

DIAVEL

Owner's manual

ENGLISH

DIAVEL V4

Dear Ducatista,

thank you for trusting us with the purchase of your new Diavel V4.

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.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

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.

Country	Toll-free call	Toll call / Call from abroad
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
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 (+Liechten-stein)	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

Country	Toll call with call from the United Kingdom	Toll call with call from abroad
United Kingdom	0330 053 0903	+44 330 053 0903

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:

- a) motorcycles used in sporting competitions of any kind;
- b) 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);
- c) 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. 3 Procedure for claiming the warranty

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

- a) 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.

- b) comply with the scheduled maintenance plan foreseen in art. 5 of these warranty conditions;

1) c) 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

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 and contacts, see page 29.
- For managing the music player see page 34.

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

This function allows the user to manage any paired Bluetooth devices and add more.

- From the Interactive Menu (see page 136), use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).

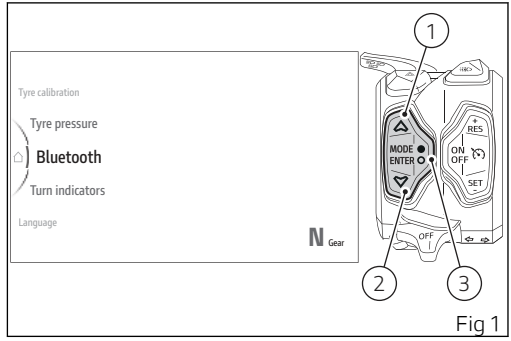


Fig 1

“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.

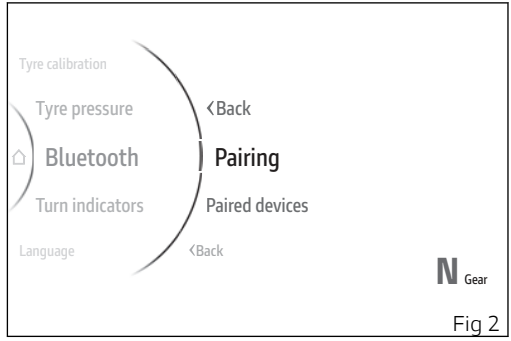


Fig 2

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 (Fig 3): 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.

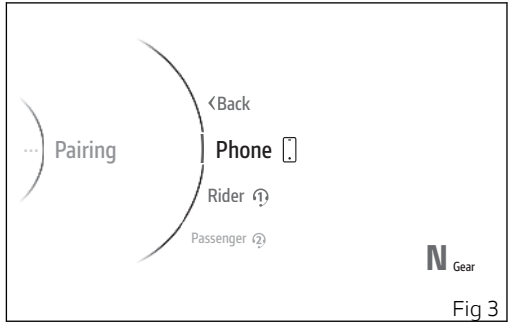


Fig 3

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, the display shows a list of all detected devices (Fig 4).
Use the buttons (1) and (2) to select the required device and press ENTER button (3).

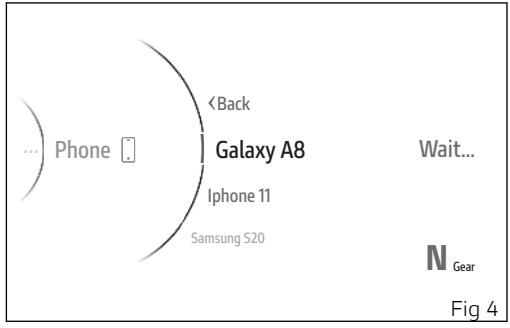


Fig 4

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

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 (Fig 5) are listed. Press buttons (1) and (2) to select the desired device and press ENTER (3).
The message “Delete?” is shown on the right, (Fig 6)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.

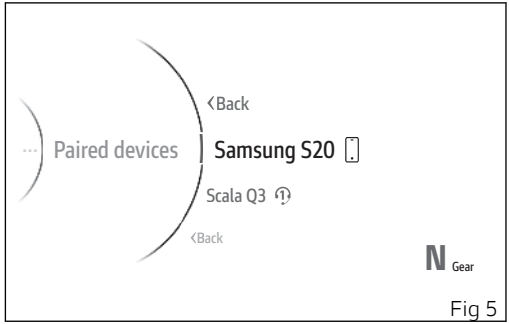


Fig 5

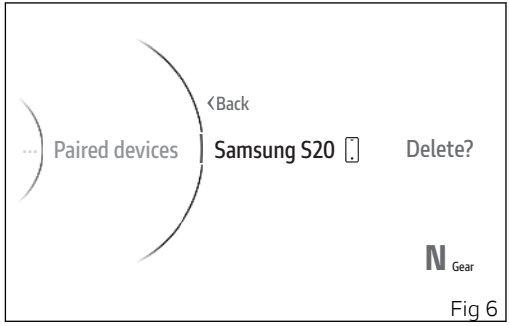


Fig 6

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.

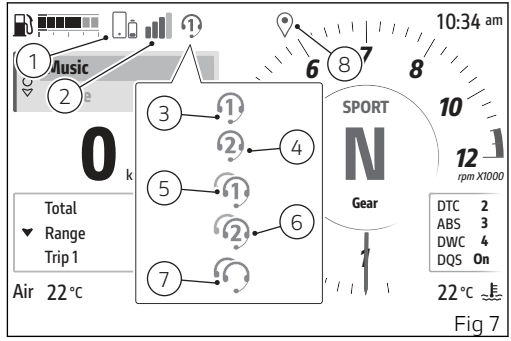


Fig 7

Phone

This function can be found in the Interactive Menu (see page 136) and 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).

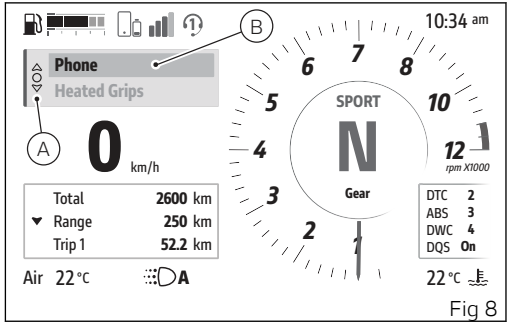


Fig 8

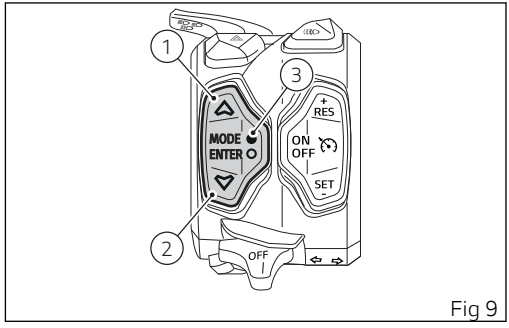


Fig 9

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 window (C) is shown listing the last 7 calls made, received or missed and item “Back”. 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.

To close the window and return to the previous screen, hold button (1) long pressed or select the “Back” item and press the ENTER button (3).

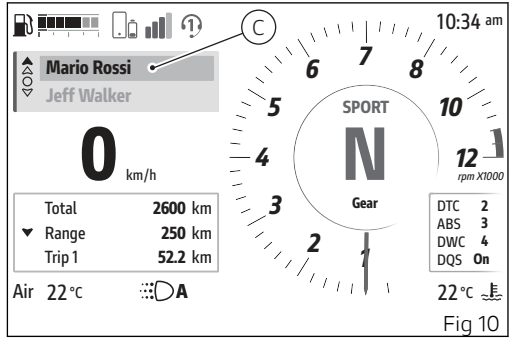


Fig 10

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 8) from the Interactive Menu, and press ENTER (3).

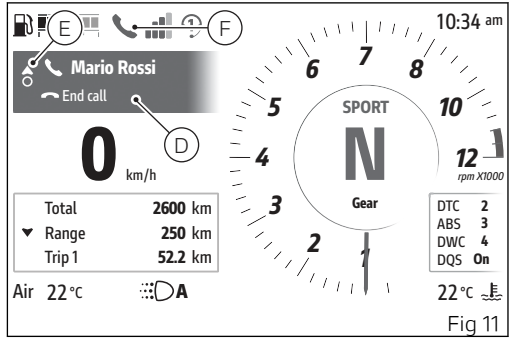


Fig 11

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.

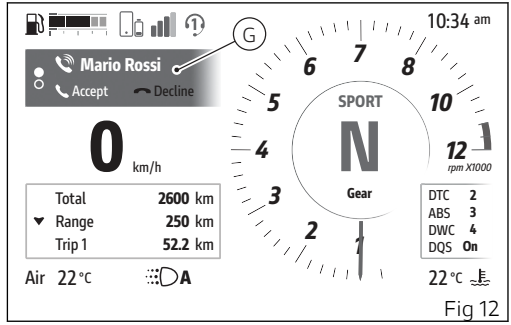


Fig 12

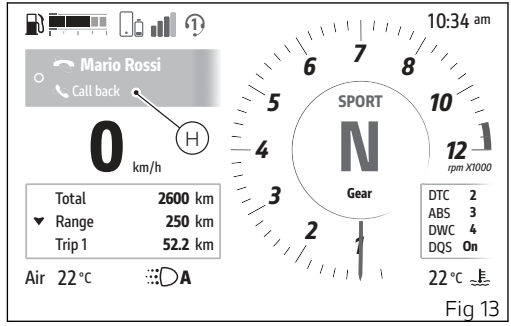


Fig 13

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.

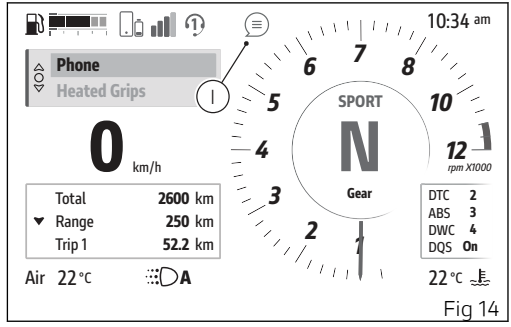


Fig 14

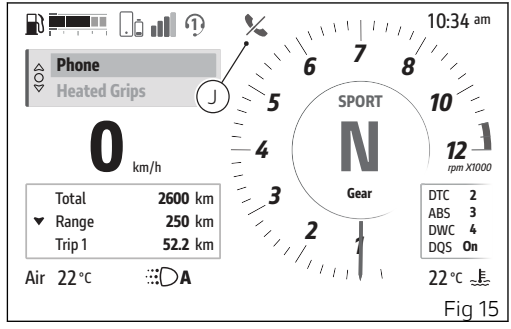


Fig 15

Music

This function can be found in the Interactive Menu (see page 136) and 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).

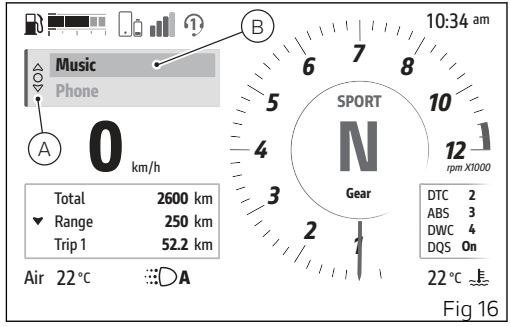


Fig 16

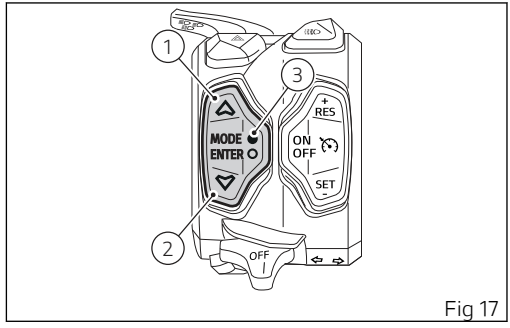


Fig 17

Note

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

Attention

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

The player window (C) will be displayed where the controls of the music player and the track currently playing are shown. If the track is not playing when the function is entered, the player window with play command active (D) is displayed, otherwise the window with the pause command active (D) is displayed.

- 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 (F) 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.

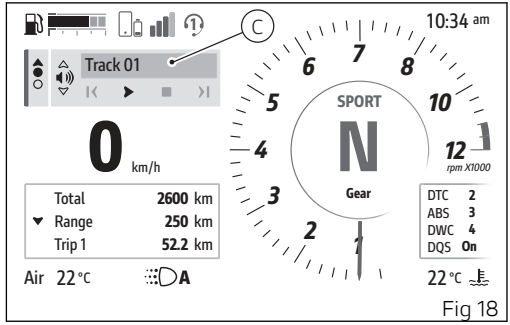


Fig 18

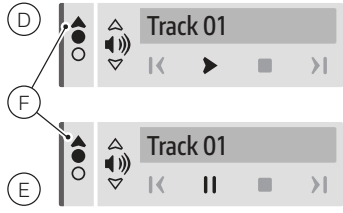


Fig 19

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
DPL	Ducati Power Launch
DQS	Ducati Quick Shift
DRL	Daytime Running Light
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
EBC	Engine Brake Control
ECU	Engine Control Unit
IMU	Inertial Measurement Unit
TPMS	Tyre Pressure Monitoring Systems

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

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

Attention

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

Attention

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

This motorcycle carries the rider and can carry a passenger.

Attention

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 455kg/ 1003lb.

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 before each ride (see page 103).

Attention

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

Attention

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

Important

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

Important

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

Important

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

Important

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

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

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

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

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

Attention
Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).
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 20

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 paragraph "Tyres" on page 280.

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

To access/display the identification number marked on the frame, steer the front wheel to the left. The vehicle identification number is marked on the steering tube, as shown in the figure.

Note

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

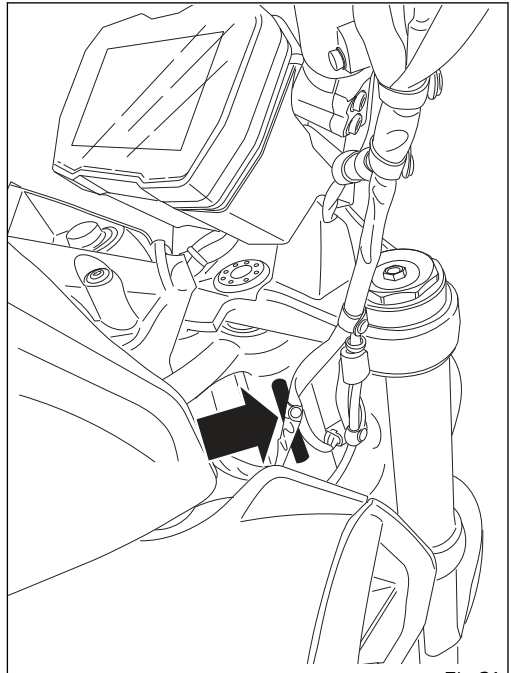


Fig 21

Engine identification number

The engine identification number is located on the left side of the engine, as shown in the figure.

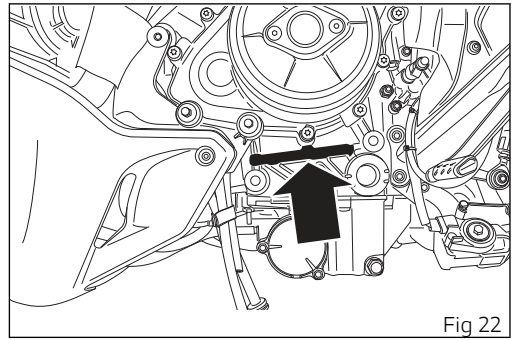


Fig 22

Note

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

Main components and devices

Position on the vehicle

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

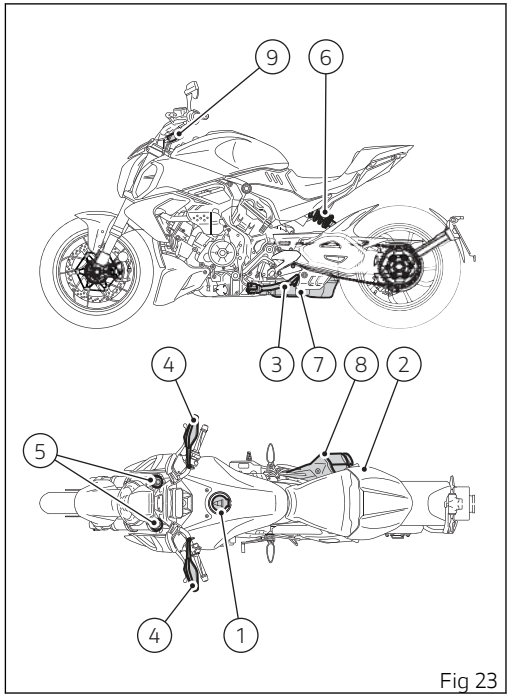


Fig 23

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

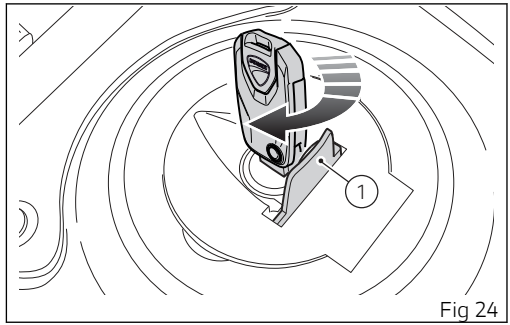


Fig 24

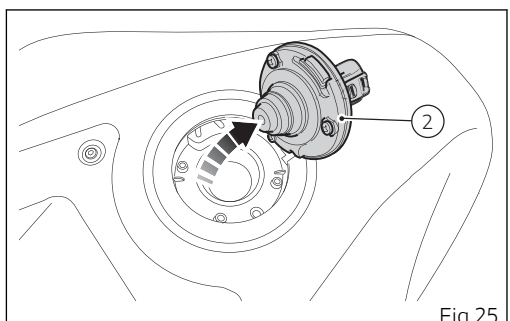


Fig 25

Removing and refitting the seat

Removing the passenger seat

By lowering the RH passenger footpeg and operating the lock (1), the passenger seat (2) can be removed by pushing it forward and lifting it up until it can be pulled out.

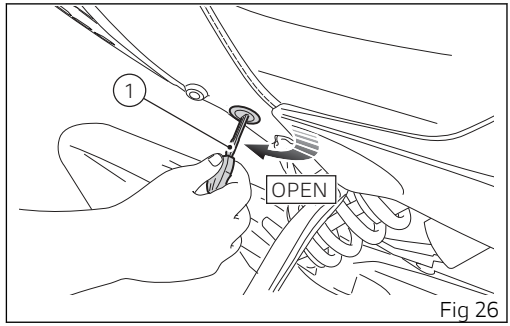


Fig 26

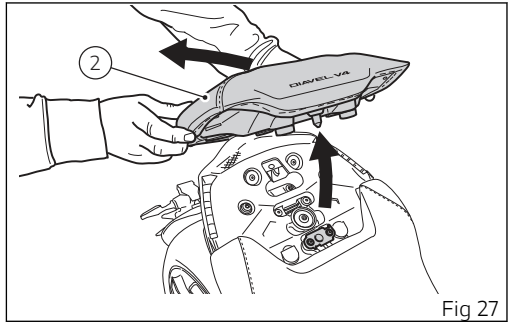


Fig 27

Refitting the passenger seat

Position the passenger seat (2) on the vehicle, by inserting the rear tab (A) into the seat (B) on the inside of the tail guard.

Push the passenger seat (2) down, inserting the pin (C) in the latch (D).

Make sure the seat is properly fastened by moderately pulling it up.

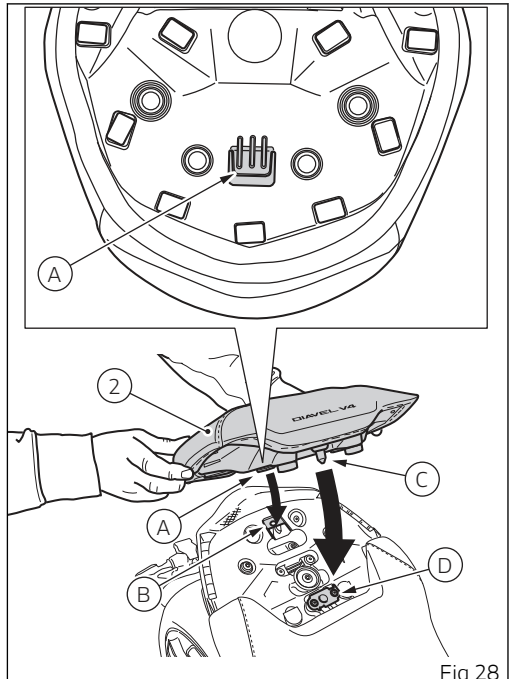


Fig 28

Removing/refitting the passenger seat cover

In the single-seater configuration the passenger seat is fitted with a cover.

To use the passenger seat, remove it from the vehicle as shown above, remove the lower screws (E) and remove the passenger seat cover (3).

To refit the passenger seat cover (3), repeat removal operations in reverse order.

Refit the passenger seat as shown above.

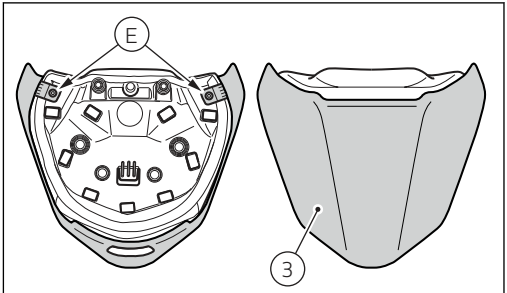


Fig 29

Removing/inserting the grab handle

Remove the passenger seat as shown above.

Lift the round handle (F) located on the tail guard and pull it all out until it stops. Release the round handle (F) and check that the grab handle (4) is locked in place.

To insert the grab handle (4) into its seat inside the tail guard, repeat the operations described above in reverse order.

Refit the passenger seat as shown above.

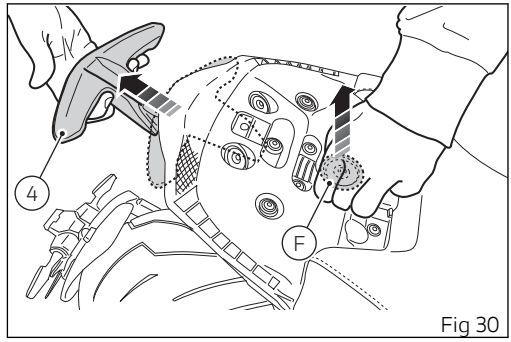


Fig 30

Removing the rider seat

Remove the passenger seat as shown above.

Remove the rider seat (5), by firstly lifting the rear part so as to release the pin (G) from the vibration damper (H) and then moving it towards the rear of the motorbike by pulling the front recesses (I) from the seat pin plugs (L).

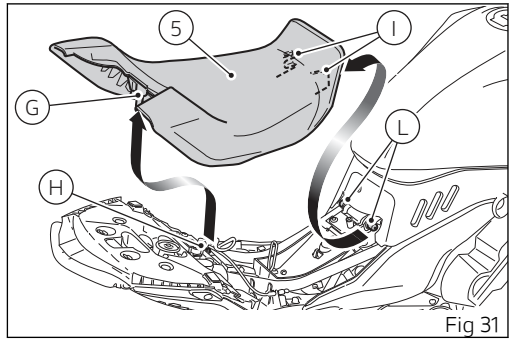


Fig 31

Refitting the rider seat

Refit the rider seat (5) by fitting its front recesses (I) into the seat pin plugs (L) and then inserting the pin (G) fully home into the vibration damper (H).

Refit the passenger seat as shown above.

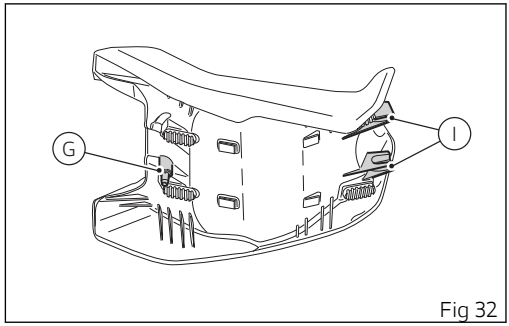


Fig 32

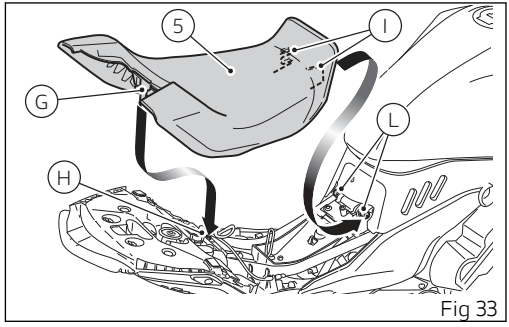


Fig 33

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.

Your motorcycle is equipped with a connector (A) (diagnostic socket), located under the rider seat, to which you can connect a special battery charger (B) available at our sales network.
To gain access, remove the rider seat as described in chapter “Removing and refitting the seat”.

Slide out the plug (1) by pressing the tab from the base of connector (A) and connect the connector to the battery charger (B).

Important

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

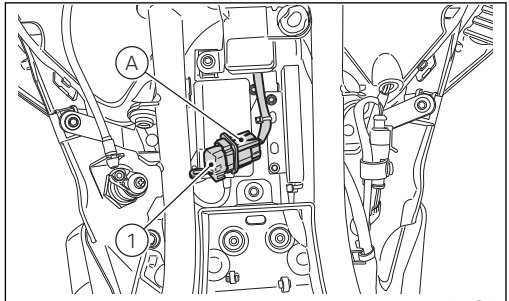


Fig 34

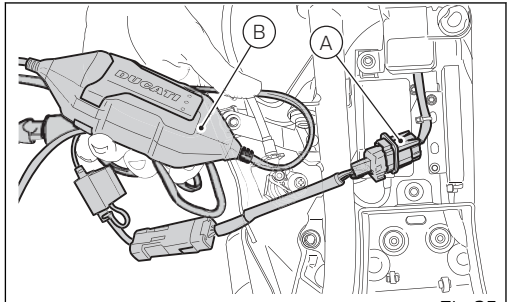


Fig 35

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

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

Attention
NEVER connect the battery in parallel with that of other vehicles, as this may cause a short circuit or overheating of the battery.

Side stand

Important

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

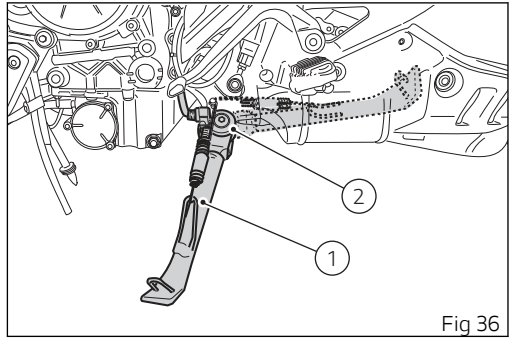


Fig 36

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

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

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

USB connection

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

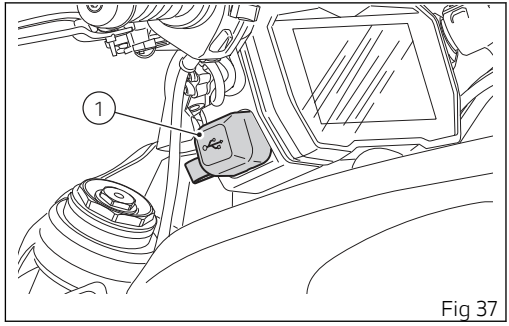


Fig 37

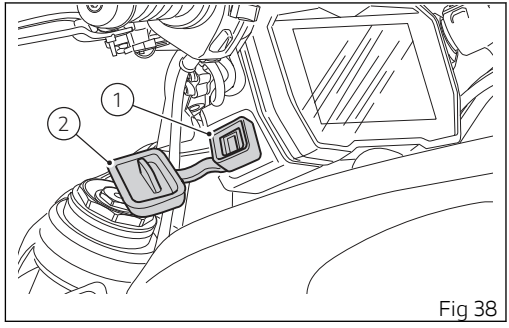


Fig 38

Front fork adjusters

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
It is possible to adjust the spring preload on both legs, whereas compression and rebound can only be adjusted on the LH and RH legs, respectively.
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 flat-blade screwdriver to adjust rebound. Turn adjuster (3) at the top end of the LH fork leg with a flat-blade screwdriver to adjust compression. By turning adjuster screws (1) and (3) you will hear some clicks; each click corresponds to a damping setting.

