

HYPERMOTARD

Owner's manual

ENGLISH

HYPERMOTARD 950

Dear Ducatista,

thank you for trusting us with the purchase of your new Hypermotard 950.

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. 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!

Roadside Assistance



ACI Global Servizi

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
- Transport of passengers following roadside assistance
- Return of passengers or continuation of the journey
- Recovery of the repaired 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, Czech Republic, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany, Gibraltar, Greece, Hungary, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Portugal, Monaco,

Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.

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

Call Centre telephone numbers

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

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	22 31 31 31	+357-22-31 31 31
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800 744 444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038

Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechtenstein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

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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 (list 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, Ducati offers the Customer additional roadside and health assistance services in the Countries listed in the "Owner's manual", according to the specific terms and procedures reported therein.

1.6. The present general warranty conditions (hereafter "Warranty Conditions") do not in any way compromise the unalienable rights granted to individuals falling under the definition of "consumer" under the law of their respective countries. These warranty conditions are without prejudice to national provisions transposing and implementing Directive 99/44/EC in force in EU countries (in Italy, Legislative Decree no. 206 of 6 September 2005 - 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) to the Motorcycle that has not fully complied with the scheduled maintenance plan provided for in the Owner's Manual;
- b) to the Motorcycle with incorrect maintenance or repair operations carried out by parties other than the Ducati Authorised Dealers and/or Service Centres;
- c) to faults due to neglect of the Motorcycle;
- d) to faults concerning parts subject to wear and tear during normal operation of the Motorcycle (such as: tyres, filters, bulbs, final drive, belts, flexible controls, spark plugs, brake and clutch parts subject to friction, such as brake plates and pads, etc.);
- e) to aesthetic defects in painted or chrome-plated surfaces, such as oxidation of the Motorcycle and/or components thereof, natural discolouring, etc.;
- f) to faults involving Motorcycle battery if not properly kept charged with a Ducati charge maintainer;
- g) if the Motorcycle is used in sporting competitions of any kind or for damage resulting from improper use of the Motorcycle, on the track or on the road;
- h) to the Motorcycle to which modifications not approved by the manufacturer have been made, or that has been tampered with in any way and/or tuned in order to alter its performance, or with odometer tampered with;
- i) to the Motorcycle used in commercial or rental services or otherwise used for professional use;
- j) to the Motorcycle fitted with non-original Ducati spare parts or accessories or not authorised by Ducati;
- k) to the use of lubricants with specifications that do not comply with Ducati's requirements for the Motorcycle in question;
- l) to failure to comply with the prescriptions for the use of the Motorcycle and its equipment as indicated in the Owner's Manual;
- m) to modifications to the Motorcycle made by the Customer and / or third parties without the express approval of Ducati;
- n) to the Customer's failure to adhere to any recall and/or update campaigns planned by Ducati on the Motorcycle.

3. Responsibilities of the Customer

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

- a) notify one of the Ducati Authorised Dealers and/or Workshops (list available at www.ducati.com) of any defects of the motorcycle within two (2) months after Customer discovered said defects.
- b) keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (receipts/invoices with details of the activities carried out and the parts used). You can consult the history of the ordinary maintenance of your motorcycle on the website www.ducati.com in the MyDucati section or on the MyDucati app.

3.2. In order to maintain the validity of the warranty in the event of a change of motorcycle ownership, the new owner must promptly notify Ducati of the change of ownership of the motorcycle, by communicating it on the website www.ducati.com in the MyDucati section or at the Ducati Authorised Dealers and/or Workshops.
3.3. If the provisions of points 3.1. and 3.2 are not observed, this warranty offered by Ducati will not longer be in effect and the Customer rights to warranty performance will become null and void.

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 terms specified here, constitutes the sole warranty 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 Ducati motorcycle,

provided that the provisions under art. 3 above are complied with.
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. Additional warranty and warranty extensions
5.1 Additional warranties may be provided or purchased depending on the product and the country (e.g. 4|Ever Multistrada, Factory Ever Red and Ever Red). For further details please refer to the Warranty Contract delivered by your Dealer when handing over your new motorcycle to the first owner or on the website www.ducati.com in the MyDucati section or on the MyDucati app.

6. Scheduled maintenance plan and pre-delivery
6.1. The pre-delivery operations are carried out by the seller.
6.2. 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.
6.3. 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.

6.4. 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.
6.5. In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Workshop shall place their stamp and/or and write the necessary notes and/or perform the digital recording on the Service Booklet and/or in the dedicated area of the website ducati.com; it is also necessary to preserve the receipts/invoices for the service coupons that detail the operations performed. This documentation may be verified by the Ducati Technical Service for the purpose of providing the services set forth in these Warranty Conditions.
6.6 Ordinary maintenance will be digitally recorded by the Ducati Dealer and available in the MyDucati app or on the ducati.com website.

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.

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
CAN	Controller Area Network
EBC	DUCATI rear tyre Anti-locking System by ETV
DDA	DUCATI Data Acquisition
DQS	DUCATI Quick Shift
DRL	Daytime Running Lamp
DSB	Dashboard
DTC	DUCATI Traction Control
DWC	DUCATI Wheelie Control
ECU	Engine Control Unit
GPS	Global Positioning System

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

Attention

This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.

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 375 kg / 826.73 lb.

Important

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

Rider's obligations

All riders must hold a valid licence.

Attention

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

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

Attention

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

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



Attention

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

Some states require vehicle insurance.



Attention

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

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



Attention

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



Attention

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



Attention

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

Rider's training

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



Attention

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

Apparel

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

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

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

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

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

Important
Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important

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

Attention

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

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.

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

Attention

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

Attention

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

Important

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

Important

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

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

Fuel label

Fuel identification label

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.

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 1

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

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

Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to 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 chapter “Tyres” in the “Technical specifications”.

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

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

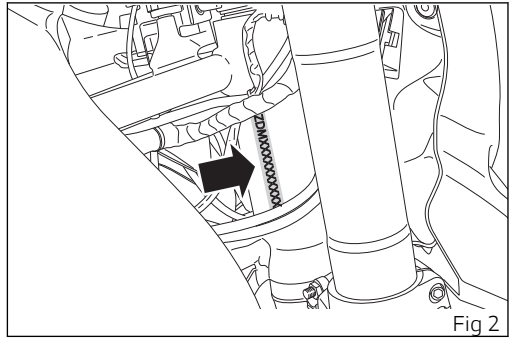


Fig 2

Engine identification number

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

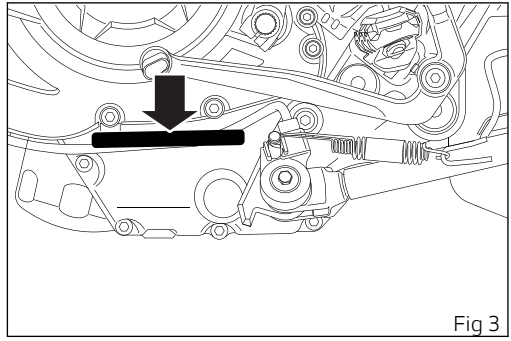


Fig 3

Main components and devices

Position on the vehicle

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

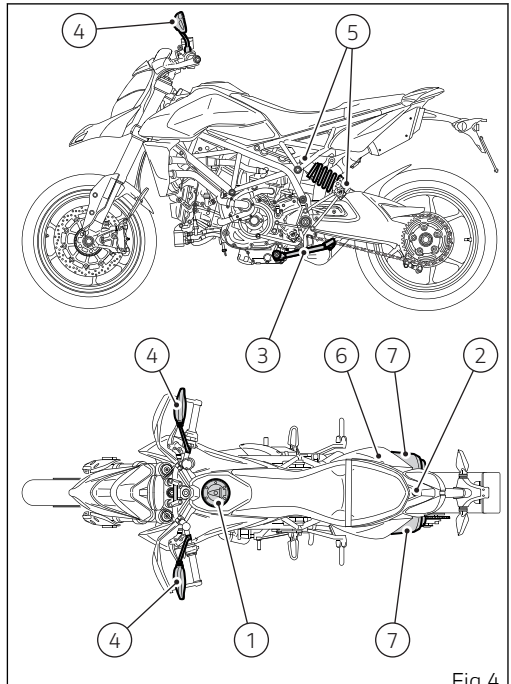


Fig 4

Tank filler plug

OPENING

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

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (1).

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.

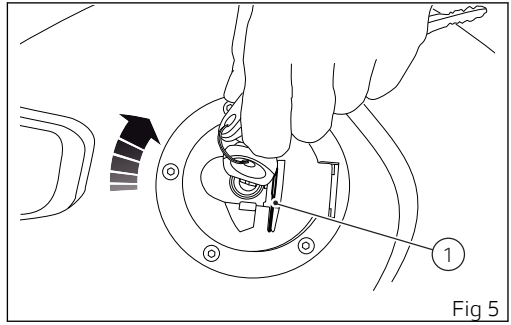


Fig 5

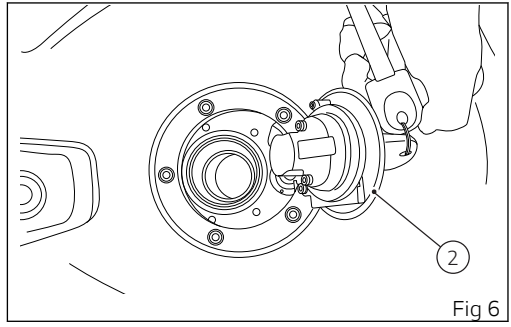


Fig 6

Seat lock

Removal procedure

Using wrench (1) on radiator RH side, loosen screw (2) retaining seat to tail guard.

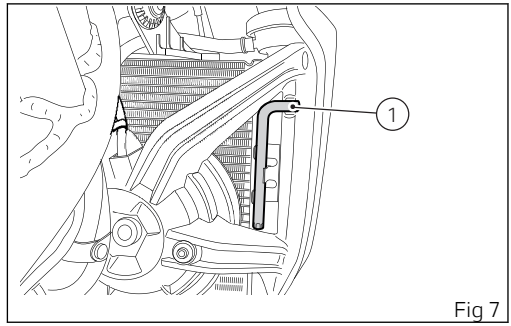


Fig 7

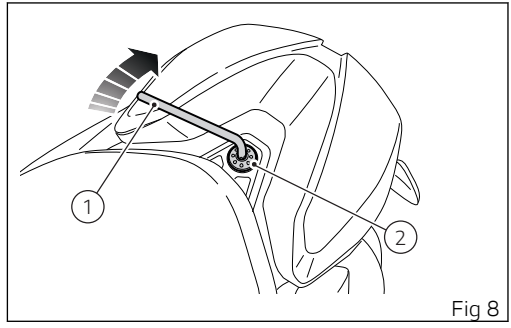


Fig 8

Remove the seat (3), sliding it at the back and up to disengage retainers (A), (B) and (C) from their seats (D), (E) and (F) on the vehicle.

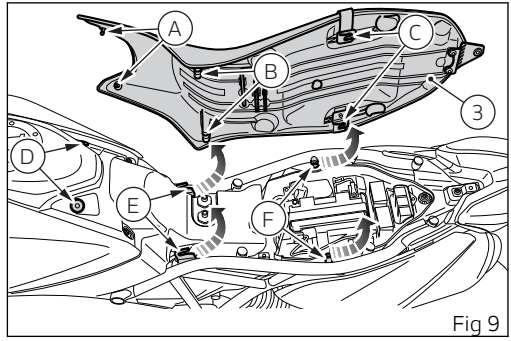


Fig 9

Refitting

Working in the opposite direction, fit the seat (3) to the vehicle, and make sure to engage retainers (B) and (C) in their seats (E) and (F); then press reference pins (A) into their seats (D).

Tighten screw (2) using wrench (1) supplied and set wrench back to its housing, on radiator RH side.

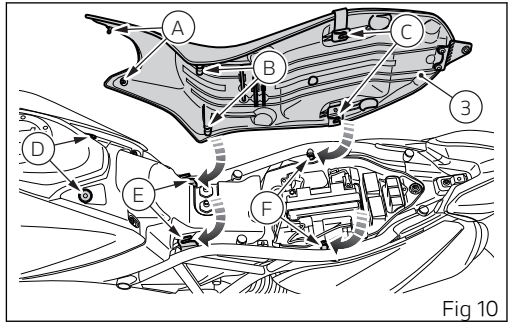


Fig 10

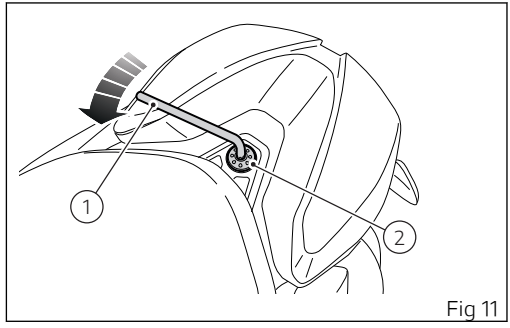


Fig 11

Maintaining the battery charge

Your motorcycle is equipped with a connector (1), under the rider seat, to which you can connect a special battery charger (2) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network.

Remove the connector (1) from the clamp (A) and connect it to the battery charger (2).

Note

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

Important

If battery 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.

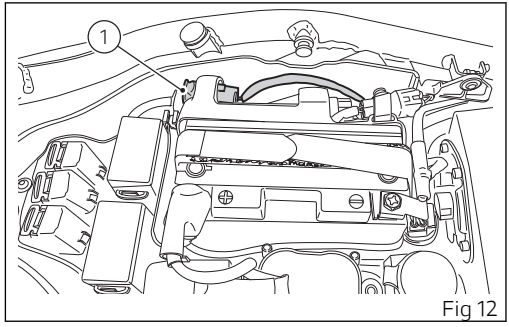


Fig 12

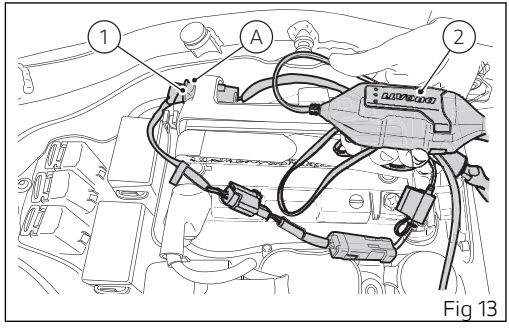


Fig 13

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



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

Attention

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

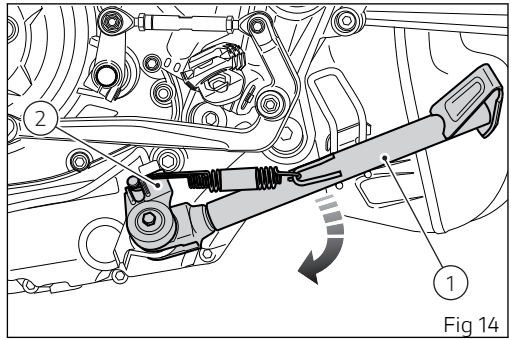


Fig 14

Note

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

Front fork adjustment

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 the adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound damping. Turn adjuster (3) at the top end of the LH fork leg with a 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.

STANDARD settings are as follows:

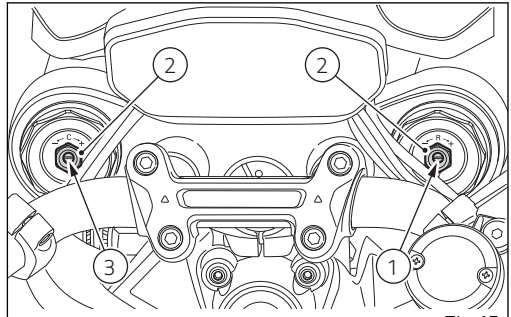


Fig 15

- compression on LH fork leg: - 2 turns from fully closed (total is 4 full turns);
- rebound on RH fork leg: - 2.5 turns from fully closed (total is 4 full turns);
- spring preload: + 5 turns from fully uncompressed (1mm (0.04in) preload for each complete turn clockwise from the reference; for a total of 10mm (0.4 in)).

To change preload of the spring inside each fork leg, turn adjuster (2) with a 17 mm (0.67 in) hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust

the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm (0.04 in) of spring preload.

Attention
Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Adjuster (1) adjusts the damping during the rebound phase (return).
Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.
The two ring nuts (2), 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.

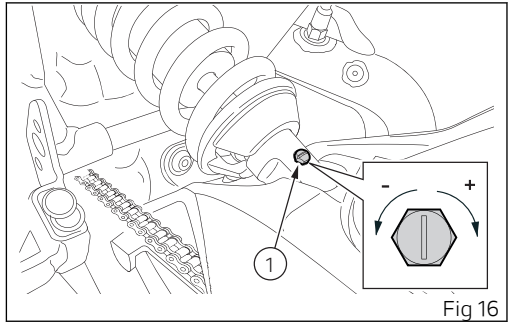


Fig 16

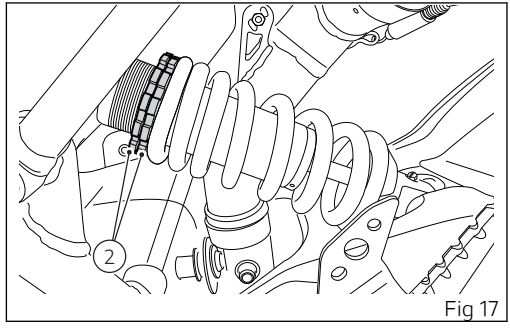


Fig 17

STANDARD setting, spring preload corresponding to value A, from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 1.5 turns from max. fully closed;
- spring preload: the maximum preload allowed corresponds to value B.

A = 22±2 mm (0.87±0.08 in);
B = 27 mm (1.06 in).

Attention
Avoid a preload exceeding the one indicated not to affect the reliability of the part.

Attention
Once the preload adjusted, re-tighten the locking ring nut against adjusting ring nut.

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.

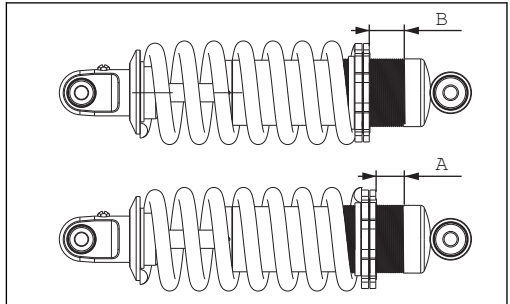


Fig 18

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.

Controls

Position of motorcycle controls

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

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

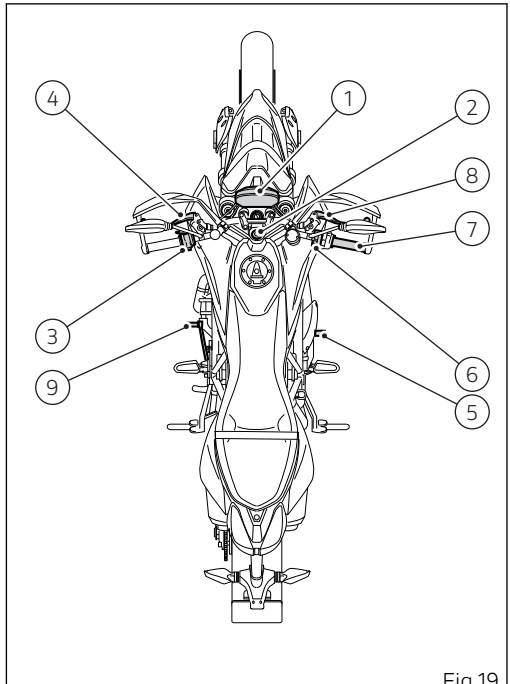
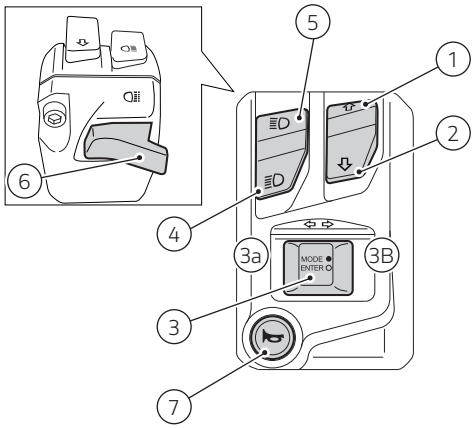


Fig 19

Switchgears



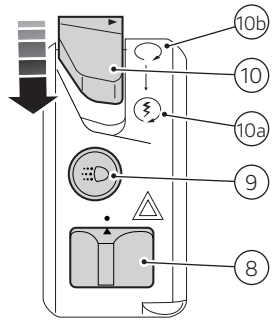


Fig 20

1	⇧	Control button up.
2	⇩	Control button down.
3	MODE ● ENTER ○ ⇦⇨	ENTER confirm menu button and turn indicator three-position switch: • position (3a), left turn indicator; • centre position, OFF; • position (3b), right turn indicator.
4		Low beam.
5		High beam.
6		High-beam flasher.
7		Horn.
8		Hazard lights (red).
9		DRL (if present).
10		2-position switch (red).
10a		Engine start, pushed down.
10b		Engine stop.

Light control

Low/high beam (version without DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on.
When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (7),positions (B) and (A), or flash with button (3). If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7), positions (B) and (A), or flash with button (3) on LH switch.
If within 60 seconds from the manual switching on of the low / high beam the engine is not started, the lights are disabled again (off).

To preserve the motorcycle battery, if when starting the engine the high/low beams are on, the headlight is automatically switched off and then on again when the engine is started.

Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.

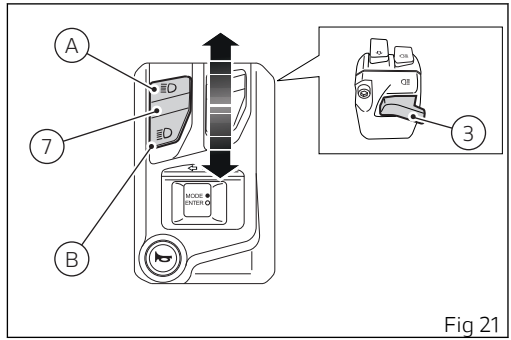


Fig 21

After starting the engine the low beam is automatically switched on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off.
If within 60 seconds from the “manual” switching on of the low / high beam the engine is not started, the lights are disabled again (off).

It the low beam is activated, it is possible to switch on the high beam with button (7, Fig 21) position (A), or flash with button (3, Fig 21).

If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7, Fig 21) positions (B) and (A), or flash with button (3, Fig 21) on LH switch.

To preserve the motorcycle battery, if when starting the engine the high/low beams or the DRL lights are ON, the headlight is automatically switched off and then on again when the engine is started.

DRL (Daytime Running Light) in AUTO mode – only for version with DRL lights

If the DRL was set to AUTO via the setting menu, the instrument panel automatically manages (according to detected ambient light) the DRL and the low beam:

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

In this mode, the instrument panel automatically switches from DRL to low beam and vice versa, depending on detected ambient light. When the DRL is on and set to AUTO mode, the display shows the green warning light (A).

Attention

Using the DRL light in AUTO (automatic) 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.

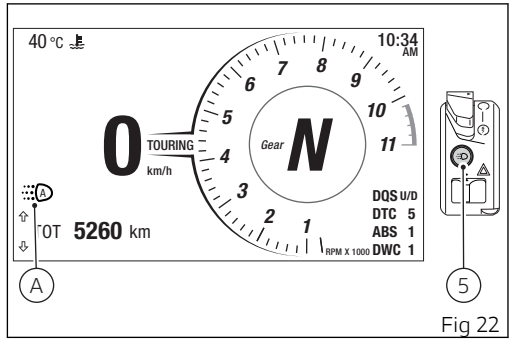


Fig 22

If the DRL was set to AUTO mode via the setting menu, press button (5) to disable that mode and set a “normal” light management. Press again button (5) to re-enable DRL but with control strategy set to MANUAL.
In this case, upon Key-Off and Key-On, DRL will be again set to AUTO mode.

DRL in Manual mode – only for version with DRL light

If the DRL light is in this mode, because set through the setting menu (page 0), it does not change its status when the engine is started.
To switch on or off the DRL light, it is necessary to press button (5, Fig 22).

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

Note
Using the DRL light during the day improves visibility as it is easier to perceive by those coming on the opposite side compared with the low beam.

Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the setting menu - see chapter “Setting menu - turn indicator mode setting (Turn Indicators)” on page 0 .

Manual switch-off:

After activating one of the two turn indicators, the user can deactivate them using button (4).

Automatic switch-off:

Automatic switch-off:
The turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.

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

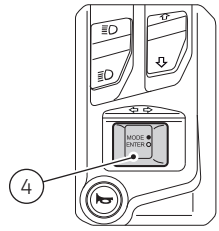


Fig 23

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 function (4 turn indicators)

The Hazard function turns all four turn indicators on at the same time to signal an emergency condition. This function is activated by pressing button (6). When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel (warning lights 6, "Instrument panel").

If during the Key-On the Hazard function has been activated, it will carry on working also after the Key-Off.
If the function is active in Key-Off, its deactivation is carried out only automatically after 120 minutes.
In Key-Off it is not possible to activate the Hazard function.

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

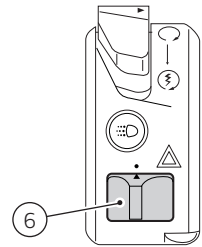


Fig 24

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

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

Keys

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

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

Attention

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

Duplicate keys

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

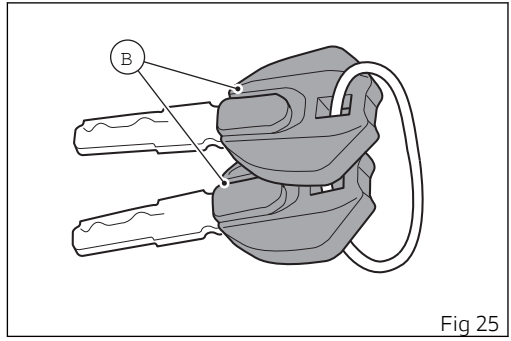


Fig 25

Note

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

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
Inside of each key handgrip there is an electronic device that modulates the signal sent by a special

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

Key-operated ignition switch and steering lock

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

A) ○ : enables lights and engine operation;
B) ⊠ : disables lights and engine operation;
C) 🔒 : the steering is locked;
D) ⊧ : parking light and steering lock.

Note

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

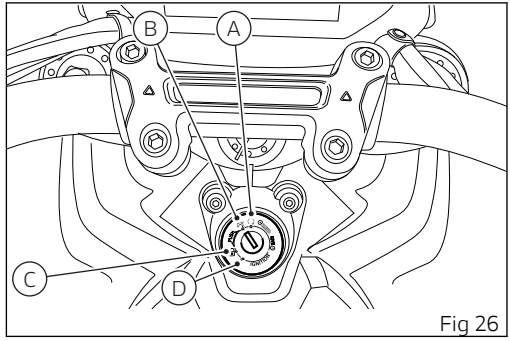


Fig 26

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
if the PIN CODE function is active, the instrument panel displays “Insert Pin” with four spaces allowing the rider to enter digits of the Pin code to be entered. “0” and “- - -".

Entering the code:

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

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

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

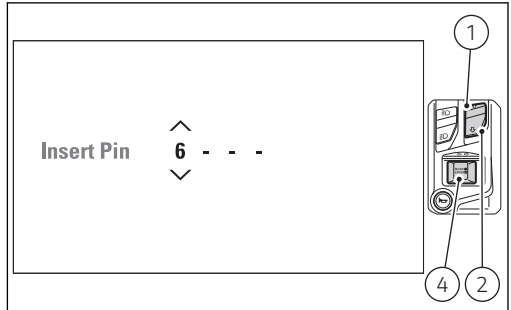


Fig 27

- if there is a problem during the PIN code check, the instrument panel displays “ERROR” for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the “Insert Pin” indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 seconds, and then displays the "standard screen".

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

Clutch lever

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

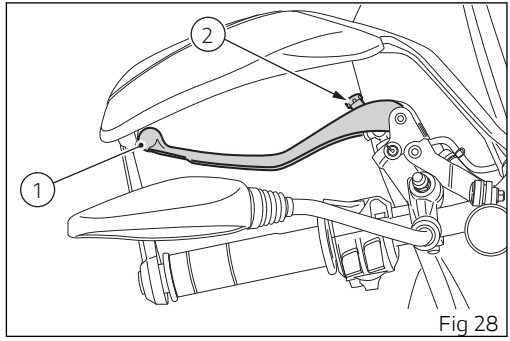


Fig 28

Attention

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

Attention

Set front brake (clutch) lever when motorcycle is stopped.

