Owner's manual

MULTISTRADA 950



Owner's manual

ENGLISH

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 0 .

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.



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

Attention
This motorcycle was designed for both road use and for light off-road and dirt road use. Heavy duty off-road use is not advised and can result in the rider losing control of the vehicle, thereby increasing the risk of accidents.

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

This motorcycle carries the rider and can carry a passenger.

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

Attention
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.

Attention
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.

Important

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

Rider's obligations

All riders must hold a valid licence.



Attention

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

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



Attention

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

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



Attention

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

Some states require vehicle insurance.



Attention

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

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



Attention

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



Attention

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

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

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

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

Apparel

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

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

- The helmet must meet the requirements listed at "Rider's obligations"; if your helmet does not have a visor, use suitable eye wear;
- Use 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.

Attention

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

Perform the checks recommended in this manual (see “Checks before riding”) before each ride.

Attention

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

Attention

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

Important

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

Important

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

Important

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

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

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

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

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

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

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

Refuelling

Fuel label

Fuel identification label

Refuel outdoors with engine off.
Do not smoke or use open flames while refuelling. Be careful not to spill fuel on engine or exhaust pipe. Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.

When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Attention

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



Fig 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with the side 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.

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to paragraph "Tyres".

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

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

Brake dust

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

Brake fluid

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

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

Coolant

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

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

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

Battery

Attention

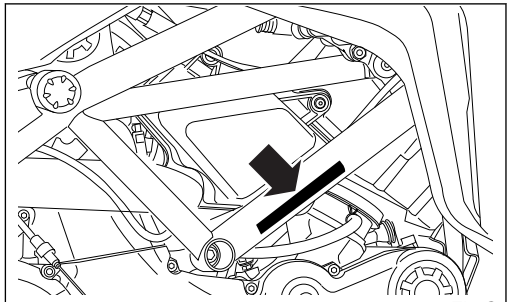
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 40° C (104° F). Never try to open the battery: it does not need to be filled with acid or other types of fluids.

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 2

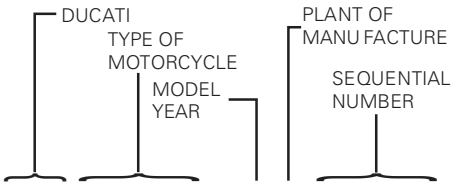


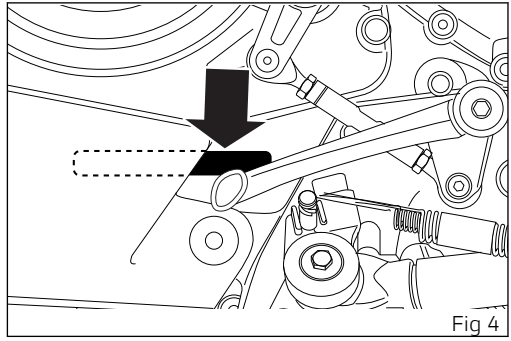
Fig 3

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 4

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 1260. Information on any other customisation (TOURING, SPORT, URBAN and ENDURO) is indicated only when different from the Multistrada 1260.

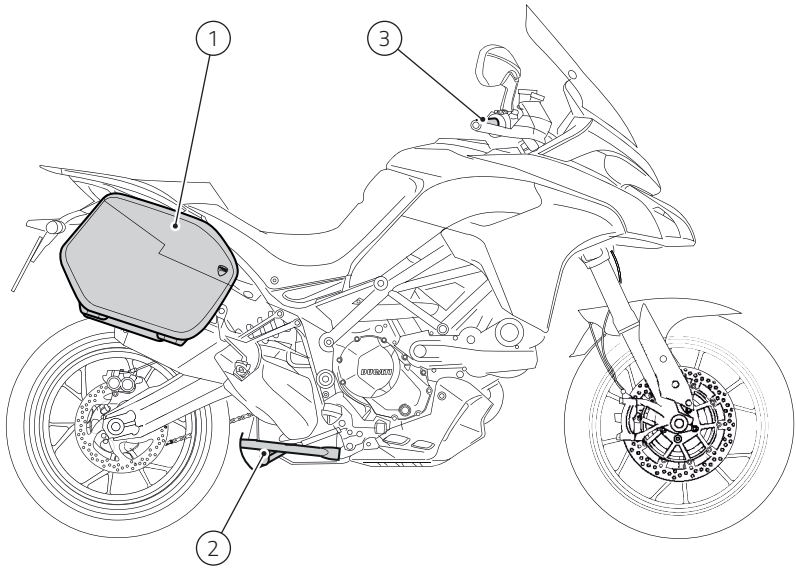


Fig 5

TOURING

1) Set of side panniers for a total capacity of 58 l (12.76 UK gal) (15.32 US gal);
2) Centre stand;
3) Heated handgrips.

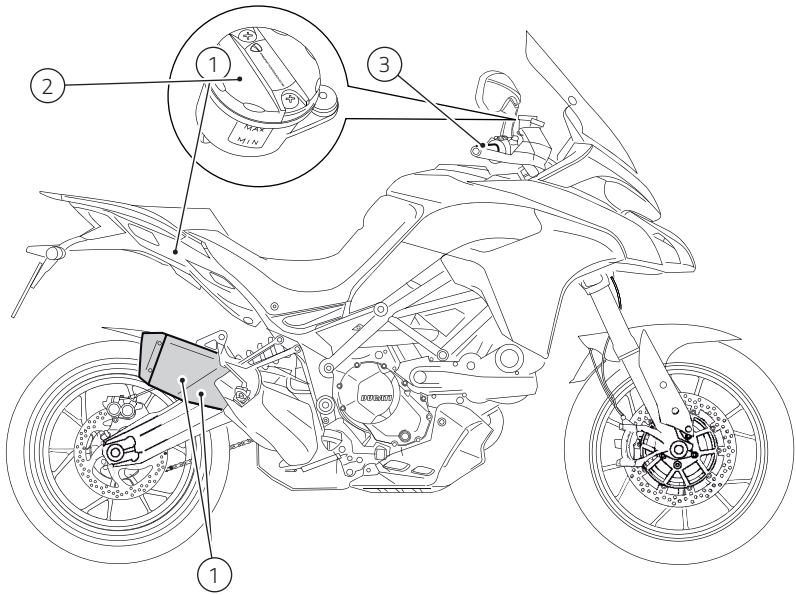


Fig 6

SPORT

1) "Termignoni" carbon type-approved silencer (compliant with EU type-approval requirements);
2) Billet aluminium clutch / brake fluid reservoir covers.

URBAN

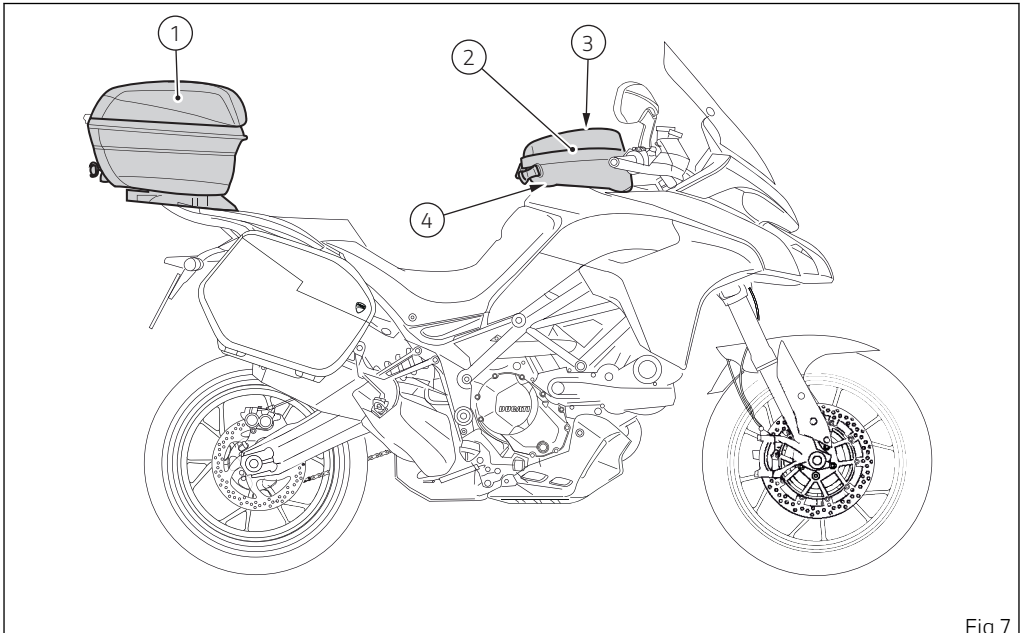


Fig 7

URBAN

1) 48-litre top case (12.98 gal);
2) Semi-rigid tank bag with quick fitting;
3) USB hub for charging electronic devices;
4) Tank bag flange.

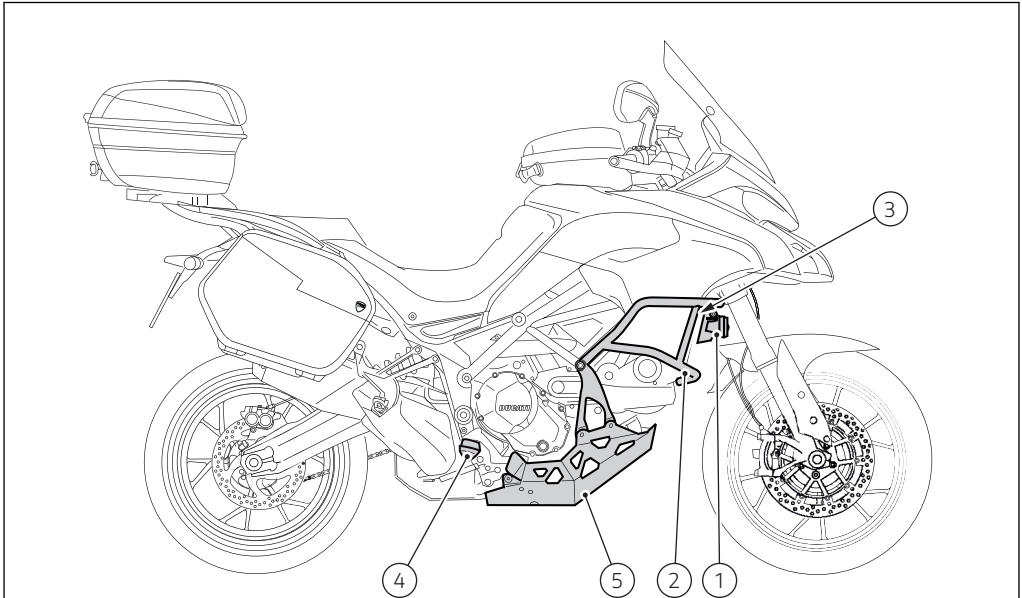


Fig 8

ENDURO

1) Additional lights;
2) Steel tube engine protection;
3) Radiator protection grille;
4) Set of off-road footpegs;
5) Plate for a wider stand base.

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).
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 WARNING LIGHT
This light indicates DTC system enabling/disabling status.

- Light off: DTC enabled and functioning;
- Light ON flashing: DTC enabled, but with degraded performance;
- Light steady ON: DTC disabled and/or not functioning due to a fault in the 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.

- Light off: ABS enabled and functioning;
- Light ON flashing: ABS in self-diagnosis and/or functioning with degraded performance;
- Light steady ON: ABS disabled and/or not functioning due to a fault in the ABS control unit.

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 WARNING LIGHTS (RED)
Over rev:

- Light OFF: no limiter intervention;
- Warning light steady ON: limiter first intervention threshold;
- Warning light flashing: limiter intervention.

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

Immobilizer:

- Light OFF: key-on status or key-off status for over 24 hours;
- Light ON flashing: key-off status;

13) DTC INTERVENTION WARNING LIGHTS

- Light OFF: no DTC intervention.
- Warning light ON: DTC intervention

14) VHC (Vehicle Hold Control) WARNING LIGHT
It turns on upon activation of the VHC system: the ABS of the Multistrada is equipped with the Vehicle Hold Control (VHC) system. This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake: the warning light remains steady. The warning light starts blinking when the VHC system is about to release the rear brake pressure and thus to stop keeping the vehicle at a standstill: pressure is decreased gradually. The warning light turns off when the VHC system is disabled.

Important

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

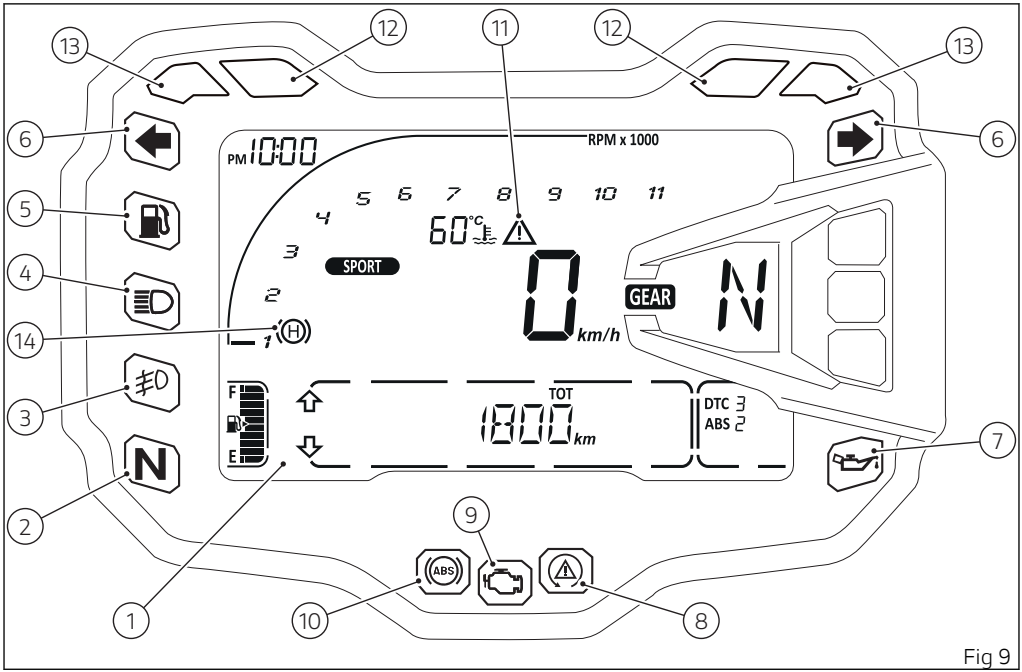

PM 10:00
RPM x 1000
5 6 7 8 9 10 11
4
3
2
1
60°C
SPORT
0
km/h
GEAR
N
TOT
1800 km
DTC 3
ABS 2
F
E
ABS
1
2
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13
14

Fig 9

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
LIN
Local Interconnect Network
DSB
Dashboard
DSS
DUCATI SkyHook System
DTC
DUCATI Traction Control
ECU
Engine Control Unit
GPS
Global Positioning System
VHC
Vehicle Hold Control

Technological Dictionary

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada ABS implements rear wheel lift-up control and combined braking (from front to rear) 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, each associated with a Riding Mode and are described in the following paragraphs. ABS can be disabled.
The Multistrada ABS is provided with the Vehicle Hold Control (VHC). The system, when activated, keeps the vehicle at a standstill. During the restart, the user only has to concentrate on the clutch and acceleration control, while the VHC gradually decreases the rear brake pressure.

Desmodromic Variable Timing (DVT)

The DVT system allows optimised timing setting according to engine load and speed, as well as to continuously advance or delay exhaust and intake valve timing through the rotation of the camshafts, thereby ensuring utmost efficiency throughout the rpm range and high performance at high speed, with an optimised torque curve at low rpm.

Ducati Quick Shift (DQS) option

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

Ducati SkyHook System (DSS)

Multistrada is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions: allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

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.

Inertial Measurement Unit (IMU)

The Multistrada is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS

signals, thereby optimising the efficiency of all these systems, regardless of motorcycle position.

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).

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.

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

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

Manufacturers' addresses

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

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

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

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

Function buttons

1) UP CONTROL SWITCH " ⇧ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ⇧ ".

2) DOWN CONTROL SWITCH " ⇩ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ⇩ ".

3) HIGH-BEAM FLASH/LAP BUTTON
The high-beam flash button may also be used for LAP functions.

4) TURN INDICATORS ACTIVATION / CONFIRM MENU BUTTON " ○ "
The turn indicators activation button may also be used for the CONFIRM MENU function " ○ ".

5) FOG LIGHT BUTTON
Button used to switch on/off the fog lights.

6) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).

7) LOW / HIGH BEAM BUTTON
Button used to switch on/off the low and high beams.

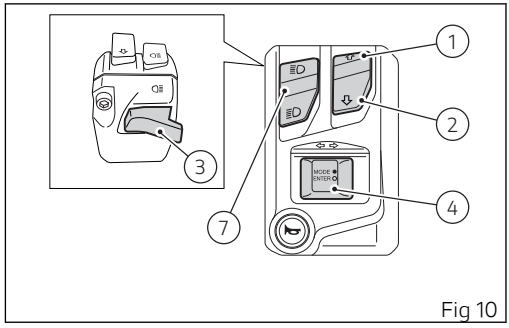


Fig 10

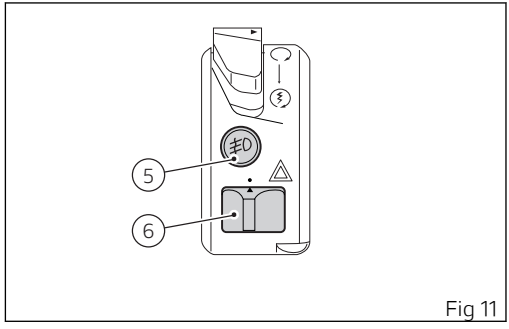


Fig 11

Parameter setting/displaying

Upon key-on, the Instrument panel carries out a check routine to test the warning lights and the display:
warning lights will be turned on in a sequence, while on display system progressively activates rpm bar indicator and speed indication.
At the end of the check routine, 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 5 km/h (3 mph) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

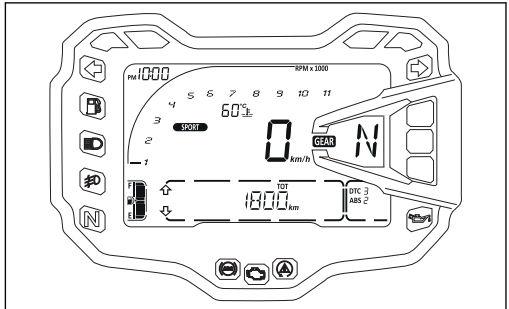


Fig 12

Data displayed on the main screen are as follows:

1) Motorcycle speed.
2) Gear indication.
3) Rev counter.
4) Engine coolant temperature.
5) Fuel level.
6) Menu
7) DTC level indication (ON) or DTC OFF indication.
8) ABS ON/OFF indication.
9) DQS indication or DQS OFF indication (option).
10) Set Riding Mode.
11) Clock.

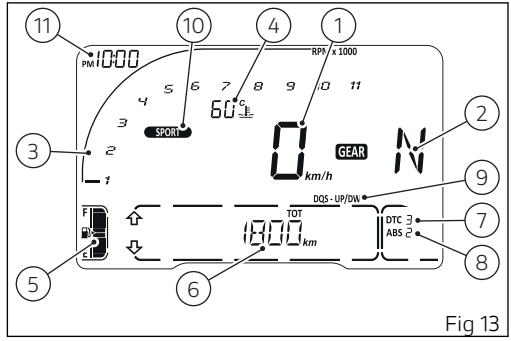


Fig 13

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

- Bluetooth.
- Infotainment.
- Warning/Alarm indication (Warning).
- Side stand status (Side Stand)
- SERVICE indication
- SERVICE count-down indication
- Vehicle Hold Control (VHC)

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

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Trip time (TRIP 1 TIME);
- Average Fuel Consumption (CONS. AVG 1);
- Instantaneous fuel consumption (CONS.);
- Average speed (SPEED AVG 1);
- Residual range (RANGE);
- Ambient air temperature (T-AIR);
- Heated handgrips (H.GRIPS) – active only if present;
- Player management (Player Control) – (only active if the Bluetooth module is available and one Smartphone is connected);
- Call management (CALLS) – (only active if the Bluetooth module is available and one Smartphone is connected);
- ABS enabling/disabling;
- Setting menu (SETTING MENU).

Within the Menu box, on the LH side, are the UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance

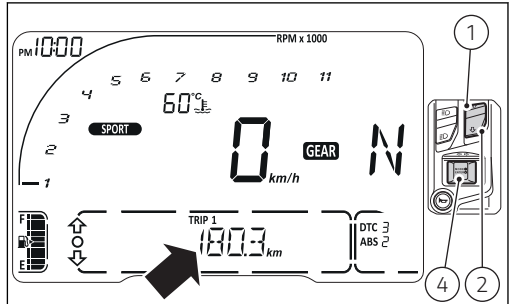


Fig 14

to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 76).

The instrument panel stores Menu current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored function is displayed in the Menu. In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the Menu upon the following KEY-ON.

Upon KEY-ON, for each layout mode, the instrument panel displays "Odometer" screen for 10 seconds in the Menu and then displays the page saved upon previous KEY-OFF.

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 initial lights check routine is skipped, the standard screen is displayed and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page (Fig 15) is displayed, allowing the rider to enter the override code (see “Restoring motorcycle operation via the PIN CODE” page 176).

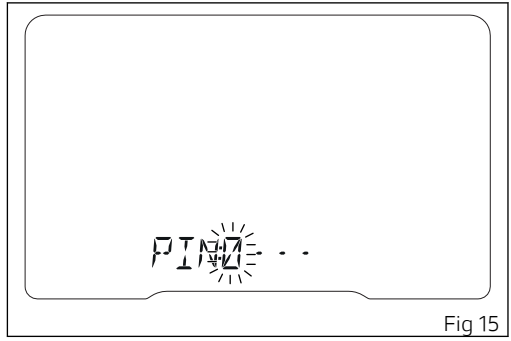


Fig 15

Main and auxiliary functions

The functions displayed in the Standard screen are the following:

Main information

- Rev counter
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DQS (optional)
- Gear indication
- Menu displays the following functions:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Trip time (TRIP 1 TIME)
  - Average Fuel Consumption (CONS. AVG 1)
  - Instantaneous fuel consumption (CONS.)
  - Average speed (SPEED AVG 1)
  - Residual range (RANGE)
  - Ambient air temperature (T-AIR)

  Heated handgrips (H.GRIPS) – active only if present
  - Player management (PLAYER CONTROL) – (only active if the Bluetooth module is available and one Smartphone is connected)
  - Call management (CALLS) – (only active if the Bluetooth module is available and one Smartphone is connected)
  - ABS enabling/disabling
  - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Vehicle Hold Control (VHC)
- SERVICE indication

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

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

- RIDING MODE customization: within this menu, rider can customize the following:
  - Engine setting (ENGINE)
  - DTC level setting (DTC)
  - ABS level (ABS)
  - DQS level (DQS) (option)
  - Restoring the default settings of a single Riding Mode (DEFAULT)
  - Reset to default settings (ALL DEFAULT)
- PIN CODE activation and modification (PIN CODE)
- date setting (DATE SETTING)
- time setting (CLOCK SETTING)
- backlighting setting (BACKLIGHT)
- setting the unit of measurement (UNITS SETTING)
- displaying service thresholds (SERVICE INFO)
- tyre setting (TIRE CALIBRATION)
- indication of paired devices, pairing, deletion of devices and displaying of Bluetooth version (BLUETOOTH) – only active if the Bluetooth module is fitted
- Turn indicator automatic switch-off feature (TURN INDICATORS OFF)
- Engine rpm digital indication (RPM)
- Battery indication (BATTERY).

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.

When the threshold before the rpm limiter is reached, the corresponding warning (lights 14, Fig 9) will turn on.

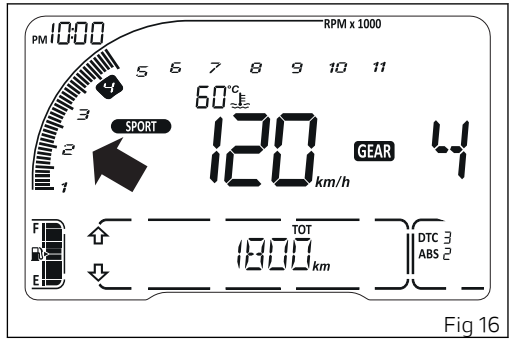


Fig 16

Motorcycle speed

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

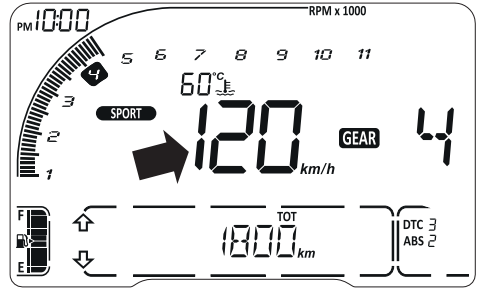


Fig 17

Fuel level

This function displays the fuel level.
The low fuel light (5, Fig 9) turns on when the level goes down to 1 steady mark blinking: this means that there are approximately 4 litres in the tank.
If the level goes further down, the whole scale will be flashing.

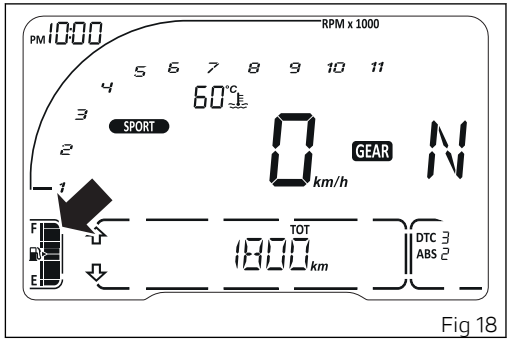


Fig 18

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 case of fault or error of the fuel level sensor, no level marks will be displayed, the fuel pump symbol will be flashing, and the Generic Error warning light will be on.

