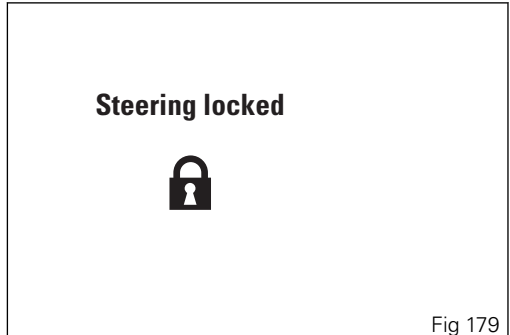
Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.



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

This warns that the steering lock was activated after Key-Off.

If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 5 seconds.



Fog lights

The instrument panel activates the fog light warning light when the fog lights (option) are present and active.

In case of fog light fault, the DSB displays the flashing Fog Light warning light and turns on the Generic Error light (11, .

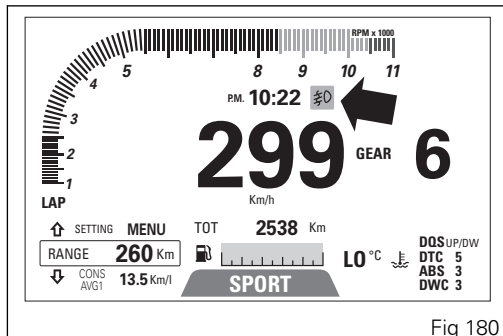


Fig 180

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

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

Keys

The Owner receives a set of keys comprising:

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

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

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).

The metal part returns inside the grip by pushing it in.

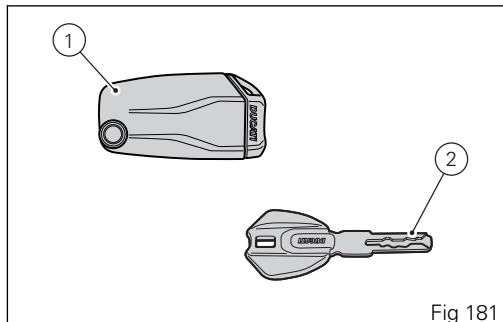


Fig 181

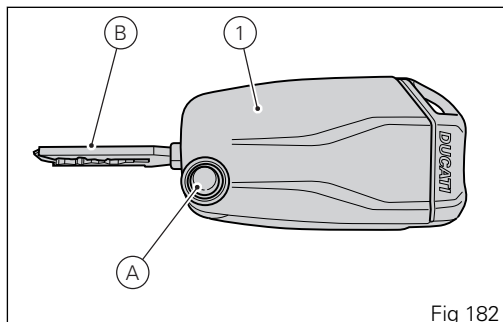


Fig 182

The key has a RESET button (3) of the microprocessor managing the electronic parts: if a key-on is not possible because the key is not acknowledged by the Hands Free system in active and/or passive mode, press RESET button to re-enable the correct operation of the key.

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



Note

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

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

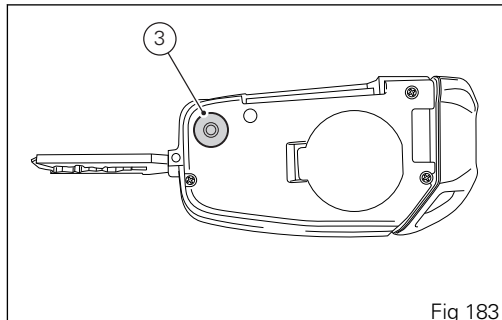


Fig 183

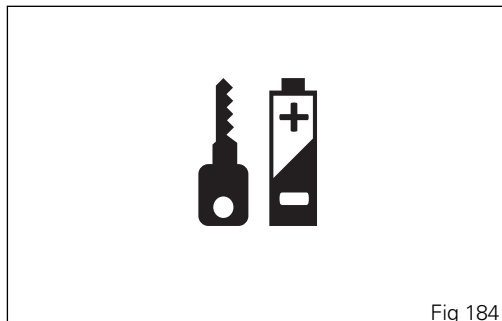


Fig 184



Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.

Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.

Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Active key reset

To reset the active key, it is necessary to press button (A) which opens the metal part.

Remove the plastic rear cover (4) by pushing it forward and then lift it as shown in the picture.

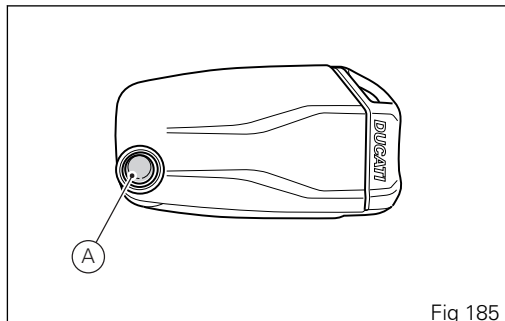


Fig 185

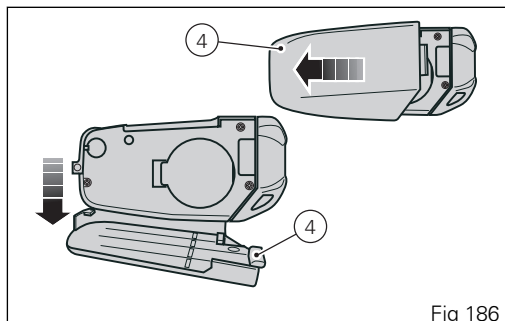


Fig 186

Press RESET button (3) until you hear it click.
Reinstall the rear plastic cover (4) and slightly push it
backward as shown in the figure. Make sure it is well
closed.

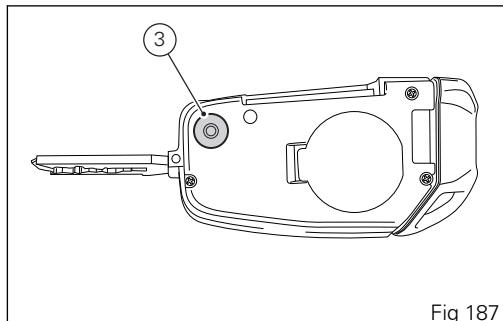


Fig 187

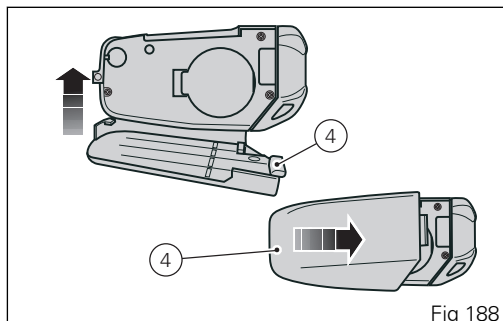


Fig 188

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

After separating the plastic shells, pry tab (C) to remove the battery (3) protection cap (2).
Remove battery (3) and install a new one.

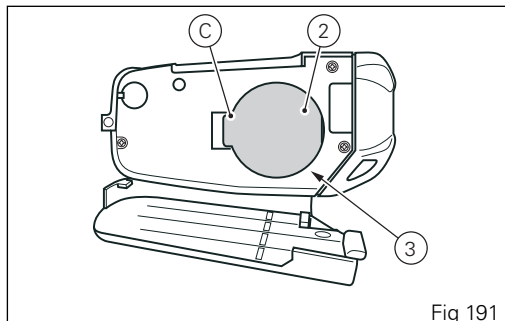
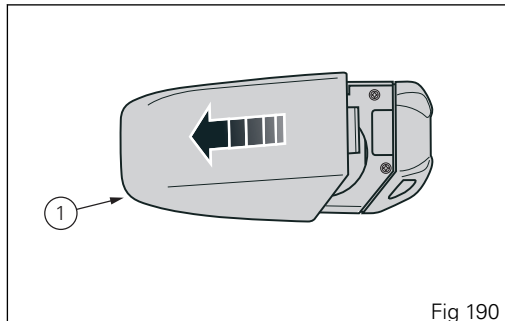
Attention

Do not swallow the battery, risk of chemical burn.

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

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

If you suspect the swallowing of batteries or their positioning in any part of the body, immediately contact a physician.



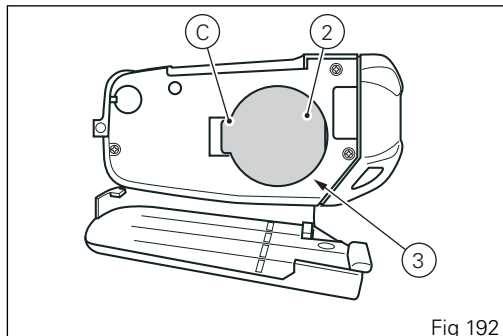
Install the battery in place, paying attention to respect polarity: positive pole (+) must be facing up.



Important

Only use the required type of battery.

Refit protection cap (2) on the battery (3), making sure to reposition tab (C) in the corresponding slot.



Reinstall the rear plastic shell (1) and push slightly as shown in the figure.
Engage tab (D).
Make sure shells closed properly and that the key is well closed.

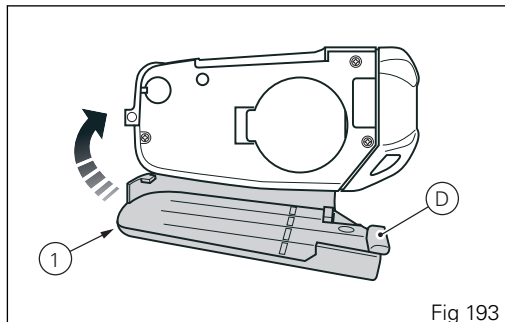


Fig 193

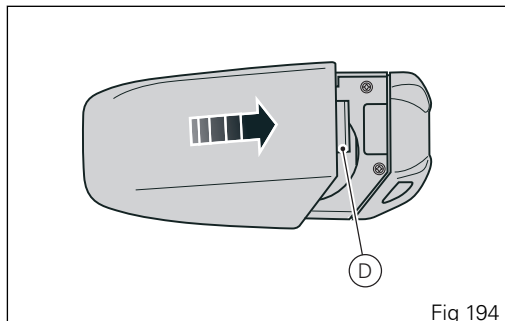


Fig 194

Duplicate keys

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

The Ducati Service Center will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Restoring motorcycle operation via the PIN CODE

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

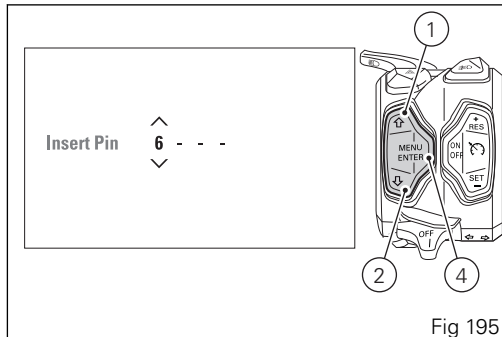
if the PIN CODE function is active, the instrument panel displays "Insert Pin" with four spaces allowing the rider to enter digits of the Pin code to be entered. "0" and "- - -".

Entering the code:

- 1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 3) To confirm the number, press the button (4).

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

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



- if there is a problem during the PIN code check, the instrument panel displays "ERROR" for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the "Insert Pin" indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 seconds, and then displays the "standard screen".



Important

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

Controls

Position of motorcycle controls



Attention

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

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

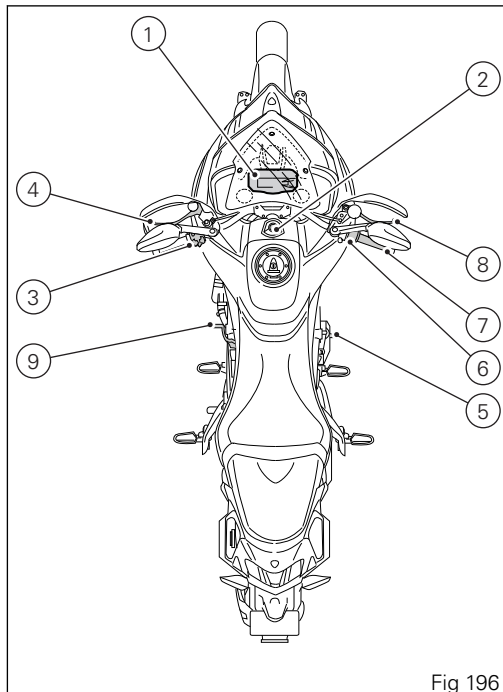


Fig 196

"Hands free" system

The Hands free system consists of:

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

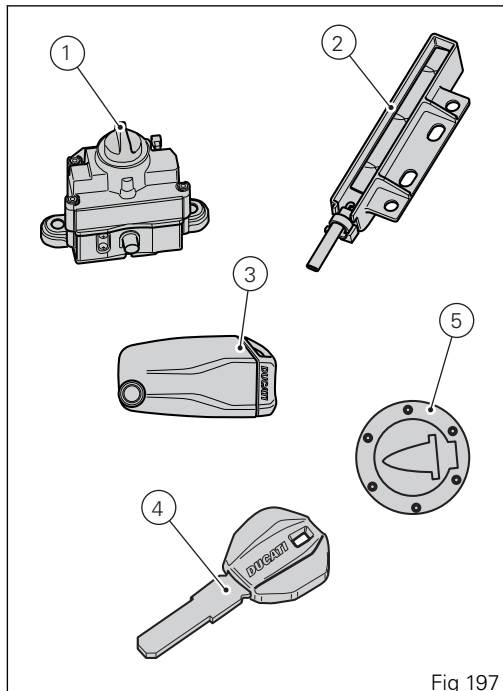


Fig 197

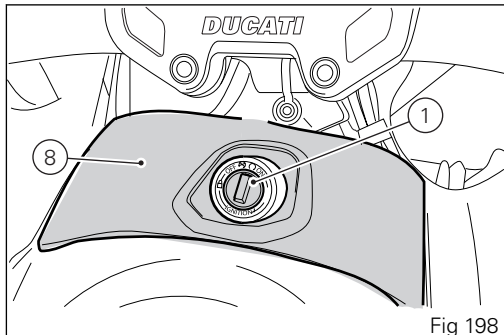


Important

Conditions affecting the correct operation of the Hands Free system.