Throttle twistgrip

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

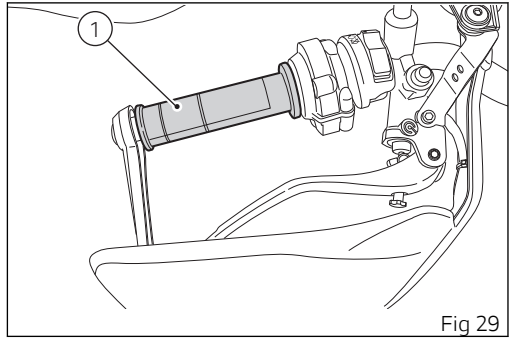


Fig 29

Front brake lever

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

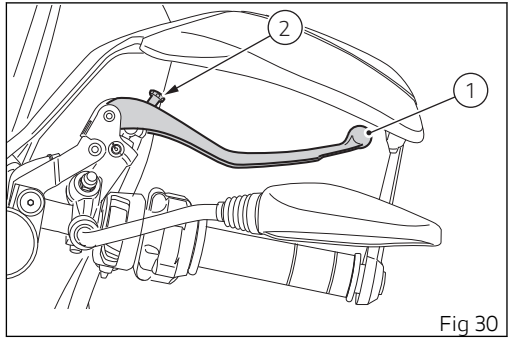


Fig 30

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The control system is of the hydraulic type.

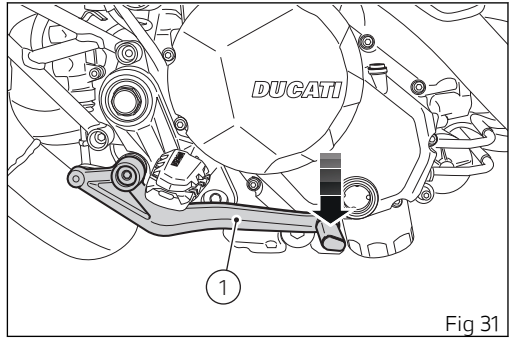


Fig 31

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.

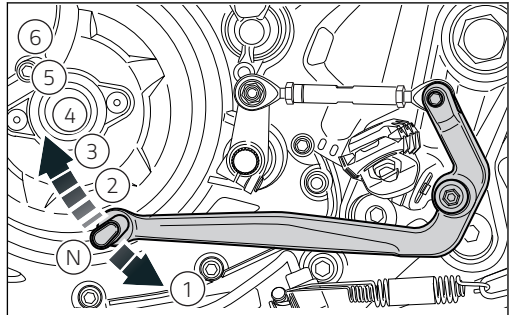


Fig 32

Adjusting the position of the gearchange pedal and rear brake pedal

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

Have the gear change pedal (1) and rear brake pedal (2) adjusted at a Ducati Dealer or authorised Service Centre.

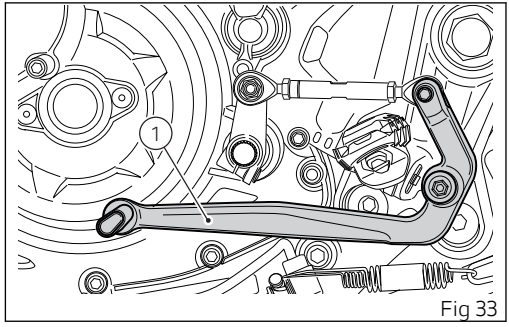


Fig 33

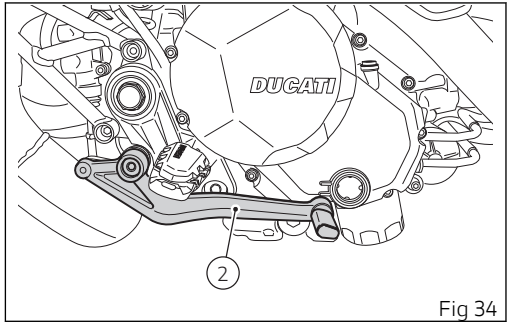


Fig 34

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (600 mi);
2) From 1000 km (600 mi) to 2500 km (1500 mi).

Up to 1,000 Km (600 mi)

During the first 600 mi (1000 km) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

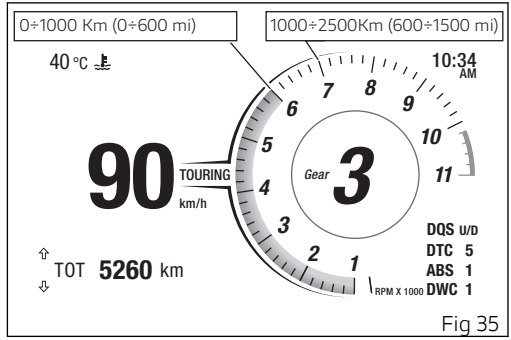


Fig 35

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 km (600 mi) to 2500 km (1500 mi).

From 1,000 km (600 mi) to 2,500 km (1,500 mi) you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

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

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

Pre-ride checks

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 oil level in the sump through the sight glass. Top up if necessary (see “Engine oil level check”).
- 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”) and of the seat (see “Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS light

After Key-ON, the ABS light stays ON.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate 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.

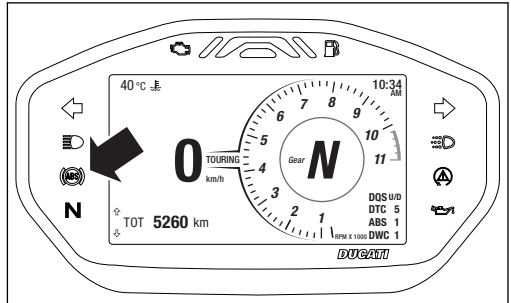


Fig 36

ABS device

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

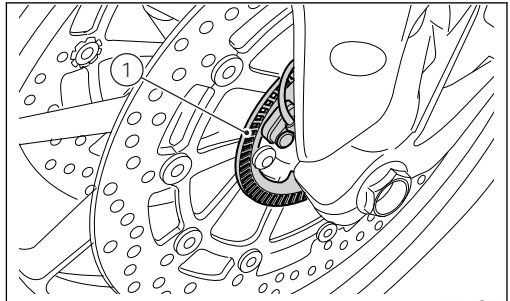


Fig 37

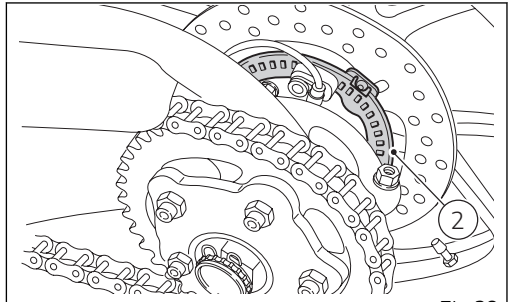


Fig 38

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.

Move the ignition switch to position (1). Make sure both the green light N (A) and the red light (B) on the instrument panel come on.

Important

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

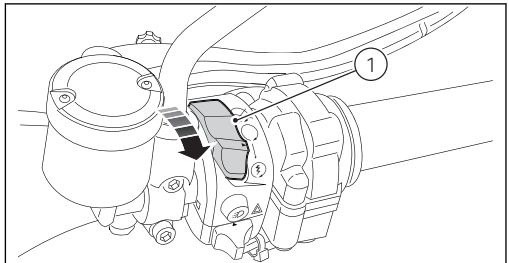


Fig 39

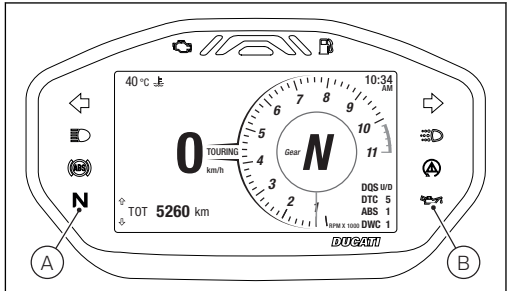


Fig 40

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

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

Make sure that emergency start/stop switch (2), is set to (A) ↺ (RUN).
Press switch (2) to the bottom (B) and release it.
Let the motorcycle start without operating the throttle control.

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

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

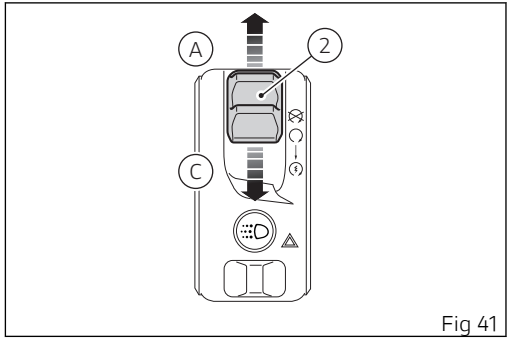


Fig 41

Attention
Keeping the engine running for too long with the vehicle stationary can cause damage because of overheating due to insufficient cooling. Do not keep the engine on unnecessarily while the vehicle is stationary. Move off with the motorcycle immediately after starting the engine.

Moving off

1) Lift the side stand until it is horizontal.
2) Squeeze the control lever to disengage the clutch.
3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
4) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
5) Let go of clutch lever and speed up.
6) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

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

Attention

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.
Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to position (2).

Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

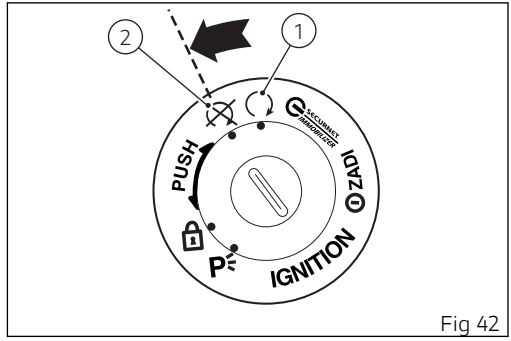


Fig 42

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat. You may leave the parking lights on by turning the key to position (4).

Important

Do not leave the key to position (4) for a long time, or this could lead to battery discharge. Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

Attention

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

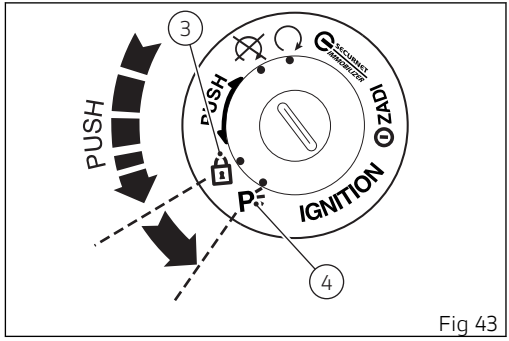


Fig 43

Attention

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

Refuelling

Never overfill the tank when refuelling. Fuel should never be touching the rim of filler recess (1).

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.

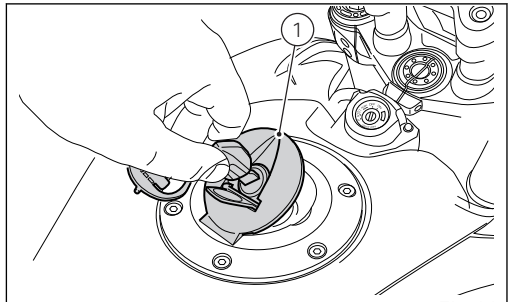


Fig 44

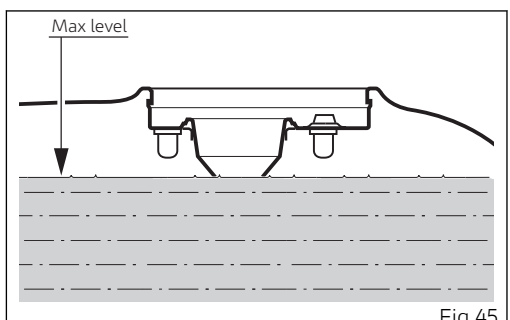


Fig 45

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 in figure 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.

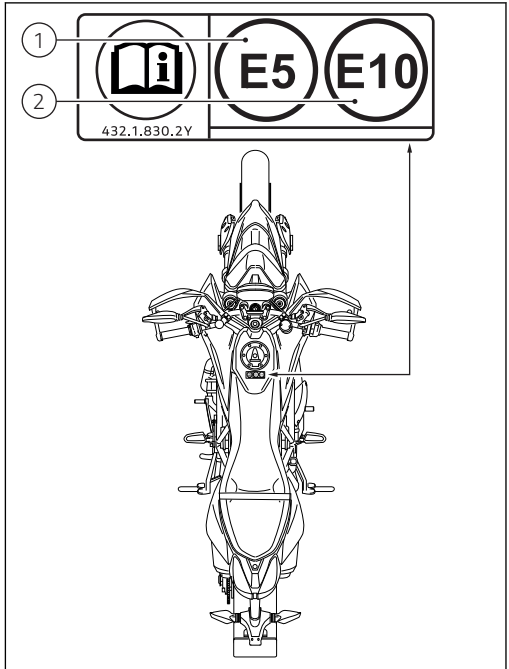


Fig 46

Tool kit and accessories

Supplied accessories are laid out in the most convenient positions for their use.

Under the seat (1) you find:

- 3 mm Allen wrench (2);
- 5 mm Allen wrench (3);
- flat-blade/Phillips screwdriver (4).

To reach them, remove the seat page 33.

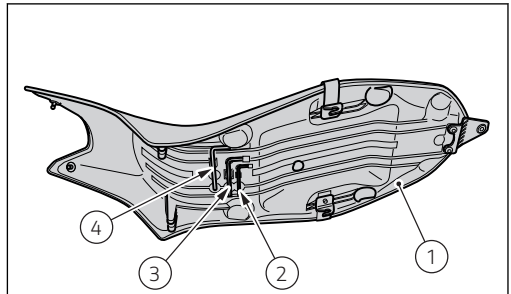


Fig 47

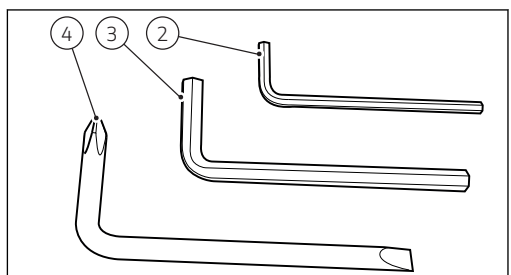


Fig 48

The fuse pliers (5) are fixed next to the fuse boxes. The Torx wrench (6) for removing the seat is fixed on vehicle RH side, close to radiator back side.

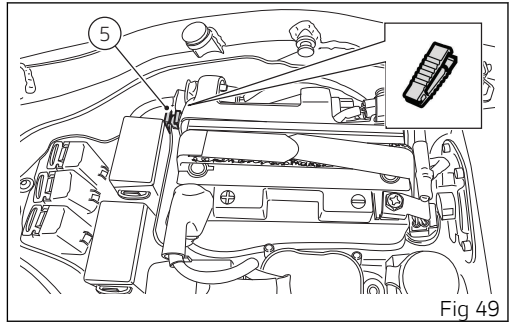


Fig 49

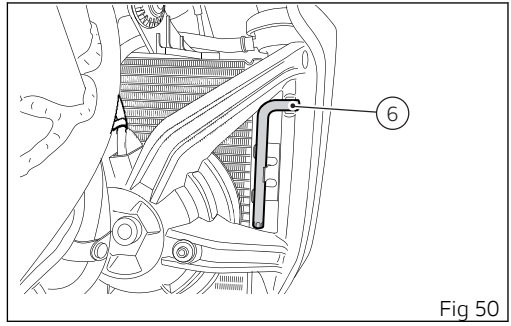


Fig 50

A socket wrench (7) 14x16x145 to remove the spark plugs tops off the tool kit.

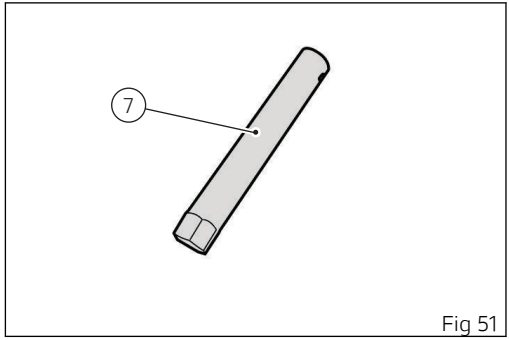


Fig 51

Instrument panel (Dashboard)

Instrument panel

1) DISPLAY

2) SPIA FOLLE N (VERDE)
Si accende quando il cambio è in posizione di folle.

3) SPIA ERRORE GENERICO ⚠ (GIALLO AMBRA)
Si accende in corrispondenza di errori "veicolo", errori attivi provenienti da centraline diverse dalla centralina controllo motore.

4) SPIA LUCE ABBAGLIANTE ≡D (BLU)
Si accende per indicare le luci abbaglianti accese e durante l'attivazione del flash.

5) SPIA RISERVA CARBURANTE ⛽ (GIALLO AMBRA)
Si accende quando il serbatoio è in riserva (vedi capitolo "Rifornimenti").

6) SPIE INDICATORI DI DIREZIONE ⇦⇨ (VERDE)
Si accende e lampeggia quando l'indicatore di direzione è in funzione.

7) SPIA PRESSIONE OLIO MOTORE (ROSSA)
Si accende per indicare una pressione dell'olio motore insufficiente. Deve accendersi al "KEY-ON", ma deve spegnersi alcuni secondi dopo l'avvio del motore. Può succedere che si accenda brevemente in caso di motore molto caldo, dovrebbe spegnersi quando i numeri di giri aumentano.

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

8) SPIA STATO DTC/DWC (GIALLO AMBRA)
La spia indica l'attivazione o disabilitazione del sistema DTC/DWC.

- Spia spenta: DTC/DWC abilitato e funzionante;
- Spia accesa lampeggiante: DTC/DWC abilitato, ma con prestazioni limitate;
- Spia accesa fissa: DTC/DWC disabilitato e/o non funzionante a causa di un malfunzionamento alla centralina.

9) SPIA DIAGNOSI MOTORE - MIL (GIALLO AMBRA)

Si accende in corrispondenza di errori "motore" che, in alcuni casi, portano al conseguente blocco del motore.

10) SPIA ABS (GIALLO AMBRA)
Indica lo stato della funzione ABS.
- Spia spenta: ABS abilitato e funzionante;
- Spia accesa lampeggiante: ABS in autodiagnosi e/o funzionante con prestazioni limitate;
- Spia accesa fissa: ABS disabilitato e/o non funzionante a causa di un malfunzionamento della centralina ABS.

11) INTERVENTO DTC/DWC (GIALLO AMBRA)
- Spia spenta: nessun intervento del DTC;
- Spia accesa fissa: intervento del DTC.

12) OVER REV LATERALI
Le spie si accendono quando il valore degli RPM raggiunge la prima soglia di avvicinamento al limitatore.

13) OVER REV / DISSUASIONE IMMOBILIZER

Over rev:
- Spia spenta: nessun intervento del limitatore;
- Spia accesa lampeggiante: intervento del limitatore.

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

Immobilizer:
- Spia spenta: veicolo in key-on o veicolo in key-off da più di 12 ore;
- Spia accesa lampeggiante: veicolo in key-off;

14) SPIA LUCI DRL (VERDE)
Indica lo stato delle luci DRL (non presenti nelle versioni Cina, Canada).
- Spia spenta: luce DRL spenta;
- Spia accesa fissa: luce DRL attiva;
- Spia accesa lampeggiante: luce DRL in errore.

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.

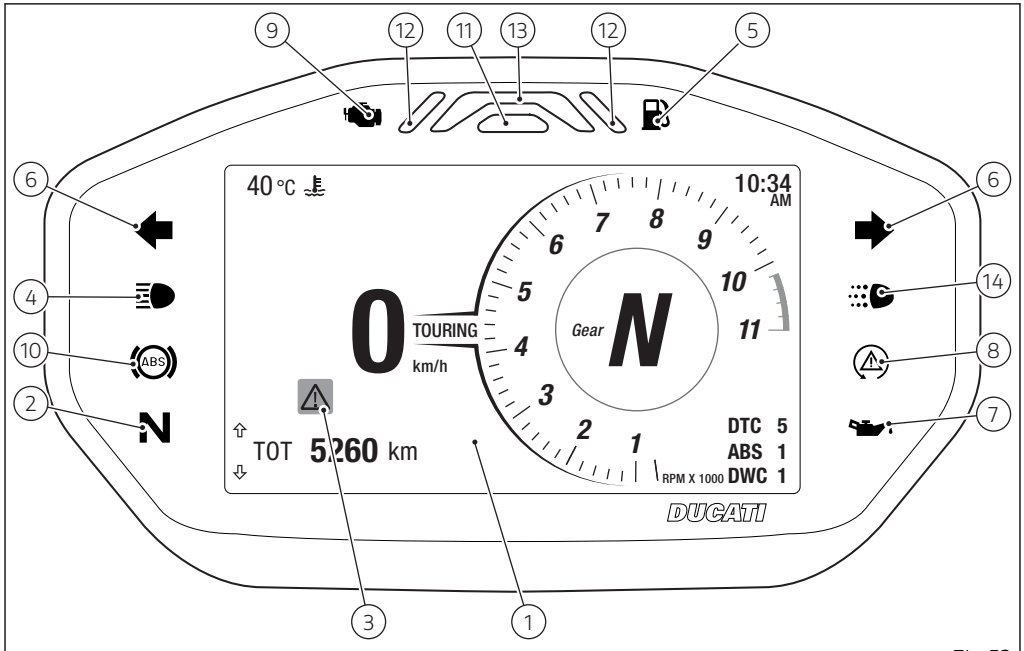

9
12
11
13
12
5
6
6
4
14
10
8
2
7
40 °c
10:34
AM
0
TOURING
km/h
Gear
N
1
2
3
4
5
6
7
8
9
10
11
RPM X 1000
DTC 5
ABS 1
DWC 1
TOT 5260 km
DUCATI
3
1

Fig 52

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

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

Manufacturers' addresses

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

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth / DSB	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
Hands free	**ASHAI DENSO** 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046 Japan
D|air®	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy

DSB	**MAE** Via Presolana 31/33 24030 Medolago – Bergamo - Italy
DSB	**EGICON** Via Posta Vecchia, 36, Mirandola (MO) - Italy
TPMS	**LDL Technology S.A.S.** Parc Technologique du Canal, 3 rue Giotto 31520 Ramonville - France
TPMS	**PACIFIC Industrial Co., Ltd.** 1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu 503-2397, JAPAN
Anti-theft system	**PATROLLINE** Via Cesare Cantù, 15/C Albavilla (CO) - Italy

Radio equipment	Frequency band	Max. transmission power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
Hands free unit	134.2 KHz (AD) 134.5 KHz (Zadi) (129.6 – 135 kHz)	73 dBμV/m (10 m) < 66 dBμA/m (10m)
Hands free key	868.35 MHz (Zadi) (868 – 868.5 MHz) 434 MHz (AD	<25mW e.r.p. -20 dBm (3 m)
D|air®	868 MHz 2.4 GHz	+10 dB +3 dB
E-Lock	134.5 KHz (129.6 – 135 kHz)	< 66 dBμA/m (10m)
GPS	1575.4 MHz	
DSB	134.2 KHz 120 KHz – 140 KHz	178.5 dBμA/m <66 dBμA/m (10 m)
TPMS	868.35 MHz (LDL) 433.05 ÷ 434.79MHz (Pacific)	-7 dBm +/- 4 dB 100 dBμV/m
Anti-theft system	433.92MHz (±75KHz)	<0.6 mA

Parameter displaying

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 one of the available layouts (SPORT, TOURING, URBAN), depending on the one in use before last KEY-OFF.

During this first check stage, if the motorcycle speed exceeds 10 km/h (6 mph) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

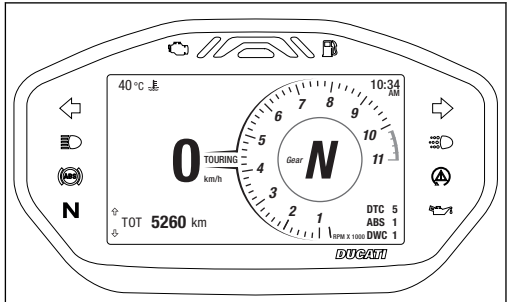


Fig 53

There are three different main pages, each associated with the corresponding riding mode: SPORT, TOURING, URBAN.
The differences between the pages are the name and colour of the riding mode specified at the centre of the display and the colour of the rpm box:

- red for the SPORT Riding mode (A)
- black in DAY mode or white in NIGHT mode (see page 183) for the TOURING riding mode (B)
- grey for the URBAN riding mode (C)

Data displayed on all types of main screen are as follows:

1) Motorcycle speed
2) Engine Coolant temperature
3) Set Riding Mode
4) Gear indication
5) Rev counter
6) Clock
7) Parameter indicators also showing the values associated with the set riding mode
8) Function menu
9) LAP time (Lap) - if activated
10) Bluetooth indication (only if Bluetooth is available and active)

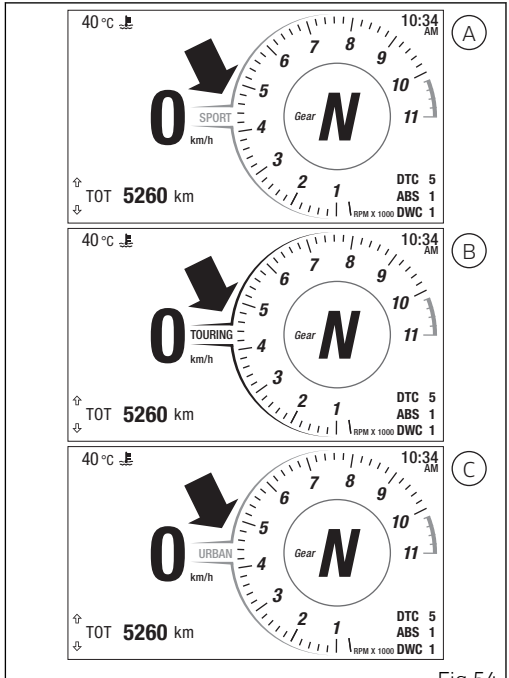


Fig 54

11) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is active and a smartphone is connected)
12) Connected device indication (only if Bluetooth is available and active)
13) Status of DRL Lights (Auto, Manual or disabled) / Low Beams (active / not active): in this area DRL and Low Beams warning lights alternate (DRL lights are not present in China, Canada versions).
14) Heated handgrips (if any)

Further details that can be displayed only if the relevant function is active are the following:

- Warning/Alarm indication (Warning)
- Side stand status (Side Stand)
- SERVICE indication
- SERVICE count-down indication

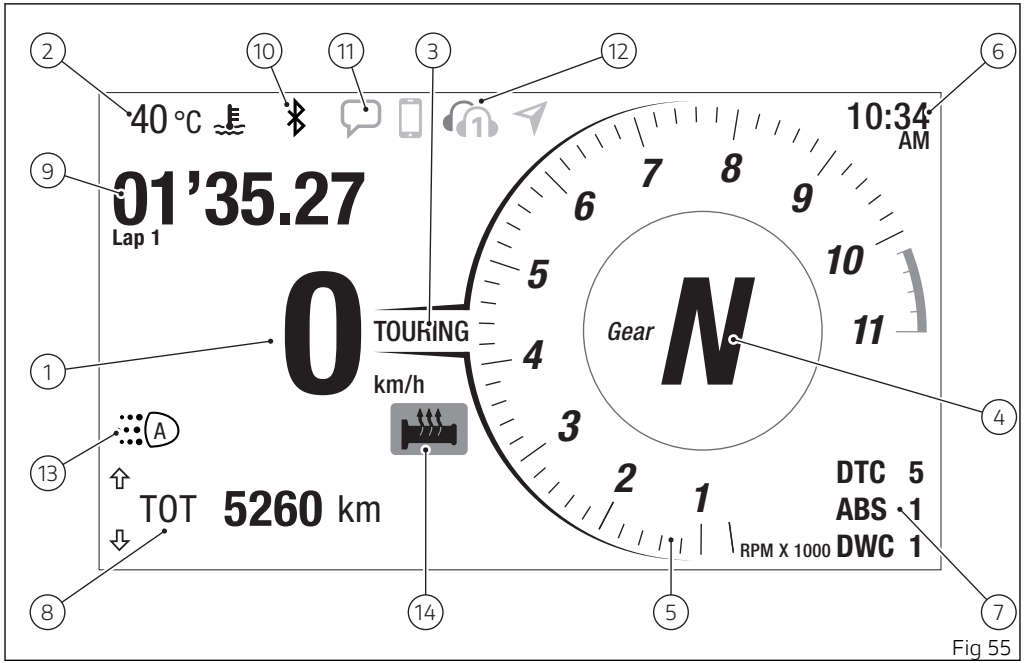

2
10
11
3
12
6
40 °C
10:34
AM
9
01’35.27
Lap 1
1
0
TOURING
km/h
Gear
N
4
13
A
TOT 5260 km
DTC 5
ABS 1
DWC 1
RPM X 1000
8
14
5
7

Fig 55

From the main screen, press button (1) or (2) on LH switch to scroll through menu information:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption 1 (CONS.AVG 1)
- Average speed 1 (SPEED AVG 1)
- Trip time 1 (TRIP TIME 1)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS.)
- Music player management (PLAYER OFF - PLAYER ON) – only if the Bluetooth module is present and at least 1 smartphone is connected
- Call management (LAST CALLS) – only if the Bluetooth module is present and at least 1 smartphone is connected.
- Heated handgrips (HEATING GRIPS) – accessory
- Setting menu (SETTING MENU)

The UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - appear on the RH side of the menu indicating the possibility to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact

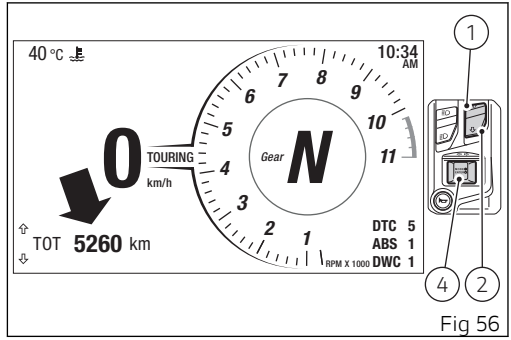


Fig 56

with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 126).