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 (°F or °C), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from +104 °F to +248 °F (40 °C to +120 °C).
If reading is:

- <= (lower than or equal to) -40 °F (-40 °C), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO" is displayed steadily;
- included within the interval +104 °F (+40 °C) and +248 °F (+120 °C) 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 and the MIL light turns on (9, Fig 9).
If the instrument panel is not receiving coolant temperature value, a string of steady dashes "- - -" is displayed, followed by the unit of measurement.

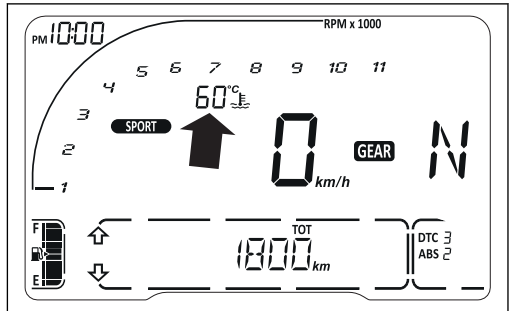


Fig 19

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

Clock

The instrument panel shows the time in the following format:

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

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

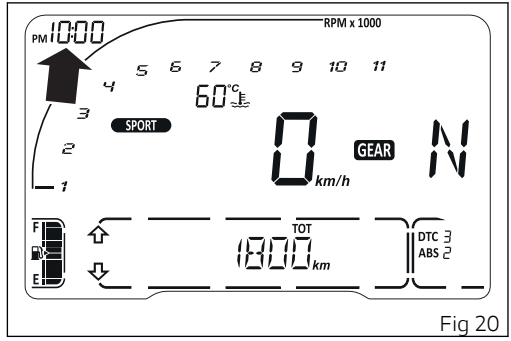


Fig 20

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 LH side of the display.

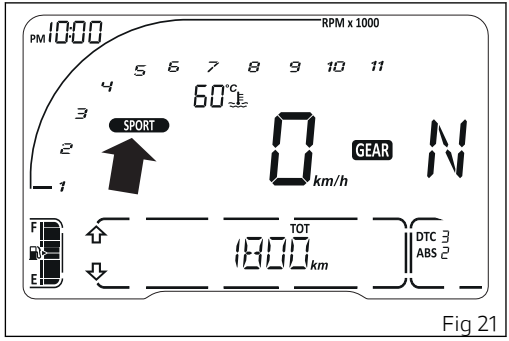


Fig 21

Attention

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);
- a specific DQS level (ON-UP/DW, OFF)
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

Riding mode change function

This function allows changing vehicle riding mode. Press button (4) for 1 second to change the riding mode.
The display shows the four riding modes (SPORT, TOURING, URBAN and ENDURO) and "EXIT" option under the speed indication.
The name of "SPORT" riding mode starts flashing and the corresponding arrow is steady. Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to "EXIT".

Once desired mode is selected, press button (4) to activate it.

If button (4) is pressed when "EXIT" is selected (flashing frame), the instrument panel will quit without saving the new riding mode.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying.

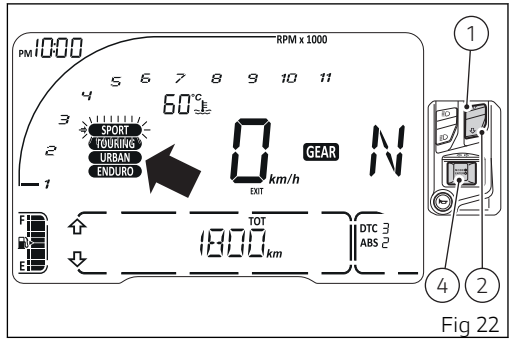


Fig 22

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" and brakes are released, the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to "standard page" displaying.

- if vehicle speed > 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display the warning "CLOSE GAS" in rolling mode within the Menu. Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed" but brakes are in use, the instrument panel will display the warning "DON'T BRK" in rolling mode within the Menu. Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "open" and brakes are in use, the instrument panel will display the warning "CLOSE GAS DON'T BRK" in rolling mode within the Menu. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

If the above-described conditions for "validating" the change of Riding Mode are note true within 5 seconds from when "CLOSE GAS" and/or "DON'T BRK" warning is triggered, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

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 (10, Fig 9).

The instrument panel displays:

- the message “ABS” and the set intervention level number “1” to “3”;
- if the system is in degraded operation due to a fault (no “cornering” feature), “ABS” indication and the set intervention level number “1” to “3” flashing; also the ABS (warning light 10, Fig 9) starts flashing;
- if the system is in fault or ABS status information is missing, “ABS” indication and the dash “-” (steady or flashing); also the ABS (warning light 10, Fig 9) turns on;
- when in fault, the “ABS” indication, the flashing "Err" lettering; the ABS warning light (10, Fig 9) turns on;

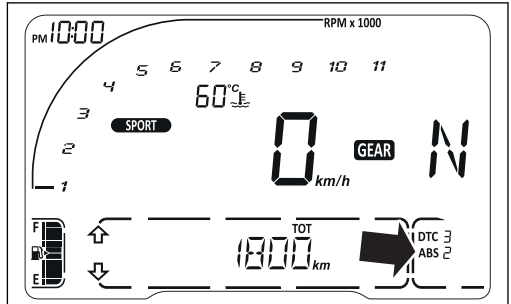


Fig 23

- if the ABS is disabled (possible only in ENDURO Riding Mode), the “ABS” and “OFF” indications and the ABS (warning light 10, Fig 9) turns on.

Attention

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

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled

motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
The front and rear brakes do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.
The Multistrada 950 ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. If desired, the system can be deactivated from the instrument panel, setting the level to OFF only within the ENDURO Riding Mode.

Attention

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

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always

use the brakes very gently and carefully when riding under these conditions.
Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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

ABS	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 lift-up, there is NO front-to-rear combined braking and the cornering feature is NOT active.	It is the default level for the "ENDURO" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking) and the cornering function is active. 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
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, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" Riding Modes

Attention
(*)

1) ABS OFF level can only be used when the "ENDURO" Riding Mode is selected;
2) ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding;
3) ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Trail II in the following sizes: 120/70 ZR19 at the front, 170/60 ZR17 at the rear. The use of tyres of different size 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.

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

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.

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 no lift-up control, neither front-to-rear combined braking, nor cornering function.

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.

DTC

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “8”;
- if DTC is active, but system is in degraded operation, “DTC” indication and the intervention level number, “1” to “8” (flashing); also the DTC (warning light 8, Fig 9) starts flashing;
- if there is a fault in the system, the “DTC” lettering will flash and the intervention level number, “1” to “8” will be steady;
- when in fault, the “DTC” indication, the flashing "Err" lettering; the DTC (warning light 8, Fig 9) turns steady on;
- if DTC is disabled, “DTC” “OFF” indication.

Attention

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

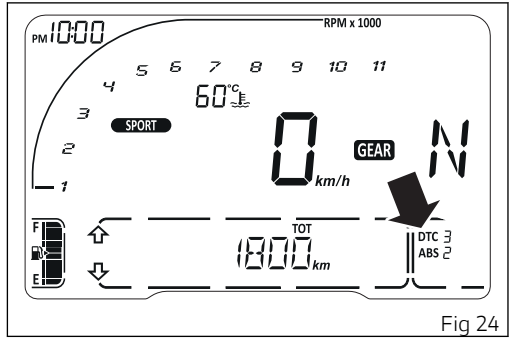


Fig 24

Attention

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

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

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

DTC	RIDING MODE	USE	DEFAULT
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 side slipping.	NO

DTC	RIDING MODE	USE	DEFAULT
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
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

Attention

Excellent operation of the DTC system, for all available levels, is ensured only 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: 120/70 ZR19 at the front, 170/60 ZR17 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.

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 gradually decreases 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

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.

DQS - accessory

DQS function is an option.
If DQS is installed on the motorcycle, the instrument panel displays DQS status as follows:

- if DQS system is enabled, the indication to engage the gears "DQS – UP/DW" is displayed;
- if DQS system is in reduced performance mode, the indication to engage the gears "DQS – UP/DW" is displayed flashing;
- if DQS system is disabled, "DQS –" is displayed;
- if the DQS system or the control unit is in fault, the "DQS –" indication is displayed flashing.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever.

It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated.

The system works in a different way when upshifting and downshifting.

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

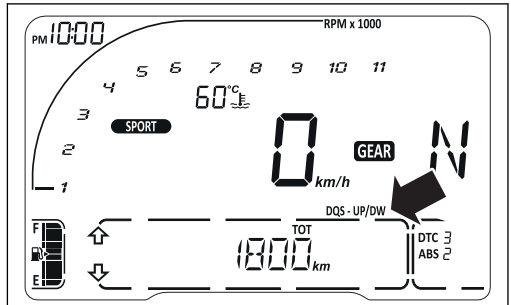


Fig 25

1) The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.

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

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 and the Neutral warning light (2, Fig 9) turns on.

Letter C and Neutral warning light (2, Fig 9) flash on the instrument panel when rider must shift gear.

A dash "-" is displayed in these cases:

- dash "-" and Neutral (warning light 2, Fig 9) flashing on the instrument panel if the gear teach-in procedure has not been performed yet;
- dash "-" steady and Neutral (warning light 2, Fig 9) flashing on the instrument panel in case of gear sensor fault;
- dash "-" flashing if the instrument panel does not receive the gear information.

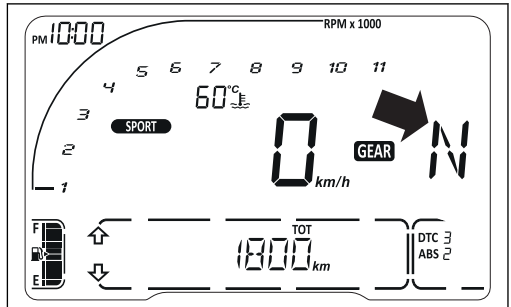


Fig 26

Note

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

Menu Functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information.
Menu displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Trip time (TRIP 1 TIME)
- Average Fuel Consumption (CONS. AVG 1)
- Instantaneous fuel consumption (CONS.)
- Average speed (SPEED AVG 1)
- Residual range (RANGE)
- Ambient air temperature (T-AIR)
- Heated handgrips (H.GRIPS) – active only if present
- Player management (PLAYER CONTROL) – only active if the Bluetooth module is available and one Smartphone is connected
- Call management (CALLS) – only active if the Bluetooth module is available and one Smartphone is connected
- ABS enabling/disabling
- Setting menu (SETTING MENU)

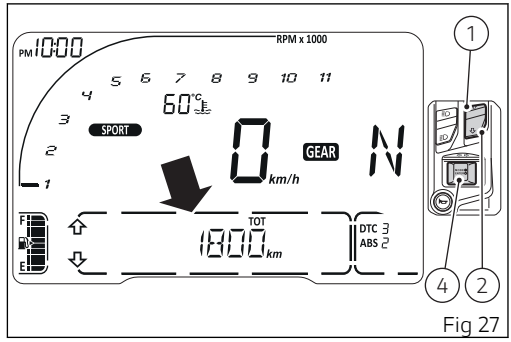


Fig 27

Within the Menu box, on the LH side, are the UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 32).

Odometer (TOT)

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

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

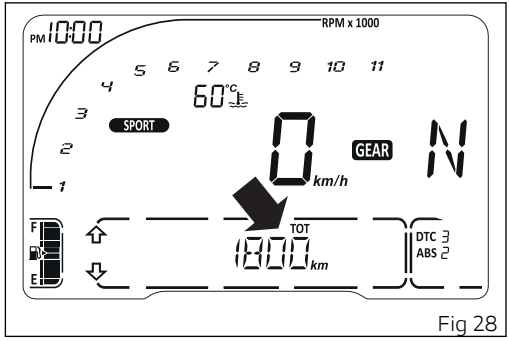


Fig 28

Note

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

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 mi or km value for TRIP 1 is displayed with the “TRIP 1” indication and unit of measurement.

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 again, without resetting the value. While if you press button (4), value for TRIP 1 will be reset and the instrument panel will display TRIP 1 at “0.0” followed by set unit of measurement.

When TRIP 1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

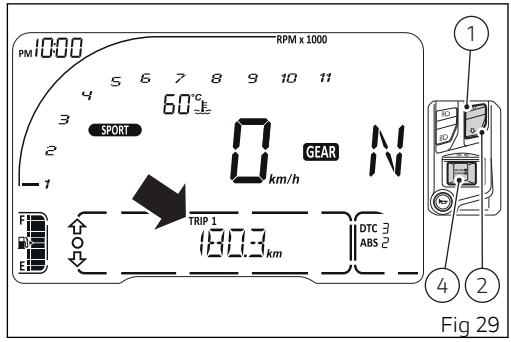


Fig 29

The TRIP 1 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.

Trip meter 2 (TRIP 2)

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

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. While if you press button (4), value for TRIP 2 will be reset and the instrument panel will display TRIP 2 at “0.0” followed by set unit of measurement.

The TRIP 2 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.

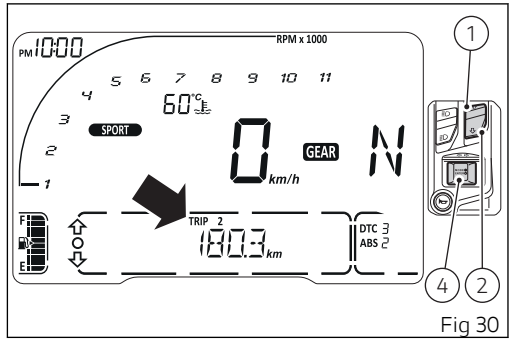


Fig 30

Trip time (TRIP 1 TIME)

The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by “TRIP 1 TIME” indication.
The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1), average fuel consumption (CONS.AVG 1) and average speed (SPEED AVG 1). When TRIP 1 is reset, this value is reset as well.

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

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the time. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 TIME again, without resetting the value.

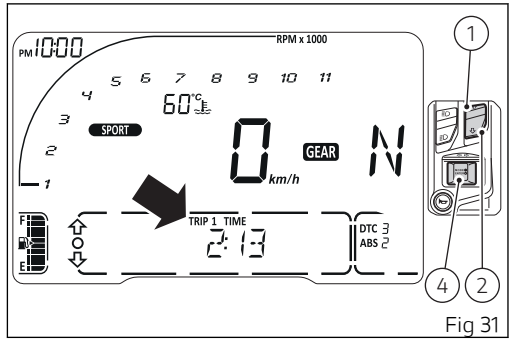


Fig 31

While if you press button (4), value for TRIP 1 TIME will be reset and the instrument panel will display TRIP 1 TIME at “0:00”.

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.

Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.
The average fuel consumption is displayed with the indication “CONS AVG 1.” and the indication of the unit of measurement (litres / 100 km or mpg UK or mpg US).
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP 1 was last reset.
When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available, on the display, three steady dashes “- - . - " steadily as average fuel consumption.

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

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display CONS AVG 1 again, without resetting the value.
While if you press button (4), value for CONS. AVG 1 will be reset and the instrument panel will display CONS. AVG 1 at “0.0” followed by set unit of measurement.
When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes “- - -” are shown. -”.

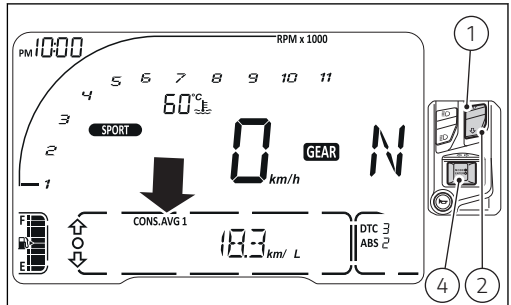


Fig 32

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

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.
Instant fuel consumption is displayed followed by “CONS.” and the set unit of measurement (litres / 100 Km or mpg UK or mpg USA).
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 vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).
During the phase when no calculation is performed, three steady dashes “ - - . - ” are displayed as a value of instantaneous consumption.

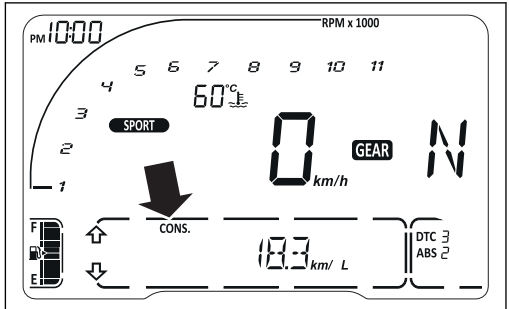


Fig 33

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

The vehicle average speed is displayed with the “SPEED AVG 1” indication and unit of measurement (km/h or mph).

The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

The calculation considers the distance and time since TRIP 1 was last reset. When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes “ - - - “ steadily as average speed.

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

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.

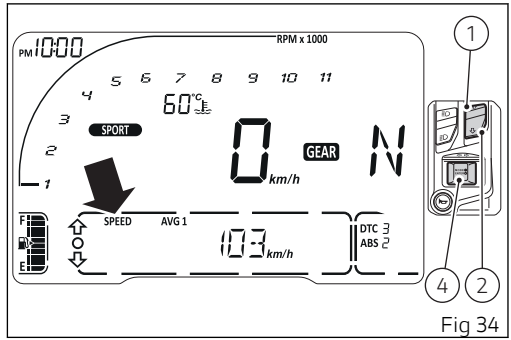


Fig 34

If you press button (1) or (2), the instrument panel will display SPEED AVG 1 again, without resetting the value.

While if you press button (4), value for SPEED AVG 1 will be reset and the instrument panel will display SPEED AVG 1 at “0” followed by set unit of measurement.

When average speed is reset, during the first 10 seconds when the value is not available on the display, three steady dashes “ - - - ” are shown.

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

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
You may change the units of measurement of speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the “UNITS SETTING” function.

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.
The mi or km value for the RANGE (residual range) is displayed with “RANGE” indication and unit of measurement (mi or km).

When the reading exceeds the maximum value (999 km or 621 mi), distance is reset and the meter automatically starts counting from 0 again.

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

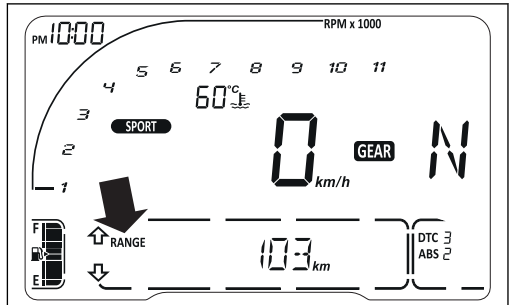


Fig 35

Ambient air temperature (T-AIR)

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

The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F).
For temperature values lower than -39 °C (-38 °F) or higher than +125 °C (+257 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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

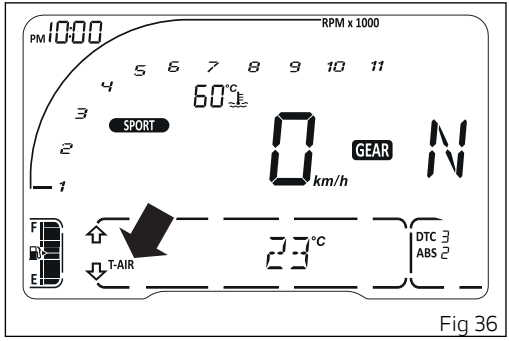


Fig 36

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

Player management (PLAYER CONTROL)

This function allows managing (turning on and off) the Player.

The PLAYER function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

If Player is not active, the instrument panel displays “PLAYER OFF”. To turn it on and open the Player menu, press button (4) (please refer to “Infotainment”, for information on how to use the Player).

If Player is active, the instrument panel displays “PLAYER ON”. To open the Player menu, press button (1) for 2 seconds (please refer to “Infotainment”, for information on how to use the Player).
To turn Player off, press button (4).

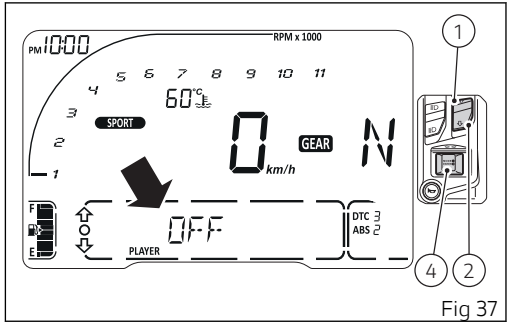


Fig 37

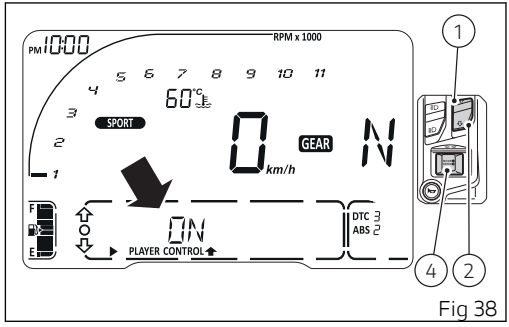


Fig 38

Call management (CALLS)

This function shows a list of the last calls missed, made or received.

The CALLS function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

Press button (4): when opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.
The instrument panel displays the corresponding name(s) or phone number(s). Use buttons (1) and (2) to scroll the list and press button (4) to call the displayed name or phone number.

If list includes no calls, the instrument panel displays "EMPTY" within the Menu.

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

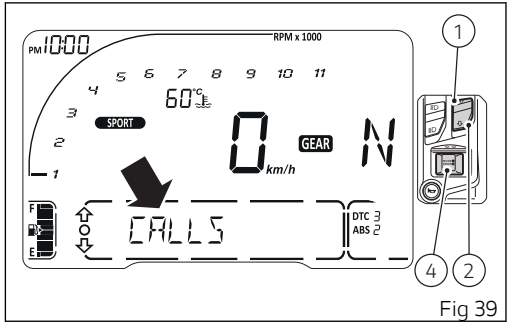


Fig 39

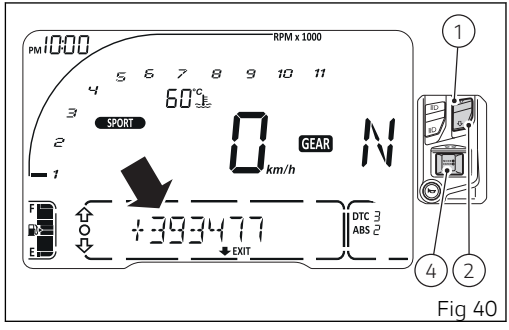


Fig 40

ABS enabling/disabling

This Function allows disabling or enabling the ABS system without entering the Setting Menu.

Note

"Manual" disabling and enabling of the ABS is only possible in ENDURO Riding Mode.

If the ABS is enabled, the instrument panel shows "ABS-ON".
Once "ABS-ON" is displayed, press button (4) to disable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS disabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, "WAIT ..." is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.
When system is disabled, "ABS-OFF" is displayed, the ABS light (10, Fig 9) turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.

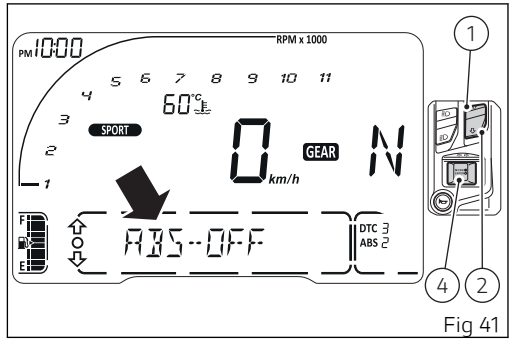


Fig 41

If the ABS is disabled, the instrument panel shows "ABS-OFF" and ABS (warning light 10, Fig 9) on.
Once "ABS-OFF" is displayed, press button (4) to enable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS enabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

When pressing button (4) within the Menu, “WAIT ...” is displayed for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.
When system is enabled, “ABS-ON” is displayed, the ABS light (10, Fig 9) turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

If the ABS status does not change in 5 seconds, the instrument panel will replace “WAIT ...” message within the Menu with “ABS-ERR” message blinking for 3 seconds.

After 3 seconds:

- if disabling was requested, the instrument panel automatically shows again “ABS-ON” and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again “ABS-OFF” and the request can be made again, if required.

Setting menu (SETTING MENU)

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

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

To gain access to the SETTING MENU, use button (1) or (2) to select "SETTING MENU" within the Menu and press button (4).

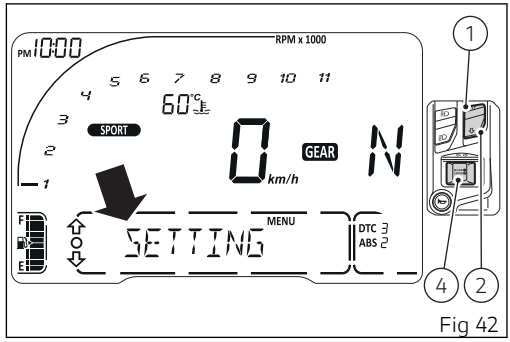


Fig 42

Note

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

As you enter the SETTING MENU, the instrument panel displays the following functions:

- RIDING MODE
- PIN CODE
- DATE SETTING
- CLOCK SETTING
- BACKLIGHT
- UNITS SETTING
- SERVICE INFO
- TIRE CALIBRATION
- BLUETOOTH – active only if the Bluetooth module is fitted
- TURN INDICATORS OFF
- RPM
- BATTERY

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

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

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

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

To quit the SETTING MENU, keep button (2) pressed for 2 seconds.

Customising the Riding Mode (RIDING MODE)

All settings of every riding mode can be customised.

Enter the SETTING MENU.
Select RIDING MODE by pressing button (1) or (2).
Once function is displayed, press button (4).
After entering the function the display shows the four available riding modes “SPORT”, “TOURING”, “URBAN”, “ENDURO”, with a flashing arrow pointing at the “SPORT” riding mode.
You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to select the riding mode to customize, then press button (4) to enter the customization of the selected riding mode;
- use buttons (1) and (2) to select “DEFAULT” (flashing frame), then press button (4) for 2 seconds to restore default values for all four Riding Modes (ALL DEFAULT).

