

# DESERTX

Owner's manual

ENGLISH

# DESERTX

Dear Ducatista,

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

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

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

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

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

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

**Important**

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

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

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

**Important**

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

Enjoy your ride!

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# Roadside Assistance

## Roadside Assistance




**Important**

The "ACI Global Services" roadside assistance is in force only in the following countries:
Denmark, Belgium, France, Luxembourg, Switzerland, Ireland, United Kingdom, Italy, Norway, Holland, Spain, Austria, Germany, Sweden, Portugal, Canary Islands, Cyprus, Croatia, Czech Republic, Estonia, Latvia, Lithuania, Finland, Greece, Hungary, Malta, Poland, Serbia and Montenegro, Slovakia, Slovenia, Turkey, Ukraine.

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

The roadside assistance services include:

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

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany,

Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.

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

## Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
Should you have any problems in calling the number for your country from abroad, dial the phone number of the country where the Event has occurred.

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

| | | |
|---|---|---|
| Andorra | +34-91-594 93 40 | +34-91-594 93 40 |
| Austria | 0800-22 03 50 | +43-1-25 119 19398 |
| Belgium | 0800-14 134 | +32-2-233 22 90 |
| Bulgaria | (02)-986 73 52 | +359-2-986 73 52 |
| Cyprus | 25 561580 | +357-25 561580 |
| Croatia | 0800-79 87 | +385-1-464 01 41 |
| Denmark | 80 20 22 07 | +45-80 20 22 07 |
| Estonia | (0)-69 79 199 | +372-69 79 199 |
| Finland | (09)-77 47 64 00 | +358-9-7747640 0 |
| France (+Corsica) | 0800-23 65 10 | +33-4-72 17 12 83 |
| FYROM | (02)-3181 192 | +389-2-3181 192 |

| | | |
|---|---|---|
| Germany | 0800-27 22 774 | +49-89-76 76 40 90 |
| Gibraltar | 91-594 93 40 | +34-91-594 93 40 |
| Greece | (210)-9462 058 | +30-210-9462 058 |
| Ireland | 1800-304 500 | +353-1-617 95 61 |
| Iceland | 5 112 112 | +354-5 112 112 |
| Italy | 800.744.444 | +39 02 66.16.56.10 |
| Latvia | 67 56 65 86 | +371-67 56 65 86 |
| Lithuania | (85)-210 44 25 | +370-5-210 44 25 |
| Luxembourg | 25 36 36 301 | +352-25 36 36 301 |
| Malta | 21 24 69 68 | +356-21 24 69 68 |
| Monaco | +33-4-72 17 12 83 | +33-4-72 17 12 83 |
| Montenegro | 0800-81 986 | +382-20-234 038 |
| Norway | 800-30 466 | +47-800-30 466 |
| Holland | 0800-099 11 20 | +31-70-314 51 12 |
| Poland | 061 83 19 885 | +48 61 83 19 885 |

| | | |
|---|---|---|
| Portugal | 800-20 66 68 | +351-21-942 91 05 |
| United Kingdom | 00800-33 22 88 77 | 00800-33 22 88 77 |
| Czech Republic | 261 10 43 48 | +420-2-61 10 43 48 |
| Romania | 021-317 46 90 | +40-21-317 46 90 |
| Serbia | (011)-240 43 51 | +381-11-240 43 51 |
| Slovakia | (02)-492 05 963 | +421-2-49 20 59 63 |
| Slovenia | (01)-530 53 10 | +386-1-530 53 10 |
| Spain | 900-101 576 | +34-91-594 93 40 |
| Sweden | 020-88 87 77 | +46-771-88 87 77 (+46 8 5179 2873) |
| Switzerland (+Liechtenstein) | 0800-55 01 41 | +41 58 827 60 86 |
| Turkey | (216) 560 07 50 | +90 216 560 07 50 |

| | | |
|---|---|---|
| Ukraine | 044-494 29 52 | +380-44-494 29 52 |
| Hungary | (06-1)-345 17 47 | +36-1-345 17 47 |

# Software updates

## Software updates

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

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

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

### Attention

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

# Warranty information

## General warranty conditions

**1. Warranty content**

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

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

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

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

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

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

## 2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

## 3. Procedure for claiming the warranty

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

- report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com

as soon as possible with respect to the time of their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle;
- comply with the scheduled maintenance plan foreseen in art. 5 of these warranty conditions;
- keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (service booklet/receipts/invoices with details of the work carried out and the parts used). A copy of this documentation should be given to the Dealer/Authorised Service Centre from whom the warranty claim is made, who will be able to verify that the work has been carried out correctly.

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

## 4. Limitations of liability

4.1 Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.
4.2 Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.
4.3 This warranty, under the conditions specified herein, is the only conventional warranty offered by Ducati, without prejudice to the possibility of extension through additional warranties offered by Ducati.
4.4 Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.
4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with.

In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

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

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

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.
5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's

recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/ invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

**Attention**
A reference to 'you' is a reference to the Customer.

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

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

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

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

You must bear the expense of claiming under the Warranty.

# Infotainment

## Infotainment (if any)

If the Bluetooth control unit is installed, the infotainment system is activated.
The motorcycle's infotainment system allows devices such as smartphones, rider and passenger helmet intercoms and satellite navigator to be connected via Bluetooth allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

- For pairing and managing Bluetooth devices, see page 22.
- For managing phone calls, see page 29.
- For managing the music player see page 32.

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

## Bluetooth device pairing and management (if any)

This function is available only if the Bluetooth control unit is installed and allows the user to manage any paired Bluetooth devices and add more.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).

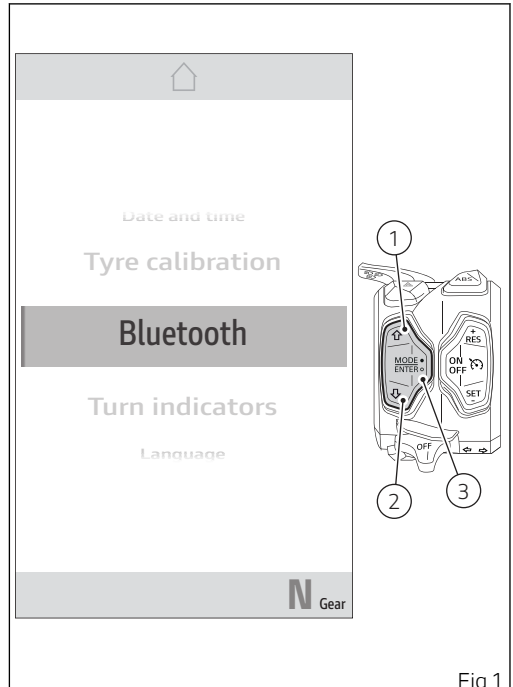



Fig 1

“Pairing” are “Paired devices” are displayed:

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

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

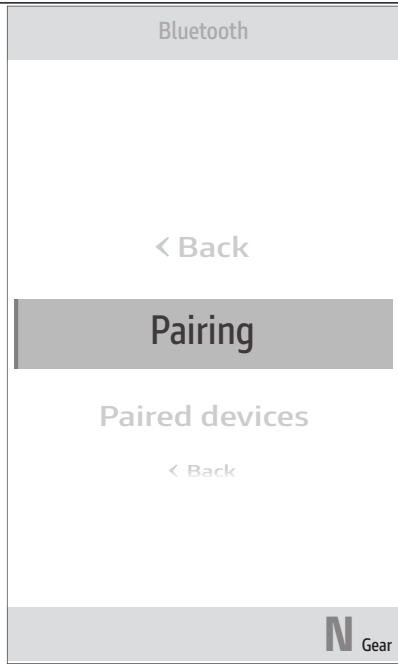



Fig 2

## Pairing

This function allows pairing a new Bluetooth device.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).
- Select the “Pairing” item and press ENTER (3).

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

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

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device. If you are pairing a smartphone, the

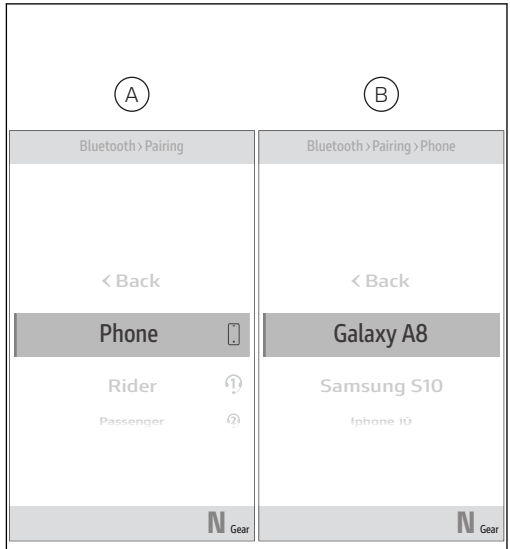



Fig 3

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

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

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

## Paired devices

This function allows viewing and erasing paired Bluetooth devices.

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).
- Select the “Paired devices” item and press ENTER (3).

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

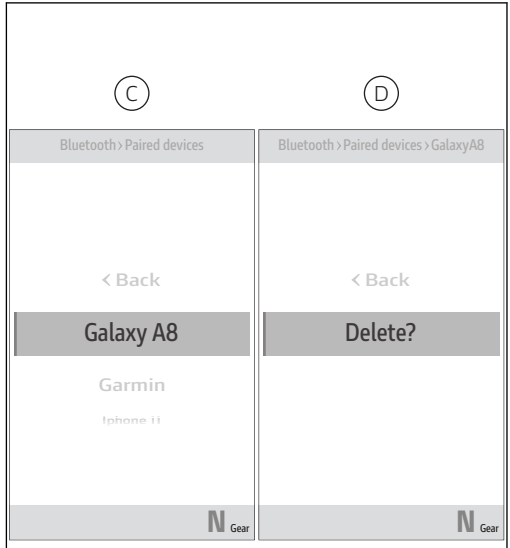


Fig 4

### Note

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

### Attention

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

### Attention

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

1) the entire range of headphones and Smartphones available on the market;
2) Smartphones that do not support the required Bluetooth profiles.

### Attention

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

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

## Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

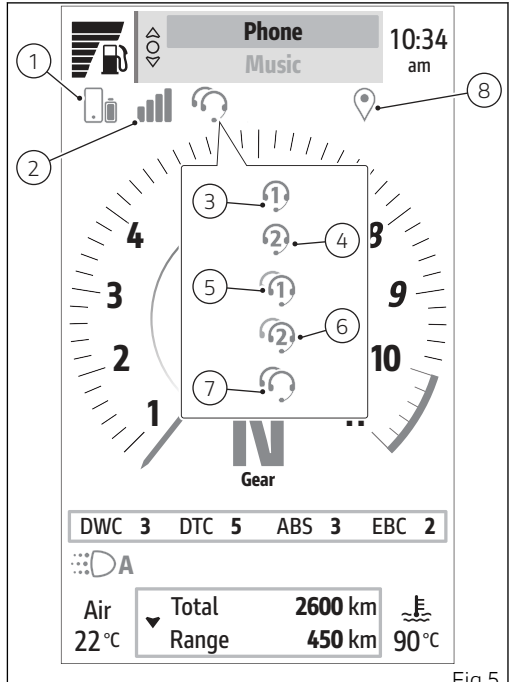


Fig 5

## Phone (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the Interactive Menu: it displays the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

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

### Attention

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

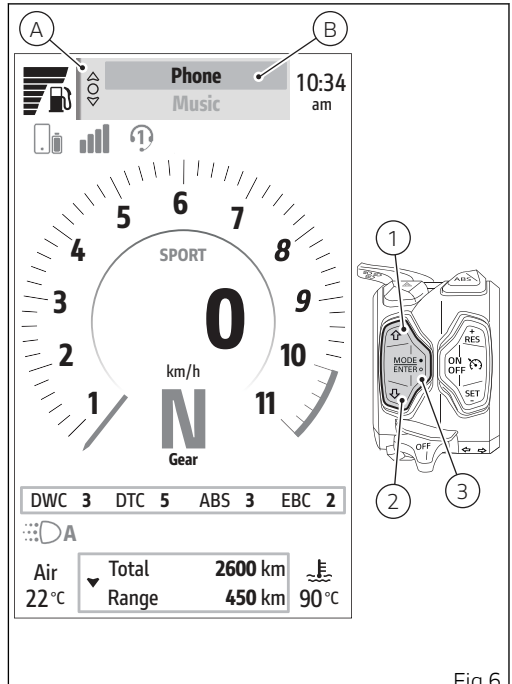



Fig 6

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

## Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item “End call” (D). To end the call, press the ENTER button (3).
During the call, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the call display to access other menus on the main screen. The blue phone icon (F) is also activated to indicate that the call is in progress.
To return to the call in progress window (D), select "Phone” (B, Fig 6) from the Interactive Menu, and press ENTER (3).

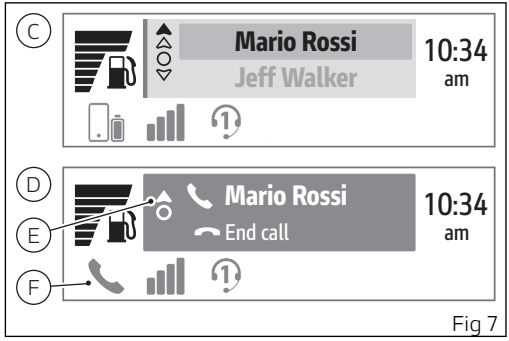


Fig 7

**Note**
The music player will be paused during a call.

## Incoming call

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

## Call back

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

## Received messages and missed calls

In case of received messages on the connected smartphone or in case of a missed call, the display shows the icons (I) and (J) for 60 seconds, of which the first 3 seconds are shown flashing.

**Note**
The number of received messages or missed calls is not displayed.

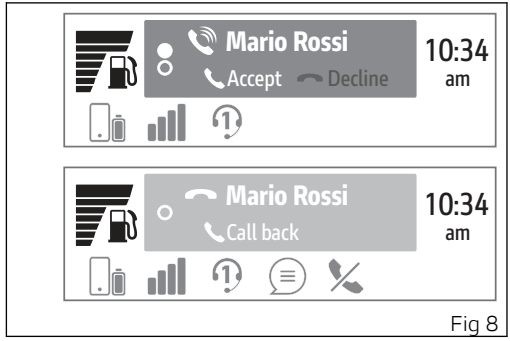


Fig 8

## Music (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the Interactive Menu: it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 22).

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

### Note

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

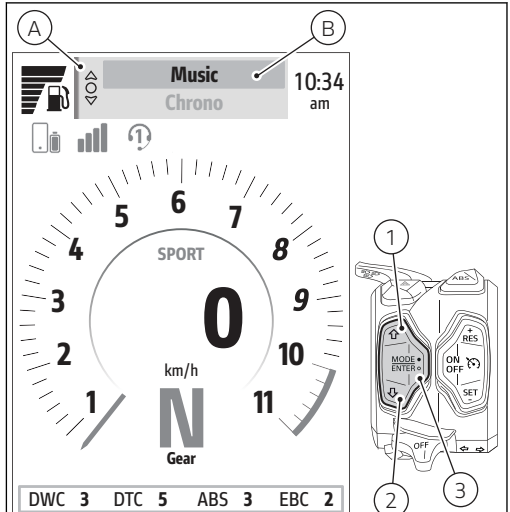



Fig 9

## Attention

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

The player window (C) will be displayed where the controls of the music player and the track currently playing are shown. If the track is playing when the function is entered, the player window is displayed with the pause command active (D).

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

During playback of a track, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the music player display to access other menus on the main screen, while keeping the track playing.
When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

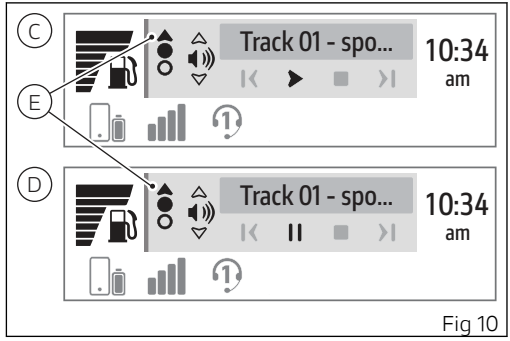


Fig 10

# General Information

## Acronyms and abbreviations used in the Manual

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

## Warning symbols used in the manual

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

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



### Attention

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



### Important

Possibility of damaging the motorcycle and/or its components.



### Note

Additional information about the current operation.

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

## Intended use

### Attention

This motorcycle was designed for both road use and for off-road and dirt road use. Off-road use, even for an experienced rider, can result in the rider losing control of the vehicle, thereby increasing the risk of accidents.

### Attention

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

This motorcycle carries the rider and can carry a passenger.

### Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 465 kg/1025.15 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.



### Attention

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

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



### Attention

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

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



### Attention

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

Some states require vehicle insurance.



### Attention

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

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



### Attention

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



### Attention

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



### Attention

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

## Rider's training

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

### Attention

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

## Apparel

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

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

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

### Important

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

### Important

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

### Important

Have your passenger wear proper protective clothing.

## Safety "Best Practices"

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

### Important

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

### Attention

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

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

### Attention

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

### Attention

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

### Important

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

### Important

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

### Attention

The passenger should always hold on to the grab handles.

### Important

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

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

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

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

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

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

## Refuelling

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

**Fuel label**

Fuel identification label.

### Attention

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




Fig 11

### Attention

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

### Attention

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

## Carrying the maximum load allowed

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

### Attention

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

## Information about carrying capacity

### Important

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

### Important

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

### Important

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

### Important

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

### Attention

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

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

## Dangerous products - warnings

Used engine oil

**Attention**

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

Brake dust

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

Brake fluid

**Attention**

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

**Attention**

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

Coolant

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

**Attention**

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames.

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

Battery

### Attention

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

## Vehicle identification number

Vehicle identification number is located on frame, on the RH side.

**Note**

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

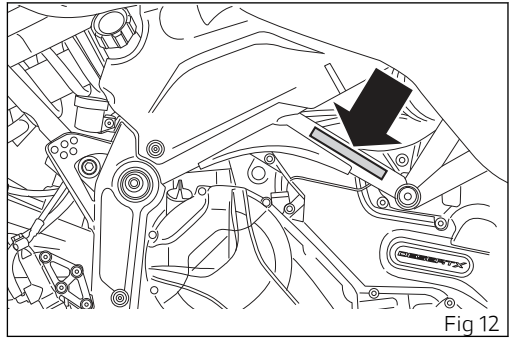


Fig 12

## Engine identification number

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

**Note**

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

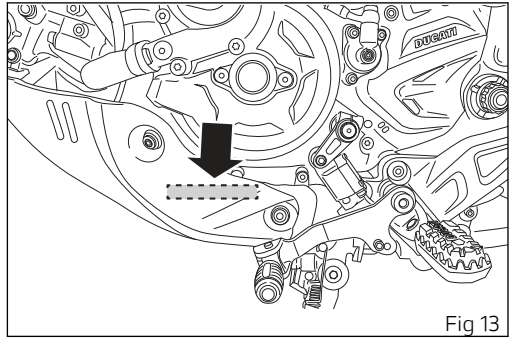



Fig 13

# Main components and devices

## Position on the vehicle

1) Windscreen
2) Coolant check
3) Clutch fluid reservoir
4) USB socket
5) Fork adjusters
6) Front brake fluid reservoir
7) Rear-view mirrors
8) Side stand
9) Rider seat and tool kit
10) Power outlet
11) Seat lock
12) Tank filler plug
13) Rear brake fluid reservoir
14) Engine oil check
15) Steering damper

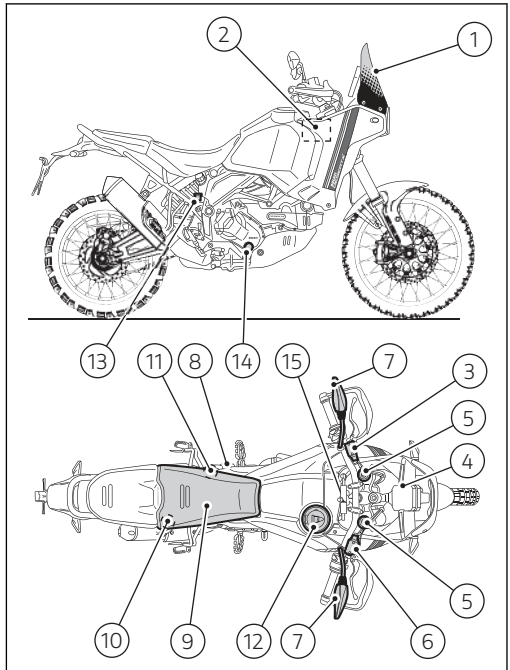


Fig 14

## Tank filler plug

### Opening

Lift flap (1) and insert the key in the lock.
Turn the key clockwise (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 until you hear its locking "click".
Remove the key and close flap (1) protecting the lock.

**Note**
Plug can only be closed when key is inserted.

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

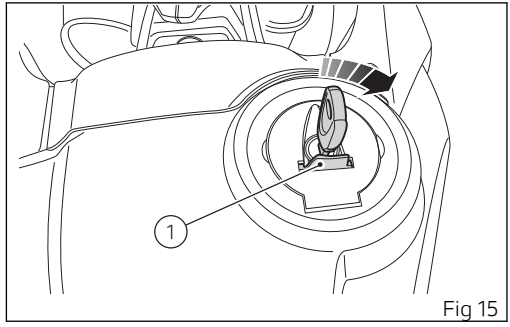


Fig 15

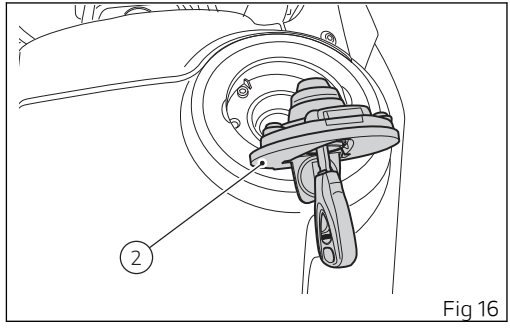


Fig 16

## Seat lock

By operating lock with key (1), you can remove the rider seat in order to gain access to the tool kit, battery, relays, fuses, battery charge maintaining connector, and 12 V charge socket.
Turn the key clockwise by 1/4 of a tun, until the seat catch disengages with an audible click.
Lift rider seat (2) from the front side and slide it out by releasing tab (A) from the back fastener (B) on frame.

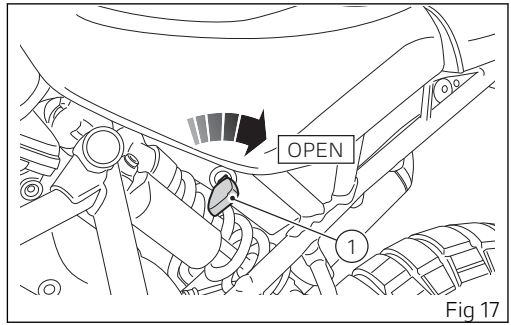


Fig 17

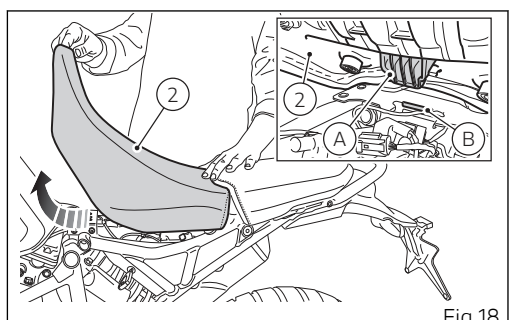


Fig 18

After removing the seat, you can reach the battery maintainer connector (3).
Slide connector (3) out of frame hook and remove plug (C).
Connect connector (3) to maintainer (4), as described in chapter “Maintaining the battery charge”.

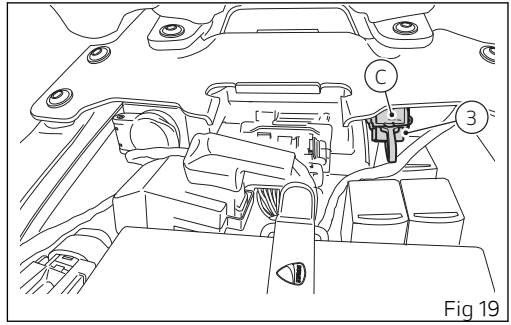


Fig 19

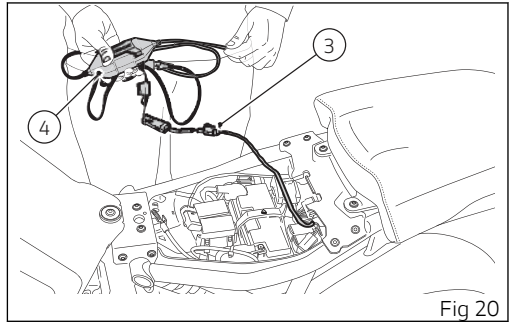


Fig 20

## Refitting the rider seat

Take special care to the positioning of the rear fastening tab (A) of seat (2) on the seat (B) present on frame.
Then position seat (2) in its position and insert pin (5) inside seat (D).
Press seat (2) downwards, at pin (5).

### Attention

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

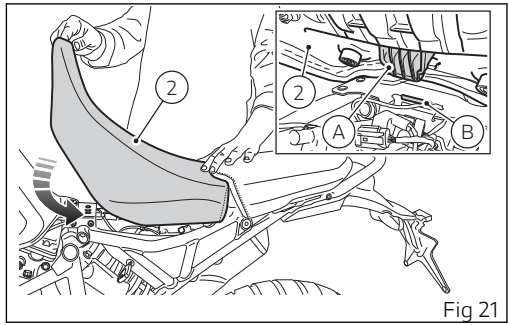


Fig 21

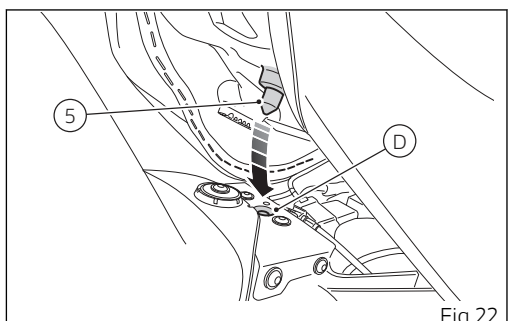


Fig 22

## Maintaining the battery charge

### Attention

The electric system of this motorcycle 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.

If battery is not kept at a minimum charge level by the battery charger / charge maintainer (A), battery could get damaged if voltage drops under 8 V.
Connector (1) is located under the rider seat, on the LH back side of the underseat compartment.
To gain access, remove the rider seat as described in chapter “Seat lock”.

### Attention

Use only the Ducati-approved battery charger (A) for lithium batteries also as a maintainer.
Do not use the battery charge maintainer kit part no. 69924601A (various countries) or battery charge maintainer kit no. 69924601AX (for Japan, China and Australia only), as it is specific for lead batteries.

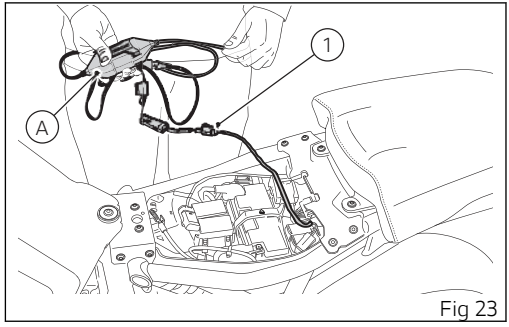


Fig 23

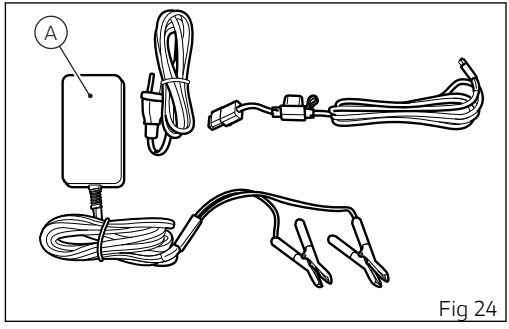


Fig 24

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

**Note**

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

**Important**

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

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

## Engine starting procedure at low temperature

### Important

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

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

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

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

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

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

## Power outlet

The motorcycle is provided with a 12 V power outlet (1).
To access the power outlet, remove the rider seat (Seat lock).
Power outlet (1) is located under the rider seat, at the back and on vehicle RH side.

The maximum current that can be withdrawn from the power outlets is 6 A.

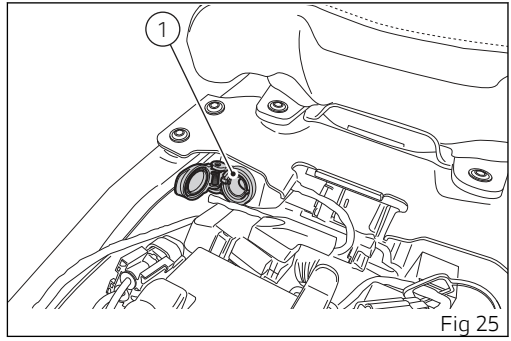


Fig 25

### Attention

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

## Side stand

### Attention

The position of the side stand is identified on the instrument panel by the warning light (X). When the warning light is on, the side stand is lowered (and the engine start is inhibited). ("Full" screen (A); "Rally" screen (B)).

### Attention

When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

### Important

Before lowering the side stand, make sure that the supporting surface is hard and flat.

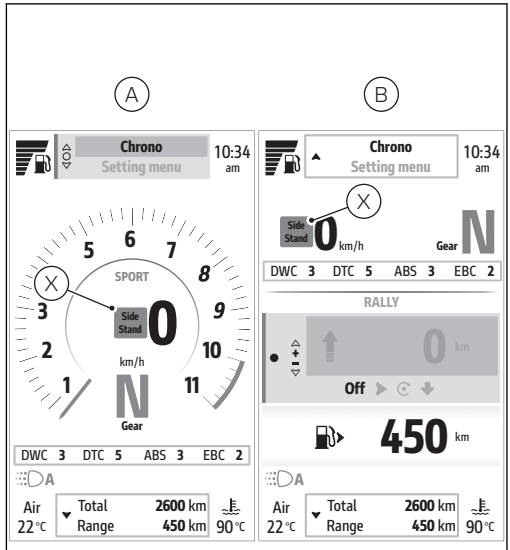



Fig 26

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

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

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

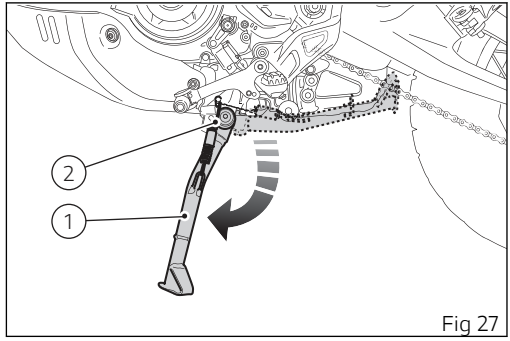


Fig 27

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

## USB connection

The motorcycle features a USB 5 V connection. Loads up to 1 A can be connected to the USB connection (2).
The USB connection (2) is located on instrument panel LH side and is protected by a rubber plug (1) to be opened by simply pulling it down.

