Owner's manual

MULTISTRADA

MULTISTRADA 950



Owner's manual

ENGLISH

MULTISTRADA

MULTISTRADA 950

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

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

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Enjoy your ride!

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Introduction

Safety guidelines

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 268.

Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati original spare parts only as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions.
Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

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

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



Warning

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

Warning
This motorcycle is designed for both use on road and light off road duty. Do not use on competitive off-road circuits or extreme jumps.

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

This motorcycle carries the rider and can carry a passenger.

Warning
The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 450kg/ 992lb.

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

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

The motorcycle can be equipped with M+S category tyres: Ducati recommends Pirelli Scorpion Rally tyres.

Warning

Maximum speed with M+S category tyres

The maximum speed specified for the motorcycle can be higher than the one allowed for the tyre. Higher speeds can damage the tyres and cause accidents. Pay attention to the maximum speed allowed for the tyres. When using tyres of the M+S category, like Pirelli Scorpion Rally recommended by Ducati, it is necessary not to exceed the speed limit corresponding to the speed index specified for that tyre: 190 km/h (118 mph) for Pirelli Scorpion Rally tyres.

Warning

When using M+S category tyres, do not exceed 190 km/h (118 mph).

Important

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

Rider's obligations

All riders must hold a valid licence.



Warning

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

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



Warning

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

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



Warning

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

Some states require vehicle insurance.



Warning

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

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



Warning

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



Warning

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

Warning

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

Rider's training

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

Warning

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

Apparel

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

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

- The helmet must meet the requirements listed at page 11; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important

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

Warning

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

Perform the checks recommended in this manual before each ride (see page 230).

Warning

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

Warning

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

Important

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

Important

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

Important

The passenger should always hold on to the 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.

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

Refuelling

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

Warning

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

Warning

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

Warning

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

Carrying the maximum load allowed

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

Warning

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

Warning

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Warning

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

Refer to paragraph "Tyres" on page 259.

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

Dangerous products - warnings

Used engine oil

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

Brake dust

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

Brake fluid

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

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

Coolant

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

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

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

Battery

Warning

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

Vehicle identification number

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

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

Frame number

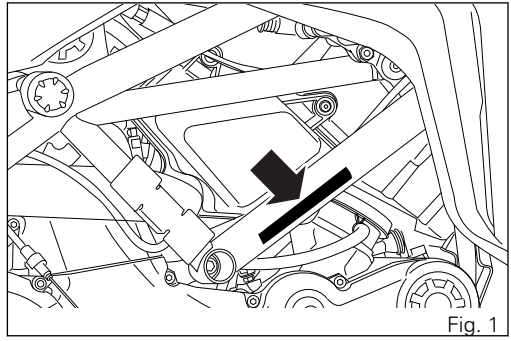


Fig. 1

Engine identification number

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

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

Engine number

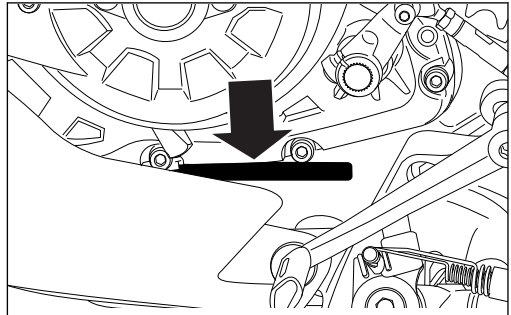


Fig. 2

Option kits / Customisations

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

- TOURING;
- SPORT;
- URBAN;
- ENDURO.

Information herein refers to Multistrada 950. Information on any other customisation (TOURING, SPORT, URBAN and ENDURO) is indicated only when different from the Multistrada 950.

TOURING

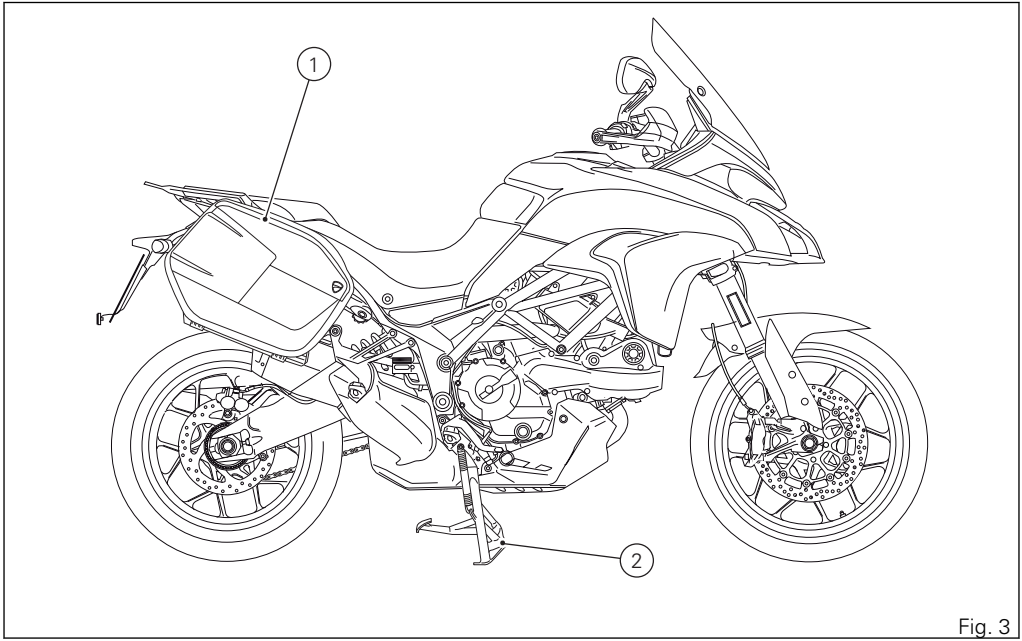


Fig. 3

TOURING

1) Set of side panniers for a total capacity of 58 l;
2) Centre stand

SPORT

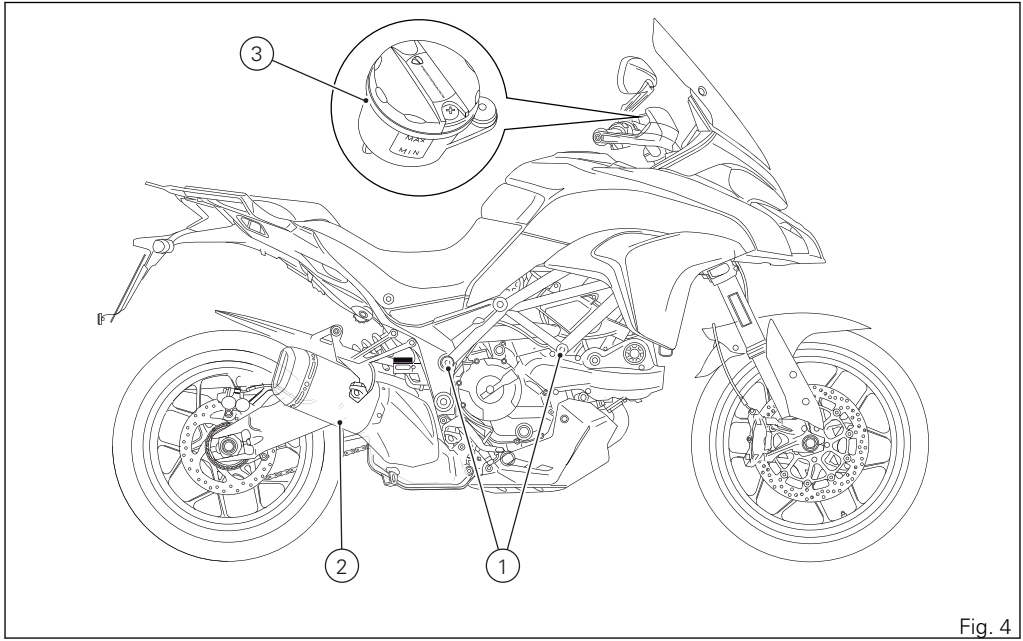


Fig. 4

SPORT

1) "Termignoni" titanium type-approved silencer (compliant with EU type-approval requirements);
2) Set of billet aluminium frame plugs;
3) Billet aluminium brake fluid reservoir cover.

URBAN

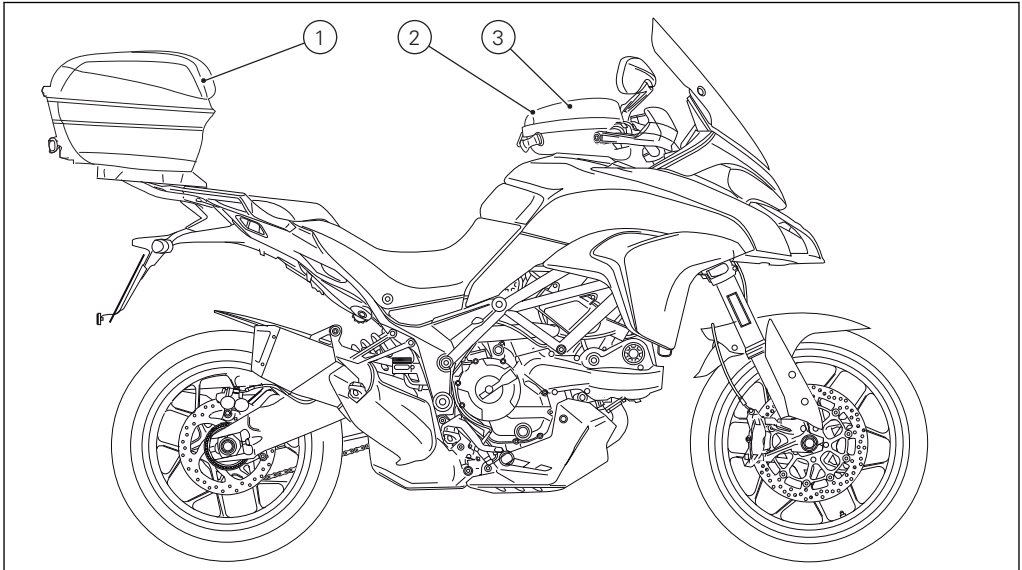


Fig. 5

URBAN

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

ENDURO

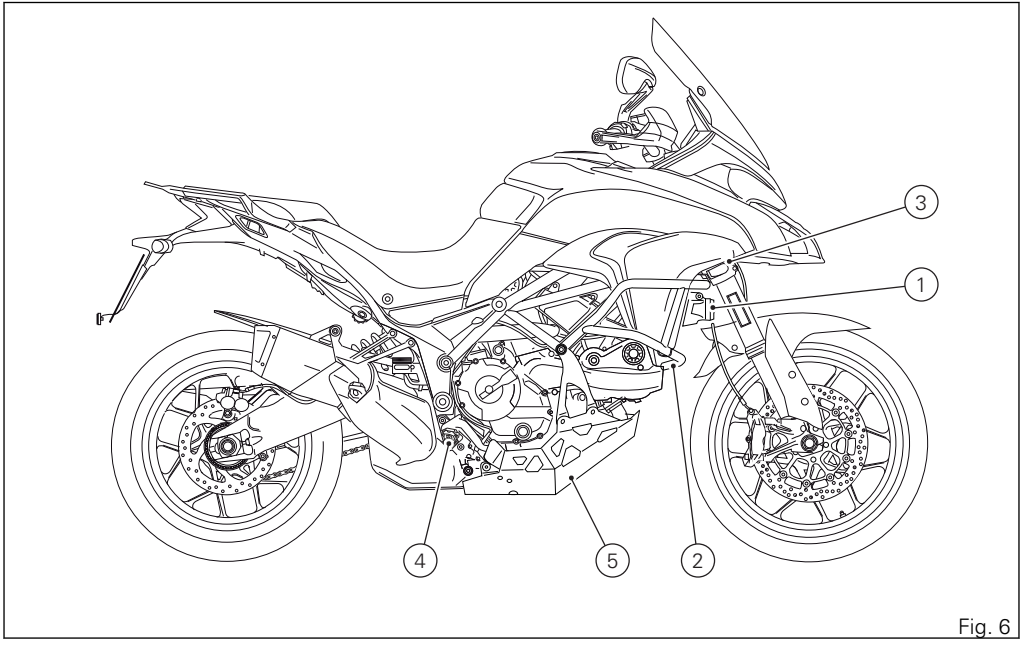


Fig. 6

ENDURO

1) Additional lights;
2) Steel tube engine protection;
3) Radiator protection grille;
4) Set of off-road footpegs;
5) Sump guard.

Instrument panel (Dashboard)

Instrument panel

1) LCD display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) FOG LIGHT WARNING LIGHT (GREEN) (OPTIONAL).
It turns on when the fog lights are activated.
4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low and there are about 4 litres of fuel left in the tank.
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn OFF a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

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

8) DTC LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

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

9) "ENGINE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors that in some cases will lock the engine.

10) ABS LIGHT (AMBER YELLOW).

Indicates ABS status.

Speed below 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
-	ABS enabled, but not functioning yet	ABS disabled or in fault
Speed above 5 Km/h (3 mph)		
Light OFF	**Light flashing**	**Light steady on**
ABS enabled and functioning	-	ABS disabled or in fault

11) GENERIC ERROR WARNING LIGHT.
It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

12) OVER REV / IMMOBILIZER SYSTEM (RED)

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

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

13) DTC INTERVENTION LIGHT

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



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.

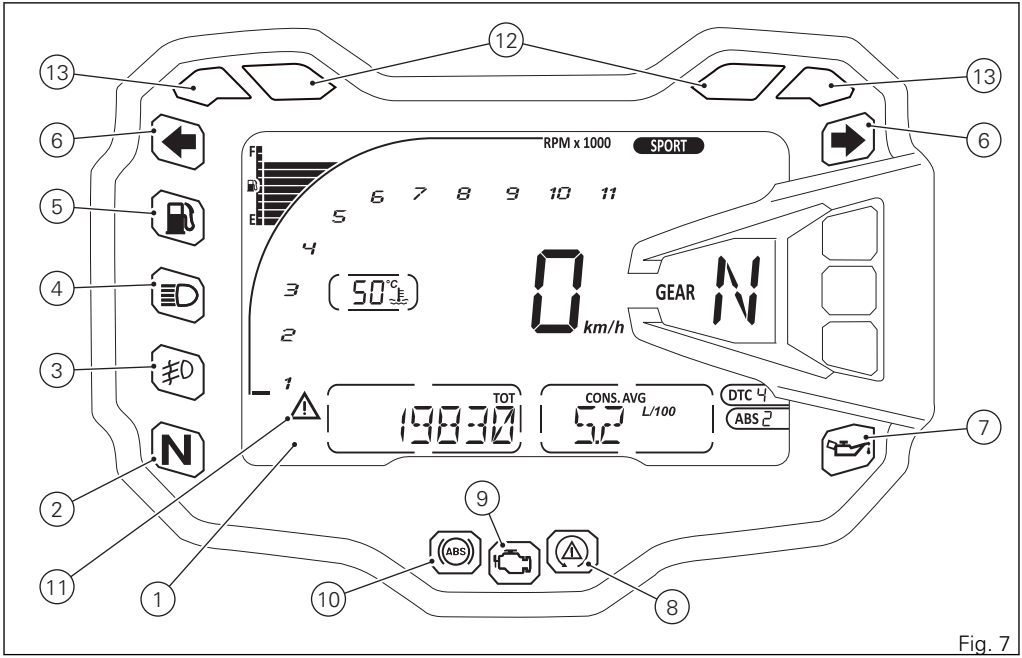

RPM x 1000
SPORT
6 7 8 9 10 11
5
4
3
2
1
50°C
0
km/h
GEAR
N
TOT
19830
CONS. AVG
L/100
5.2
DTC 4
ABS 2
ABS
1
2
3
4
5
6
6
7
8
9
10
11
12
13
13

Fig. 7

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
LIN
Local Interconnect Network
DSB
Dashboard
DTC
DUCATI Traction Control
ECU
Engine Control Unit

Technological Dictionary

Riding Mode

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

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

Power Mode

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

- LOW, with 'soft' power delivery;
- MED, with 'soft' power delivery;
- HIGH, with 'instant' power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to

accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

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

Anti-lock Braking System (ABS) 9.1 MP

The ABS 9.1MP system fitted to the Multistrada 950 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over.
The Multistrada 950 ABS implements rear wheel lift-up control in order to ensure not only smaller stopping distance under braking, but also the best possible stability.
These functions are divided into 3 different levels.
ABS can be disabled.

Function buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM/FLASH BUTTON (FLASH)
Button used for the high-beam flasher.
4) CONFIRM MENU / SETTING MENU ENTRY BUTTON
Button used to confirm during MENU navigation.
5) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).
6) FOG LIGHT BUTTON
Button used to switch on/off the fog lights.

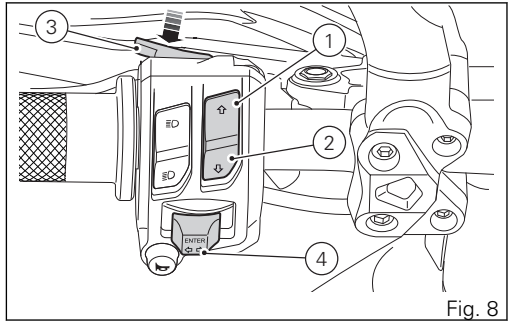


Fig. 8

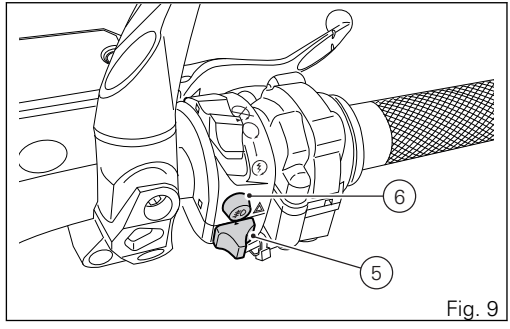


Fig. 9

Parameter setting/displaying

Upon key-on, the instrument panel:

- turns on the display backlighting;
- activates the rev counter which increases from 0 to 11000 and decreases back to 0;
- activates the vehicle speed digits and shows a counting from 0 to 300 and then back to 0;
- turns on the warning lights from the outer to the inner ones.

At the end of the check, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

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

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

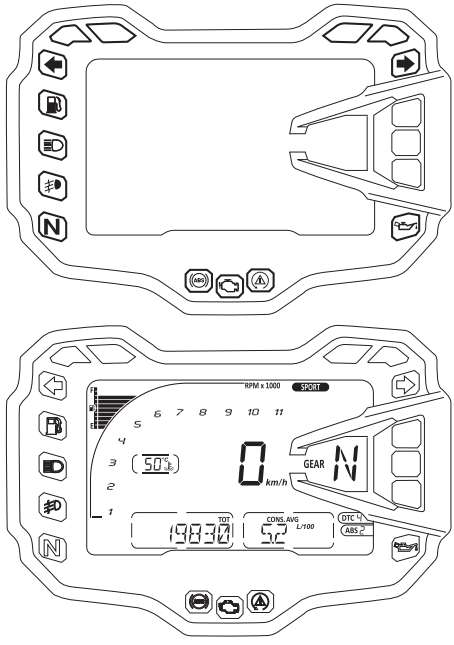


Fig. 10

Data displayed on the main screen are as follows:

1) Motorcycle speed.
2) Menu 1 (Odometer, Trip 1, Trip 2, Range, Trip time, Clock and Player if the Bluetooth is available).
3) Fuel level.
4) Menu 2 (Average fuel consumption, Instant fuel consumption, Average speed, Ambient air temperature).
5) ABS ON/OFF indication.
6) DTC level indication (ON) or DTC OFF indication.
7) Gear indication.
8) Set Riding Mode.
9) Generic error warning light.
10) Rev counter.
11) Infotainment (if any).
12) Engine Coolant temperature

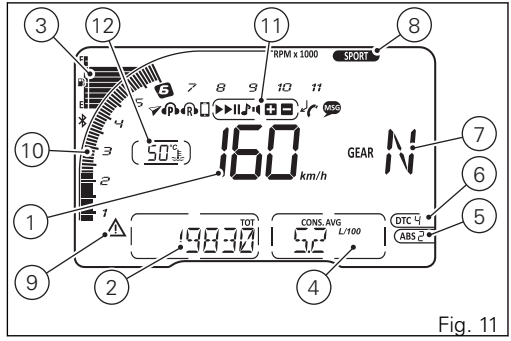


Fig. 11

From the main screen, press button (1) on LH switch to view Menu 1 information.

- Odometer (TOT);
- TRIP 1;
- TRIP 2;
- RANGE;
- TRIP TIME;
- Clock;
- Player (if Bluetooth is available).
- Heated handgrip (optional)

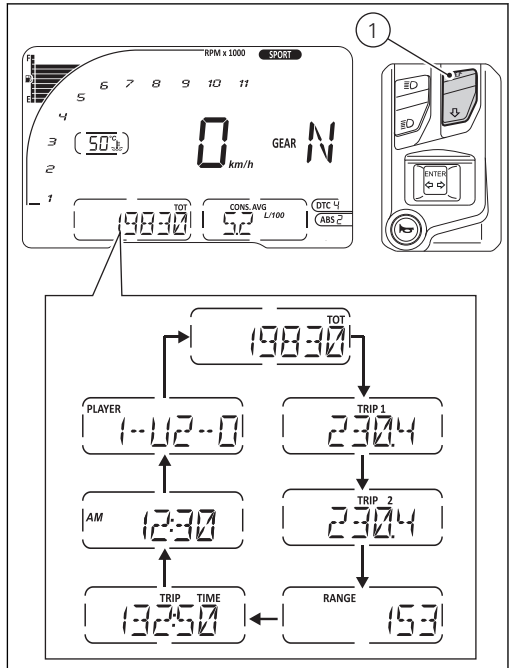


Fig. 12

Press button (2) on LH switch to view Menu 2 information.

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

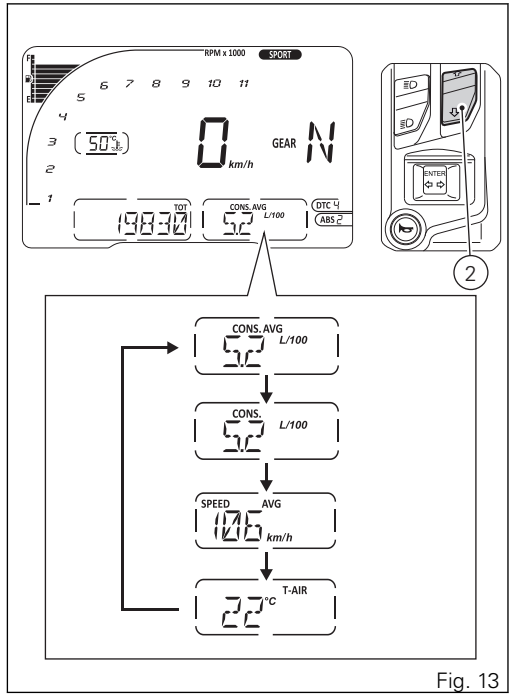


Fig. 13

The instrument panel stores Menu 1 and Menu 2 settings in use upon KEY-OFF. On the following KEY-ON, previously stored Menu 1 e Menu 2 pages are displayed.
In case of sudden and unexpected power OFF, the instrument panel displays the default settings for Menu 1 and Menu 2 upon the following KEY-ON; in particular:

- Menu 1 default page = Odometer (TOT);
- Menu 2 default page = Average fuel consumption (CONS.AVG).

Upon KEY-ON, for every display layout, instrument panel shows for 10 seconds in Menu 1 the "Odometer" page and then shows the page saved upon previous KEY-OFF.

When the standard screen is displayed, hold the button (4) for 2 seconds, when actual motorcycle speed is <= (lower than or equal to) 20 km/h, to enter the Setting Menu, where you can set any function.

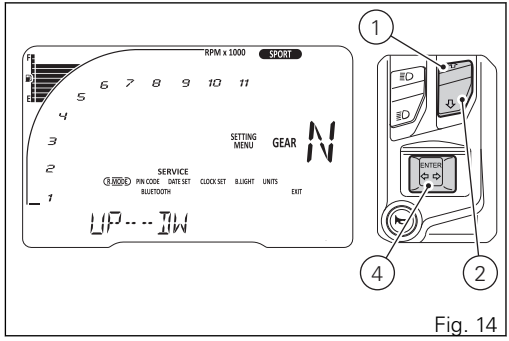


Fig. 14

Important

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

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

- if the PIN CODE function is not active, the instrument panel skips the warning light check, displays the standard screen with an error warning and does not allow accessing the Setting Menu;
- if the PIN CODE function is active, the PIN CODE function page is displayed on the instrument panel, allowing rider to enter the release code.

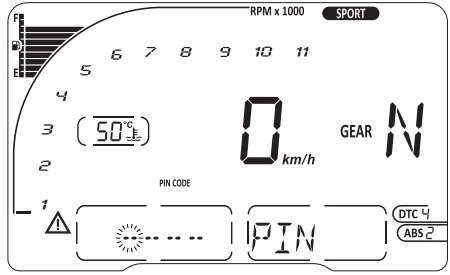


Fig. 15

Main functions

The functions displayed in the Standard screen are the following:

Main information

- Engine rpm indication (RPM)
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Riding Mode
- ABS
- DTC
- Gear
- Menu 1 displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP1)
  - Trip meter 2 (TRIP2)
  - Residual range (RANGE)
  - Trip time (TRIP TIME)
  - Clock
  - Player if Bluetooth is available
  - Heated handgrip (optional)
- Menu 2 displays the following functions:
  - Average Fuel Consumption (CONS. AVG)
  - Instantaneous fuel consumption (CONS.)
  - Average speed (SPEED AVG)
  - Ambient air temperature

Additional information

- Infotainment — Bluetooth
- Service indication (SERVICE)
- Warnings/Alarms

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

- Riding mode customisation (RIDING MODE): this menu allows customisation of:
  - Engine setting (ENGINE)
  - DTC level setting (DTC)
  - ABS setting (ABS)
  - Reset to default settings (DEFAULT)
- PIN CODE (enter/change)
- Date setting (DATE SET)
- Clock setting (CLOCK SET)
- Display backlighting (BACK LIGHT)
- Unit setting (Speed - Temperature - Fuel consumption) (UNITS)
- Bluetooth setting (pairing/deleting any paired devices, only if available)

Engine rpm indication (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

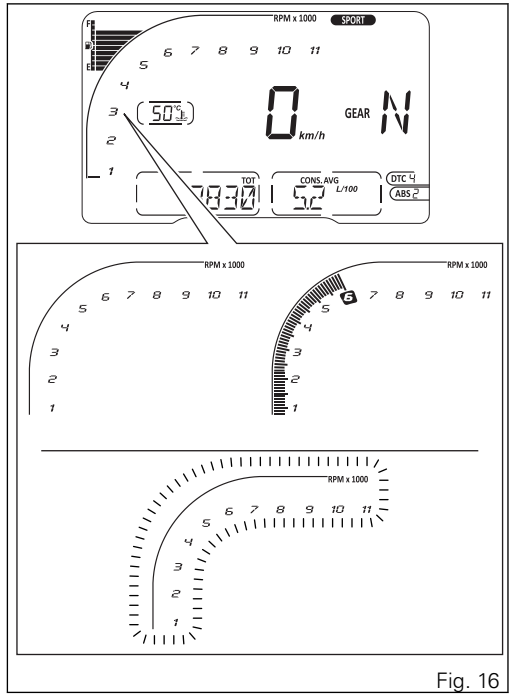


Fig. 16

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

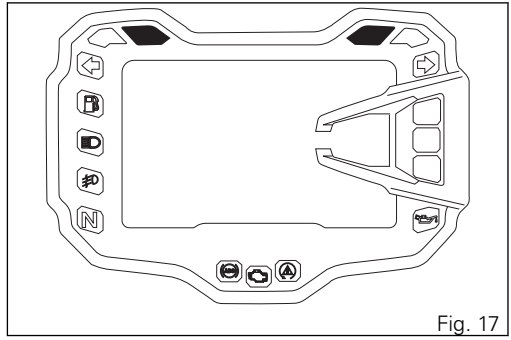


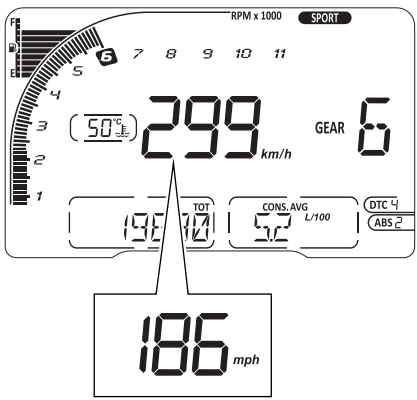
Fig. 17

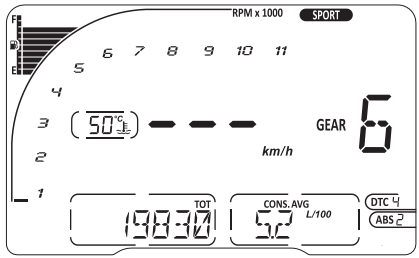
Motorcycle speed

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).
The max. displayed speed is 299 km/h (186 mph).

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

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


RPM x 1000
SPORT
299
km/h
GEAR
6
50°C
TOT
CONS. AVG
L/100
DTC 4
ABS 2
186
mph


RPM x 1000
SPORT
GEAR
6
50°C
km/h
TOT
CONS. AVG
L/100
DTC 4
ABS 2

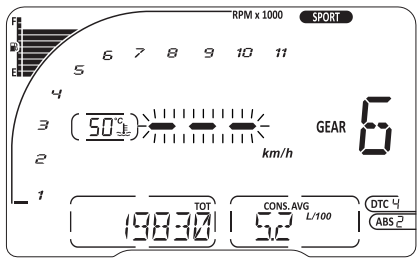

RPM x 1000
SPORT
GEAR
6
50°C
km/h
TOT
CONS. AVG
L/100
DTC 4
ABS 2

Fig. 18

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the top part of the instrument panel display, above the speed indication, in all four layouts.