The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

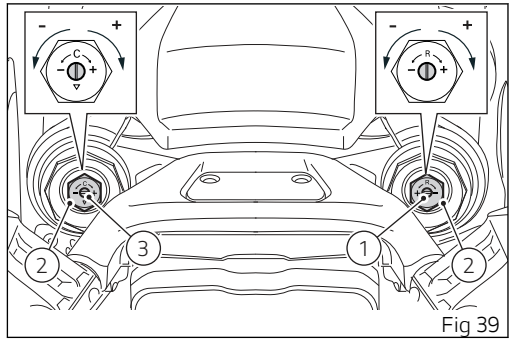


Fig 39

STANDARD settings are as follows:

- compression: -2 turns from max. (fully closed);
- rebound: -2 turns from max. (fully closed);
- spring preload: +5 turns from min. (fully uncompressed).

Rear shock absorber adjusters

Attention

Have the rear shock absorber adjusted at a Ducati authorised Service Centre.

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return). Turn adjuster (1) clockwise to stiffen the rebound damping, or counter clockwise to soften it. The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the hydraulic compression damping. Turn adjuster (2) clockwise to stiffen the compression damping, or counter clockwise to soften it. The two ring nuts (3), located in the shock absorber upper side, adjust the external spring preload. To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload. The pitch of the preload ring nut threading is 1.5 mm (0.05 in).

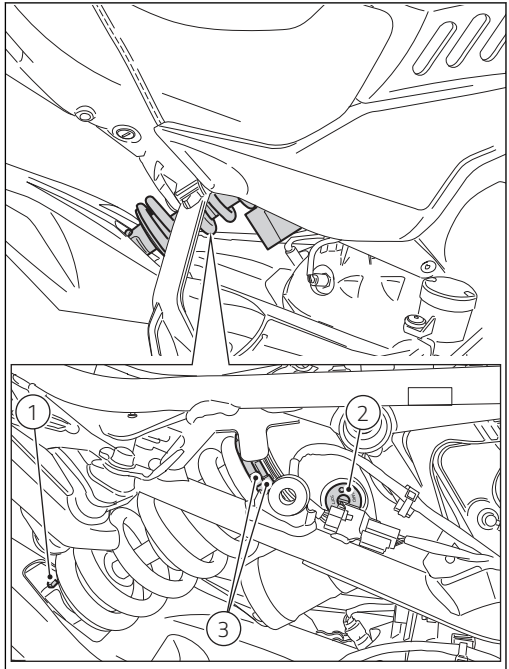


Fig 40

STANDARD setting from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by -1.25 turns from fully closed position;
- compression: loosen adjuster (2) by -2 turns from fully closed position;
- spring preload: 13 mm (0.51 in).

Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.

Attention

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.
Standard settings of the vehicle as delivered (factory settings specified in the previous paragraphs) correspond to a calibration which considers all use conditions (riding conditions, rider's skills and needs), and is the best solution for a sport use of the motorcycle on the road.

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 on handlebar.
2) "Hands free" system.
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.

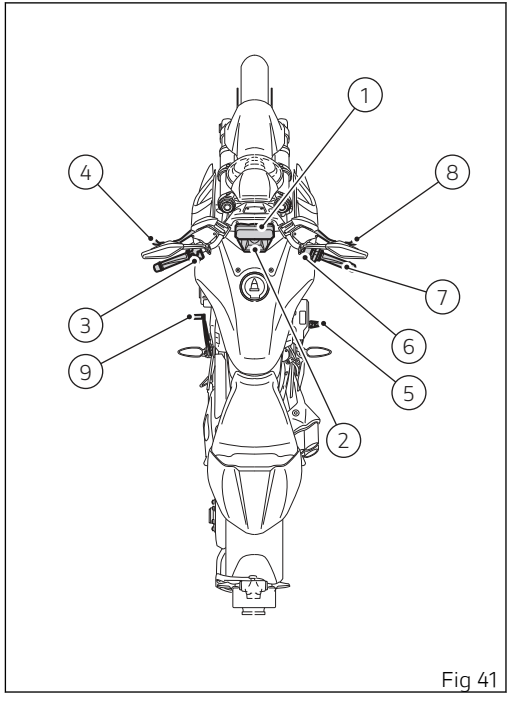
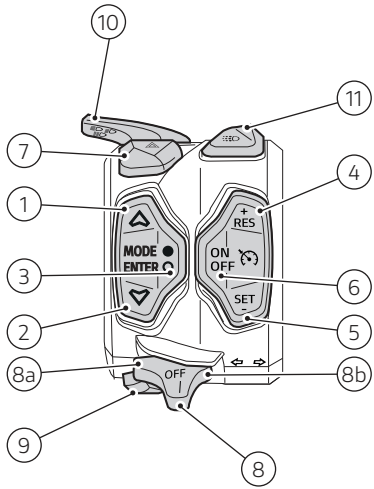


Fig 41

Switchgears



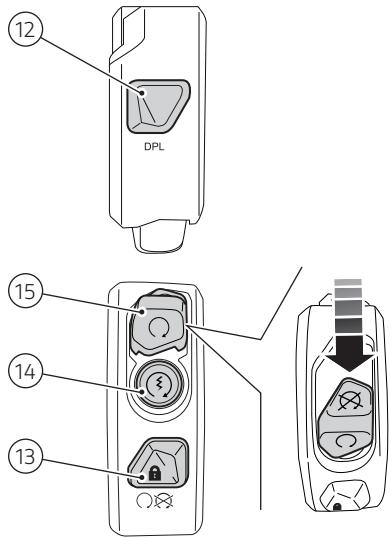


Fig 42

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

12	DPL	Assisted start (DPL)
13		Hands Free key-on and key-off / electronic steering lock activation
14		Engine start
15		Engine kill, pushed 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 200), the instrument panel automatically manages the DRL based on the detected ambient light:

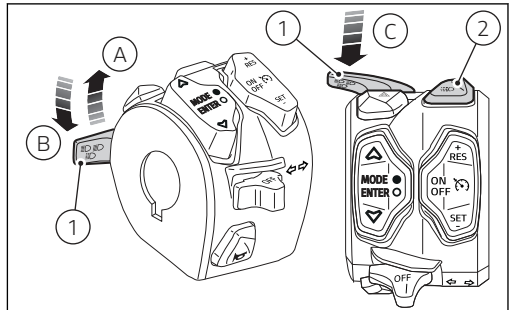


Fig 43

- 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 (7,Fig 98) will turn on. By pressing button (2, Fig 43) DRL are turned off; by pressing again button (2, Fig 43) 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 200), to turn off or on the DRL, use button(2,Fig 43).

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.

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.

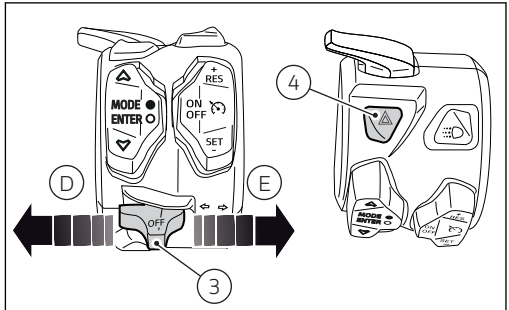


Fig 44

To set turn indicator control to automatic or manual mode, see page 230.

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 44) 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.

Hands free system

The Hands free system consists of:

1) Hands free unit;
2) Antenna;
3) Active key;
4) Passive key.

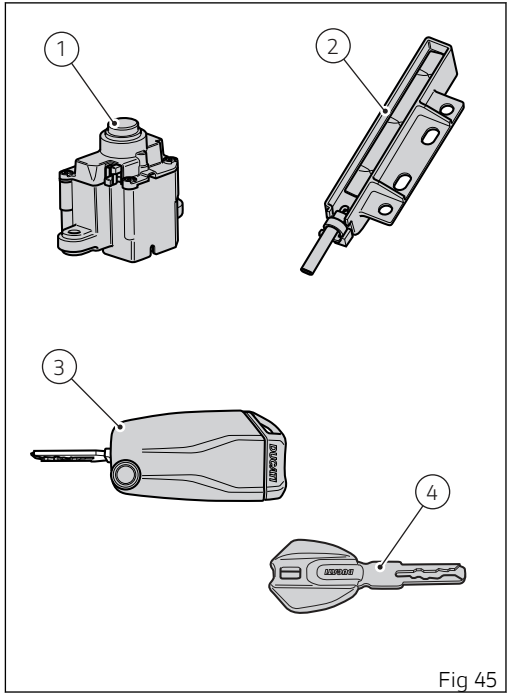


Fig 45

Important

Conditions affecting the correct operation of the Hands Free system.

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

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

(Fig 46) indicates the position of the Hands Free block (1) and (Fig 47) indicates the position of the antenna (2) under the left-hand tail guard (6).

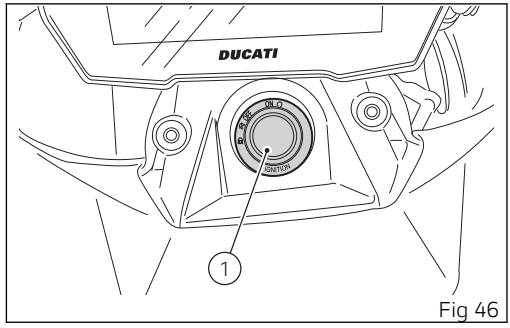


Fig 46

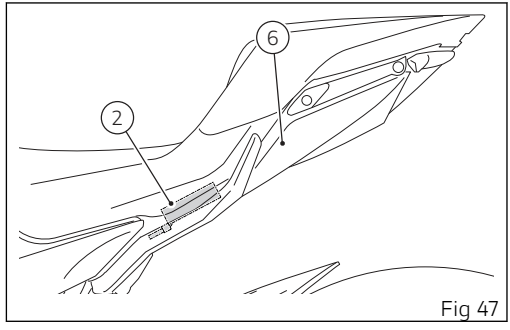


Fig 47

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

Key-On consists in turning on the hands free system and all electronic devices.
Key-On is done using button (7) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).

Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.
Key-Off is done by shortly pressing button (7) (for approx. 0.5 seconds) on the right switch on the handlebar or using the button on the Hands free unit (1).

Note

The use of one of the two buttons, on handlebar (7) or on Hands Free unit (1), does not exclude the other (e.g., if you use one for switch-on, you can switch off with the other and vice versa).

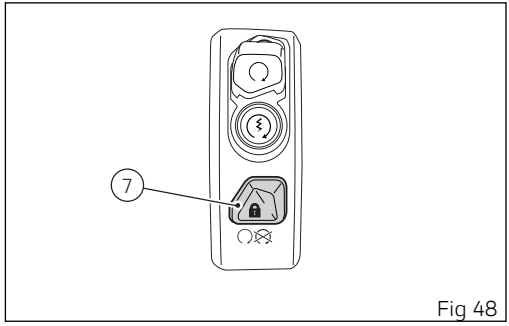


Fig 48

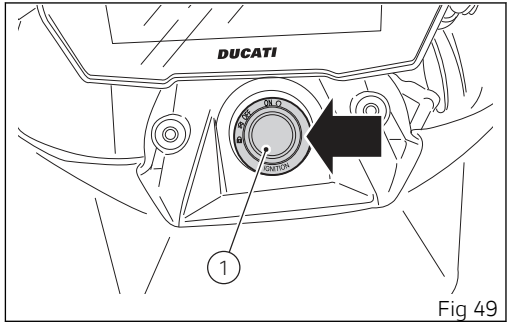


Fig 49

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the PIN code (see, page 95).
Key-Off can also occur without any key (3) or (4).
Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (7, Fig 48) on the handlebar or by pressing the Hands free unit button (1). When speed is not equal to zero, perform key-off by pressing the Hands free unit button (1).

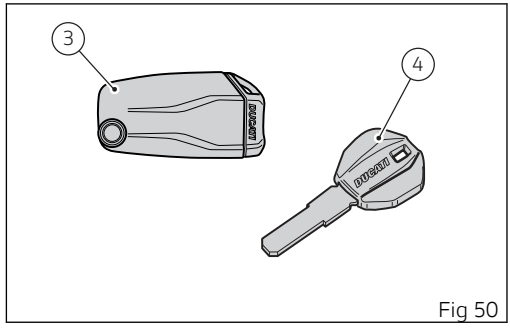


Fig 50

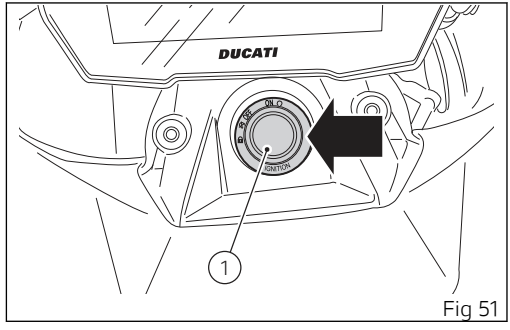


Fig 51

Attention

The passive key (4) has a range of a few cm (in), therefore it must be positioned close to the left-hand tail guard (9), close to the antenna (2), as indicated.

Important

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

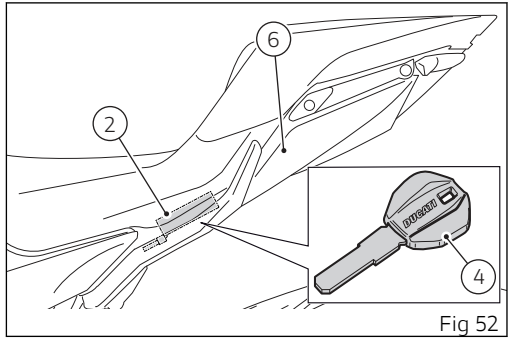


Fig 52

Recovery mode for Key-On with passive key and/or active key with flat battery.

The active key (3) with flat battery and the passive key (4) have a range of a few cm (in), therefore, it is necessary to position one of the two keys very close and at the Hands free antenna (2). To do this, remove the rider seat as described in chapter “Removing and refitting the seat”page 51.

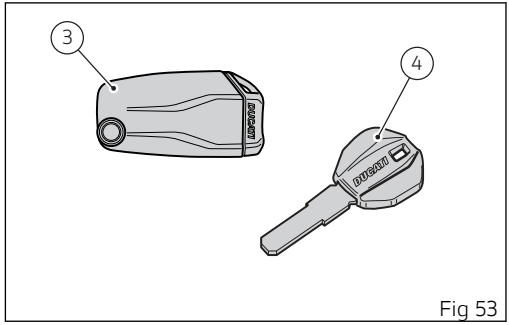


Fig 53

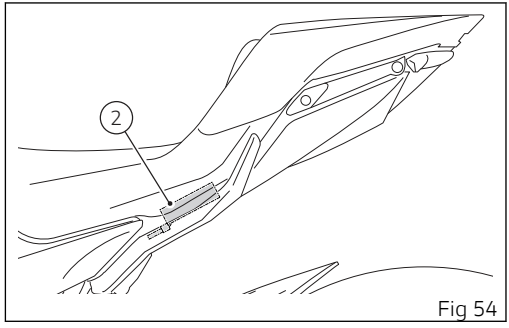


Fig 54

After removing the rider seat, position the active or passive key on the Hands free antenna (2).

Attention

After the key-on in passive mode, you have 15 seconds to start the engine; otherwise, an automatic key-off is possible as soon as the key is moved away from the Hands free antenna (2).

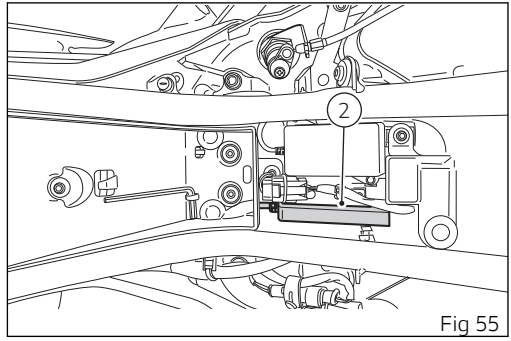


Fig 55

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

Note

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

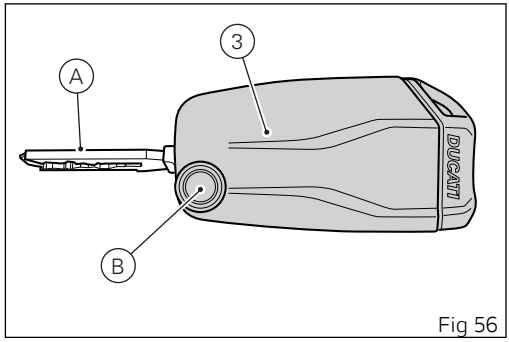


Fig 56

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

Key-On can be performed by pressing button (7) on the handlebar and with the presence of the active key (3, Fig 56).

Note

The active key (3) has a range of approx. 1.5 m (4.92 ft), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing the button (7) on the handlebar. It can also be performed without the key (3, Fig 56) only if motorcycle speed is equal to zero.

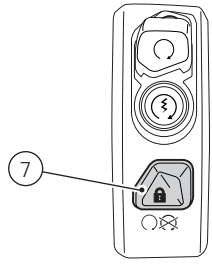


Fig 57

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

Key-On can be performed by pressing button (1) on the Hands free unit and with the presence of the active key (3, Fig 56).

Note

The active key (3) has a range of approx. 1.5 m (4.92 ft), therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing button (1) on the Hands free unit and also without the key (3, Fig 56).

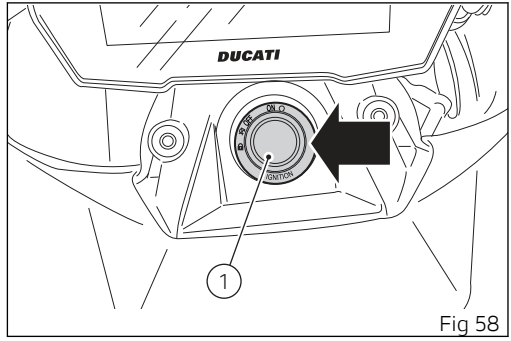


Fig 58

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

Key-On can be performed by pressing button (7) on the handlebar and with the presence of the passive key (4).

Attention

The passive key (4) has a range of a few cm (in), therefore it must be positioned close to the left-hand tail guard (9), close to the antenna (2), as indicated.

Key-Off can be performed by pressing the button (7) on the handlebar. It can also be performed without the passive key (4) only if motorcycle speed is equal to zero.

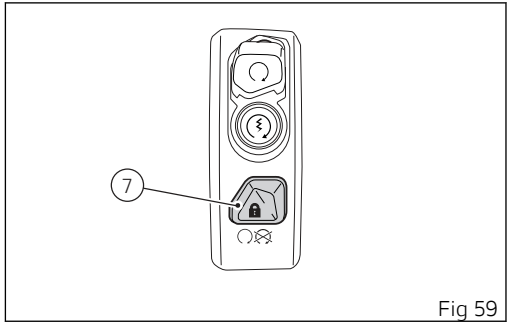


Fig 59

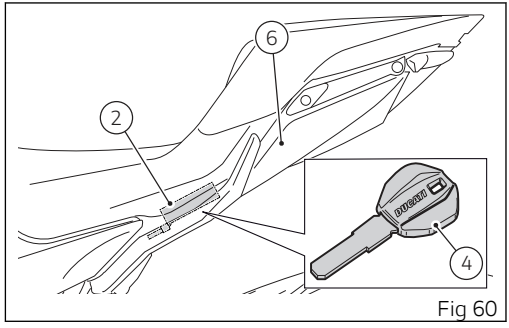


Fig 60

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

Key-On can be performed by pressing button (1) on the Hands free unit and with the presence of the passive key (4).

Attention

The passive key (4) has a range of a few cm (in), therefore it must be positioned close to the left-hand tail guard (9), close to the antenna (2), as indicated.

Key-Off can be performed by pressing button (1) on the Hands free unit and also without the key (4).

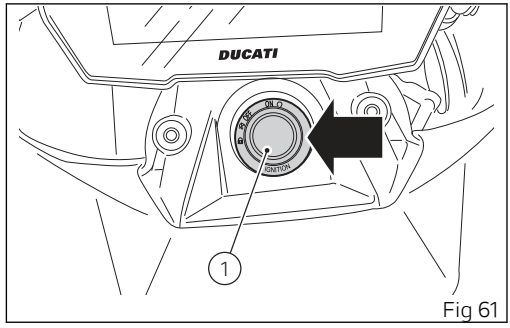


Fig 61

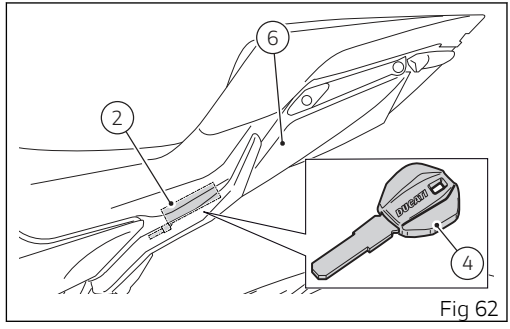


Fig 62

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

Key-On can be performed by pressing button (1) on the hands free unit, without the presence of the keys (3) and (4) and entering the PIN code (see, page 95). Key-Off can be performed by pressing button (7, Fig 48) on the handlebar.
After each Key-Off, if the key is not present upon next Key-On, the PIN code must be entered. The PIN code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a PIN code has been set. When the Hands Free button (1) is pressed, the instrument panel allows entering the four-digit PIN code. PIN code must be entered within 120 seconds, after which a Key-Off occurs automatically.

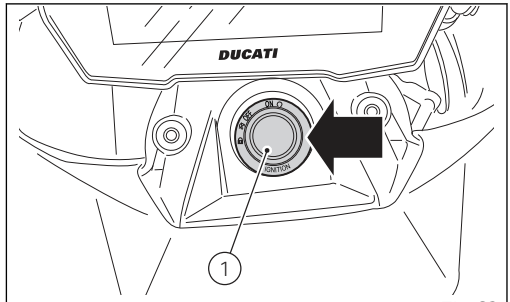


Fig 63

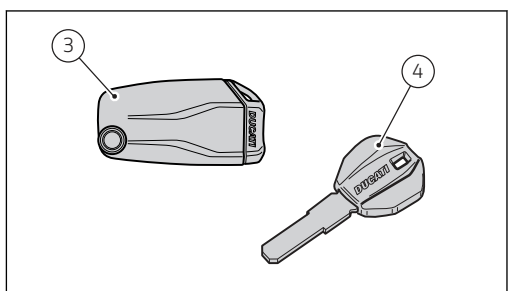


Fig 64

PIN code entry function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of Hands Free system "malfunction".
If the motorcycle cannot be turned on using the normal starter button, press the "emergency" Hands Free (1,Fig 63) button to activate the function.
After pressing the button, the instrument panel activates the page for entering the PIN code (see, page 95).

Keys

The Owner receives a set of keys comprising:

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

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

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

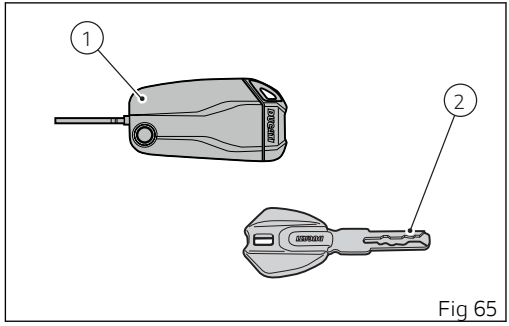


Fig 65

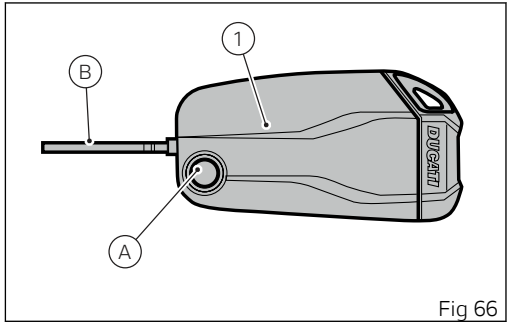


Fig 66

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

Note

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

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

Attention

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

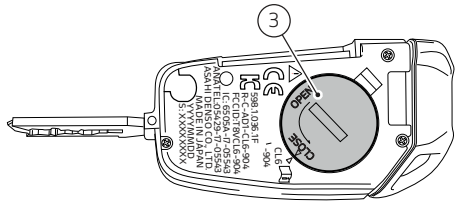


Fig 67

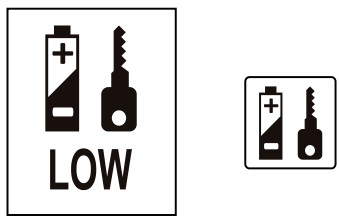


Fig 68

Replacing the battery

Attention
Symbol (A) indicates to pay attention when removing the key battery.

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

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

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

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

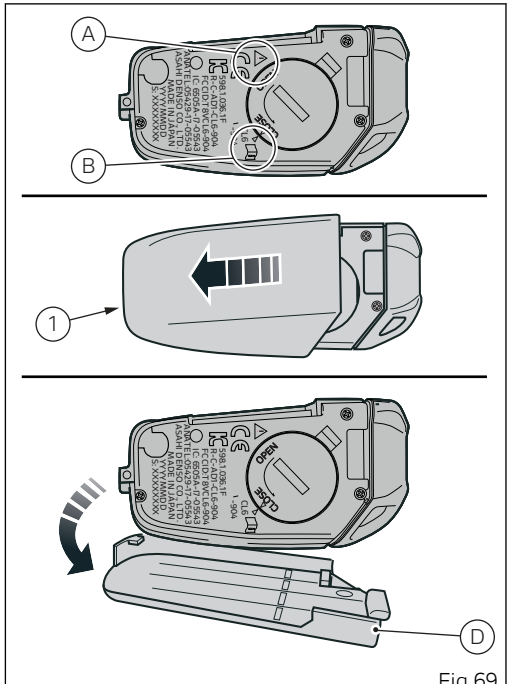


Fig 69

Removing the key shell

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

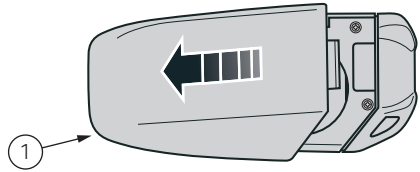


Fig 70

Removing the battery

Attention

For the Australia market, carefully read the warning on the side.