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

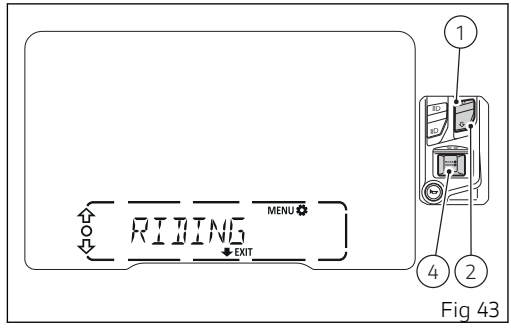


Fig 43

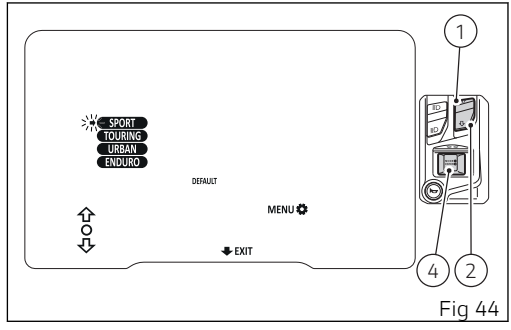


Fig 44

For each individual riding style, the parameters that can be customised are the following:

- ENGINE
- DTC
- ABS
- DQS (active only if DQS option is present)
- 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 using buttons (1) and (2) to select all available information (the selected parameter flashes) in the listed sequence.

Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

Attention

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

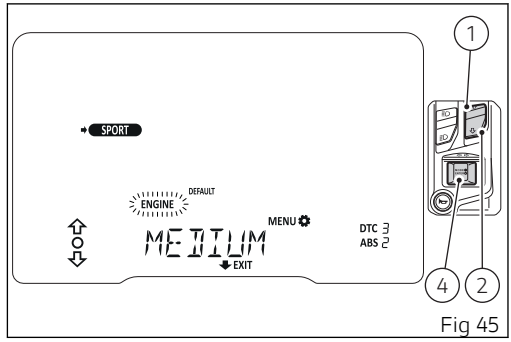


Fig 45

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

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised ENGINE (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

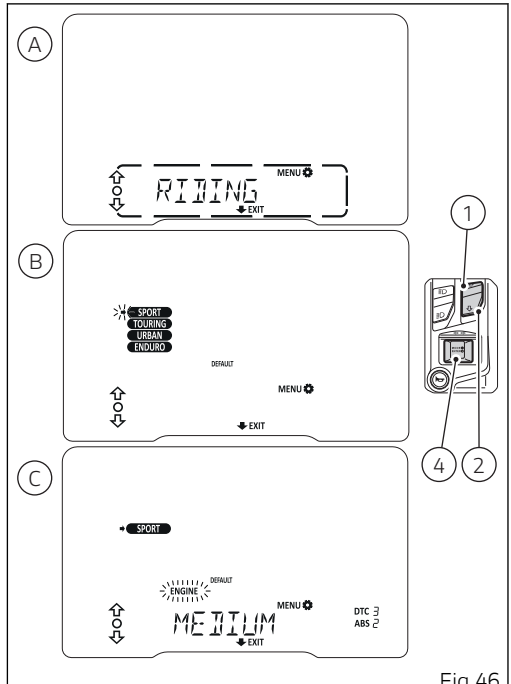


Fig 46

When entering the function, the currently set engine power (“HIGH”, “MEDIUM” or “LOW”) starts flashing.
Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm.
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

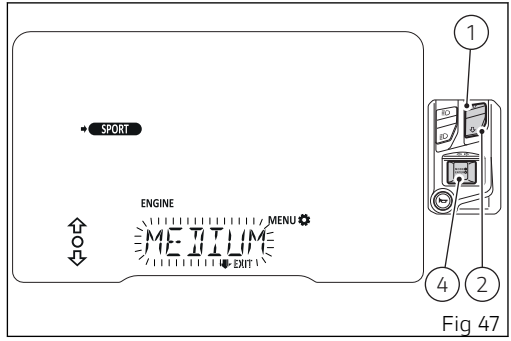


Fig 47

Customising the Riding Mode: DTC level setting

This function disables or sets DTC level for the selected riding mode.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised DTC (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

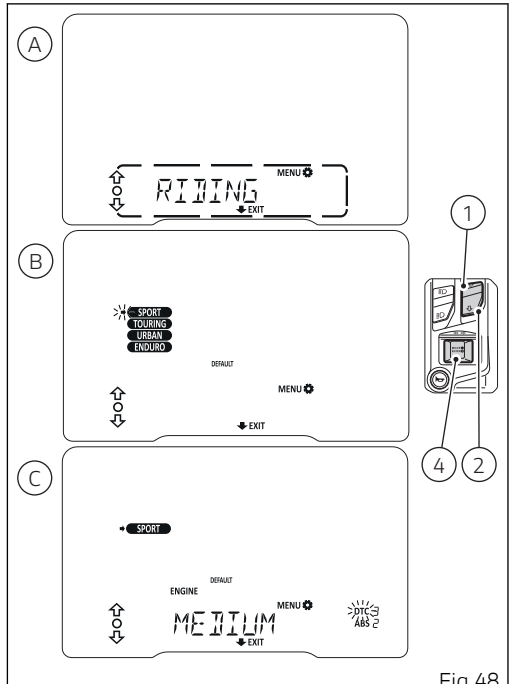


Fig 48

When entering the function, the DTC value starts flashing.
Use buttons (1) and (2) to set required value, which can be 1 to 8 or “OFF”, i.e. DTC disabled. To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

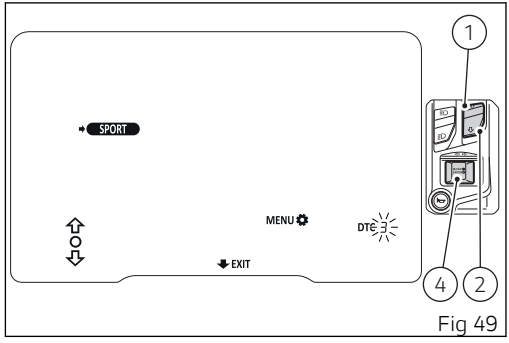


Fig 49

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.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised ABS (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

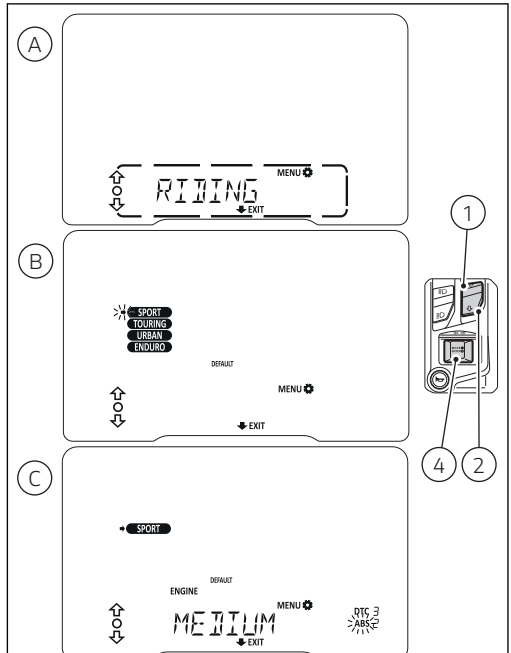


Fig 50

When entering the function, the ABS value starts flashing.
Use buttons (1) and (2) to set required value, which can be 1 to 3. To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

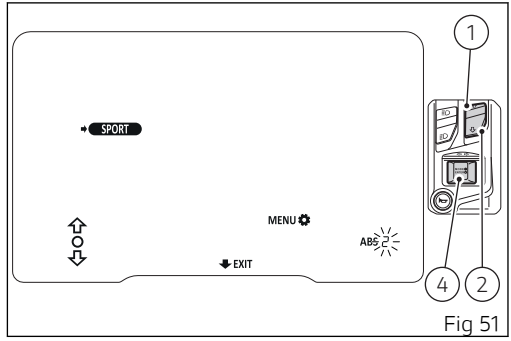


Fig 51

Customising the Riding Mode: DQS enabling/disabling - accessory

This function disables or sets DQS level for the selected riding mode: DQS is an optional feature.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "SPORT").
Press button (1) or (2), to select the parameter to be customised "DQS -" (C) so it starts flashing. Once the desired parameter is highlighted, press button (4).

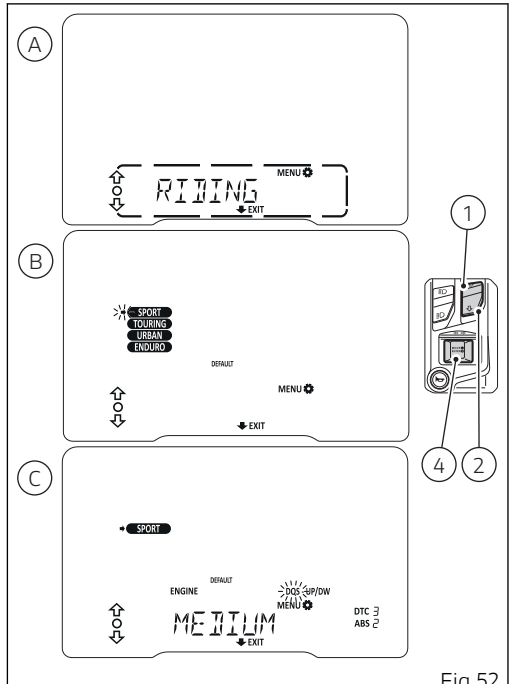


Fig 52

When entering the function, the DQS value starts flashing.
Use buttons (1) and (2) to set required value, which can be “DQS - UP/DW” or “DQS -”, i.e. DQS disabled.
To confirm, press the button (4).
The instrument panel then shows the new set level and automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

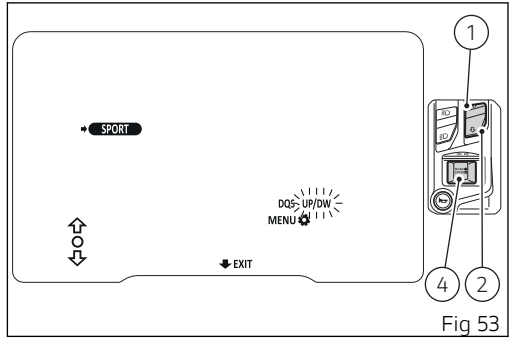


Fig 53

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.

Enter the SETTING MENU.
Select RIDING MODE option (A), by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Select the desired riding mode SPORT, TOURING, URBAN or ENDURO (B), by pressing button (1) or (2).
Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., “SPORT”).
Press button (1) or (2), to select “DEFAULT” option (C) so it starts flashing.

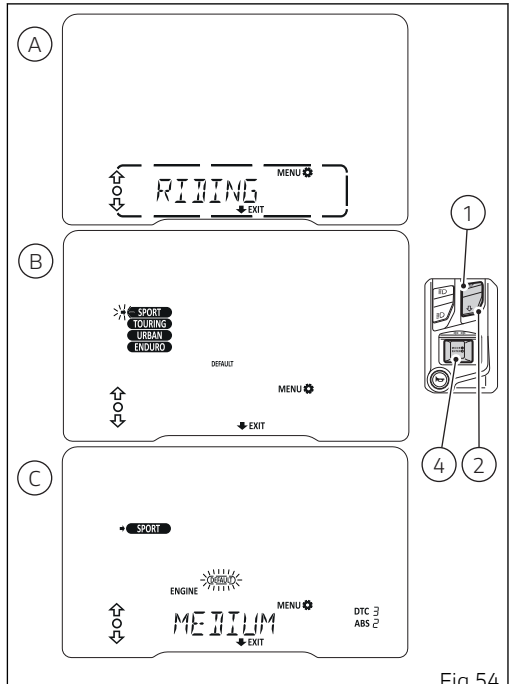


Fig 54

Press button (4) for 2 seconds: the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- the flashing dashes "- - - - - - -" in the Menu
- the flashing symbol "-" instead of the values for DTC and ABS
- the flashing arrow next to the selected riding mode

Then, the instrument panel will display the steady indication "DF - OK" within the Menu for another 2 seconds, with the steady symbol "-" instead of the values for DTC and ABS.

After these 2 seconds, the instrument panel displays the parameters with the Riding Mode default values, going back to the previous page.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

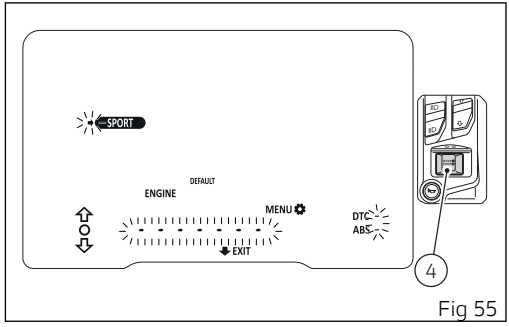


Fig 55

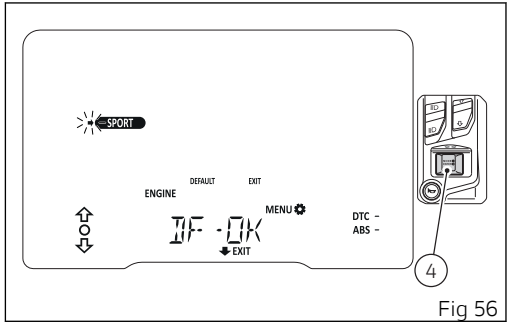


Fig 56

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

This function allows restoring all the default values for ENGINE, DTC, ABS and DQS parameters associated to all riding modes.

Enter the SETTING MENU.
Select RIDING MODE by pressing button (1) or (2).
Once function is highlighted, press button (4).

You open the RIDING MODE menu.
Press button (1) or (2), to select DEFAULT option so it starts flashing.

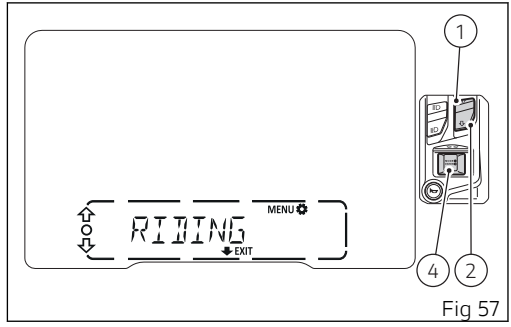


Fig 57

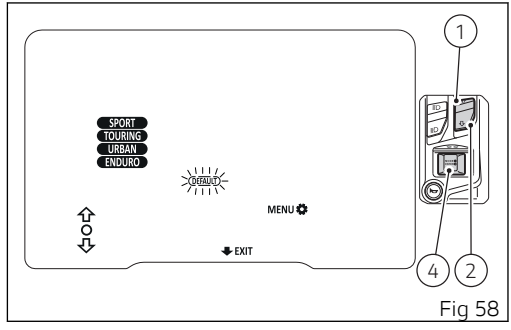


Fig 58

Press button (4) for 2 seconds: the instrument panel will restore default values for all Riding Modes. The instrument panel displays all four Riding Modes for 2 seconds “SPORT”, “TOURING”, “URBAN” and “ENDURO” as steady indications, together with four flashing arrows on the left of the Riding Modes.

Then, the instrument panel will display the steady indication “DF - OK” for another 2 seconds.
At the end of the 2 seconds, the instrument panel automatically goes back to the previous screen.

During this phase, to quit without editing the currently-set level, keep button (2) pressed for 2 seconds.

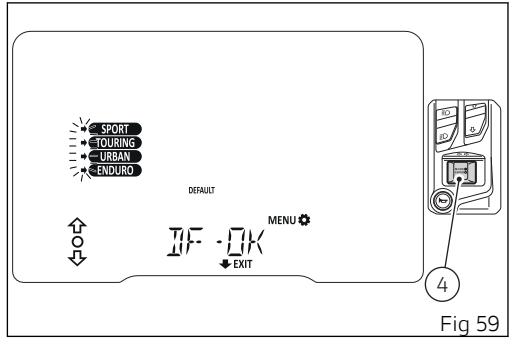


Fig 59

Activation of PIN CODE (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 below.
To change the PIN refer to "Changing the PIN CODE" procedure page 110.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” page 110.

Attention

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

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 "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.

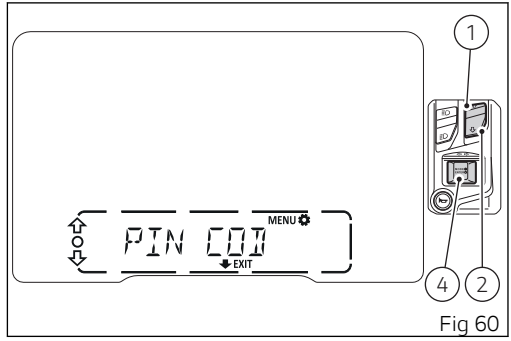


Fig 60

When accessing this function, “PIN:" indication will be displayed followed by four flashing dashes "- - - " (A).
To go back to the previous indication without activating any PIN CODE, keep button (2) pressed for 2 seconds.
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

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

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

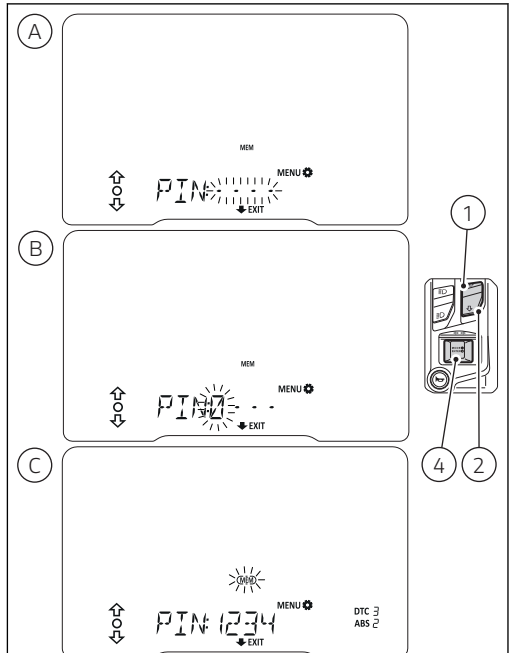


Fig 61

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 61) is flashing. Now you can use buttons (1) and (2) to do the following:

- keep button (2) pressed for 2 seconds to quit the function without saving the PIN code;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) (C, Fig 61) and press button (4) to save the new PIN CODE.
  Then the instrument panel shows "PIN MEM" for 2 seconds and goes back to the previous screen.

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

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorised Dealer).

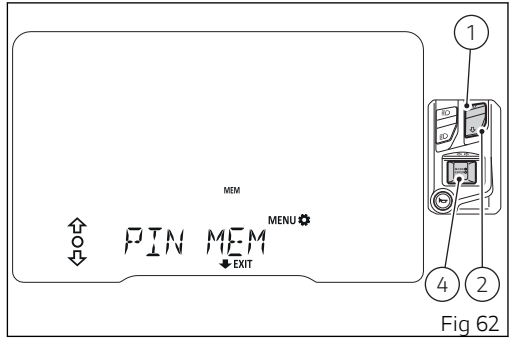


Fig 62

Modification of PIN CODE (PIN CODE)

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

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

Note
If "PIN:" appears when accessing this function and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

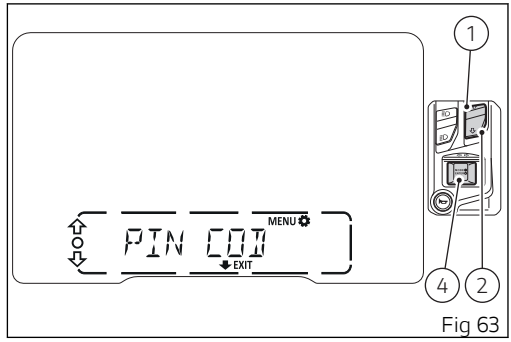


Fig 63

Entering the old Pin Code:

When accessing this function, "OLD:" indication will be displayed followed by four flashing dashes "- - - -" (A).

To go back to the previous indication without editing the PIN CODE, keep button (2) pressed for 2 seconds.

Entering the old code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

When you press button (4) to confirm the fourth and last digit (C, Fig 64), the instrument panel responds as follows:

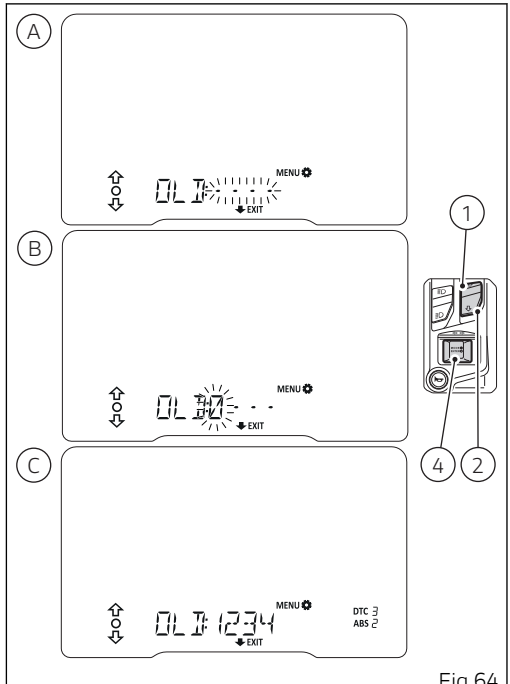


Fig 64

- if the PIN is not correct, the instrument panel shows “WRONG” flashing for 2 seconds and quits the PIN CODE editing function. Then you can select and enter again the old code (A, Fig 64)

- if the PIN is correct, the instrument panel shows “CORRECT” for 2 seconds, and then displays the page for entering the new code.

Entering the new Pin Code:

When accessing this function, "NEW:" indication will be displayed followed by four flashing dashes "- - - -" (A).

Entering the new code (B):

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

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

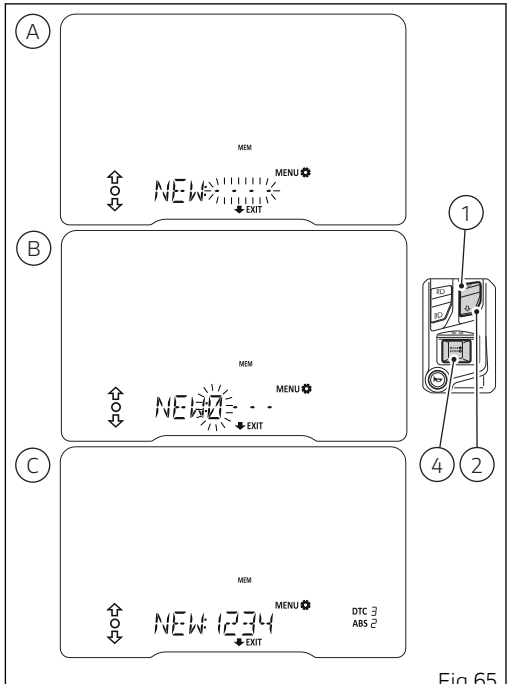


Fig 65

When you press button (4) to confirm the fourth and last digit, the MEM item frame is flashing.
Now use buttons (1), (2) and (4) to do the following:

- keep button (2) pressed for 2 seconds to quit the function without saving the PIN code;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select MEM (flashing frame) and press button (4) to save the new PIN CODE.
  Then the instrument panel shows "PIN MEM" for 2 seconds and goes back to the previous screen.

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

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

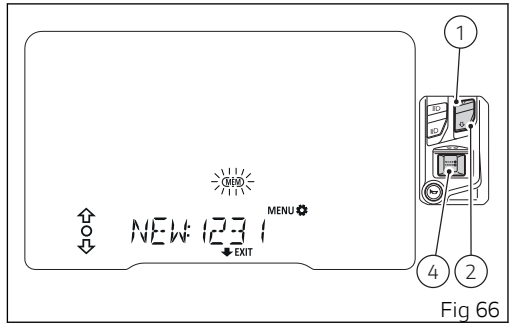


Fig 66

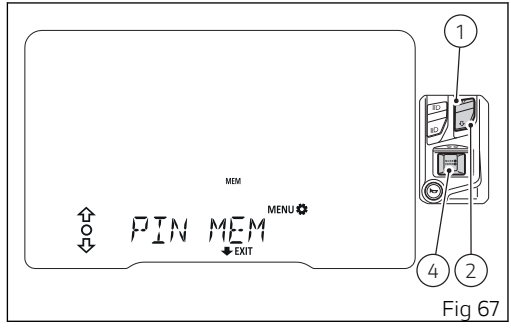


Fig 67

Date setting (DATE SETTING)

This function allows the user to edit the date.
Enter the SETTING MENU.
Select “DATE SETTING” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

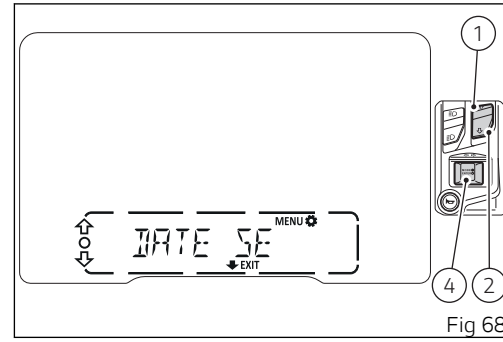


Fig 68

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

When accessing this function, the first parameter that can be edited is the year.

Year setting

Year 4-digit value flashes.
Press button (1) to increase year value by 1: 2000, 2001, ... 2099, 2000.
Press button (2) to decrease year value by 1 unit: 2099, 2098, ... 2000, 2099.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then shifts to month setting.

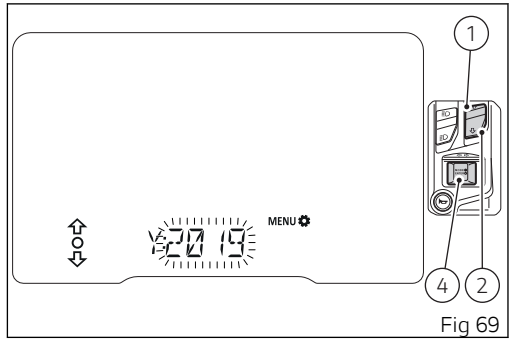


Fig 69

Month setting

Month 2-digit value flashes.
Press button (1) to increase month value by 1: 01, 02, ... 12, 01.
Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then shifts to day setting.