Warning

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

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

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

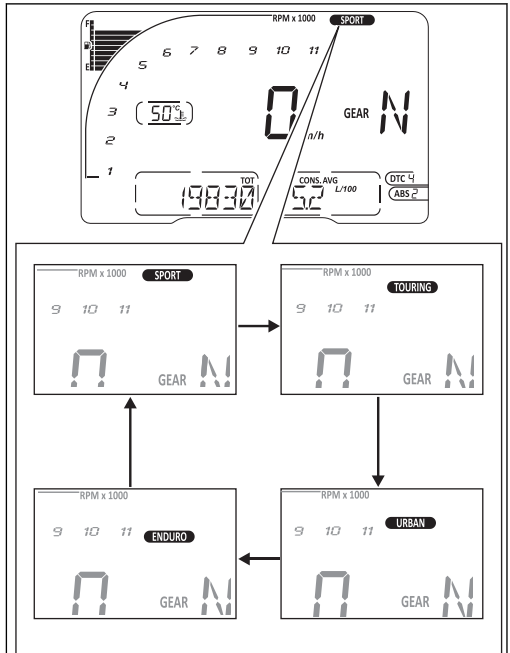


Fig. 19

Riding mode change function

This function allows changing vehicle riding mode.
Press the CONFIRM MENU button (4) to change the riding mode.
The display shows the four riding modes (SPORT, TOURING, URBAN and ENDURO).
With buttons 1 and 2 it is possible to select the desired Riding Mode.
After selecting the desired riding mode, confirm it by keeping the CONFIRM MENU (4) button pressed for 2 seconds.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 5 seconds, the new riding mode selection is not stored and the standard screen is displayed.

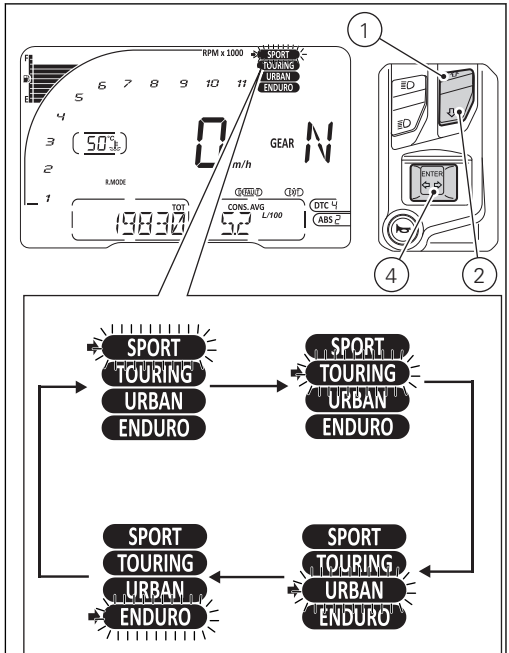


Fig. 20

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

- the vehicle is still and the throttle control is open so the "CLOSE GAS" indication will be displayed.
- The vehicle is moving, the throttle control and the brake pressure are checked and "CLOSE GAS" and "DON'T BRAKE" may be displayed.

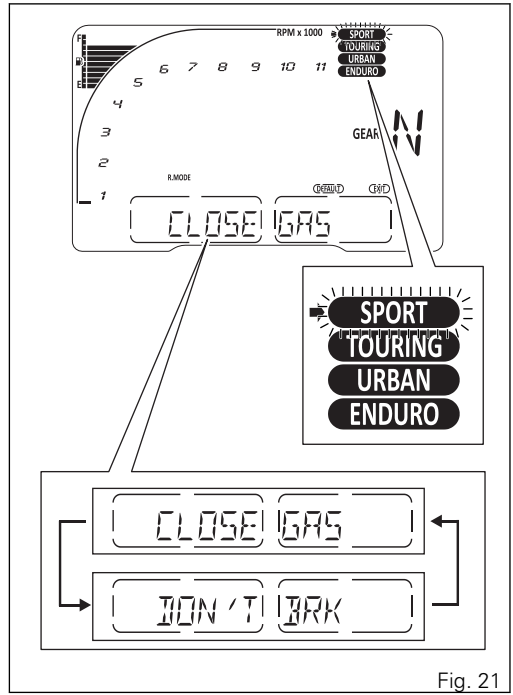


Fig. 21

DTC

The instrument panel displays DTC status as follows:

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

If DTC is in fault or the Black Box is in fault, the instrument panel will display DTC lettering flashing and "-" flashing and DTC warning light will be steady on.

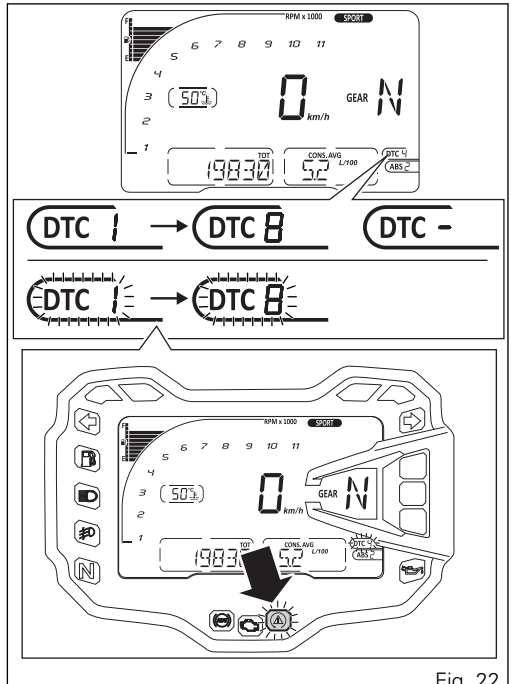


Fig. 22

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

Warning

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.

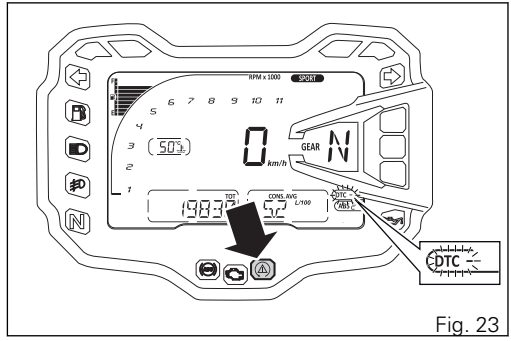


Fig. 23

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

DTC	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	OFF-ROAD Professional	This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	NO
2	OFF-ROAD	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the "ENDURO" Riding Mode
3	SPORT / TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this mode, the DTC allows sideslipping.	NO
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the "SPORT" Riding Mode

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

Tips on how to select the sensitivity level

Warning

Excellent operation of the DTC system, for all available levels, is ensured only with the OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70ZR19 at the front, 170/60ZR17 at the rear. The use of tyres of different sizes and characteristics to the original tyres and/or those recommended by Ducati may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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

Levels 1 and 2 were specifically designed for off-road use and do not ensure a correct control of traction loss on asphalt.
With levels 3 and 4, DTC control unit allows both rear 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). Poor grip requires a higher level that ensures a more aggressive DTC intervention.

Level depends on type of track/path

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

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

Tips for use on the track

We recommend that level 6 is used for a couple of full laps in order to heat the tyres and get used to the system. Then try levels 6, 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a 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

We recommend level 6 be used in order to get used to the system (default level for the URBAN riding mode). If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you best.
If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

Tips for off-road use

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

ABS

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

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

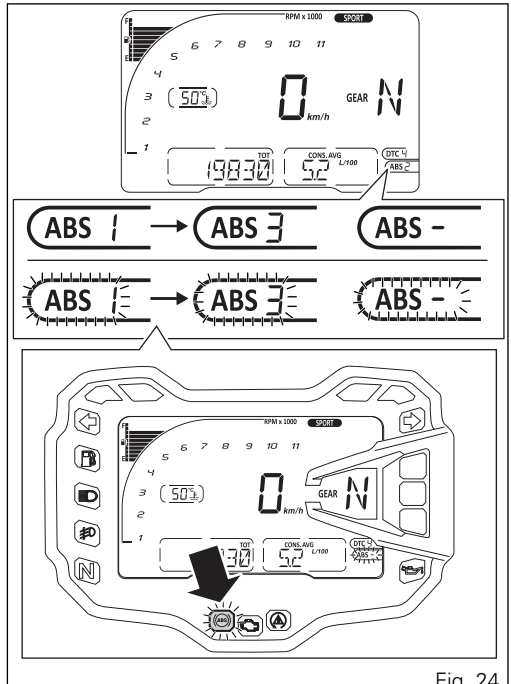


Fig. 24

If the ABS is in fault, the instrument panel will display ABS lettering flashing, the dash "-" flashing and ABS warning light will be steady on.

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

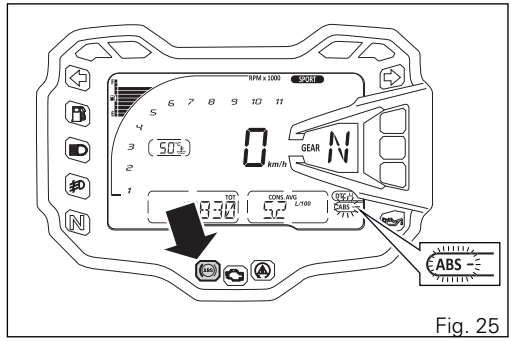


Fig. 25

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 do not use separate control systems.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.


Warning
Using the two brake controls separately reduces the motorcycle braking power.

A harsh or sudden use of the brake controls with ABS system 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.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply

one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat as well as a possible generation of vapour lock (brake fluid boiling) with a considerable reduction of the braking power. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
OFF		The ABS is disabled	NO
1	OFF-ROAD	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads). The system in this level does NOT control the lift-up.	It is the default level for the "ENDURO" Riding Mode
2	SPORT	This level is designed for road use, with good grip conditions. In this level, the ABS works on both wheels. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the anti-lift-up function is active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Tips on how to select the sensitivity level

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 Pirelli Scorpion Trail II in the following sizes: 120/70ZR19 at the front, 170/60ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system 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.
Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2.
ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is neither lift-up control, nor front-to-rear combined braking.

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

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

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed.
The symbol "--" flashes if the instrument panel does not receive the gear information.
If the gear sensor is in fault, a string of dashes "--" is displayed steady on.
Letter "C" flashes on the instrument panel if the gear teach-in procedure has not been performed yet.

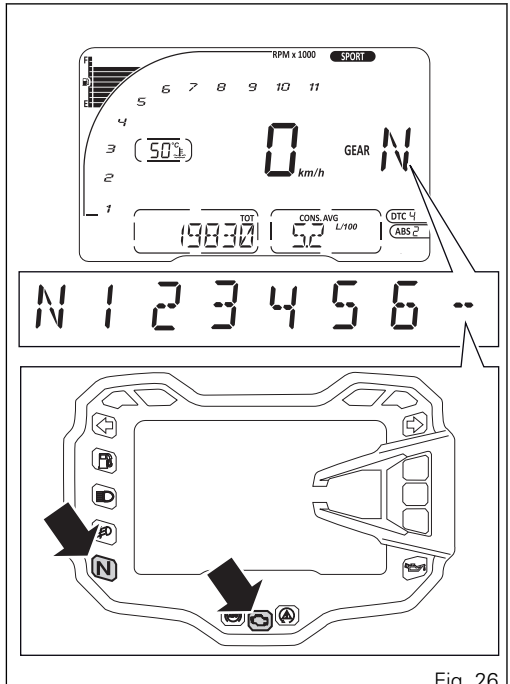


Fig. 26

Fuel level

This function displays the fuel level.
The low fuel light turns on when the level goes down to 2 steady marks: this means that there are approximately 4 litres in the tank.
If the level goes further down, the last mark will be flashing.

Important

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

Note

In the case of a level sensor "error", the bargraph without marks is displayed and the rest of the digit will flash.

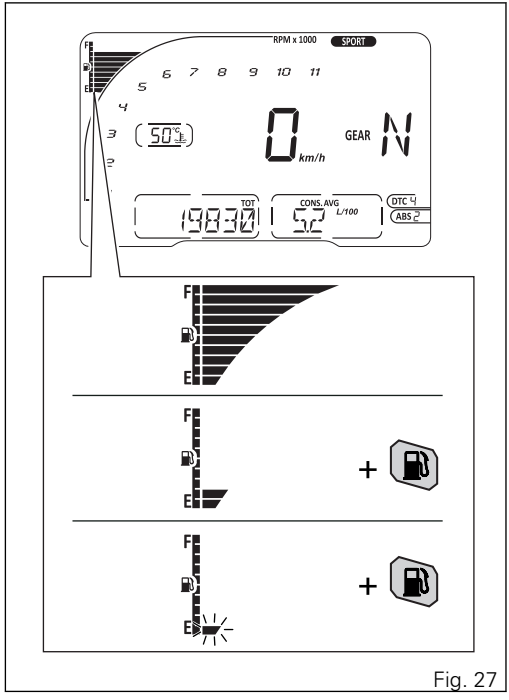


Fig. 27

Engine Coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and 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 °C (-40 °F), a string of 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 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.

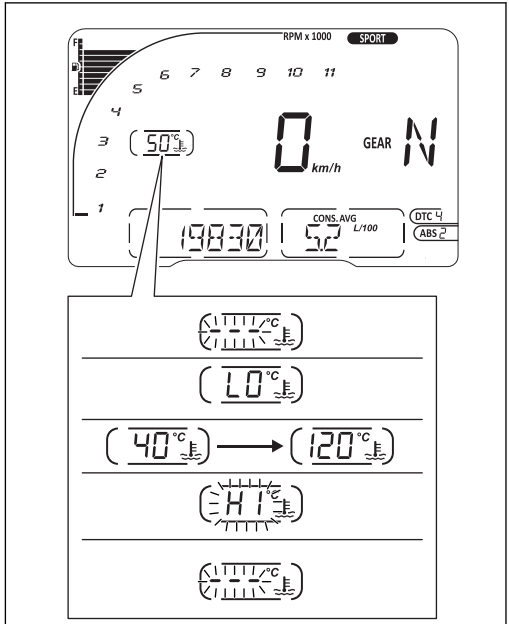


Fig. 28

Note

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

Menu Functions

Menu 1 displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Residual range (RANGE)
- Trip time (TRIP TIME)
- Clock
- PLAYER (if Bluetooth control unit is available)
- Heated handgrip (optional)

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

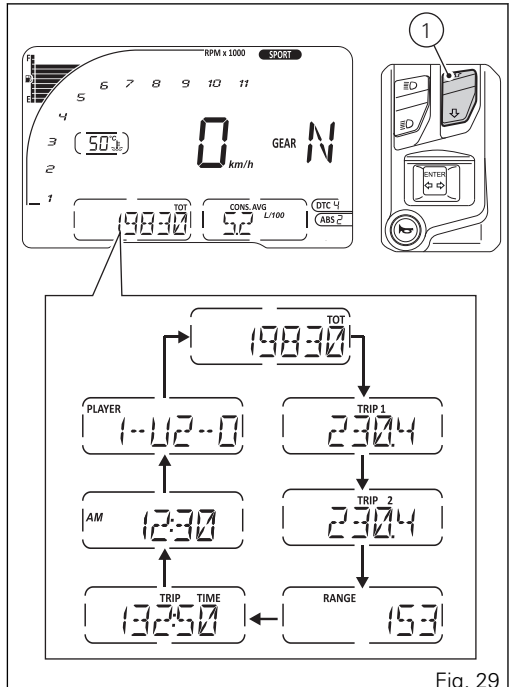


Fig. 29

Menu 2 displayed functions are:

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

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

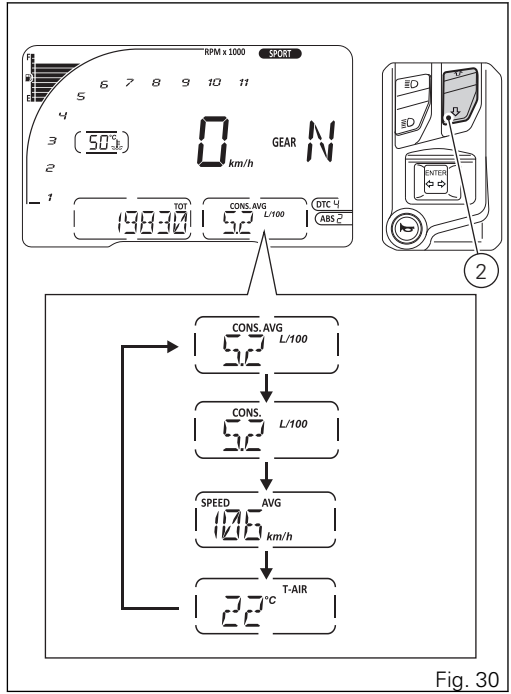


Fig. 30

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).

Note

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

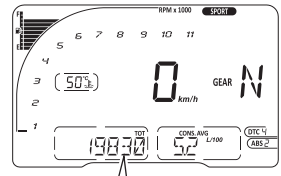


Fig. 31

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number (in km or miles) is displayed with the message TRIP1 and the indication of the unit of measurement.

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

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

The TRIP1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

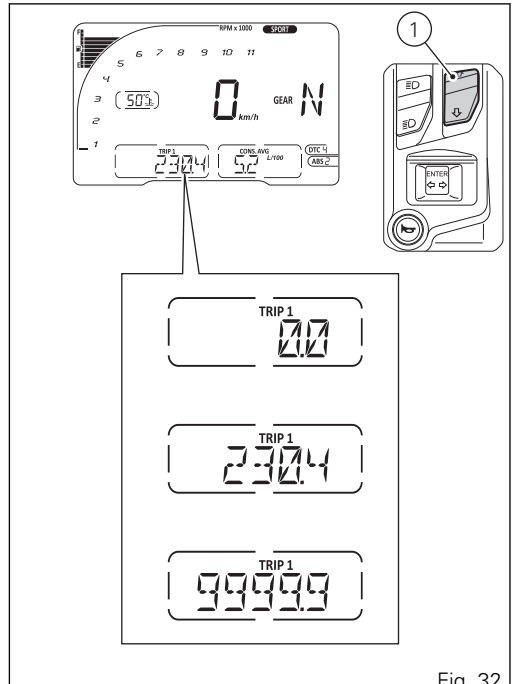


Fig. 32

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
The TRIP2 number (in km or miles) is displayed with the message TRIP2 and the indication of the unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.
The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

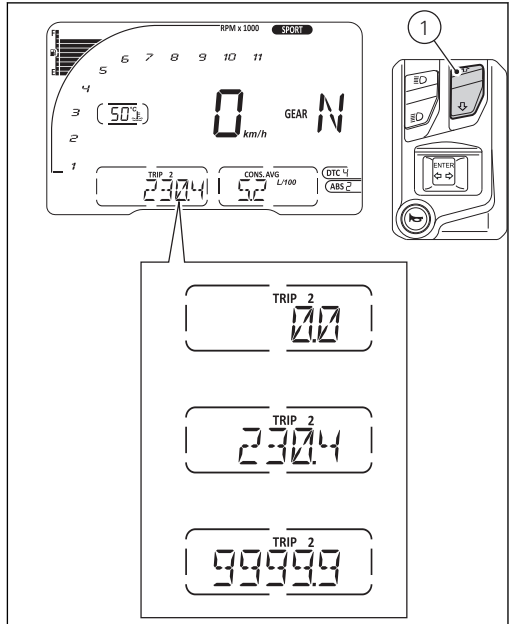


Fig. 33

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.
Information is indicated as RANGE.

If there is any function fault, the instrument panel will display three flashing dashes "- - -".
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed.

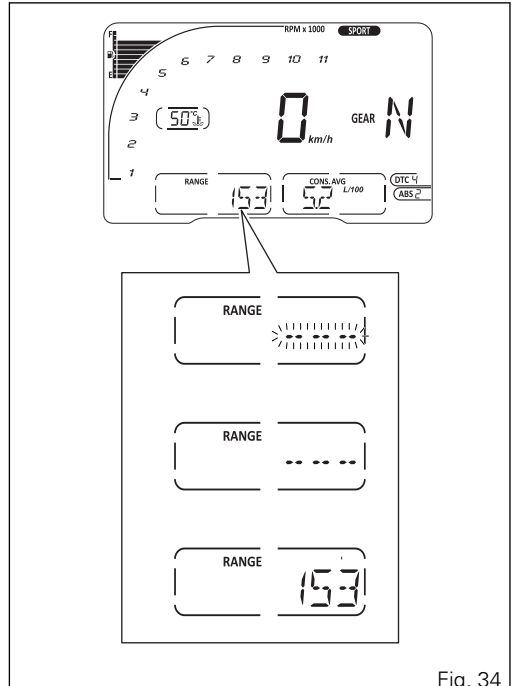


Fig. 34

Trip time (TRIP TIME)

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the motorcycle is stopped (the time is automatically stopped when the motorcycle is not moving and the engine is OFF and restarts when the counting active phase starts again).
When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

Note

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

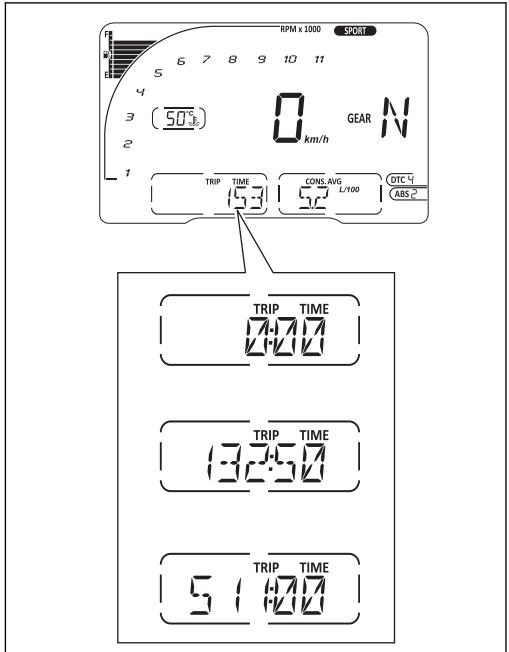


Fig. 35

Clock

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

- hh (hours) : mm (minutes);
- followed by a.m. (from 12:00 to 11:59) or p.m. (from 12:00 to 11:59).

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

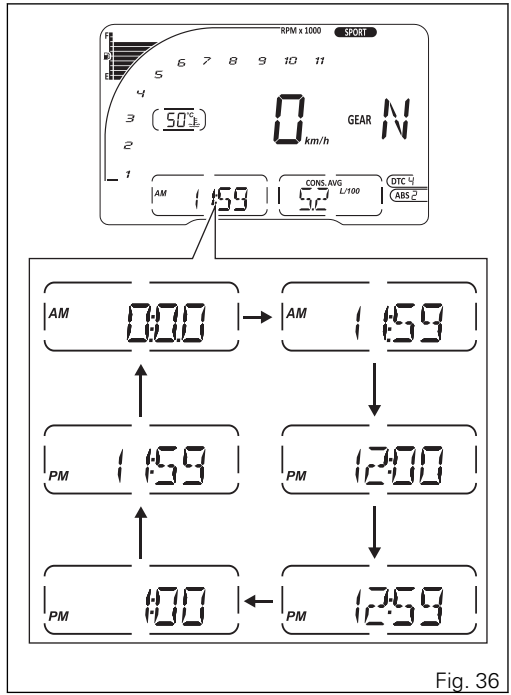


Fig. 36

Average fuel consumption

The instrument panel calculates and displays the motorcycle average fuel consumption, the set unit of measurement and CONS. AVG.
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP1 was last reset.
When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes "- - . - " steadily as average fuel consumption. Value is expressed in the set unit of measurement (litres / 100 km or mpg UK or mpg USA).

The active calculation phase occurs when the engine is running and the motorcycle is stopped: (moments when the motorcycle is not moving and the engine is OFF are not considered).

Note

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

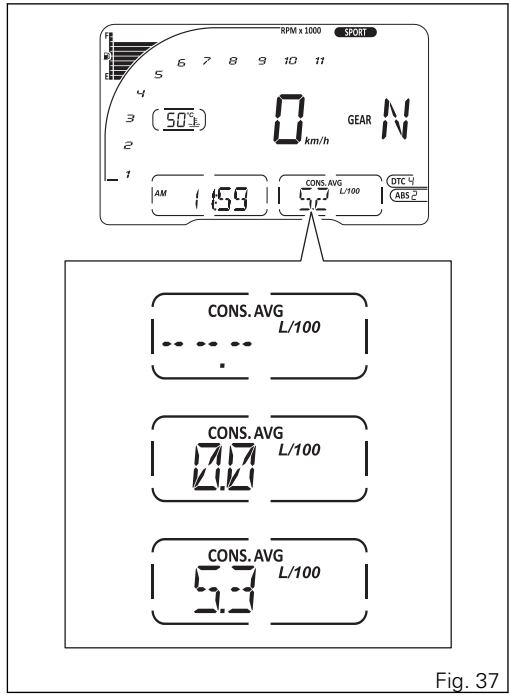


Fig. 37

Instantaneous fuel consumption

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

Note

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

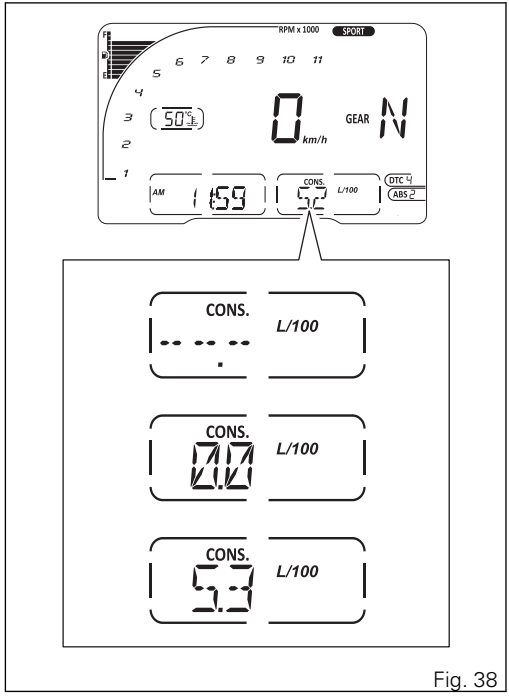


Fig. 38

Average speed

The instrument panel calculates and displays the motorcycle average speed, the set unit of measurement and SPEED AVG text.
The calculation considers the distance and time since TRIP1 was last reset.
The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

Note

It is possible to change the units of measurement of "speed" (and "distance" travelled) from Km/h (and Km) to mph (and miles) through the Setting menu, using the "SET UNITS" Function.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.
The active calculation phase occurs when the engine is running even if the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).

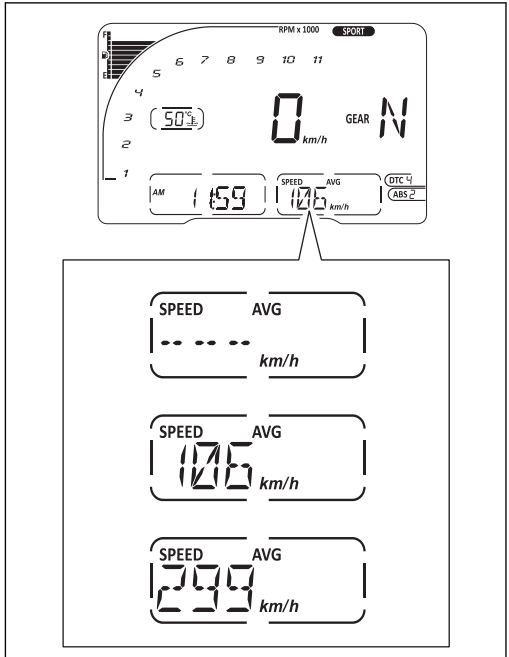


Fig. 39

Ambient air temperature

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement and the message T AIR. The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F). For any different temperature (below -39 °C (-38 °F) or above +125 °C (+257 °F)) a string of three dashes " - - - " is steadily displayed, followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement and the Generic Error light will turn on.

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

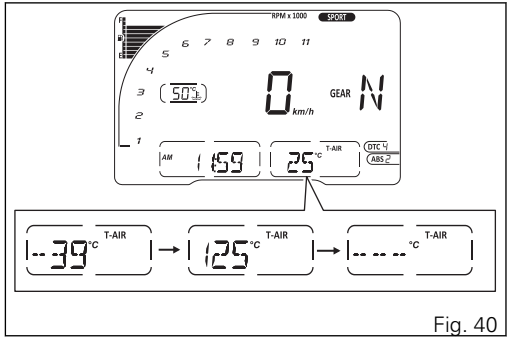


Fig. 40

Note

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

Auxiliary functions

Heated handgrips (option) control function

This function allows enabling and adjusting the heated handgrips. If the heated handgrips are installed, this function is shown in Menu 1.
By pressing button (1) and scrolling through the Menu 1 functions it is possible to select the function that is displayed with letters "H.G." followed by the currently set level. To change the setting keep button (4) pressed for 2 s. By means of buttons (1) and (2) it is possible to scroll through the OFF, LOW, MED, and HI levels. To confirm the selected level, press button (4) for 2 s.

Note
The heated handgrips are actually "on" (heating) only when engine is running.

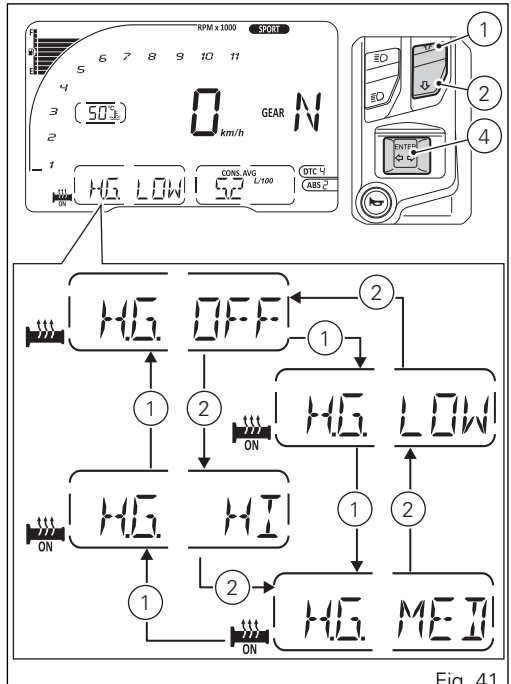


Fig. 41

When the heated handgrips are ON, the relevant warning light turns on together with the indication "ON".

Note
In case of Battery-Off, upon the following Battery-On / Key-On, the Dashboard sets this function by default to "OFF".

Note
This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 11.9 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

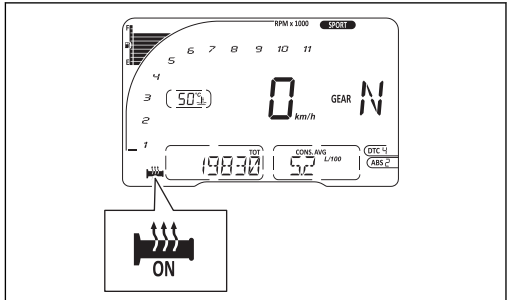


Fig. 42

Infotainment

Multistrada 950 can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.
The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

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

- Connected devices (A);
- Player (B);
- Telephone (C).