After separating the plastic shells, using a coin of appropriate size applied to the slot (2) on the battery (3), turn it clockwise for removal (as indicated by the “OPEN” indication on the battery).
Remove battery (3) and install a new one.

Attention

Do not swallow the battery, danger of chemical burn.
This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours.
If battery swallowing, i.e. its positioning inside any part of your body, is suspected, seek for immediate medical advice.

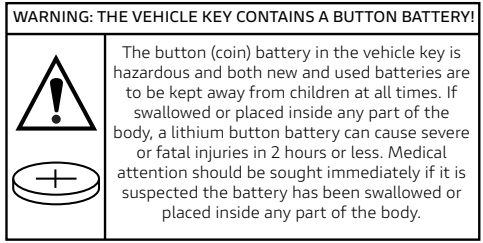


Fig 71

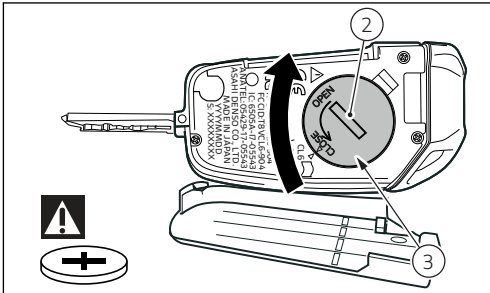


Fig 72

Refitting the battery

Attention
For the Australia market, carefully read the warning on the side.

Insert the new battery (3) into the battery compartment with the slot (2) facing upwards. Using a coin of appropriate size applied to the slot (2), rotate the battery (3) anticlockwise to fix it (as indicated by the “CLOSE” indication on the battery).

Important
Only use the required type of battery.

WARNING: THE VEHICLE KEY CONTAINS A BUTTON BATTERY!	
	The button (coin) battery in the vehicle key is hazardous and both new and used batteries are to be kept away from children at all times. If swallowed or placed inside any part of the body, a lithium button battery can cause severe or fatal injuries in 2 hours or less. Medical attention should be sought immediately if it is suspected the battery has been swallowed or placed inside any part of the body.

Fig 73

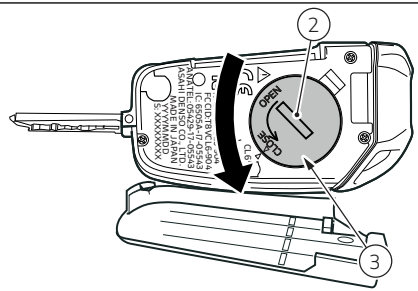


Fig 74

Refitting the key shell

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

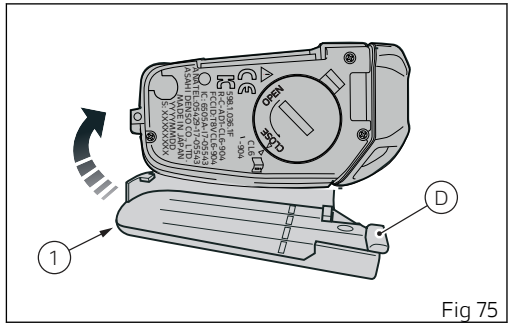


Fig 75

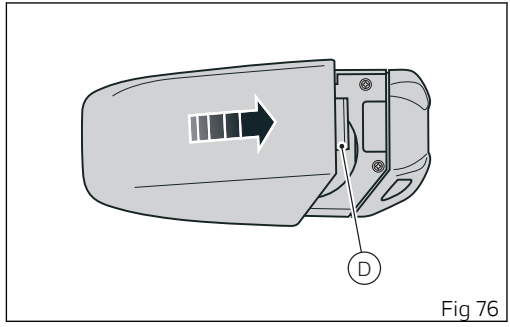


Fig 76

Immobilizer system

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

Duplicate keys

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.
The Ducati authorised service centre will program all new and old keys.
The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.

The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the " PIN Code" function in the "Setting menu" (see page 207), 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 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.

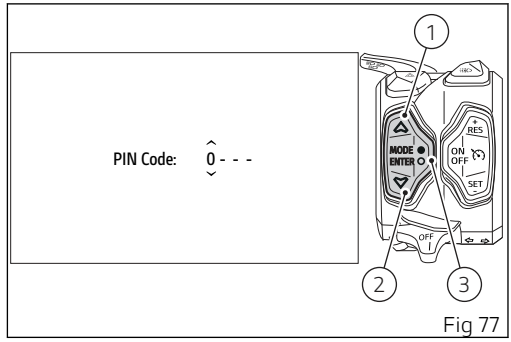


Fig 77

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. To adjust the distance between the lever and the handgrip, rotate the knob (2) by the desired number of clicks. Working from the front of the bike, turn the knob (2) clockwise to move the lever away from the handgrip and anticlockwise to move the lever closer to the handgrip. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

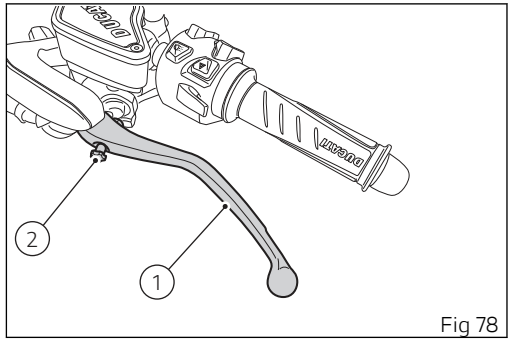


Fig 78

Attention

Set clutch lever when motorcycle is stopped.

Important

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

Note

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

Throttle twistgrip

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

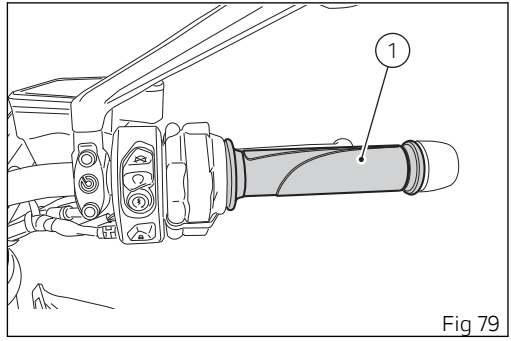


Fig 79

Front brake lever

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 brake lever (1) has a dial (2) for adjusting the distance between lever and handgrip on the handlebar.
To adjust the distance between the lever and the handgrip, rotate the knob (2) by the desired number of clicks. Working from the front of the bike, turn the knob (2) clockwise to move the lever away from the handgrip and anticlockwise to move the lever closer to the handgrip.

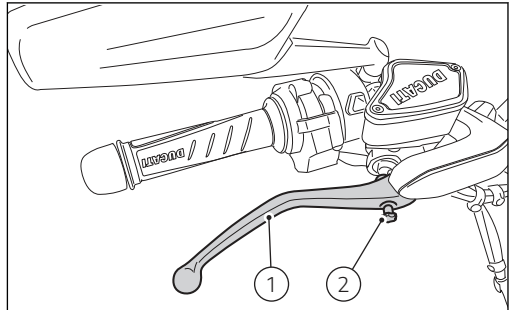


Fig 80

Rear brake pedal

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

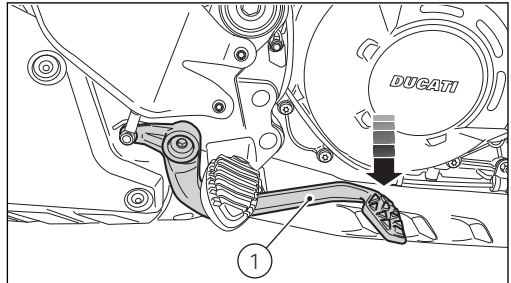


Fig 81

Gear change pedal

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

- down = press down the pedal to engage the 1st gear and to shift down. The N light 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.

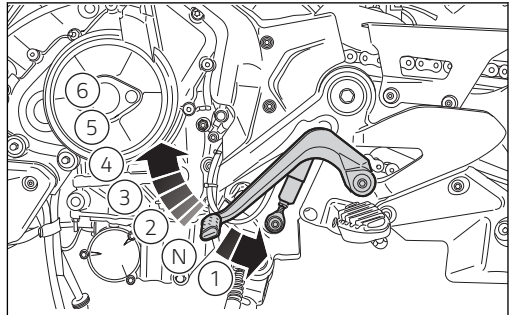


Fig 82

Adjusting the position of the gearchange pedal and rear brake pedal

Note
Gear change pedal position can be adjusted with respect to the motorcycle: please contact a Dealer or Ducati authorised service centre to have this adjustment performed.

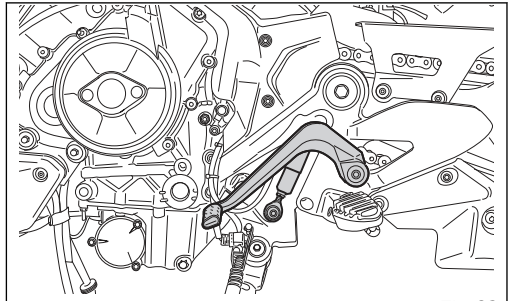


Fig 83

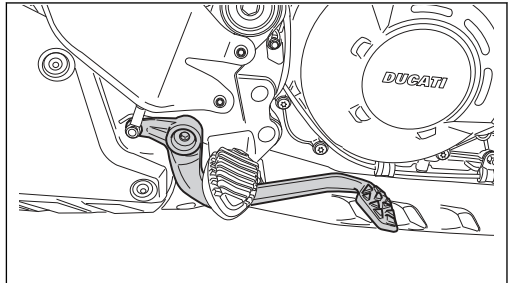


Fig 84

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)	7,000 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 (see “Refuelling”).
- ENGINE OIL LEVEL
  Check the level in the sump through the sight glass; top-up if necessary (see “Checking the engine oil level”).
- BRAKE AND CLUTCH FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless 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 (see “Replacing headlight light bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS warning light

After Key-ON, the ABS light (9, Fig 98) stays ON. When the motorcycle speed exceeds 5 km/h (3.12 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

ABS device

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

Attention
Clogged reading slots would compromise system proper operation.

Attention
Prolonged wheelies could deactivate the ABS system.

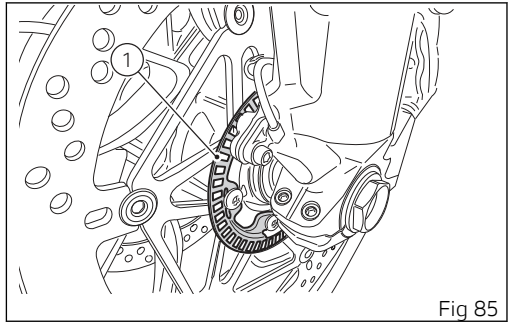


Fig 85

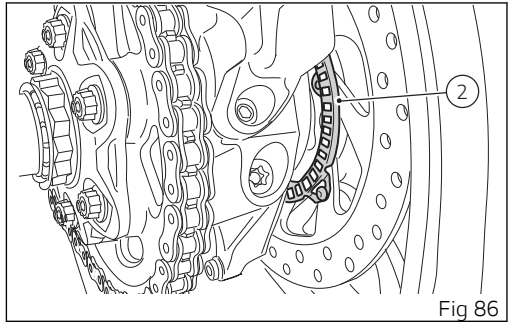


Fig 86

Engine start/stop

Attention

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

Attention

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

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

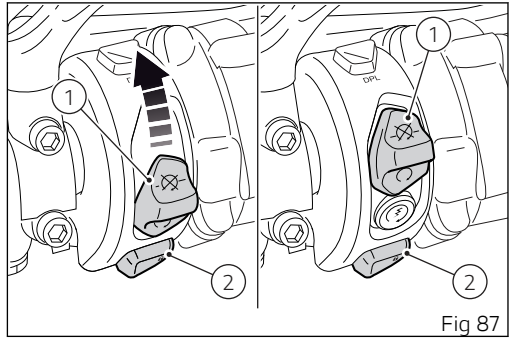


Fig 87

Check the gear indicator (3) and make sure that you can start the bike with gearbox in neutral position (N) or with gear, by pulling the clutch lever.
Make sure that the red warning light (4) , indicating oil pressure on instrument panel, is on.

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

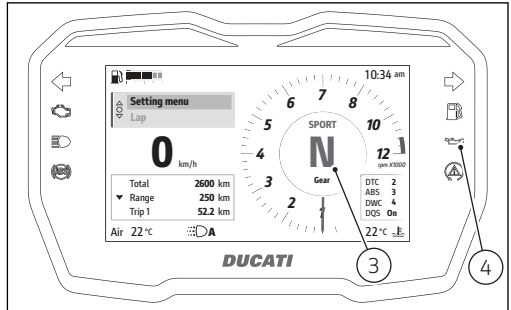


Fig 88

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key (see, page 73) is not detected within 15 seconds.

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).

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

Important

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

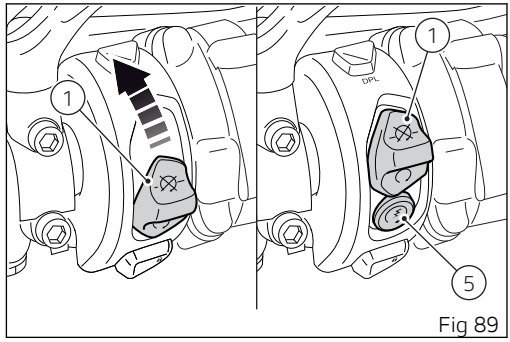


Fig 89

Attention

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

The red oil pressure warning light (4, Fig 88) should go out a few seconds after the engine has started.

Engine stop

The engine will shut off by moving the red button (1) downwards to (engine stop)
To turn on the Hands free system and all electronic onboard systems, refer also to chapter “Hands Free System” (page 73).

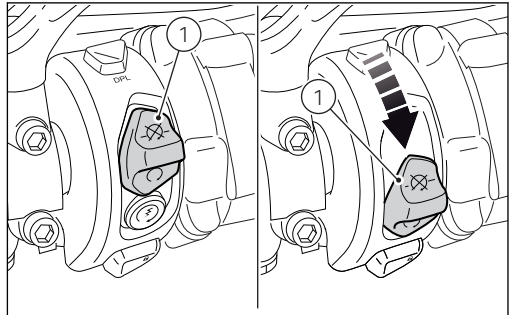


Fig 90

Important

Conditions affecting the correct operation of the Hands Free system.

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

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

(Fig 91) indicates the position of the antenna (6) and (Fig 92) indicates the position of the Hands Free unit (7).

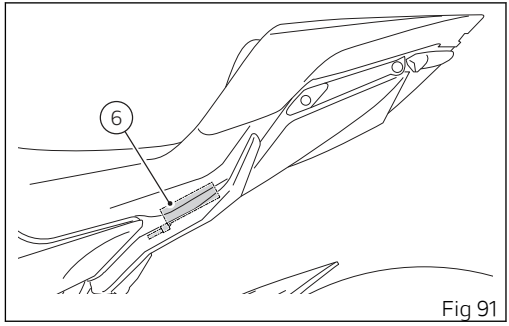


Fig 91

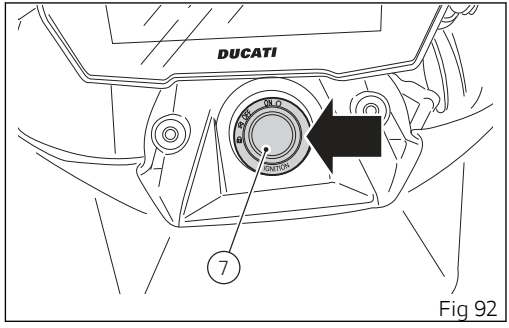


Fig 92

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.

Extended rear cylinder deactivation function

The V4 Granturismo was developed with fuel economy and riding comfort in mind. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low revs under certain conditions, so as to reduce fuel consumption and improve thermal comfort for rider and passenger. As speed increases or above a certain acceleration demand, i.e. torque demand from the twistgrip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active in all Riding Modes.

Note
In first gear the rear cylinder deactivation function does not take place.

Braking

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

Anti-Lock Braking System (ABS)

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

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

ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip.

After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The bike ABS also features a “cornering” function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Attention

Using the two brake controls separately reduces the motorcycle braking power.
Never use the front brake control harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.
Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapour lock (brake fluid boiling) with a considerable reduction of the braking power.
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.
Stop the engine by pushing the red switch (1) down.
Press button (2) for Key-off.

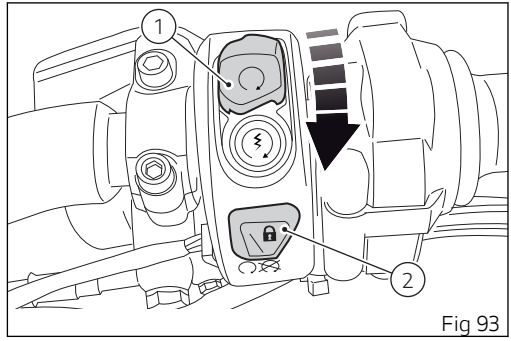


Fig 93

Parking

Perform the key-off through Hands free system (see page 73).

Park the stopped motorcycle on the stand. Fully steer handlebar to the left or to the right.
After stopping the engine, instrument panel will display instructions to activate the steering lock and switch on the parking light for 20 seconds.

Steering lock activation

If you wish to engage the steering lock, while the screen (Fig 94) is displayed, turn the handlebar completely and press and hold button (1) for approx. 2-3 seconds.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Parking light switching on

If you wish to switch on the parking light while the screen (Fig 94) is displayed, press and hold button (2) on the left turn indicator position.

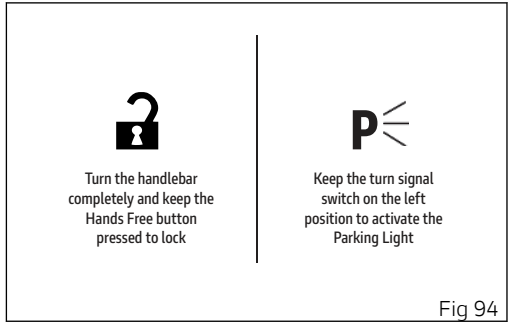


Fig 94

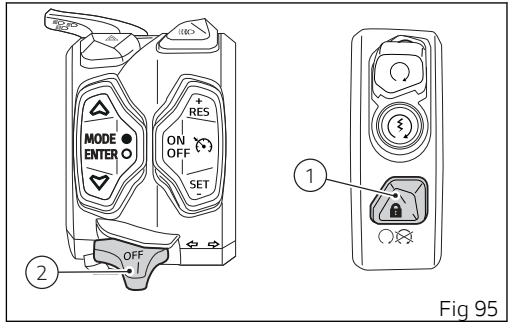


Fig 95

After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

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.

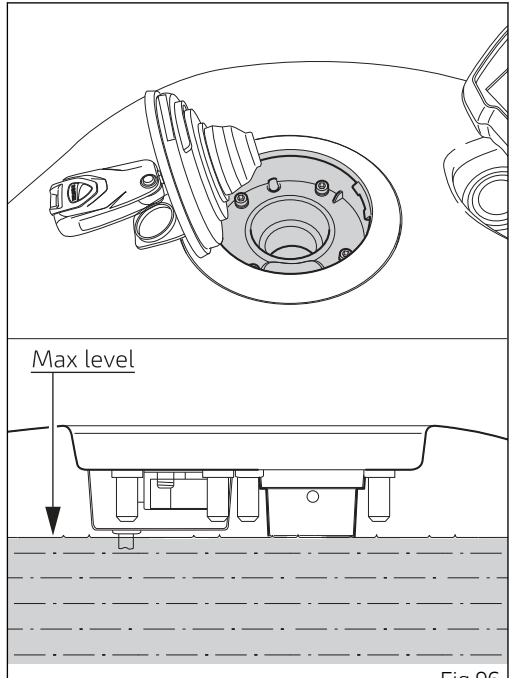


Fig 96

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.

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.

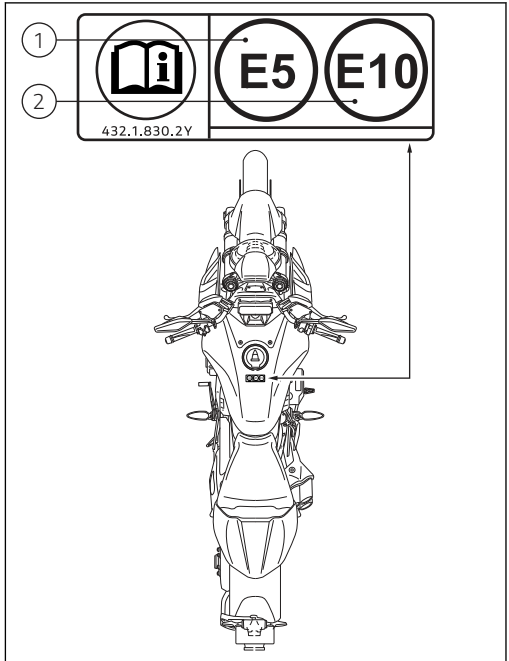


Fig 97

Tool kit and accessories

The supplied accessories are located under the rider seat.
To access the compartment see page 51.

The following parts are supplied with the bike:
1) Allen wrench (4 mm) (0.16 in);

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

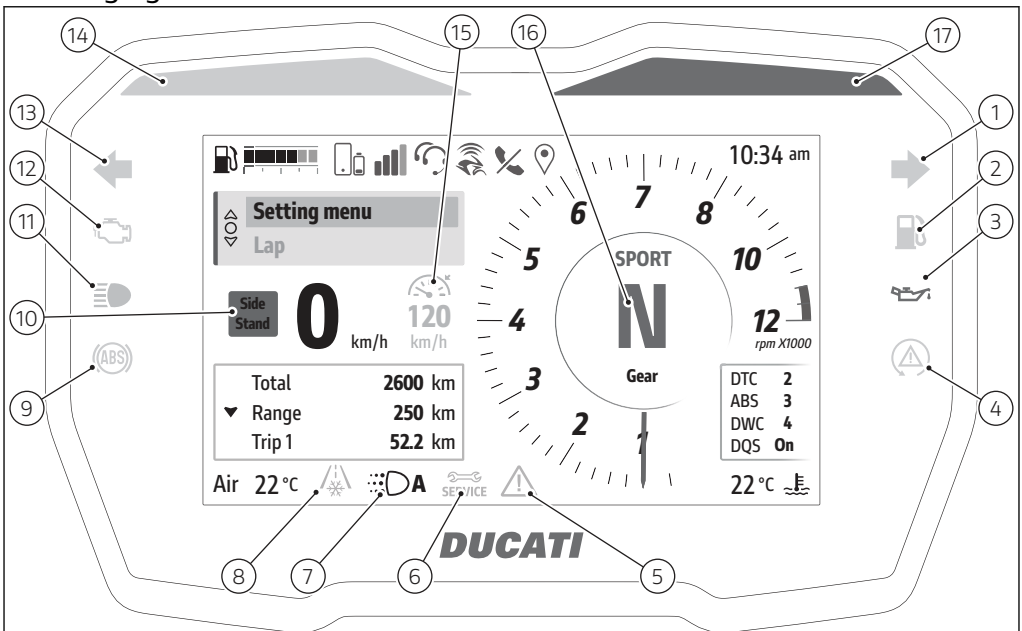


Fig 98

The following table lists the available warning lights:

no.	Description	Colour
1	Right turn indicator	Green
2	Low fuel	Amber yellow
3	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red
4	DAVC Diagnosis • flashing: DTC/DWC enabled, but with degraded performance; • on: DTC or DWC disabled and/or not functioning due to a fault.	Amber yellow
5	Generic error	Amber yellow (display)
6	Service	Amber yellow (display)
7	DRL – daytime running light on, set in “Auto” mode (see page 200) (not present in China and Canada versions)	Green (display)
8	Warning lights (see page 253)	Amber yellow / red (display)
9	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance;	Amber yellow

no.	Description	Colour
	• on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	
10	Side stand down  **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.	Red (display)
11	High beam on	Blue
12	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow
13	Left turn indicator	Green
14	DTC intervention	Amber yellow
15	Cruise Control switched on (see page 141)	Green (display)
16	Neutral gear	Green (display)

no.	Description	Colour
17	Rev limiter / immobilizer • Rev limiter (see page 134): flashing light, limiter activated. **Note** Each calibration of the Engine Control Unit may have a different setting for the rev limiter. • Immobilizer: warning light flashing, key-off status.	Red

The position of the warning lights is the same for the Turn by turn screen as well, if present (see page 151).

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 main screen displays all the information and elements needed for riding.

To change the displayed units of measurement, see page 234.

You can also set the screens in "Light" or "Dark" mode, see page 202.

The table lists the available items.

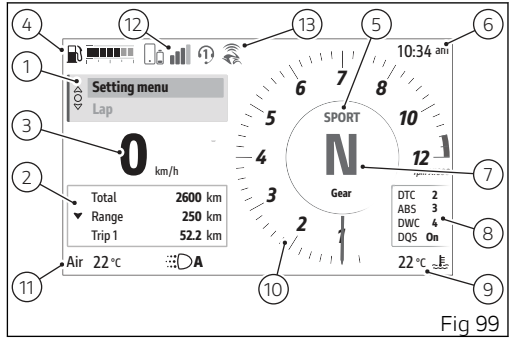


Fig 99

no.	Description
1	Interactive Menu (see page 136)
2	Info display (see page 136)
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 198).  **Note** When the motorbike is in low fuel condition, if 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.
5	Current Riding Mode (see page 131)
6	Clock 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 212).
7	Gear

no.	Description
8	Parameters window It displays the values of the DTC, ABS, DWC, DQS parameters set for the current Riding Mode The window disappears when the motorcycle speed exceeds 5 km/h (3 mph).
9	Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F). 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. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the 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.
10	Rev counter (see page 134)
11	Air temperature (°C or °F) **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.
12	Connected Bluetooth devices (see page 22)
13	Connected Ducati Link app (see page 243)

Riding Mode

4 different "Riding modes" are available: SPORT, TOURING, URBAN, WET.
The name of the active Riding Mode is shown above the indication of the gear selected (A) .

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, DTC, ABS, DWC, DQS.
For each Riding Mode it is possible to customise the parameters using the “Riding Mode” function in the “Setting menu” (page 163).

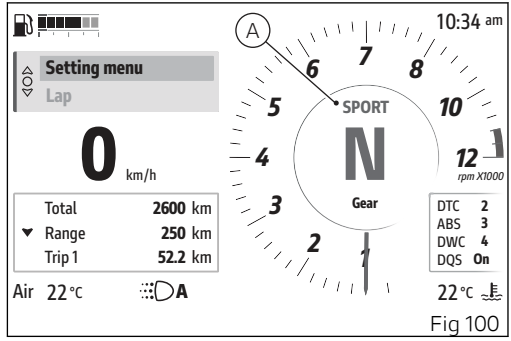


Fig 100

Changing Riding Mode

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

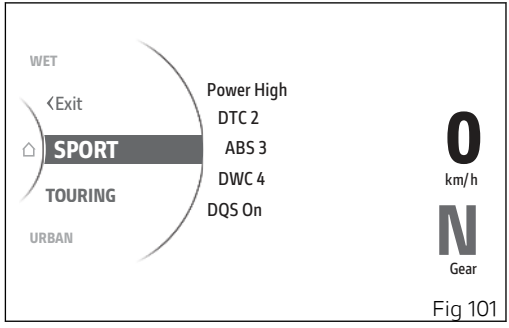


Fig 101

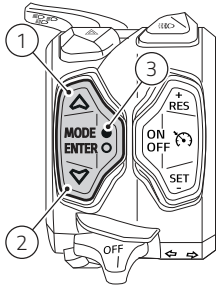


Fig 102

- 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);
- using a digital rev counter (B) in the "Turn by turn" screen (if available, see page 151).

