Owner's manual

SUPERBIKE

959 PANIGALE

DUCATI

Owner's manual

ENGLISH

SUPERBIKE

959 PANIGALE

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

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

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Enjoy your ride!

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Introduction

Safety guidelines

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.
Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts.
This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 237.
Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati original spare parts only as the best guarantee for full interchangeability, smooth running and long life.
All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions. Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.
Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

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

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



Warning

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

This motorcycle must be ridden on asphalt or on flat and even surfaces, only. This motorcycle may not be used for riding on dirt trails or for off-road riding.

Warning

Off-road riding may lead to loss of control and result in vehicle damage, personal injuries or even death.

Warning

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

This motorcycle carries the rider and can carry a passenger provided that the supplied kit, which can be installed only at a Ducati Dealer or Authorised Service Centre, is fitted.

Warning

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

Important

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

Rider's obligations

All riders must hold a valid licence.

Warning

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

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

Warning

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

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

Warning

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

Some states require vehicle insurance.

Warning

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

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

Warning

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

Warning

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

Warning

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

Rider's training

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

Warning

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

Apparel

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

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

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important

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

Warning

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

Perform the checks recommended in this manual before each ride (see page 196).

Warning

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

Warning

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

Important

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

Important

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

Important

The passenger should always hold on to the belt located on passenger seat with both hands.

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

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

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

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

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

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

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

Refuelling

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

Warning

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

Warning

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

Warning

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

Carrying the maximum load allowed

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

Warning

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Warning

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

Refer to paragraph "Tyres" on page 227.

Dangerous products - warnings

Used engine oil

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

Brake dust

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

Brake fluid

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

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

Coolant

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

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

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

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

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

Vehicle identification number

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

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

Frame number

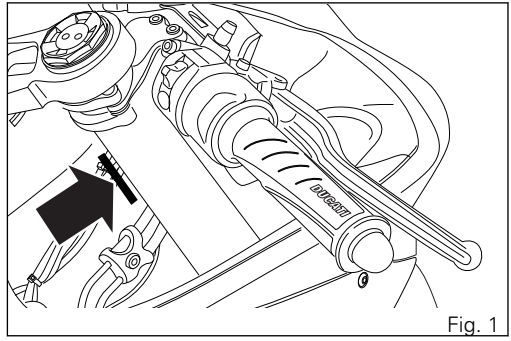


Fig. 1

Engine identification number

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

The engine identification number is located in the motorcycle front side on the horizontal head cylinder lower side, near the starter motor and the generator cover.

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

Engine number

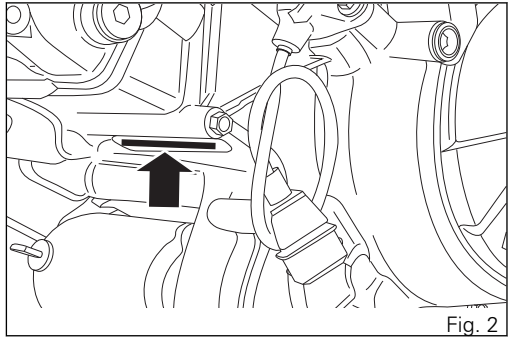


Fig. 2

Instrument panel (Dashboard)

Instrument panel

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

Important

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

5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 5 litres of fuel left in the tank.
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation. They flash at the same time when the "Hazard" function (4 turn indicators) is active.
If the right or left warning light flashes "quickly" it indicates an error / failure of at least one of the turn indicators.
7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors and in some cases will lock the engine.
8) GENERAL WARNING LIGHTS (RED).
the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in.

9) ABS LIGHT (ABS) (AMBER YELLOW).
This turns on to indicate that ABS is disabled or not functioning.

Engine ON / speed below or equal to 5 km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
-	ABS enabled, but not functioning yet	ABS disabled
Engine ON / speed above 5 km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
ABS enabled and functioning	ABS enabled, but still not functioning due to a problem	ABS disabled

10) DTC INTERVENTION (AMBER YELLOW).

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

11) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

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



Note

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

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

12) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

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

13) DTC LIGHT (AMBER YELLOW).
This light indicates DTC system enabling/disabling status.

Speed below 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
DTC enabled and functioning	DTC enabled but not yet functioning since initialisation is in progress or functioning with degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
DTC enabled and functioning	DTC enabled but there is a fault in the system causing degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit

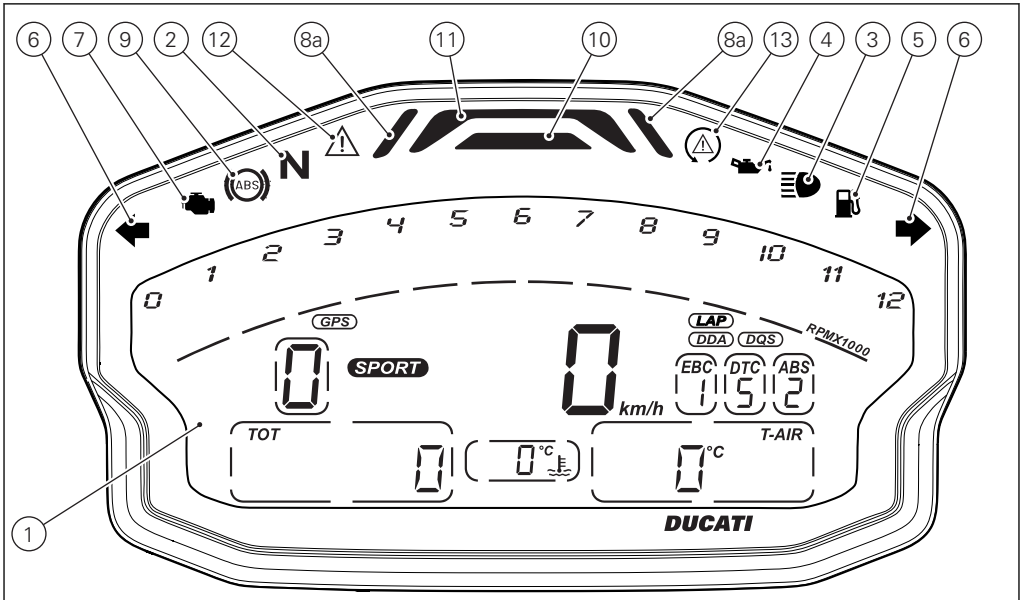

6
7
9
2
12
8a
11
10
8a
13
4
3
5
6
1
ABS
N
0 1 2 3 4 5 6 7 8 9 10 11 12
GPS
SPORT
0
0
km/h
LAP
DDA
DQS
RPMX1000
EBC
DTC
ABS
1
5
2
TOT
0
0°C
T-AIR
0°C
DUCATI

Fig. 3

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Dashboard
DTC
DUCATI Traction Control
DQS
DUCATI Quick Shift
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit
E-LOCK
Electronic Main Switch Set
GPS
Global Positioning System

Technological Dictionary

Engine Brake Control (EBC)

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

Riding Mode

The rider of an 959 Panigale can choose from 3 different preset motorcycle 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, DQS and EBC settings.
The Riding Modes available for the 959 Panigale are: Race, Sport and Wet. Within every Riding Mode, the rider can customise any settings.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. For the 959 Panigale there are three Power Modes, one for each Riding Mode:

- HIGH;
- MED;
- LOW.

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 programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a pre-set intervention level.
Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9M

ABS 9M system fitted to 959 Panigale is a two-channel latest-generation system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking. ABS 9M system is specifically calibrated for sport use, and features 3 different levels of intervention, one per Riding Mode. In RACE mode the system only works on the front discs to ensure top performance for track use.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system used for racing purposes that allows the rider to shift up under acceleration without using

the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Ducati Data Analyser+ (DDA+)

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

Information statement on UE directive 2014/53/UE

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that this equipment complies with Directive 2014/53/EU where required by law.
The complete text of the EU declaration of conformity is available at the following web address: certifications.ducati.com

Manufacturers' addresses

All relevant components pursuant to 2014/53/EU must bear the manufacturer's address. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed here:

Radio equipment installed in the vehicle	**Manufacturers' addresses**
Bluetooth	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
D-Air	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy

	Frequency band
Bluetooth	2,402 MHz ÷ 2,480 MHz

Hands free unit	134.5 KHz 868.35 MHz
Hands free key	868.35 MHz
D-Air	868 MHz 2.4 GHz
E-lock	134.5 KHz
GPS	1575.4 MHz

Function buttons

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

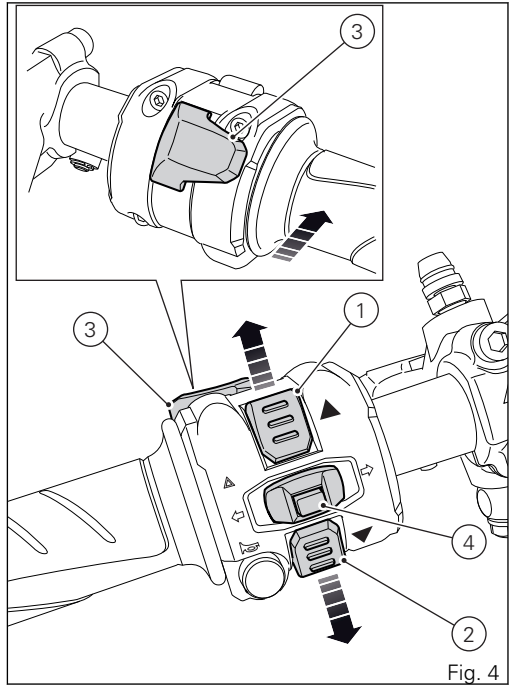


Fig. 4

Parameter setting and displaying

Upon start, the instrument panel:

- turns on the display backlighting;
- turns on all its elements at the same time;
- turns the engine rpm bargraph ON and OFF progressively;
- displays all available speed values progressively from the minimum to the maximum one and vice versa;
- it turns on the LED warning lights in three steps;

("initial check").
At the end of the "initial check" the instrument panel displays the main screen called "Standard screen".

During the first check stage, if the motorcycle speed exceeds 10 km/h (actual speed), the instrument panel will stop:

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

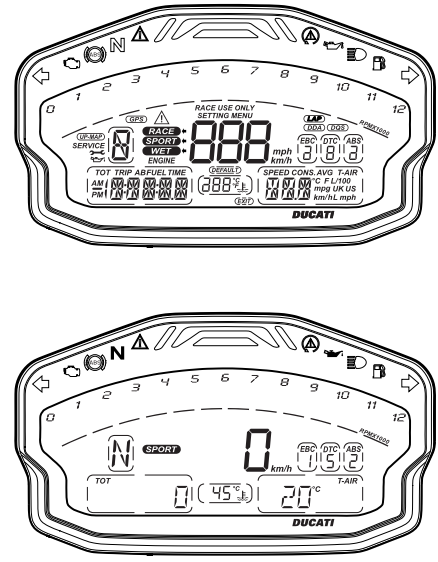


Fig. 5



Note

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

Data displayed on the main screen are as follows:

1) Rpm bargraph.
2) Motorcycle speed.
3) Gear engaged.
4) MENU 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Trip Time, Clock, Lap time - only if active).
5) MENU 2 (Ambient air temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time).
6) Engine coolant temperature.
7) Set Riding Mode.
8) DTC level indication (ON) or DTC OFF indication.
9) EBC level indication (ON) or EBC OFF indication.
10) ABS ON/OFF indication.
11) "DQS ON" indication or "DQS OFF" indication.
12) "DDA ON" indication.
13) "GPS receiving" indication (if fitted).
14) "LAP ON" indication (if fitted).
15) SERVICE indication (only if active).

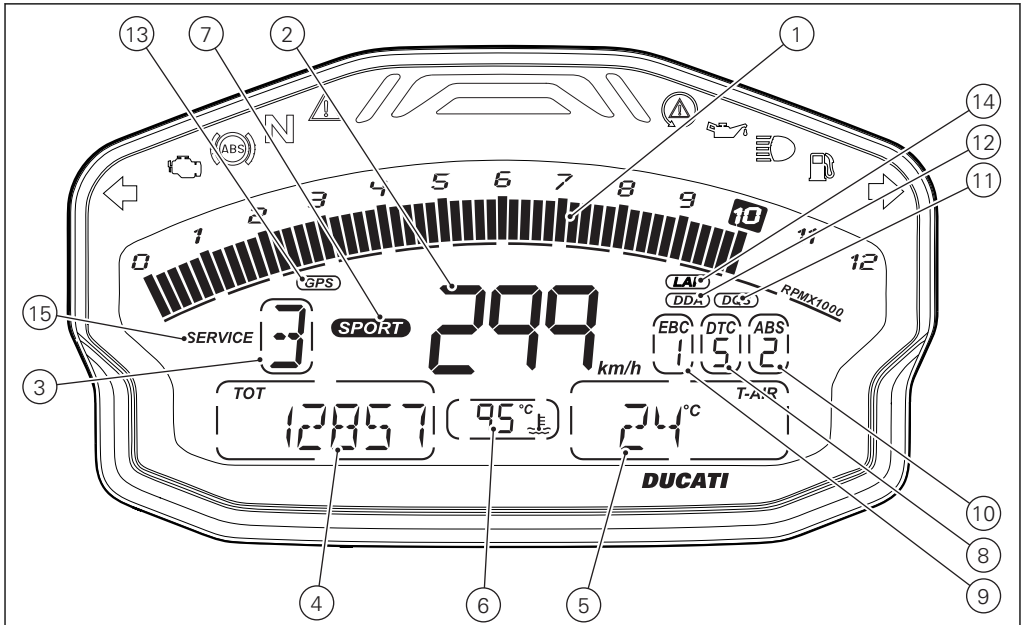

13
7
2
1
14
12
11
15
3
10
8
9
4
6
5
ABS
GPS
SERVICE
SPORT
299
km/h
LAI
DDA
DCS
RPMX1000
EBC
DTC
ABS
TOT
12857
95°C
24°C
T-AIR
DUCATI

Fig. 6

Press button (1) to display MENU 1 information.
The data displayed in a sequence are:

- Odometer (TOT);
- TRIP A;
- TRIP B;
- TRIP FUEL (when function is active);
- Trip time (TRIP TIME);
- Clock;
- Lap time (when LAP function is active).

Press button (2) to display MENU 2 information.
The data displayed in a sequence are:

- Air temperature;
- Instantaneous fuel consumption (CONS.);
- Average Fuel Consumption (CONS. AVG);
- Average speed (SPEED AVG).

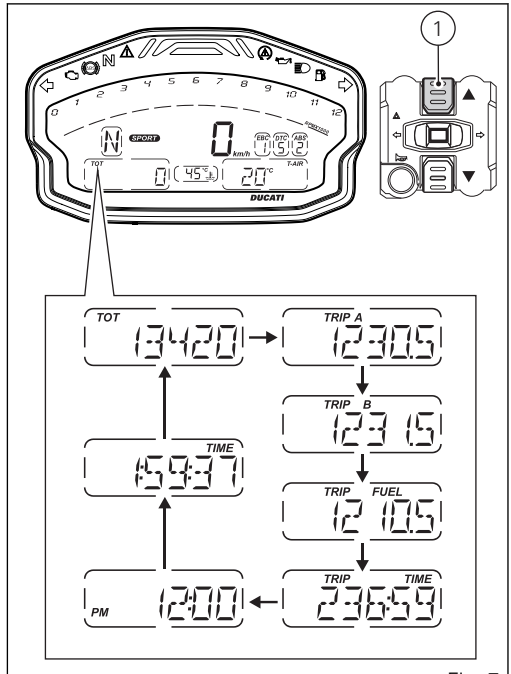


Fig. 7

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

Note
The factory set default parameter (Odometer - TOT) is displayed for 10 seconds upon Key-ON for MENU 1 and then the parameter from last Key-OFF is displayed.

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

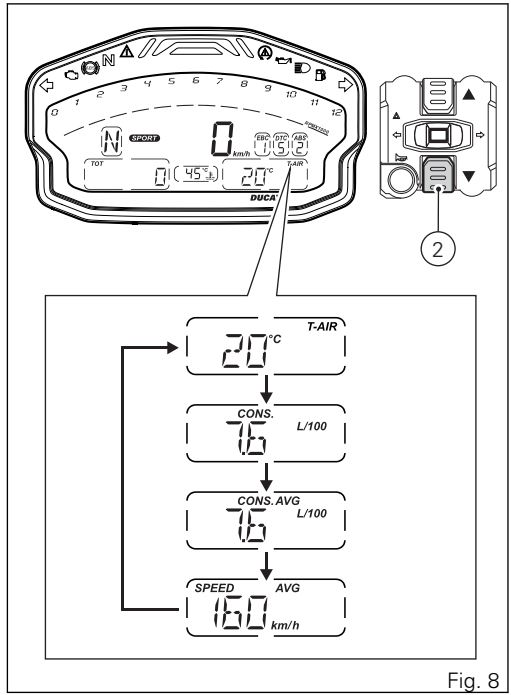


Fig. 8

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

Important

You can enter the SETTING MENU only if vehicle actual speed is <= (lower than or equal to) 20 km/h. Within the SETTING MENU, if vehicle actual speed exceeds 20 km/h, the instrument panel automatically quits the menu and shows the standard screen.

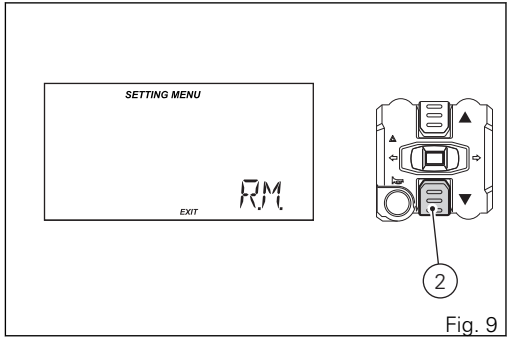


Fig. 9

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

- if the PIN CODE function is not active, the instrument panel performs the initial check, displays the Standard screen with an E-LOCK error warning, turns on the Generic Error light and does not allow accessing the SETTING MENU, except for the Error page (ERR);
- if the PIN CODE function is active, the PIN CODE function page is displayed on the instrument panel, allowing rider to enter the release code.

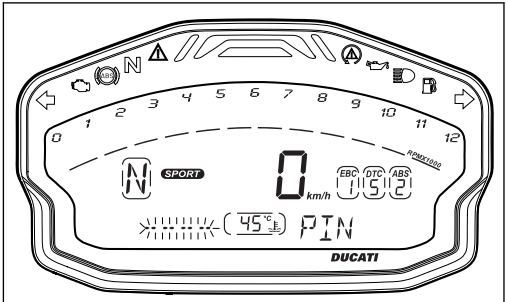


Fig. 10

Main functions

The functions displayed in the Standard screen are the following:

- Engine rpm indication (RPM)
- Motorcycle speed
- Gear
- Riding Mode
- DTC
- EBC
- DQS
- ABS
- Engine Coolant temperature
- MENU 1 displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP A)
  - Trip meter 2 (TRIP B)
  - Partial fuel reserve counter (TRIP FUEL)
  - Trip time (TRIP TIME)
  - Clock
  - LAP time - only if active
- MENU 2 displays the following functions:
  - Ambient air temperature
  - Instantaneous fuel consumption (CONS.)
  - Average Fuel Consumption (CONS. AVG)
  - Average speed (SPEED AVG)

Auxiliary functions

- DDA (only if present)
- GPS (only if present)
- (CLOCK)
- Service indication (SERVICE)

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

- RIDING MODE (R.M.) customization: within this menu, rider can customize the following:
  - EBC level setting (EBC)
  - DTC level setting (DTC)
  - DQS ON/OFF (DQS)
  - ABS setting (ABS)
  - Engine setting (ENGINE)
  - Reset to default settings (DEFAULT)
- Battery voltage - BATTERY (BAT.)
- Display backlighting - BACK LIGHT (B.L.)
- LAP (view/delete/reset automatic settings)
- DDA (ON/OFF - view - delete)
- Clock setting – CLOCK (CLK)
- PIN CODE enter/change (PIN)
- Engine rpm digital indication (RPM)
- Unit setting (Speed - Temperature - Fuel consumption) UNIT
- Error display - only if active errors are present (ERR.)

Engine rpm indicator (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.
When reaching 12,000 rpm no numerical digit must be displayed in negative.
The rev limiter threshold indicated by the red warning light switching on is:
1st threshold 10,900 rpm.

Note
If instrument panel does not receive the engine RPM value, the bargraph lower bar and all numerical values will flash.

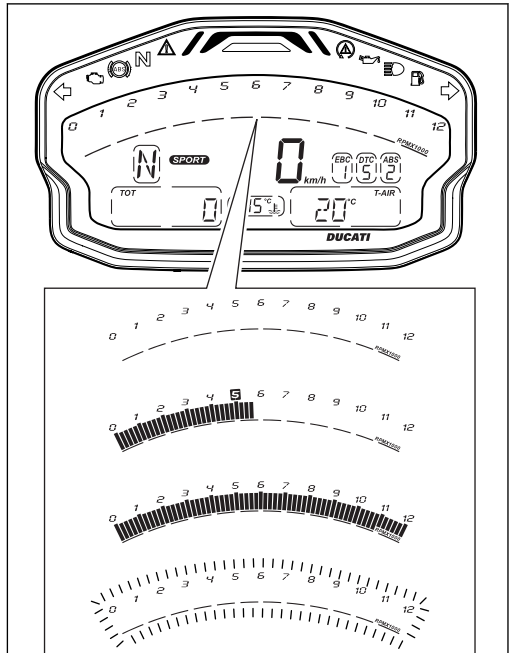


Fig. 11

Motorcycle speed

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

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

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

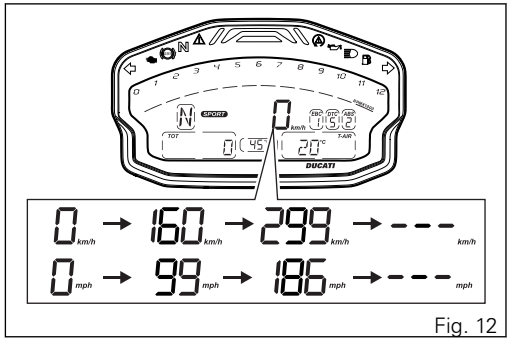


Fig. 12

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value. If a gear is engaged, the displayed value may range from "1" to "6", while if in neutral "N" is displayed. Letter "C" is displayed when system requires you to shift gear.
A string of dashes "- -" is displayed if:

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

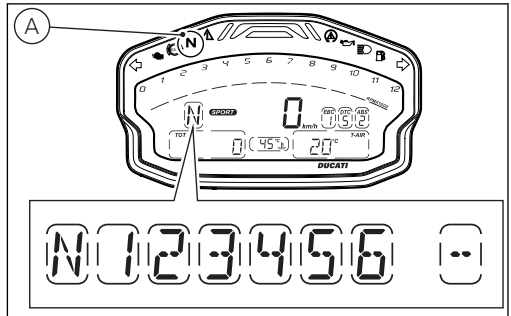


Fig. 13

Gear sensor learning

During the gear learning procedure to be performed on the motorcycle the operator is guided by the displayed information.
The instrument panel indicates the saved gear and prompts the operator to proceed with the next gear. When the instrument panel displays letter "C" instead of the gear number and switches Neutral "N" warning light on, both flashing quickly, it is necessary to shift gear.

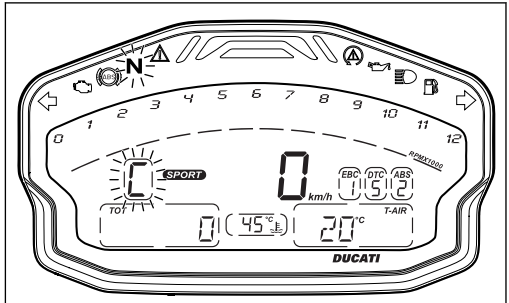


Fig. 14

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: RACE, SPORT, WET.
The selected and active riding mode is displayed on the Standard screen of the instrument panel.
Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific engine power that will change throttle behaviour (HIGH, MED, LOW);
- a specific ABS calibration (1, 2, 3, OFF);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, OFF);
- the activation or deactivation of the quick shifter DQS (DQS ON or DQS OFF).

Warning

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

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode. The instrument panel displays the name of the Riding Modes in the Standard screen:

- RACE
- SPORT
- WET

One of them will be marked with an arrow near its name to indicate the last memorised condition that is currently active.

Warning

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

The stored settings may be the factory ones (Ducati default settings) or the ones customised by the owner. Every time the MENU CONFIRMATION button (4) is pressed, the instrument panel highlights in sequence the riding modes.
Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is stored and the Standard screen is displayed.
Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the Standard screen is displayed.

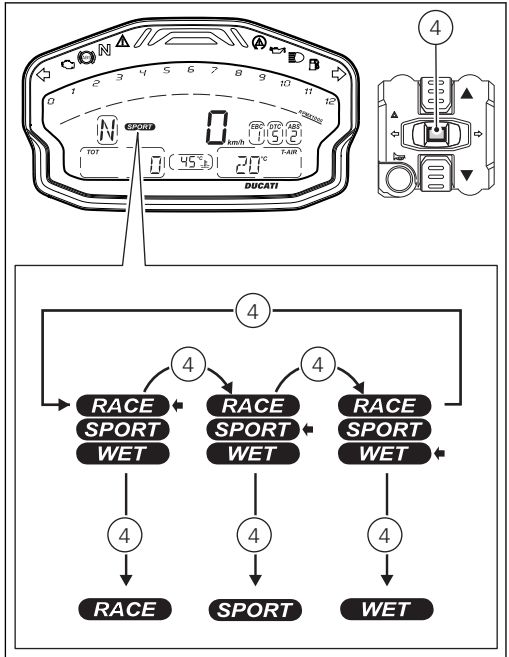


Fig. 15

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

- the throttle twistgrip is open, brakes are activated and the motorcycle is not still; in this case "CLOSE GAS" and "DON'T BRK" warnings flash on the display in MENU 1 and MENU 2, by alternating each writing every second.
  If within 5 seconds the throttle is not closed, the brakes are not released or the motorcycle is not stopped (zero speed), the procedure for changing riding mode will not be completed and the Standard screen is displayed.

Note

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

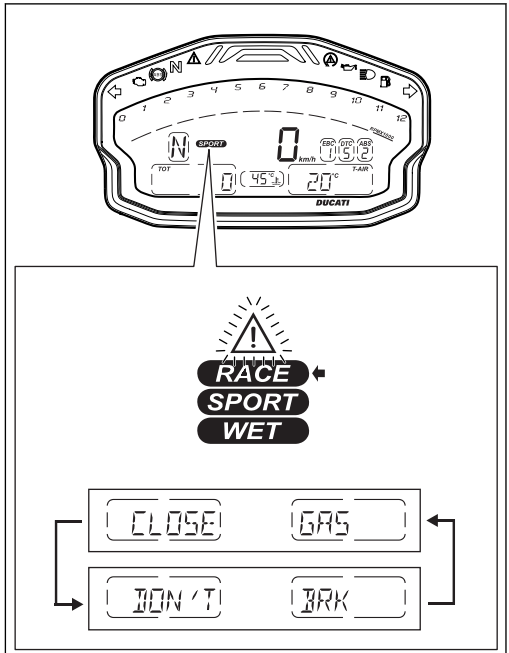


Fig. 16

Note

If at least one error is present upon Riding Mode change, priority is given to messages "CLOSE GAS" and "DON'T BRK", and the relevant Warning symbol will flash.

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and the rectangle with the Traction Control intervention level number (1 to 8) will be displayed steady on;
- if DTC is active, but system is in degraded operation due to a fault, DTC indication and the rectangle including the DTC intervention level number, 1 to 8 (flashing); also the DTC warning light starts flashing;
- if DTC is not active, the message "DTC" and the rectangle with the steady symbol "- -";
- if DTC is in fault or the Black Box is in fault, DTC indication and the rectangle with the flashing "- -" symbol; the DTC light turns steady on as well and the corresponding error is displayed.