### Important

The USB port is for smartphone charging only.

### Important

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

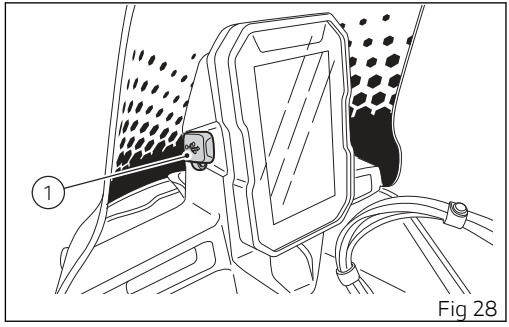


Fig 28

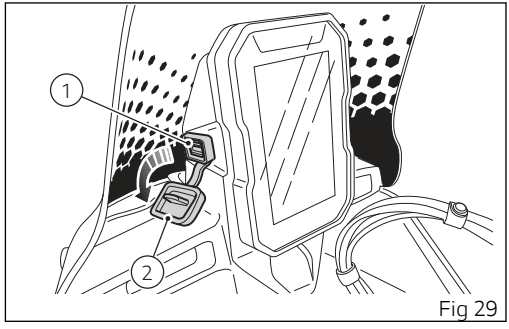


Fig 29

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

Position the motorcycle on its side stand so that it is stable.
Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound.
Turn adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression.
Each turn of adjuster screws (1) and (3) corresponds to a damping adjustment. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position.
By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

To change preload of the spring inside each fork leg, turn adjusters (2), with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position.

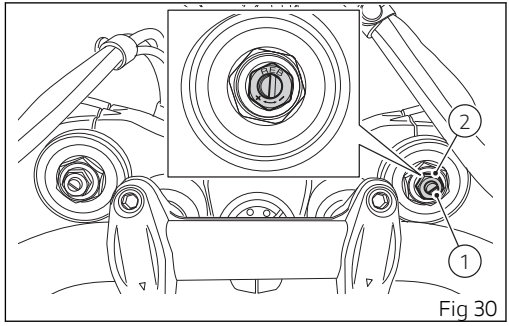


Fig 30

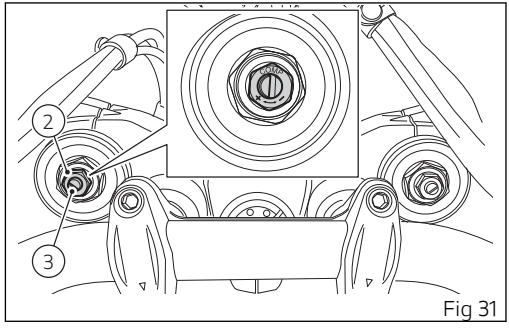


Fig 31

From this position, adjust the spring preload by turning the adjuster clockwise.
Every turn corresponds to 1 mm (0.04 in) of spring preload.

**Attention**
Adjust both fork legs to same settings.

| Front fork adjustments | | | |
|---|---|---|---|
| **Type** | **Rebound** (turns) | **Compression** (turns) | **Preload** (turns) |
| Road/Off Road Comfort | -2 | -2 | 2 |
| Off Road Standard | -1.5 | -1.5 | 4 |
| Off Road Sport | -1.25 | -1 | 8 |
| Rider only | -2 | -2 | 2 |
| Rider only (+ auxiliary tank, if present) | -2 | -2 | 2 |
| Rider only + bags | -2 | -2 | 2 |
| Rider + passenger | -2 | -2 | 2 |

## Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting in order to suit the load on the motorcycle.
The adjuster (1), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
To gain access to rebound adjuster (1), bend protection (4) backwards.

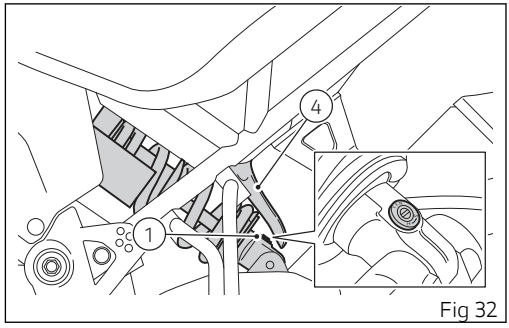


Fig 32

### Note

The protection is flexible, anyway we recommend bending it only as much as necessary to gain access with the screwdriver.

The knob (2), located on the RH of the motorcycle, adjusts the preload of the shock absorber external spring.

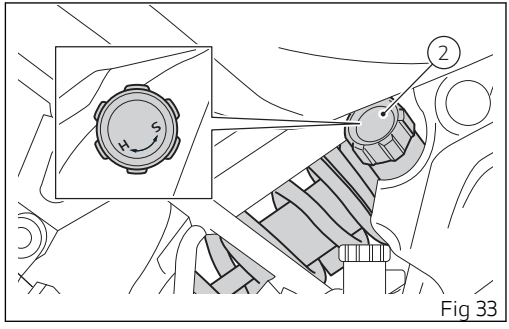


Fig 33

The adjuster (3), located on the expansion reservoir of the shock absorber, adjusts the damping during the compression phase.
To carry out the adjustment, remove the rider seat (Seat lock).
Access adjuster (3) with a screwdriver, from vehicle LH side, through the space (A) between frame and electrical components compartment.

Turn adjusters (1) and (3) or knob (2) clockwise or counter-clockwise respectively to stiffen or soften the damping or the preload.

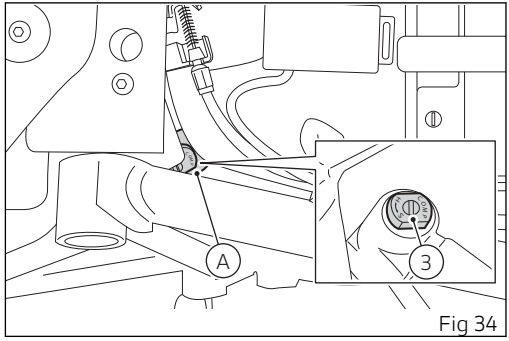


Fig 34

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

| Adjusting the rear shock absorber | | | |
|---|---|---|---|
| **Type** | **Rebound** (turns) | **Compression** (turns) | **Preload** (click) |
| Road/Off Road Comfort | -1.75 | -3 | 6 |
| Off Road Standard | -1.25 | -2 | 7 |
| Off Road Sport | -1.25 | -1 | 8 |
| Rider only | -1.75 | -3 | 6 |
| Rider only (+ auxiliary tank, if present) | -1.75 | -2.5 | 10 |
| Rider only + bags | -1.75 | -2.5 | 17 |
| Rider + passenger | -1.5 | -2 | 26 |

## Handlebar adjustment

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

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

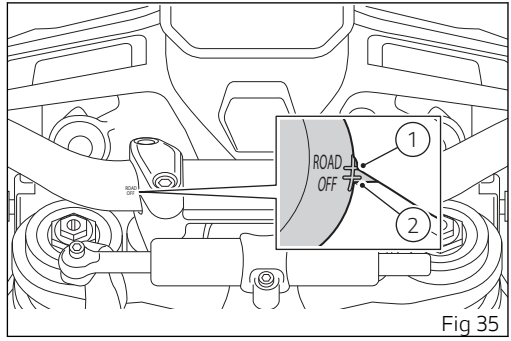


Fig 35

# Controls

## Position of motorcycle controls

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

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

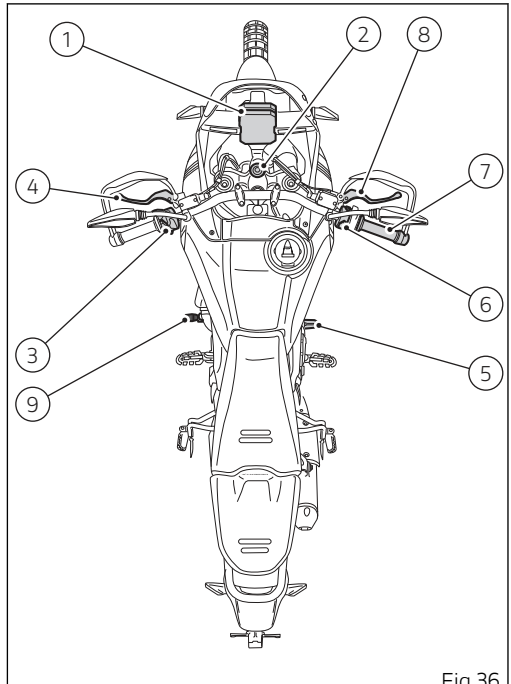


Fig 36

## Switchgears

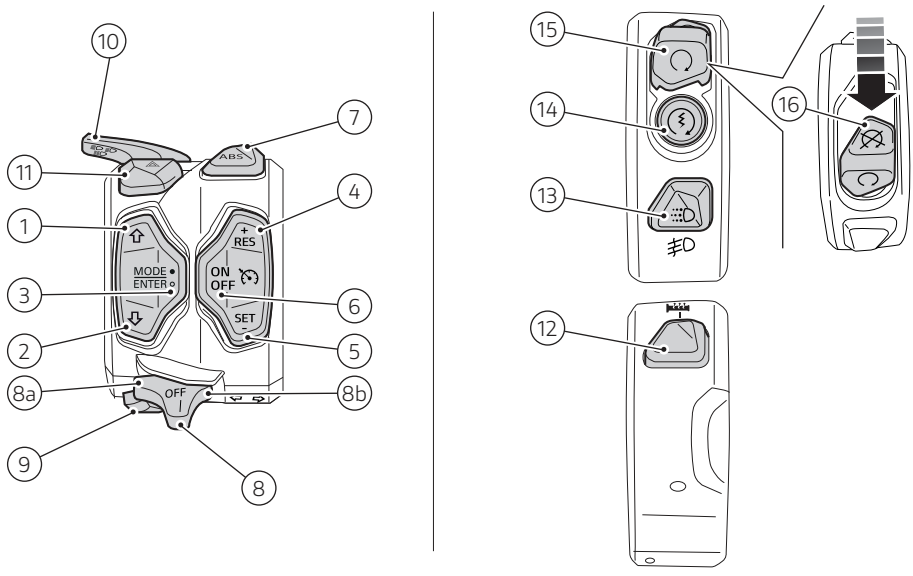



Fig 37

| | | |
|---|---|---|
| 1 | ⇧ | Control button up |
| 2 | ⇩ | Control button down |
| 3 | MODE ●<br>ENTER ○ | Button for Riding Mode change and ENTER function |
| 4 | +<br>RES | Cruise control RES/+ |
| 5 | SET<br>– | Cruise control SET/- |
| 6 | ON<br>OFF | Cruise control ON/OFF |
| 7 | ABS | ABS deactivation |
| 8 | ⇦⇨<br>OFF | Three-position turn indicator control:<br>● position (8a), left turn indicator<br>● centre position, OFF<br>● position (8b), right turn indicator |
| 9 |  | Warning horn |
| 10 |  | Light selector:<br>● high beam, pushed up<br>● low beam, at the centre<br>● high-beam flasher and “Start/Stop Lap” function, pushed down |
| 11 |  | Hazard lights (red). |

| | | |
|---|---|---|
| 12 |  | Heated grips (if present) |
| 13 |  | DRL (if present)/fog light |
| 14 |  | Engine start |
| 15 |  | Engine start enabling, moved up (red) |
| 16 |  | Engine kill, moved down (red) |

## Light control

### Low / High beam

By means of button (1) it is possible to switch from low beam to high beam and vice versa:

- position (A) for high beam
- position (B) for low beam

For high-beam flasher, press the button (1) in position (C).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

If DRL have been set in "Auto" mode (see page 216), the instrument panel automatically manages the DRL based on the detected ambient light:

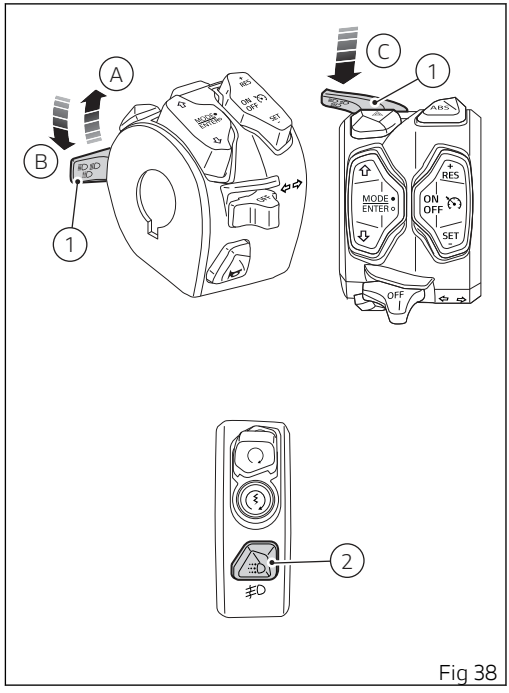



Fig 38

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

When the DRL are set to “Auto” mode, the corresponding warning light (16,Fig 60) will turn on. By pressing button (2, Fig 38) DRL are turned off; by pressing again button (2, Fig 38) DRL turn on with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

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

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

If DRL have been set in "Manual" mode (see page 216), to turn off or on the DRL, use button( 2,Fig 38). When the DRL are set to “Manual” mode, the corresponding warning light (17,Fig 60) will turn on.

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

**Attention**
Using the DRL during the day improves visibility compared to low beam.

### Fog lights (if any)

To switch the fog lights on/off:
- if DRL are present, press and hold button (2, Fig 38) for a long time;
- if DRL are not present, press button (2, Fig 38).

When the fog lights are on, the corresponding warning light (11, Fig 60)will turn on( Fig 60)

## Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicator, move button (3) to position (D); to activate the right turn indicator, move button in position (E).
To switch off the turn indicators, move button (3) to its centre position.

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

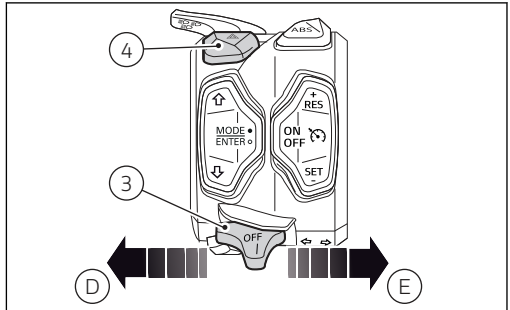


Fig 39

To set turn indicator control to automatic or manual mode, see page 243.

### Attention

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

## Hazard lights

To activate or deactivate the hazard lights, press red button (4, Fig 39) only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

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

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

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

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

## 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.

### Attention

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

### Duplicate keys

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

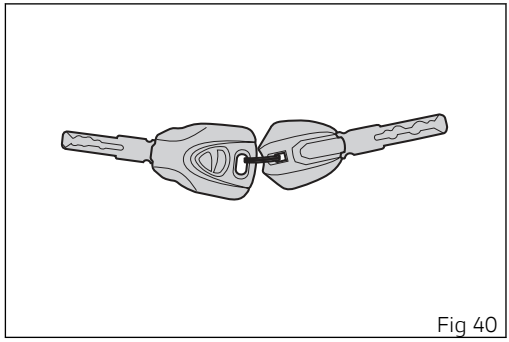


Fig 40

### Note

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

### 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.
If in this case you not able to start the engine, contact an authorised Ducati service centre.

**Attention**
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.

## Ignition switch and steering lock

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

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

### Attention

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

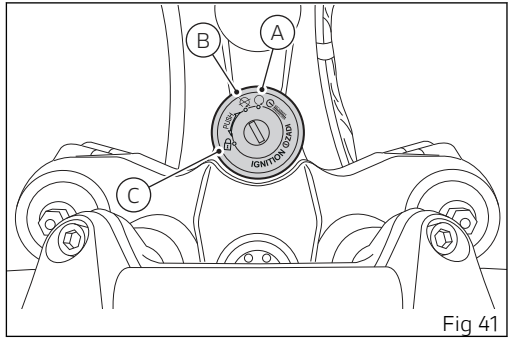


Fig 41

## 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 was activated via the " PIN Code" function in the "Setting menu" (see page 223), the instrument panel displays "PIN Code" with four spaces for the four digits of the PIN code.

Entering the code:

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

Once the fourth digit is set, press ENTER (3) and the instrument panel behaviour will be as follows:

- if there is a problem during the PIN check, the instrument panel displays "Time out" for 2 seconds and then passes to the main screen;
- if the PIN code is not correct, the instrument panel displays "Wrong" for 2 seconds and then

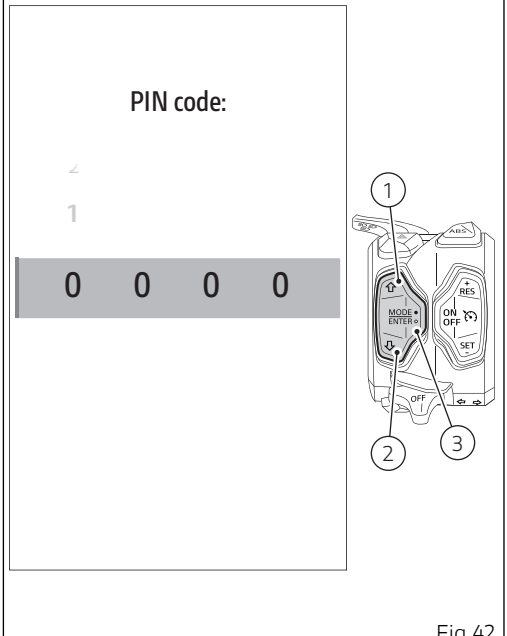


Fig 42

goes back to previous screen, to allow you to try again;

- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

**Important**

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

## Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar.
Turn knob (2) clockwise/counter clockwise to adjust lever (1) distance from handgrip, according to the 16 positions adjusted by as many clicks.
Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

### Important

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

### Note

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

### Attention

Set clutch lever when motorcycle is stopped.

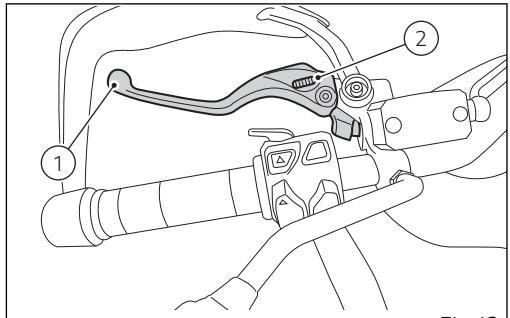


Fig 43

### Attention

In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above.
If the clutch is still slipping, go to a Dealer or a Ducati authorised service centre.

## Throttle twistgrip

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

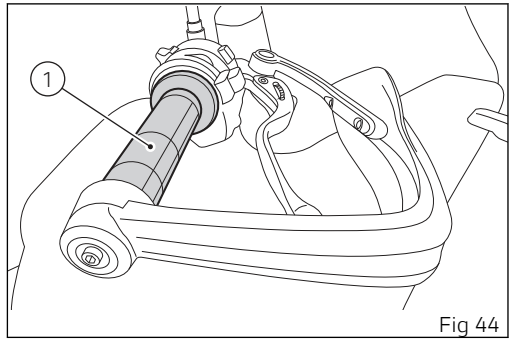


Fig 44

## Front brake lever

### Setting

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The control lever (1) has a dial (2) for adjusting the distance between lever and handgrip.
The lever distance can be adjusted through 33 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.

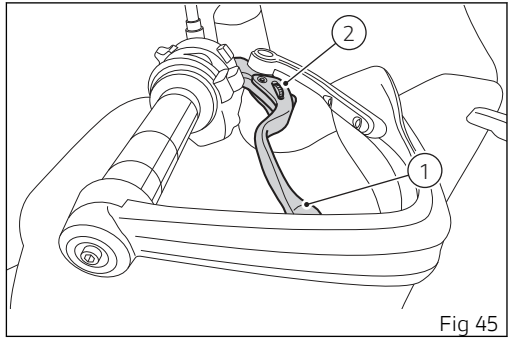


Fig 45

### Attention

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

### Attention

Set front brake lever when motorcycle is stopped.

## Rear brake pedal

Press pedal (1) down with your foot to operate the rear brake.
The control system is of the hydraulic type.

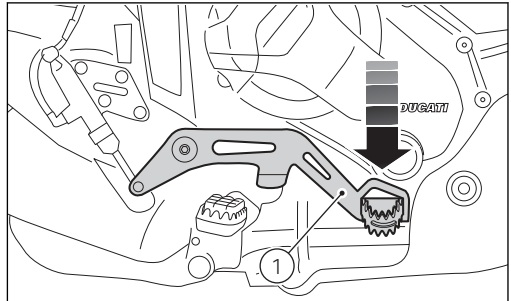


Fig 46

## Gear change pedal

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

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

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

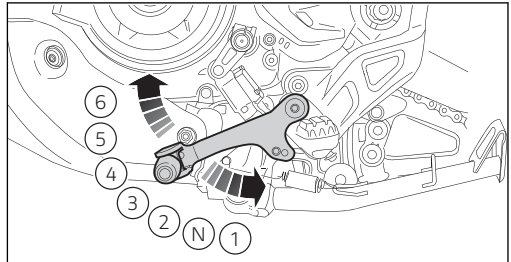


Fig 47

## Adjusting the position of the gearchange pedal and rear brake pedal

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

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

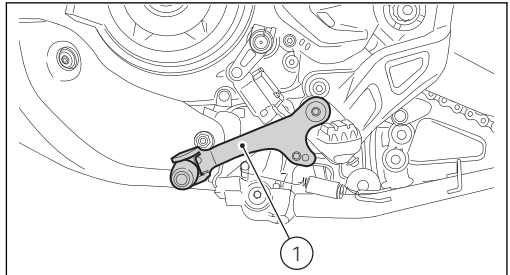



Fig 48

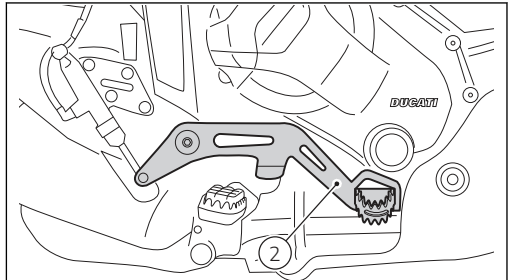



Fig 49

# Riding the motorcycle

## Motorcycle running-in period

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

| Maximum engine rpm not to be exceeded for the first period of use | |
|---|---|
| Up to 1,000 Km (621 mi) | 6,000 rpm |

Running-in recommendations:

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

**Important**

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

## Pre-ride checks

### Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel, if necessary (“Refuelling”).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (“Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- BRAKE AND CLUTCH SYSTEMS
  Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (“Tyres”).
- CONTROLS
  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 ("Electric system").
- KEY LOCKS
  Check the tightening of the filler plug (“Tank filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).

## ABS warning light

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

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

## ABS device

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

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

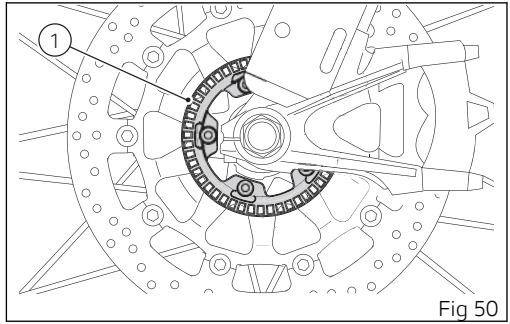


Fig 50

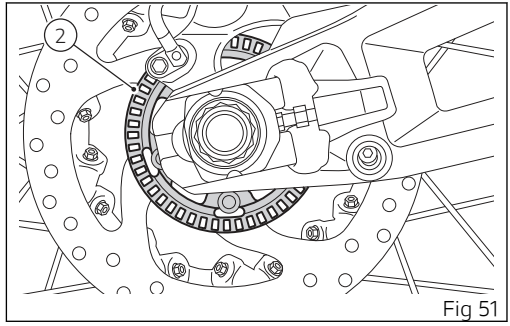


Fig 51

## Engine start/stop

### Attention

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

### Attention

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

Insert key inside ignition switch (1) and turn it to position (A).

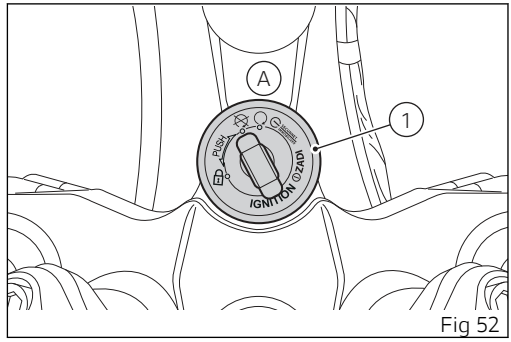


Fig 52

Make sure that the red warning light (C) , indicating oil pressure on instrument panel, is on.

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

Check the gear indicator (D, in "Full" screen figure) and make sure that you can start the bike with gearbox in neutral position (N) or with gear, by pulling the clutch lever.

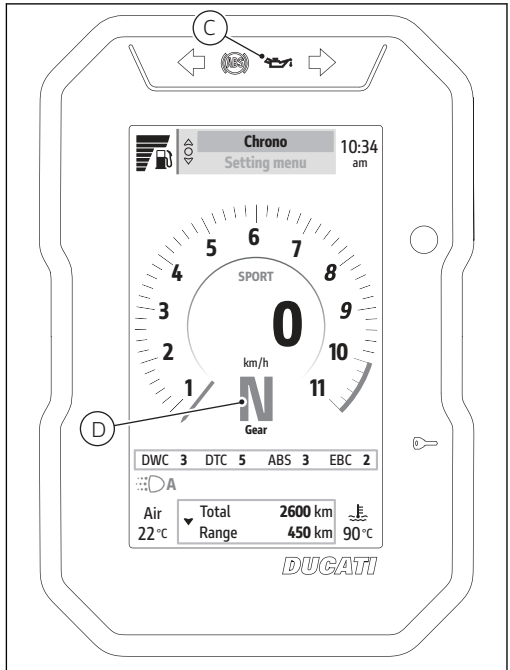



Fig 53

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

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

Make sure that emergency start/stop switch (2) is set to (E) ∩ .
Press the starter button (3).

**Note**
Do not exert a prolonged pressure on the starter button.

Let the motorcycle start without operating the throttle control.

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

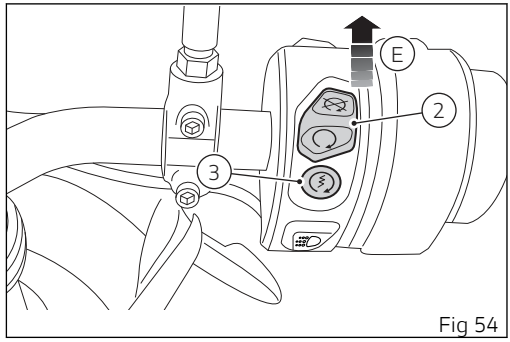


Fig 54

## 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.

## Attention

Keeping the engine running for too long with the vehicle stationary may cause damage due to overheating caused by insufficient cooling. Do not run the engine unnecessarily while the vehicle is stationary. Move immediately after starting the engine.

The engine will shut off by turning the ignition switch (2) to position (F) .

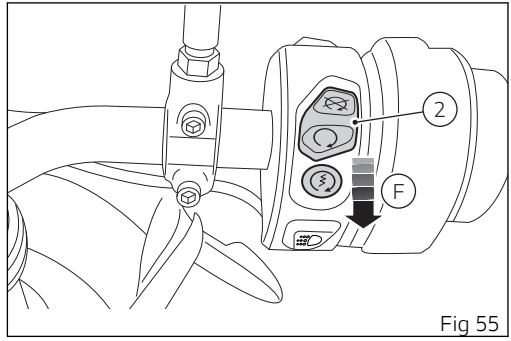


Fig 55

## Engine starting procedure at low temperature

### Important

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

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

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

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

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

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

## Moving off

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

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

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

## Braking

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

### Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up.
This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

## Attention

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

## Note

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

## Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.
Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
Once engine has been turned off (see chapter "Turning engine on/off"), turn key inside key-operated switch (1) to OFF position (B) .

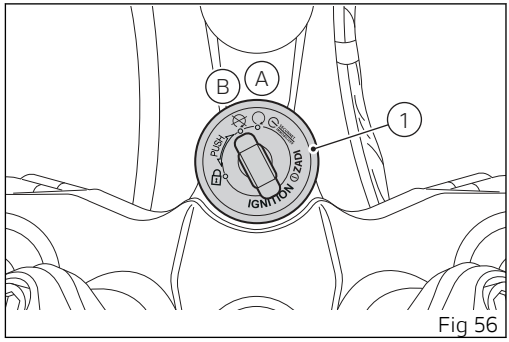


Fig 56

### Attention

Do not leave the key to ON, position (A), with engine off in order to avoid damaging any electrical components.

## Parking

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

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

### Attention

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

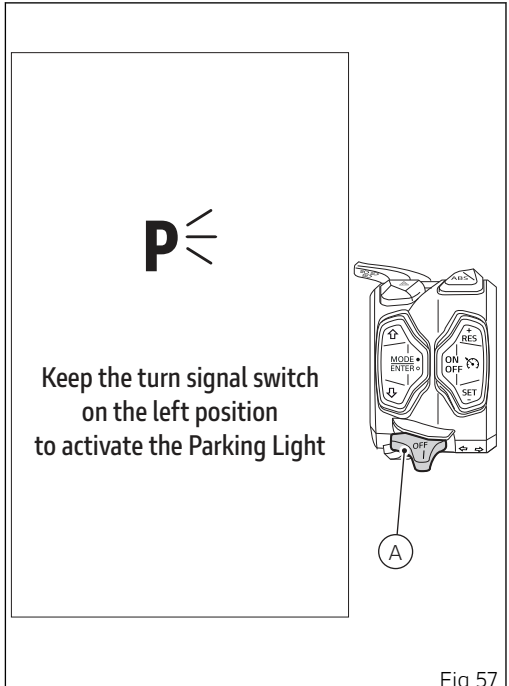



Fig 57

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

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

## Refuelling

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

**Warning**

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

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

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

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

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

### Attention

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

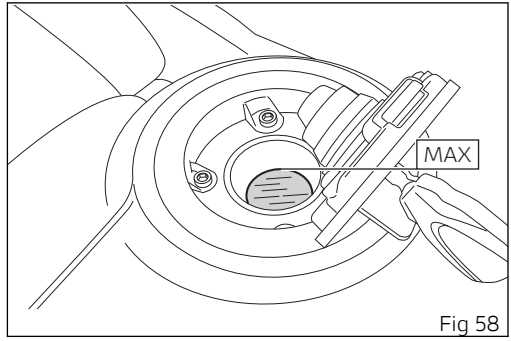


Fig 58

### Attention

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

### Attention

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

**Important**

Refuelling must be carried out while the bike is on an OEM (Original Equipment Manufacturer) side stand and is leaned. Under no circumstances must the bike be refuelled while parked on the central stand or garage stand.