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

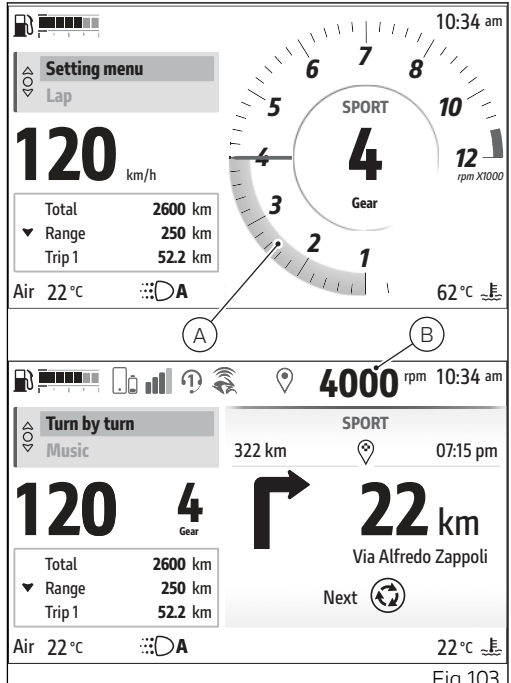


Fig 103

When the wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
When the limiter is activated (Over-rev) the wake gets flashing red-coloured and the rev limiter light comes on (light 17, Fig 98).
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:

- Setting menu (see page 163)
- Lap, only available in the Sport Riding mode (see page 148)
- Turn by turn (if present, see page 151)
- Music (see page 34)
- Phone (see page 29)
- Heated grips (if present, see page 160)

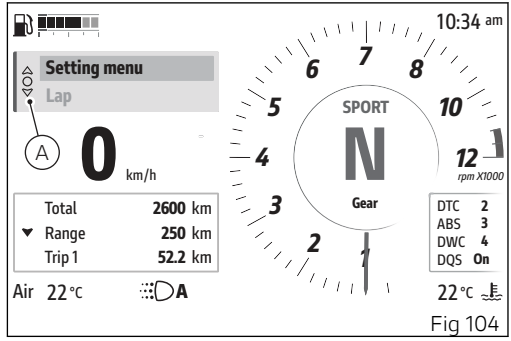


Fig 104

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 195).
To change the trip information units of measurement, see page 234.

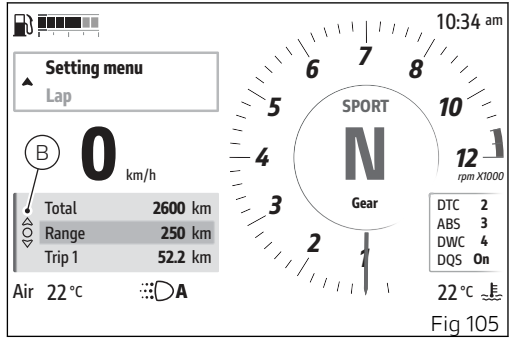


Fig 105

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

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level” (see page 198)	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
Front tyre	Front tyre pressure	bar, psi, kPa
Rear tyre	Rear tyre pressure	bar, psi, kPa

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.

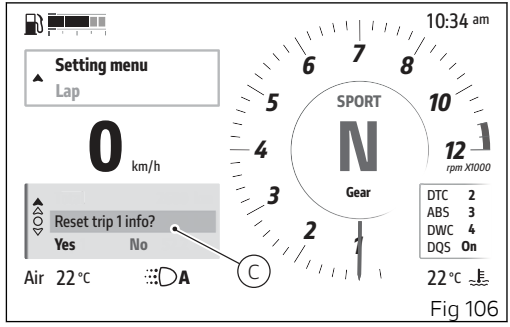


Fig 106

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.

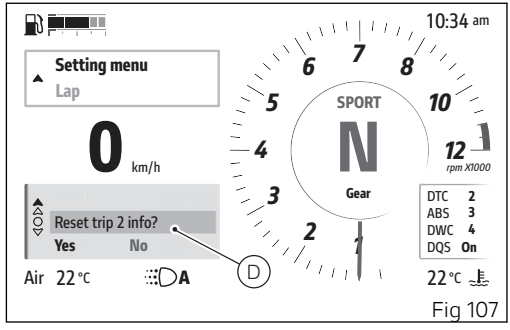


Fig 107

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.

To toggle the selection between "Interactive Menu" and "Info display" and vice versa:

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

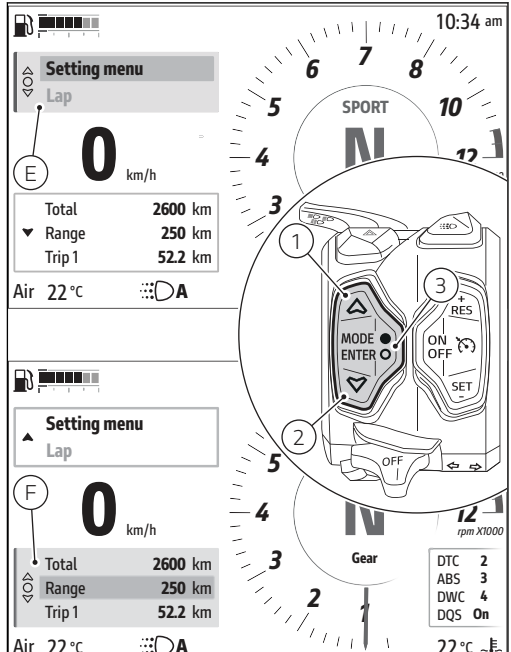


Fig 108

Cruise Control

Cruise Control (CC) assists the rider in maintaining a constant cruising speed. The system maintains the desired cruising speed by accelerating and decelerating, 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
Cruise Control is only available with Traction Control switched on.

Attention
The Cruise Control is not a safety system. Although it accelerates and decelerates, it does not act on the brakes. In some conditions the system may react by accelerating or decelerating not as it would be expected by the driver, who will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle.

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").

Cornering behaviour

When the Cruise Control detects that the motorcycle is leaning (e.g. in bends), it can slow down the speed of the bike to ensure greater comfort; this is done within the limits of the system. The amount of deceleration is a function of the leaning angle.

Attention
When entering or exiting a bend, the system may behave decelerating or accelerating differently from how the rider would expect.
Similar events may more likely occur if the radius of the bend is narrow or variable.

Switching on and off

The maximum cruising speed that can be set is 200 km/h (125 mph).
The minimum cruising speed that can be set depends on the gear selected:

Gear	Minimum cruising speed
1st	20 km/h (15 mph)
2nd	25 km/h (17 mph)
3rd	30 km/h (21 mph)
4th	35 km/h (24 mph)
5th	40 km/h (27 mph)
6th	45 km/h (30 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 110) RES/+ (D, Fig 110). The stored speed is shown in the Cruise Control icon (A, Fig 109).

Switching off the CC

Press the ON/OFF button (C, Fig 110) to turn off the Cruise Control. The Cruise Control icon (A, Fig 109) disappears.

Icon (A, Fig 109)

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;

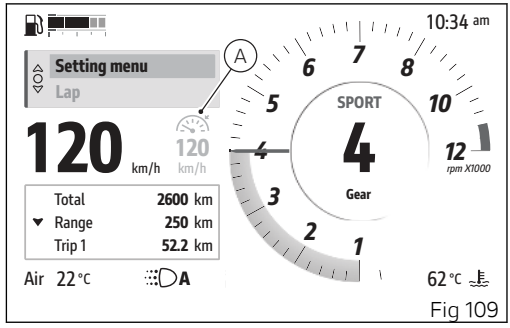


Fig 109

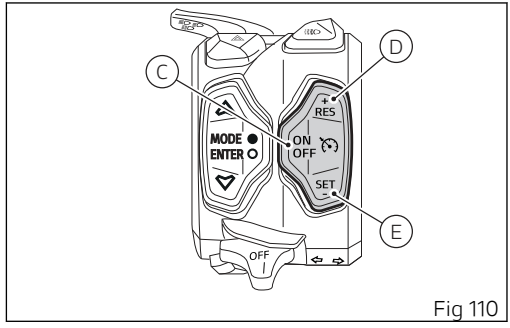


Fig 110

- 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 110) or SET/- (E, Fig 110) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 110) or SET/- (E, Fig 110) 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 by braking manually. In addition, speed control is interrupted if one of the following events occurs:
- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in case of prolonged ABS or Traction Control intervention;
- in case of a leaning angle exceeding 50°.

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) or SET/- (E). If RES/+ (D) is pressed, the set cruising speed is the last speed stored. If SET/- (E) is pressed, the set cruising speed is the current speed.

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

Override

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

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

Request for rider's intervention

In some situations the Cruise Control may require the rider to intervene. When such a request is made, the Cruise Control icon (A) turns yellow.

This may occur in the following cases:
- if an engine speed of 9000 rpm is reached, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious riding conditions allow the rider to do so.
- If the engine speed is too low for the gear engaged, the CC requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious riding conditions allow the rider to do so.

Note
When accelerating, it is possible to shift gears using the DQS.

Malfunctions

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

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.

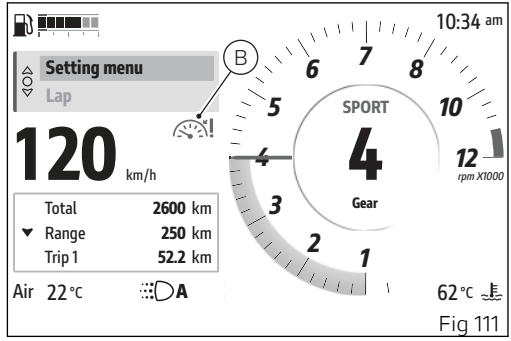


Fig 111

Lap

This function is available inside the Interactive Menu and allows recording the lap times. It is only available in the Sport Riding mode.

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

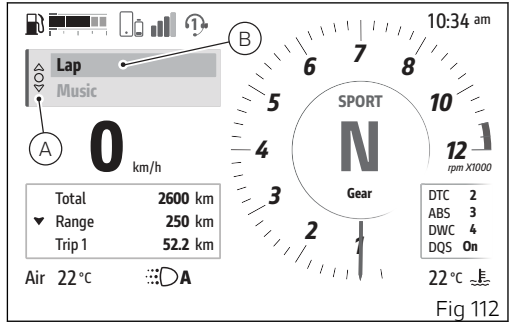


Fig 112

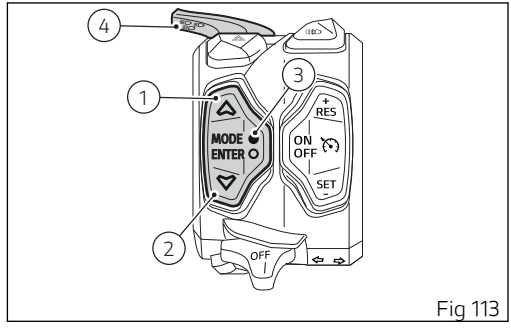


Fig 113

The relevant window (C) is displayed:

- If the function is disabled, “Off” is shown with the stopwatch and indication of the available laps (D); press ENTER button (3) to enable the function.
- If the function is enabled, “On” is shown with the stopwatch and indication of the available laps (E), press ENTER button (3) to disable the function.

When the function is active, “Lap” is displayed next to the gear indication.

Besides the stopwatch there is the current lap number. It is possible to record maximum 60 laps. Once the function is activated, flash button (4, Fig 113) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (4) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and

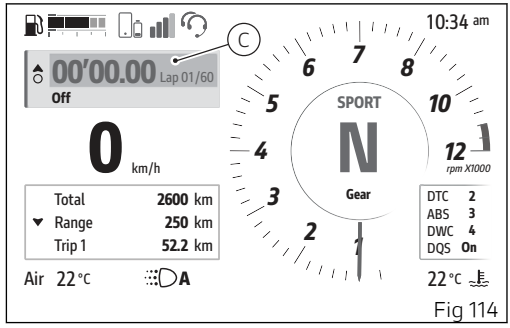


Fig 114

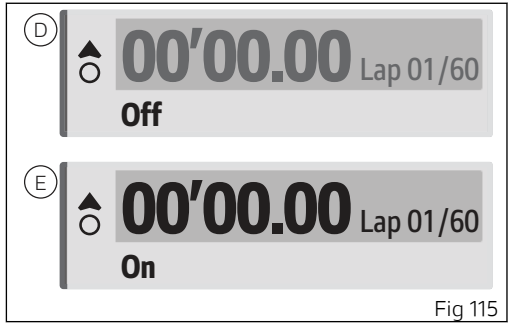


Fig 115

steadily for another 5 seconds, after which it returns to display the time of the current lap, updating the number of laps. When the 60th lap is reached, the message “Full” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Use the “Lap” function in the “Setting” menu (page 219) to:

- Activate or deactivate the function
- View the recorded lap data
- Delete recorded data

To close the window, press and hold button (1) for a long time. The window can be closed keeping the function active.

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

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

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM
- Maximum reached lean angle
- Maximum reached yaw angle.

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

Note
If during lap recording the flash button (4) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

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.
"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 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 access 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.

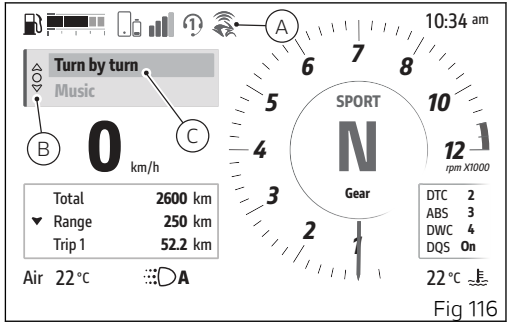


Fig 116

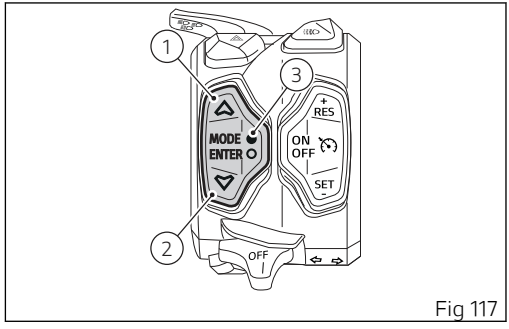


Fig 117

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.

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.

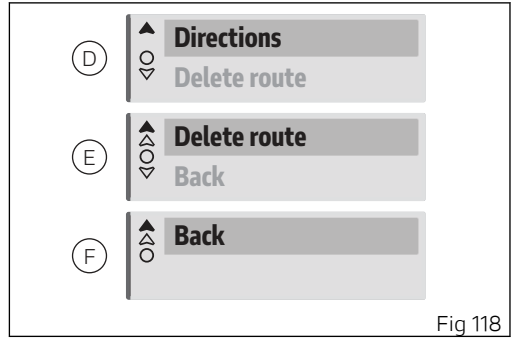


Fig 118

Directions

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

- Select the Interactive Menu (B, Fig 116) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 116) and press the ENTER button (3).
- Select the “Directions” item (D, Fig 118)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.

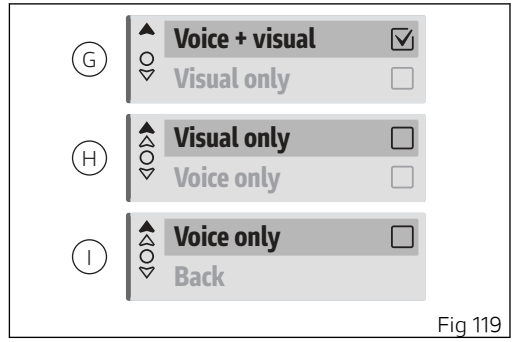


Fig 119

Delete route

This function allows you to stop the navigation in progress.

- Select the Interactive Menu (B, Fig 116) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C, Fig 116) and press the ENTER button (3).
- Select the “Delete route” item (E, Fig 118)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.

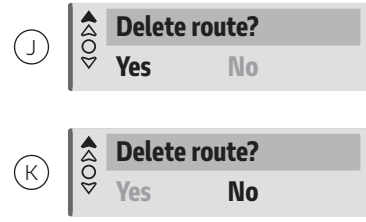


Fig 120

Turn by turn screen

If the "Voice + visual" or "Visual only" mode has been set, (see section "Directions",Fig 119) 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 119).
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.

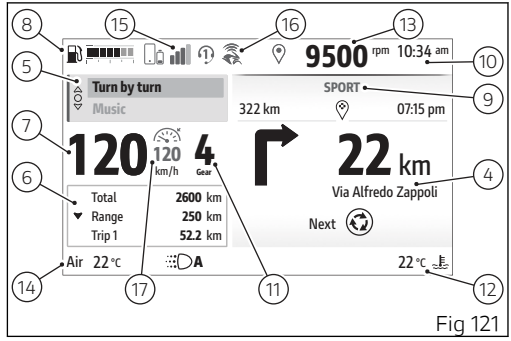


Fig 121

no.	Description
4	Directions including: • Next manoeuvre with remaining distance and street name • Next manoeuvre • Distance remaining to destination • Estimated time of arrival • Information on traffic, weather and route conditions with indication of any expected delay
5	Interactive Menu (see page 136)
6	Info display (see page 136)
7	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
8	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 198).  **Note** When the motorbike is in low fuel condition, if 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.

no.	Description
9	Current Riding Mode (see page 131)
10	Clock 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 212).
11	Gear
12	Engine Coolant temperature (°C or °F) The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F). 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.  **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the 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.
13	Rev counter (see page 134)
14	Air temperature (°C or °F)  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

no.	Description
15	Connected Bluetooth devices (see page 22)
16	Connected Ducati Link app (see page 243)
17	Cruise Control warning light (if active). Refer to section “Cruise Control” (see page 141).

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.

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

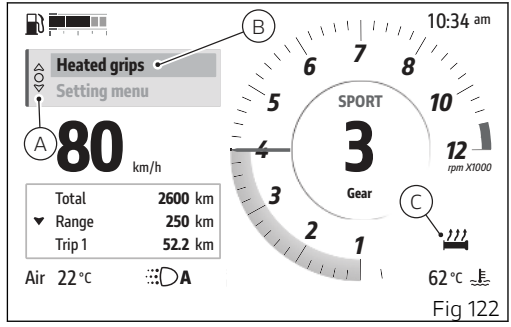


Fig 122

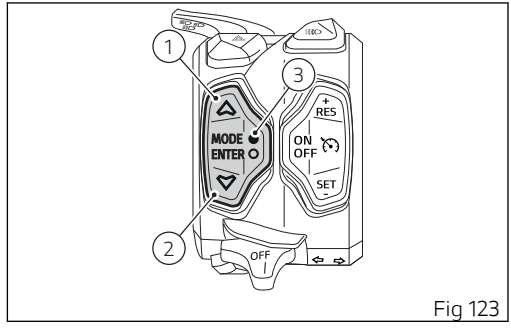


Fig 123

Window (D) is displayed for adjusting the handgrip heating; here the 4 available levels “High”, “Medium”, “Low”, “Off” and “Back” item are listed (Fig 125).
Using buttons (1) and (2) it is possible to scroll through the available levels: each level is associated to its icon which is displayed in the large mode (E) during level selection.
Press the ENTER button (3) to confirm the selected level, the heated handgrips icon is then displayed in small mode (C, Fig 122).
To close the window, select the "Back" item and press the ENTER (3) button, or press and hold button (1) for a long time.

Note
If the level is set to OFF, heated handgrips icon is not displayed in small mode.

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.

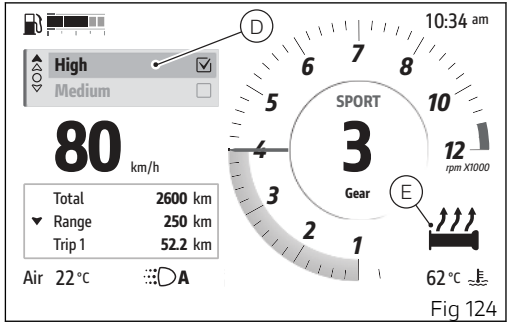


Fig 124

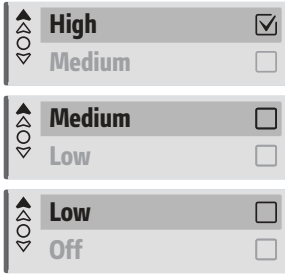


Fig 125

The actual switching on (heating) of the heated handgrips is indicated by the colour of the icon (C, Fig 122):

- black if the display is set to “Light” (see page 202)
- white if the display is set to “Dark” (see page 202)

When the handgrip heating is not active, the icon (C, Fig 122) is grey.

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).

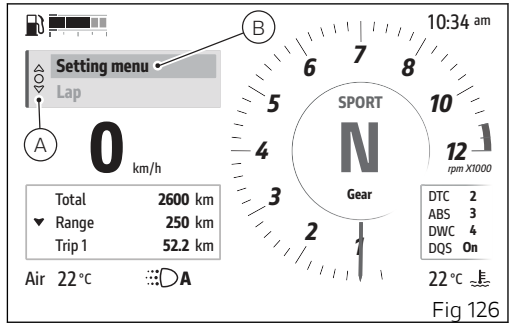


Fig 126

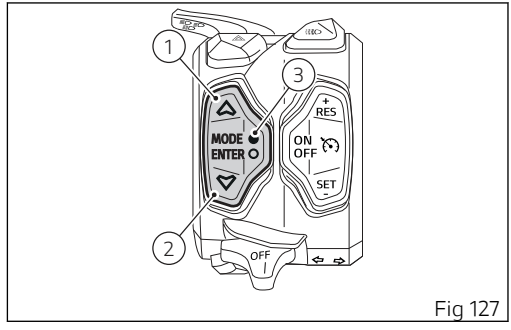


Fig 127

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
- Lap
- Tyre calibration
- Tyre pressure (if available)
- Bluetooth (see page 22)
- Turn indicators
- Language
- Units
- 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;

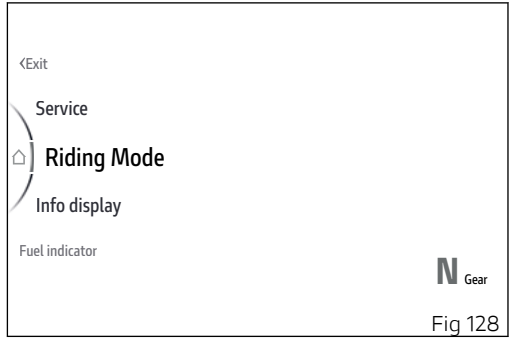


Fig 128

- ENTER button (3) to confirm the selected item.

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).

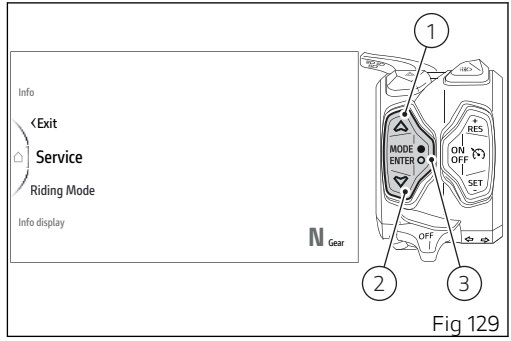


Fig 129

The following information will be displayed:

- Total (km)
- VIN (Vehicle identification number)
- Oil service (remaining kilometres or miles)
- Annual service (date)
- Valve Clearance Check 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.

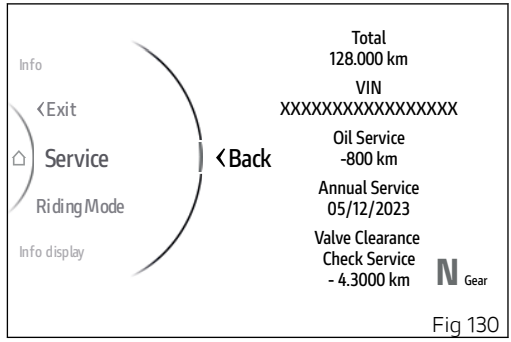


Fig 130

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 290).
Service coupon types are: “Oil Service”, “Annual Service” And “Valve Check”.
Within the scheduled maintenance chart, they are indicated as “Oil service”, “Annual service” and “Valve Check”, respectively.
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

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 “Valve Check” 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.

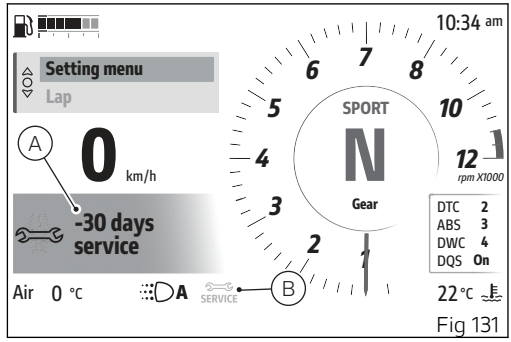


Fig 131

The possible indications regarding service coupons are:

1) (C) "Oil service" and "Valve Check", 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.

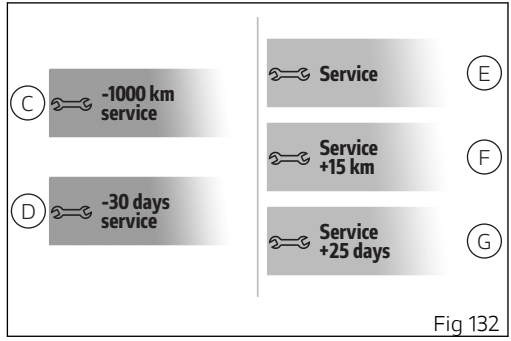


Fig 132

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 “Sport”, “Touring”, “Urban”, “Wet” 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).

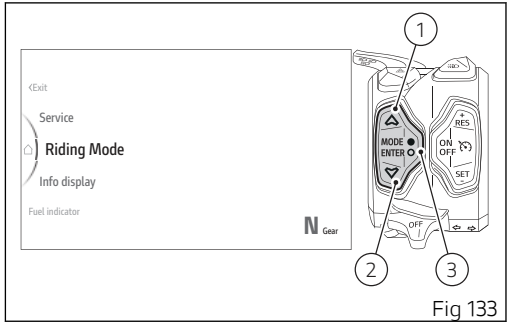


Fig 133

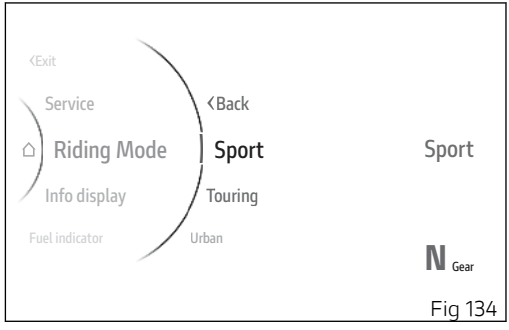


Fig 134

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.