Warning

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

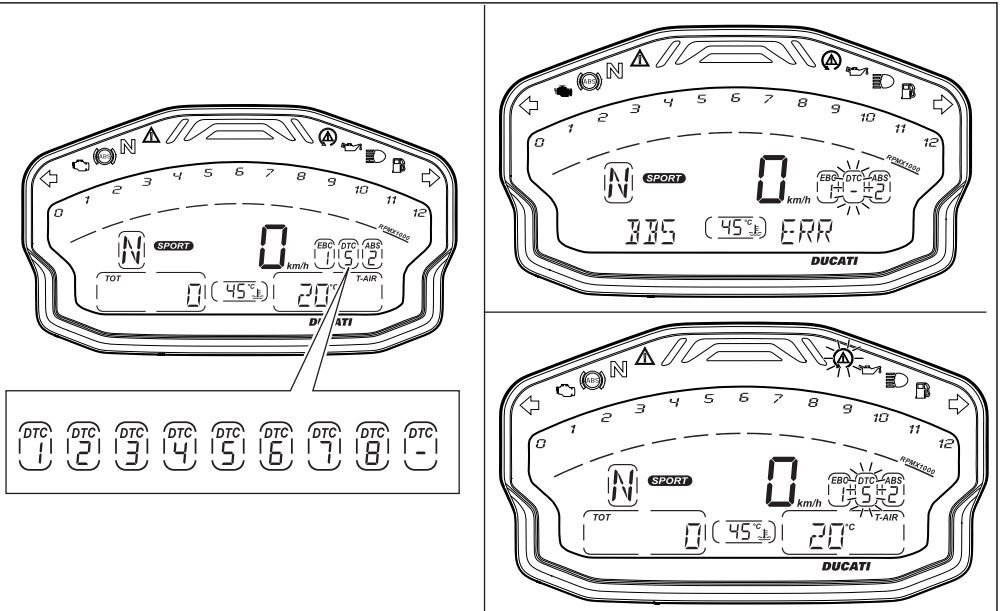

DTC 1
DTC 2
DTC 3
DTC 4
DTC 5
DTC 6
DTC 7
DTC 8
DTC -
SPORT
TOT
T-AIR
DUCATI
ERR

Fig. 17

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

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.
The following table indicates the most suitable level of DTC intervention for the various riding modes as well as the default settings in the "Riding Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	RACE	Track use, for very expert riders, optimised for Pirelli tyres with SC2 compound. System permits sliding sideways.	NO
2	RACE	Track use, for very expert riders, optimised for OEM tyres (Original Equipment Manufacturer). Permits sliding sideways.	It is the default level for the "RACE" Riding Mode
3	RACE	Track use for expert riders. Permits sliding sideways.	NO
4	RACE	Track use (and road use for expert riders).	NO
5	SPORT	Sport style on the road or on the track, consistent with ENGINE 145 HP LOW setting (maximum power 145 HP, with Smooth delivery).	It is the default level for the "SPORT" Riding Mode
6	SPORT	"Very safe" style on dry surface, on the road or on the track, consistent with ENGINE 145 HP LOW setting (maximum power HP, with Smooth delivery).	NO

DTC	RIDING MODE	USE	DEFAULT
7	WET (RAIN)	Track use, with rain tyres, in particular it was optimised for Pirelli Diablo Rain tyres (rear tyre 190/60 ZR17).	NO
8	WET (HEAVY RAIN)	Wet road and slippery asphalt with OEM tyres; it must be associated with ENGINE 100 setting.	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level

Warning
The DTC level 1 setting has been calibrated using the tyres with SC2 compound (Pirelli Diablo Supercorsa SC2) that are not those originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system.

Warning
The DTC level 7 setting has been calibrated using Rain tyres (Pirelli Diablo Rain with size 190/60 ZR17 at the rear) that are not those originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system.

Warning
The DTC levels 2-3-4-5-6-8 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa: 120/70ZR17 at the front and 180/60ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 180/60ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.
If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels of intervention for the DTC. Levels 1, 2 and 3 allow the rear wheel to spin and

slide: these levels are recommended on the track only and exclusively for expert riders: in particular, level 1 is designed to work at best only with tyres having SC2 compound.
The choice of the correct level mainly depends on the following parameters:

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

Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).
Level depends on type of track: if the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.
Level depends on riding style: The DTC will tend to kick in more with a "smooth" riding style, where the motorcycle is leaned over further, rather than with a "rough" style, where the motorcycle is straightened up as quickly as possible when exiting a turn.

Tips for use on the track

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

Tips for use on the road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 5, 4, etc., until you find the one that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

EBC

The instrument panel displays EBC status as follows:

- if EBC system is active, the message "EBC" and the rectangle with the set intervention level number (1 to 3);
- if EBC system is not active, the message "EBC" and the rectangle with the steady symbol "- -";
- if EBC system or the control unit features an error, the message "EBC" with the rectangle with the flashing symbol "- -"; the EOBD warning light turns on together with the Warning symbol and the relevant error is displayed.

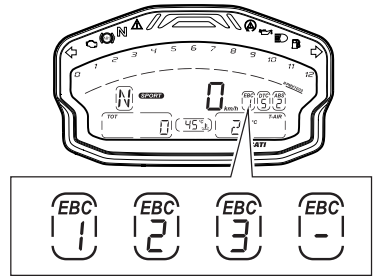


Fig. 18

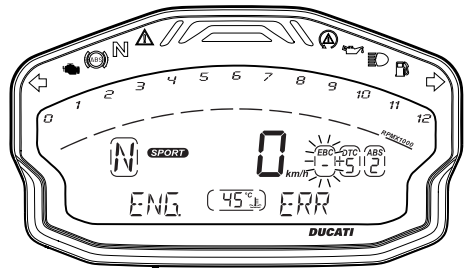


Fig. 19

The EBC is a system controlling the engine brake while riding with throttle fully closed (both when downshifting and when simply releasing throttle with the same gear engaged, and both under braking or not), this system independently sets the throttles in order to make the torque transmitted backward from wheel to engine constant during these stages.
The system can be set on three different levels, from the setting with less engine brake (level 3) to that with a stronger braking (level 1).
The EBC can also be disabled (level OFF); in this configuration no torque is transmitted backward.

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

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

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

Tips on how to select the sensitivity level

Warning
The EBC levels 1-2-3 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa: 120/70ZR17 at the front and 180/60ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres (in particular at the rear) may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 180/60 ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.
Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake is increasing progressively; with EBC OFF you set the maximum engine brake possible.

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

- The tyre/asphalt grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
- The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
- The Riding Mode.
- Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).
- Level depends on type of track: if the track/path requires consistent braking (always aggressive or always smooth), it will be easier to find a level suitable for all braking instances; while a track/path requiring different braking power will require an EBC level setting that is the best compromise for all instances.

DQS

The instrument panel displays DQS status as follows:

- if the DQS system is active, the message "DQS" and the relevant box;
- if DQS is in fault or the control unit is in fault, DQS indication and the box with the flashing lettering, the EOBD light turns on as well and the corresponding error is displayed.

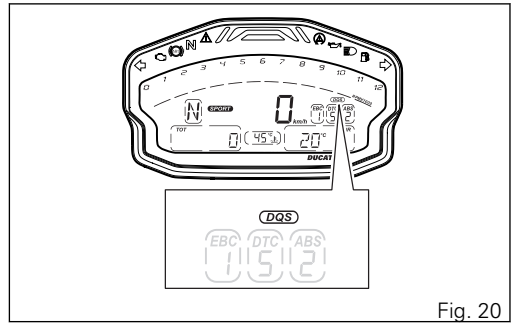


Fig. 20

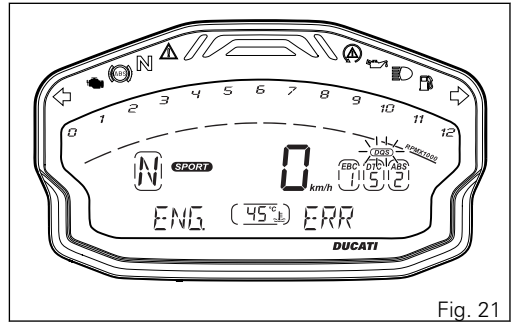


Fig. 21

ABS

The motorcycle is equipped with ABS, the instrument panel displays the rectangle with ABS status.
The instrument panel displays:

- if the ABS is active, the message "ABS" and the rectangle with the set intervention level number (1 to 3);
- if the ABS is not active, the message "ABS" and the rectangle with the steady symbol "- -";
- if ABS is in an undefined status, ABS indication and the rectangle with the set intervention level number (1 to 3) and the ABS warning light flashing;
- if ABS is in fault, the ABS indication inside the relevant rectangle, the flashing "- -" symbol; the ABS warning light turns steady on as well and the corresponding error is displayed.

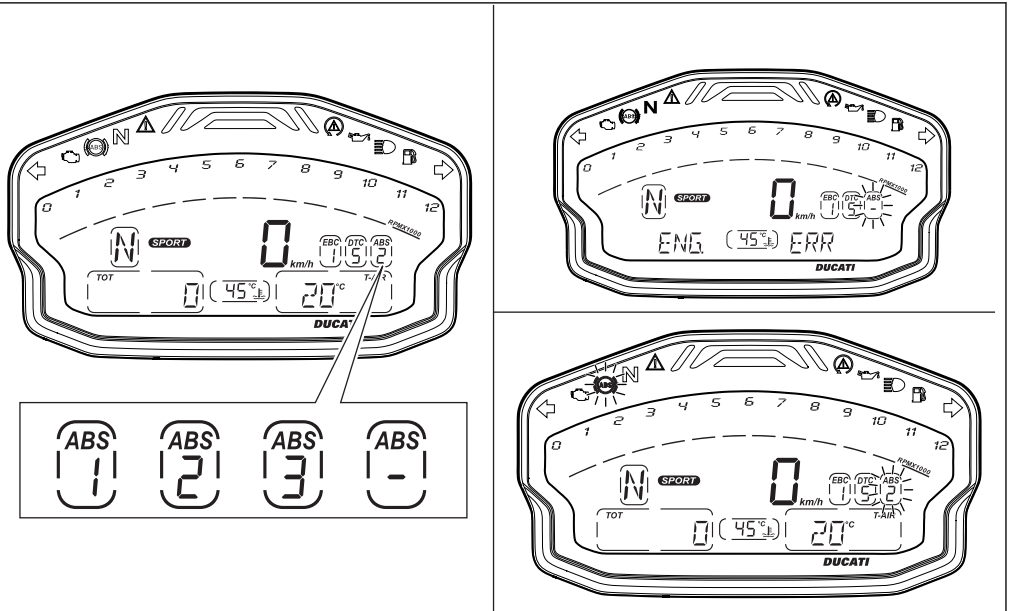


Fig. 22

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

Tips on how to select the sensitivity level

Warning

The ABS levels 1-2-3 settings have been calibrated using the tyres originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa: 120/70ZR17 at the front and 180/60ZR17 at the rear). The use of tyres of different size and characteristics to the original tyres (in particular at the rear) may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 180/60 ZR17; front = 120/70 ZR17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.
Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the motorcycle keeps a good alignment during the whole braking. Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control, the rear brake is not controlled by the ABS.

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

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

Engine Coolant temperature

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

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

If the coolant temperature sensor is in fault, a string of flashing dashes "- - -" is displayed with the set unit of measurement; the EOBD light turns on together with the error ENG.

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

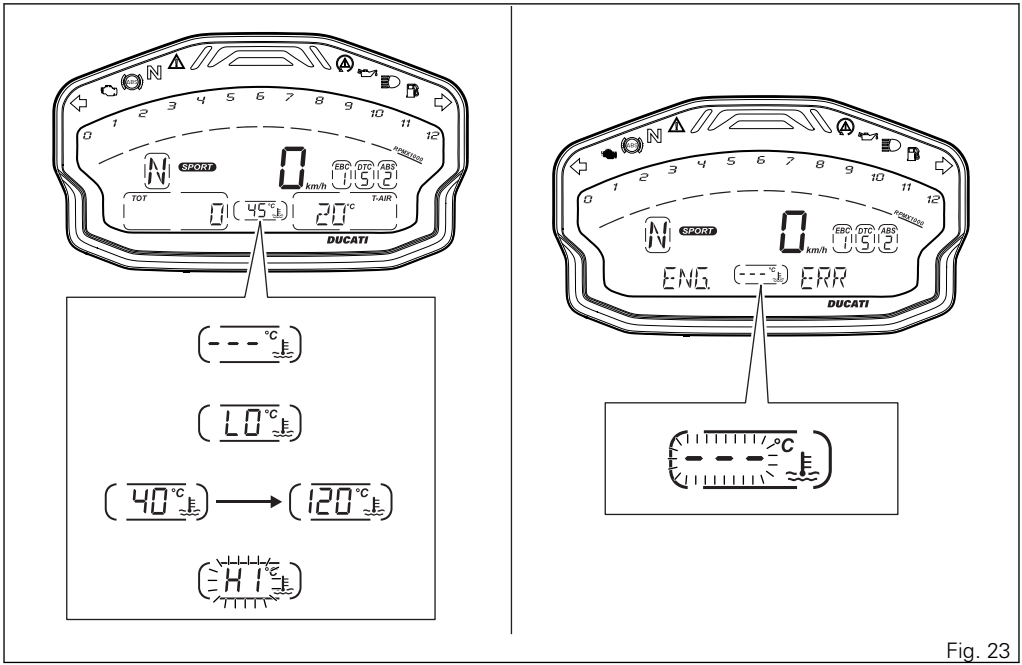


Fig. 23

Menu 1 functions

MENU 1 functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP A);
- Trip meter 2 (TRIP B);
- Partial fuel reserve counter (TRIP FUEL);
- Trip time (TRIP TIME);
- Clock;
- LAP time (if active).

By pressing button (1) it is possible to view the functions of MENU 1.

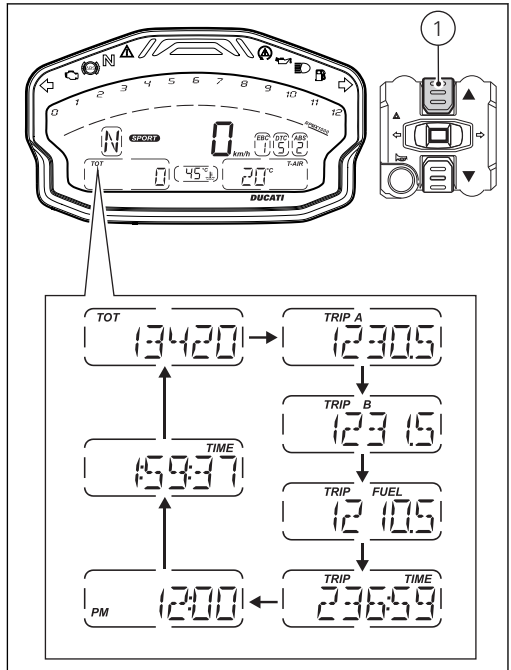


Fig. 24

Odometer

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

Note

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

Note

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

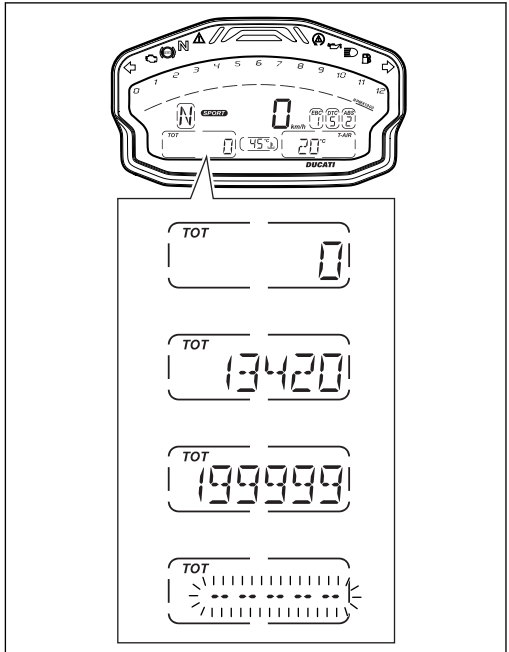


Fig. 25

Trip meter 1

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The number (in km or miles) is displayed with the message "TRIP A" and unit of measurement. When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP A. When TRIP A is reset, the average fuel consumption, average speed and trip time data are reset as well.

The TRIP A counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

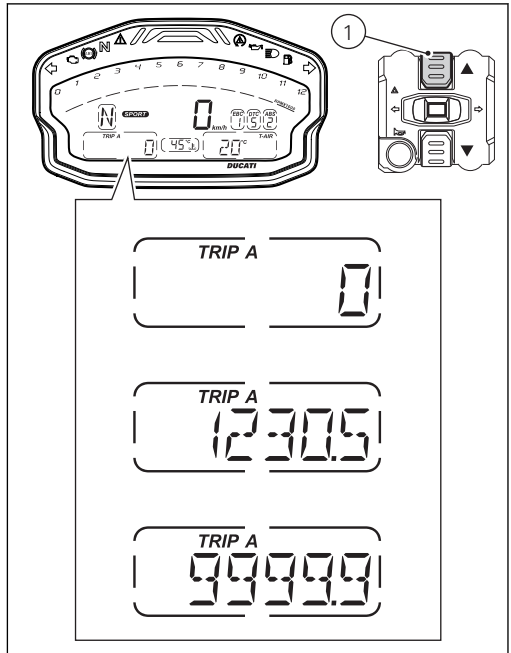


Fig. 26

Trip meter 2

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

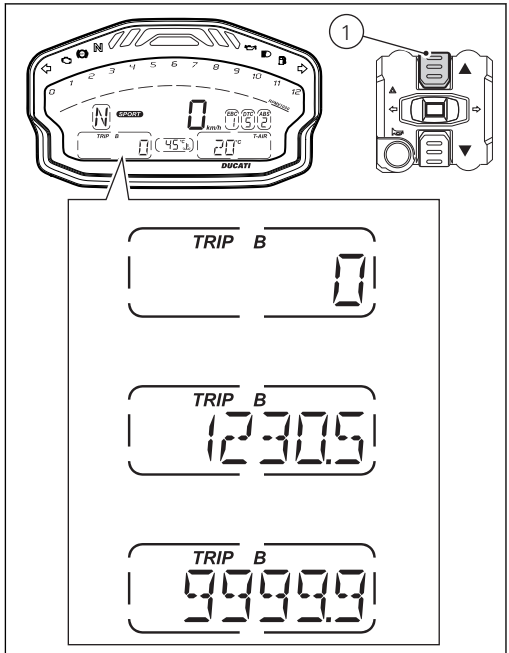


Fig. 27

Partial fuel reserve counter

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

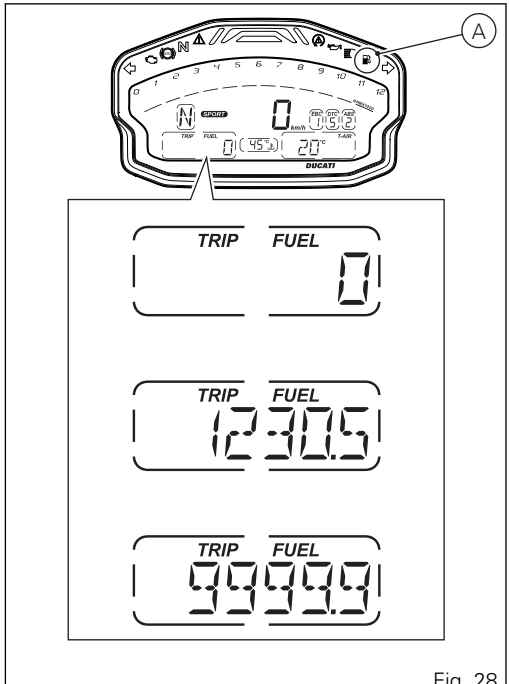


Fig. 28

Trip time

The instrument panel calculates and displays the trip time as "hhh:mm" followed by TRIP TIME.
The calculation is made considering the time travelled since the last TRIP A reset. When TRIP A is reset, the value is set to zero.
The time count active phase occurs when the engine is running and the motorcycle is stopped (the time is automatically stopped when the motorcycle is not moving and the engine is OFF and restarts when the counting active phase starts again).
When the reading exceeds "720:00" (720 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

Note

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

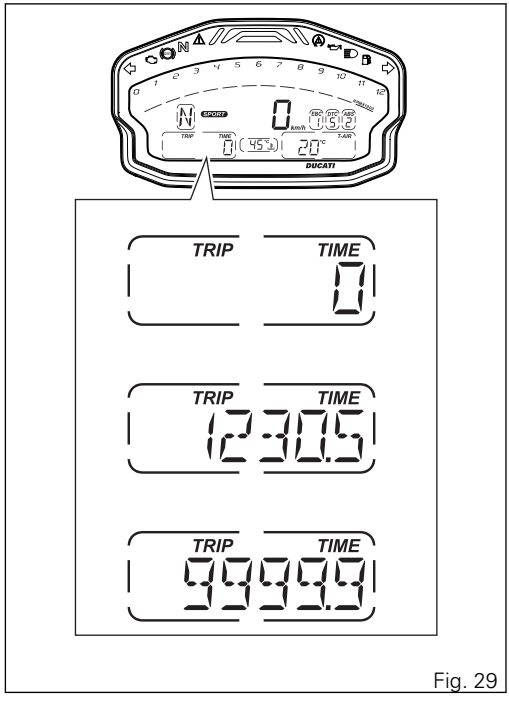


Fig. 29

Clock

The instrument panel receives information about the time to be displayed.
The time indication is displayed in MENU 1.
The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes)

with the message "AM" (for values ranging between 0:00 and 11:59), or "PM" (for values ranging between 12:00 and 12:59 and between 1:00 and 11:59).

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

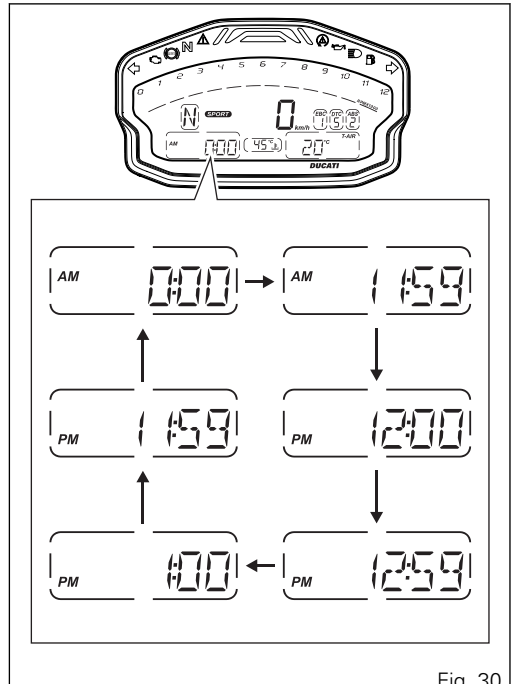


Fig. 30

Lap time

LAP function information is available when the function is active. After the LAP function activation from the SETTING MENU, when going back to the Standard screen the LAP function is automatically displayed as first page of MENU 1 and the messages "TIME" and "LAP" are displayed respectively in MENU 1 and on the display. Then it is possible to scroll the other functions of MENU 1. Upon LAP function activation, the display shows the timer starting from "0'00''00" .

When the FLASH button (3) is pressed for the first time, or upon an equivalent command (optional GPS), the timer starts with resolution of a tenth of a second ("0'00''0"). Every time the FLASH button (3) is pressed again, or upon an equivalent command (optional GPS) the display temporarily shows the number and time of the just-ended lap, then it will show the timer and number of the new current lap.

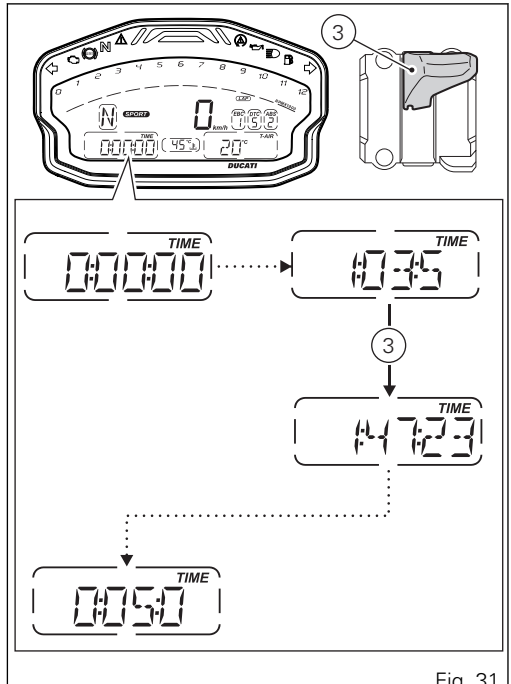


Fig. 31

If the motorcycle is equipped with GPS, the lap "Start/Stop" command is sent by the GPS. In order for the GPS to identify each lap's "Start/Stop" automatically, the user must store the finish line coordinates by pressing the FLASH button (3) when passing the finish line for the first time. Upon storage the message "GPS" will flash quickly and then return steady.
Stored finish line coordinates are retained after Key-OFF and remain valid if the stored GPS finish line is within a range of 15 km from the current position, whereas they are updated each time FLASH button (3) is pressed while the LAP function is active. If a stored finish line is stored anew, the message "GPS" will flash quickly and then return steady.

If lap timer is active but motorcycle is at standstill, lap timer is temporarily stopped after 5 seconds and it is displayed with the initial indication "0'00''00". The next time rider pushes the FLASH button (3) or any equivalent command (optional GPS), lap timer is reactivated.

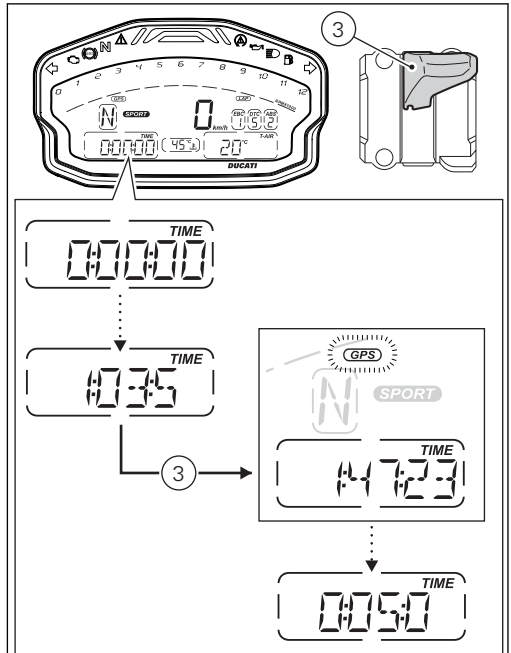


Fig. 32

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

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

LAP recording

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

- When the FLASH button (3) is pressed for the first time, or upon an equivalent command (optional GPS), the instrument panel displays the timer with resolution of a tenth of a second ("0'00''0");
- the next times the FLASH button (3) is pressed, or after an equivalent control (optional GPS), the instrument panel displays for 5 seconds the just-ended lap time with a resolution of a hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- if motorcycle remains at standstill for over 5 seconds, lap timer is temporarily stopped and it is displayed with the initial indication "0'00''00";
- the next time rider pushes the FLASH button (3) or any equivalent command (optional GPS), lap timer is reactivated.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.
Laps are numbered from 01 to 30 and are in a loop: after the first 30 laps the instrument panel will overwrite information starting from Lap 01.
If the LAP function is interrupted and then reactivated but memorised laps are not deleted, lap information will be recorded by overwriting data of the oldest Lap.