The instrument panel stores menu current settings upon KEY-OFF.
Upon next KEY-ON, the instrument panel displays the "Odometer" function for 10 seconds in the Menu and then displays the function previously saved upon KEY-OFF.
During these first 10 seconds, if button (1) or button (2) is pressed, the “forced” 10-second view of the

Odometer (TOT) is interrupted and the function previously saved upon KEY-OFF will be displayed.

In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the menu upon the following KEY-ON.

Main and auxiliary functions

The functions displayed in the Standard screen are the following:

Main information

- Motorcycle speed
- Engine rpm indication
- Engine Coolant temperature
- Clock
- Gear indication
- Set Riding Mode
- Parameters linked to set riding mode:
  - DQS (accessory)
  - DTC
  - ABS
  - DWC
- Function menu:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Average Fuel Consumption 1 (CONS.AVG 1)
  - Average speed 1 (SPEED AVG 1)
  - Trip time 1 (TRIP TIME 1)
  - Ambient air temperature (T AIR)
  - Partial fuel reserve counter (TRIP FUEL)
  - Trip meter 2 (TRIP 2)
  - Instantaneous fuel consumption (CONS.)
  - Music player management (PLAYER OFF - PLAYER ON) – only if the Bluetooth module is present and at least one smartphone is connected
  - Call management (LAST CALLS) – only if the BT module is present and at least one smartphone is connected
  - Heated handgrips (HEATING GRIPS)
  - Setting menu (SETTING MENU)

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

- Riding Mode customisation: within this menu, rider can customise the following:
  - Engine setting (Engine)
  - DTC setting (DTC)
  - ABS setting (ABS)
  - DWC setting (DWC)
  - DQS setting (DQS) - accessory
  - restore values (Default)
  - restore all values for all riding modes (All Default)
- PIN CODE activation and modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)

- date and time setting (Date and Clock)
- unit of measurement setting (Units)
- service information (Service)
- tyre setting and drive ratio (Tyre Calibration)
- DRL mode setting - accessory (DRL Control)
- Bluetooth device settings - accessory (Bluetooth)
- turn indicator mode setting (Turn indicators)
- information (Info)

Additional information

- Infotainment - accessory
- Lap time (LAP)
- Service indication (SERVICE)
- Indication of Oil Service, Date Service and Desmo Service COUNT DOWN
- Indication of Oil Service, Date Service and Desmo Service
- Warnings and Alarms
- DRL AUTO / MANUAL indication - accessory
- Viewing side stand status
- Errors

Vehicle speed indication

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

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

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

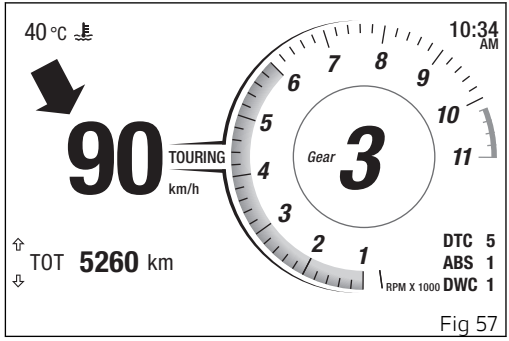


Fig 57

Note

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

Gear indication

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, Fig 52) turns on.

A dash "-" is displayed in these cases:

- dash "-" and Neutral (warning light 2, Fig 52) flashing on the instrument panel if the gear teach-in procedure has not been performed yet;
- dash "-" steady and Neutral (warning light 2, Fig 52) flashing on the instrument panel in case of gear sensor fault;
- dash "-" flashing if the instrument panel does not receive the gear information.

Note

If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.

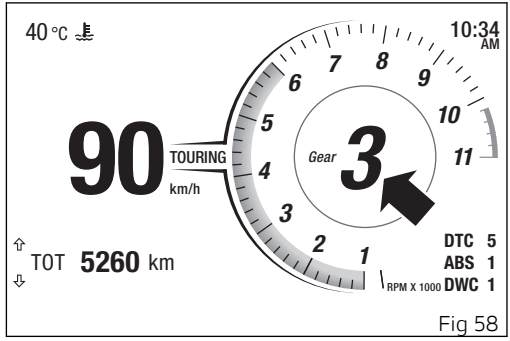


Fig 58

Note

When the rpm indicator becomes amber yellow, the instrument panel is warning the rider to shift up.

Engine rpm indication

Il numero dei giri motore viene visualizzato utilizzando un contagiri a scia di colore grigio (A). Durante la percorrenza dei primi 1000 km (600 mi) di totalizzatore (rodaggio veicolo), oppure fino al primo tagliando, è impostato un limitatore virtuale di giri motore che viene indicato quando la scia diventa di colore giallo ambra.
Terminato il rodaggio del veicolo o dopo aver effettuato il primo tagliando, il limitatore virtuale viene utilizzato per fornire l'indicazione e il consiglio di mantenere un regime di giri motore più contenuto in condizioni di motore freddo. La soglia del limitatore virtuale varia in funzione della temperatura motore: se la temperatura del motore è inferiore a 50 °C (122 °F), la soglia è 6700 rpm.

Quando la scia diventa di colore giallo ambra lampeggiante, il cruscotto sta indicando di cambiare marcia e di passare a quella successiva.
La scia diventa rossa lampeggiante quando il limitatore interviene: in questo caso si accende anche la spia limitatore giri.
Se il numero dei giri è inferiore a 1000 rpm, la scia non viene visualizzata.

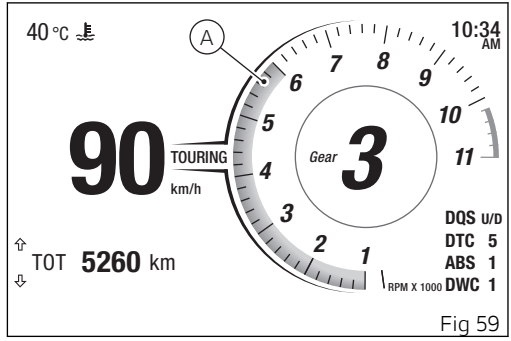


Fig 59

Attention

Your motorcycle is equipped with a rev limiter which limits the engine speed to approximately 3000 rpm when the engine is in neutral with the clutch released. This is to prevent excessive noise pollution and also to avoid reaching engine speeds that are harmful to the engine without load.
When this limiter comes into operation the revs will be limited and there will be a flashing Overrev indication on the instrument panel. When the clutch is pulled, this function is not active.

DQS indicator - accessory

If DQS is installed, the instrument panel displays DQS status as follows:

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

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

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift.

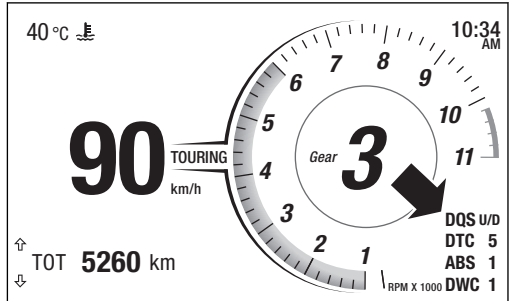


Fig 60

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: the Ducati Quick Shift does not work 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 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.

DTC indicator

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “8”;
- if DTC is active, but system is in degraded operation, “DTC” indication and the number, “1” to “8” (flashing); also the DTC/DWC warning light (8, Fig 52) starts flashing;
- when in fault, the “DTC” indication and the red "Err" message; also the DTC/ DWC light (8, Fig 52) turns on steady;
- if the DTC is disabled, the “DTC” indication and “Off” message; also the DTC/DWC warning light (8, Fig 52) turns on.

Attention

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

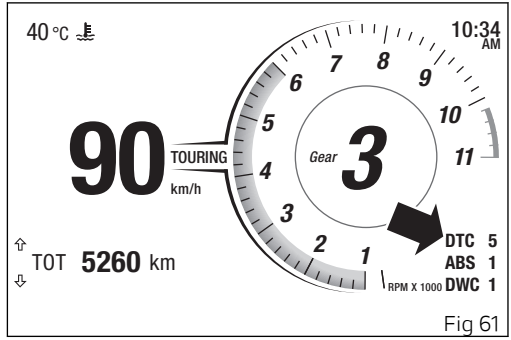


Fig 61

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 drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

The rider must always be aware that active safety systems have a preventive function. The active

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

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

DTC LEVEL	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	TRACK Professional	Track use for very expert riders. System permits sliding sideways.	NO
2	TRACK	Very sporty style on the road and on the track, for experienced riders.	NO
3	SPORT	Sporty driving on a road or track.	It is the default level for the "SPORT" Riding Mode
4	TOURING	Extra-urban touring style.	It is the default level for the "TOURING" Riding Mode
5	CRUISE	Touring style for long travels.	NO
6	URBAN	City style.	It is the default level for the "URBAN" Riding Mode
7	RAIN	Wet or moist road.	NO
8	HEAVY RAIN	Wet road with pouring rain or very slippery asphalt.	NO

Tips on how to select the sensitivity level

Attention

The 8 levels of the DTC system your motorcycle is equipped with were calibrated with original equipment tyres (make, model and size). The use of tyres of different size to the original tyres may alter the operating characteristics of the system.

System calibration is optimised for these tyres:

- Pirelli Diablo Rosso III – front 120/70 ZR17, rear 180/55 ZR17
- Pirelli Supercorsa SP v3 – front 120/70 ZR17, rear 180/55 ZR17

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (rear = 180/55-17; front = 120/70-17), 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 dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are other 8 intermediate levels.
DTC intervention gradually decreases from level 8 to level 1.
With levels 1 and 2, DTC control unit allows both rear tyre spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.

The choice of the correct level depends on 3 main variables:

1) The 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 track and on the road).

Level depends on type of track

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with a hairpin turn to be taken at very low speed compared to the other bends will require a DTC level setting that is the best compromise for all bends (on hairpin turn, DTC intervention will always be greater compared to the other bends).

Level depends on riding style

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

Tips for use on the track

We recommend that level 6 is used for a couple of full laps (to allow the tyres to warm up) and in order to get used to the system. Then try levels 5, 4 etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

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

Tips for use on the road

Activate the DTC, select DTC 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try DTC level 5; if also this RM sensitivity seems excessive try DTC level 4.
If none of the level suits your riding style, you can select the level by following the indications given on the previous table until finding the intervention level you prefer.
If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

ABS indicator

The instrument panel displays ABS status as follows:

- the message “ABS” and the set intervention level number “1” to “3”;
- the message “ABS” and the set intervention level number and the flashing ABS light (10, Fig 52) when the system is running a self-diagnosis
- if ABS is in degraded operation due to a fault, “ABS” message and the set intervention level number (flashing); also the ABS warning light (10, Fig 52) starts flashing;
- when in fault, the “ABS” indication, the red "Err" message; also the ABS warning light (10, Fig 52) turns on;

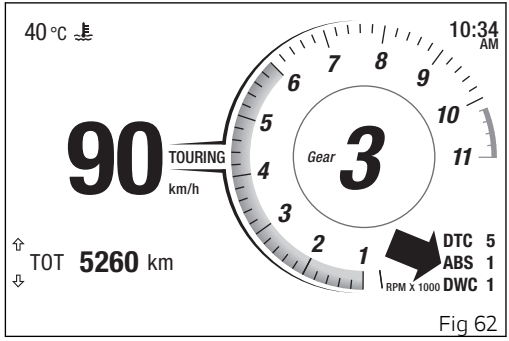


Fig 62

Attention

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

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 ABS system fitted to the Hypermotard 950 and Hypermotard 950 SP is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The ABS system fitted to the Hypermotard 950 and Hypermotard 950 SP features a "cornering" function that optimises ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering function is active on all the ABS levels.

According to the selected level, the ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

In ABS level 1, also the “slide control under braking” is active. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.

Attention

Using the two brake controls separately reduces the motorcycle braking power.
Using just one of the two brake controls separately means using the motorcycle braking power only partially.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden 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 types as well as the default settings in the "Riding Mode" that can be selected by the rider:

ABS LEVEL	RIDING MODE	CHARACTERISTIC	DEFAULT
1	TRACK	This level is designed for expert riders. ABS in this level controls both wheels and the cornering function is active; anti-lift-up control is not active. In this level, also the “slide control under braking” is active. This level privileges the braking power and is designed for riders knowing how to exploit full braking performance.	NO
2	SPORT	This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. This calibration focusses on braking power and yet keeps good stability under braking and lift-up control.	It is the default level for the “SPORT” riding mode

ABS LEVEL	RIDING MODE	CHARACTERISTIC	DEFAULT
3	ALL/URBAN/WET CONDITION	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 and the cornering and anti-lift-up functions are active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are:

- Hypermotard 950: front 120/70 ZR17 M/C (58W) Pirelli Diablo Rosso III - rear 180/55 ZR17 M/C (73W) Pirelli Diablo Rosso III
- Hypermotard 950 SP: front 120/70 ZR17 M/C (58W) Pirelli Diablo Supercorsa SP - rear 180/55 ZR17 M/C (73W) Pirelli Diablo Supercorsa SP

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.
Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action also in a bend, thanks to the cornering feature.

Selecting level 2, the ABS will privilege more and more the braking power, yet keeping a good lift-up control. ABS level 2 provides the cornering feature.
ABS level 1 is for expert riders and privileges braking power, to the detriment of stability and lift-up control. The cornering feature is still active. Moreover, level 1 activates the function of slide control under braking (available in this level only).

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: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use setting 3, that will help them keeping the motorcycle more stable even in emergency braking.

DWC indicator

The instrument panel displays DWC status as follows:

- if the DWC is active, the message “DWC” and the set intervention level number “1” to “8”;
- if DWC is active, but system is in degraded operation, “DWC” indication and the number (flashing); also the DTC/DWC warning light (8, Fig 52) starts flashing;
- when in fault, the “DWC” indication and the red "Err" message; also DTC/ DWC light (8, Fig 52) turns on;
- if DWC is disabled, "DWC" "OFF" indication.

Attention

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

Note

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level eight 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.

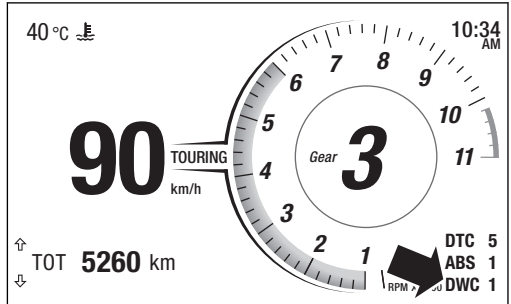


Fig 63

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 drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.

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

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

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

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

Tips on how to select the sensitivity level

Attention

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

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

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

The rider's experience

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

Level depends on type of track

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

Tips for use on the track

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

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC

sensitivity seems excessive, try levels 7, 6, 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 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

Clock

The instrument panel shows the time in the following format:

- AM (for values ranging between 12:00 and 11:59), or PM (for values ranging between 12:00 and 11:59).
- hh (hours) : mm (minutes);

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

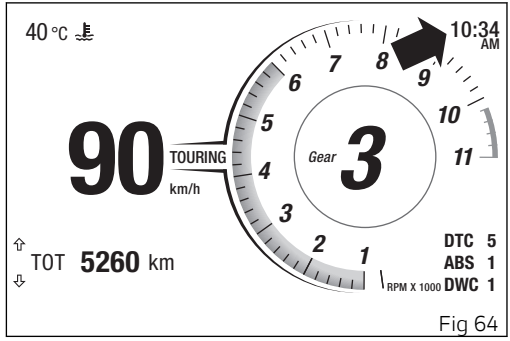


Fig 64

Engine Coolant temperature

The instrument panel displays the engine coolant temperature, showing the value in the set unit of measurement (°C or °F) together with the engine temperature symbol.
The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).
If reading is:

- <= (lower than or equal to) -40 °F (-40 °C), a string of three flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO" is displayed steadily;
- within the range +40 °C (+104 °F) to +120 °C (+248 °F), the value is displayed steadily;
- >= (higher than or equal to) +121 °C (+250 °F), "HI" is displayed flashing.

If the coolant temperature sensor is in fault, a string of three flashing dashes "- - -" is displayed with the set unit of measurement.
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

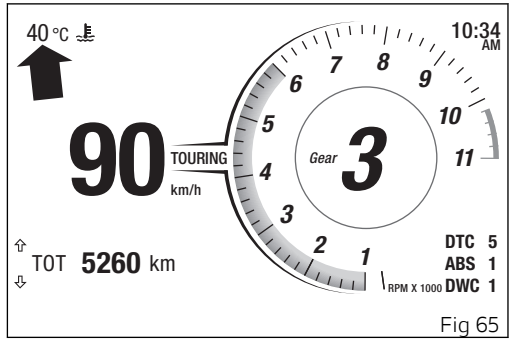


Fig 65

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

Riding mode

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: SPORT, TOURING, URBAN.
The selected and active riding mode is displayed in the central part of the display, between the speed value and the rev counter.

A dedicated page is associated with every riding mode.
The differences between the pages are the name and colour of the riding mode specified at the centre of the display and the colour of the rpm box:

- red for the SPORT Riding mode (A)
- black in DAY mode or white in NIGHT mode (see page 183) for the TOURING riding mode (B)
- grey for the URBAN riding mode (C)

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting menu pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF
- a specific ABS calibration (1, 2, 3)
- a specific engine power ENGINE (HIGH, MEDIUM, LOW) that modifies APS response (Accelerator Position Sensor)

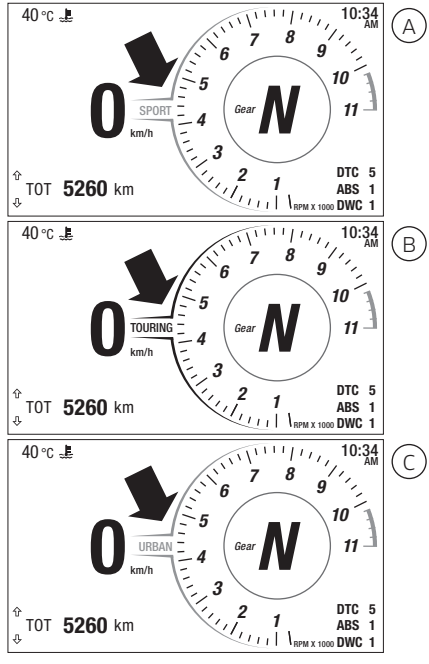


Fig 66

- a specific DQS quick shift (if any) gearbox calibration, if active within the BBS (UP, DOWN, UP/DOWN, OFF)
- a specific level of intervention for the wheelie control DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF)

Riding mode change function

This function allows changing vehicle riding modes in static and dynamic conditions. There are three possible riding modes: SPORT, TOURING, URBAN. To select the riding mode, press button (4) and hold it for 1 second.
The instrument panel still displays the speed indication on the right-hand side, while the left-hand side of the display lists the following:

- < Exit
- SPORT
- TOURING
- URBAN
- < Exit

When entering this function, the current riding mode is highlighted.
Use buttons (1) and (2) to scroll through the items in the list.
Select "< Exit" and press button (4) to quit the page without actually implementing the riding mode change.
When scrolling the riding modes, the parameters and their currently set values for the selected riding mode are shown at the centre of the display: Engine, DTC, ABS, DWC, DQS (if any).

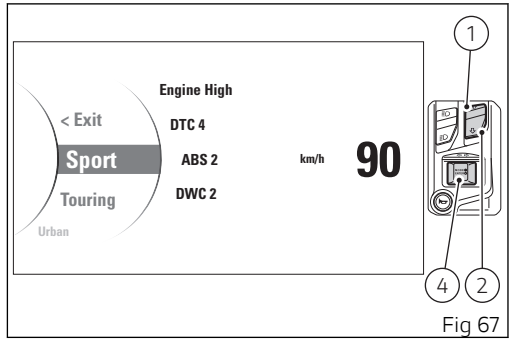


Fig 67

To set the selected riding mode, press button (4).

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

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of riding mode flashes for 3 seconds and instrument panel goes back to “standard page” displaying;
- if throttle is "open" the instrument panel activates the "Close throttle" (A) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying.

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

- if throttle is "closed" and brakes are released, the instrument panel confirms the selected riding mode, the name of the riding mode flashes for 3 seconds and goes back to "standard page" displaying;
- if throttle is "open" the instrument panel activates the "Close throttle" (A) indication; only when throttle is "closed" the new selected riding

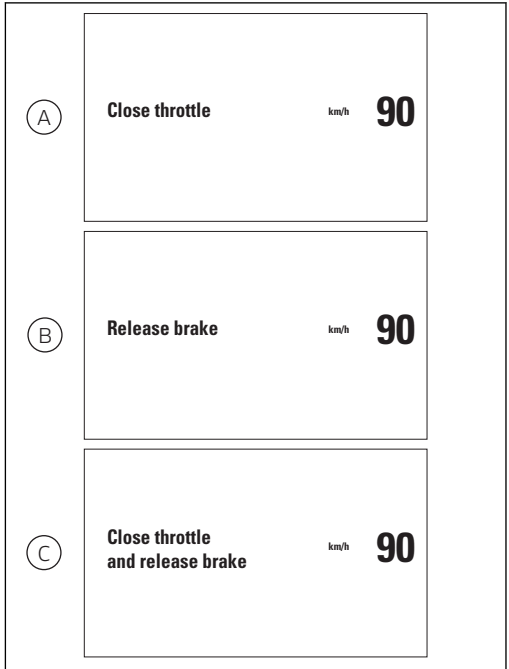


Fig 68

mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying;

- if throttle is "closed" but brakes are operated, the instrument panel activates the "Release brakes" (B) indication and only when brakes are released the new selected riding mode is confirmed and memorised, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "Close throttle and release brakes" (C) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorises the new selected riding mode and goes back to "standard page" displaying.

If the above-described conditions for “validating” the change of riding mode are not observed within 5 seconds from when “Close Throttle” or "Release brakes" or “Close throttle and release brakes” indications, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before riding mode selection started, and no settings will be changed.

Function menu

From the main screen, press button (1) or (2) on LH switch to scroll through the functions inside the menu.

Menu displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption 1 (CONS.AVG 1)
- Average speed 1 (SPEED AVG 1)
- Trip time 1 (TRIP TIME 1)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS.)
- Player management (PLAYER OFF - PLAYER ON) - only if the Bluetooth module is available and one smartphone is connected
- Call management (LAST CALLS) - only available if the Bluetooth module is available and one smartphone is connected
- Heated handgrips (HEATING GRIPS) - accessory
- Setting menu (SETTING MENU)

The UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - appear on the LH side of the menu indicating the possibility to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 126).

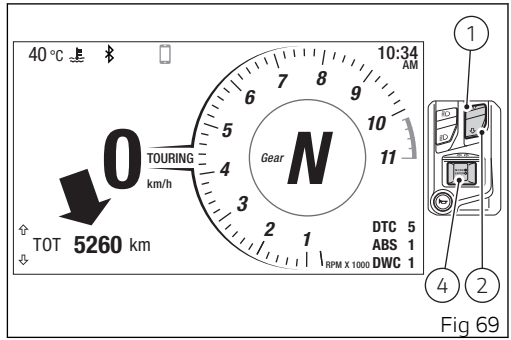


Fig 69

Odometer (TOT)

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

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

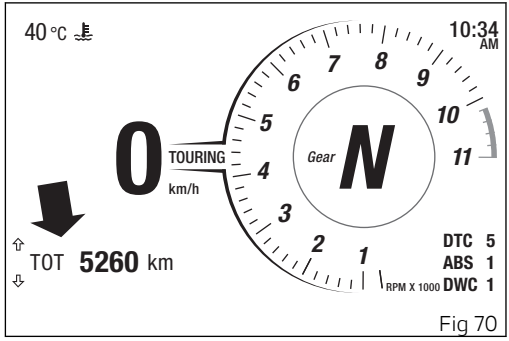


Fig 70

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

Note
When the instrument panel is switched on, this function is displayed for 10 seconds and then instrument panel goes back to the function that was set before switch-off.

Trip meter 1 (TRIP 1)

The trip meter 1 counts and displays the partial distance covered by the vehicle with the set unit of measurement (km or mi).
The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

TRIP 1 is used to calculate Average Fuel Consumption 1 (CONS. AVG 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

Press button (4) to reset TRIP 1.

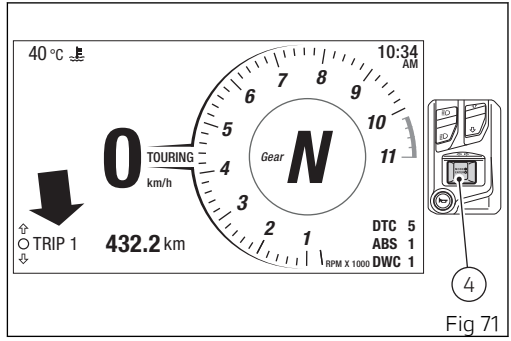


Fig 71

Resetting of TRIP 1

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

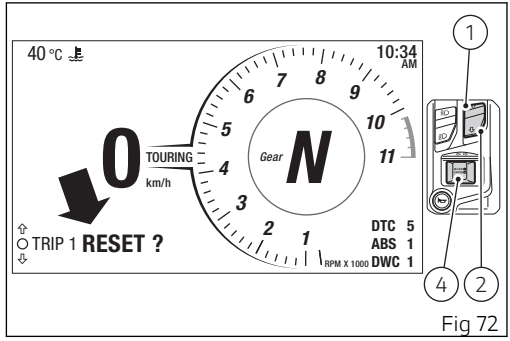


Fig 72

Note

When TRIP 1 is reset, the instrument panel also resets Average Fuel Consumption 1 (CONS. AVG 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

TRIP 1 information is automatically reset also in the following cases:

- Average Fuel Consumption 1 (CONS. AVG 1) reset
- Trip time 1 (TRIP TIME 1) reset
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

Average Fuel Consumption 1 (CONS.AVG 1)

This function shows the average fuel consumption calculated since Trip 1 (TRIP 1) was last reset.
The average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (km/l or l/100 km or mpg UK or mpg US).

When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes"- - -. -" as average fuel consumption.

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

Press button (4) to reset CONS.AVG 1.

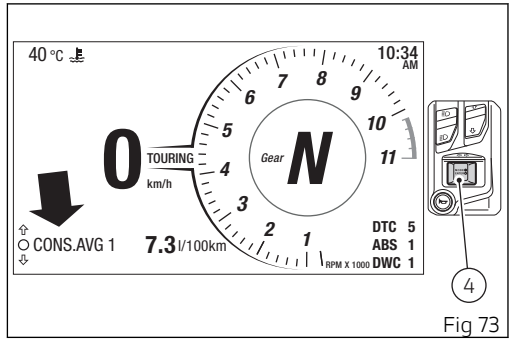


Fig 73

Resetting of CONS.AVG 1

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement.
If you press button (1) or (2), the instrument panel will display the average fuel consumption again, without resetting the value.
While if you press button (4), average fuel consumption is reset, and during the first 10 seconds when the value is not available, the display shows the dashes "- - - . -" together with the set unit of measurement.

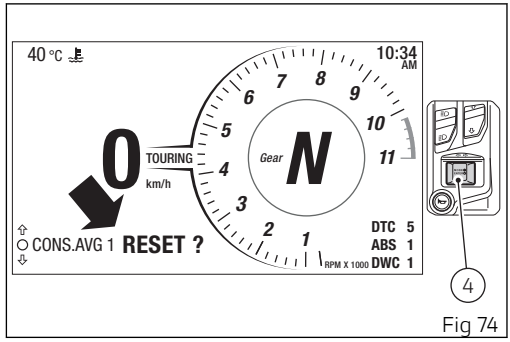


Fig 74

Note
When CONS.AVG 1 is reset, the instrument panel also resets Trip 1 (TRIP 1), Average Speed 1 (SPEED AVG 1) and Trip Time 1 (TRIP 1).

CONS. AVG 1 information is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Trip time (TRIP TIME 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

Average speed 1 (SPEED AVG 1)

This function shows the average speed calculated since Trip 1 (TRIP 1) was last reset.
The average speed is displayed with the indication “SPEED AVG. 1” and the indication of the unit of measurement (km/h or mph).
The average speed value displayed is calculated by adding 5%, as to be consistent with motorcycle speed indication.

When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of dashes "- - -" as average speed.

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

Press button (4) to reset SPEED AVG 1.

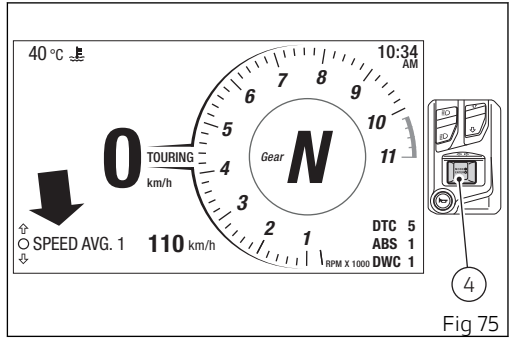


Fig 75

Resetting SPEED AVG. 1

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement.
If you press button (1) or (2), the instrument panel will display the average speed again, without resetting the value.
While if you press button (4), average speed is reset, and during the first 10 seconds when the value is not available, the display shows the dashes "- - -" together with the set unit of measurement.