The customisable parameters are the following:

- Power
- DTC
- ABS
- DWC
- DQS
- 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.



Fig 135

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).

The levels “High”, “Medium”, “Low” and the bike with the part affected by the setting highlighted, followed by the reference indications are displayed. While the currently set level is shown on the right.

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.

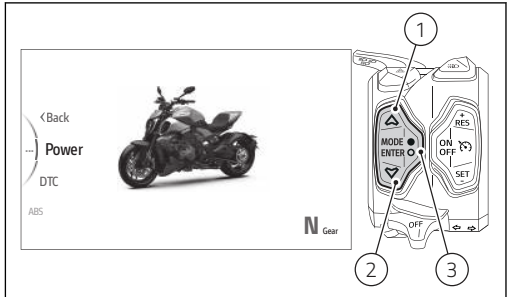


Fig 136

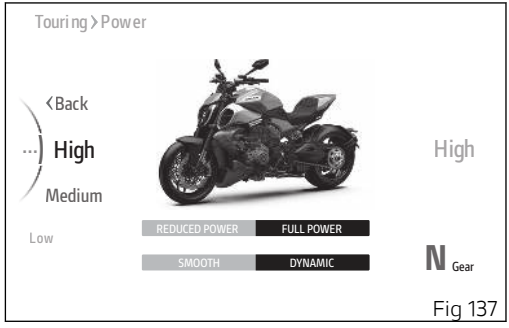


Fig 137

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 four 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).

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.
While the currently set level is shown on the right.

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.

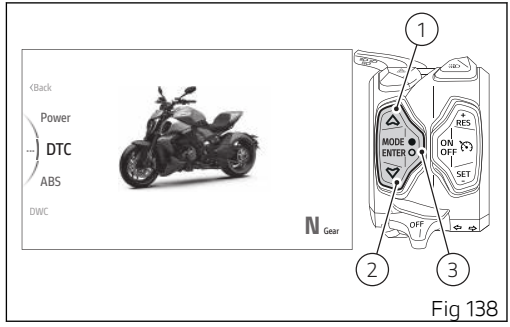


Fig 138



Fig 139

Attention

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

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

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

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
OFF			
1	SPORT	Sports style for very expert riders. System permits sliding sideways.	
2	SPORT	Sports style for expert riders. System permits sliding sideways.	It is the default level for the “SPORT” riding mode
3	URBAN/TOURING	"Very safe" style on any kind of path.	It is the default level for the “TOURING” and “URBAN” riding modes.
4	RAIN	For riding on wet or moist road. ENGINE LOW setting recommended.	It is the default level for the “WET” riding mode

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 4 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 4 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 4 and level 1 there are intermediate levels. DTC intervention decreases from level 4 to level 1. Levels 1 and 2 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 3 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 2 and 1, until you find the one that suits you best. If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 3 the DTC intervention seems excessive, switch to level 2; alternatively, if on level 2 you cannot perceive any DTC intervention, switch to level 3).

Tips for use on wet road

It is recommended to use level 4 on slightly wet, wet or moist road. It is also recommended to select ENGINE LOW in these conditions.

Setting menu – Riding Mode – ABS

The ABS of the Diavel V4, in the selected level, can have the "cornering" function that optimises ABS functionality even when 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 Diavel V4 ABS can also include 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).

The levels from 1 to 3 and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.

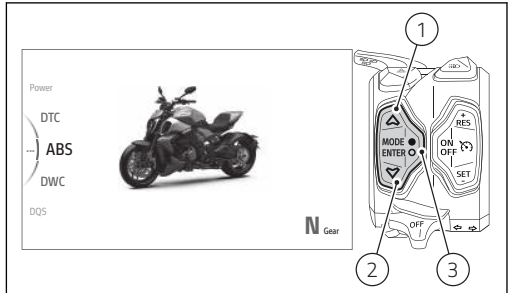


Fig 140

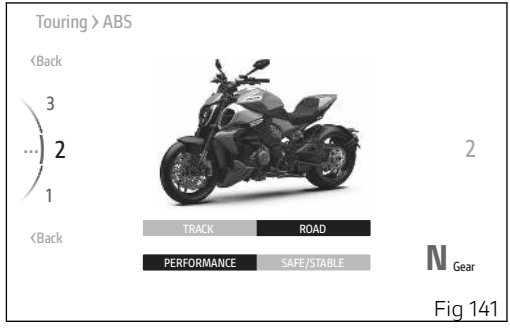


Fig 141

While the currently set level is shown on the right.

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 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.

The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 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	CHARACTERISTIC	DEFAULT
1	EXPERT	This level is thought for extremely expert users. ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up and the cornering feature is NOT active.	
2	SPORT	This level is designed for use with good grip conditions. ABS in this level controls both wheels, the cornering function is active and controls lift-up, but only at low speeds. This calibration focuses on braking power.	It is the default level for the “SPORT” riding mode
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels, the cornering and anti-lift-up functions are active. This calibration focuses on vehicle stability.	It is the default level for the “TOURING” and “URBAN” riding modes.

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.

Selecting level 2, the ABS will privilege more the braking power than stability. ABS level 2 as well provides the cornering feature. This level also features lift-up control, but it is only activated at low speeds.

ABS level 1 is conceived for very expert riders and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.

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 – 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 four different levels that are calibrated to offer a different prevention and reaction to wheelies. Each riding mode features a pre-set intervention level. Level four indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

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).

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.
While the currently set level is shown on the right.

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.

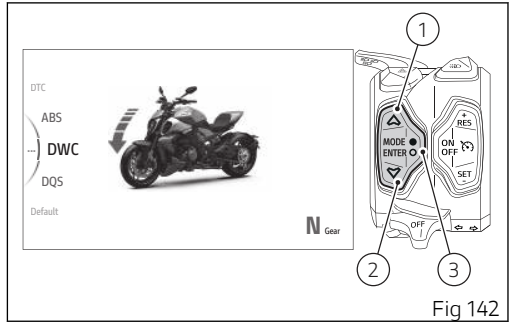


Fig 142

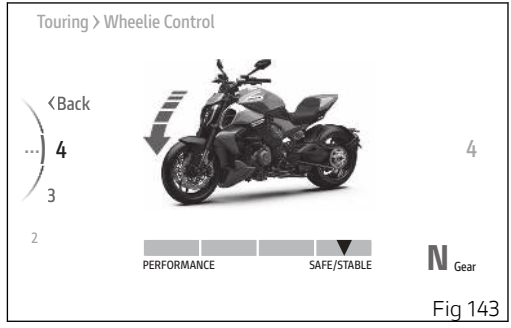


Fig 143

Attention

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

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

The following table indicates the most suitable level of DWC intervention for the various riding 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.	
1	PERFORMANCE	Level for very expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
2	SPORT	Level for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the “SPORT” riding mode
3	SAFE & STABLE	Level for all kinds of riders. The system sensitively reduces the motorcycle proneness to do wheelies and promptly intervenes in case of wheelie.	It is the default level for the “URBAN” and “TOURING” riding modes.
4	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie, tending to completely eliminate it.	It is the default level for the “WET” riding mode

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. Between level 4 and level 1 there are further gradual intermediate levels of intervention for the DWC. Levels 1 and 2 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

The rider's experience

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

Level depends on type of track

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

Tips for use on the 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 2 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 3).

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).

The levels "On" and "Off" and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.
While the currently set level is shown on the right.

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

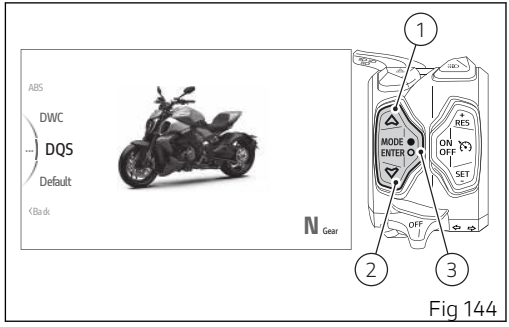


Fig 144

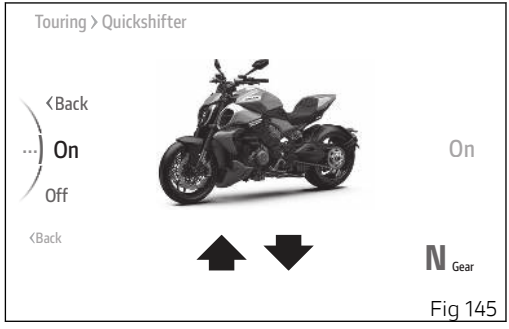


Fig 145

downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift.
- Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (upshifting or downshifting) 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.
- Ducati Quick Shift electronic shifting will not activate when the clutch lever is pulled.
- Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work properly, 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, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

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

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 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.

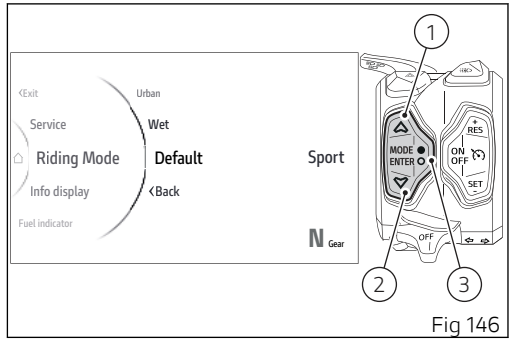


Fig 146

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 147

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

	SPORT	TOURING	URBAN	WET
Intended use	Road use	Road use	Road use	Road use
Power Mode	High	Medium	Low	Low
Maximum power	168 hp (123.6 kW)	168 hp (123.6 kW)	114 hp (84 kW)	114 hp (84 kW)
Throttle response	Dynamic	Smooth	Smooth	Smooth
ABS	2	3	3	3
DTC	2	3	3	4
DWC	2	3	4	4
DQS	ON	ON	ON	ON

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).

The list of the selectable items, with the number of their current position (A) is displayed. The current order of the Info display (B) is displayed on the right-hand side.
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.

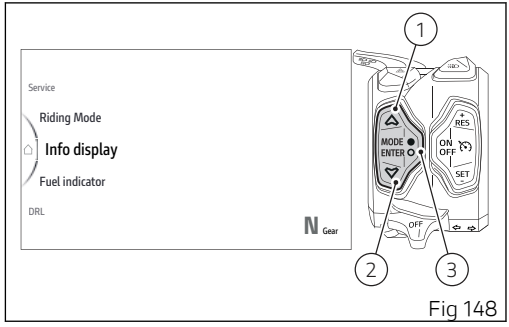


Fig 148

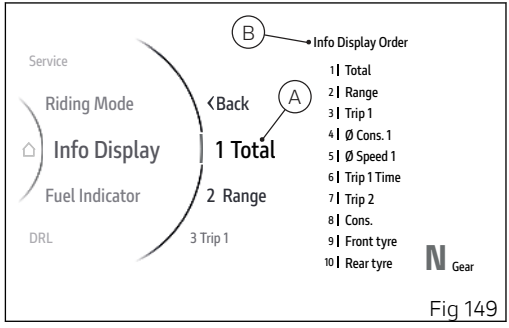


Fig 149

In the following example, the position of the “Total” item is changed from 1 to 3:

- Use buttons (1) and (2) to select item "Total” and press the ENTER button (3).
- Two arrows (C) are displayed above and below the position number, indicating that by means of the buttons (1) and (2) it is possible to change the position number, in this example "3” (D).
- Press ENTER (3) to confirm. The order of the Info display is then updated with the new position (E).

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

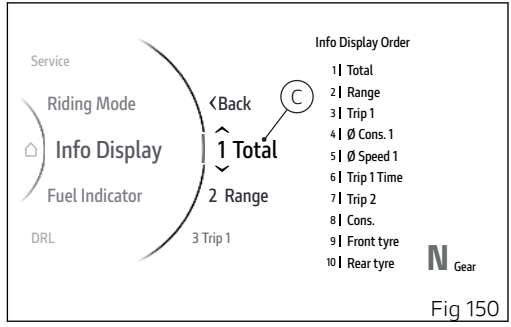


Fig 150

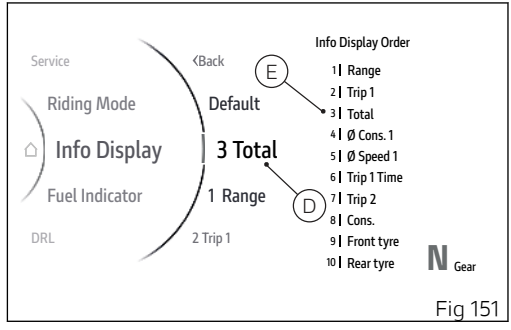


Fig 151

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.

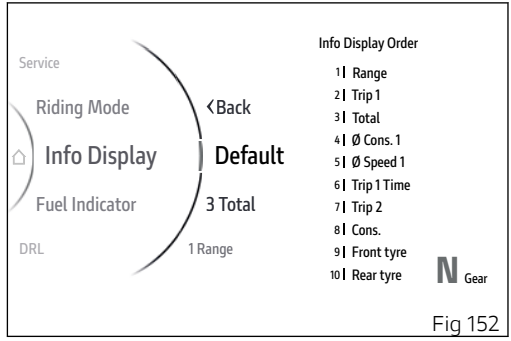


Fig 152

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).

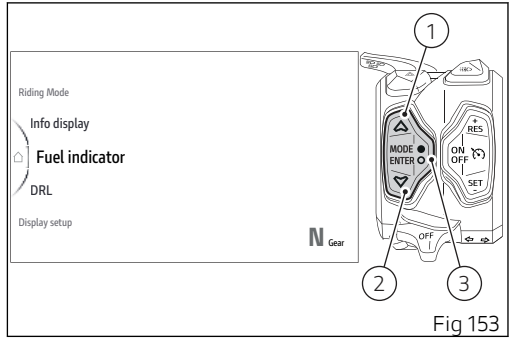


Fig 153

“Level” and “Range” are displayed.
The currently set mode is shown on the right side 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.

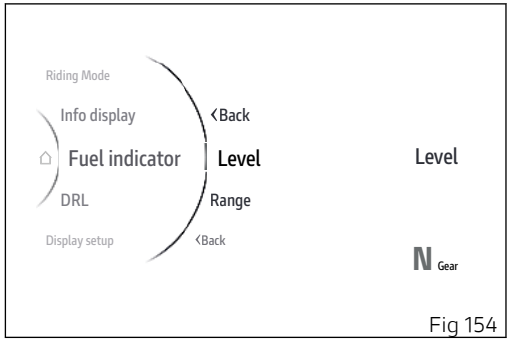


Fig 154

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).

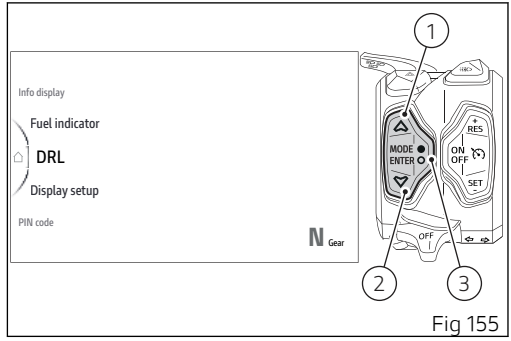


Fig 155

The “Auto” and “Manual” items are displayed. The currently set mode is shown on the right side 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.

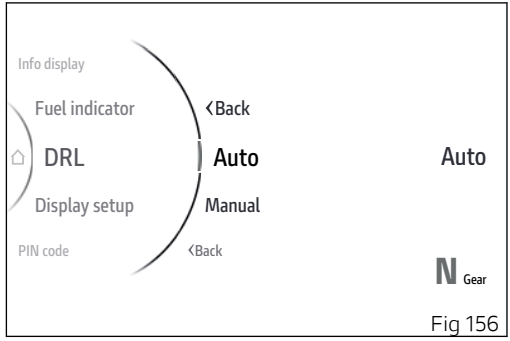


Fig 156

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).

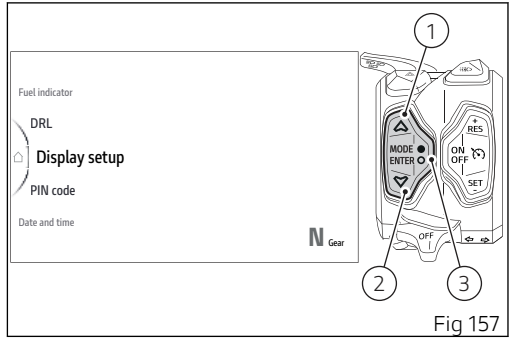


Fig 157

“Themes” and “Brightness” are displayed.
The currently set mode is shown on the right side of the screen.
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

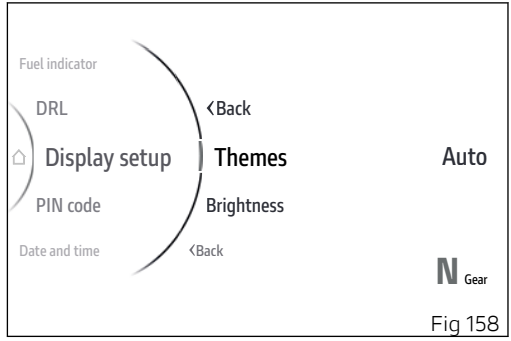


Fig 158

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 on the right side 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.

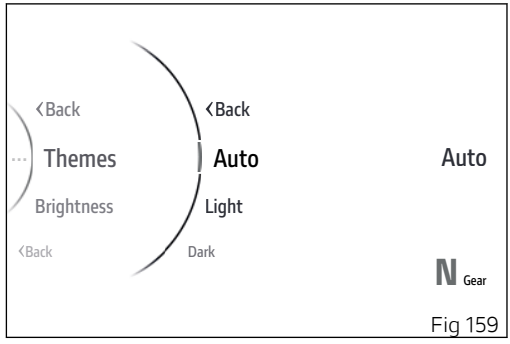


Fig 159

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

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).

A bar graph with the currently set intensity is displayed.
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 select backlighting intensity. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

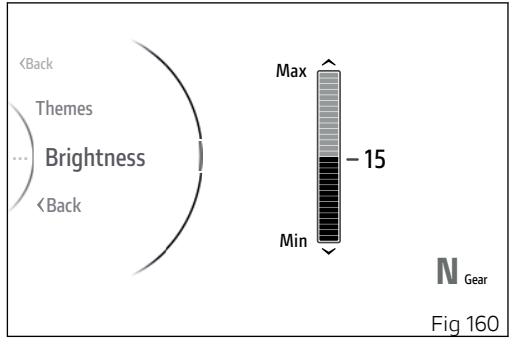


Fig 160

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.

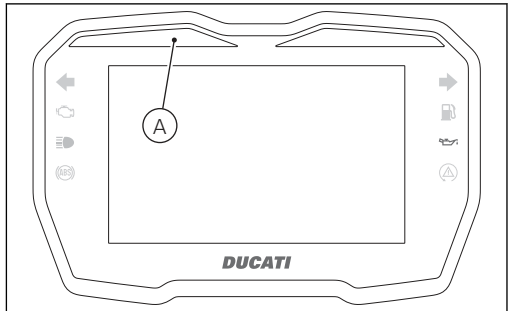


Fig 161

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.

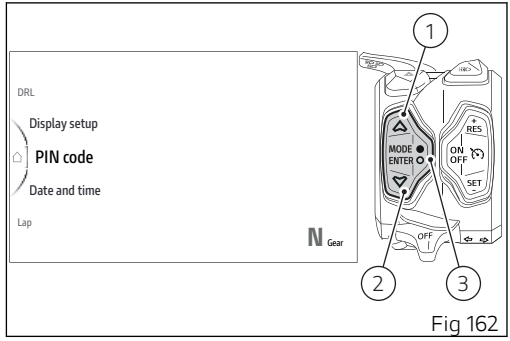


Fig 162

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 (Fig 163) and press ENTER (3).

The display shows the first of the 4 digits active for the entry (Fig 164).

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.

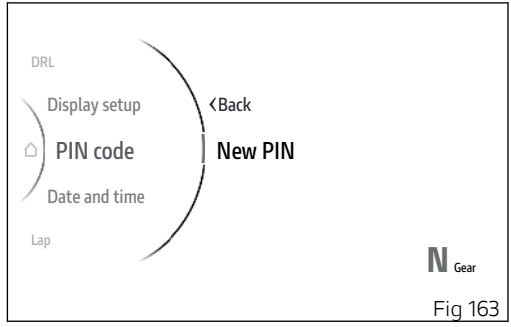


Fig 163

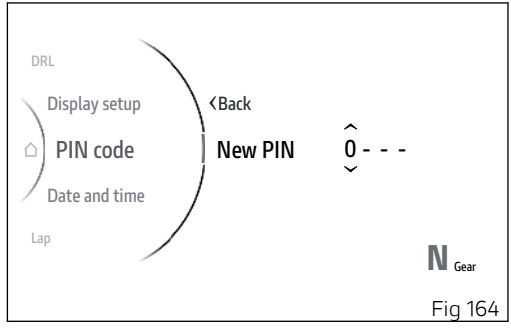


Fig 164

Once the last digit has been confirmed (Fig 165), “Save?” is displayed. (Fig 166).
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”.

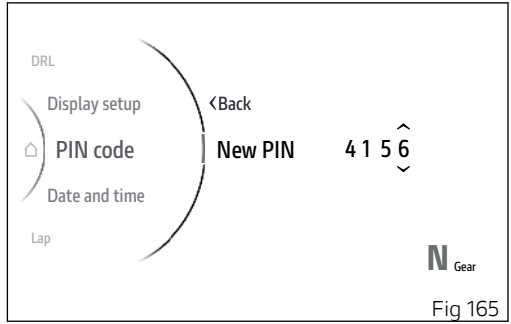


Fig 165

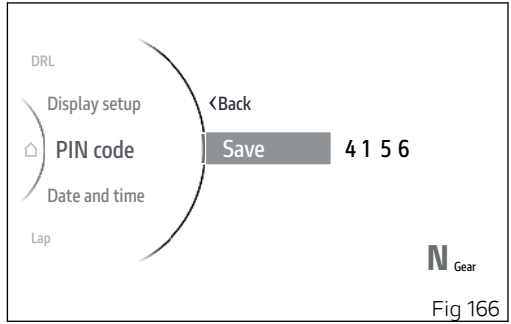


Fig 166

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 (Fig 167) and press ENTER (3).
- The display shows "Current PIN", press ENTER (3) to proceed with entry (Fig 168).

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.

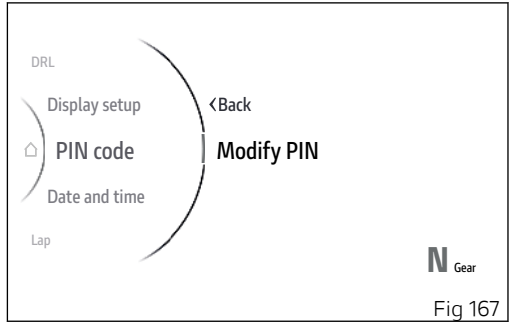


Fig 167

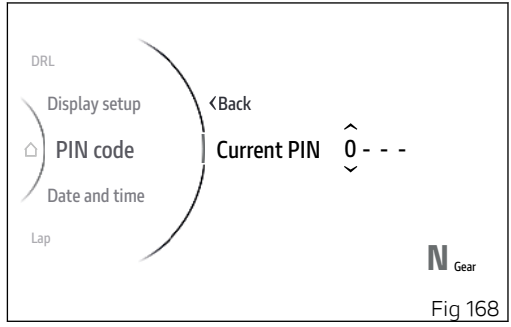


Fig 168

The display shows the first of the 4 digits active for the entry (Fig 163).

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).

“Set date”, “Date format”, “Set time” and “Time format” are displayed. The current setting is shown on the right side.
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.

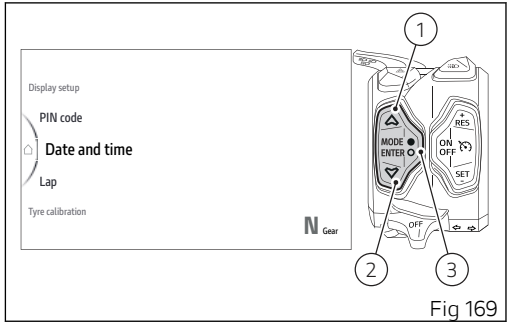


Fig 169

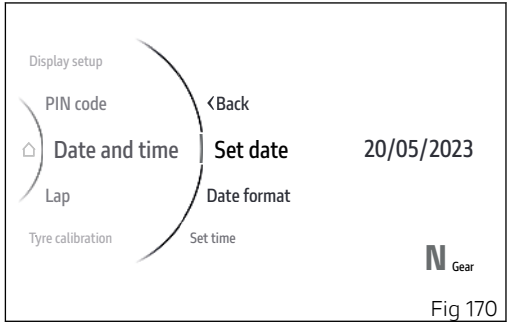


Fig 170

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 parameter of the date (the year in the example) becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed above and below it (Fig 171). 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 arrows and available values appear for the second parameter, which is the month in the example shown here (Fig 172). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

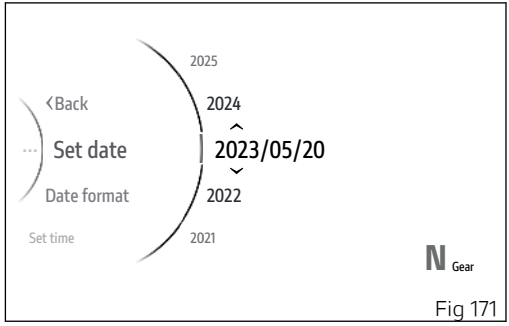


Fig 171

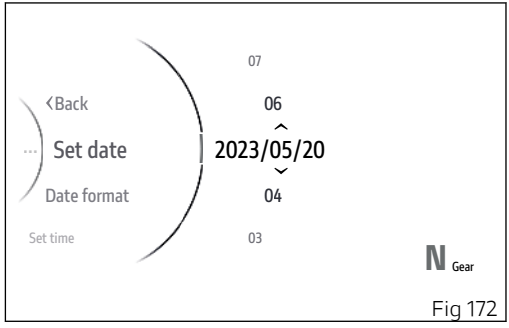


Fig 172

The arrows and available values appear for the third parameter, which is the day in the example shown here (Fig 173). 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” is displayed for a few seconds (Fig 174). Afterwards, it will be possible to enter the correct date.

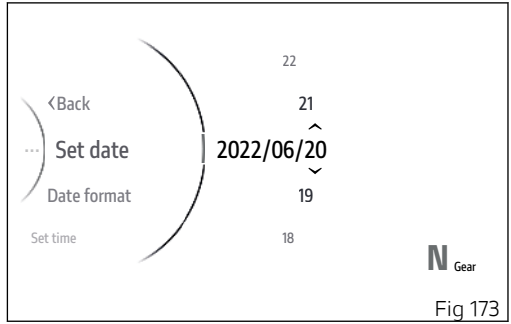


Fig 173

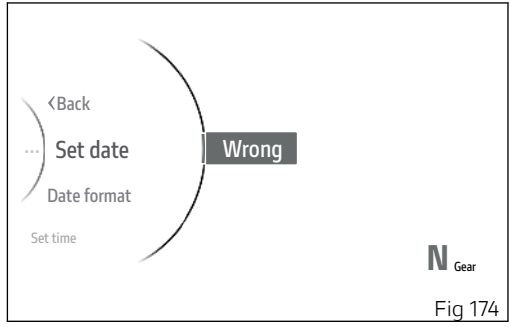


Fig 174

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 and press ENTER (3).