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

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



(Fig 198) indicates the position of the Hands Free unit (1), with protection lid (8) and (Fig 199) indicates the position of the antenna (2) under panel (9) at the key symbol.

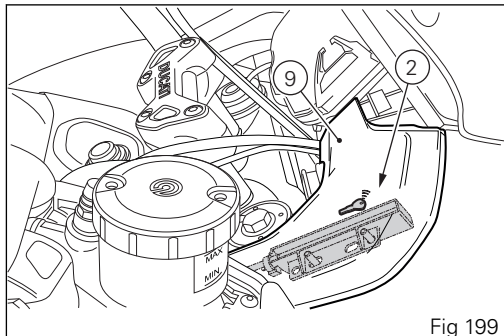
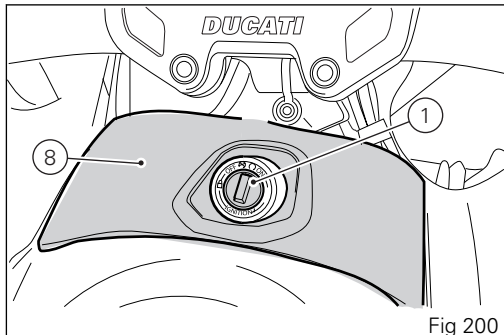


Fig 199

Hands free protection lid opening and closing

The "Hands free" unit (1, Fig 197) is located on the tank front end.

In the US version, the emergency button on the Hands free unit (1) can be reached without removing the lid (8).



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

Key-On consists in turning on the hands free system and all electronic devices.

Key-On is done using button (6) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).

Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.

Key-Off is done using button (6) on the right switch on the handlebar or using the button on the Hands free unit (1).

Note

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

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.

Key-Off can also occur without any key (3) or (4).

Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6, Fig 201) on the handlebar or by turning the Hands free button

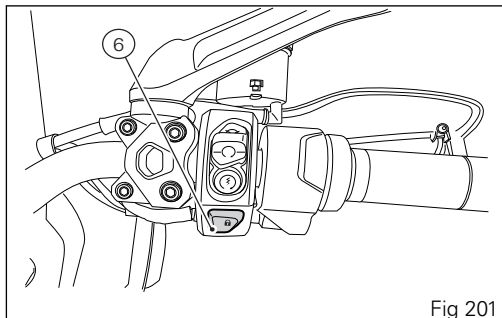


Fig 201

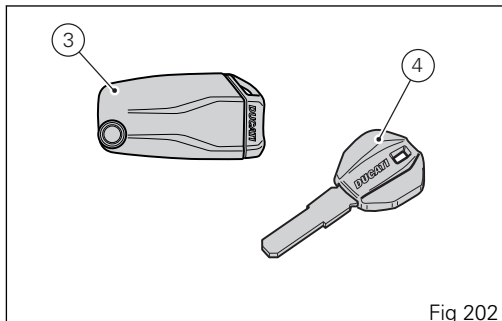


Fig 202

(1, Fig 197). When speed is not equal to zero, perform key-off by turning the Hands free button (1, Fig 197).



Note

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



Important

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

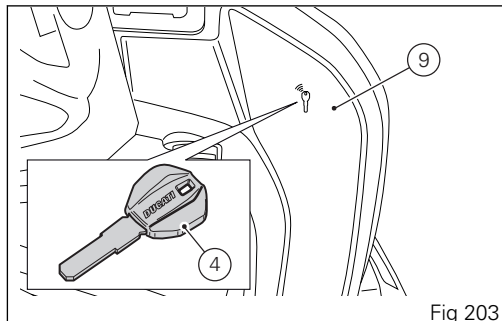


Fig 203

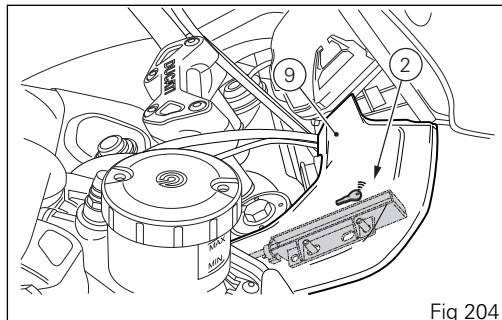


Fig 204

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



Note

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

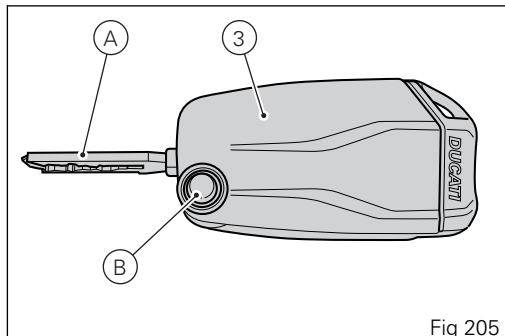


Fig 205

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

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3, Fig 197).



Note

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

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the key (3, Fig 197) only if motorcycle speed is equal to zero.

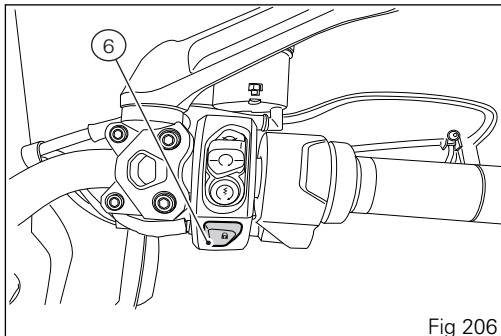


Fig 206

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

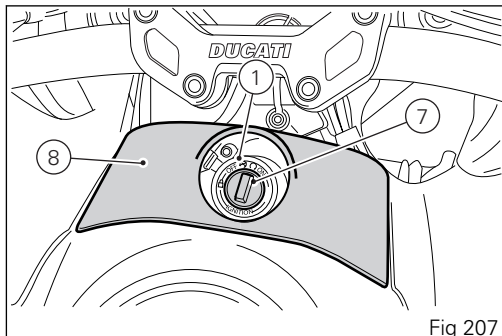
Key-On can be performed by turning button (7) on the Hands free unit (1, Fig 197) and with the presence of the active key (3, Fig 197).



Note

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

Key-Off can be performed by turning button (7) on the Hands free unit (1, Fig 197), also without the key (3, Fig 197).



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

Key-On can be performed by pressing the gray button (6) on the handlebar and with the presence of the passive key (4, Fig 197).



Note

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

Key-Off can be performed by pressing the gray button (6) on the handlebar. It can also be performed without the key (4, Fig 197) only if motorcycle speed is equal to zero.

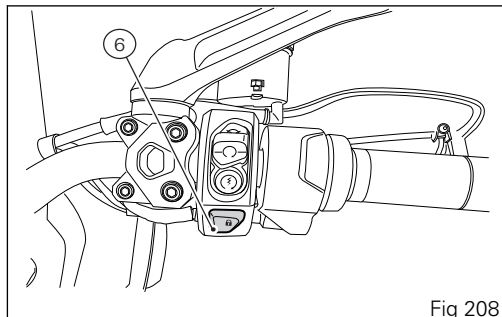


Fig 208

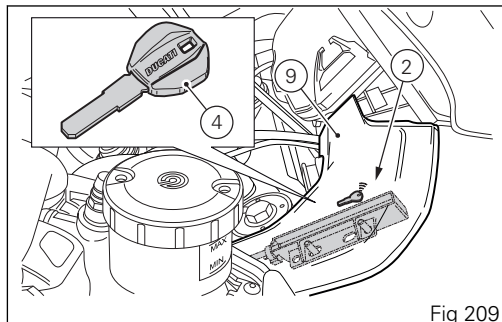


Fig 209

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

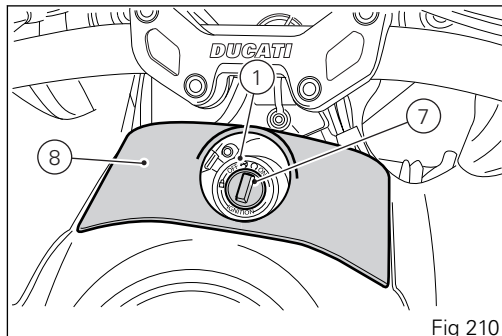
Key-On can be performed by turning button (7) on the Hands free unit and with the presence of the passive key (4, Fig 197).



Note

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

Key-Off can be performed by turning button (7) on the Hands free unit (1, Fig 197), also without the key (4, Fig 197).



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

Key-On can be performed by turning button (7) on the Hands free unit (1, Fig 197) without the presence of the keys (3) and (4) and by entering the pin code on the instrument panel.

Key-Off can be performed by pressing button (6) on the handlebar, from Engine On position to Engine Off position.

After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is turned, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

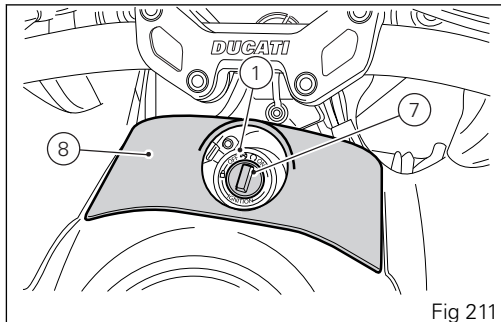


Fig 211

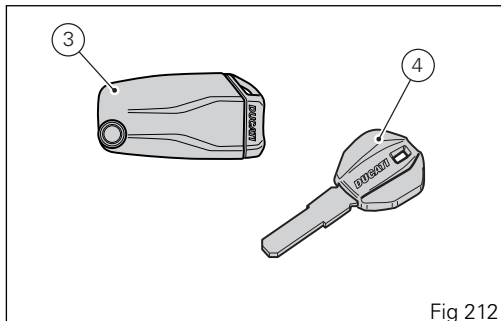


Fig 212

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".

If the motorcycle cannot be turned on using the normal starter button, turn the "emergency" Hands Free button (7) to activate the function.

After turning the button, the instrument panel activates the page for entering the override code. Refer to the "Restoring motorcycle operation via the PIN CODE" procedure page 246.

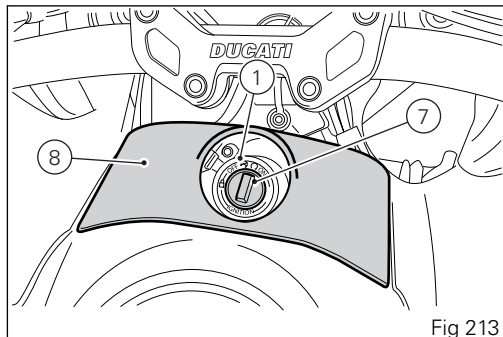





Fig 213

Important

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

Left-hand switch

- 1) Dip switch, light dip switch, two positions:
 - pushed up (A): high beam ON (), back to its initial position (B): low beam ON ();
 - (C) pushed down: high-beam flasher ();
 - (FLASH), "Start-Stop lap" function.
- 2) 4 turn indicators (Hazard) on/off button.
- 3) Fog lights (option) on/off button.

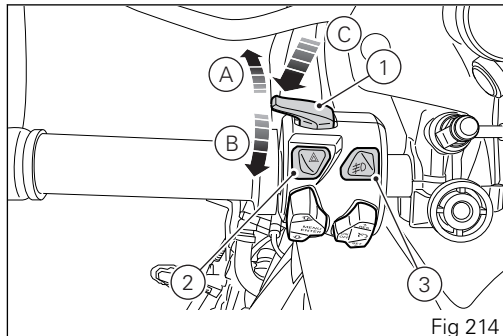





Fig 214

- 4) Menu navigation button.
- 5) Cruise Control button.
- 6) three-position turn indicator button ():
 - central position = OFF;
 - position () = left turn.
- 7) Turn indicators cancel button.
- 8) Button () = warning horn.

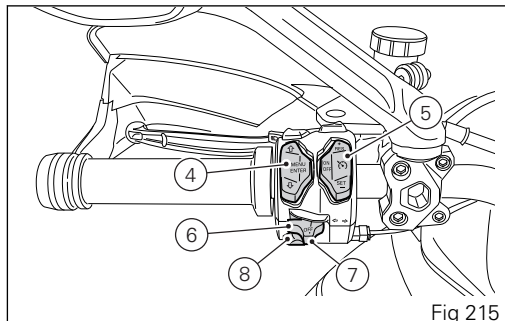


Fig 215

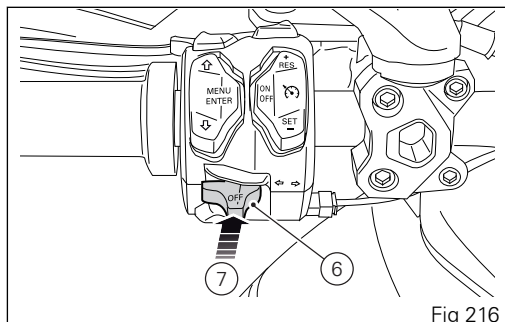


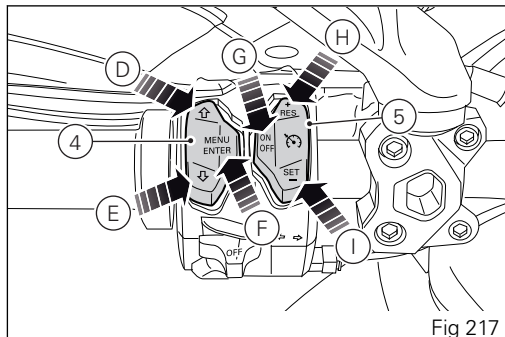
Fig 216

Button (4) for menu navigation features three positions:

- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for Cruise Control features three positions:

- (G) Cruise Control on/off;
- (H) increase cruise speed or resume previous speed;
- (I) decrease cruise speed or set a new speed;



Key

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

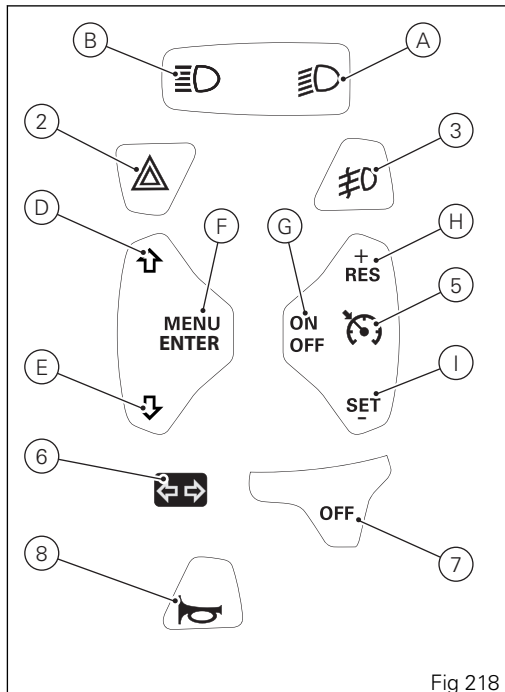


Fig 218

Clutch lever

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



Attention

Set clutch lever when motorcycle is stopped.