Failure to comply with this requirement may result in the auxiliary tank not being completely filled.

## Fuel label

The label identifies the fuel recommended for this vehicle.

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

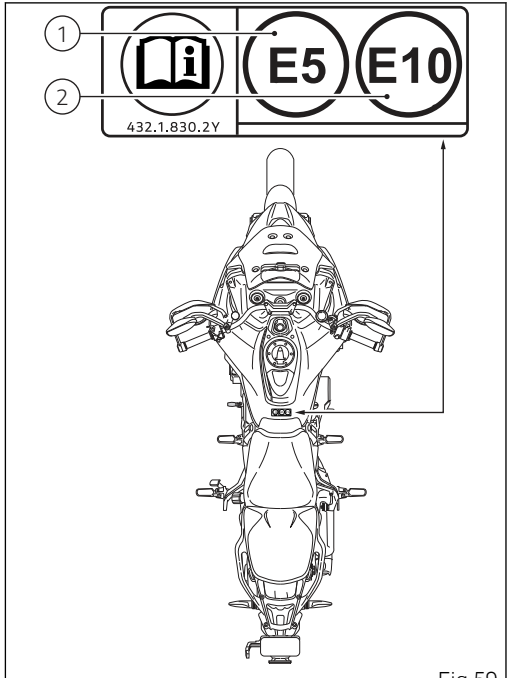



Fig 59

## Tool kit and accessories

The supplied accessories are located under the rider seat.
To gain access to the compartment, remove the rider seat as described in chapter “Seat lock”.

The following parts are supplied with the bike:
1) Allen wrench (5 mm) (0.19 in);
2) Allen wrench (4 mm) (0.16 in);
3) flat-blade/Phillips screwdriver PH2.

# Instrument panel (Dashboard)

## Instrument panel

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

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

## Warning lights

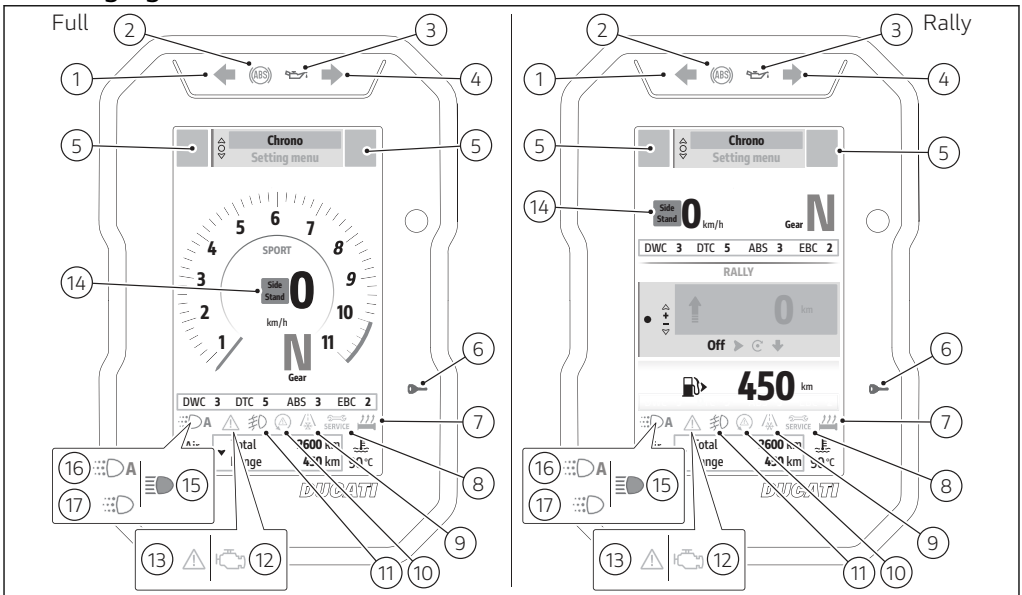



Fig 60

The previous figure shows the warning lights in “Full” and “Rally” display modes (see page 106).
The following table lists the available warning lights:

| no. | Description | Colour |
|---|---|---|
| 1 | Left turn indicator | Green |
| 2 | ABS system malfunction<br>• flashing: ABS in self-diagnosis and/or functioning with degraded performance;<br>• on: ABS disabled and/or not functioning due to a fault in the ABS control unit. | Amber yellow |
| 3 | Engine oil low pressure<br>**Important**<br>If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage. | Red |
| 4 | Right turn indicator | Green |
| 5 | DTC intervention | Amber yellow (display) |
| 6 | Immobilizer | Red |
| 7 | Heated handgrips enabled (if present) | (display) |
| 8 | Service | Amber yellow (display) |
| 9 | Warning lights (see page 262) and secondary tank warning lights if present (see page 161) | Amber yellow / red (display) |

| no. | Description | Colour |
|---|---|---|
| 10 | DAVC Diagnosis<br>• flashing: DTC/DWC enabled, but with degraded performance;<br>• on: DTC or DWC disabled and/or not functioning due to a fault. | Amber yellow (display) |
| 11 | Fog lights on, if any | Amber yellow (display) |
| 12 | MIL<br>• The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.<br>• The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking. | Amber yellow (display) |
| 13 | Generic error | Amber yellow (display) |
| 14 | Side stand down<br>**Note**<br>When the side stand is extended, the fuel indicator will not update. When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds. | Red (display) |
| 15 | High beam on | Blue (display) |
| 16 | DRL – daytime running light on, set in “Auto” mode (see page 216) | Green (display) |

| no. | Description | Colour |
|---|---|---|
| | (not present in China and Canada versions) | |
| 17 | DRL – daytime running light on, set in “Manual” mode (see page 216) (not present in China and Canada versions) | Green (display) |

The position of the warning lights in the “Rally” display mode is the same for the Turn by turn screen, if present (see page 143).

## Important

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

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

During this check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will stop:
- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave ON only the warning lights that are actually active at the moment.

## Main page items

The instrument panel has two main screen display modes, in which all the information and elements necessary for riding are shown: the "Full" screen (A) and the "Rally" screen (B).

The display modes are associated by default with the Riding Modes (see page 119) as follows:

- "Full" for the Sport, Touring, Urban, Sport and Wet Riding Modes.
- "Rally" for the Rally and Enduro Riding Modes.

To change the display mode of the current Riding Mode, see page 204.

To change the displayed units of measurement, see page 248.

You can also set the screens in "Light" or "Dark" mode, see page 218.

The items available for “Full” and “Rally” modes are listed below.

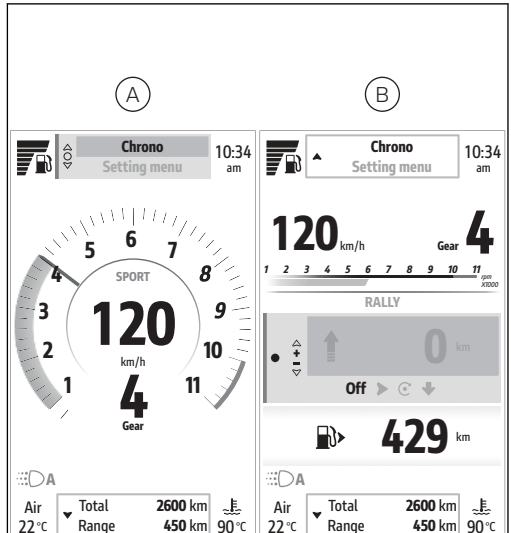



Fig 61

Full

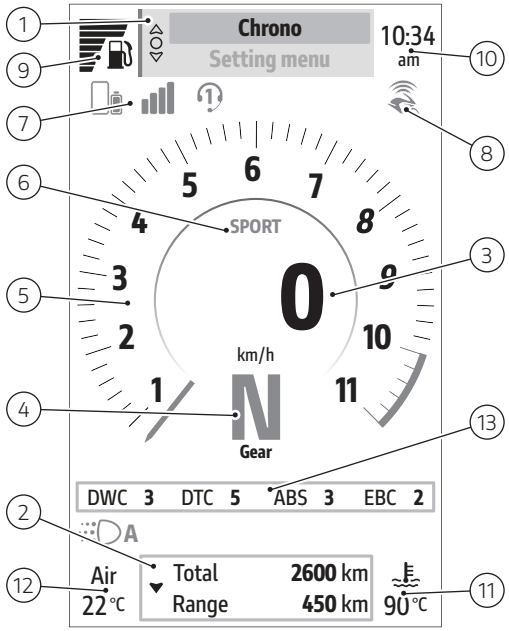

1
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7
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3
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12
10
8
13
11
Chrono
Setting menu
10:34
am
SPORT
0
km/h
N
Gear
DWC 3 DTC 5 ABS 3 EBC 2
A
Air
22 °C
Total 2600 km
Range 450 km
90 °C

Fig 62

| no. | Description |
|---|---|
| 1 | Interactive Menu (see page 124) |
| 2 | Info display (see page 124) |
| 3 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 4 | Gear |
| 5 | Rev counter (see page 122) |
| 6 | Current Riding Mode (see page 119) |
| 7 | Connected Bluetooth devices (if present, see page 28) |
| 8 | Connected Ducati Link app (if present, see page 259) |
| 9 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 214).<br> **Note**<br>When the motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.<br> **Note**<br>When the side stand is extended, the fuel indicator will not update.<br>When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds. |

| no. | Description |
|---|---|
| 10 | Clock<br>Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 229). |
| 11 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F).<br>If the temperature is below +40°C (+104°F), “Low” is displayed, whereas if it is above +150°C (+302°F), “High” is displayed flashing red.<br> **Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 12 | Air temperature (°C or °F)<br> **Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature. |
| 13 | Parameters window<br>It displays the values of the DWC, DTC, ABS, EBC parameters set for the current Riding Mode<br>The window disappears when the motorcycle speed exceeds 5 km/h (3 mph). |

**Attention**

The directions of the Turn by turn function on the instrument panel are only visible in “Full” display mode.

Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

Rally

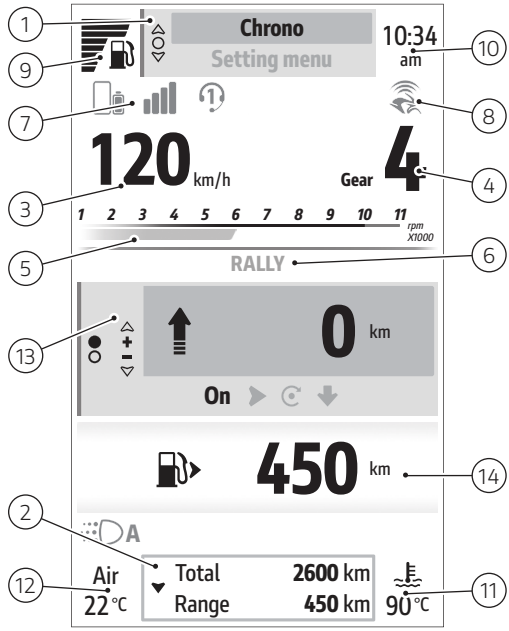

1
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6
14
11
Chrono
Setting menu
10:34
am
120
km/h
Gear
4
1 2 3 4 5 6 7 8 9 10 11
rpm
X1000
RALLY
0
km
On
450
km
A
Air
22 °C
Total
2600 km
Range
450 km
90 °C

Fig 63

| no. | Description |
|---|---|
| 1 | Interactive Menu (see page 124) |
| 2 | Info display (see page 124) |
| 3 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 4 | Gear |
| 5 | Rev counter (see page 122)<br> **Note**<br>With the motorcycle at a standstill or at a speed below 5 km/h (3 mph), the parameter window is displayed instead of the rev counter: it shows the values of the DWC, DTC, ABS, EBC parameters set for the current Riding Mode. |
| 6 | Current Riding Mode (see page 119) |
| 7 | Connected Bluetooth devices (if present, see page 28) |
| 8 | Connected Ducati Link app (if present, see page 259) |
| 9 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 214).<br> **Note**<br>When the side stand is extended, the fuel indicator will not update.<br>When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds. |

| no. | Description |
|---|---|
| 10 | Clock<br>Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 229). |
| 11 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F).<br>If the temperature is below +40°C (+104°F), “Low” is displayed, whereas if it is above +150°C (+302°F), “High” is displayed flashing red.<br> **Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 12 | Air temperature (°C or °F)<br> **Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature. |
| 13 | Trip master (see page 136) |
| 14 | Range (km or miles) |

**Attention**

The directions of the Turn by turn function on the instrument panel are only visible in “Full” display mode.

Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

## Riding Mode

6 different "Riding modes" are available: RALLY, ENDURO, WET, TOURING, URBAN, SPORT.
The name of the Riding Mode is shown at the centre of the display:

- (A) in the “Full” display mode (see page 110);
- (B) in the “Rally” display mode (see page 110) or in the “Turn by turn” screen if available (see page 143).

Each Riding Mode is associated with a different colour for the name and rev counter box.

The parameters associated to each Riding Mode are the following: Power, DWC, DTC, DQS, ABS, EBC. For each Riding Mode it is possible to customise the parameters using the “Riding Mode” function in the “Setting menu” (page 162).

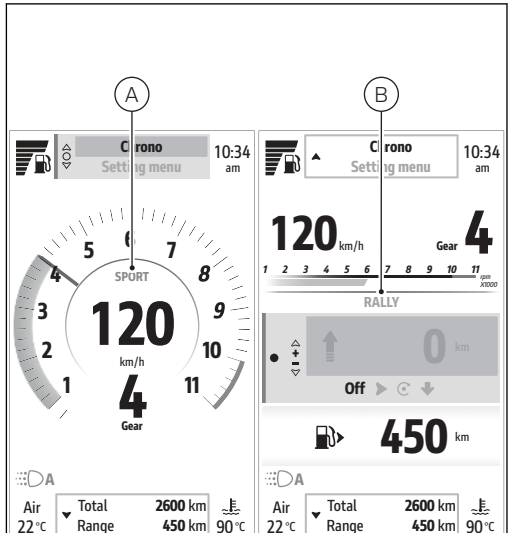



Fig 64

**Note**
If the "Rally" screen is active, make sure that the Trip master function is selected.

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

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

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

- If speed is lower than or equal to 5 km/h (3 mph) and throttle control is open, the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and then the main screen is displayed.
- If speed is lower than or equal to 5 km/h (3 mph), throttle control is closed but brakes are actuated, the message “Release brakes” is

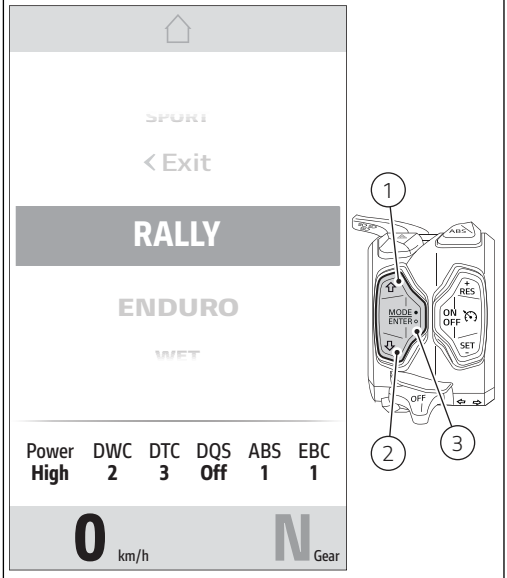



Fig 65

displayed. The new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.

- If both of the above conditions occur, the message "Close throttle and release brakes" is displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied and then the main screen is displayed.

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

### Attention

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

## Engine rpm indication

The engine rpm are displayed as follows:

- using a rev counter with a grey wake (A) in the "Full" display mode (see page 110);
- using a rev counter featuring a wake (B) in the "Rally" display mode (see page 110) or in the "Turn by turn" screen if available (see page 143).

During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the wake becomes amber yellow. After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature:

- If the engine temperature is below 40 °C (104 °F), the rev counter wake will turn amber yellow after 6000 rpm;
- if the engine temperature is within 40 °C (104 °F) and 60 °C (140 °F), the rev counter wake will turn amber yellow after 8000 rpm;

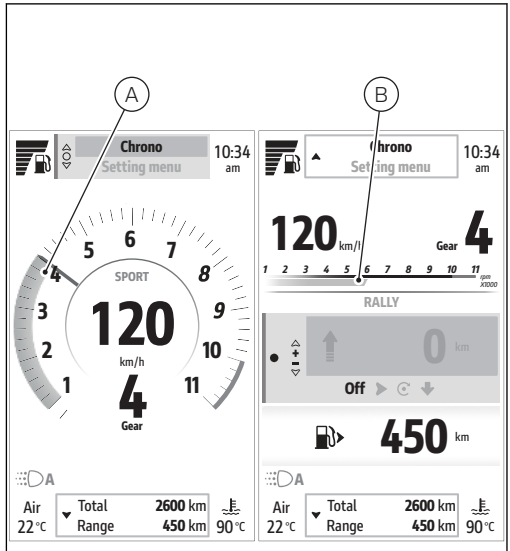



Fig 66

- if the engine temperature is above 60 °C (140 °F), the rev counter wake will not turn amber yellow.

When the wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips (Over-rev).
If the number of rpm is lower than 1,000 rpm, the wake is not displayed.

## Interactive menu and Info display

Interactive Menu (A)

This menu contains a series of functions that can be activated by the rider.
When a function is activated, a corresponding window is displayed with which you can interact.
Available functions are displayed on 2 lines, the selected function is the one highlighted at the top of the Interactive Menu.
To select the interactive menu, refer to paragraph "Selection and navigation" of this chapter.
Available functions include:

- Turn by turn (if present, see page 143)
- Phone (if present, see page 29)
- Music (if present, see page 32)
- Chrono (see page 153)
- Fuel transfer (if present, see page 155)
- Setting menu (see page 162)

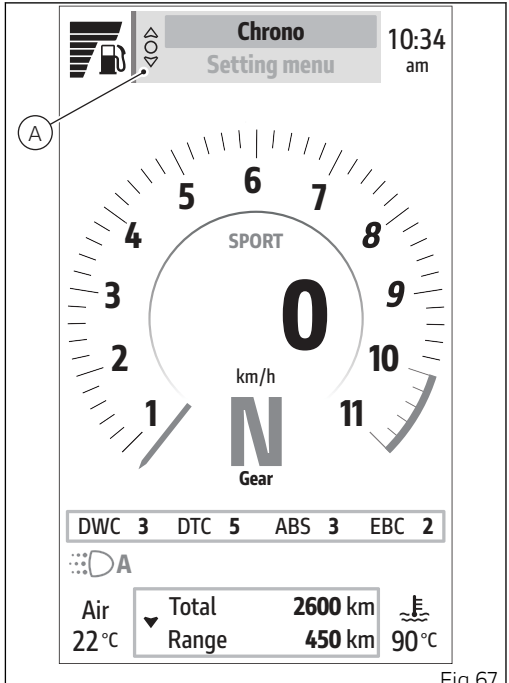



Fig 67

## Info display (B)

This menu contains all available meters with travel information.
Available information is displayed on 2 lines, the selected information is the one highlighted at the top of the Info display menu.
To select the Info display menu, refer to paragraph "Selection and navigation" of this chapter.

The order of the information can be changed via the “Info display” function in the “Setting menu” (see page 209).
To change the trip information units of measurement, see page 248.

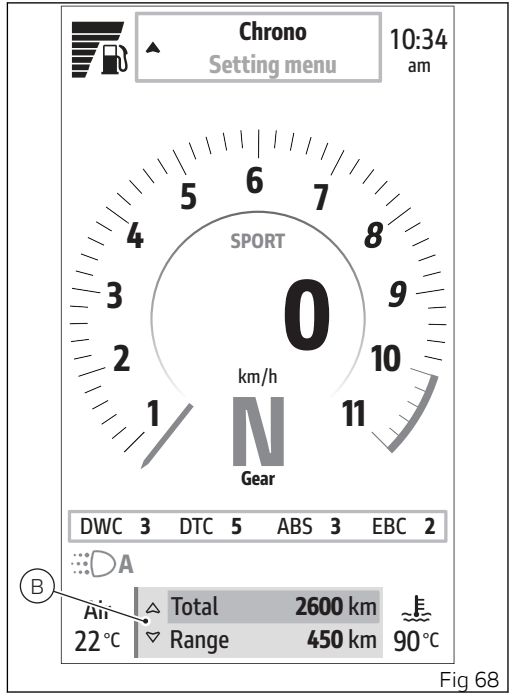



Fig 68

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

| Name | Description | Measurement units / format |
|---|---|---|
| Total | Total odometer | km, miles |
| Range | Residual range<br>visible only if the fuel level display mode has been set to “Level” (see page 214) | km, miles |
| Trip 1 | Partial mileage 1 | km, miles |
| Ø cons.1 | Average consumption 1 | L/100, km/l, mpg UK, mpg US |
| Ø speed 1 | Average speed 1 | km/h, mph |
| Trip 1 time | Travel time 1 | hhh:mm |
| Trip 2 | Partial mileage 2 | km, miles |
| Cons. | Instantaneous fuel consumption | L/100, km/l, mpg UK, mpg US |
| Daylight | If available, see page 143.<br>Indicates the remaining daylight hours. | hh mm |

## Resetting trip 1 information

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

## Resetting trip 2 information

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

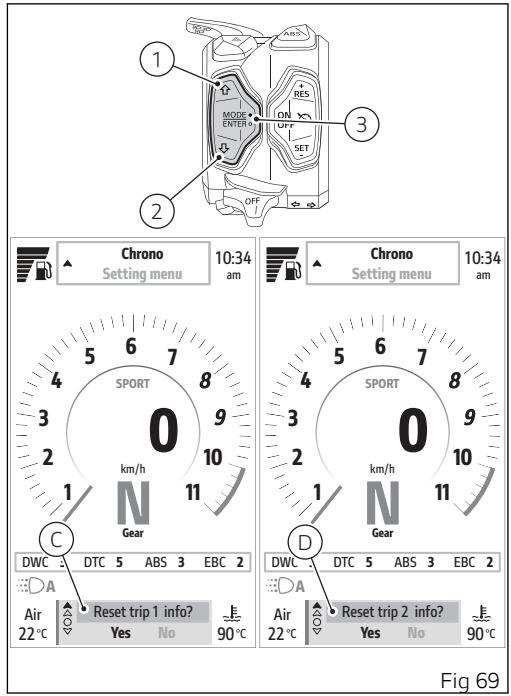



Fig 69

## Selection and navigation

When one of the menus is selected, the relevant window (E) or (F) is highlighted and buttons (1), (2) and ENTER (3) are used for menu navigation and interaction.

In the "Full" screen (see page 110) to toggle the selection between "Interactive menu" and "Info display" and vice versa:

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

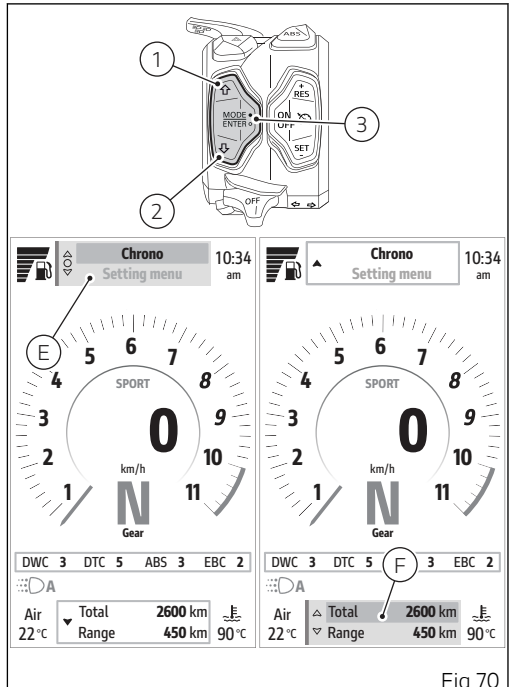



Fig 70

In the "Rally" screen (see page 110) there is an additional selectable item: the "Trip master" function (see page 136).
To toggle the selection between "Interactive menu", “Trip master” and "Info display":

- If "Interactive Menu" (G) is currently selected, long press the button (2) to move the selection to "Trip master" (H); long press the button (2) again to move the selection to "Info display" (I);
- If "Trip master" (H) is currently selected, long press the button (1) to move the selection to "Interactive Menu" (G); long press the button (2) again to move the selection to "Info display" (I);
- If "Info display" (I) is currently selected, long press the button (1) to move the selection to "Trip master" (H); long press the button (1) again to move the selection to "Interactive menu" (G).

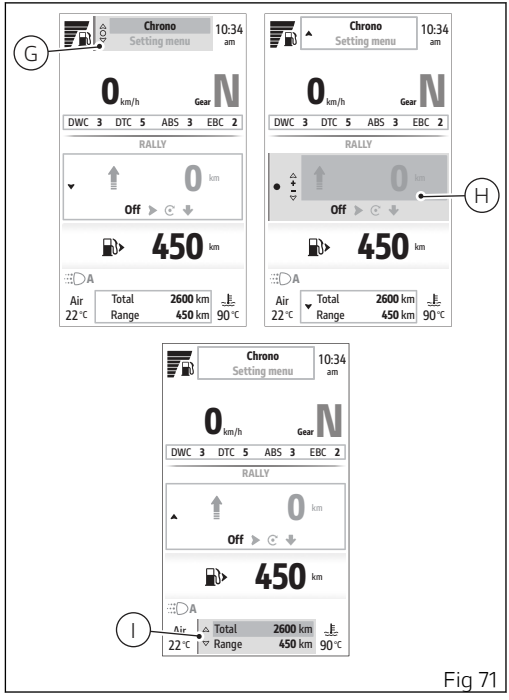



Fig 71

## Cruise Control

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

### Attention

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

roads with many bends, accesses to or exits of motorways, roads with roadworks.

**Attention**

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

## What features can be set?

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

## Switching on and off

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

**Attention**

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

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

## Switching on the CC

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

## Saving the speed and activating the control

To store the current motorcycle speed as your cruising speed and activate the control, press SET/- (E, Fig 72) RES/+ (D, Fig 72). The stored speed is shown in the Cruise Control icon (A, Fig 72).

## Switching off the CC

Press the ON/OFF button (C, Fig 72) to turn off the Cruise Control. The Cruise Control icon (A, Fig 72) disappears.

## Icon (A, Fig 72)

The Cruise Control icon can be:

- green and grey: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green: the system is on and speed control is active;

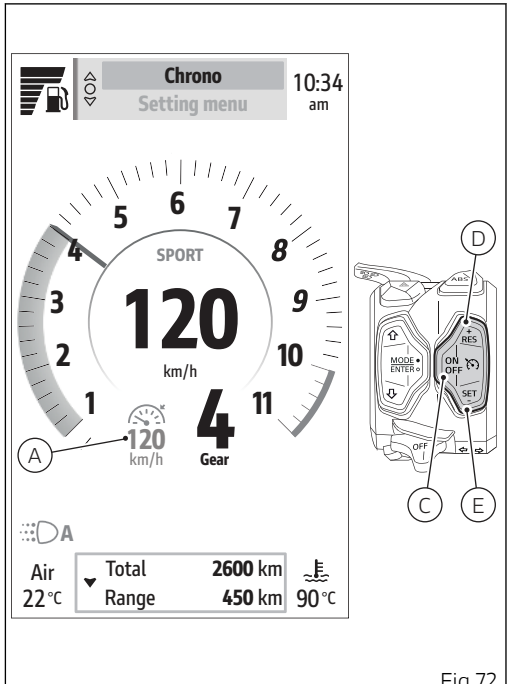



Fig 72

- yellow: the system asks the rider to take prompt action;
- red: the system is in error. Speed control is not active.

### Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h, press RES/+ (D, Fig 72) or SET/- (E, Fig 72) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 72) or SET/- (E, Fig 72) respectively, until reaching the desired cruising speed.

### Stopping the speed control

Requirement: the Cruise Control must be switched on.

### Stopping the speed control while riding

You can stop the speed control in the following ways:
- by braking manually;
- by turning the throttle handgrip forwards from the released handgrip position.

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

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in case of prolonged ABS or torque control system intervention;

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

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 72) or SET/- (E, Fig 72). If RES/+ (D, Fig 72) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 72) is pressed, the set cruising speed is the current speed.

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

### Override

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

motorcycle. Once the throttle is released, Cruise Control will resume speed adjustment autonomously.



**Attention**

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



**Note**

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

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 73). If this happens, proceed as follows:
1. turn the ignition off and back on.

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

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




Fig 73

## Trip master

This function is only available in the “Rally” screen (see page 110).
The trip master is displayed in the centre of the "Rally" screen: it calculates and displays the partial distance (in km or miles) travelled by the motorbike and can be set to incremental or differential mode, it can also be temporarily stopped and reset to zero.

You must have selected the trip master (A), if necessary move the selection from the Interactive Menu by holding down button (2) or from the Info display by holding down button (1).

The trip master accuracy level can be set via the "Trip master precision" function in the "Setting menu" (see page 255).

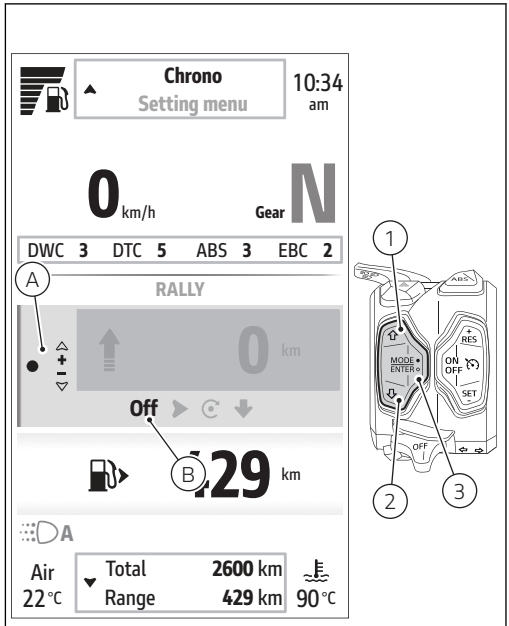



Fig 74

Enabling and disabling

- If the trip master is deactivated, "Off" is displayed (B, Fig 74). Long press the ENTER button (3) to enable it.
- If the trip master has already been activated previously, "On" is displayed (C). Long press the ENTER button (3) to disable it.