Example: if you rode 34 laps without deleting data, the instrument panel stores the first 30 laps and then overwrites the first 4 laps. Upon the following Key-ON or reactivation of the LAP function, if no data were deleted, the instrument panel will continue storing data from Lap 05.
During every lap, the following data are stored:

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

Menu 2 functions

MENU 2 functions are:

- Ambient air temperature
- Instantaneous fuel consumption (CONS.)
- Average Fuel Consumption (CONS. AVG)
- Average speed (SPEED AVG)

By pressing button (2) it is possible to view the functions of MENU 2.

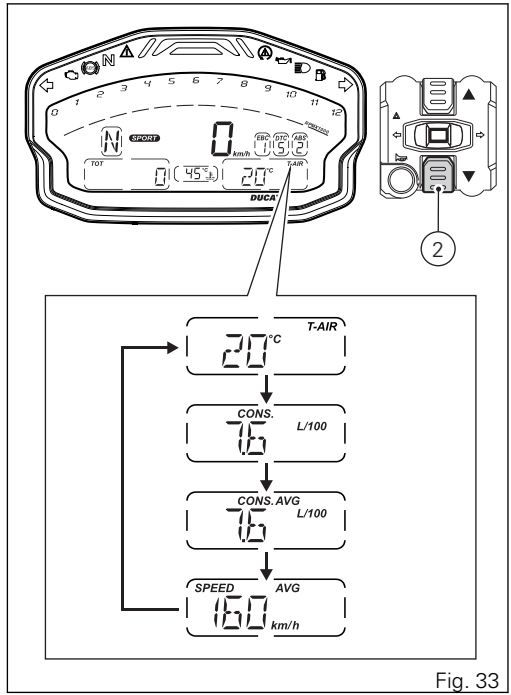


Fig. 33

Ambient air temperature

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement and the message "T-AIR". The temperature value is displayed when ranging from -39 °C to +124 °C (or -38 °F ÷ +255 °F). For any different temperature (below -39 °C or above +124 °C) a string of three dashes " - - - " is steadily displayed, followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement, the EOBD light will turn on and the corresponding error (ENG.) is displayed.

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

Note

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

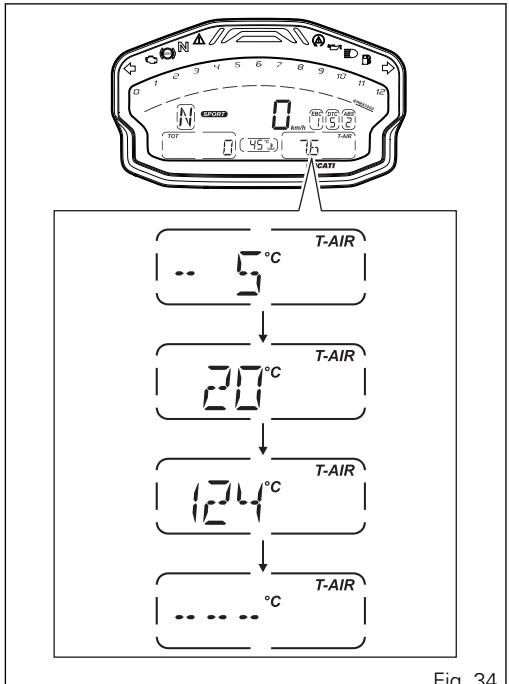


Fig. 34

Instantaneous fuel consumption

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

Note

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

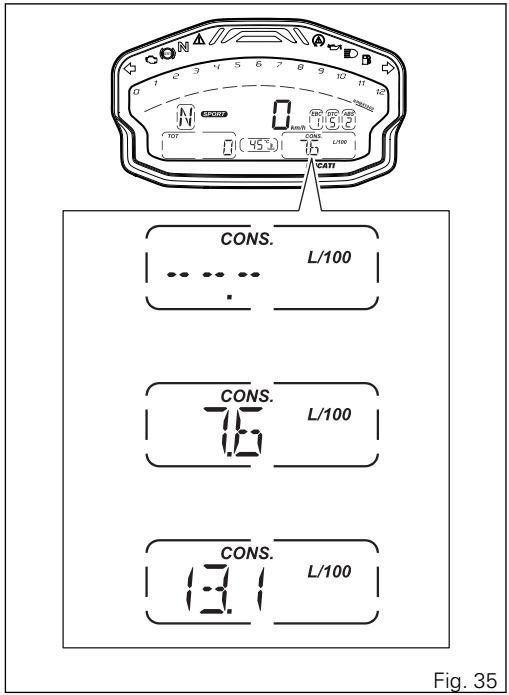


Fig. 35

Average fuel consumption

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

Note

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

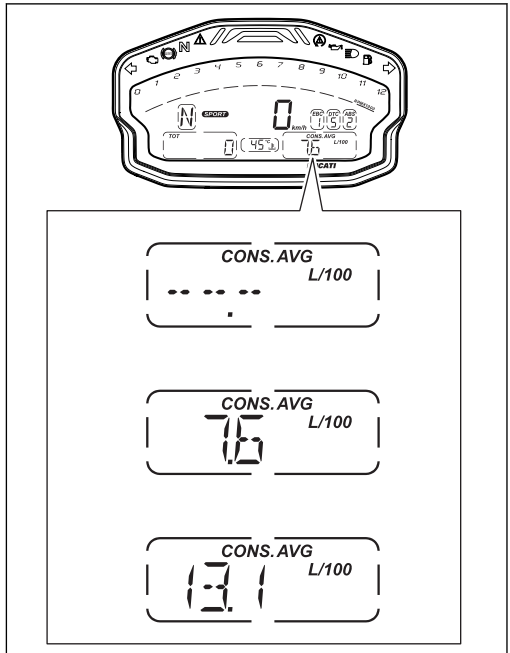


Fig. 36

Average speed

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

Note

It is possible to change the units of measurement of Speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the SETTING MENU, using the UNITS SETTING function.

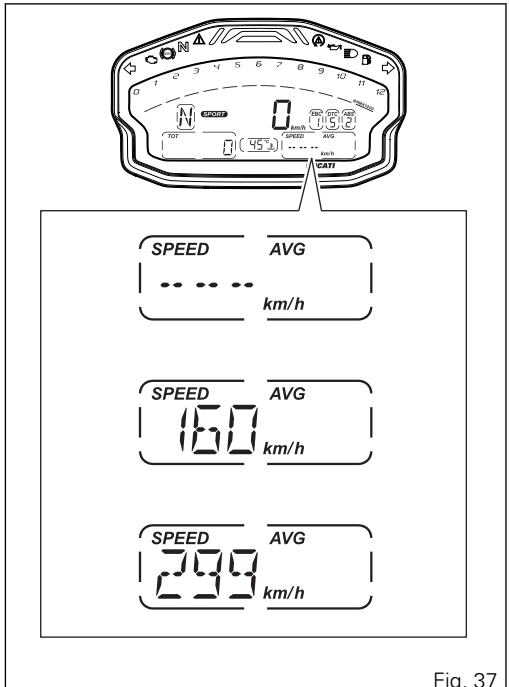


Fig. 37

Auxiliary functions

DDA

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

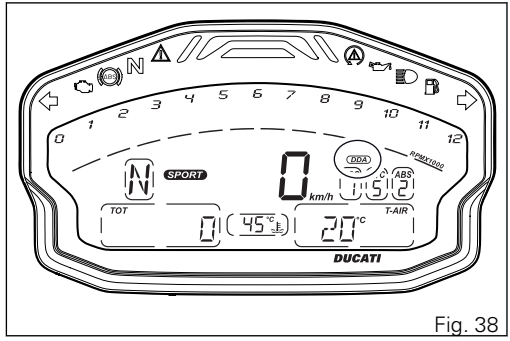


Fig. 38

GPS (optional)

The instrument panel provides the message "GPS" only when the GPS (optional) fitted to the motorcycle is present. The instrument panel displays the status of the GPS receiver if it is installed on the motorcycle. If the message "GPS" is displayed steady ON it means that GPS location has been found and GPS reception is active. If the message "GPS" is displayed flashing it means that no GPS location has been found, or GPS reception is not active or a GPS error has occurred. If the message "GPS" is not displayed it means that the GPS is not present.
The GPS may also be used to determine finish line location for the LAP function. When this is the case, the "new lap start" command is sent by the GPS.
In order for the GPS to identify each lap's "Start/Stop" automatically, finish line coordinates need to be stored in the GPS. Coordinates must be stored when the finish line is passed for the first time by pressing the FLASH (3) button.

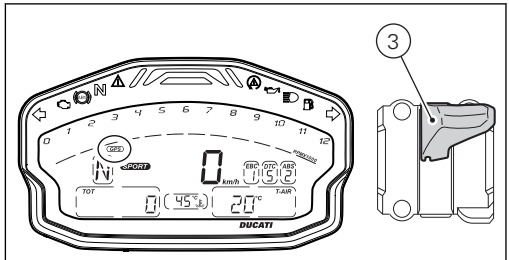


Fig. 39

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.

- OIL SERVICE = 12,000 km.
- DESMO SERVICE = 24,000 km.

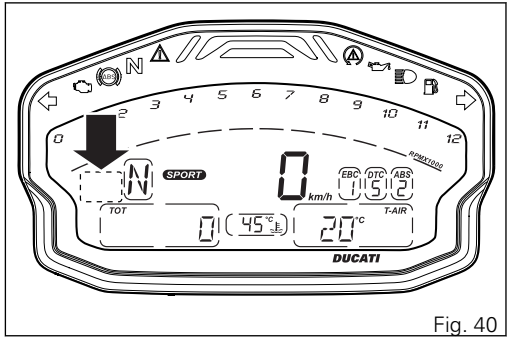


Fig. 40

OIL SERVICE zero warning

The first maintenance indication is "OIL SERVICE zero", enabled when the odometer counter reaches the first 1,000 km (600 miles).
The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF until an Authorised Ducati Service Centre performs a reset.

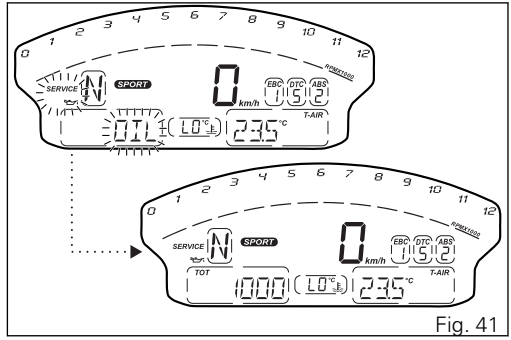


Fig. 41

The message "OIL SERVICE" or "DESMO SERVICE" countdown

After OIL SERVICE zero indication first reset (at 1,000 km - 600 miles), the instrument panel activates the countdown of the kilometres (or miles) left before the following service operation: OIL SERVICE (A) or DESMO SERVICE (B).
The kilometre count indication is shown upon Key-ON for 2 seconds; when there are 1,000 km (600 miles) left before the next service operation, the indication turns on upon every Key-ON for 5 seconds.
In other words, upon Key-ON the message "SERVICE", the Oil or the Desmo symbol are displayed together with the indication of the kilometres left before the following service operation.

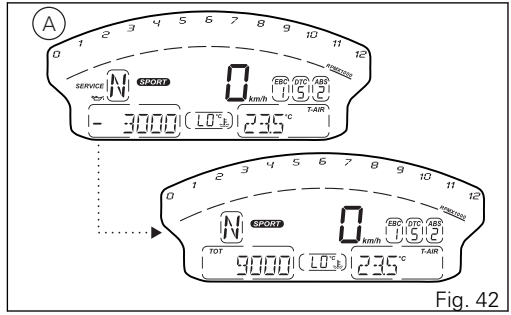


Fig. 42

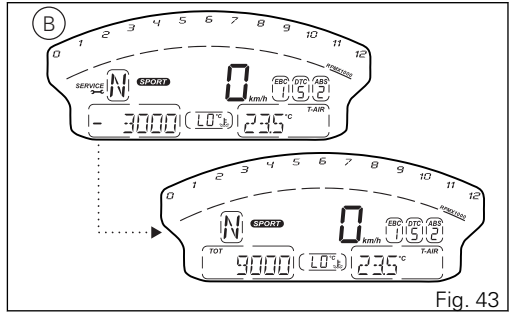


Fig. 43

"OIL SERVICE" or "DESMO SERVICE" warning

When the service threshold is reached, the warning for the type of service required is triggered: OIL SERVICE (A) or DESMO SERVICE (B).
The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil or Desmo symbol as well as the message "OIL" or "DESMO" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil or Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a Reset.

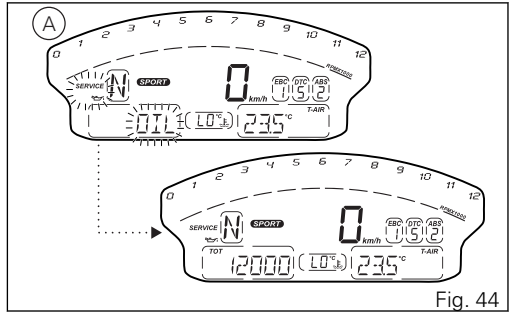


Fig. 44

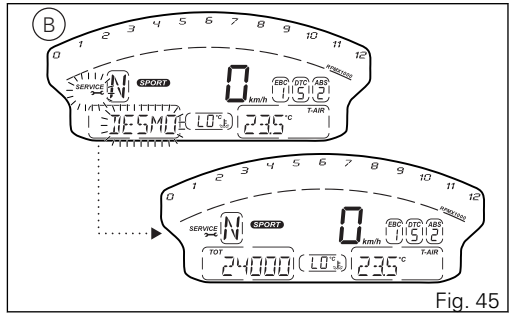


Fig. 45

Error indication

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

To view the present errors, it is necessary to enter the Setting Menu, select "ERR." using buttons (1) and (2) (that, in case of active errors, is the first available page) and press button (4).
The instrument panel displays "ERR" steady ON and:

- the error type indication steady ON;
- the EXIT steady ON and its box flashing.

If several active errors are present, the corresponding indications will be displayed one after the other and every one will stay ON for 3 seconds. When an error is triggered, the EOBD light or the Generic Error warning light turn on as well.

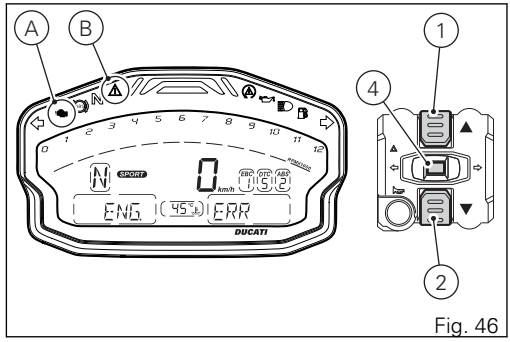


Fig. 46

Warning

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

Displayed errors description

Displayed error	**Description**
CAN LINE	CAN line BUS OFF
UNK-D	Control unit not acknowledged by the system - wrong SW
ABS	ABS control unit faulty communication / operation
BBS	BBS control unit faulty communication / operation
	BBS control unit general malfunction
	Exhaust valve motor malfunction
DSB	DSB control unit faulty communication / operation
E-LOCK	E-LOCK control unit faulty communication / operation
	E-LOCK control unit general malfunction
	(Immobilizer) key-antenna malfunction
ENG.	ECU control unit faulty communication / operation
	ECU control unit general malfunction
	Throttle position sensor malfunction
	Throttle grip position sensor malfunction
	Throttle motor or relay malfunction
	Pressure sensor malfunction
	Engine coolant temperature sensor malfunction

Displayed error	Description
	Intake duct air temperature sensor malfunction
	Injection relay malfunction
	Ignition coil malfunction
	Injector malfunction
	Engine rpm sensor malfunction
	Lambda sensor or Lambda sensor heater malfunction
	Motorcycle starting relay malfunction
	Quick shift device switch malfunction
	Secondary air sensor malfunction
GEAR	Gear sensor malfunction
FUEL	Reserve NTC sensor malfunction
SPEED	Front and/or rear speed sensor malfunction
BATT.	Battery voltage too high or too low
STOP	Stop light not working
FAN	Electric cooling fan malfunction
STAND	Side stand sensor malfunction



Note

The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

ERROR MESSAGE	ERROR
BBS	Black-Box control unit
ABS	ABS control unit
DSB	Instrument panel control unit
E-LOCK	E-LOCK control unit
ENG.	Engine control unit
CAN	Can Bus OFF
UNK-D	Software compatibility
FAN	Cooling fan
BATT.	Battery voltage
STOP	Rear stop light
STAND	Side stand sensor
GEAR	Gear sensor
SPEED	Speed sensor
FUEL	Low fuel sensor



Note

The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Setting menu

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

- Riding mode (R.M.)
- Battery (BAT.)
- Back light (B.L.)
- LAP (LAP)
- DDA (DDA)
- Clock (CLK)
- PIN code (PIN)
- RPM (RPM)
- Units setting (UNT)
- Errors (ERR.) (only if active errors are present)

Important

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

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

Note

The messages "SETTING MENU" and "EXIT" remain always active in the SETTING MENU and its sub-menus.

Note

When the SETTING MENU is active it is not possible to scroll the other functions of MENUS 1 and 2.

Important

Each menu page usually indicates the selected functions by showing the relevant flashing value, message and the box with the relevant information.

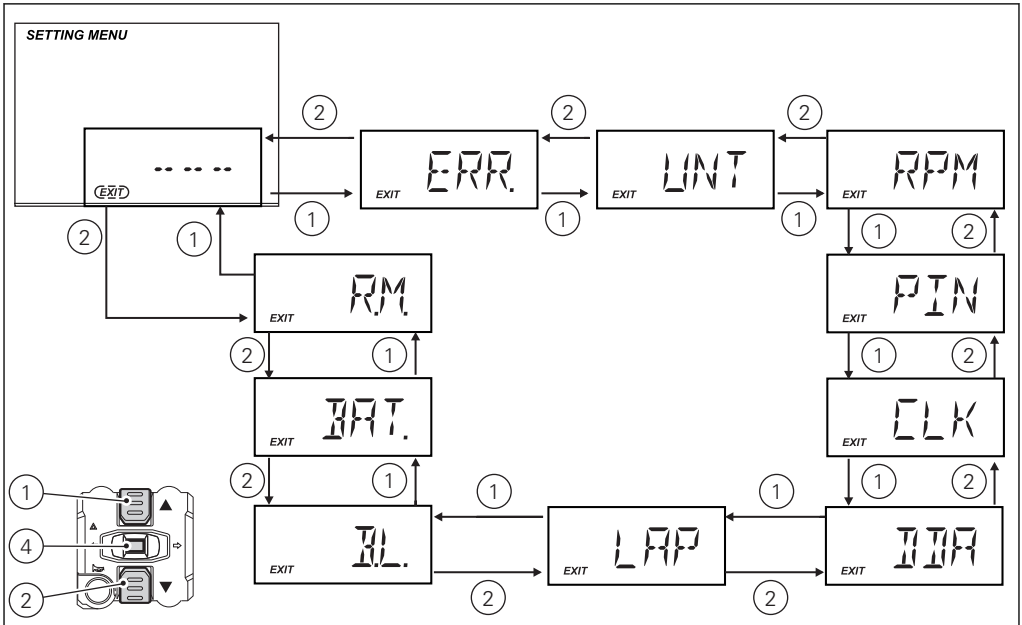


Fig. 47

Customising the RIDING MODE

All settings of every riding mode can be customised.
Enter the SETTING MENU.
Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. MENU (Riding mode).
After entering the function the display shows the three available riding modes (RACE, SPORT or WET). Press buttons (1) and (2) to select the riding mode to be customised (the arrow beside flashes). Press CONFIRM MENU button (4) to enter the customisation of the selected Riding Mode.
While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

The parameters that can be customised for every riding mode are the following:

- ENGINE
- EBC
- DTC
- ABS
- DQS
- DEFAULT (to restore the parameters set by Ducati for each riding mode)

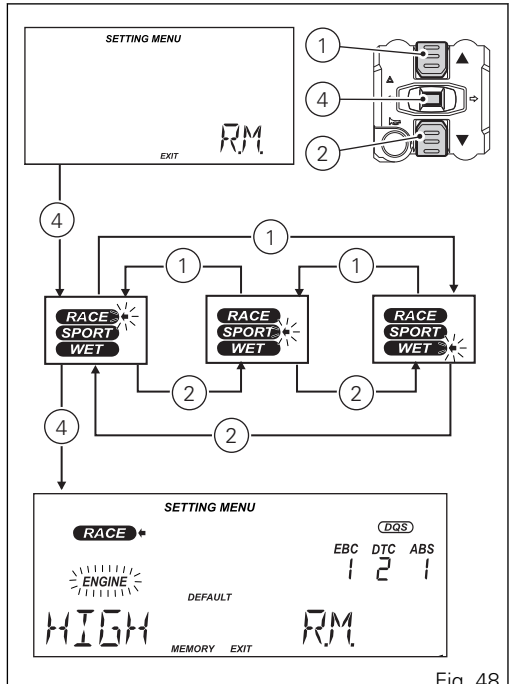


Fig. 48

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

- ENGINE
- EBC
- DTC
- ABS
- DQS
- MEMORY
- EXIT
- DEFAULT

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

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

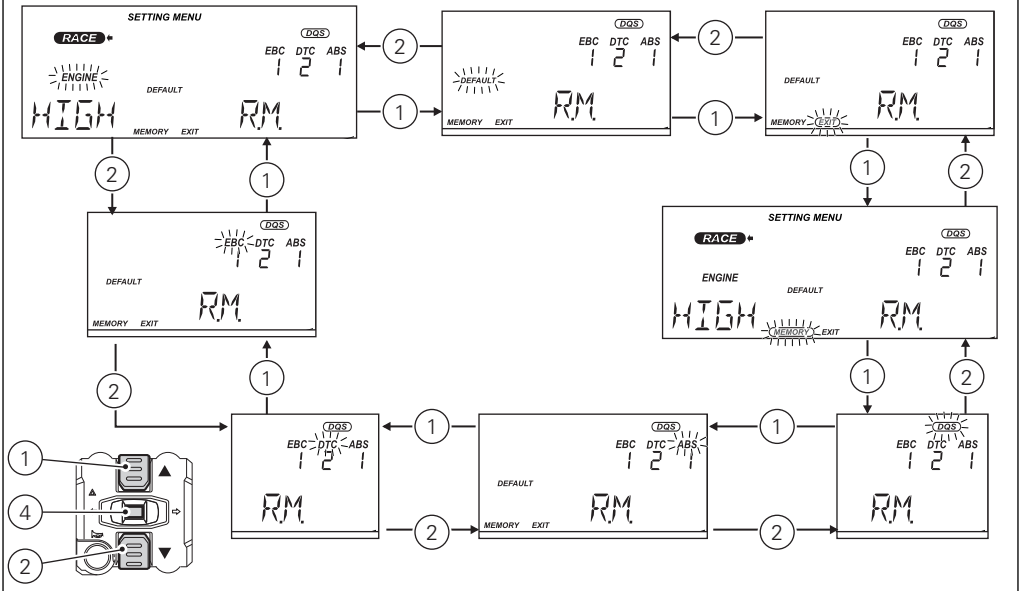

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
MEMORY EXIT
2
1

Fig. 49

Customizing the Riding Mode: storing settings of a Riding Mode

It is possible to save the parameters set for each riding mode.

To save the parameter settings of a Riding Mode, it is necessary to gain access to the SETTING MENU, use buttons (1) and (2) to select the message "R.M". (Riding Mode) and press button (4). Then use buttons (1) and (2) to select the riding mode to change and press button (4). Then use buttons (1) and (2) to select "MEMORY" (flashing) and keep button (4) pressed for 2 seconds.

Any parameter change made is saved and remains in the memory also after a battery-off. If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

Warning

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

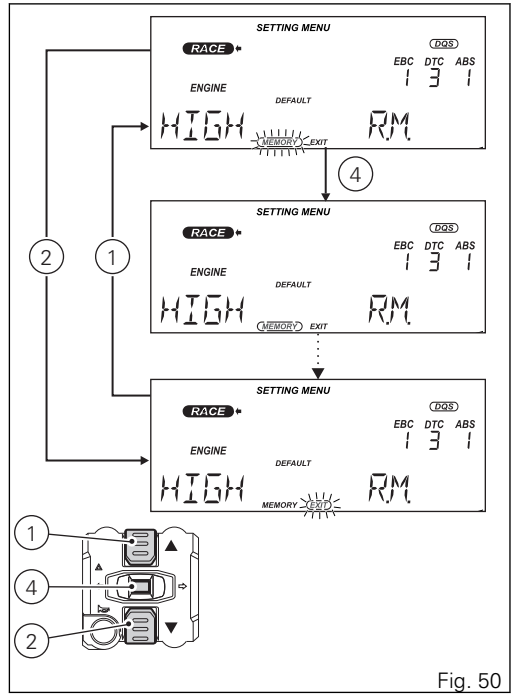


Fig. 50

Customizing the Riding Mode: setting the EBC level

This function disables or sets the rear wheel antilocking system (EBC) level for every single riding mode.
Enter the SETTING MENU.
Select the R.M. option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. Menu (Riding mode).
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (EBC), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set EBC level or status starts flashing.
Use buttons (1) and (2) to select the new desired intervention level (1, 2 or 3) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new EBC parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

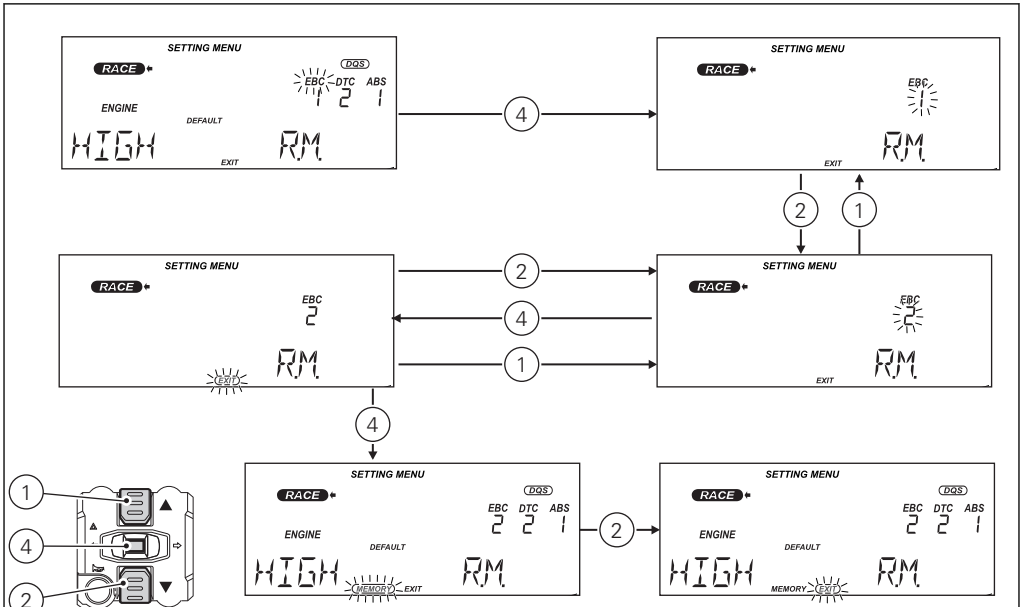

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
EXIT
4
SETTING MENU
RACE
EBC
1
RM
EXIT
2
1
SETTING MENU
RACE
EBC
2
RM
EXIT
2
4
1
SETTING MENU
RACE
EBC
2
RM
EXIT
4
SETTING MENU
RACE
DQS
EBC DTC ABS
2 2 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
2
SETTING MENU
RACE
DQS
EBC DTC ABS
2 2 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
1
4
2

Fig. 51

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.
Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DTC), by pressing button (1) or (2).
Once the desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set DQS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 8) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new DTC parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

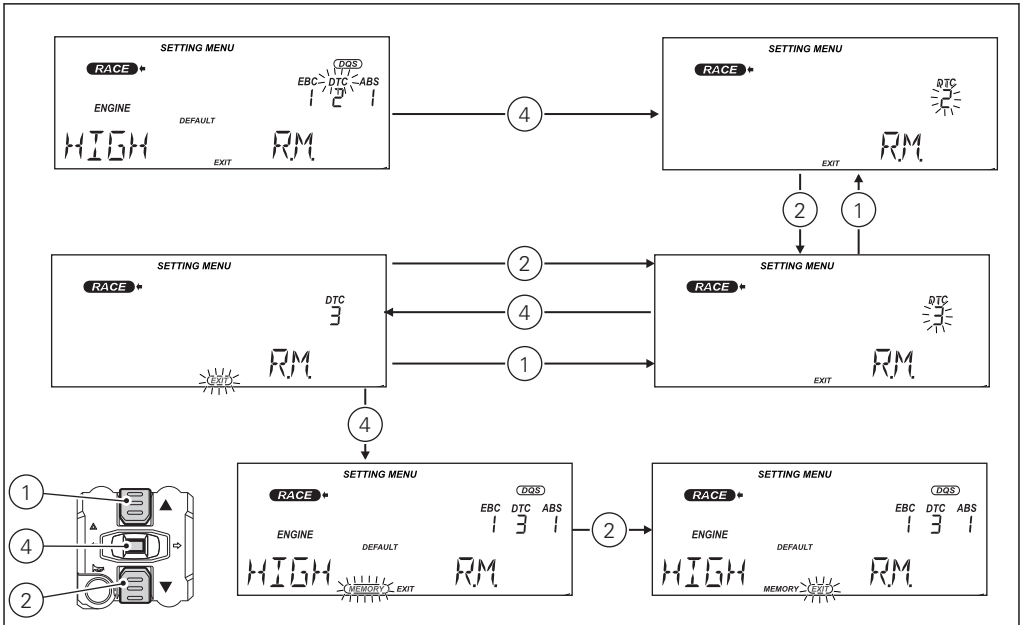

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
EXIT
4
SETTING MENU
RACE
DTC
2
RM
EXIT
2
1
SETTING MENU
RACE
DTC
3
RM
EXIT
2
4
1
SETTING MENU
RACE
DTC
3
RM
EXIT
4
SETTING MENU
RACE
DQS
EBC DTC ABS
1 3 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
2
SETTING MENU
RACE
DQS
EBC DTC ABS
1 3 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
1
4
2

Fig. 52

Customizing the Riding Mode: DSQ enabling/disabling

This function disables or enables the DQS for the selected riding mode.
Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (DQS), by pressing button (1) or (2).
Once the desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set DQS status starts flashing.
The DQS can be ON or OFF.
Use buttons (1) and (2) to select the new desired status and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".