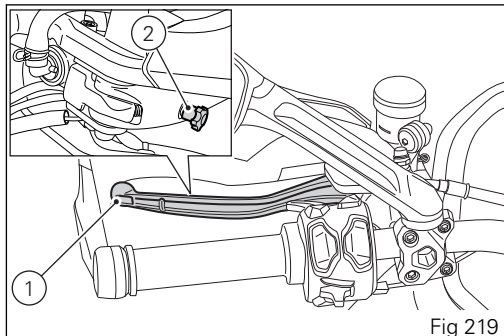
Important

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



Note

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



Right-hand switch

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

The switch (1) has two positions:

B) pushed down: KILL ENGINE.

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

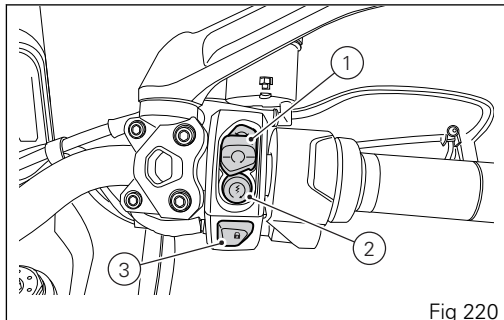


Fig 220

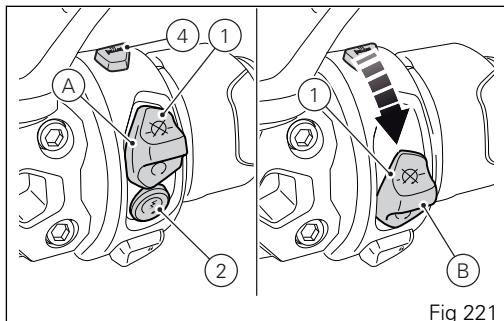


Fig 221

Key

- 2) Engine starting.
- 3) Electronic steering lock.
- 4) Heated handgrips control.

- A) Run ON.
- B) Run OFF.
- C) Key-on.
- D) Key-off.

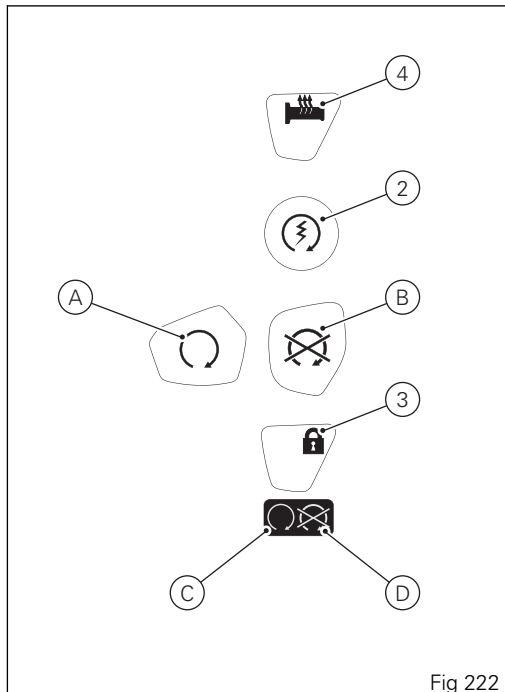


Fig 222

Throttle twistgrip

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

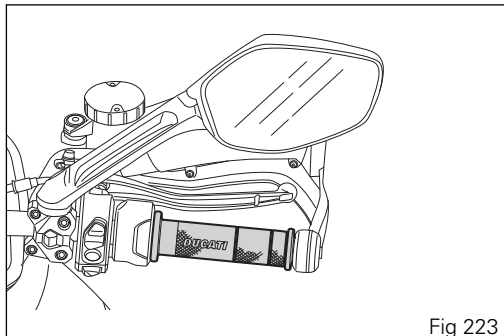


Fig 223

Front brake lever

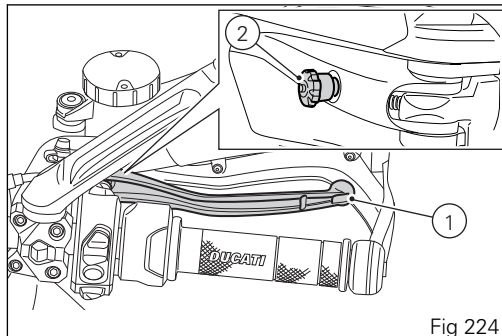
Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.

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

Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.

When high pressure is applied to the front brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 205.

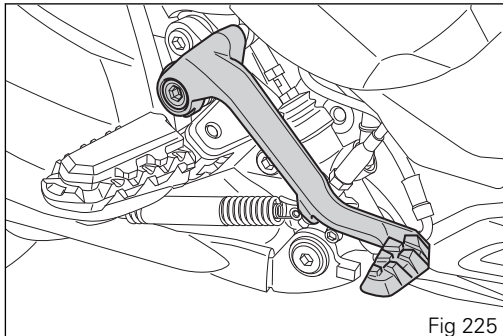


Rear brake pedal

Press pedal down with your foot to operate the rear brake.

The system is hydraulically operated.

When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 205.



Gear change pedal

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

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

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

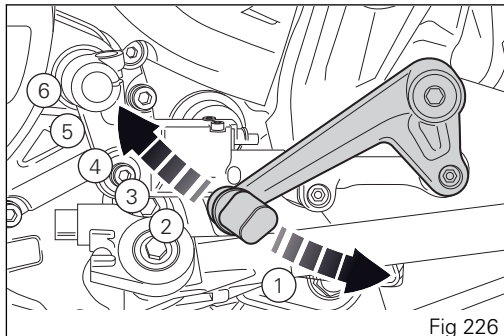


Fig 226

Adjusting the position of the gearchange pedal and rear brake pedal

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

Adjust the pedals as follows:

Gear change pedal

Unscrew the screw (3) that retains the DQS control to the gearchange lever.

Lock rod (1) in its flat (A) and loosen nut (2), then rotate the uniball (4) until obtaining the desired distance between the centers (by reducing the distance between the centers, the gearbox pedal moves down and vice versa).

Once the desired position is found, tighten nut (2) against the rod while counter-holding the hexagon socket (A).

The nominal distance between the centers (B) with which the vehicle is delivered is: 4.00 in (101.5 mm).

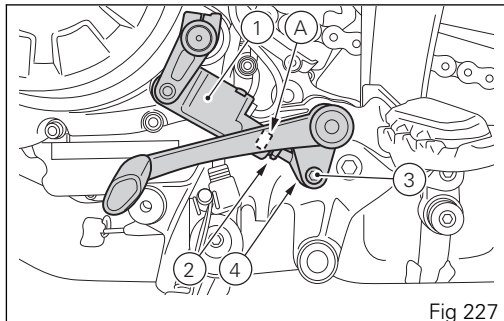


Fig 227

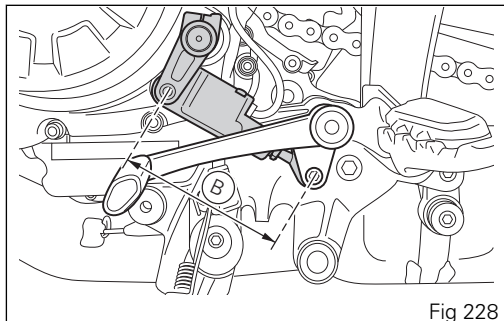


Fig 228

Rear brake pedal

Loosen counter nut (4).

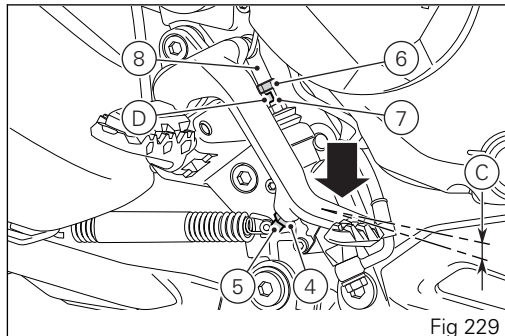
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the counter nut (4).

Operate the pedal by hand to check that there is a free play (C) of about $0.08 \div 0.19$ in ($2 \div 5$ mm) before the brake bites. If not, adjust the length of the master cylinder pushrod as follows, using flat (D).

Loosen lock nut (6) on master cylinder rod.

Tighten rod (7) on fork (8) to increase clearance or loosen it to decrease it.

Tighten lock nut (6) and check again clearance.



Main components and devices

Position on the vehicle

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

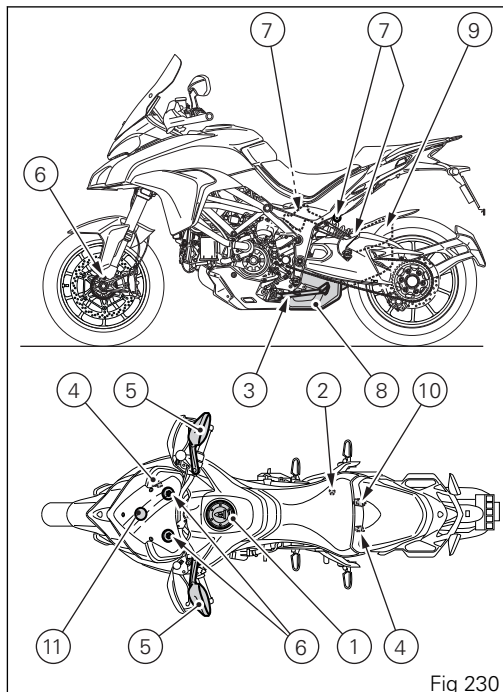


Fig 230

Fuel tank plug

Opening

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

Closing

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



Note

The plug can only be closed with the key in.



Attention

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

Electric filler plug opening (option)



Important

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

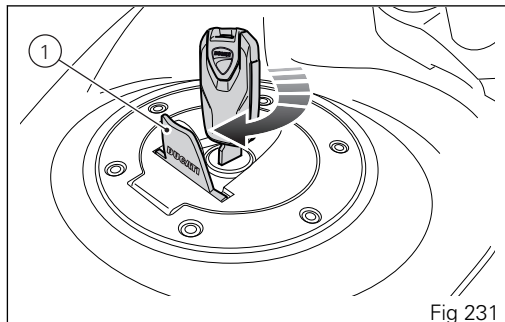


Fig 231

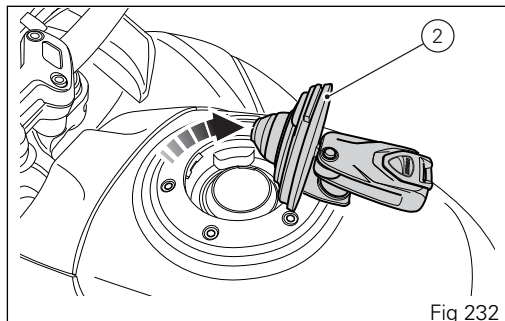


Fig 232

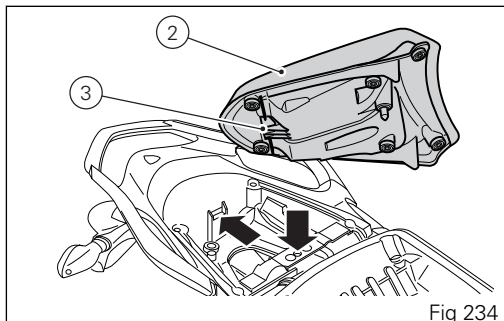
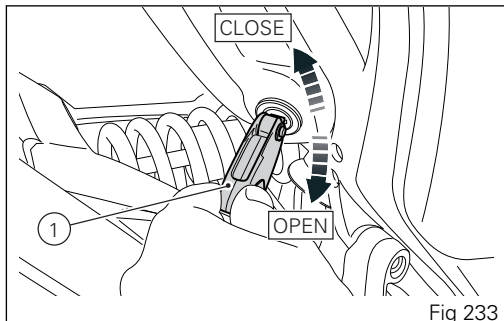
Seat lock

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

Removing the seats

Insert the active or passive key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.

Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).