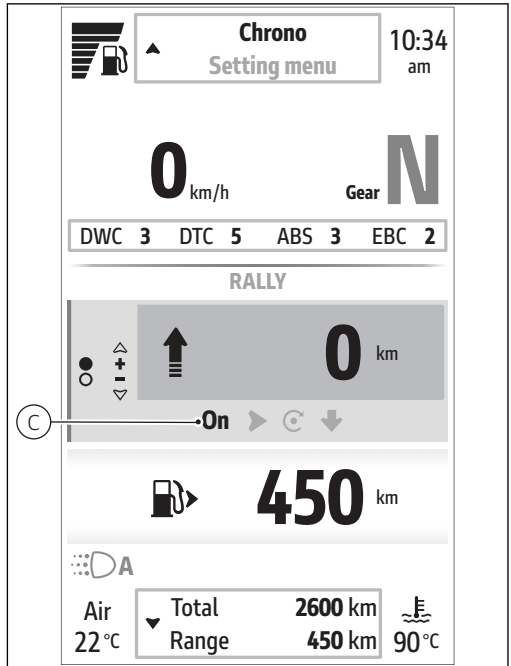



Fig 75

Controls

Once the trip master has been activated, it is possible to scroll through and select the following controls by pressing the ENTER button (3) briefly, to activate the selected control, long press the ENTER button (3):

- "On" displayed if the trip master is active (C).
- ⏸ pause displayed if the trip master counter is running, or ▶ play displayed if the trip master counter is paused (D).
- ⟳ reset to reset the counter (E).
- ⬆ incremental or ⬇ differential to change the distance calculation mode (F).

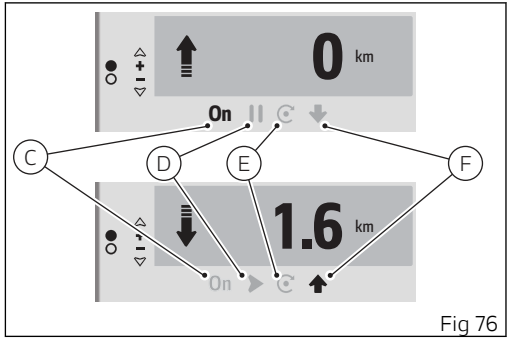


Fig 76

**Note**

By briefly pressing buttons (1) and (2) you can increase or decrease the counted distance at any time (specific function for Roadbook navigation).

At any time, even with the trip master counter running, it is possible to move the selection to the Interactive Menu by long-pressing button (1) or to the Info display by long-pressing button (2), in order to access the other functions of the instrument panel.

## ABS deactivation

**Attention**
The ABS can be disabled.

**Attention**
ABS can only be deactivated when the Riding Mode is set to "ENDURO" or "RALLY".
ABS can only be deactivated when the motorbike is at a standstill.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

To change the Riding Mode, see page page 119.

To temporarily disable the ABS, press and hold button (A).
The warning “Hold the button to disable ABS" (B) will be displayed followed by "Release the button to disable ABS".

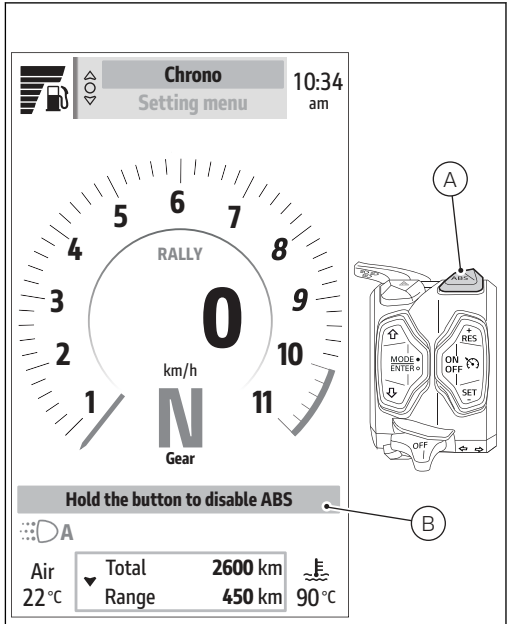



Fig 77

- If the “ABS OFF” button is released too soon, "ABS still active" (C) will be displayed for a few seconds.
- If the disabling procedure has been carried out correctly, the "ABS Off" warning will be displayed (D).

## Attention

The “ABS Off” warning will remain active as long as the ABS system is disabled. Press the “ABS OFF” button to re-enable the ABS system - once re-enabled the “ABS Off” warning will disappear.

If you are attempting to disable the ABS while in a Riding Mode other than Rally or Enduro, “Not allowed in the current riding mode” will be displayed for a few seconds.

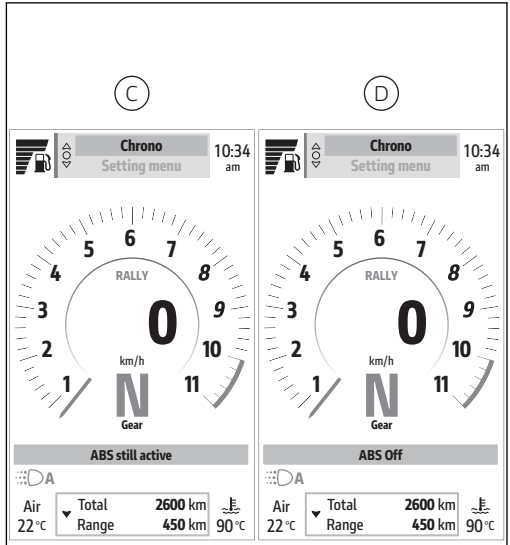



Fig 78

## Heated grips (if present)

This function allows the user to activate and set the handgrip heating. It is only available if heated handgrips are installed on the motorcycle.
To activate and adjust the level of the heated handgrips, press button (1): the heated handgrips icon is displayed in large mode (A). Each time the button is pressed it cycles through the OFF, LOW, MED, HIGH levels indicated by the arrows on the symbol (in the example “LOW”).
To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode (B).

**Note**
If the level is set to OFF, the icon is not displayed in small mode (B).

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

The actual switching on (heating) of the heated handgrips is indicated by the colour of the icon (B):

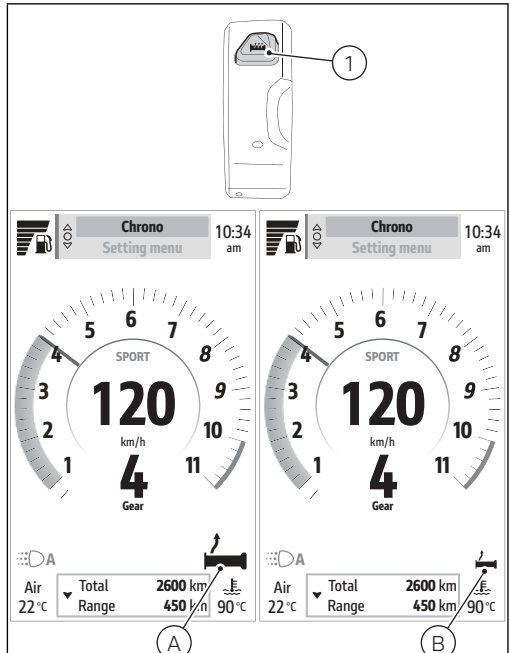


Fig 79

- black if the display is set to “Light” (see page 218)
- white if the display is set to “Dark” (see page 218)

When the handgrip heating is not active, the icon (B) is grey.

## Turn by turn (if present)

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

### Attention

The directions of the Turn by turn function on the instrument panel are only visible in “Full” display mode.
Audio directions (via headset if connected) are available in both “Full” and “Rally” display modes.

Refer to section “Main screen elements” on page 110.

“Turn by turn” displays navigation information, showing the next manoeuvre. Additional route information, traffic information and delays are also displayed. Additional information may be present depending on the version of the installed software. The quality and safety standards of Ducati motorbikes are constantly updated, with the consequent development of new software solutions. Therefore the information contained in this manual is updated at the time of going to print.

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

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

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

**Important**

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

The function appears in the Interactive Menu only if the following is observed:

- have previously paired the smartphone to the instrument panel via Bluetooth (page 22);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone. The Ducati Link icon (A) indicates that the connection has been made.

To start the function:

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

**Note**

The item "Turn by turn" is displayed in grey if the smartphone has not been connected via Bluetooth and/or the connection with the Ducati Link app has not been started.

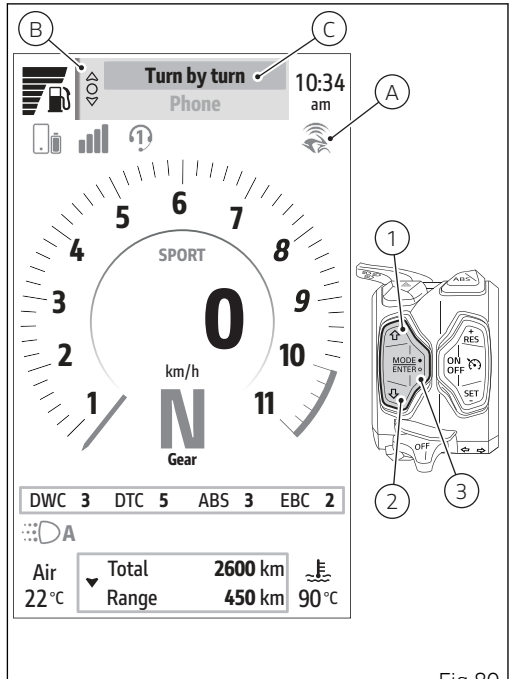



Fig 80

The submenu is displayed and includes the following items:

- "Directions" (D), allows you to set the mode in which the directions are displayed.
- "Delete route" (E), allows you to stop the navigation in progress.
- "Back" (F), closes the current submenu.

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

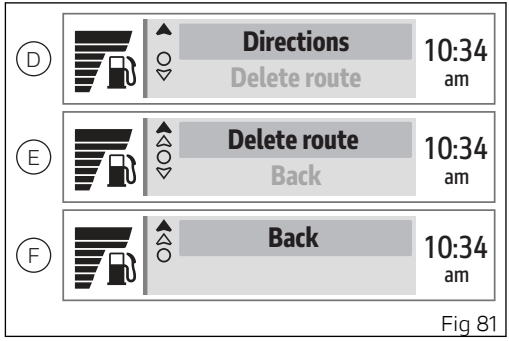


Fig 81

## Note

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

## Directions

This function allows you to set the mode in which the directions are displayed.

- Select the Interactive Menu (B, Fig 80) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 80) and press the ENTER button (3).
- Select the “Directions” item (D, Fig 81)and press ENTER (3).

The submenu is displayed and includes the following available modes:

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

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

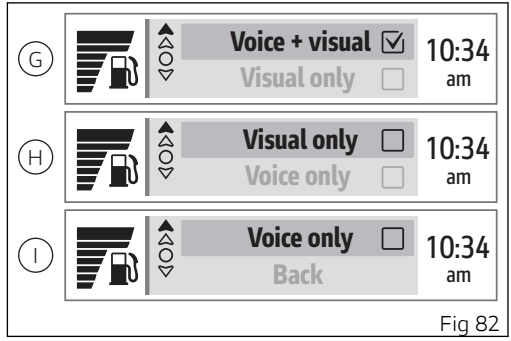


Fig 82

## Delete route

This function allows you to stop the navigation in progress.

- Select the Interactive Menu (B, Fig 80) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 80) and press the ENTER button (3).
- Select the “Delete route” item (E, Fig 81)and press ENTER (3).

The words "Delete route?" and the selectable items "Yes" (J) and "No" (K) are displayed.
Use buttons (1) and (2) to select the desired item.
Press the ENTER button (3) to confirm.
If the item "Yes" (J) is confirmed, navigation is interrupted and the instrument panel returns to the main screen set up previously when navigation was started.

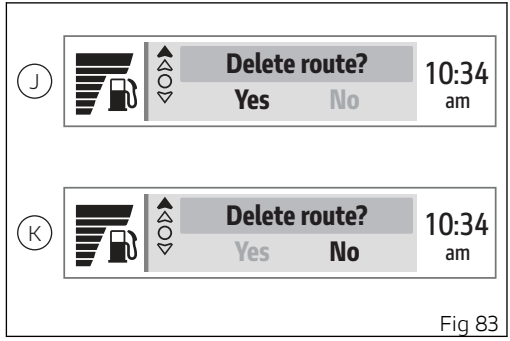


Fig 83

## Turn by turn screen

If the "Voice + visual" or "Visual only" mode has been set, (see section "Directions",Fig 82) and navigation is started, the instrument panel displays the main screen in the "Turn by turn" mode. This mode replaces the main screen set for the current Riding Mode (refer to chapter "Info Mode").
When navigation is interrupted, the instrument panel returns to the main screen set for the current Riding Mode.

Navigation can only be started without the "Turn by turn" screen if the "Voice only" mode has been set, (see section "Directions"Fig 82).
During navigation, the set mode can be changed.

The "Turn by turn" main screen contains all the information and elements required for riding and navigation.
The table lists the available items.

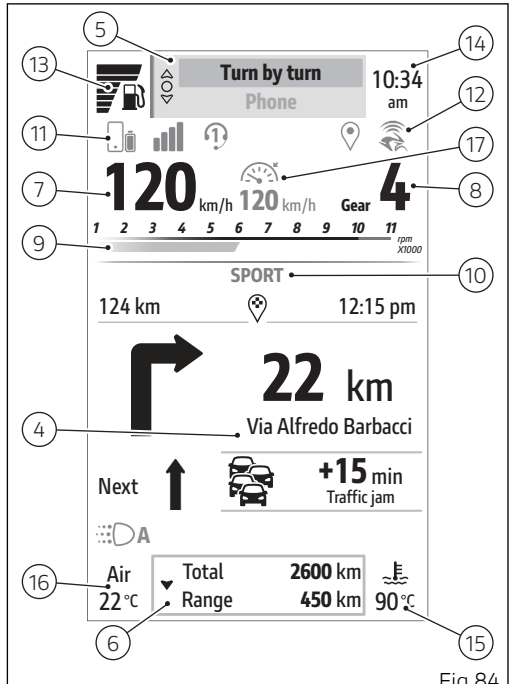



Fig 84

| no. | Description |
|---|---|
| 4 | Directions including:<br>• Next manoeuvre with remaining distance and street name<br>• Next manoeuvre<br>• Distance remaining to destination<br>• Estimated time of arrival<br>• Information on traffic, weather and route conditions with indication of any expected delay |
| 5 | Interactive Menu (see page 124) |
| 6 | Info display (see page 124) |
| 7 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 8 | Gear |
| 9 | Rev counter (see page 122) |
| 10 | Current Riding Mode (see page 119) |
| 11 | Connected Bluetooth devices (see page 28) |
| 12 | Connected Ducati Link app (see page 259) |
| 13 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 214). |

| no. | Description |
|---|---|
| 14 | Clock<br>Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 229). |
| 15 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F).<br>If the temperature is below +40°C (+104°F), “Low” is displayed, whereas if it is above +150°C (+302°F), “High” is displayed flashing red.<br>**Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 16 | Air temperature (°C or °F)<br>**Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature. |
| 17 | Cruise Control warning light (if active).<br>Refer to section “Cruise Control” (see page 130). |

## Daylight – Info display

Along with the "Turn by turn" function, the "Daylight" (L) function is activated: it indicates the remaining light hours and is present in the Info display menu.

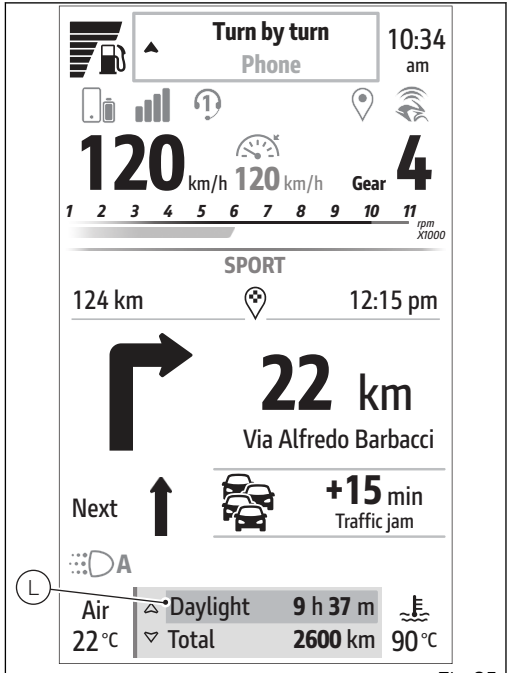



Fig 85

## Chrono

This function allows activating or deactivating the timer.

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

The timer displays the time in the following format: hours, minutes, seconds, hundredths of a second.

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

**Note**
The maximum recordable time is 46 hours.

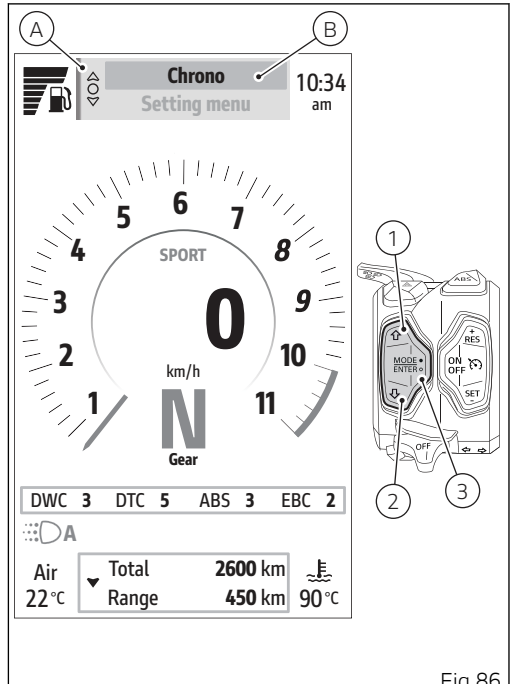



Fig 86

## Enabling and disabling

The timer window is displayed:

- (C) if the timer is OFF, it will be displayed as "Off". Long press the ENTER button (3) to enable the timer.
- (D) if the timer has already been started previously, with the time counting down and the writing "On". Long press the ENTER button (3) to disable the timer.

## Controls

Once the timer (D) has been activated, it is possible to scroll through and select the following controls by pressing the ENTER button (3) briefly, to activate the selected control, long press the ENTER button (3):

- "On" displayed if the timer count is active.
- ⏸ pause displayed if the chronometer count is running, or ▶ play displayed if the timer count is paused.
- ↻ reset to reset the timer, to be selected only if timer is in pause.

**Note**
When timer is paused, the indicated time flashes.

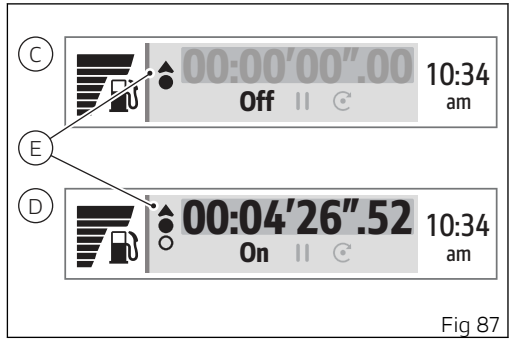


Fig 87

**Note**
When timer is disabled, the indicated time is reset.

The solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the timer display to access other menus on the main screen, while keeping the timer count active if it has been started.

## Fuel transfer (if present)

This function is available in the Interactive Menu and is only available if the secondary tank has been installed. It allows fuel to be transferred from the secondary tank to the main tank.

The "Fuel transfer" item is only accessible when it is white. For the function to be accessible, certain conditions must be met: secondary tank not empty, Low fuel light on, battery sufficiently charged. When at least one of these conditions is not met, the "Fuel transfer" item is grey and cannot be accessed.

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

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

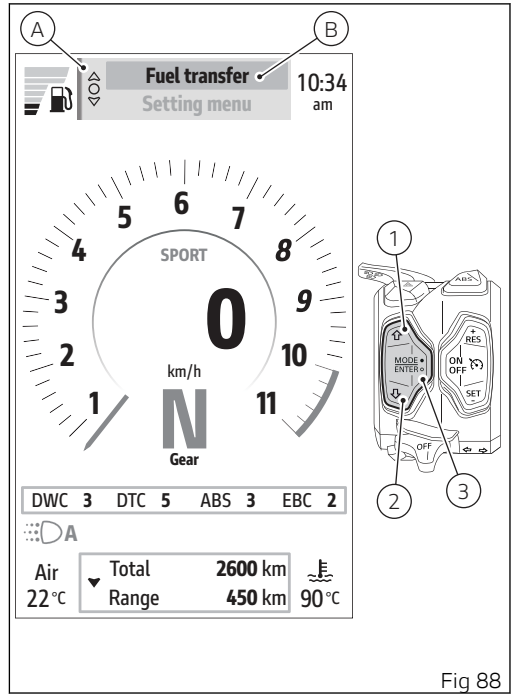


Fig 88

The window (C) appears and asks whether to proceed with the fuel transfer. Use buttons (1) and (2) to select "Yes" to proceed or "No" (D). Press ENTER (3) to confirm.

## Starting the fuel transfer

After selecting and confirming "Yes" (C), the instrument panel returns to the previous screen and starts the fuel transfer procedure. The fuel transfer in progress is indicated by the fuel level animation and the secondary tank symbol (E).
When the fuel transfer is complete, "Fuel transfer completed" (F) will be displayed for a few seconds, after which the updated fuel level display will be restored.

### Attention

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

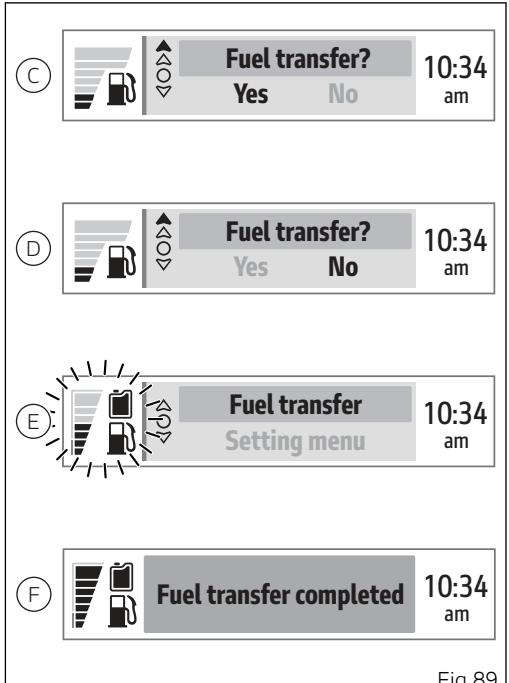



Fig 89

### Note

When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

### Attention

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

### Important

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

## Stopping the fuel transfer

During fuel transfer (E,Fig 89) the procedure can be interrupted.
Use buttons (1) and (2) from the Interactive Menu to select item "Fuel transfer" (B, Fig 88)and press the ENTER button (3).
The window (G) appears and asks whether to stop the fuel transfer. Use buttons (1) and (2) to select "Yes" to stop or "No" (H). Press ENTER (3) to confirm:

- if the entry "No" is confirmed, the fuel transfer continues until it is completed;
- if "Yes" is confirmed, the fuel transfer is interrupted and the message "Fuel transfer arrested" (I) is displayed for a few seconds, after which the updated fuel level display is restored

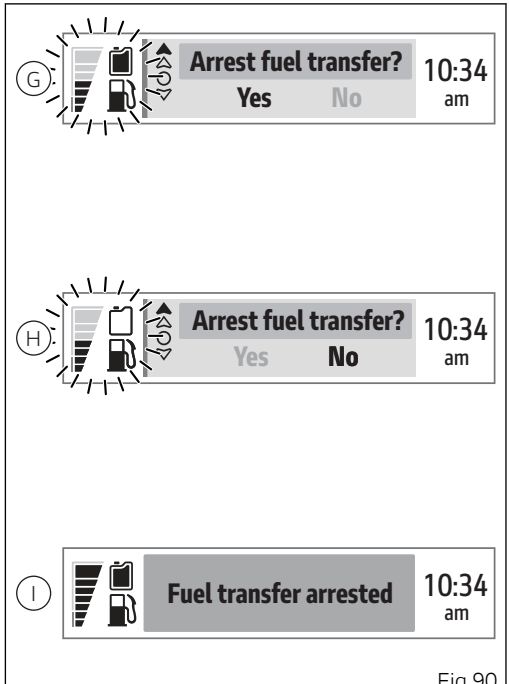



Fig 90

**Note**

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

## Secondary tank warning lights

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

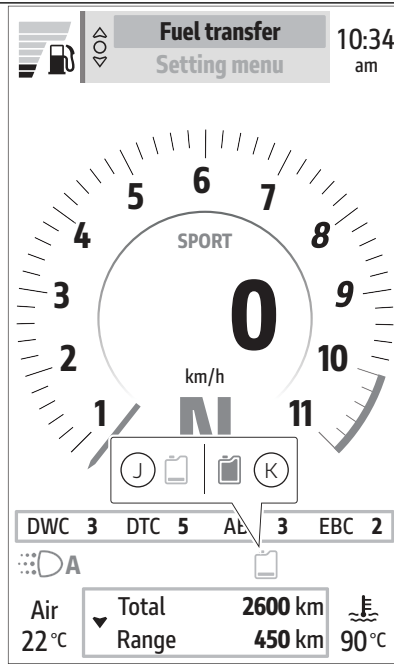



Fig 91

## Setting menu

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

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

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

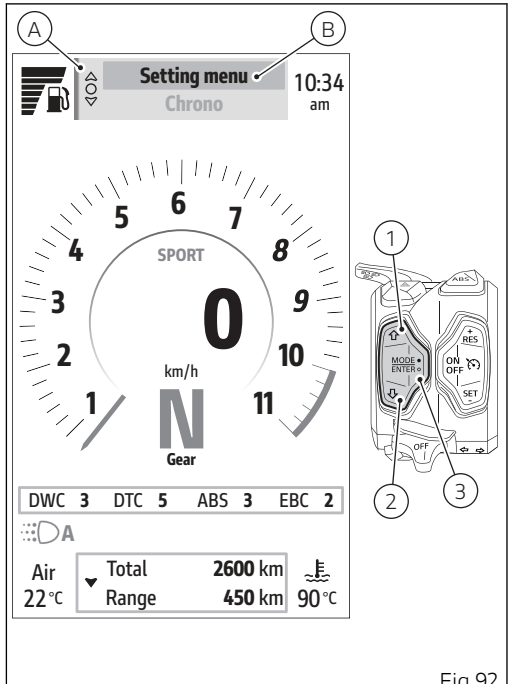



Fig 92

The instrument panel displays the dedicated page listing the available settings:

- Service
- Riding Mode
- Info display
- Fuel indicator
- DRL
- Display setup
- PIN Code
- Date and time
- Tyre calibration
- Bluetooth - if present (see page 22)
- Turn indicators
- Language
- Units
- Trip master precision
- Info

**Note**

When entering the Setting menu, the first item selected is "Riding Mode".

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

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




Fig 93

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

## Setting menu – Service

This function allows displaying service coupons.

**Note**

When entering the Setting menu, the first item selected is "Riding Mode".

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Service” item and press ENTER (3).

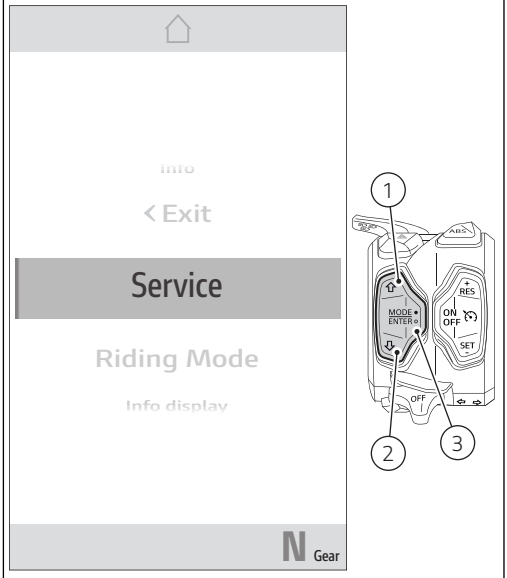



Fig 94

The following information will be displayed:

- Odometer
- Vehicle identification number
- Oil service (remaining kilometres or miles)
- Annual service (date)
- Desmo Service (remaining kilometres or miles)

When a service is due, it is highlighted in yellow.
This function does not allow any kind of changes.
Press the ENTER button (3) to quit.

The First Service 1000 must be carried out after the first 1,000 km / 600 mi.
The Oil Service must be carried out every 15,000 km/9,000 mi.
The Annual Service must be carried out every 12 months.
The Desmo Service must be carried out every 30,000 km / 18,000 mi.
In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

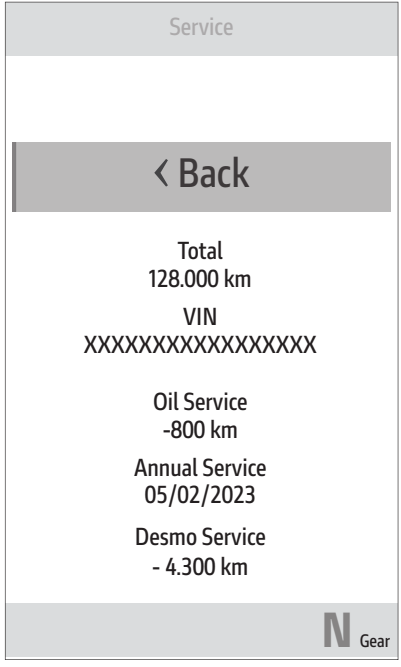


Fig 95

Service coupon types are: "Oil Service", "Annual Service" and "Desmo Service".
Within the scheduled maintenance chart, they are indicated as “Oil service”, “Annual service” and “Valve check”, respectively.

## Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel activates the grey warning (B) for 5 seconds upon each Key-On, showing the remaining distance or days: for “Oil service” and “Desmo Service” it activates 1,000 km (621 miles) before service is due, for “Annual service” 30 days before service is due. Once the service threshold has been reached and exceeded, and each time the instrument panel is switched on, a yellow indication (B) is displayed for 5 seconds, showing the distance or days exceeded with respect to the pre-set threshold for the related service.




Fig 96

The possible indications regarding service coupons are:

1) (C) "Oil service" and "Desmo Service", grey, activates when 1000 km (621 miles) are left before the relative service.
2) (D) "Annual Service", grey, activates 30 days before service is due.
3) (E) yellow, activates when a service threshold has been reached.
4) (G) yellow, activates when a service threshold has been exceeded, indicating the distance.
5) (F) yellow, activates when a service threshold has been exceeded, indicating the days.