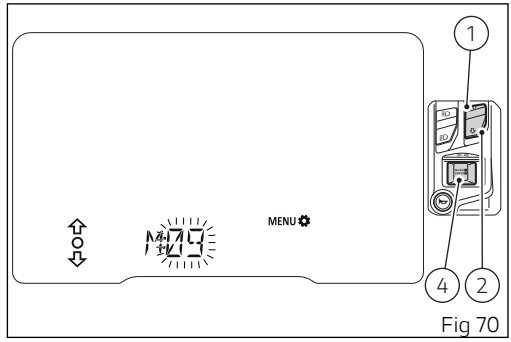


Fig 70

Day setting

Day 2-digit value starts flashing.
Press button (1) to increase day value by 1: 01, 02, ... 31, 01.
Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Once you reach the value to be set, press button (4) to confirm. The instrument panel then exits the function by saving the set date.

If the date is not correct, the instrument panel shows "WRONG" and "DATE" alternately for 6 seconds and then it goes back to year setting phase.

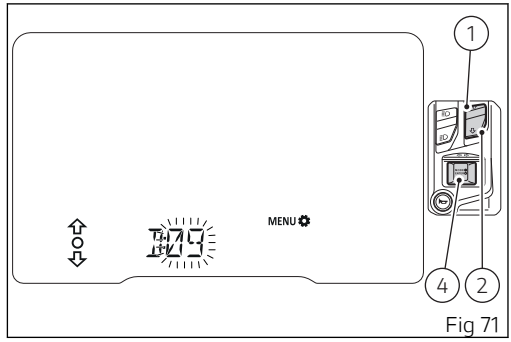


Fig 71

CLOCK SETTING

This function allows user to set or adjust the time.
Enter the SETTING MENU.
Select "CLOCK SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

The displayed available settings are:

- AM / PM
- Hours
- Minutes

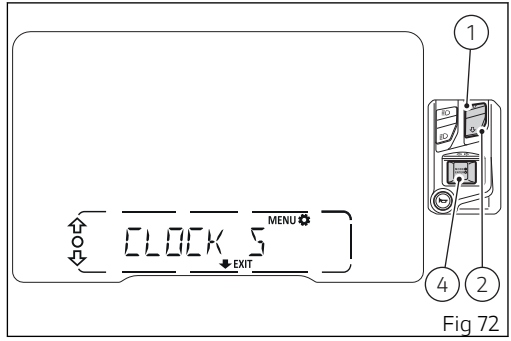


Fig 72

When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour setting (hours will start flashing) (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute setting, (minutes will start flashing) (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

When button (4) is pressed to confirm the minute parameter, the instrument panel quits the function by saving the set time.

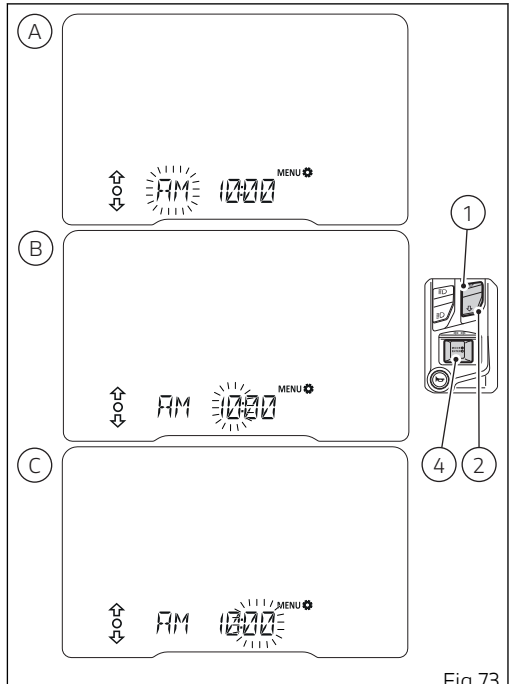


Fig 73

Backlighting setting (BACKLIGHT)

This function allows adjusting the backlighting intensity.
Enter the SETTING MENU.
Select “BACKLIGHT”, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value flashing.
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “HIGH”, “MEDIUM”, “LOW”.
While user is scrolling the three available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4), the instrument panel then exits the function.

To quit the function without changing the setting, press button (2) for 2 seconds.

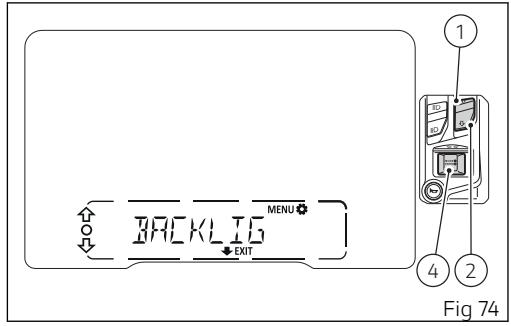


Fig 74

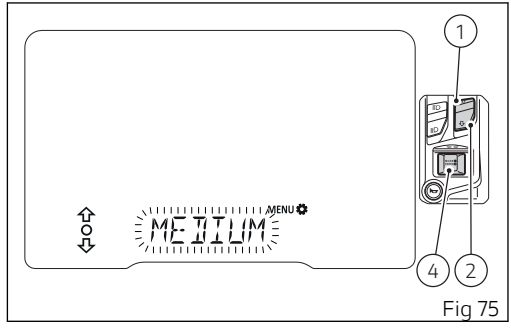


Fig 75

Setting the unit of measurement (UNITS SETTING)

This function allows changing the units of measurement of the displayed values.
Enter the SETTING MENU.
Select "UNITS SETTING" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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

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

When entering this function, the instrument panel will display "SPEED" flashing.

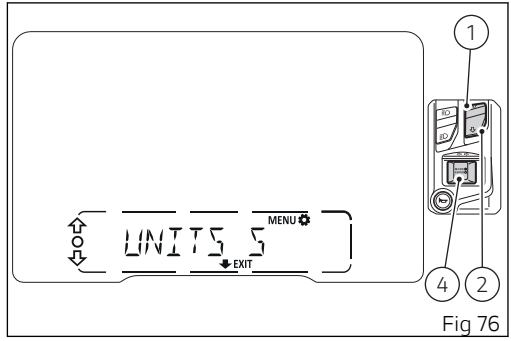


Fig 76

Use buttons (1) and (2) to scroll and select “SPEED” (A), “TEMP.” (B), “CONS.” (C), “DEFAULT” (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

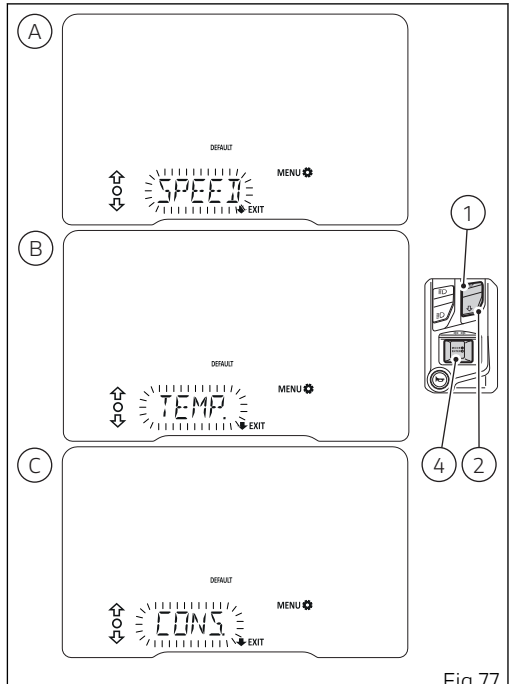


Fig 77

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “km/h” and “mph”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

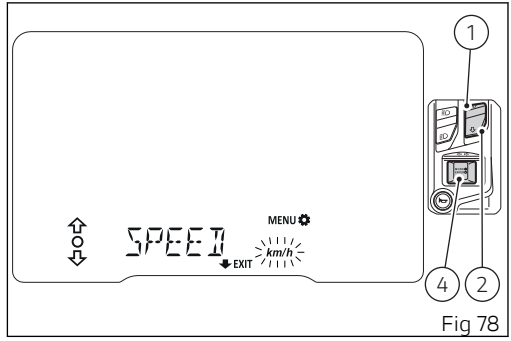


Fig 78

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement “°C” and “°F”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

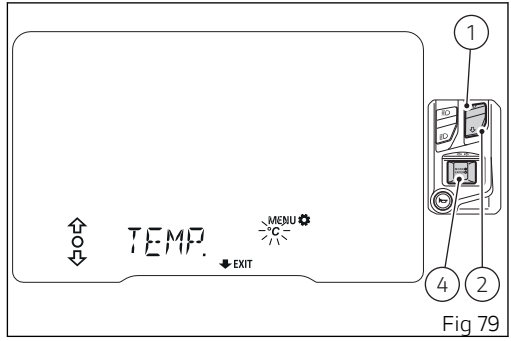


Fig 79

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units “L/100”, “km/L”, “mpg UK” and “mpg USA”, and select them (flashing).
Press button (4) to save the selected unit and the instrument panel goes back to the previous displaying mode.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

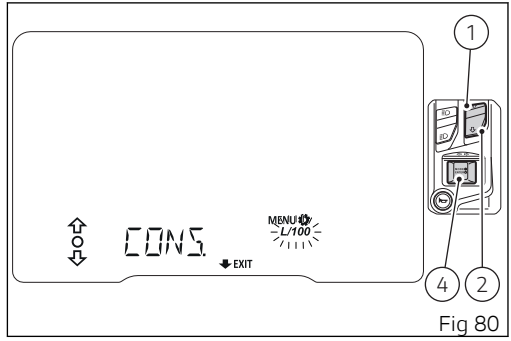


Fig 80

Setting the units of measurement: Resetting to automatic DEFAULT 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 SETTING" menu, as described on the previous pages. Select DEFAULT option (flashing frame), by pressing button (1) or (2).
Once function is highlighted, press button (4) for 2 seconds.
The display shows “WAIT..” for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.
At the end of the 2 seconds, the instrument panel quits the function and automatically goes back to the previous screen.

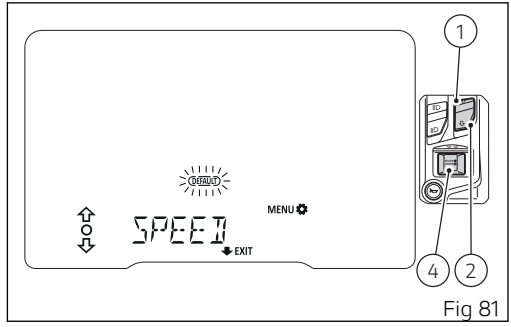


Fig 81

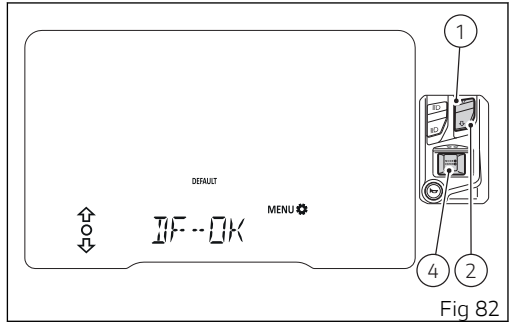


Fig 82

Service thresholds (SERVICE INFO)

This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date).
Enter the SETTING MENU.
Select "SERVICE INFO" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

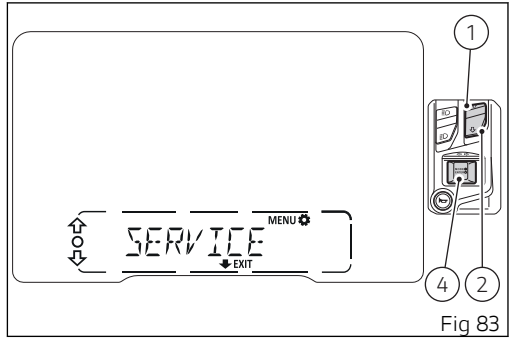


Fig 83

In this page of the menu, the instrument panel displays “Oil Service” information (A) first.
Each time you press button (2), the instrument panel displays “Annual Service” information (B), then “Desmo Service” information (C) and then goes back to “Oil Service” information (A).

To quit the function press button (2) for 2 seconds.

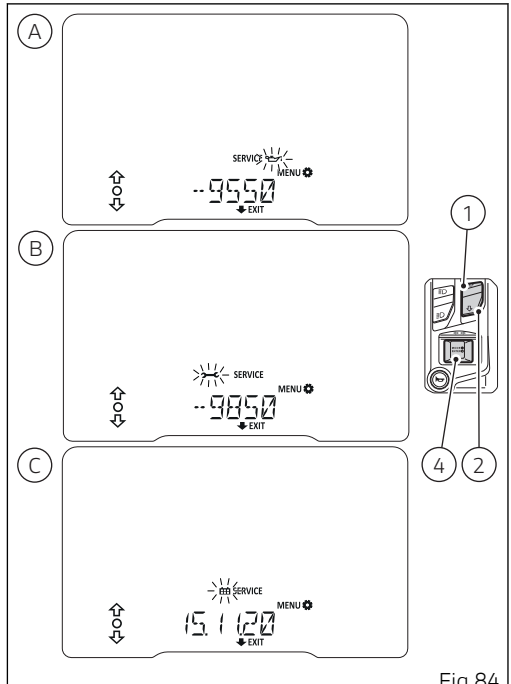


Fig 84

Tyre setting and drive ratio (TIRE CALIBRATION)

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference and final drive ratio.
Enter the SETTING MENU.
Select "TIRE CALIBRATION" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

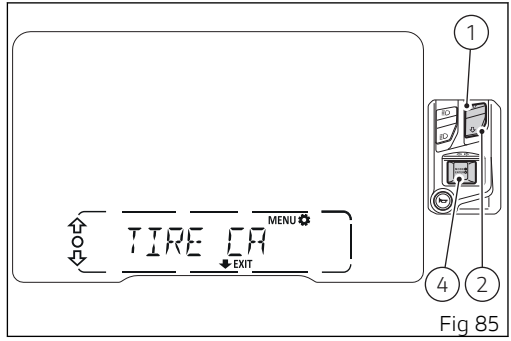


Fig 85

When entering this function, the instrument panel will display "START" flashing as well as DEFAULT.

Note
The DEFAULT item is only active if a new calibration was previously carried out and if current calibration value is not the default one.

Use buttons (1) and (2) to scroll and select DEFAULT (flashing frame) and get back to the flashing “START” option.

Press button (4) when “START” option is selected (flashing), to start the procedure for a new calibration.

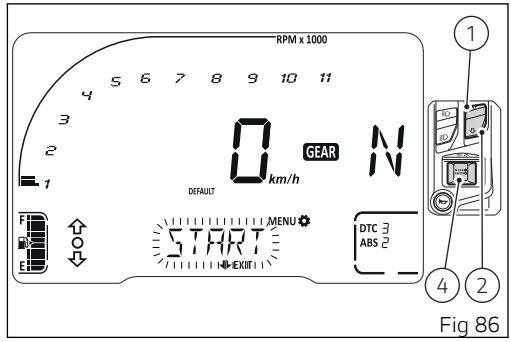


Fig 86

Important

The teach-in procedure is allowed only at a vehicle speed between 49 Km/h (30 mph) and 51 Km/h (32 mph) in the 2nd gear.

The instrument panel displays the rolling text "SPEED 49-51 – GEAR 2", while speed and gear indicators are displayed in flashing mode until the 2 parameters comply with the indicated range.

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

Note

During calibration, the procedure can be aborted by pressing button (2) for 2 seconds.

Note

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

If the teach-in procedure is completed correctly, the instrument panel shows "ENDED" steady on, followed by the previous screen after a few seconds.

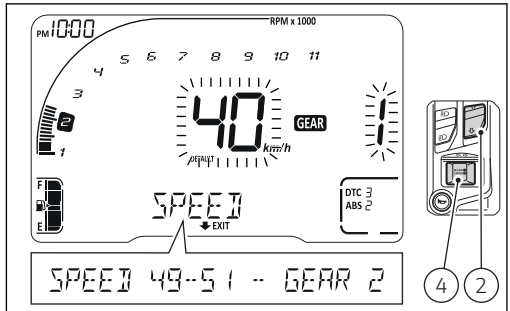


Fig 87

If the calibration procedure is aborted by the user, the instrument panel shows "ABORT" followed by the previous screen after a few seconds.

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

Restoring default settings,

To reset the default settings, use buttons (1) and (2) to select DEFAULT (flashing frame) and press button (4).
Then, the instrument panel shows "WAIT.." and after a while "OK" for 2 seconds, then followed by the previous screen.

To quit the function press button (2) for 2 seconds.

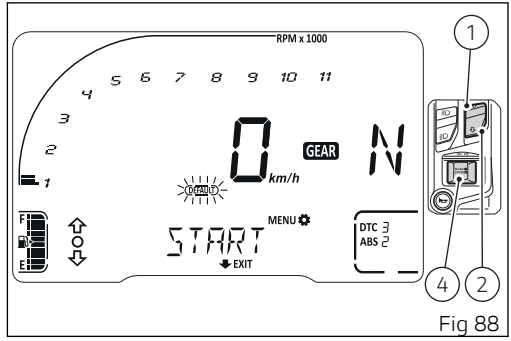


Fig 88

Bluetooth device setting (BLUETOOTH)

This function allows pairing and/or deleting any paired Bluetooth devices.
Enter the SETTING MENU.
Select “BLUETOOTH” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

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.

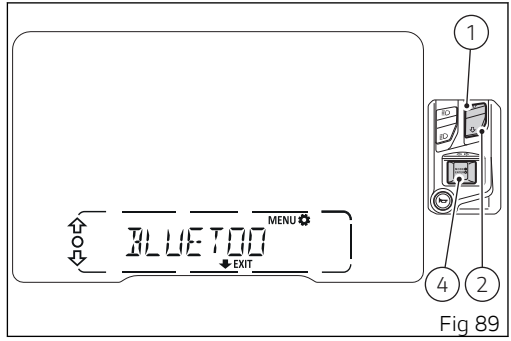


Fig 89

When entering the function, the instrument panel displays the number of associated devices (if any) in place of the time indication, displaying a 1-digit figure.
This figure is the number of devices already paired (max. 5). If at least 5 devices have already been paired, the message: “PAIRING” and its frame will not be displayed.

If at least one device is already paired, the name of the first paired device or the message “NO DEVICE” will be displayed.

Use buttons (1) and (2) to select PAIRING (flashing frame) and then the name of the first device paired (if at least one device has already been paired).

Now, if you press button (4):

- when PAIRING is selected (flashing frame), you run a pairing of one or several Bluetooth devices;
- when the name of the first device is flashing, you can delete any paired devices;

To quit the function press button (2) for 2 seconds.

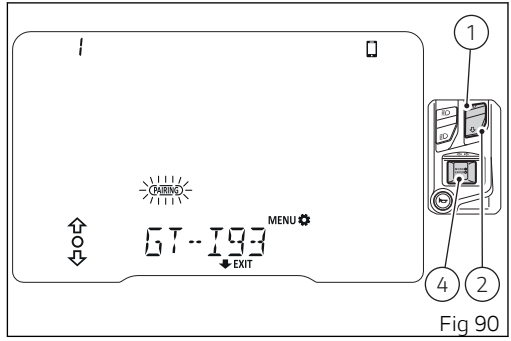


Fig 90

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.

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

Attention
These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:
- the entire range of headphones and Smartphones available on the market;
- Smartphones that do not support the required Bluetooth profiles.

The Pairing function is activated by pressing button (4) after selecting the PAIRING item (flashing frame) (Fig 90): this runs a search for all Bluetooth devices present within a certain range.
The instrument panel starts searching for devices, BT symbol flashes throughout the search, a string of 2 dashes "- -" is displayed in the speed indicator and text "WAIT.." is displayed. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.

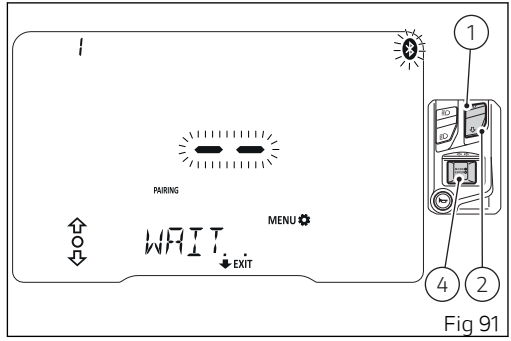


Fig 91

If Pairing is not successful, the "PAIR KO" message will be displayed. Now, by keeping button (2) pressed for 2 seconds it is possible to go back to the previous screen: in this condition you can only quit the BLUETOOTH SETTING MENU, and then go back into it to try a new Pairing.

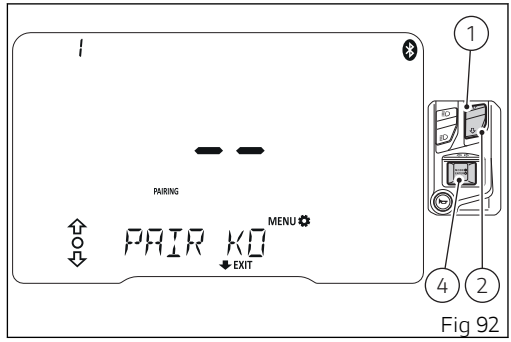


Fig 92

If Pairing is successful, the instrument panel displays the number of devices detected and their names (in rolling mode, from right to left).
Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest.
If two or more found devices have the same name, the list of devices will include two or more devices with the same name.
If one of the devices detected has no name, it will not be included in the list of devices detected.

Note
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.

When a device in the list is selected, the user will have to specify the type of connected device, using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm.
In this sequence:

- SMARTPHONE
- RIDER HELMET (1)

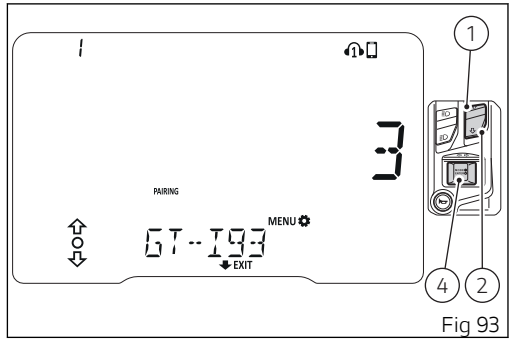


Fig 93

- PASSENGER HELMET (2)
- GPS NAVIGATOR

When device type is selected, the display reads “WAIT..” and number of paired devices is refreshed.

To pair a smartphone, the pairing procedure with the Bluetooth control unit is carried out directly via the smartphone.
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.
Once the device is paired, the display will automatically show the BLUETOOTH SETTING MENU main page.

Note
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.

If no device is selected during the pairing phase, "NO DEVICE" will appear and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.
Use buttons (1) and (2) to select PAIRING (flashing frame) and then press button (4) to repeat the search for devices in the range. Otherwise you can go back to the previous screen by keeping button (2) pressed for 2 seconds.

Pairing deactivation takes place when quitting the BLUETOOTH SETTING MENU or when no more devices are present.

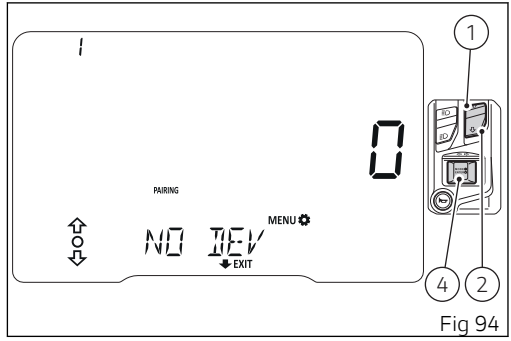


Fig 94

Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.

After entering BLUETOOTH SETTING MENU function (Fig 89), use buttons (1) and (2) to select the device to be deleted from the list shown.
Once the device is selected, press button (4). The instrument panel displays “DELETE”. Press again button (4) to confirm, or press button (2) for 2 seconds to cancel deletion of the device. By confirming the device deletion, the instrument panel will display “WAIT”.
As soon as the deletion procedure is completed, the device is removed from the list and the number of paired devices will be automatically updated.
If the list includes no devices, the instrument panel will show “NO DEVICE”.

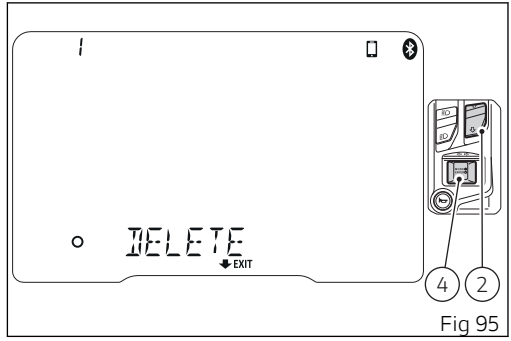


Fig 95

Attention

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

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

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

Turn indicator automatic switch-off feature (TURN INDICATORS)

This function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to manual mode (MANUAL) or automatic mode (AUTO).
Enter the SETTING MENU.
Select “TURN INDICATORS” by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set mode flashing.

With buttons (1) and (2) it is possible to select the "AUTO" or "MANUAL" values.
Press button (4), instrument panel will set the selected mode and then go back to previous screen.

To exit and go back to the previous displaying mode without editing the parameter, keep button (2) pressed for 2 seconds.

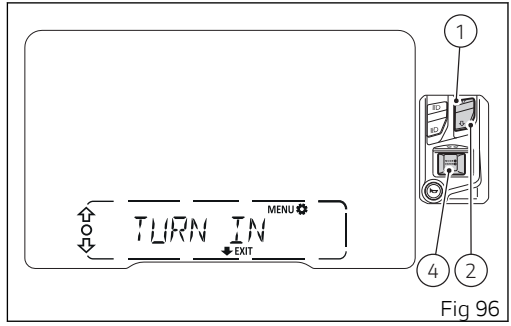


Fig 96

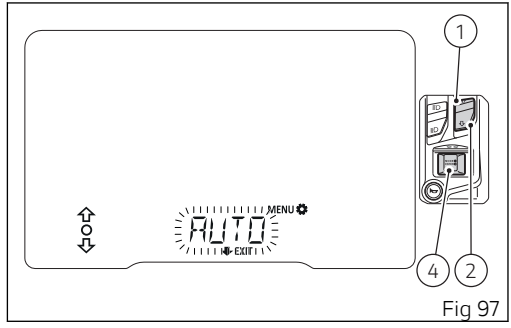


Fig 97

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

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

Note
At any moment, if the instrument panel finds that the ABS control unit is in “error”, system will disable the set switch-off strategy (so turn indicators will not be cancelled automatically).

