

# MULTISTRADA

Owner's manual

ENGLISH

# MULTISTRADA V4 RALLY

Dear Ducatista,

**thank you** for trusting us with the purchase of your new Multistrada V4 Rally.

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

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

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

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

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

**Important**

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

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

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

**Important**

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

Enjoy your ride!

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# Roadside assistance

## Roadside assistance




**Important**

The "ACI Global Services" roadside assistance is in force only in the following countries:
Austria. Belgium, France, Germany, Italy, Ireland, Luxembourg, Norway, Netherlands, Portugal, United Kingdom, Spain, Sweden, Switzerland.

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

The roadside assistance services include:

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

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany, Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the

Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.

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

## Call Centre telephone numbers

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

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

| | | |
|---|---|---|
| Andorra | +34-91-594 93 40 | +34-91-594 93 40 |
| Austria | 0800-22 03 50 | +43-1-25 119 19398 |
| Belgium | 0800-14 134 | +32-2-233 22 90 |
| Bulgaria | (02)-986 73 52 | +359-2-986 73 52 |
| Cyprus | 25 561580 | +357-25 561580 |
| Croatia | 0800-79 87 | +385-1-464 01 41 |
| Denmark | 80 20 22 07 | +45-80 20 22 07 |
| Estonia | (0)-69 79 199 | +372-69 79 199 |
| Finland | (09)-77 47 64 00 | +358-9-7747640 0 |
| France (+Corsica) | 0800-23 65 10 | +33-4-72 17 12 83 |
| FYROM | (02)-3181 192 | +389-2-3181 192 |
| Germany | 0800-27 22 774 | +49-89-76 76 40 90 |
| Gibraltar | 91-594 93 40 | +34-91-594 93 40 |
| Greece | (210)-9462 058 | +30-210-9462 058 |

| | | |
|---|---|---|
| Ireland | 1800-304 500 | +353-1-617 95 61 |
| Iceland | 5 112 112 | +354-5 112 112 |
| Italy | 800.744.444 | +39 02 66.16.56.10 |
| Latvia | 67 56 65 86 | +371-67 56 65 86 |
| Lithuania | (85)-210 44 25 | +370-5-210 44 25 |
| Luxembourg | 25 36 36 301 | +352-25 36 36 301 |
| Malta | 21 24 69 68 | +356-21 24 69 68 |
| Monaco | +33-4-72 17 12 83 | +33-4-72 17 12 83 |
| Montenegro | 0800-81 986 | +382-20-234 038 |
| Norway | 800-30 466 | +47-800-30 466 |
| Holland | 0800-099 11 20 | +31-70-314 51 12 |
| Poland | 061 83 19 885 | +48 61 83 19 885 |
| Portugal | 800-20 66 68 | +351-21-942 91 05 |
| United Kingdom | 00800-33 22 88 77 | 00800-33 22 88 77 |
| Czech Republic | 261 10 43 48 | +420-2-61 10 43 48 |

| | | |
|---|---|---|
| Romania | 021-317 46 90 | +40-21-317 46 90 |
| Serbia | (011)-240 43 51 | +381-11-240 43 51 |
| Slovakia | (02)-492 05 963 | +421-2-49 20 59 63 |
| Slovenia | (01)-530 53 10 | +386-1-530 53 10 |
| Spain | 900-101 576 | +34-91-594 93 40 |
| Sweden | 020-88 87 77 | +46-771-88 87 77 (+46 8 5179 2873) |
| Switzerland (+Liechtenstein) | 0800-55 01 41 | +41 58 827 60 86 |
| Turkey | (216) 560 07 50 | +90 216 560 07 50 |
| Ukraine | 044-494 29 52 | +380-44-494 29 52 |
| Hungary | (06-1)-345 17 47 | +36-1-345 17 47 |

# Software update

## Software update

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

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

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

### Attention

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

# Warranty information

## General warranty conditions

**1. Warranty content**

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

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

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

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

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

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

## 2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

## 3. Procedure for claiming the warranty

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

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

as soon as possible with respect to the time of their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.

- b) comply with the scheduled maintenance plan foreseen in art. 5 of these warranty conditions;
- c) keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (service booklet/receipts/invoices with details of the work carried out and the parts used). A copy of this documentation should be given to the Dealer/Authorised Service Centre from whom the warranty claim is made, who will be able to verify that the work has been carried out correctly.

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

## 4. Limitations of liability

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

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

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

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

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

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

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

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

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

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

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

You must bear the expense of claiming under the Warranty.

# Advanced Rider Assistance Systems (ARAS)

## Road safety rules

The driver of a vehicle is responsible for driving and manoeuvring even if there are intelligent driving aid systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC) on the vehicle, which must always be checked or corrected by the rider.
Adaptive intelligent systems, such as Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC), analyse surrounding situations and warn the rider of certain hazards, making a logical prediction of events that may occur based on the information they process. They are smart systems in the sense that they operate with rational logic as long as they understand, or can understand, the environmental context; they are advanced systems because they exploit computational technology, with its technological limitations.
These systems, although technologically sophisticated, are only designed to help the rider to ride, improving the riding conditions; they are not autonomous driving systems that replace the rider. The rider is always responsible for choosing the riding style and for adopting the level of caution and attention required by the specific environmental context.
The function of adaptive smart systems is alerting the rider to critical situations, however, they use predictions that depend and are conditioned by the environmental context and the possible recognition of surrounding objects or subjects. They are not intended to avoid collisions, but to provide information (visual, acoustic or haptic) that the rider can use to prevent collisions, if possible.
Therefore, the rider must not rely solely or unreasonably on the "ability" of the system to understand the environmental context: the shape of certain objects, their surface, their static/dynamic position, the way they enter the radar visual space may cause the system not to understand this context and may cause the rider to receive incorrect information.
Distraction is the main cause of accidents. The rider must use the motorcycle smart systems, including

the Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC), while maintaining constant control of the vehicle, also taking into account possible errors (false indications) of these systems. The rider must also take into account possible dangers generated by objects or subjects in the environmental context by adopting a prudent behaviour. Riders must be cautious in their behaviour, in particular when making approach manoeuvres to other vehicles, making turns and braking appropriate to the circumstances and preventing incorrect or imprudent driving behaviour by others.

Any reference to the speed of the motorcycle in this document, whether it refers to km/h or miles per hour, must be understood as exclusively illustrative of the characteristics and warnings on the specific performance of the Blind Spot Detection (BSD) and Adaptive Cruise Control (ACC) systems. The rider of the motorcycle is responsible for riding the vehicle always within the speed limits prescribed by the road traffic regulations in force in the country in which s/he is riding, and in any case in full compliance with the caution required by the type and state of the road s/he is travelling and the environmental conditions in which s/he is riding.

## Adaptive Cruise Control (if available)

### Important

Before reading the contents of this sub-section, carefully read "Road safety rules" (page 20).

This function is only available if the Adaptive Cruise Control system is installed to the bike.
The Adaptive Cruise Control (ACC) is a device that combines cruising speed maintenance with distance adjustment. It assists the rider by simultaneously adjusting the speed and distance to the vehicle ahead, if any, within the system limits. If it detects a vehicle in the direction of travel, the system can brake and accelerate autonomously. The function of this system is increasing the comfort of the rider during long motorway journeys.

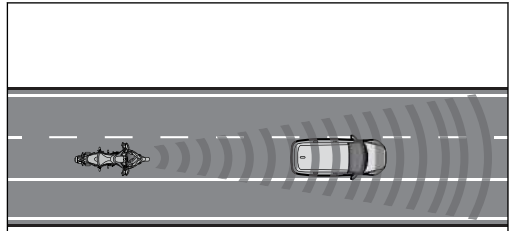


Fig 1

**Attention**

The Adaptive Cruise Control is neither a safety system nor an obstacle detector, but its function is improving the rider's riding comfort. It is designed to assist the rider, but does not replace the rider in riding the motorcycle. The rider is always responsible for maintaining control of the motorcycle, a correct and prudent speed, a safe distance from the vehicle ahead appropriate to the environmental context, compliance with the road traffic rules in the country where s/he is riding, as well as for actively intervening to avoid collisions by braking or accelerating. The rider must always maintain a very high level of concentration while riding, always keeping both hands on the handlebar. The Adaptive Cruise Control system is designed for use on motorways or express roads. It is not designed for urban, mountain or off-road use. It is recommended not to use the Adaptive Cruise Control system on bumpy roads (with gravel or in wet asphalt conditions that may lead to aquaplaning risk) or in bad weather conditions (ice, snow, fog, rain, hail). In such contexts, the Adaptive Cruise Control system does not perform its function properly and may not operate correctly. It is also recommended not to use the Adaptive Cruise Control function in complex road contexts, characterised by roads with many bends, accesses to or exits of motorways, roads with roadworks.

**Attention**

The Adaptive Cruise Control system is only available with ABS on and set to level 2 or 3, and with Ducati Traction Control on and Ducati Wheelie Control on.

## What is the Adaptive Cruise Control

The motorcycle is equipped with two radars: a front and a rear one. The Adaptive Cruise Control uses the information from the front radar (sensor). This type of sensor is subject to operating limits that are inherent in this technology.
In the absence of traffic, the system behaves like a Cruise Control, maintaining the desired cruising speed. When the motorcycle approaches a vehicle ahead in the same direction of travel and this is detected by the system, the Adaptive Cruise Control system adapts the vehicle speed accordingly, by braking and accelerating autonomously (being a comfort system, its acceleration and braking capabilities are limited). As soon as the vehicle ahead

is no longer detected, the Adaptive Cruise Control system accelerates to the set cruising speed.

### Attention

The Adaptive Cruise Control is not a safety system. While braking or accelerating, it does not perform emergency braking: its braking capacity is limited. In some conditions of the surrounding environment or traffic, the system may react by braking or accelerating unexpectedly: the rider will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle.
The Adaptive Cruise Control system does not brake automatically if the rider turns the throttle handgrip: this may override the Adaptive Cruise Control system (see the "Override" section below).

## What features can be set

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

You can also set the distance of the motorcycle from the vehicle ahead.

## General information and system limitations

The front surface of the radar (1, Fig 2) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly. It is advisable to always check that the radar field of view is clear before moving off. The same applies to any modification to the front of the motorcycle.

### Attention

The radar has a limited field of view as well as technological limitations that may not allow detection of vehicles ahead of the motorcycle. In general, in some scenarios, the Adaptive Cruise Control function may respond in a different way from what the rider would expect. By way of example, but not of limitation, following is a list of some of the system limits:

- the system is not able to detect stationary vehicles, but can only detect moving ones (see paragraph "stationary vehicles");
- the system is not always able to detect vehicles ahead of the motorcycle if the speed difference between the motorcycle and these vehicles is too high;

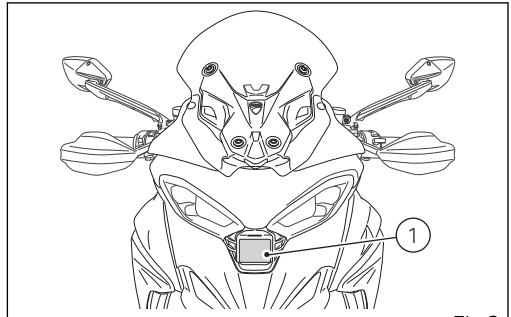


Fig 2

- the system has a reduced ability to detect vehicles close to the motorcycle, on the side or entering the lane. A vehicle that is entering the lane in front of the motorcycle can only be recognised by the system if it is in the radar field of view and is classified as a target vehicle by the same. In similar cases, it may happen that the system does not react as expected (e.g., braking abruptly, braking late or not slowing down at all);
- the Adaptive Cruise Control system may detect late or not detect objects whose shapes cannot correctly be identified at all by the ACC, such as

motorcycles or vehicles with high ground clearance (e.g. trucks), with a hanging or projecting load, with a small cross-section or having unconventional shapes. In these cases, the system may fail to react or react incorrectly;

- the system is unable to detect pedestrians, bicycles and animals. The system may also fail to detect pedestrians or cyclists or riders of scooters or pedestrians who are pushing their bicycles, scooters or whatever on foot;
- The system may react (e.g., by braking) due to unexpected detection of small moving objects other than a vehicle such as, for example, balls, cans or metal containers, bags of chips, cardboard boxes;
- the system does not detect vehicles travelling in the opposite direction to the motorcycle direction of travel or crosswise to the motorcycle direction of travel;
- the system may react to vehicles travelling in the lane adjacent to the motorcycle lane, for instance it may get the vehicle brake unexpectedly; this may happen when travelling close to the lane lines;
- the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of electromagnetic interference or reflections of the surrounding environment (e.g. in tunnels, in the presence of guardrails, heavy rain, ice, hail or fog);
- the Adaptive Cruise Control system may fail to react or react incorrectly in the presence of bumps, jerks or sudden movements repeated over time that could cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent system proper operation or reduce its effectiveness (in such cases it is necessary to have the alignment checked by an authorised dealer). In the event of an accident or if the motorcycle falls down, it is advisable to have the radar and its positioning inspected by a Ducati authorised dealer.
- the Adaptive Cruise Control system may fail to react or react incorrectly in certain environmental and/or traffic situations, in which radar detection may be disturbed or delayed: this may result in incorrect calculation of the distance between vehicles and, consequently, result in incorrect Adaptive Cruise Control system behaviour. In this case, it must be the

rider to adapt the speed of the motorcycle to the situation and the surrounding environment.

## Cornering behaviour

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

### Attention

When entering or exiting a bend, vehicles could be detected late or detection be disturbed: the system may behave unexpectedly, suddenly accelerating or braking. Similar events may more likely occur if the radius of the bend is narrow or variable. For example, in a bend, the vehicle in front might go out of the radar field of view: in a case like this, the Adaptive Cruise Control might accelerate without the rider expecting it. In addition, when cornering, the Adaptive Cruise Control may react to a vehicle located in an adjacent lane and may brake. It is always possible to prevent or stop this action by manually acting on the throttle.

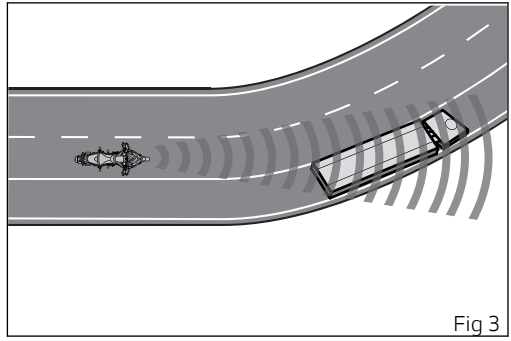


Fig 3

## Stationary vehicles

The Adaptive Cruise Control system only detects moving vehicles. For example, it is able to recognise and react to a detected vehicle while it is stopping (albeit with the limits previously specified), but it is not able to recognise and react to vehicles parked or already stopped on the road (e.g. vehicles stopped in a line or queue because of traffic). In this case, the rider must slow down the motorcycle by properly acting on the brakes.
In general, the system does not react to stationary objects (e.g. traffic dividers, motorway toll booths) or

to stationary subjects (e.g. pedestrians): the rider of the motorcycle must always pay close attention to this limit of the system and adapt his/her riding style to the environmental situation in order to prevent any danger to people or things.

## Switching on and off

The maximum cruising speed that can be set is 160 km/h (about 98 mph).
The minimum cruising speed that can be set depends on the gear selected:

| Gear | Minimum cruising speed |
|---|---|
| 1st and 2nd | 30 km/h (or 18 mph if speed is expressed in mph) |
| 3rd | 35 km/h (or 21 mph if speed is expressed in mph) |
| 4th | 40 km/h (or 24 mph if speed is expressed in mph) |
| 5th | 45 km/h (or 27 mph if speed is expressed in mph) |
| 6th | 50 km/h (or 30 mph if speed is expressed in mph) |

### Attention

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

The icons on the instrument panel inform the user of system status and current setting.

## Switching on the Adaptive Cruise Control

Press the ON/OFF button (C, Fig 4) to turn on the Adaptive Cruise Control.

## Saving the speed and activating the control

To store the current motorcycle speed as your cruising speed and activate the control, press “SET/-” (E, Fig 4) “RES/+” (D, Fig 4). The stored speed is shown in the main icon (F, Fig 5).

## Switching off the Adaptive Cruise Control

Press the ON/OFF button (C, Fig 4) to turn off the Adaptive Cruise Control. The main icon (F, Fig 5) disappears.

## Main icon (F, Fig 5)

The Adaptive Cruise Control main icon can be:

- green and grey: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green: the system is on and speed control is active;
- yellow: the system asks the rider to take prompt action, for instance because automatic braking

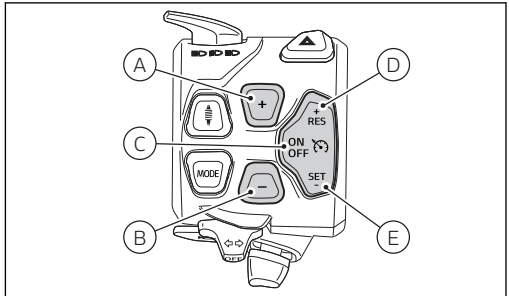



Fig 4

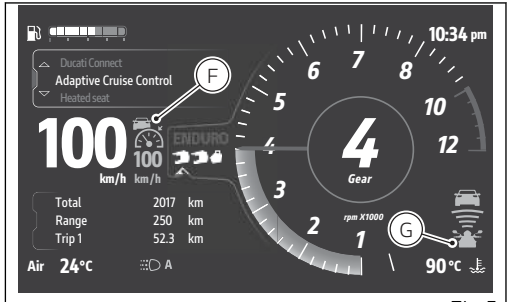



Fig 5

is not sufficient to keep proper distance from the vehicle ahead;
- red: the system is in error. Speed control is not active.

### Distance icon (G, Fig 5)

Based on the distance icon, you can determine whether the system is maintaining the distance of the motorcycle from a vehicle ahead.
The four "distance bars" shown by the icon represent the set distance from the vehicle ahead (see the paragraph "Setting the distance").
The Adaptive Cruise Control distance icon can be:
- grey: the system is on but the speed control is not active.
- green without car: the system is on and speed control is active. No vehicle ahead has been detected. The set cruising speed is maintained.
- green with car: the system is on and speed control is active. A vehicle ahead has been detected. The Adaptive Cruise Control adjusts the speed and distance to the vehicle ahead and automatically brakes and accelerates (within the limits mentioned above).
- yellow: the system asks the rider to take prompt action, for instance because automatic braking is not sufficient to keep proper distance from the vehicle ahead.

**Note**
If you switch off the Adaptive Cruise Control or the ignition, the stored cruising speed is deleted for safety reasons.

### Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 4) or SET/- (E, Fig 4) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 4) or SET/- (E, Fig 4) respectively, until reaching the desired cruising speed.

## Stopping the speed control

Requirement: the Adaptive Cruise Control must be switched on.

## Stopping the speed control while riding

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

In addition, speed control is interrupted if one of the following events occurs:
- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;
- if, during automatic braking, the deactivation speed of the function is reached.

**Note**
The deactivation speed is 5 km/h (3 mph) less than the minimum permitted cruising speed in the current gear (see table). For example, in first gear the minimum permitted cruising speed is 30 km/h (19 mph): therefore, the Adaptive Cruise Control deactivation speed is 25 km/h (15 mph).

- in case of prolonged ABS or torque control system intervention.
- in case of a leaning angle of more than approx. 50°.

In this condition, the cruising speed in the main icon and the distance icon turn grey.

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 4) or SET/- (E, Fig 4). If RES/+ (D, Fig 4) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 4) is pressed, the set cruising speed is the current speed.

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

## Override

It is possible to accelerate manually while using the Adaptive Cruise Control system: at this stage, the Adaptive Cruise Control temporarily stops controlling the speed of the motorcycle. If this manoeuvre is carried out while remaining below 180

km/h (112 mph), once the throttle is released, the Adaptive Cruise Control will resume speed control on its own.

### Attention

During override, Adaptive Cruise Control check of the distance from the vehicle ahead of the motorcycle is temporarily deactivated in favour of manual throttle control by the rider.
The rider is always responsible for compliance with the speed limits and, more generally, the road traffic regulations in force in the country in which s/he is riding, as well as for the way the motorcycle is ridden.

## Request for rider's intervention

In some situations, also due to the limitations described before, the Adaptive Cruise Control system may prompt the rider to intervene, even while it is braking or accelerating, if necessary. When such a request is made, both the main icon (F) and the distance icon (G) turn yellow.
This may occur in the following cases:

- if the Adaptive Cruise Control fails to brake or otherwise adjust the distance in time (for example, when a vehicle suddenly enters the lane or if the detected vehicle moves much slower than the rider's vehicle);
- if an engine speed of approx. 8,500 rpm is reached, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious riding conditions allow the rider to do so;
- if the engine speed is too low for the gear engaged, the Adaptive Cruise Control requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious riding conditions allow the rider to do so.