Note

To save the new DQS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

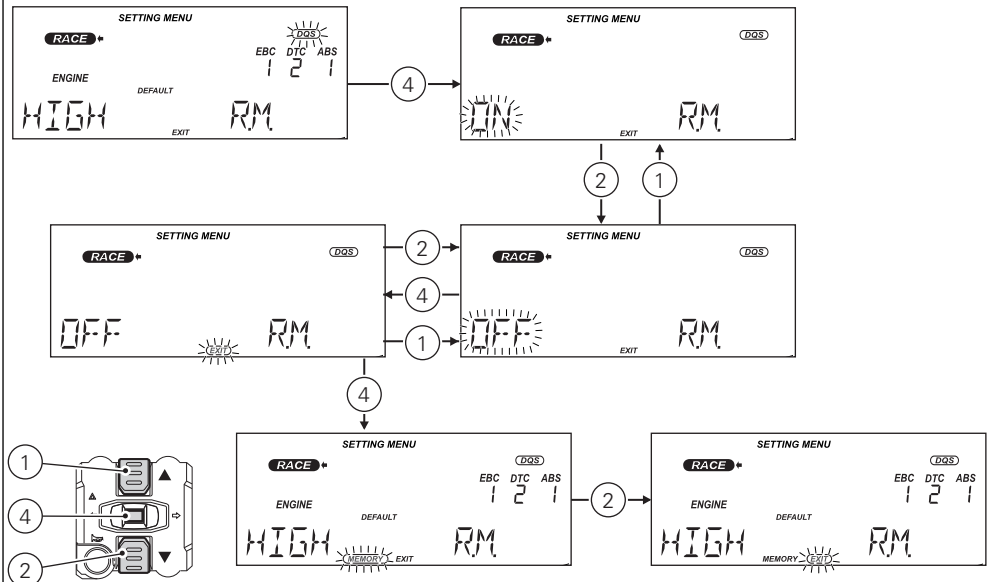

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
EXIT
4
SETTING MENU
RACE
DQS
ON
RM
EXIT
2
1
SETTING MENU
RACE
DQS
OFF
EXIT
RM
2
4
1
SETTING MENU
RACE
DQS
OFF
RM
EXIT
4
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
2
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
1
4
2

Fig. 53

Customizing the Riding Mode: ABS adjustment

This function disables or sets ABS level for the selected riding mode. Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4). You open the selected riding mode customisation Menu. Select the parameter to be customised (ABS), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set ABS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 3) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.

To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new ABS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.



Note

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

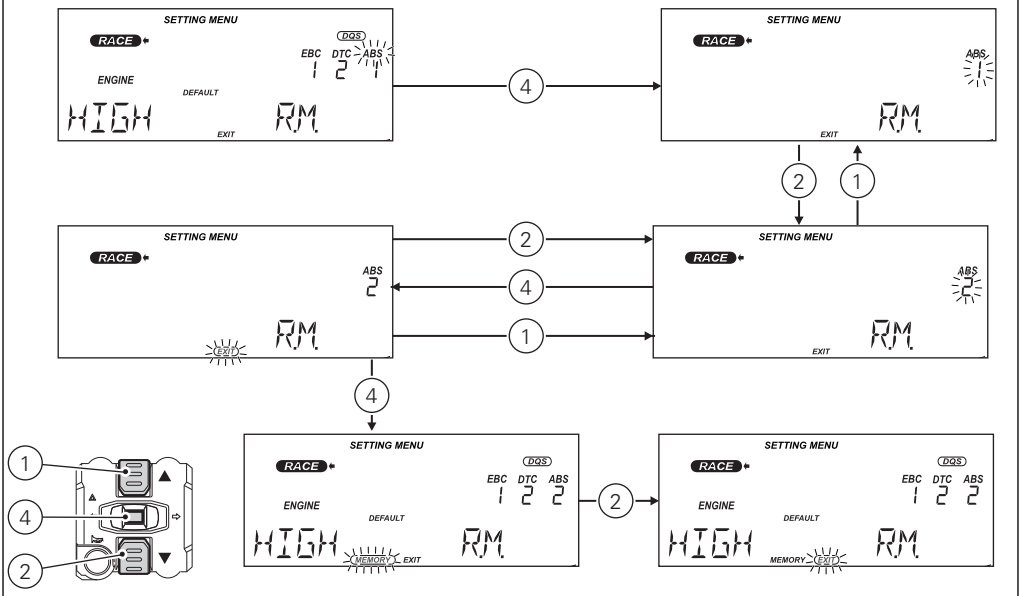

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
EXIT
4
SETTING MENU
RACE
ABS
1
RM
EXIT
2
1
SETTING MENU
RACE
ABS
2
RM
EXIT
2
4
1
SETTING MENU
RACE
ABS
2
RM
EXIT
4
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 2
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
2
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 2
ENGINE
DEFAULT
HIGH
MEMORY
EXIT
RM
1
4
2

Fig. 54

Customizing the Riding Mode: engine adjustment

This function customises engine power associated with each riding mode.
Enter the SETTING MENU. Select the R.M. (Riding Mode) option by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode).
Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4). You open the selected riding mode customisation Menu.
Select the parameter to be customised (ENGINE), by pressing button (1) or (2). Once the desired parameter is highlighted, press CONFIRM MENU button (4).
When entering the function, the currently set engine power (HIGH, MED or LOW) starts flashing. Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new ENGINE parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customisation menu without performing the storing procedure, the just-selected settings will be lost.

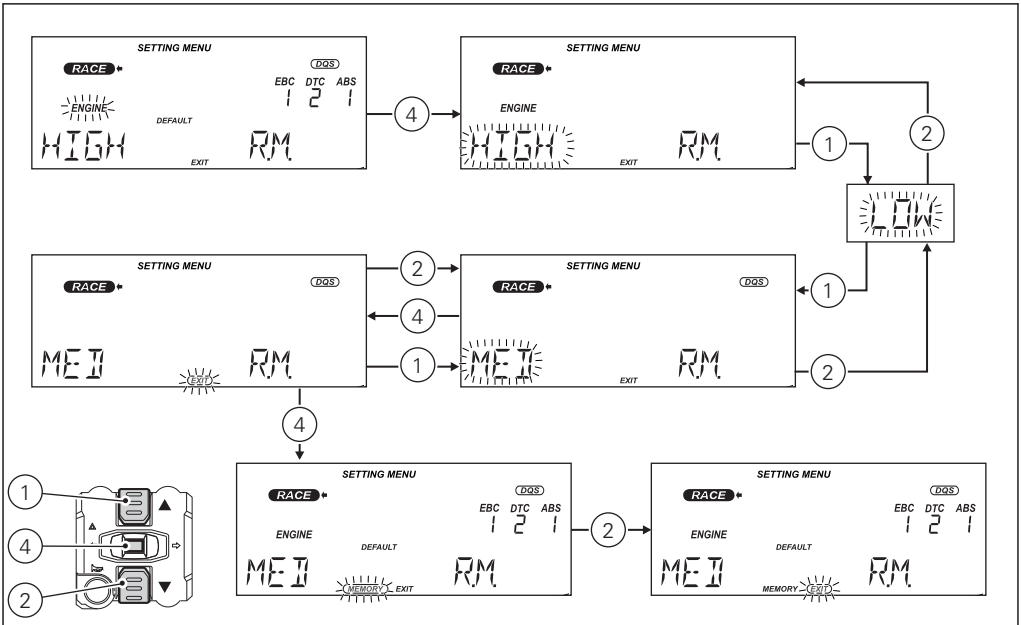

SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
HIGH
RM
EXIT
4
SETTING MENU
RACE
ENGINE
HIGH
RM
EXIT
1
2
LOW
SETTING MENU
RACE
DQS
MED
EXIT
RM
2
4
1
SETTING MENU
RACE
DQS
MED
RM
EXIT
1
2
4
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
MED
MEMORY
EXIT
RM
2
SETTING MENU
RACE
DQS
EBC DTC ABS
1 2 1
ENGINE
DEFAULT
MED
MEMORY
EXIT
RM
1
4
2

Fig. 55

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the SETTING MENU.
Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu. Select the parameter to be customised (DEFAULT), by pressing button (1) or (2). Once desired parameter is highlighted, keep CONFIRM MENU button (4) pressed for 2 seconds.

The parameter restoration takes 2 seconds and the display shows the message "DEFAULT" and its box steady ON. Then "EXIT" is automatically highlighted. To quit the menu and go back to SETTING MENU main page, select "EXIT" and press button (4).

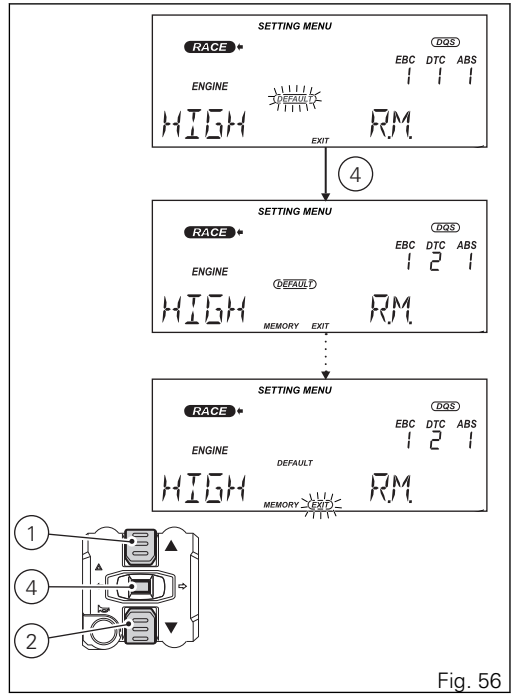


Fig. 56

Engine rpm digital indication (RPM)

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

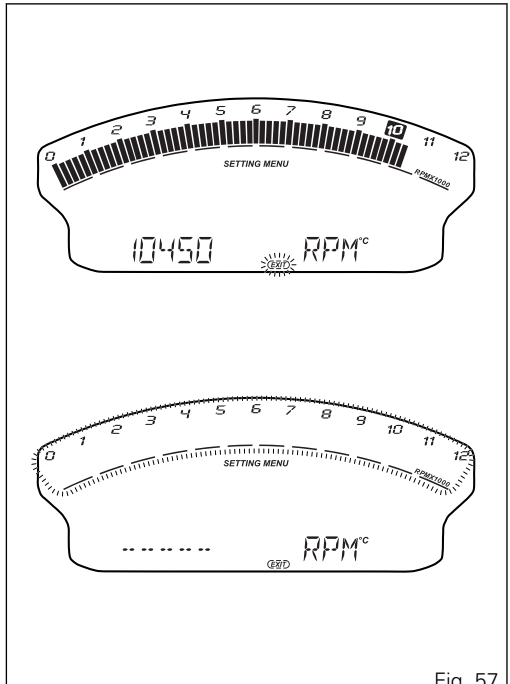


Fig. 57

Battery voltage

This function allows you to check the motorcycle battery voltage. Enter the SETTING MENU. Select the BAT. (Battery) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the BAT. Menu (Battery).
The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing the message "LOW" is displayed;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if battery voltage is above 15.0 V, a flashing message "HIGH" is displayed.

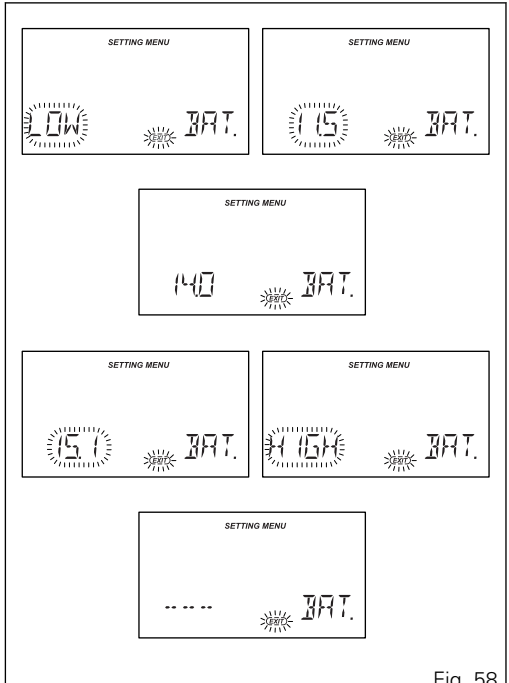


Fig. 58

If the battery voltage error is present, the instrument panel will show three flashing dashes "- - -" as voltage value, the Generic Error light turns on and the corresponding "Batt." error is displayed in the Error Menu.
If the instrument panel is not receiving battery voltage value, a string of three steady dashes "- - -" is displayed.
To quit the menu and go back to SETTING MENU main page, select "EXIT" and press button (4).

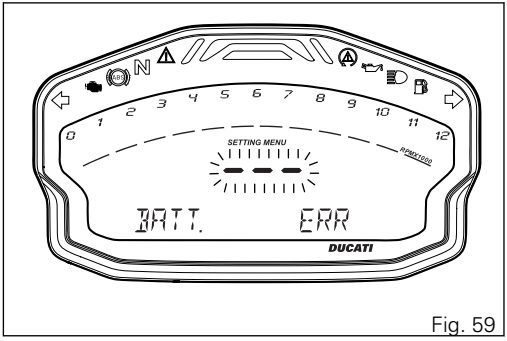


Fig. 59

DDA

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

DDA enabling/disabling

To enable / disable the DDA device enter the SETTING MENU. Select "DDA" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
You open the "DDA" menu.
When entering this function the display shows the currently set DDA status: status ON indicates that the DDA is active, otherwise status will be OFF.
Press buttons (1) and (2) to select the new desired status (flashing) and press button (4) to confirm.
The set status value will be updated and the message will return steady.
To exit the menu and go back to the previous page, select "EXIT" and press button (4).



Note
The DDA is automatically disabled by the instrument panel upon every Key-OFF.

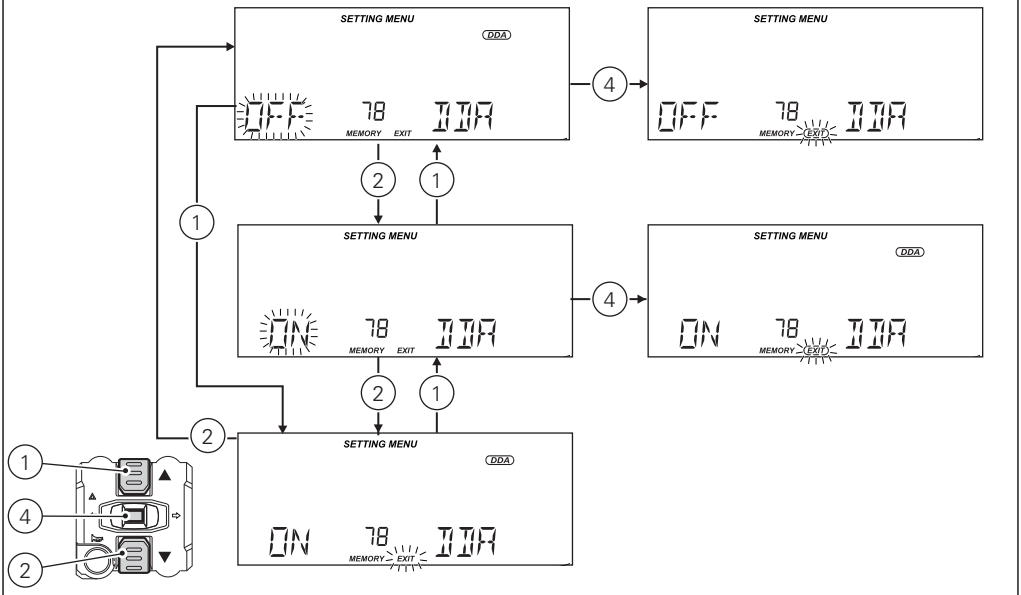

SETTING MENU
DDA
OFF
78
MEMORY
EXIT
DDA
SETTING MENU
DDA
OFF
78
MEMORY
EXIT
DDA
SETTING MENU
DDA
ON
78
MEMORY
EXIT
DDA
SETTING MENU
DDA
ON
78
MEMORY
EXIT
DDA
SETTING MENU
DDA
ON
78
MEMORY
EXIT
DDA
1
2
4

Fig. 60

Viewing/deleting the DDA memory

This function allows displaying the DDA memory status and erasing the stored data.
To gain access to this function enter the SETTING MENU, use buttons (1) and (2) to select the message "DDA" and press button (4).
When entering this function the DDA memory status is displayed in percentage followed by the steady ON message "MEMORY" and the memory status value (in percentage):

- 0 means that the DDA memory is empty;
- XX means that the DDA memory is used for the indicated XX value;
- 100 means that the DDA memory is full.

With DDA OFF, you can delete the memory. Select the flashing "ERASE" option, by pressing button (1) or (2).
Press CONFIRM MENU (4) for at least 2 seconds to confirm.
After 2 seconds, the instrument panel will show flashing dashes "- - - - - " for as long as the deletion is completed (from 1 to 128 seconds depending on the quantity of data to be deleted).

If deletion is successful, the instrument panel will read OK for 2 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status.
To exit the menu and go back to the previous page, select "EXIT" and press button (4).

Warning

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

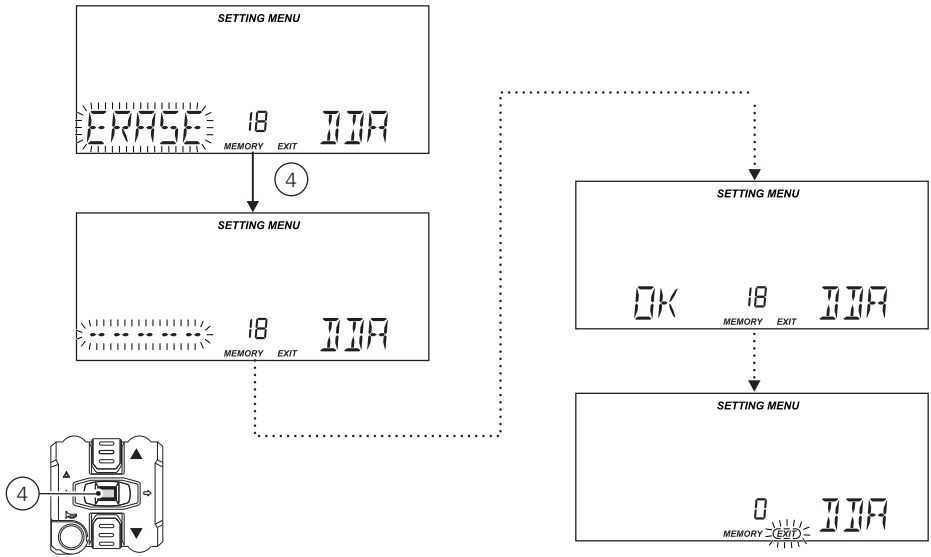

SETTING MENU
ERASE
18
MEMORY
EXIT
DDA
4
SETTING MENU
18
MEMORY
EXIT
DDA
SETTING MENU
OK
18
MEMORY
EXIT
DDA
SETTING MENU
0
MEMORY
EXIT
DDA
4

Fig. 61

PIN CODE

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

Warning

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

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the SETTING MENU. Select "PIN" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).
When accessing the function, the display will show "N:" (new) followed by four flashing dashes "- - - -".

Entering the code:

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

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

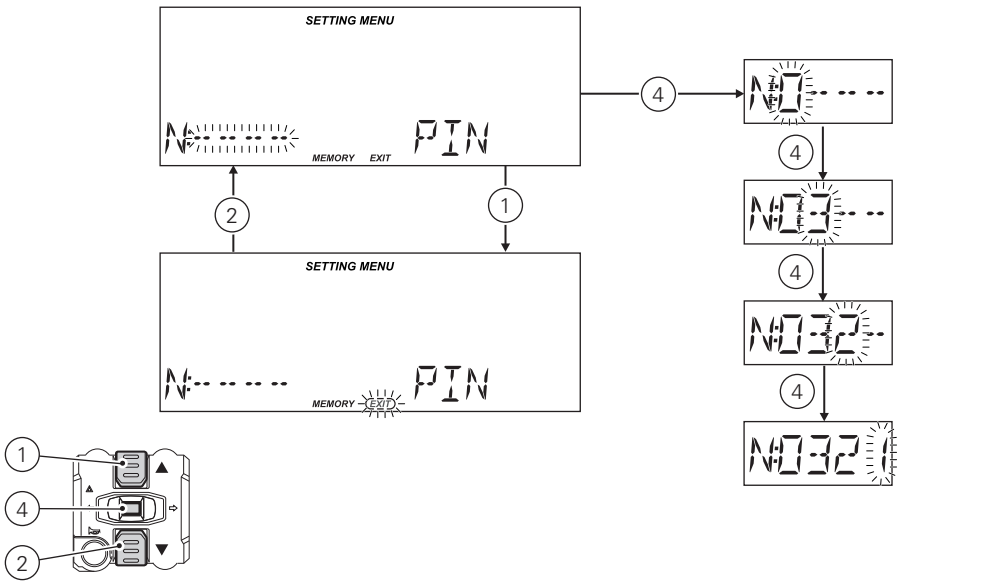

SETTING MENU
MEMORY EXIT
PIN
SETTING MENU
MEMORY EXIT
PIN
1
2
4
4
4
4
1
4
2

Fig. 62

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEMORY" and the relevant box.
To save the new setting, hold button (4) for 2 seconds while the message "MEMORY" is highlighted.
If settings have been saved, the message "MEMORY" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will be highlighted.
Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorised Service Centre).

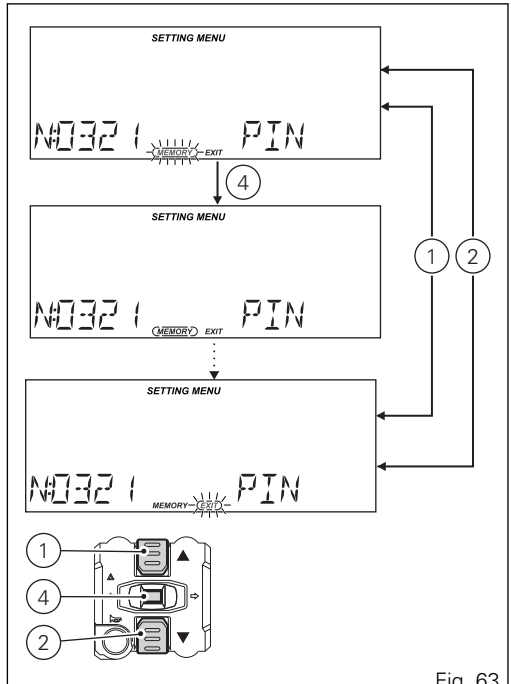


Fig. 63

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the SETTING MENU.
Select "PIN" option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). When accessing the function, the display will show "O: " (old) followed by four flashing dashes "- - - -".