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

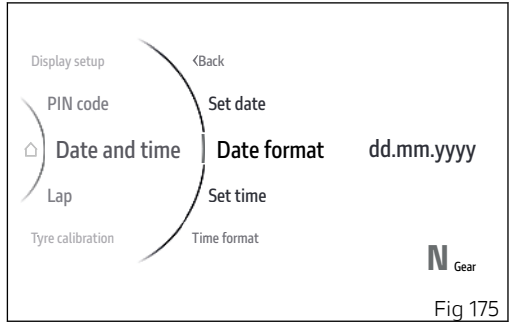


Fig 175

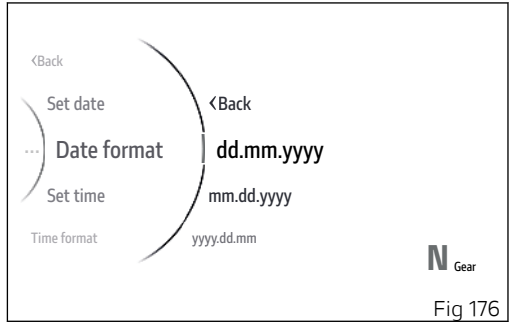


Fig 176

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 and press ENTER (3).

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed above and below the selected parameter (Fig 178). 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.

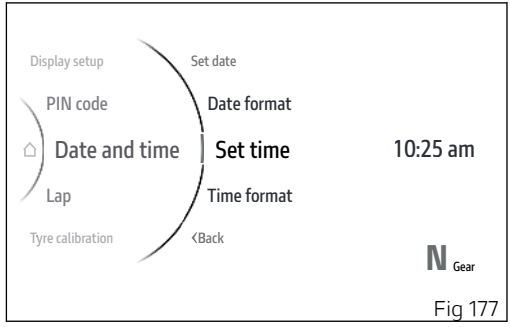


Fig 177

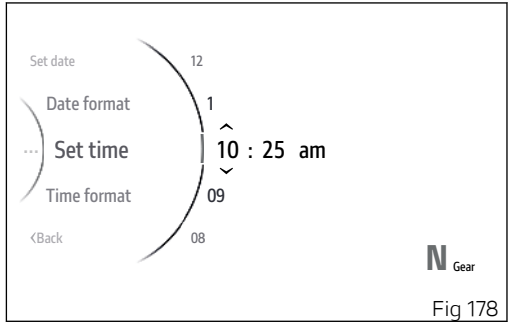


Fig 178

The arrows and available values appear for the number of minutes (Fig 179). 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 (Fig 180). 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.

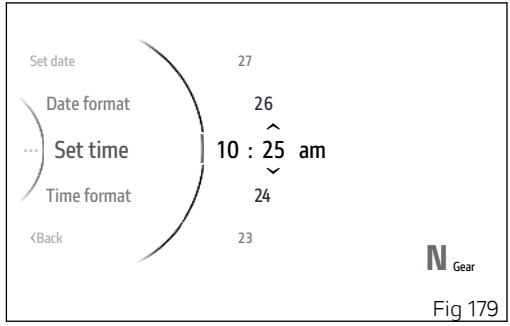


Fig 179

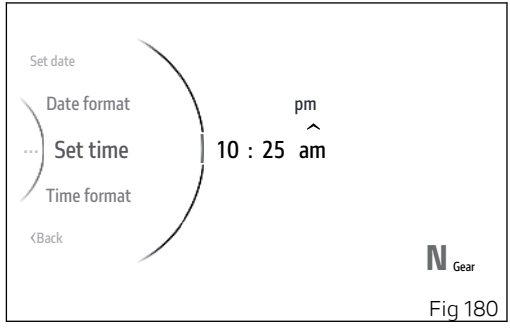


Fig 180

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 and press ENTER (3).

“12 hours” and “24 hours” (Fig 182) formats are displayed. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm.

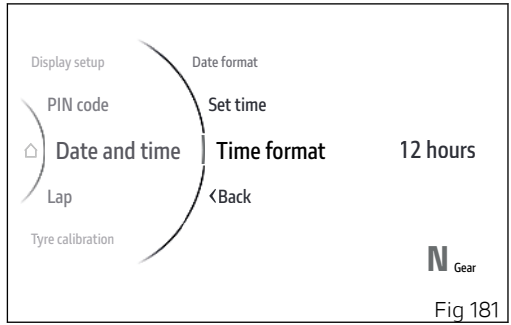


Fig 181

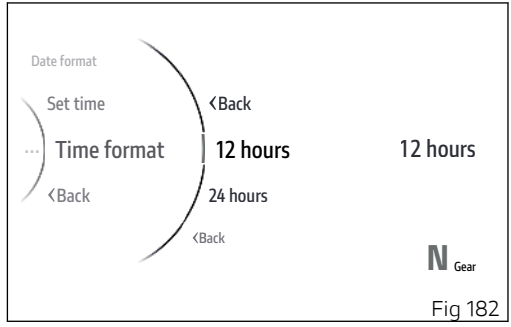


Fig 182

Setting menu – Lap

This function allows enabling or disabling the Lap function and view and delete the recorded LAPs.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).

The following items are displayed: “Off”, “On”, “Lap data” and “Erase data” (visible only if laps have previously been recorded). The currently set function status is shown on the right (Fig 184).

“Off” and “On” items are used to deactivate and activate the Lap function, respectively. The “Lap data” item allows viewing the saved laps, while the “Erase data” item allows deleting the recorded laps. Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

Any time the key is turned on, the Lap function is set to “Off”.

Note

Activation and deactivation can also be done directly from the “Lap” function in the Interactive Menu of the SPORT riding mode.

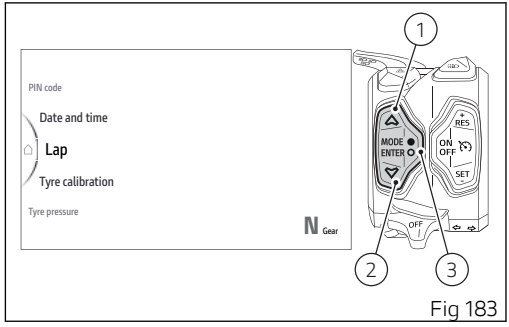


Fig 183

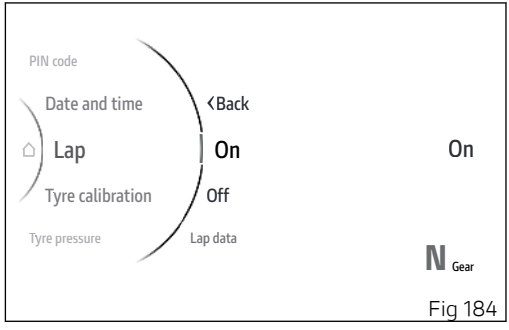


Fig 184

This function allows viewing the data of each recorded Lap.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).
- Select the “Lap data” item and press ENTER (3).

“Best lap” item and saved laps (maximum 60 laps) are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Max speed
- Max rpm
- Lean angle (max)
- Yaw angle (max)

Use buttons (1) and (2) to scroll through the laps in the list and to view their recorded data.

Note
If there are no memorised laps, when accessing this menu the instrument panel will show No lap.

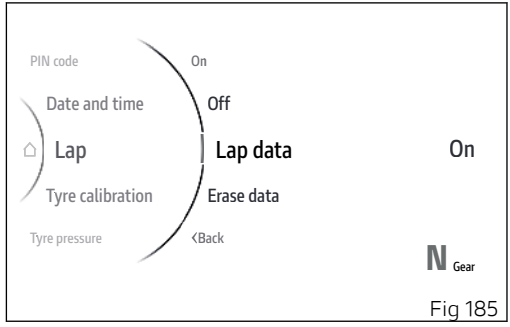


Fig 185

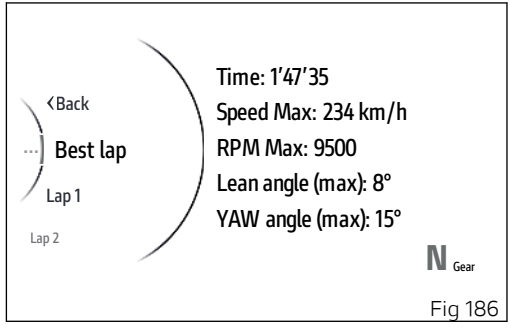


Fig 186

Erase data

This item is only displayed if laps have previously been recorded.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Lap” item and press ENTER (3).
- Select the “Erase data” item and press ENTER to erase the data.

The message “Wait...” is then displayed for a few seconds (Fig 188), followed by the message “Erased” for a few seconds. The previous screen will then be displayed without the “Erase data” item.

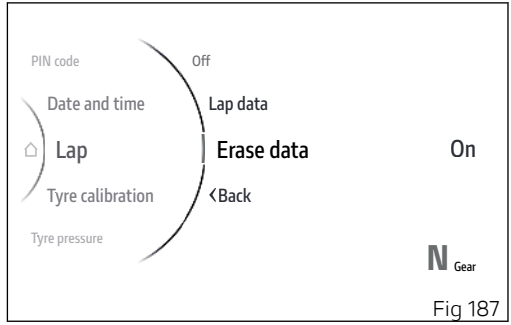


Fig 187

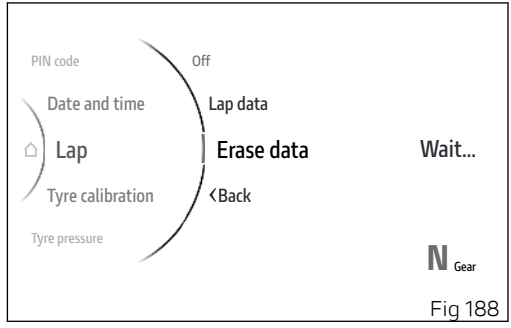


Fig 188

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”.

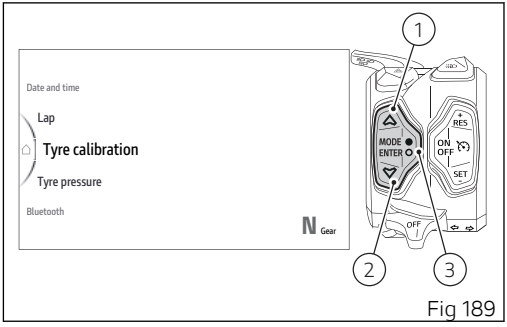


Fig 189

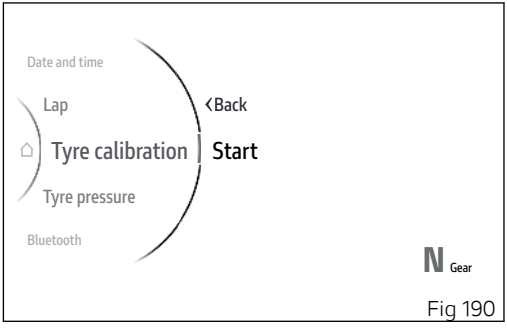


Fig 190

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

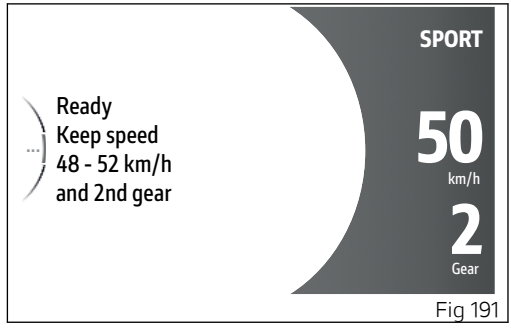


Fig 191

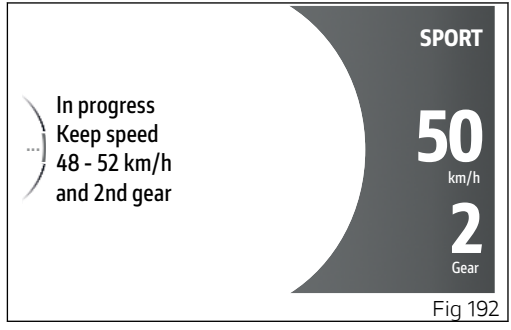


Fig 192

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

The procedure can be aborted by holding button (1) long pressed: in this case the instrument panel displays all previous information, replacing message "In progress” (Fig 192) with message "Aborted” followed by the previous menu after a few seconds.

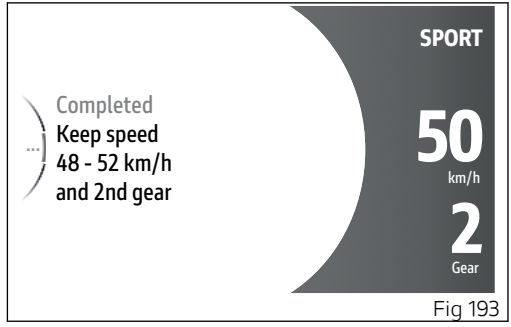


Fig 193

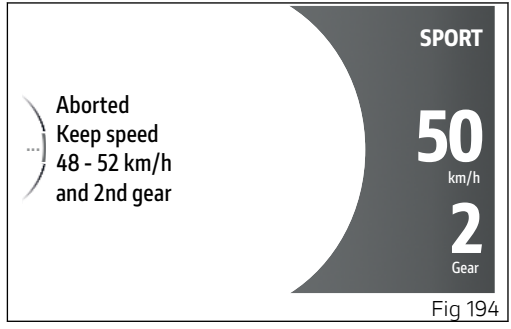


Fig 194

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.

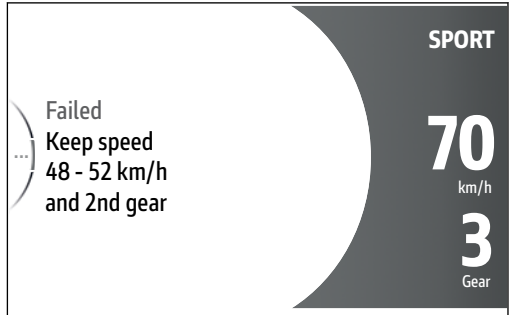


Fig 195

Tyre calibration - Default

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

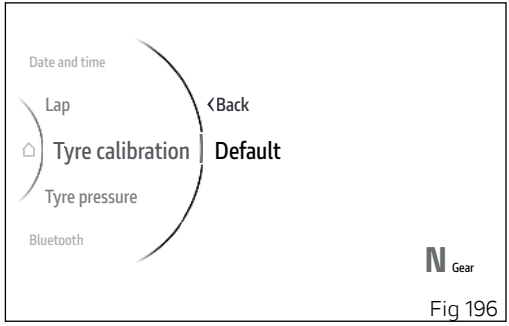


Fig 196

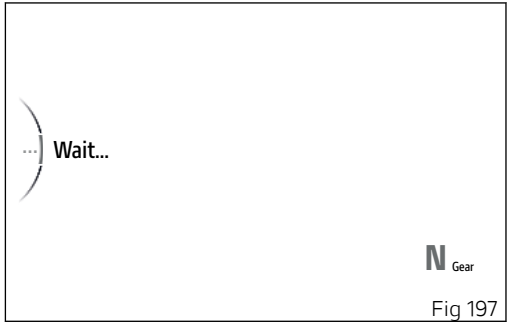


Fig 197

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
		43
Front sprocket	16	2.69

Setting menu – Tyre pressure (if available)

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

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

The items “Front tyre” and “Rear tyre” are displayed. The currently set relative pressure is shown on the right.

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

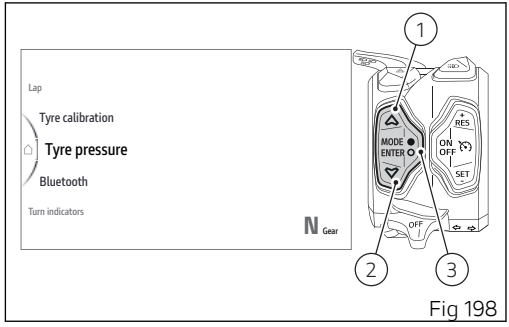


Fig 198

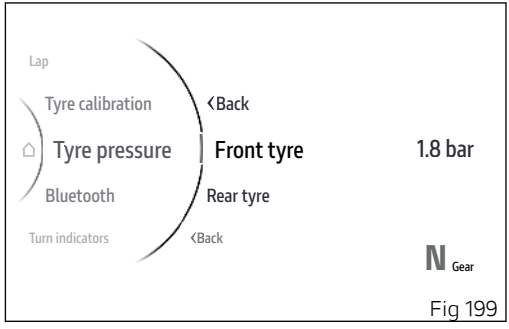


Fig 199

When “Front tyre” (Fig 200) or “Rear tyre” (Fig 201) is selected, the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased by using the buttons (1) and (2). The currently set pressure is shown on the right. Press ENTER (3) to confirm.

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

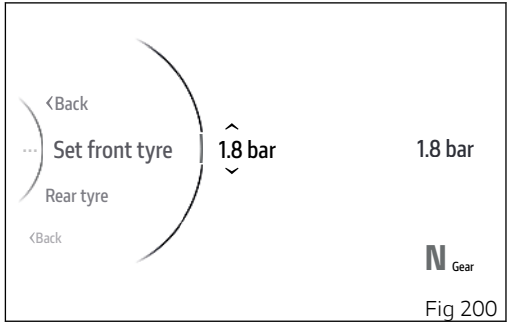


Fig 200

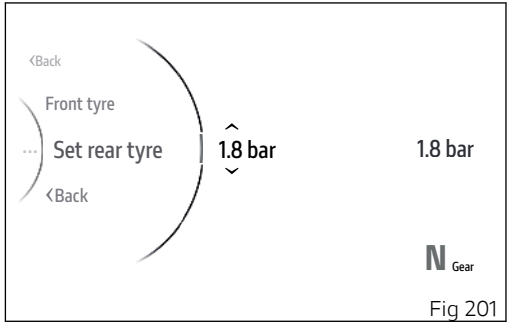


Fig 201

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).

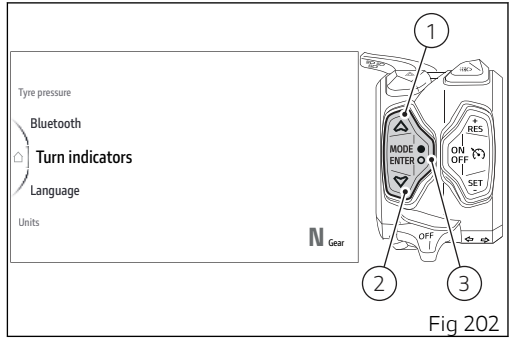


Fig 202

“Auto-off” and “Manual-off” are displayed.
The currently set mode is shown on the right side 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.

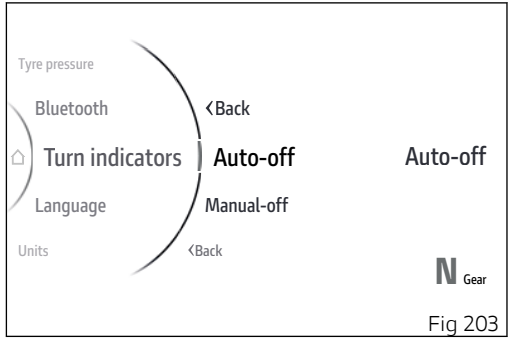


Fig 203

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).

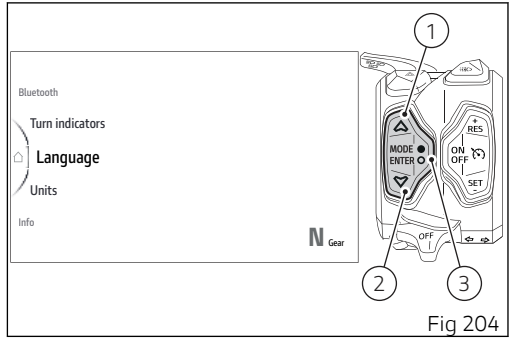


Fig 204

The following items are displayed: “English, Italiano, Deutsch, Français, Dutch, Español”.
The currently set language is shown on the right side 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.

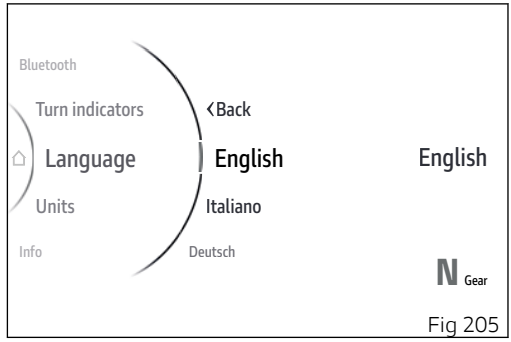


Fig 205

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).

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

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

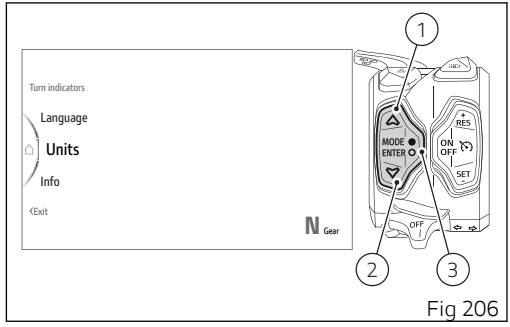


Fig 206

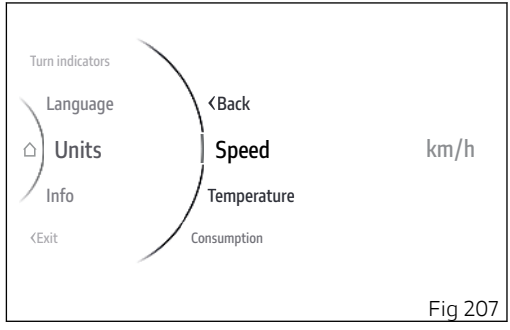


Fig 207

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 and press ENTER (3).

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

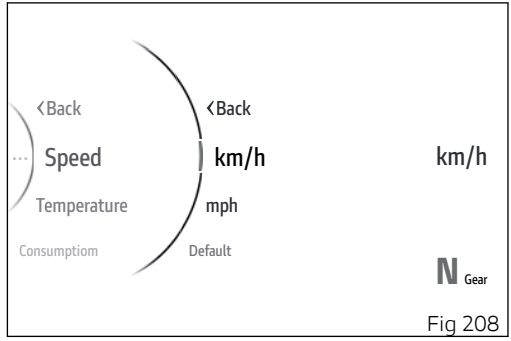


Fig 208

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 and press ENTER (3).

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

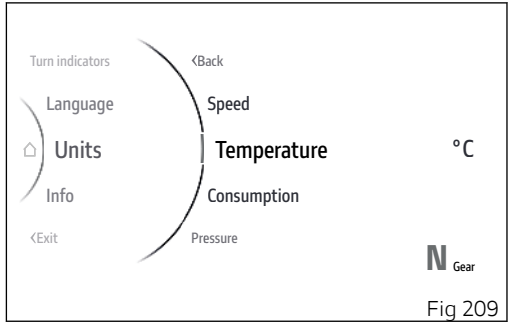


Fig 209

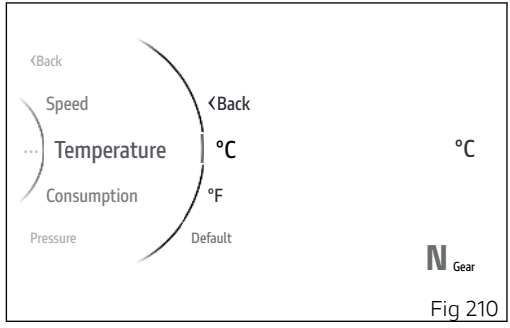


Fig 210

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

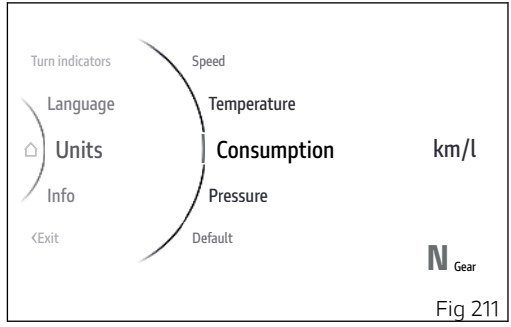


Fig 211

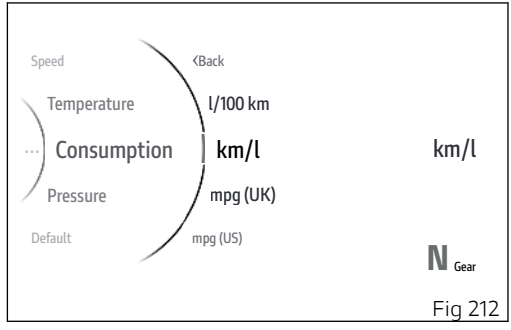


Fig 212

Pressure

To set the pressure 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 “Pressure” item and press ENTER (3).

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

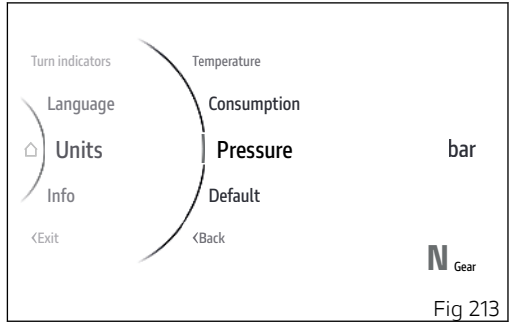


Fig 213

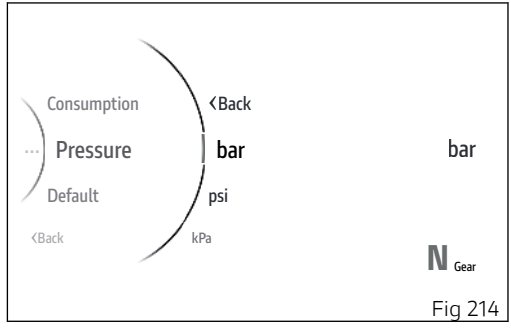


Fig 214

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.

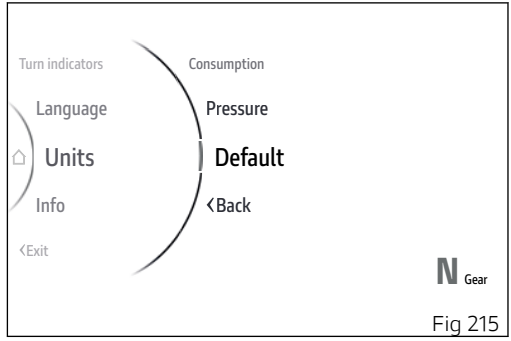


Fig 215

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. Consumption) 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.

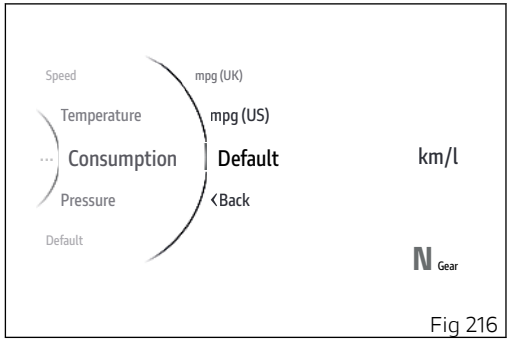


Fig 216

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).