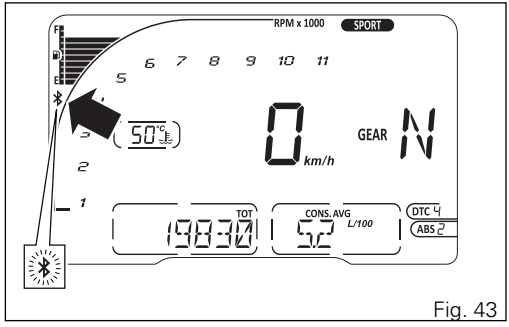


Fig. 43

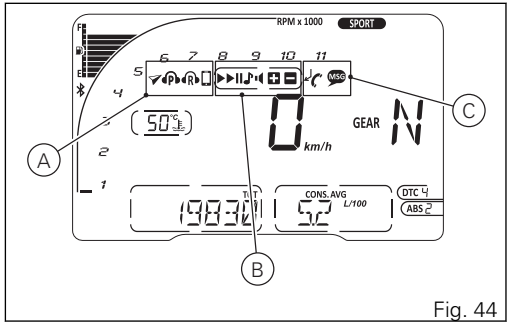


Fig. 44

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

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

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

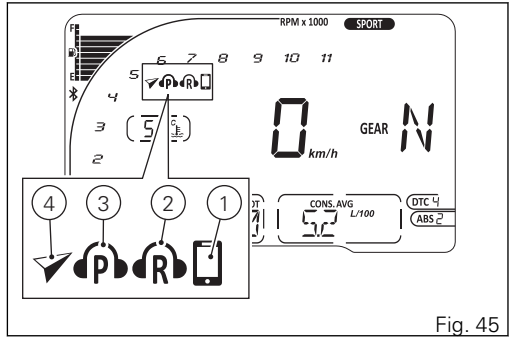


Fig. 45

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).

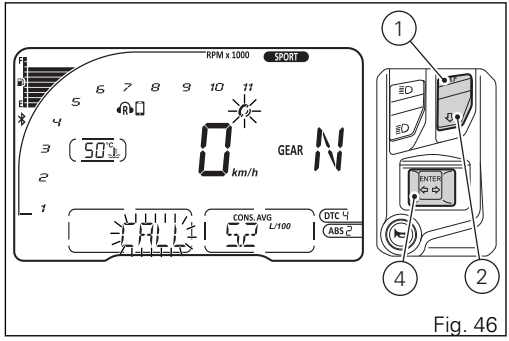


Fig. 46

Note

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

When there is an incoming call, the relevant symbol starts flashing whereas, when you answer the call, the same symbol remains steady ON.
To answer the call, press button (2).
To terminate the call, keep button (1) pressed for 2 seconds.

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: Menu 1 shows the indication RECALL.
After this 5 second time, the Recall function is disabled.
To activate the Recall function within the 5 seconds, press button (2).

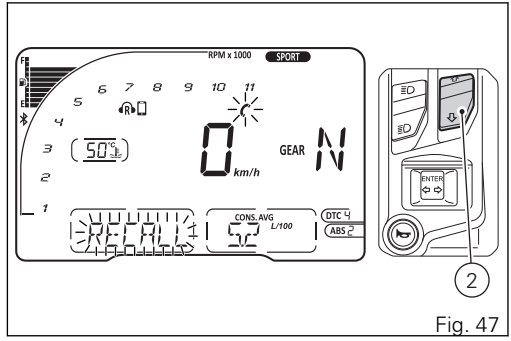


Fig. 47

During a call, the receiver symbol (A) is displayed.
If there is an incoming call while the Player (B) is active, the latter is paused throughout the phone call and will resume operation when call is over.

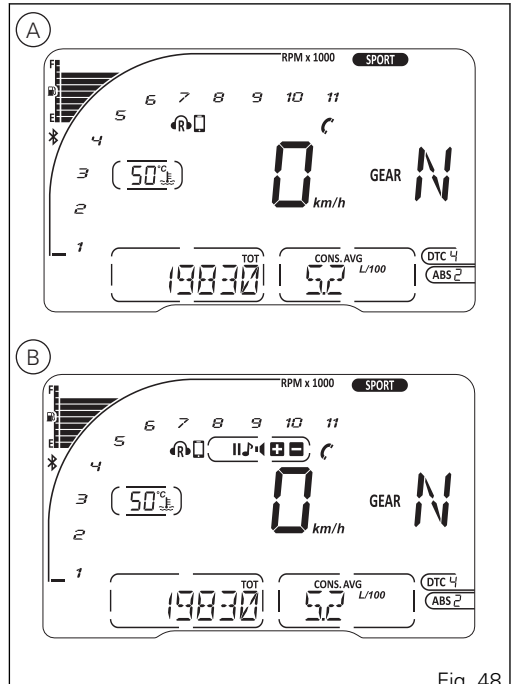


Fig. 48

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed for one minute. The number of missed calls is not displayed.
In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed for one minute. The number of unread messages is not displayed.

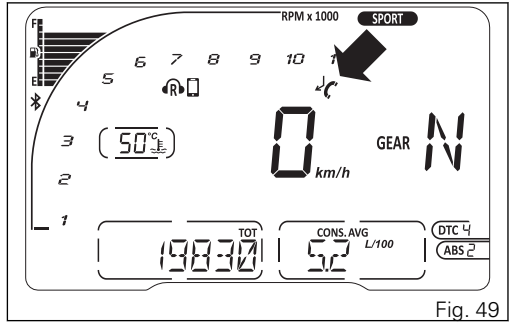


Fig. 49

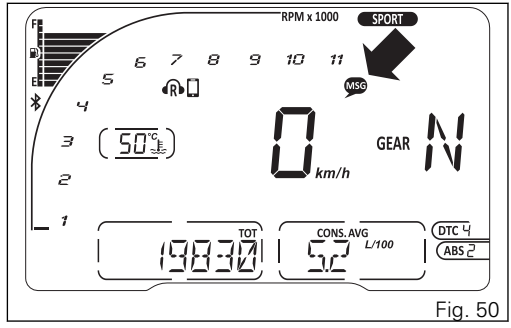


Fig. 50

Player

If at least one Smartphone is connected, Menu 1 will show the PLAYER OFF function.
The Player is activated by pressing button (1) for 2 seconds.

Important

The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

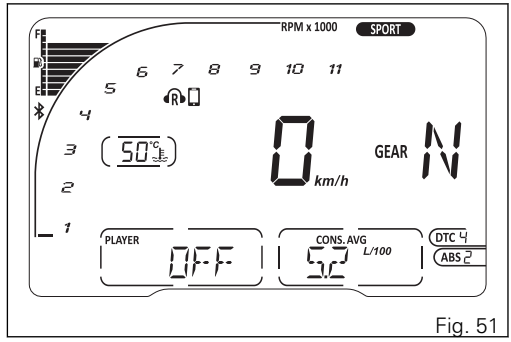


Fig. 51

On instrument panel, Menu 1 PLAYER option and the active track name (C) are displayed. together with the Player menu. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.
If there are no tracks to be played, Menu 1 will show "NO TRACK" (B).
If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and Menu 1 will read the message "PLAYER NOT AVAILABLE" (A).

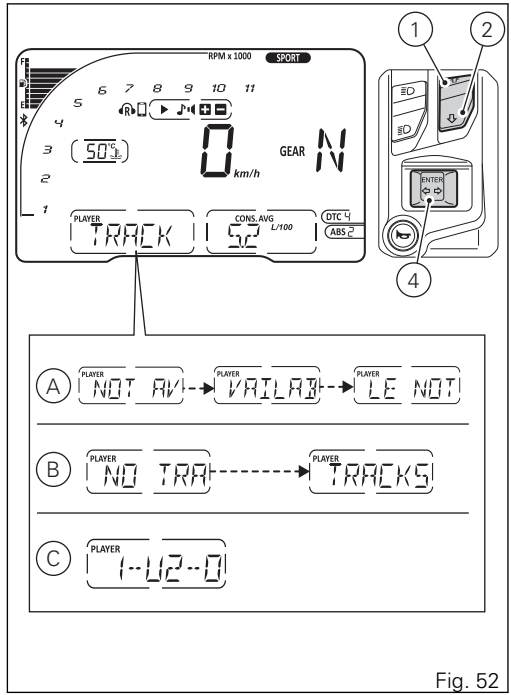


Fig. 52

Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.
It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.
Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status.
After disabling the Player controls, they can be re-enabled after 3 seconds if the item PLAYER and the track name are available in Menu 1.

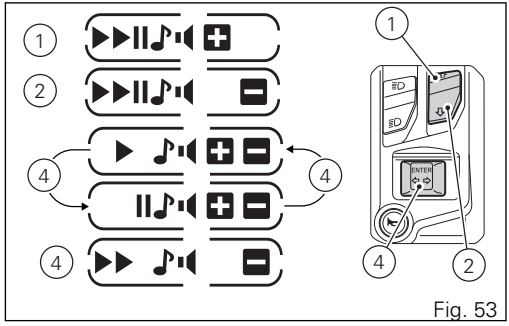


Fig. 53

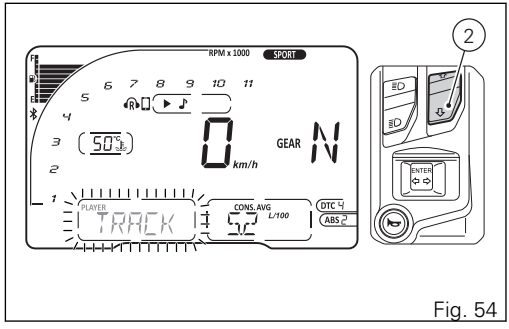


Fig. 54

The Player can be turned off by quitting the player control and pressing button (1) for 2 seconds: Menu 1 will show PLAYER OFF option.

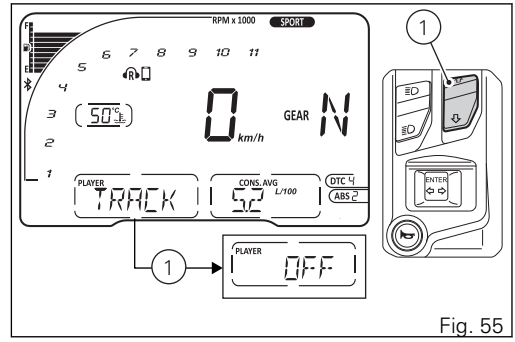


Fig. 55

F.A.Q.

1) Why don't I receive any notification of received e-mails?
E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?
Check that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?
If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).
Check that the phone supports the PBAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.
The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

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

7) I do not receive any message notification on my iPhone. Why?
Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

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.
There are 3 types of scheduled maintenance interventions:

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

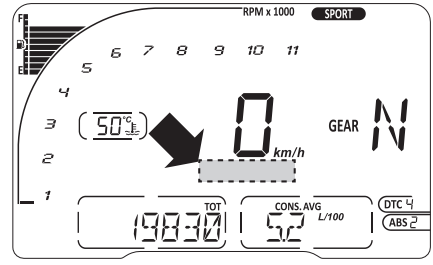


Fig. 56

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a reset.

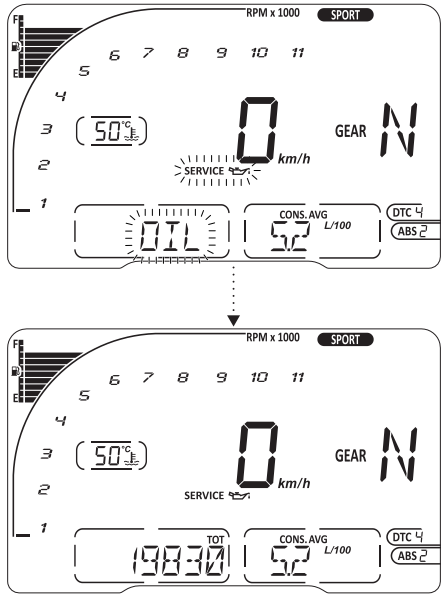


Fig. 57

OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

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

- the count of the mileage in kilometres (miles) remaining before the next OIL SERVICE (A) 1000 km (600 mi) earlier than the service threshold;
- the count of the days remaining before the next SERVICE DATE (B) 30 days earlier than the service threshold;
- the count of the mileage in kilometres (miles) remaining before the next DESMO SERVICE (C) 1000 km (600 mi) earlier than the service threshold.

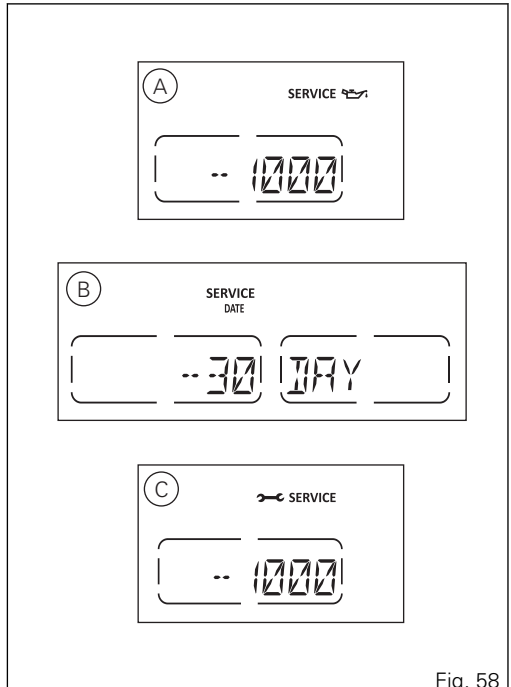


Fig. 58

OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

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

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

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil or the Desmo or DATE symbols as well as the message OIL or DESMO or DATE upon each Key-ON; after 5 seconds, both the message SERVICE and the Oil or Desmo or DATE symbols become steady until Key-OFF or until an Authorised Ducati Service Centre performs a Reset.

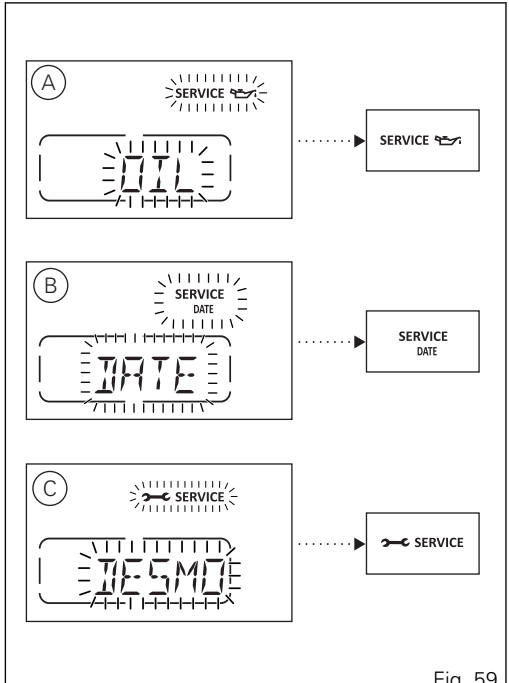


Fig. 59

Warnings/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 any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning.

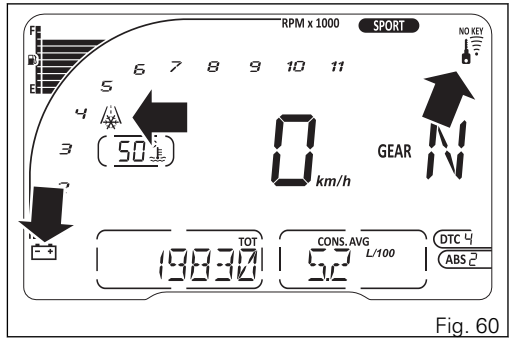


Fig. 60

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 raises to 6°C (43°F).

Warning

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. 61

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. 62

Key not acknowledged

This function indicates when the key is not acknowledged correctly.



Fig. 63

Key not present

This function indicates when the transponder is not detected.

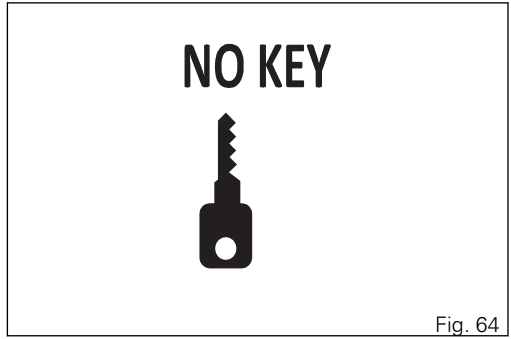


Fig. 64

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows "INSERT" and "DATE" 6 seconds upon Key-ON.

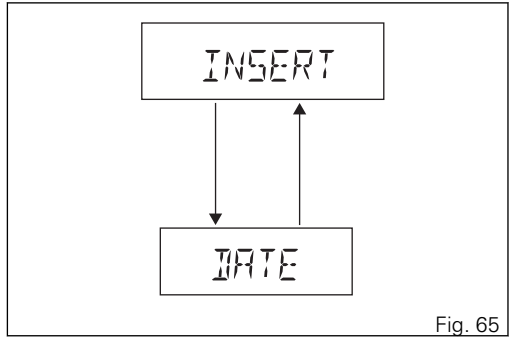


Fig. 65

Antenna not working

This function indicates when there is a problem with the Immobilizer.



Fig. 66

Error warnings

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).

Warning

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

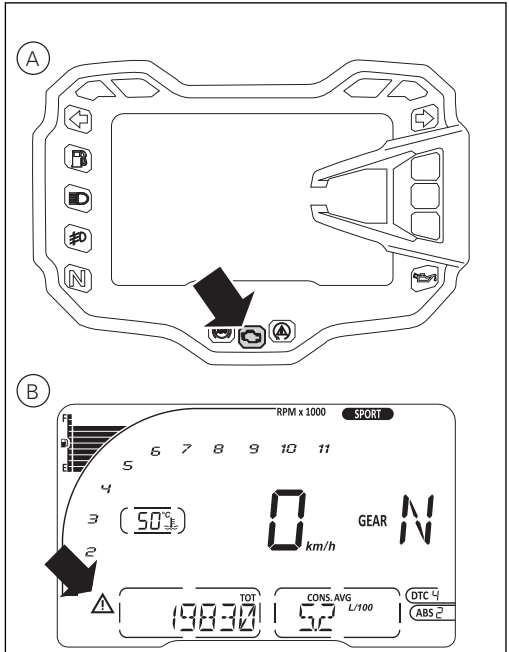


Fig. 67

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.
In case of Side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.
If instrument panel does not receive side stand status, stand down/open "SIDE STAND" indication will flash to indicate an undefined status.

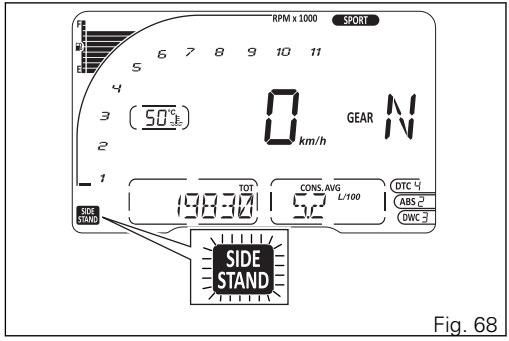


Fig. 68

Fog lights

The instrument panel activates the fog light warning light when the fog lights (option) are present and active.

To enable/disable the fog lights, press button (13) (optional).

In case of fog light fault, the instrument panel displays the flashing Fog Light warning light.

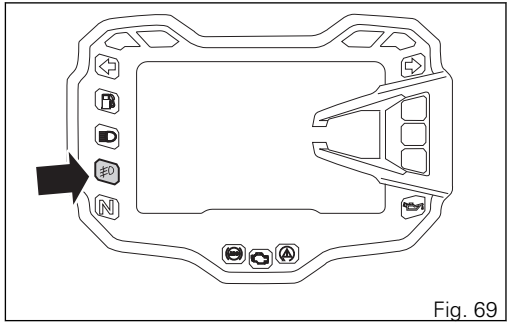


Fig. 69

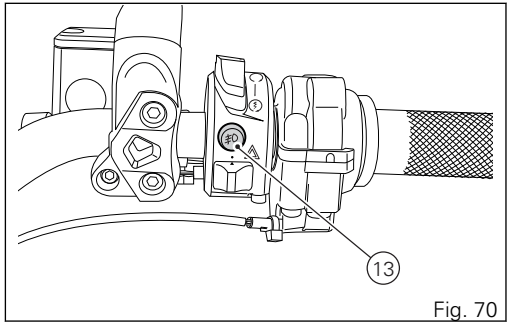


Fig. 70

Setting MENU

This menu allows enabling, disabling and setting some motorcycle functions.
To enter the Setting Menu it is necessary to hold button (4) for two seconds, with Key-ON and motorcycle actual speed ≤ (lower than or equal to) 20 km/h (12 mph): within this menu, it is no longer possible to view any other function.
The Setting MENU displays the following functions:

- RIDING MODE
- PIN CODE
- SERVICE
- DATA SET
- CLOCK SET
- BACK LIGHT
- UNITS
- BLUETOOTH (only if the relevant control unit is fitted)

Important

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

Press buttons (1) and (2) to highlight the customisable parameters one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.
After highlighting the required parameter, press button (4) to open the corresponding menu page.
If function is not available or temporarily disabled, the menu page can not be opened.
At the top of instrument panel display is a text indicating the menu and sub-menu path during navigation through the setting functions.
To quit the Setting Menu you shall highlight "EXIT" and press button (4).

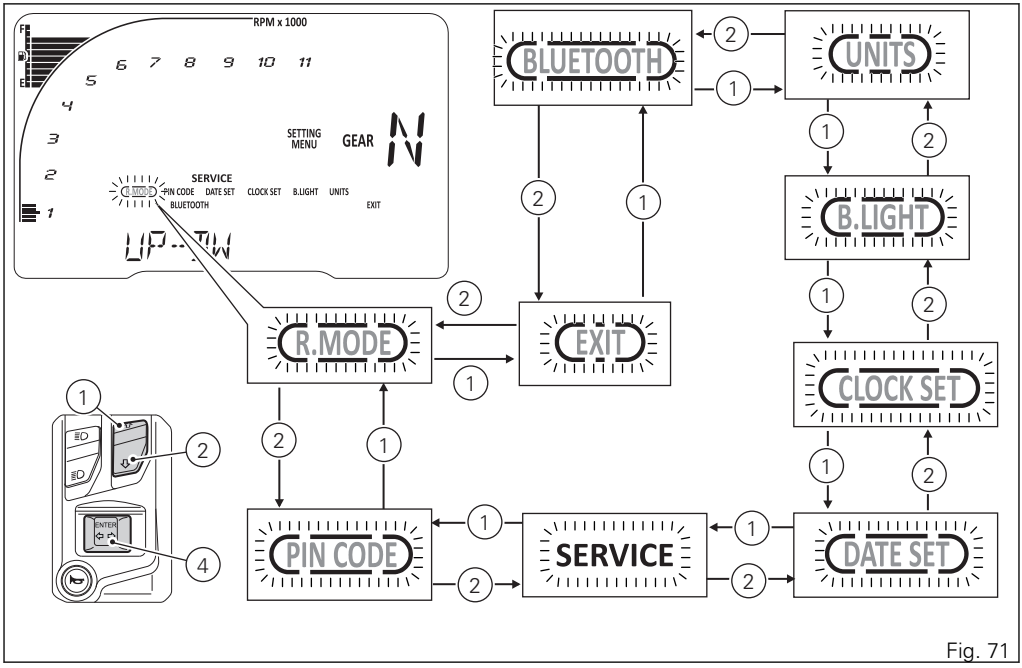

RPM x 1000
SETTING MENU
GEAR
N
SERVICE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
BLUETOOTH
UNITS
B.LIGHT
CLOCK SET
DATE SET
SERVICE
PIN CODE
R.MODE
EXIT
ENTER
1
2
4

Fig. 71

Customising the Riding Mode

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

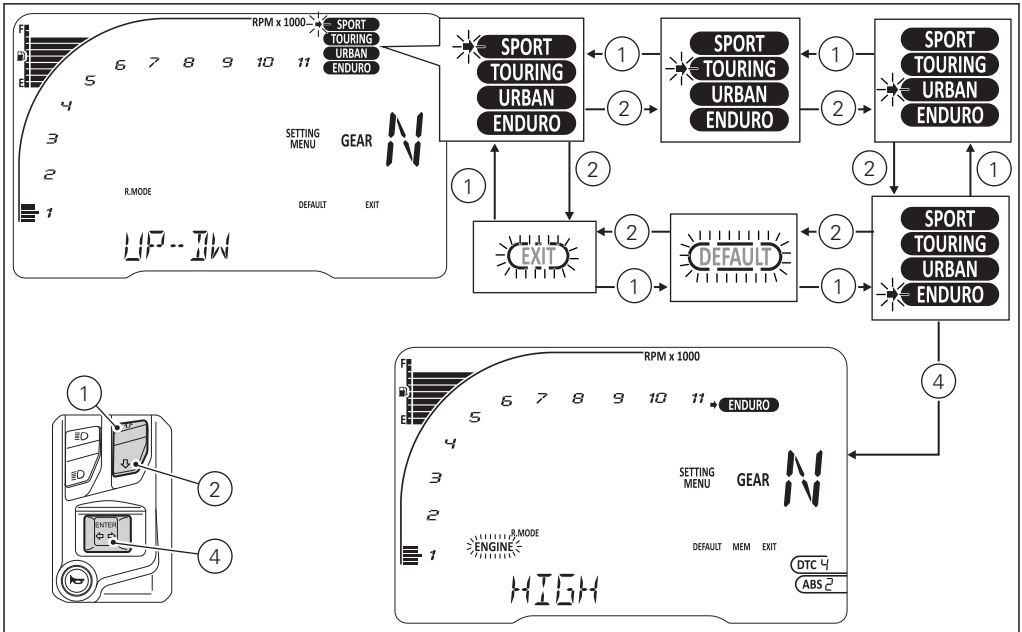

RPM x 1000
SPORT
TOURING
URBAN
ENDURO
SETTING MENU
GEAR
N
R.MODE
DEFAULT
EXIT
UP-- DW
EXIT
DEFAULT
ENTER
RPM x 1000
ENDURO
SETTING MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC 4
ABS 2
HIGH
1
2
4

Fig. 72

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

- ENGINE
- DTC
- ABS
- DEFAULT

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

- ENGINE
- DTC
- ABS
- DEFAULT
- MEM (memorisation)
- EXIT

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

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

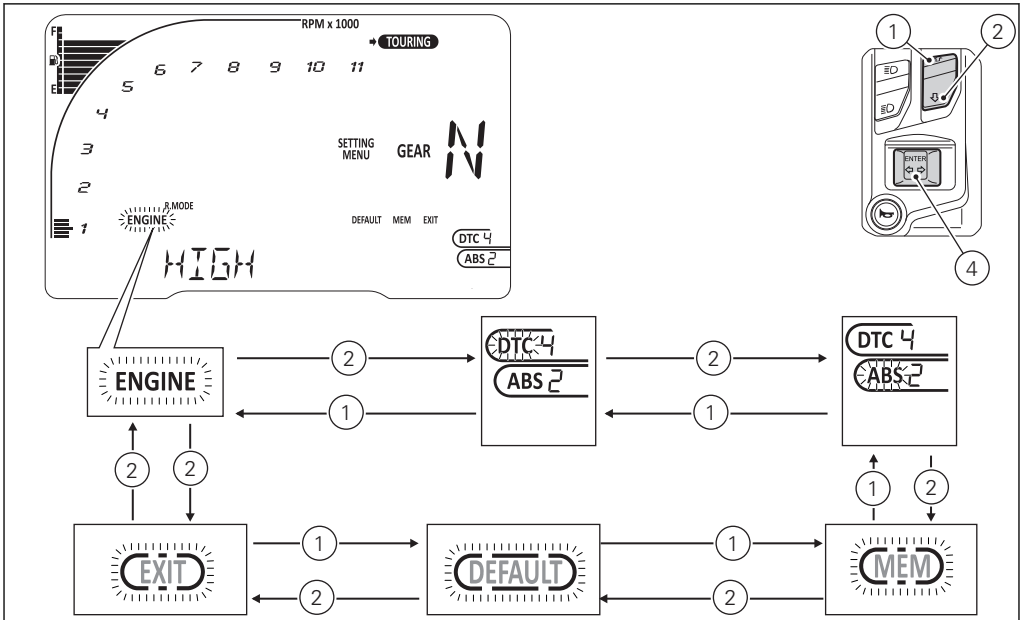

RPM x 1000
TOURING
SETTING MENU
GEAR
N
MODE
ENGINE
HIGH
DEFAULT MEM EXIT
DTC 4
ABS 2
ENTER
1
2
4
ENGINE
DTC 4
ABS 2
EXIT
DEFAULT
MEM

Fig. 73

Customising the Riding Mode: Parameter storage

After changing a Riding Style parameter (ENGINE, DTC and/or ABS), to make the change effective, it is necessary to save it before quitting the customisation menu.
It is possible to save the parameters set for each riding mode.
To save the parameter settings of a Riding Mode, it is necessary to gain access to the SETTING MENU, use buttons (1) and (2) to select the message "R.M". (Riding Mode) and press button (4). Then use buttons (1) and (2) to select the riding mode to change and press button (4). Then use buttons (1) and (2) to select "MEM" (flashing) and keep button (4) pressed for 2 seconds; then the display will show "WAIT" (for 2 other seconds) followed by "MEM. OK" to confirm that the new parameters have been memorised.

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

Warning

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

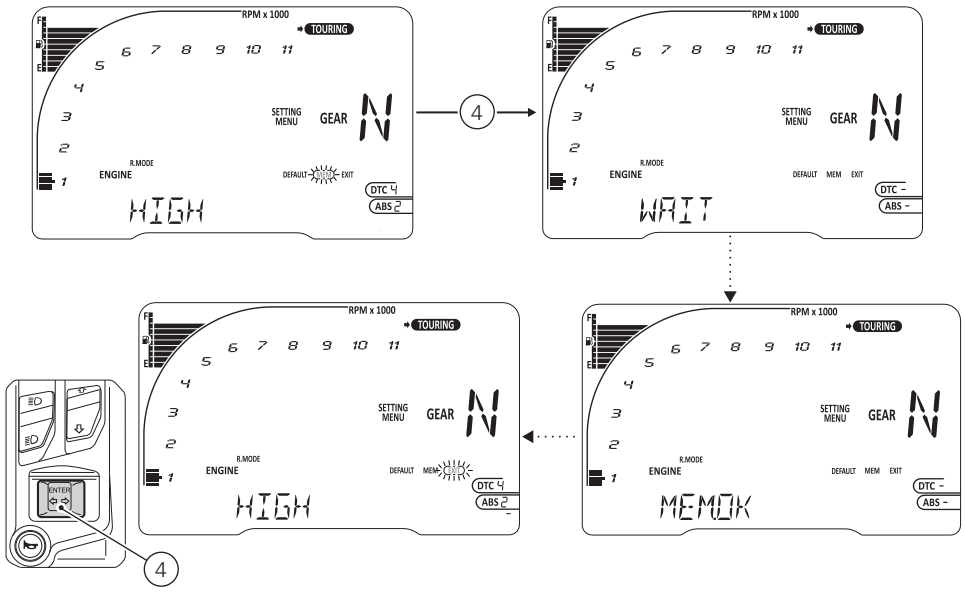

RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC 4
ABS 2
HIGH
4
RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC -
ABS -
WAIT
RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC -
ABS -
MEMOK
RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC 4
ABS 2
HIGH
ENTER
4

Fig. 74

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.
Enter the SETTING MENU. Select the R.M. (Riding Mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).
Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (ENGINE), by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).
When entering the function, the currently set engine power (HIGH, MED or LOW) starts flashing. Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.