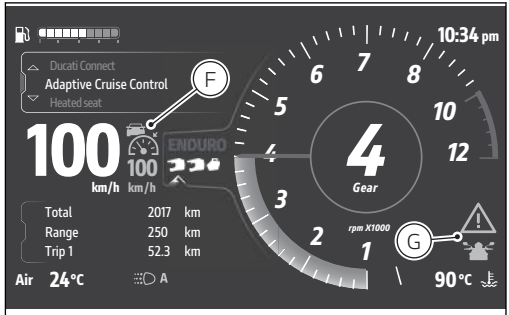


Fig 6

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

## Attention

The Adaptive Cruise Control function does not guarantee that the request for rider's action will be output in every situation. In certain cases (e.g. sudden braking of the vehicle ahead, sudden lane change, lane entry manoeuvres by other vehicles, etc.) the system has not enough time to decelerate the motorcycle and may fail to react or react late. In such cases, the system request for action may not be delivered to the rider in time or may not be delivered at all. The rider must actively intervene to avoid collisions or other dangerous situations. The rider is always responsible for controlling the vehicle, assessing road conditions, environmental conditions and conditions all around.

### Assisted overtaking

The Adaptive Cruise Control system includes an overtaking assistance feature, available from approximately 65 km/h (40 mph).
When activating the turn indicator, the system facilitates overtaking by focusing the sensor attention on the adjacent lane and, if possible, increasing acceleration within certain limits (depending on the target cruising speed set).

The radar is able to estimate the direction in which traffic is moving. Overtaking assistance behaves accordingly, activating only when the turn indicator corresponding to the legally permitted overtaking side is activated. This means that the feature is then activated with the left turn indicator in countries where traffic keeps right, with the right turn indicator in countries where traffic keeps left.

## Attention

Each time the motorcycle instrument panel is switched on, the system takes more or less time (depending on traffic) to detect the direction of traffic. As a result, assisted overtaking may not be available during the first few minutes of riding the motorcycle. Furthermore, overtaking assistance may not be available in case of heavy traffic in the opposite lane.
This feature (assisted overtaking) helps the rider but in no way relieves him or her of his or her responsibility to constantly monitor the motorcycle and the road, assess road conditions, environmental conditions and conditions all around. Due to the operating limits of the radar, the detection of the road type may not always be correct, so it may happen that the assisted overtaking system does not always behave as expected.

Malfunctions

If there are faults or malfunctions, the main icon turns (red H) . If this happens, proceed as follows:
1. check if the front radar is dirty or blocked. If so, gently clean it and/or remove any obstruction. Then turn the ignition off and back on.

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

2. if the Adaptive Cruise Control icon has remained red after step 1. contact a Ducati authorised service centre.

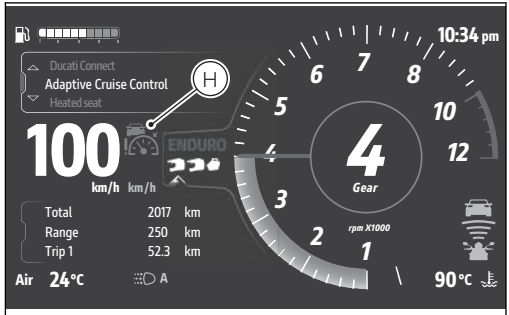


Fig 7

## Setting the distance

It is possible to choose the distance that the Adaptive Cruise Control must maintain with respect to the vehicle ahead.
This can be done via the “Adaptive Cruise Control” menu or with the + (A, Fig 4) button to increase the distance and - (B, Fig 4) button to reduce it.

- Select the Interactive Menu (I) by pressing and holding the joystick in ▲ position for a long time.
- Use joystick ▲ ▼ to select “Adaptive Cruise Control” (L) and press ENTER.

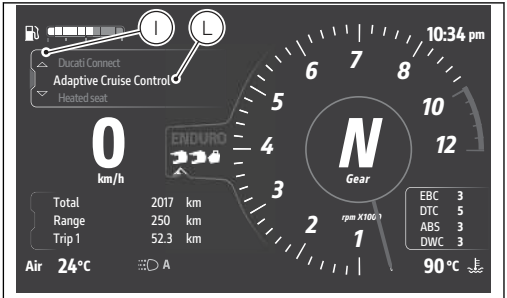



Fig 8

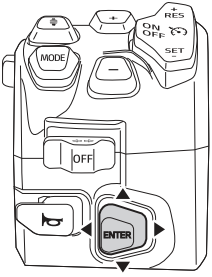



Fig 9

The instrument panel displays the setting screen with the currently set distance selected. Using the joystick ▲ ▼, it is possible to scroll and select one of the 4 distances available. With the same selected distance, the higher the speed of the motorcycle, the greater the distance. The distances indicated are nominal values. Depending on the riding situation and the behaviour of the vehicle ahead, the actual distance may be less or more than these target distances:

- Near. This setting corresponds to a distance of approximately 22 metres (72 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 0.8 seconds;
- Medium. This setting corresponds to a distance of approximately 34 metres (112 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 1.2 seconds;
- Far. This setting corresponds to a distance of approximately 44 metres (144 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 1.6 seconds;
- Very far. This setting corresponds to a distance of approximately 55 metres (180 feet) travelling at a speed of approximately 100 km/h (62 mph), or a time distance of approximately 2.0 seconds.

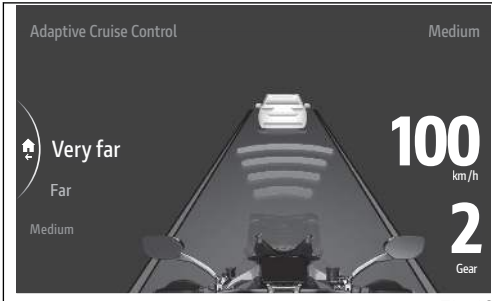


Fig 10

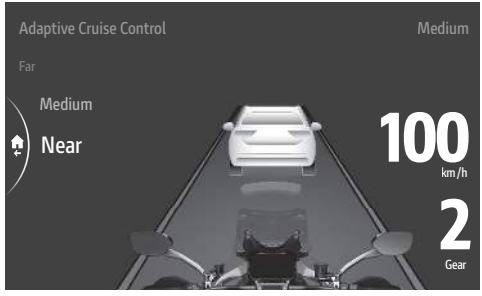


Fig 11

## Attention

It is possible that, in some countries, the Near level is lower than the minimum safety distance allowed by the road traffic regulations in force in the country where the rider is using the motorcycle. In general, the rider must take into account road conditions, environmental conditions and conditions all around (e.g. wet road, reduced visibility, etc.) when selecting the distance, as to be allowed to intervene by slowing down the motorcycle to a halt without difficulty at any time. The rider is always responsible for compliance with the road traffic regulations in force in the country in which s/he is riding.

Press ENTER to confirm: the instrument panel then quits the Adaptive Cruise Control page.

## Note

To quit the page without making any changes, press the joystick shortly or for a long time in the position ◀.

When the motorcycle approaches the vehicle ahead, the Adaptive Cruise Control system brakes to adjust the speed of the motorcycle to that of the vehicle ahead and adjusts the distance. If the vehicle ahead accelerates, the Adaptive Cruise Control will accelerate as well to reach the set cruising speed.

## BSD - Blind Spot Detection (if available)

### Important

Before reading the contents of this sub-section, carefully read the "Road safety rules".

This function is only available if the Blind Spot Detection (BSD) system is installed to the bike.
The rider of a vehicle is responsible for riding and manoeuvring even if there are intelligent aid systems (such as BSD) on the vehicle, which must always be checked or corrected by the rider.
Adaptive intelligent systems, such as the Blind Spot Detection, analyse surrounding situations and warn the rider of certain hazards, making a logical prediction of events that may occur based on the information they process. They are smart systems in the sense that they operate with rational logic as long as they understand, or can understand, the environmental context; they are advanced systems because they exploit computational technology, with its technological limitations.
These systems, although technologically sophisticated, are only designed to help the rider to ride, improving the riding conditions; they are not autonomous riding systems that replace the rider. The rider is always responsible for choosing the riding style and for adopting the level of caution and attention required by the specific environmental context.
The function of adaptive smart systems is alerting the rider to critical situations, however, they use predictions that depend and are conditioned by the environmental context and the possible recognition of surrounding objects or subjects. They are not intended to avoid collisions, but to provide information (visual, acoustic or haptic) that the rider can use to prevent collisions, if possible.
Therefore, the rider must not rely solely or unreasonably on the "ability" of the system to understand the environmental context: the shape of certain objects, their surface, their static/dynamic position, the way they enter the radar visual space may cause the system not to understand this context and may cause the rider to receive incorrect information.
Distraction is the main cause of accidents. The rider must use the motorcycle smart systems, including the Blind Spot Detection, while maintaining constant control of the vehicle, also taking into account possible errors (false indications) of these

systems. The rider must also take into account possible dangers generated by objects or subjects in the environmental context by adopting a prudent behaviour. Riders must be cautious in their behaviour, in particular when making approach manoeuvres to other vehicles, making turns and braking appropriate to the circumstances and preventing incorrect or imprudent behaviour by others.

Any reference to the speed of the motorcycle in this Owner's Manual, whether it refers to km/h or miles per hour, must be understood as exclusively illustrative of the characteristics and warnings on the specific performance of the Blind Spot Detection (BSD) system. The rider of the motorcycle is responsible for riding the vehicle always within the speed limits prescribed by the road traffic regulations in force in the country in which s/he is riding, and in any case in full compliance with the caution required by the type and state of the road s/he is travelling and the environmental conditions in which s/he is riding.

The Blind Spot Detection helps the rider to monitor the areas behind the motorcycle and, in particular, the so-called blind spots.

The function is also known by its acronym BSD, Blind Spot Detection.
The blind spot is an area behind the rider where a vehicle could hypothetically be located, which is not visible to the rider while riding, despite the use of the rear-view mirror. This presence constitutes a serious danger of side impact if, for example, the rider initiates an overtaking manoeuvre (or a lateral shift or braking) when the vehicle in the blind spot is arriving.
The motorcycle is equipped with two radars: a front and a rear one. The BSD uses the information from the rear radar. The BSD system, within the limits of the system (including the system technological limits, as specified in “System functional limits”), alerts the rider to the presence of vehicles that are in the blind spots or approaching them.
The warning to the rider is given by the lighting of special LEDs located on the rear-view mirrors. The LED on the left mirror provides the indication referred to the left blind spot; the LED on the right mirror provides the indication referred to the right blind spot.
Depending on the situation, the function can provide two levels of signalling: information warning

on the presence of vehicles (level 1) or a danger warning signal (level 2).

### Attention

The BSD helps the rider to pay attention to the vehicles that arrive from behind, but does not replace the rider. The rider must always maintain control of the motorcycle, pay close attention to the traffic and the environment around the motorcycle and ride carefully and in compliance with the road traffic regulations in force in the country in which s/he is riding, even when the BSD is active. The rider is always responsible for controlling the motorcycle, including when changing lane or making any manoeuvre. The BSD system is particularly effective for use on motorways and city roads.

The system works correctly in the presence of a consistent riding style. It does not work at all or does not work correctly in overtaking manoeuvres between lines of vehicles queuing or in weaving manoeuvres between vehicles (to be carried out only exceptionally to protect the rider). In these cases the system may behave unexpectedly or provide incorrect information.

### Attention

The BSD is only available with ABS on and set to level 2 or 3, and with Ducati Traction Control on and Ducati Wheelie Control on.

#### Level 1: Information

If the turn indicator is not switched on, the BSD provides information on the presence of vehicles detected in blind spots or that are about to enter blind spots and classified as critical. The LED on the mirror on the affected side will light up steadily.

#### Level 2: Hazard warning

If the turn indicator is already on or is switched on, the BSD provides a hazard warning of the possible presence of vehicles detected in blind spots or that are about to enter blind spots and which it classifies as critical. In this case, the LED on the mirror on the side of the turn indicator switched on will flash quickly.
If this happens, special care must be taken and the traffic conditions at the side or rear must be checked.

**Note**
The level 1 LED brightness of is lower than the level 2 LED brightness. It is possible to adjust LED brightness on rear-view mirrors using the “Blind Spot Detection” function in the “Setting menu” (refer to the "Setting menu – Blind Spot Detection” paragraph).

## General Information

The BSD is available at speeds over 25 km/h (15 mph).

## Vehicles approaching or overtaking the motorcycle (1, Fig 12)

The BSD system signals vehicles approaching the motorcycle or passing it, as long as it detects them and classifies them as critical. A vehicle can be identified even if it is still far away. The higher the approach speed of the vehicle, the sooner the system will signal its presence. The best signal accuracy is achieved when the relative speed of the vehicle approaching the motorcycle is less than 36 km/h (20 mph).

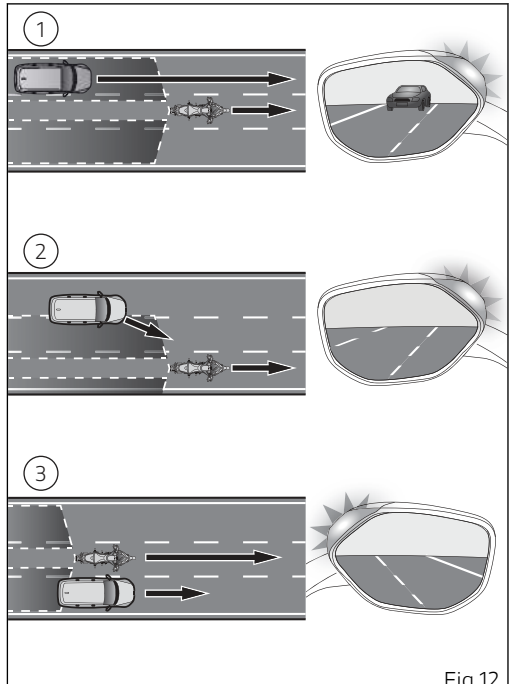


Fig 12

### Vehicles travelling to the side of the motorcycle (2, Fig 12)

A vehicle that travels in the same direction as the motorcycle, if detected, is signalled by the BSD system even if it enters a blind spot from one side (from the right or left). Like in case 1, this warning can be output earlier if the relative speed of the vehicle with respect to the motorcycle is particularly high.

### Vehicles that are overtaken by the motorcycle (3, Fig 12)

When overtaking a vehicle, if the difference in speed between the motorcycle and the vehicle is less than 4 km/h (2.5 mph), the BSD switches on the LED on the rear-view mirror as soon as the vehicle enters the blind spot.
The LED will not turn on if the motorcycle overtakes the vehicle quickly, with a speed difference of more than 4 km/h (2.5 mph), even if it is detected.

System functional limits

The BSD uses a radar (or sensor) located at the rear of the vehicle (4, Fig 13). This type of sensor is subject to technological operating limits that are inherent in this technology.
The front surface of the radar (4, Fig 13) must not be covered with stickers, painted or obstructed in any way as this could prevent the radar from working properly.

**Attention**
For the BSD function to react to a vehicle, the latter must be within the radar field of vision and classified as "relevant" by the radar. The radar has a limited field of view within which it can detect the vehicles and has technological limits as well. Moreover, the BSD system is designed to detect vehicles on normal width lanes. For this reason, the BSD function may not provide correct information or may not deliver the expected information. In particular, the following unexpected situations may occur:

- the information or hazard warning is communicated late in relation to the critical event;

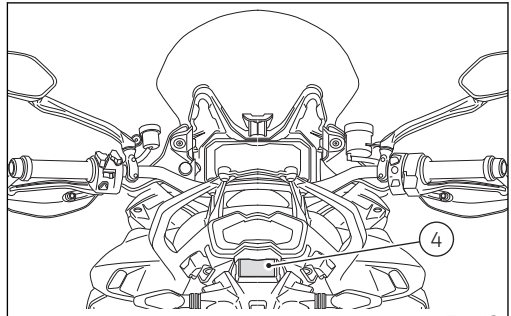


Fig 13

- the information or hazard warning is not communicated at all;
- the information or hazard warning is communicated even if there are no vehicles in or near the blind spots.

The causes of these false or failed warnings may be, among others:

- unfavourable weather conditions (e.g. rain, snow, dense fog);
- incorrect cleaning of the sensor;
- electromagnetic interference or a conformation of the surrounding environment (e.g. bends, in

particular narrow and/or variable radius bends, tunnels and barriers for work in progress) altering the reflection of the electromagnetic waves of the radar;
- overtaking of the motorcycle by vehicles travelling at a much higher speed than the motorcycle. In this case the system may not communicate any information or signal (warning);
- roads with narrow lanes in the case of driving on the sides of one's own lane or in the presence of bends: the system may detect vehicles in another lane not adjacent to one's own;
- roads with very wide lanes or in the presence of subsidence or bumps. In this case the system may not detect vehicles in the adjacent lane because they are outside the radar detection range;
- presence of vehicles on the sides of your lane: the system may not detect vehicles in the adjacent lanes because they are outside the radar detection range.

**Attention**

The system may not recognise stationary objects (e.g. traffic dividers, toll booths, parked vehicles). In addition, the system may not recognise certain types of motorcycles, bicycles, vehicles with high ground clearance. The system may also fail to detect pedestrians or cyclists or riders of scooters or pedestrians who are pushing their bicycles, scooters or whatever on foot.

## Availability of the function

The BSD function is not available (therefore it does not communicate any information and/or warnings):
- over 33° of leaning angle;
- under 22 km/h;
- during an ABS or torque control system intervention.

**Note**

Bumps, jerks or sudden movements repeated over time may cause the radar to get misaligned compared to its original position. Such misalignment, if excessive, will prevent the system proper operation or reduce its effectiveness. In the event of an accident or if the motorcycle falls down, it is advisable to have the radar and its positioning inspected by a Ducati authorised dealer.

**Note**
It is possible to switch Blind Spot Detection (BSD) on or off using the “Blind Spot Detection” function in the “Setting menu” (refer to the “Setting menu – Blind Spot Detection” paragraph).

Icons

The BSD has a dedicated icon on the instrument panel, located on the right in the main page (A). The icon is off when the function is active. Otherwise, it can be:

- grey: the function has been switched off by the rider;
- yellow: the function has been switched on by the rider but is not available because the ABS is switched off, set to level 1 or the Ducati Traction Control or the Ducati Wheelie Control are switched off, or because of temporary unavailability of the radar in unfavourable environmental conditions (e.g. in tunnels);
- red: the function is not available due to system failure or malfunction.

If the red BSD icon is present, proceed as follows:
1) check if the front radar is dirty or blocked. If so, gently clean it and/or remove any obstruction.



Fig 14

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

2) if the BSD icon has remained red after step 1), contact a Ducati authorised service centre.

## Setting menu – Blind Spot Detection

This function allows activating, deactivating or setting the intensity of the LEDs on the rear-view mirrors managed by the BSD Blind Spot Detection function. Available only if the blind spot detection system is present.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.

"On/Off" and "Dimmer" are displayed in the middle. While the currently set status is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired item:

- Press ENTER on the "On/Off" item to activate or deactivate the function.
- Press ENTER on "Dimmer" item to adjust the brightness of the LEDs on the rear-view mirrors.

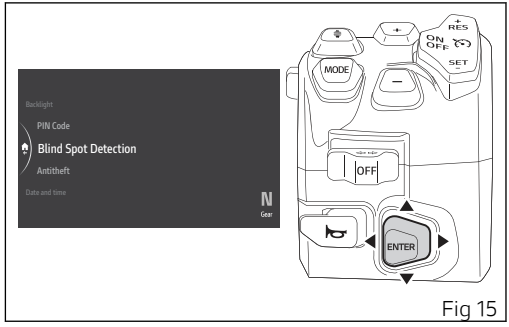



Fig 15

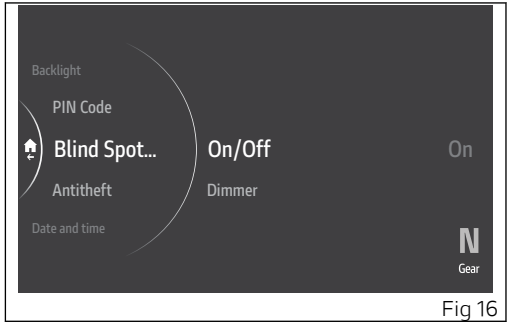



Fig 16

## Blind Spot Detection - On/Off

This function allows enabling or disabling the BSD Blind Spot Detection function.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.
- Select the “On/Off” item and press ENTER.

“On” and “Off” statuses are displayed on the left-hand side. While the currently set status is shown on the right. The motorbike graphics related to the selected status is displayed in the middle.
Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm and return to the previous menu.

If the system is set to “On”, the LEDs on the rear-view mirrors turn on briefly upon the key-on.

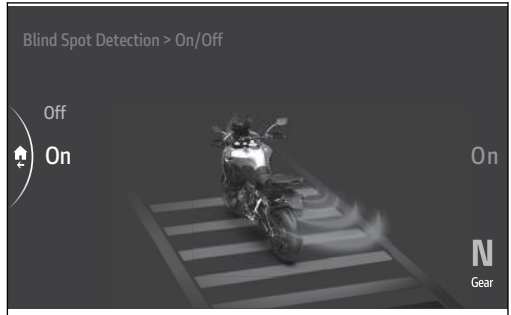


Fig 17

## Blind Spot Detection - Dimmer

This function allows you to adjust the brightness of the LEDs on the rear-view mirrors.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Blind Spot Detection" option and press ENTER.
- Select the “Dimmer” item and press ENTER.

“Low”, “Medium” and “High” levels are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike and intensity of the LED are displayed in the middle according to the selected level.
Using the joystick ▲ ▼ it is possible to scroll and select the desired level.
When a new level is selected, the LEDs on the rear-view mirrors will light up briefly to show the new brightness level to the rider.
Press ENTER to confirm and return to the previous menu.