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

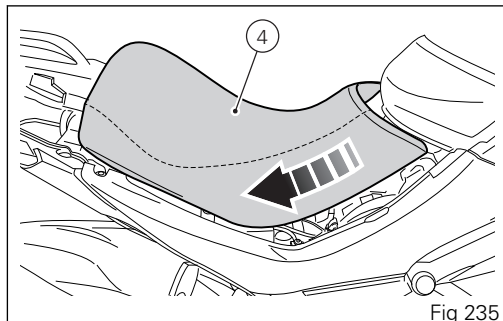


Fig 235

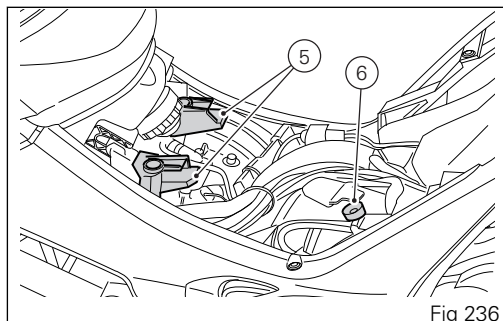


Fig 236

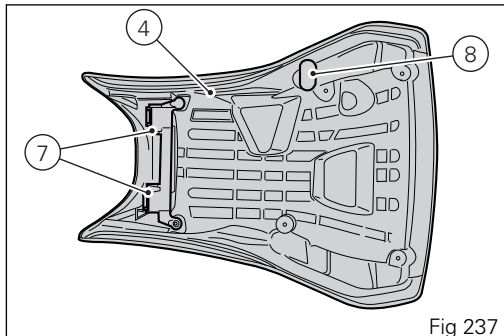
Refitting the seats

Position rider seat (4) front end, with slots (7), into guides (5, Fig 236) and engage pin (6, Fig 236) into its housing (8).

Make sure that pin (6, Fig 236) is engaged in its housing (8).

Make sure the passenger seat is properly fastened by moderately pulling it up.

Take key out of the lock (1, Fig 233).



Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.

To lower the seat height, remove seats as indicated on page 278.

Install the elastic support (1) to passenger seat.

Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).

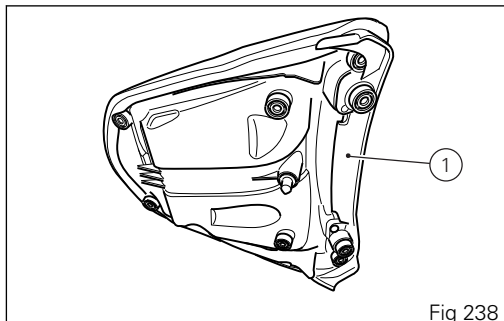


Fig 238

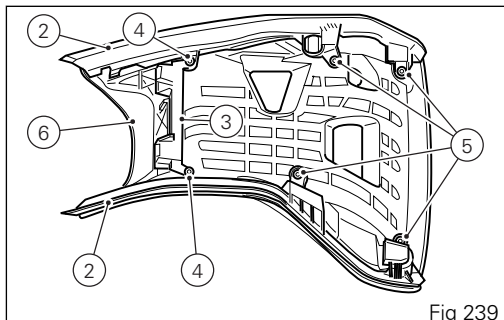
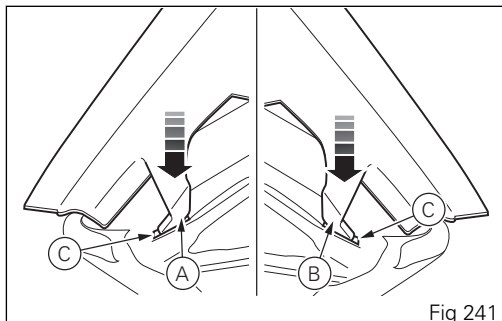
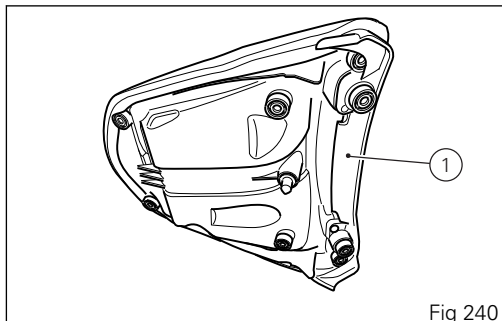


Fig 239

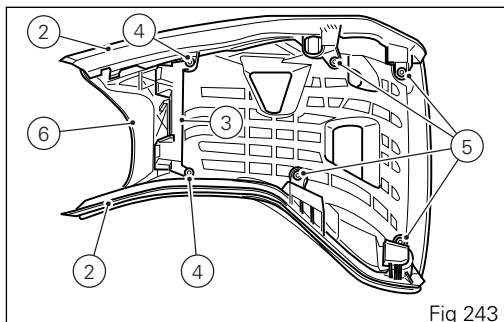
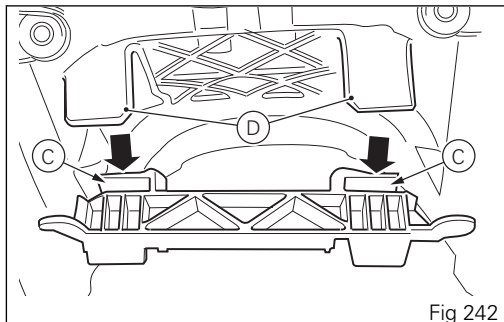
Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 278.

Remove the elastic support (1) from passenger seat. Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).



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



Side stand



Important

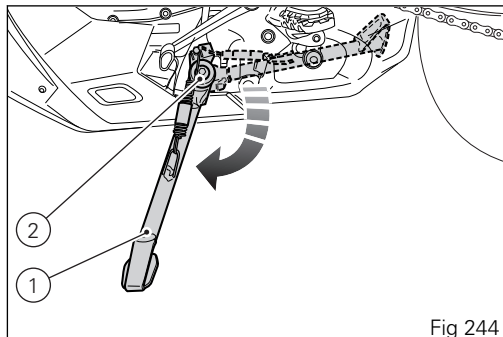
Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

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.



Note

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

Bluetooth control unit

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.



Attention

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



Attention

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Attention

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit no. 981029498 can be purchased separately at a Ducati Dealer or Authorized Service Center.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.



Attention

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

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



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorized Service Center.

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.

This fuse protects against any line overloads:

- power socket (1,;
- power socket (2, Fig 246);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

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

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

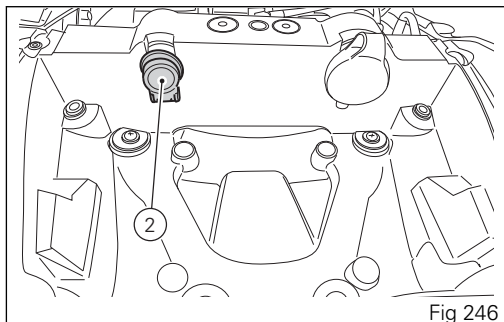
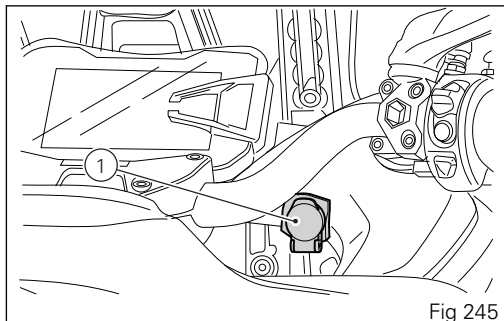
Connecting higher loads will blow the line fuse.



Important

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

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



Central stand;

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

Attention

Before lowering the central stand, make sure that the bearing surface (2) is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile, pull motorcycle up and back.

To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

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

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

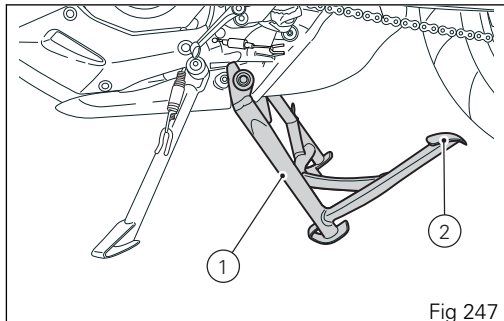


Fig 247

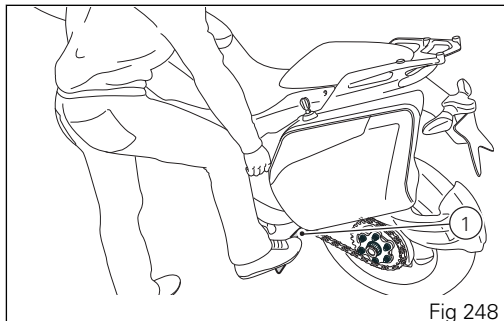
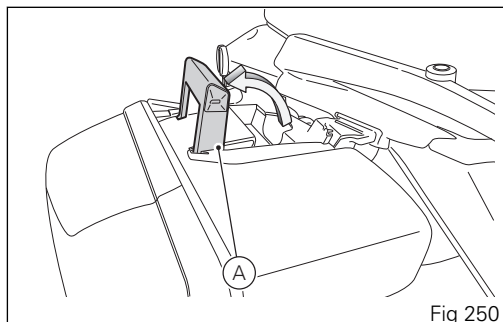
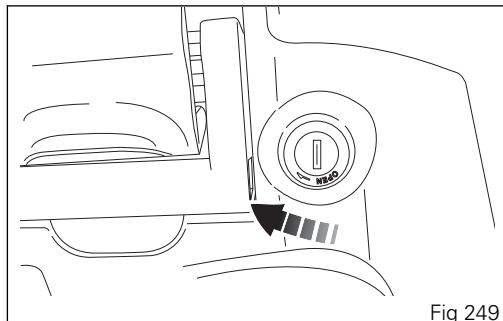


Fig 248

Assembling the Ducati side panniers

Fitting the pannier in place

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



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

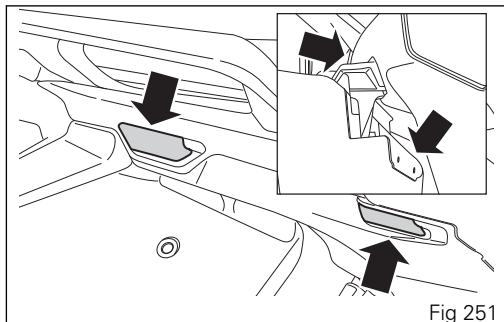


Fig 251

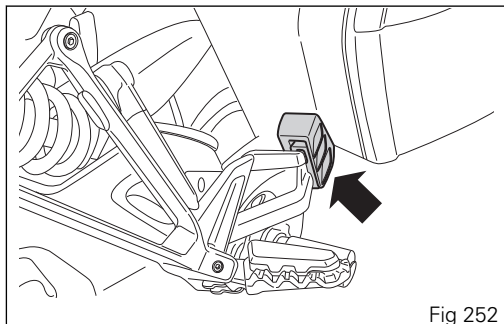
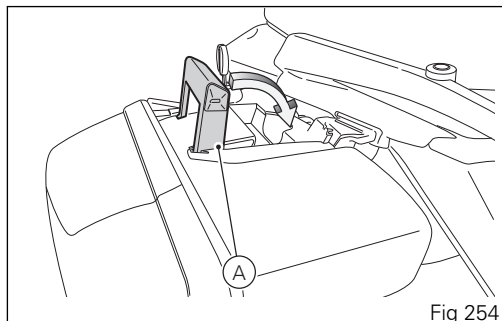
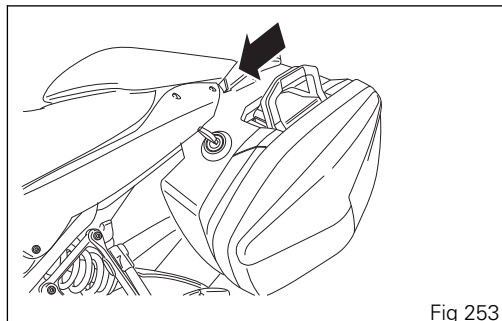


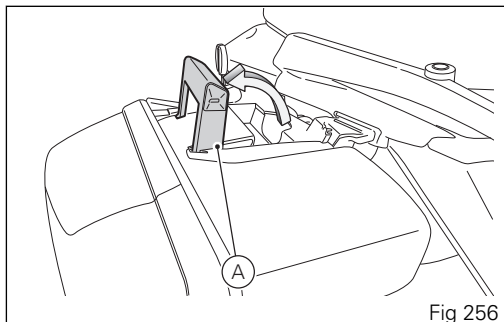
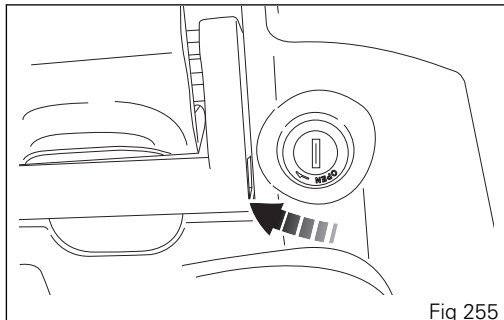
Fig 252

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



Removing the pannier from its seat

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



Pull pannier fully backwards (1), towards the rear wheel, without lifting it.

Now pull the pannier up (2) to disengage BOTH hooks.

Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

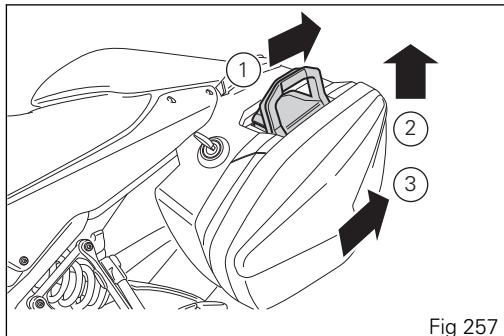


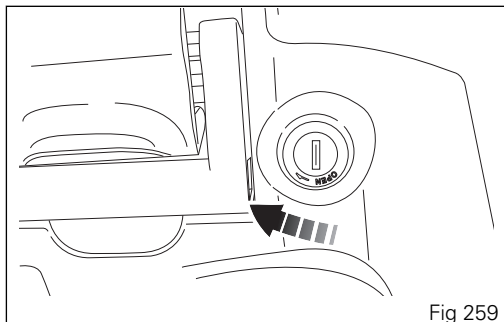
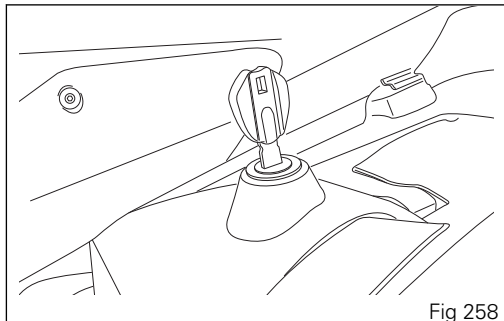
Fig 257

Using the side panniers

Opening

Open the side pannier as follows.