Note

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

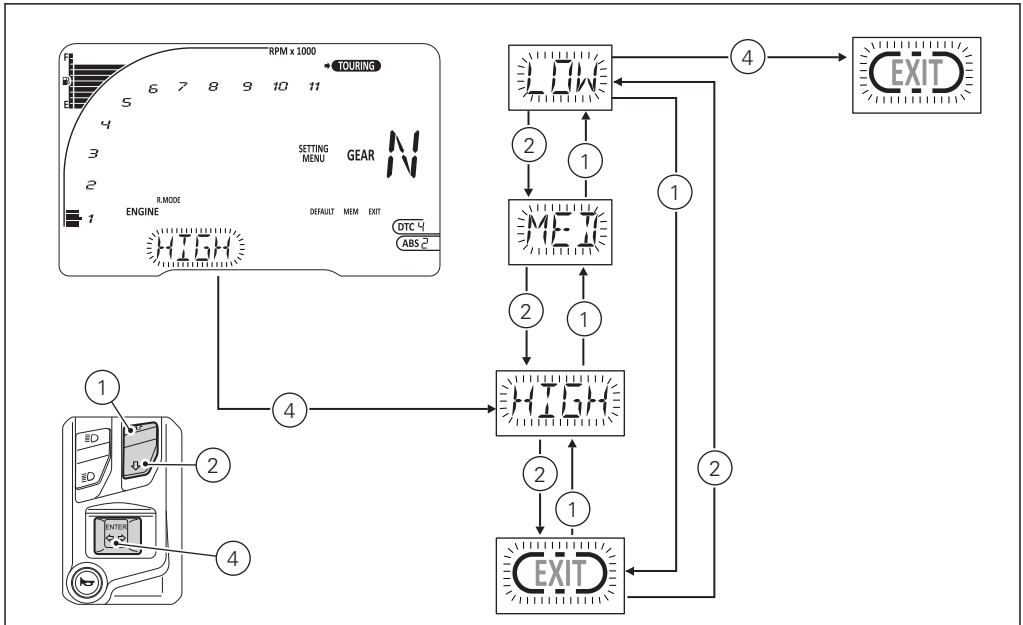

RPM x 1000
TOURING
SETTING
MENU
GEAR
N
R.MODE
ENGINE
DEFAULT
MEM
EXIT
DTC 4
ABS 2
HIGH
LOW
MED
HIGH
EXIT
EXIT
ENTER
1
2
4

Fig. 75

Customising the Riding Mode: DTC level setting

This function disables or sets DTC level for the selected riding mode.
Enter the SETTING MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).
You open the selected riding mode customisation Menu.
Select the parameter to be customised (DTC), by pressing button (1) or (2).
Once the desired parameter is highlighted, press button (4).

When entering the function, the currently set DQS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 8) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.

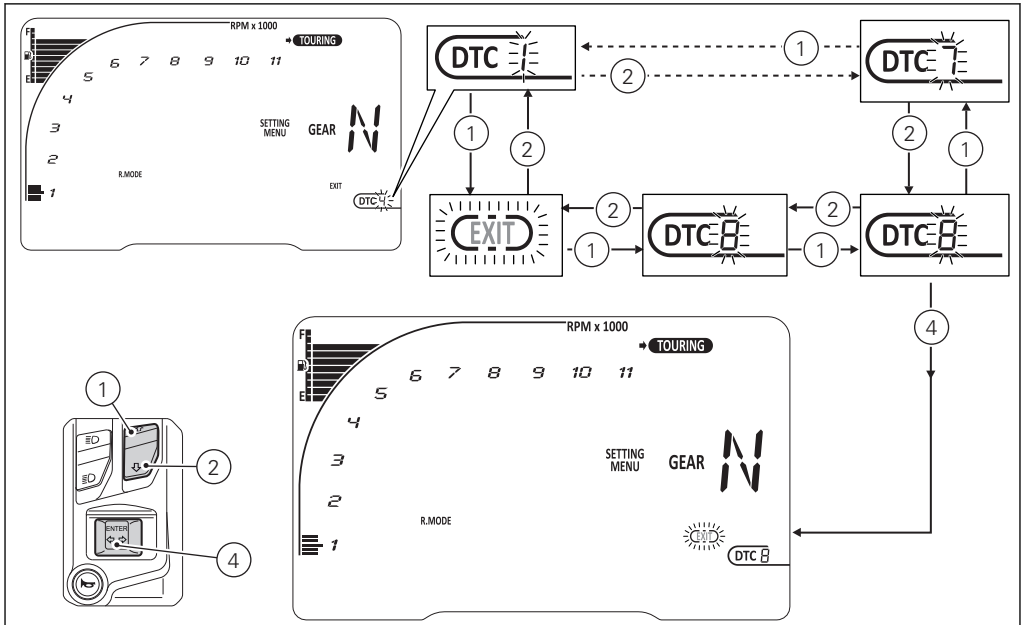

RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
EXIT
DTC
DTC 1
DTC 7
DTC 8
EXIT
ENTER
1
2
4

Fig. 76

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

Note
By setting "– " (Off), the DTC will be disabled.

Customising the Riding Mode: ABS setting

This function disables or sets ABS level for the selected riding mode. You enter the Setting Menu. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the R.M. Menu (Riding mode). Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4). You open the selected riding mode customisation Menu. Select the parameter to be customised (ABS), by pressing button (1) or (2). Once the desired parameter is highlighted, press button (4).
When entering the function, the currently set ABS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 3) or the symbol " – " (that identifies the "OFF" status) and press button (4) to confirm.

The value will become automatically steady and the message "EXIT" will be highlighted.
To exit the menu and go back to previous page, select "EXIT" and press button (4). The instrument panel will go back to the previous menu level and it will be possible to start the "Parameter storage" procedure.



Note

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

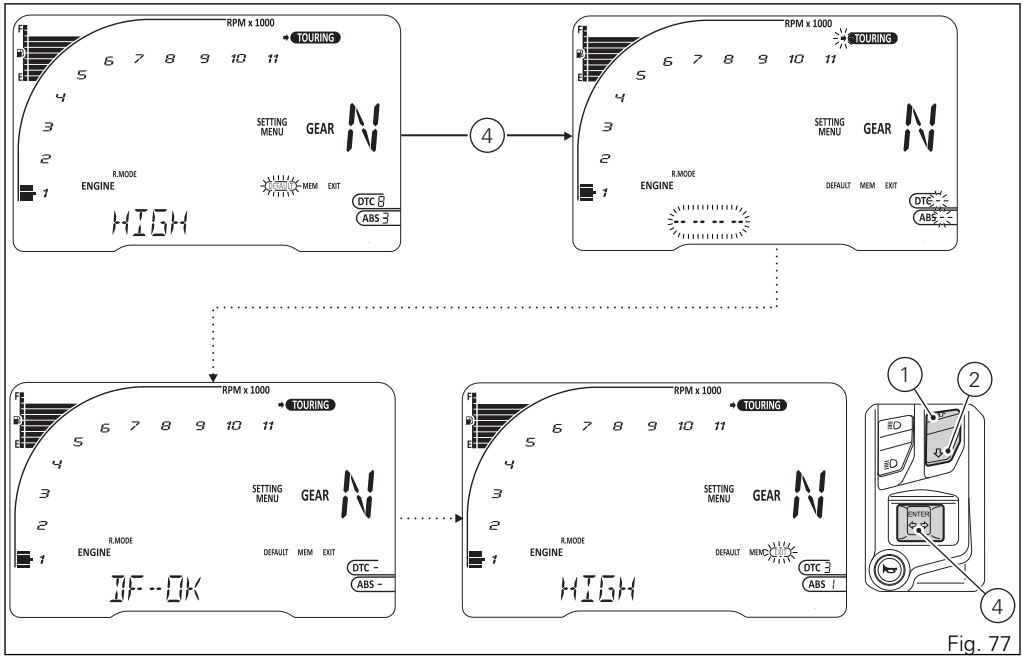

RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
MEM
EXIT
DTC
ABS
HIGH
4
DEFAULT
OF-OK
1
2
ENTER

Fig. 77

Note

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

Important

When setting the ABS OFF, Ducati recommends paying particular attention to the braking and riding style.

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

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.
You enter the Setting Menu. Select the R.M. (Riding mode) option by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).
Select the desired riding mode (SPORT, TOURING, URBAN or ENDURO), by pressing button (1) or (2).
After selecting the desired riding mode (arrow beside the flashing riding mode), press button (4).
Select DEFAULT (DEFAULT box flashing) by pressing button (1) or (2). Once desired parameter is highlighted, keep button (4) pressed for 2 seconds.

After 2 seconds the arrow on the Riding Mode left side starts flashing and blinking dashes will be displayed instead of all parameters (ENGINE, DTC and ABS). Then the display shows "DF-OK" for 2 seconds to indicate that the default parameters have been restored. After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

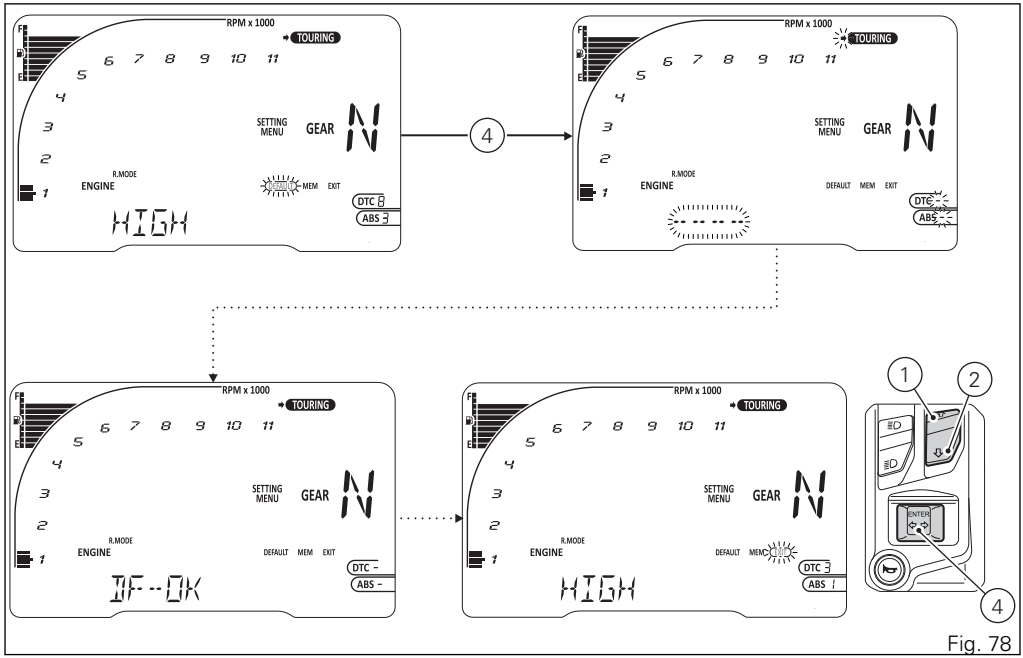

RPM x 1000
TOURING
SETTING MENU
GEAR
N
R.MODE
ENGINE
MEM
EXIT
DEFAULT
DTC
ABS
HIGH
OF-OK
4
1
2
ENTER

Fig. 78

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

This function allows restoring the default values set by Ducati for all the parameters associated to all riding modes.

To do this, you must enter the Setting Menu.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press button (4). You open the R.M. Menu (Riding mode).

Select the DEFAULT box by pressing button (1) or (2). Once the desired indication is selected, press button (4) for 2 seconds.

After 2 seconds, the four arrows on the Riding Mode left side will flash (for 2 seconds); then the display will show "DF-OK" for 2 seconds to indicate that the default parameters have been restored.

After 2 seconds, the "EXIT" box starts flashing; press button (4) to quit and go back to the Setting Menu.

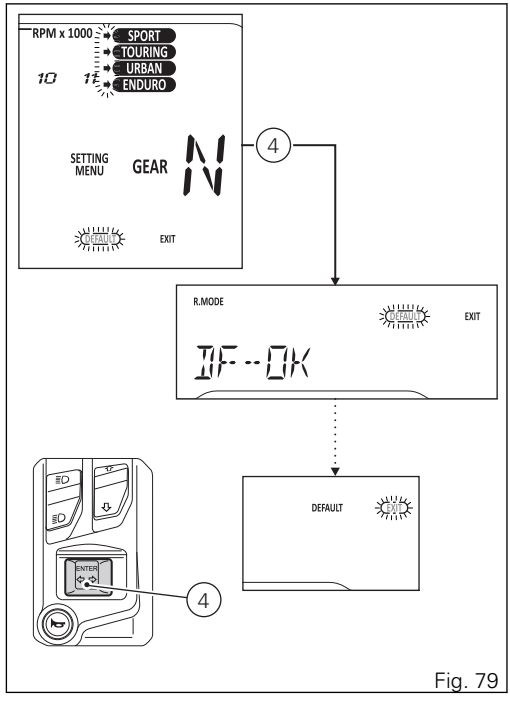


Fig. 79

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 activate this function, refer to "Activating the PIN CODE" procedure.
To change the PIN refer to "Changing the PIN CODE" procedure.
In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 185.

Warning

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

Activating the PIN CODE

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

Note

If upon accessing this function, the "O : " (Old) indication is displayed together with four flashing dashes "- - - -", a PIN code is already stored and the Function is already active.

When accessing the function, the display will show "N:" (new) followed by four flashing dashes "- - - -". To go back to the previous indication without activating a PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again. Entering the code:

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

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

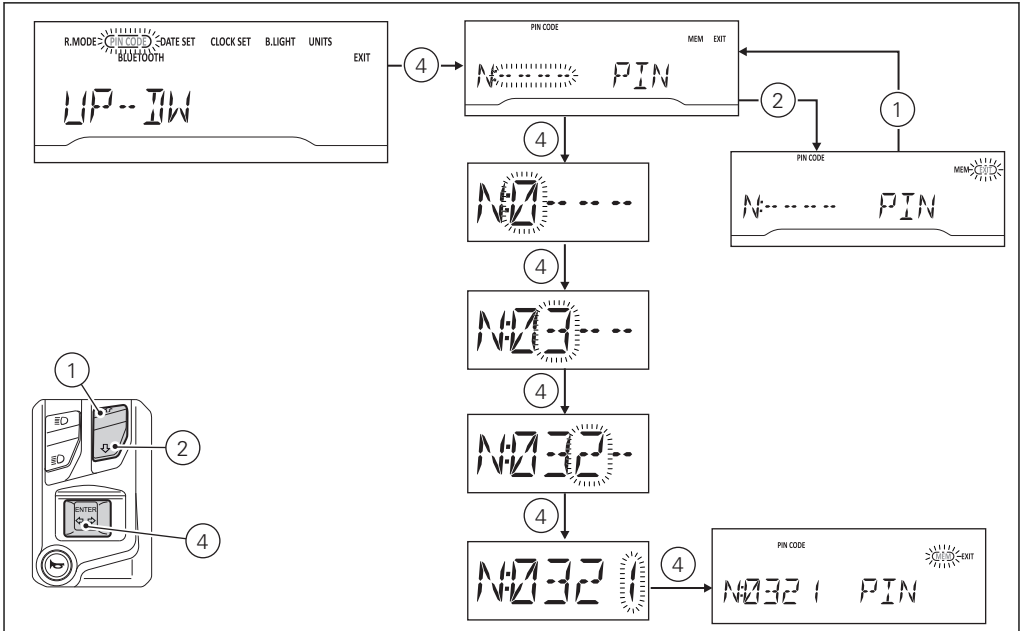

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
PIN CODE
MEM
EXIT
PIN
PIN CODE
MEM
PIN
PIN CODE
EXIT
PIN
ENTER
1
2
4

Fig. 80

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEM" and the relevant box.
To memorise the entered PIN, keep button (4) pressed for 2 seconds.
If settings have been saved, the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the "EXIT" box will start flashing.
Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE.
To quit, press button (4).

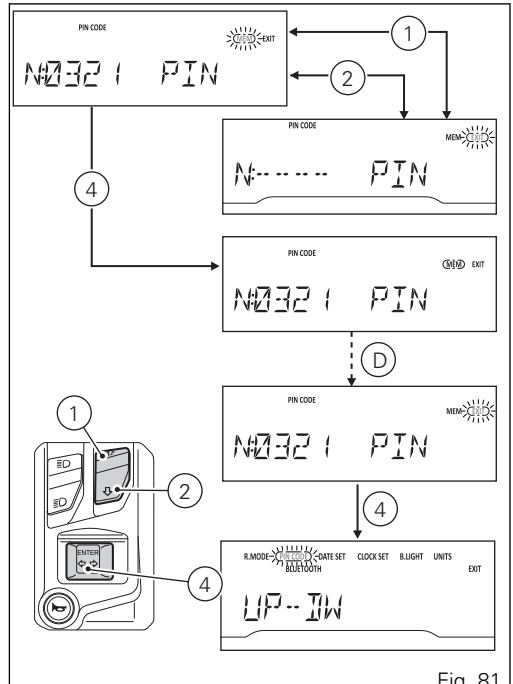


Fig. 81

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.
Select "PIN" option, by pressing button (1) or (2). Once function is highlighted, press button (4).

Note

If upon accessing this function, the "N : " (New) and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

When accessing the function, the display will show "O: " (old) followed by four flashing dashes "- - - -".

Note

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

To go back to the previous indication without modifying the PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.

Entering the "old" code:

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

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.
After pressing button (4) to confirm the fourth and last figure, the 4-digit code stops flashing.
Press button (4) for 2 seconds to check the entered PIN CODE. After 2 seconds:

- if the PIN CODE is correct (D), the instrument panel shows "OK" flashing for 2 seconds, followed by "N: " (new) and four flashing dashes "- - - -" relevant to the new PIN CODE (F);
- if the PIN CODE is not correct (E), the instrument panel shows "ERR." flashing for 2 seconds, followed by "EXIT".

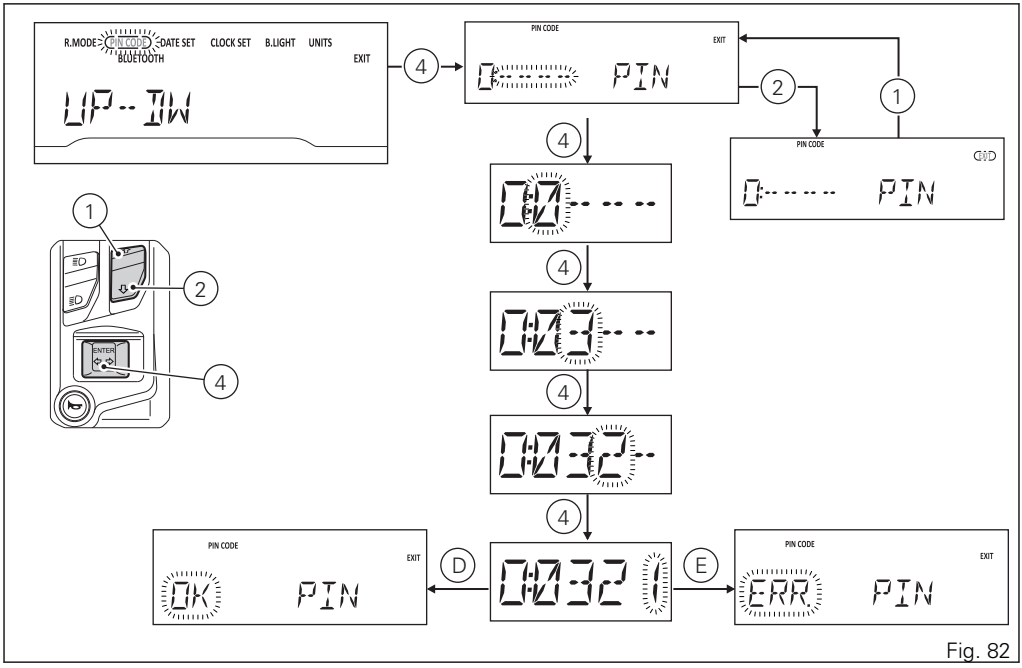

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP-DW
4
PIN CODE
EXIT
PIN
2
1
PIN CODE
PIN
1
2
4
ENTER
4
4
4
4
PIN CODE
EXIT
OK
PIN
D
E
PIN CODE
EXIT
ERR.
PIN

Fig. 82

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

Entering the "new" code:

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

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

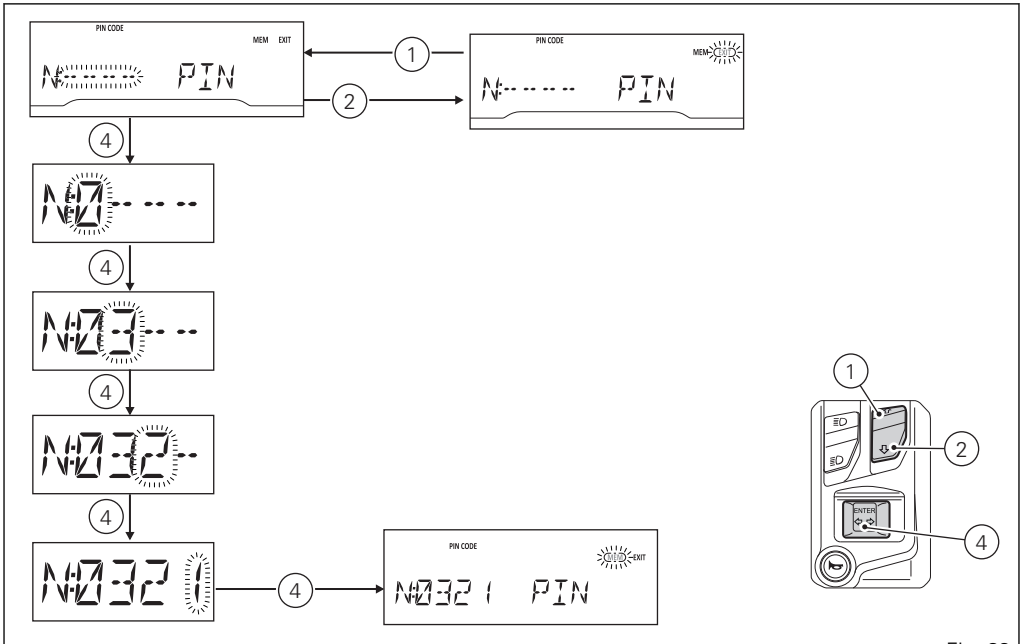

PIN CODE
MEM EXIT
PIN
1
2
PIN CODE
MEM
PIN
4
4
4
4
PIN CODE
EXIT
PIN
ENTER

Fig. 83

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

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

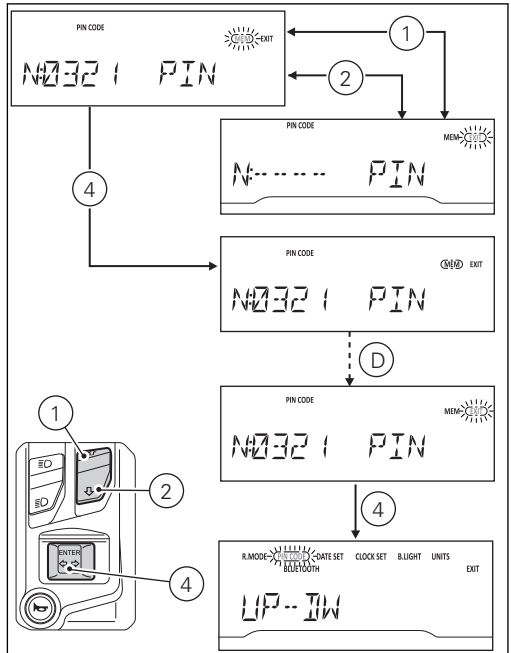


Fig. 84

Service information

This Function allows viewing information about the remaining time or mileage until the next Desmo Service, Oil Service and Annual Service.
To view them, enter the Setting Menu, use button (1) or (2) to select SERVICE and press button (4).
Available information:

- Desmo Service: indicates the km (or mile) count-down to the next DESMO SERVICE: it is displayed when the Desmo Service symbol (A) flashes;
- Oil Service: indicates the km (or mile) count-down to the next OIL SERVICE: it is displayed when the Oil Service symbol (B) flashes;
- Annual Service: indicates the ANNUAL SERVICE expiration date: it is displayed when the word DATE (C) flashes.

When accessing the menu, the word SERVICE is steady on, the Desmo Service symbol (A) flashes and the km (or miles) count-down to the next DESMO SERVICE is displayed.
By pressing button (1) or (2), the Oil Service symbol (B) starts flashing: the display shows the km (or miles) count-down to the next OIL SERVICE.

By pressing button (1) again or button (2) the display shows the word DATE (C) flashing: the ANNUAL SERVICE expiration date is displayed.

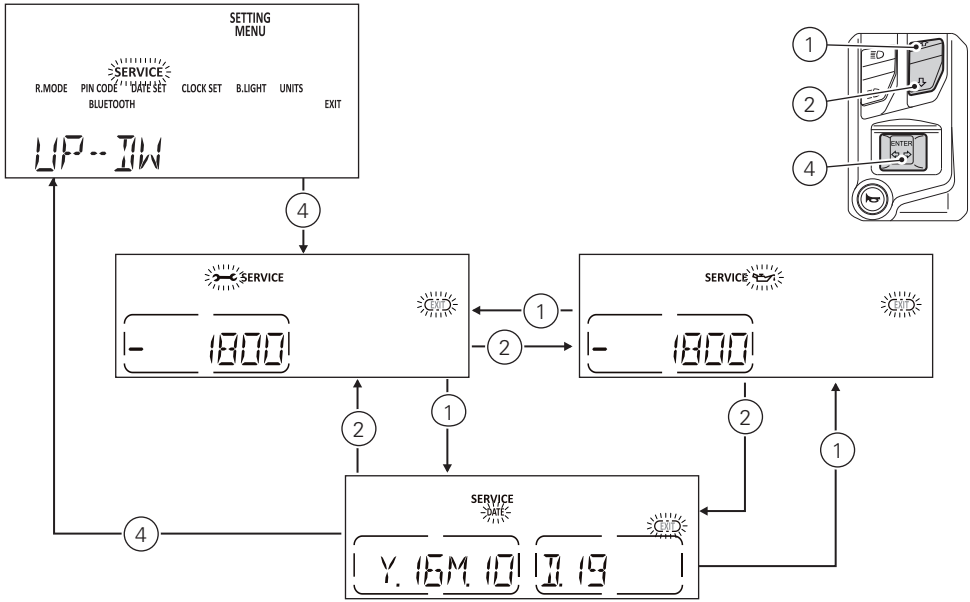

SETTING
MENU
SERVICE
R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP-DW
ENTER
SERVICE
1800
SERVICE
1800
SERVICE
DATE
Y.16M.10
D.19

Fig. 85

Date setting

This function allows user to set or change the date.
You enter the Setting MENU.
Select "DATE SET" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

Important

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

The displayed available settings are:

- Y: year
- M: month
- D: day

with the two-digit value next to each item.
When entering the function, the "Y" indication will flash.
To set and/or change the date, use buttons (1) and (2) to select the field to be modified (Y for year, M for month, D for day) and press button (4).
To go back to the previous page (setting menu), select EXIT and press button (4).

Year setting

Select "Y" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Year two-digit value starts flashing.
Press button (1) to decrease year value by 1 unit: 99, 98, ... 00, 99.
Press button (2) to increase year value by 1 unit: 00, 01, ... 99, 00.
Once you reach the value to be set, press button (4) and the set year will stop flashing.

Month setting

Select "M" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).
Month two-digit value starts flashing.
Press button (1) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Press button (2) to increase month value by 1 unit: 01, 02, ... 12, 01.
Once you reach the value to be set, press button (4) and the set month will stop flashing.

Day setting

Select "D" option, by pressing button (1) or (2).
Once option is highlighted, press button (4).

Day two-digit value starts flashing.
Press button (1) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Press button (2) to increase day value by 1 unit: 01, 02, ... 31, 01.
Once you reach the value to be set, press button (4) and the set day will stop flashing.

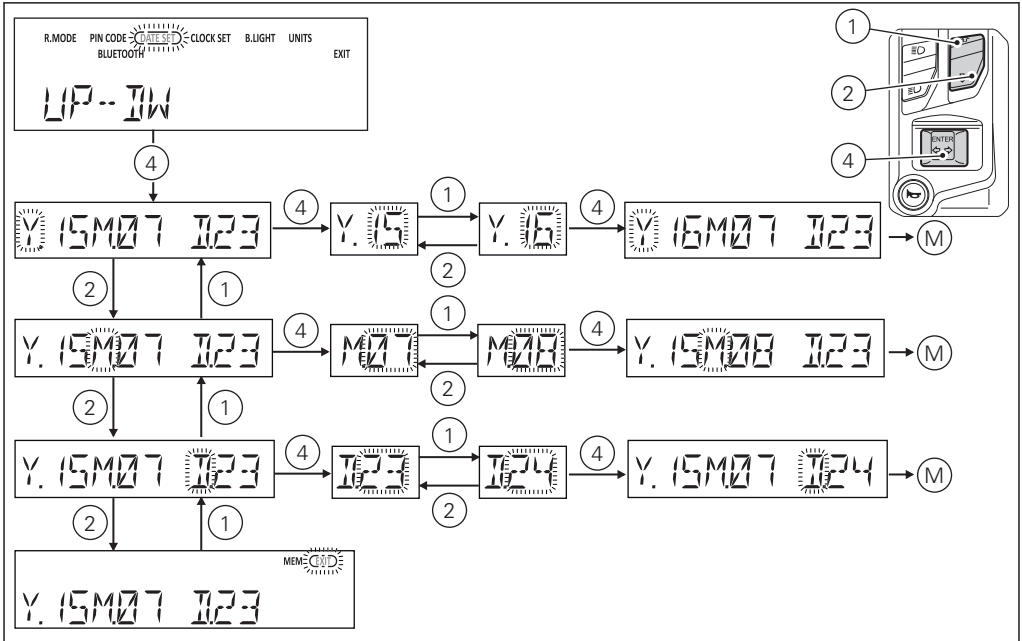

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP--DW
MEM CMD
ENTER
M

Fig. 86

Storing the date

To store set/modified date, select MEM using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display "MEM OK" for two seconds and then automatically highlight "EXIT".