The brightness of the LEDs is automatically adjusted for both signal levels (information warning level 1 and hazard warning level 2), according to the "day" or "night" condition detection. Depending on the ambient lighting conditions, it may not be possible to notice a marked change in brightness setting.
It is recommended to adjust the brightness so that the level 1 information warning does not distract or disturb the view while riding. The brightness of the level 2 hazard warning is linked to the brightness of the level 1 information warning and is automatically adjusted together with it.

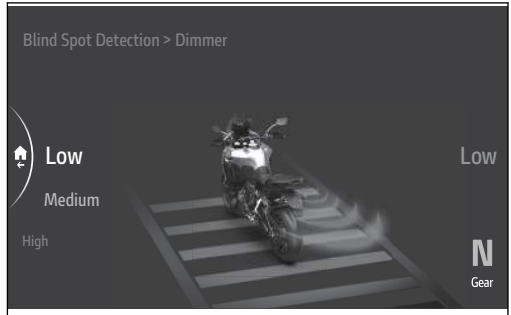


Fig 18

**Note**
The BSD Blind Spot Detection is not active during brightness adjustment.

# Infotainment

## Infotainment

The infotainment system of Multistrada V4 Rally allows devices such as smartphones, rider and passenger helmet intercoms to be connected via Bluetooth, allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

It also allows performing the mirroring of the special apps provided by Ducati on the smartphone and managed by the Ducati Connect app.

- For pairing and managing Bluetooth devices, see page 55.
- For managing phone calls, see page 61.
- For managing the music player see page 64.
- To perform the mirroring by means of the Ducati Connect app, see page 66.
- For managing the volume see page 71.

## Bluetooth device pairing and management

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Bluetooth” item and press ENTER.

“Pairing” are “Paired devices” are displayed:

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm.

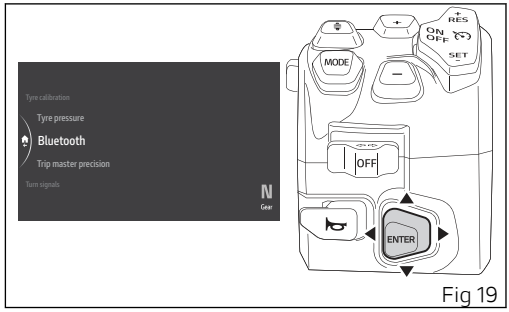



Fig 19

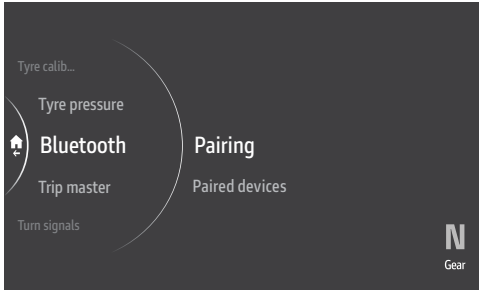



Fig 20

## Pairing

This function allows pairing a new Bluetooth device.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Bluetooth” item and press ENTER.
- Select the “Pairing” item and press ENTER (Fig 20).

The 3 types of devices that can be paired are displayed: smartphone, rider headset, passenger headset .
Use the joystick ▲ ▼ to select the type of device you wish to pair. Press ENTER to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices (Fig 22). As soon as the search stage is over, system gives out a list of all detected devices.
Use the joystick ▲ ▼ to select the desired device and press ENTER.

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

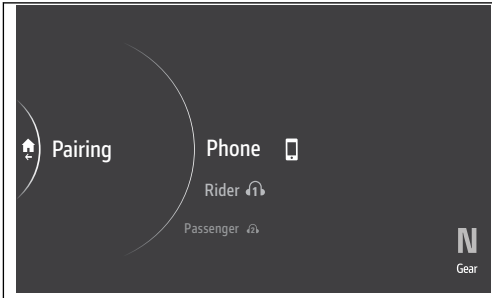


Fig 21

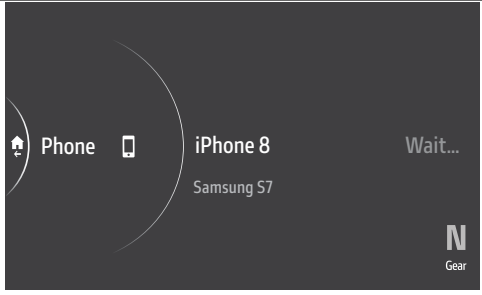


Fig 22

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

**Note**
Maximum 2 smartphones, 1 rider earphone and 1 passenger earphone can be paired.

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

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

**Note**
Maximum 2 smartphones, 1 rider earphone and 1 passenger earphone can be paired.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Bluetooth” item and press ENTER.
- Select the “Paired devices” item and press ENTER.

The paired devices are listed; use the joystick ▲ ▼ to select the desired device and press ENTER.
The message “Delete?” is shown on the right, press ENTER to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.

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

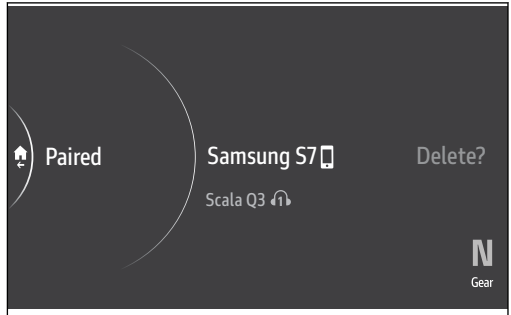


Fig 23

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

## Attention

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

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

## Attention

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

Check that your Smartphone supports the following profiles:

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

## Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) smartphone connected;
2) battery level of the connected smartphone;
3) network signal strength of the connected smartphone;
4) rider earphones connected;
5) passenger earphones connected;
6) rider earphones connected and passenger earphones paired;
7) rider earphones paired and passenger earphones connected;
8) rider and passenger earphones connected.

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

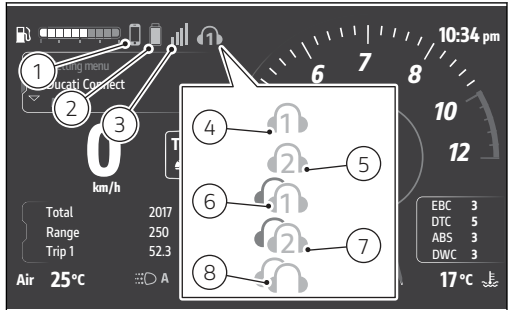



Fig 24

## Phone

This function is available in the Interactive Menu and displays the list of the last missed, made or received calls. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 55).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select “Phone” (B) and press ENTER.

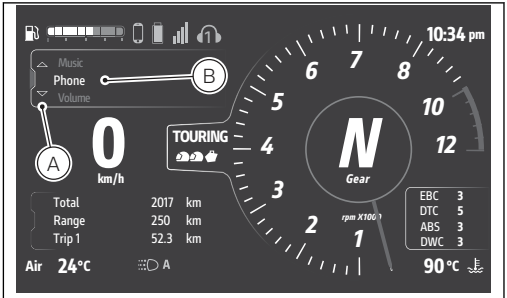



Fig 25

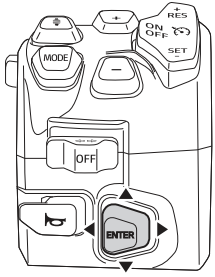



Fig 26

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

To close the window, press and hold the joystick in position ◄ for a long time.

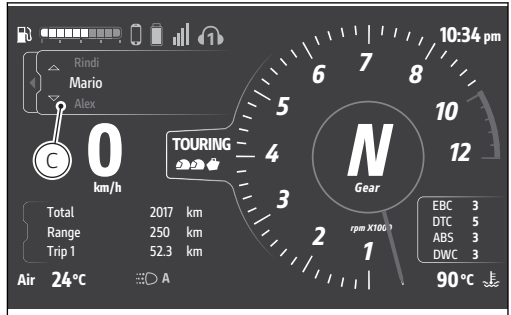


Fig 27

## Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items “Accept” and “Decline” (D). Use the joystick ◄ ► to select the desired item, press ENTER to confirm.

## Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item “End call” (E). During the call you can adjust the volume using the joystick ▲ ▼. To end the call, press ENTER.

## Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5 seconds with the name or number of the contact and “Call back” (Fig 29): press ENTER to start the call.

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

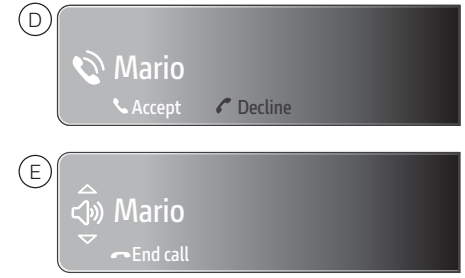


Fig 28



Fig 29

## Music

This function is in the Interactive Menu and allows the music player to be activated, deactivated and managed. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 55).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select “Music” (B) and press ENTER.

### Note

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

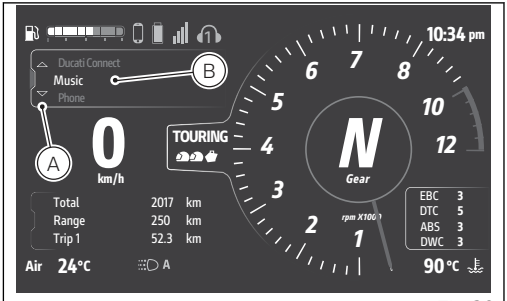



Fig 30

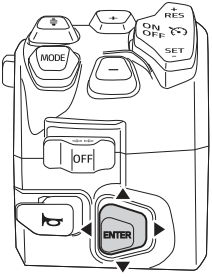



Fig 31

Window (C) will be displayed where the controls of the music player and the track currently playing are shown.
Use the joystick to select the following controls:

- joystick ▲ ▼ to increase and decrease the volume
- joystick ◀ ▶ to select the following controls which can be activated by pressing ENTER
  - ◀◀ previous track
  - ▶ play or ⏸ pause
  - ■ stop
  - ▶▶ next track

The selected control is shown in white.
Pressing and holding the joystick in position ◀ for a long time while a track is playing will close the music player window but the track will not be stopped.
When ENTER is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

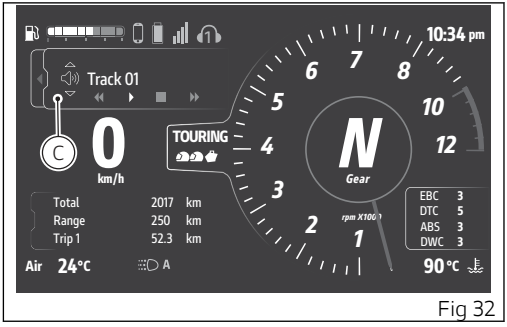


Fig 32

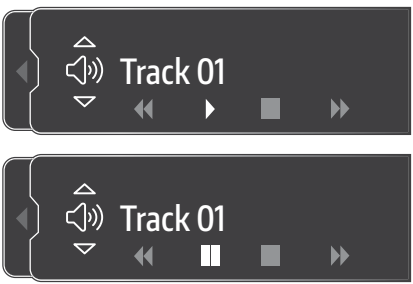


Fig 33

## Ducati Connect

This function allows activating the mirroring of the special apps provided by Ducati on the smartphone and managed by the Ducati Connect app.

The following must be verified for mirroring:

- the Ducati Connect app and the Sygic GPS Navigation App must be properly installed and configured on the smartphone;
- Bluetooth and Wi-Fi must be activated on the smartphone;
- the smartphone must be paired and connected to the instrument panel via Bluetooth;
- after Bluetooth pairing, wait for the phone, battery and network icons to turn blue. Make sure the GPS has been activated beforehand.

For the Bluetooth pairing procedure, refer to sub-section “Setting menu – Bluetooth” (page 55).

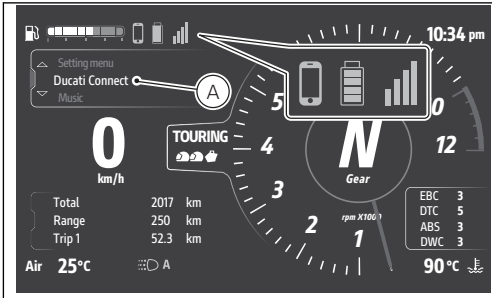



Fig 34

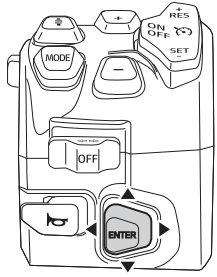



Fig 35

First connection - Mirroring start

To start the mirroring:

- start the Ducati Connect app (B) on your smartphone;
- from the app, press the motorcycle icon to start “Vehicle Mode” (C) , then the instrument panel connection wait screen is displayed (D) ;
- once the connection has been established, to ensure correct mirroring operation, the smartphone must be unlocked and have the Ducati Connect app active in the foreground (E) ; take care not to lock the screen unintentionally by pressing the “screen lock” key;
- on the instrument panel, use the joystick ▲ ▼ to select the “Ducati Connect” item from the Interactive Menu and press ENTER (A, Fig 34).




Fig 36

Once the Ducati Connect function has been connected, the instrument panel interface switches to mirroring mode, displaying the travel information at the top and bottom of the display and showing in the centre a window with the Ducati Connect app interface : the items and apps displayed in the window are managed directly from the connected smartphone.

In mirroring mode the joystick is used exclusively to navigate through the elements shown in the Ducati Connect window.

To exit mirroring mode, hold the joystick in position ◄ for a long time to return to Home and then hold the joystick in position ◄ again for a long time to display the main instrument panel screen.

**Note**
If the smartphone screen is locked, mirroring operation is disabled.

**Note**
In case of connected smartphone overheating, the operating systems can suddenly close the applications, with consequent loss of mirroring.

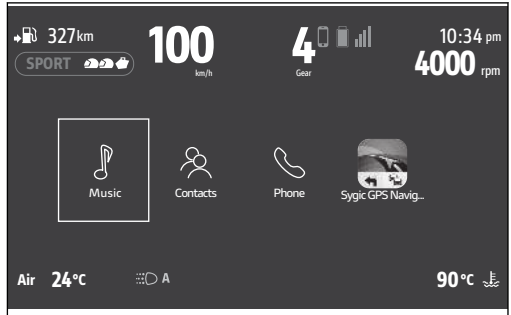


Fig 37

**Note**
The operation of the system is based on the WiFi connection. The USB port is for smartphone charging only.

**Note**
If the connection with the Ducati Connect App is lost and the Ducati Connect item in the Interactive Menu turns grey, stop and restart the App by repeating the First Connection procedure.

**Note**
The operating systems and technological choices of smartphones are not under Ducati's control. The instrument panel functions have been tested and validated with the main available smartphones (e.g. Samsung S10, Samsung S9, Oneplus 6, Huawei P9, iPhone X, iPhone XS, iPhone 8, etc.) and with operating systems higher than Android 9 and iOS13. For this reason, it is not possible to guarantee operation on all smartphones on the market and their software and firmware.

### Short stop - Mirroring restart

During short stops, reconnection to the Ducati Connect App is automatic. Short stops means 30 – 40 seconds.

**Note**
During short stops, it is suggested to leave the key-ON to facilitate automatic reconnection of the Ducati Connect App.

### Long stop – Mirroring restart

To start the mirroring:

- wait for the phone, battery and network icons to turn blue;
- start the Ducati Connect app (B, Fig 36)on your smartphone;
- swipe-up to switch from “Vehicle Mode” (D, Fig 36) to “Phone Mode” (C, Fig 36);
- from the app, press the motorcycle icon to start “Vehicle Mode” (C, Fig 36)again, then the instrument panel connection wait screen is displayed (D, Fig 36);
- once the connection has been established, to ensure correct mirroring operation, the smartphone must be unlocked and have the Ducati Connect app active in the foreground (E, Fig 36);
- on the instrument panel, use the joystick to select the “Ducati Connect” item from the Interactive Menu and press ENTER (A, Fig 34).

## Sygic GPS Navigation start

After establishing the connection with the Ducati Connect App (for the Ducati Connect App connection procedure refer to the paragraph “First connection - Mirroring start”):

- on the instrument panel, use the joystick ▲ ▼ to select the “Ducati Connect” item from the Interactive Menu and press ENTER.
- on the instrument panel, use the joystick to select the Sygic GPS Navigation App and press ENTER.



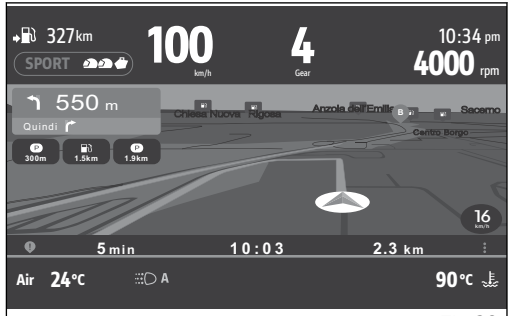



Fig 38

**Important**

Only the first time you connect to the Sygic GPS Navigation app, you need to authorise the app for map mirroring on your smartphone. Once you have given your permission, the Sygic GPS Navigation app will be unlocked.

## Volume

This function is in the Interactive Menu and allows adjusting the navigator, music and telephone volume. The function can only be activated if a smartphone and a headset (rider or passenger) have been connected via Bluetooth, if not connected it is displayed in grey.

For the Bluetooth pairing procedure, refer to subsection “Bluetooth device pairing and management” (page 55).

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select “Volume” (B) and press ENTER.

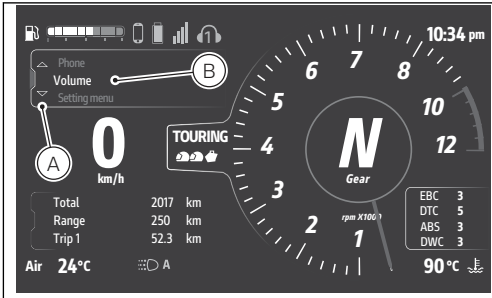



Fig 39

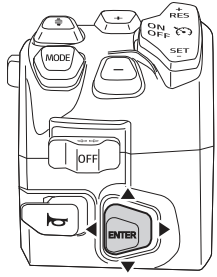



Fig 40

The relevant window (C) is displayed, the volume controls and the name of the device for which the adjustment is being made: “Navigator/Music” (D) or “Phone” (E) if there is a phone call in progress.
To adjust the volume, use the joystick in the positions ▲ ▼ to increase and decrease.
To confirm the set level and exit the volume control, press the joystick in the ENTER position, or hold it in position ◀ .

## Quick recall of volume function

In addition to the “Volume” function in the Interactive Menu, you can activate the window for adjusting the volume (C) at any time by holding down the joystick in position ▶ .
In this case, if a smartphone and a headset (rider or passenger) are not connected, the warning “BT device not connected” is displayed (F).

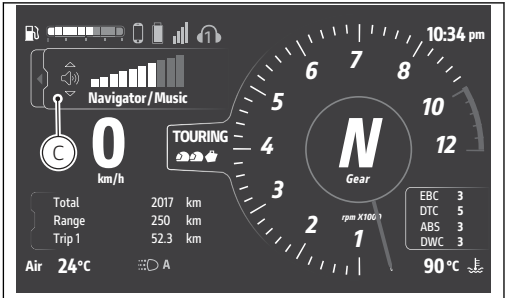


Fig 41

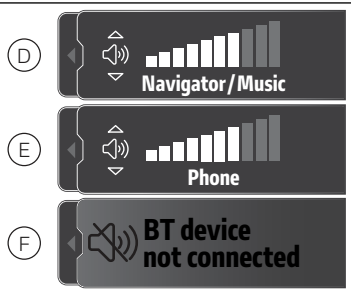


Fig 42

While displaying the screen in Ducati Connect mirroring mode (see page 66), the volume control function can be activated only by holding down the joystick in position ▶ .
The volume control window is displayed in position (G) .
To confirm the set level and exit the volume control, press the joystick in the ENTER position, or hold it in position ◀ .

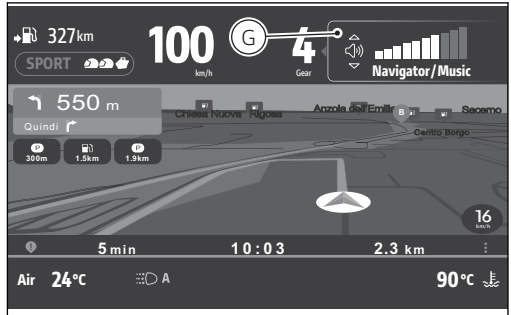


Fig 43

# General Information

## Acronyms and abbreviations used in the Manual

| | |
|---|---|
| ABS | Anti-lock Braking System |
| ACC | Adaptive Cruise Control |
| BSD | Blind Spot Detection |
| DQS | Ducati Quick Shift |
| DRL | Daytime Running Lamp |
| DSB | Dashboard |
| DSS | Ducati SkyHook System |
| DTC | Ducati Traction Control |
| DWC | Ducati Wheelie Control |
| GPS | Global Positioning System |
| HF | Hands Free |
| VHC | Vehicle Hold control |

## 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 470 kg/1,036.18 lb.

### Attention

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

### Important

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

## Rider's obligations

All riders must hold a valid licence.