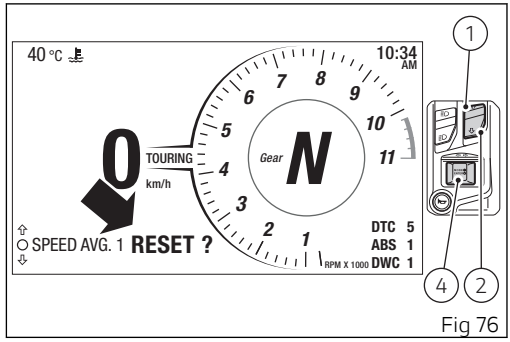


Fig 76

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

SPEED AVG. 1 information is automatically reset also in the following cases:
- when Trip meter 1 (TRIP 1) is reset;
- when Trip time (TRIP 1 TIME) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

Trip time 1 (TRIP TIME 1)

The instrument panel shows the trip time calculated since Trip 1 (TRIP 1) was last reset.
Value is displayed as hhh:mm followed by “TRIP TIME 1” indication.

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

Press button (4) to reset TRIP TIME 1.

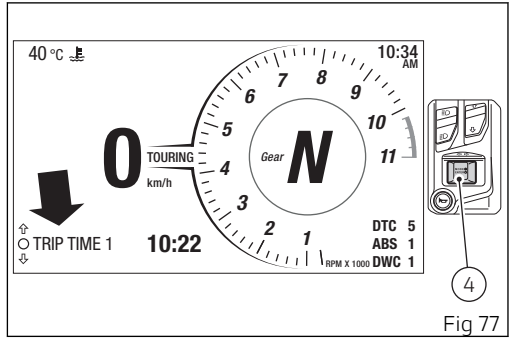


Fig 77

Resetting of TRIP TIME 1

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the value.
If you press button (1) or (2), the instrument panel will display the trip time again, without resetting the value.
While if you press button (4), value for trip time will be reset and the instrument panel will display TRIP TIME 1 at “0:00”.

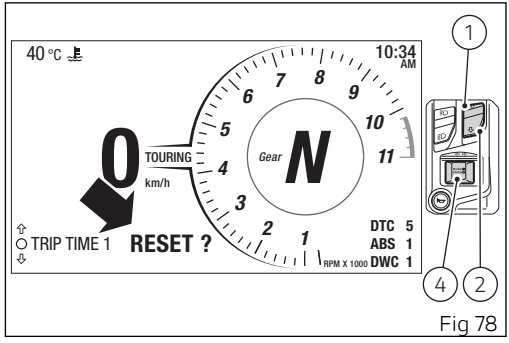


Fig 78

Note

When TRIP TIME 1 is reset, the instrument panel also resets Trip 1 (TRIP 1), Average Speed 1 (SPEED AVG 1) and Average Fuel Consumption 1 (CONS. AVG 1).

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

Ambient air temperature (T AIR)

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

The temperature value is displayed when ranging from -39 °C to +124 °C (or -38 °F ÷ +255 °F).
For temperature values lower than -39 °C (-38 °F) or higher than +124 °C (+255 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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

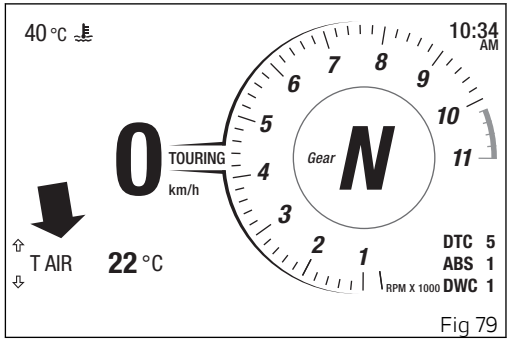


Fig 79

Note

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

Partial fuel reserve counter (TRIP FUEL)

To select this function in the function menu, scroll the functions available using buttons (1) and (2) to display “TRIP FUEL”.

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (i.e. since the low fuel light, (5, Fig 52) turns on) with the set unit of measurement (km or mi).
When the low fuel light (5 Fig 52) turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; then, it is possible to toggle through the other function menu functions.
Trip fuel reading remains stored even after Key-Off until the motorcycle is refuelled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.
The number of mi or km is displayed with the TRIP FUEL indication and unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

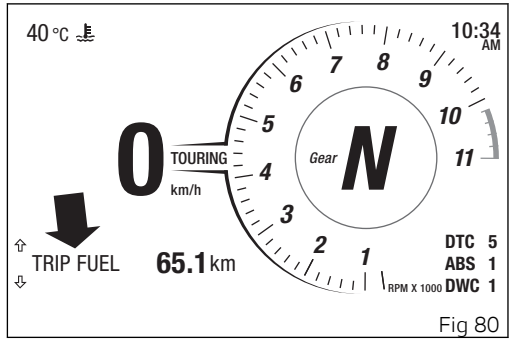


Fig 80

When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Function Menu.

Trip meter 2 (TRIP 2)

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

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

Press button (4) to reset TRIP 2.

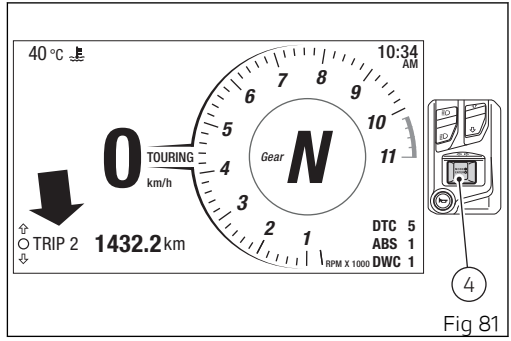


Fig 81

Resetting of TRIP 2

While the trip meter is displayed, press button (4) and the instrument panel will show the message “RESET?”.
If you press button (1) or (2), the instrument panel will display the trip meter again, without resetting the value.
While if you press button (4), the value for TRIP 2 will be reset and the instrument panel will display “0.0” followed by the set unit of measurement.

TRIP 2 information is automatically reset also in the following cases:

- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the Setting Menu.

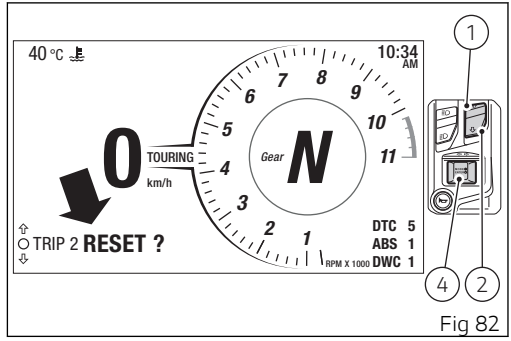


Fig 82

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.
Instant fuel consumption is displayed with the indication “CONS.” and the indication of the unit of measurement (km/L or L/100 km or mpg UK or mpg US).

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

It is possible to change the units of measurement for fuel consumption (both average and instantaneous together) through the Setting menu.

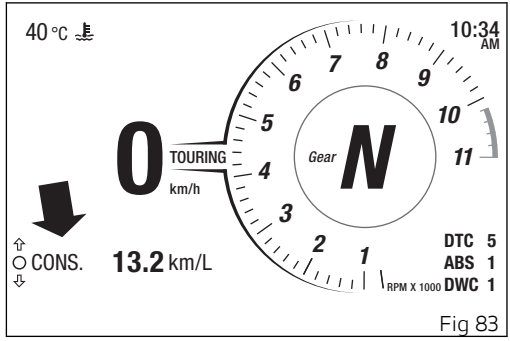


Fig 83

Music player management (PLAYER) - accessory

This function allows activating, deactivating and managing the music player.
It is available only if the Bluetooth control unit is installed and a smartphone is connected.
The function can be set to “OFF” or “ON”.

Important

If the smartphone connected to the instrument panel via Bluetooth is disconnected or turned off, the “Music player management (PLAYER)” function will not be listed in the functions of the menu. It appears again only when the smartphone is connected again to the instrument panel via Bluetooth.

Note

If the rider helmet/intercom is connected in addition to the smartphone, the tracks will be listened through the helmet headphones.

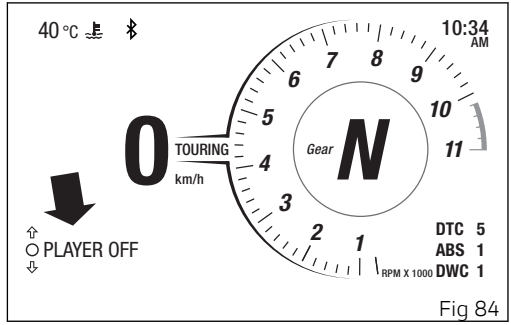


Fig 84

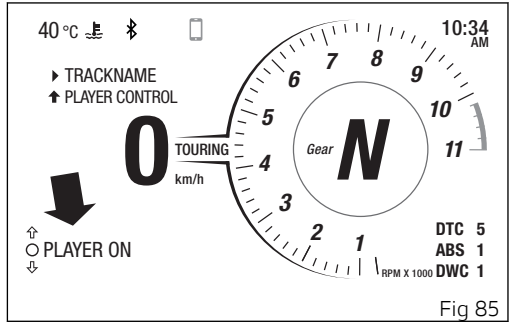


Fig 85

Music player control activation (from OFF to ON).

If the music player control is set to “OFF”, press button (4) to activate it.
With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A), together with the available controls (B), and the “EXIT” indication preceded by the black arrow facing downwards (C).

The full name of the track is displayed once, scrolling the characters from right to left, then only the first characters are displayed. If the title of the track is not available, “NOT AVAILABLE” will be displayed.

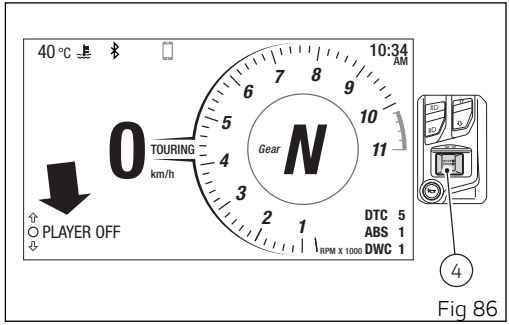


Fig 86

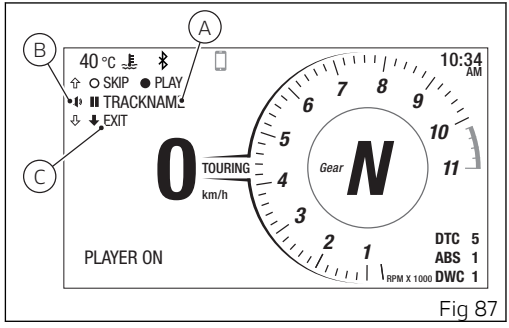


Fig 87

Music player controls

When the control is active, button (1), button (2) and button (4) are used by the instrument panel only for the music player controls. In particular:

- Play / Pause: press button (4) for 2 seconds.
- “SKIP” to next track: briefly press button (4).
- Increase volume “+”: briefly press button (1). The symbol “+” disappears while the button is being pressed to indicate that the operation has been carried out.
- Decrease volume “-”: briefly press button (2). The symbol “-” disappears while the button is being pressed to indicate that the operation has been carried out.
- “EXIT” from the music player control: press button (2) for 2 seconds.

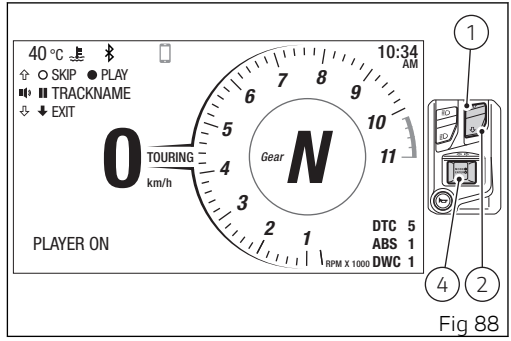


Fig 88

Play / Pause

When the track is paused (A), the display shows, to the left of the track, the symbol " ⏸ " and the black circle " ● " above, followed by the indication "PLAY", to indicate that if button (4) is pressed for 2 seconds the player will be started.

When the track is being played (B), the display shows, to the left of the track, the symbol " ▶ " and the black circle " ● " above, followed by the "PAUSE" indication, to indicate that if button (4) is pressed for 2 seconds the track will be paused.

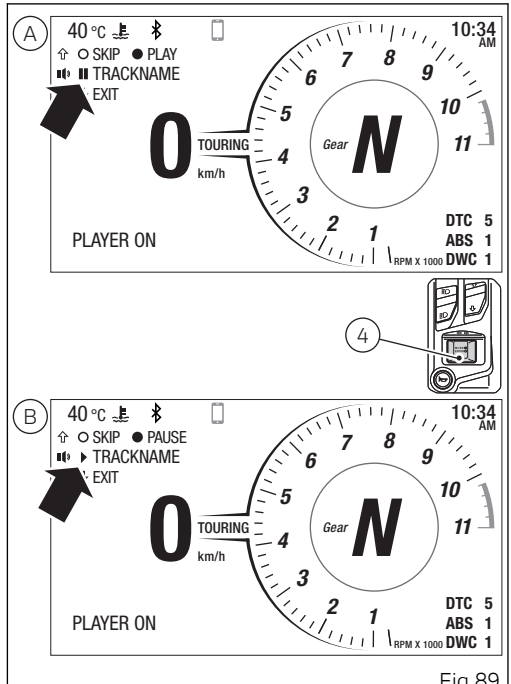


Fig 89

Exiting the active music player control (ON):

To exit the music player control (A) and keep it active, for example with the track being played, press button (2) for 2 seconds.

Then button (1), button (2) and button (4) go back to their “standard” functions for the management/ control of the instrument panel and are no longer used for the music player functions.

With the player on, even if you change function (e.g. TRIP 1), track title remains displayed.

After its activation, the function “Music player management (PLAYER)” is shown within the menu as “PLAYER ON” and a black arrow up is displayed underneath the track title, followed by “PLAYER CONTROL” (B).

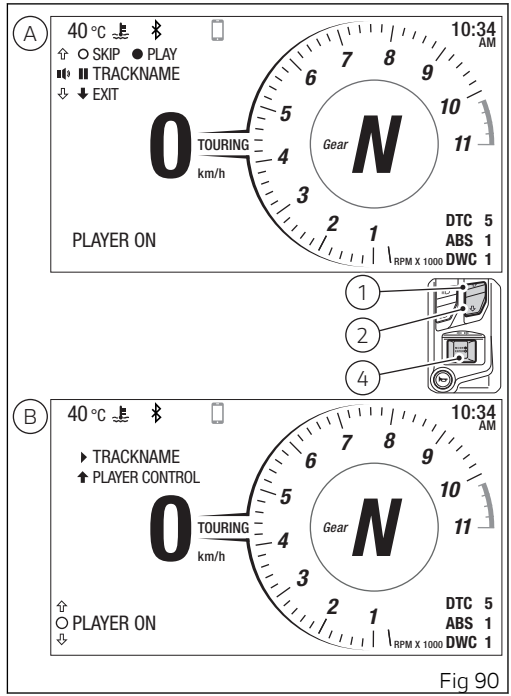


Fig 90

Reactivating the music player control (ON):

If the music player was activated and you exited the control to move to other functions, to reactivate the controls of the music player select the “Music player management (PLAYER)” (A) function in the menu and press button (1) for 2 seconds.

It is hence possible to access again to the music player control and button (1), button (2) and button (4) are used again by the instrument panel only for the music player controls (B).

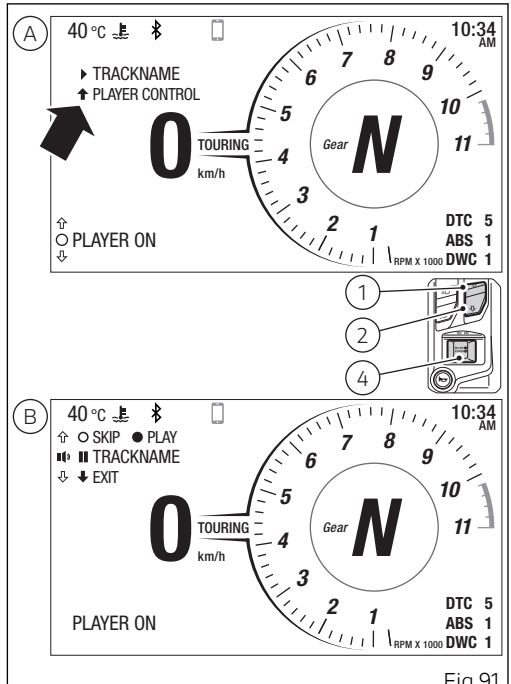


Fig 91

Music player control deactivation (from ON to OFF):

To set the music player control to “OFF” stopping also the track being played, select the PLAYER function from the menu.
The function will be indicated with the message “ON” (A), at this point press button (4).

The music player control is then set to “OFF” (B).

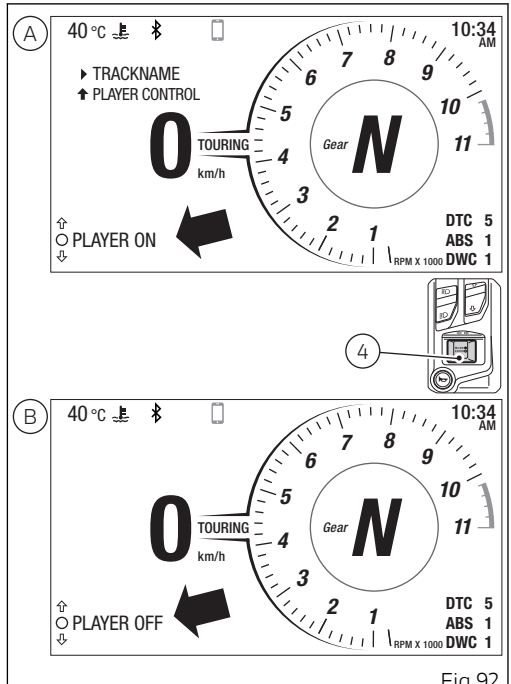


Fig 92

Call management (LAST CALLS) - accessory

This function shows the list of the last missed, outgoing or incoming calls and is available only if the Bluetooth control unit is installed and a smartphone is connected.

To display the list of calls, press button (4).
When entering this function, the display shows message “WAIT..” for a few seconds, then shows the name or phone number from the last call (Fig 94).

The instrument panel receives the call list information directly from the smartphone currently connected via Bluetooth.
Only the last 7 made, received or missed calls are displayed.

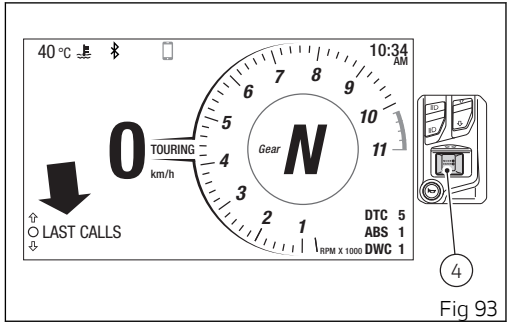


Fig 93

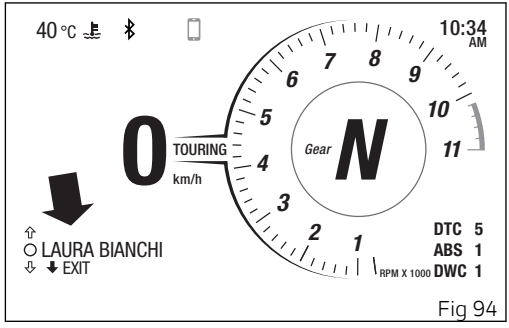


Fig 94

Use buttons (1) and (2) to scroll through the calls in the list. To make a call to the number/name selected from the list, press button (4). For more information refer to the chapter “Infotainment - accessory” on page 217.

If the list of calls is empty, “EMPTY” will be displayed (Fig 96). In this case it is only possible to exit the function.

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

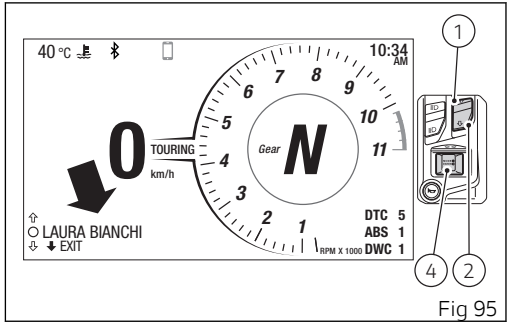


Fig 95

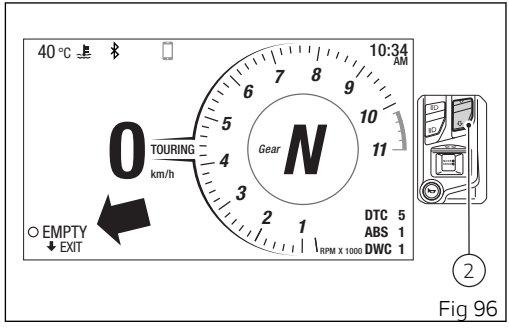


Fig 96

Heated handgrips (HEATING GRIPS) - accessory

This function is available only if the heated handgrips have been installed, allowing their activation, deactivation and adjustment.

Press button (1) and (2) to select the HEATING GRIPS function inside the function menu (Fig 97).
Pressing button (4) you view heated handgrip current setting (“OFF”, “LOW”, “MEDIUM”, “HIGH”) and the black arrow down followed by “EXIT” (Fig 98).

Now use button (1) and button (2) to scroll the levels, starting from the current one (“OFF”, “LOW”, “MEDIUM” and “HIGH”).
To select the new level for the heated handgrips and quit the settings, briefly press button (4) when display shows the required level.

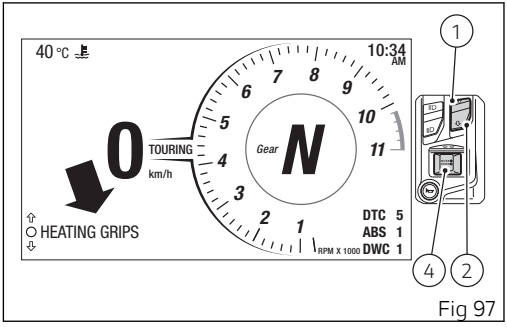


Fig 97

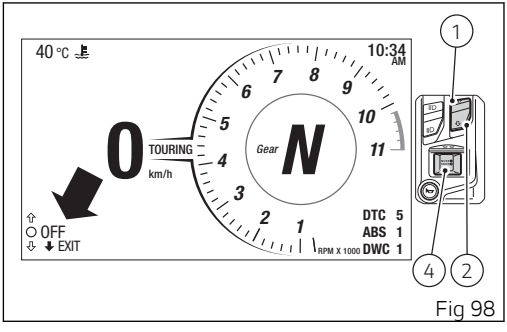


Fig 98

When a level other than “OFF” is selected, the heated handgrips symbol is displayed in the main page (Fig 99). The turning on of this symbol indicates that the heated handgrips are ready to be heated.

The actual turning on (heating) of the heated handgrips occurs only with engine started, when a certain number of engine rpm have been reached and maintained. This is to avoid affecting the battery charge level.
The actual switch-on (Fig 100) is indicated by the colour of the icon corresponding to the current heating level:

- icon on green background = “LOW” level
- icon on amber yellow background = “MEDIUM” level
- icon on red background = “HIGH” level

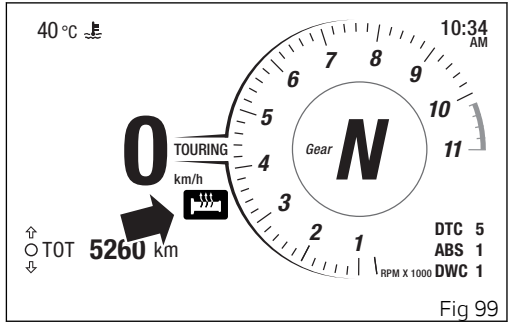


Fig 99

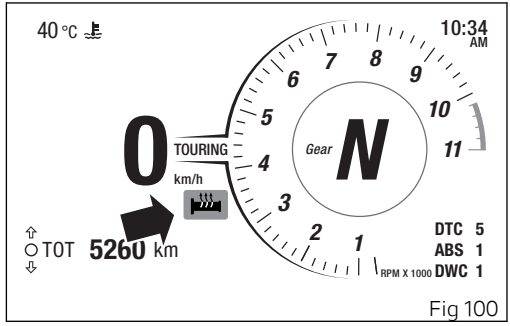


Fig 100

Setting menu (SETTING MENU)

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

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

To gain access to the setting menu, use button (1) or (2) to select “SETTING MENU” and press button (4).

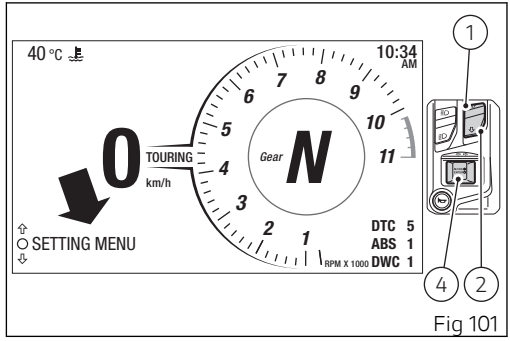


Fig 101

Note

The empty circle symbol ○ is only displayed when the actual vehicle speed is lower than or equal to 5 km/h (3 mph): if the actual vehicle speed is lower than or equal to 5 km/h (3 mph) and suddenly it goes above 5 km/h (3 mph), the empty circle symbol ○ turns off, and will come on again when vehicle speed is again lower than or equal to 5 km/h (3 mph).

Once entered in the setting menu the display changes the display mode.

The functions available inside the setting menu are:

- Riding Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tire Calibration
- DRL Control – active only if the DRL lights are present
- Bluetooth – active only if the Bluetooth module is fitted
- Turn Indicators
- Info

Important

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

Press button (1) or (2) to view the above functions of the setting menu one by one: in particular, use button (2) to view the following item and button (1) to view the previous item.

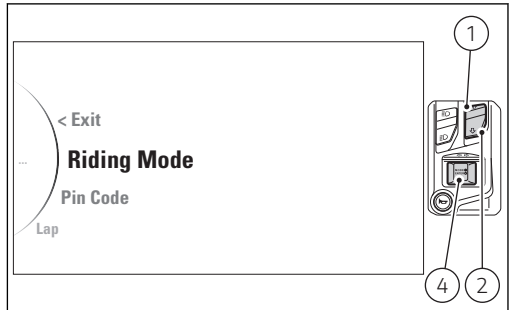


Fig 102

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

If function is not available or temporarily disabled, the menu page can not be opened.

To quit the setting menu you shall select "< Exit" and press button (4).

Setting menu - riding mode (Riding Mode)

All settings of every riding mode can be customised.

Enter the setting menu (SETTING MENU).
Select "Riding Mode" by pressing button (1) or (2).
Once function is displayed, press button (4).

When entering the function, the display shows available riding modes on the left side and current riding mode on the right side (Fig 104).
The following indications will be displayed in this page:

- < Back
- Sport
- Touring
- Urban
- All Default (visible only if one or more parameters of one or more Riding Modes are different from the "default" ones)
- < Back

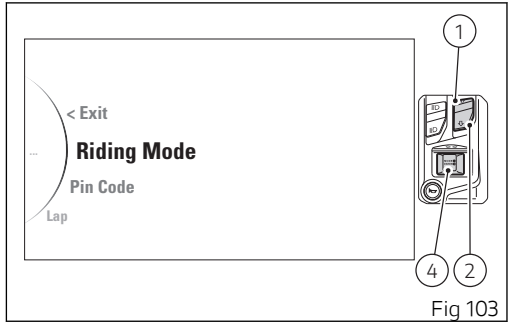


Fig 103

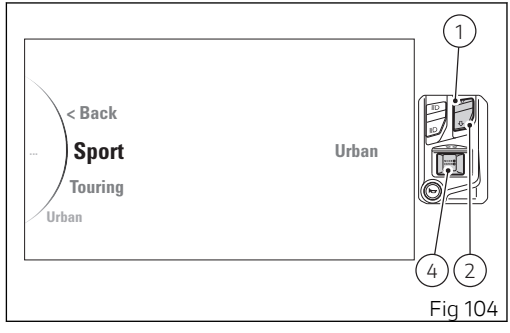


Fig 104

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

- use buttons (1) and (2) to select the riding mode to customise, then press button (4) to access the customisation page for the selected riding mode;
- use buttons (1) and (2) to select "< Back" press button (4) to go back to previous page;
- use buttons (1) and (2) to select "All Default", press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customised are Engine, DTC, ABS, DWC, DQS (if any) and Default (to reset riding mode to default factory values) (Fig 105).
The following indications will be displayed in this page:

- < Back
- Engine
- DTC
- ABS
- DWC
- DQS (if present)
- Default (visible only if one or more parameters are different from the "default" ones)

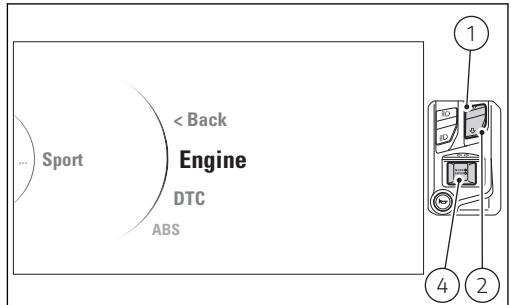


Fig 105

- < Back

Every time you press button (1) or (2) the instrument panel scrolls all the parameters for the selected Riding Mode. Once the parameter is highlighted, press button (4) to enter its setting page.