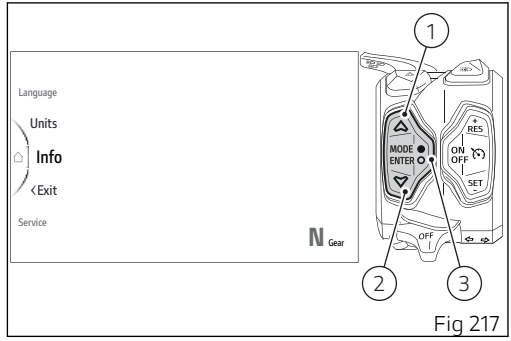


Fig 217

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.

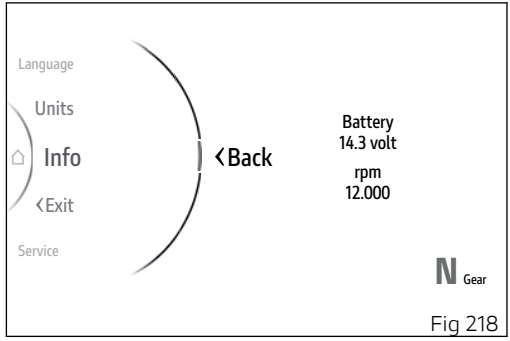


Fig 218

Ducati Link app connection

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.

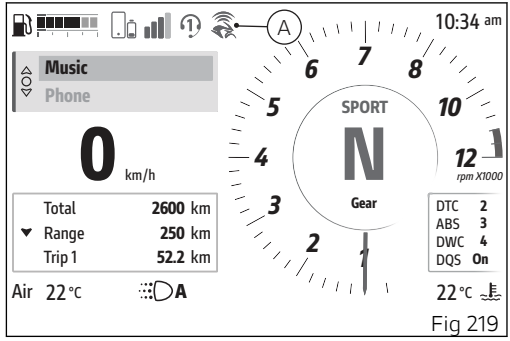


Fig 219

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.

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.

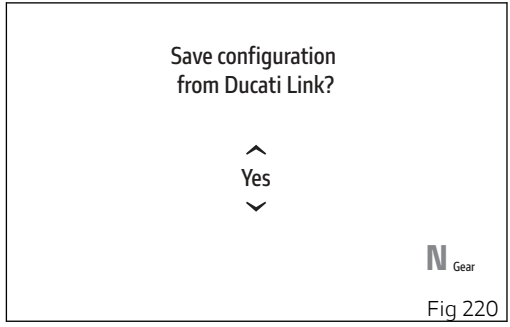


Fig 220

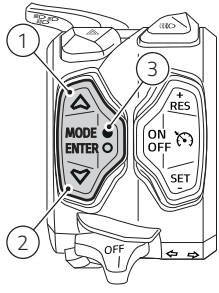


Fig 221

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.

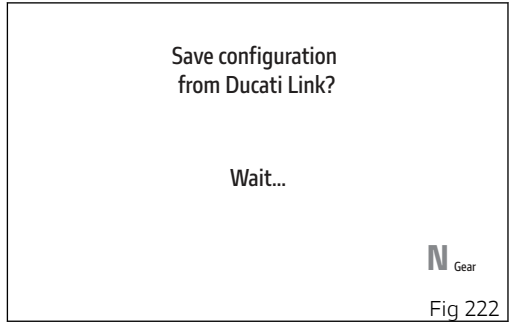


Fig 222

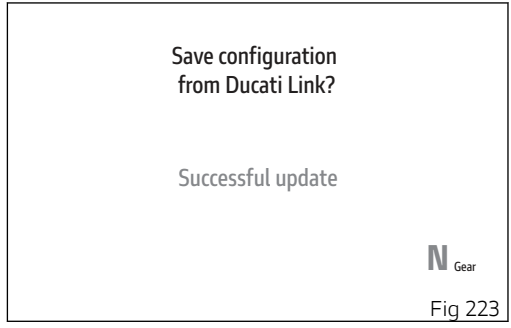


Fig 223

Assisted start (DPL)

This Function allows activating the DPL (Ducati Power Launch) function.

By pressing button (4) it is possible to access the Launch Control menu only if the vehicle speed is equal to or less than 5 Km/h (3 mph).

In the Launch Control menu, it is possible to select the desired DPL level (1, 2, 3) by pressing buttons (1) and (2), and to set the selected level by keeping the ENTER button (3) pressed for 2 seconds.

Note
If no change is made in this menu within ten seconds, the instrument panel will set DPL to OFF and go back to the previous screen.

Note
If the instrument panel detects a control unit error when entering the DPL menu, it will show the blinking message “Error Launch Control” for 3 seconds and then again the main screen.

Note
If the available launches are finished, the instrument panel shows the message “No launches available”.

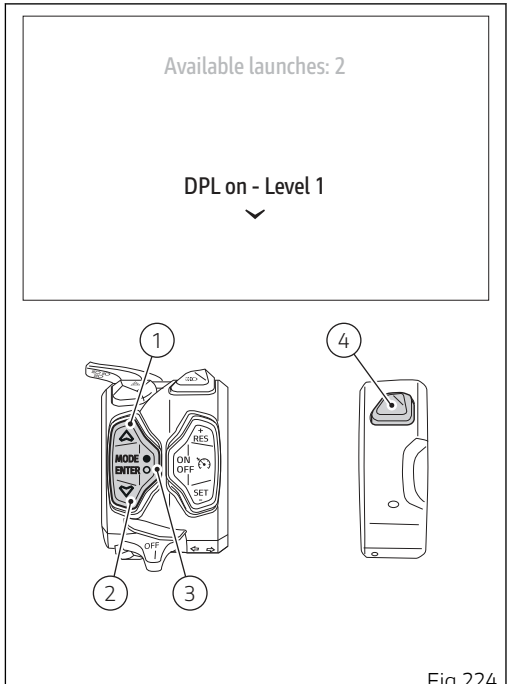


Fig 224

Note

If the DTC is set to “Off” and you press the DPL button, the instrument panel shows the indication “DTC off – DPL not available” for 5 seconds and then the instrument panel goes back to the main screen.

Once the DPL level is set, the instrument panel shows the wait screen for 2 seconds (Fig 225): during this time, if you press the ENTER button (3), the wait phase is interrupted and the instrument panel displays the main screen and sets the DPL to OFF. Then the instrument panel shows the "assisted launch" screen (Fig 226).
After the assisted start, the instrument panel sets the DPL to OFF and shows the main screen again. The DPL is set to OFF by default by Ducati.



Fig 225

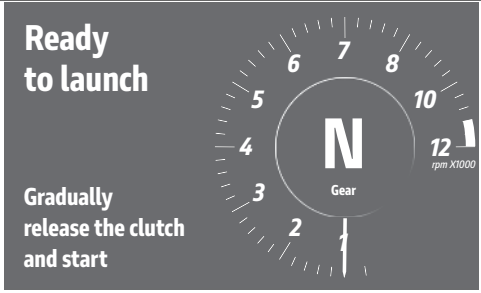


Fig 226

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.
The DPL system works with three intervention levels, each calibrated to offer a different start assist degree. The following table indicates the most suitable DPL intervention level depending on the various riding modes. All levels are to be intended optimised for OEM (Original Equipment Manufactured) tyres.

DPL level	Performance	Use
1	High	Use focused on the best performance for very expert riders. The system allows the wheelie and the rear wheel slipping, but reduces the speed at which these two situations take place.
2	Medium	Use for expert riders. The system reduces the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.
3	Low	Use for all kinds of riders. The system minimises the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.

Attention

The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.
The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

Starting procedure

The starting procedure basically consists of two phases:

- The first: with not completely released clutch so that the torque transmitted to the ground depends on the clutch position and slipping;

- The second: with clutch not released so that the torque transmitted to the ground depends on the torque delivered by the engine.

The DPL system helps the rider to start from a standstill and during the first phase by automatically adjusting the torque delivered by the engine to keep the engine rpm at the ideal value to start. This allows the rider to concentrate only on the clutch release that must be progressive and "smooth" instead of fast or abruptly.
The engine torque is adjusted also in the second phase, by maximising the delivered power and limiting the vehicle wheeling or rear wheel slipping.
To preserve the clutch, the DPL system calculates in real time and shows in the dedicated menu on the instrument panel the number of starts that can be performed consecutively by decreasing it by one unit every time a start is completed. The DPL system increases the value by one unit according to the distance covered by the vehicle and the time during which the vehicle engine was on and off.
The DPL system allows performing other assisted starts only when the number of remaining starts is higher than zero.

Attention
Using the DPL system could reduce the useful life of the engine and transmission mechanical parts. The DPL system should be used only when the engine has reached the operating temperature.

To perform an assisted start with the DPL, the rider must first of all set the vehicle in the following condition:
- vehicle speed at zero;
- vertical position;
- engine on;
- DTC set to ON.

If the count of the residual assisted starts is above zero, the rider can select on the instrument panel the desired DPL level by accessing the DPL level menu by pressing button (12).
After selecting the level, the rider must pull the clutch, engage the first gear and fully open the throttle twistgrip.

If all operations indicated above have been performed, the DPL system will show a confirmation screen on the instrument panel indicating that the system is ready to start.

The rider must then release the clutch progressively by keeping the throttle twistgrip fully open.
When the vehicle speed exceeds 20 km/h (12.4 mph), the instrument panel shows the standard screen while keeping the indication of the selected DPL system level for the entire duration of the start phase.

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 120 km/h (74.6 mph);
- third gear engaged.

The DPL system is switched off also if, after releasing the clutch, the rider decides to interrupt the start phase by closing the throttle and bringing the vehicle speed under 5 km/h (3.1 mph).

Attention

The system manages the power delivered by the engine but not the clutch lever release that remains under the control of the rider.
During the starting phase, an abrupt release of the clutch will prevent an optimal behaviour of the vehicle. Likewise, a prolonged activation of the clutch may overheat and thus damage it.

Attention

The rider position on the bike may influence the system behaviour.

Tips on how to select the intervention level

If level 3 is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel slipping during the starting phase. Levels 2 and 1 provide a limited intervention of the system.

To identify the DPL level most suitable to your riding style we recommend to activate the system, select level 3 and perform a start to become familiar with the system. Then we recommend to try levels 2 and 1 in sequence until finding the best intervention.

If non-OEM 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 compromised.

Attention

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

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.

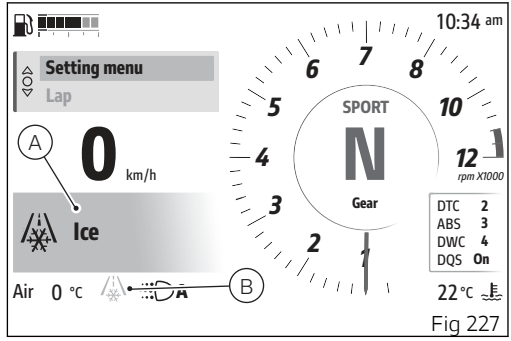


Fig 227

Ice (C)

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.

Flat battery (D)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.
Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

Set date (E)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 212).

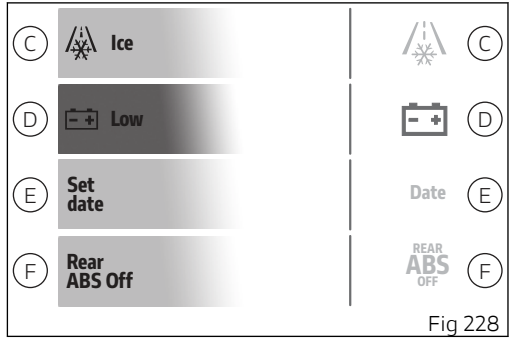


Fig 228

Rear ABS Off (F)

Yellow indicates that the level set for ABS makes it active on the front wheel only.
To change the ABS level see page 178.

DTC race (G)

Yellow, it indicates that the current DTC setting devised for use on the track is being used.
Ducati recommends to ride carefully and use this type of setting only for use on the track.
To change the DTC level see page 172.

Low fuel (H)

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 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.

No key (I)

Yellow, it indicates that the Hands Free system does not detect the active key near the vehicle.

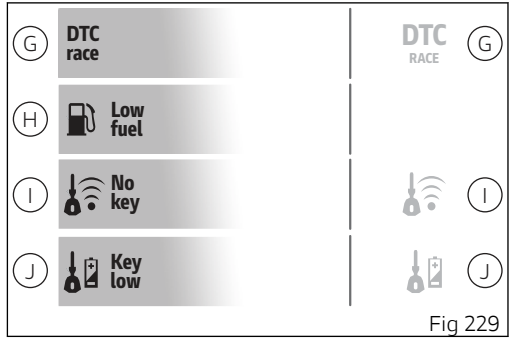


Fig 229

Key low (J)

The yellow colour indicates that the battery of the active key for the Hands Free is nearly flat. Replace the battery as soon as possible.

High front pressure (K) and High rear pressure (L) – accessories

The yellow colour indicates that the corresponding tyre pressure is high. They are only displayed if the tyre pressure sensors are present on the motorcycle.

Low front pressure (K) and Low rear pressure (L) – accessories

The yellow colour indicates that the corresponding tyre pressure is low. They are only displayed if the tyre pressure sensors are present on the motorcycle.

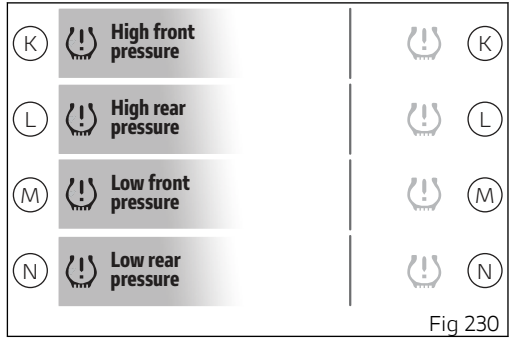


Fig 230

Front TPMS (O) and Rear TPMS (P) – accessories

Yellow, it indicates that the battery inside the corresponding sensors is almost discharged and so the tyre pressure information will soon no longer be available for the corresponding tyre(s).
Ducati recommends that the sensor be checked as soon as possible because it is necessary to replace it. They are only displayed if the tyre pressure sensors are present on the motorcycle.

Set pressure (Q) – accessory

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Setting menu" page 228. It is only displayed if the tyre pressure sensors are present on the motorcycle.

Steering lock error (R)

Yellow, it indicates that the Hands Free System was not able to disengage the steering lock.

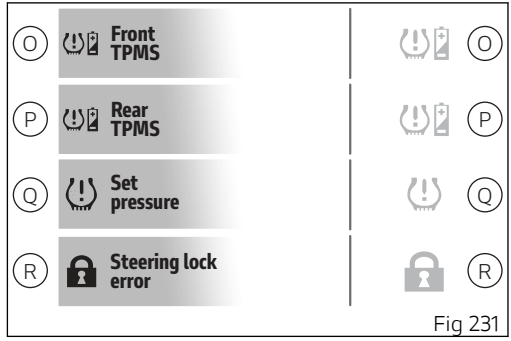


Fig 231

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 mode: in the main screen (Fig 232) and in the "Turn by turn" screen (if available, see page 151) (Fig 233).

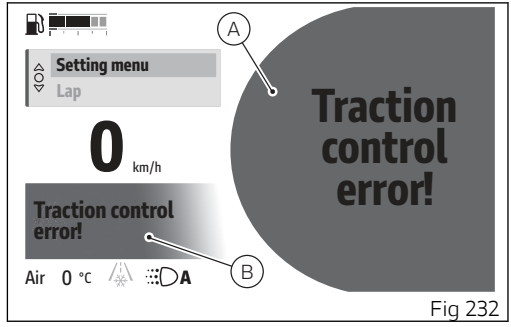


Fig 232

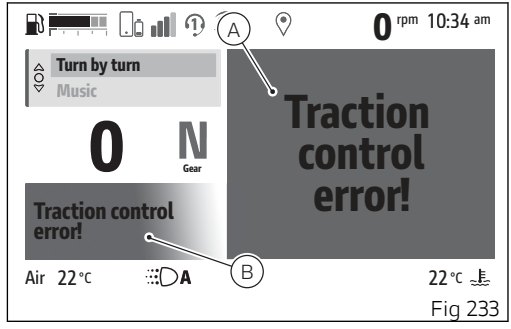


Fig 233

ABS error!

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the vehicle ABS: in the main screen (Fig 234) and in the "Turn by turn" screen (if available, see page 151) (Fig 235).

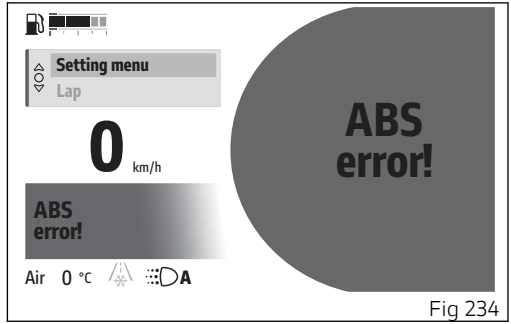


Fig 234

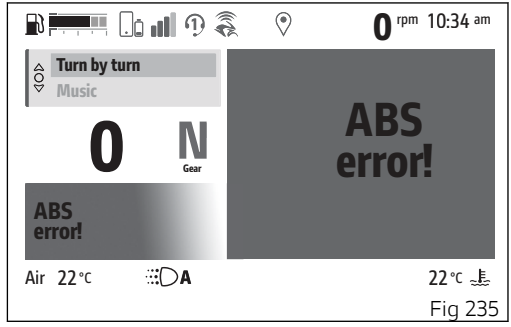


Fig 235

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Position the motorcycle in vertical position, perfectly flat.
Check that the coolant level is between the MIN and MAX notches on the expansion reservoir side, on the motorcycle's right side.
Top up if the level is below the MIN mark.

To top up use ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

Cooling circuit capacity: 2.065 litres (0.45 UK gal).

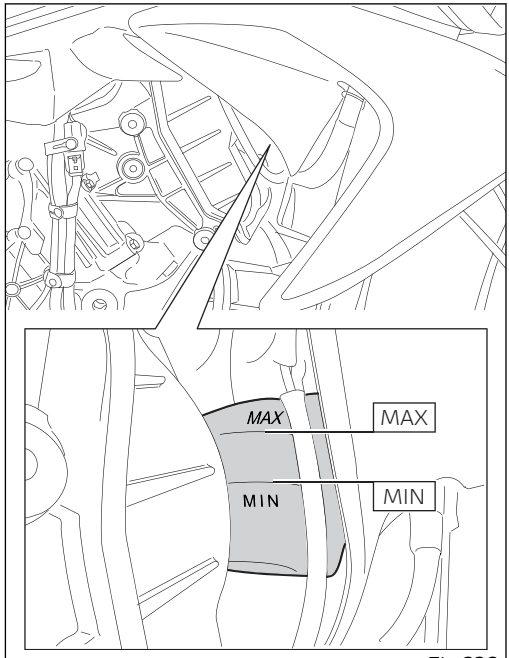


Fig 236

Attention
Have coolant level topped up by a Ducati Dealer or authorised Service Centre.

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

Check clutch and brake fluid level

The level must not fall below the MIN marks on the respective reservoirs.
The clutch and front brake fluid tanks are represented in (Fig 237).

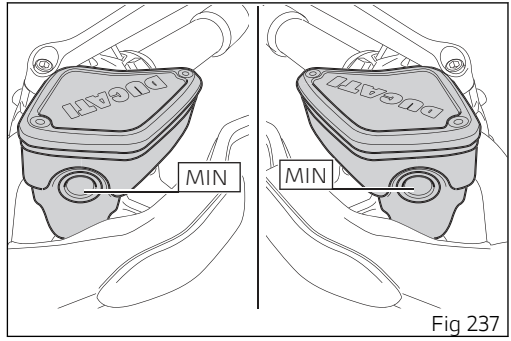


Fig 237

The rear brake tank is represented in (Fig 238).
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

Brake system

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

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.

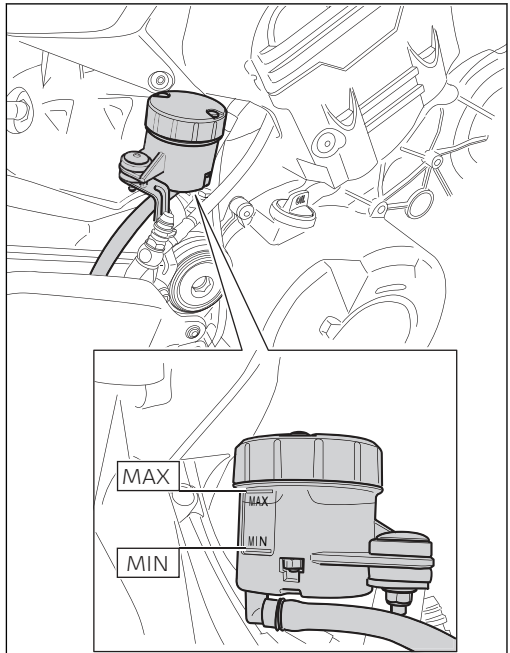


Fig 238

Clutch system

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

Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm - 0.12 in above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm (0.04 in).

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.

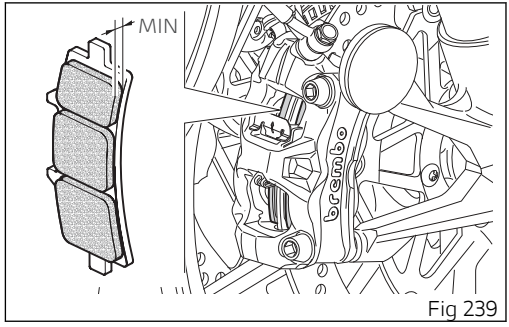


Fig 239

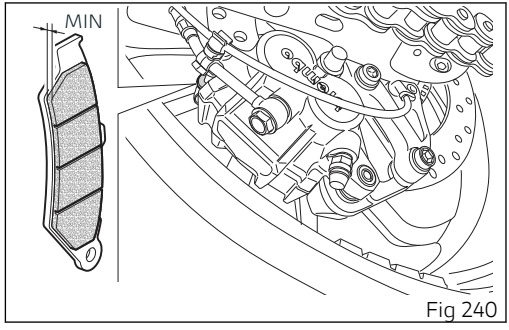


Fig 240

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.

Important

When battery must be removed, ALWAYS contact a Ducati Dealer or Authorized Service Centre.

Removing the battery

To reach the battery, remove the screws (1) and lift the tank cover carefully from the rear side.

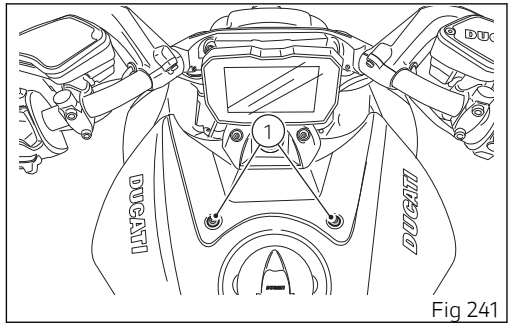
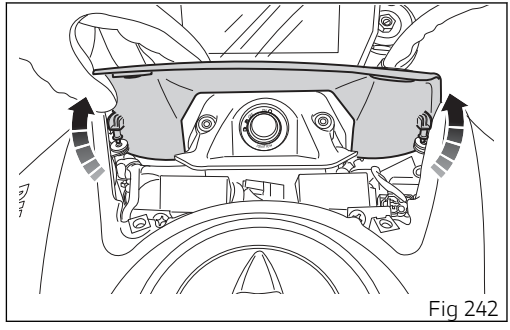


Fig 241


Fig 242

The battery (2) is housed under the tank.
Slightly lift the tank (without disconnecting any part) to disconnect and remove the battery (2).
Remove the elastic strap (3).
Slide out the battery (2) from its housing and, always starting from the negative terminal (-), loosen the two screws of the terminals.
Remove the positive cable (4) from the positive terminal (+) and the negative cable (5) from the negative terminal (-).

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

Attention
Keep the battery out of the reach of children.

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

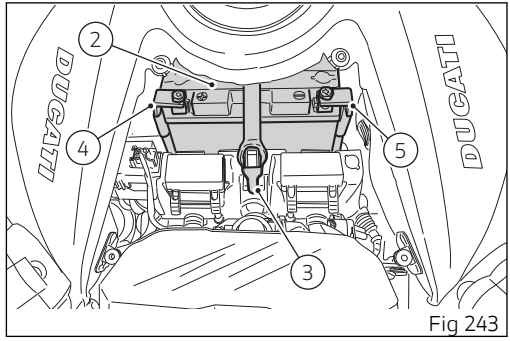


Fig 243

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

Refitting the battery

Connect the positive cable (4) to the battery positive terminal (+) and the negative cable (5) to the battery negative terminal (-), by starting the screws of the terminals.
Tighten the two screws of the terminals and secure the battery with the elastic strap (3).
To reposition the tank cover, first carefully insert the pins (6) and close the cover by pressing it at the rear. Tighten the cover with the screws (1,Fig 241) previously removed.

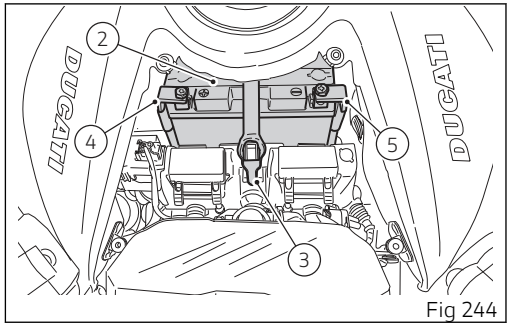


Fig 244

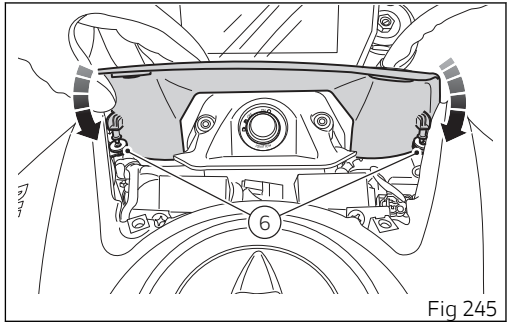


Fig 245

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.

Checking drive chain tension

Important

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

Make the rear wheel turn until you find the position where chain is tightest.
Set the motorcycle on the side stand.
With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm next to the heat guard.
The value must be: A = 32 ÷ 34 mm (1.25 ÷ 1.33 in).

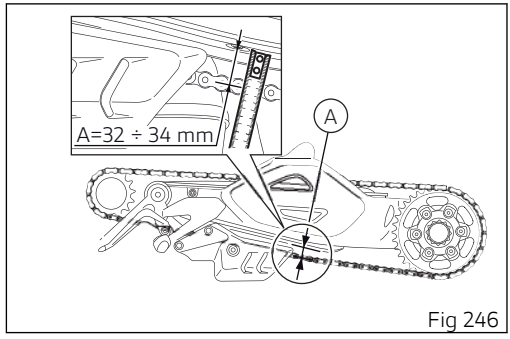


Fig 246

Important

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

Important
If the drive chain is too taut or slack, contact a Ducati Dealer or authorised Service Centre.