### Attention

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

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

### Attention

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

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

### Attention

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

Some states require vehicle insurance.

### Attention

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

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

### Attention

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

### Attention

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

### Attention

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

## Rider's training

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

### Attention

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

## Apparel

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

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

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



**Important**

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



**Important**

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



**Important**

Have your passenger wear proper protective clothing.

## "Safety ""Best Practices"""

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

### Important

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

### Attention

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

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

### Attention

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

### Attention

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

### Important

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

### Important

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

### Attention

The passenger should always hold on to the grab handles.

### Important

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

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

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

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

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

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

## Refuelling

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

**Fuel label**

Fuel identification label.

### Attention

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




Fig 44

### 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 full load 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 permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side bags and tank bag fitted, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side bags fitted, the maximum speed allowed is 160 km/h (100 mph).
However, speed must be adjusted to the legal 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 the paragraphs "Tubeless Tyres" in the "Main use and maintenance operations" section and "Tyres" in the "Technical specifications" section.

**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.

## Vehicle identification number

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

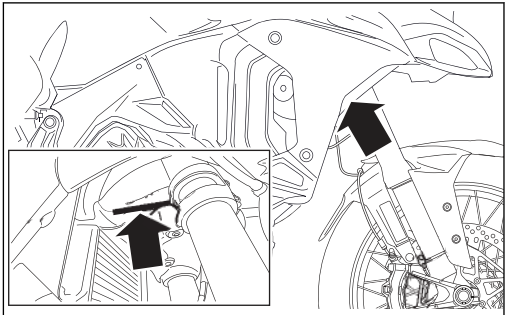


Fig 45

## Engine identification number

**Note**

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

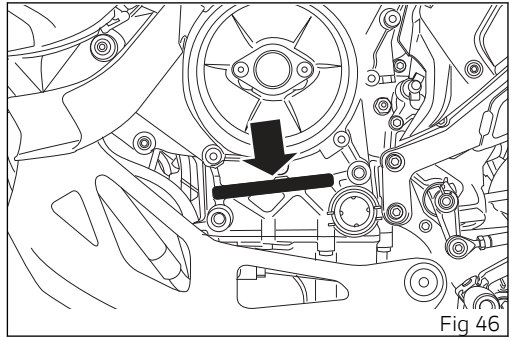


Fig 46

## Equipment

The Multistrada V4 Rally Radar Essential can be set up in two additional and different configurations to enhance the different souls of the bike. Two possible configurations to give the Multistrada V4 Rally Radar the character perfect for you.

Starting from ESSENTIAL, the additional configurations are:

- ADVENTURE TRAVEL & RADAR
- FULL ADVENTURE

Information herein refers to Multistrada V4 Rally Radar Essential.
Details about other configurations are specified only if they differ from this configuration.

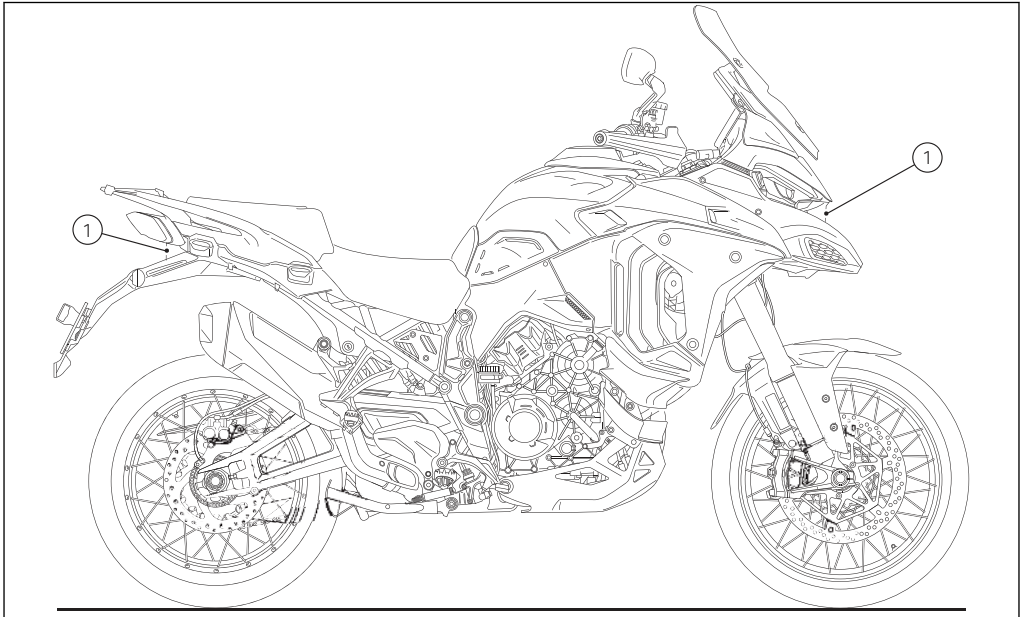



Fig 47

ESSENTIAL

1) Radar system

The ESSENTIAL configuration is available with spoked wheels.

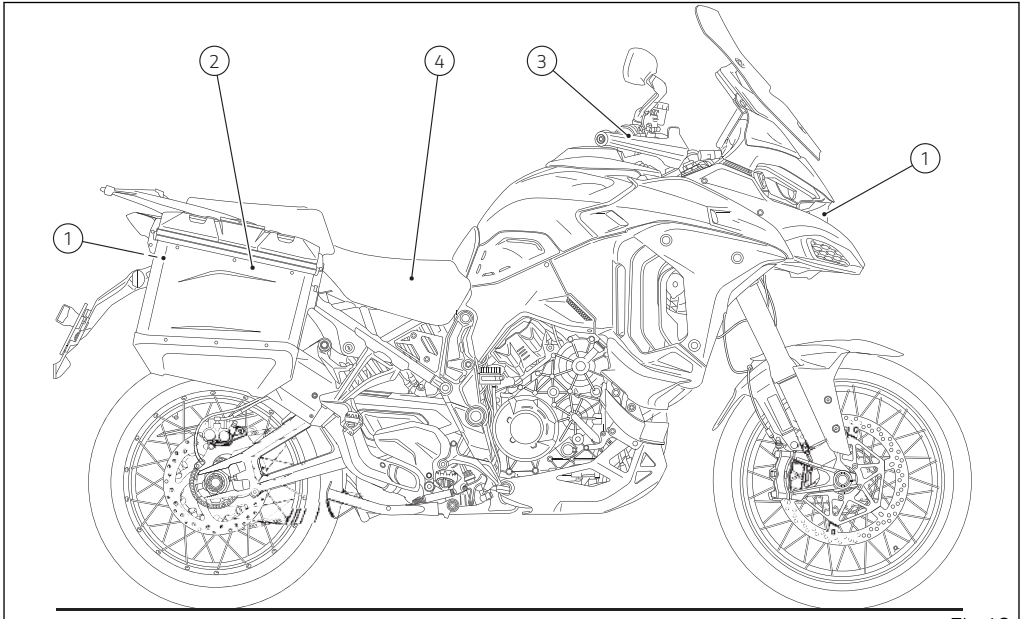



Fig 48

ADVENTURE TRAVEL & RADAR

1) Radar system
2) Aluminium side panniers
3) Heated handgrips
4) Rider heated seat

The ADVENTURE TRAVEL & RADAR configuration is available with spoked wheels.

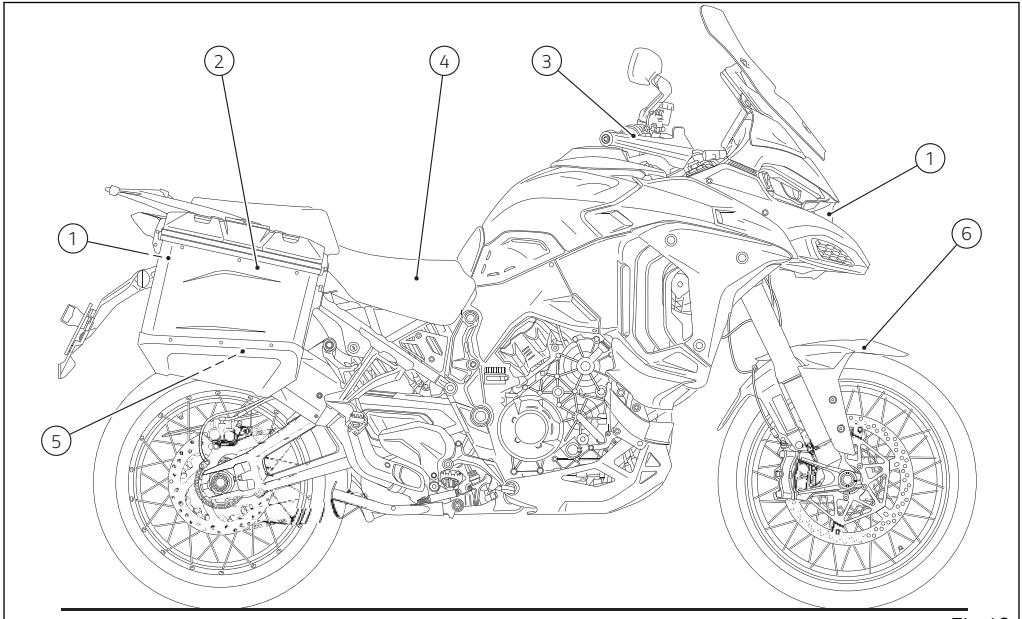



Fig 49

FULL ADVENTURE

1) Radar system
2) Aluminium side panniers
3) Heated handgrips
4) Rider heated seat
5) Akrapovic silencer
6) Carbon front mudguard

The FULL ADVENTURE configuration is available with spoked wheels.

# Main components and devices

## Position on the vehicle

1) Windscreen
2) Coolant check
3) Clutch fluid reservoir
4) Front fork preload adjuster
5) Front power socket
6) Front brake fluid reservoir
7) Rear-view mirrors
8) Side stand
9) Seat adjustment
10) Tool kit compartment and rear power socket
11) Seat lock
12) Central stand
13) Smartphone compartment and USB port (smartphone charging only)
14) Tank filler plug
15) Rear brake fluid reservoir
16) Engine oil check

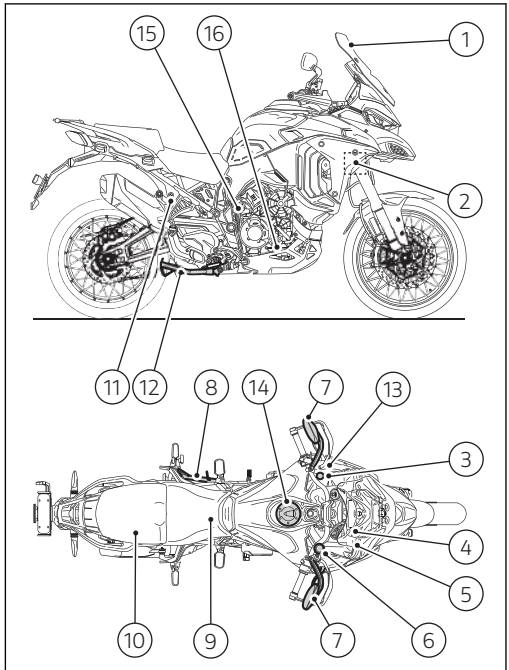


Fig 50

## Tank filler plug

### Opening

Lift flap (1) and insert the active or passive key in the lock.
Turn the key clockwise to release the lock.
Lift the plug (2).

### Closing

Turn the key in the plug clockwise to release the lock.
Close the plug (2) with the key inserted and push it down into its seat until you hear its locking "click".
Remove the key and close flap (1) protecting the lock.

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

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

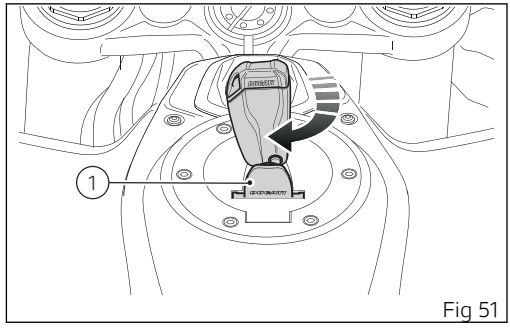


Fig 51

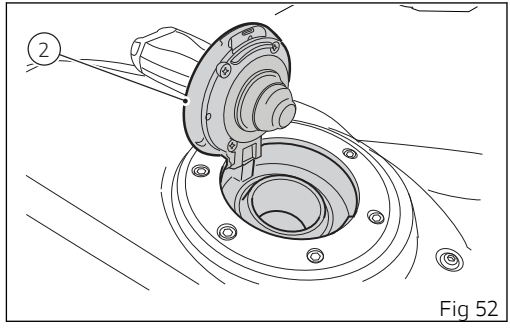


Fig 52

## Fuel tank plug with electronic-controlled opening (accessory)

The following description is only valid if the fuel tank plug with electronic-controlled opening has been installed on the motorbike.

### Opening

To open the plug (4) it is necessary to lift the appropriate lever (3) within 50 seconds of turning the motorbike off (key off). During the 50 seconds, the plug can be opened a maximum of 5 times.
To open the plug once more, turn the ignition key on and off again (key-on >> key-off).

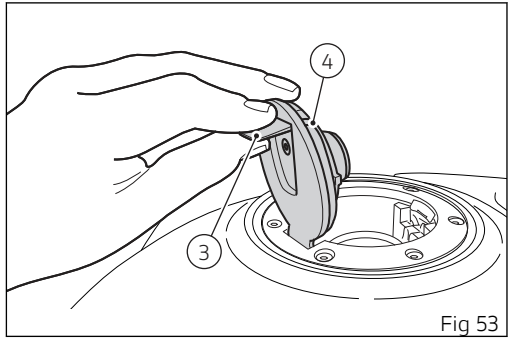


Fig 53

**Attention**
The opening lever (3) must be operated gently. If the lever is operated too quickly, the plug cannot be opened, although the attempt will be counted as one of the 5 available.

## Information on the instrument panel

If the fuel tank plug with electronic-controlled opening has been installed on the motorbike, a yellow information icon is displayed on the instrument panel to indicate when the electronic plug is open:

- when activated, it is displayed for the first 5 seconds in the large format
  (A main screen, Fig 54)
  (B Ducati Connect screenFig 55);
- then it is displayed in the small format
  (C main screen, Fig 54)
  (D Ducati Connect screenFig 55).

If the instrument panel is turned on (key-on) while the plug is open, the icon will be active.

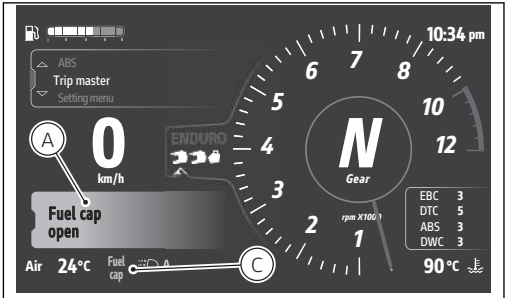



Fig 54

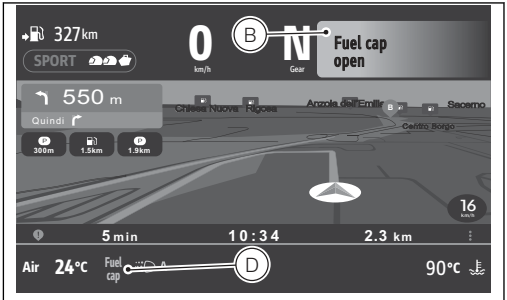



Fig 55

## Closing

To close the electronic plug, use your fingers to push it fully home.

### Attention

After refuelling, always make sure that the plug is perfectly in place and closed and that the icon on the instrument panel is off.

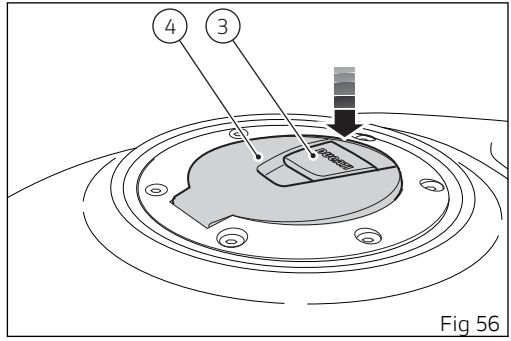


Fig 56

## Seat lock

### Important

The rider and passenger seats can be heated depending on the vehicle's configuration or installed as accessories.

Working lock with key (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 seats

Insert the key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Carefully lift the passenger seat (2) at the rear.

If the heated passenger seat is installed in the vehicle, carefully disconnect the passenger seat heating connector (5) as described.

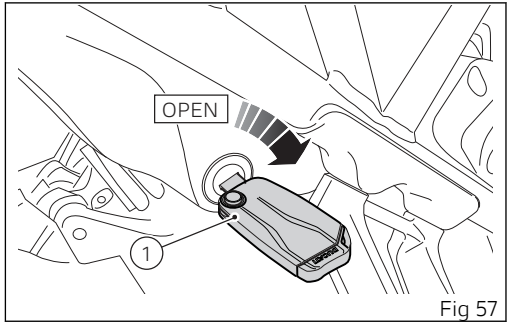


Fig 57

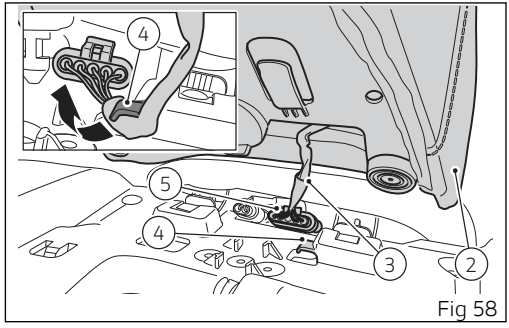


Fig 58

**Attention**

Lift the seat with extreme caution in order to avoid damaging the cable (3), before releasing it from the cable ring (4).

Release the cable (3) from the cable ring (4) towards the left side of the vehicle, and disconnect the passenger seat heating connector (5).
Remove the passenger seat (2).

Disconnect the male connector (5) by lifting the flap (B) and pulling it out at the rear.

Slide the female connector (5a) out of the support slide (A) at the rear.

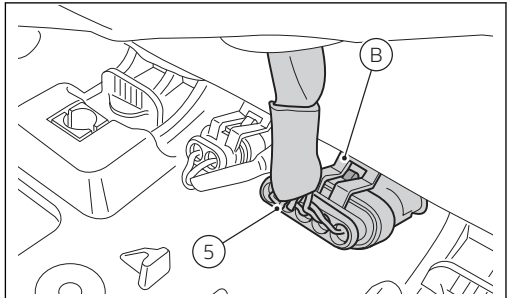


Fig 59

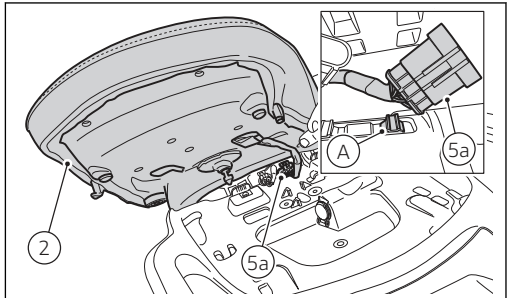


Fig 60

If the heated rider seat is installed in the vehicle, carefully disconnect the rider seat connector (7) as described.

Disconnect the male connector (7) by lifting the flap (C) and pulling it out at the rear.

Slide the female connector (7a) out of the support slide (D) at the rear.

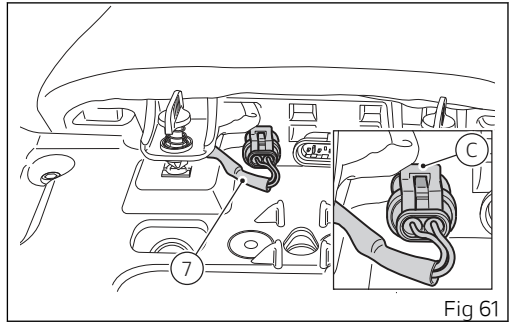


Fig 61

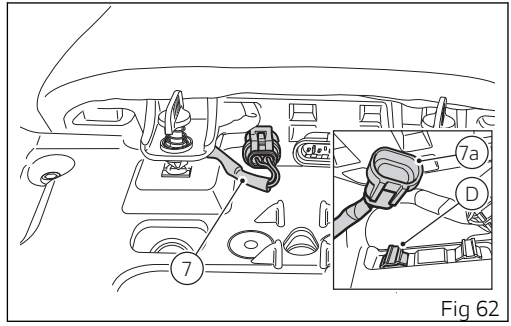


Fig 62

Turn the bayonet fittings (6) anticlockwise to release them carefully lift the rider seat (8).
Slide the rider's seat (8) to the rear.

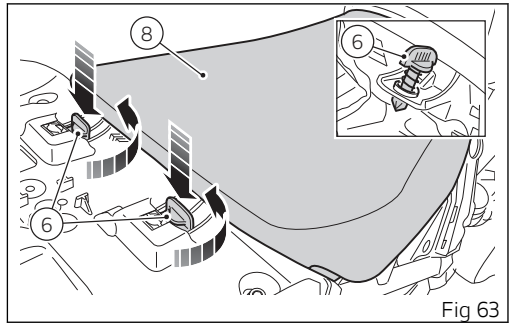


Fig 63



Fig 64

With the seats removed, the connector (9) for the battery maintainer is accessible.
To use it, remove it from the clamp (A) and connect it to the battery maintainer (10), as described in the "Maintaining the battery charge" sub-section.