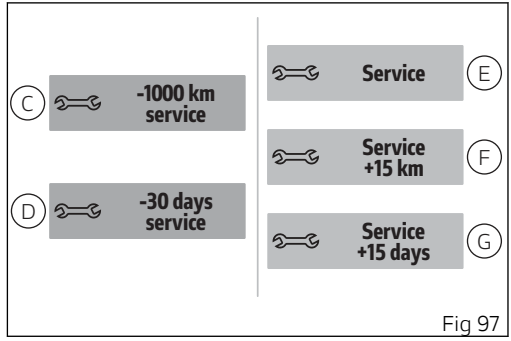


Fig 97

## Digital Maintenance

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

The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.

## Setting menu – Riding Mode

This function allows customising every Riding Mode.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).

The "Rally", "Enduro", "Wet", "Touring", "Urban", Sport" Riding Modes and "Default" item are displayed (only visible if one or more parameters of one or more Riding Modes have been changed). Use buttons (1) and (2) to select the Riding Mode you wish to customise and press ENTER (3).

### Attention

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

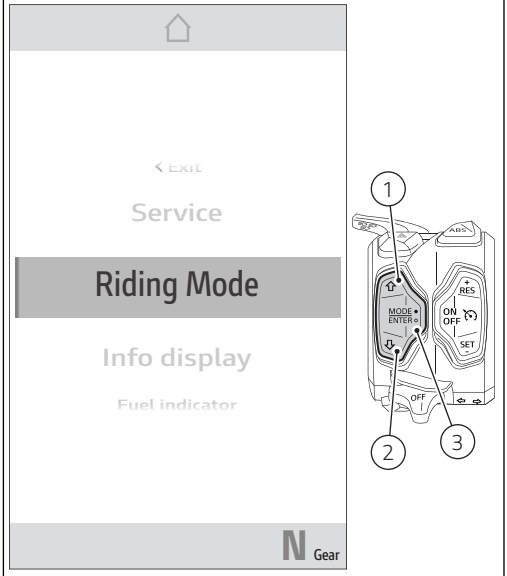



Fig 98

The customisable parameters are the following:

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

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER (3) to modify the parameters.
The currently active Riding Mode is shown at the bottom of the screen.




Fig 99

## Setting menu – Riding Mode – Power

This function allows setting the engine power.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Power” item and press ENTER (3).

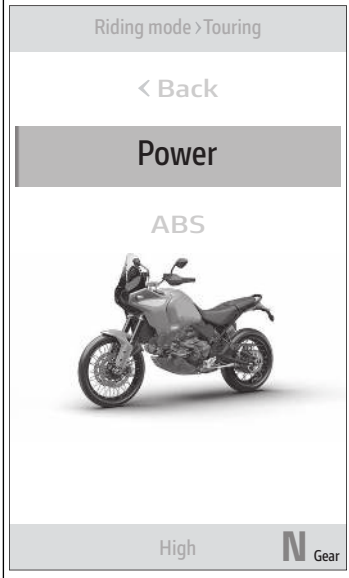



Fig 100

The levels “Full”, “High”, “Medium”, “Low” and the bike with the part affected by the setting highlighted, followed by the reference indications are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

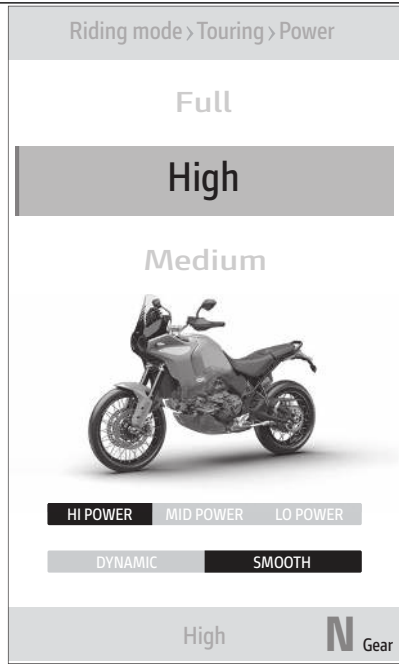



Fig 101

## Setting menu – Riding Mode – ABS

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

This function allows setting the ABS intervention level.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “ABS” item and press ENTER (3).




Fig 102

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. When one or both wheels lock, the stabilising action of traction fails, resulting in loss of control of the vehicle.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing




Fig 103

information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.

The front and rear brakes use separate control systems.

If desired, the system can be deactivated by prolonged pressure on the dedicated button. To reactivate the system, a normal press of the same button is sufficient.
The active presence of ABS strategies and their intervention level depend on the selected level. The ABS features three levels of intervention, each associated with a Riding Mode.

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

The following table indicates the most suitable level of ABS intervention for the various riding modes, as well as the default settings in the “Riding Modes” that can be selected by the user:

| ABS LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The ABS is disabled | |
| 1 | OFF-ROAD FOR EXPERTS | This level is designed exclusively for off-road use, for expert riders and is not recommended for road use. ABS in this level only controls the front wheel, and thus allows rear wheel lockup, thus helping braking efficiency on dirt roads. The system in this level does NOT control lift-up nor it activates the cornering function. | It is the default level for the “RALLY” riding mode |
| 2 | OFF-ROAD FOR BEGINNERS | This level is designed for off-road use, for beginners and is not recommended for road use. The ABS in this level works on both wheels and has active cornering (only on the rear and for high leaning angles) and lift-up control functions. | It is the default level for the “ENDURO” riding mode |

| ABS LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 3 | ROAD | This level is designed for use in any riding conditions on asphalt to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. | It is the default level for the "SPORT", "TOURING", "URBAN" and "WET" riding modes. |

ABS can be temporarily disabled (see page 139).

**Attention**

ABS can only be deactivated when the Riding Mode is set to "ENDURO" or "RALLY".
ABS can only be deactivated when the motorbike is at a standstill.
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

**Attention**

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

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

The use of ABS Level 2 is specifically for off-road use by beginners. In order to improve the decelerations achieved by the vehicle when off-road, a greater percentage slip is allowed at the rear than with conventional ABS. Level 2 of the ABS system also features the cornering function, but this is limited to rear cornering only and at high leaning angles. This level also includes lift-up control, in case this level is used on tarmac (not recommended) and high deceleration is achieved.

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

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

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

## Setting menu – Riding Mode – DTC

### Attention

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

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

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DTC” item and press ENTER (3).

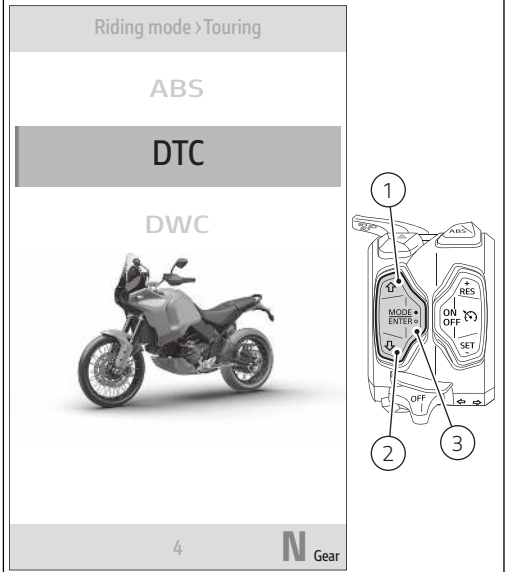



Fig 104

The "Off" level, levels 1 to 8 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

## Attention

The DTC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to 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



Fig 105

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 modes” that can be selected by the user:

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

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

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

## Tips on how to select the intervention level

### Attention

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

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, 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 intermediate levels. DTC intervention decreases from level 8 to level 1. Levels 1, 2 and 3 allow both spinning and skidding of the rear wheel out of a corner: these levels are recommended only for expert riders.

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 characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds);
3) The riding mode (whether the rider has a "smooth" or a "rough" style).

### Level depends on grip conditions

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

Activate the DTC, select level 7 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 6, 5, 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).

### Tips for use on wet road

It is recommended to use level 8 on wet road.

## Setting menu – Riding Mode – DWC

### Attention

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

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

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DWC” item and press ENTER (3).




Fig 106

The "Off" level, levels 1 to 4 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.



## Attention

The DWC is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to 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

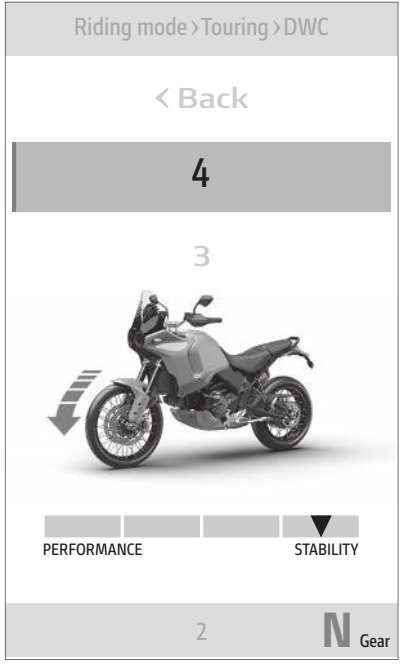



Fig 107

reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

The following table indicates the most suitable level of DWC intervention for the various riding modes, as well as the default settings in the “Riding modes” that can be selected by the user:

| DWC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The DWC is disabled. | It is the default level for the “RALLY” and “ENDURO” riding modes. |
| 1 | SPORT | Sports style for expert riders. The system enables and controls wheelies, and also reduces the speed at which the motorbike wheelies. | |
| 2 | SPORT | Sports style for medium-expert riders. The system optimises vehicle acceleration by limiting wheelies. | It is the default level for the "SPORT" riding mode |
| 3 | TOURING | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie. | It is the default level for the "TOURING" riding mode |
| 4 | URBAN | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie. | It is the default level for the “URBAN” and “WET” riding modes |

## Tips on how to select the intervention level

### Attention

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

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

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

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

### The rider's experience

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

### Level depends on type of track

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

### Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or

down and proceed to determine the best setting (e.g. if with level 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

## Setting menu – Riding Mode – EBC

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

The system allows the rider to set "engine brake", the range being from a maximum engine braking with system set to 1 and progressively decreasing as level increases.

System is particularly sensitive at high rpm and sensitivity gradually decreases as soon as engine rpm decrease.

### Attention

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

This function allows setting the EBC intervention level.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “EBC” item and press ENTER (3).




Fig 108

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

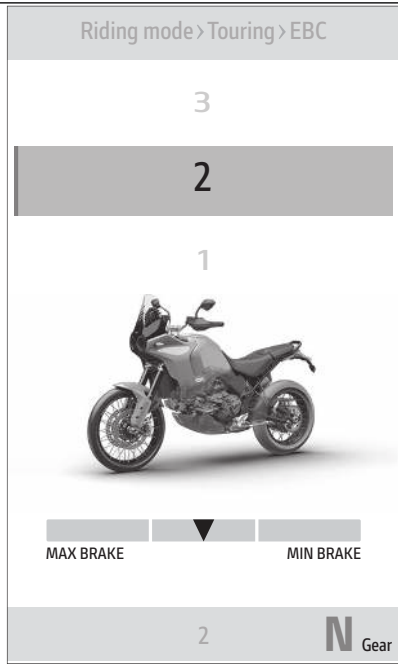



Fig 109

The following table indicates the most suitable level of EBC intervention for the various riding modes, as well as the default settings in the “Riding modes” that can be selected by the user:

| EBC | CHARACTERISTIC | DEFAULT |
|---|---|---|
| 1 | In this level the engine delivers a fairly significant engine brake. | It is the default level for the “SPORT” riding mode |
| 2 | In this level the engine delivers a poor engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration. | It is the default level for the "RALLY", "ENDURO", “TOURING”, “URBAN” and “WET” Riding Modes. |
| 3 | In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration. | |

### Tips on how to select the sensitivity level

**Attention**

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

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

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

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 there are progressively increasing engine brake levels.

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

- The 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/path.

### Level depends on type of track

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

## Setting menu – Riding Mode – DQS

This function allows activating or deactivating the DQS system.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DQS” item and press ENTER (3).

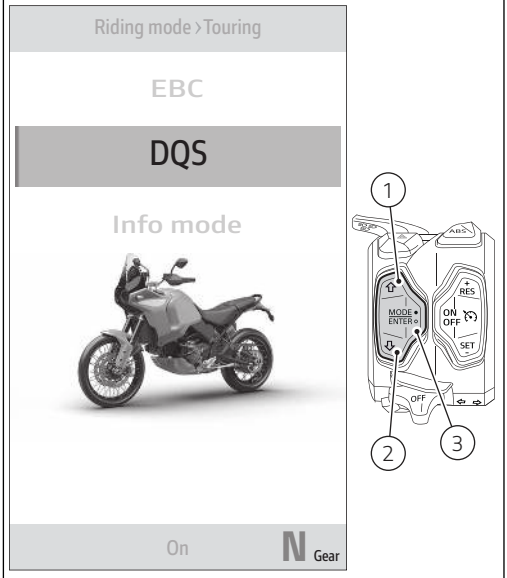



Fig 110

The levels “On” and “Off” and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

The DQS with feature “ON” allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system works in synergy with slipper clutch during downshifting.
The user can decide whether to activate only the upshift feature or both up and down features of the

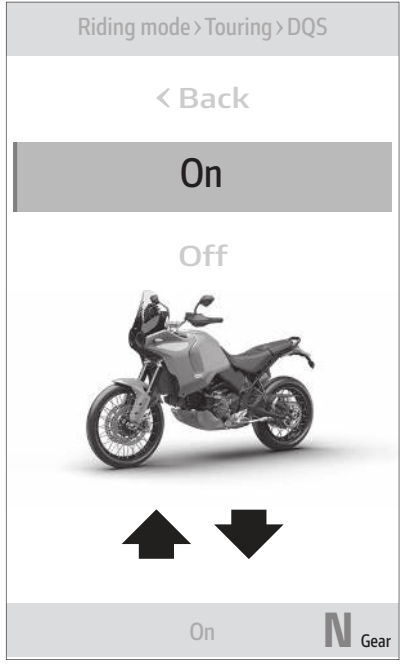


Fig 111

DQS, using the relevant menu on the instrument panel.

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

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

## Setting menu – Riding Mode – Info Mode

This function allows setting the display mode of the main screen.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Info Mode” item and press ENTER (3).

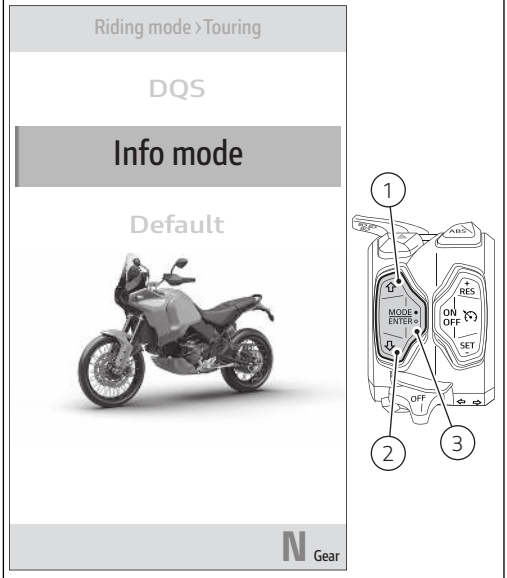



Fig 112

“Full", "Rally" and the bike are displayed with the part affected by the setting highlighted, followed by the reference indications, are displayed.
The bottom of the screen shows the level currently set.

For a description of the available modes, please refer to the "Info Mode" chapter.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

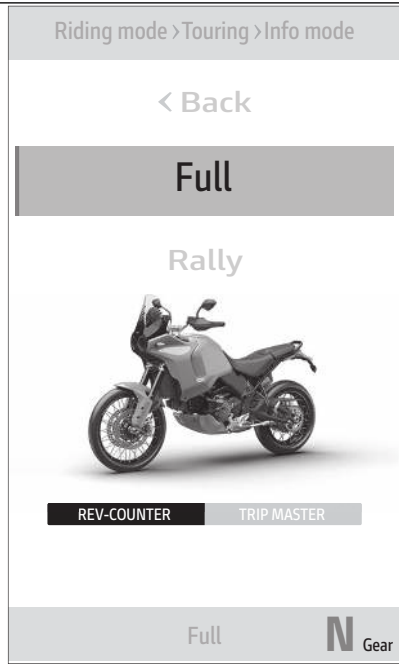



Fig 113

## Setting menu – Riding Mode – Default

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

Restoring the parameter values for a single Riding Mode:

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

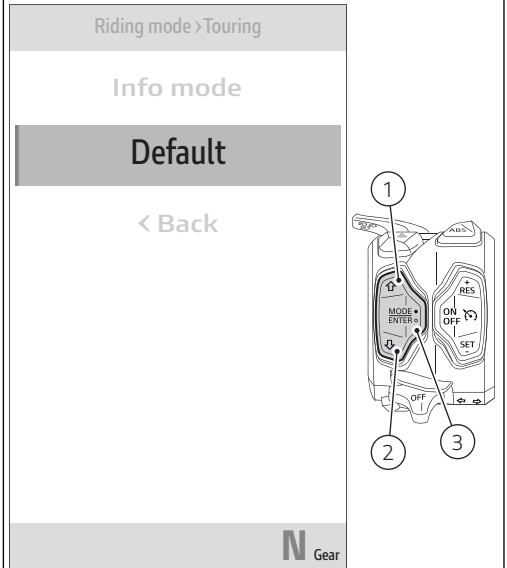



Fig 114

Restoring the parameter values for all Riding Modes:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the "Default" item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Restored”. Then “Default” disappears from the menu list.

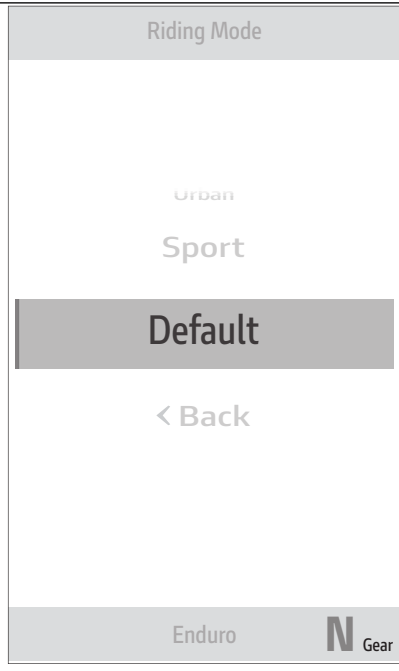



Fig 115

The following table shows the default values set by Ducati, for all the parameters of all Riding Modes:

| | RALLY | ENDURO | SPORT | TOURING | URBAN | WET |
|---|---|---|---|---|---|---|
| Intended use | Off-road | Off-road | Road use | Road use | Road use | Road use |
| Power Mode | Full | Low | Full | High | Medium | Medium |
| Maximum power | 110 hp (81 kW) | 75 hp (55 kW) | 110 hp (81 kW) | 110 hp (81 kW) | 95 hp (70 kW) | 95 hp (70 kW) |
| Throttle response | Dynamic | Dynamic | Dynamic | Smooth | Smooth | Smooth |
| ABS | 1 | 2 | 3 | 3 | 3 | 3 |
| DTC | 3 | 3 | 5 | 6 | 7 | 8 |
| DWC | OFF | OFF | 2 | 3 | 4 | 4 |
| DQS | ON | ON | ON | ON | ON | ON |
| EBC | 2 | 2 | 1 | 2 | 2 | 2 |

## Setting menu – Info display

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Info display” item and press ENTER (3).

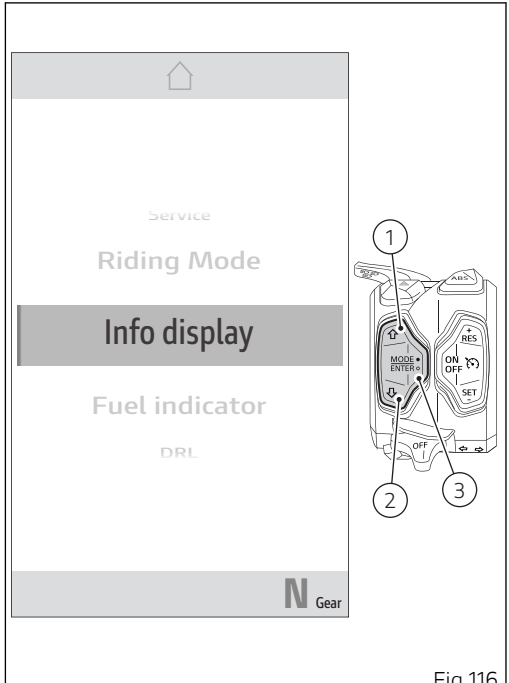



Fig 116

The list of the selectable items, with the number of their current position is displayed.
If the order of trip information has been changed previously, the "Default" item is also displayed in the list, allowing you to restore the original order.
Use the buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

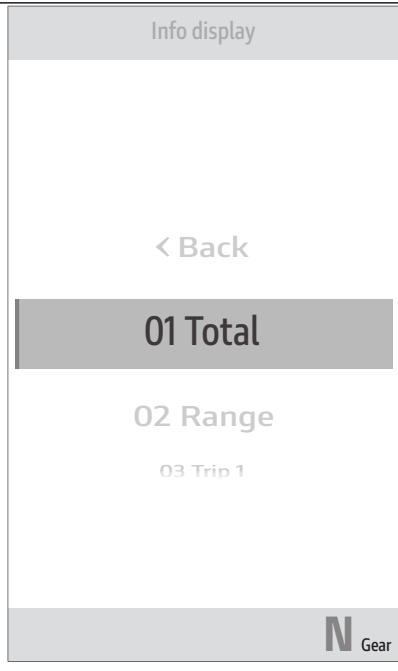


Fig 117

In the following example, the position of the “Trip 1 time” item is changed from 6 to 9:

- Use buttons (1) and (2) to select item "Trip 1 time" and press the ENTER button (3).
- The screen (A) is displayed. The upper part of the screen shows the selected item and the current position, and the lower part shows the list of items in the current order.
- The values displayed above and below the digit (B) indicate that the position number can be changed using buttons (1) and (2).
- Once the value of the new position has been set (in the example "9"), press ENTER (3) to confirm. The order of the Info display is then updated with the new position (C).
- select “Back” and press ENTER (3) to go back to the previous screen.

**Note**
If the fuel level display is set to “Range”, the latter is displayed grey in the list.

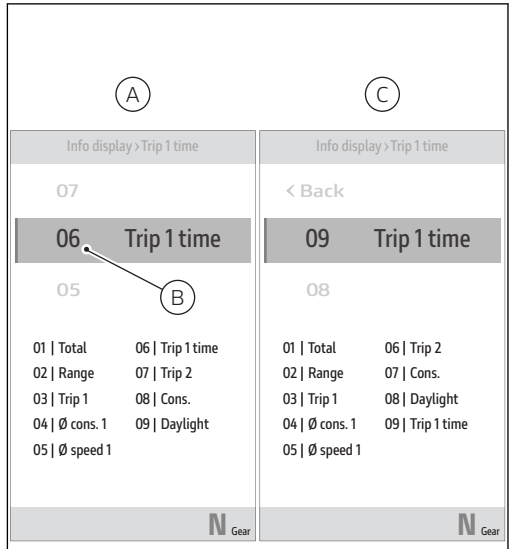



Fig 118

**Note**
The item “Daylight” appears in the list only if the Bluetooth control unit has been installed on the motorbike and the Turn by turn navigation licence has been enabled. Please refer to the "Turn by turn" chapter in this document.

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

To restore the original order, select the “Default” item using buttons (1) and (2) and press ENTER (3): “Wait...” is displayed for a few seconds followed by “Restored”. Then, “Default” item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions.

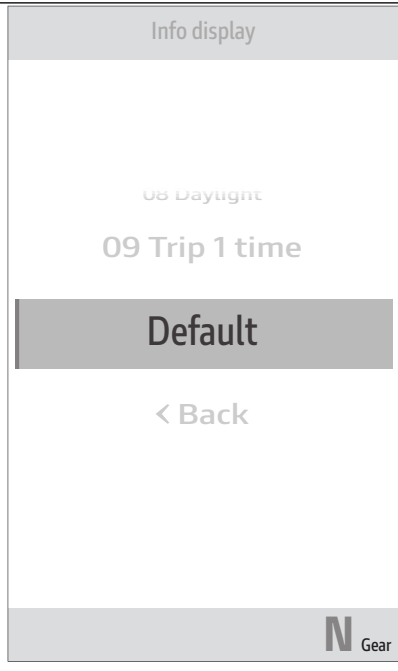



Fig 119

## Setting menu – Fuel indicator

This function allows you to change the way the fuel level is displayed, choosing between bar or remaining distance (km or miles) modes.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Fuel indicator” item and press ENTER (3).

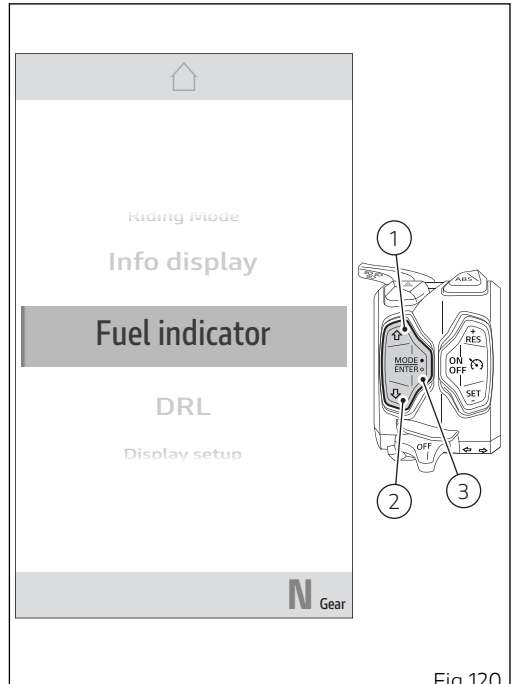



Fig 120

“Level” and “Range” are displayed.
The currently set mode is shown at the bottom of the screen.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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

**Note**
When the motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.

**Note**
When the side stand is extended, the fuel indicator will not update.
When the side stand is in the rest (horizontal) position, the first update of the fuel indicator will occur only after a few seconds.

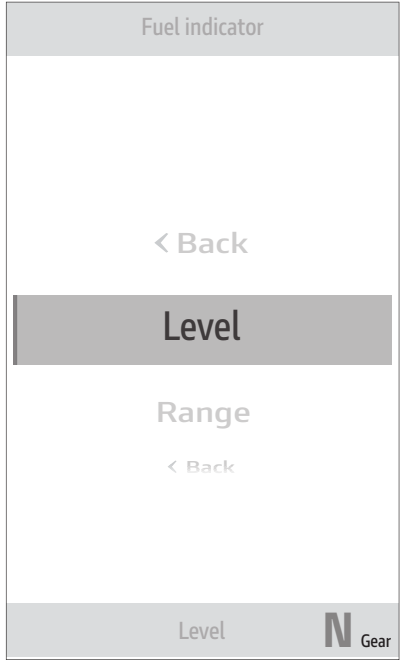


Fig 121

## Setting menu – DRL

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “DRL” item and press ENTER (3).

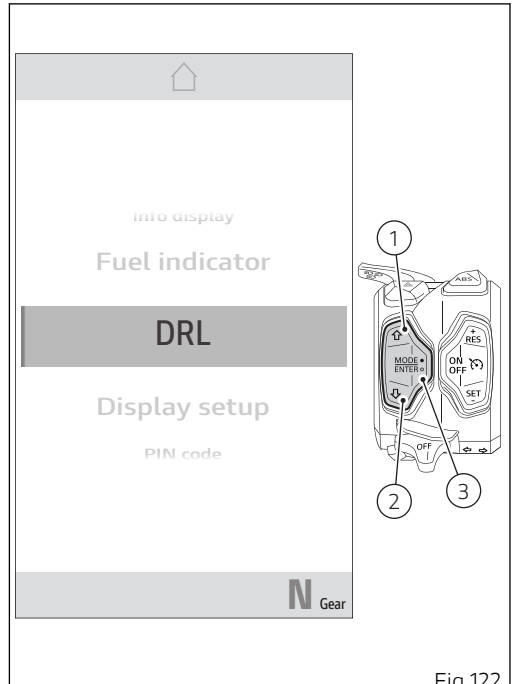



Fig 122

The “Auto” and “Manual” items are displayed. The currently set mode is shown at the bottom of the screen.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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




Fig 123

## Setting menu – Display setup

This function allows you to set the light or dark theme of the display and to adjust the brightness of the display.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Display setup” item and press ENTER (3).

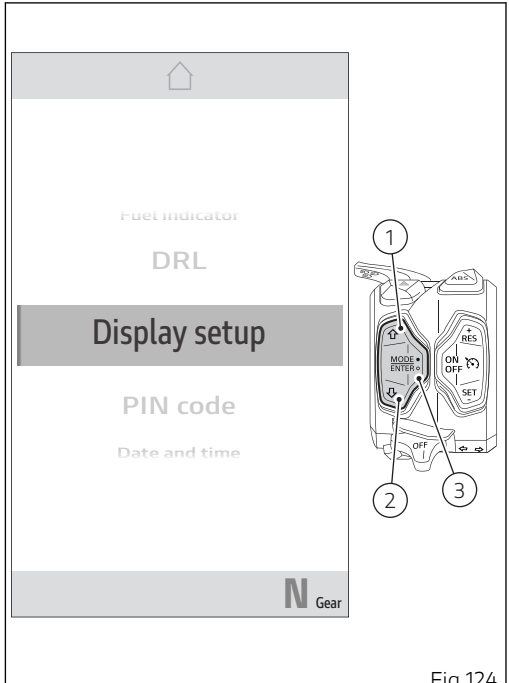



Fig 124

"Themes" and "Brightness" are displayed.
The currently set mode is shown at the bottom of the screen.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

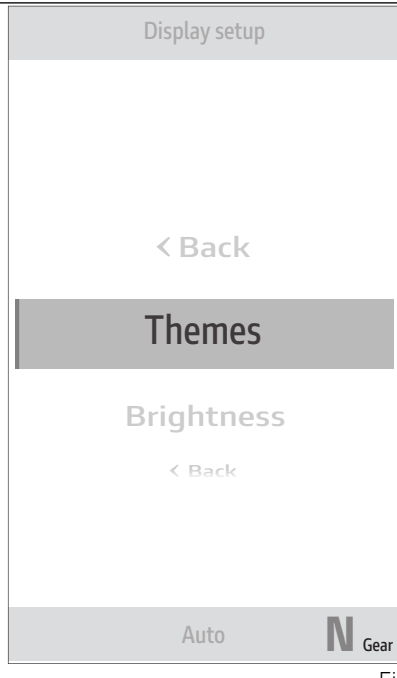



Fig 125

## Themes

This function allows the light or dark theme of the display to be set.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Display setup” item and press ENTER (3).
- Select the "Themes" item and press ENTER (3).