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "-- -- --" steady. It is still possible to set a new date.
To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.

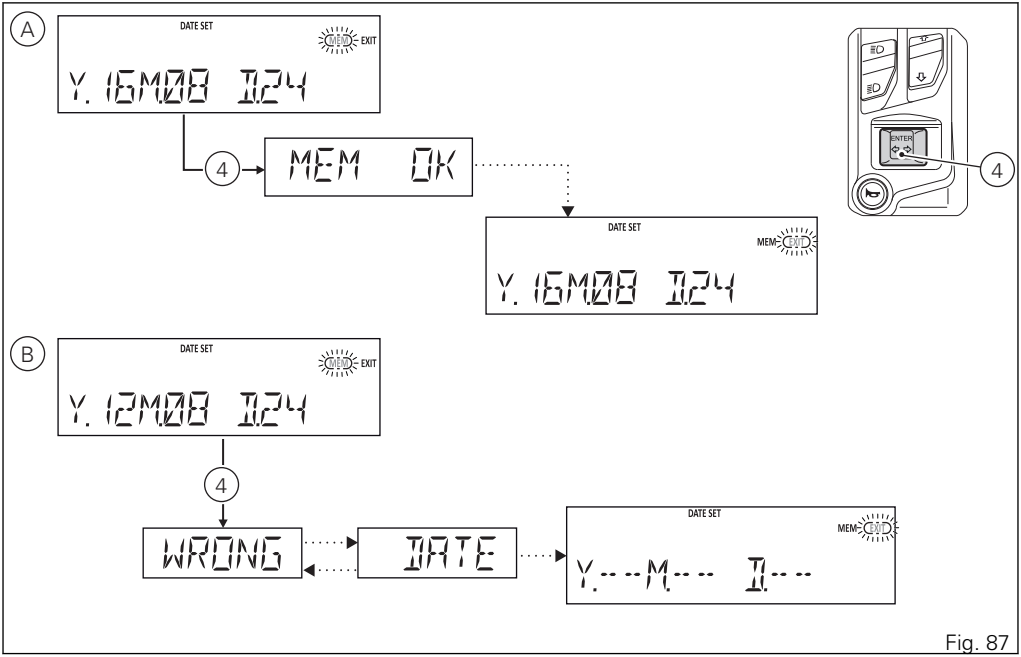

A
DATE SET
MEM
EXIT
Y. 16M08 D.24
4
MEM OK
DATE SET
MEM
Y. 16M08 D.24
ENTER
4
B
DATE SET
MEM
EXIT
Y. 12M08 D.24
4
WRONG
DATE
DATE SET
MEM
Y.--M-- D.--

Fig. 87

Clock setting

This function allows user to set or adjust the time. You enter the Setting Menu. Select "CLOCK SET" option, by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the "CLOCKSET" Menu.

It is possible to set the clock as follows:

- the "AM" indication starts flashing;
  - if you press button (2) the "PM" indication starts flashing;
  - press button (1) to go back to previous step.
- press button (4) to shift to hour setting, hours will start flashing;
  - each time you press button (2), the digit will increase by one hour. If you hold button (2) down, the number increases cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash);
- pressing button (4) gives access to the minute setting mode; minutes start to flash;
  - each time you press button (2), the digit will increase by 1 minute. If you hold button (2) pressed, the count increases cyclically in steps of 1 minute every second;
  - if button (2) is kept pressed for more than 5 seconds, steps increase in steps of 1 every 100 ms (seconds will not flash while button (2) is pressed).

To confirm (store) the new set time press button (4). The EXIT box starts flashing, press button (4) to go back to the setting menu.
To quit, press button (4).



Note

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

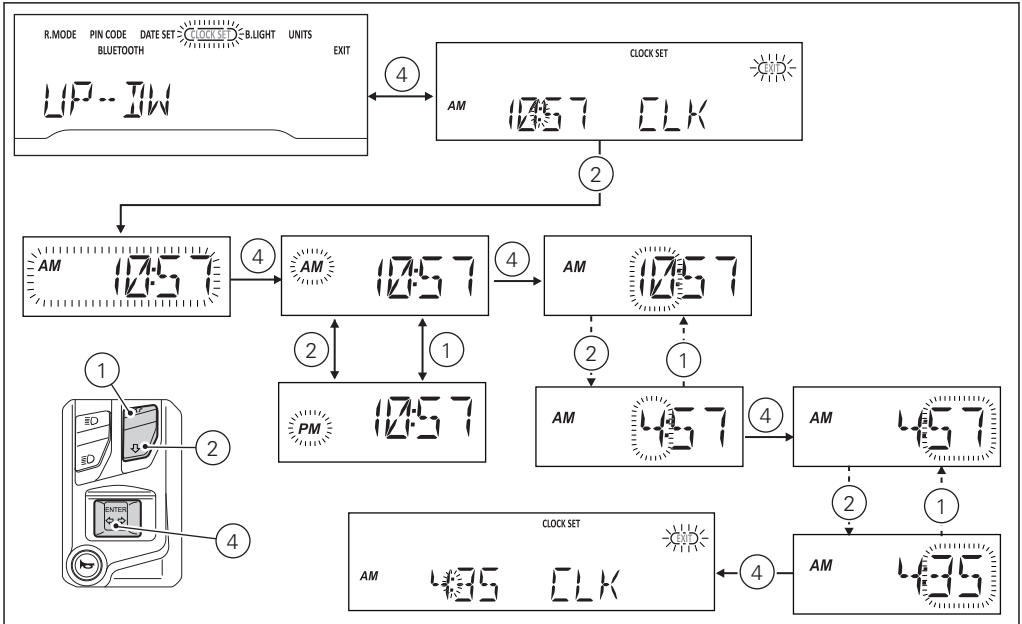

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP -- DW
CLOCK SET
AM
CLK
PM
ENTER

Fig. 88

Backlighting setting

This function allows adjusting the backlighting intensity.
To set the backlighting, enter the SETTING MENU, use buttons (1) and (2) to select "B.LIGHT" and press button (4) to confirm.
When accessing the function, the active mode flashes whereas the MENU and EXIT messages will be steady on.
Use buttons (1) and (2) to select the desired brightness level (HIGH, MED, LOW) and press button (4) to confirm.
Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.
Select MED to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.
Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.
After confirming, the "EXIT" box will start flashing.
To exit the menu and go back to the previous page, select "EXIT" and press button (4).



Note

In the event of an interruption of the power supply from the Battery, when power is restored, at the next Key-On, the backlighting will always be set by default to maximum brightness.

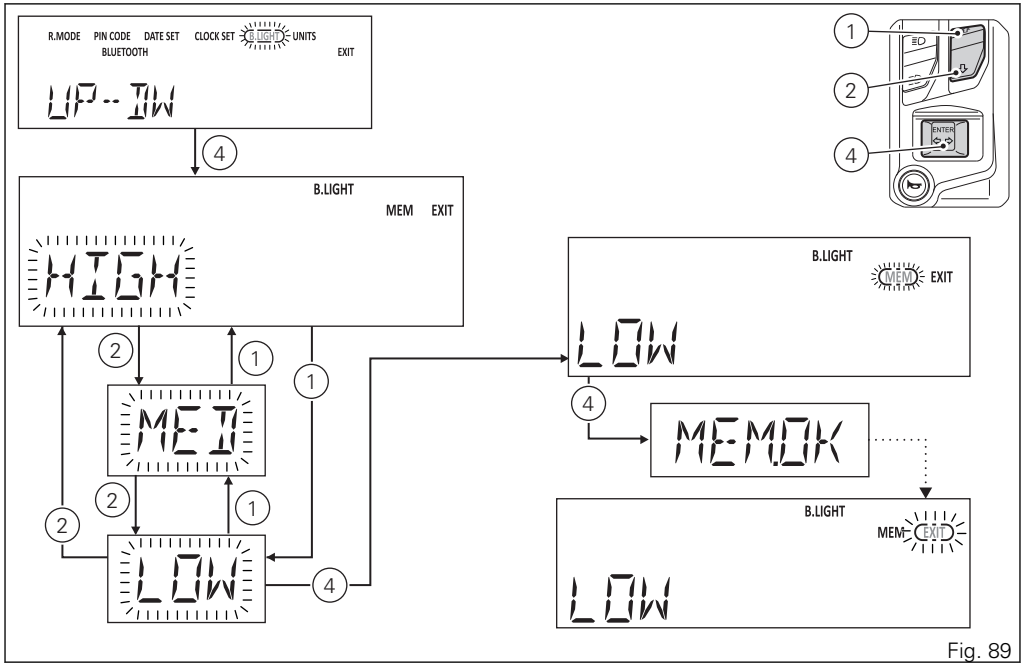

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP - DW
4
B.LIGHT
MEM
EXIT
HIGH
2
1
MED
2
1
2
LOW
4
1
ENTER
4
B.LIGHT
MEM
EXIT
LOW
4
MEM OK
B.LIGHT
MEM
EXIT
LOW

Fig. 89

Setting the units of measurement

This function allows changing the units of measurement of the displayed values.
To manually set the units of measurement, you must enter the SETTING MENU.
Select UNITS option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.).

Besides the settings that can be modified, it is possible to select the "DEFAULT" box to restore the default units of measurement.

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

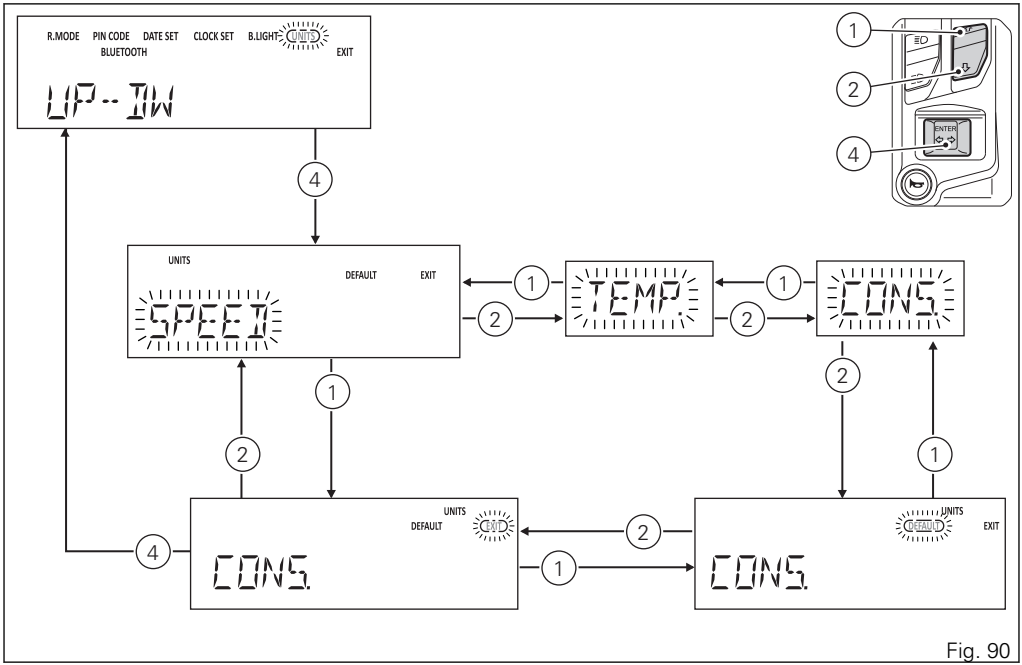

R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
BLUETOOTH
EXIT
UP-DW
4
UNITS
DEFAULT
EXIT
SPEED
1
2
TEMP
CONS
CONS
CONS
ENTER

Fig. 90

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
You open the "UNITS" menu, as described on the previous pages.
Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "SPEED" menu.
When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: km/h, mph.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the SPEED indication starts flashing again.
Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.
The selected unit of measurement will be used by the instrument panel for the following indications:

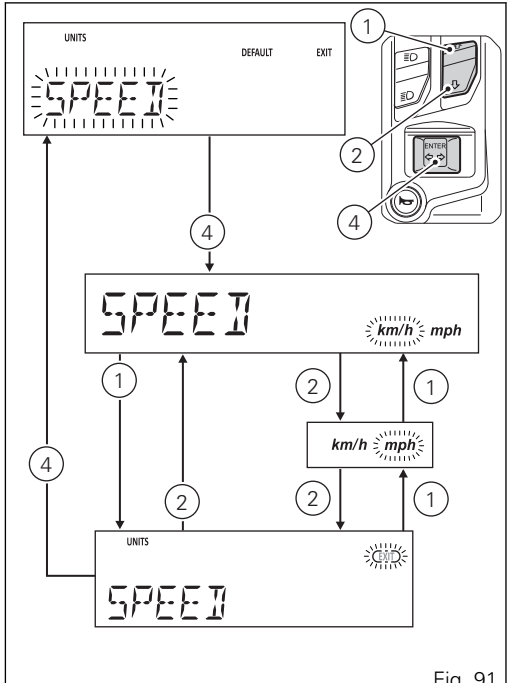


Fig. 91

- Motorcycle speed and Average speed (km/h or mph);
- Odometer, Trip1, Trip2 and Range (km or mi).

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
You open the "UNITS" menu, as described on the previous pages.
Select "TEMPERATURE" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).
You open the "TEMPERATURE" menu. When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the TEMPERATURE indication starts flashing again. Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window. The selected unit of measurement will be used by the instrument panel for the following indications:

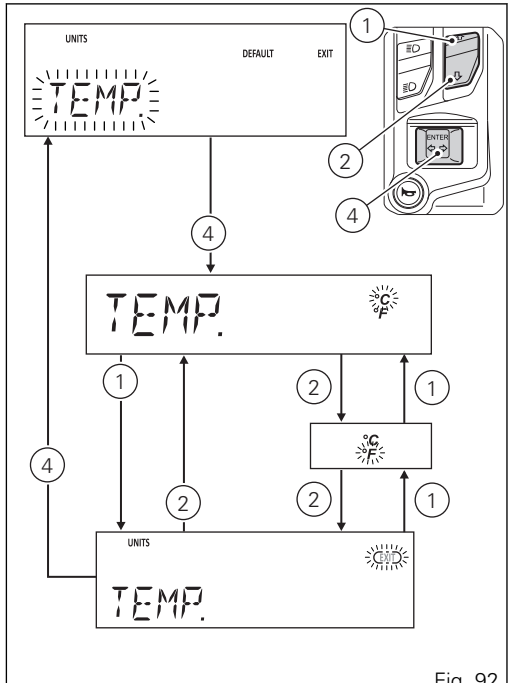


Fig. 92

- Engine coolant temperature and ambient air temperature.

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
You open the "UNITS" menu, as described on the previous pages.
Select "CONSUMPTION" option, by pressing button (1) or (2).
Once function is highlighted, press button (4). You open the "CONSUMPTION" menu.
When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item.
Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the CONSUMPTION indication starts flashing again.
Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

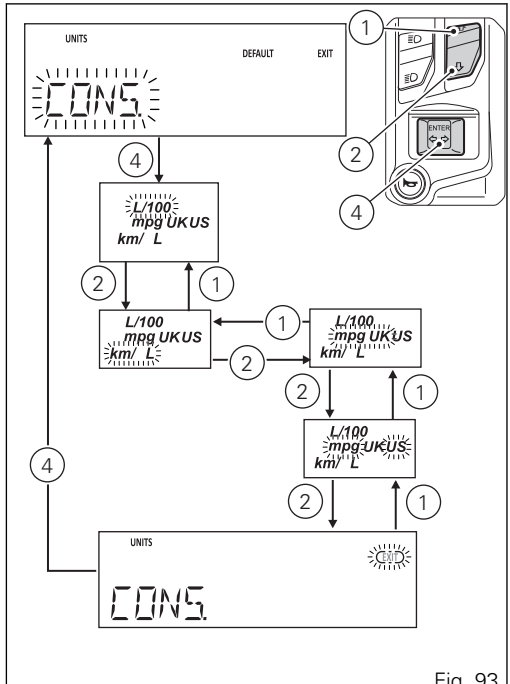


Fig. 93

The selected unit of measurement will be used by the instrument panel for the following indications:

- Instantaneous fuel consumption and Average fuel consumption.

Setting the units of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.
You open the "UNITS" menu, as described on the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).
Once function is highlighted, press button (4) for 2 seconds. The display shows WAIT for two seconds; then the "DF-OK" message indicates that the units of measurement have been restored.
To exit the menu and go back to previous page, select EXIT and press button (4).

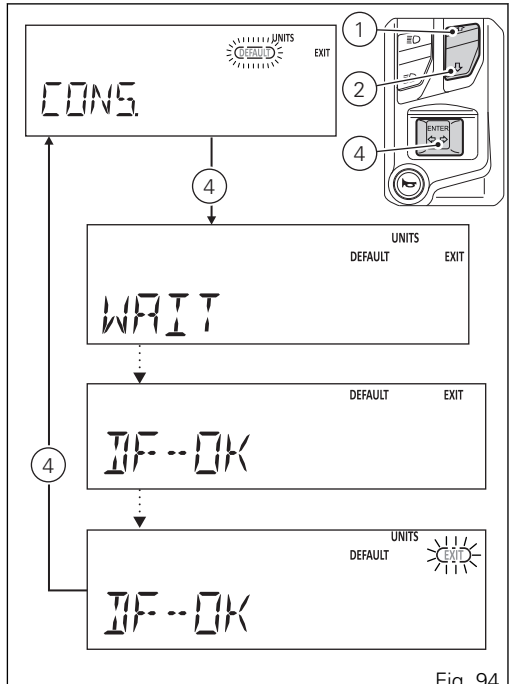


Fig. 94

Bluetooth device setting

This function can be activated only if the Ducati Multimedia System (DMS) and the Bluetooth control unit are available: for this model the Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.
This function allows pairing and/or deleting any paired Bluetooth devices.
To do this, you must enter the Setting Menu.
Select "BLUETOOTH" option, by pressing button (1) or (2). Once function is highlighted, press button (4).
You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.
The BLUETOOTH menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

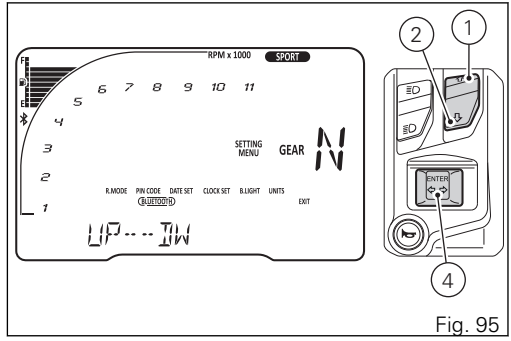


Fig. 95

To carry out the pairing procedure, refer to "Pairing of a new device".
To delete any paired devices, refer to "Deleting a paired device".
Following is the information contained in the Bluetooth Setting Menu:

- number of paired devices (from 0 to 5);
- number of devices detected during the pairing phase (from 0 to 20);
- Label Paring, Bluetooth, Exit, Setting Menu;
- name of the first paired device, if available (in Menu 1);
- Icon of the type of paired device shown in that moment;
- "DEL" indication (delete) in Menu 2, used to delete the device.

To quit the Bluetooth Setting Menu, use buttons (1) and (2) to select EXIT and then press button (4).

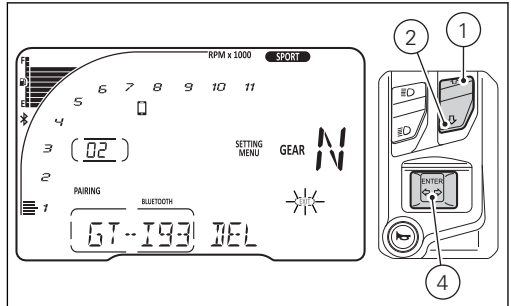


Fig. 96

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.
Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Warning

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

Warning

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").

Warning

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 opening the BLUETOOTH menu for the first time, the first label highlighted by default will be "PAIRING".
The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Therefore, the "WAIT.." indication is displayed in Menu 1. During the search, besides the "WAIT.." indication in Menu 1 also two flashing dashes are displayed.
The pairing ends automatically when devices are detected within the range.
During the pairing it is possible to use only the EXIT: to quit the pairing in progress, use buttons (1) and (2) to select EXIT and press button (4).

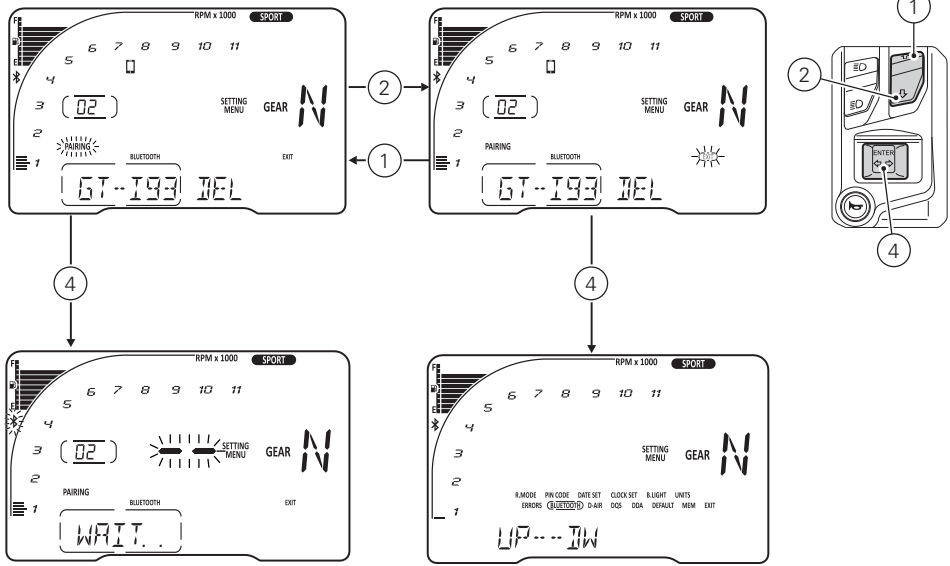

RPM x 1000
SPORT
6 7 8 9 10 11
5
4
3
2
1
02
SETTING MENU
GEAR
N
PAIRING
BLUETOOTH
EXIT
GT-I93 DEL
WAIT..
R.MODE PIN CODE DATE SET CLOCK SET B.LIGHT UNITS
ERRORS BLUETOOTH D-AIR DQS DDA DEFAULT MEM EXIT
UP--DW
ENTER
1
2
4

Fig. 97

At the end of the pairing, the number of the detected devices is displayed.
If the Pairing fails (A), the "PAIR" indication is displayed in Menu 1 and "OFF" in Menu 2. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.
If Pairing is successful (B), as soon as Bluetooth devices are detected, their name is displayed in a list: up to 20 devices can be displayed.

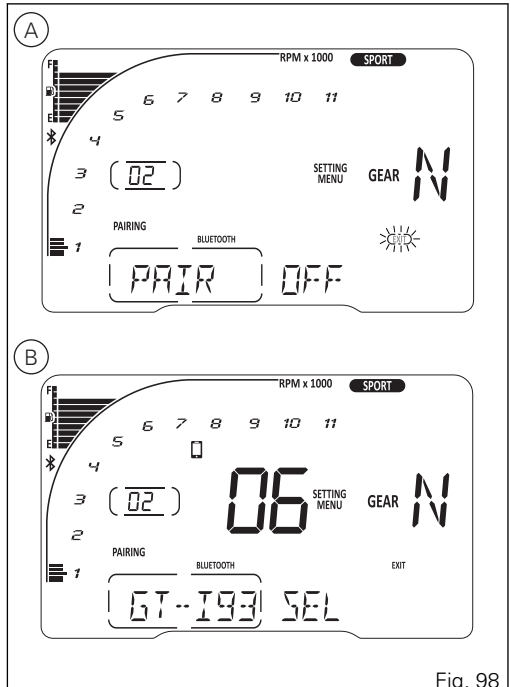


Fig. 98

The list of devices found within the range during the Pairing stage does not include already paired devices, even if their Bluetooth connection is ON.
The name of the device is scrolled on the display.
To pass from one device to the other, press buttons (1) and (2).
Once the desired device is selected, press button (4) to confirm it: Menu 2 will show "SEL" flashing.
In this condition, it is possible to use buttons (1) and (2) to select the SEL or EXIT function:

- if you select SEL and press button (4), the indication will remain steady ON in Menu 2 whereas Menu 1 will show the first six characters of the selected device. Then, the selected device will be paired.
- If you select EXIT and press button (4), you quit the Pairing function and go back to the main setting menu.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.
If one of the devices detected has no name, it is not included in the list of devices detected.

It is possible to pair up to:

- two Smartphones;
- one rider helmet;
- one passenger helmet;
- one navigator.

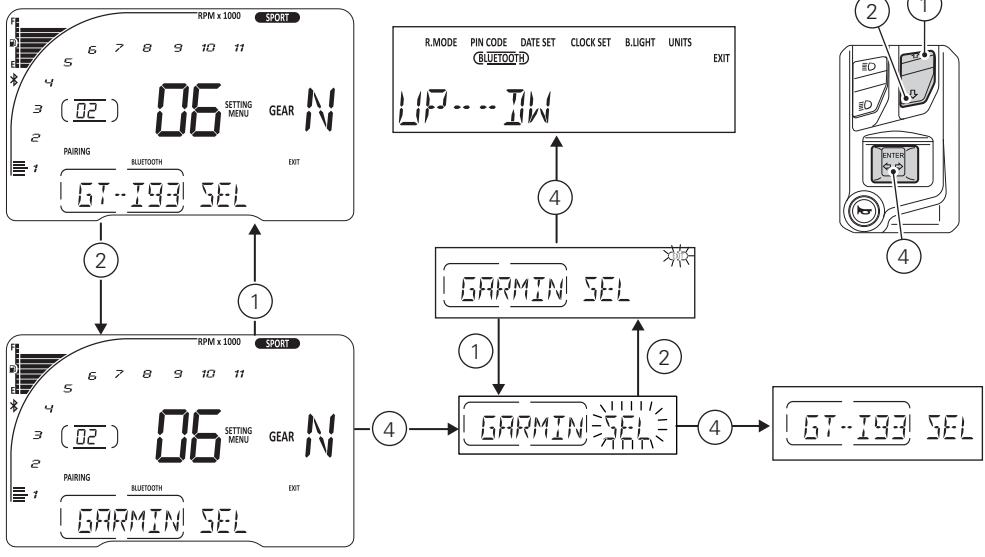

RPM x 1000
SPORT
02
06
SETTING MENU
GEAR
N
PAIRING
BLUETOOTH
EXIT
GT-I93 SEL
GARMIN SEL
R.MODE
PIN CODE
DATE SET
CLOCK SET
B.LIGHT
UNITS
UP -- -- DW
ENTER
1
2
4

Fig. 99

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5" in Menu 1 and "DEV" in Menu 2 for 3 seconds (flashing).
After 3 seconds, Menu 1 will show the name of the first paired device and Menu 2 will show DEL to allow deleting it: for the deletion procedure of one or more devices, refer to paragraph "Deleting associated devices".
To quit the Bluetooth Setting Menu select "EXIT" and press button (4).

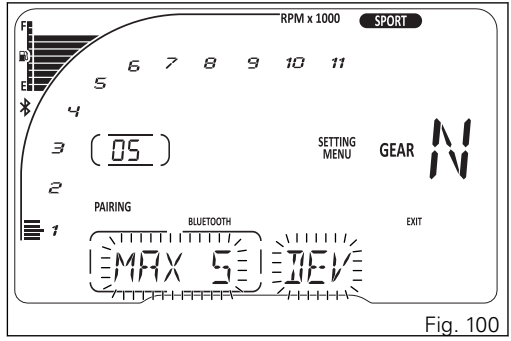


Fig. 100

When device is selected, the user must indicate the type of connected using buttons (1), (2) and then button (4) to confirm. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

If necessary, to interrupt the pairing select EXIT and press button (4). This allows quitting the pairing procedure and going back to the Bluetooth Setting Menu main page.
If, on the other hand, you confirm a device pairing, the number of paired devices will be updated (from 0 to 5).
Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are present.