Insert the key in pannier lock and turn it clockwise.



Lift fastening plate (A) and open the pannier.



Attention

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



Fig 260

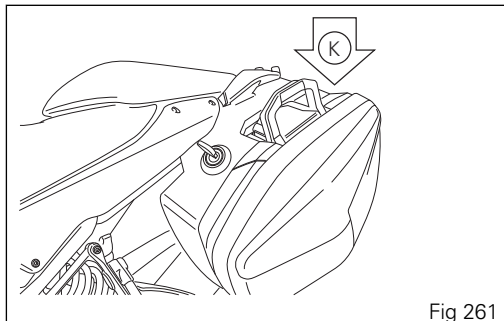


Fig 261

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



Attention

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

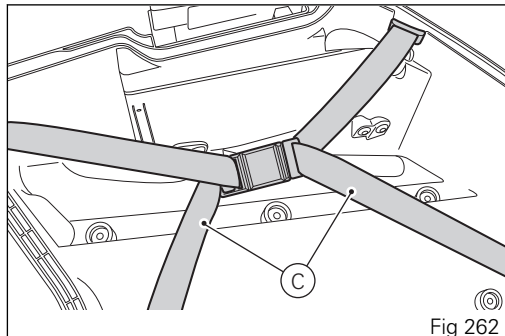


Fig 262

Closing

Close the side pannier as follows.

Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.

Insert fastening plate (A) into the pannier external cover and push down.

Turn key counterclockwise.

It is possible to remove key from lock only in these conditions.

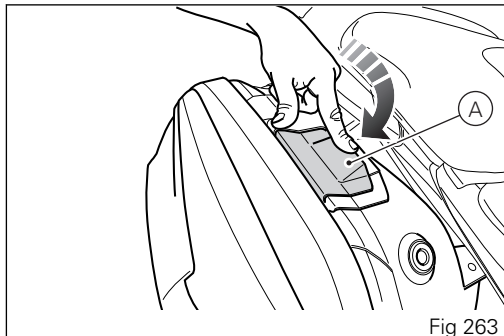


Fig 263

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.

USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

Important

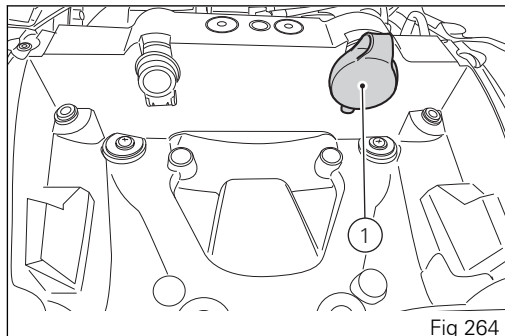
With engine off and Key turned to ON, do not leave accessories connected to the USB connection for a long time as this may discharge the motorcycle battery.

Attention

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

Attention

NEVER use the USB socket if it is raining.



Adjusting windscreen height

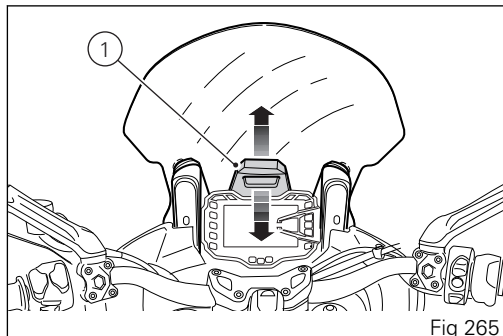
Adjust windscreen height using lever (1).

Push up to lift the windscreen, or down to lower it.



Attention

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



Front fork adjustment

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

Spring preload can be adjusted on both fork legs, while compression damping can be adjusted only on the LH fork leg and rebound damping only on the RH fork leg.

Use the external adjusters:

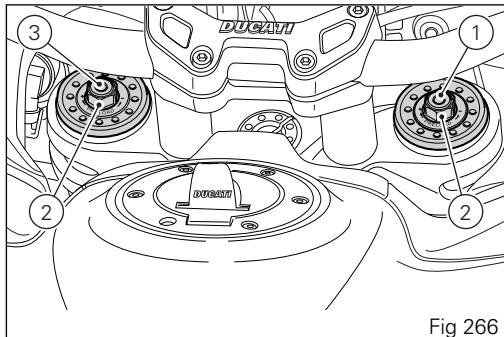
- 1) to adjust the rebound damping;
- 2) to adjust the preload of the inner springs;
- 3) to adjust the compression damping.

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

Turn adjuster (1) at the top end of the RH fork leg with a 0.12 in (3 mm) Allen wrench to adjust rebound damping.

Turn adjuster (3) at the top end of the LH fork leg with a 0.12 in (3 mm) Allen wrench to adjust compression damping.

By turning adjusters (1) and (3) you will hear some clicks; each click corresponds to a damping setting.



The stiffest damping setting is obtained with the adjusters (1, Fig 266) and (3, Fig 266) turned fully clockwise to the "0" position.

By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc..

To change preload of the spring inside each fork leg, turn the hex. adjuster (2, Fig 266) with a wrench of 0.55 in (14 mm), starting from the fully open (counter clockwise) position.

Following are the STANDARD settings which depend on set Riding Mode:

Riding Mode	TOURING	SPORT	URBAN	ENDURO	Rider + passenger
compression	12 clicks	4 clicks	18 clicks	8 clicks	8 clicks
rebound	8 clicks	2 clicks	10 clicks	5 clicks	8 clicks
spring preload	0.20 in (5 mm)	0.28 in (7 mm)	0.20 in (5 mm)	FULL 0.39 in (10 mm)	FULL 0.39 in (10 mm)

Adjusting the rear shock absorber

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

Adjuster (1, Fig 267) adjusts the damping during the rebound phase (return).

Adjuster (3, Fig 267) adjusts the damping during the compression phase.

The knob (2, Fig 268) allows adjusting the shock absorber external spring preload.

To reach adjusters (1) and (3) it is necessary to remove the rider seat and cover (4) next to the battery.

It is possible to work on adjusters (1, Fig 267) and (3, Fig 267) through the opening on the battery support. Manually turn adjusters (1, Fig 267) and (3, Fig 267) clockwise to stiffen the damping, or counter clockwise to soften it.

Turn knob (2, Fig 268) clockwise to increase spring preload, or counter clockwise to decrease it.

Attention

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

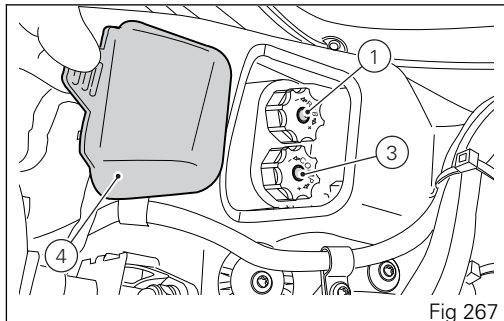


Fig 267

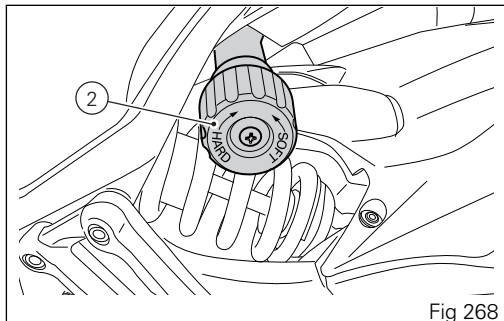


Fig 268

If you intend to transport a passenger and baggage, preload the shock absorber spring to the maximum to improve the dynamic performance of the motorcycle and to avoid possible interference with ground. You may find that rebound damping needs adjusting as well.

Following are the STANDARD settings which depend on set Riding Mode:

Riding Mode	TOURING	SPORT	URBAN	ENDURO	Rider + passenger
compression	12 clicks	6 clicks	18 clicks	24 clicks	18 clicks
rebound	10 clicks	4 clicks	10 clicks	22 clicks	18 clicks
spring preload	Standard (0.20 in) (5 mm)	Full 0.31 in (8 mm)	Standard (0.20 in) (5 mm)	FULL 0.31 in (8 mm)	FULL 0.31 in (8 mm)

Riding the motorcycle

Running-in recommendations

Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 621 mi (1000 km);
- 2) From 621 mi (1000 km) to 1553 mi (2500 km).

Up to 621 mi (1000 km):

During the first 621 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500-6,000 rpm.

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions.

For the first 62 mi (100 km), use the brakes gently. Avoid sudden or prolonged braking. This will allow the

friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each other, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

It is also advisable to inspect the drive chain frequently and lubricate as required.

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

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



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

Pre-ride checks



Attention

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

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

- FUEL LEVEL IN THE TANK
Check the fuel level in the tank. Fill tank if needed (page 323).
- ENGINE OIL LEVEL
Check oil level in the sump through the sight glass. Top up if needed (page 349).
- BRAKE AND CLUTCH FLUID
Check fluid level in the relevant reservoirs (page 328).
- COOLANT
Check coolant level in the expansion reservoir. Top up if needed (page 326).
- TIRE CONDITION
Check tire pressure and condition (page 346).

- CONTROLS
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 370).
- KEY LOCKS
Ensure that tank filler plug (page 277) and seat (page 278).
- STAND
Make sure side stand operates smoothly and is in the correct position (page 284).

ABS light

After Key-ON, the ABS light (10, stays ON.
When the vehicle speed exceeds 3 mph (5 km/h), the warning light switches off to indicate the correct operation of the ABS.



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.

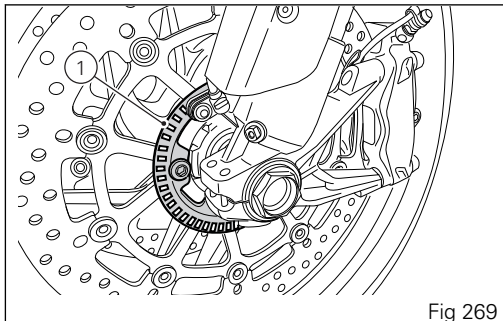


Fig 269

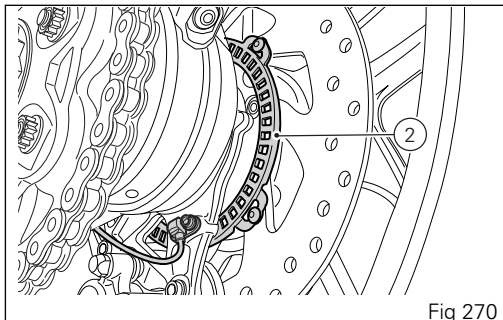


Fig 270

Engine start/stop



Attention

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



Attention

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

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

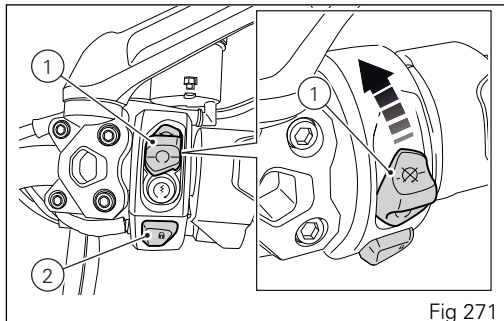


Fig 271

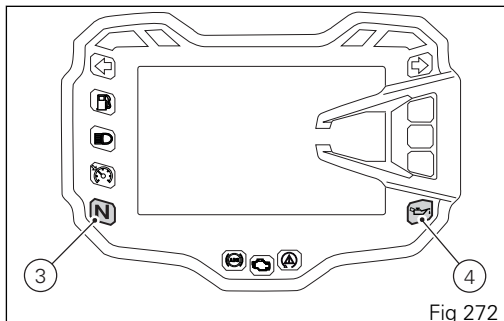


Fig 272

Attention

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

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

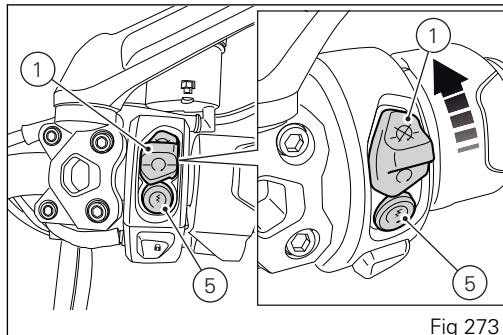
Note

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

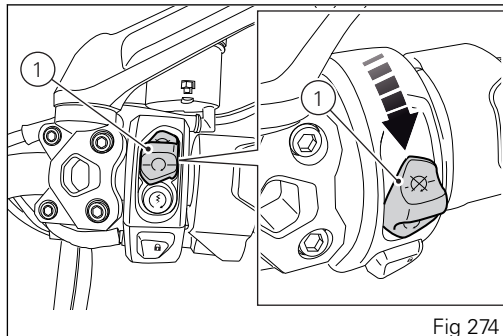
Move the red switch (1) up to uncover button (5). Push the button (5) to start the engine.

Important

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



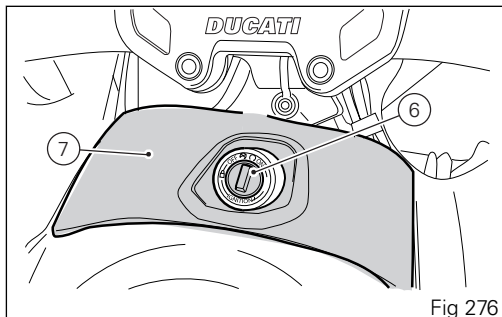
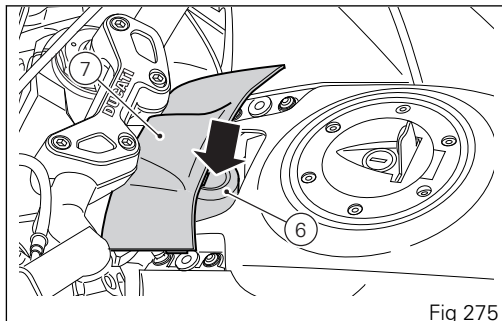
The red oil pressure warning light (4, Fig 272) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 249 "Hands Free System".