Engine rpm digital indication (RPM)

This function displays the engine RPM in a digital way.
Enter the SETTING MENU.
Select “RPM” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the engine RPM in a digital way within the Menu.

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

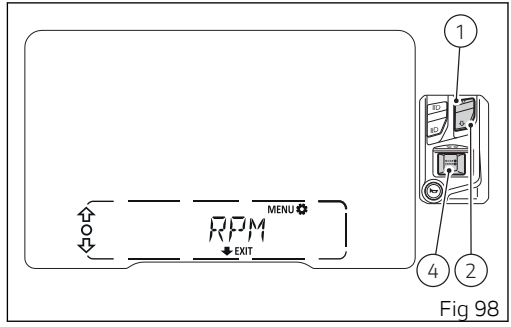


Fig 98

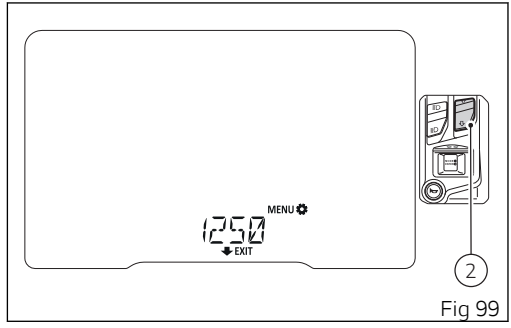


Fig 99

Battery indication (BATTERY)

This function allows viewing vehicle battery voltage.
Enter the SETTING MENU.
Select “BATTERY” option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the battery voltage.

If value is between 11.0 V and 11.7 V or 15.0 and 16.0 V the reading will be displayed flashing.
If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.
If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

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

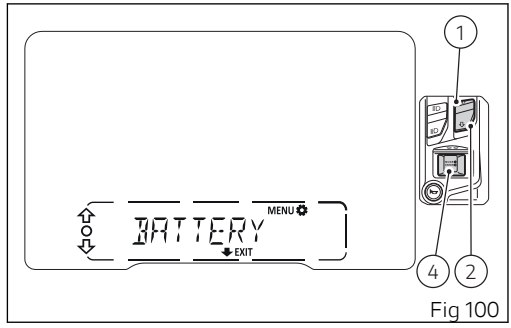


Fig 100

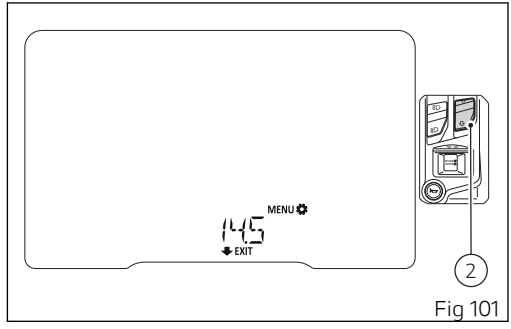


Fig 101

Infotainment

Multistrada 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).

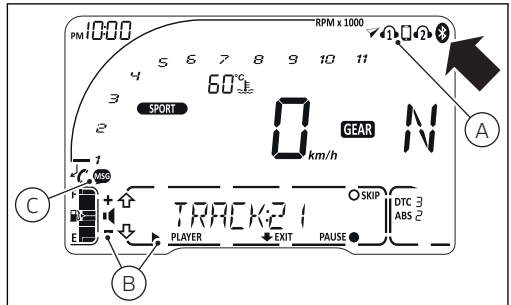


Fig 102

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

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

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

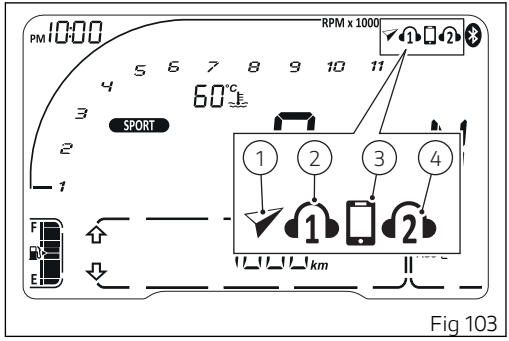


Fig 103

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);
- to recall any of the last 7 calling numbers from the list under CALLS function (page).

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 instrument panel displays:

- the handset ringing symbol for incoming call, flashing
- the calling name/number in the Menu
- the handset symbol over arrow up ⇧
- the handset hang-up symbol under arrow down ⇩

To answer the call, press button (1).

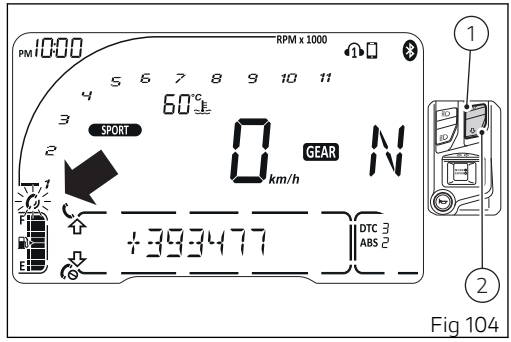


Fig 104

To reject the call, press button (2).

Note
If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

When a call is in progress, incoming call symbol is displayed, calling name/number is shown in the Menu and the empty circle symbol O comes on, followed by “END”.
To end the call, press button (4).

If there is an incoming call while the Player is active, the latter is paused throughout the phone call and will resume operation when call is over.

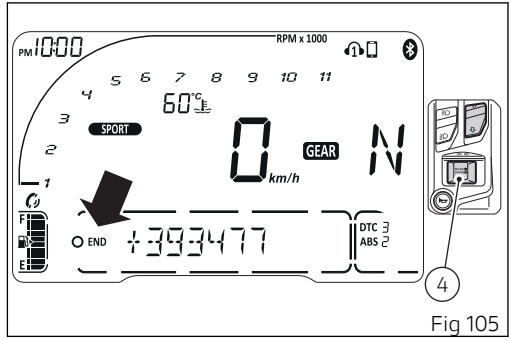


Fig 105

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: arrow up ⇧ is displayed followed by “YES” and Menu shows “RECALL ?”.
To activate the Recall function within the 5 seconds, press button (1).
After this 5 second time, the Recall function is disabled.

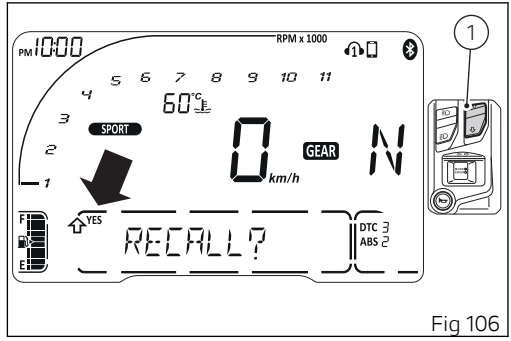


Fig 106

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.
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.
The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

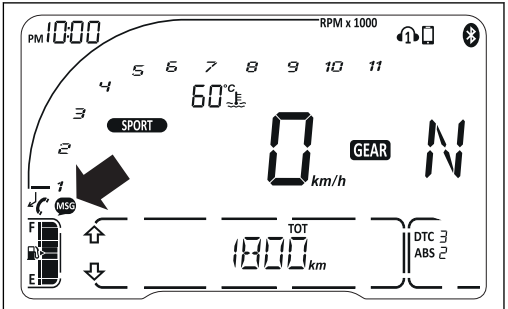


Fig 107

Player

If one Smartphone is connected, Menu will show the PLAYER function.
Use button (1) or (2) to scroll the Menu functions and view the PLAYER function.

If Player is not active the instrument panel displays "PLAYER OFF" (Fig 108).
Press button (4) to switch it on.

If Player is active the instrument panel displays "PLAYER ON" (Fig 109).
Press button (4) to switch it off.

Note
The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

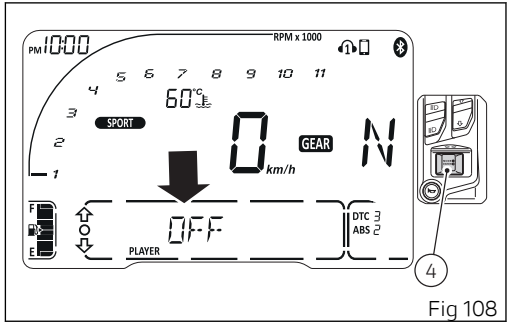


Fig 108

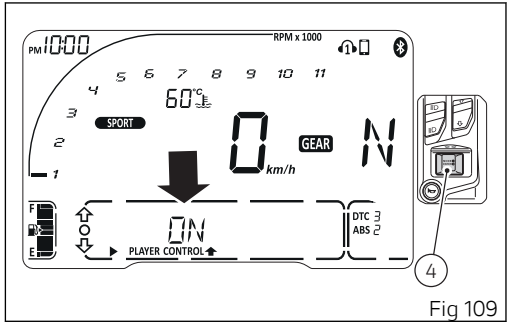


Fig 109

Once the Player is on (PLAYER ON), press button (1) for 2 seconds to open Player control mode.
The name of audio file is shown in rolling mode in the Menu and Player control graphics is available.
If instrument panel is not receiving track name, it pauses the track being played and will show the message “NOT AVAILABLE” in rolling mode.

If the smartphone contains no tracks that can be read, the instrument panel shows again the message “NOT AVAILABLE”.

When the Player is turned on, within Player control page, button (1), button (2) and button (4) can only be used to control the Player.

- Volume up: Press button (1) once.
- Volume down: Press button (2) once.
- Pause / Play: Press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit Player controls (although maintaining Player ON). The instrument panel will display “PLAYER” and “ON”. After quitting Player controls:

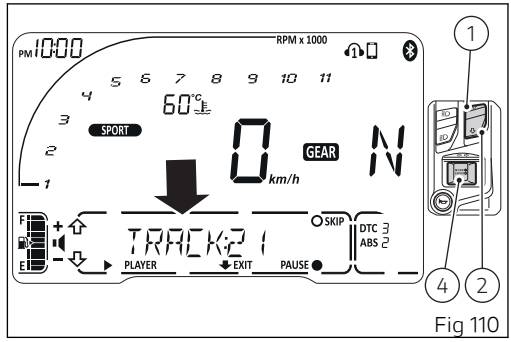


Fig 110

- player and its volume can no longer be controlled via the instrument panel;
- button (1), button (2) and button (4) have the normal functions.

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 still 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".

Vehicle Hold Control (VHC)

The Multistrada 950 ABS is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure. This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON). Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.
The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the following warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

This function is disabled under the following conditions:

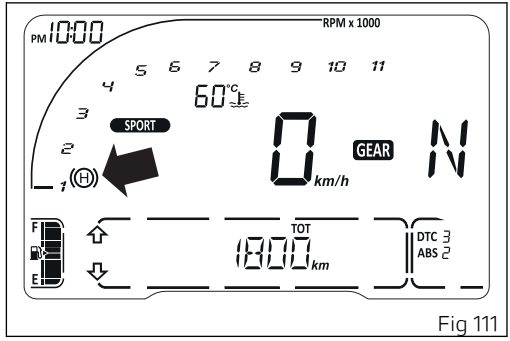


Fig 111

1) when the user starts;
2) when the user operates the front brake lever twice in a very short time;
3) 9 seconds after the activation;
4) when the user unfolds the stand.

Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.

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

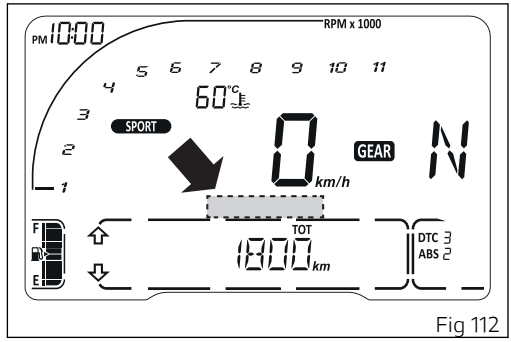


Fig 112

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 a Ducati Authorised Service Centre performs a Reset.

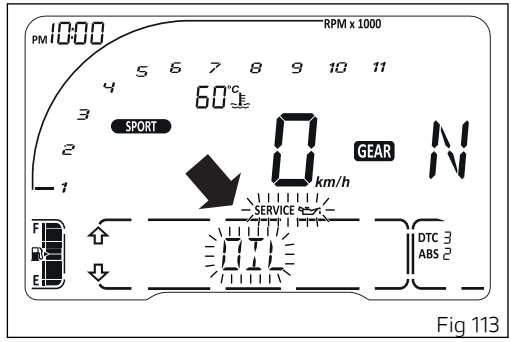


Fig 113

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

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil symbol and "OIL" text (A); or the Annual symbol and "ANNUAL" text (B); or the Desmo symbol and "DESMO" (C) upon each Key-ON.

After 5 seconds, both the message SERVICE and the Oil symbol or the Annual symbol or the Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a "Reset".

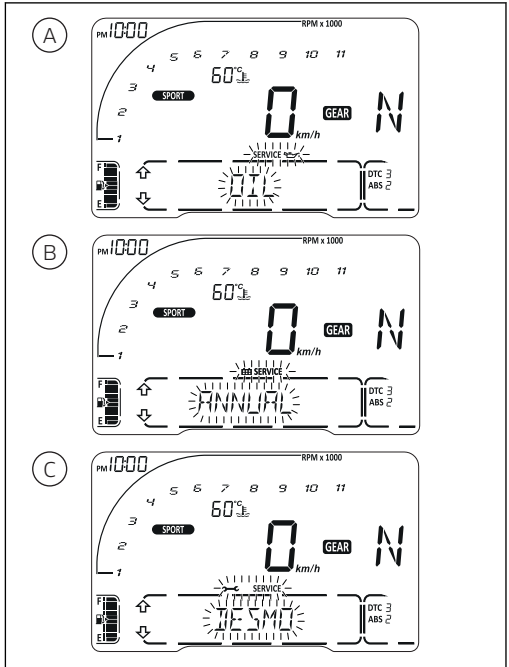


Fig 114

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

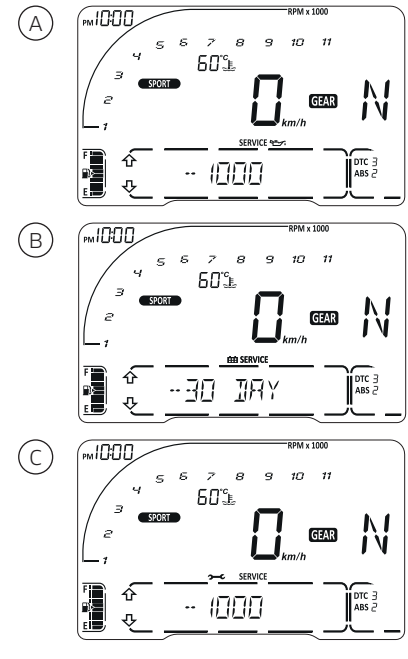


Fig 115

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 active warnings the instrument panel displays the indication of the present warnings.
During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning.

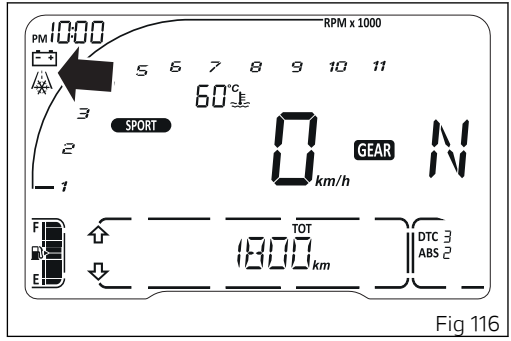


Fig 116

Ice

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

Attention

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

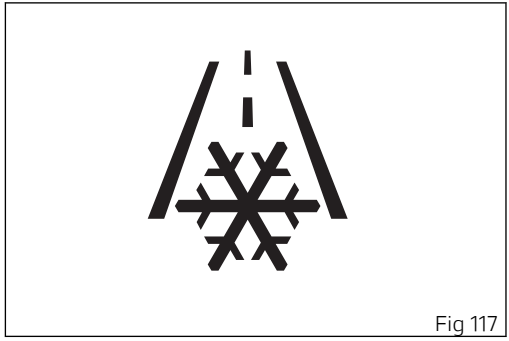


Fig 117

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 118

Date setting

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

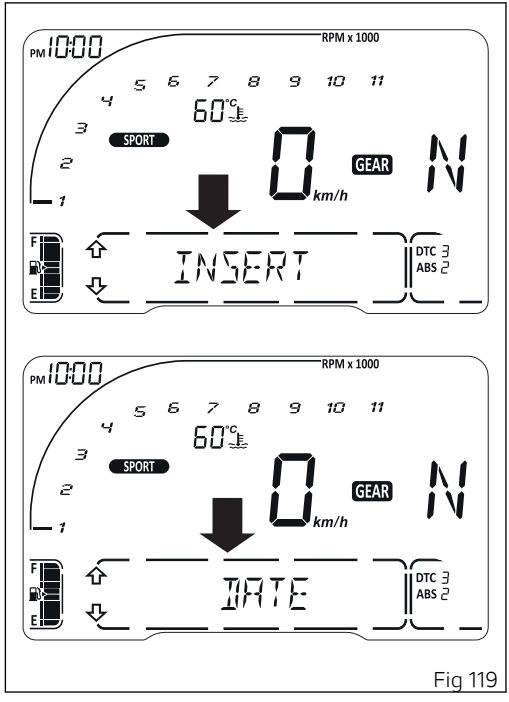


Fig 119

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).

Attention

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

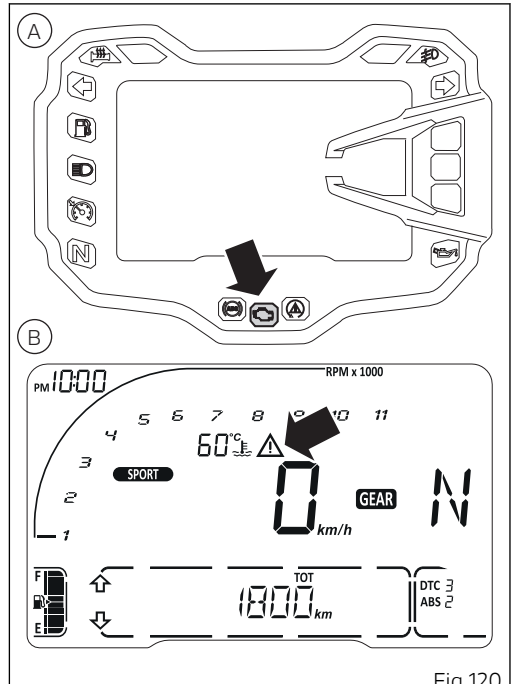


Fig 120

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 (9, Fig 9) on.
If instrument panel does not receive side stand status, stand down/open “SIDE STAND” indication will flash to indicate an undefined status.

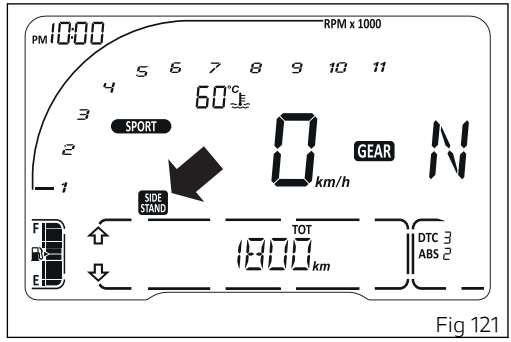


Fig 121

Light control

Low / High beam

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

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

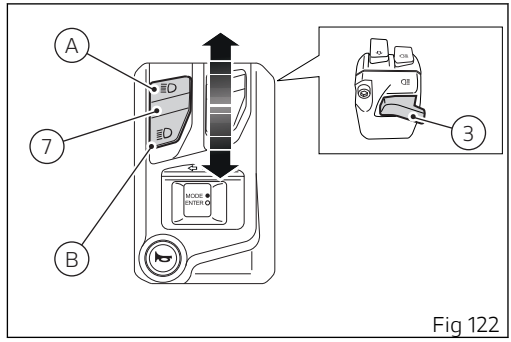


Fig 122

Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the Setting menu - see chapter “Turn indicator automatic switch-off feature (TURN INDICATORS)” on page 144.

Manual switch-off:

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

Automatic switch-off:

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

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

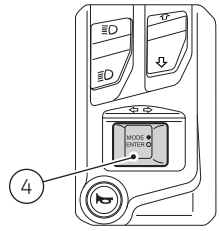


Fig 123

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

Hazard function (4 turn indicators)

The Hazard function turns all four turn indicators on at the same time to signal an emergency condition. This function is activated by pressing button (6). When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel (6, Fig 9).

After activating the "Hazard" function, if motorcycle is switched OFF (key set to OFF), the function will stay active until manually disabled by user or it will be automatically disabled after 1 hour to save battery charge.
In Key-Off it is not possible to activate the Hazard function.

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

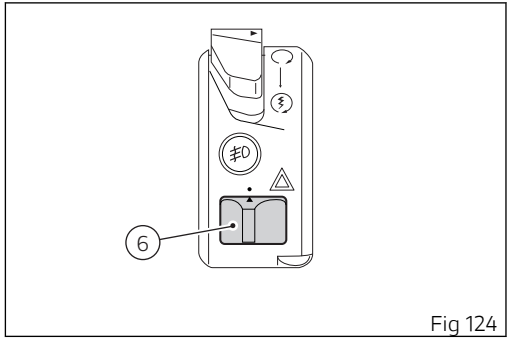


Fig 124

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.

Fog lights

This Function allows switching on/off the Fog Lights (option). The function is active only if the Fog Lights are installed.
Push button (5) to activate the Fog Light function. After activating the function, push button (5) to switch it off.

If engine is not started upon key-on, it is anyway possible to switch on this function by pushing button (5) on LH switch.

If the fog lights were turned on before starting the engine (with the procedure described above), the fog lights turn off automatically when starting the engine and will turn on again when the engine has completely started.

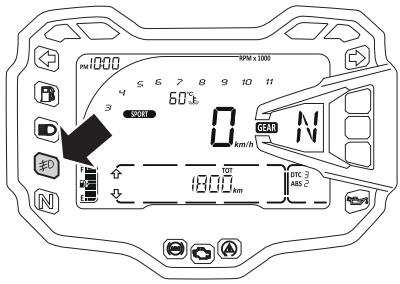


Fig 125

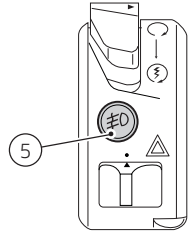


Fig 126

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.

Attention

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

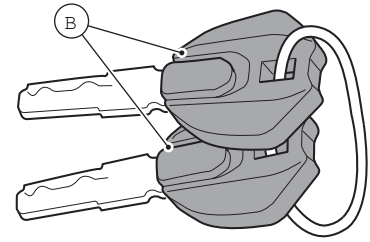


Fig 127

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 the possibility to enter the override code. “PIN:” indication is displayed with “0” flashing and a string of three dashes “- - -”.

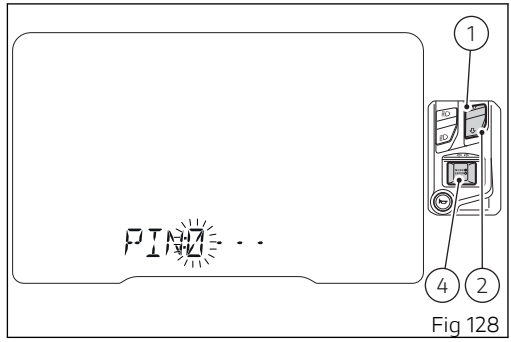


Fig 128

Entering the code

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

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

- if the PIN CODE is not correct the instrument panel displays “WRONG” flashing for 2 seconds (B). After these 2 seconds, the instrument panel allows you to try and enter the PIN again, so it will display “PIN:”, a flashing “0” and a string of three dashes "- - -".
- if the PIN CODE is correct, the instrument panel shows “PIN” and "OK" flashing (C) for 2 seconds, and then displays the main screen.

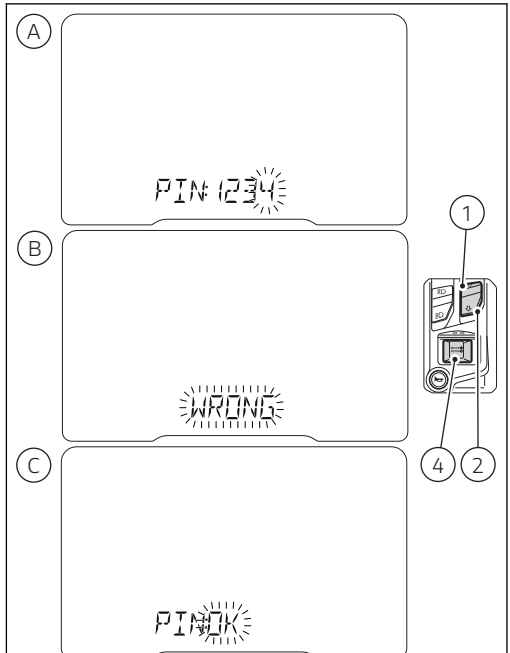


Fig 129

The instrument panel will automatically turn off if no operation is made within 2 minutes, while entering the PIN CODE.

If there is a problem during the PIN CODE check, the instrument panel displays “ERROR” for 2 seconds and then responds in the same way as for the “WRONG” message.

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

Controls

Position of motorcycle controls

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

1) Instrument panel.
2) "Hands free" system.
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.