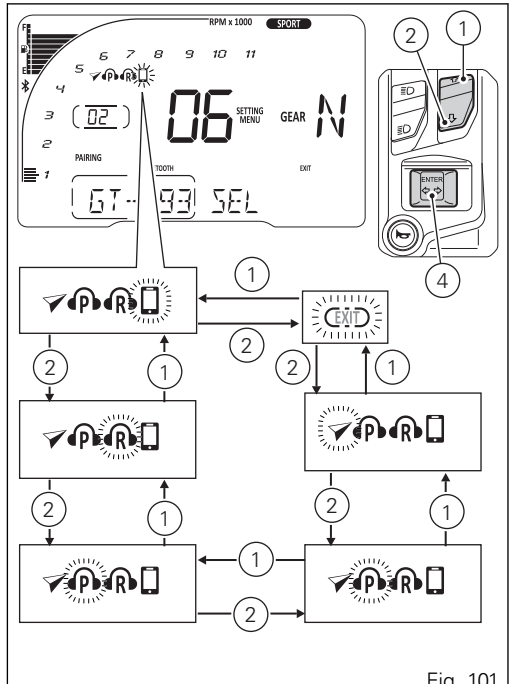


Fig. 101

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit.
In this case, the Instrument panel displays the PIN to be entered: "0000" in Menu 1, "PIN" in Menu 2 and the Smartphone icon flashing.
When the user enters the PIN code on the Smartphone, the display will automatically show the Bluetooth Setting Menu main page and the device will be paired.
If the user does not enter the PIN CODE on the Smartphone within 30 seconds, the instrument panel will automatically show the Bluetooth Setting Menu main page.
As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

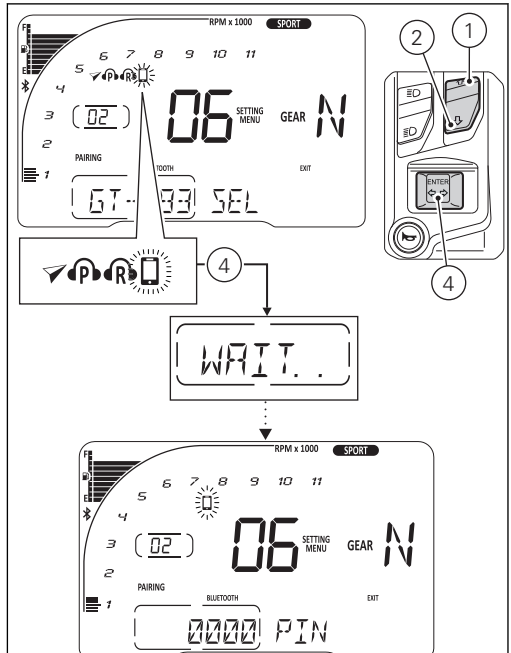


Fig. 102

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. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON.
If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.
As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

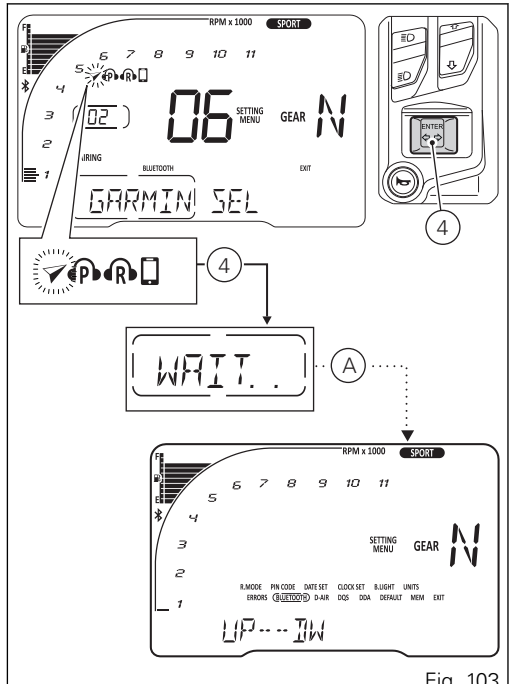


Fig. 103

Warning

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 390 part no. 96680461A – 96680511A
- Kit of Ducati Zumo satellite navigator 350 part no. 96680021A – 96680031A

Note

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

If no device is selected during the pairing phase, Menu 1 will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.

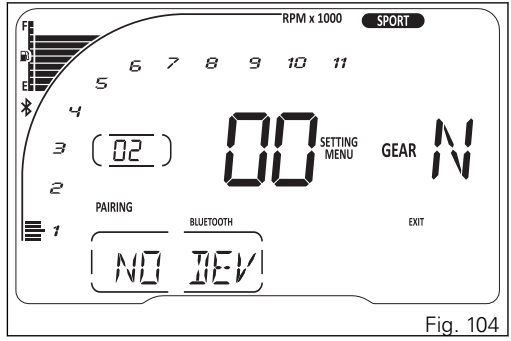


Fig. 104

Deleting associated devices

From the Bluetooth Menu it will be possible to access the list of paired devices in Menu 1. Use buttons (1) and (2) to select the desired device and confirm by pressing button (4): the DEL indication will start flashing in Menu 2.
Then, by pressing button (4) for at least two seconds, the WAIT indication will be displayed in Menu 1. As soon as the deletion procedure is completed, the number of paired devices will be automatically updated.
Now, Menu 1 will show the name of the device that followed the deleted one and the EXIT function will start flashing. Select the flashing box of the EXIT option, and press button (4) to quit the list of associated devices and go back to Setting Menu main screen.

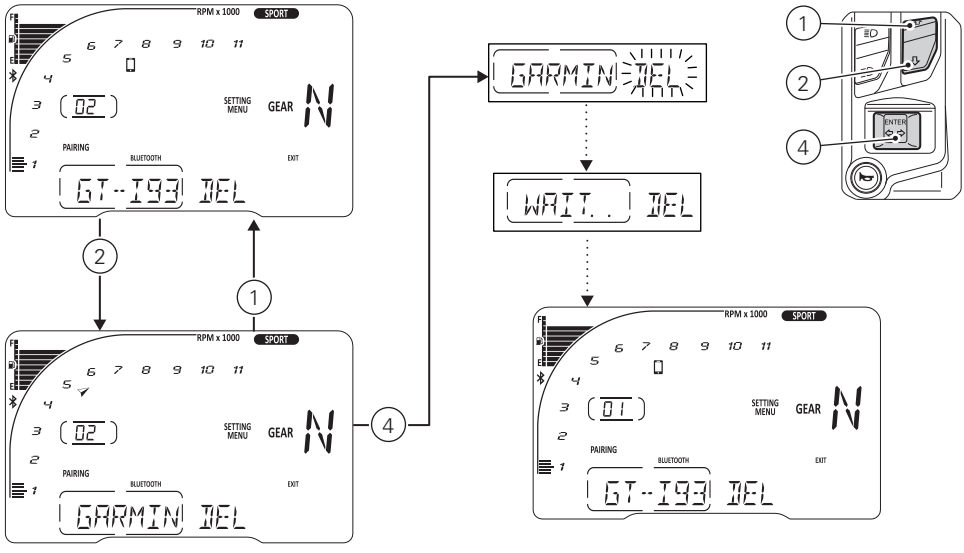

RPM x 1000
SPORT
SETTING MENU
GEAR
N
PAIRING
BLUETOOTH
EXIT
02
GT-I93 DEL
GARMIN DEL
WAIT.. DEL
01
ENTER
1
2
4

Fig. 105

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
At Key-On, the high beam and low beam lights are OFF, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (5) on LH switch.

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

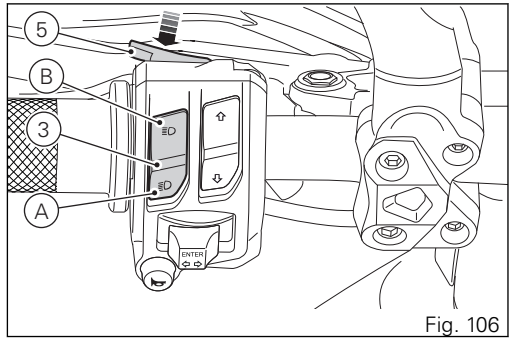


Fig. 106

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicators, press button (4) in position (I); to activate the right turn indicators, press button (4) in position (L).
Turn indicators can be cancelled by pressing button (4) on LH switch.
If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only activated at speeds below 80 km/h (50 mph).
If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation will be interrupted and will restart when the speed returns below the indicated threshold.

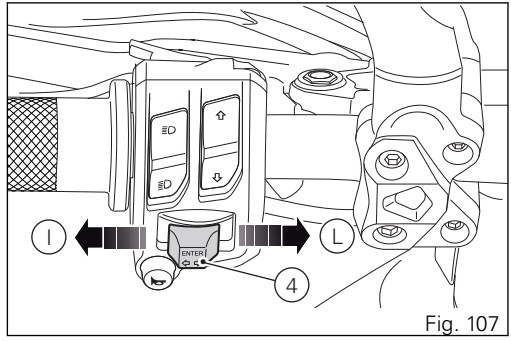


Fig. 107

Hazard function

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (11) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (11).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for two hours. After two hours, the turn indicators switch OFF automatically in order to save battery charge.

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).

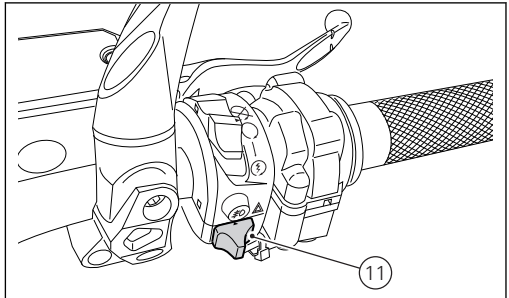


Fig. 108

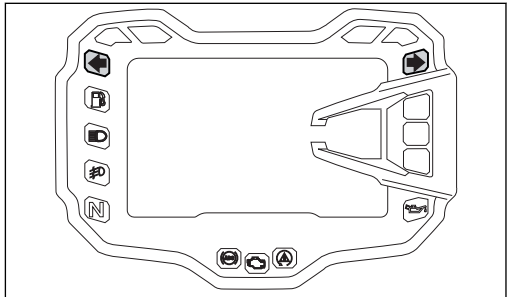


Fig. 109

Note

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

Note

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

Immobilizer system

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

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

Keys

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

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

Warning

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

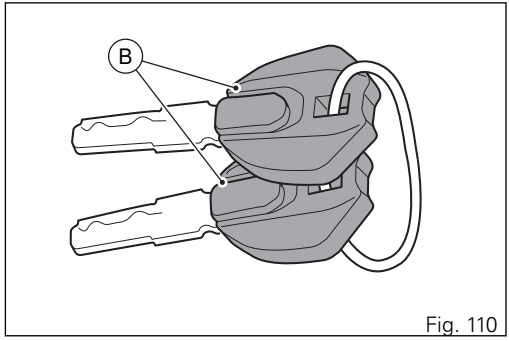


Fig. 110

Duplicate keys

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN CODE function is active, the instrument panel enables in "Menu 1" the possibility to enter the PIN CODE.

Entering the code:

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

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

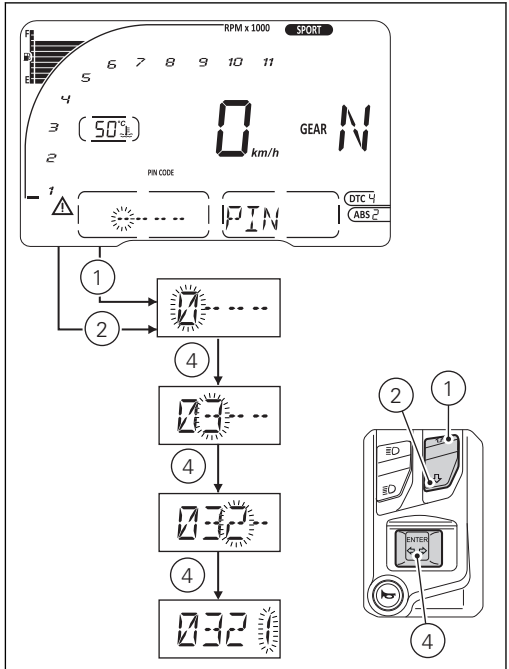


Fig. 111

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

- if the PIN code (A) is correct, the instrument panel shows the message OK for 3 seconds followed by the "standard screen" and enables the vehicle to start (C);
- if the PIN code (B) is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "- - - -" to allow you to try again. The number of possible attempts is unlimited and determined by a preset time-out of 2 minutes. After this time, the instrument panel will show “TIME OUT” and after 3 other seconds it will pass to the standard screen and will not allow (D) the vehicle start.

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.

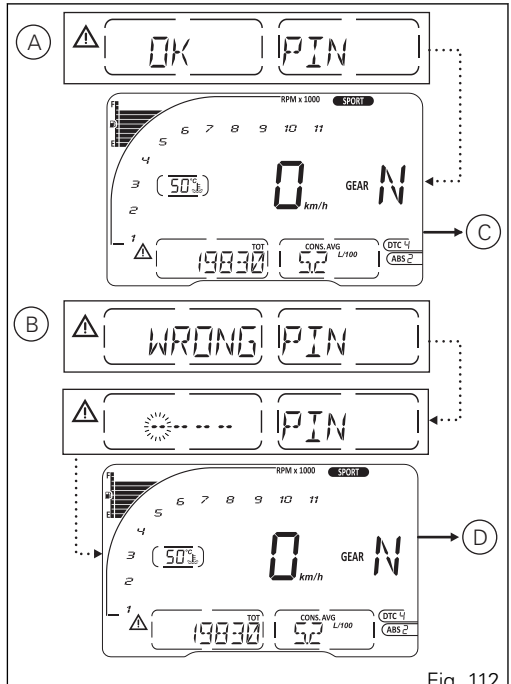


Fig. 112

Controls

Position of motorcycle controls

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

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

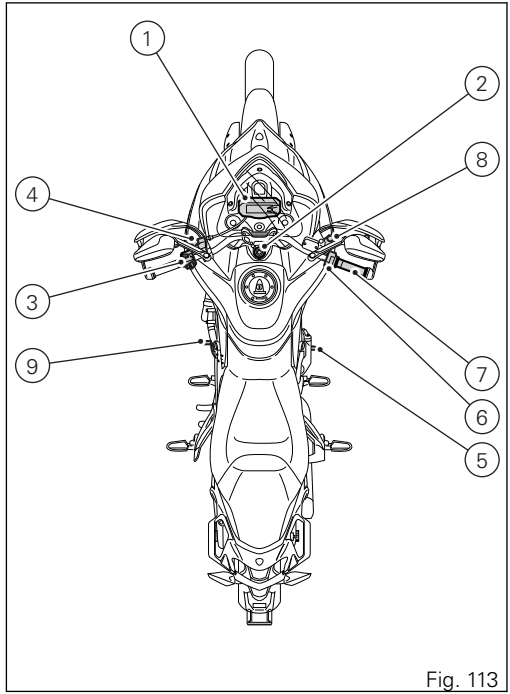


Fig. 113

Key-operated ignition switch and steering lock

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

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

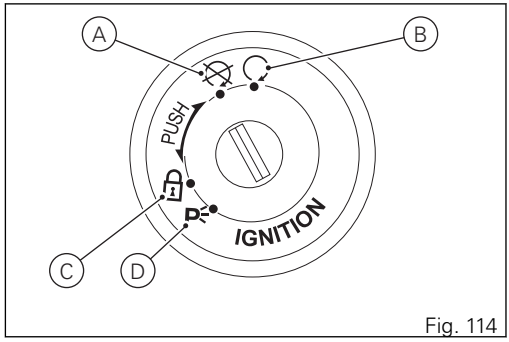


Fig. 114

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).

Left-hand switch

1) (FLASH) button, "Start-Stop lap" function.
2) 2-position light switch:
- high beam (≡D)
- low beam (≡D)
3) Menu navigation buttons:
- menu ▲ (UP)
- menu ▼ (DOWN);
4) Menu button (ENTER) / 3-position turn indicator switch (⇦⇨):
- centre position = OFF
- position ⇦ = left turn
- position ⇨ = right turn
- pressed = menu confirmation (ENTER);
5) Warning horn button (⌓).

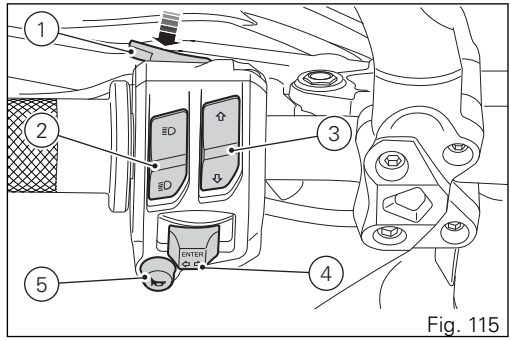


Fig. 115

Key

1) Flash.
2) High beam.
3) Low beam.
4) Menu UP.
5) Menu DOWN.
6) Enter Menu / turn indicators.
7) Horn.

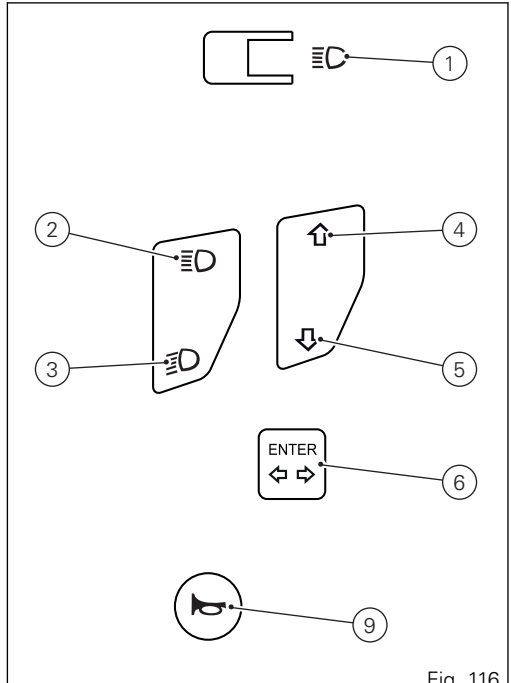


Fig. 116

Clutch lever

Lever (1) disengages the clutch. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

Important

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

Note

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

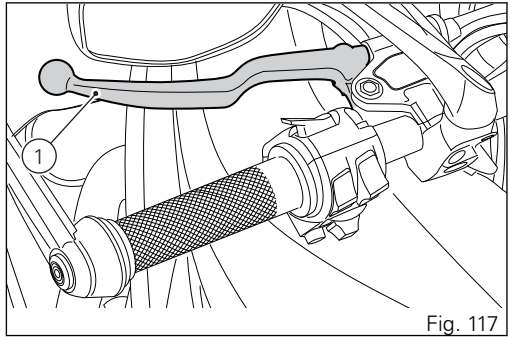


Fig. 117

Clutch control free play adjustment

Warning
A wrong adjustment can seriously affect the clutch operation and service life.

A worn clutch tensions the clutch cable.
Always check the free play, with cold engine, before using the vehicle.
When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).
The free play corresponds to the lever travel where the clutch resistance force is very low.
Operate the lever for its free play and check that distance "A" is between 3 - 4 mm.
To adjust the free play make sure that it is not equal to zero. Work on the primary adjuster (2) near the clutch control.

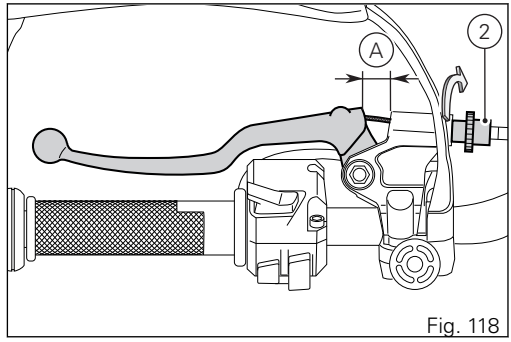


Fig. 118

Adjuster (2), located on the lever, allows a maximum adjustment (Q) of 11 mm, whereas the standard adjustment (starting one) is of 5 mm. If working on such adjuster proves insufficient, work on the secondary adjuster (3).

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

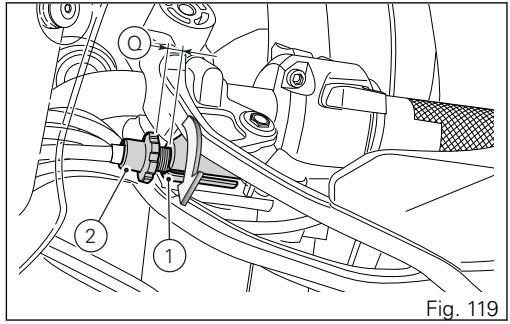


Fig. 119

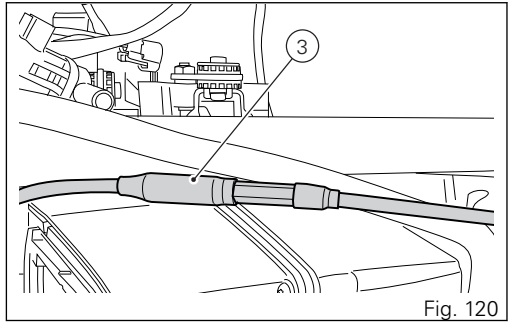


Fig. 120

Right-hand switch

1) Red ENGINE ON/OFF switch.
2) Fog light button.
3) Hazard button.

The switch (1) has three positions:

position up: KILL ENGINE;
central position: ENGINE ENABLING;
pushed down: ENGINE START.

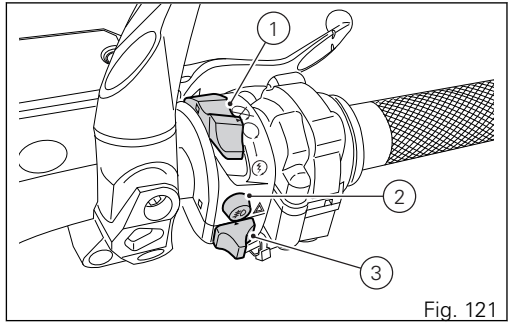


Fig. 121

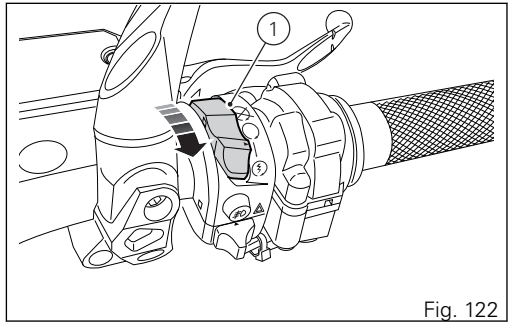


Fig. 122

Key

A) Key-off.
B) Engine enabling.
C) Key-on.
2) Fog lights.
3) Hazard.

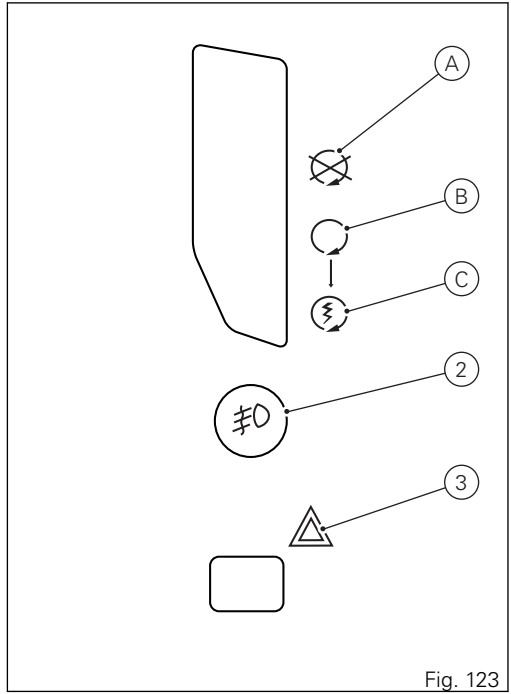


Fig. 123

Throttle twistgrip

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

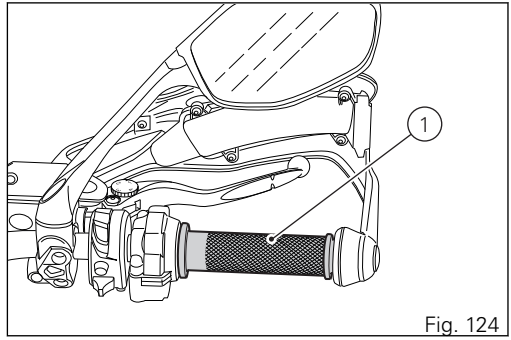


Fig. 124

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
To adjust it, keep lever (1) fully extended, and turn dial adjuster (2), turning it in correspondence of one of the four foreseen positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 4 corresponds to the minimum distance.

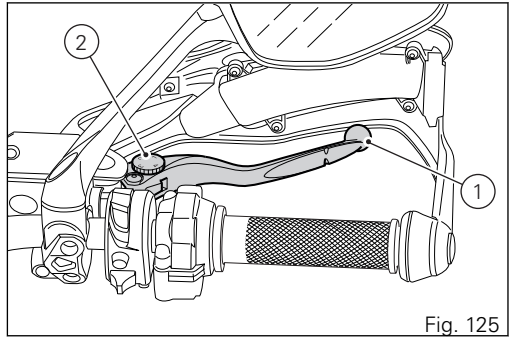


Fig. 125

Rear brake pedal

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

The control system is of the hydraulic type.

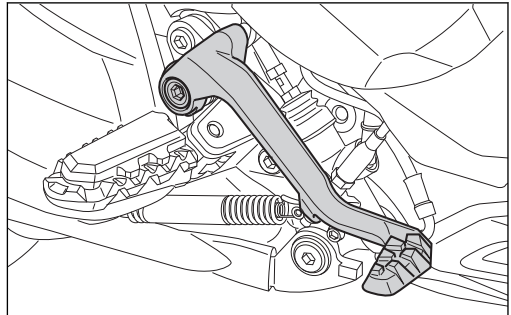


Fig. 126

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 N light 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.

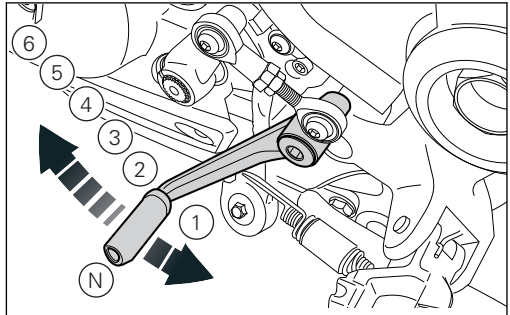


Fig. 127

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.
Adjust the pedals as follows:

Gear change pedal

Hold end (1) on the rod, then work flat (2) using an open-end wrench and slacken lock nut (3).
Loosen screw (4), so as to release the complete rod from the gearchange lever.
Turn rod (5), setting the gearchange pedal to the required position.
Fasten gearchange lever to rod (5) using screw (4).
Tighten lock nut (3) against the ball terminal (1).

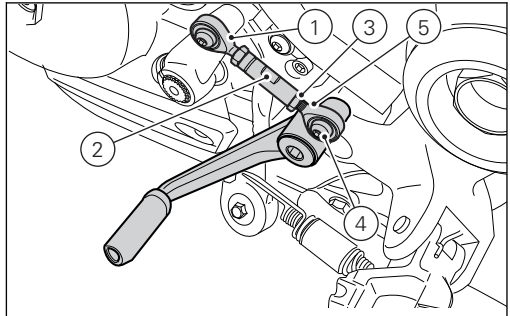


Fig. 128

Rear brake pedal

Loosen lock nut (7).
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the lock nut (7).
Operate the pedal by hand to check that there is 2 to 5 mm of free play before the brake bites. If not, adjust the length of the master cylinder control rod as follows.
Loosen lock nut (10) on master cylinder rod.
Screw the rod (8) into the fork (9) to increase the free play, or screw it out to reduce it.
Tighten lock nut (10) and check play again.

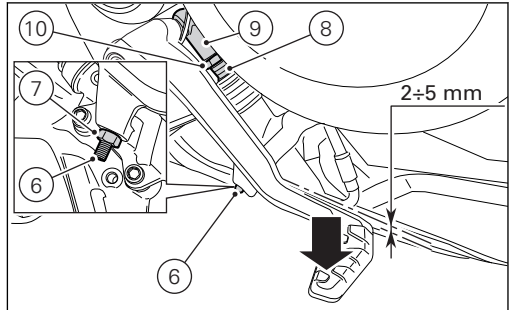


Fig. 129

Main components and devices

Position on the vehicle

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

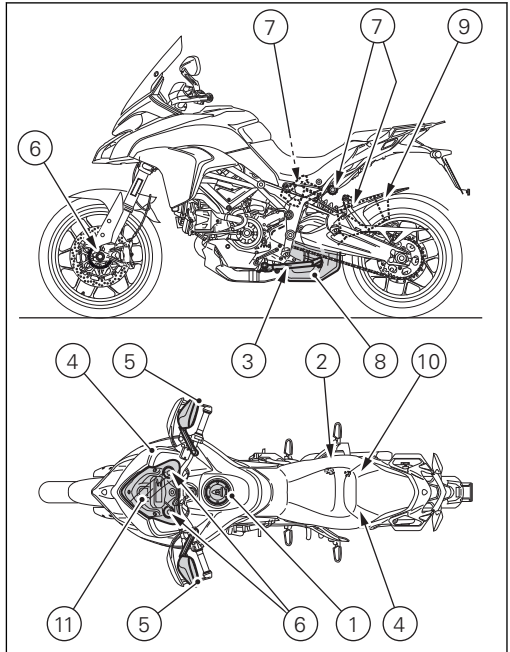


Fig. 130

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

Electric filler plug opening (option)

The electric plug (2, Fig. 132) opens after every key-off for 60 seconds, after working lever (1, Fig. 131) present on plug.

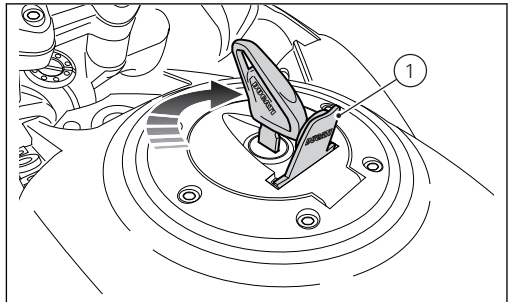


Fig. 131

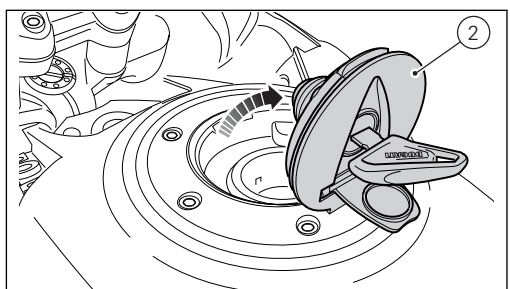


Fig. 132

Seat lock

Working lock (1) you can remove the passenger seat, to reach the tool box, and the rider seat, to reach the battery and other devices.

Removing the passenger seat

Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).

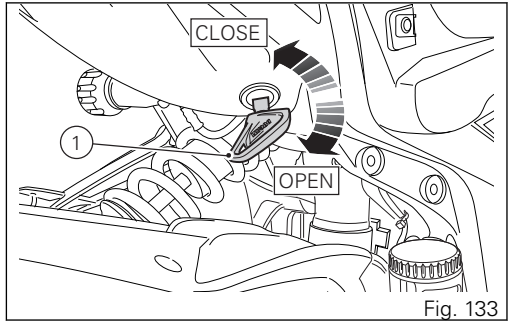


Fig. 133

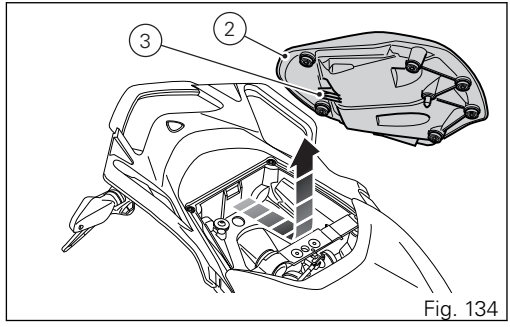


Fig. 134

Removing the rider seat

Remove the two screws (4) on the rider seat sides (5). Pull the seat backwards and upwards at the same time to slide it out of the guides (6).