⚠ Important
Conditions affecting the correct operation of the Hands Free system.

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

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



(Fig 275) indicates the position of the Hands Free unit (6), with protection lid (7) and (Fig 276) indicates the position of the Hands Free unit (6) for the US version, while (Fig 277) indicates the position of the antenna (8).

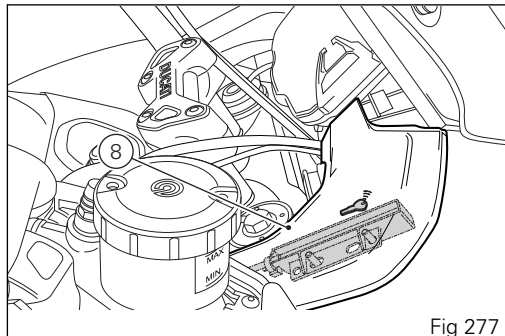


Fig 277

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down 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.

Braking

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

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the

control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.



Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.

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

Stopping the motorcycle

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

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

Stop the engine by pushing the red switch (1) down. Press button (2) for Key-off.

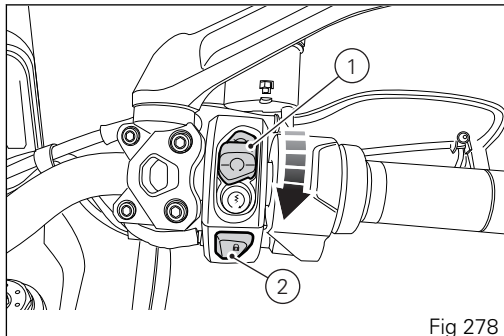


Fig 278

Parking

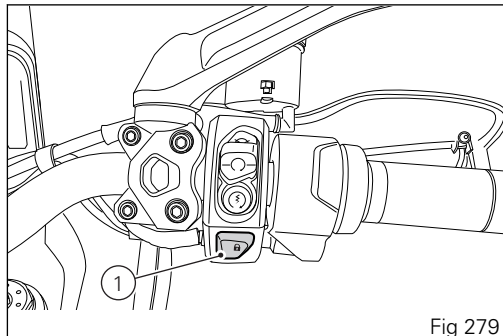
Park the stopped motorcycle on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

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

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

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.



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.

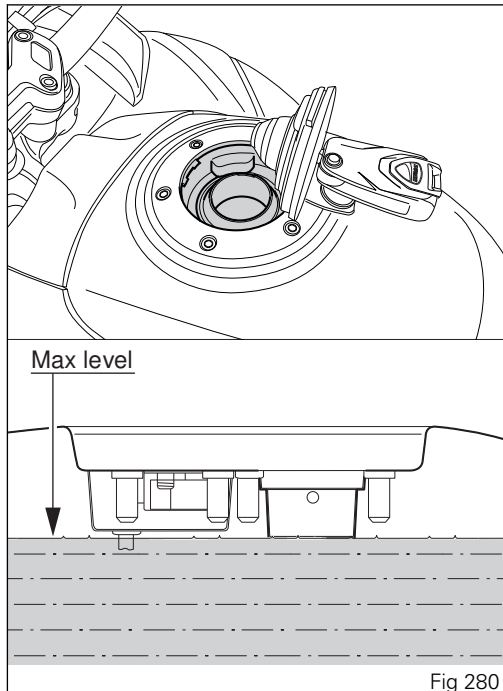


Fig 280

Tool kit and accessories

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

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 0.31 in (8 mm) Allen wrench.
- 0.20 in (5 mm) Allen wrench.
- 0.39 in (10 mm) Allen wrench.
- Pin wrench for eccentric.
- Box wrench for spark plug.
- Chain tension gage (follow instructions under page 339 for its use).

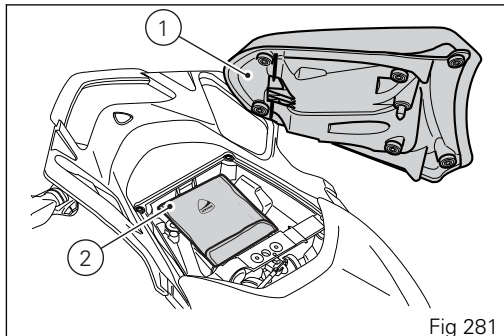


Fig 281

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

To access the compartment, remove the passenger seat.

The front mudguard half kit is supplied as standard.

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube.

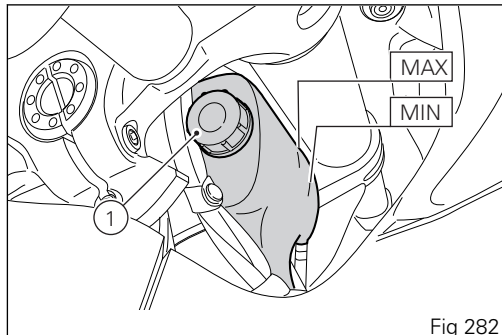
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

Screw plug (1).

This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).
Cooling circuit capacity: 0.66 gal (2.5 cu. dm - liters).





Attention

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

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 283) shows the front and rear brake fluid reservoirs, while (Fig 284) shows the clutch fluid reservoir).

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

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

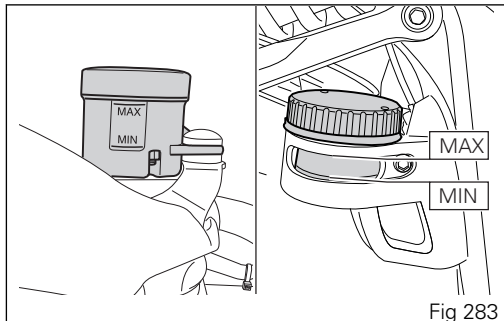


Fig 283

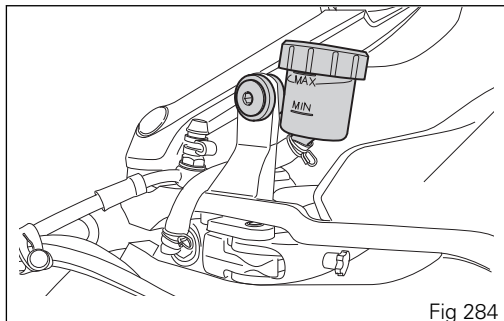


Fig 284

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.



Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Clutch system

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



Attention

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

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers.

If the thickness of the friction material, even in just one pad, is about 1 mm, replace both pads.



Attention

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



Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.

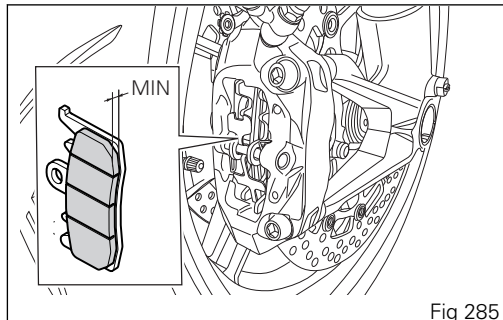


Fig 285

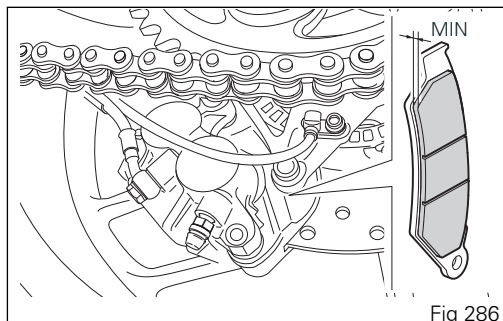


Fig 286

Charging the battery

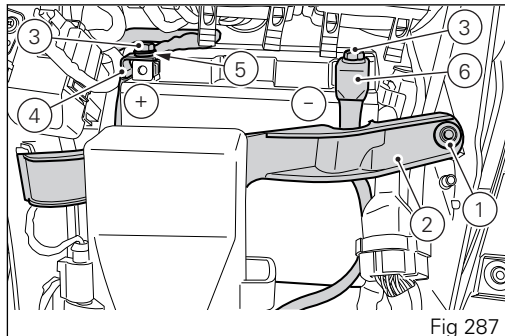
Before charging the battery, it is best to remove it from the motorcycle.

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

Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. Charge the battery in a well-ventilated area.

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).



Important

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

Grease the screws (3).

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

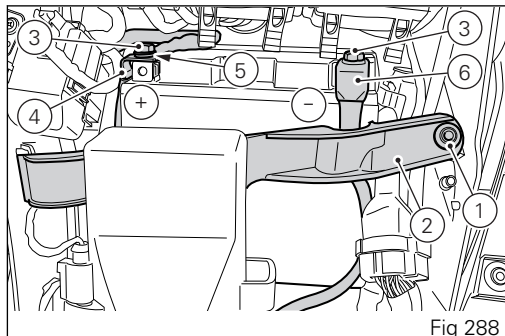
Fit the battery mounting bracket (2) and tighten the screw (1).



Attention

Keep the battery out of the reach of children.

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



Charging and maintenance of the battery during winter storage

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



Note

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



Important

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

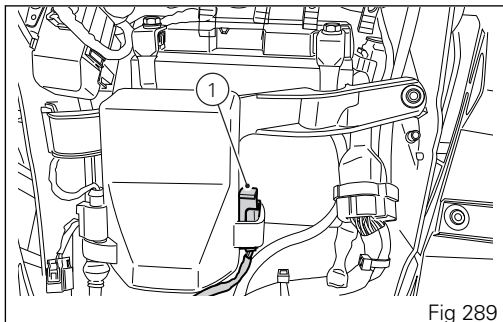


Fig 289

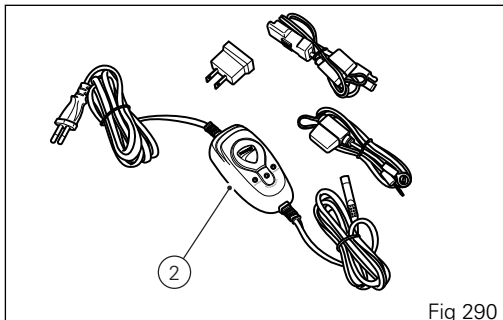


Fig 290



Note

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



Note

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

Checking drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release.

Measure the distance (A) between the center of the chain pins and the aluminum section of the swinging arm. It must be: $A = 1.61 \div 1.69$ in ($41 \div 43$ mm).



Important

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

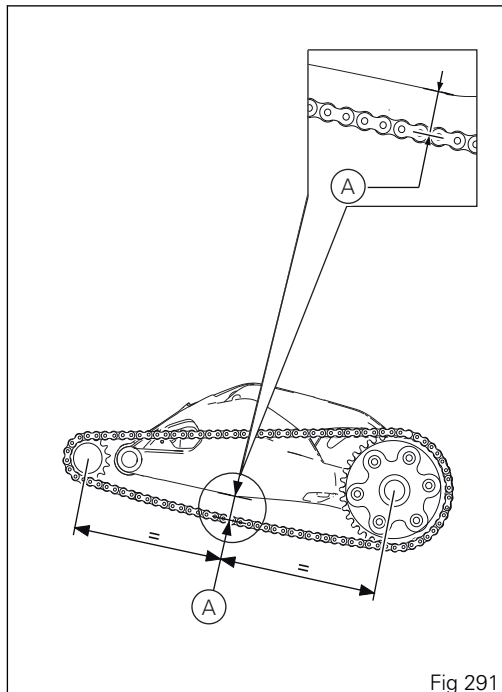


Fig 291

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

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

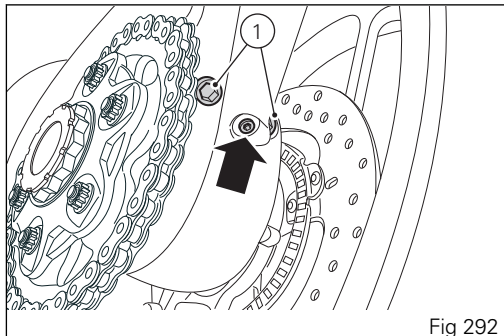


Fig 292

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

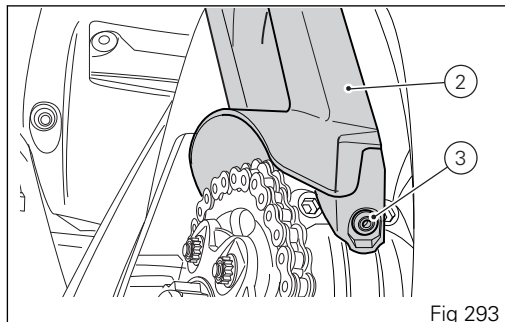


Fig 293

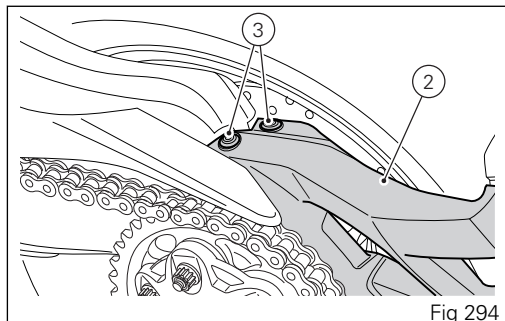


Fig 294

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.

After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.



Important

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

Using the supplied chain tension gage

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



Note

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

Before proceeding, move the chain down with one finger, release it and apply gage (1).

Chain tension gage (1) must be inserted between swinging arm and lower chain sliding shoe, at the chain sliding shoe central fastening point (.