Entering the "old" code:

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

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

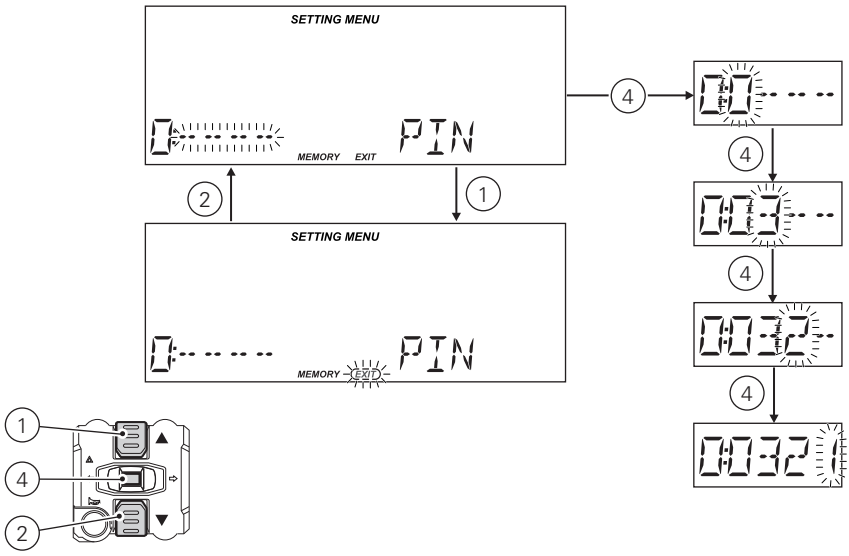

SETTING MENU
MEMORY EXIT
PIN
SETTING MENU
MEMORY EXIT
PIN
4
4
4
4
1
2
1
4
2

Fig. 64

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

- if the PIN CODE is correct, the instrument panel shows "OK" for 2 seconds, followed by "N": " (new) followed by four flashing dashes "- - - -" referred to the PIN new.
- if the PIN is not correct, the instrument panel displays "KO" for 2 seconds and then highlights the string of four dashes "- - - -" for the old PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays ERR. for 2 seconds and then highlights the message "EXIT";

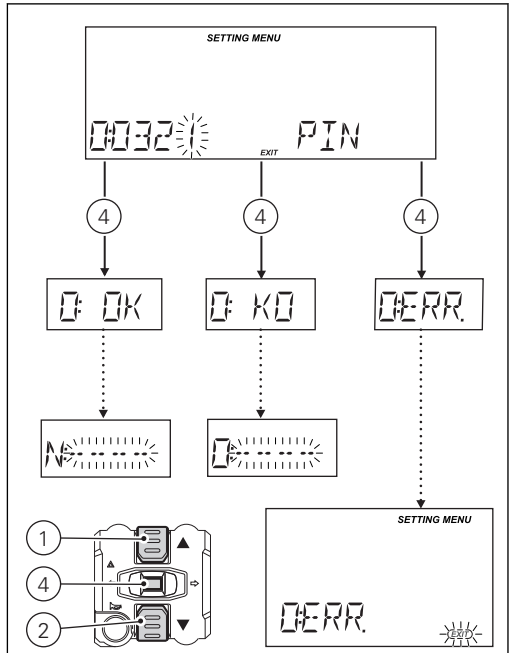


Fig. 65

Entering the "new" code:

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

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

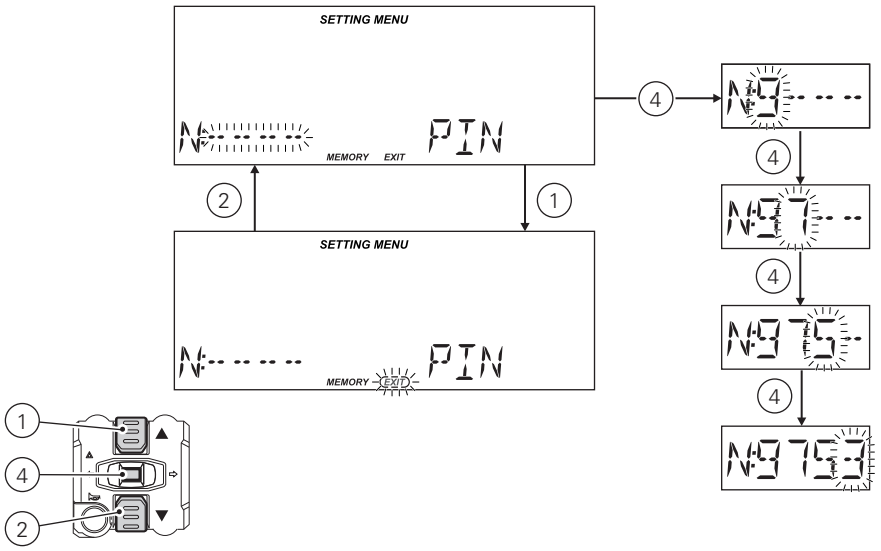

SETTING MENU
PIN
MEMORY EXIT
SETTING MENU
PIN
MEMORY EXIT
4
4
4
4
2
1
1
4
2

Fig. 66

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEMORY" and the relevant box.
To save the new setting, hold button (4) for 2 seconds while the message "MEMORY" is highlighted.
If settings have been saved, the message "MEMORY" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will be highlighted.
If settings have not been saved, the instrument panel will highlight again the string of four dashes "- - - -" of the new PIN to allow the rider to try again and enter a new code.

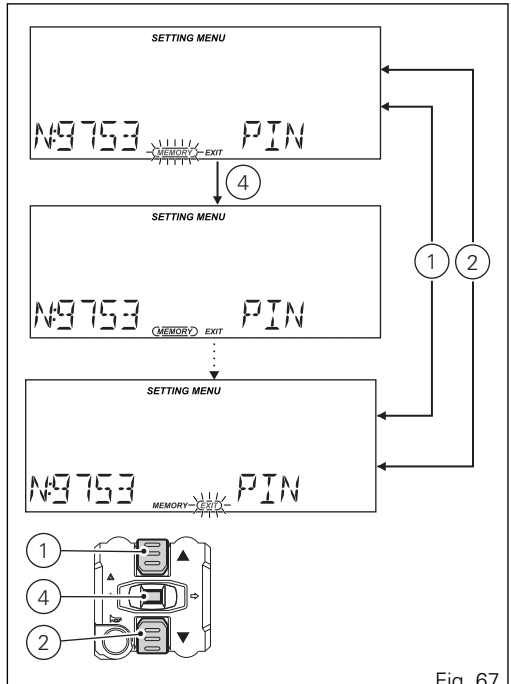


Fig. 67

Clock setting

This function allows user to set or adjust the time.
To set the clock enter the SETTING MENU, use buttons (1) and (2) to select CLK and press button (4) to confirm. When entering this function, the current time is displayed (for ex: AM 10 : 30) and the message "AM" or "PM" flashes.
Use buttons (1) and (2) to set in the flashing mode the messages "AM" or "PM", the digits relating to the hours, the digits relating to the minutes and the message "EXIT".

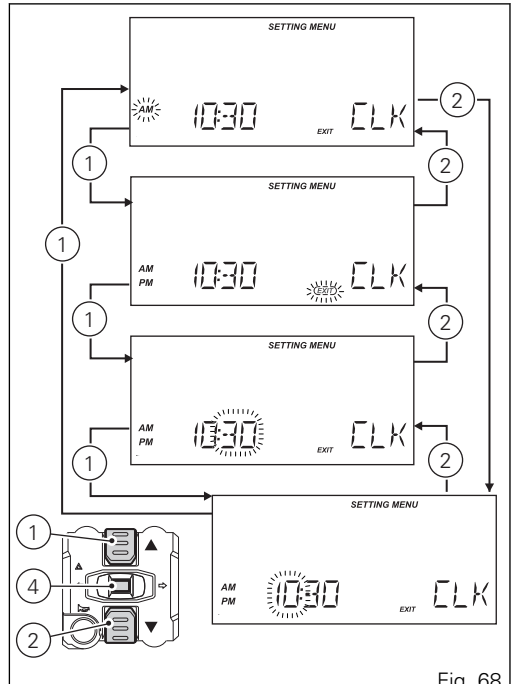


Fig. 68

Setting the hours

Press buttons (1) and (2) to select the digits corresponding to the hours (flashing) and press button (4) to confirm. The hour value starts flashing faster. Use buttons (1) and (2) to decrease by 1 ("0", "11", ..."1", "0" for AM and "12", "11", ..."1", "12" for PM) and increase by 1 the hour value ("11", "0", "1" ....."11" for AM and "12", "1", ..."12" for PM). Once you reach the value to be set, press button (4) to confirm and the set "hour" will stop flashing.

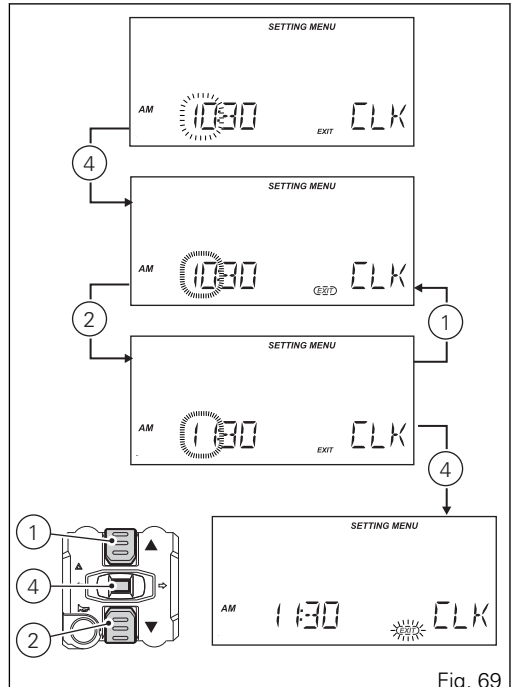


Fig. 69

Setting the minutes

Press buttons (1) and (2) to select the digits corresponding to the minutes (flashing) and press button (4) to confirm. The "minute value" starts flashing faster. Use buttons (1) and (2) to decrease by 1 ("59", "58", ..."00", "59") and increase by 1 the minute value ("00", "01", ..."59", "00"). Once you reach the value to be set, press button (4) to confirm and the set "minute value" will stop flashing.

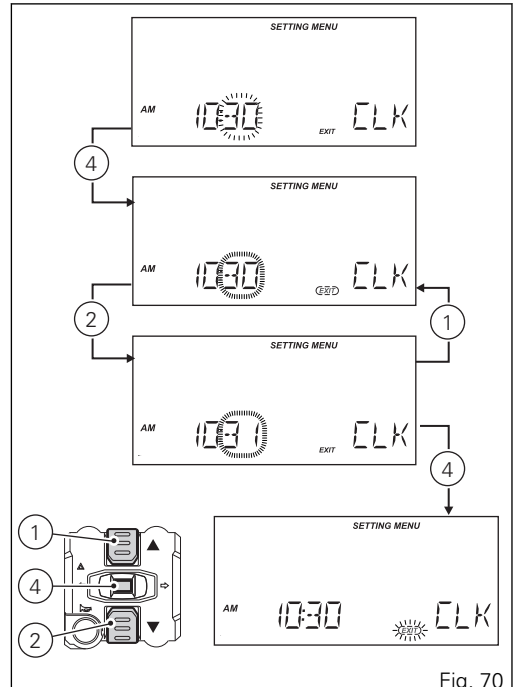


Fig. 70

Setting am/pm

Press buttons (1) and (2) to select "AM" or "PM" (flashing) and press button (4) to confirm. The "day time" value starts flashing faster. Use buttons (1) and (2) to change from "AM" to "PM" and vice versa. Once you reach the value to be set, press button (4) to confirm and the set "day time" value will stop flashing.

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

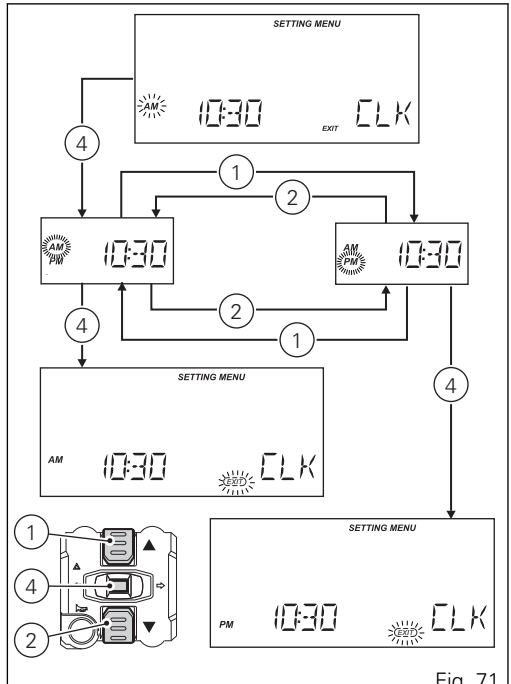


Fig. 71

Backlighting setting

This function allows adjusting the backlighting intensity.
To set the backlighting enter the SETTING MENU, use buttons (1) and (2) to select "B.L." and press button (4) to confirm.
When entering this function, the currently used mode name flashes.
Use buttons (1) and (2) to select the desired brightness level (HIGH, MED, LOW) and press button (4) to confirm.
The instrument panel immediately activates the selected backlighting, keeps the message of the selected mode steady ON and automatically highlights the message "EXIT".
Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.
Select MED to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.
Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.
To exit the menu and go back to the previous page, select "EXIT" and press button (4).

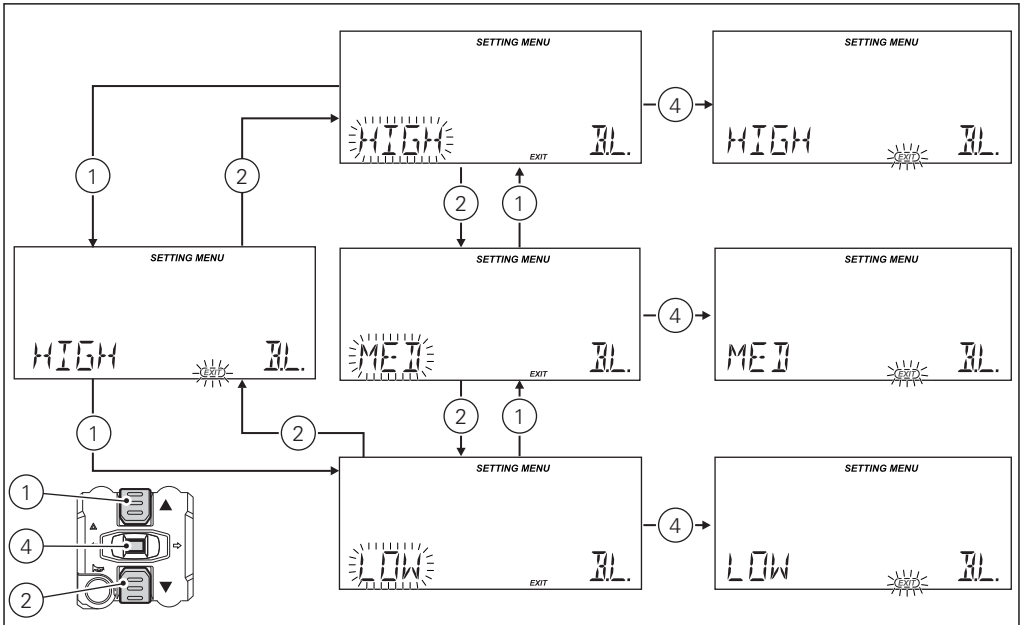

SETTING MENU
HIGH
EXIT
BL.
SETTING MENU
HIGH
EXIT
BL.
SETTING MENU
MED
EXIT
BL.
SETTING MENU
MED
EXIT
BL.
SETTING MENU
LOW
EXIT
BL.
SETTING MENU
LOW
EXIT
BL.
SETTING MENU
HIGH
EXIT
BL.
1
2
4

Fig. 72

LAP

The LAP function can be enabled and disabled by the user through the SETTING MENU, in the LAP page. When activating this function, the instrument panel displays the stopped timer (0’ 00’’ 00) in MENU 1 on the main screen.



Note

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

Enabling / disabling Lap recording

To enable / disable the Lap recording function, gain access to the SETTING MENU, use buttons (1) and (2) to select the LAP option and press button (4).
When entering the function, the currently set LAP function status will be displayed. Press buttons (1) and (2) to select the new desired status (flashing) and press button (4) to confirm. The set status value will be updated and the message will return steady.
To exit the menu and go back to the previous page, select "EXIT" and press button (4).
When the LAP function is disabled its status is OFF, otherwise it is ON; if you select DATA, the instrument panel shows the memorised Laps (A) whereas if you select ERASE you can erase all memorised Laps (B).

Note
Upon Key-OFF, the "LAP" function status is saved to restore it upon next Key-ON.

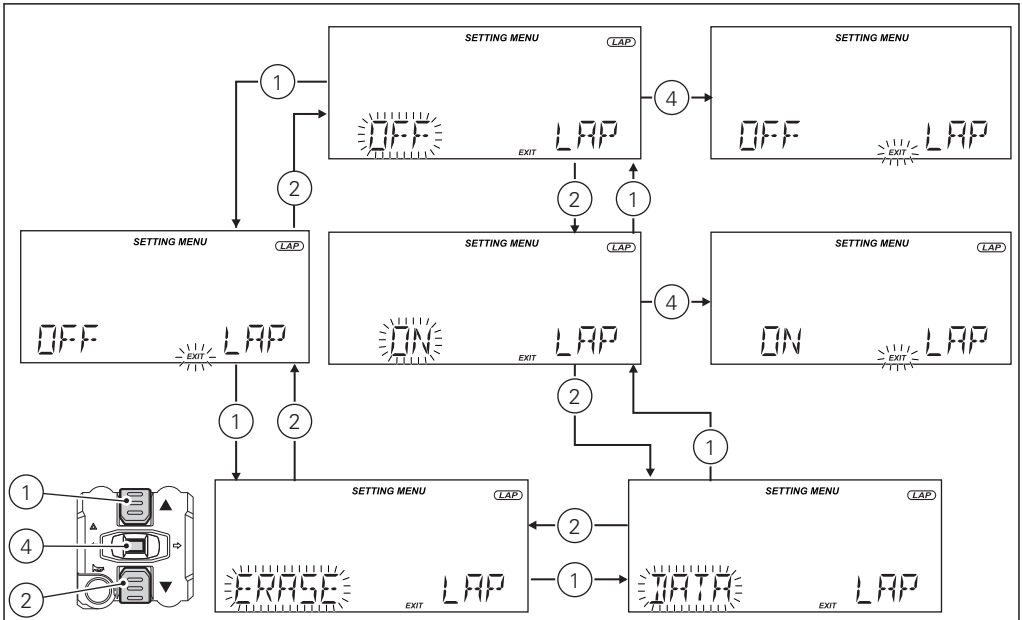

SETTING MENU
LAP
OFF
EXIT
LAP
SETTING MENU
LAP
OFF
EXIT
LAP
SETTING MENU
LAP
ON
EXIT
LAP
SETTING MENU
LAP
OFF
EXIT
LAP
SETTING MENU
LAP
ON
EXIT
LAP
SETTING MENU
LAP
ERASE
EXIT
LAP
SETTING MENU
LAP
DATA
EXIT
LAP
1
2
4

Fig. 73

The LAPs previously stored using the "LAP Recording" function in the Menu can be viewed on the display.
The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.

Displaying the stored Laps

To view the stored LAPs, you must enter the SETTING MENU.
Select "LAP" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Press buttons (1) and (2) to select "DATA" (flashing) and press button (4) to confirm.
When you enter the function, the following is displayed:

- The message LAP followed by the number of the LAP (e.g.: LAP 01);
- the LAP number preceded by letter "n" (ex.: n01);
- the recorded lap time;
- the top speed recorded during the lap;
- the RPM value recorded during the lap.

Press the buttons (1) and (2) to display stored LAPS one by one; in particular: use button (2) to view the next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 ..... LAP 30); and then highlight EXIT; use button (1) to view the previous lap (laps are displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 ..... LAP 01); and then highlight EXIT.

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



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



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

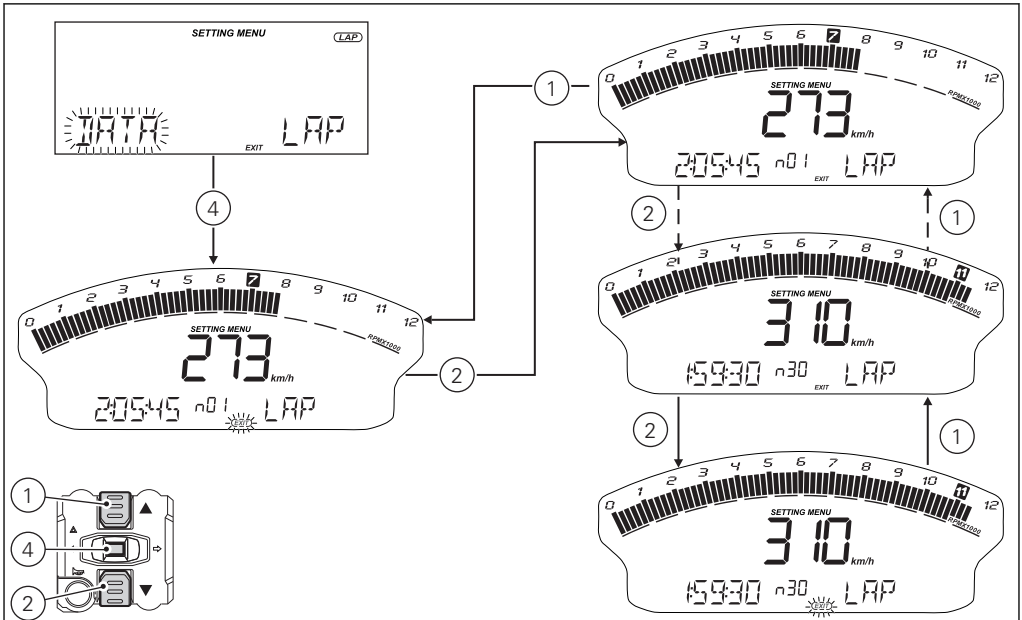

SETTING MENU
LAP
DATA
EXIT
LAP
4
1
2
SETTING MENU
273
km/h
20:54:5 n01
LAP
SETTING MENU
273
km/h
20:54:5 n01
EXIT
LAP
2
1
SETTING MENU
310
km/h
15:59:30 n30
EXIT
LAP
2
1
SETTING MENU
310
km/h
15:59:30 n30
EXIT
LAP
1
4
2

Fig. 74

Erasing stored Laps

To erase the stored LAPs, you must enter the SETTING MENU.
Select "LAP" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).
Press buttons (1) and (2) to select "ERASE" (flashing) and keep button (4) pressed for 2 seconds to confirm.
After 2 seconds, the instrument panel display shows:

- five flashing dashes "- - - - -" for 3 seconds;
- OK for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.
When the erasing procedure is completed the instrument panel shows "EXIT".

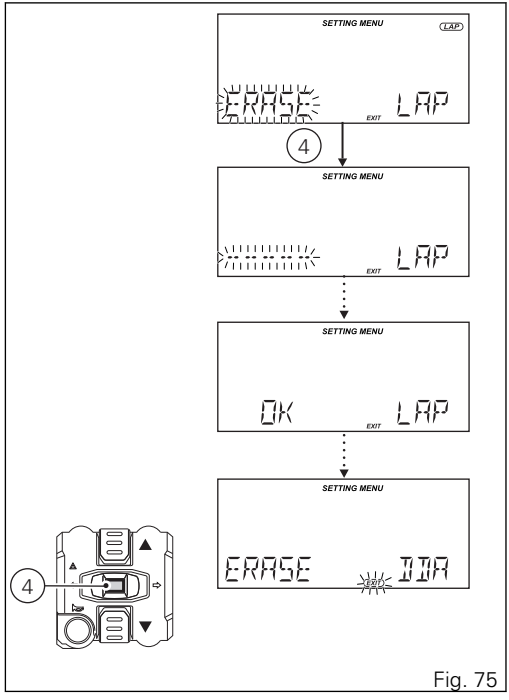


Fig. 75

It is possible to erase the memorised LAPs also in the DATA sub-menu. When entering the DATA page, the instrument panel shows the memorised lap information (ref. to paragraph "Displaying the stored LAPs").
Press button (4) to highlight the message "ERASE".
User must confirm deletion by pressing button (4) for 2 seconds.
After 2 seconds, the instrument panel display shows:

- five flashing dashes "- - - - -" for 3 seconds;
- "OK" for 2 seconds to inform about the result of the deletion process.

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

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

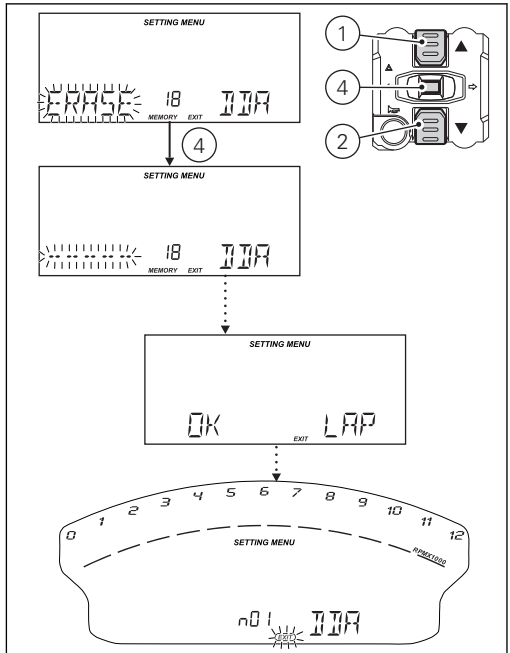


Fig. 76

Setting the units of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the "Country configuration".
To manually set the units of measurement, you must enter the SETTING MENU.
Select "UNT" option, by pressing button (1) or (2).
Once function is highlighted, press CONFIRM MENU button (4).

When entering this function, use buttons (1) and (2) to select the parameter for which you want to set a new unit of measurement or to restore the default settings:

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.);
- reset to automatic settings (DEFAULT).

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

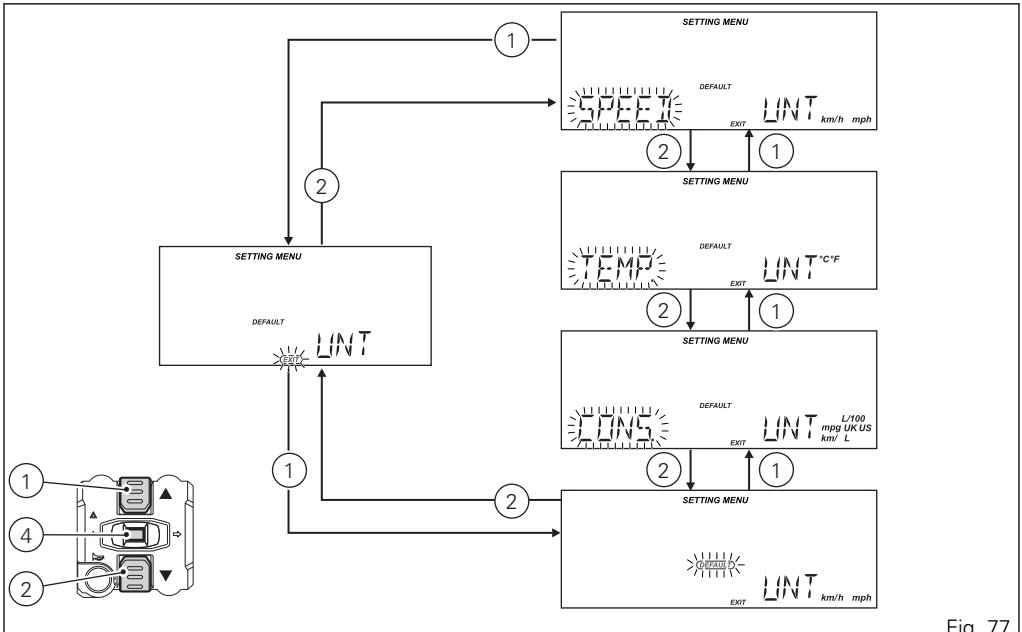

SETTING MENU
DEFAULT
SPEED
UNIT
km/h mph
EXIT
SETTING MENU
DEFAULT
TEMP
UNIT
°C°F
EXIT
SETTING MENU
DEFAULT
CONS
UNIT
L/100
mpg UK US
km/ L
EXIT
SETTING MENU
DEFAULT
UNIT
km/h mph
EXIT
SETTING MENU
DEFAULT
EXIT
UNIT
1
2
4

Fig. 77

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled). To gain access to this function enter the SETTING MENU, use buttons (1) and (2) to select UNT and press button (4). Select SPEED option, by pressing button (1) or (2).
Once SPEED function (A) is highlighted, press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: km/h, mph. Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored in the instrument panel, the unit of measurement indication becomes steady and the "EXIT" option is highlighted.
The selected unit of measurement will be used by the instrument panel for the following indications:

- Motorcycle speed and Average speed (km/h or mph);

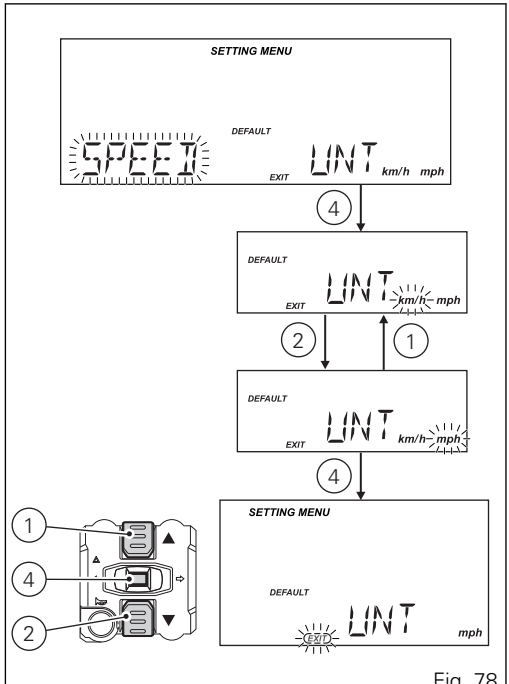


Fig. 78

- Odometer, Trip A, Trip B and Trip Fuel (km or miles).