Any parameter change made is saved and remains in the memory also after a battery-off.
The parameters set by Ducati for each individual riding mode can be reset with the "Default" function and by pressing button (4).

Highlight "< Back" and press button (4) to exit the sub-menu and go back to previous page.

Attention

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

Note

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

Setting menu - riding mode- setting the engine (Engine)

This function customises engine power associated with each riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified (“Sport” , “Touring”, “Urban”) (B) and press button (4);
- then select the "Engine" indication (C) and press button (4).

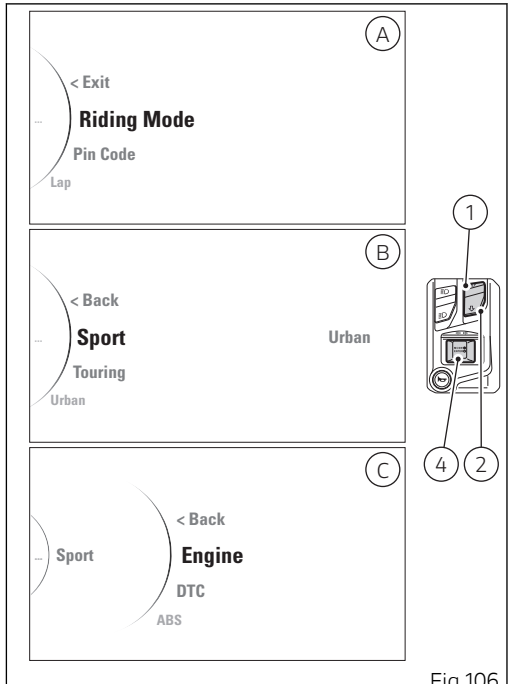


Fig 106

When entering the function, the display shows available customised settings - “High”, “Medium”, “Low” - on the left side and current setting on the right side.
The following indications will be displayed in this page:

- < Back
- High
- Medium
- Low
- < Back

At the centre of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

With buttons (1) and (2) select the new desired engine power.
For each level, the corresponding value in the table is highlighted.
Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

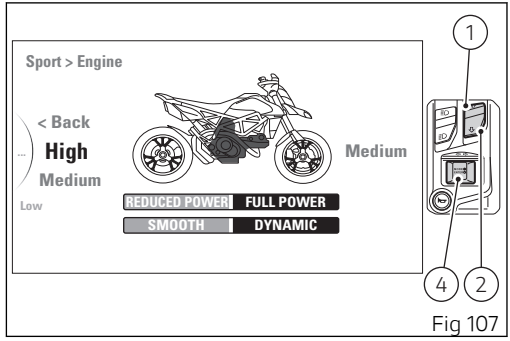


Fig 107

Setting menu - riding mode- setting the DTC (DTC)

This function allows customising or disabling DTC (Ducati Traction Control) intervention level, for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport" , "Touring", "Urban") (B) and press button (4);
- then select the "DTC" indication (C) and press button (4).

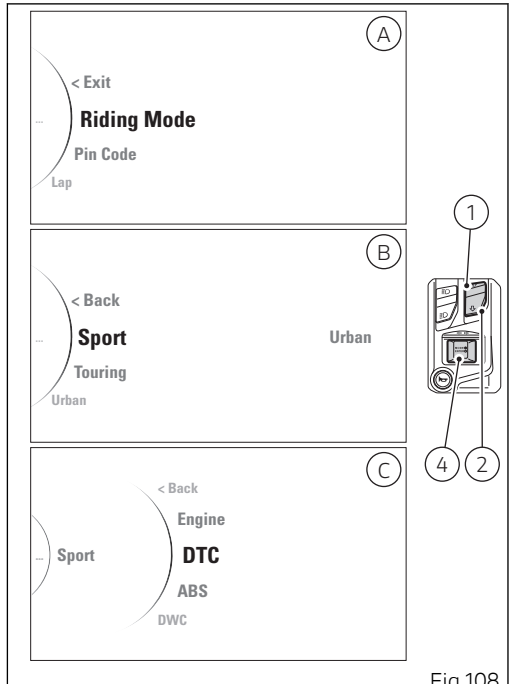


Fig 108

When entering the function, the display shows available customised level settings - “8” to “1” and “Off” - on the left side and current setting on the right side.
The following indications will be displayed in this page:

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

At the centre of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.
Once the desired level is selected, press button (4) to confirm the selection.

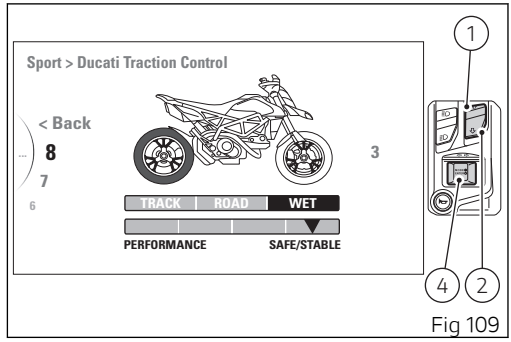


Fig 109

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

Note
If DTC is disabled, also DWC will be automatically disabled: in this case it will not be possible to enter the setting menu for the DWC. When DTC shall be re-enabled, previously saved DWC level will be set, and rider can then customise DWC setting.

Setting menu - riding mode- setting the ABS (ABS)

This function allows customising ABS intervention level, for each single riding mode.
To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified (“Sport” , “Touring”, “Urban”) (B) and press button (4);
- then select the "ABS" indication (C) and press button (4).

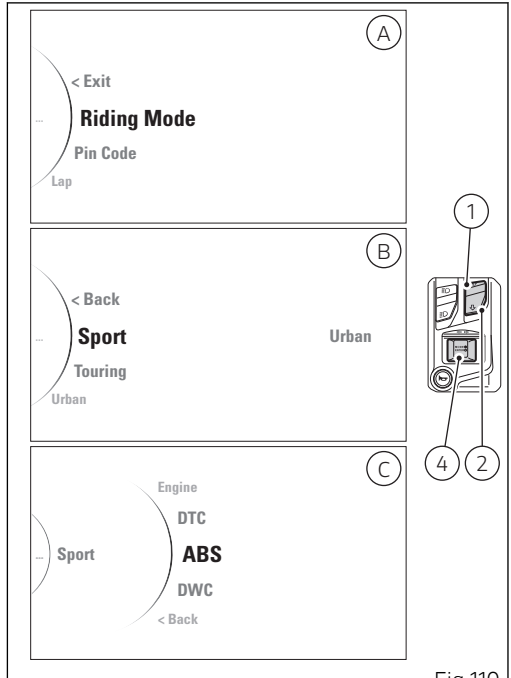


Fig 110

When entering the function, the display shows available customised level settings - “3” to “1” - on the left side and current setting on the right side. The following indications will be displayed in this page:

- < Back
- 3
- 2
- 1
- < Back

At the centre of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.
Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

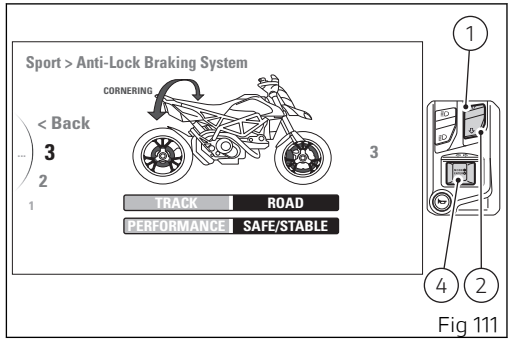


Fig 111

Setting menu - riding mode- setting the DWC (DWC)

This function allows customising or DWC (Ducati Wheelie Control) intervention level, for each single riding mode.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified (“Sport” , “Touring”, “Urban”) (B) and press button (4);
- then select the "DWC" indication (C) and press button (4).

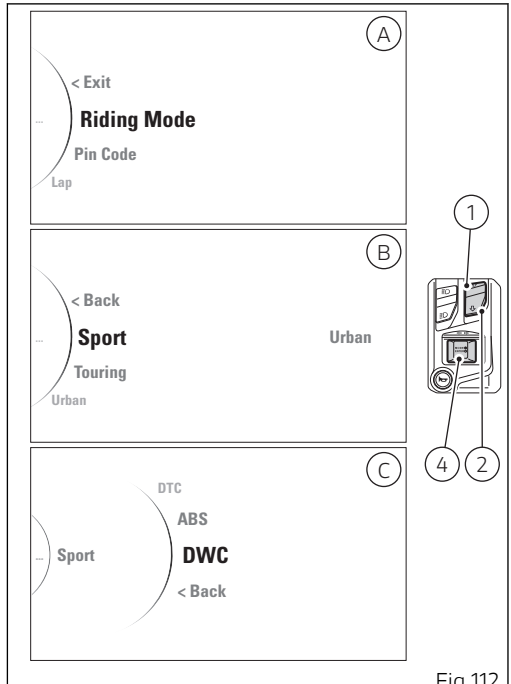


Fig 112

When entering the function, the display shows available customised level settings - “8” to “1” and “Off” - on the left side and current setting on the right side.
The following indications will be displayed in this page:

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

At the centre of the screen is also the bike profile with the service area highlighted, and a chart containing reference information.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.
Once the desired level is selected, press button (4) to confirm the selection.

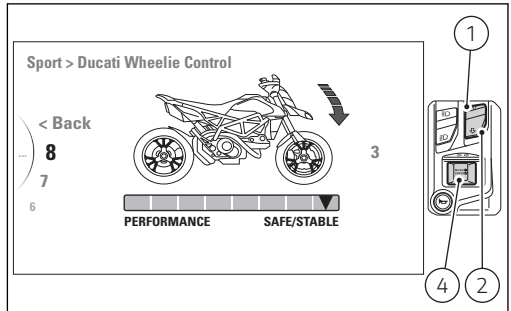


Fig 113

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

Note
If DTC is disabled, also DWC will be automatically disabled: in this case it will not be possible to enter the setting menu for the DWC. When DTC shall be re-enabled, previously saved DWC level will be set, and rider can then customise DWC setting.

Setting menu - riding mode - setting the DQS - accessory (DQS)

This function disables or enables the DQS in UP/DOWN mode for each single riding mode, and is available only if the DQS is actually installed to the vehicle.

To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified (“Sport” , “Touring”, “Urban”) (B) and press button (4);
- then select the "DQS" indication (C) and press button (4).

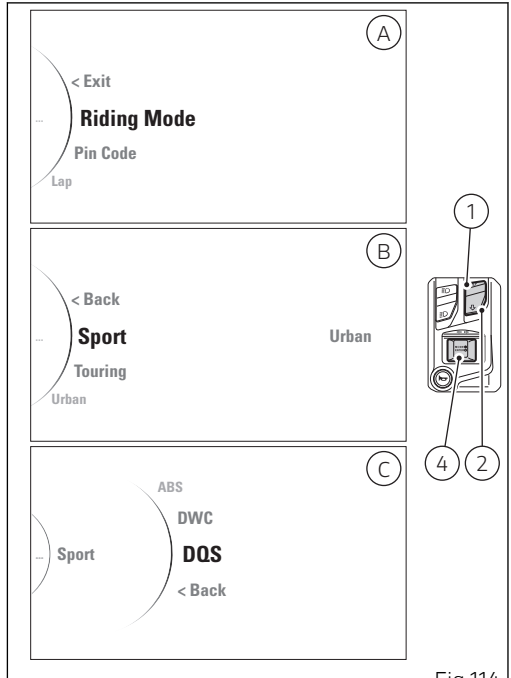


Fig 114

When entering the function, the display shows available customised level settings - “Up/Down” and “Off” - on the left side and current setting on the right side.
The following indications will be displayed in this page:

- < Back
- Up/Down
- Off
- < Back

At the centre of the screen, the service area is also highlighted.

Use buttons (1) and (2) to select the desired level. For each level, the corresponding value in the table is highlighted.
Once the desired level is selected, press button (4) to confirm the selection.

To exit the menu and go back to previous page use buttons (1) and (2) to select the "< Back" indication and press button (4).

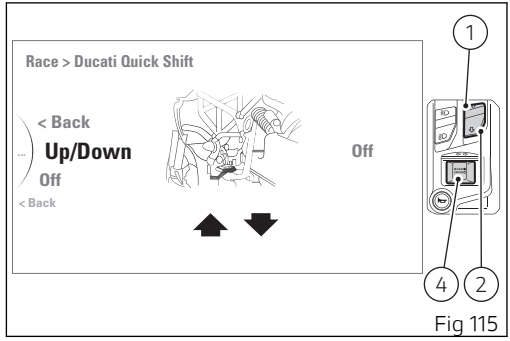


Fig 115

Setting menu - riding mode- restore values (Default)

This function restores all parameters for a single riding mode and is only available if one or more parameters have been previously modified, compared to factory settings.
To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (A) and press button (4);
- then select the riding mode to be modified ("Sport" , "Touring", "Urban") (B) and press button (4);
- then select "Default" (C).

Press button (4) when "Default" is selected; the instrument panel sets all parameters for the selected riding mode to factory settings. The display shows "< Back" and the "Default" item is no longer in the list.

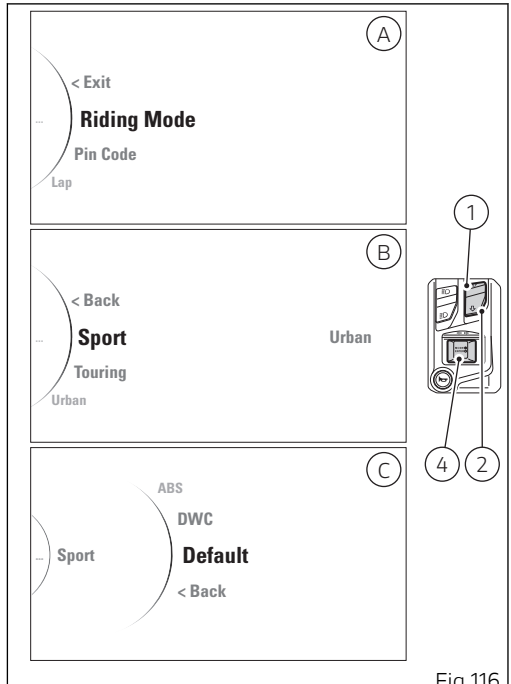


Fig 116

Setting menu - riding mode - restore all values for all riding modes (All Default)

This function restores all parameters for all riding modes and is only available if one or more parameters have been previously modified, in one or more riding modes, compared to factory settings. To open this function:

- enter the setting menu (SETTING MENU);
- press button (1) or button (2) to select "Riding Mode" (Fig 117) and press button (4);
- select “All Default” (Fig 118).

Press button (4) when “All Default” is selected; the instrument panel sets all parameters for all riding modes to factory settings. The display shows “< Back” and the “All Default” item is no longer in the list.

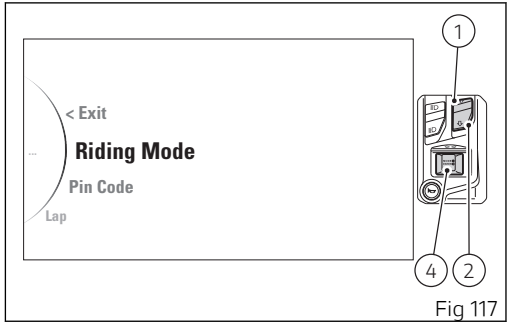


Fig 117

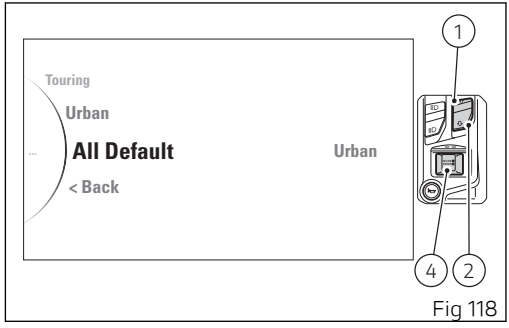


Fig 118

Setting menu - pin code activation (Pin Code)

This function allows the user to activate or modify the Pin Code.
The Pin Code is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

To change the Pin Code refer to the chapter “Setting menu - Pin code (Pin Code)”.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the Pin Code”.

Attention

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

Enter the setting menu (SETTING MENU).



Fig 119

“Select Pin Code option”, by pressing button (1) or (2). Once function is displayed, press button (4).

The following indications will be displayed in this page:

- < Back
- New Pin

Select “New Pin” (A) using button (1) and button (2) and press button (4) to validate and enter the new Pin Code.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).

Note
If "Modify Pin" appears when accessing this function, this means that there is already a stored Pin Code and therefore the function is already active.

Entering the Pin Code (B):

After accessing the new Pin Code entering function, the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the code: “0” and “- - -“.
The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

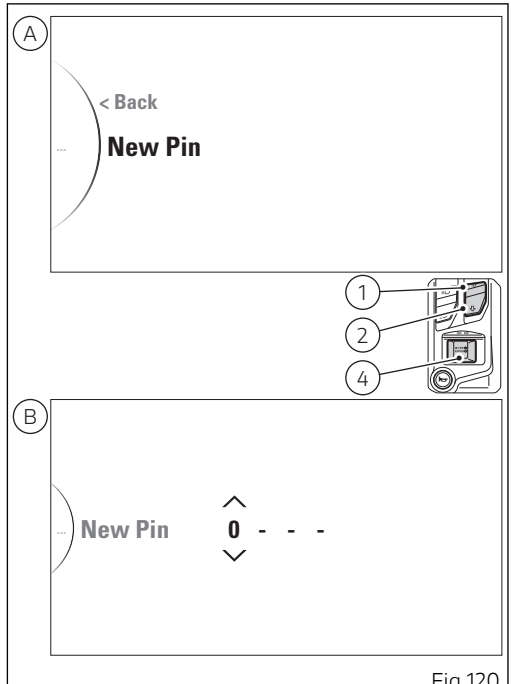


Fig 120

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

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

- < Back
- Memory (orange)

To exit the menu and go back to previous page without saving the set code, highlight the "< Back" indication and press button (4).
To memorise the entered code, highlight the "Memory" indication (orange) and press button (4) (Fig 121).
Then, the instrument panel will activate the “Memorised” indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication “Modify Pin” (instead of “New Pin”): in fact, after memorising the first Pin Code, the page of the menu where to enter the “New Pin” is no longer available and is replaced by the page to modify the Pin Code.

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

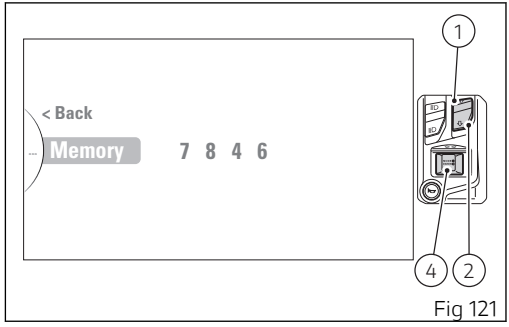


Fig 121



Fig 122

Setting menu - pin code modification (Pin Code)

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

To activate the Pin Code refer to the chapter “Setting menu - Pin code activation (Pin Code)”.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the Pin Code”.

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

Enter the setting menu (SETTING MENU).
“Select Pin Code option”, by pressing button (1) or (2).
Once function is displayed, press button (4).

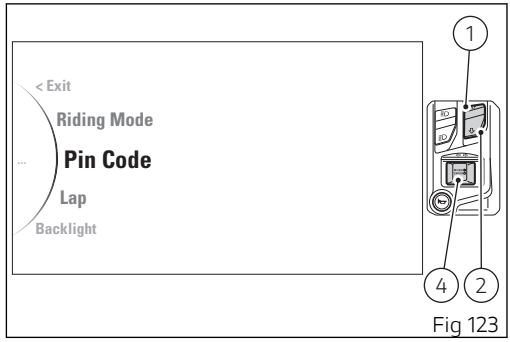


Fig 123

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

- < Back
- Modify Pin

Select “Modify Pin” (A) using button (1) and button (2) and press button (4) to validate and modify the Pin Code.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).

Note
If "New Pin" appears when accessing this function, it means that the Pin Code has never been activated and it is necessary to do it.

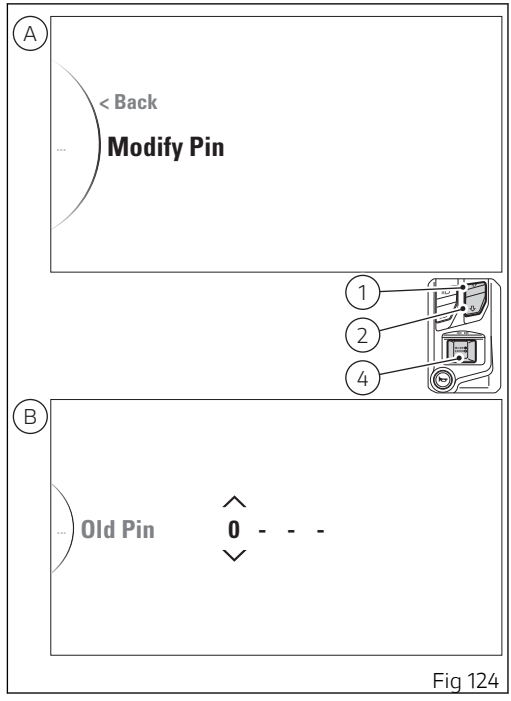


Fig 124

Entering the old Pin Code:

After accessing the Pin Code change function (Modify Pin), the instrument panel displays “Old Pin” with spaces allowing to enter the four digits of the previously set Pin code: “0” and “- - -“. The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

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

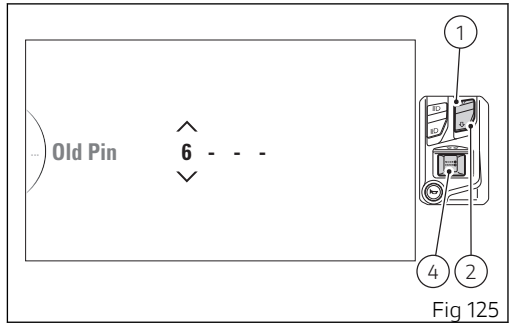


Fig 125

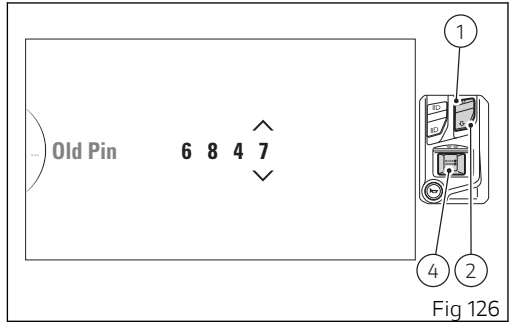


Fig 126

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

- if the pin code is not correct, the instrument panel displays “Wrong” (Fig 127) highlighted in red 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” highlighted in green for 2 seconds, and then displays the page for entering the new Pin Code

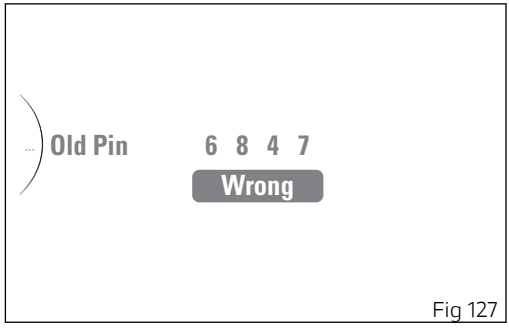


Fig 127

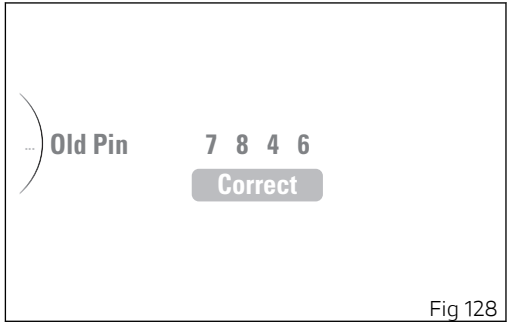


Fig 128

Entering the new Pin Code:

After accessing the new Pin Code entering function, the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the code: “0” and “- - -”.

The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

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

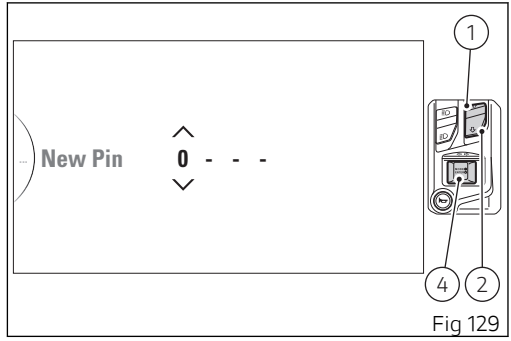


Fig 129

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

- < Back
- Memory (orange)

To exit the menu and go back to previous page without saving the set code, highlight the "< Back" indication and press button (4).
To memorise the entered code, highlight the "Memory" indication (orange) and press button (4) (Fig 130).
Then, the instrument panel will activate the “Memorised” indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen.

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

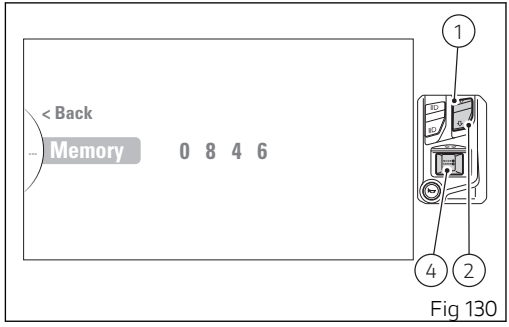


Fig 130

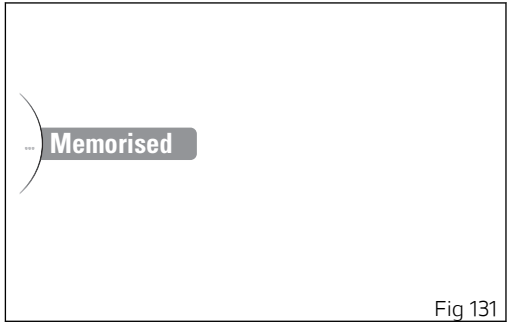


Fig 131

Setting menu - lap time (Lap)

This function allows the rider to enable or disable the lap timer and view of delete the stored lap information.
It is possible to record a maximum of 30 laps. For each lap, system stores top speed and maximum rpm as read during the lap.

Enter the setting menu (SETTING MENU).
Select “Lap”, by pressing button (1) or (2). Once function is displayed, press button (4).

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

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

(*) This indication is visible only if the lap function is “disabled” (Off)
(**) This indication is visible only if the lap function is “enabled” (On)
(***) This indication is visible only if one or more saved laps are present

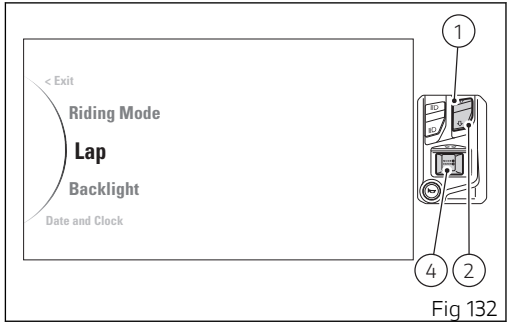


Fig 132

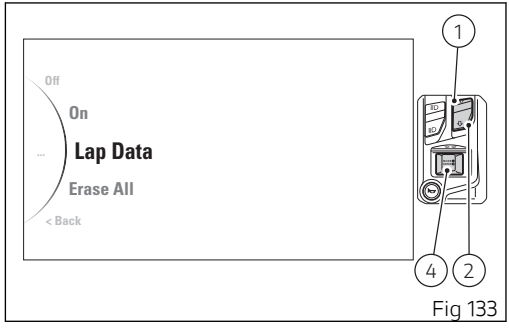


Fig 133

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

- If the indication is “On” the instrument panel activates the Lap Function; once it is activated, it is possible to record the lap time;
- If the indication is “Off” the instrument panel disabled the Lap function;
- If the indication is “Lap Data”, the instrument panel displays the stored laps;
- If the indication is “Erase All”, the instrument panel erases all stored laps.



Note

In case of Key-Off or of an interruption of the power supply from the battery (Battery Off), when power is restored at the next Key-On, the LAP function will always be set by default to “Off”.