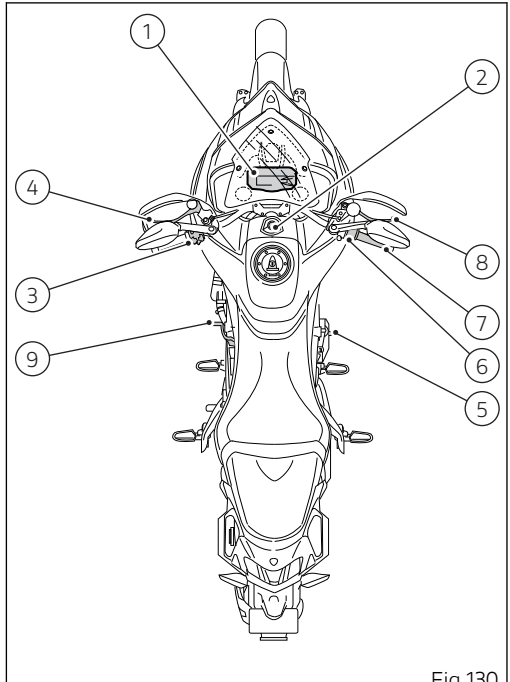


Fig 130

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.

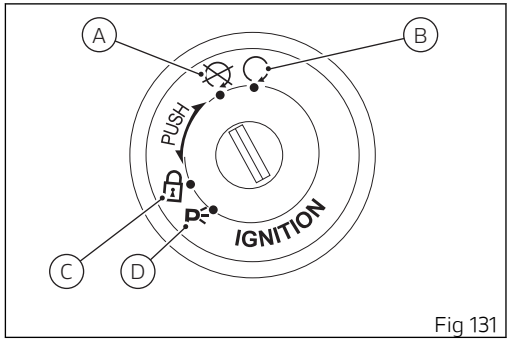


Fig 131

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) 2-position light switch:
- high beam (A) (≡D);
- low beam (B) (≡D)

2) (FLASH) button, "LAP" function.
3) Menu navigation buttons:
- menu ▲ (UP)
- menu ▼ (DOWN);

4) 3-position turn indicator switch (⇦⇨) / menu (ENTER):
- centre position = OFF
- position ⇦ = left turn
- position ⇨ = right turn
- pressed = menu confirmation (ENTER);

The turn indicators activation button may also be used for the "CONFIRM MENU" function.
5) Warning horn button (⊶).

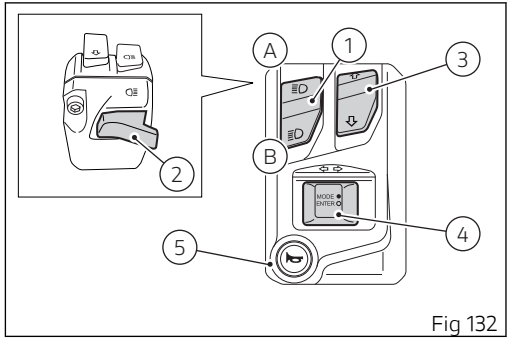


Fig 132

Key

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

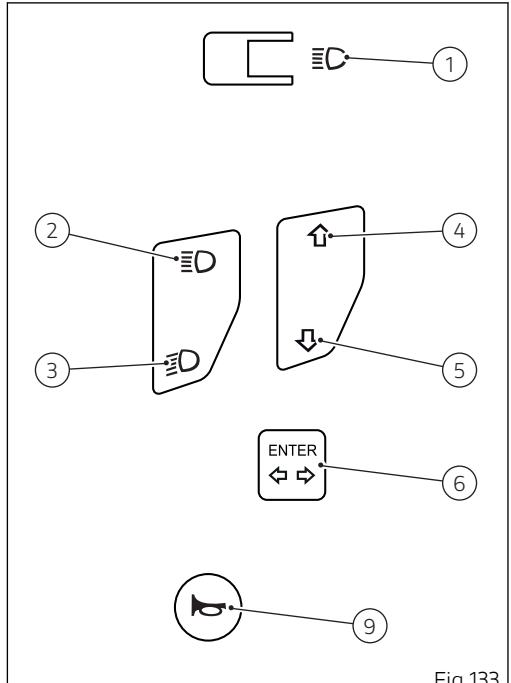


Fig 133

Clutch lever

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

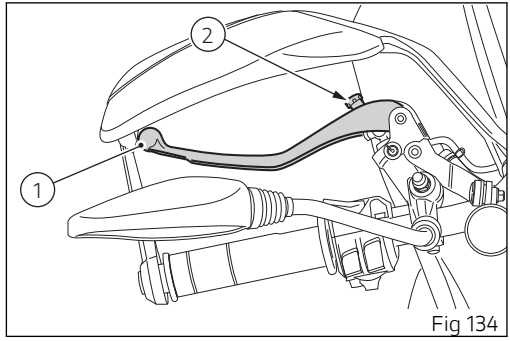


Fig 134

Attention

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

Attention

Set clutch lever when motorcycle is stopped.

Right-hand switch

1) Red ON/OFF switch.
2) Fog light button (where present).
3) Hazard button.

The switch (1) has three positions:

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

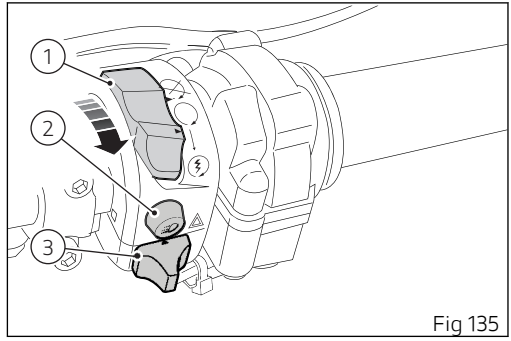


Fig 135

Throttle twistgrip

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

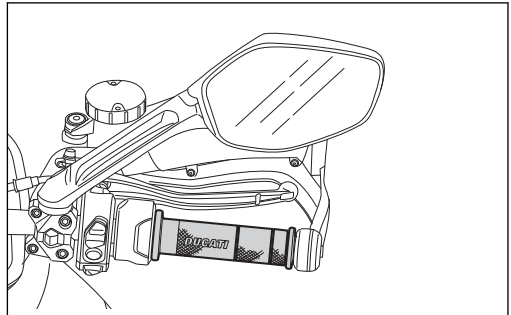


Fig 136

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The total adjustment is of 10 clicks: by turning knob (2) clockwise, lever (1) moves away from the throttle handgrip, vice versa it moves closer.

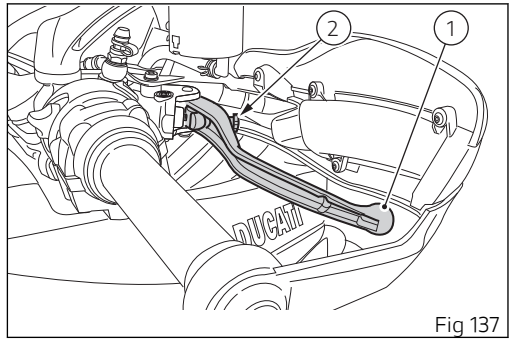


Fig 137

Rear brake pedal

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

The control system is of the hydraulic type.

When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph “Vehicle Hold Control (VHC)”.

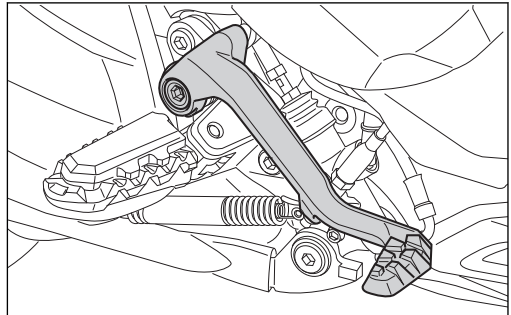


Fig 138

Gear change pedal

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

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

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

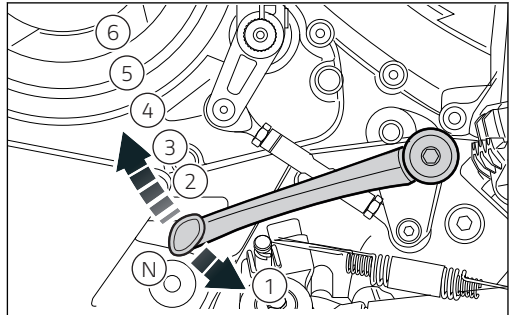


Fig 139

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gear change pedal in relation to the footrest can be adjusted to suit the requirements of the rider.
Adjust the pedals as follows.

To adjust the position of gear change pedal (1), turn lock nuts (2) and (3).

Attention
Nut (3) has a left-hand thread.

Use flat with an open wrench and turn rod (4) clockwise and counter clockwise.
Then tighten lock nuts (2) and (3).
Check the distance between centres (A), which must be: A= 101.5 mm (3.99 in).

Attention
If the measured value does not fall within the indicated range, repeat the operations.

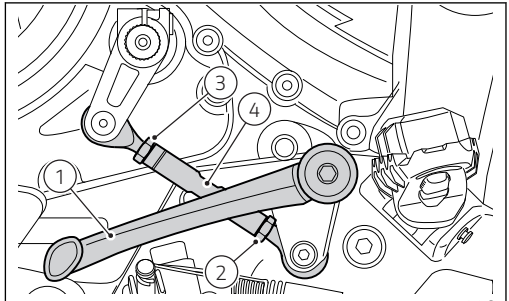


Fig 140

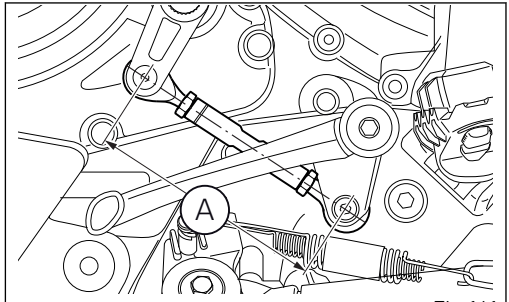


Fig 141

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.

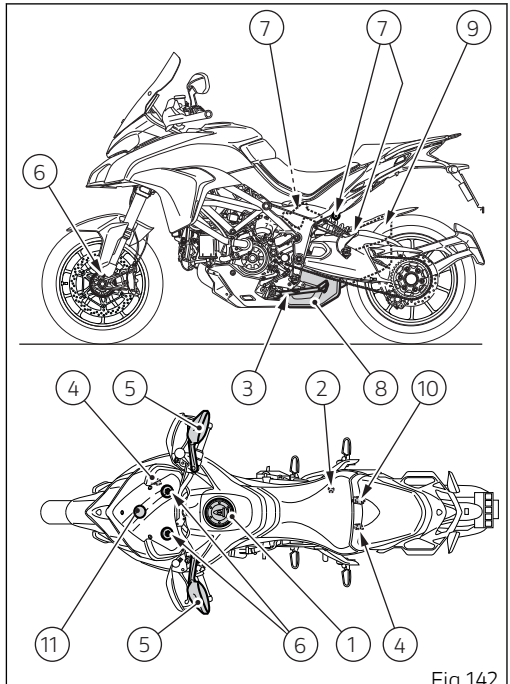


Fig 142

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

Electric filler plug opening (option)

The electric plug (2, Fig 144) opens after every key-off for 60 seconds, after working lever (1, Fig 143) present on plug.

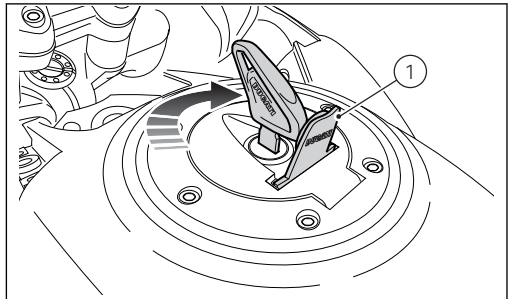


Fig 143

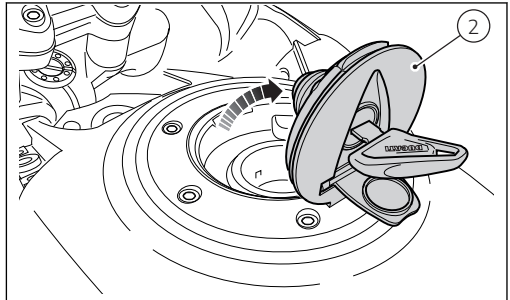


Fig 144

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).

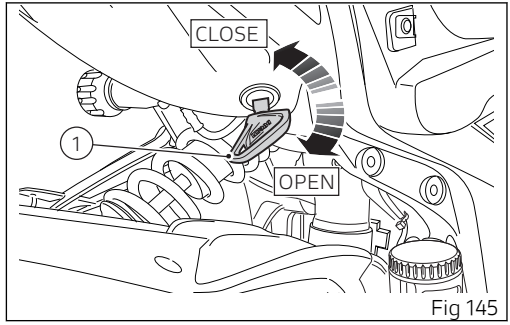


Fig 145

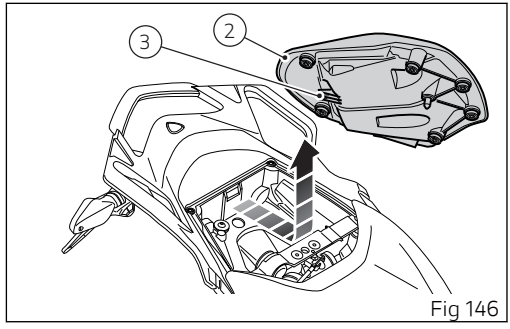


Fig 146

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).

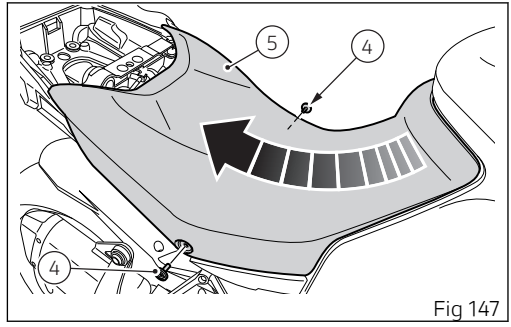


Fig 147

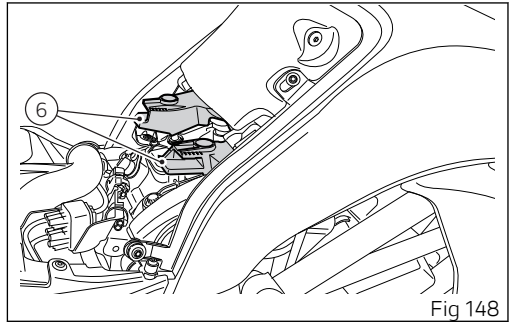


Fig 148

Refitting the rider seat

Position the front side of the rider seat (5) with tabs (7) in guides (6).
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%.

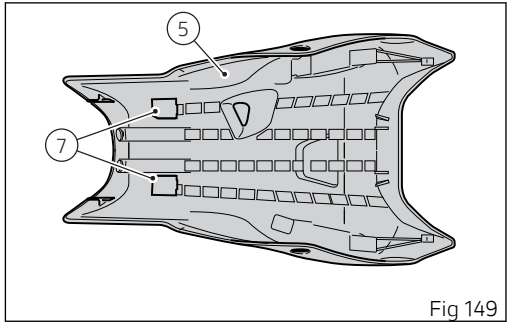


Fig 149

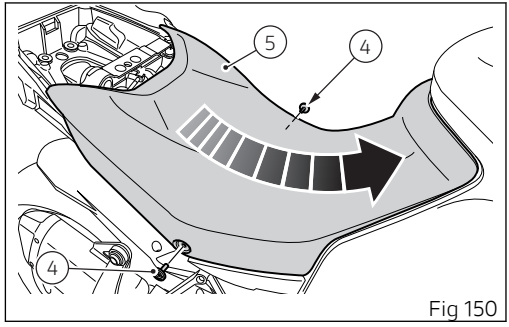


Fig 150

Refitting the passenger seat

Position the passenger seat (2) on the rear subframe by inserting tab (3) into seat (8) inside of the tool compartment.
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.

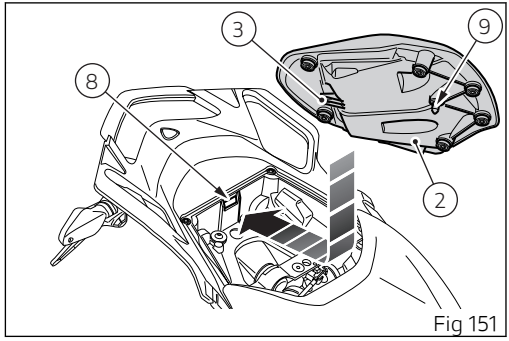


Fig 151

Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.

To lower the seat height, remove seats as indicated on page 0 .

Install the elastic support (1) to passenger seat. Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).

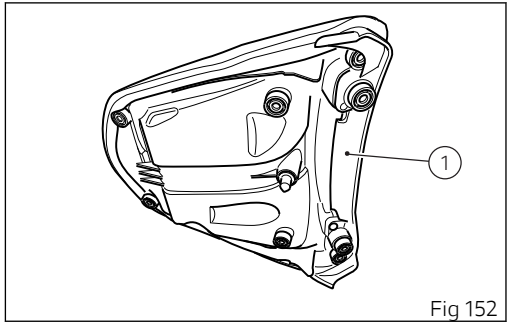


Fig 152

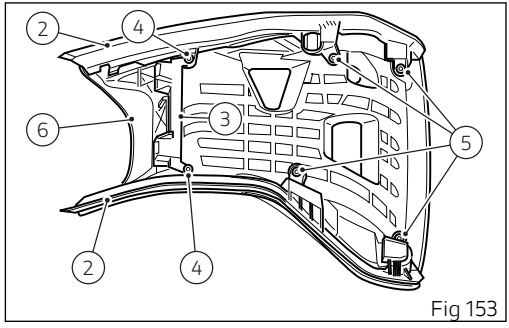


Fig 153

Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 0 .
Remove the elastic support (1) from passenger seat.
Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).

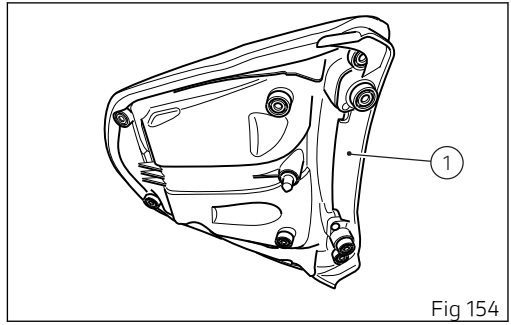


Fig 154

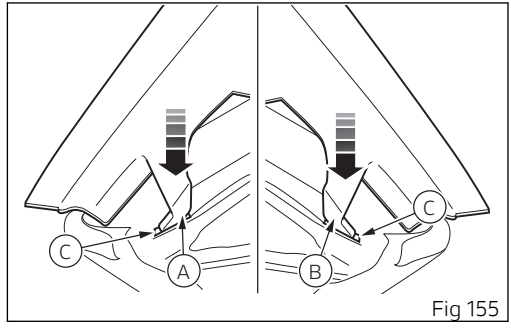


Fig 155

Install bracket (3) and position it as shown in the figure and ensuring that tabs (D) engage in slots (E). Start screws (4), screws (5) on supports (2) and tighten them to 4 Nm.
Refit both seats on the motorcycle.

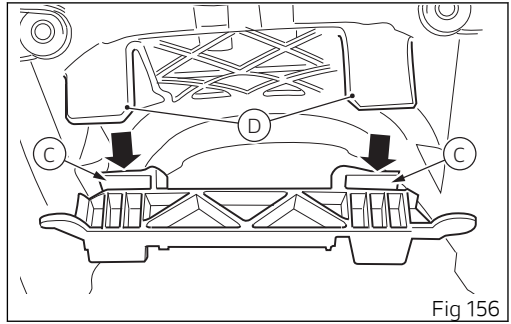


Fig 156

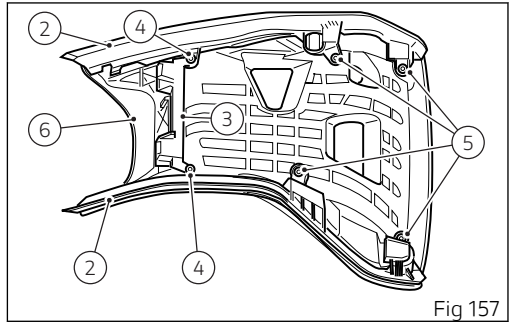


Fig 157

Side stand

Important

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

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

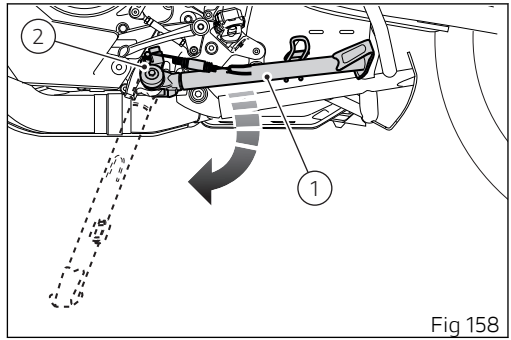


Fig 158

Attention

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

Note

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

Note

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

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.

Attention

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

Attention

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

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

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.

Attention

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

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

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);
- power socket (2);
- 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).

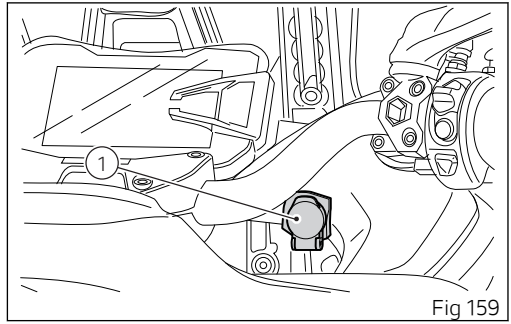


Fig 159

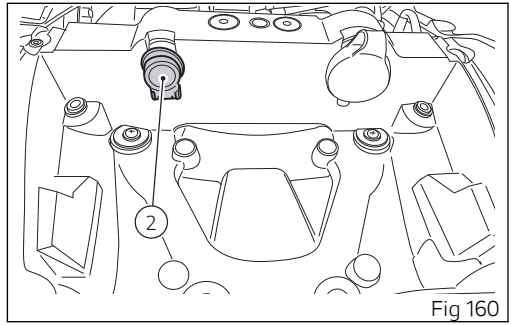


Fig 160

Centre stand

Always use the centre stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.

Attention

Before lowering the centre stand, make sure that the bearing surface is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile pull the motorcycle up and back.
To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

Before moving off, always make sure that the central stand is at its rest position.

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

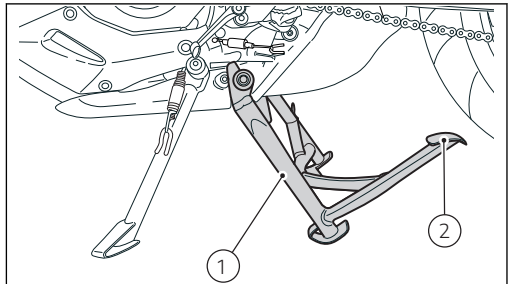


Fig 161

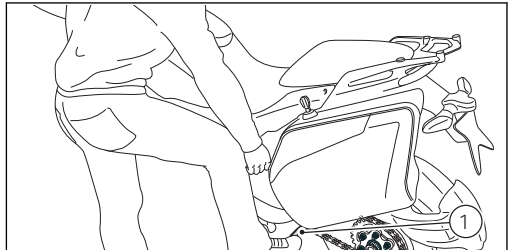


Fig 162

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.

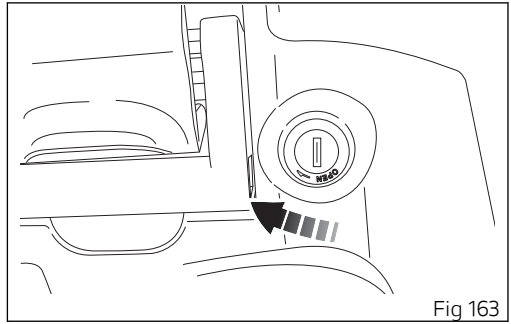


Fig 163

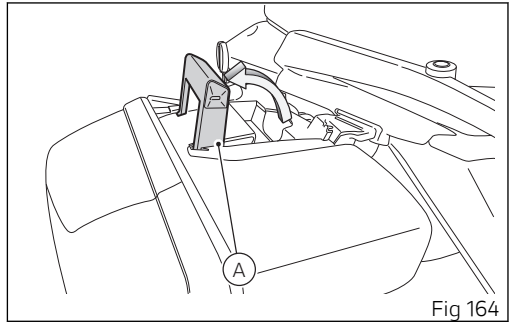


Fig 164

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

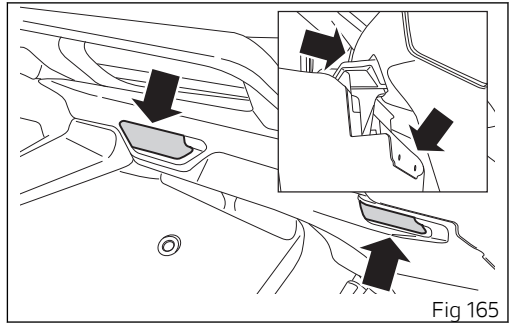


Fig 165

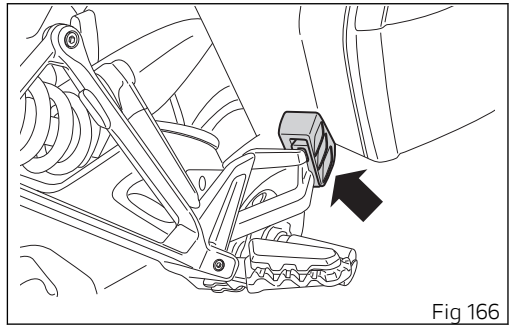


Fig 166

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.