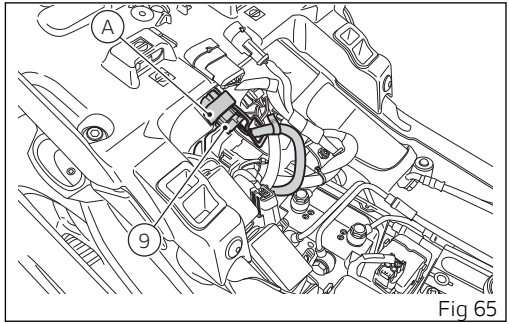


Fig 65

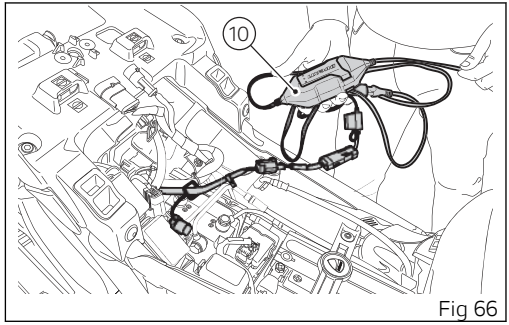


Fig 66

## Refitting the seats and configurations

### Refitting the rider seat

The rider seat (8) is adjustable in height.
Insert the supports (E) of the seat (8) into their housings:

1) upper one (position H, high seat);
2) lower one (position L, low seat).

If heated seats are fitted to the vehicle, insert the female connections (7a) and (5a) into the relevant slides (A) and (D).

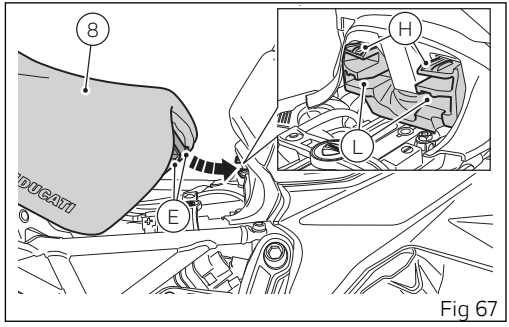


Fig 67

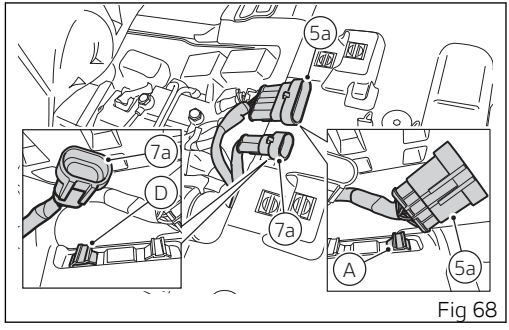


Fig 68

Connect the connector (7) until you feel the tab (C) lock.

Lower the rider seat (8) at the rear and check the correct positioning of the seat on the housings (9).

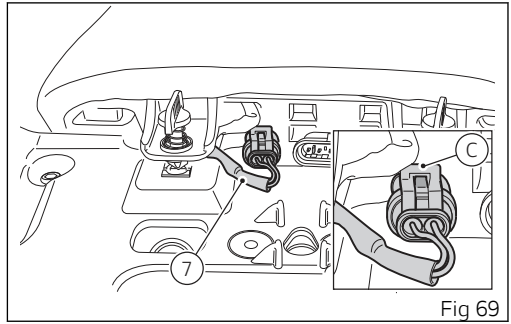


Fig 69

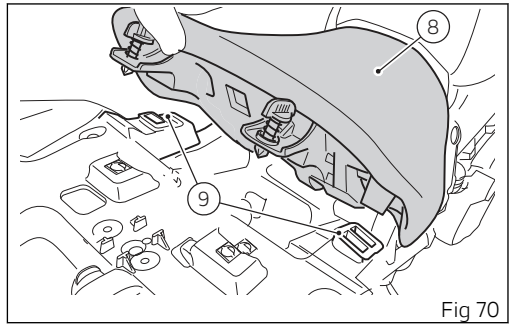


Fig 70

Press the bayonet fittings (6), turn them clockwise to tighten them.

## Refitting the passenger seat

The passenger seat is adjustable lengthwise. Slightly move the latch (F) in the indicated direction (towards the front of the seat) and disengage the pin (11) of the passenger seat (2) by turning it and matching it with the position chosen for the rider seat:

1) G, pin facing the front end, seat forward;
2) I, pin facing the rear end, seat backward.

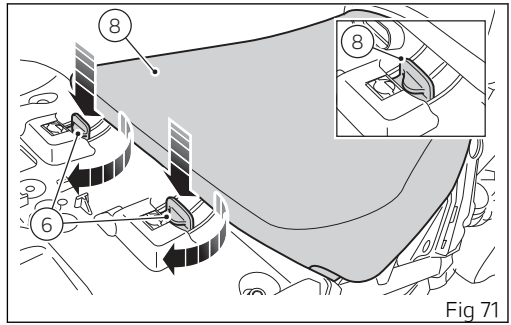


Fig 71

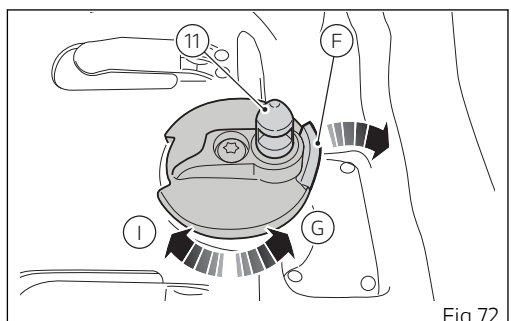


Fig 72

If the heated passenger seat (2) is installed on the vehicle, connect the connector (5) and position the cable (3) in the cable ring (4).

Take care to insert the tabs (12) on both sides of the seat, at the rear, into the following housings:
1) G, front for seat forward,
2) I, rear for seat backward,

press down at the pin (11) to lock the passenger seat.

**Attention**
Make sure you hear the rear seat click into place and check that both seats are correctly fixed.

**Note**
For versions with heated seats, or if installed in the vehicle, see the sub-section “Heated seat” to operate them.

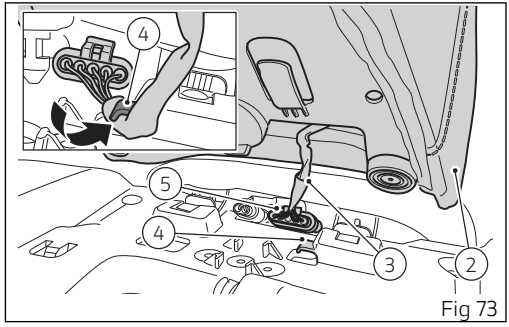


Fig 73

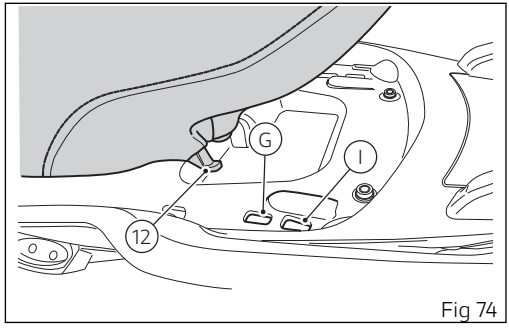


Fig 74

## Heated seats

This function is present inside the Interactive Menu (J) and allows you to activate and set the rider seat heating (K) using the joystick. It is only available if heated seat is installed on the motorcycle. For further information, see the sub-section "Heated seat".

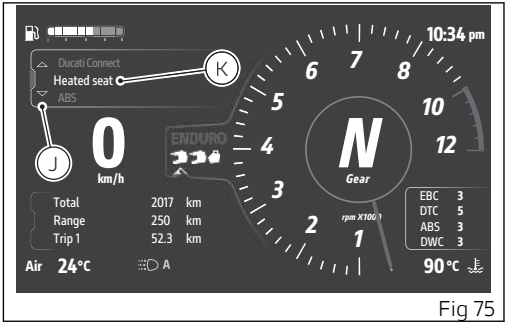



Fig 75

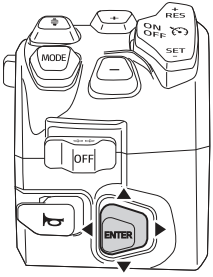



Fig 76

## Side deflectors

The opening and closing of the inner fins of the side deflectors can be adjusted to control the air flow to the rider's legs while riding.

### Inner fin closing

Press the fin (1) inwards at the “PUSH” writing and lower it until it locks in the closed position to reduce the air flow while riding.

### Inner fin opening

Press the fin (1) inwards at the “PUSH” writing, the spring mechanism will automatically return the fin to the open position to increase the air flow while riding.

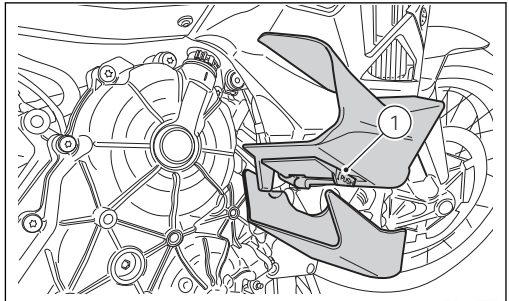



Fig 77

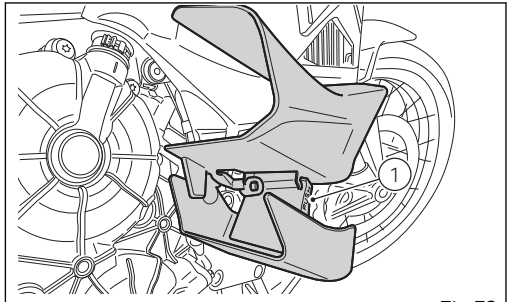



Fig 78

## Maintaining the battery charge

Maintaining the battery charge

Your motorcycle is equipped with a connector (9) (diagnostic socket), under the seat, to which you can connect a special battery charger (10) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network.

Remove the connector (9) from the clamp (A) and connect it to the battery charger (10).

### 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.

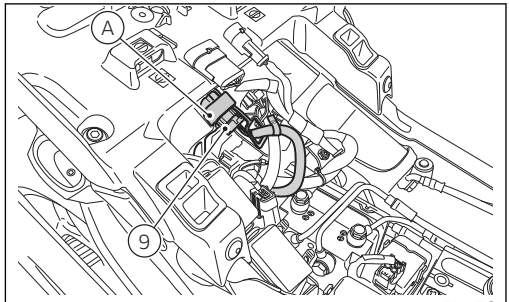


Fig 79

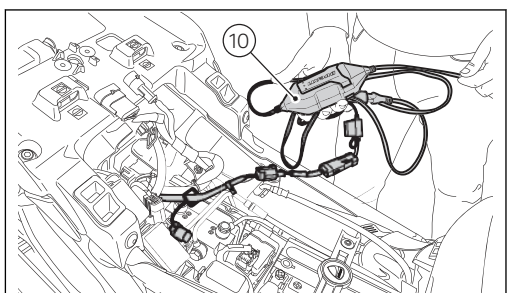


Fig 80

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

**Note**

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

## Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse (socket, 7.5A) located in the rear fuse box.
This fuse protects against any line overloads:

- front power socket;
- rear power socket;

The maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2) is equal to 7.5A.
Connecting higher loads will blow the line fuse and it will then be necessary to replace it with a new one of the same capacity.

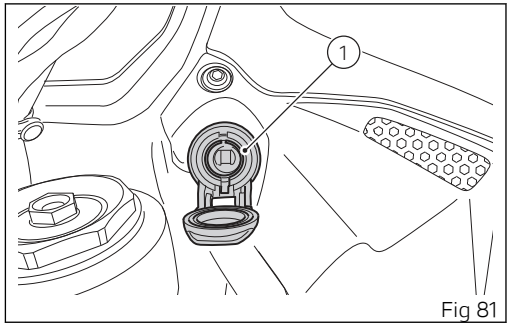


Fig 81

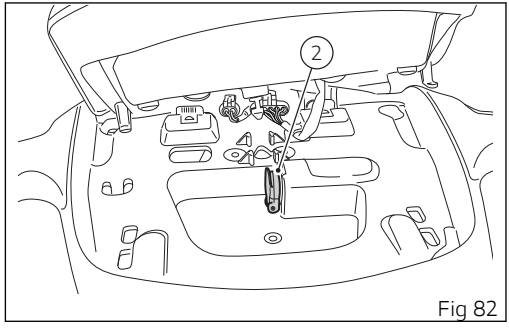


Fig 82

### 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 RH side (1) on instrument panel and at the rear end, under the passenger seat (2).

## Side stand

### Attention

The position of the side stand is identified on the instrument panel by the warning light (A). When the warning light is on, the side stand is lowered (and the engine start is inhibited).

### Important

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

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

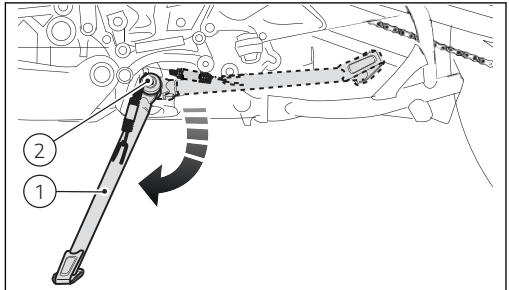


Fig 83

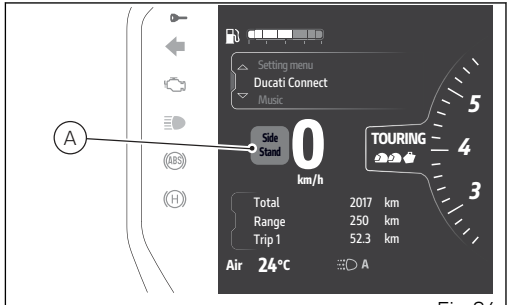


Fig 84

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

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

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

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

## 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 the gearbox is in neutral and 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.

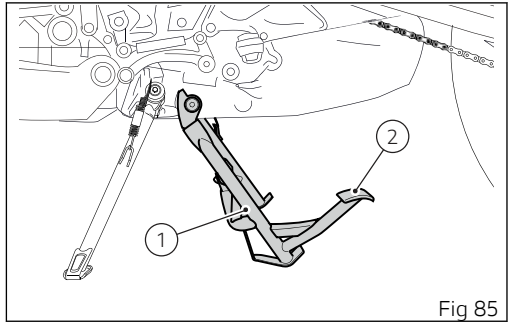


Fig 85

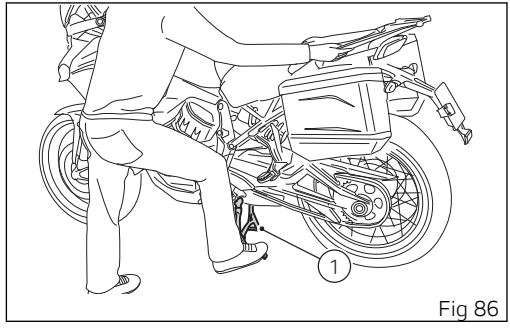


Fig 86

## Assembling the Ducati side panniers

Installing the plastic side bags (if any)

Insert the key (1) in the lock and turn it clockwise.

Open the handle (2) and lift the lever (3) towards the front side, until it is perpendicular to the bag.

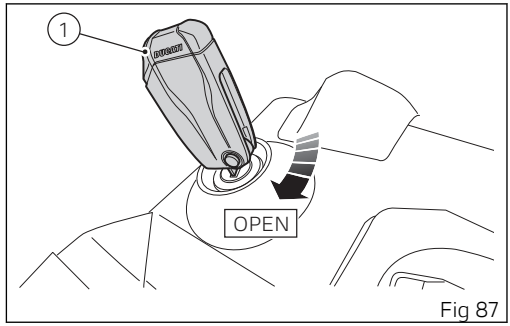


Fig 87

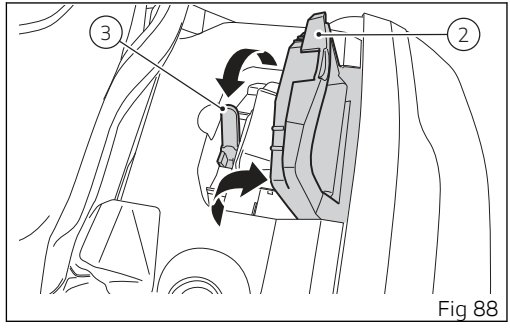


Fig 88

Position the side bag by inserting top hooks (4) in the corresponding housing (5).

**Note**
Position the front hook first and then the rear hook.

Check the correct positioning of the bag (6) on the lower support (7).

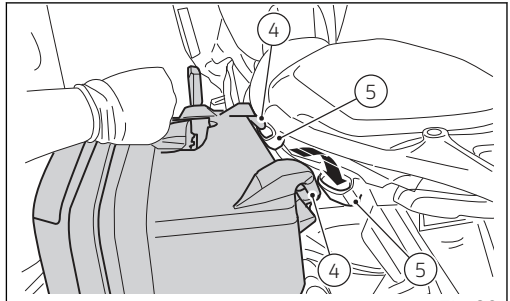


Fig 89

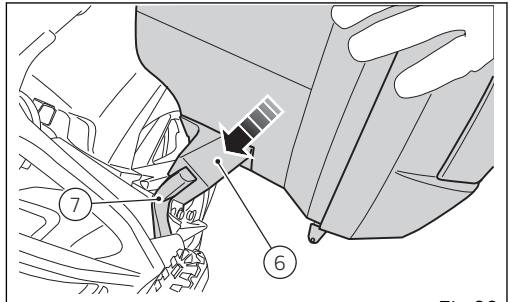


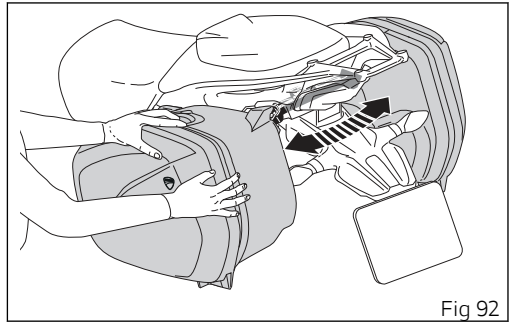
Fig 90

Lower the lever (3) towards the rear side, until it is fully home.

Close the handle (2) and turn the key anticlockwise to lock the bag.
Remove the key.
Make sure the bag is fixed correctly by pulling the bag gently to the side and also checking the swinging movement.
Repeat the same operation for assembling the other side bag.



Fig 91


Fig 92

Install both bags, check the swinging movement of both, moving them to the right and left, on the rear side of the bags.
If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

### Attention

Pay attention to the safe positioning of your hands when checking the swinging movement.

### Attention

If the Top Case is also fitted, once the lock has been closed and the key removed, proceed to check the lateral swinging movement, by moving it to the right and left. If there are any problems with the movement, contact a Ducati Dealer or Authorised Service Centre.

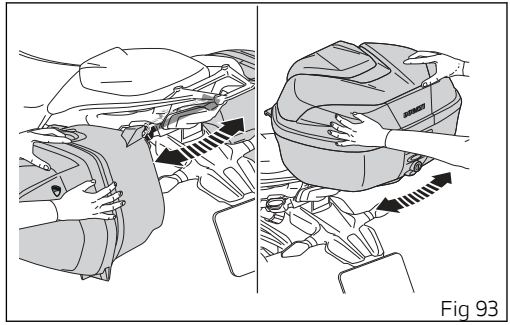


Fig 93

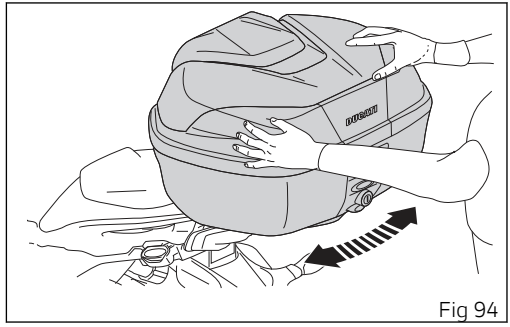


Fig 94

**Attention**
Always ensure that the bags are correctly fitted and fastened to the vehicle.

**Attention**
Ensure that the weight of the bags is evenly distributed on both sides to avoid problems of vehicle imbalance.

**Attention**
Install both side bags; for safety reasons, it is not permitted to install only one of them.

**Attention**
Do not place any objects on the seat and be careful not to attach floating restraining devices to the bag/top case mounts.

**Attention**
Check the maximum permissible weight and speed, depending on the installed configuration (side bags and/or Top Case and/or tank bag). Check the settings and speed values in the sub-section "Carrying the maximum load allowed" and the weights in the section "Technical characteristics", sub-section "Weights.

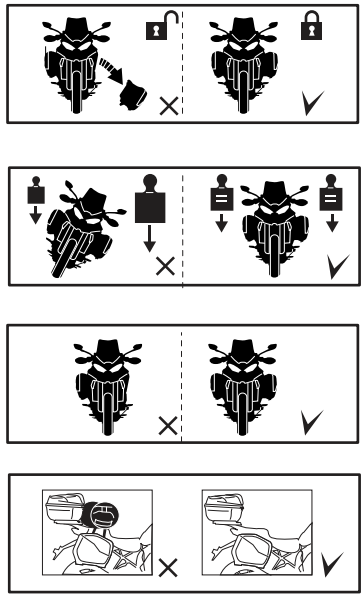


Fig 95

## Attention

Once the vehicle load has been defined, check and if necessary adjust the tyre pressure as described in the section "Technical Specifications", sub-section "Tyres".