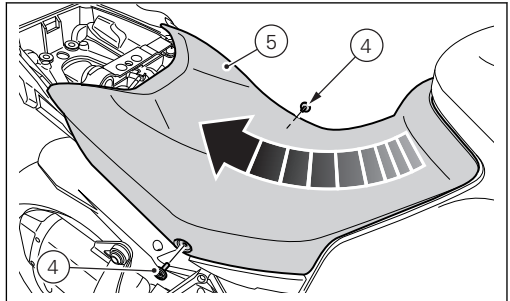


Fig. 135

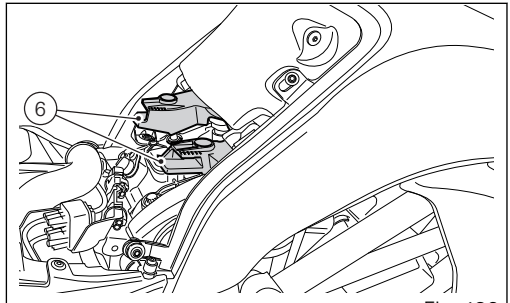


Fig. 136

Refitting the rider seat

Position the front side of the rider seat (5) with tabs (7) in guides (6, Fig. 136).
Check that the seat is positioned correctly on the rear subframe, then start the two screws (4).
Tighten the two screws (4) to a torque of 5 Nm ± 10%.

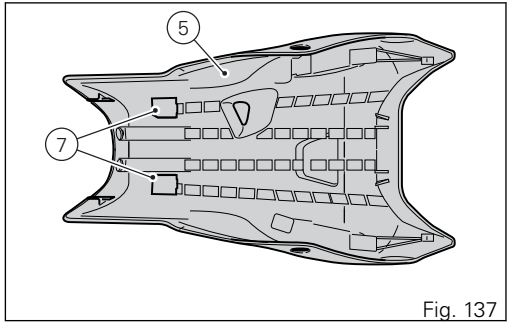


Fig. 137

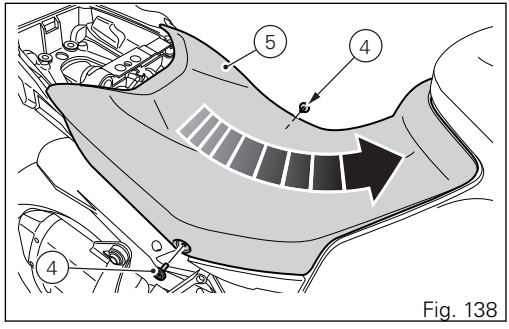


Fig. 138

Refitting the passenger seat

Position the passenger seat (2) on the rear subframe by inserting tab (3) into seat (8) inside of the tool box.
Push the passenger seat (2) downwards to block pin (9) into the seat lock.
Make sure the passenger seat (2) is properly fastened by moderately pulling it up.
Take key out of the lock.

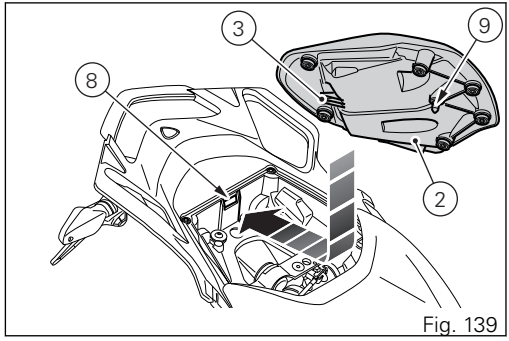


Fig. 139

Side stand

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

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

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

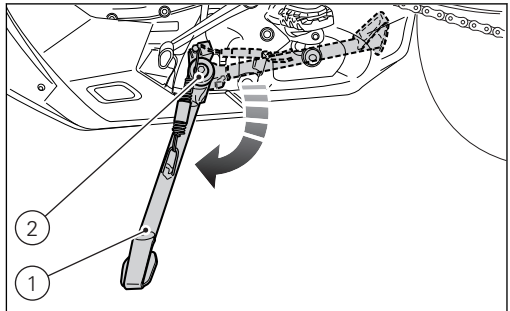


Fig. 140

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

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

Bluetooth control unit

The motorcycle 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.
The Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.

Warning

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

Warning

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").

Warning

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.

Warning
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 390 part no. 96680461A – 96680511A
- Kit of Ducati Zumo satellite navigator 350 part no. 96680021A – 96680031A

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

Check that your Smartphone supports the following profiles:

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

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.
This fuse protects against any line overloads:

- power socket (1, Fig. 141);
- power socket (2, Fig. 142);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

The following is the maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)):

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

Connecting higher loads will blow the line fuse.

Important

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

The power outlets are located at the front LH side (1) on instrument panel and at the rear end, under the passenger seat (2).

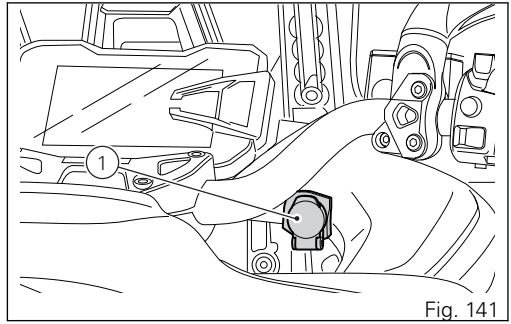


Fig. 141

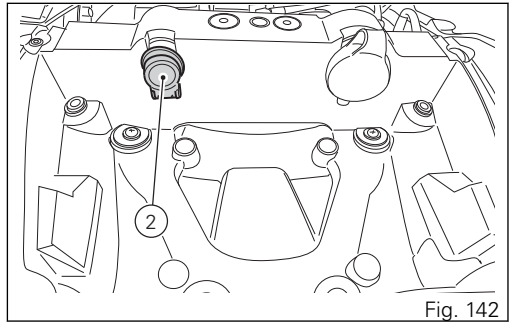


Fig. 142

Assembling the Ducati side panniers

Fitting the pannier in place

Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism back.

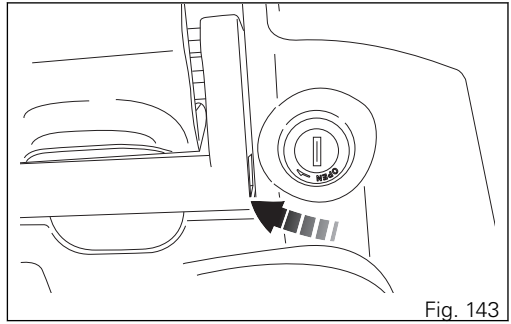


Fig. 143

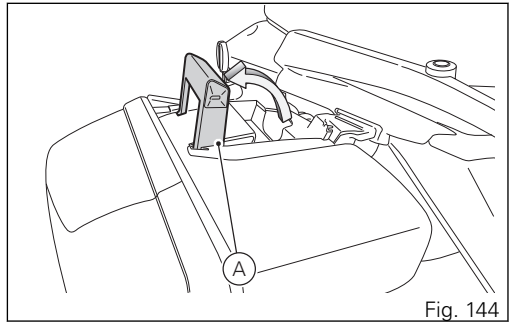


Fig. 144

Duly engage pannier in place, making sure to properly engage hooks.

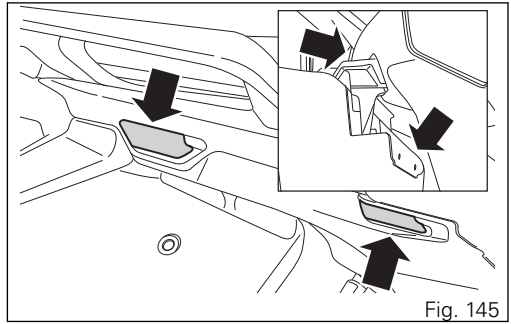


Fig. 145

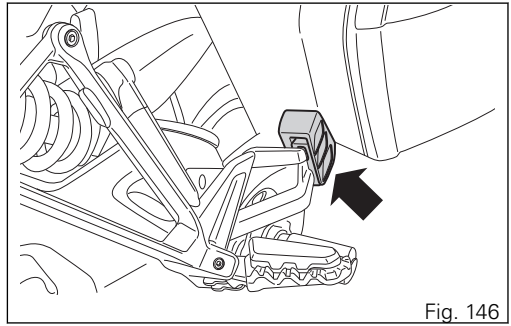


Fig. 146

Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counter clockwise to lock handle and remove it.

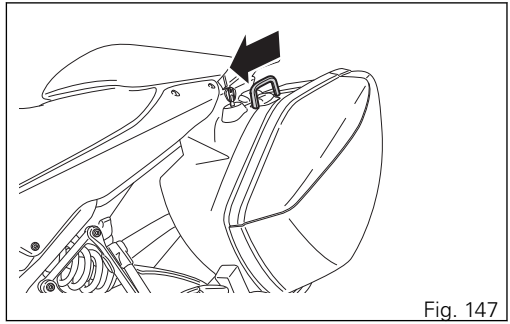


Fig. 147

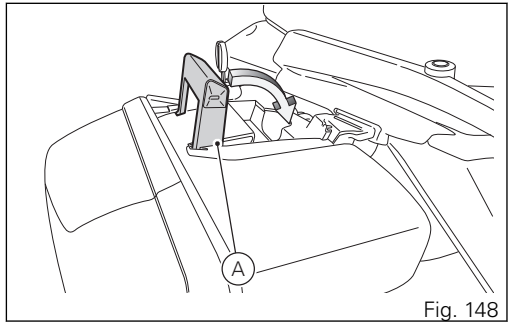


Fig. 148

Removing the pannier from its seat

Insert the key in pannier lock and turn it clockwise.
Lift handle to move pannier locking mechanism back.

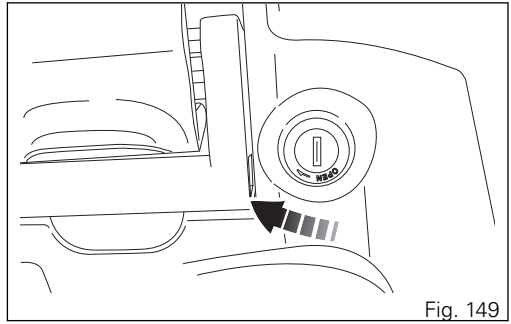


Fig. 149

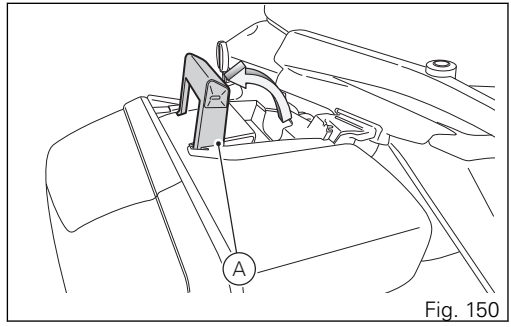


Fig. 150

Pull pannier fully backwards (1), towards the rear wheel, without lifting it.
Now pull the pannier up (2) to disengage BOTH hooks.
Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

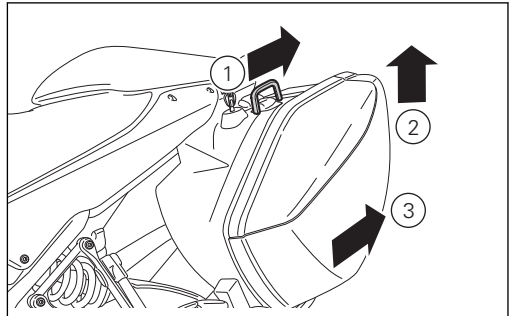


Fig. 151

Using the side panniers

Opening

Open the side pannier as follows.
Insert the key in pannier lock and turn it clockwise.

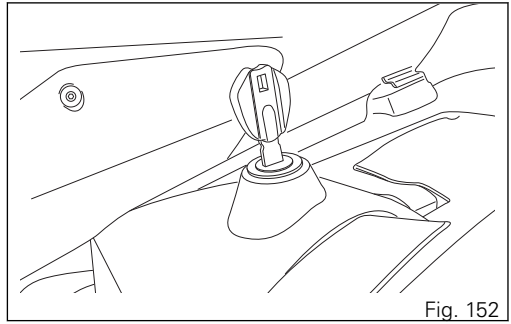


Fig. 152

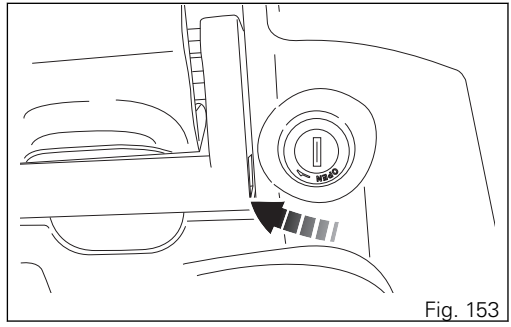


Fig. 153

Lift fastening plate (A) and open the pannier.

Warning
The side panniers are only for light luggage: each pannier can hold a maximum weight of 10 kg (K). Excessive load might compromise control of the motorcycle.



Fig. 154

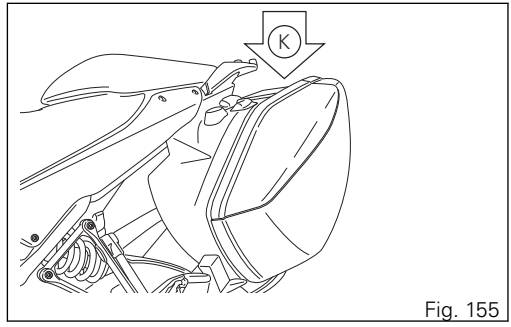


Fig. 155

The fixed part of the pannier fits straps (C) to be used for holding the luggage.

Warning
Arrange luggage evenly and keep the heaviest items to the inside of the bag, so as to avoid unexpected unbalance of the vehicle.

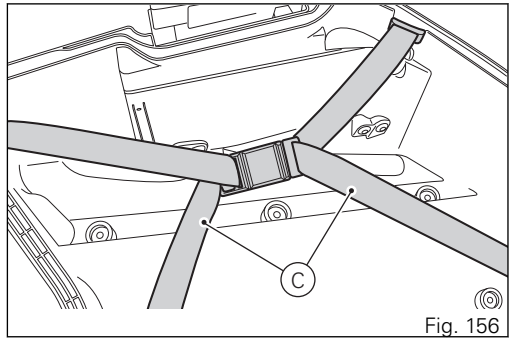


Fig. 156

Closing

Close the side pannier as follows.
Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.
Insert fastening plate (A) into the pannier external cover and push down.
Turn key counter clockwise.
It is possible to remove key from lock only in these conditions.

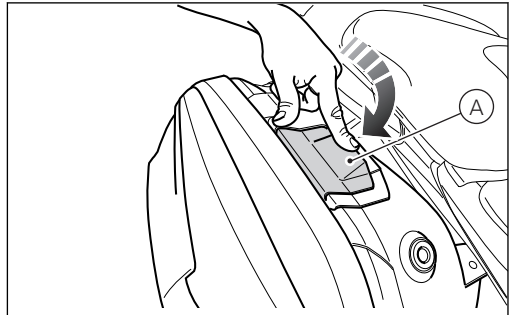


Fig. 157

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.
USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

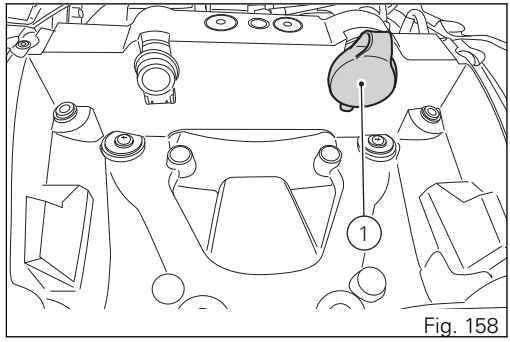


Fig. 158

Important

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

Warning

When not in use, ALWAYS keep USB socket closed with its cap.

Warning

NEVER use the USB socket if it is raining.

Adjusting windscreen height

Adjust windscreen height using lever (1).
Push up to lift the windscreen, or down to lower it.

Warning

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

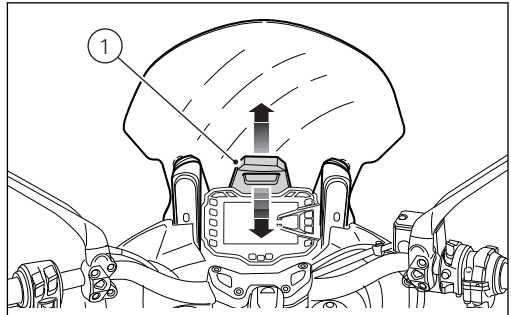


Fig. 159

Adjusting the front fork

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 damping (Fig. 160);
2) for inner spring preload (Fig. 160) and (Fig. 161);
3) for compression damping (Fig. 161).

Put the motorcycle on the side stand and make sure it is stable. Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound. Turn adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression. 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:
compression: 8 clicks (from fully closed position);

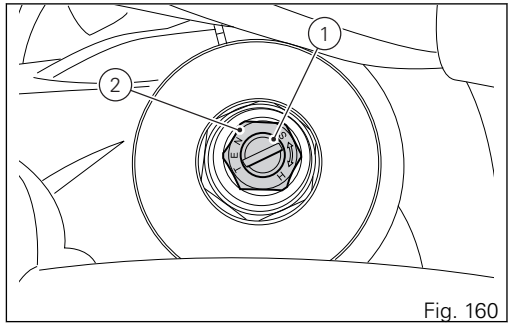


Fig. 160

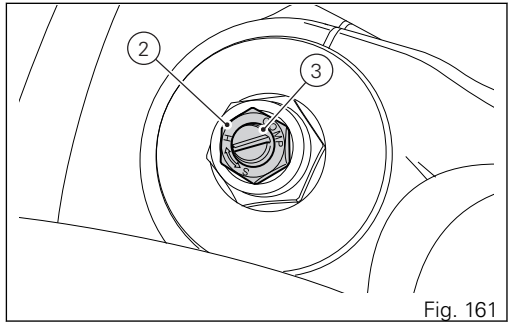


Fig. 161

rebound: 8 clicks (from fully closed position);
spring preload: 8 turns (from fully uncompressed).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig. 160) and (2, Fig. 161)with a 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 of spring preload.

Warning
Adjust both fork leg spring preload to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting in order to suit the load on the motorcycle.
The adjuster (1, Fig. 162), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
The knob (2, Fig. 162) located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.
The adjuster (3, Fig. 163) located on the expansion reservoir of the shock absorber adjusts the damping during the compression phase.

To reach adjuster (3, Fig. 163) it is necessary to remove the rider seat and the cover in front of the battery.
It is possible to work on adjuster (3, Fig. 163)through the opening on the battery support. Turn adjusters (1, Fig. 162)and (3, Fig. 163)or knob(2, Fig. 162)clockwise or counter-clockwise respectively to stiffen or soften the damping or the preload.

STANDARD calibration; loosen:
adjuster (1) by 9 clicks from the fully closed position;

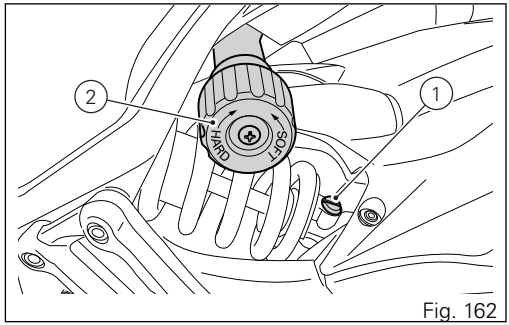


Fig. 162

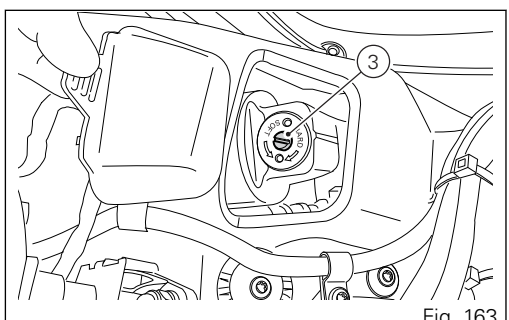


Fig. 163

knob (2) by 8 clicks from the fully open position; adjuster (3) by 1.5 turns from the fully closed position.

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

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

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

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

Up to 1,000 km

During the first 1000 km, keep an eye on the rev counter. It should never exceed: 5,500÷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.

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

From 1,000 to 2,500 km

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

Important

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

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

Pre-ride checks

Warning

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 240).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 262).
- BRAKE FLUID
  Check fluid level in the reservoir (page 243).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 242).
- TYRE CONDITION
  Check tyre pressure and condition (page 259).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 253).
- KEY LOCKS
  Ensure that tank filler plug (page 204) and seat (page 204) are properly locked.
- STAND
  Make sure side stand operates smoothly and is in the correct position (page 208).

ABS light

After Key-ON, the ABS light (10, Fig. 7)stays ON. When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

Warning

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

ABS device

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

Warning

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

Warning

Prolonged wheelies could deactivate the ABS system.

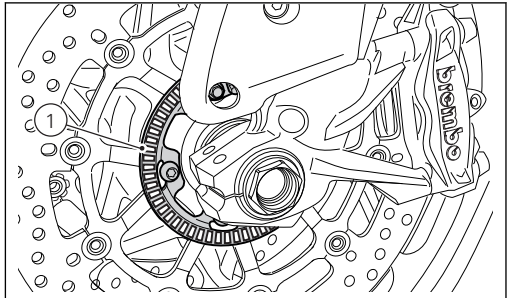


Fig. 164

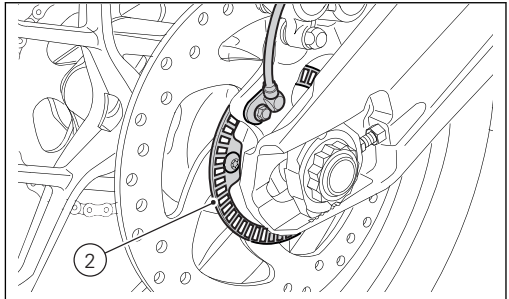


Fig. 165

Engine start/stop

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

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

Move the ignition switch to (1, Fig. 166). Make sure both the green light N and the red light on the instrument panel come on.

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

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

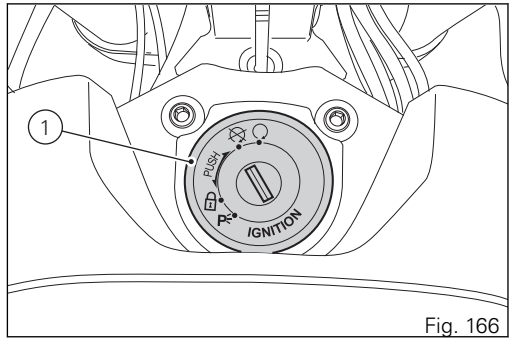


Fig. 166

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).

Turn switch (2, Fig. 167) to the ⟳ (RUN) position. 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.

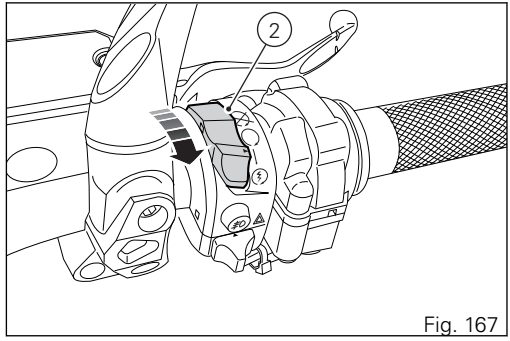


Fig. 167

Moving off

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

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

Warning

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

Warning

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

The Anti-Lock 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 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 do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

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

Warning

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

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

When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden 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.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
Stop the engine by pushing the switch (1) up.
Turn the vehicle key off by moving the key in position (2).

Important

Do not leave the key to ON, position (3), with engine off in order to avoid damaging any electrical components.

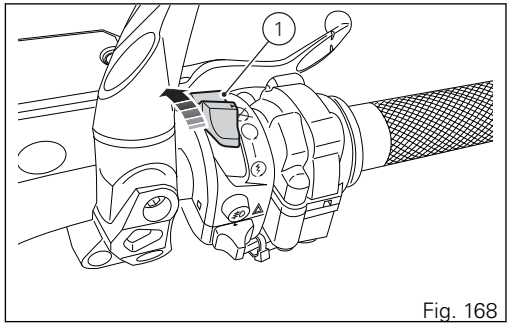


Fig. 168

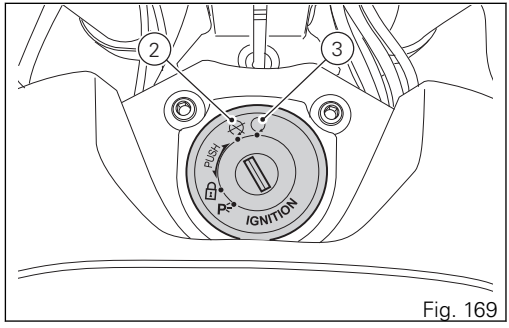


Fig. 169

Parking

Stop the motorcycle, then put it on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (1).
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

Important

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

Warning

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

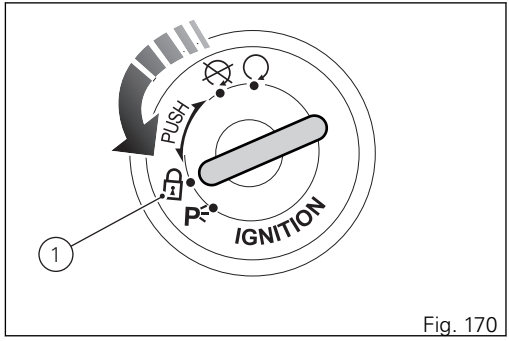


Fig. 170

Warning

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

Refuelling

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

Warning

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

Warning

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

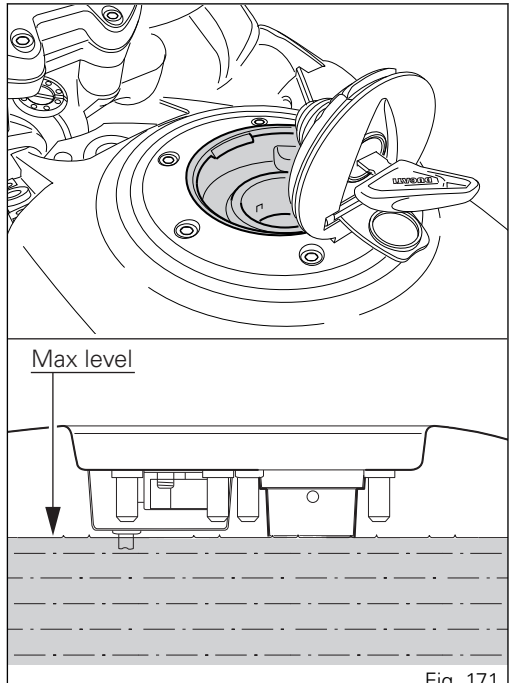


Fig. 171

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 8 mm Allen wrench.
- 5 mm Allen wrench.
- Fuse pliers.
- 8/10 fixed wrench.
- Handgrip for 6 mm box wrench.
- Box wrench for spark plug.
- 4 mm Allen wrench.
- 6 mm Allen wrench.

To access the compartment remove the passenger seat.

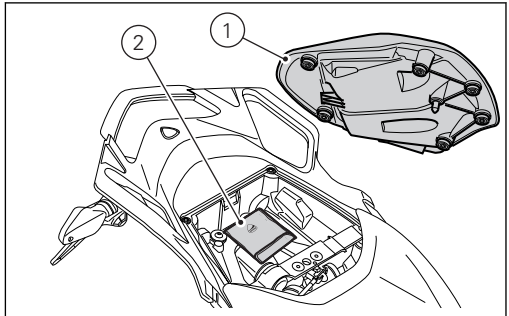


Fig. 172

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube.
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1) into seat.

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).
Cooling circuit capacity: 2.4 cu. dm (litres).

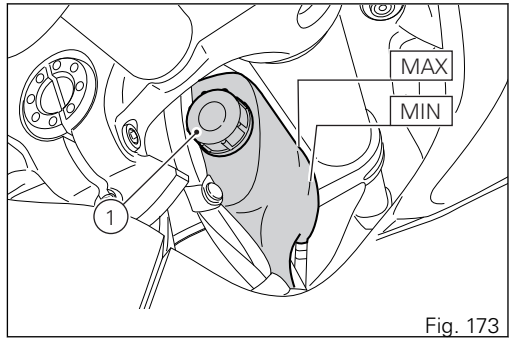


Fig. 173

Warning
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 brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig. 174) and (Fig. 175) show the front and rear brake fluid 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 reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

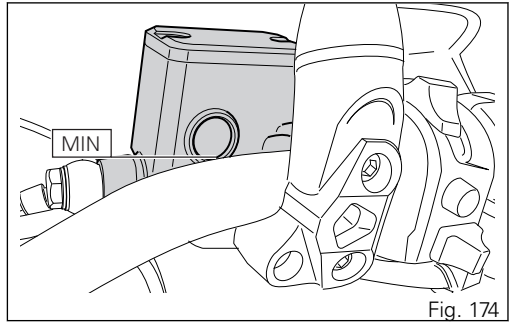


Fig. 174

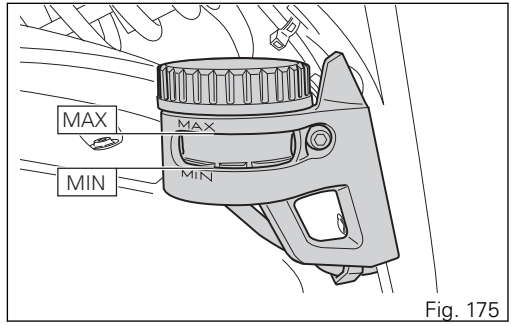


Fig. 175

Brake system

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

Warning

Brake 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.

Warning

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

Important

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

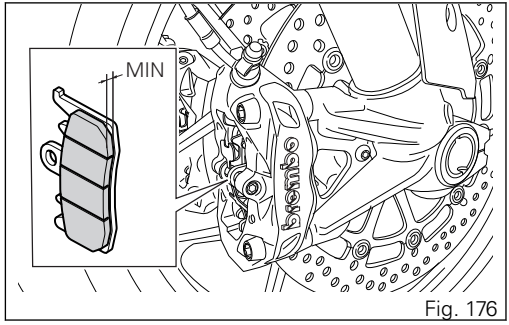


Fig. 176

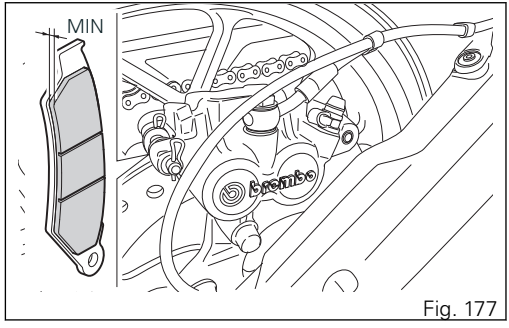


Fig. 177

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.