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

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

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

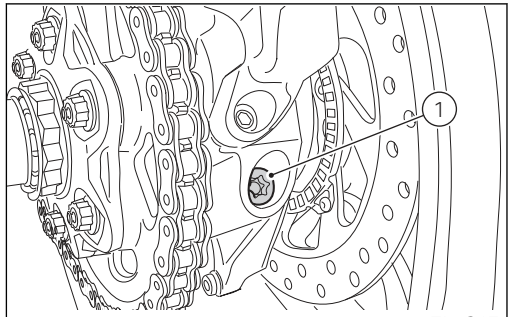


Fig 247

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).

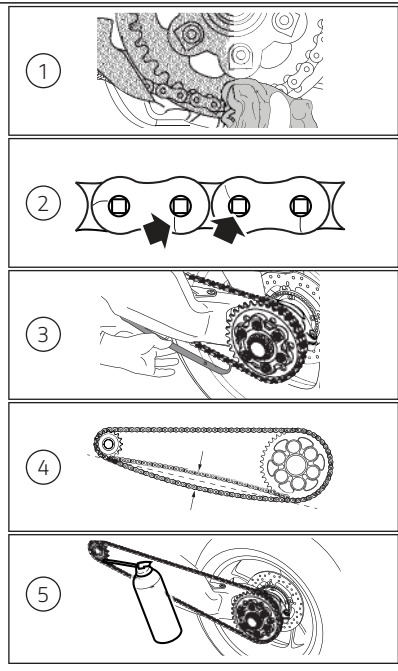


Fig 248

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.

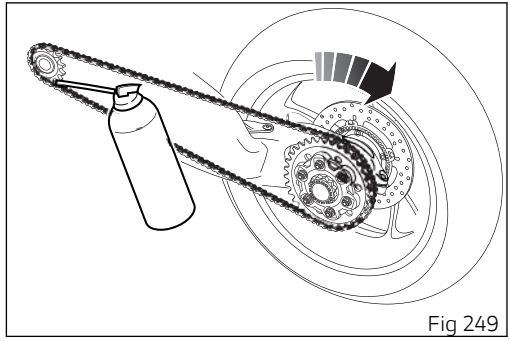


Fig 249

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.

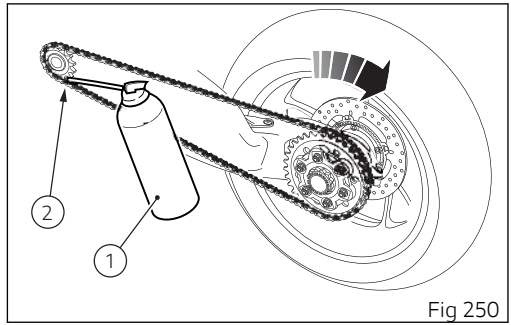


Fig 250

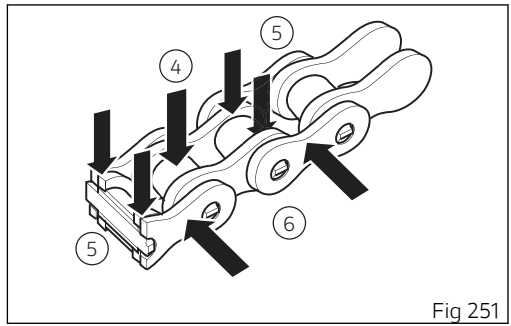
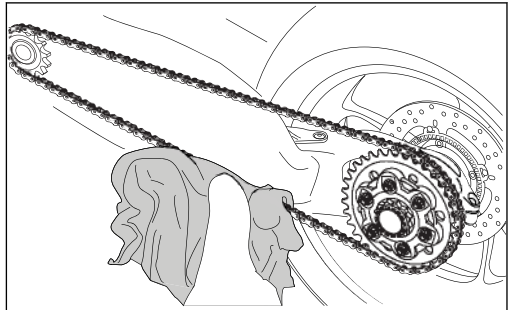


Fig 251

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 252

Aligning the headlight

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.
Switch on the low beam.
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.

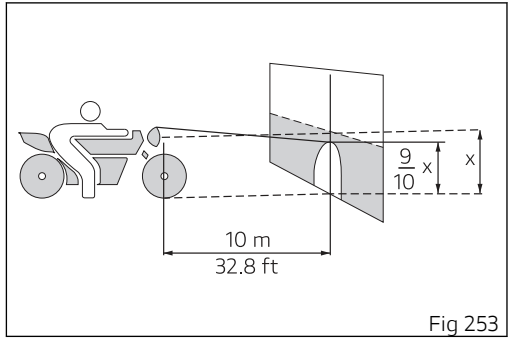


Fig 253

Note

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

To vertically align the headlight beam, turn the screw (1).

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

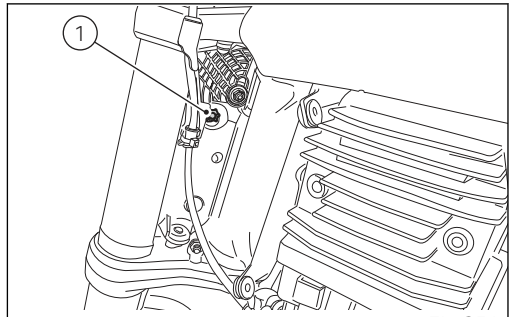


Fig 254

Adjusting the rear-view mirrors

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

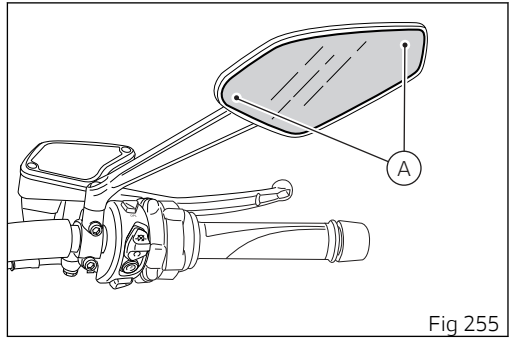


Fig 255

Tyres

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

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

Attention

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

Tyre repair or change (Tubeless tyres)

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

Attention

Punctured tyres must be replaced. Replace 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, Fig 256) 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.

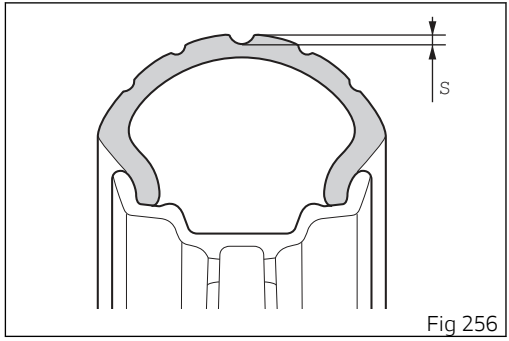


Fig 256

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 cap (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.

Attention

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, sub-section "Scheduled maintenance chart".

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.

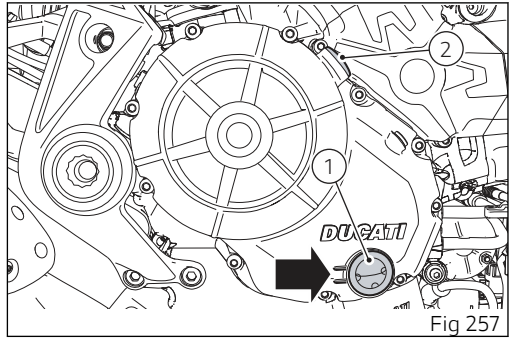


Fig 257

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention

Never exceed the MAX mark.

Attention

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

Recommendations concerning oil

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

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

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.

Use of Ducati Corse Performance Oil by Shell

Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Cleaning the motorcycle

Note

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.

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

Attention

To clean the side panniers, sue warm water, neutral soap and a soft cloth. Soap and soft brushes are suitable to clean the zips; rinse them with clean water. Do not use aggressive detergents and too hard cleaning tools. Zips that prove hard to be moved can be loosened using a bit of talcum powder.

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 suitable canvas. This will protect paintwork and prevent retaining condensate.
The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) set certain noise and pollution standards.
Periodically carry out the required checks and 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.

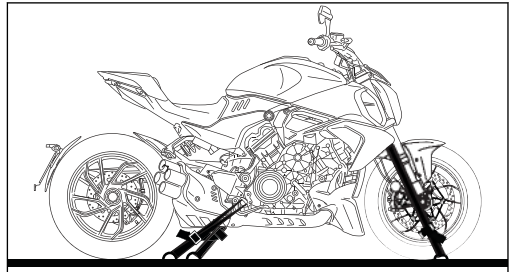


Fig 258

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.

	Annual Service	Valve Check	Oil Service	Oil Service 1000
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•
Change engine oil and filter	•	•		24
Check and clean air filter		•		24
Change air filter	every 30,000 km/ 18,000 mi			

	Oil Service 1000	Oil Service	Valve Check	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	•	•		•
Check brake and clutch fluid level	•	•		•
Change brake and clutch fluid				24
Check front and rear brake disc and pad wear. Change if necessary		•		•
Check the proper tightening of brake calliper bolts and front and rear brake disk screws		•		•
Check front and rear wheel nuts and rear sprocket nut tightening		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•		
Check the front and rear wheel hub bearings and steering tube bearing play		•		•
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft	every 30,000 km/ 18,000 mi			

	Oil Service 1000	Oil Service	Valve Check	Annual Service
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value: _____ (cm) **Note** We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.	•	•		•
Check the freedom of movement and tightening of the side stand	•	•		•
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•		•
Check free play of rear brake lever	•	•		•
Lubricate the levers at the handlebar and pedal controls	•	•		•
Check tyre pressure and wear	•	•		•
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•		•
Check lighting devices, turn indicators, horn and controls operation	•	•		•
Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC), electric fans and idling correct operation	•	•	•	•
Visually check the coolant level and sealing of the circuit	•	•	•	•

	Oil Service 1000	Oil Service	Valve Check	Annual Service
Soft cleaning of the vehicle, record of the service coupon with Service warning light turning off on the instrument panel using the DDS 3.0. If required, indicate that the service was performed in on-board documentation (Service Booklet)	•	•	•	•

The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
The Oil Service must be carried out every 15,000 km/9,000 mi or every 24 months.
The Valve Check must be carried out every 60,000 km/36,000 mi.
The 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

Total weight (kerb weight without fuel): 223 kg (492 lb).
Maximum permissible weight (in running order carrying full load): 455 kg (1003 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.

Dimensions

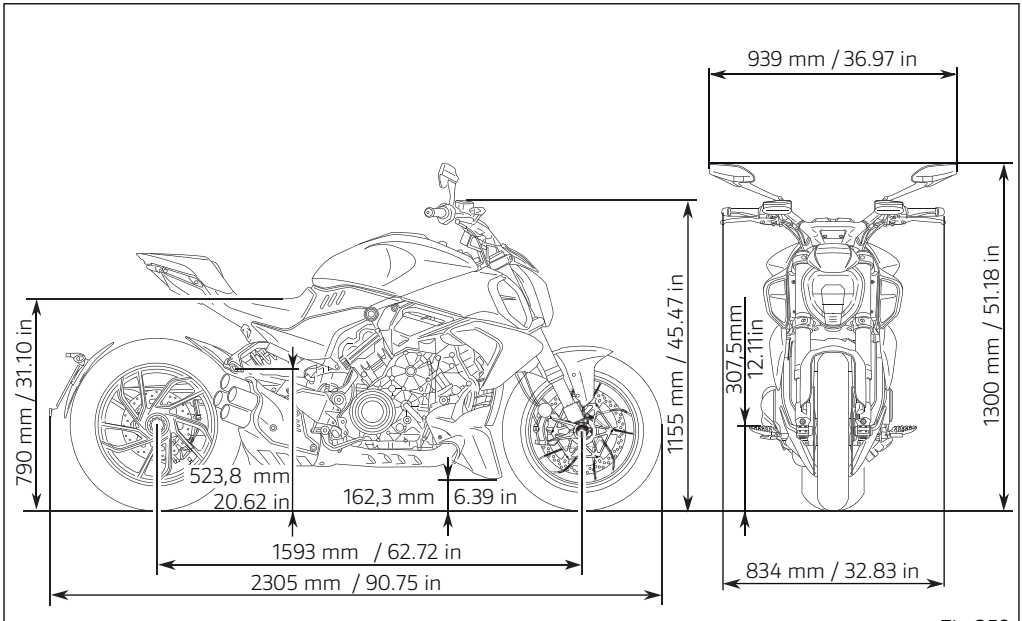


Fig 259

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	20 litres (4.39 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JA-SO: MA2 and API: SN). SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	4.9 litres (1.07 UK gal) with dry engine - 4.4 litres (0.96 UK gal) upon service with filter replacement
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems.	-
Front fork		810 cc (49.43 cu.in) per leg
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.065 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.



Attention
The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Engine

V4 Granturismo: V4 90°, counter-rotating crankshaft, 4 valves per cylinder, liquid cooling

Bore: 83 mm (3.26 in).

Stroke: 53.5 mm (2.10 in).

Total displacement: 1158 cm^3 (70.66 in^3).

Compression ratio: 14.0±0.5:1.

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

123.6 kW/168 HP at 10,750 rpm.

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

84 kW/114.2 HP at 8,750 rpm, for the Belgium version.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

125.7 Nm/12.8 kgm at 7,500 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

114 Nm/11.6 kgm at 5,750 rpm, for the Belgium version.

Max. rotation speed: 11,500 rpm.

Important

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

Note

The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Consumption: 6.4 l/100km.
Emissions: CO2: 154 g/km.
Type-approved: Euro 5.2.

Extended rear cylinder deactivation function

The V4 Granturismo was developed with fuel economy and riding comfort in mind. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low revs under certain conditions, so as to reduce fuel consumption and improve thermal comfort for rider and passenger. As speed increases or above a certain acceleration demand, i.e. torque demand from the twistgrip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active in all Riding Modes.



Note

In first gear the rear cylinder deactivation function does not take place.

Performance data

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

Important

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

Spark plugs

Make: NGK.
Type: SILMDR9A-8GS.

Fuel system

BOSCH electronic injection.
Type of indirect electronic injection: inductive discharge
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 46 mm (1.81 in).
Injectors per cylinder: 1.
Fuel supply: 95-98 RON.

Attention

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

Brakes

Front brake

Semi-floating drilled twin-disc.
Brake calliper: Stylema M4 30 monobloc with radial mount and 4 pistons, Bosch Cornering ABS.
Brake calliper make: BREMBO.
Calliper piston diameter: 30 mm (1.18 in).
Number of pistons per calliper: 4.
Disc diameter: 330 mm (12.99 in).
Disc thickness: 5 mm (0.19 in).
Disc thickness shall not be below the following value at max wear conditions: 4.5 mm (0.17 in).
Disc braking surface: 303.6 cm^3 (18.52 in^3).
Disc braking surface material: stainless steel.
Plate carrier material: aluminium, painted black.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake lever adjustment: with screw.
Brake lever type: radial and adjustable.
Friction material make: TOSHIBA.
Friction material: BRM 10 A HH.
Brake master cylinder type: PR16/19.
Brake lever master cylinder diameter: 16 mm (0.62 in).

Rear brake

With fixed drilled stainless steel disc.
Brake calliper: floating calliper with 2 pistons [ABS Cornering].
Brake calliper make: BREMBO.
Calliper piston diameter: 30 mm/32 mm (1.18/1.25 in).
Disc diameter: 265 mm (10.43 in).
Disc thickness: 6 mm (0.23 in).
Disc thickness shall not be below the following value at max wear conditions: 5.5 mm (0.21 in).
Disc braking surface: 240.4 cm^3 (14.67 in^3).
Hydraulically operated by a pedal on RH side.
Friction material make: TOSHIBA.
Friction material: TT 2182 FF.
Brake master cylinder type: PS13.
Brake lever master cylinder diameter: 13 mm (0.51 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

Multiplate wet clutch with control and slipper function.
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 30/54.
6 gears with Ducati Quick Shift (DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 16/43
Total gear ratios:
1st gear 13/40
2nd gear 16/36
3rd gear 19/34
4th gear 21/31
5th gear 23/29
6th gear 25/27

Drive chain from gearbox to rear wheel.
Make: DID.
Nº. of links 126.

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

Monocoque in aluminium alloy.
Steering head angle: 26°.
Steering angle: 34.5° LH side / 34.5° RH side.
Trail: 112 mm (4.40 in).

Wheels

Front

Light alloy cast rims.
Size: 3.50”x17".

Rear

Light alloy cast rims.
Size: 8.00”x17".

Tyres

Front tyre pressure

2.50 bar (250 kPa - 36.26 PSI) (rider only).
2.6 bar (260 kPa - 37.71 PSI) (with passenger and/or bags).

Rear tyre pressure

2.50 bar (250 kPa - 36.26 PSI) (rider only).
2.9 bar (290 kPa - 42 PSI) (with passenger and/or bags).

Front

"Tubeless", radial tyre.
Size: 120/70-ZR17
Make and type: Pirelli Diablo Rosso III.

Rear

"Tubeless", radial tyre.
Size: 240/45-ZR17
Make and type: Pirelli Diablo Rosso III.

Suspension

Front fork

Make: Marzocchi
Fully adjustable upside-down fork.
Stanchion diameter: 50 mm (1.96 in).
Front wheel travel: 120 mm (4.72).

Rear shock absorber

Make: Sachs
Rear shock absorber adjustable in preload, compression and rebound.
Suspension travel: 60 mm (2.36 in).
Rear wheel travel: 145 mm (5.70 in).

Exhaust system

Lambda sensors: 6.
Catalytic converters: 2.
Split absorption tail pipe.
Stainless steel silencer with 4 outlets.

Available colours

Ducati Red

Rims (Glossy Black):

- Primer, supplier Peter Lacke, code P098009-C
- Topcoat, supplier Peter Lacke, code VPCH03250

Tank central cover:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101

- Clear coat, supplier Lechler, code 96230

LH/RH conveyor cover:

- Anodised

LH/RH lug cover:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Radiator cover:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Passenger seat cover:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

LH/RH side body panel:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Headlight lid:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Front mudguard:

- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Tank:

- ED Coating, supplier PPG
- Primer, supplier Lechler, code LDS20067
- Base coat, supplier PPG, code 473101
- Clear coat, supplier Lechler, code 96230

Rear subframe (Matt Black):

- Powder coat, supplier Akzo Nobel, code CN201V

Frame (Grey, monocoque):

- Powder Coat, supplier Inver SPA, code 86176

Thrilling Black

Rims (Glossy Black):

- Primer, supplier Peter Lacke, code P098009-C
- Topcoat, supplier Peter Lacke, code VPCH03250

Tank central cover:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

LH/RH conveyor cover:

- Anodised

LH/RH lug cover:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Radiator cover:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Passenger seat cover:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

LH/RH side body panel:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Headlight lid:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Front mudguard:

- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Tank:

- ED Coating, supplier PPG
- Primer, supplier Palinal, code 873.A002
- Base coat, supplier Palinal, code 929.R223
- Clear coat, supplier Palinal, code 923M1598

Rear subframe (Matt Black):

- Powder coat, supplier Akzo Nobel, code CN201V

Frame (Grey, monocoque):

- Powder Coat, supplier Inver SPA, code 86176

Electric system

Basic electric items are:

Instrument panel

5" TFT colour display.

Headlight

LED low beam lamp type: No. 2+2 LEDs;
LED high beam lamp type: No. 7+2 LEDs;
LED parking light type: No. 6 LEDs;

Turn indicators

Front turn indicators: No. 6 LEDs;
Rear turn indicators: No. 7 LEDs;
Electrical switches on handlebar.

Tail light

Parking light: No. 66 LEDs;
Stop light: No. 122 LEDs;
Number plate light: No. 3 LEDs;

Electrical controls on handlebars.
Warning horn.
Stop light switches.
Battery: YUASA YT12B-BS-DRY VR.3 valves.
Generator: Mitsuba 14V - 435W.
Electronic rectifier, protected by a 30 A fuse.
Starter motor: 12V - 0.6 kW.

Fuses

There are thirteen fuses that protect the electric components, located inside the upper and lower fuse boxes, and one on the solenoid starter. There is a spare fuse (S) in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The upper (A) and lower (B) fuse boxes are located on the right side of the electric component support, next to the battery.
To reach the fuse boxes, remove the tank cover as described in chapter “Charging the battery”(page 266).
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.

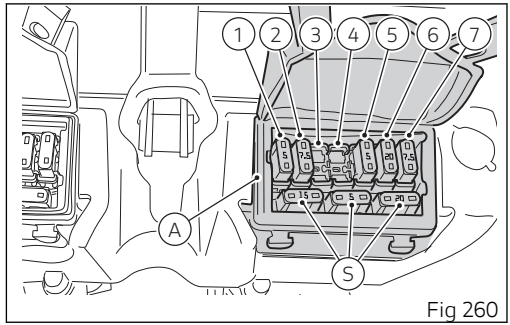


Fig 260

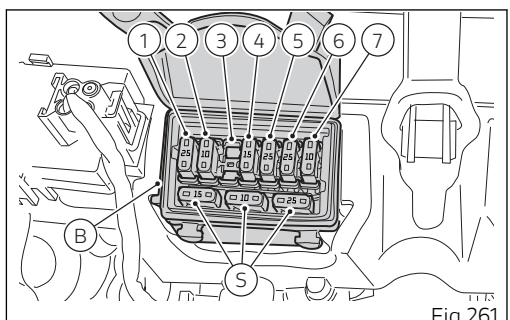


Fig 261

Upper fuse box key (A)		
Pos	El. item	Rat.
1	KEY1 EMS / ABS / IMU	5 A
2	KEY2 DASH / BBS / SMEC	7.5 A
3	KEY3 Lights	-
4	KEY4 SBS	-
5	KEY5 Accessories	5 A
6	+30 IGN RELAY	20 A
7	+30 Diagnosis / charge	7.5 A

Lower fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	-

Lower fuse box key (B)		
4	+30 Instrument panel	15 A
5	+30 Black Box System (BBS)	25 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	10 A

To reach the main fuse (8) remove the protection cap (C) and cover (D).
To reach the solenoid starter fuse (9) and the reserve fuse (10), the cover (E) must be removed.

Main fuse box key		
Pos	El. item	Rat.
8	Main fuse	30 A

Solenoid starter fuse key		
Pos	El. item	Rat.
9	Solenoid starter fuse	30 A
10	Spare	30 A

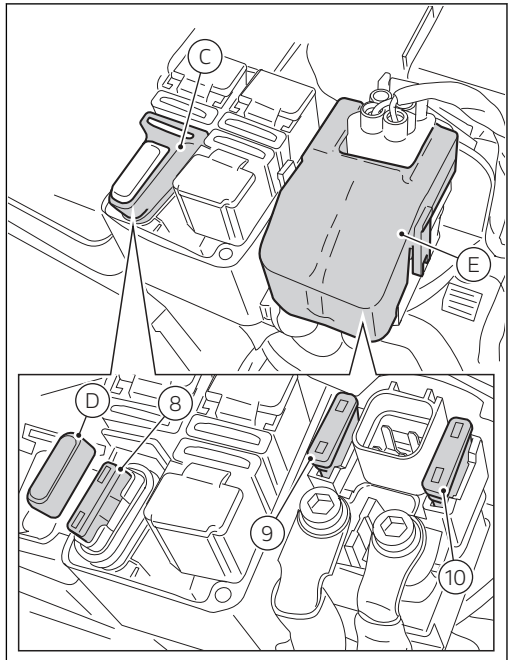


Fig 262

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.

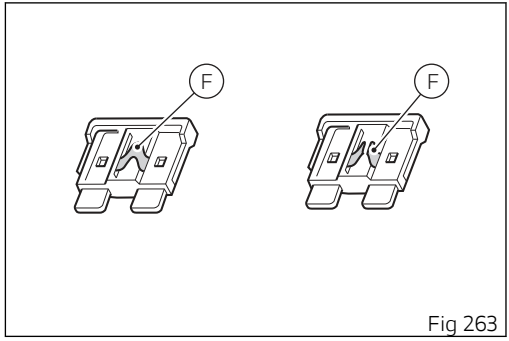


Fig 263

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
Hands Free Unit	133.8 KHz ÷ 134.6 KHz	< 73dBμV/m (10m)
Hands Free Key	433.91 MHz ÷ 433.93 MHz	-20 dBμV/m (3m)
Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4mW
Antitheft	433.92MHz (±75KHz)	<0.6mA

Table 2

Radio equipment installed in the vehicle	Manufacturers' addresses
Hands Free Unit	ASAHI DENSO CO.,LTD. 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka, 434-0046 Japan
Hands Free Key	ASAHI DENSO CO.,LTD. 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka, 434-0046 Japan
Ducati Multimedia System (Bluetooth)	COBO S.p.a. Via Tito Speri, 10 25024 Leno (BS), Italy
Antitheft	PATROLLINE Via Cesare Cantù, 15/C 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

[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

[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

[Denmark]

Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]

Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]

Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Germany]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Greece]

Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Hungary]

Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

[Ireland]

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

[Italy]

Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Latvia]

Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Lithuania]

Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]

Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Malta]

Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]

Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]

Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]

O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[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

[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

[Spain]

Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Sweden]

Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Turkey]

Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

[United Kingdom]

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

Avvertenze sulle batterie

Attention
Please read the operating instructions carefully!



Questo prodotto contiene una batteria a bottone che può essere ingerita.
Tenere sempre la batteria fuori dalla portata dei bambini!
L'ingestione della batteria può provocare lesioni gravi in appena 2 ore o la morte a causa di ustioni chimiche e della potenziale perforazione dell'esofago.
Se si pensa che le batterie possano essere state ingerite o collocate all'interno di qualsiasi parte del corpo, consultare immediatamente un medico.
Installare nel prodotto solamente batterie nuove dello stesso tipo.
Tenere le batterie lontano da fonti di calore o umidità.
Tenere le batterie lontano da ambienti con bassa o alta pressione, e a bassa o alta temperatura.
Non comprimere, far cadere, danneggiare o perforare la batteria con corpi estranei.
Smaltire le batterie usate immediatamente e in modo sicuro secondo le direttive statali e locali.
Le batterie scariche possono ancora essere pericolose.

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

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N
Hands Free Unit	FCC ID: T8VCL6
Hands Free Key	FCC ID: T8VCL6-904

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.

DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N
Hands Free Unit	IC: 6505A-CL6
Hands Free Key	IC: 6505A-CL6904

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

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 .



Japan

当該機器には電波法に基づく、技術基準適合証明等を受けた特定無線設備を装着している。
This equipment contains specified radio equipment that has been certified to the technical regulation conformity certification under the Radio Law.

本無線機器の改造を禁ずる（これに反した場合は当該認証登録番号は無効となる）
This radio device should not be modified (otherwise the granted designation number will become invalid)

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-Cbo-IN2ROUTERX

HANDS FREE UNIT

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 .

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South Korea

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R-R-AD1-CL8

HANDS FREE KEY

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 .



05429-17-05543

Japan

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South Korea

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R-R-AD1-CL6-904

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Updated on 09/2024 ED.00



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