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 260 kg (573.20 lb).
Dry weight (motorcycle dry weight excluding battery, lubricants and coolant): 227 kg (500.44 lb).
Maximum allowed weight (in running order carrying full load): 490 kg (1080.27 lb).

## Attention

The maximum weight permitted for the side bags, top case and the tank bag must never exceed 30 kg (66.13 lb), divided as follows:
10 kg (22 lb) max. per side bag (8);
5 kg (11 lb) max. for the top case (9);
5 kg (11 lb) max. for the tank bag.

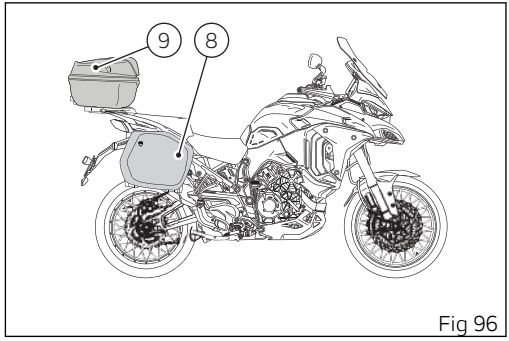


Fig 96

**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 permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side bags and tank bag fitted, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side bags fitted, the maximum speed allowed is 160 km/h (100 mph).
However, speed must be adjusted to the legal limits.

## Removing the plastic side bags (if any)

Insert the key (1) in the lock and turn it clockwise.

Open handle (2).
Lift the lever (3) towards the front side, until it is perpendicular to the bag.

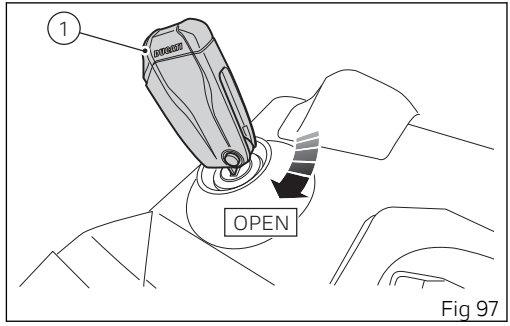


Fig 97

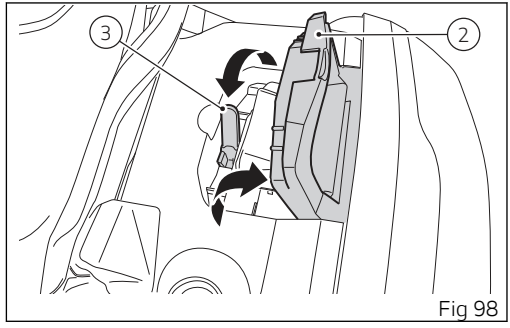


Fig 98

Holding it by the handle (2), pull the side bag (6) out of the housings (5) in hooks (4), first pulling out the rear and then the front, and from the lower support (7).

Repeat the same operation for removing the other side bag.

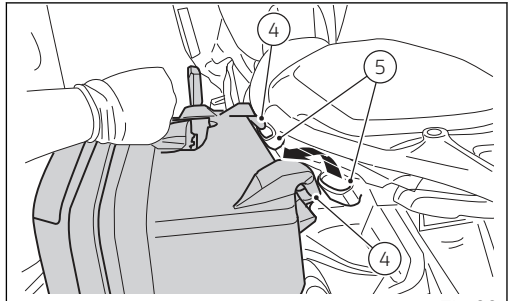


Fig 99

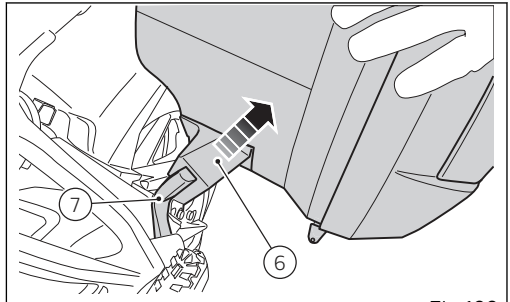


Fig 100

Installing the aluminium side panniers (if any)

**Attention**
To carry out all opening / closing or installation / removal operations on the panniers, operate only the appropriate levers and never use the key to transmit force.

Position the fixing hooks (1) at the bottom of the pannier frame as shown in the figure. Attach the pannier retaining clip (2) at the top of the pannier frame (3) until you hear a “click”. Repeat the same operations for the pannier on the left side of the motorcycle.

**Attention**
The maximum speed permitted with the “fixed” side panniers with or without top case fitted must not exceed 150 km/h (93.20 mph) and at any rate it must comply with the applicable statutory speed limits. Do not exceed the maximum speed indicated.

**Attention**
Make sure the pannier is fixed correctly by pulling it gently. Only this operation ensures the correct installation of the pannier in its engagement points.

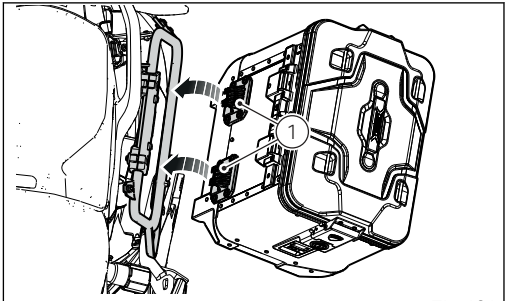


Fig 101

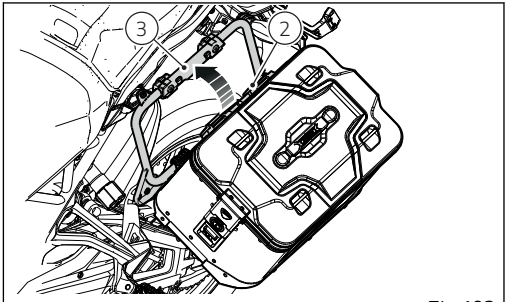


Fig 102

**Attention**
Always ensure that the panniers are correctly fitted and fastened to the vehicle.

**Attention**
Ensure that the weight of the panniers is evenly distributed on both sides to avoid problems of vehicle imbalance.

**Attention**
Install both side panniers; for safety reasons, it is not permitted to install only one of them.

**Attention**
Check the maximum permissible weight and speed, depending on the installed configuration (side panniers and/or Top Case and/or tank bag). Check the settings and speed values in the sub-section "Carrying the maximum load allowed" and the weights in the section "Technical characteristics", sub-section "Weights".

**Attention**
Once the vehicle load has been defined, check and if necessary adjust the tyre pressure as described in the section "Technical Specifications", sub-section "Tyres".

**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.

## Removing the aluminium side panniers (if any)

Insert the key (4) into the lock. Turn the key to the open position as shown in the figure. While properly supporting the pannier by the handle (5), lift the handle (6) toward the front of the motorcycle to open the locking mechanism, as shown in the figure. Lift up the pannier to release both its hooks.

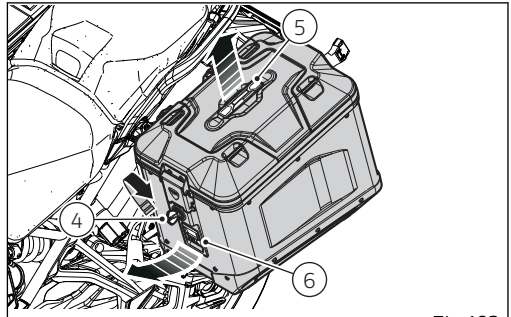


Fig 103

## Using the side panniers

Using the plastic side bags (if any)

### Opening

To open the side bag, turn the key (1) in the lock (2) clockwise and release the latch (3) by lifting at the rear.

### Closing

To close the side bag, turn the key (1) in the lock (2) anti-clockwise and lock the latch (3) by lifting and closing it again, making sure the cover (4) is engaged in the locking mechanism (A).

**Attention**

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

**Attention**

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

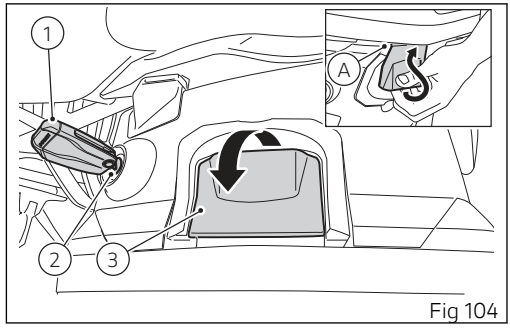


Fig 104

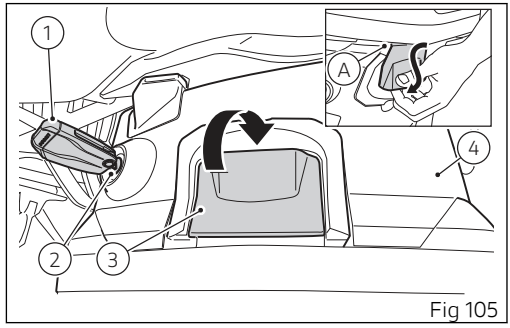


Fig 105

## Using the aluminium side panniers (if any)

### Opening

Open the side pannier as follows. Insert the key (1) in the pannier lock and turn it to the open position. Lift the lever (2) and then lift the cover (3).

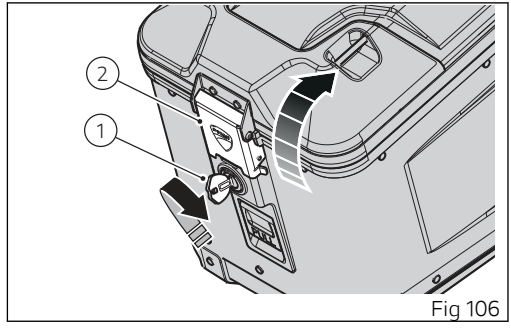


Fig 106

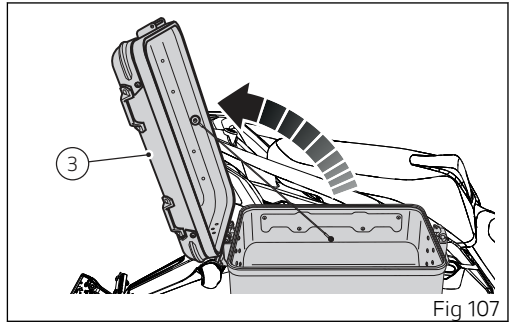


Fig 107

The cover (3) can be opened on both sides of the side pannier. After lifting the cover (3), press the lever (4) on the back of the side pannier, the cover (3) can be opened as shown in the figure.

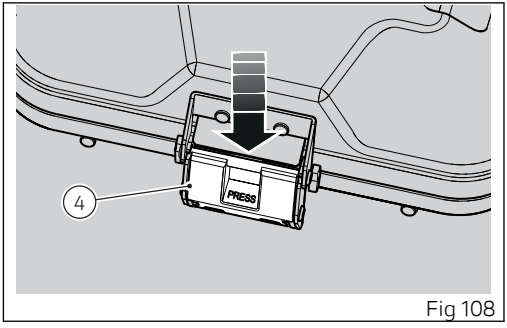


Fig 108

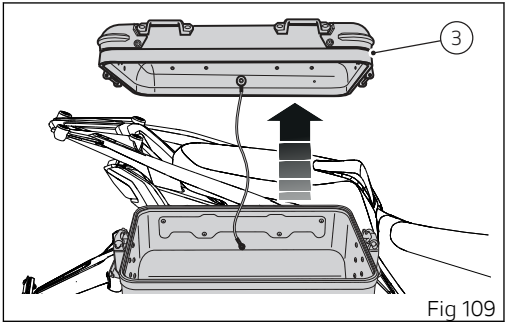


Fig 109

## Closing

Place the cover (3) on the side pannier and proceed as follows. Place the coupling element (4) on the relevant connection, as shown in the figure

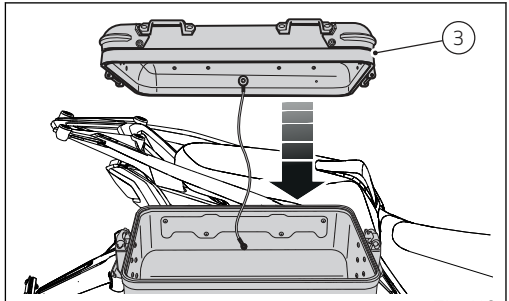



Fig 110

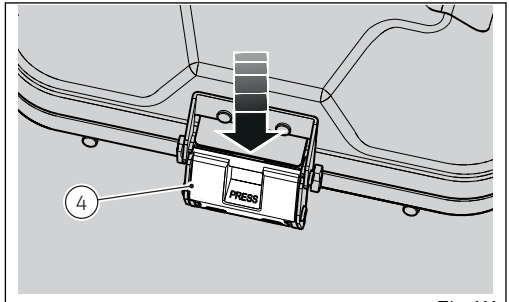



Fig 111

Close the cover (3) and push the lever (2) fully down, as shown in the figure. Turn the key (1) to the lock closing position. Remove the key (1).

### Attention

The maximum speed permitted with the "fixed" side bags with or without top case fitted must not exceed 150 km/h (93.20 mph) and at any rate it must comply with the applicable statutory speed limits. Do not exceed the maximum speed indicated.

### Attention

To carry out all opening / closing or installation / removal operations on the panniers, operate only the appropriate levers and never use the key to transmit force.

### Attention

After removing the key from the lock pawl make sure the pannier is fixed correctly by pulling it gently. Only this operation ensures the correct installation of the pannier in its engagement points.

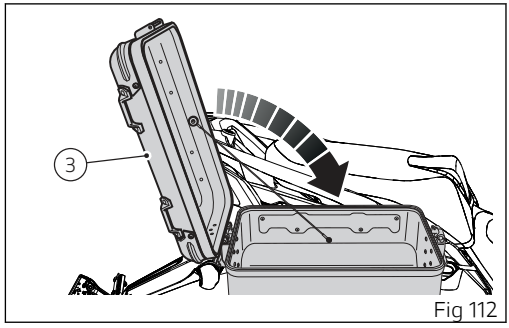


Fig 112

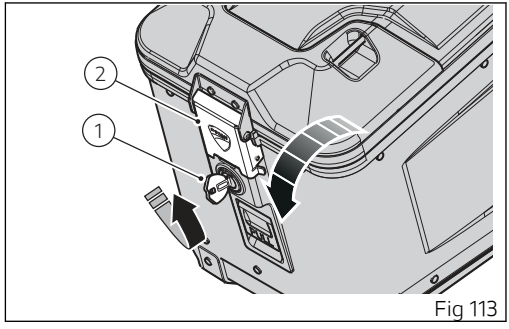


Fig 113

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

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

**Attention**
Clean the side bags with a soft, clean cloth using lukewarm soapy water. Avoid the use of aggressive agents or rough tools.

**Attention**
The side bags must be removed when washing the bike.

## USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.
The USB connection (1) is located in the smartphone compartment, on the left-hand side of the instrument panel, and is protected by a cover (2) which can be opened by pressing the button (3).

### Attention

The smartphone compartment, although provided with a sealing gasket, is not hermetically sealed.

### Important

The USB port is for smartphone charging only.

### Important

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

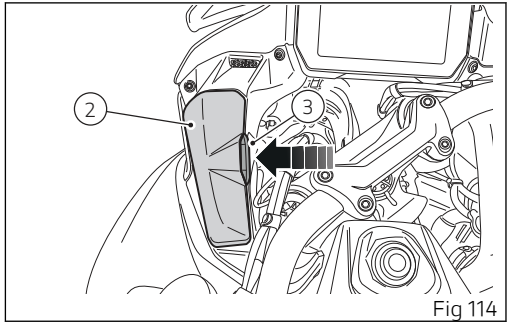


Fig 114

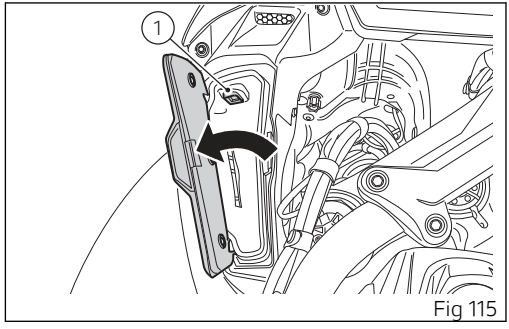


Fig 115

## Adjusting the instrument panel

To adjust instrument panel tilt, turn knob (1, Fig 116). There are three possible positions.

### Attention

Adjusting instrument panel position while riding could cause an accident. Adjust it only with motorcycle at a standstill.

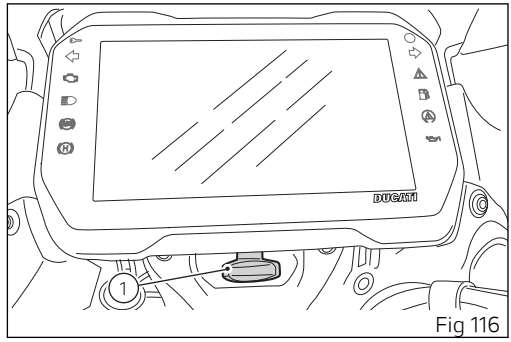


Fig 116

## Adjusting windscreen height

Adjust windscreen (1) height using lever (2).
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.

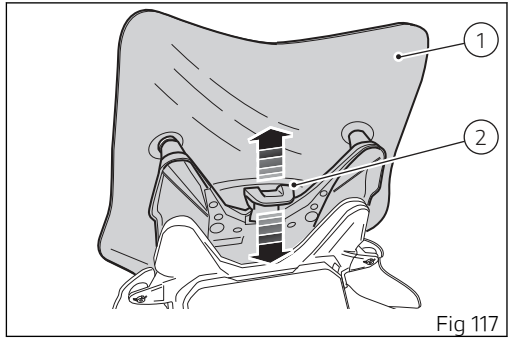


Fig 117

## Adjusting the front fork

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs.

For adjustment instructions and further details on the operating principle of the front fork and the DSS (Ducati SkyHook System) please refer to "Setting menu – Riding Mode – Suspension".

Turn the hexagon (1) with a hexagon wrench, to adjust the preload according to the indicated parameters.

Spring preload initial setting:

- spring preload: + 5 turns from fully unloaded;
- preload range: 5÷20 mm (0.19÷0.79 in), (1 mm (0.04 in) of preload per turn.

### Attention

Have the spring preload adjusted at a Ducati Dealer or authorised Service Centre.

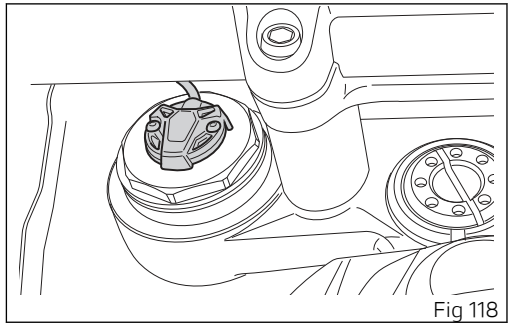


Fig 118

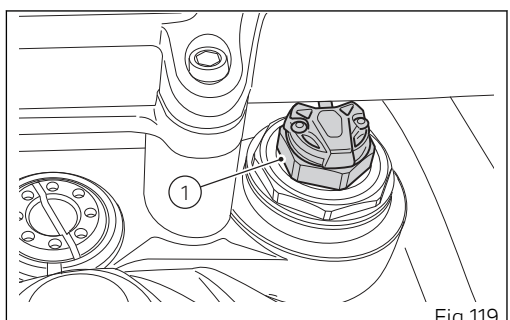



Fig 119

## Adjusting the rear shock absorber

The rear shock absorber (1) can be adjusted through the instrument panel, thereby adjusting the setting to suit the load on the motorcycle.
For adjustment instructions and further details on the operating principle of the rear shock absorber and the DSS (Ducati SkyHook System) please refer to "Setting menu – Riding Mode – Suspension".

If you intend to transport a passenger and baggage, you must adjust the vehicle track alignment using the instructions in the "Preload" sub-section.

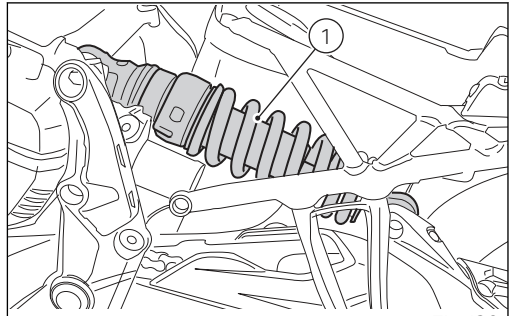


Fig 120

## Handlebar adjustment

The handlebar can be adjusted in order to customise the rider's posture to suit the riding conditions.
The two available adjustments are in "ROAD" (1) or "OFF ROAD" (2) configuration.