The “Auto”, “Light” and “Dark” items are displayed. The currently set mode is shown at the bottom of the screen.
The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.

Use buttons (1) and (2) to scroll and select the desired theme. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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

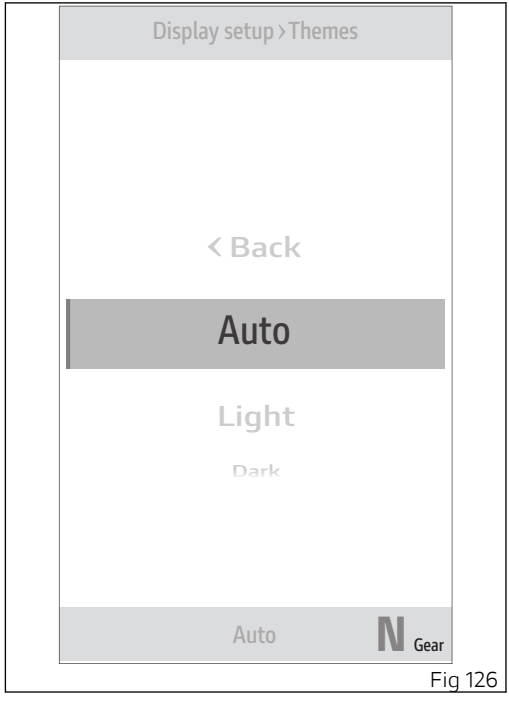


Fig 126

## Backlight

This function allows adjusting the backlighting intensity.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Display setup” item and press ENTER (3).
- Select the “Brightness” item and press ENTER (3).

The levels from 100% to 20% are displayed.
The bottom of the screen shows the level currently set.
The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.
Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.




Fig 127

The backlight of the instrument panel is automatically adjusted according to the ambient light detected by photodiode (A). The backlighting intensity adjustment is calculated in relation to what is detected by the photodiode.

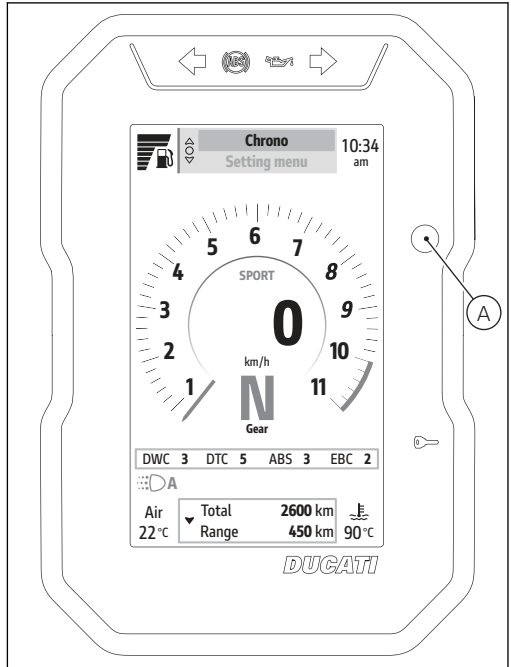


Fig 128

## Setting menu - PIN code

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).

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

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

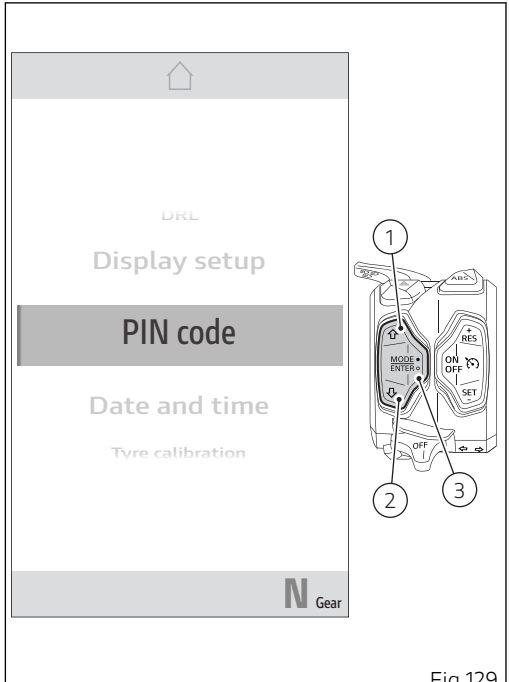



Fig 129

**Attention**

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

New PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).
- Select the "New PIN" item (A) and press ENTER (3).

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

Entering the code:

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

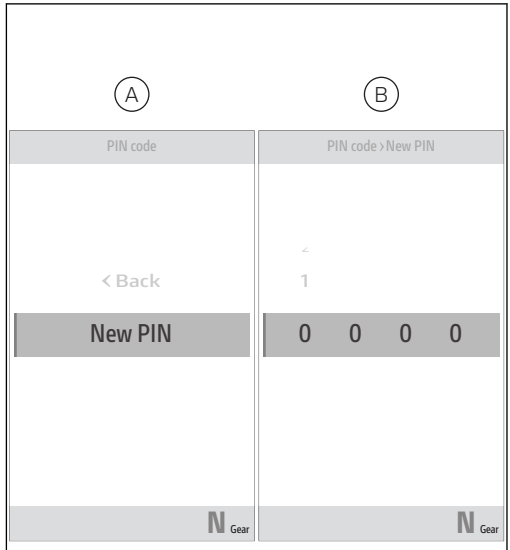



Fig 130

Once the last digit (C) has been confirmed, “Save?” (D) is displayed.
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN”.

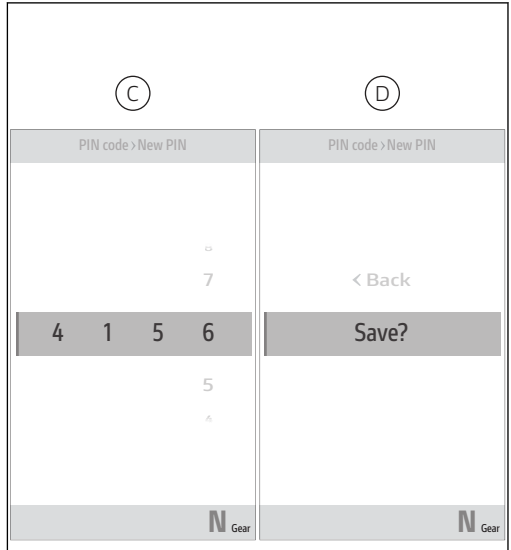


Fig 131

Modify PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).
- Select the “Modify PIN” item and press ENTER (3).
- The display shows "Current PIN" (E), press ENTER (3) to proceed with insertion (F).

Entering the code:

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

Once the fourth digit is entered, press ENTER (3) and the instrument panel behaviour will be as follows:

- If the entered PIN is correct, the display shows “Correct”.
- If the PIN entered is incorrect, “Wrong” is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.

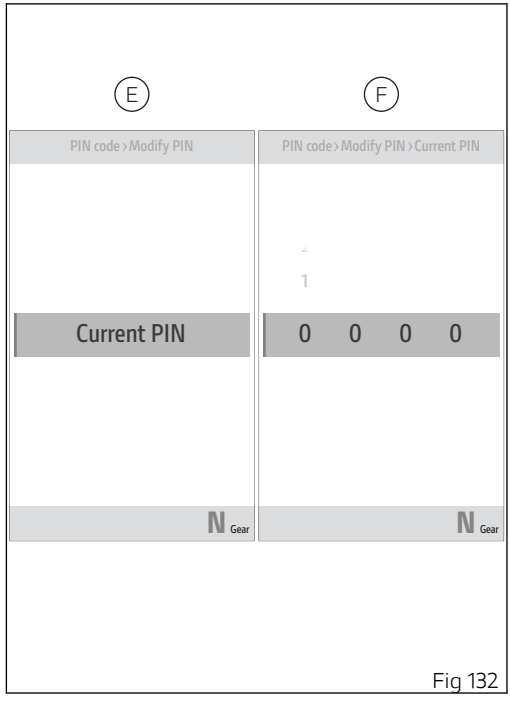



Fig 132

The display shows the first of the 4 digits active for the entry (B, Fig 130).

Entering the code:

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

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

## Setting menu - Date and time

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).

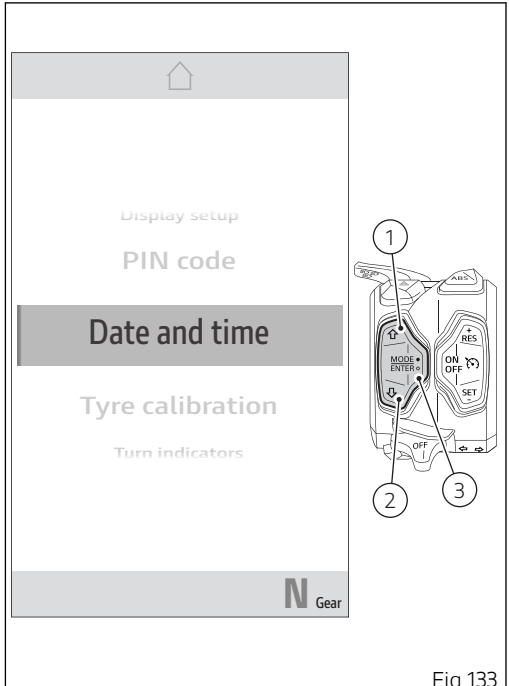



Fig 133

“Set date”, “Date format”, “Set time” and “Time format” are displayed. The current setting is shown at the bottom of the screen.
With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

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

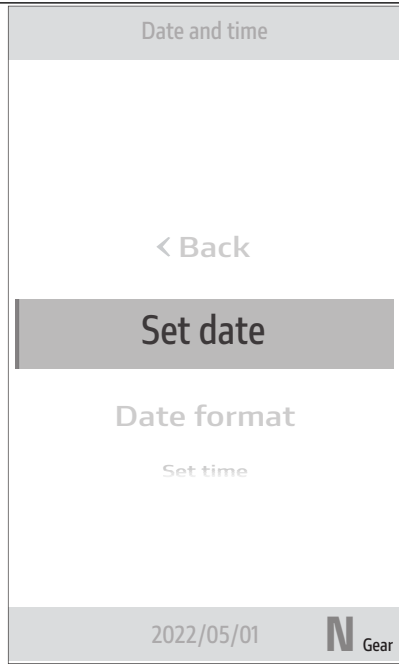



Fig 134

## Set date

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set date” item and press ENTER (3).

The first date parameter (in the example the year) becomes editable and the available values appear above and below the selected parameter (A). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

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

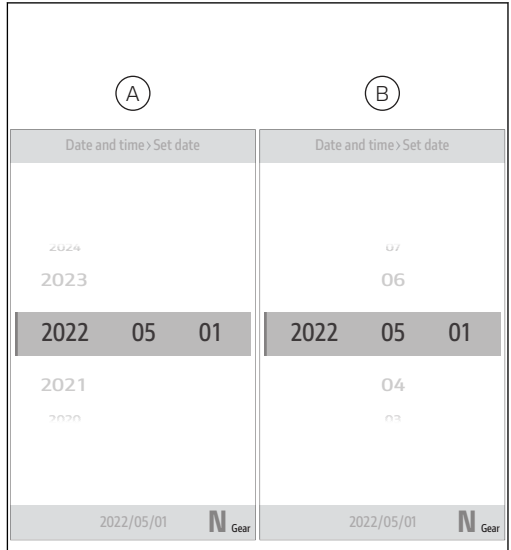



Fig 135

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

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

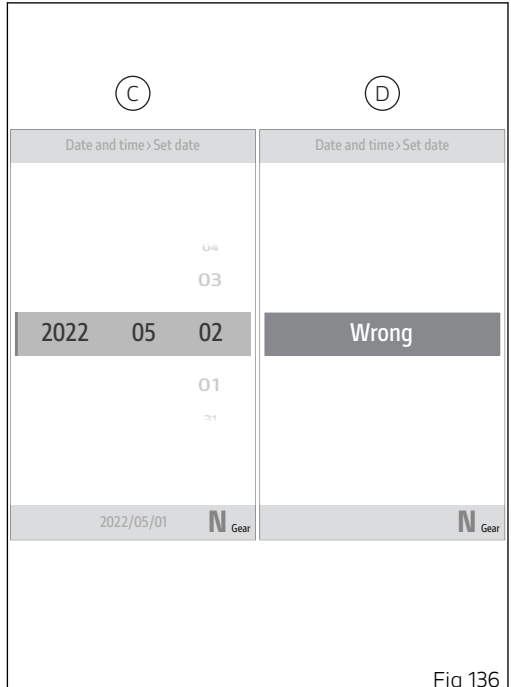



Fig 136

## Date format

This function allows setting the date format.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Date format” item (E) and press ENTER (3).

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

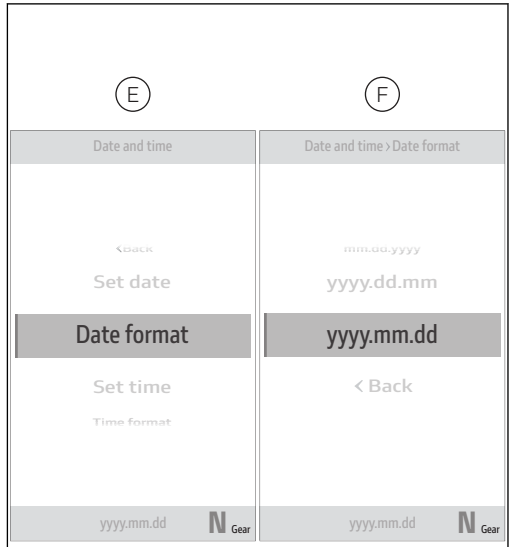



Fig 137

## Set time

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set time” item (G) and press ENTER (3).

The number of hours becomes selectable and the available values at the top and bottom are displayed (H). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

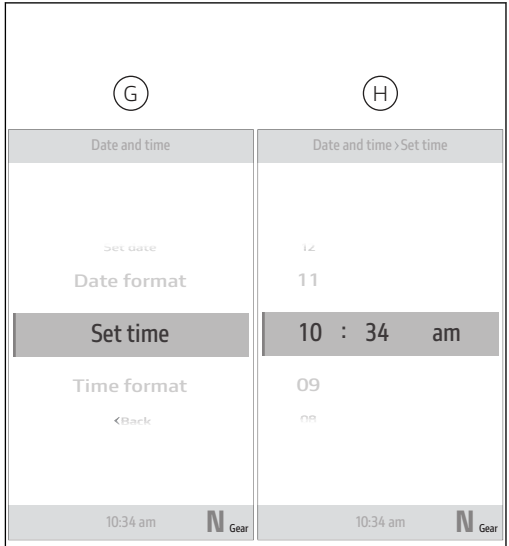



Fig 138

The number of minutes becomes selectable and the available values at the top and bottom are displayed (I). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

The “AM” or “PM” item becomes selectable (J). Use buttons (1) and (2) to select the desired value. Press ENTER (3) to confirm.

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

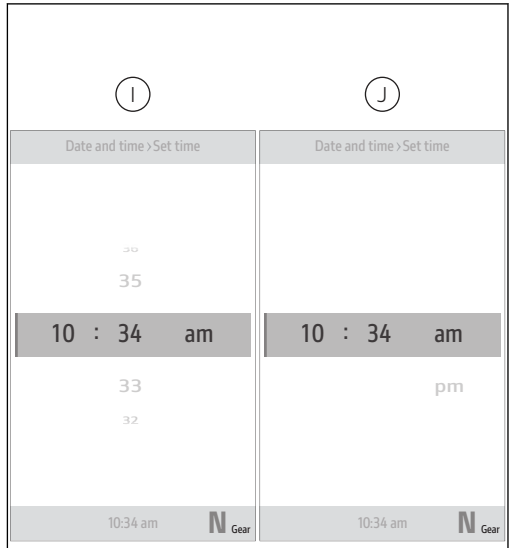



Fig 139

## Time format

This function allows setting the time format.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Time format” item (K) and press ENTER (3).

“12 hours” and “24 hours” formats (L) are displayed. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm.

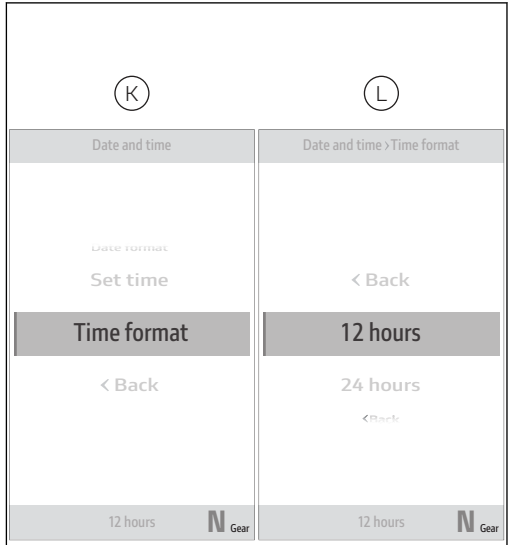



Fig 140

## Setting menu - Tyre calibration

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

Then perform the Tyre Calibration function:

- if tyres must be replaced
- if final drive ratio must be changed

To open this function:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Tyre calibration” item and press ENTER (3).

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

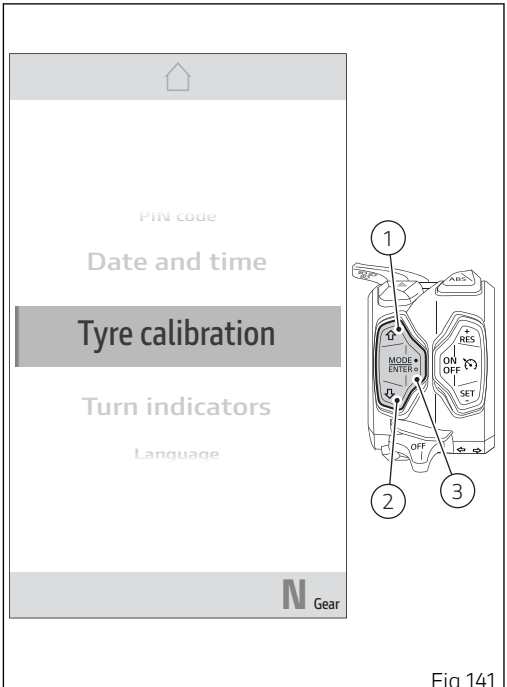



Fig 141

## Tyre calibration - Start

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

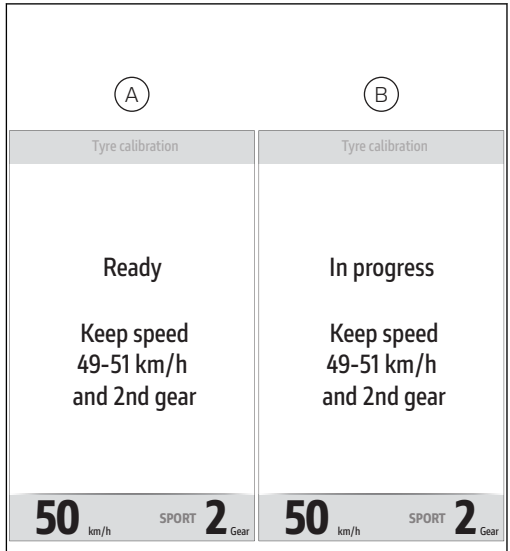


Fig 142

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

The procedure can be aborted by holding button (1) pressed for a long time: in this case the instrument panel displays all previous information, replacing message "In progress” (B, Fig 142) with message "Aborted” (D) followed by the previous menu after a few seconds.

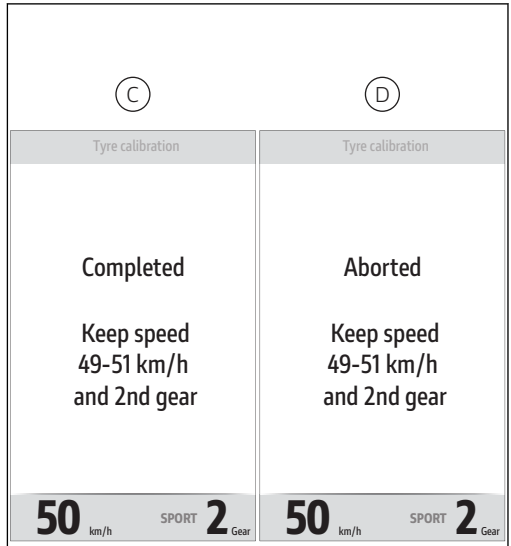



Fig 143

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

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

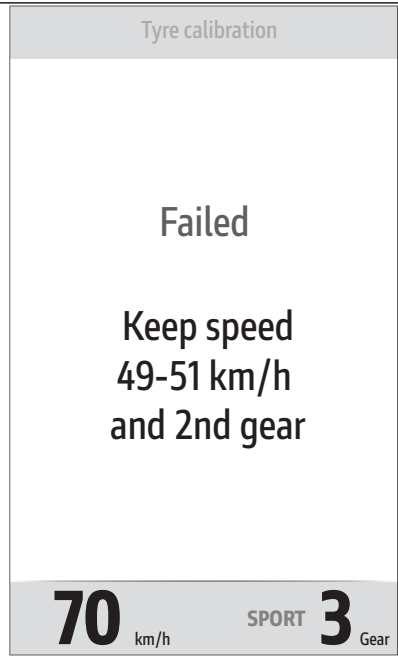



Fig 144

## Tyre calibration - Default

When entering the function, by pressing ENTER (3) with “Default” selected (E), the instrument panel will display “Wait...” for 2 seconds, followed by “Default restored” (F) for 2 seconds, and then it will return to the previous menu.

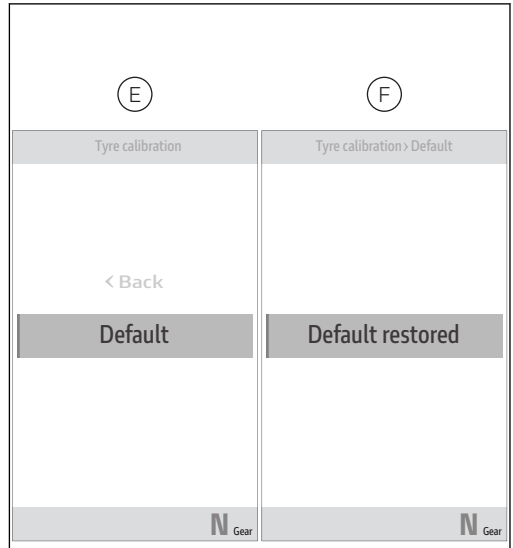



Fig 145

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

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

| Final drive ratio | | Rear sprocket | | | | |
|---|---|---|---|---|---|---|
| | | 47 | 48 | 49 | 50 | 51 |
| Front sprocket | 15 | 3.13 | 3.2 | 3.27 | 3.33 | 3.40 |

## Setting menu – Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.

The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Turn indicators” item and press ENTER (3).

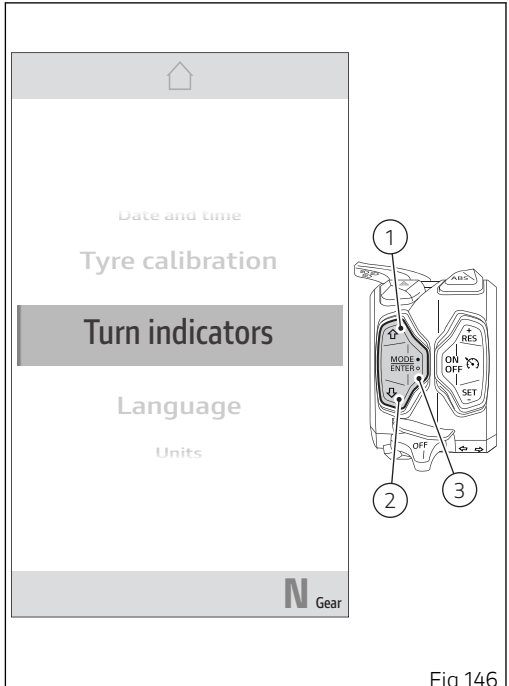



Fig 146

"Auto-off" and "Manual-off" are displayed.
The currently set mode is shown at the bottom of the screen.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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

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



Fig 147

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

## Setting menu – Language

This function allows setting the instrument panel language.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Language” item and press ENTER (3).

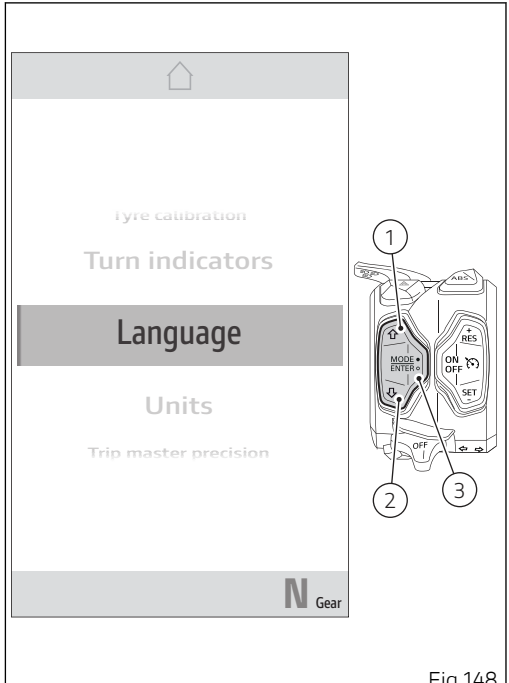



Fig 148

The following items are displayed: “English, Italiano, Deutsch, Français, Dutch, Español”.
The currently set language is shown at the bottom of the screen.

Use buttons (1) and (2) to scroll and select the desired language. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.




Fig 149

## Setting menu - Units

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).

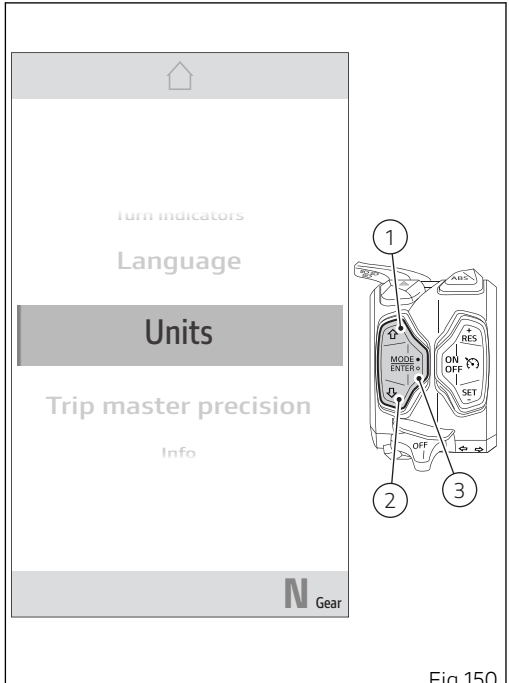



Fig 150

The following items are displayed: “Speed”, “Temperature”, “Consumption” and “Default” (visible only is one or more measurement units have been changed).
The measurement unit currently set for the selected item is shown at the bottom of the screen.

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

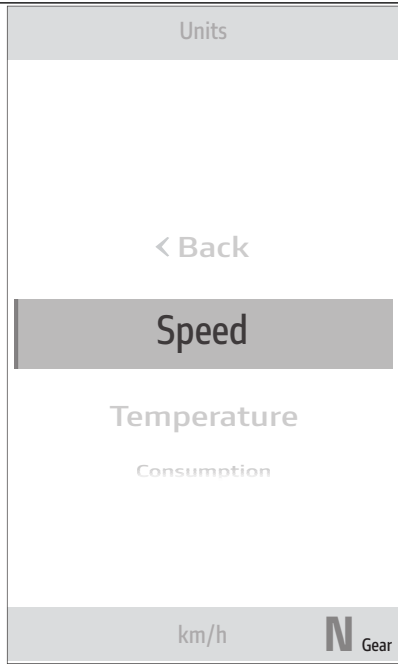



Fig 151

## Speed

To set the speed measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Speed” item (A) and press ENTER (3).

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed) (B).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

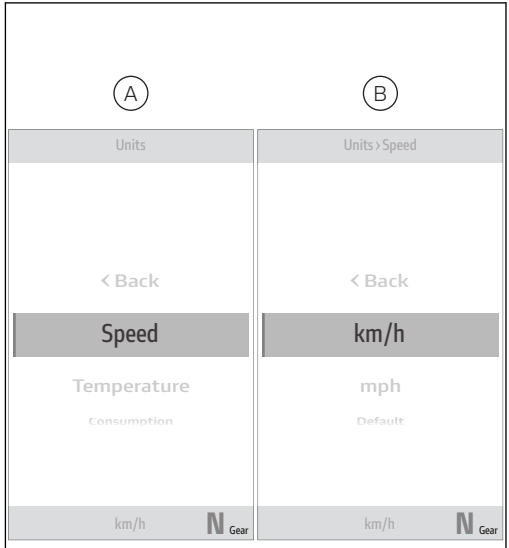



Fig 152

## Temperature

To set the temperature measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Temperature” item (C) and press ENTER (3).

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed) (D).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

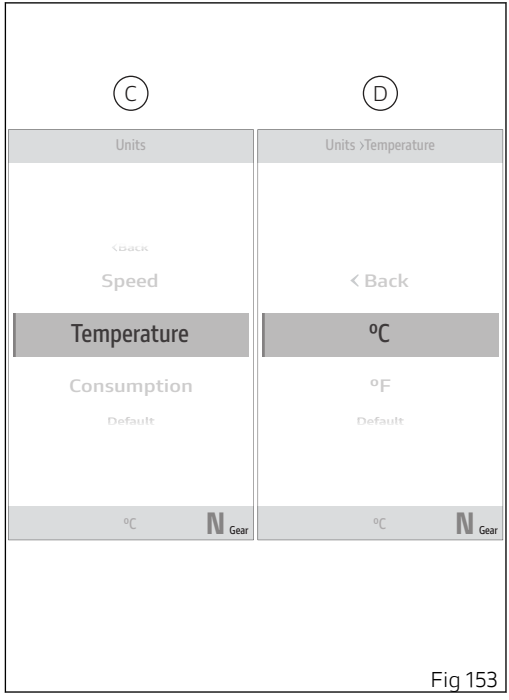



Fig 153

## Consumption

To set the consumption measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Consumption” item (E) and press ENTER (3).