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

Displaying the stored laps

The laps previously stored can be displayed. The information displayed is lap time, maximum rpm and top speed.
To view the laps, enter (the SETTING MENU, use buttons (1) and (2) to select "Lap" and press button (4).
Then use buttons (1) and (2) to select “Lap Data” and press button (4).

If there are no memorised laps, when accessing this page the instrument panel will show “< Back” and “No Lap”.

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



Fig 134

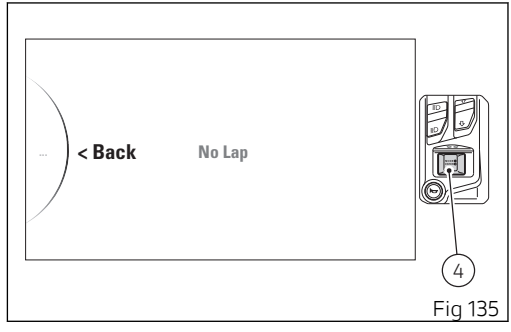


Fig 135

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

- < Back
- Lap 01
- .....
- Lap 30
- < Back

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

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

It is possible to record maximum of 30 LAPs.

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

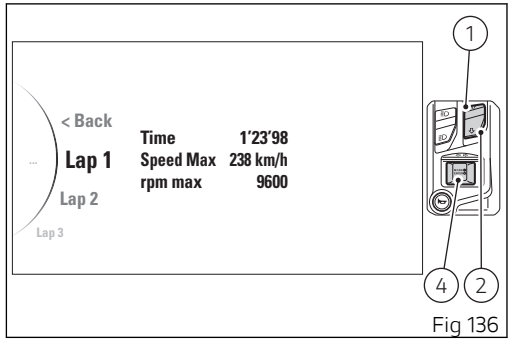


Fig 136

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

Note
If top speed over the lap exceeded 299 Km/h (186 mph), this function shows the actual speed reached (e.g.: 316 Km/h).

Erasing stored laps

The memorised laps can be erased with the “Erase All” function.
To erase the laps, enter (the SETTING MENU, use buttons (1) and (2) to select "Lap" and press button (4).

When entering this function, the instrument panel will not activate any erasing option if no lap is stored. While if there are stored laps, the option “Erase All” is displayed when entering this function, allowing the rider to erase the lap data.
Use buttons (1) and (2) to select “Erase All” and press button (4).

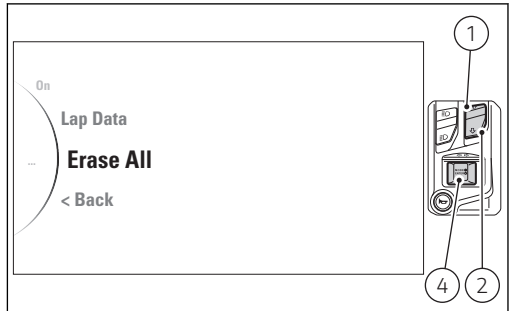


Fig 137

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

- “Wait...” for 1 second;
- and then “Erase OK” for 1 second to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

Note

If the memory erasing procedure is started when the function is active, the instrument panel will stop the function.

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

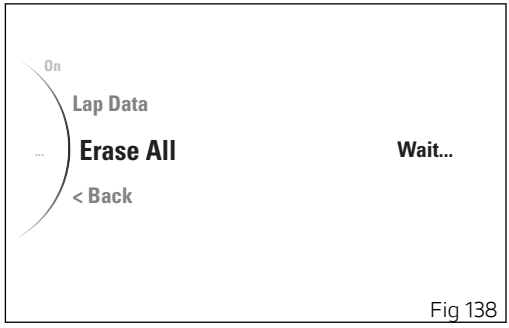


Fig 138

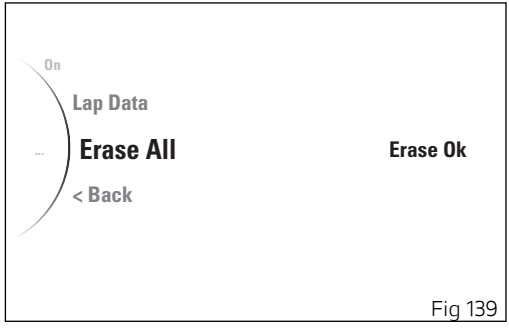


Fig 139

Setting menu - setting the backlighting (Backlight)

This function allows the rider to set the way display colours are viewed according to NIGHT and DAY modes.

Enter the setting menu (SETTING MENU).
Select "Backlight", by pressing button (1) or (2). Once function is displayed, press button (4).

When entering the function, the display shows available modes on the left side and current mode on the right side (Fig 141).
The following indications will be displayed in this page:

- < Back
- Day
- Night
- Auto
- < Back

With buttons (1) and (2) it is possible to select the desired display backlight.
Once the desired backlight is highlighted, press confirm button (4) to memorise the new selection.

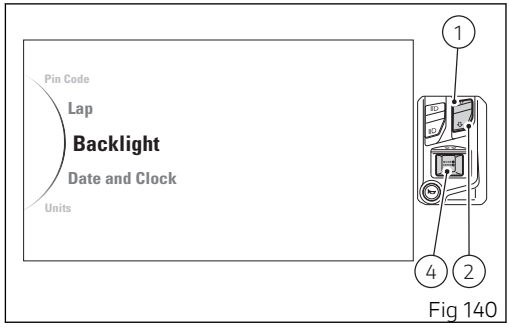


Fig 140

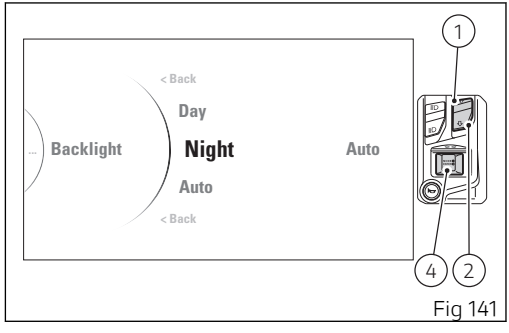


Fig 141

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

Select "Day" (day mode) to permanently set display white background for improved readability, recommended in conditions of strong ambient light.

Select "Night" (night mode) to permanently set display black background for dimmed visibility, recommended in case of poor ambient light and/or at night.

Select "Auto" (automatic mode) to automatically adjust background colour according to ambient light (detected by a sensor). If exterior light is very bright, the display will switch to white background. If exterior light is poor, the display will switch to black background.



Note

In case of battery off, when the voltage is restored and upon next Key-On, back lighting will always be set on "AUTO" mode.

Setting menu - setting the date and time (Date and Clock)

This function allows setting date and time.

Enter the setting menu (SETTING MENU).
Select “Date and Clock” option, by pressing button (1) or (2). Once function is displayed, press button (4).

The following indications will be displayed on this page (Fig 143):

- < Back
- Date
- Clock
- < Back

With buttons (1) and (2) it is possible to select the parameter to be modified.
Select “Date”, at the centre of the display is currently set date in the format “YYYY / MM / DD” (year / month / day); press button (4) to set the date.
Select “Clock” , at the centre of the display is currently set time in the format “AM/PM HH : MM” (AM or PM, hours : minutes); press button (4) to set the time.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).



Fig 142

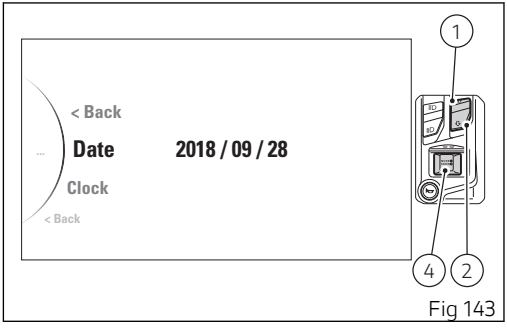


Fig 143

Note
If the date has never been set or has been reset, the display shows a string of dashes in place of the year, month and day ("- - - - / - - / - -").

Note
If the time has never been set or has been reset, the display shows time as "AM - -: - -".

Date setting (Date)

Select “Date” (A) and press button (4), the instrument panel will show “Set...” on the right side, and at the centre the flashing year with two arrows above and below the number (B), thereby indicating the possibility to modify the figure by means of button (1) and button (2):

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

When the two arrows are displayed above and below the flashing month indication, they give the possibility to set it:

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

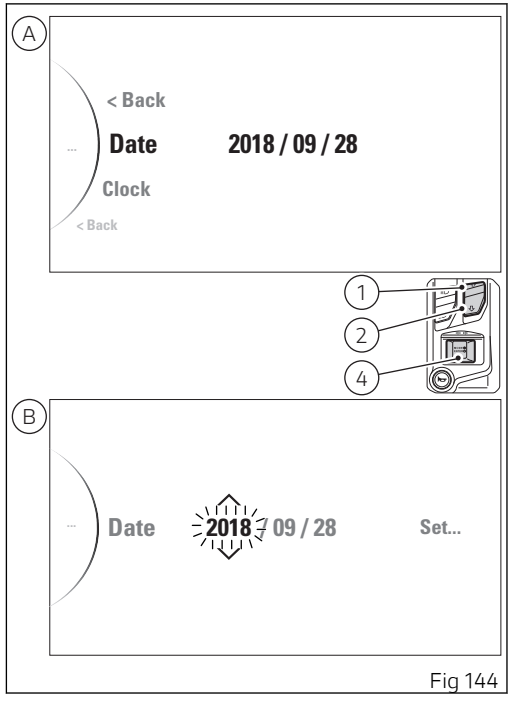


Fig 144

When the two arrows are displayed above and below the flashing day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 (“01”, “02”, ...“31”, “01”);
- press button (2) to decrease the day by 1 (“31”, “30”, ...“01”, “31”);
- once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set date and activates the indication “< Back”.
If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically go back to setting the year without storing any new date.

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

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

Time setting (Clock)

Select “Clock” (A) and press button (4), the instrument panel will show “Set...” on the right side, and at the centre the flashing time with “AM” or “PM” and with two arrows above and below (B), thereby indicating the possibility to modify the figure by means of button (1) and button (2). Once you set the desired value, press button (4) to confirm: the arrows move to the hour value to allow setting it.

When the two arrows are displayed above and below the flashing hour indication, they give the possibility to set it:

- press button (1) to increase hour value by 1(“01”, “02”, ... “12”, “01”);
- press button (2) to decrease hour value by 1 (“12”, “11”, ...“01”, “12”);
- once you reach the value to be set, press button (4) to confirm. The arrows will then move to the minute value to allow setting it.

When the two arrows are displayed above and below the flashing minute indication, they give the possibility to set it:

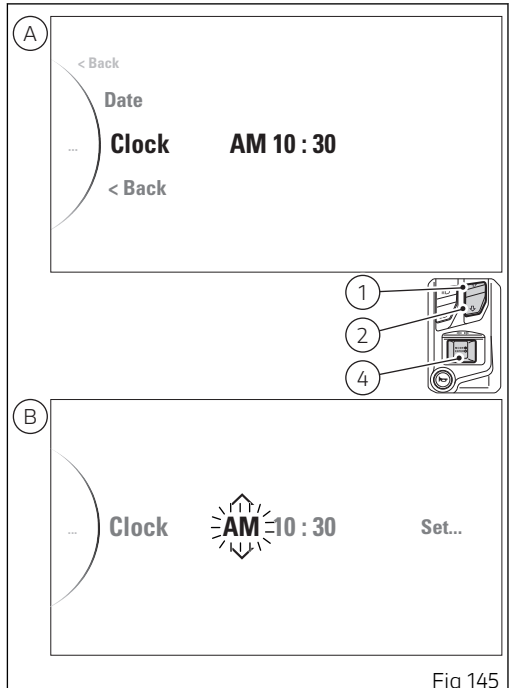


Fig 145

- press button (1) to increase minutes by 1 (“00”, “01”, ...“59”, “00”);
- press button (2) to decrease minutes by 1 (“59”, “58”, ...“00”, “59”);
- once you reach the value to be set, press button (4) to confirm.

After pressing button (4) to confirm the minutes, the instrument panel saves the set time and activates the indication “< Back”.

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

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

Setting menu - unit of measurement setting (Units)

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

Enter the setting menu (SETTING MENU). Select “Units” option, by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function (Fig 147), the instrument panel displays the following indications:

- < Back
- Speed
- Temperature
- Consumption
- All Default
- < Back

The “All Default” indication is visible only if one or more parameters have been modified.

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

- Speed;
- Temperature;
- Fuel consumption.

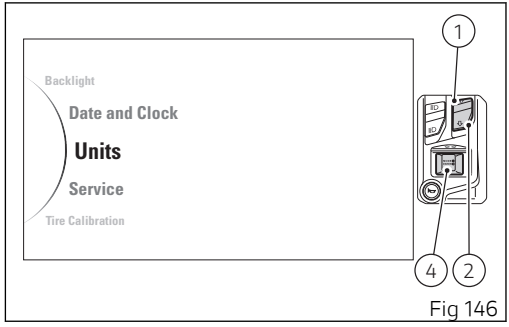


Fig 146

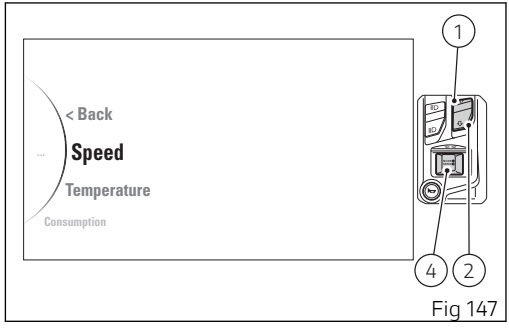


Fig 147

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

- select “Speed” and press button (4) to customise the speed unit of measurement;
- select “Temperature” and press button (4) to customise temperature unit of measurement;
- select “Fuel consumption” and press button (4) to customise fuel consumption unit of measurement;
- select “All Default” and press button (4) to restore all values of the units of measurements of all displayed quantities.

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

Setting the unit of measurement for speed (Speed)

This function allows to change the units of measurement of speed and hence even the ones of distance travelled.
This page (Fig 149) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- km/h
- mph
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).

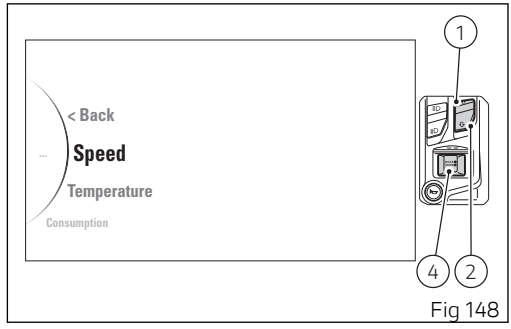


Fig 148

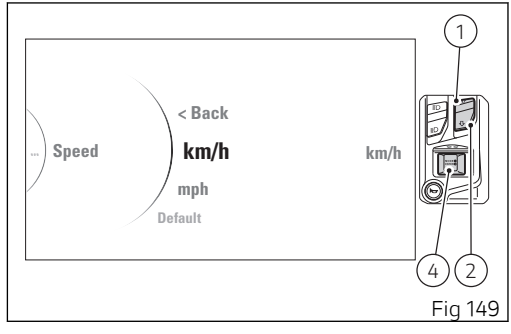


Fig 149

Setting the unit of measurement for temperature (Temperature)

This function allows you to change the units of measurement of the temperature.
This page (Fig 151) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- °F
- °C
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).

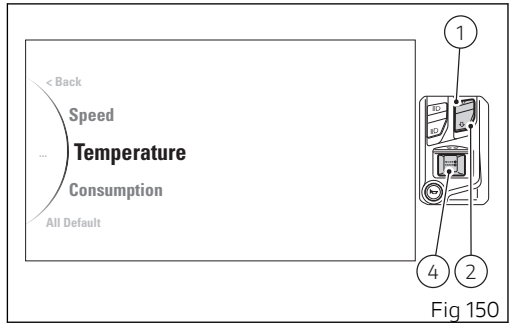


Fig 150

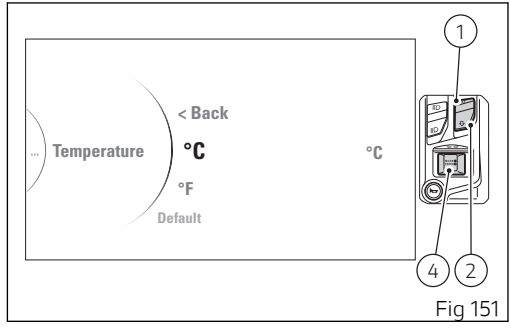


Fig 151

Setting the unit of measurement for fuel consumption (Consumption)

This function allows you to change the units of measurement of the fuel consumption.
This page (Fig 153) shows currently set units of measurement on the right side and the following options on the left side:

- < Back
- l/100
- km/l
- mpg UK
- mpg US
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "< Back" indication and press button (4).

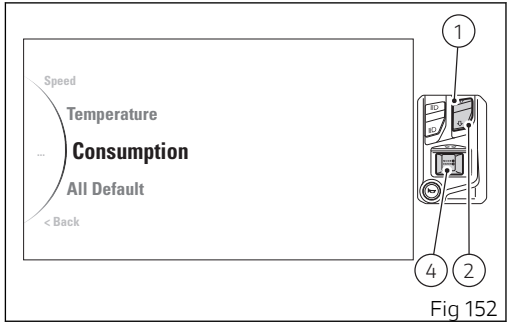


Fig 152

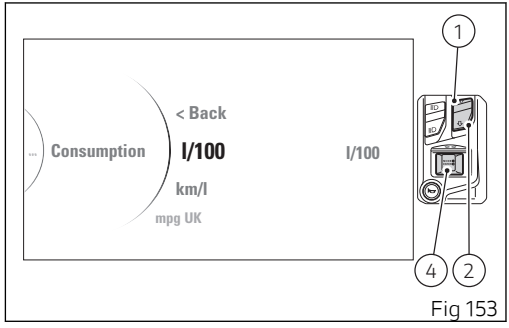


Fig 153

Setting menu - service information (Service)

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

Enter the setting menu (SETTING MENU).
Select “Service” option, by pressing button (1) or (2).
Once function is displayed, press button (4).

When entering this function (Fig 155), the instrument panel will list, for each type of maintenance, the countdown for reaching the maintenance threshold:

- Oil Service with logo and mileage (in km or miles) left before the next threshold;
- Desmo Service with logo and mileage (in km or miles) left before the next threshold;
- Annual Service with logo and expiration date.

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

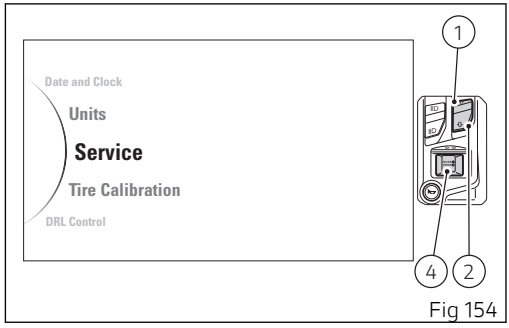


Fig 154

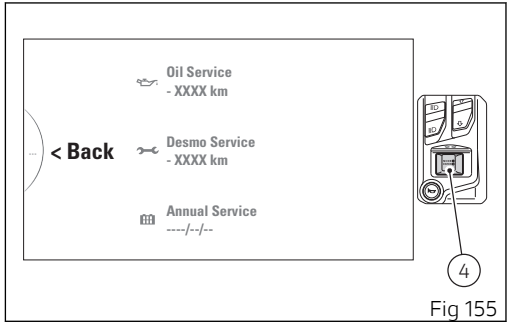


Fig 155

Setting menu - tyre setting and drive ratio (Tyre Calibration)

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

Enter the setting menu (SETTING MENU).
Select "Tire Calibration" option, by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function (Fig 157), the instrument panel displays the following indications:

- < Back
- Start
- Default
- < Back

"Default" indication is visible only if the set parameter is different from the default parameter.

To exit the menu and go back to previous page highlight the "< Back" indication using button (1) or (2) and press button (4).
To start the drive ratio and tyre calibration procedure, highlight "Start" option and press button (4).

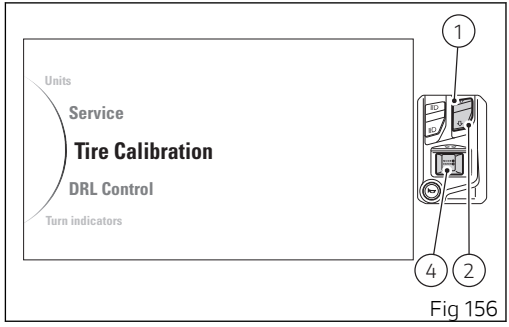


Fig 156

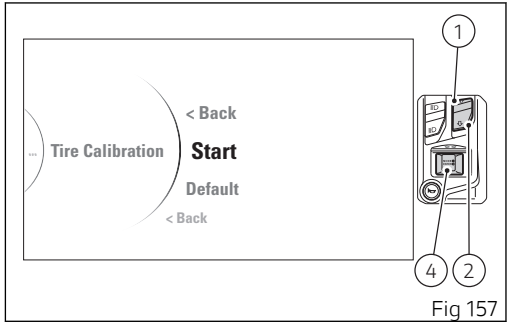


Fig 157

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

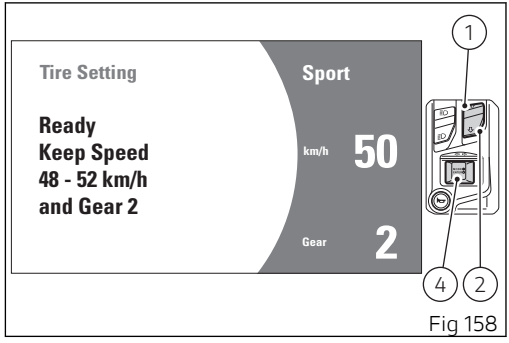


Fig 158

Important

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

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

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

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

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

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

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

If the calibration procedure is aborted by the user, the instrument panel shows “Aborted” (Fig 160) followed by the previous screen after a few seconds.

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

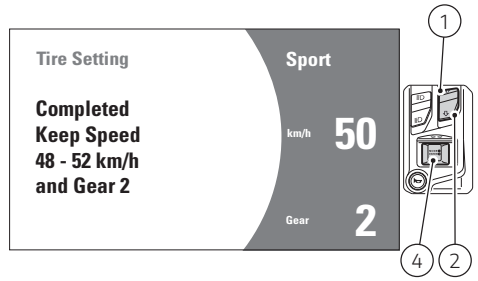


Fig 159

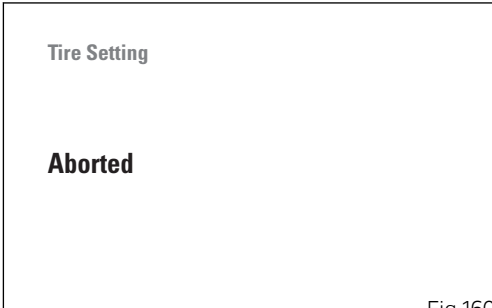


Fig 160

To reset to the default settings, use buttons (1) and (2) to select "Default" (Fig 157) and press button (4). Then, the instrument panel shows “Default Please Wait...” (Fig 161) and after a while "Default ok" (Fig 162) for 2 seconds, then followed by the previous screen.

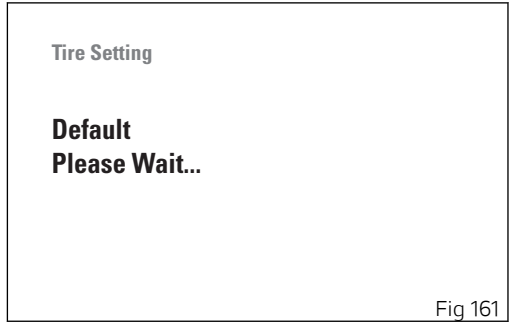


Fig 161

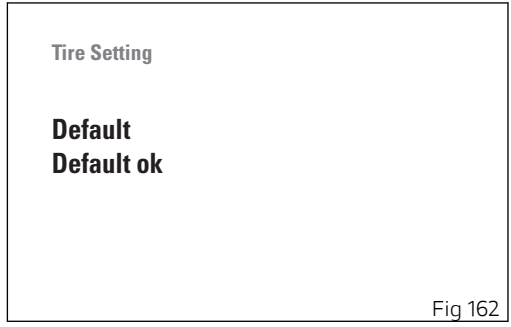


Fig 162

Setting menu - DRL light mode setting - accessory (DRL Control)

This function is available only if the DRL light is installed and allows setting the DRL control to automatic (Auto) or manual (Manual) mode.

Enter the setting menu (SETTING MENU).
Select "DRL Control" option, by pressing button (1) or (2). Once function is displayed, press button (4).

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

- < Back
- Auto
- Manual
- < Back

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

- by selecting "Auto" the DRL light is automatically switched from the day mode to the night mode and vice versa according to the ambient light;
- by selecting "Manual" the automatic management of DRL light is disabled.

Once required mode is highlighted, press button (4) to confirm.

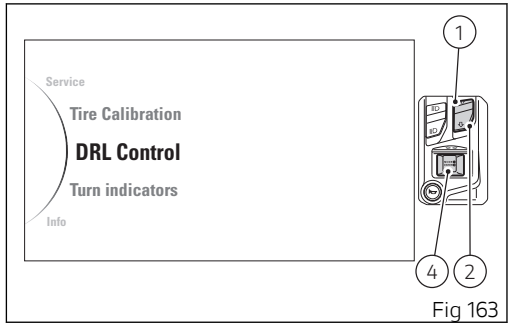


Fig 163

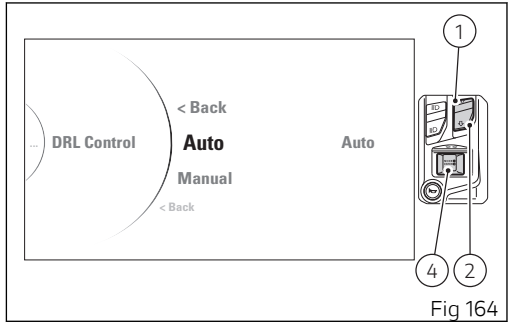


Fig 164

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

Note

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

Setting menu - setting Bluetooth devices - accessory (Bluetooth)

This function is available only if the Bluetooth control unit is installed and allows managing the paired devices: visualisation, addition of new devices and removal of devices already paired.

Enter the setting menu (SETTING MENU). Select "Bluetooth" option, by pressing button (1) or (2). Once function is displayed, press button (4).

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

- < Back
- Associated Devices
- Pairing
- < Back

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

Select "Associated Devices" and press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display and deletion";

Select "Pairing" and press button (4) to pair new devices, as described in paragraph "Search and pairing of a new device".

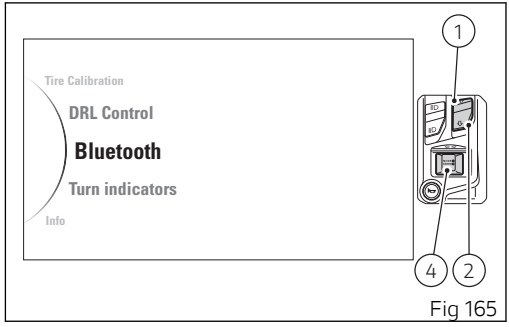


Fig 165

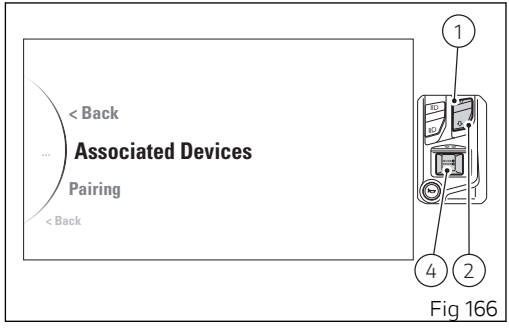


Fig 166

To exit the menu, select the "< Back" option and press button (4).

Associated Devices display and deletion

Enter the setting menu (SETTING MENU).
Select “Bluetooth” option, by pressing button (1) or (2). Once function is displayed, press button (4).
Then select "Associated Devices" and press button (4).

This function displays a list of all associated devices (A): the list can show a maximum of 5 devices.
For each device the relevant icon indicating the type is shown on the side. The device can also be deleted.

If no associated devices are present, the instrument panel will show “No Device” (B).

The paired devices can be maximum 5:
- 2 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

Use button (1) or (2) to scroll the list and select associated devices.

Select from the list the device to be deleted then press button (4) to delete it.

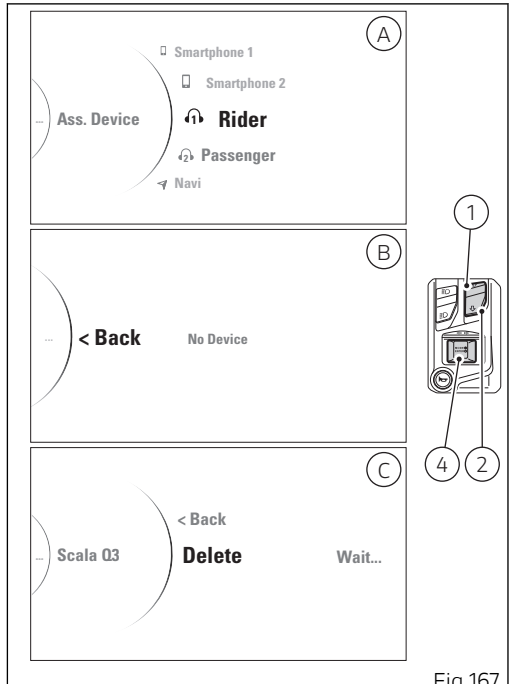


Fig 167

The instrument panel shows the name of the selected device on the left side, “< Back” option and the message “Delete” (C) at the centre.
Press button (4) when “Delete” is selected, to delete the device: “Wait..” message is shown for a few seconds on the right side, then instrument panel will show the updated list of associated devices (A).