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

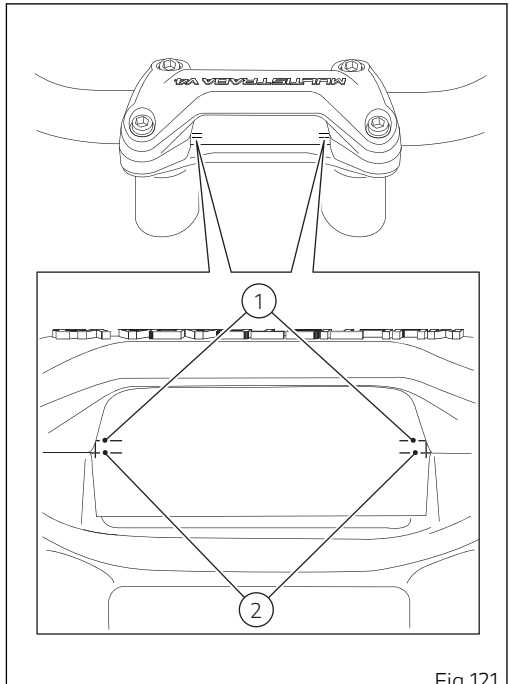



Fig 121

## Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions. The rider can use the instrument panel and set several profiles that can be customised and the corresponding preload, or set the “Autolevelling” mode.
Refer to sub-sections “Preload” (page 208) and “Setting menu - Riding Mode - Preload" (page 271) on how to adjust the setup through the instrument panel.

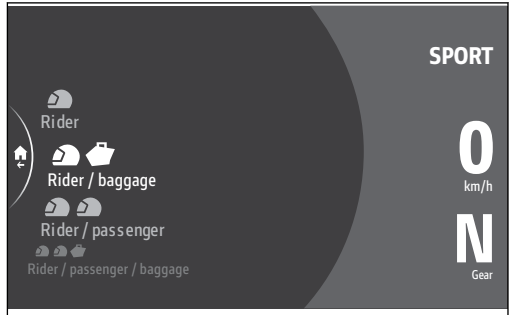


Fig 122

# 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 handgrip.
8) Front brake lever.
9) Gear change pedal.

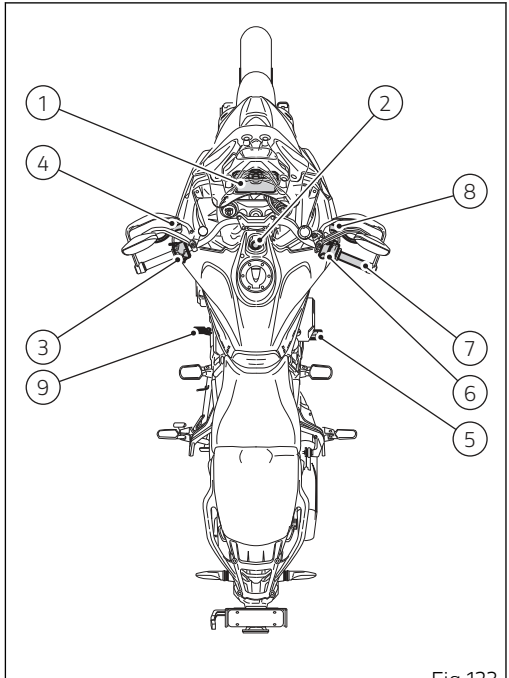


Fig 123

## Switchgears

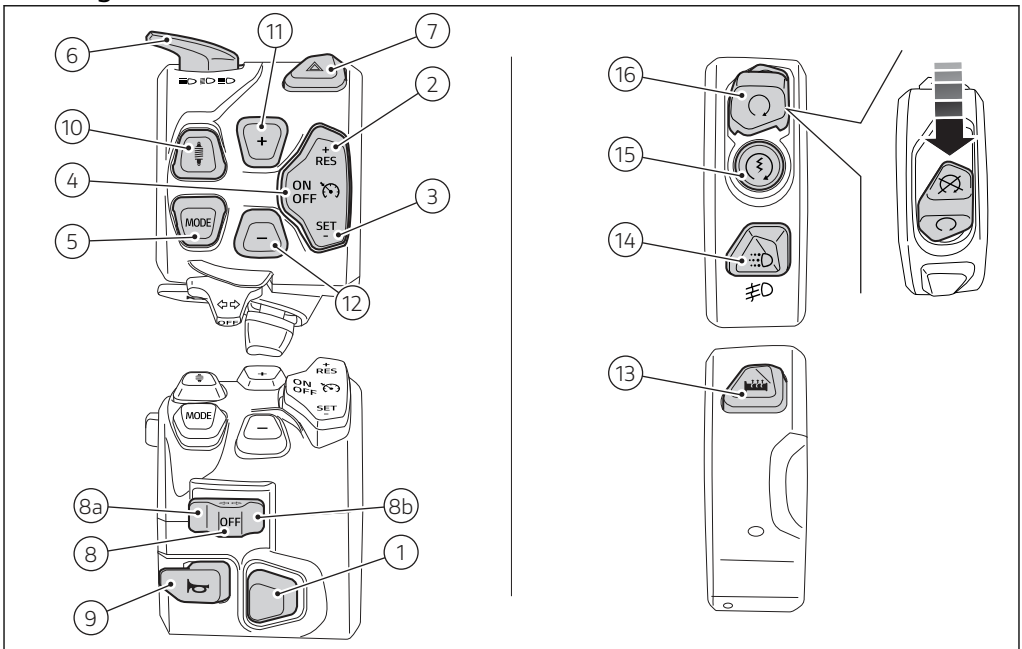



Fig 124

| | | |
|---|---|---|
| 1 |  | joystick, whose positions include:<br>• ▲ up<br>• ▼ down<br>• ◀ left<br>• ▶ right<br>• ENTER, when pressing the joystick at the centre |
| 2 | + RES | Cruise control RES/+ |
| 3 | SET – | Cruise control SET/- |
| 4 | ON OFF | Cruise control ON/OFF |
| 5 | MODE | Riding Mode |
| 6 | ≡D ≡D ≡D | Light selector:<br>• high beam, pushed up<br>• low beam, at the centre<br>• high-beam flasher and “Start/Stop Lap” function, pushed down |
| 7 |  | Hazard lights (red) |
| 8 | ⇦⇨ OFF | 3-position turn indicator control:<br>• position (8a), left turn indicator<br>• centre position, OFF<br>• position (8b), right turn indicator |

| | | |
|---|---|---|
| 9 |  | Warning horn |
| 10 |  | Preload |
| 11 |  | Adaptive Cruise Control + (if present) |
| 12 |  | Adaptive Cruise Control – (if present) |
| 13 |  | Heated grips (if present) |
| 14 |  | DRL (if present) / fog light |
| 15 |  | Engine start |
| 16 |  | Engine kill, pushed down (red) |

## Light control

### Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button in position (D).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

If the DRL was set to "Auto" via the "DRL" function within “Setting menu” (page 282), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

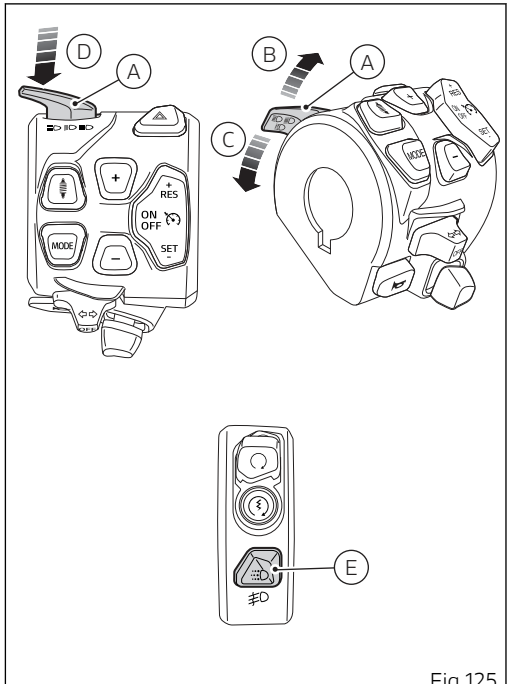



Fig 125

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

When the DRL is set to “Auto” mode, the corresponding warning light will turn on.
If the DRL was set to "Auto" mode, press button (E, Fig 125) to disable that mode and set manual light management. Press again button (E, Fig 125) to re-enable DRL but with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

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

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

If the DRL lights are in this mode, as set through the "DRL" function within the “Setting menu” (page 282) DRL lights will not change their status upon key-on. To switch on or off the DRL lights, it is necessary to press button (E, Fig 125).

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

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

## Fog lights

To switch the fog lights on/off:

- if DRL lights are present, press and hold button (E, Fig 125) for a long time;
- if DRL lights are not present, press button (E, Fig 125).

When the fog lights are on, the corresponding warning light will turn on.

## Turn indicators

Using the "Turn signals" function in the "Setting menu" page 314, you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F), in position (G); to activate the right turn indicator, press button in position (H).
To switch off the turn indicators, press the button (F).

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

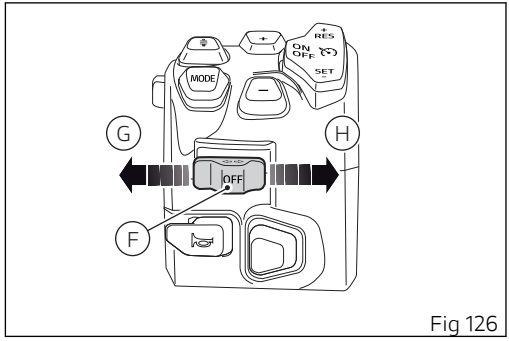


Fig 126

### Attention

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

## Hazard lights

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

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

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

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

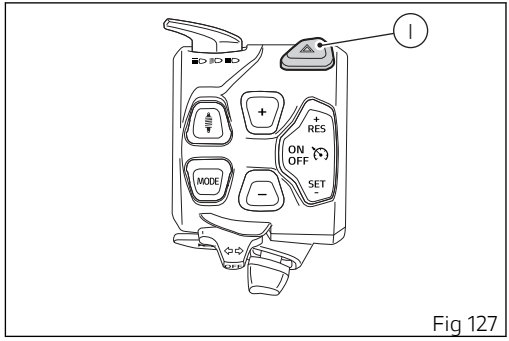


Fig 127

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

## """Hands free"" system"

The Hands free system consists of:

1) Hands free unit;
2) Antenna;
3) Active key;
4) Passive key;
5) Electric plug (Optional).

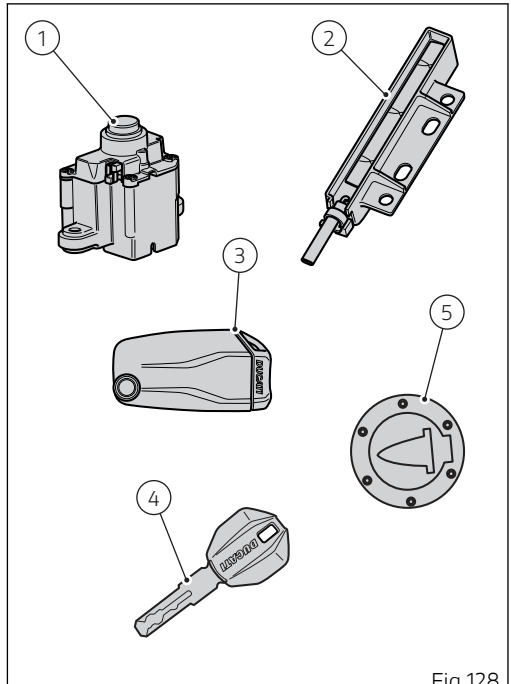



Fig 128

## Attention

**Conditions affecting the correct operation of the Hands Free system.**

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

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

1) Hands free unit (1);
2) button (7);
3) antenna (2), under panel (6) at the “key” pictogram.

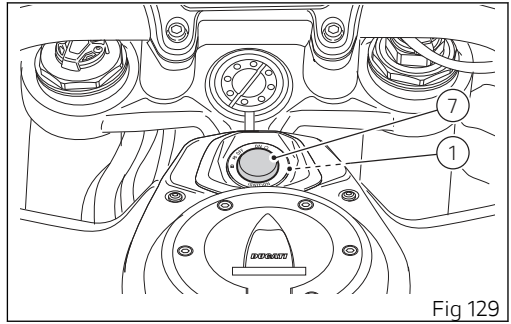


Fig 129

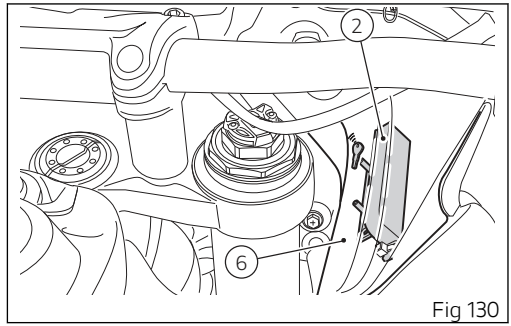


Fig 130

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

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

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.
Key-Off can also occur without keys (3) or (4).

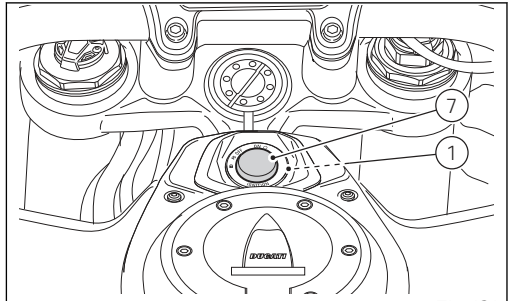


Fig 131

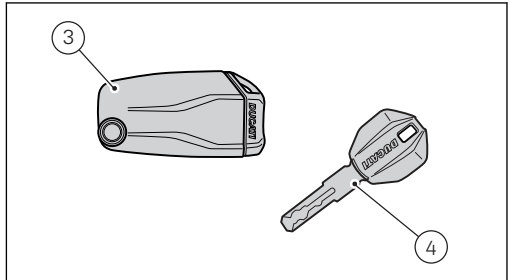


Fig 132

## Attention

The passive key (4) has a range of a few cm (in), therefore it must be positioned close to the right-hand panel (6), at the pictogram, where antenna (2) is located.

## Important

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

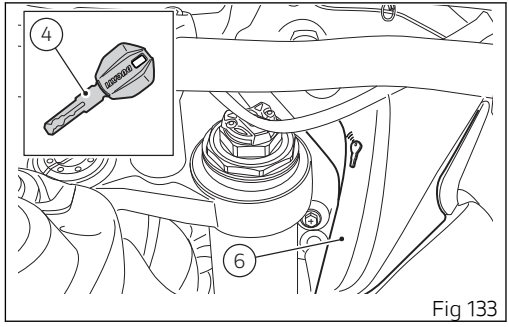


Fig 133

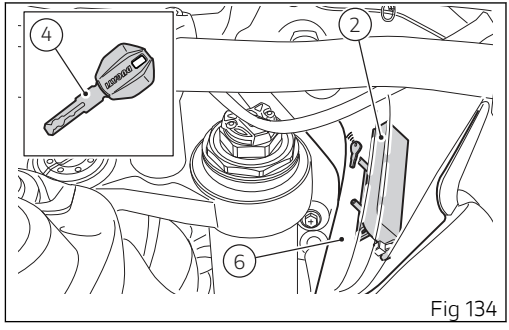


Fig 134

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

**Note**

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

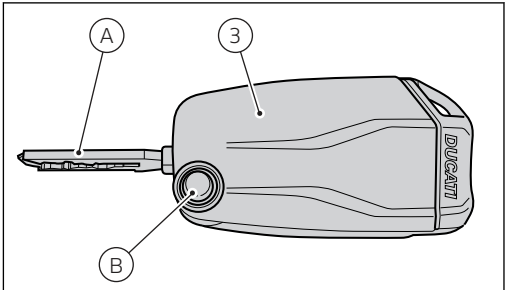


Fig 135

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

Key-On can be performed by pressing button (7) on the Hands free unit (1) and with the presence of the active key (3).

**Note**

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

Key-Off can be performed by pressing button (7) on the Hands free unit (1), also without the key (3).

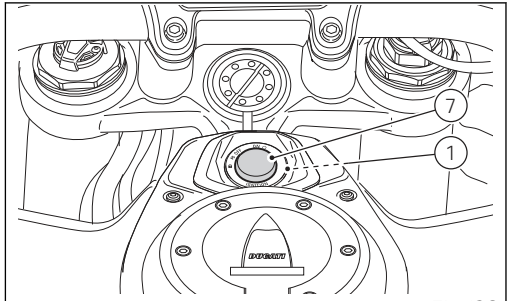



Fig 136

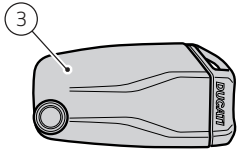



Fig 137

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

The key-on is obtained by pressing button (7) on the Hands free unit and holding the passive key (4) near the antenna (2) on the internal right side of the headlight fairing, close to the pictogram on the instrument panel (6).

**Note**
The passive key (4) has a range of a few cm, therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing button (7) on the Hands free unit (1), also without the key (4).

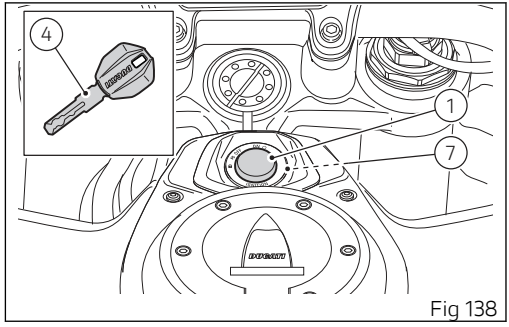


Fig 138

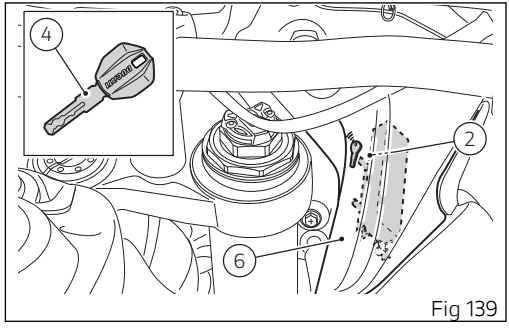


Fig 139

## Key-On/Key-Off using the pin code (immobilizer override)

Key-On can be performed by pressing button (7) on the hands free unit (1) without the presence of the keys (3) and (4) and entering the pin code on the instrument panel.
Key-Off can be performed by pressing button (7) on the Hands free unit (1).
After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Inserting the pin code automatically unlocks the steering lock, if it is engaged, and then performs the key-on by enabling the start.
Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

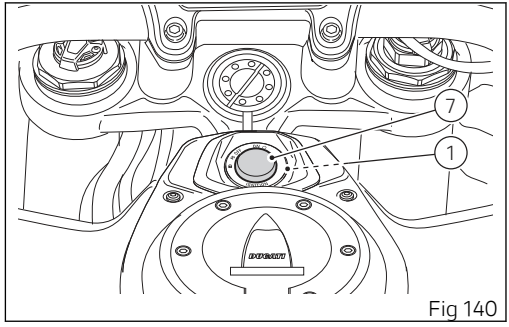


Fig 140

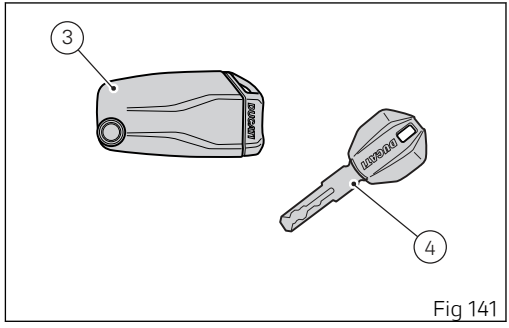


Fig 141

## Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".
To activate the function, press the Hands Free button (7).
After pressing the button, the instrument panel activates the page for entering the override code. Refer to “Restoring motorcycle operation via the PIN code”.