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed) (F).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

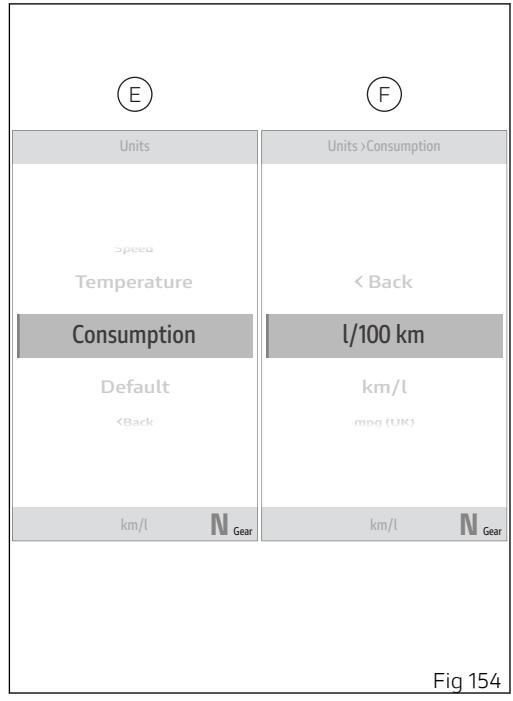



Fig 154

## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- If present, select the "Default" item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

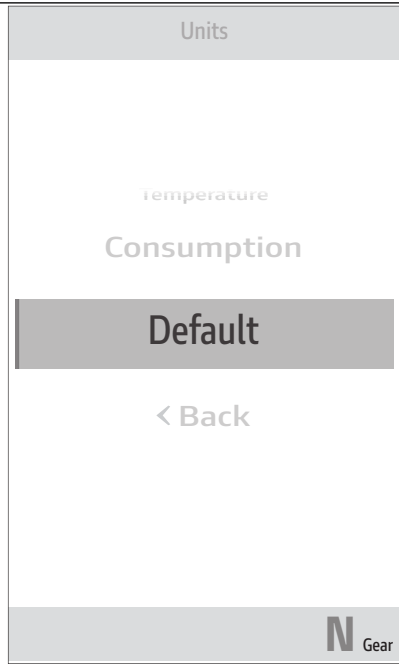



Fig 155

To restore a single unit of measurement:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the value to be restored (e.g. Speed) and press ENTER (3).
- If present, select the "Default" item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

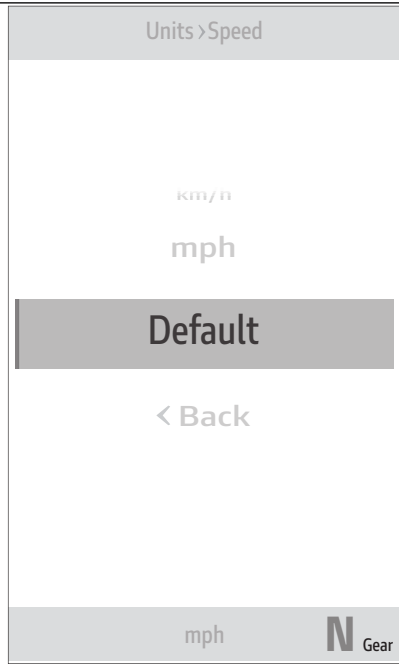


Fig 156

## Setting menu – Trip master precision

This function allows setting the accuracy level of the Trip Master (see page 136) function.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Trip master precision" item and press ENTER (3).

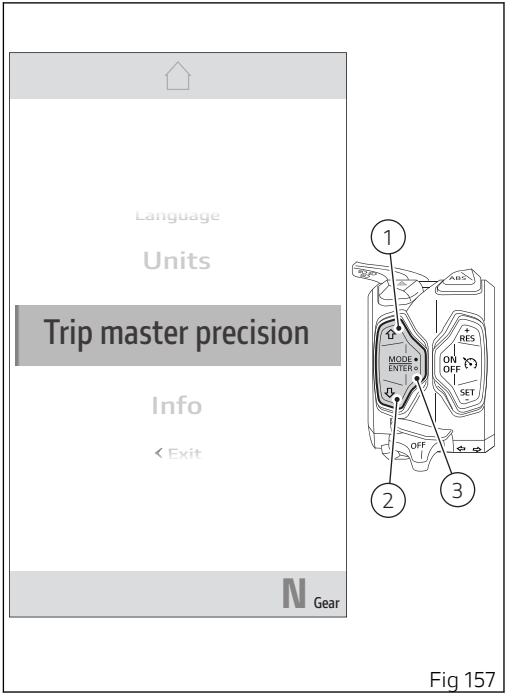



Fig 157

The levels "0.1" and "0.01" are displayed in the unit of measurement set with the "Units" function (see page 248).
The bottom of the screen shows the level currently set.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

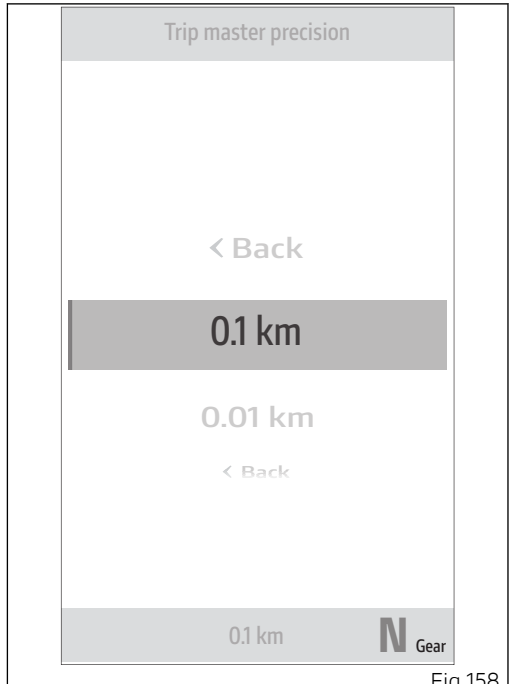


Fig 158

## Setting menu – Info

This function allows viewing the vehicle battery voltage and the engine rpm digital indication.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Info” item and press ENTER (3).

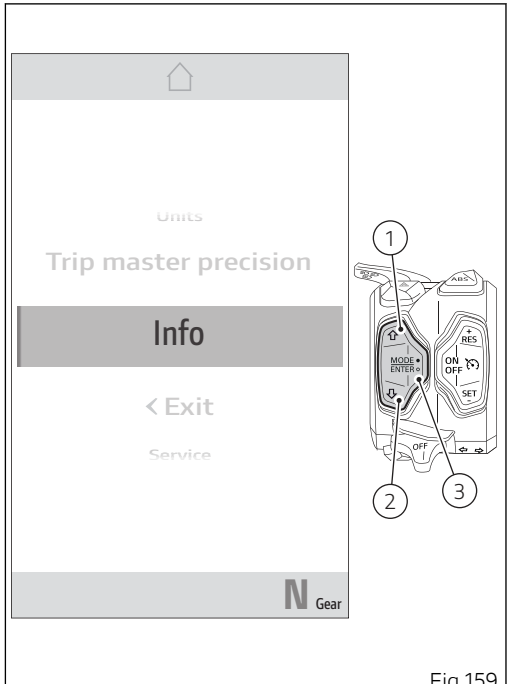



Fig 159

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

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.

**Note**
This function does not allow changes to be made.

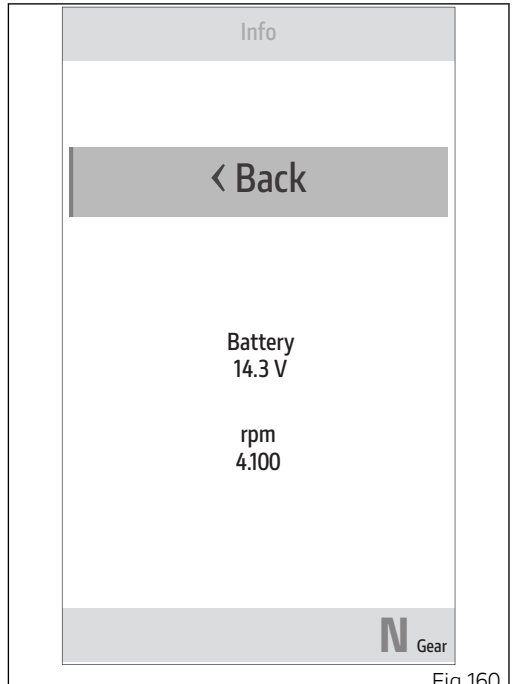


Fig 160

## Ducati Link app connection (if present)

If the Bluetooth control unit is installed and a smartphone is connected with the Ducati Link app, the relevant icon (A) is displayed on the instrument panel.
When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

### Attention

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

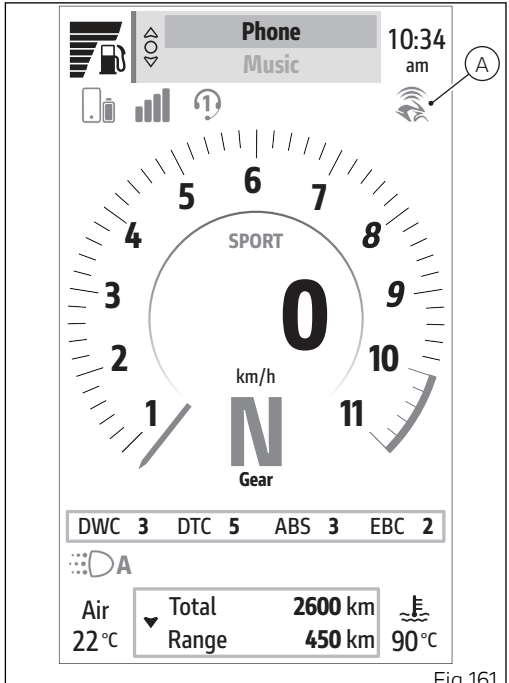



Fig 161

## Saving the Ducati Link configuration

This function allows you to save the bike configuration selected on the Ducati Link app on your smartphone.
It is necessary to:

- have previously paired the smartphone to the instrument panel via Bluetooth (page 22);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed on the instrument panel asking if you want to save the configuration made on the Ducati Link app.
Using buttons (1) and (2) select the item “No” to abort the operation by pressing ENTER (3), or “Yes” and press ENTER (3) to continue.

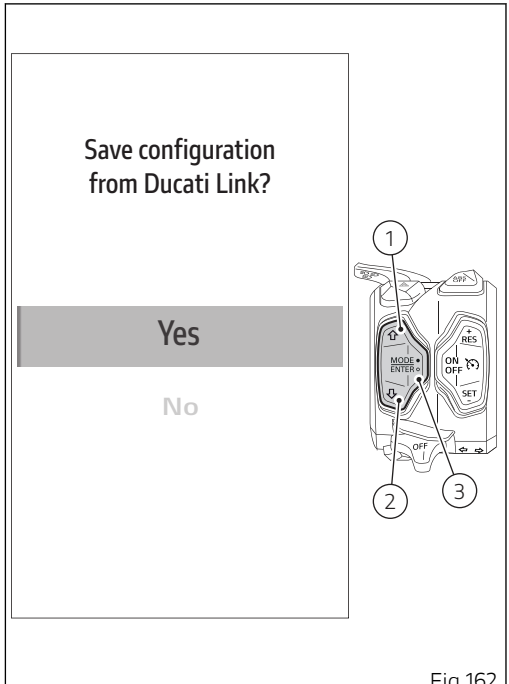



Fig 162

The following waiting screen is then displayed during which the configuration (B) is saved.
If successful, the message “Successful update” (C) is displayed for a few seconds, after which the instrument panel returns to the screen displayed prior to function activation.
In case of errors during the configuration saving, the message “Error” is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

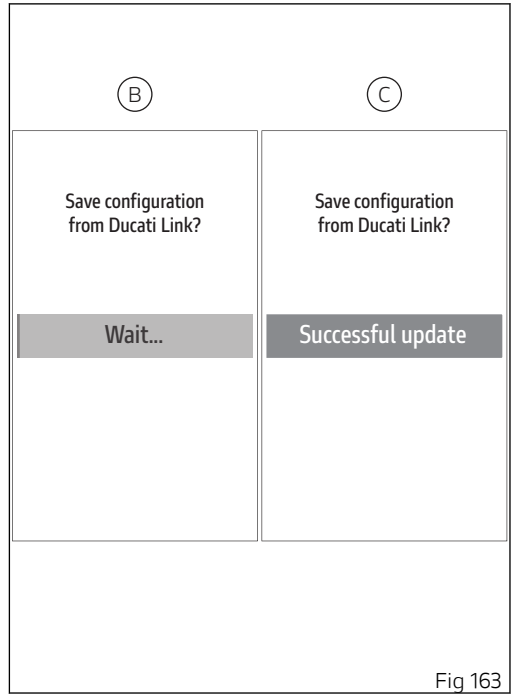


Fig 163

## Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 3 seconds and then in a smaller size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

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

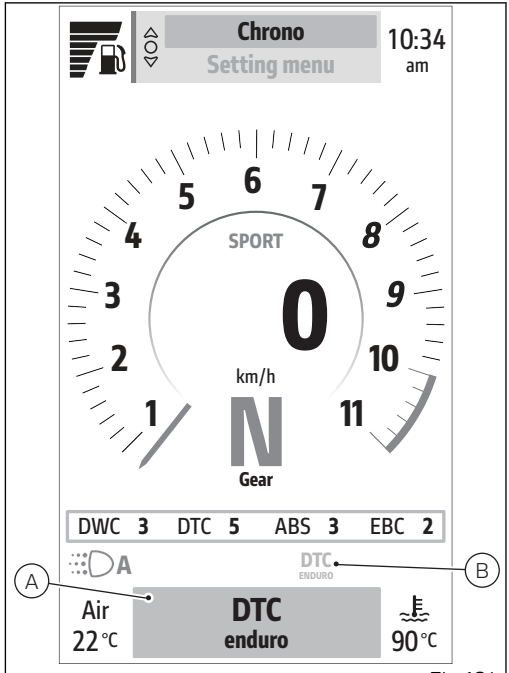



Fig 164

### DTC Enduro (C)

Yellow, it indicates that you must ride carefully on the asphalt as the current DTC setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting only for off-road use.
To change the DTC level see page 180.

### ABS Enduro (D)

Yellow, it indicates that you must ride carefully on the asphalt as the current ABS setting was devised for off-road use.
Ducati recommends to ride carefully and use this type of setting only for off-road use.
To change the ABS level see page 174.

### Rear ABS disabled (E)

Yellow indicates that the level set for ABS makes it active on the front wheel only.
To change the ABS level see page 174.

### Flat battery (F)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.

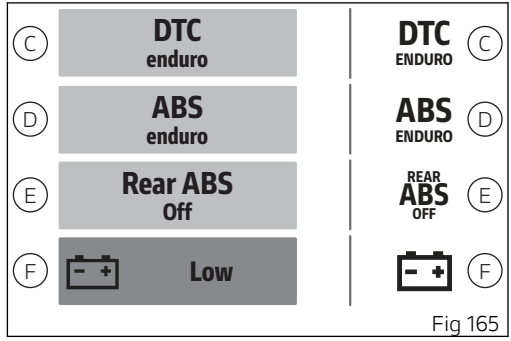


Fig 165

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

### Set date (G)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 229).

### Key not acknowledged (H)

Yellow indicates that the inserted key was not acknowledged.

### Ice (I)

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

**Attention**

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

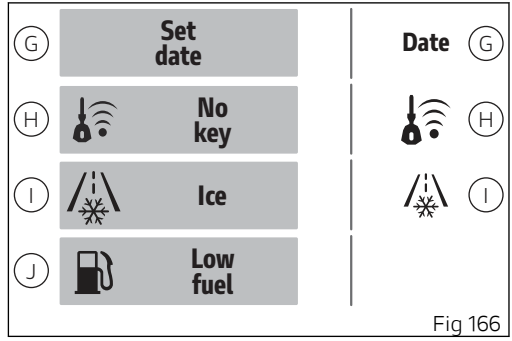


Fig 166

### Low fuel (J)

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

**Note**

When the motorbike is in low fuel condition, if the main screen is set to “Full” mode and the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.

## Error warnings

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

### Traction control error!

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle Traction Control is in error: (C) in the "Full" screen, (D) in the "Rally" screen and "Turn by turn" (if available, see page 143).
To change the display mode of the current Riding Mode, see page 204.

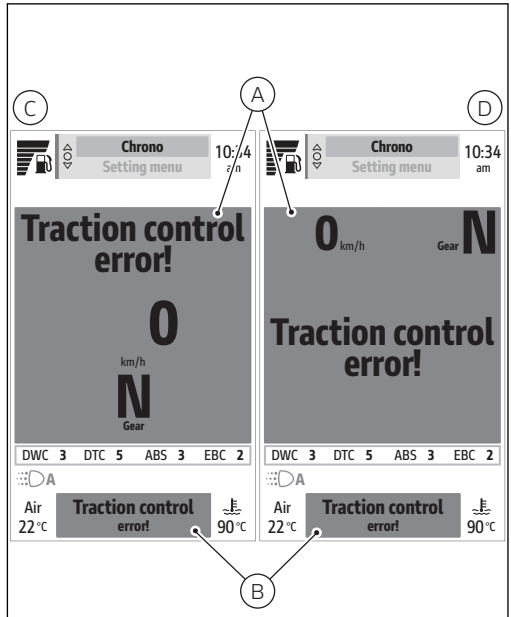



Fig 167

ABS error!

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle ABS is in error: (E) in the "Full" screen, (F) in the "Rally" screen and "Turn by turn" (if available, see page 143).
To change the display mode of the current Riding Mode, see page 204.

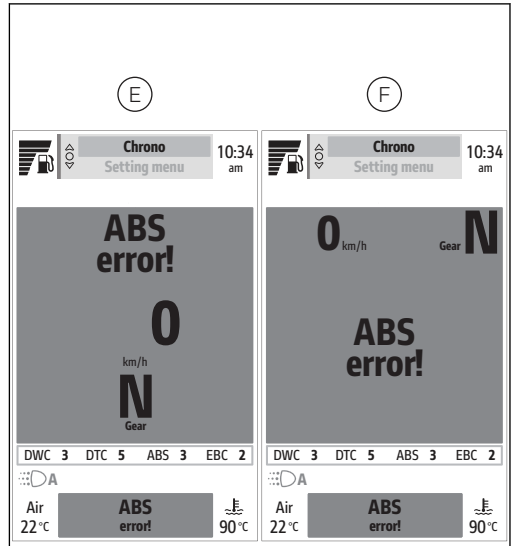



Fig 168

# Main use and maintenance operations

## Checking coolant level and topping up, if necessary

Position the vehicle on a flat surface, on the centre stand (where available) or on a service stand, and check coolant level inside expansion reservoir (1) observing it from the RH side of the vehicle, after turning the handlebar to the left.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorised Service Centre.

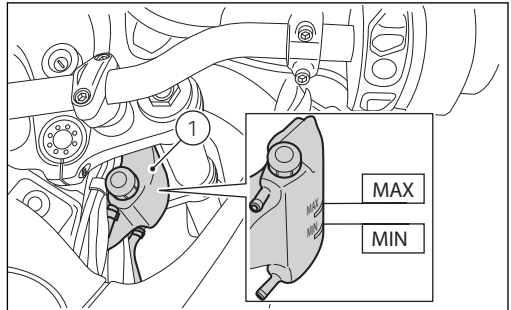


Fig 169

## Checking brake and clutch fluid level

Check the brake fluid level with the vehicle in a vertical position, supported by centre stand (where available), and on a flat surface.

**Front brake fluid reservoir (1)**
Front brake fluid level must be above the sight glass (A).

**Rear brake fluid reservoir (2)**
The fluid level must not be under the "MIN"notch marked on reservoir (2) side.

**Clutch fluid reservoir (3)**
To check clutch fluid level on reservoir (3), contact a Ducati Dealer or Authorised Service Centre.

If level drops below the limit, air might get into the circuits and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

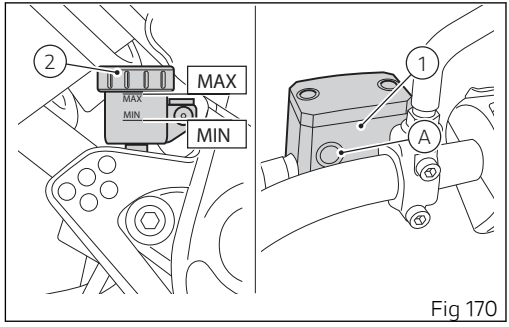


Fig 170

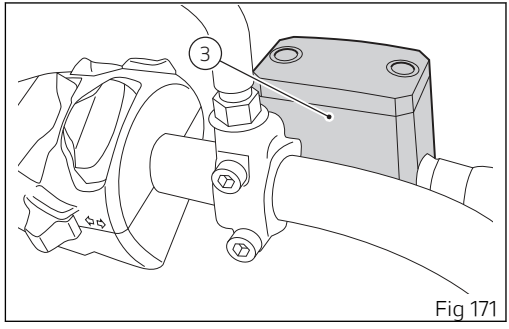


Fig 171

### Brake system

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

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

### Clutch system

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit.

**Attention**
Clutch fluid level will increase as clutch plate friction material wears down. Check the level at regular intervals.

Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.

## Checking brake pads for wear

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

### Attention

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

### Important

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

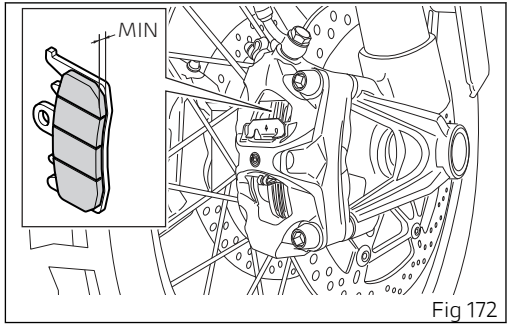


Fig 172

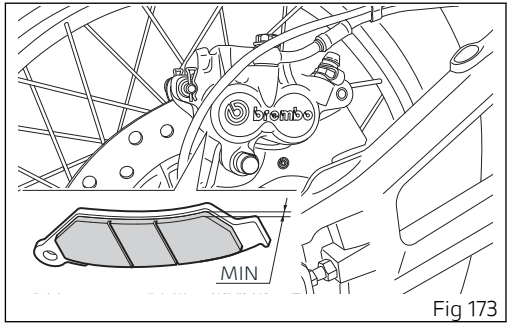


Fig 173

## Charging the battery

### Preparation

We recommend recharging the lithium battery by connecting the suitable battery charger directly to the positive and negative terminals of the battery using the cable with clips.

To gain access to battery and charge it, remove rider seat as indicated in chapter "Seat lock".

Press tab (A) of retainer (1) downwards, releasing it from hook (B) and lift elastic band (2).
Slide out protective gaiter (3) and loosen terminal retaining screws (4):

- negative and ground cables (5);
- positive and ABS positive cables (6).

Slide out the battery (7) from top.

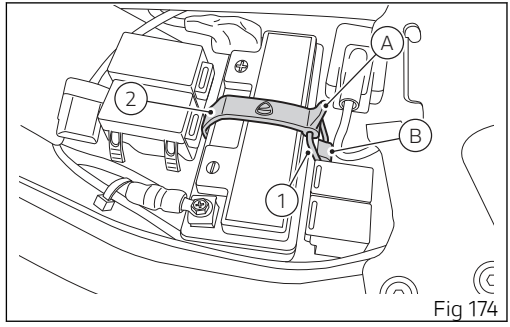


Fig 174

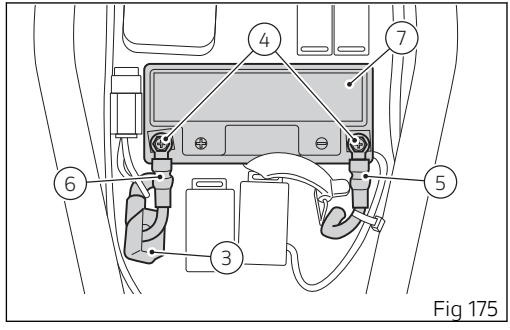


Fig 175

**Connecting the battery to the charger**

Connect the battery charger (C) positive (6a) and negative (5a) leads to the battery terminals: the red one (8) to the positive terminal (+), the black one (9) to the negative terminal (-).
Connect the plug of the battery charger to the wall outlet.
Do not use battery chargers for lead batteries or any other type of battery maintainer/charger. Charge the battery ensuring the vehicle is in a room with a temperature below 40° C (104° F).

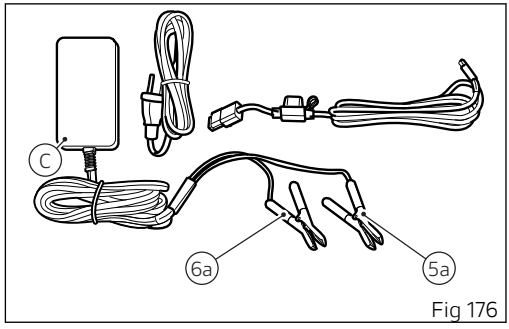


Fig 176

**Attention**
Keep the battery out of the reach of children.

**Attention**
Use only the Ducati-approved battery charger (C) for lithium batteries also as a maintainer. Do not use the battery charge maintainer kit part no. 69924601A (various countries) or battery charge maintainer kit no. 69924601AX (for Japan, China and Australia only), as it is specific for lead batteries.

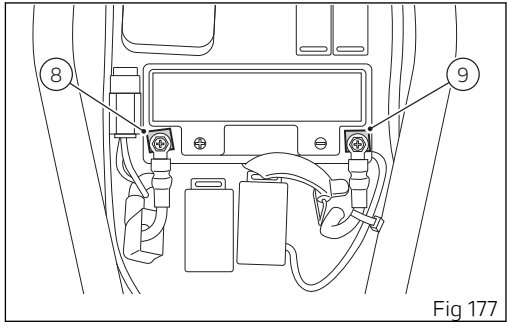


Fig 177

**Attention**

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

**Attention**

Do not push start the bike.

To maintain the battery charge and use the Ducati-approved battery charger, proceed as described in the chapter “Maintaining the battery charge”.
When charging is complete, disconnect the battery charger power cable from the wall outlet, remove the black clip (5a) from the negative pole (-) and the red clip (6a) from the positive pole (+).

**Refitting the battery**

Position battery (7) inside the special compartment, aiming it in the indicated direction.
Connect the battery cables, always starting from the positive (+) one, as indicated:
1) positive (+) and ABS positive cables (6);
2) negative (-) and ground cables (5).

Tighten terminal screws (4) and position protective gaiter (3).

Bring elastic band (2) back to its original position by inserting retainer (1) inside hook (B).
Reposition rider seat as indicated in chapter “Seat lock”.

## Attention

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

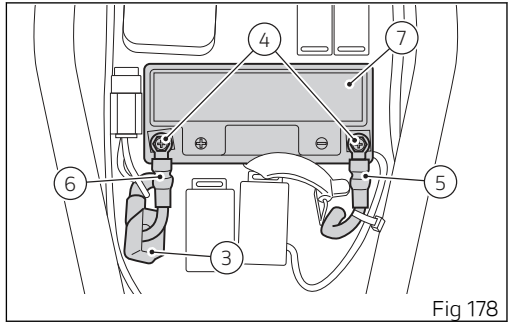


Fig 178

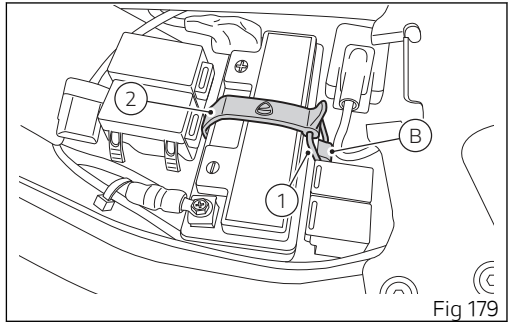


Fig 179

**Storing the motorcycle**

If the motorcycle is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket. The details are described in chapter “Maintaining battery charge”.

## Checking drive chain tension

### Important

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

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

With a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the swinging arm and the chain pin centre, placing the tape measure at the rear end of the chain sliding shoe.
Value (A) between the centre of the chain pins and the sliding shoe, for chain tensioning, is allowable if:
A = (47 ÷ 49) mm (1.85 ÷ 1.93) in.
This only applies to the motorcycle standard settings, available upon delivery.

### Important

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

### Important

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

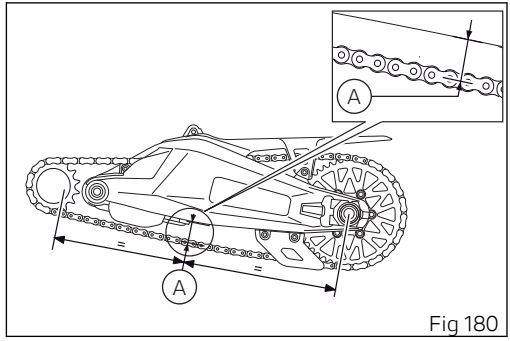


Fig 180

### Attention

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

## Attention

Check swinging arm correct tightening through nut (1).
Check the correct tightening of nuts (2), the correct alignment of wheel, and the positioning of swinging arm, on both sides, through notches (3).