If you do not wish to delete it, select the "< Back" option and press button (4).

Attention

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

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

Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Pairing of a new device

This function allows pairing a new Bluetooth device to the instrument panel. The device must be turned on and set so that the instrument panel can detect it. A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

To pair a new Bluetooth device, you must open the SETTING MENU.
Select “Bluetooth” option, by pressing button (1) or (2). Once function is displayed, press button (4). Then select "Pairing" and press button (4).

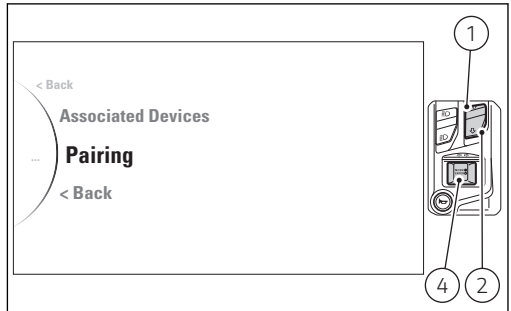


Fig 168

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

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

Attention

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

Note

The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.

When entering this function (A), the instrument panel will display the types of devices that can be paired:

- < Back
- Smartphone
- Rider
- Passenger
- Navi
- < Back

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

The instrument panel will start searching for Bluetooth visible devices, and show type of device it is looking for on the left side of the screen, the list of identified devices at the centre and “Wait..” message on the left side, which remains until search is completed.

At the end of this operation, a list of all found devices that can be paired is displayed (B). The list may include a maximum of 20 devices.

Use buttons (1) and (2) to select the desired device and press button (4) to start the pairing procedure.

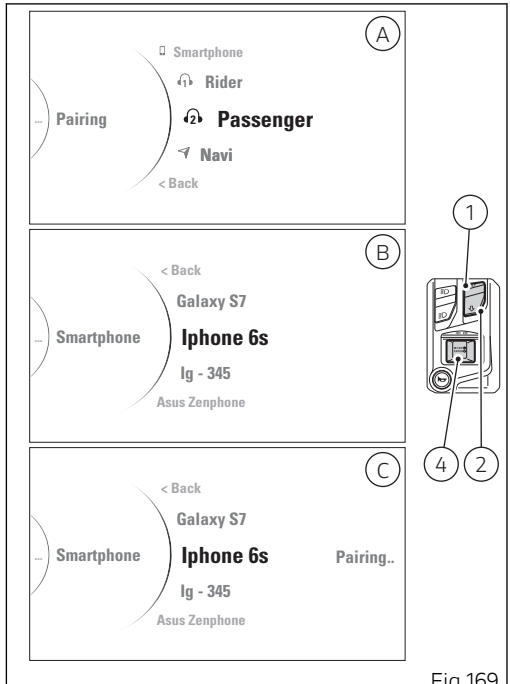


Fig 169

The display shows the message “Pairing..” on the right side (C).
As soon as the procedure is completed, the device is added to the list of associated devices (A, Fig 167) and the instrument panel goes back to the previous page (A, Fig 169).

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

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

Setting menu - turn indicator mode setting (Turn Indicators)

This function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode or manual mode.

Enter the setting menu (SETTING MENU).
Select "Turn Indicators" by pressing button (1) or (2).
Once function is displayed, press button (4).

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

- < Back
- Auto
- Manual
- < Back

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

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

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

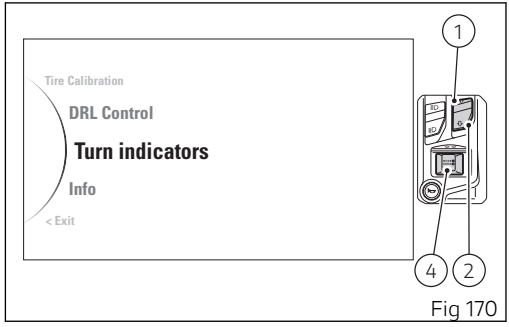


Fig 170

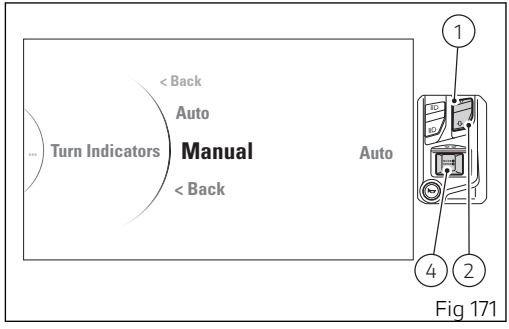


Fig 171

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

Note

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

Note

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

Setting menu - information (Info)

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

Enter the setting menu (SETTING MENU).
Select "Info" option, by pressing button (1) or (2).
Once function is displayed, press button (4).

When entering this function, the instrument panel displays:

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

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

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steadily with the battery icon on a standard background;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;

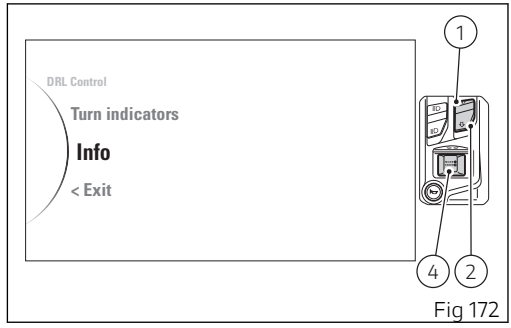


Fig 172

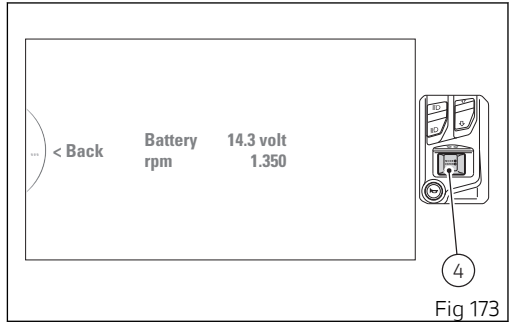


Fig 173

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

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.
The display shows the numerical value of the engine rpm with a precision of 50 rpm.
If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.

Lap time (Lap)

To activate the Lap function, refer to chapter "Setting menu - lap timer (Lap)" page 177.

When the Lap function is activated, the timer is displayed on the main screen indicating 0'00.00 as well as the lap number with first indication "Lap - -". When button (3) is pressed for the first time, the lap timer starts with a tenth-of-a-second resolution and the Lap number in progress is displayed. Both data flash for 4 seconds and then remain steady on.
Every time button (3) is pressed again, the display shows the number and time of the just-ended lap for 6 seconds.
Then the timer and the number of the new current lap are displayed again.
If lap timer is active but motorcycle is at standstill, lap timer is stopped after 5 seconds and it is displayed with the initial indication 0'00.00 and the lap number "Lap - -".
The next time rider pushes button (3), the lap timer is reactivated.

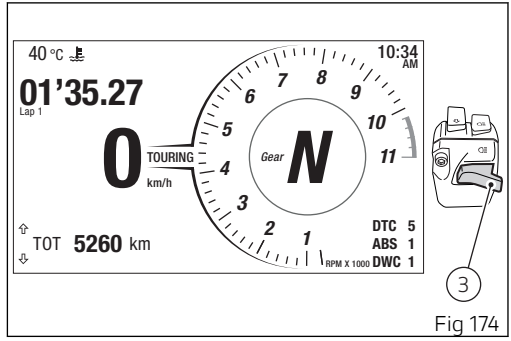


Fig 174

Note

When LAP function is active, button (3) takes on the dual function of high beam Flash and LAP timer Start/Stop.

It is possible to record the lap time, for a total of 30 consecutive laps.
Laps are numbered from 01 to 30: when lap 30 is reached, "FULL" is displayed steadily when button (3) is pressed.
To delete the recorded laps, refer to paragraph "Setting menu - lap timer (Lap)" page 177.

The instrument panel disables the Lap function in the following cases:

- through the relevant On/Off function via the setting menu;
- after deleting the stored Laps via setting menu;
- after a Key-Off;
- upon any power off.

If lap timer is not stopped, it will reach 9mins, 59secs, 99hunds and then restart from zero and continue until the function is disabled using one of the methods above.

If the Lap function is switched on and the memory has not been cleared, but fewer than 30 laps have been saved (e.g. 18 laps stored), the instrument panel will keep on recording the remaining laps, starting from the first position available until memory is full (in this example, a maximum of another 12 laps can still be stored).

Infotainment - accessory

If the Bluetooth control unit is installed, the Bluetooth symbol is displayed on the instrument panel.
The instrument panel is equipped with an infotainment system that allows managing up to 4 Bluetooth connected devices of different type at the same time:

- 1 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

After connection, they are displayed as follows:

1) Smartphone connected;
2) Rider helmet earphones connected;
3) Passenger helmet earphones connected;
4) Rider helmet earphones connected and passenger helmet earphones associated;
5) Passenger helmet earphones connected and rider helmet earphones associated;
6) Rider helmet and passenger helmet earphones connected;
7) Ducati GPS navigator connected.

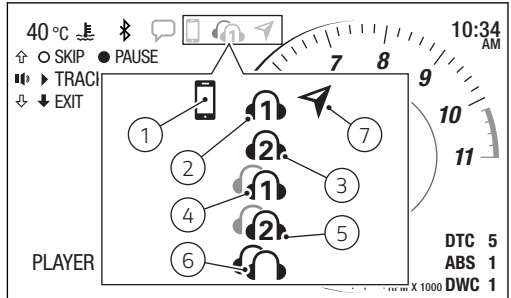


Fig 175

To pair of remove Bluetooth devices, refer to the chapter “Setting menu - Bluetooth device settings - accessory (Bluetooth)” on page 203.
If a smartphone is connected to the instrument panel via Bluetooth, the system allows managing the music player (page 139) and the list of the last calls (page 146).
Below is a description of what the instrument panel will do in the following cases:

- Incoming call
- Call in progress
- Recall last number (RECALL)

- Missed call
- Message/e-mail received

Infotainment – Incoming call

If a call is received while the smartphone is connected via Bluetooth to the instrument panel the display will show:

- the message “ACCEPT” next to the arrow ⇧ (A)
- the name/number of the person calling (B)
- the message “DECLINE” next to the arrow ⇩ (C)

It is possible to answer or reject an incoming call using buttons (1) and (2). In particular:

- to answer the call press button (1)
- to reject the call press button (2)

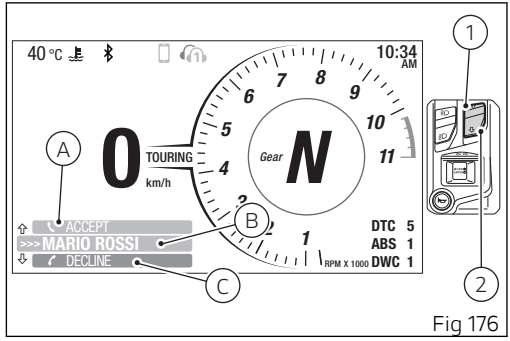


Fig 176

Note

During an incoming call, button (1) and button (2) are used to answer or reject the call and not for the “standard” instrument panel functions.

Infotainment – Call in progress

When answering a call, the instrument panel will display:

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by ">>>" (B)
- the option "END CALL" next to the arrow ⇩ (C)

To end the call press button (2).

When making a call (for example through the LAST CALLS or RECALL functions), the instrument panel displays:

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by "<<<" (B)
- the option "END CALL" next to the arrow ⇩ (C)

To end the call press button (2).

Note

If the rider helmet/intercom is connected in addition to the smartphone, the phone call will take place through the helmet headphones and microphone.

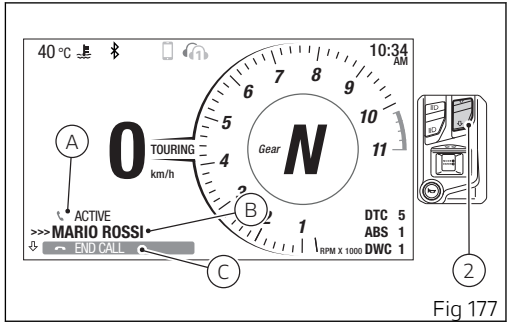


Fig 177

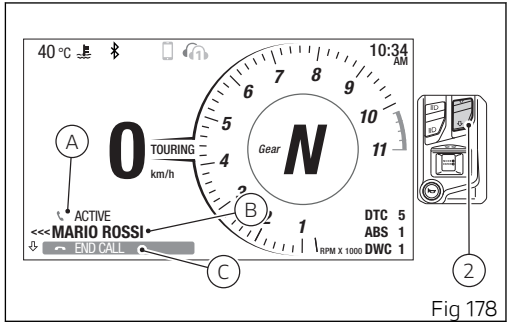


Fig 178

Infotainment - Recall last number (RECALL)

When a phone call is ended, missed or rejected, the instrument panel activates the RECALL function for 5 seconds that allows recalling the last number.

The display shows:

- the option “RECALL” (A) next to the arrow ⇧
- the name/number of the person calling preceded by “<<<” when making a call, or preceded by “>>>” when receiving a call (B)

Press button (1) to call the last name/number displayed.

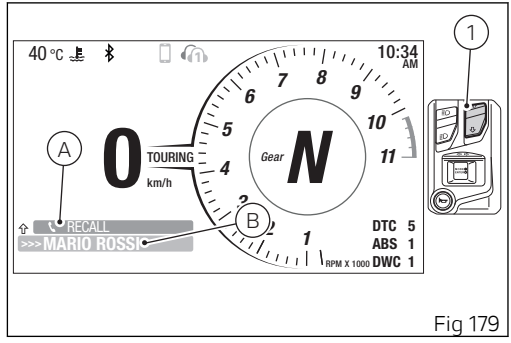


Fig 179

Infotainment – Missed call

The instrument panel will notify the user about a missed call by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.

Note
The number of missed calls is not displayed.

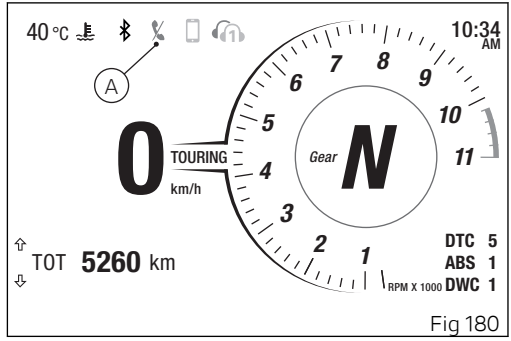


Fig 180

Infotainment - Message/e-mail received

The instrument panel will notify the user about a received message or e-mail by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.

Note
The number of received messages or e-mails is not displayed.



Fig 181

Service indication (SERVICE)

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

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

The types of maintenance operations are displayed in the area indicated in the figure and are as follows:

- OIL SERVICE countdown
- OIL SERVICE
- ANNUAL SERVICE countdown
- ANNUAL SERVICE
- DESMO SERVICE countdown
- DESMO SERVICE

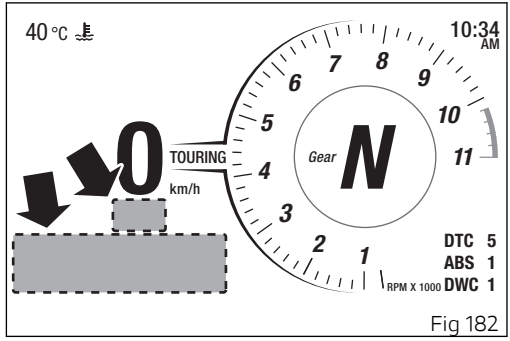


Fig 182

Indication of Oil Service, Date Service and Desmo Service COUNT DOWN

When the set service thresholds are close, the instrument panel activates the following yellow warnings for 5 seconds upon every Key-ON:

- the OIL SERVICE (A) indication with the count of the remaining mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;
- the ANNUAL SERVICE (B) indication with the count of the remaining days, 30 days earlier than the service threshold;
- the DESMO SERVICE (C) indication with the count of the remaining mileage in kilometres (miles) instead of the odometer (TOT), 1,000 km (600 mi) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the service coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see “Setting menu - service information (Service)” page 196.

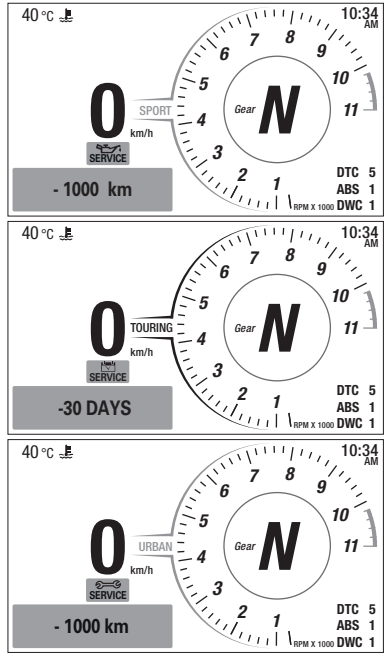


Fig 183

Indication of Oil Service, Date Service and Desmo Service

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

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

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

It is possible to view in the Setting menu the deadlines for the service coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see “Setting menu - service information (Service)” page 196.

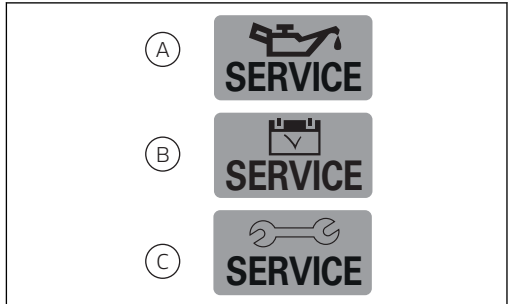


Fig 184

DRL automatic mode indication - accessory

This function is available only if the DRL light is installed and indicates if the DRL light is set to "AUTO"

Through the setting menu it is possible to change the control mode of the DRL light, refer to the chapter "Setting menu - DRL light mode setting - accessory (DRL Control)" on page 201.

When the DRL is set to "AUTO mode", the instrument panel shows the green warning light (A).

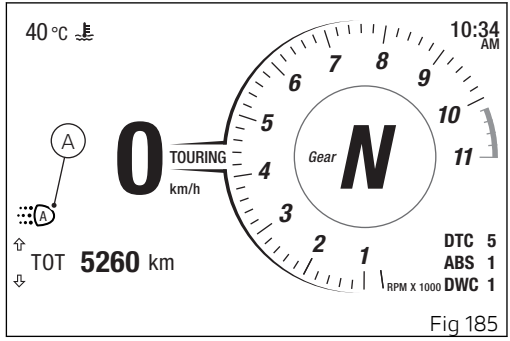


Fig 185

Viewing side stand status

If side stand is down/open, the instrument panel shows icon "SIDE STAND on a red background.

If instrument panel does not receive side stand status, "SIDE STAND" icon will flash to indicate an undefined status.

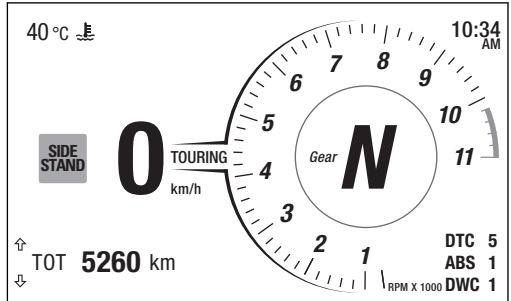


Fig 186

Warnings and Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.
When a warning is triggered, the instrument panel will show the warning in a big size for the first 5 seconds and then permanently in a small size.
If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.

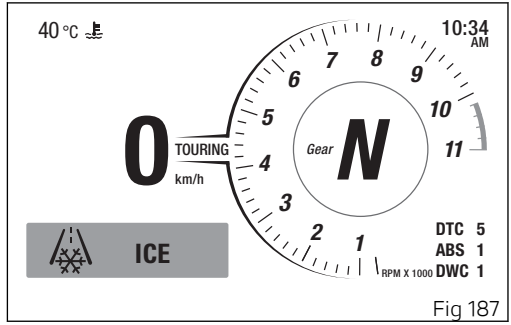


Fig 187

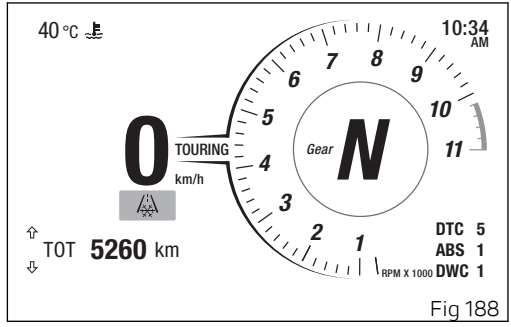


Fig 188

Ice on the road indication (ICE)

This function warns the rider when there might be ice on the road, due to the low external temperature. This warning turns on when temperature drops to 4°C (39°F) and turns off when temperature rises to 6°C (43°F).

Attention

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.



Fig 189

Low battery indication (LOW BATTERY)

This function warns the user that the status of the vehicle battery is low.
Warning is activated when battery voltage is lower than/equal to 11.0 Volt.

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

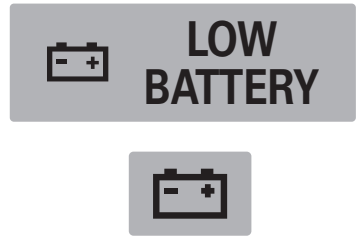


Fig 190

Entering the Date (INSERT DATE)

This function prompts the user to enter the date via the setting menu.

Note
In this case Ducati recommends to stop and enter the calendar date using the function "Date setting (Date and Clock)".

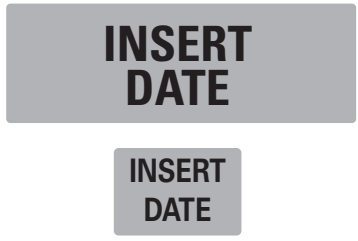


Fig 191

Errors

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).

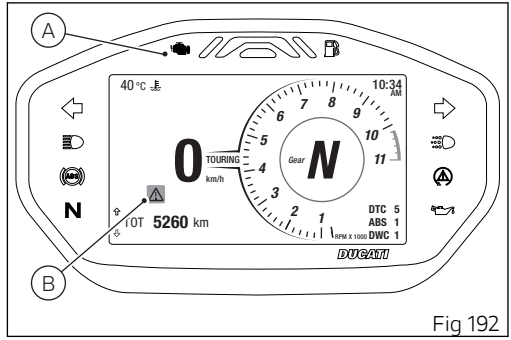


Fig 192

Attention

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

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the steering tube.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir. Top up if the level is below the MIN mark. Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1). This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

Cooling circuit capacity: 2.2 l (0.58 gal).

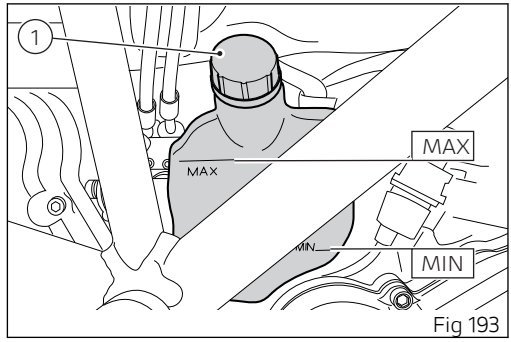


Fig 193

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

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 is 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).

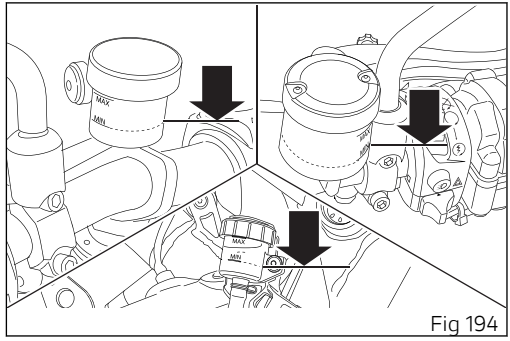


Fig 194

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.

Checking brake pads for wear

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

Attention

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

Important

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

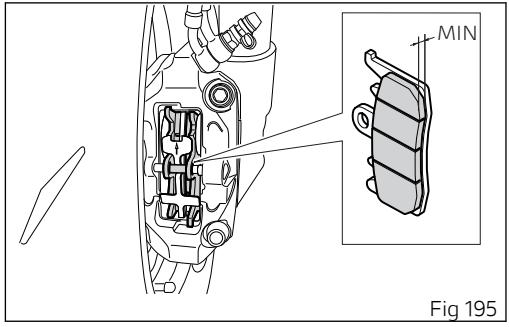


Fig 195

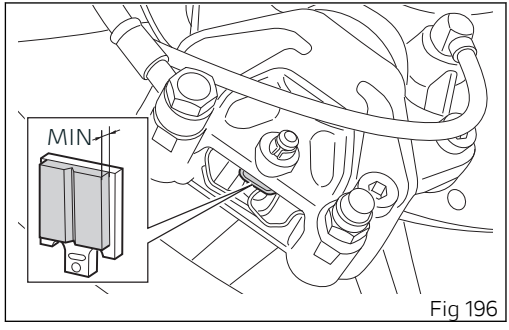


Fig 196

Charging the battery

Removing the battery

To reach the battery it is necessary to remove the seat (see chapter “Seat lock”).
Slide out the cap (1) from the positive pole.
Loosen the two screws (2) and remove the negative (3), ABS positive (4) and motorcycle positive (5) cables.

Open the band (6) by pulling the Velcro edges (7) and slide out the battery (8).

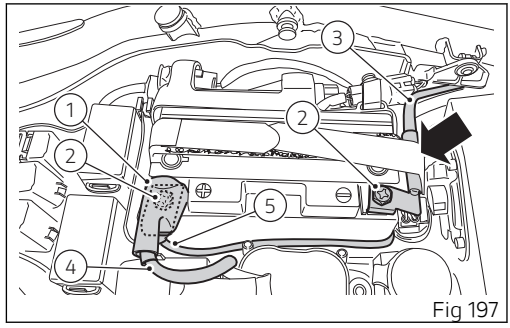


Fig 197

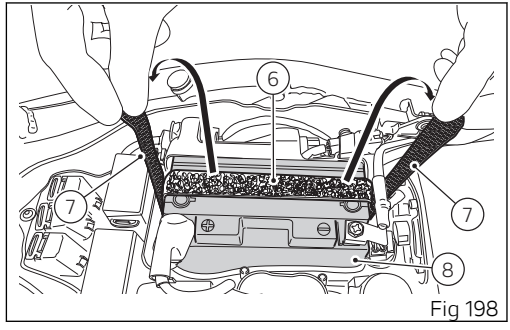


Fig 198

Refitting the battery
Position the battery (8) in the tray, aiming it as indicated.
Fix the battery (8) by pulling the Velcro edges (7) and fixing them on the band (6).

Fix the motorcycle positive (5) and ABS positive (4) cables to the battery positive pole, aiming them as indicated.
Fix the motorcycle negative cable (3) to the battery negative pole, aiming it as indicated.
Tighten the two screws (2) and place the cap (1) on the positive pole.

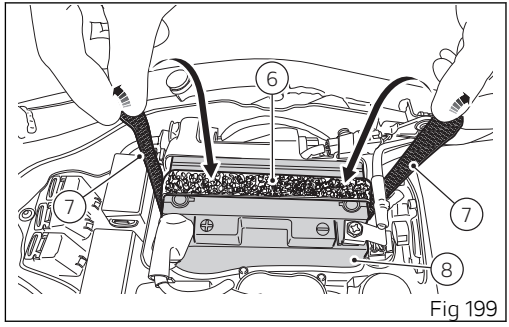


Fig 199

Attention
Make sure the motorcycle negative cable (3) is placed under the band (6) as shown in the figure.

Refit the seat as indicated in chapter “Seat lock”.

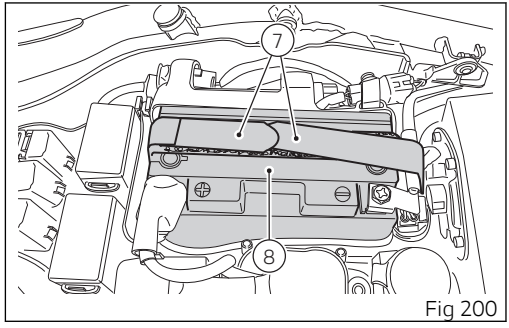


Fig 200

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.

Charging the battery
Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-). It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section “Maintaining the battery charge”.

Attention
Keep the battery out of the reach of children.

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.

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

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. It must be: A = 65 ÷ 67 mm (2.56÷2.64 in).