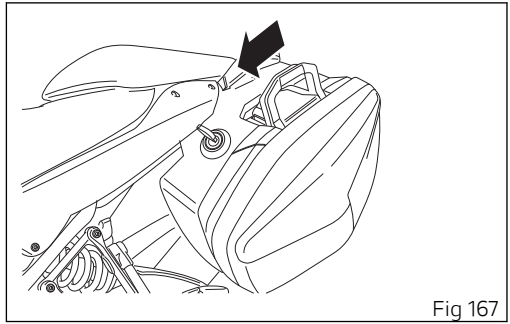


Fig 167

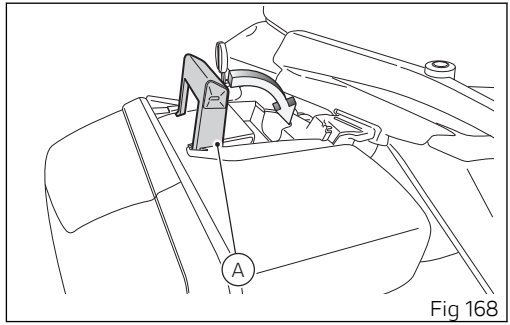


Fig 168

Removing the pannier from its seat

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

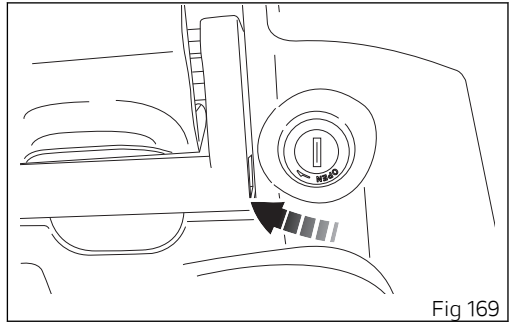


Fig 169

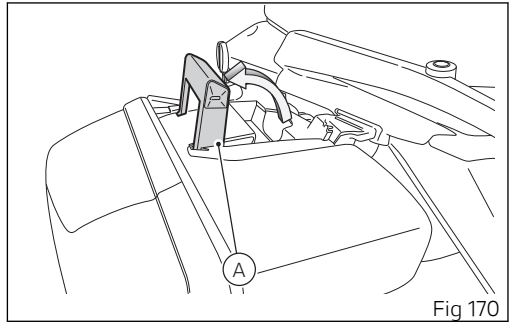


Fig 170

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.

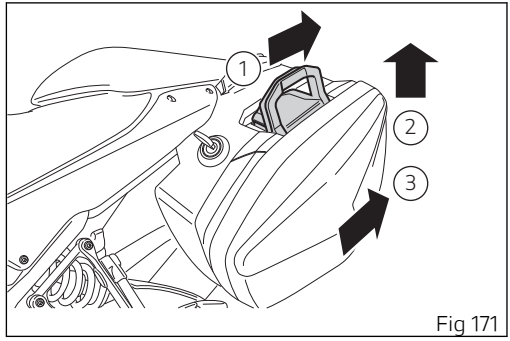


Fig 171

Using the side panniers

Opening

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

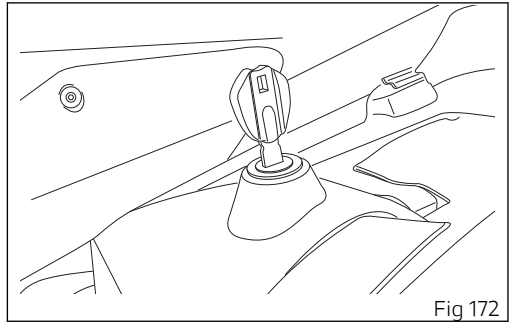


Fig 172

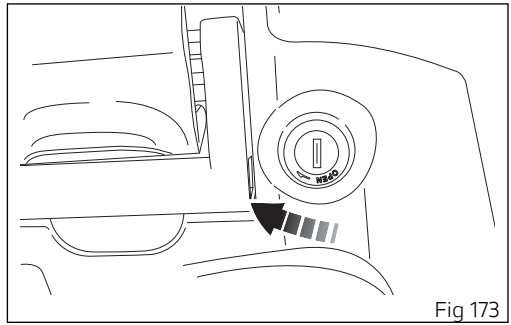


Fig 173

Lift fastening plate (A) and open the pannier.

Attention
The side panniers are only for light luggage: each pannier can hold a maximum weight of 22 lb (10 kg) (K). Excessive load might compromise control of the motorcycle.



Fig 174

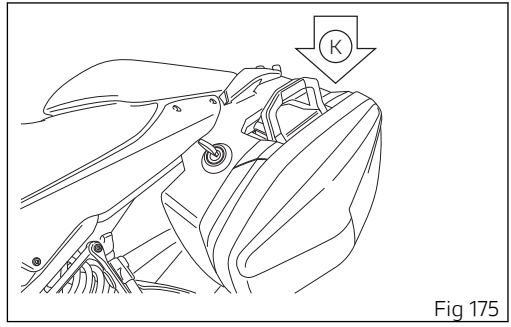


Fig 175

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

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

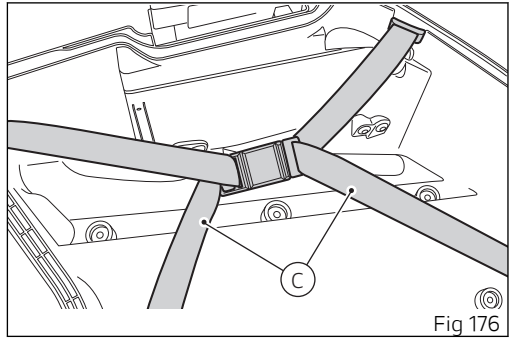


Fig 176

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.

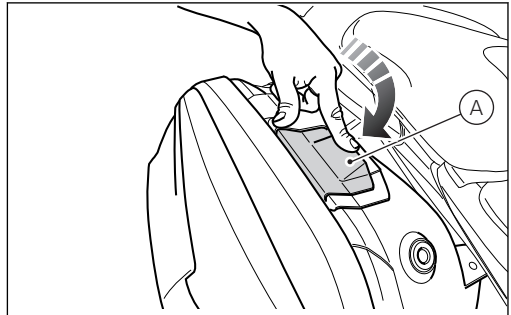


Fig 177

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.

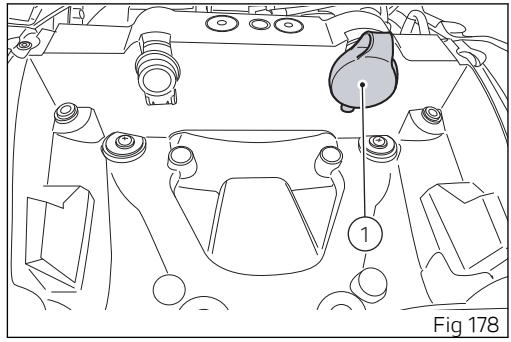


Fig 178

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.

Attention

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

Attention

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.

Attention

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

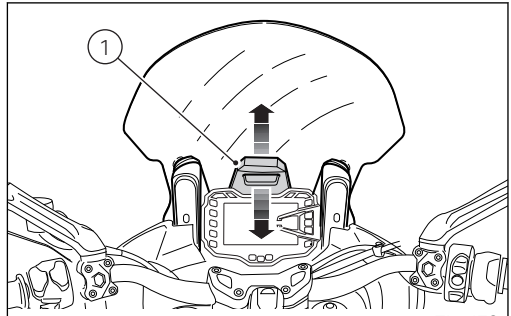


Fig 179

Adjusting the front fork

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

1) for rebound adjustment;
2) to adjust the preload of the inner springs;
3) to adjust the compression damping.

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

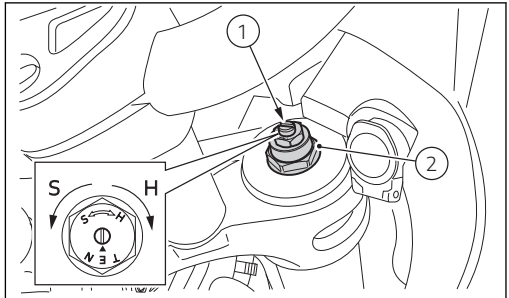


Fig 180

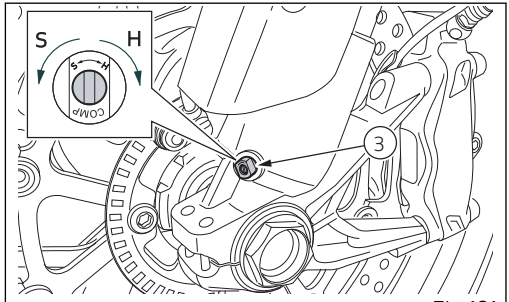


Fig 181

STANDARD settings are as follows:
preload: 8 turns from fully unloaded;
compression on RH fork leg: 8 clicks from fully closed;
rebound on LH fork leg: 8 clicks from fully closed position.

To change preload of the spring inside each fork leg, turn adjusters (2), with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position.
From this position, adjust the spring preload by turning the adjuster clockwise.
Every turn corresponds to 1 mm (0.04 in) of spring preload.

Attention
Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external controls that enable you to adjust the setting to suit the load on the motorcycle.
The adjuster (1), located on the lower mount which fastens the shock absorber to the swinging arm, adjusts the damping during the rebound phase (return).
The knob (2), located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.
The adjuster (3), located on the expansion reservoir of the shock absorber, adjusts the damping during the compression phase.
Reach adjuster (3), removing the seat and lifting the cover (4).

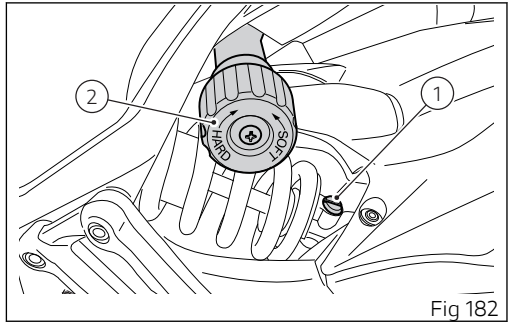


Fig 182

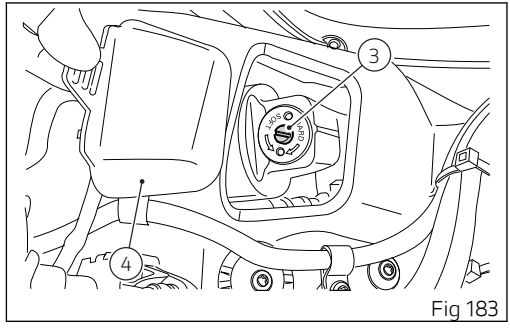


Fig 183

To reach adjuster (3) it is necessary to remove the rider seat and cover (4) next to the battery.
It is possible to work on adjuster (3) through the opening on the battery support.
Turn adjusters (1) and (3) or knob (2) clockwise or counter-clockwise respectively to stiffen or soften the damping or the preload.

STANDARD setting.
Loosen:

- adjuster (1) by 9 clicks from the fully closed position;
- knob (2) by 8 clicks from the fully open position;
- adjuster (3) by 1.5 turns from the fully closed position.

Attention

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

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground.

You may find that rebound damping needs adjusting as well.

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 (621 mi);
2) From 1000 km (621 mi) to 2500 km (1553 mi).

Up to 1000 km (621 mi):

During the first 1000 km (621 mi) 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 (62 mi) 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 1000 (621 mi) to 2500 km (1553 mi):

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

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel, if necessary (“Refuelling”).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (“Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (“Brake fluid level check”).
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (“Tubeless tyres”).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (“Replacing low and high beam bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (“Filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).

ABS light

After Key-ON, the ABS light (6) stays ON. When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to indicate the correct operation of the ABS system.

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

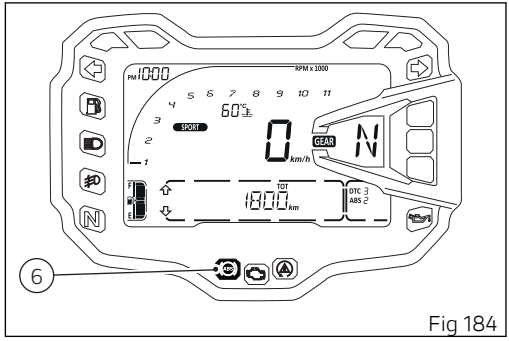


Fig 184

ABS device

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

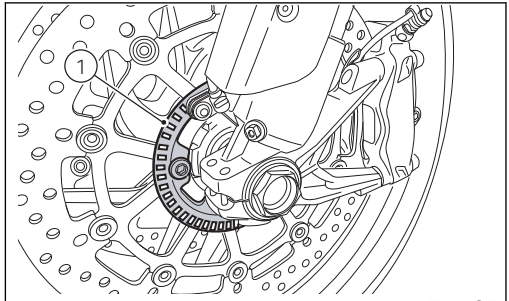


Fig 185

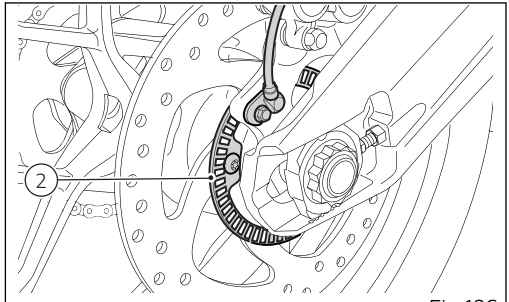


Fig 186

Engine start/stop

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

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

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

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

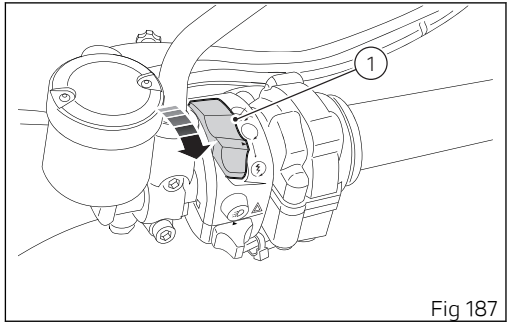


Fig 187

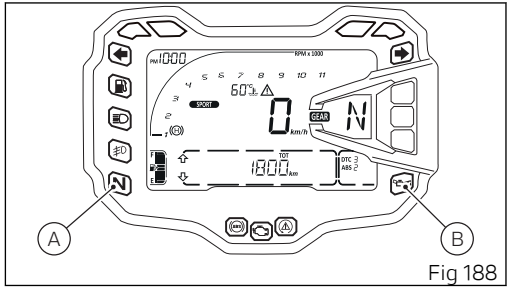


Fig 188

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

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

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

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

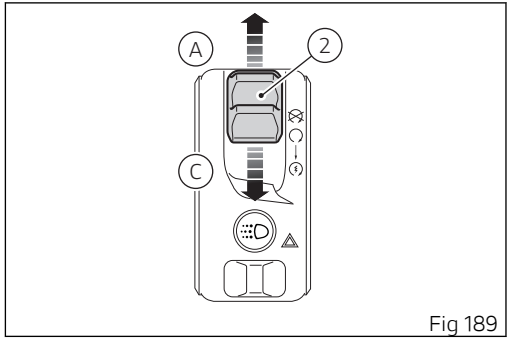


Fig 189

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.

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.

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

The Anti-Lock 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.

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on 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.

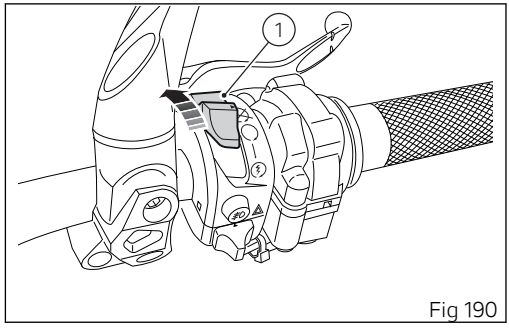


Fig 190

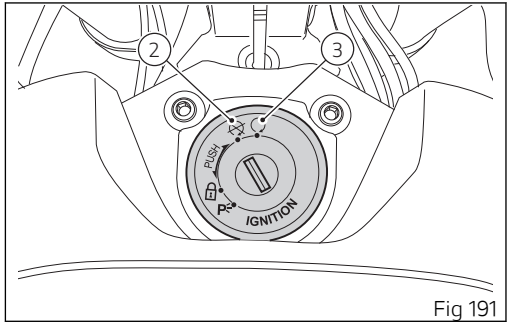


Fig 191

Parking

Stop the motorcycle, then put it on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After 1 second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorised Service Centre.

Attention

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

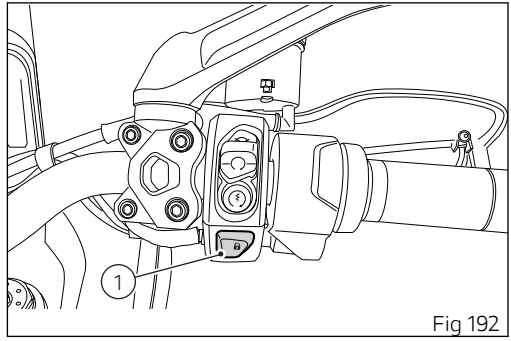


Fig 192

Attention

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

Refuelling

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

Attention

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

Attention

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

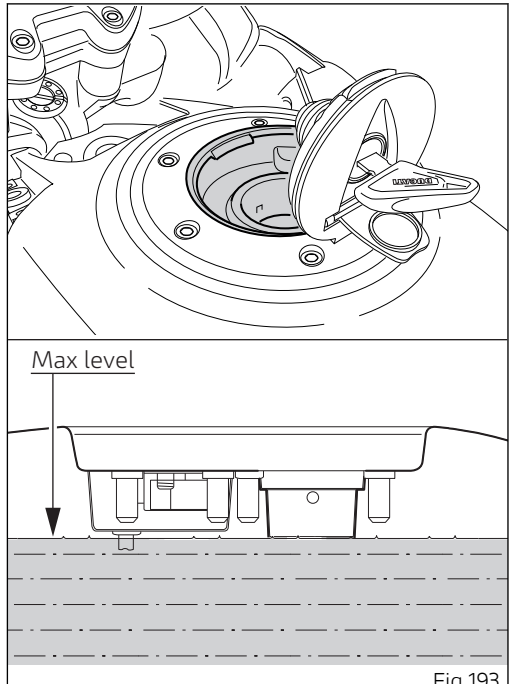


Fig 193

Fuel label
The label identifies the fuel recommended for this vehicle.

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

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

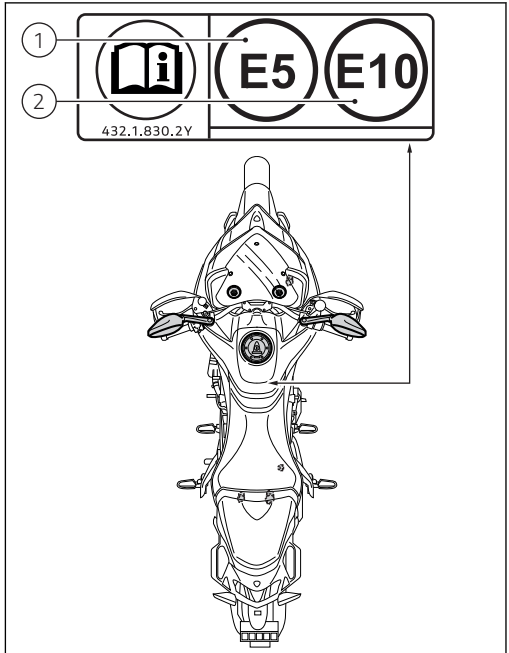


Fig 194

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 (0.31 in) Allen wrench.
- 5 mm (0.20 in) Allen wrench.
- Fuse pliers.
- 8/10 fixed wrench.
- Handgrip for 6 mm (0.24 in) box wrench.
- Box wrench for spark plug.
- 4 mm (0.16 in) Allen wrench.
- 6 mm (0.24 in) Allen wrench.

To access the compartment remove the passenger seat.

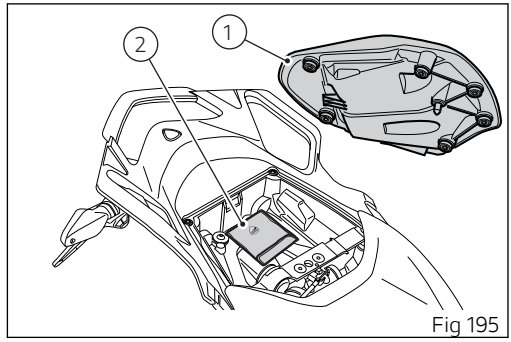


Fig 195

Main use and maintenance operations

Checking coolant level and topping up, if necessary

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

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

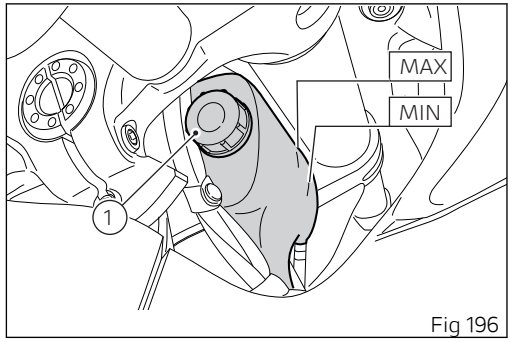


Fig 196

Attention

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

Checking brake and clutch fluid level

The levels should not fall below the MIN notch on the respective front brake (1), rear brake (2) and clutch (3) reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorised Service Centre.

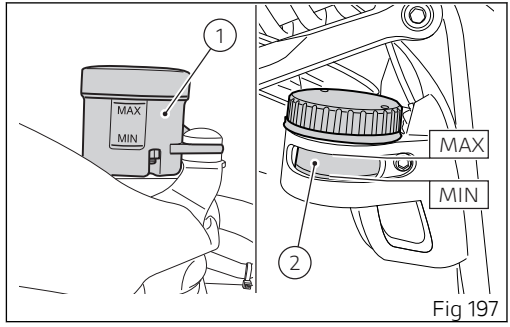


Fig 197

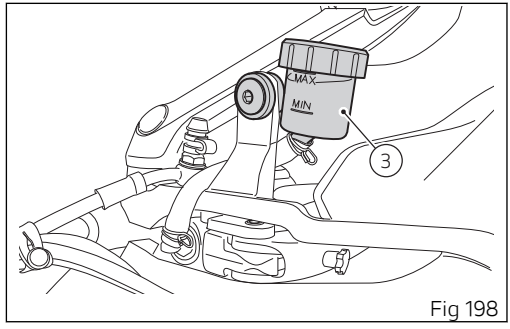


Fig 198

Brake system

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

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

Clutch system

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

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

Checking brake pads for wear

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

Attention

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

Important

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

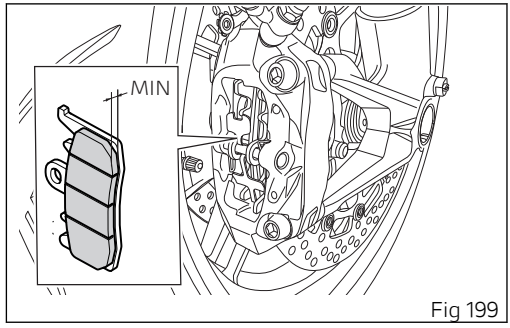


Fig 199

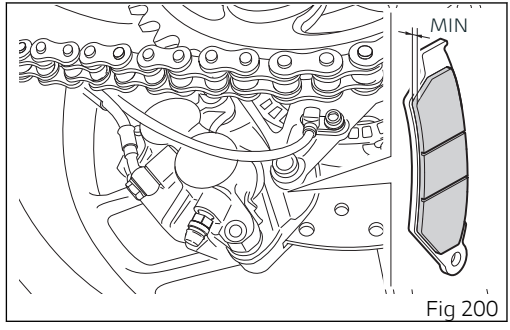


Fig 200

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.

Attention

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

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 (-).

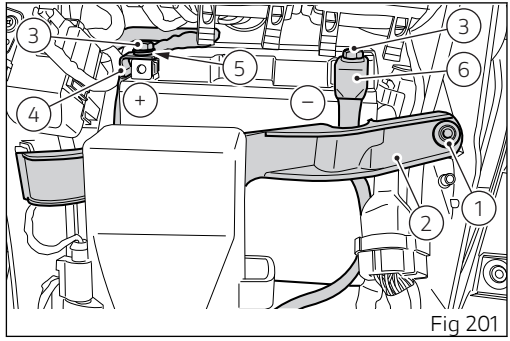


Fig 201

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).

Attention
Keep the battery out of the reach of children.

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

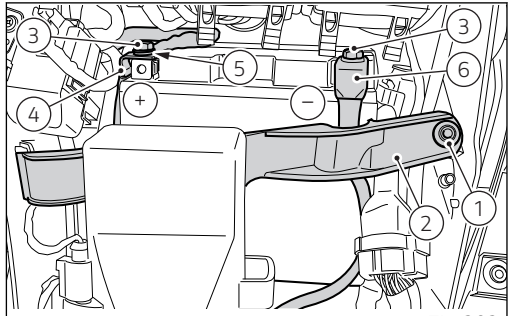


Fig 202

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.

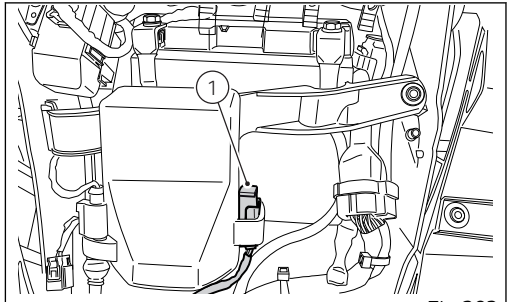


Fig 203

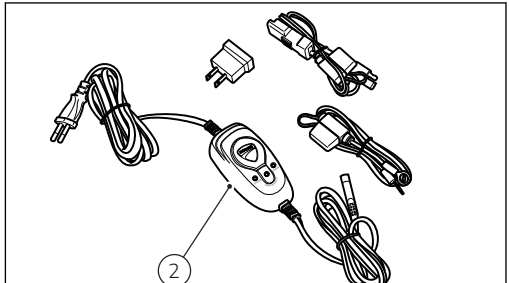


Fig 204

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 (1.97 ÷ 2.05 in).