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
To gain access to this function enter the SETTING MENU, use buttons (1) and (2) to select UNT and press button (4).
Select TEMP option, by pressing button (1) or (2). Once TEMP function (B) is highlighted, press CONFIRM MENU button (4).
When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: °C, °F.
Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored in the instrument panel, the unit of measurement indication becomes steady and the "EXIT" option is highlighted. The selected unit of measurement will be used by the instrument panel for the following indications:

- Engine coolant temperature and ambient air temperature.

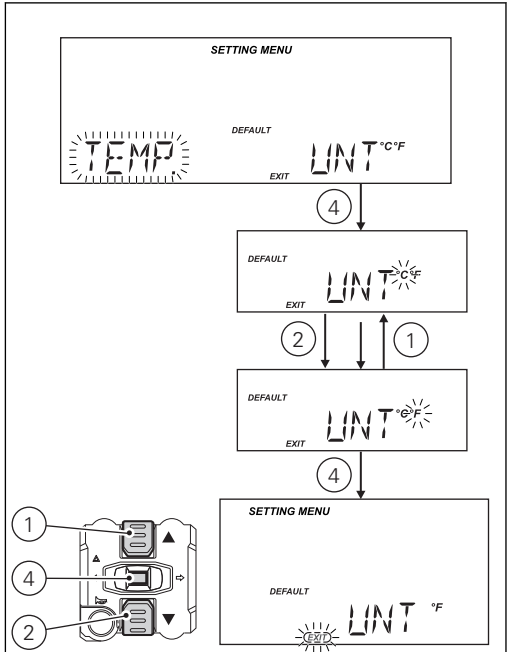


Fig. 79

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
To gain access to this function enter the SETTING MENU, use buttons (1) and (2) to select UNT and press button (4).
Select CONS. option, by pressing button (1) or (2).
After selecting the CONS. function (C), press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).
Press buttons (1) and (2) to highlight the units of measurement one by one: use button (1) to highlight the following item and button (2) to highlight the previous item.
Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm: the selected unit is stored in the instrument panel, the unit of measurement indication becomes steady and the "EXIT" option is highlighted.
The selected unit of measurement will be used by the instrument panel for the following indications:

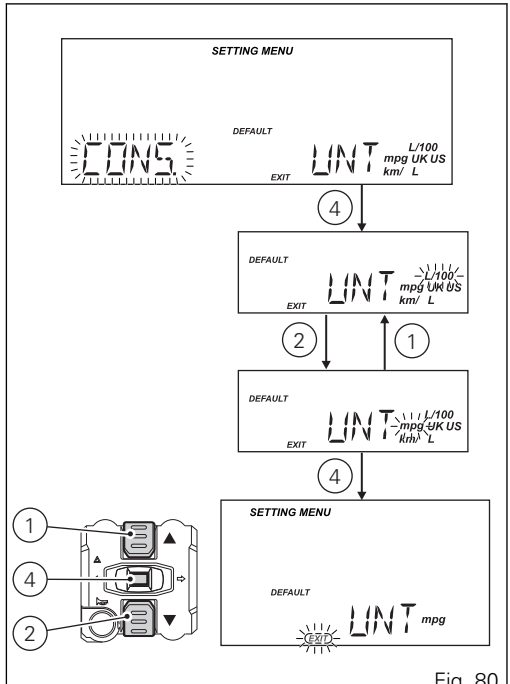


Fig. 80

- Instantaneous fuel consumption and Average fuel consumption.

Setting the units of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
To gain access to this function enter the SETTING MENU, use buttons (1) and (2) to select UNT and press button (4). Select DEFAULT option, by pressing button (1) or (2).
Once DEFAULT function (D) is highlighted, press CONFIRM MENU button (4) for 2 seconds. After 2 seconds the display shows the message "DEFAULT" and its box steady ON for 2 seconds. Then EXIT is automatically highlighted.
To exit the menu and go back to previous page, select EXIT and press button (4).

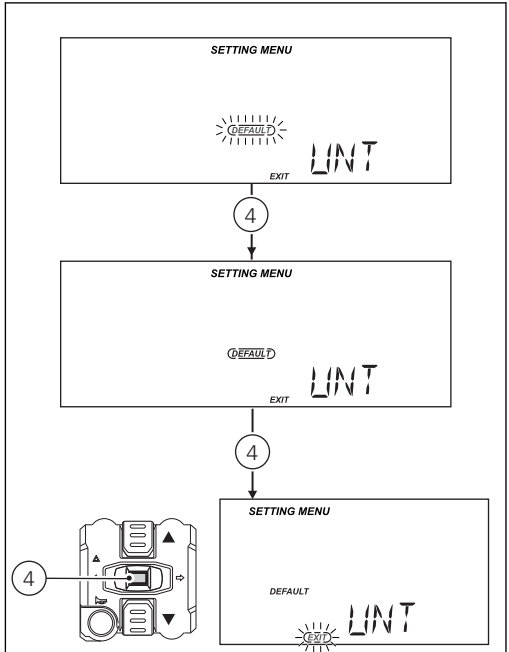


Fig. 81

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
At Key-ON, the high beam and low beam lights are OFF, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch on and OFF the high beam using button (1) in position (A), or FLASH using button (1) in position (B). If the engine is not started after Key-ON, it is still possible to turn on the low/high beam by pressing button (1) in position (A) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam.

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

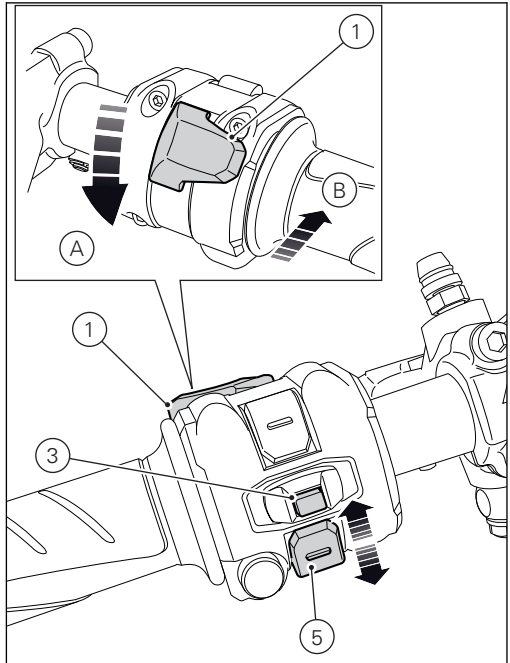


Fig. 82

Turn indicators

Turn indicators are automatically reset by the instrument panel.
After activating one of the two turn indicators, user can reset them using the button (3, Fig. 82) on the left switch.
If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only activated at speeds below 80 km/h (50 mph).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation will be interrupted and will restart when the speed returns below the indicated threshold.

Parking function

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.

The "Parking" function activates the front and rear parking lights when the motorcycle is turned off, so it is visible when parked. The function is activated by pressing the button (5, Fig. 82) for 3 seconds during the first 60 seconds after the motorcycle was turned off (after Key-OFF).
Once the function is activated, the message "PARK" is displayed for 3 seconds and the lights stay ON as long as the battery voltage is ≥ (higher than or equal to) 12.2 V. If voltage is < (below) 12.2 V the lights turn off automatically in order to save battery charge.

To interrupt the function, turn the motorcycle ON and OFF (Key-ON / Key-OFF).

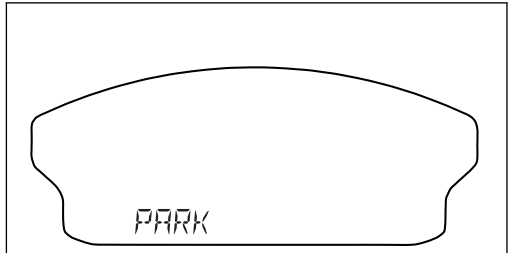


Fig. 83

Important
The frequent use of this function can considerably reduce the battery charge; it is recommended to use this function only when really necessary.

Hazard function

The HAZARD function turns all four turn indicators on at the same time to signal an emergency condition. The HAZARD function is activated by taking button (4) to position (6) for 3 seconds. Activation is only possible when motorcycle is ON (i.e. when key is turned to ON while engine status does not matter). When the HAZARD function is active, all four turn indicators blink at the same time as well as warning lights (7) on the instrument panel. The "Hazard" function can be disabled both with motorcycle on (key set to "ON") - by taking button (4) to position (6) or by taking button (4) to its central position - and with motorcycle off (key set to OFF) by taking button (4) to position (6).

After activating the "Hazard" function, if motorcycle is switched OFF (key set to OFF), the function stays active until manually disabled by user or as long as battery voltage is ≥ (higher than or equal to) 12.2 V. When voltage drops < (below) 12.2 V the turn indicators switch OFF automatically in order to save battery charge.

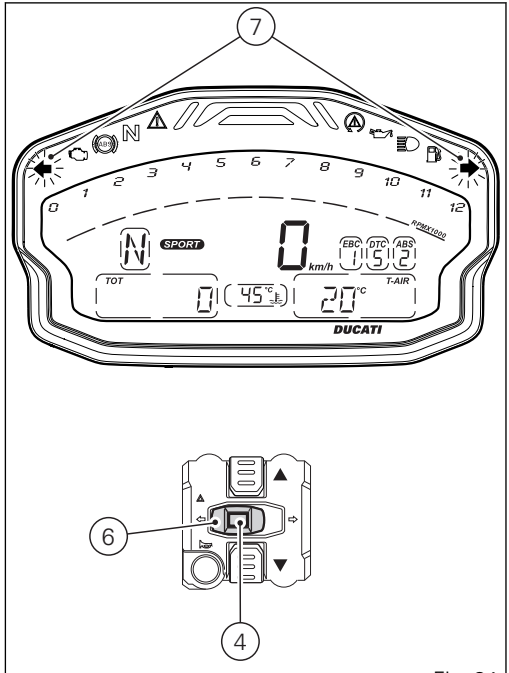


Fig. 84

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

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

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

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.

Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.

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

Keys

The motorcycle comes with 2 keys.
They contain the "Immobilizer system code".
Keys (B) are those for the standard use, i.e. to:

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

Warning

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

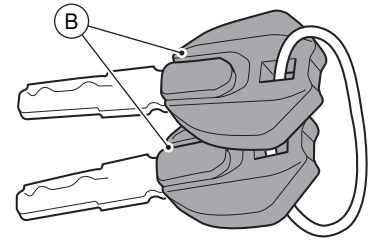


Fig. 85

Operation

Every time you turn the key from ON to OFF, the protection system activates the engine block.
If also in this case you are not able to start the engine, contact an authorised Ducati service centre.

Warning

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Key duplication

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



Note

If the motorcycle owner changes, it is necessary that the new owner is given all keys.

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation. If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard screen instead, triggers the E-LOCK error to inform the user that there is a problem with key reading/ acknowledgement and disables the opportunity to enter the SETTING MENU except for the Error page (ERR.). The E-LOCK error warning remains active until next Key-OFF.

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the message "PIN" with a string of four flashing dashes " - - - - ".

Entering the code (A):

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

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

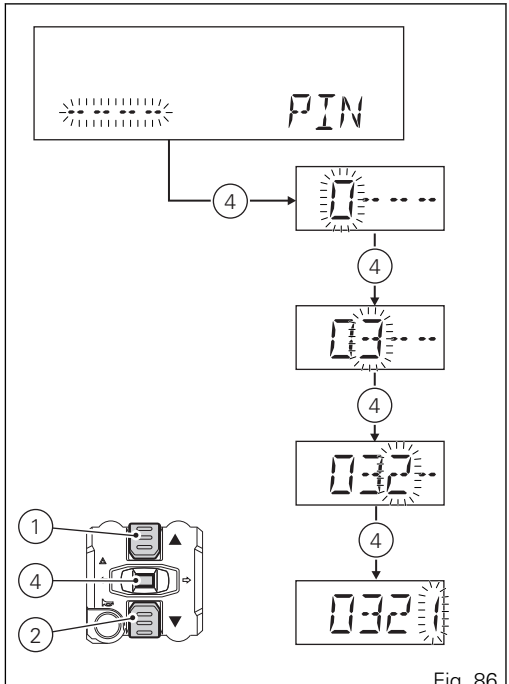


Fig. 86

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

- If the PIN code is correct, the instrument panel displays "OK" for 2 seconds and then shows the "Standard screen" and triggers the E-LOCK error to still show the user that there is a problem with key reading/acknowledgement.
- if the PIN is not correct, the instrument panel displays "KO" for 2 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard screen, triggers the E-LOCK error and disables the opportunity to enter the SETTING MENU except for the Error page (ERR.).
- if there is a problem during the PIN CODE check, the instrument panel displays ERR. for 2 seconds and then responds in the same way as for the "KO" error described in the previous point.

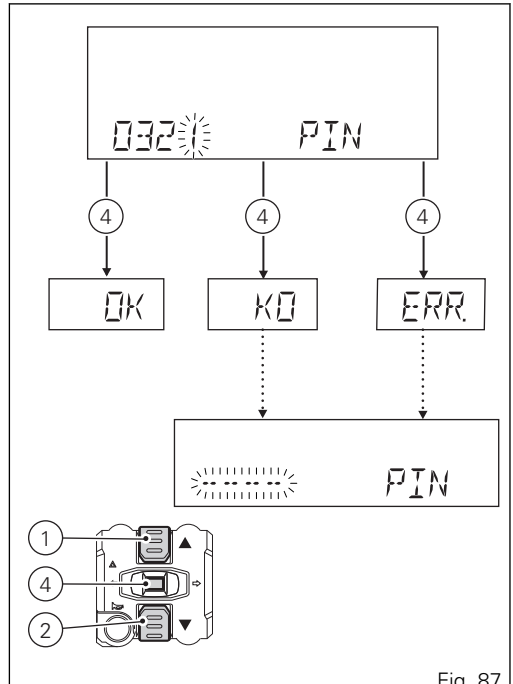


Fig. 87

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

Controls

Position of motorcycle controls

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

1) Instrument panel.
2) Key-operated ignition switch and steering lock.
3) Left-hand switch.
4) Clutch lever.
5) Right-hand switch.
6) Throttle twistgrip.
7) Front brake lever.
8) Rear brake pedal.
9) Gear change pedal.

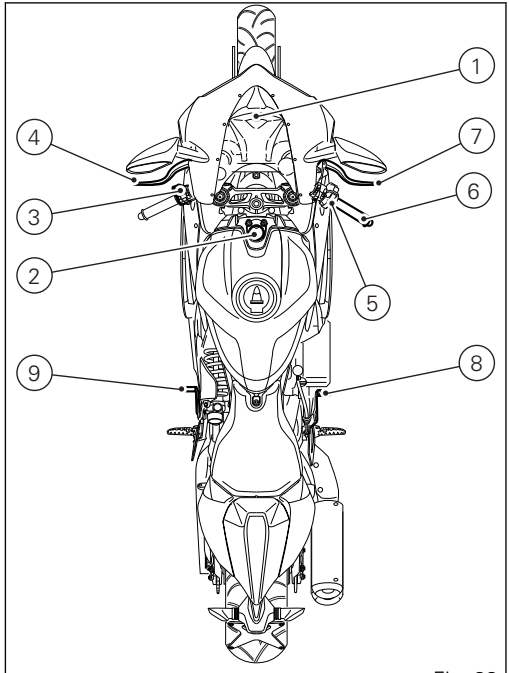


Fig. 88

Ignition switch and steering lock

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

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

Note

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

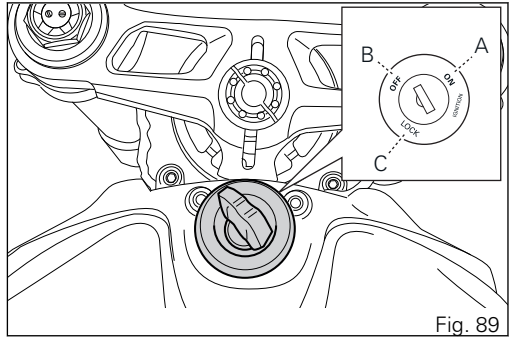


Fig. 89

Left-hand switch

1) Dip switch, two-position light selector switch:
(A) every time it is pressed down the light switches from low beam ON ( ) to low beam and high beam ON;
(B) pushed to the side ( ) high beam flasher (FLASH), START/STOP LAP function.

2) 3-position turn indicator switch ( ):
centre position = OFF;
position ( ) = left turn;
3) Turn indicator OFF, RIDING MODE activation and menu navigation button.
4) Button ( ) = warning horn.
5) Navigation menu, display scroll and TRIP A and TRIP B reset button.
6) Navigation menu, display scroll button.

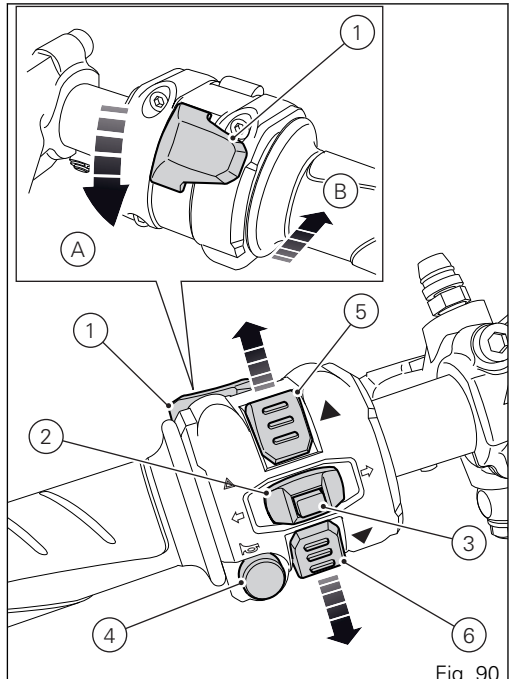


Fig. 90

Clutch lever

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

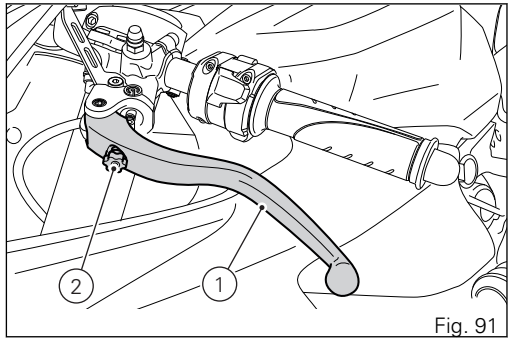


Fig. 91

Warning

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

The switch (1) has three positions:

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

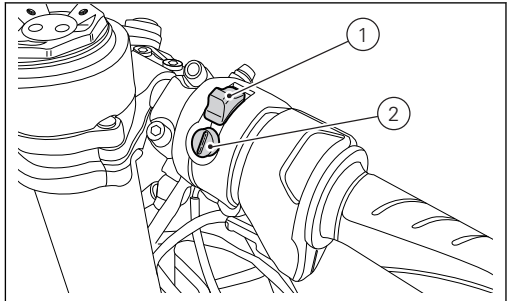


Fig. 92

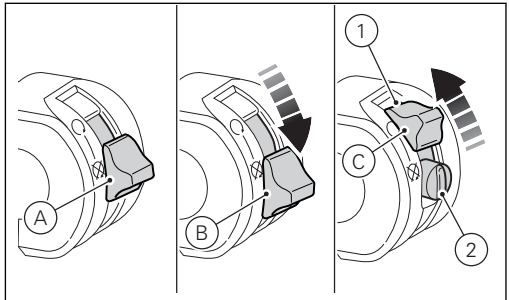


Fig. 93

Throttle twistgrip

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

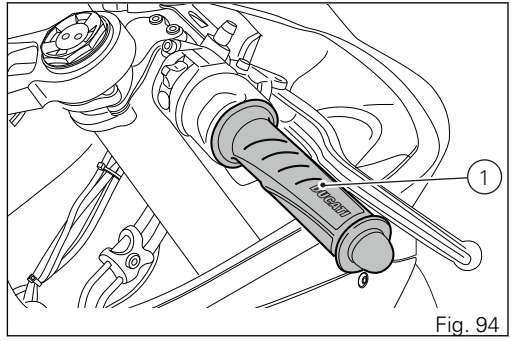


Fig. 94

Front brake lever

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

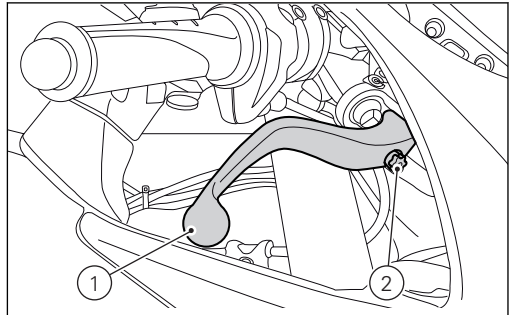


Fig. 95

Rear brake pedal

Press pedal (1) down with your foot to operate the rear brake.

The control system is of the hydraulic type.

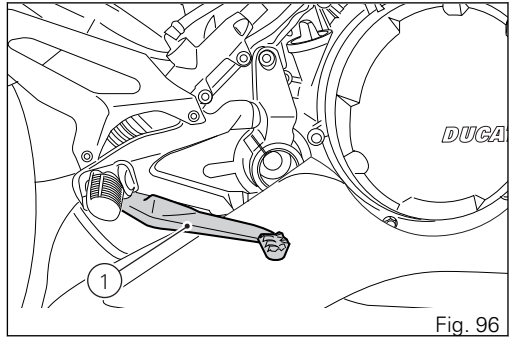


Fig. 96

Gear change pedal

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

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

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

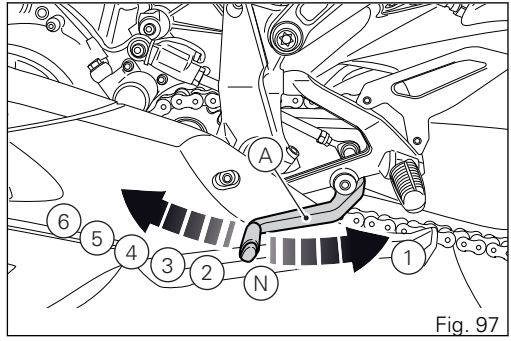


Fig. 97

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

Hold linkage (1) using the special flat (A) and loosen nut (2).

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position.
Tighten nut (2) onto linkage.

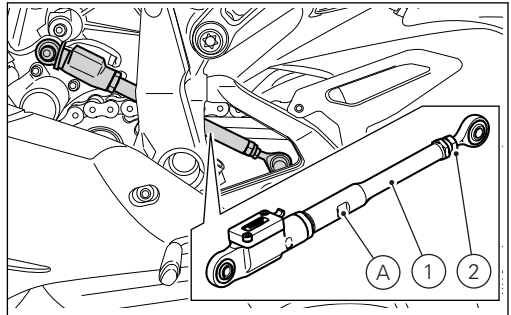


Fig. 98

Rear brake pedal

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

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

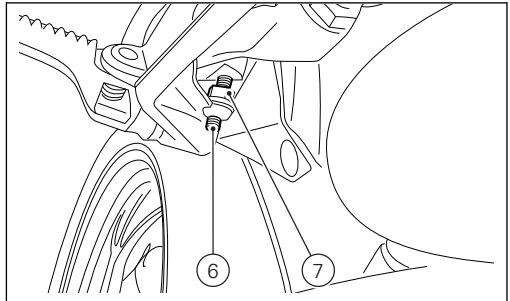


Fig. 99

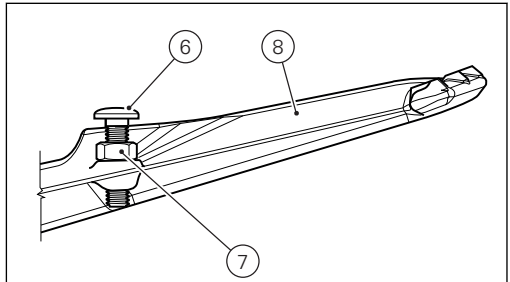


Fig. 100

Main components and devices

Position on the vehicle

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

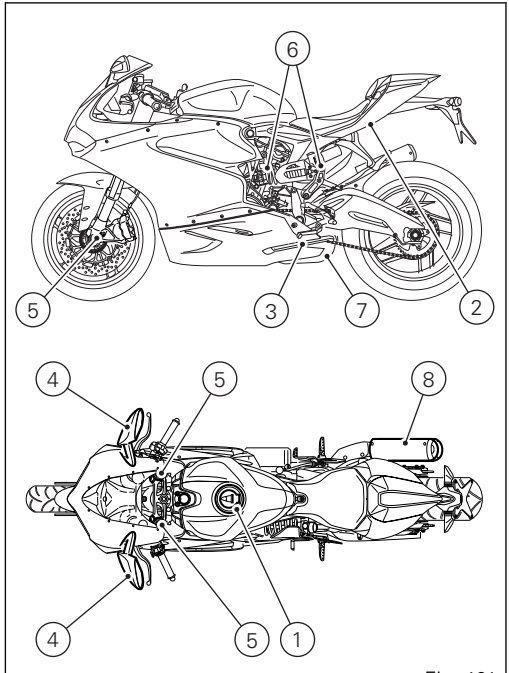


Fig. 101

Tank filler plug

Opening

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

Closing

Close the plug (2) with the key inserted and push it down into its seat. Remove the key and close flap (1) protecting the lock.

Note
Plug can only be closed when key is inserted.

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

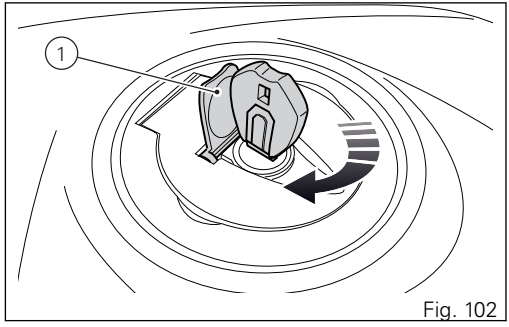


Fig. 102

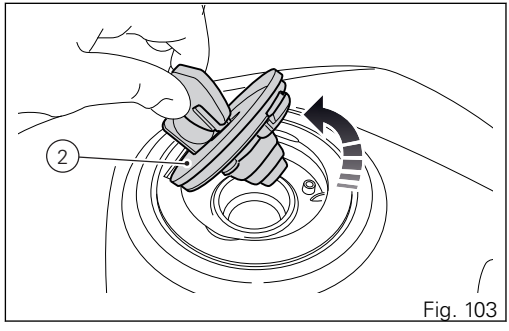


Fig. 103

Seat lock

Opening

Insert the key into the seat lock (1) and turn it until the seat cover (2) catch disengages with an audible click. Pull the seat cover (2) towards the front end of the motorcycle until releasing it.

Closing

Insert the seat cover (2) from the side and push it towards the rear end of the motorcycle until fully home.

Warning
To close the seat cover insert it from the motorcycle side and slide it towards the rear side until hearing the engagement click.