Warning

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

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 (-).

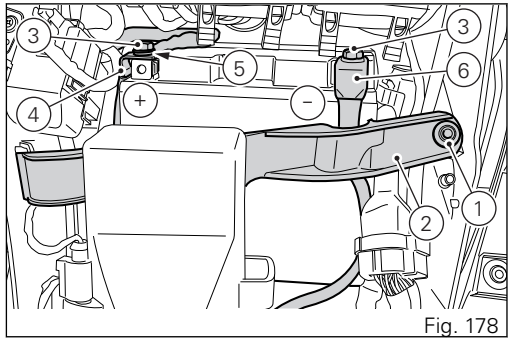


Fig. 178

Important

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

Grease the screws (3).
Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).
Fit the battery mounting bracket (2) and tighten the screw (1).

Warning
Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.

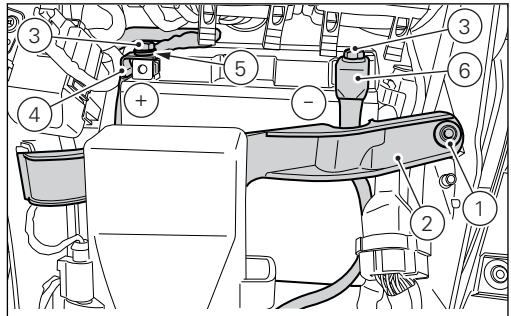


Fig. 179

Charging and maintenance of the battery during winter storage

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

Note

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

Important

If battery 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.

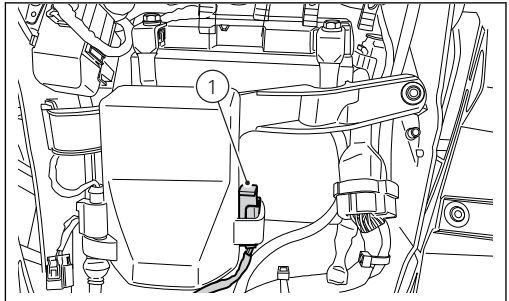


Fig. 180

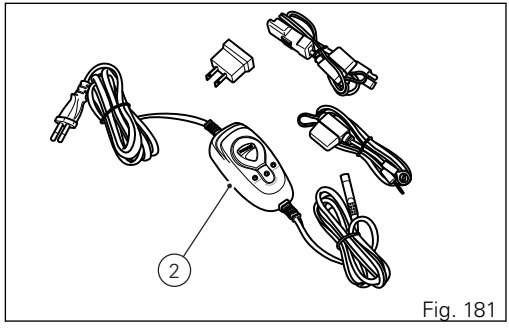


Fig. 181

Note

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

Note

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

Checking drive chain tension

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be: A=50÷52 mm.
This only applies to the motorcycle STANDARD settings, available upon delivery.

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

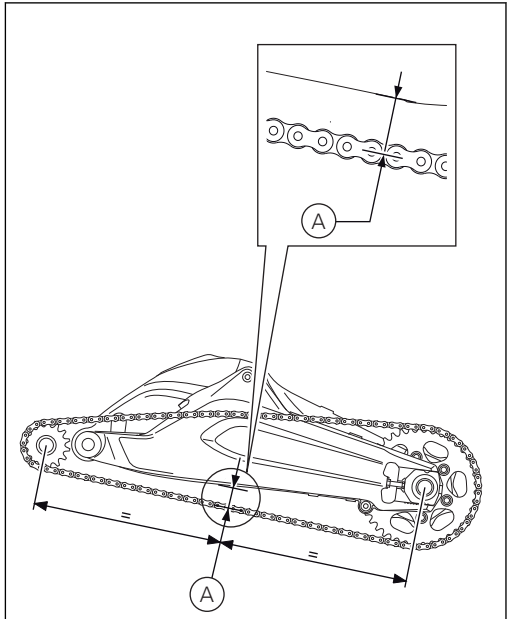


Fig. 182

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

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

Check the correspondence of the positioning marks (2) on both sides of the swinging arm to ensure a perfect wheel alignment.

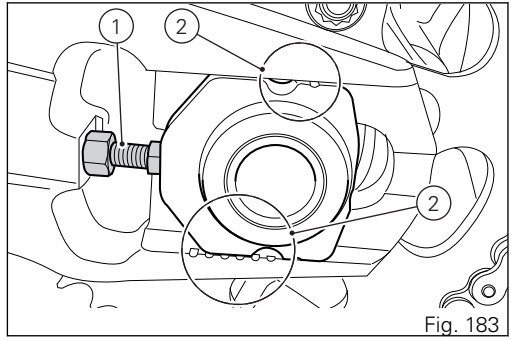


Fig. 183

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.

After cleaning, blow the chain dry with compressed air or wipe it with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.

Important

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

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System". Always ensure that the new bulb you have installed operates properly before refitting any parts you have removed.
(Fig. 184) shows the location of the LED parking lights (1), the LED low beams (2) and the high beam bulbs (3).

To reach the headlight bulbs, fully steer handlebar to the opposite side of the bulb to be removed (steer handlebar to the left to remove the RH bulb and vice versa).

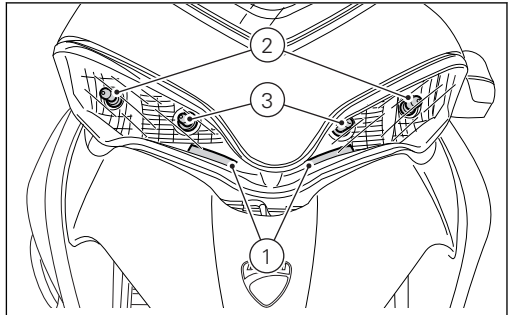


Fig. 184

Disconnect connector (4) from bulb holder (5). Rotate the bulb holder of the bulb to be replaced counter clockwise and remove it. Replace the light bulb with a new identical one.

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.

Upon reassembly, rotate bulb holder (5) clockwise to block it on the headlamp cover.
Reconnect the connector (4).

Note
To replace the LED parking light, contact a Ducati authorised service centre.

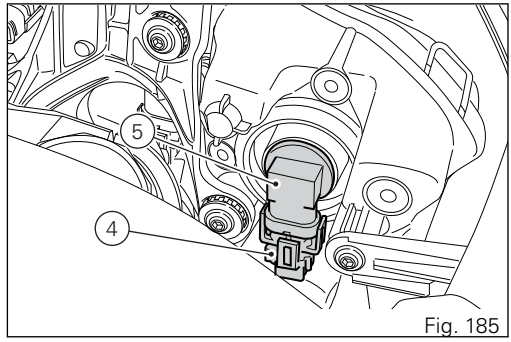


Fig. 185

Rear turn indicators

Undo the screw (1) and detach the lens (2) 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 (2) by inserting the tab in the corresponding slot in the turn indicator support.
Tighten the screw (1).

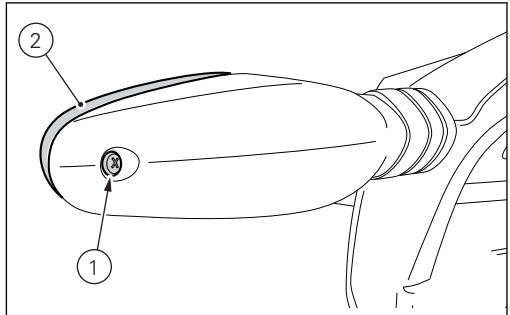


Fig. 186

Aligning the headlight

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

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

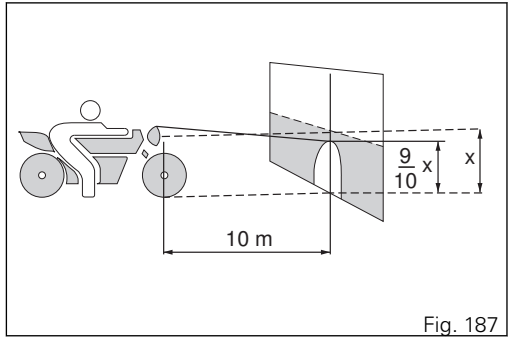


Fig. 187

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.

Procedure for adjusting low beam/high beam along the vertical axis

1) Switch low beam on.
2) Fully cover one of the two low beams (right or left).
3) Adjust uncovered beam vertically by working the corresponding adjuster screw (2), i.e., the one on the same side. Turn screw (2) clockwise to move beam down, or counter clockwise to move beam up.
4) Cover the already-set beam and uncover the other one, then repeat step 3.
5) Turn on the high beam and adjust by working adjuster screw (1). Turn screw (1) clockwise to move high beam down, or counter clockwise to move beam up.

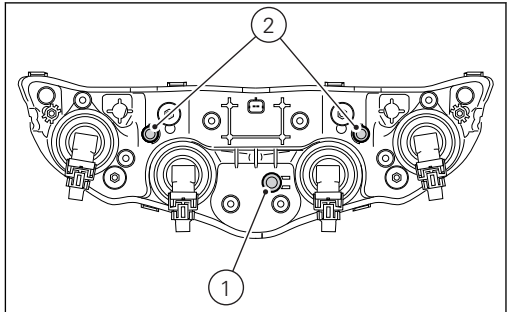


Fig. 188

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

Adjusting the rear-view mirrors

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

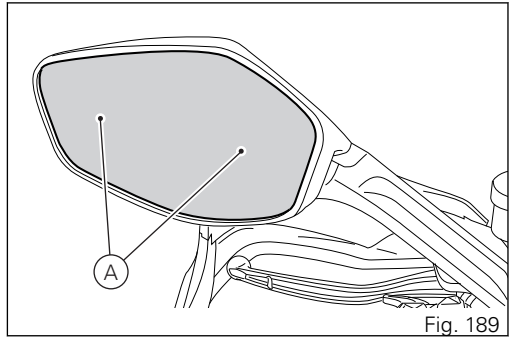


Fig. 189

Tubeless tyres

Motorcycle equipped with Scorpion Rally tyres

Front tyre pressure:
1.6 bar (rider only) - 1.8 bar (full load).
Rear tyre pressure:
1.6 bar (rider only) - 2.2 bar (full load).

Motorcycle equipped with Scorpion Trail II tyres

Front tyre pressure:
2.4 bar (rider only) - 2.4 bar (full load).
Rear tyre pressure:
2.5 bar (rider only) - 2.9 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.

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

Tyre repair or change (Tubeless tyres)

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

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

After replacing a tyre, the wheel must be balanced.

Warning
Do not remove or shift the wheel balancing weights.

Note

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

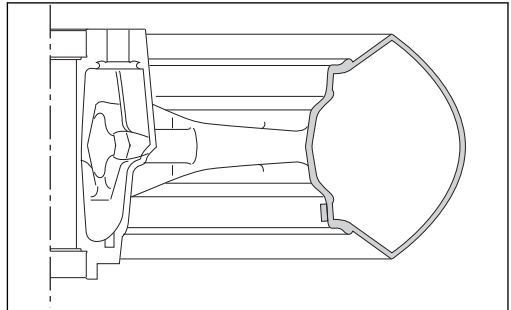


Fig. 190

Minimum tread depth

Measure tread depth (S, Fig. 191) 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.

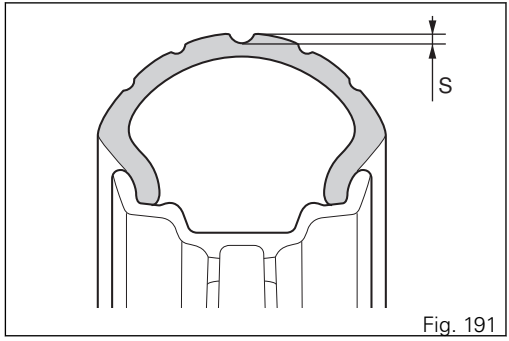


Fig. 191

Check engine oil level

Engine oil level can be checked through the sight glass (1) located onto clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

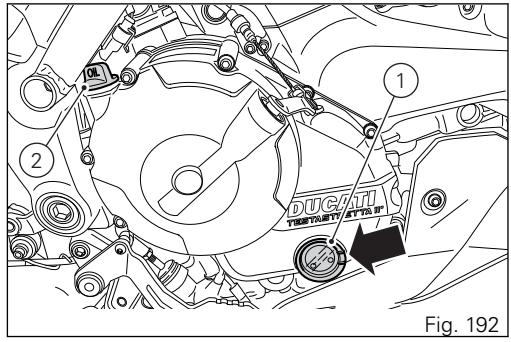


Fig. 192

Important

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

Recommendations concerning oil

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

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

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

Cleaning and replacing the spark plugs

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

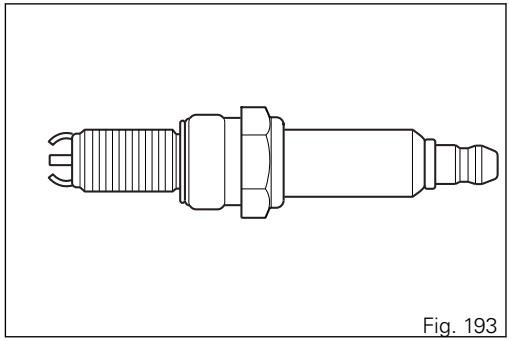


Fig. 193

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Warning

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

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

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

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

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

Storing the motorcycle

If the motorcycle is to be left 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 let condensate breathe out.
The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	**Km. x1000**	**1**	**15**	**30**	**45**	**60**	**Time (months)**
	mi. x1,000	**0.6**	**9**	**18**	**27**	**36**	
Reading of the error memory with DDS 2 and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●		●		●	-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid				●		●	-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check 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
Activate LED front lighting (if any) through DDS 2.0			●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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, miles or months), whichever occurs first.

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 227 Kg.
Overall weight (in running order without fluids and battery): 204 Kg.
Maximum allowed weight (carrying full load): 450 kg.

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

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

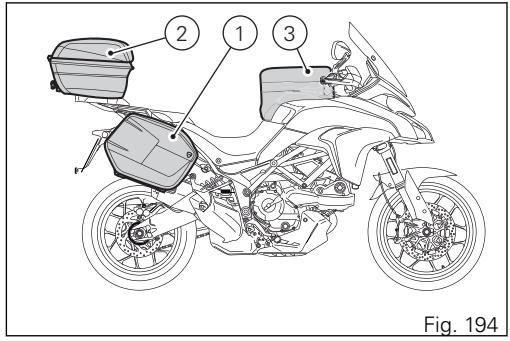


Fig. 194

Warning
The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:
10 kg (22lb) max. per side pannier (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag (3).

Dimensions

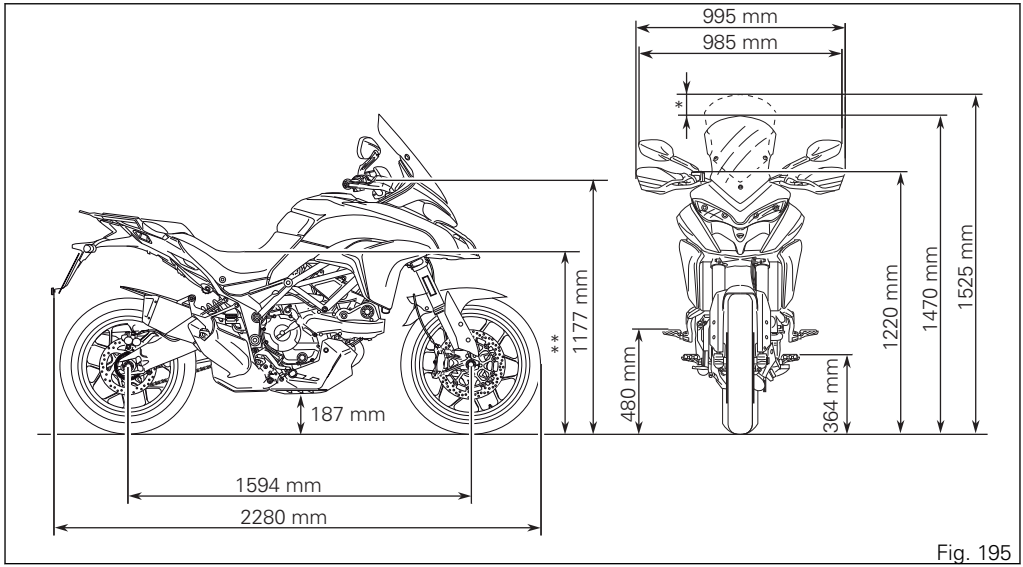


Fig. 195

* 1483 mm (headlight fairing first position), 1497 mm (headlight fairing second position), 1511 mm (headlight fairing third position).

** 840 mm (lowered, 820 mm, seat as option and high seat, 860 mm, as optional).

Fuel, lubricants and other fluids

FUEL, LUBRICANTS AND OTHER FLUIDS	TYPE	
Fuel tank, including a reserve of 4 litres	Unleaded fuel with a minimum octane rating of RON 95.	20 litres
Oil sump and filter	Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil. As an alternative it is possible to use a motorcycle engine oil having the same degree SAE 15W-50 and meeting the following specifications JASO: MA2 and API: SM	3.4 litres
Front/rear brake circuit	SHELL Advance Brake DOT 4	-
Protectant for electric contacts	SHELL Advance Contact Cleaner	-
Front fork	SHELL Advance Fork 7.5 or Donax TA	690 cu. cm (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.4 cu. dm (litres)

Important

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

Warning

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

Engine

Ducati Testastretta "L" twin-cylinder engine with DVT system ("Desmodromic Variable Timing"), 4 valves per cylinder, Dual Spark, liquid-cooled.
Bore, mm: 94.
Stroke, mm: 67.5.
Total displacement, cu. cm: 937.
Compression ratio: 12.6±0.5:1
Max crankshaft power (95/1/EC), kW/HP:
83.1 kW/113 HP at 9,000 rpm
Max torque at crankshaft (95/1/EC):
96.2 Nm / 9.8 Kgm at 7,750 rpm
Maximum rpm:
10,500.

Important

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

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.

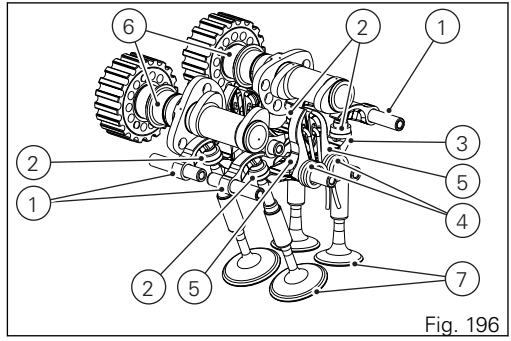


Fig. 196

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

BOSCH electronic injection.
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 53 mm.
Injectors per cylinder: 1.
Firing points per injector: 10.
Fuel supply: 95-98 RON.

Warning

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage 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

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: stainless steel, black colour.
Disc diameter: 320 mm.
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO, radially-mounted monobloc callipers.
Front brake type: M4.32 B (4x32).
Friction material: BRM11E HH.

Brake master cylinder type: PS 16/22.

REAR

With fixed drilled steel disc.
Disc diameter: 265 mm.
Disc thickness: 6 mm
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO, floating 2-piston calliper with cornering ABS as standard.
Rear brake type: PS 2x28 D.
Friction material: TT 2181 FF.
Brake master cylinder type: PS 13C BLACK.
Fixed, 28 mm diameter 2-piston calliper.

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch
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: DID 525HV3 ZB
Links: 114

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about

the special ratios available. Contact a Ducati Dealer or Authorised Service Centre.

Warning

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

Frame

Steel tubular trellis.
Rear steel tubular trellis sub-frame.
Light alloy die-cast side plates, pivoted on engine.
Steering head angle: 25.2°.
Trail: 106 mm
Steering angle: 40° LH side / 40° RH side.

Wheels

Front

Rim colour GREY 19 x 3.00.
Size: MT 3.00 x 19" M/C 60W.

Rear

Rim MT 4.50 x 17".
Size: 4.50 x 17".

Tyres

Front

"Tubeless", radial tyre.
Size: 120/70 ZR19
Make and type:
Pirelli Scorpion Trail II D.
Pirelli Scorpion Rally.

Rear

"Tubeless", radial tyre.
Size: 170/60 ZR17 M/C 72W
Make and type:
Pirelli Scorpion Trail II D.
Pirelli Scorpion Rally.

Suspension

Front

Upside-down fork manually adjustable in rebound, compression, and preload for inner springs of fork legs.

Rear

The SACHS shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto a frame at the top and onto an aluminium double-sided swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine. The whole system gives the motorcycle excellent stability.

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter. Split absorption tail pipe.

Available colours

Ducati Anniversary Red

Primer, Antiflex White code L00440652 (Lechler);
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler);
Frame, Racing Black;
Subframe, Mercury Grey.

Star White Silk

Primer code 873.AC001 (Palinal);
Primer code 928.T948 (Palinal);
Clear coat 96598 (Lechler);
Frame colour Racing Grey cod. YY233VBD (Akzo Nobel);
Subframe, Mercury Gray cod. 79086 (Inver).

Electric system

Basic electric items are:

Headlight

Low beam with BULB: no. 2 bulbs H11 12V-55W;
High beam with BULB: no. 2 bulbs H11 12V-55W;
LED parking light: No. 2 SEOUL STW9Q14C LEDs.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 Dominant Primax 150 NAZY-BHG-MN3-1 LEDs;
Rear ones (Europe / Usa), bulb units: No. 1 bulb RY10W 12V - 10W amber.

Tail light

LED parking light: No. 2 LEDs Osram LA-W5SM-JYKY-24-1;
LED stop light: No. 10 Osram LA-E6SF-BBCB-24-1 LEDs.
LED number plate light: No. 3 CREE CLA1A-WKW-CXAYB453 LEDs.

Fog lights

LED fog lights (Enduro customisation): No. 1 LED Altilon LAFL - C4L - 850 (each).

Fuses

There are twelve fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the solenoid starter. There is a spare fuse in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The front fuse box (A, is located inside the left panel and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.
The rear (B, and the ABS fuse boxes (C, Fig. 199) are located on rear subframe right-hand side, next to the ABS control unit. To reach rear and ABS fuse boxes, remove rider seat, see page 204. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	5 A
4	-	-
5	KEY Accessories	10 A
6	KEY RELAY	25 A
7	+30 Diagnosis / charge	7.5 A

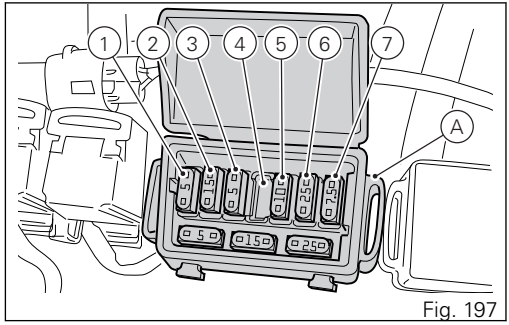


Fig. 197

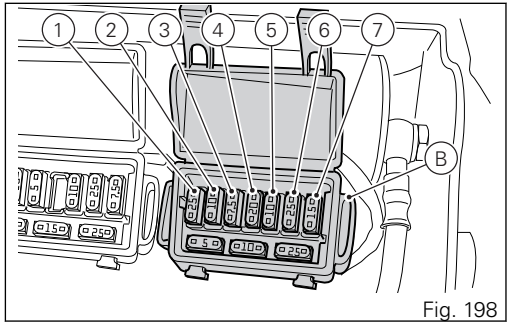


Fig. 198

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	20 A
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The main fuse (C) is positioned on the solenoid starter. Remove the fuse cap to reach it. A blown fuse can be identified by breakage of the inner filament (F).

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

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

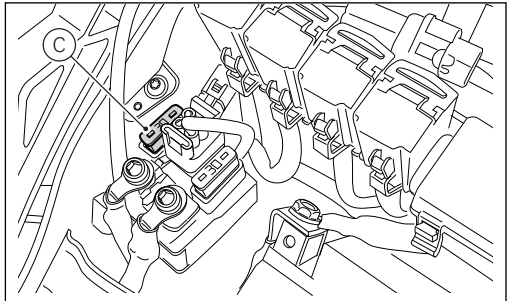


Fig. 199

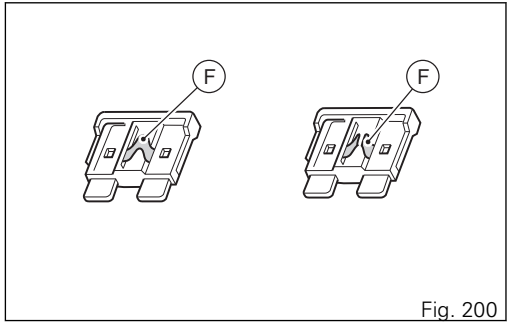


Fig. 200

Injection/electric system diagram key

1) Temperature sensor
2) Front 12V power socket
3) Left-hand switch
4) Right-hand switch
5) Immobilizer
6) Ignition switch
7) Wiring ground
8) Battery
9) Fused solenoid
10) LH fan
11) RH fan
12) Generator
13) Rectifier
14) USB socket
15) Rear 12V power outlet
16) Data Acquisition / Diagnosis
17) Anti-theft system alarm
18) Tail light
19) Rear right turn indicator
20) Number plate light
21) Rear left turn indicator
22) Rear wiring
23) Main horizontal injector
24) Horizontal ETV
25) Vertical lambda sensor
26) Horizontal lambda sensor
27) Timing/rpm sensor
28) Vertical cylinder main coil
29) Horizontal cylinder main coil
30) Oil pressure sensor
31) Purge valve
32) Oil temperature
33) Brake switch
34) Clutch switch
35) Side stand switch
36) Engine temperature sensor
37) Air temperature sensor
38) Vertical MAP sensor
39) Horizontal MAP sensor
40) Secondary air sensor
41) Injection control unit connector B (EMS)
42) Throttle twistgrip position sensor (APS)
43) Front left turn indicator
44) Instrument panel
45) Front right turn indicator
46) Fog lights (option)
47) Left low beam
48) Left high beam
49) Front parking light
50) Right high beam

51) Right low beam
52) Horn
53) Main vertical injector
54) LH heated handgrip connector (optional)
55) RH heated handgrip connector (optional)
56) Immobilizer relay
57) Fuse box (2)
58) Fuse box (1)
59) Vehicle control unit (BBS)
60) Rear stop light
61) Exhaust valve motor
62) Fuel level
63) Rear speed sensor
64) ABS
65) Front speed sensor
66) Fuel pump
67) Main control unit relay
68) Fuel pump relay
69) Starter relay
70) Injection control unit connector A (EMS)
71) Gear sensor

Wire colour coding

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

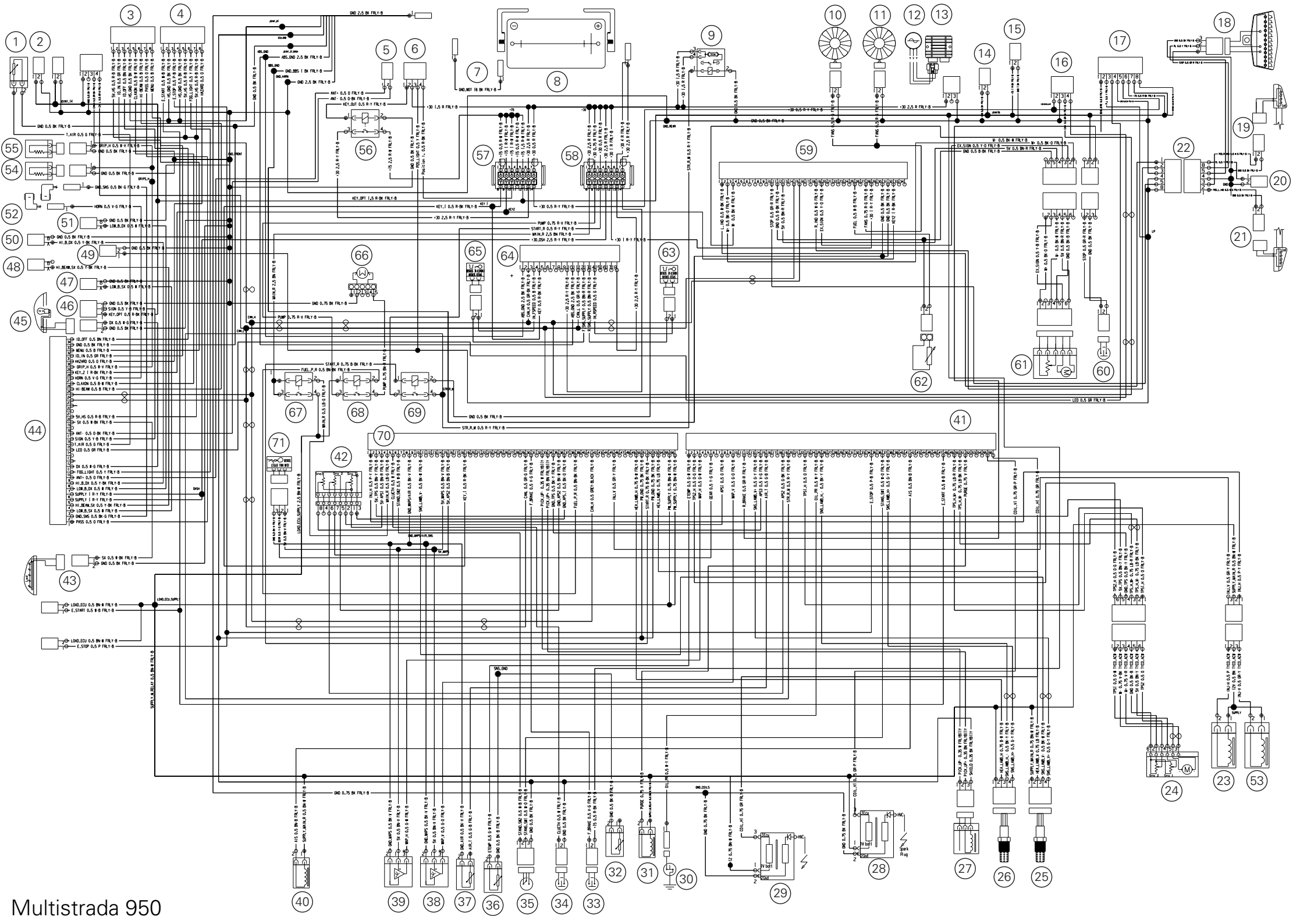
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE (KM)	DATE
1000			
15000			
30000			
45000			
60000			

Stampato 11/2016 Cod. 913.7.333.1A



Multistrada 950

cod. 913.7.333.1A

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A Sole Shareholder Company
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