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

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

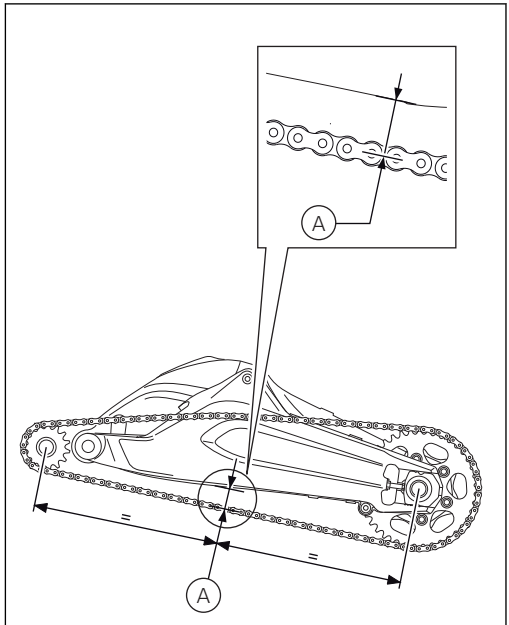


Fig 205

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

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

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

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

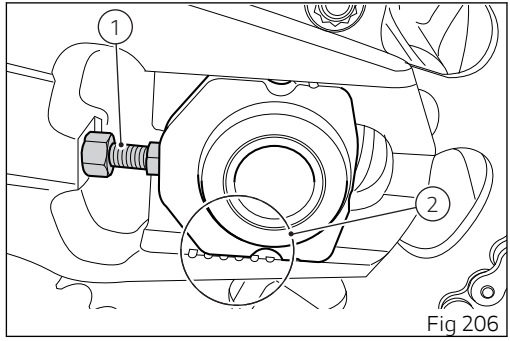


Fig 206

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Attention

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

Attention

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

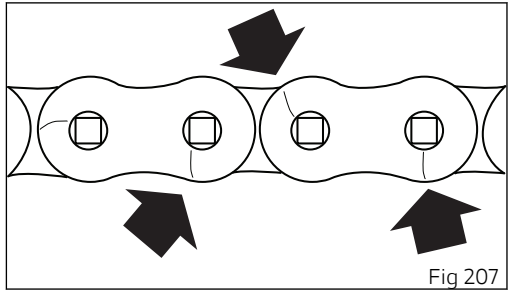


Fig 207

Lubricating the drive chain

Important

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

Attention

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

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

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

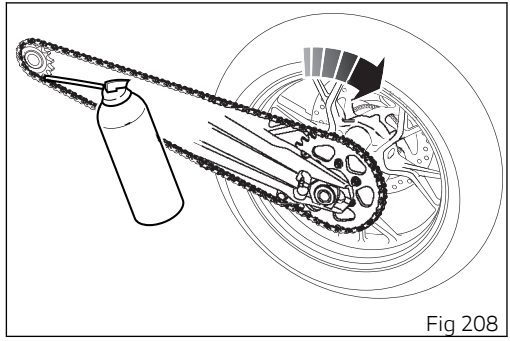


Fig 208

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

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

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

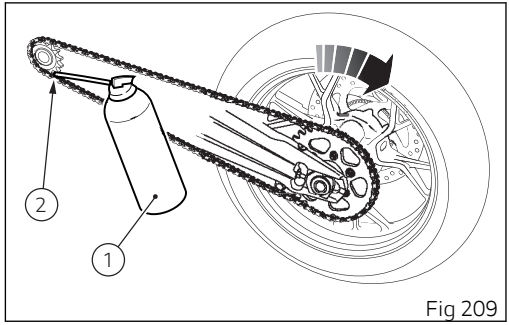


Fig 209

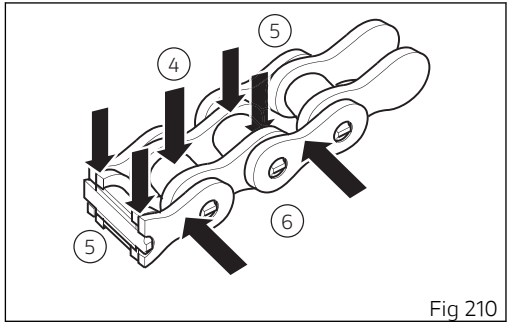
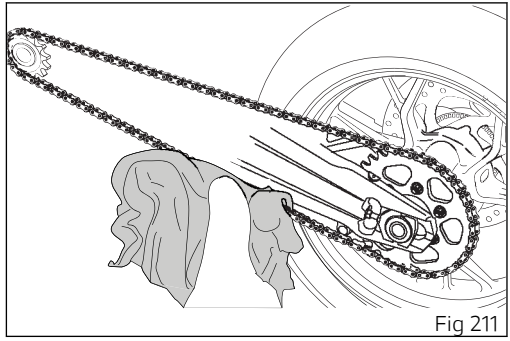


Fig 210

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


Fig 211

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

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

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 check that the bulb functions before reassembling removed parts.
Light positions:
- LED parking light (1);
- low beam lamps (2);
- high beam lamps (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).

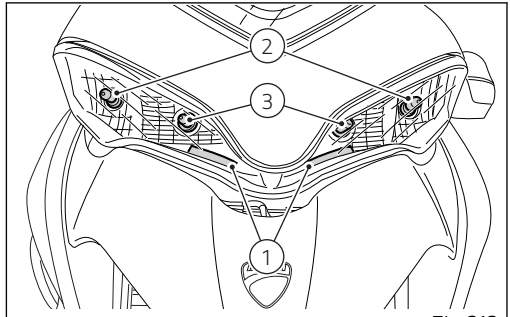


Fig 212

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.

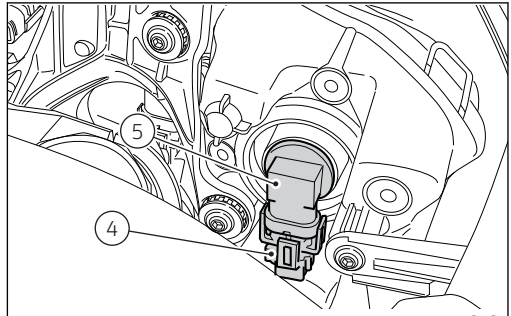


Fig 213

Number plate light

LED number plate light is maintenance-free.

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.

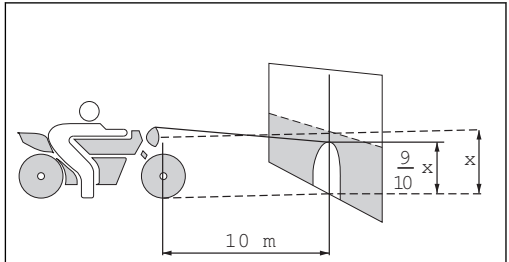


Fig 214

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.

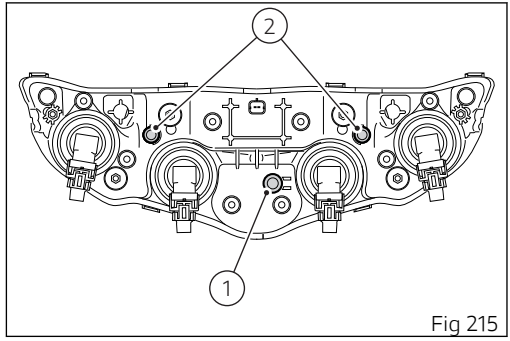


Fig 215

Attention

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

Adjusting the rear-view mirrors

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

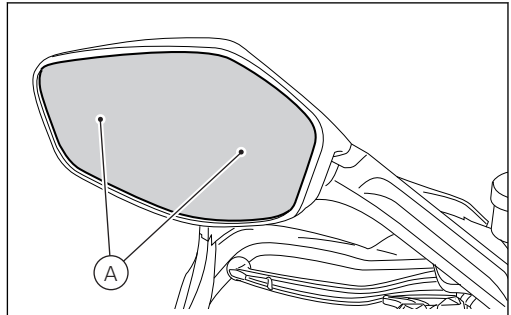


Fig 216

Tubeless tyres

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.

Attention

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

After replacing a tyre, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

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

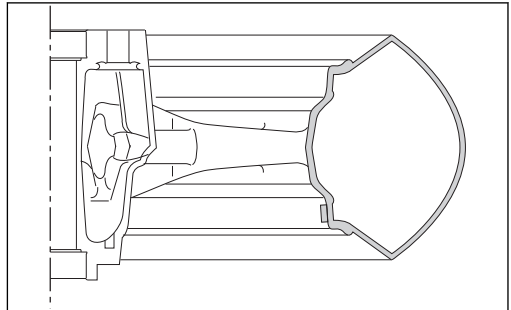


Fig 217

Minimum tread depth

Measure tread depth (S) 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.

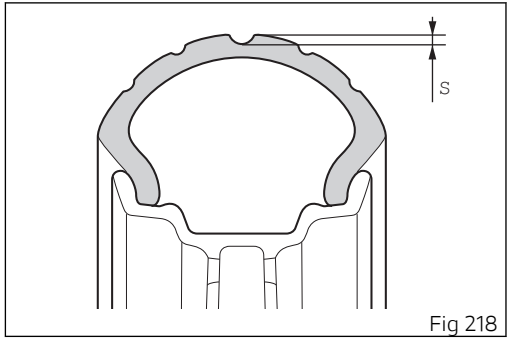


Fig 218

Check engine oil level

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

Important

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

To check the oil level correctly, carefully follow the instructions below.
1) The level check must be carried out with engine off for at least 2 hours, to allow time for the oil flowed in the cylinder heads to reach the sump.
2) Position the bike with both wheels on a flat ground and in straight position.
3) Then, check the engine oil through the sight glass.

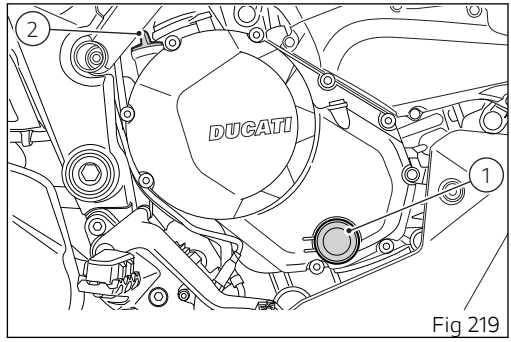


Fig 219

4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50;

- standard API: SN;
- standard JASO: MA2.

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.

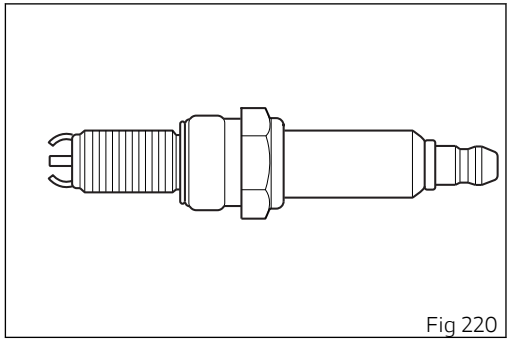


Fig 220

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Attention

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

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

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

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

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

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

Storing the motorcycle

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

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

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.
Protect the motorcycle with a suitable canvas. This will protect paintwork and 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. x1,000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reading of the error memory with DDS 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			●		●		12
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36

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

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

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

* 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. x1,000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace components		●

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 227 kg (500 lb).
Overall weight (in running order without fluids and battery): 204 Kg (449 lb).
Maximum allowed weight (carrying full load): 465 kg (1025 lb).

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

Attention
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.

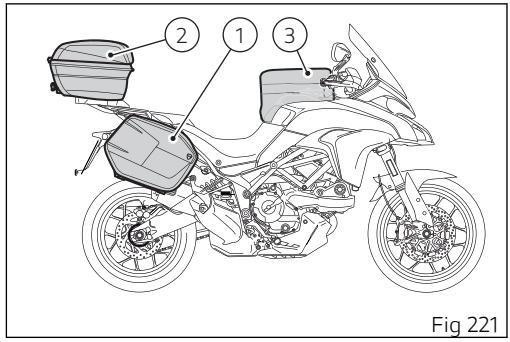


Fig 221

Attention
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

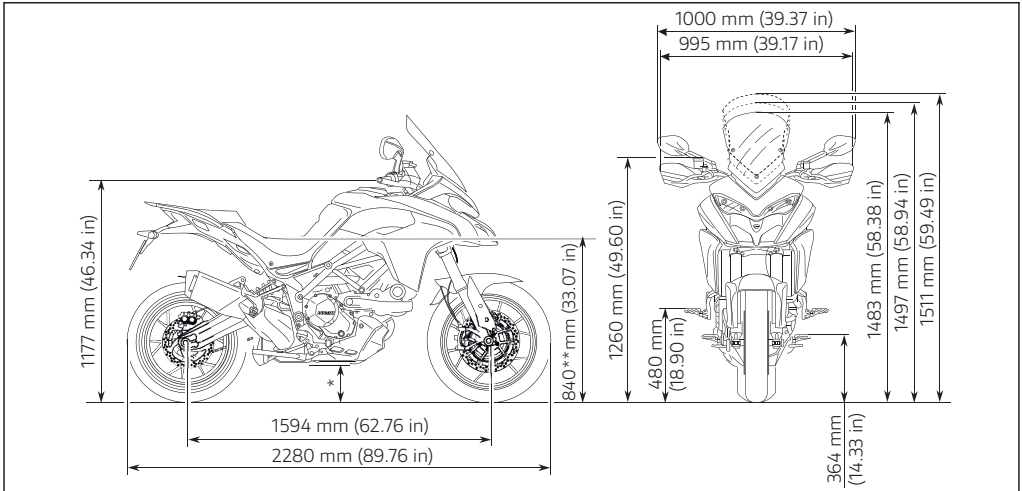


Fig 222

* Sump guard in engineering plastic / in aluminium: 188 mm (7.40 in) / 170 mm (6.69 in).

** Lowered seat (optional) / raised seat (optional): 820 mm (32.28 in) / 860 mm (33.86 in).

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	20 litres (4.40 gal)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)	3.4 litres (0.74 gal)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	690±4 cu. cm (42.11 cu. in (per leg) Oil level: 117 mm (4.60 in) (without spring and preload tube, with rod fully home from plug)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.4 cu. dm (litres). (0.53 gal)

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

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

Important
These references indicate the fuel recommended for this vehicle as specified by the European regulation EN228.



Engine

Ducati Testastretta, Twin cylinder, L-type, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 94 mm (3.7 in)

Stroke: 67.5 mm (2.66 in)

Total displacement: 937 cu. cm (57.18 cu in).

Compression ratio: (12.6±0.5):1

Lubrication: lobe-type oil pump with built-in by-pass valve and oil cooler

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
83 kW/113 HP at 9000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
96 Nm / 9.8 Kgm at 7750 rpm

Max. rotation speed:
10200 rpm.

Important

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

Attention

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

Timing system

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

Desmodromic timing system

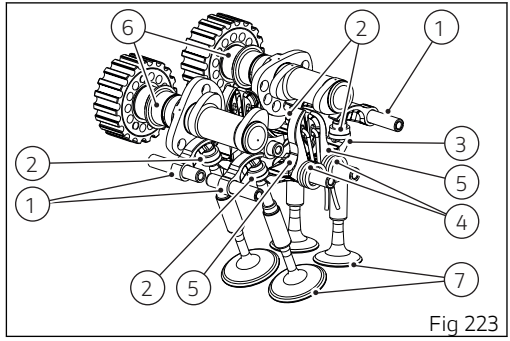


Fig 223

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.

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: cylindrical with full Ride-by-Wire system.
Diameter of throttle body: 53 mm (2.09 in).
Injectors for throttle body cylinder: 1.
Holes for throttle body injectors: 10.
Fuel supply: 95-98 RON.

Attention

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

Brakes

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

FRONT

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: stainless steel.
Disc diameter: 320 mm (12.60 in).
Front brake disc thickness: 4.5 mm (0.18 in).
Disc thickness (maximum wear): 4 mm (0.16 in).
Braking surface: 265 sq. cm (41.07 in^2).
Hydraulically operated by a control lever on handlebar right-hand side.

Brake calliper make: BREMBO, radially-mounted monobloc callipers.
Calliper piston diameter: 32 mm (1.26 in).
Number of pistons per calliper: 4.
Front brake type: M4.32 B (4x32).
Friction material: BRM11E HH.
Brake master cylinder type: radial.
Cylinder Ø: 18 mm (0.71 in).

REAR

With fixed drilled steel disc.
Disc diameter: 265 mm (10.43 in).
Rear brake disc thickness: 6 mm (0.24 in)
Disc thickness (maximum wear): 5.4 mm (0.21 in).
Braking surface: 210 sq. cm (32.55 in^2).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO, floating 2-piston calliper with cornering ABS as standard.
Fixed, 28 mm (1.10 in) diameter 2-piston calliper.
Friction material: TT 2182 FF.
Brake master cylinder type: PF 2x28 D.

Attention

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

Transmission

Hydraulically-controlled slipper self-servo wet multiplate clutch.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Front chain sprocket/clutch gearwheel ratio: 33/61.
Spur gears, 1.84:1 ratio.
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 37/15
2nd gear 30/17
3rd gear 28/20
4th gear 26/22
5th gear 24/23
6th gear 23/24

Drive chain from gearbox to rear wheel.
Make: DID 525 HV3.
Links: 114.
No. of links (ROK - TWIN versions): 112.

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

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

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

Frame

Steel tubular trellis.
Rear steel tubular trellis sub-frame.
Light alloy die-cast side plates, pivoted on engine.
Steering head angle: 25°.
Trail: 106 mm (4.17 in).
Steering angle: 40° LH side / 40° RH side.
No.of seats: 2.

Wheels

Front

Light alloy cast rim.
Size: MT3.00x19".

Rear

Light alloy cast rim.
Size: 4.50x17".

Tyres

Front

"Tubeless", radial tyre.
Size: 120/70 ZR19 M/C 60W
Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tyre.

Size: 170/60 ZR17 M/C 72W
Make and type: Pirelli Scorpion Trail II.

Suspension

Front

Upside-down fork manually adjustable in rebound, compression, and preload for inner springs of fork legs.
Front wheel travel: 170 mm (6.69 in).

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.
Rear shock absorber stroke: 69 mm (2.72 in).
Aluminium double-sided swinging arm.
Rear wheel travel: 170 mm (6.69 in).

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.
Absorption tail pipe.
Euro 4 approved.

Emissions and fuel consumption: Emissions 129 g/km Euro 4.

Available colours

Multistrada 950

DUCATI RED

1) Primer Acriflex White Primer or Dual Primer Red VM, MANUFACTURER Lachler, CODE L0040652 or LDS20067.
2) Base coat Ducati Red, MANUFACTURER PPG CODE 473.101.
3) Clear coat Tixo Klarlack 09, MANUFACTURER Lechler, CODE 96230.

Frame colour: black.

Rim colour: black.

Electric system

Basic electric items are:

Battery: sealed-type, 12V - 10 Ah.
Generator: 14V - 490W - 35A.
Starter motor: 12V - 0.7kW.
Digital instrument panel with LCD display.

Headlight

Low beam with BULB: No.2 H11 bulbs;
High beam with BULB: No.2 H11 bulbs;
LED parking light: no. 2 LEDs STW9Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 LEDs Dominant Primax NAZY-BGH-MN3-1.
Rear ones (Europe), LED units: No. 1 LED PC AMBER PHILIPS LXM2 - PL01.
Rear ones (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 OSRAM KW H3L531.TE.

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. Three spare fuses (7.5 A, 15 A and 25 A) are positioned at the side.
The rear (B) and the ABS (C) fuse boxes 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 "Seat lock". To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover. Three spare fuses (10 A, 15 A and 25 A) are positioned at the side.

Front fuse box key (A)		
Pos.	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	15 A
4	-	-
5	KEY Accessories	10 A
6	Hands Free KEY	25 A

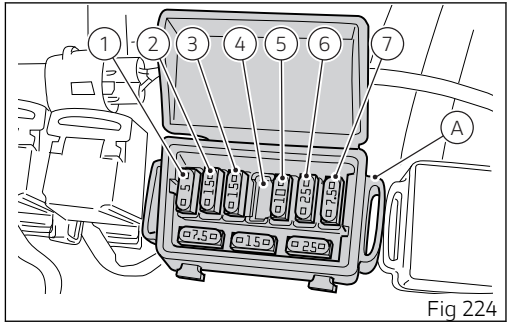


Fig 224

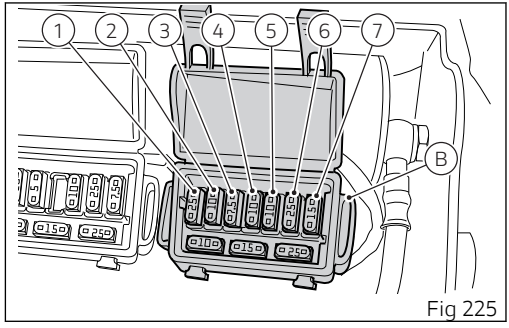


Fig 225

Front fuse box key (A)		
7	+30 Diagnosis / charge	7.5 A

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

The main fuse (C) of 30A 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.

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

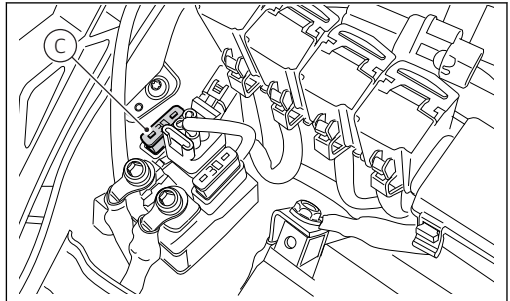


Fig 226

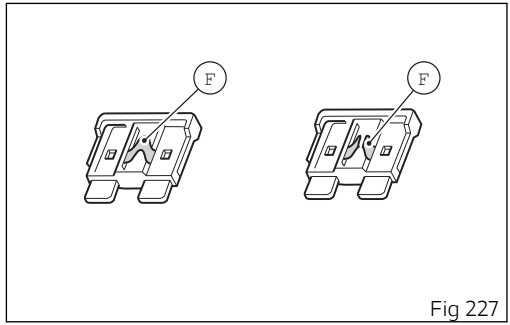


Fig 227

Injection/electric system diagram key

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

51) Right high beam
52) Right low beam
53) Horn
54) LH heated handgrip connector (where available)
55) RH heated handgrip connector (where available)
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 (EMS) connector (A)
71) Injection control unit (EMS) connector (B)
72) Twistgrip position sensor (APS)
73) 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

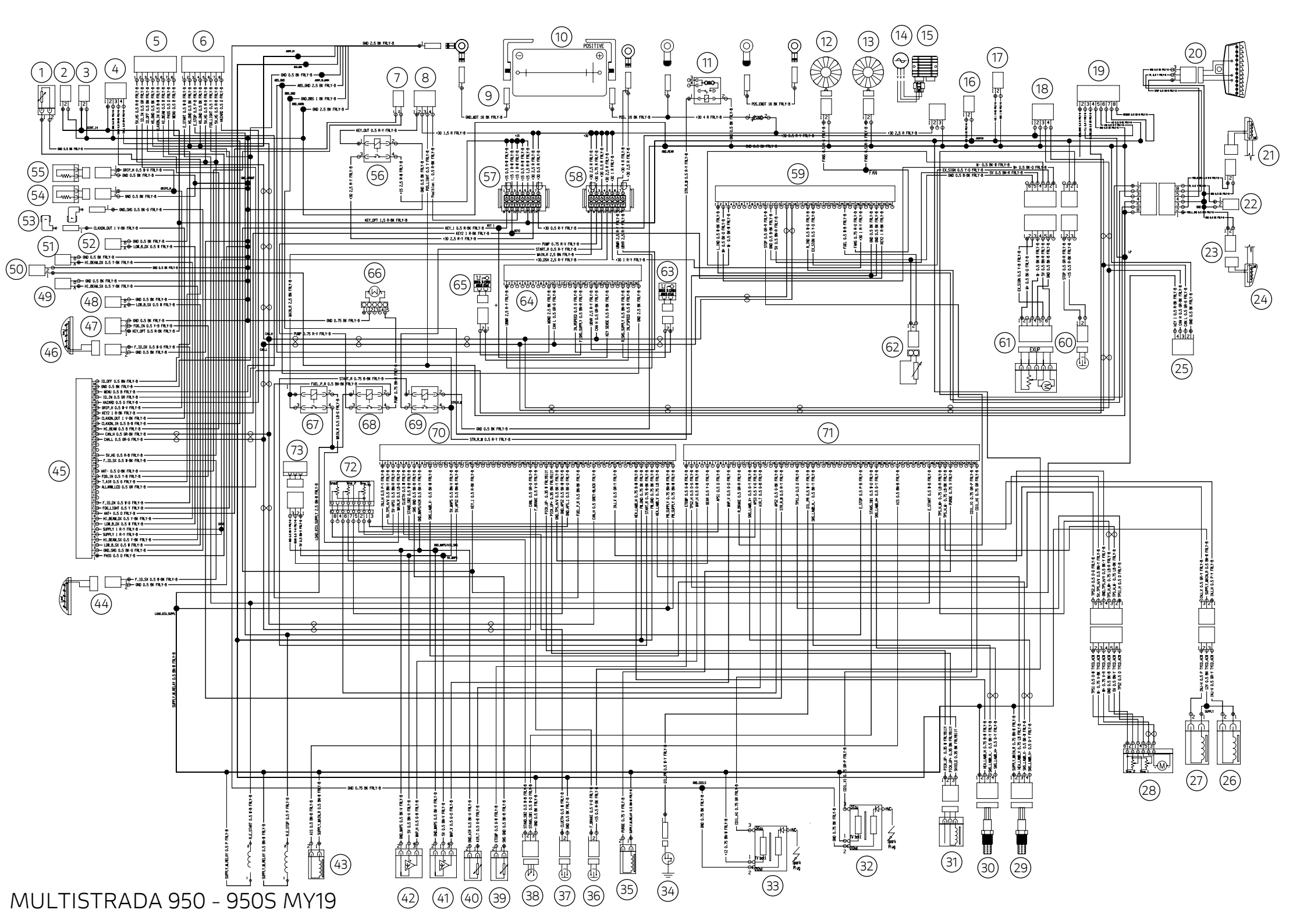
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
15000	9000			
30000	18000			
45000	27000			
60000	36000			

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MULTISTRADA 950 - 950S MY19

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A Sole Shareholder Company
A Company subject to the Management
and Coordination activities of AUDI AG