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

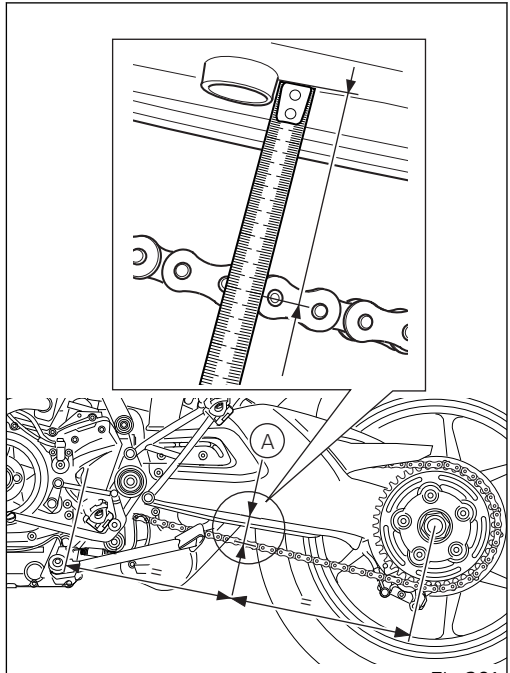


Fig 201

Attention
Correct tightening of swinging arm screws (1) is critical to rider safety.

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

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

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

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

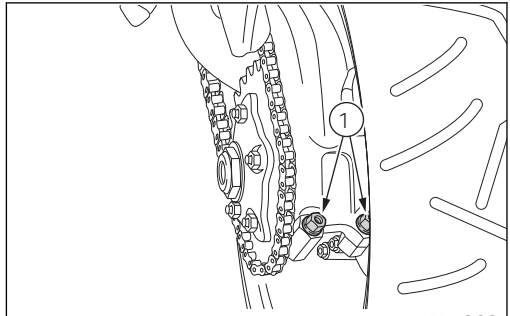


Fig 202

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).

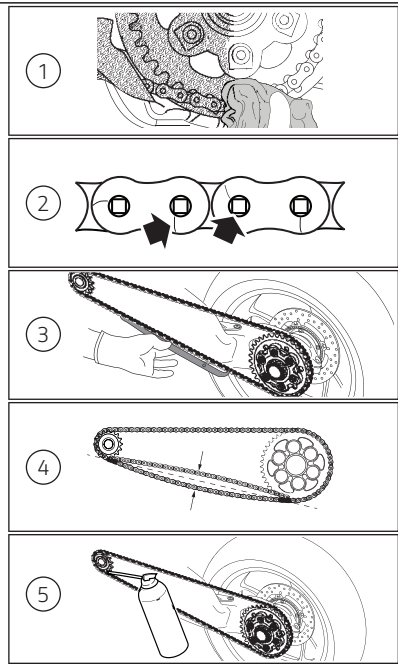


Fig 203

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 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.

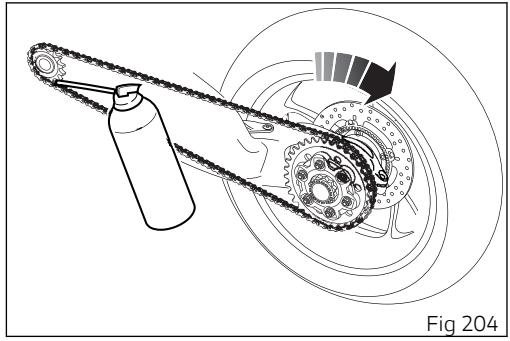


Fig 204

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.

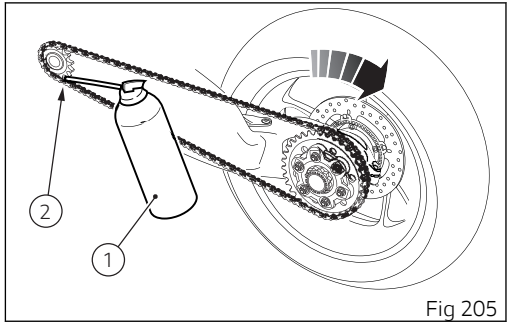


Fig 205

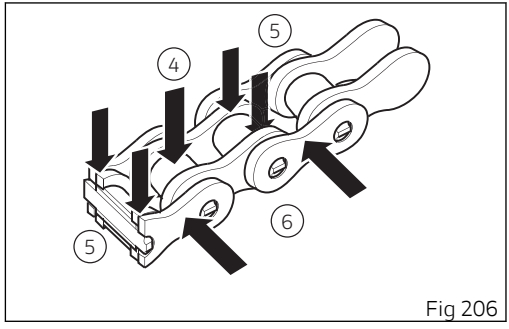
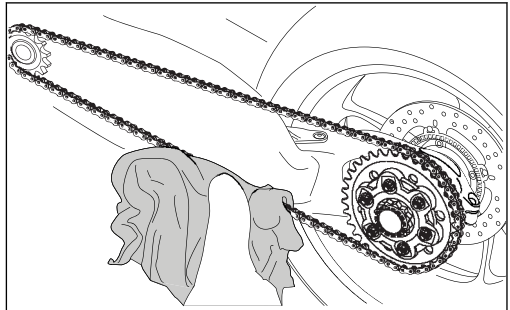


Fig 206

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 207

Replacing the headlight bulbs

Important

Have the lights replaced by a Ducati Dealer or an Authorised Service Centre.

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.

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 0 . Always check that the bulb functions before reassembling removed parts.
Loosen the screws (1). Slightly lift the headlight support.

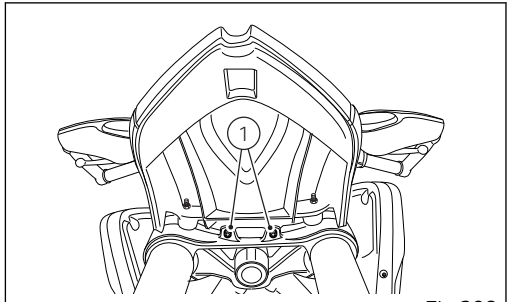
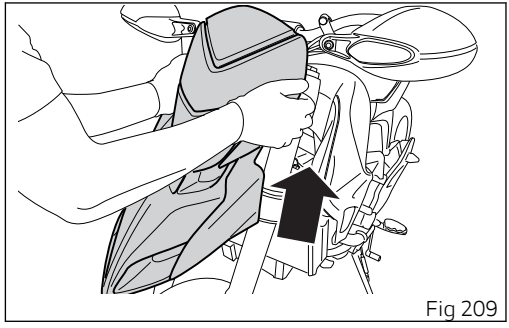


Fig 208


Fig 209

Slide headlight support out of rubber blocks (A).
Slide headlight support toward bike front end until cover (2) is in view.
Loosen cover (2) counter clockwise.

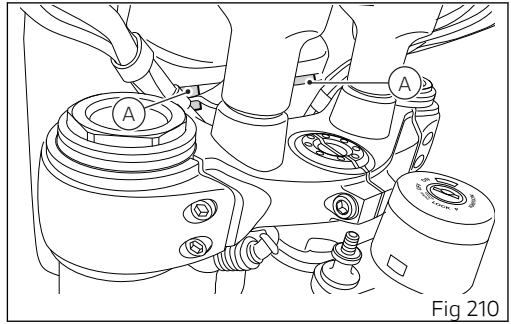


Fig 210

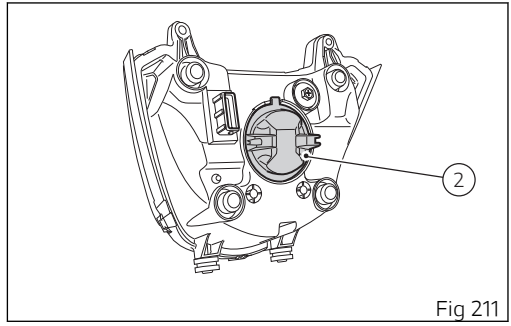


Fig 211

Disconnect the connector.
Release the clip (4).
The bulb (5) has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.

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

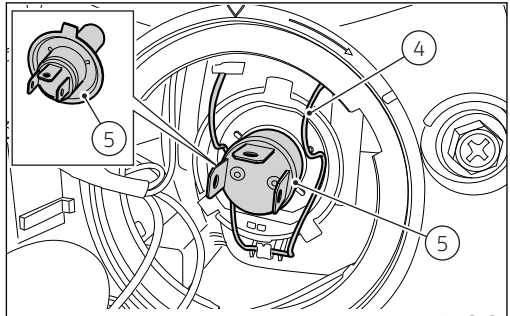


Fig 212

Changing the turn indicator bulbs

Front turn indicators

The front turn indicators are built in the hand guards (1) and are maintenance-free as they are LED type. To reach it, remove the four screws (2) and remove the cover (3).

Important

Have the bulbs changed at a Ducati Dealer or authorised Service Centre.

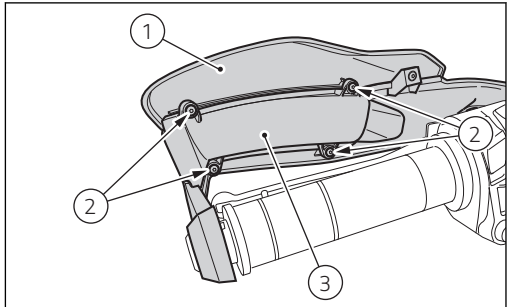


Fig 213

Rear turn indicators

Except for USA/CDN version, turn indicators are LED-type and do not require any maintenance.

USA/CDN versions are equipped with bulb-type turn indicators.
Proceed as specified in case it is necessary to change the bulbs.
Undo the screw (4) and detach the lens (5) from the turn indicator support.
The bulb has a bayonet joint: press and twist counter clockwise to remove it.
Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.
Refit the lens (5) by inserting the tab in the corresponding slot in the turn indicator support.
Tighten the screw (4).

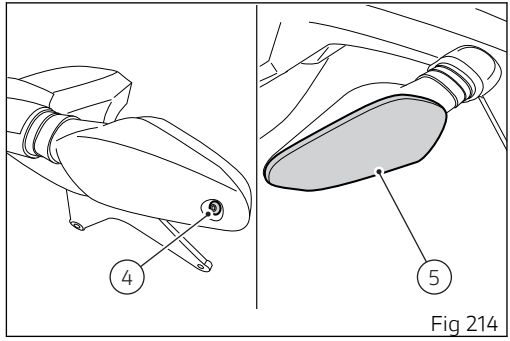


Fig 214

Number plate light

The LED number plate light is maintenance-free.

Important

Have the bulbs changed at a Ducati Dealer or authorised Service Centre.

Aligning the headlight

Note

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

Check correct headlight aiming. Position the motorcycle 10 m (32.8 ft) from a wall or a screen, the motorcycle must be perfectly upright 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 and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

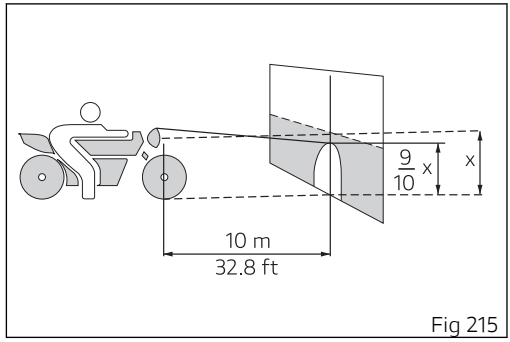


Fig 215

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.

Aligning the headlight

Turn the screw (1) to set beam height.
Turn screw (1) clockwise to move beam up.
Turn screw (1) counter clockwise to move beam down.

Important

Headlight beam adjuster screws have no limit stop.

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.

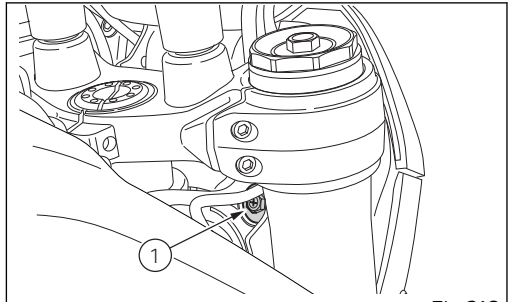


Fig 216

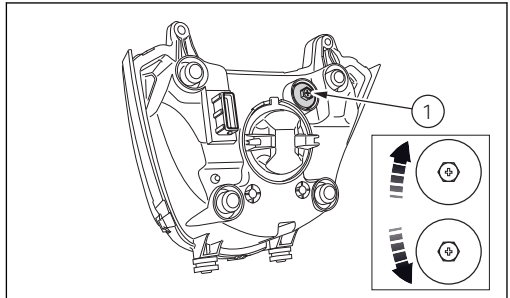


Fig 217

Adjusting the rear-view mirrors

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

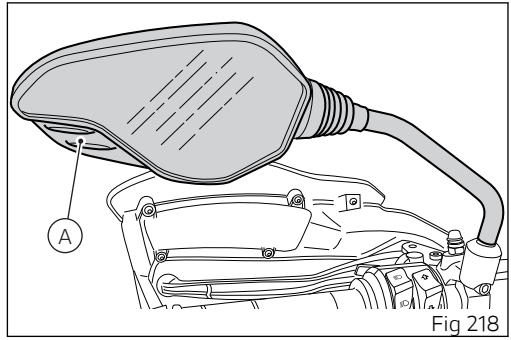


Fig 218

Tubeless tyres

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

Important

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

Tyre repair or change (Tubeless tyres)

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

Attention

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

After replacing a tyre, the wheel must be balanced.

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

Important

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

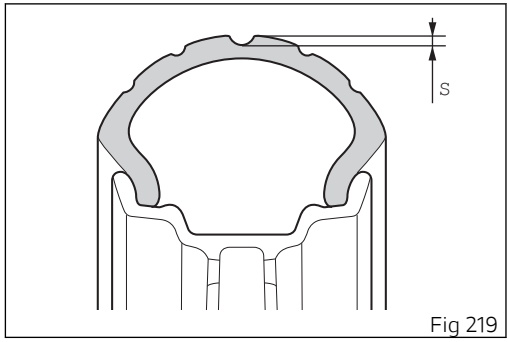


Fig 219

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 in this booklet (sub-section “Scheduled maintenance plan”).

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.

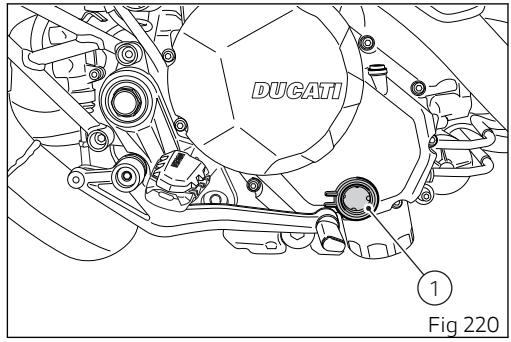


Fig 220

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.

Recommendations concerning oil

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

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

Attention

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

- viscosity grade SAE 15W-50.

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

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

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

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

Attention
Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability. To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note
Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

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

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

Important
To clean and lubricate the drive chain, refer to the paragraph “Lubricating the drive chain”.

Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.
Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.

The canvas is available from Ducati Performance.

Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and 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.

- Remove all loose objects and accessories from the vehicle.
- Align the front wheel straight in the riding direction and lock it properly to prevent any movement.
- Engage the first gear.
- Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.).
- The straps or ropes must NOT rub against any painted motorcycle components.
- The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

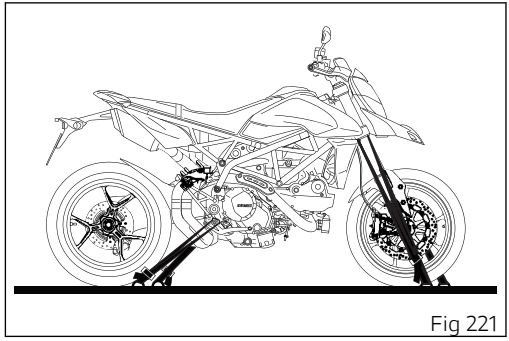


Fig 221

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●		●		●	-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	12
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disk flange screws		●	●	●	●	●	12
Check the proper tightening of the rear brake disc and phonic wheel			●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines				●		●	-
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Check the coolant level and check circuit for damage		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Technical data

Weights

Overall Weight (in running order with 90% of fuel - 44/2014/EU Annex XI)	200 kg (440.92 lb) 205 kg (451.95 lb) China version only
Overall weight (without fluids and battery)	178 kg (392.42 lb) 195 kg (429.90 lb) China version only
Maximum allowed weight (carrying full load)	375 kg (826.73 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

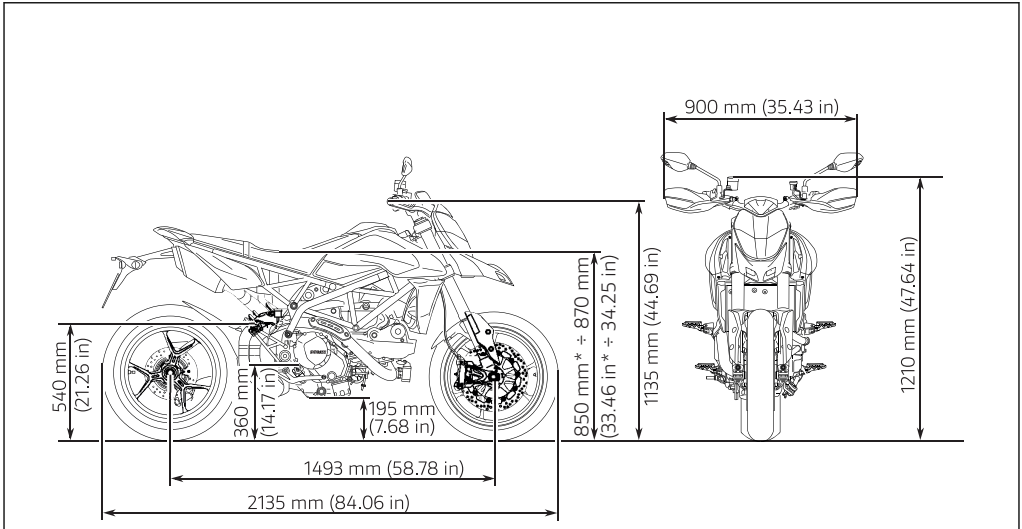


Fig 222

* only for ROK and TWN versions.

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 3.5 litres (0.77 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	14.5 litres (3.19 UK gal)
Lubrication circuit	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). SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.35 litres (0.74 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	145±2 cm^3 (5.59 in) (measured without spring and preload tube, with rod fully home)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.2 litres (0.48 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 indicate the fuel recommended for this vehicle as specified by the European regulation EN228.



Engine

Desmodromic timing system with toothed belt, two overhead camshafts, 4 valves per cylinder and 8 rocker arms

Bore, mm: : 94 mm (3.7 in)

Stroke, mm: 67.5 mm (2.66 in)

Total displacement, cu. cm: 936.9 cu. cm (57.17 cu in)

Compression ratio: (13.3±0.5):1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
84 kW / 114.3 HP at 9000 rpm
82.5 kW / 112.2 HP at 9000 rpm China version only

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
95.6 Nm - 9.8 kgm at 7250 rpm
93.5 Nm - 9.5 kgm at 7250 rpm China version only

Maximum rpm: 10200

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.

Timing system

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms and two overhead camshafts. This system is driven by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

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

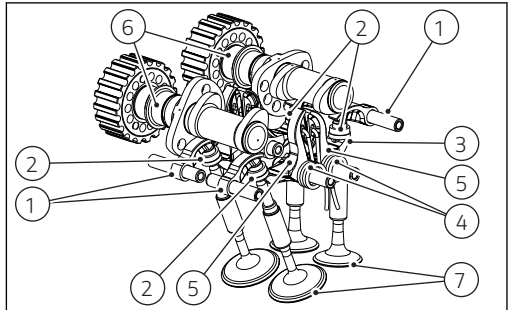


Fig 223

Performance data

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

Important

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

Spark plugs

Make:
NGK
Type:
MAR9A-J

Fuel system

Continental indirect electronic injection.
Throttle body with full Ride by wire system, round cross-section having a diameter of 53 mm (2.09 in).
Injectors per cylinder: 1.
Firing points per injector: 4.
Fuel supply: 95-98 RON.

Attention

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

Brakes

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

FRONT

Front brake discs

Semi-floating 320 mm (12.6 in) twin-disc.
Braking material: stainless steel.
Disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4 mm (0.16 in).

Front brake control

Hydraulically operated by an adjustable control lever on handlebar right-hand side.

Front brake callipers

Brake calliper make: BREMBO.
Type: M4.32 b.

Friction material: TT 2182 FF.
Calliper cylinder diameter: 32 mm (1.26 in).

Front brake master cylinder

Front brake master cylinder: PR18/19.
Cylinder Ø: 18 mm (0.71 in).

REAR

Rear brake disc

With fixed drilled steel disc.
Disc diameter: 245 mm (9.65 in).
Disc thickness: 5 mm (0.2 in).
Maximum disc wear: 4.5 mm (0.18 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Make: BREMBO
Calliper cylinder diameter: 34 mm (1.34 in).
Type: P34e.
Friction material: Ferit I/D 450 FF.

Rear brake master cylinder

Cylinder Ø: 11 mm (0.43 in).

Attention

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

Transmission

Multiplate wet clutch controlled mechanically, by the lever on left-hand side of the handlebar. Self-servo and slipper mechanism.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43
Total gear ratios:
1st gear 15/37
2nd gear 17/30
3rd gear 20/28
4th gear 22/26
5th gear 23/24
6th gear 24/23

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

Important

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

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

Attention

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

Frame

Steel tubular trellis with 34 mm main tubes.
Steel rear subframe.
Steering head angle: 25.5°.
Steering angle: 35° LH side / 35° RH side.
Trail: 104 mm (4.09 in).

Wheels

Front
Light-alloy rims with 3 Y-shaped spokes.
Size: MT3.50x17" M/C

Rear
Light-alloy rims with 3 Y-shaped spokes.
Size: MT5.50x17" M/C

Both wheel shafts can be removed.

Tyres

Tyre type
Front
Pirelli Diablo Rosso III "tubeless" radial type.
Size:
120/70-ZR17 M/C (58W).
Rear
Pirelli Diablo Rosso III "tubeless" radial type.
Size:
180/55-ZR17 M/C (75W) TL (D).

TYRE PRESSURE
Front tyre pressure:
2.50 bar (rider only) - 2.50 bar (full load).
Rear tyre pressure:
2.50 bar (rider only) - 2.90 bar (full load).

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

Suspension

Front

Marzocchi fully-adjustable hydraulic fork.
Stanchion diameter:
45 mm (1.77 in).
Wheel travel:
170 mm (6.69 in).

Rear

Sachs progressive shock absorber. The shock absorber is adjustable for rebound and spring preload. At the bottom pivot point it is connected to a die-cast aluminium single-sided swinging arm. The whole system gives the motorcycle excellent stability.
Suspension travel:
61.5 mm (2.42 in).
Rear wheel travel:
150 mm (5.91 in).

Exhaust system

2 into 1 into 2 exhaust system with aluminium tailpipes, catalytic converter and 2 lambda sensors.

Available colours

DUCATI RED

Ducati Anniversary red code 473.101 (PPG);
Primer (White Acriflex) code L0040652 (LECHLER);
Varnish (Acriplast Red Stoner SF) code LMC06017 (LECHLER);
Mercury Grey subframe; product type Interpon A3000 Mineral Grey code MW/2/11375AVB (Akzo Nobel);
Red frame; product type Powder Coat TOA-PS P CA03- 90 RED code PU CA03-90 (TOA-PC).
Black wheel rims; including:
Primer Power Primer code P09809-C (Petere Lacke).
Top coat PEHADUR EINBRENNLACK code VPCH03250 (Petere Lacke).

REPLICA VILLA D'ESTE

Tank cover and lower headlight trim:
Primer: White primer code DS20052 (LECHLER);
Base: Red GP19 code 0084 (PPG);

Clear coat 1: DECOSEALER code 31676 (LECHLER);
Clear coat 2: TIXO KLARLACK code 09 96230
Radiator cover, upper headlight trim and side panels:
Primer: Black primer code DS20051 (LECHLER);
Base: Black Stealth code 929.R223 (PALINAL);
Clear Coat 1: DECOSEALER 31676 (LECHLER);
Clear Coat 2: TIXO KLARLACK 09 code 96230
(LECHLER).
Front mudguard and tail light cover:
Primer: Black primer code DS20051 (LECHLER);
Base: Black Stealth code 929.R223 (PALINAL);
Clear Coat: TIXO KLARLACK 09 code 96230
(LECHLER).

Electric system

Formato dai seguenti particolari principali.

Proiettore anteriore

Luce anabbagliante/abbagliante:
lampada H4 blue vision (12V – 60/55W);
Luce di posizione: N° 10 LED;
Luci DRL (non disponibili in versioni Cina, Canada): N ° 10 LED.

Comandi elettrici sul manubrio

Indicatori direzione anteriori: N° 12 LED;
Indicatori direzione posteriori:
(versione Europa) N°1 LED;
(versione USA) lampada 12V RY10W.
Avvisatore acustico.
Interruttori luci arresto.

Componenti elettrici

Batteria, 12V-10 Ah, dry.
Alternatore, 14V - 490W - 35A.
Regolatore elettronico, protetto con fusibile da 30A sottosella.
Motorino avviamento: 12V-0,7 kW.

Fanale posteriore

Luce di posizione: N°12;
Luce segnalazione arresto: N°12 LED;
Illuminazione targa: N°3 LED

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

Fusibili

A protezione dei componenti elettrici ci sono tredici fusibili, posizionati all'interno delle scatole fusibili anteriore e posteriore, e uno sul teleruttore avviamento elettrico. In ogni scatola è presente un fusibile di scorta.
Fare riferimento a quanto indicato in tabella per identificare l'utilizzo e l'amperaggio.

La scatola porta fusibili anteriore (A) è posizionata sul lato sinistro ed è accessibile rimuovendo la semicarena anteriore sinistra. I fusibili utilizzati sono accessibili sollevando il coperchio di protezione, sulla cui superficie è riportato l'ordine di montaggio e l'amperaggio.
La scatola porta fusibili posteriore (B) è posizionata sotto la sella, di fianco alla centralina ABS. Per accedere alla scatola fusibili posteriore è necessario rimuovere la sella vedi page 33. I fusibili utilizzati sono accessibili rimuovendo il coperchio di protezione, sulla cui superficie è riportato l'ordine di montaggio e l'amperaggio.

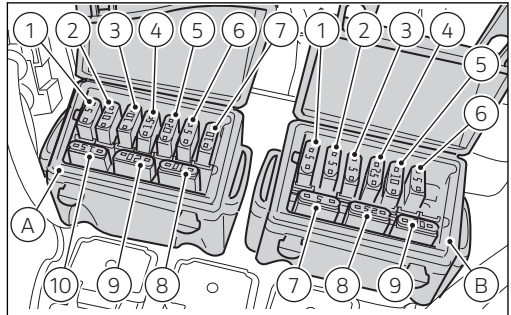


Fig 224

Legenda scatola fusibili anteriore (A)		
Pos	Utilizzatori	Val.
1	Luci	5 A
2	Cruscotto	10 A
3	Key-1	10 A
4	Key-2	15 A
5	carichi	20 A
6	ECU	5 A
7	BBS	10 A

Legenda scatola fusibili anteriore (A)		
8	Riserva	10 A
9	Riserva	20 A
10	Riserva	15 A

Legenda scatola fusibili posteriore (B)		
Pos	Utilizzatori	Val.
1	Key-optional	5 A
2	Allarme	5 A

Legenda scatola fusibili posteriore (B)		
3	Stop	5 A
4	Diagnosi	7.5 A
5	ABS Valve	10 A
6	ABS Motor	25 A
7	Riserva	5 A
8	Riserva	25 A
9	Riserva	30 A

Il fusibile principale (C) è posizionato vicino alla scatola porta fusibili posteriore, sul teleruttore avviamento (D). Per accedere al fusibile è necessario rimuovere il cappuccio di protezione (E). Un fusibile fulminato si riconosce dall'interruzione del filamento conduttore interno (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.

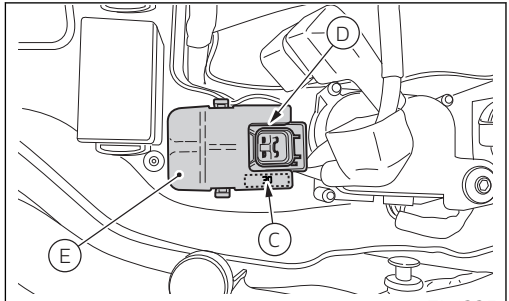


Fig 225

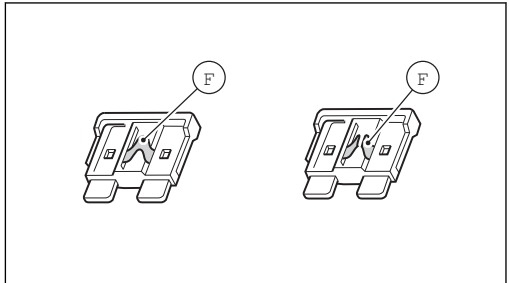


Fig 226

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

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