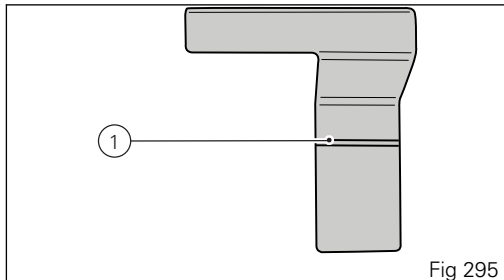


Fig 295

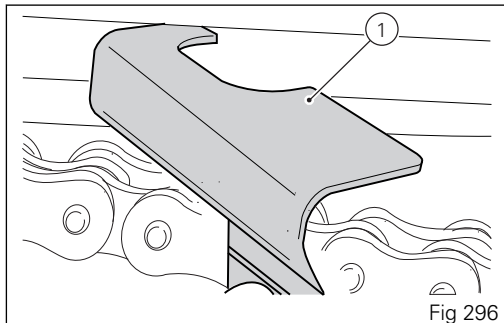


Fig 296

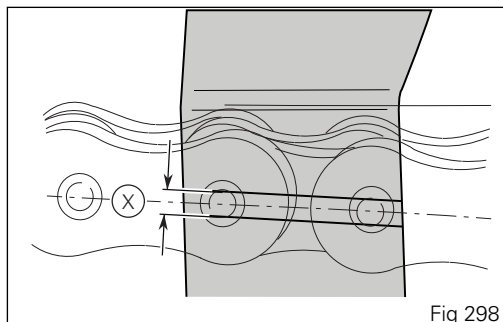
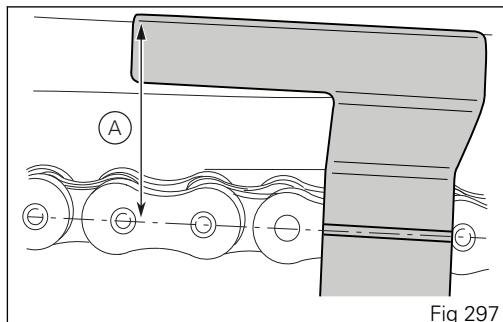
To measure the proper chain tensioning, it is necessary to check the correspondence of the chain pin axis, within the distance identified by references (X, Fig 298) on the gauge.

If chain pins are higher or lower than this interval and height $A=1.61 \div 1.69$ in ($41 \div 43$ mm) (Fig 297) is not complied with, it is necessary to tension the chain page 335.



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.



Rear turn indicators

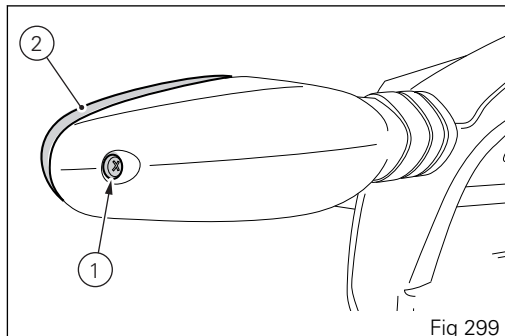
Undo the screw (1) and detach the lens (2) from the turn indicator support.

The bulb is the banjo-type: press and rotate counterclockwise to remove.

Fit the spare bulb by pressing and turning clockwise until it clicks.

Refit the lens (2) by inserting the tab in the corresponding slot in the turn indicator support.

Tighten screw (1).



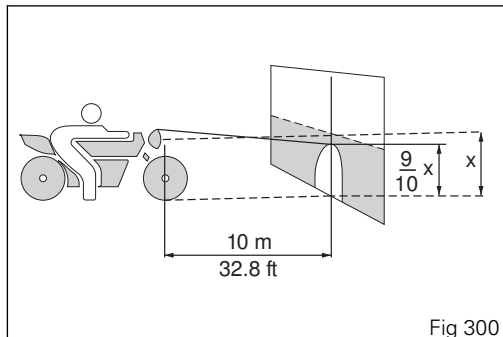
Aligning the headlight



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 motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.





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.

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

- 1) Switch low beam on.
- 2) Adjust the beam vertically by working the adjuster screw (1). Turn screw (1) clockwise to move beam down, or counterclockwise to move beam up.



Attention

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

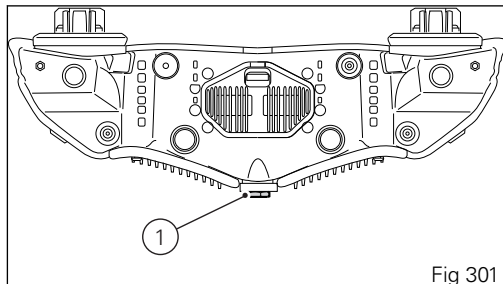
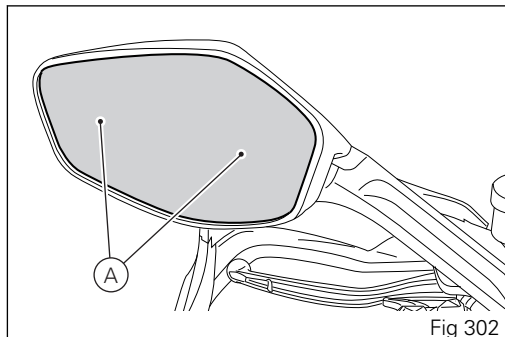


Fig 301

Adjusting the rear-view mirrors

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



Tubeless tires

Front tire pressure:

2.50 bar (36.26 psi) (rider only) - 2.50 bar (36.26 psi)
(rider, passenger and/or bags).

Rear tire pressure:

2.50 bar (36.26 psi) (rider only) - 2.90 bar (42.06 psi)
(rider, passenger and/or bags).

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

Important

Check and set tire pressure when tires are cold. When traveling very bumpy roads, increase tire pressure by 0.2÷0.3 bar (2.9÷4.35 PSI) to preserve the roundness of the front rim.

Tire repair or change (Tubeless tires)

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 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 shift the wheel balancing weights.



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.



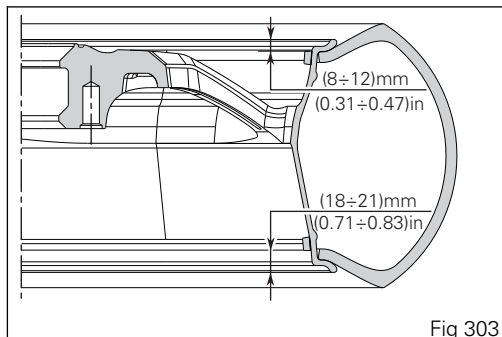
Attention

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



Attention

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



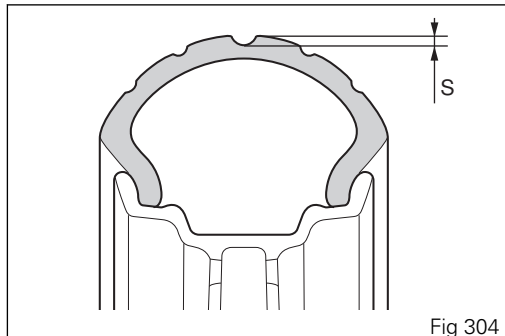
Minimum tread depth

Measure tread depth (S, Fig 304) at the point where tread is most worn down: it should not be less than 0.078 in (2 mm), and in any case not less than the legal limit.



Important

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



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

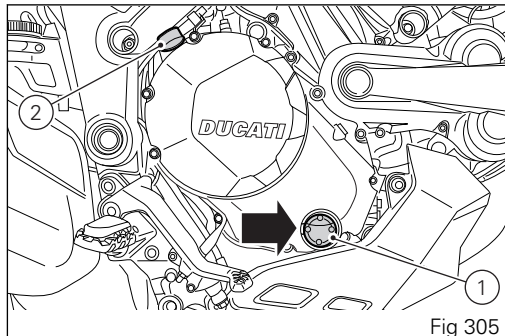
Important

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

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).



During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.



Attention

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

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

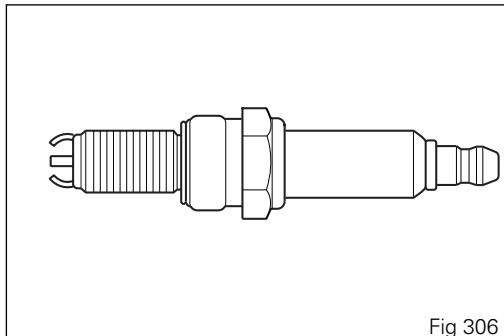
- viscosity grade SAE 15W-50;

SAE 15W-50 is an alphanumeric 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.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.



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.

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

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

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unriden 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 (France, Germany, Great Britain, Switzerland, etc.) 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.

Scheduled maintenance chart

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



Attention

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



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use.

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Change spark plugs				•		•	-
Clean plugs with metal mesh filters on heads						•	-
Clean air filter			•		•		-
Change air filter				•		•	-
Check brake and clutch fluid level		•	•	•	•	•	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		•	•	•	•	•	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid				●		●	-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check tire pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1000	0.6	9	18	27	36	
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Activate LED front lighting (if any) through DDS 2.0			●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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

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



Important

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

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

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 504.86 lb (229 Kg).

Overall weight (in running order without fluids and battery): 454.15 lb (206 Kg).

Maximum allowed weight (carrying full load): 992.08 lb (450 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.

Attention

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

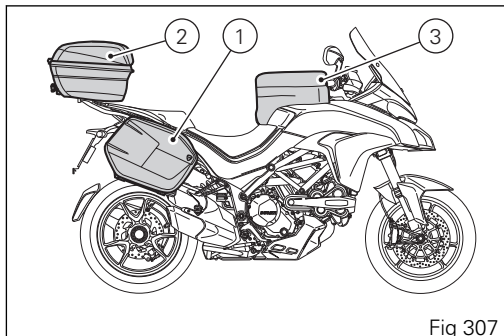


Fig 307

Attention

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

Overall dimensions

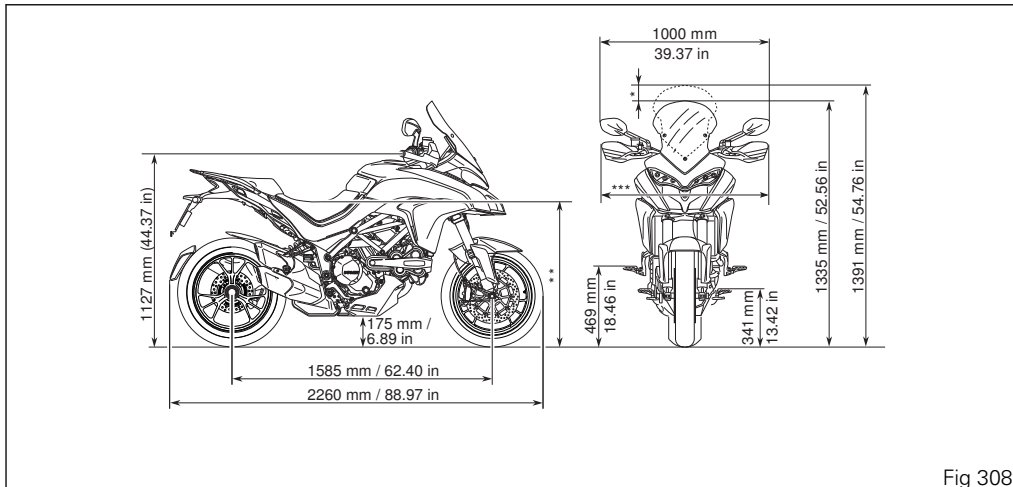


Fig 308

* 52.56 in (1335 mm) (headlight fairing all down), 53.11 in (1349 mm) (headlight fairing at first detent), 53.66 in (1363 mm) (headlight fairing at second detent), 54.21 in (1377 mm) (headlight fairing at third detent), 54.76 in (1391 mm) (headlight fairing at last detent).

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

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

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.05 gal (4 cu. dm - liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2.	20.0 cu. dm (liters) 5.28 (gal)
Oil sump and filter	Ducati recommends use of SHELL Advance DUCATI 15W-50 Fully Synthetic Oil	1.11 gal (4.2 cu. dm - liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	7.28 in (185 mm) (measured without spring and preload tube)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 cu. dm (liters) 0.66 (gal)



Important

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



Attention

The 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.

Engine

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

Bore, mm: 4.17 in (106 mm).

Stroke, mm: 2.81 in (71.5 mm).

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

Compression ratio: (13±0.5):1.

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP (kW/CV):

116.4 kW - 156.1 HP at 9,500 rpm (116.4 kW - 158.2 CV at 9,500 rpm).

Maximum torque at crankshaft (EU) Regulation no.

134/2014, Annex X, Nm / lbf ft (Nm / kgm):

128 Nm - 94.40 lbf ft at 7,500 rpm (128 Nm - 13.05 kgm at 7,500 rpm).

Maximum rpm: 10,500 rpm.



Important

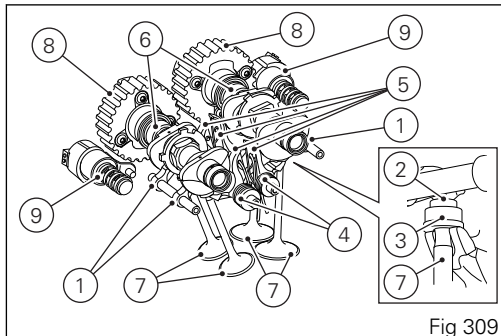
The specified power/torque values have been measured on a dyno bench. The power/torque values measured upon type-approval and specified on the vehicle logbook are measured by means of a static test bench according to the type-approval regulations. The two values indicated for power/torque could hence differ because of the different measurement devices used.

Desmodromic timing system with variable timing (DVT)

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) opening rocker shim;
- 3) closing (or lower) rocker shim;
- 4) return spring for lower rocker;
- 5) closing (or lower) rocker;
- 6) camshaft;
- 7) valve.
- 8) Timing Variator.
- 9) Actuators.



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: MAR9A-J.

Fuel system

BOSCH electronic injection.

Type of throttle body: elliptical with full Ride-by-Wire system.

Diameter of throttle body: 2.2 in (56 mm).

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 forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

FRONT

Semi-floating drilled twin-disk.

Braking material: stainless steel.