## Important

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

Tensioning the chain

## Important

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

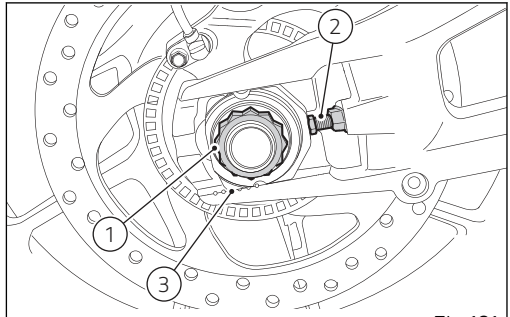


Fig 181

## Lubricating the drive chain

### Important

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

### Attention

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

**Cleaning**

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

**Checking the chain**

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

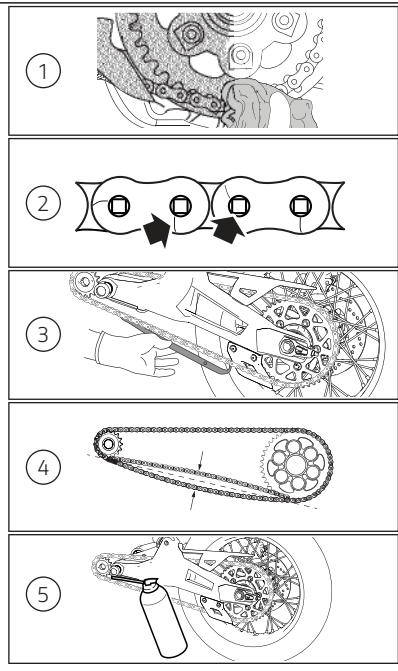



Fig 182

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

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

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

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

Lubrication

### Important

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

### Attention

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

It is recommendable to lubricate (5) the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

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

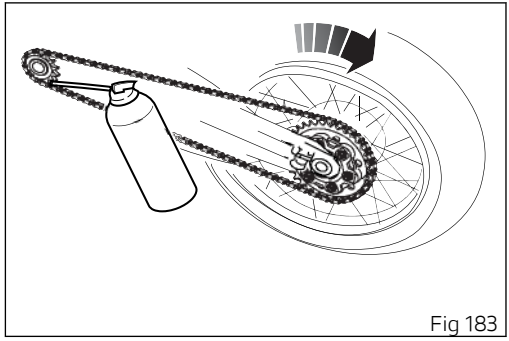


Fig 183

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

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

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

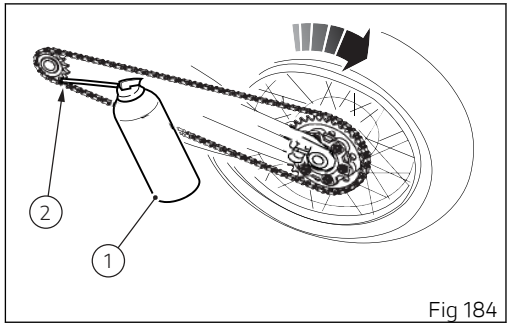


Fig 184

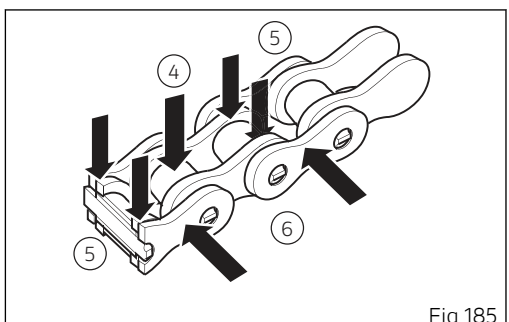
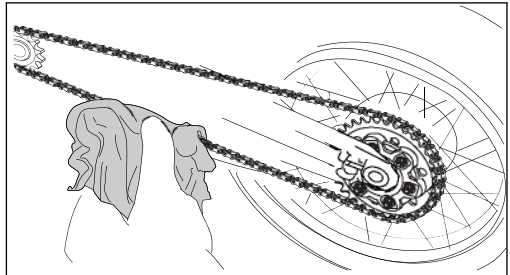


Fig 185

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

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

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


Fig 186

## Aligning the headlight

**Note**

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

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

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

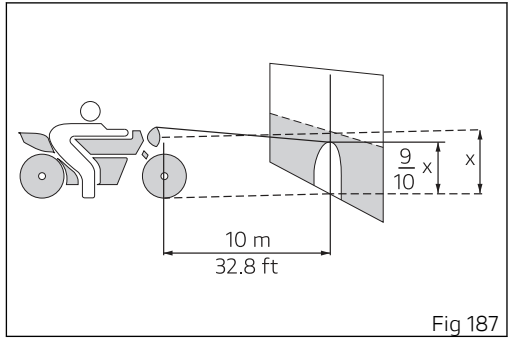


Fig 187

Working on LH screw (1), adjust LH low beam and high beam vertically.
Working on RH screw (2), adjust RH low beam and high beam vertically.

Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1). To gain easy access to screw (1), we recommend turning the steering all the way right, and use the supplied wrench to work on screw (1).
Turn on and check also the LH low beam, working on screw (1), if necessary.
Turn screw (1) clockwise to move beam up (UP), or counter clockwise to move beam down (DOWN).

Once the LH low and high beams have been adjusted, cover the LH side of the headlight unit and carry out the same procedure using screw (2) to adjust the RH low and high beams.

Turn screw (1) clockwise to move beam up (UP), or counter clockwise to move beam down (DOWN).

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

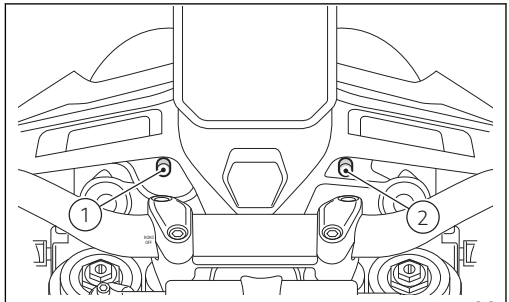


Fig 188

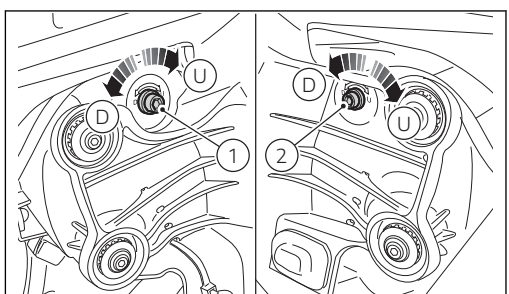


Fig 189

**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.

## Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.

### Attention

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

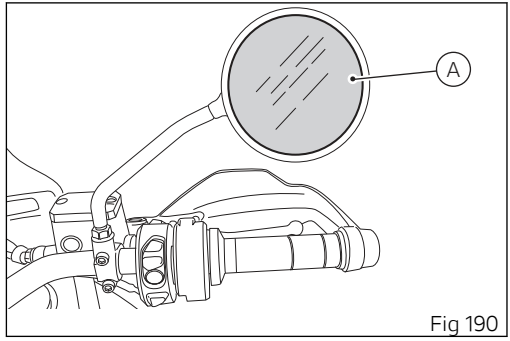


Fig 190

## Tyres

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

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

### 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

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

### Attention

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

After replacing a tyre, the wheel must be balanced.

### Attention

Do not remove or shift the wheel balancing weights.

### Note

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

Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.

**Important**

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

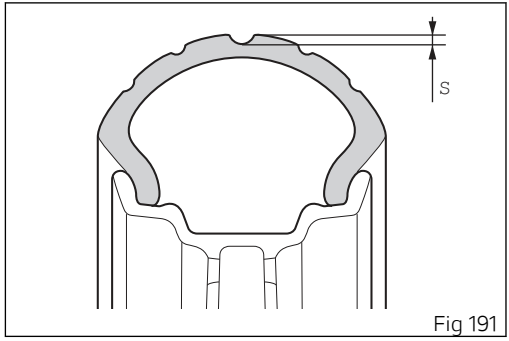


Fig 191

## Check engine oil level

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

### Important

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

### Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart contained in this manual page 296.

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

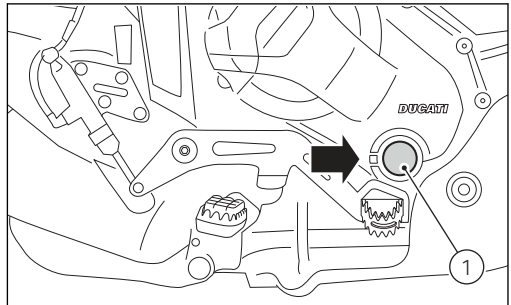


Fig 192

3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

### Attention

Never exceed the MAX mark.

### Recommendations concerning oil

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

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

**Attention**

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

- viscosity grade SAE 15W-50.

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

## Cleaning the motorcycle

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

### Note

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

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

### Important

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

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

### Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

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

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

**Attention**
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

**Note**
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

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

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

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

**Important**
Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

## Storing the motorcycle

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

- clean the motorcycle;
- place the motorcycle on a service stand;

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

## Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

## Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

1) Remove all loose objects and accessories from the vehicle;
2) Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
3) Engage the first gear;
4) Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.);
5) The straps or ropes must NOT rub against any painted motorcycle components;
6) The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

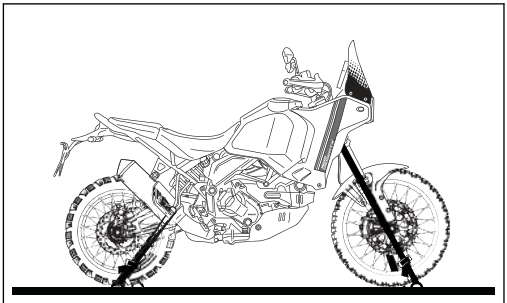


Fig 193

Do NOT attach the ropes to the handlebar.

# Scheduled maintenance chart

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

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

| | First Service 1000 * | Oil Service * | Desmo Service * | Annual Service * | |
|---|---|---|---|---|---|
| Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS | • | • | • | | 12 |
| Change engine oil and filter | • | • | | | 24 |
| Check and clean air filter | | • | | | 24 |
| Change air filter | | | • | | |
| Change timing belts | | | • | | 60 |

| | First Service 1000 * | Oil Service * | Desmo Service * | Annual Service * | |
|---|---|---|---|---|---|
| Check and/or adjust valve clearance | | | • | | |
| Change spark plugs | | | • | | |
| Change coolant | | | • | | 48 |
| Change front fork fluid | every 45,000 km/27,000 mi | | | | |
| Visual check of the front fork and rear shock absorber seals | • | • | | | 12 |
| Check brake and clutch fluid level | • | • | | | 12 |
| Change brake and clutch fluid | | | | | 24 |
| Check front and rear brake disk and pad wear. | | • | | | 12 |
| Check the proper tightening of brake calliper screws and front and rear brake disk screws | | • | | | 12 |
| Check spoked wheel rims as described in the workshop manual | • | • | | | 12 |
| Check front and rear wheel nuts and rear sprocket nut tightening | | • | | | 12 |
| Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber | | • | | | 12 |
| Check wheel hub bearings | | • | | | 12 |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft | | | • | | |

| | First Service 1000 * | Oil Service * | Desmo Service * | Annual Service * | |
|---|---|---|---|---|---|
| Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication.<br>Detected elongation value:_____ (cm) (in)<br>**Note**<br>We recommend replacing the final drive chain kit within 20,000 km / 12,000 mi. | • | • | | | 12 |
| Check steering tube bearings | | • | | | 12 |
| Check the freedom of movement and tightening of the side stand | • | • | | | 12 |
| Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned | • | • | | | 12 |
| Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls | • | • | | | 12 |
| Check tyre pressure and wear | • | • | | | 12 |
| Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor) | • | • | | | 12 |
| Check lighting devices, turn indicators, horn and controls operation | • | • | | | 12 |

| | First Service 1000 * | Oil Service * | Desmo Service * | Annual Service * | |
|---|---|---|---|---|---|
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling | • | • | • | | 12 |
| Visual check of the coolant level and of sealing of the circuit | • | • | • | | 12 |
| Softly clean the motorcycle | • | • | • | | 12 |
| Service coupon registration with turning off of Service warning light on instrument panel with DDS 3.0 and filling in of the on-board documentation (Service Booklet) | • | • | • | | 12 |

* The First Service 1000 must be carried out after the first 1,000 km / 600 mi.
* The Oil Service must be carried out every 15,000 km / 9,000 mi.
* The Desmo Service must be carried out every 30,000 km / 18,000 mi.
* The Time Service (Annual Service) must be carried out every 12 months.

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

### Important

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

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

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

# Technical data

## Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):
223 Kg (491.63 lb)
Dry weight (motorcycle dry weight excluding battery, lubricants and coolant):
202 Kg (445.33 lb).
Maximum allowed weight (in running order carrying full load):
465 Kg (1025.15 lb).

### Attention

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

## Overall dimensions

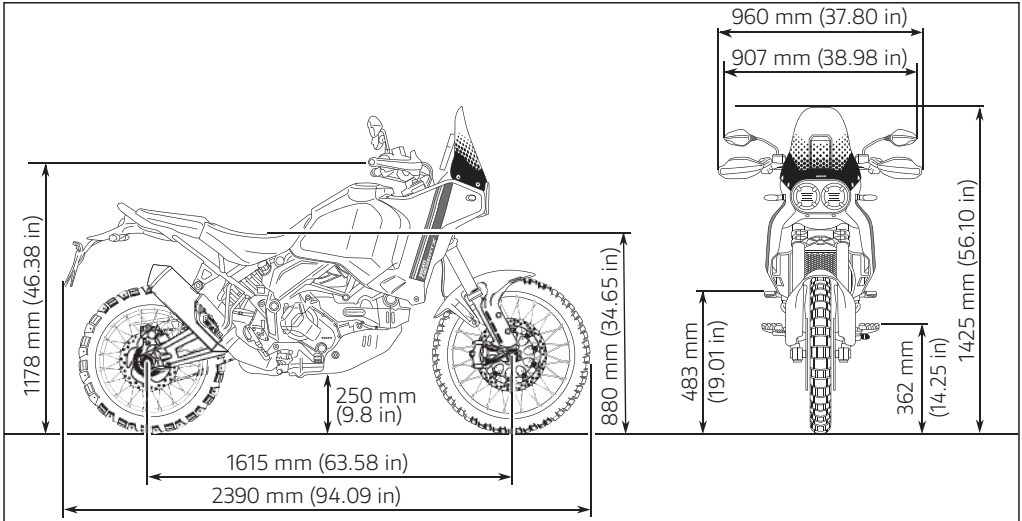



Fig 194

For China, Korea, Thailand, Taiwan versions only.

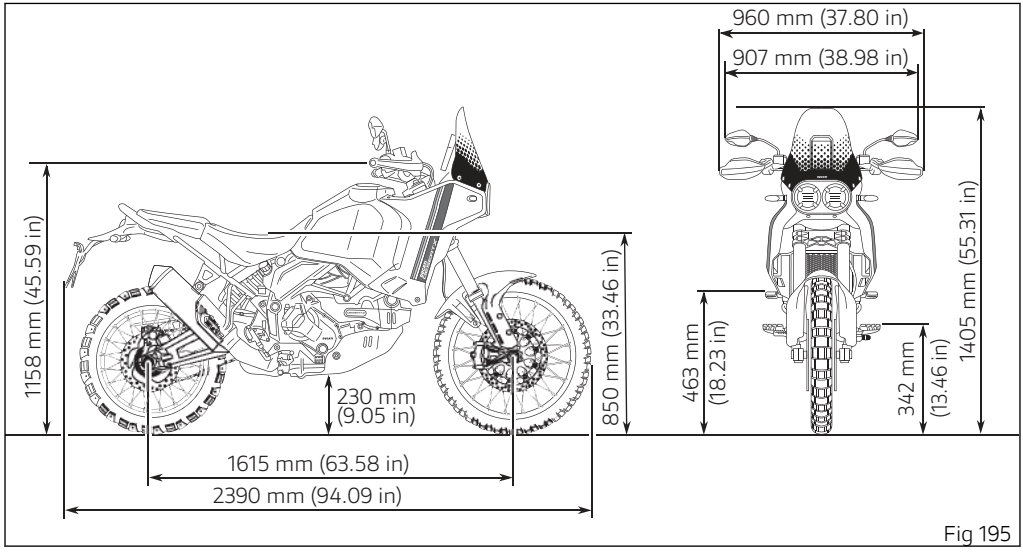



Fig 195

## Top-ups

| TOP-UPS | TYPE | |
|---|---|---|
| Fuel tank, including a reserve of 4 litres (0.88 UK gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95 | 21 litres (4.62 UK gal) |
| Oil sump and filter | Ducati recommends use of only SAE 15W-50/JASO MA2 and suggests using Shell Advance 4T Ultra 15W-50 (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION) | 3.1 litres (0.68 UK gal) |
| Front/rear brake and clutch circuits | DOT 4 | - |
| Protectant for electric contacts | Protective spray for electric systems | - |
| Front fork | | Fluid level (per leg): 105 mm (4.13 in). Fluid volume (per leg): 681 cu. cm (41.56 cu in). |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.05 litres (0.45 UK gal) |

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

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

**Important**
These references identify the fuel recommended for this vehicle, as specified by the European Regulation EN228.



## Engine

Testastretta 11 °, twin cylinder, "L" type, desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 94 mm (3.70 in).

Stroke: 67.5 mm (2.66 in).

Total displacement: 937 cu. cm (57.18 cu in).

Compression ratio: 13.3:1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
81 kW / 110 HP at 9250 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
92 Nm / 9.4 kgm at 6500 rpm.

Max. rotation speed: 10,200 rpm.

Lubrication: lobe-type oil pump with built-in by-pass valve and oil cooler.



## Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

## Performance

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

Electronic injection.
MIKUNI throttle body with full Ride by wire system, diameter: 53 mm (2.09 in), round cross-section.
Injectors per cylinder: 1.

Firing points per injector: 4.
Fuel supply: 95-98 RON.

### Attention

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage 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 temporarily disabled (refer to "ABS deactivation").

### FRONT

**Front brake discs**
Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: aluminium, painted black.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 265 sq. cm (32.55 $in^2$).
Front brake disc thickness: 6 mm (0.24 in).
Maximum wear on disc thickness: 4 mm (0.16 in).
**Front brake control**
Hydraulically operated by a control lever on handlebar right-hand side.
Lever with knob to adjust the distance to handgrip on handlebar.
Brake lever master cylinder diameter: 16 mm (0.63 in)
Brake master cylinder PR 18/19.
**Front brake calliper**
Make: Brembo Monoblock (M50) with radial connection and 4 pistons, Bosch Cornering ABS.
Calliper pistons: No. 4 pistons Ø30 mm (1.18 in).
Friction material: TT2182 FF.
**Front brake master cylinder**
Brake master cylinder type: PR 16/22.

### REAR

**Rear brake disc**
With fixed drilled stainless steel disc.
Disc diameter: 265 mm (10.43 in).
Disc braking surface: 265 sq. cm (32.55 sq. in).
Front brake disc thickness: 6 mm (0.24 in).
Maximum wear on disc thickness: 5.4 mm (0.21 in).
Braking surface: 210 sq. cm (32.55 $in^2$).
**Rear brake control**
Hydraulically operated by a pedal on RH side.

**Rear brake calliper**
Brake calliper make: Brembo, 2-piston floating calliper with Bosch Cornering ABS.
Number of pistons: 2.
Piston diameter: 11 mm (0.43 in).

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

## Transmission
Hydraulically-controlled slipper/self-servo Wet multiplate clutch.
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.85:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 15/49.
Total gear ratios:
1st gear 14/38.
2nd gear 17/31.
3rd gear 20/28.
4th gear 22/26.
5th gear 23/24.
6th gear 24/23.

Drive chain from gearbox to rear wheel.
Make: Regina.
Type: 525/137ZRDB.
Links: 114.

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

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

## Frame
Steel tubular trellis.
Steering head angle: 27.6 °.
Trail: 122 mm (4.8 in).

Steering angle: 43 ° LH side / 43 ° RH side.
Plastic front subframe.
Rear subframe bolted to steel trellis.

## Wheels

### Front

Tangential spoke rim, tubeless.
Size: 2.15 " x 21 ".

### Rear

Tangential spoke rim, tubeless.
Size: 4.5 " x 18 ".

## Tyres

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

### Front

“Tubeless", radial tyre.
Make and type: Pirelli Scorpion Rally STR.
Size: 90/90 - 21 M/C 54V M+S TL (A).

### Rear

“Tubeless", radial tyre.
Make and type: Pirelli Scorpion Rally STR.
Size: 150/70 R18 M/C 70V M+S TL.

### TYRE PRESSURE

**Front tyre pressure**
2.0 bar (29.0 PSI) (on road, rider only);
2.2 bar (31.9 PSI) (on road, rider and passenger);
1.8 bar (26.1 PSI) (off-road, rider only);
2.0 bar (29.0 PSI) (off-road, rider and passenger).

**Rear tyre pressure**
2.2 bar (31.9 PSI) (on road, rider only);
2.5 bar (36.2 PSI) (on road, rider, passenger and bags);
1.8 bar (26.1 PSI) (off-road, rider only);
2.2 bar (31.9 PSI) (off-road, rider, passenger and bags).

## Suspensions

### FRONT FORK

Fully adjustable, upside-down Kayaba fork.
Stanchion diameter: 46 mm (1.81 in).
Wheel travel: 230 mm (9.05 in).

### REAR SHOCK ABSORBER

Fully adjustable Kayaba monoshock.
Spring preload remote adjustment.
Rear wheel travel: 220 mm (8.66 in).
Stroke: 92 mm (3.62 in).

### REAR SWINGING ARM

Type: double-sided swinging arm.

### STEERING DAMPER

Non-adjustable Sachs steering damper.

## Exhaust system

Single silencer and tailpipe in stainless steel, 2 lambda sensors, 1 catalytic converter.

## Available colours

Matt Star White Silk

Primer

- Side Fairings: 2K White, code 873AC001, manufacturer Palinal.
- Front / Rear mudguard: 2K White, code 873AC001, manufacturer Palinal.
- Tank: 2K White, code 873AC001, manufacturer Palinal.

Basic version

- Side Fairings: Star White, code 873AC001, manufacturer Palinal.
- Front / Rear mudguard: Star White, code 873AC001, manufacturer Palinal.
- Tank: Star White, code 873AC001, manufacturer Palinal.

Clear Coat

- Side Fairings: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler. Front / Rear mudguard: SAcriplast Clear.
- Semi-Mat, code 96598, manufacturer Lechler.
- Tank: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Black

- Frame/Rear subframe: VPIC Glossy Black (Powder varnish), code NJN3819AV, manufacturer Azko Nobel.

Channel colour: black

- Spoked wheel rims: Black.

Matt Saturn Grey

Fairing Saturn Grey 20 Gloss

- Primer: 2K White, code 873AC001, manufacturer Palinal.
- Base: Saturn Grey, code 928.F559, manufacturer Palinal.
- Clear Coat: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Tank Saturn Grey 20 Gloss

- Electrophoretic deposition with PPG product
- Primer: 2K White, code 873AC001, manufacturer Palinal.
- Base: Saturn Grey, code 928.F559, manufacturer Palinal.
- Clear Coat: Semi-Mat Acriplast Clear, code 96598, manufacturer Lechler.

Frame and subframe Glossy Black

- Enamel powder, Glossy black VPIC, code Azko Nobel NJN-3819AV.

Rims: anodised.

## Electric system

Basic electric items are:

DASHBOARD

vertical 5" TFT colour display

HEADLIGHT

LED low beam: No. 2;
LED high beam: No. 2+4;
LED parking light/DRL (where fitted): no. 4.

TURN INDICATORS

LED front turn indicators: no. 1;
LED front turn indicators (USA): no. 3;
LED rear turn indicators: no. 1;
LED rear turn indicators (USA): no. 3;
Warning horn.
Stop light switches.
SKYRICH HJT7B-FPZ-SCR 4AH LX5 Lithium battery.
Generator 14 V - 490 W - 35 A.
Electronic rectifier, protected by no. 1 30 A fuse.
Starter motor: 12 V - 0.7 kW.

TAIL LIGHT

LED parking light: no. 12;
LED (stop) light: No. 12+6;
LED number plate light: no. 3.

## Fuses

Fuses serve as protections of the electrical components and are located under the rider seat.
To access the fuses, remove the rider seat (Seat lock).
Fuses are arranged as follows:

1) fuse boxes (A) and (B), in front of the battery;
2) main fuse (C), on the RH side;
3) fuses (D) on the solenoid starter, RH side.

As for boxes (A) and (B), the fuses used can be accessed by lifting the protection lids bearing the assembly order and amperage.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

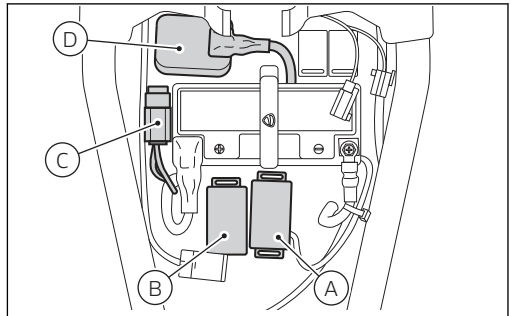


Fig 196

| Fuse box (A) key | | |
|---|---|---|
| Pos. | El. item | Rat. |
| 1 | - | - |
| 2 | - | - |
| 3 | Fuel pump relay | 10 A |
| 4 | Diagnostics | 7.5 A |
| 5 | Key 3 (accessories) | 10 A |
| 6 | Key 2 (Dashboard / BBS) | 15 A |
| 7 | Key 1 (ECU / ABS / IMU | 5 A |
| 8 | Spare | 10 A |
| 9 | Spare | 20 A |
| 10 | Spare | 15 A |

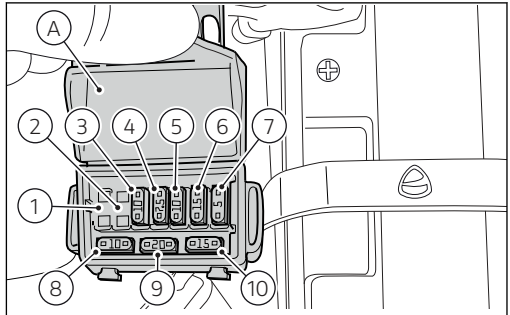


Fig 197

| Fuse box (B) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | ABS | 10 A |
| 2 | ABS | 25 A |
| 3 | BBS | 15 A |
| 4 | Dahboard | 20 A |
| 5 | Starter relay | 7.5 A |
| 6 | El. loads relay | 25 A |
| 7 | – | – |
| 8 | Spare | 10 A |
| 9 | Spare | 20 A |
| 10 | Spare | 15 A |

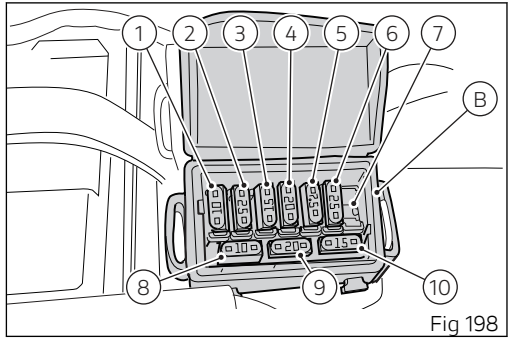


Fig 198

Main fuse (C) is 30 A and is positioned on the RH side of underseat electrical components compartment.
To gain access to this fuse, slide it out of elastic band (E) and remove cap (F).
Fuses (D) on the solenoid starter, both 30 A, serve: one as protection of the solenoid started and the other one is a spare fuse.
Remove the fuse protection cap (E) to reach the fuses.

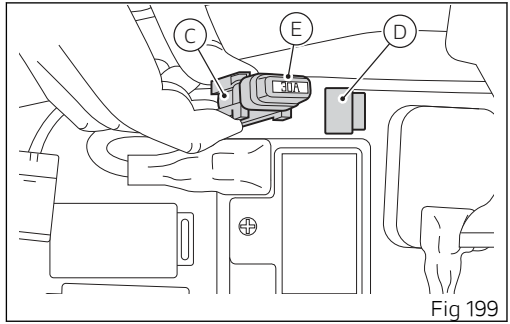


Fig 199

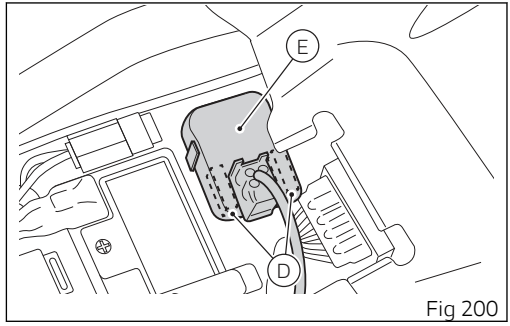


Fig 200

A blown fuse can be identified by breakage of the inner filament (F).

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

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

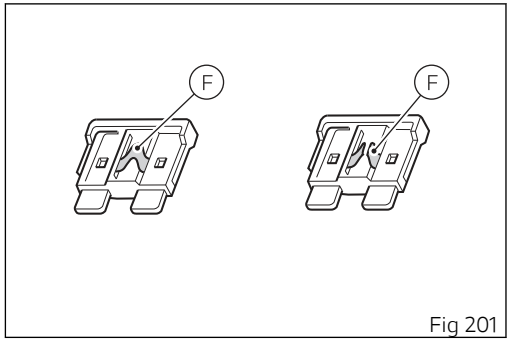


Fig 201

# Open source software

## Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

# Declarations of conformity

## Declarations of conformity

EU Directive 2014/53/EU

CE

### Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

**Note**

Only skilled person can access and install the device.

Table 1

| Radio equipment installed in the vehicle | Frequency band | Max. transmission power |
|---|---|---|
| Instrument panel | 134.6 KHz<br>119 KHz ÷ 135 KHz | < 66 dBμA/m (10 m) |
| Ducati Multimedia System (Bluetooth) | 2402 ÷ 2480 MHz | 4.4 mW |
| Antitheft | 433.92 MHz (±75 KHz) | <0.6 mA |

Table 2

| Radio equipment installed in the vehicle | Manufacturers' addresses |
|---|---|
| Instrument panel | MAE<br>Via Presolana 31/33<br>24030 Medolago (Bergamo), Italy |
| Ducati Multimedia System (Bluetooth) | COBO S.p.a.<br>Via Tito Speri, 10<br>25024 Leno (BS), Italy |
| Antitheft | PATROLLINE<br>Via Cesare Cantù, 15/C<br>22031 Albavilla (CO), Italy |

## Simplified EU declaration of conformity

[Austria]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Cyprus]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Germany]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

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

[Greece]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

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

[Italy]
Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]
Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]
Aracınızda bir dizi radyo teçhizatı bulunmaktadır. Bahse konu radyo teçhizatının üreticileri bunların, yasaların öngördüğü hallerde 2014/53/UE direktifine uygun olduklarını beyan eder. UE uygunluk beyanının tam metni, aşağıda yer alan adresten görüntülenebilir: certifications.ducati.com

## United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

| | |
|---|---|
| DASHBOARD | FCC ID: 2AVGH-RTADM001 |
| Ducati Multimedia System (Bluetooth) | FCC ID: Z64-2564N |

## Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

| | |
|---|---|
| DASHBOARD | IC: 25794-RTADM001 |
| Ducati Multimedia System (Bluetooth) | IC: 4511-2564N |

Japan

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。
This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese Telecommunications Business Law (電気通信事業法)

本製品の改造は禁止されています。(適合証明番号などが無効となります。)
This device should not be modified (otherwise the granted designation number will become invalid)

| | |
|---|---|
| DASHBOARD | |
| Ducati Multimedia System (Bluetooth) | |

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



| | |
|---|---|
| DASHBOARD | R-R-mAe-RTADM001 |
| Ducati Multimedia System (Bluetooth) | R-R-Cbo-1080795 |

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .




| | |
|---|---|
| Ducati Multimedia System (Bluetooth) | 09738-21-10873 |

China

1) 符合"微功率短距离无线电发射设备目录和技术要求"的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；
2) 不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；
3) 不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；
4) 应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；
5) 如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；
6) 在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用 微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；
7) 禁止在以机场跑道中心点为圆心、半径 5000 米的区域内使用各类模型遥控器；
8) 微功率设备使用时温度和电压的环境条件。见下表

| 设备 | 工作温度 | 工作电压 |
|---|---|---|
| DASHBOARD | -20°C - +60°C | 14,5V DC |

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