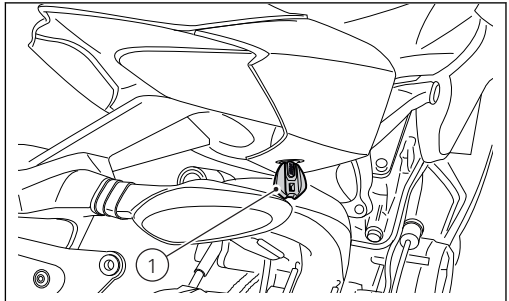


Fig. 104

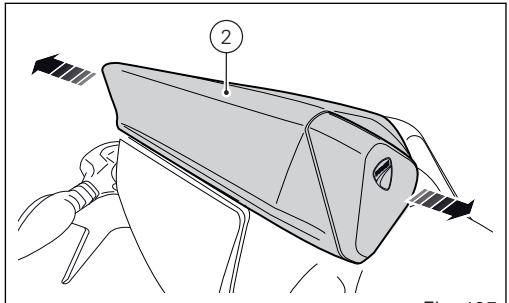


Fig. 105

Side stand

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

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

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

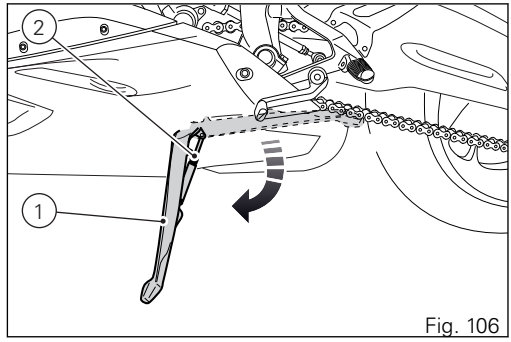


Fig. 106

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

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

Steering damper

It is located before the handlebar and is secured to the steering head.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

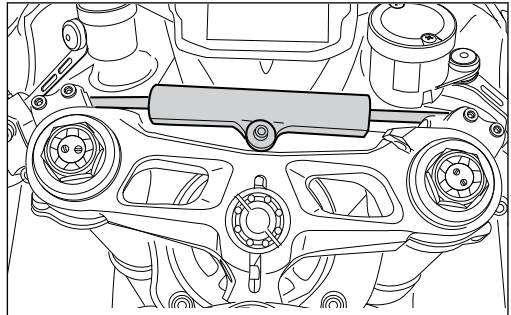


Fig. 107

Front fork adjustment

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment. Adjustment is done by external screw adjusters.

1) For rebound adjustment (1, Fig. 108);
2) for compression adjustment (2, Fig. 108);
3) for inner spring preload adjustment (3, Fig. 109);

Put the motorcycle on the side stand and make sure it is stable.
Turn adjuster (1) at the top end of each fork leg with a flat-blade screwdriver to adjust rebound.
Turn adjuster (2) at the top end of each fork leg with a flat-blade screwdriver to adjust compression.

Turn adjusters (1) and (2) to adjust damping. The stiffest damping setting is obtained with the adjuster turned fully in to the "0" position. Starting from this position, turning counter clockwise, you can count the turns.
To change preload of the spring inside each fork leg, turn the hex. adjuster(3, Fig. 109) with a hexagon wrench, starting from the fully open (clockwise) position.

STANDARD settings are as follows:

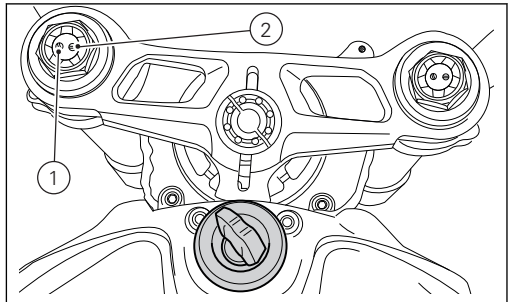


Fig. 108

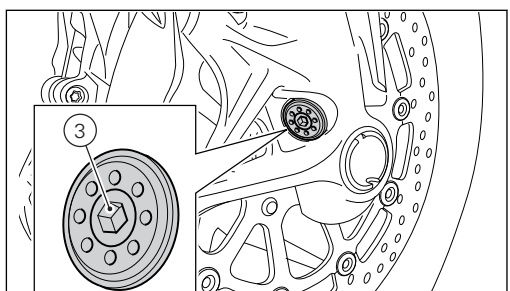


Fig. 109

compression: 4 turns (from fully closed);
rebound: 5 turns (from fully closed);
spring preload: 4 turns (from fully open).

Warning
Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
The adjuster (1) located on the front connection holding the shock absorber to the crankcase half adjusts the damping during the rebound phase (return).
The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the damping during the compression phase.
The two nuts (3) on the upper part of the shock absorber serve to adjust the preload of the external spring.
To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.
After setting spring preload as desired, tighten the upper locking ring nut.

STANDARD setting: from the fully closed position (clockwise), loosen as follows:
compression: 2.5 turns from fully closed;
rebound: 12 clicks from fully closed;
spring preload: 17 mm.

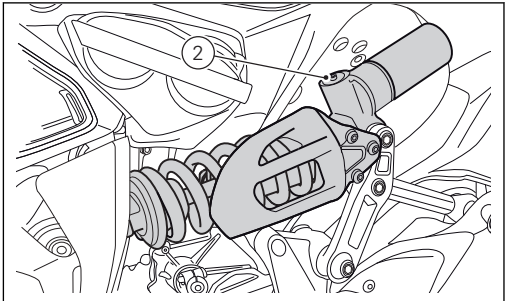


Fig. 110

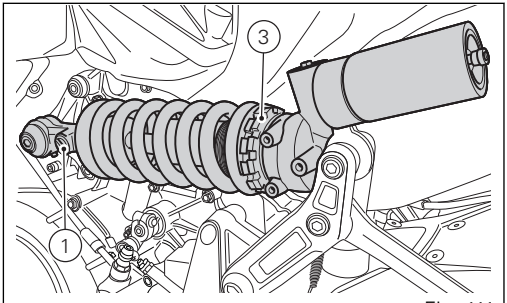


Fig. 111

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

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

The table in the next page shows the recommended settings according to the use, experience and needs of the rider.

SETTING THE SUSPENSIONS

Ducati recommends front and rear suspension settings as specified in the table: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

Track - Performance use		
Parameter	**Front fork**	**Rear shock absorber**
Spring preload	6 turns from fully open position	19 mm (÷ 2 mm)
Compression	1 turn from fully closed position	0.5 turns from fully closed position
Rebound	2.5 turns from fully closed position	8 clicks from fully closed position

ROAD - Comfort use		
Parameter	**Front fork**	**Rear shock absorber**
Spring preload	2 turns from fully open position	17 mm
Compression	7 turns from fully closed position	3.5 turns from fully closed position
Rebound	5 turns from fully closed position	15 clicks from fully closed position

Standard settings of the vehicle as delivered (factory settings specified in the previous paragraphs) correspond to a calibration which considers all use conditions (riding conditions, rider's skills and needs), and is the best solution for a sport use of the motorcycle on the road.

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) up to 1,000 km;
2) from 1,000 to 2,500 km.

Up to 1,000 km

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

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

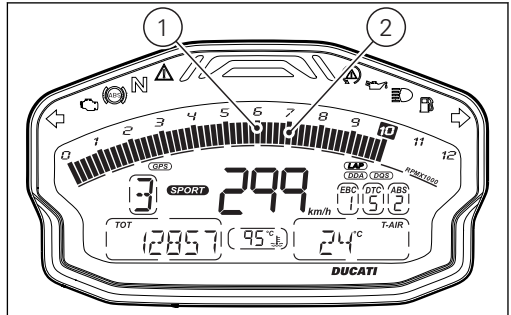


Fig. 112

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

Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1,000 to 2,500 km

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

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

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

Pre-ride checks

Warning

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 201).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 230).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (page 210).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 207).
- TYRE CONDITION
  Check tyre pressure and condition (page 227).
- 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 221).
- KEY LOCKS
  Ensure that tank filler plug (page 179) and seat (page 180) are properly locked.
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 181).

To ensure trouble-free operation, the engine coolant pump of your Panigale requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather pipe (A) and this will not affect proper operation of the engine or the cooling system.

ABS light

After Key-ON, the ABS light (9) stays ON.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

Warning

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

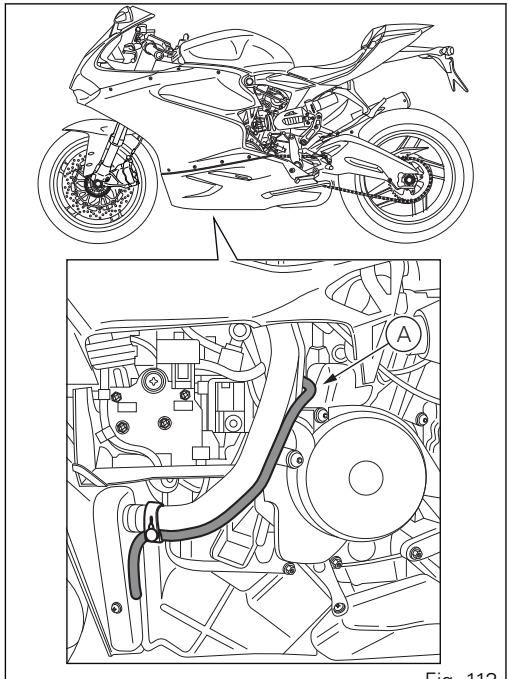


Fig. 113

ABS device

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

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

Warning
Prolonged wheelies could deactivate the ABS system.

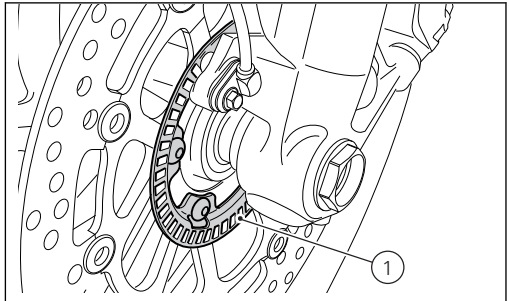


Fig. 114

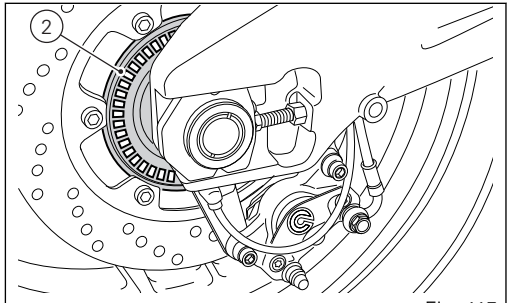


Fig. 115

Engine start

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

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

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

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

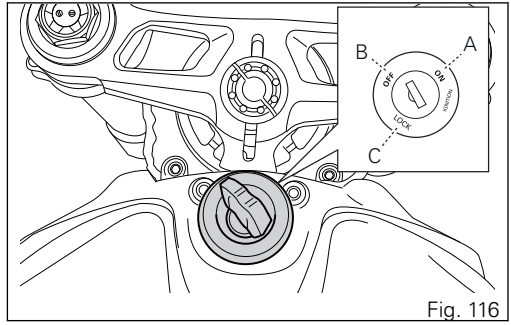


Fig. 116

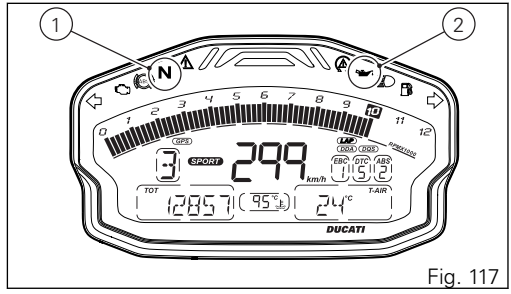


Fig. 117

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

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

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.

Check that the stop switch (3) is positioned to (RUN), then press the starter button (4).

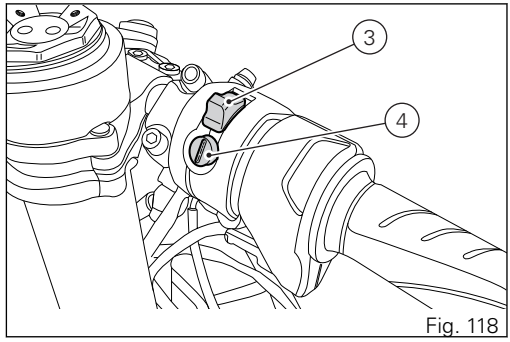


Fig. 118

Moving off

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

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

Warning

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

Warning

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

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

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel, using the "Customising Riding Modes: ABS setting page 109" function.

Warning

When ABS is disabled, the motorcycle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

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

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

To switch the engine off, simply turn the key to OFF.

Parking

Stop the motorcycle, then put it on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

Important

Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

Warning

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

Warning

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

Refuelling

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

Warning

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

Warning

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

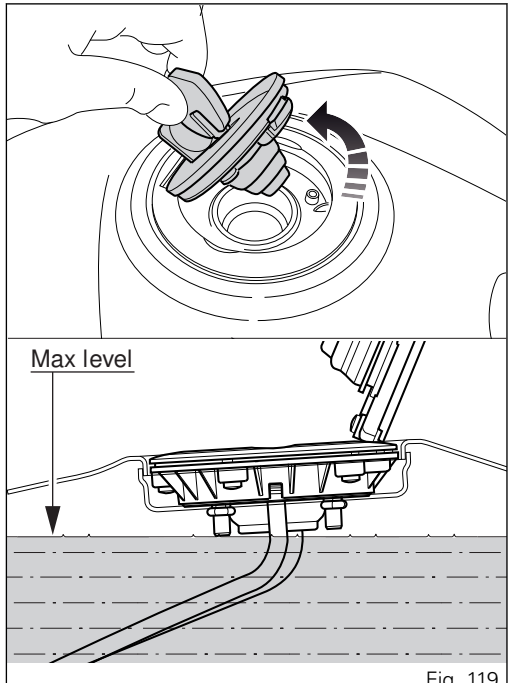


Fig. 119

Tool kit and accessories

The tool kit (1) is located under the seat and includes:

- Box wrench for spark plugs;
- Tommy bar for plug wrench;
- Double-tip screwdriver;
- Allen wrench for fairings.

To access the compartment remove the passenger seat (page 180).

Have the following parts (supplied as standard) installed by a Ducati Dealer or authorised Service Centre:

- passenger seat.

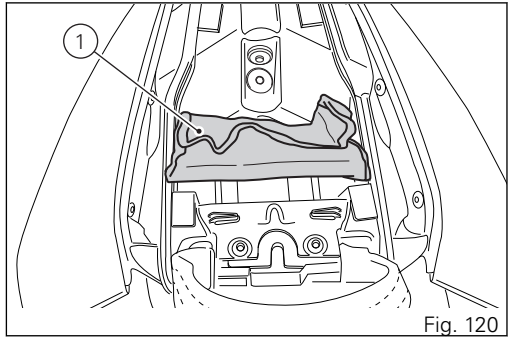


Fig. 120

Main use and maintenance operations

Removing the fairing

To carry out some maintenance or repair operations, some motorcycle fairings must be removed.

Warning

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.

Important

At every reassembly, to avoid damaging the painted areas and the Plexiglas windscreen, always place the nylon washers at the retaining screws.

Important

Have the fairing removal performed at a Ducati Dealer or Authorised Service Centre.

Side fairings

To remove the fairings, use the Allen wrench accommodated under the seat to loosen the following:

- the two screws (1) securing the fairing panels to the brackets;
- the four screws (2) securing the fairing panels to the headlight fairing;
- the four screws (3) securing the fairing panels to the frame;
- the three screws (4) located under the fairing that join the right fairing panel to the left fairing panel;
- the two screws (5) securing the fairing panels at the centre;
- the two screws (6) securing the front of the fairing to the headlight fairing;
- the two screws (7) securing the front of the fairing to the radiator unit;
- the LH rear retaining screw (8).

Note

Be careful of the splash guard, which is released by the fairing panel fastening.

Note

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

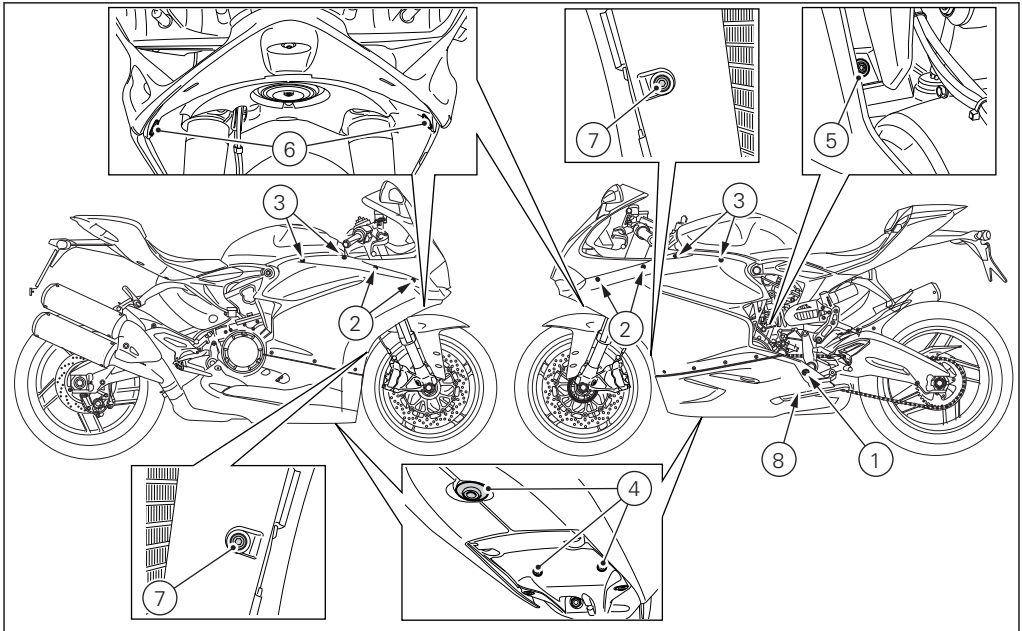


Fig. 121

Change air filter

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

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the motorcycle.
Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Remove the right-hand side fairing (page 204).

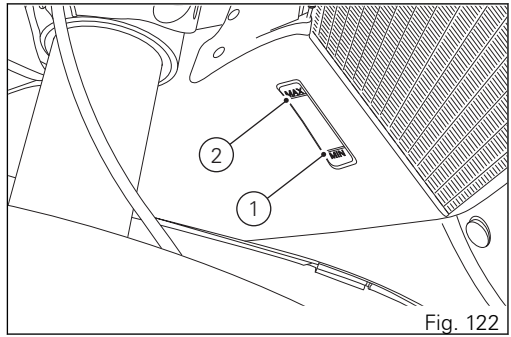


Fig. 122

Unscrew the filler plug (3) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Refit the filler plug (3) and reassemble all removed parts. This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).
Cooling circuit capacity: 2.3 cu. dm (litres)

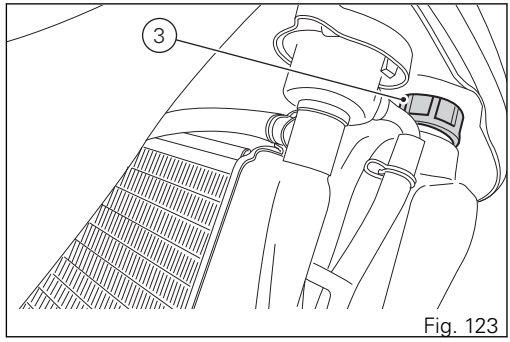


Fig. 123

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

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

To ensure trouble-free operation, the engine coolant pump of your Panigale requires a breather.
This means that it is possible that a very small quantity of coolant oozes out of the breather pipe (A) and this will not affect proper operation of the engine or the cooling system.

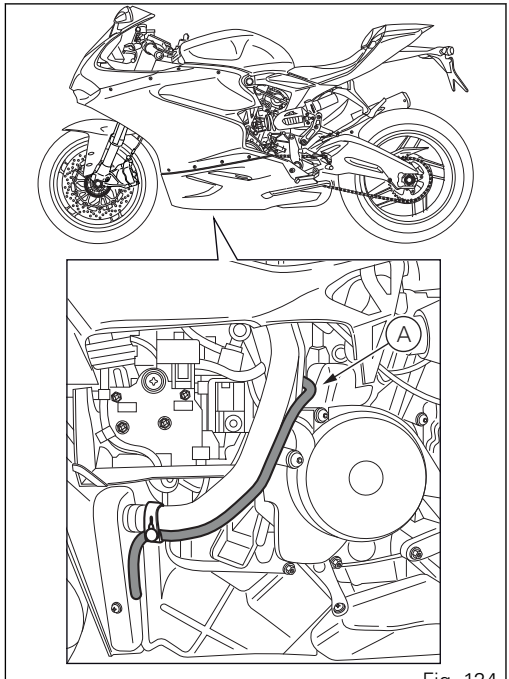


Fig. 124

Checking brake and clutch fluid level

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

Brake system

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

Warning

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

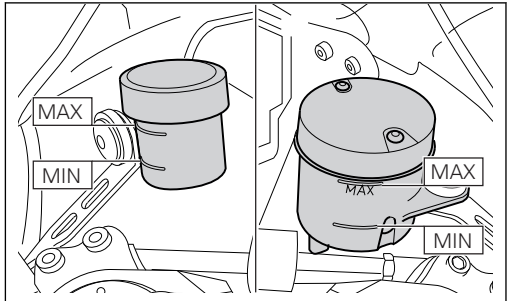


Fig. 125

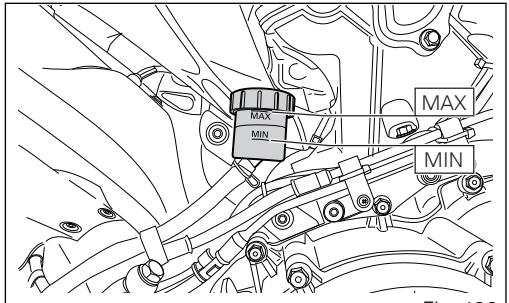


Fig. 126

Clutch system

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

Warning

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

Checking brake pads for wear

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

Warning

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

Important

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

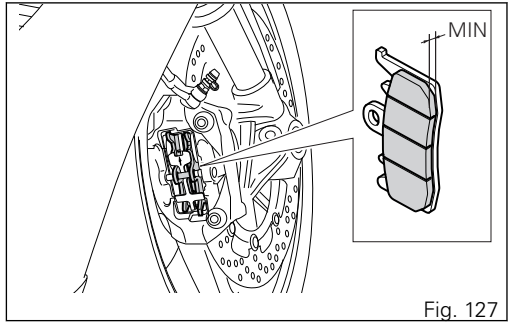


Fig. 127

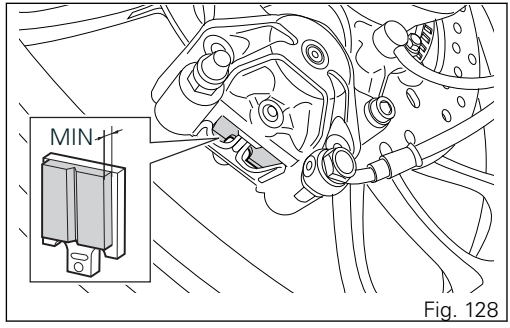


Fig. 128

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the left-hand side fairing (page 204).
Undo the screw (1) and remove the battery mounting cover (2).
Slide out the battery (3) from its housing and, always starting from the negative terminal (-), loosen the screws (4).
Remove the positive cable (5), the ABS positive cable (6) from the positive terminal and the negative cable (7) from the negative terminal.

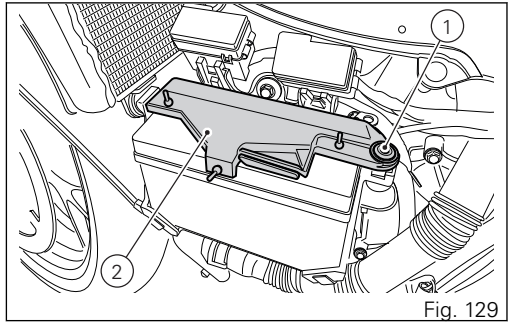


Fig. 129

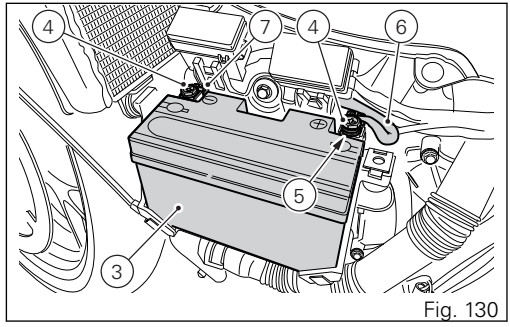


Fig. 130

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

Warning
Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.
Charge the battery in a ventilated room.
Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

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

Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) on these cables.

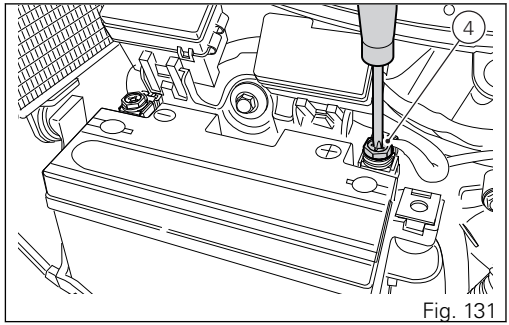


Fig. 131

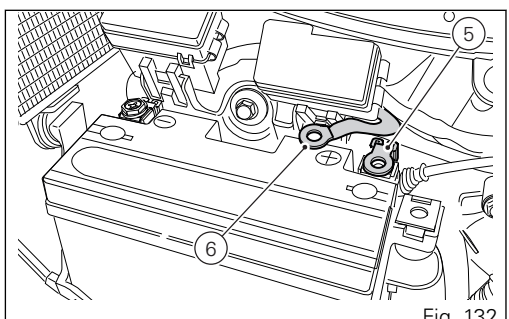


Fig. 132

Connect the positive cable (5), previously assembled to ABS cable (6), to battery positive terminal, and negative cable (7) to battery negative terminal, by starting the other screw (4).
Tighten the terminal screws (4) to a torque of 5 Nm ±10% and apply grease onto the battery terminals to prevent oxidation.
Reinstall the battery (3) in the support, positioning the cables (5) and (6) as shown in (Fig. 130).
Refit battery mounting cover (2) and fasten tightening the screw (1) to a torque of 10 Nm ±10%.
Refit the left-hand side fairing (page 204).

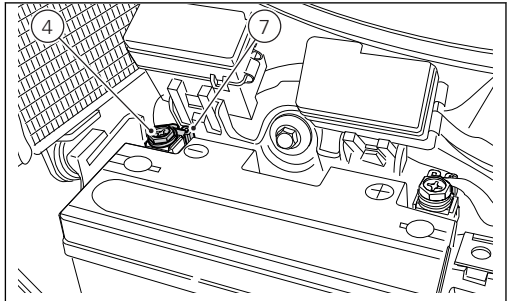


Fig. 133

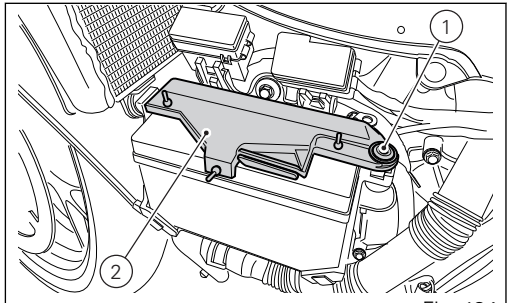


Fig. 134

Charging and maintenance of the battery during winter storage

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

Note

The 959 Panigale electric system is designed so as to ensure there is a very low power drain when the motorcycle is OFF. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.