Carrier material: painted stainless steel, black color.

Disk diameter: 12.99 in (330 mm).

Front brake disk thickness: 0.18 in (4.5 mm).

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO, radially-mounted monobloc calipers.

Front brake type: M4.30_a (4x30).

Friction material: TT 2182 FF.
Brake master cylinder type: PR16/19 S.

REAR

With fixed drilled steel disk.
Disk diameter: 0.43 in (265 mm).
Hydraulically operated by a pedal on RH side.
Brake caliper make: BREMBO, floating 2-piston caliper with cornering ABS as standard.
Rear brake type: PF 2x28 D.
Friction material: TT 2181 FF.
Brake master cylinder type: PS 13.
Fixed, 1.10 in (28 mm) diameter 2-piston caliper.



Attention

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch

Drive is transmitted from engine to gearbox main shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/40.

Total gear ratios:

1st 15/37

2nd 17/30

3rd 20/27

4th 22/24

5th 24/23

6th 25/22

Drive chain from gearbox to rear wheel.

Make: REGINA
Type: 136ZRPB2
Size: 5/8" x 1/16"
Links: 114



Important

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

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



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

Steel tubular trellis.

Steel tube trellis rear sub-frame.

Light alloy die-cast side plates, pivoted on engine.

Steering head angle: 25°.

Trail: 4.45 in (113 mm).

Steering angle: 40° on the left / 40° on the right.

Wheels

Front

Three-spoke, light-alloy forged rims.

Size: MT3.50x17".

Rear

Three-spoke, light-alloy forged rims.

Size: MT6.00x17".

Tires

Front

"Tubeless", radial tire.

Size: 120/70-ZR17

Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tire.

Size: 190/55-ZR17

Make and type: Pirelli Scorpion Trail II.

Suspensions

FRONT

Front

OHLINS hydraulic upside-down fork with spring preload, compression and rebound adjustment with TiN coat.

Stanchion diameter:

1.89 in (48 mm).

Wheel travel: 6.69 in (170 mm).

Frame, Red code QG000K (Akzo Nobel).

Rear

The TTX OHLINS shock absorber with progressive activation, spring preload adjustment and adjustable hydraulic damping with two separate circuits for rebound and compression.

The shock absorber pivots onto frame at the top and onto a light alloy swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine. The whole system gives the bike excellent stability.

Rear wheel travel: 6.69 in (170 mm).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.

Split absorption tail pipe.

Available colors

Pikes Peak

Primer code 490.019 (PPG);

White base coat: code 929D.398 (Palinal);

Red base coat: code 473.101 (PPG);

Black base coat: code 929.R223 (Palinal);

Clear coat code D880 (PPG);

Electric system

Basic electric items are:

Headlight

LED low beam: No. 2 LEDs Ostar LE UW U1A4 01;
LED high beam: No. 8 LEDs Oslon GW CSSRM1.PC;
LED cornering light: No. 2 LEDs Oslon GW
CSSRM1.PC;
LED parking light: No. 2 STW8Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 LEDs
Dominant Primax NAZY-BGH-MN3-1;
Rear ones (Europe), LED units: No. 1 LED PC AMBER
PHILIPS LXM2-PL01.
Rear ones (USA), bulb units: No. 1 bulb RY10W 12V -
10W amber.

Tail light

LED parking light: No. 2 LEDs OSRAM LA-W5SM-
JYKY-24-1;
LED stop light: No. 10 LEDs OSRAM LA-E6SF-
BBCB-24-1.
LED number plate light: No. 3 CREE CLA1A-WKW-
CXAYB453 LEDs.

Fog lights

LED fog lights (Enduro customization): No. 1 LED
Altilon LAFL-C4S-0850.

Horn.

Stop light switches.

Battery, 12V -10Ah.

Generator DENSO 12V - 500W.

Electronic rectifier, protected by a 30A fuse.

Starter motor DENSO, 12 V-0.7 kW.

Fuses

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

- box (A): 7.5A, 15A, 25A;
- box (B): 10A, 15A, 25A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front fuse box (A, Fig 310) is located inside the left panel and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The rear (B, Fig 311) and the ABS fuse boxes (C, Fig 312) are located on rear subframe right-hand side, next to the ABS control unit. To reach rear and ABS fuse boxes, remove rider seat, see page 278. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

Front fuse box key (A)		
Pos	El. item	Rat.

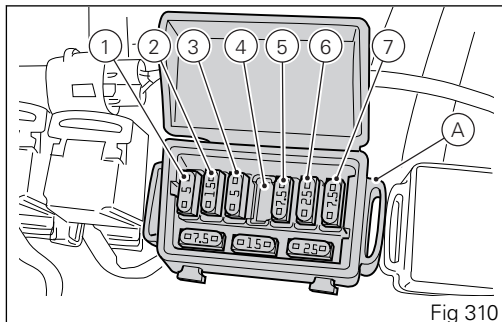


Fig 310

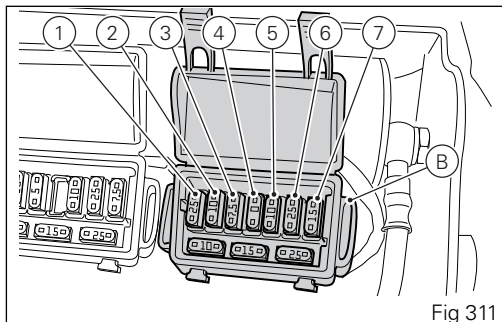


Fig 311

Front fuse box key (A)		
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	15 A
4	-	-
5	KEY Accessories	10 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	10 A
5	+30 Black Box System (BBS)	10 A

The 30A main starter fuse (C) is located under the rider seat, on the right-hand side. Remove the protection cap to reach it.

The spare 30A fuses (D) are located on the solenoid starter; remove the protection cap to reach them.

A blown fuse is identified by the interrupted center link (F).

Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

Attention

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

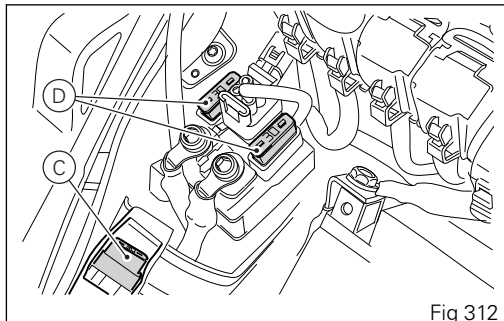


Fig 312

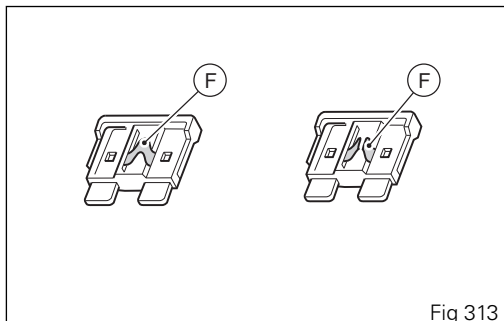


Fig 313

Injection /electric system diagram key

- 1) Front 12V power socket
- 2) GPS navigation system
- 3) Bluetooth
- 4) Left-hand switch
- 5) Right-hand switch
- 6) Inertial sensor
- 7) Immobilizer
- 8) Hands free
- 9) Hands Free relay
- 10) Battery
- 11) Wiring ground
- 12) Remote control switch
- 13) LH fan
- 14) RH fan
- 15) Generator
- 16) Regulator
- 17) USB socket
- 18) Rear 12V power outlet
- 19) Data Acquisition / Diagnosis
- 20) Anti-theft system alarm
- 21) Rear light
- 22) Rear right turn indicator
- 23) Rear left turn indicator
- 24) Rear wiring
- 25) Number plate light
- 26) Temperature sensor
- 27) LH heated handgrip connector (optional)
- 28) RH heated handgrip connector (optional)
- 29) Exhaust valve actuator
- 30) Rear stop light
- 31) Vehicle control unit (BBS)
- 32) Fuel level
- 33) -
- 34) Fuse box (2)
- 35) Fuse box (1)
- 36) ABS control unit
- 37) Rear speed sensor
- 38) Front speed sensor
- 39) Fuel pump
- 40) Main control unit relay
- 41) Fuel pump relay
- 42) Starter relay
- 43) Injection control unit connector A (EMS)
- 44) Injection control unit connector B (EMS)
- 45) Gear sensor
- 46) Accelerator position sensor (APS)
- 47) Vertical (ETV)
- 48) Horizontal (ETV)
- 49) Main vertical injector
- 50) Main horizontal injector

- 51) Vertical lambda sensor
- 52) Horizontal lambda sensor
- 53) Timing/rpm sensor
- 54) Vertical cylinder secondary coil
- 55) Vertical cylinder main coil
- 56) Horizontal cylinder secondary coil
- 57) Horizontal cylinder main coil
- 58) Oil pressure sensor
- 59) Purge valve
- 60) Oil temperature
- 61) Brake switch
- 62) Clutch switch
- 63) Side stand switch
- 64) Engine temperature sensor
- 65) Air temperature sensor
- 66) Vertical MAP sensor
- 67) Horizontal MAP sensor
- 68) Vertical cylinder knock sensor
- 69) Horizontal cylinder knock sensor
- 70) Secondary air sensor
- 71) Vertical cylinder EX timing sensor
- 72) Vertical cylinder IN timing sensor
- 73) Horizontal cylinder EX timing sensor
- 74) Horizontal cylinder IN timing sensor
- 75) Vertical cylinder EX timing connector
- 76) Vertical cylinder IN timing connector

- 77) Horizontal cylinder EX timing connector
- 78) Horizontal cylinder IN timing connector
- 79) Front left turn indicator
- 80) Instrument panel
- 81) Front right turn indicator
- 82) Fog lights (option)
- 83) Front optical unit
- 84) Horn
- 85) ABS positive
- 86) Starter relay positive
- 87) Starter motor positive
- 88) Starter motor
- 89) Starter fuse
- 90) Ducati Quick Shift (DQS)

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow
- R Red
- Lb Light blue
- Gr Gray
- G Green

Bn Brown
O Orange
P Pink



Note

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

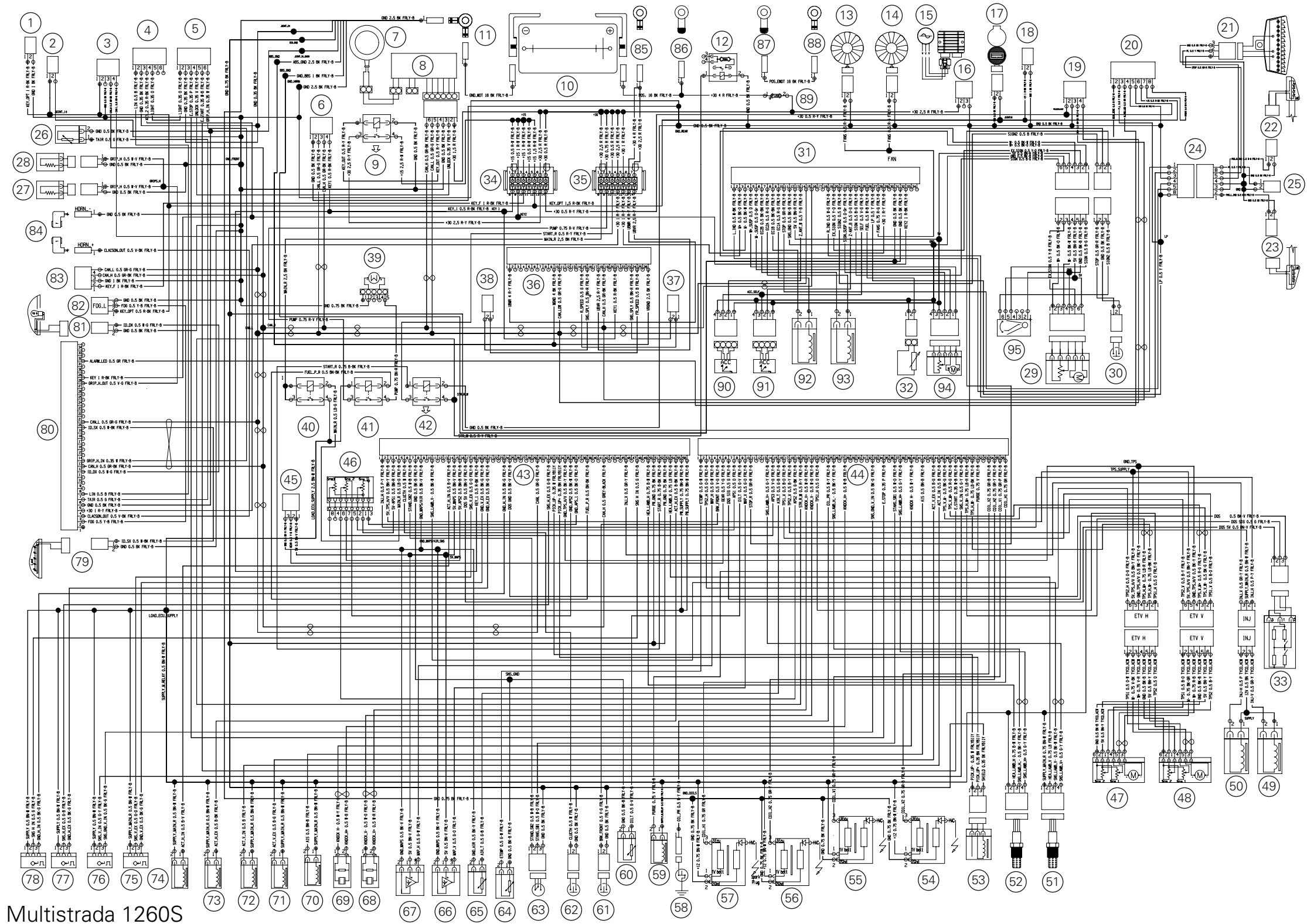
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			

Stampato 10/2017

Cod. 913.7.373.1H



Multistrada 1260S

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