Important

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

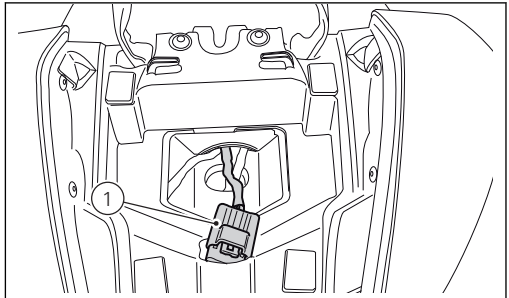


Fig. 135

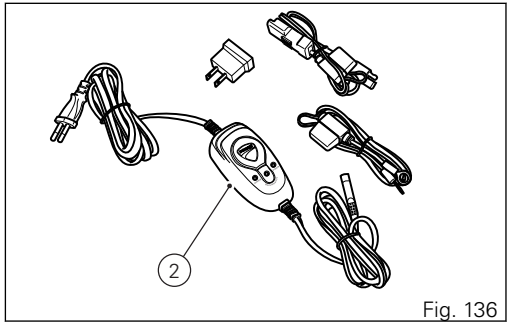


Fig. 136



Note

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



Note

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

Checking drive chain tension

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

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

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

Important
If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

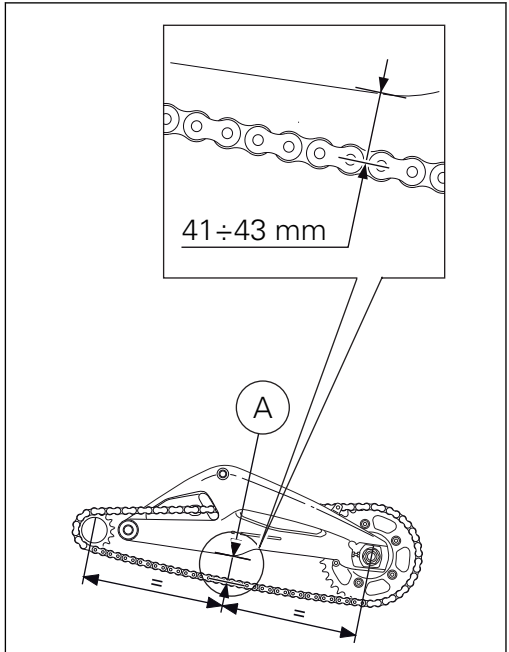


Fig. 137

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

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

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment.

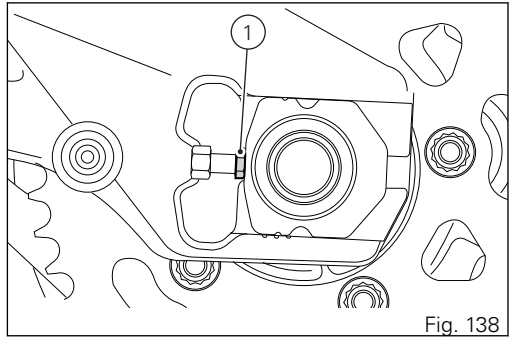


Fig. 138

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. 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 with compressed air or wipe it with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.

Important

Using non-specific lubricants may cause severe damage to the chain and the front and rear sprockets.

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 252.

Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed. Figure shows the locations of the low beam bulbs (LO), high beam bulbs (HI) and the parking light LED light unit (1).

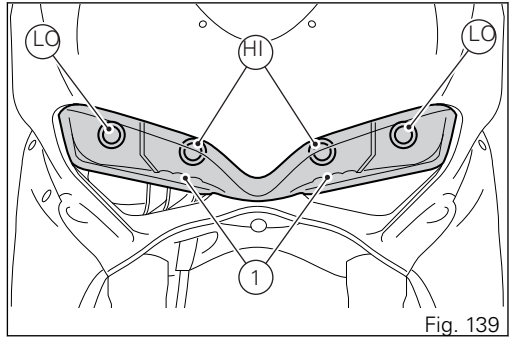


Fig. 139

Headlight

Obtain access to the left bulb.
Turn the locking ring of the upper bulb body counter clockwise and extract the burnt out bulb.
Replace with a new bulb of the same type and rating.
On refitting, turn the locking ring clockwise to secure the bulb in place.
Obtain access to the right bulb and follow the same procedure as for the left bulb to replace it.

Important

To replace the headlight bulbs, it is not necessary to disconnect the main wiring harness from headlight body.

Note

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

Warning

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

Replacing the parking light bulb

LED parking lights are maintenance-free.

Rear turn indicators

To change the rear turn indicator bulbs, rotate the indicator body (1) by a 1/4 turn so that the lens is up, and then extract indicator body from the indicator light unit.
The bulb has a bayonet joint: press and twist counter clockwise to remove it.
Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.
Refit the indicator body (2) to its support and rotate it by a 1/4 turn.

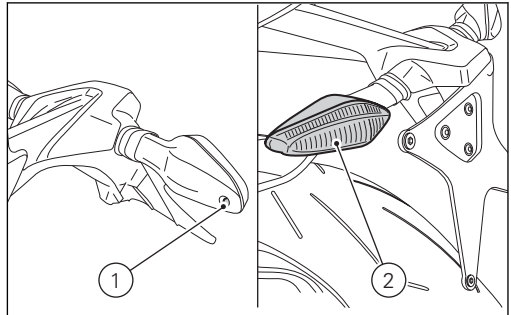


Fig. 140

Aligning the headlight

Check correct headlight aiming. Position the motorcycle 10 metres from a wall or a screen, the motorcycle must be perfectly upright with the tires inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

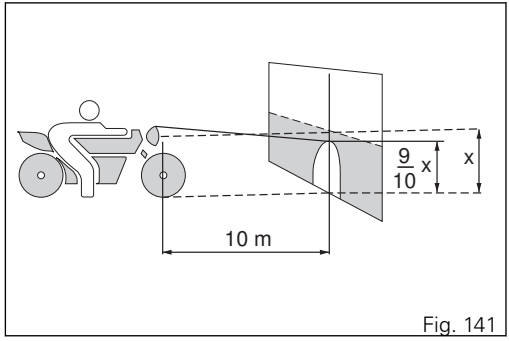


Fig. 141

Note

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

To vertically align the headlight beam, turn the screws (1) located at the front of the vehicle, on both sides.

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

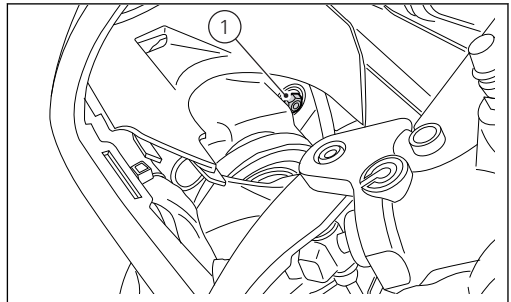


Fig. 142

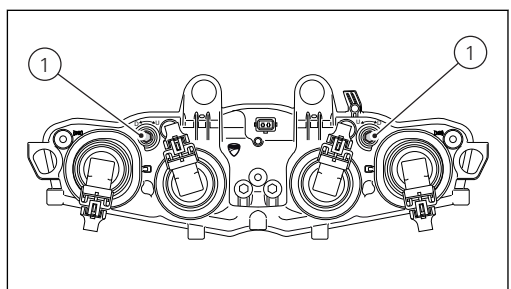


Fig. 143

Adjusting the rear-view mirrors

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

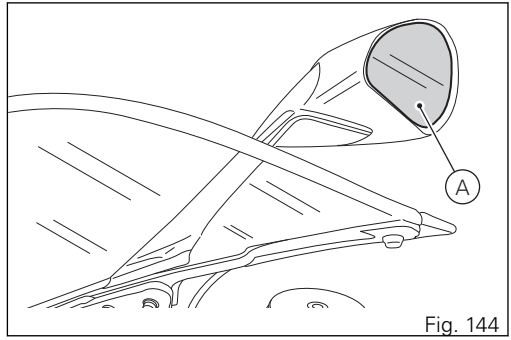


Fig. 144

Tubeless tyres

Use on the road

Front tyre pressure:
2.5 bar - 2.55 kg/sq. cm.
Rear tyre pressure:
2.5 bar - 2.55 kg/sq. cm.

Use on the track

Front tyre pressure:
2.3 bar - 2.35 kg/sq. cm.
Rear tyre pressure:
2.1 bar - 2.14 kg/sq. cm.

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

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

Tyre repair or change (Tubeless tyres)

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

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

After replacing a tyre, the wheel must be balanced.

Warning
Do not remove or shift the wheel balancing weights.



Note

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

Minimum tread depth

Measure tread depth (S, Fig. 145) at the point where tread is most worn down: it should not be less than 2 mm, and in any case not less than the legal limit.

Important

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

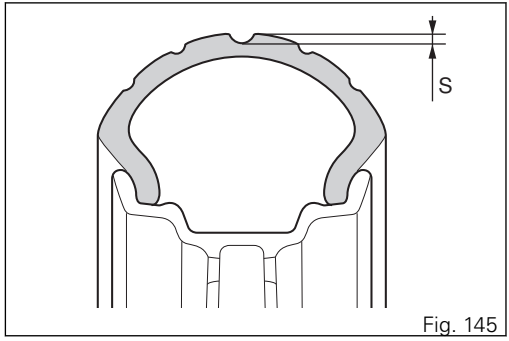


Fig. 145

Check engine oil level

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

Important

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

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

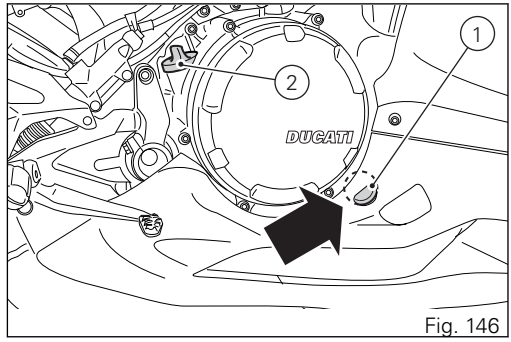


Fig. 146

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.

Warning
Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

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

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

Note

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

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

Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.

Warning

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.



Warning

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

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.



Note

To clean the instrument panel do not use alcohol or its by-products.

Pay special attention when cleaning the wheel rims since they have parts in machined aluminium; clean and dry them every time you use the motorcycle.

Cleaning and replacing the spark plugs

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

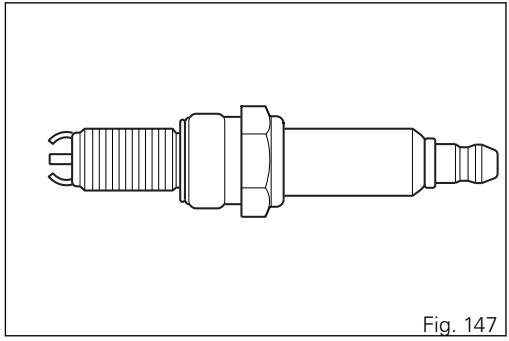


Fig. 147

Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see page 216);
- protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Europe, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

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

Warning

This scheduled maintenance chart is designed for a road use of the 959 Panigale. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

Warning

Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your 959 Panigale.

List of operations and type of intervention **[set mileage (km/mi) or time interval *]**	**Km. x1,000** / **mi. x1,000**	**1** / **0.6**	**12** / **7.5**	**24** / **15**	**36** / **22.5**	**48** / **30**	**Time (months)**
Read the error memory with DDS 2.0 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				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Visual check for wear of the chain timing system						●	-
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check the proper tightening of the clutch cover and clutch protection cover bolts			●	●	●	●	-
Check the proper tightening of the oil sump bolts				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							24
Check brake pads. Change, if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	24
Check the cush drive damper on rear sprocket				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive chain sliders for wear		●	●	●	●	●	12
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	24
Change front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	36
Check coolant level		●	●	●	●	●	12
Check electric fan operation		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Check the battery charge level		●	●	●	●	●	12
Check idling		●	●	●	●	●	12
Check secondary air system operation				●		●	-
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		●	●	●	●	●	12
Cleaning the motorcycle		●	●	●	●	●	12
Fill out Warranty Certificate with service data		●	●	●	●	●	12

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

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1000**	**1**
	mi. x1,000	**0.6**
	Months	**6**
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication. If necessary, contact your dealer to replace components.		●
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): 200 kg.
Overall weight (without fluids and battery): 176 kg.
Maximum allowed weight (carrying full load): 370 kg.

Warning

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

Dimensions

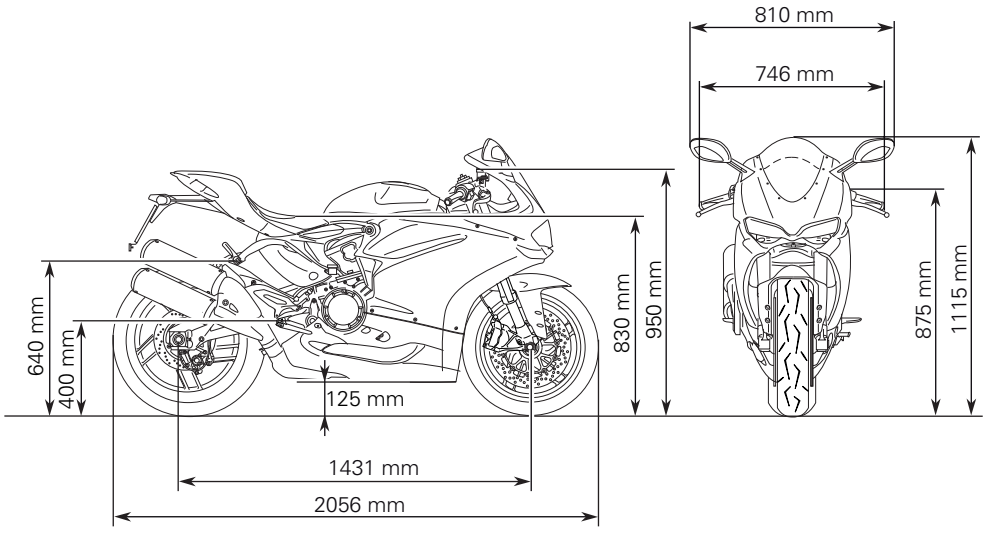


Fig. 148

Fuel, lubricants and other fluids

FUEL, LUBRICANTS AND OTHER FLUIDS	TYPE	
Fuel tank, including a reserve of 5 cu. dm (litres)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	17 cu. dm (litres)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)	3.8 cu. dm (litres)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	563 ± 2 cu. cm, per leg
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.3 cu. dm (litres)

Important

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

Warning

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

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.
Bore, mm: 100
Stroke, mm: 60.8
Total displacement, cu. cm: 955
Compression ratio: 12.5:1 ± 0.5
Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
115.5 kW/157 HP at 10500 rpm
73 kW/99 HP at 9250 rpm (for the French market only).
Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
107.4 Nm - 10.9 Kgm at 9,000 rpm
79 Nm / 8.1 Kgm / at 8500 rpm (for the French market only).
Maximum rpm: 11,500

Important

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

Timing system

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

Desmodromic timing system

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

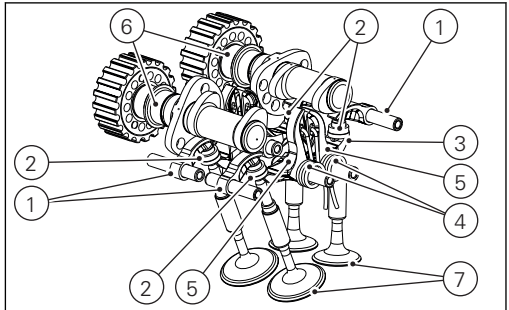


Fig. 149

Performance data

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

Important

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Spark plugs

Make: NGK.
Type: MAR9A-J.

Fuel system

MITSUBISHI indirect electronic injection
Oval throttle body (corresponding diameter): 62 mm
Injectors per cylinder: 2
Firing points per injector: 12
Fuel supply: 95-98 RON.

Warning

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

Brakes

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

Front

Semi-floating drilled twin-disc.
Braking material: steel.
Carrier material: aluminium.
Carrier colour: black.
Disc diameter: 320 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Type: M4.32b.
Friction material: BRM11E HH.

Master cylinder type: PR18/21.

Rear

With fixed drilled steel disc.
Disc diameter: 245 mm.
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Type: P34e (calliper with 34 diameter pistons).
Friction material: Ferodo Ferit I/D 450 FF.
Master cylinder type: PS 13.

Warning

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

Transmission

Wet clutch controlled by the lever on left-hand side of the handlebar
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 30/53
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43
Total gear ratios:
1st gear 15/37
2nd gear 16/30
3rd gear 18/27
4th gear 20/25
5th gear 22/24
6th gear 24/23

Drive chain from gearbox to rear wheel.
Make: chain REGINA 520 ZRPK
Links: 106

Important

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

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

Warning

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

Frame

Cast monocoque frame in aluminium alloy.
Rear steel tubular trellis sub-frame.
Steering head angle: 24°
Steering angle: 25° LH side /25° RH side.
Trail: 96 mm.

Wheels

Front

10-spoke, light-alloy forged rims.
Size: MT3.50x17"

Rear

10-spoke, light-alloy forged rims.
Size: MT5.50x17"

Tyres

Front

Pirelli Diablo Rosso Corsa "tubeless" radial type.
Size: 120/70-ZR17.

Rear

Pirelli Diablo Rosso Corsa "tubeless" radial type.
Size: 180/60-ZR17.

Suspension

Front

Hydraulic upside-down fork with external adjusters for rebound, compression, and preload (for inner springs of fork legs).
Stanchion diameter: 43 mm.
Wheel travel: 120 mm.

Rear

The shock absorber is adjustable for rebound, compression and spring preload.
The shock absorber is connected to the crankcase at the front pivot point and to the rocker arm at the rear pivot point.
The swinging arm is connected to the pivot shafts going through the engine. The whole system gives the motorcycle excellent stability.

Wheel travel: 130 mm.

Exhaust system

Exhaust pipe layout is "2 into 1 into 2".
Stainless steel presilencer, two aluminium side silencers.
Two Lambda sensors and two catalytic converters.

Available colours

Ducati Anniversary Red code 473.101 (PPG);
Primer (Acriflex White) code LMC06017 (LECHLER);
sub-frame Matt Black 4 Gloss;
Monocoque Grey frame and black rims.

Arctic White Silk
Primer (Dual primer Arctic White) code L2920057 (Lechler);
Primer (Pearl White Ducati SF) code L2909004 (Lechler);
Clear coat code 96598 (Lechler);
sub-frame Matt Black 4 Gloss;
Monocoque Grey frame and red rims.

Electric system

Basic electric items are:
Headlight with:
no. 2 bulbs H11 12V 55W (low beam);
no. 2 bulbs H11 12V 55W (high beam).
parking light type:
no. 8 Seoul STW8Q14B LEDs
Tail light type:
no.2 REBEL LXM2-PH01-0060 LEDs.
LED stop lights type:
no.8 LA G6SP-CBEA-24-1 LEDs.
LED number plate light type:
no.3 CREE CLA1A-WKW-CXAYB453 LEDs.
Electrical controls on handlebars.
Front LED turn indicators, no. 15 LEDs
Rear turn indicators type: R10W (12V-10W) Orange.
Horn.
Stop light switches.
Sealed battery, 12 V - 6.5 Ah.
System voltage 12 V.
GENERATOR 510W to 14V.
Electronic rectifier, protected by a 30A fuse located on the solenoid starter, under the battery (C, Fig. 152).
Starter motor: 12V-0.6 kW.
Number plate light: LED type.

Note

For bulb replacement instructions, please see the paragraph "Replacing the high and low beam bulbs".

Fuses

There are twelve fuses that protect the electric components, located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The front left fuse box (A, Fig. 150) and the front right one (B, Fig. 151) are located above the battery.
To access the fuses, remove the left fairing (page 204).
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.

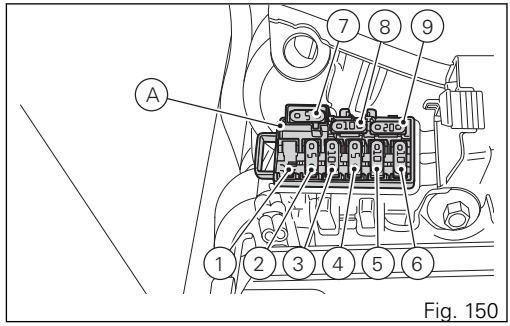


Fig. 150

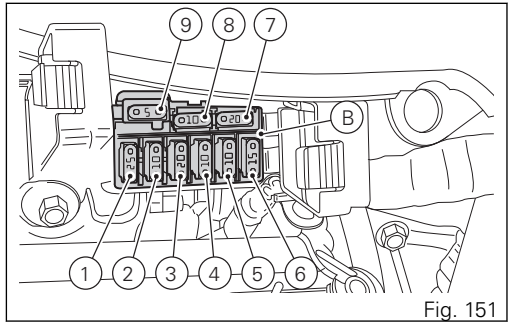


Fig. 151

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

Front right fuse box key		
Pos	El. item	Rat.
1	ABS 1	25 A
2	ABS 2	10 A
3	Injection relay	20 A
4	Lights	15 A

Front right fuse box key		
5	Engine control unit	10 A
6	Black Box System (BBS)	15 A
7	Spare	20 A
8	Spare	10 A
9	Spare	5 A

To access the main fuse, remove the left fairing (page 204).
The main fuse (C, Fig. 152), is located near the battery on solenoid starter (D, Fig. 152). Remove the fuse cap (E, Fig. 152)to reach it. A blown fuse can be identified by breakage of the inner filament (F, Fig. 153).

Important
Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

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

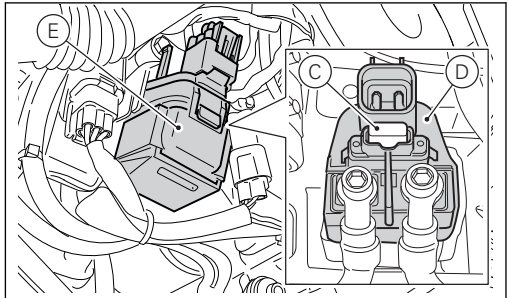


Fig. 152

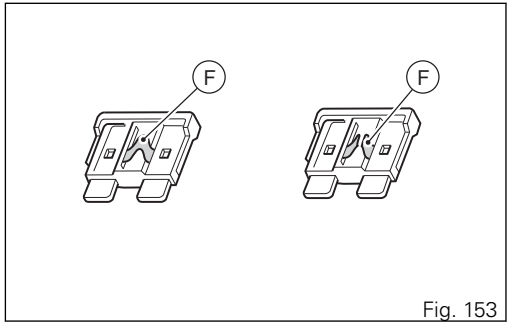


Fig. 153

Injection/electric system diagram key

1) Right-hand switch
2) E-lock control unit
3) E-lock relay
4) Fuse box 1
5) Fuse box 2
6) Engine control unit
7) APS sensor
8) Starter motor
9) Fused solenoid
10) Battery
11) Engine ground
12) Rectifier
13) Generator
14) Rear right turn indicator
15) Tail light
16) Rear left turn indicator
17) Number plate light
18) Diagnostics socket
19) Vehicle control unit (BBS)
20) Ex-up motor
21) Gear sensor
22) Rear speed sensor
23) Front speed sensor
24) Fuel pump
25) Fuel level
26) Vertical coil
27) Horizontal coil
28) Timing/rpm sensor
29) Vertical lambda sensor
30) Horizontal lambda sensor
31) Quick shifter
32) Side stand switch
33) Oil pressure sensor
34) Rear stop switch
35) Clutch switch
36) Front stop switch
37) Fuel pump relay
38) Vertical ETV relay
39) Horizontal ETV relay
40) Vertical MAP sensor
41) Horizontal MAP sensor
42) Water temperature sensor
43) Air temperature sensor
44) Horizontal TPS
45) Vertical TPS
46) Main horizontal injector
47) Horizontal injector
48) Main vertical injector
49) Vertical injector
50) Horizontal ETV drive

51) Vertical ETV drive
52) Secondary air actuator
53) ABS control unit
54) Left-hand switch
55) Horn
56) GPS
57) Front left turn indicator
58) Instrument panel
59) Left high beam
60) Left low beam
61) Parking light
62) Right low beam
63) Right high beam
64) Front right turn indicator
65) Low beam relay
66) High beam relay
67) Fan
68) Purge Valve

Wire colour coding

B Blue
W White
V Violet
Bk Black
Y Yellow
R Red
Lb Light blue
Gr Grey
G Green
Bn Brown
O Orange
P Pink

Note

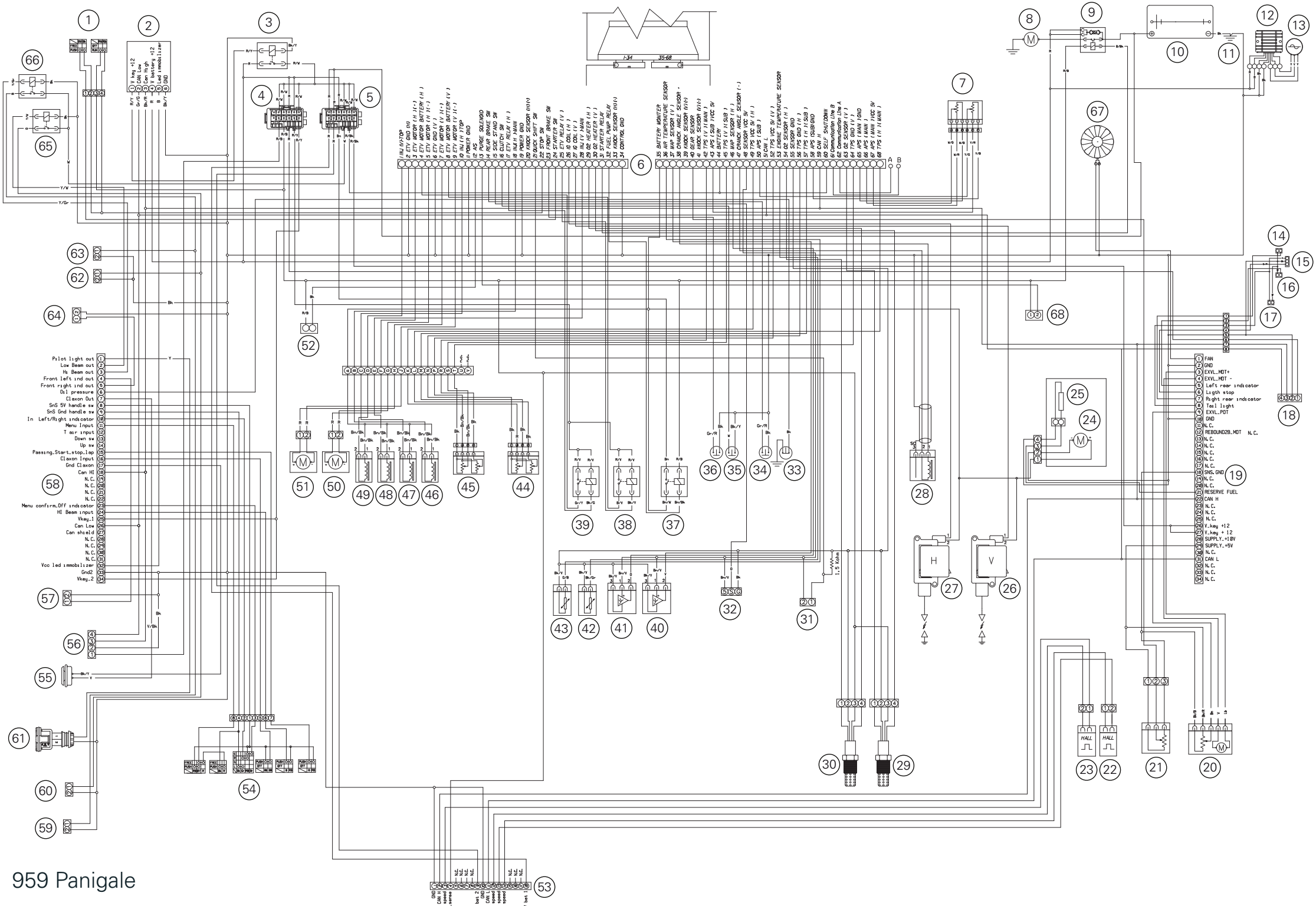
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE	DATE
1000			
12000			
24000			
36000			
48000			
60000			

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959 Panigale

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