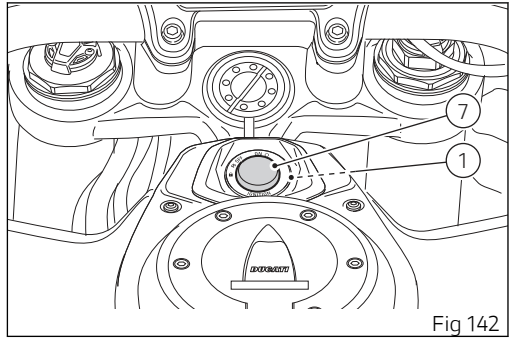


Fig 142

**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.

## Keys

The Owner receives a set of keys comprising:

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

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

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

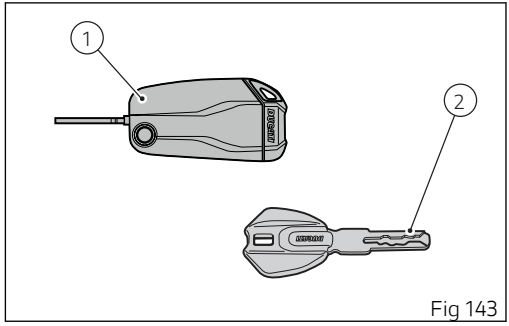


Fig 143

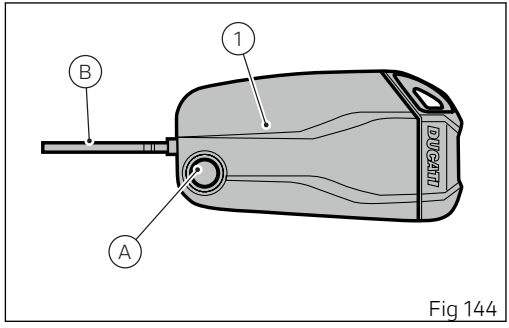


Fig 144

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

## Note

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

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

## Attention

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

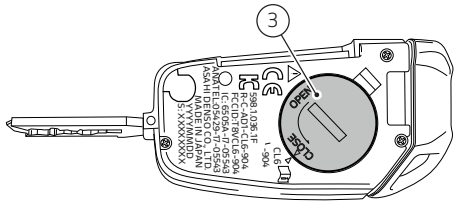



Fig 145

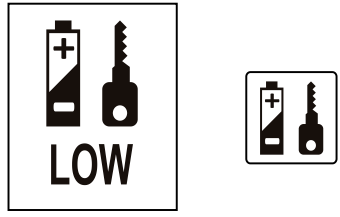



Fig 146

## Replacing the battery

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

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

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

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

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

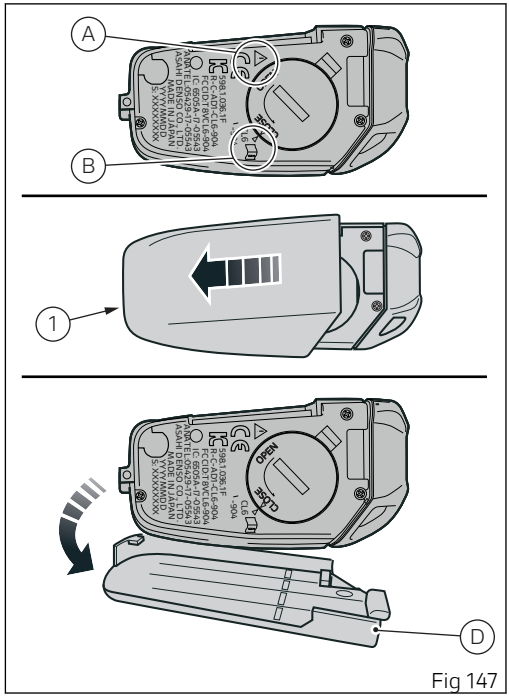


Fig 147

## Removing the key shell

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

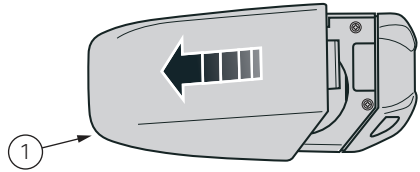



Fig 148

Removing the battery

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

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

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

**WARNING: THE VEHICLE KEY CONTAINS A BUTTON BATTERY!**

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

Fig 149

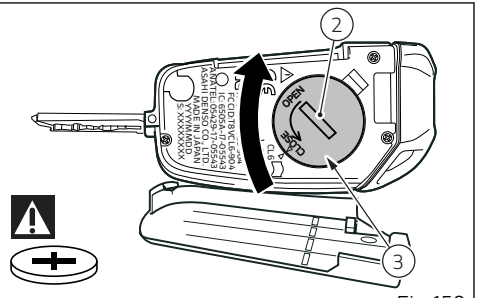



Fig 150

Refitting the battery

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

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

**Important**
Only use the required type of battery.

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

Fig 151

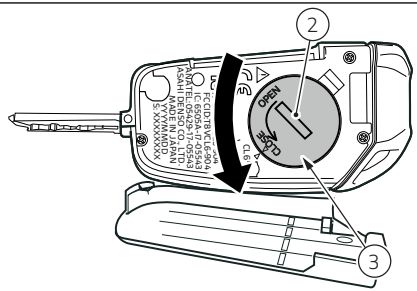



Fig 152

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

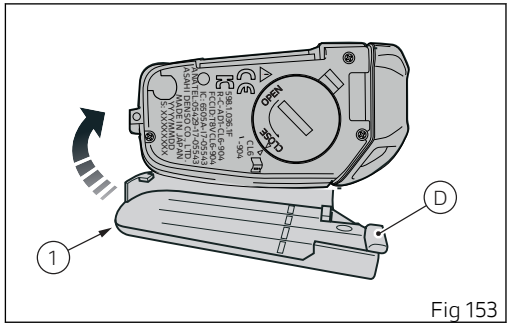


Fig 153

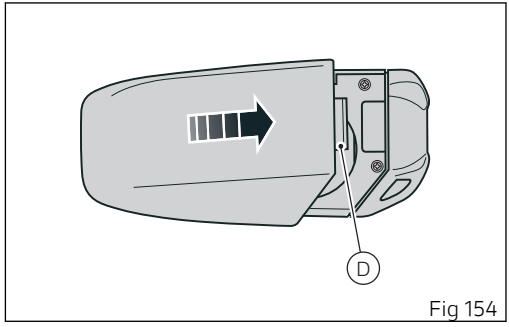


Fig 154

## Immobilizer system

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

## Duplicate keys

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

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

## Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the " PIN Code" function in the "Setting menu" page 285, the instrument panel displays "PIN Code" with four spaces allowing the rider to enter the digits of the PIN code.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

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

- if there is a problem during the PIN check, the instrument panel displays an error for 2 seconds and then passes to the main screen;

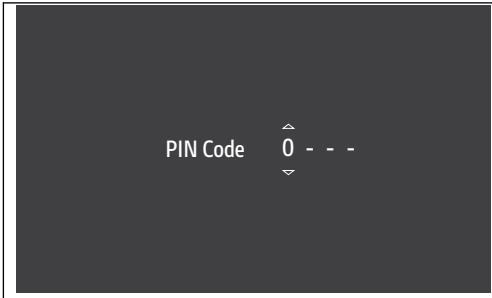


Fig 155

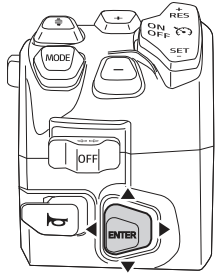


Fig 156

- if the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the standard screen.

**Important**

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

## Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the handgrip on handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Working from the front of the bike, turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

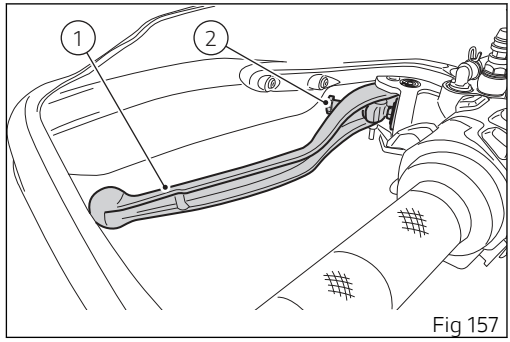


Fig 157

### Attention

Set clutch lever when motorcycle is stopped.

### Important

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

### Note

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

## Throttle twistgrip

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

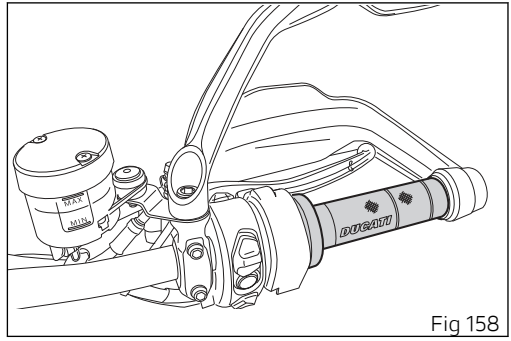



Fig 158

## Front brake lever

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and handgrip on the handlebar.
The lever distance can be adjusted through 10 clicks of the dial (2).
Working from the front of the bike turn clockwise to increase lever distance from the twistgrip. Turn the adjuster anticlockwise to decrease lever distance.
When a high pressure is applied to the front brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in chapter “Vehicle Hold Control (VHC)”.

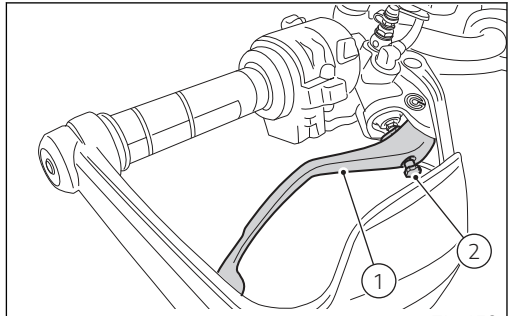


Fig 159

## 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).

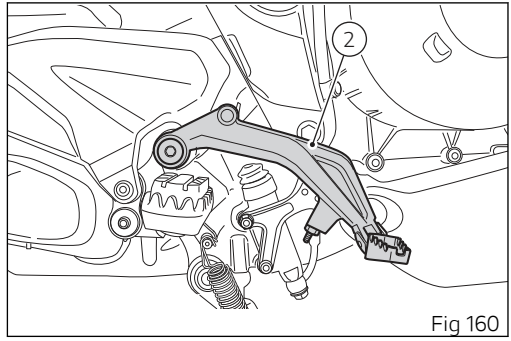


Fig 160

## 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 warning 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.

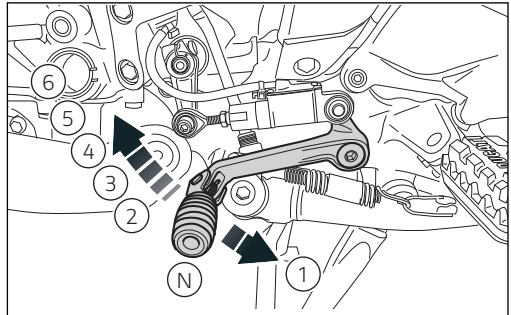


Fig 161

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

The position of the gear change pedal (1) and rear brake pedal (2) in relation to the footpeg can be adjusted to suit the requirements of the rider.

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

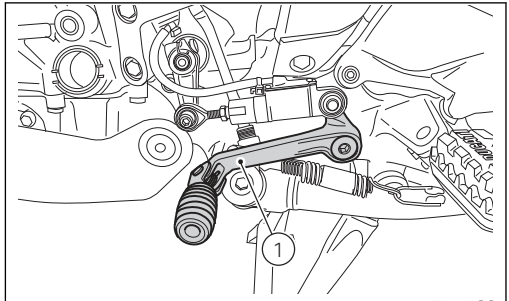


Fig 162

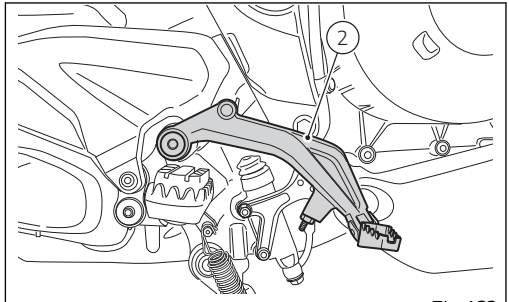


Fig 163

# Riding the motorcycle

## Motorcycle running-in period

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

| Maximum engine rpm not to be exceeded for the first period of use | |
|---|---|
| Up to 1,000 Km (621 mi) | 7,000 rpm |

Running-in recommendations:

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

**Important**

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

## Pre-ride checks

### Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel, if necessary (“Refuelling”).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (“Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the corresponding reservoirs ("Checking brake and clutch fluid level").
- BRAKE AND CLUTCH SYSTEMS
  Check the operation of the brake and clutch systems and the thickness of the front and rear brake pads ("Check brake pad wear")
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (“Tyres”).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs ("Electric system").
- KEY LOCKS
  Check the tightening of the filler plug (“Tank filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).
- SIDE BAGS AND TOP CASE
  Ensure that the side bags and the Top Case are securely fastened and check their swinging movement (“Assembling the side bags”).

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is

possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

ABS warning light

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

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

## ABS device

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

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

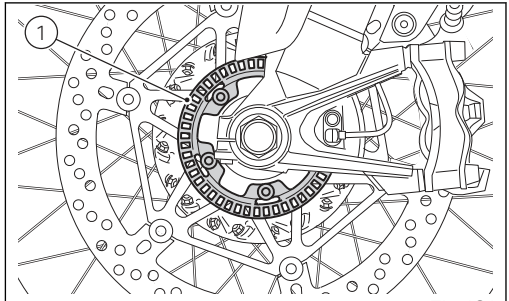


Fig 164

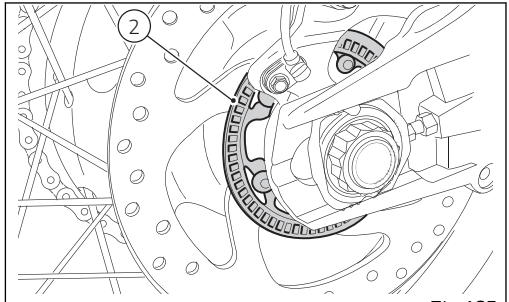


Fig 165

## Engine start/stop

### Attention

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

### Attention

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

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) as described in sub-section “Hands free”, by pressing button (1) on hands free unit (2). The instrument panel will perform the initialisation and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds.
After this control, only the green light (3) and the red light (4) must remain on.

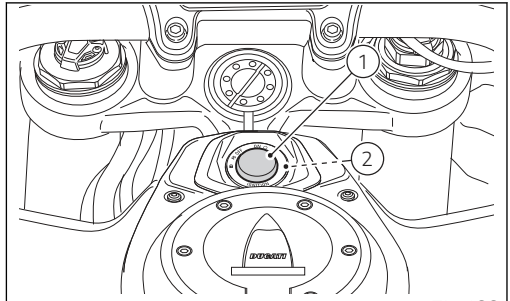


Fig 166

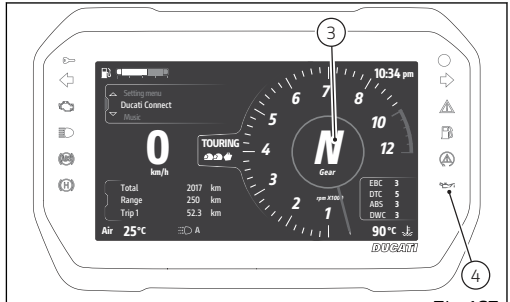


Fig 167

## Attention

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

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.

## Note

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

Move the red switch (1) upwards to the "RUN" position, uncovering the button (5). Push the button (5) to start the engine.

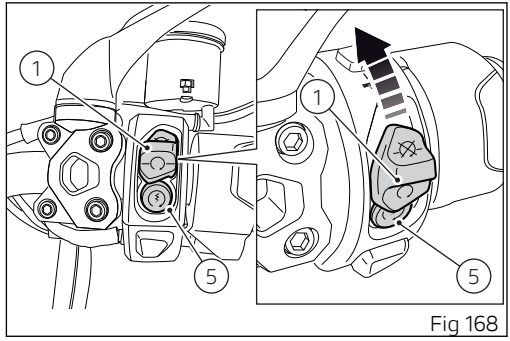


Fig 168

## Important

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

## Attention

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

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

The engine will shut off by turning the red switch (1) to the "RUN OFF", position (B).

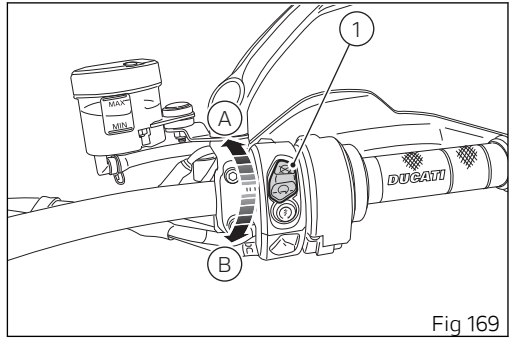


Fig 169

## Moving off

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

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

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

## Note

The Multistrada V4 Rally was developed with fuel economy and riding comfort in mind. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low revs under certain conditions, so as to reduce fuel consumption and improve thermal comfort for rider and passenger. As speed increases or above a certain acceleration demand, i.e. torque demand from the twistgrip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active in all Riding Modes.
In first gear the rear cylinder deactivation function does not take place.

## Braking

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

### Anti-Lock Braking System (ABS)

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

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

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

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

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

## Note

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

## Stopping the motorcycle

Reduce speed, shift down and release the throttle handgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
Switch the engine off by moving the red switch (1) to the “RUN OFF” position (B).
Press button (2) for Key-off.

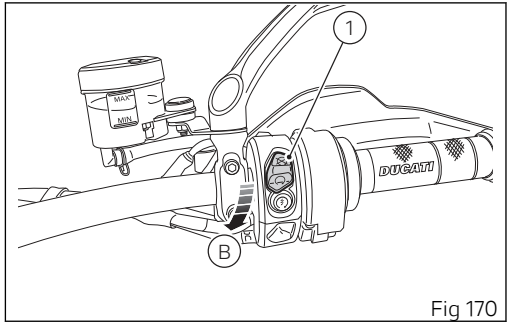


Fig 170

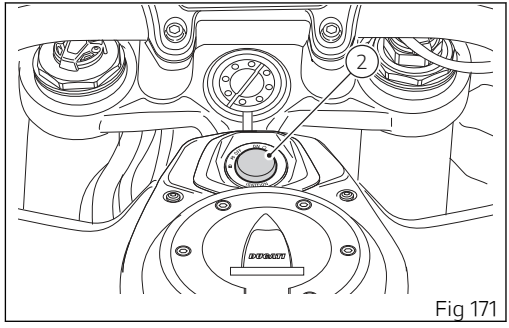


Fig 171

## Parking

Perform the key-off through Hands free system (see page 150).

Park the stopped motorcycle on the stand. Fully steer handlebar to the left or to the right.
After turning off the panel (with key-off), the instrument panel will display instructions to activate the steering lock, switch on the parking light and extend the duration of the Ducati Connect connection for 20 seconds.

### Steering lock activation

If you want to engage the steering lock, after performing key-off by shortly pressing the button, when the screen (Fig 172) is displayed, fully turn the handlebar and press and hold the button (1) again for 2-3 seconds.
After this operation, if steering lock is properly engaged, a steering locked confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

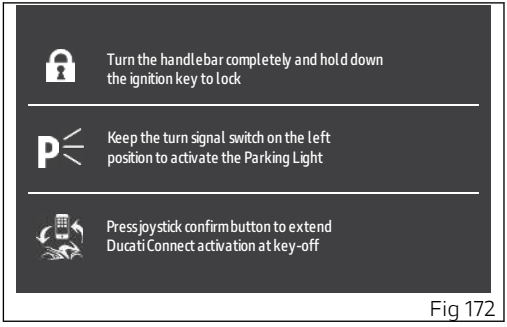


Fig 172

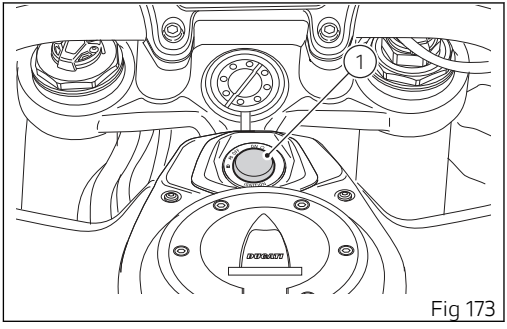


Fig 173

## Parking light switching on

If you want to switch on the parking light while the screen (Fig 172) is displayed, press and hold button (2) on the left turn indicator.
After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

## Extending the Ducati Connect connection duration

If you want to extend the duration of the Ducati Connect connection, press the joystick in ENTER position (3) while the screen (Fig 172) is displayed.
After this operation, an activation confirmation message will be displayed on the instrument panel.
The connection remains active for other 20 minutes.

**Note**
If there is an error in the connection with the smartphone, the indication for the extension of the Ducati Connect connection is displayed in grey.

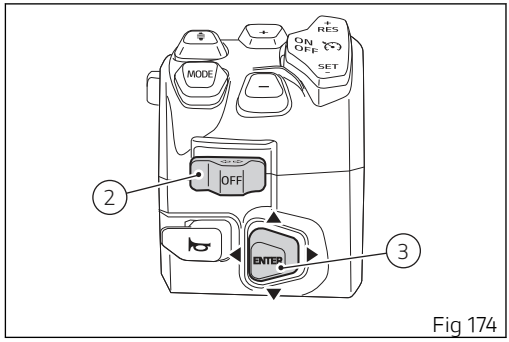


Fig 174

**Note**
To keep this connection active you need to stay within range of the Wi-Fi network (20/25 m - 65.6/82 ft) otherwise it will disconnect, like all Wi-Fi networks. At this stage the audio continues to be managed through the intercom, so in the event of a call you need to switch the audio back to your phone if you are not wearing a helmet.

## Attention

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

## Attention

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

## Refuelling

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

**Warning**

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

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

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

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

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

### Attention

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

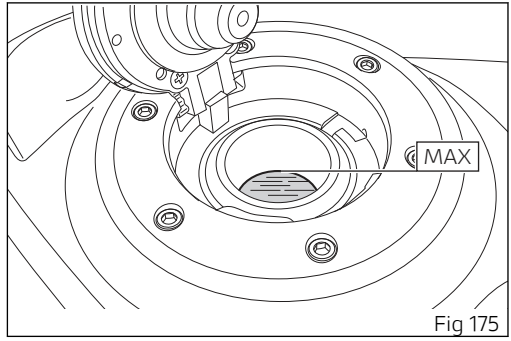


Fig 175

### Attention

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

## Fuel label

The label identifies the fuel recommended for this vehicle.

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

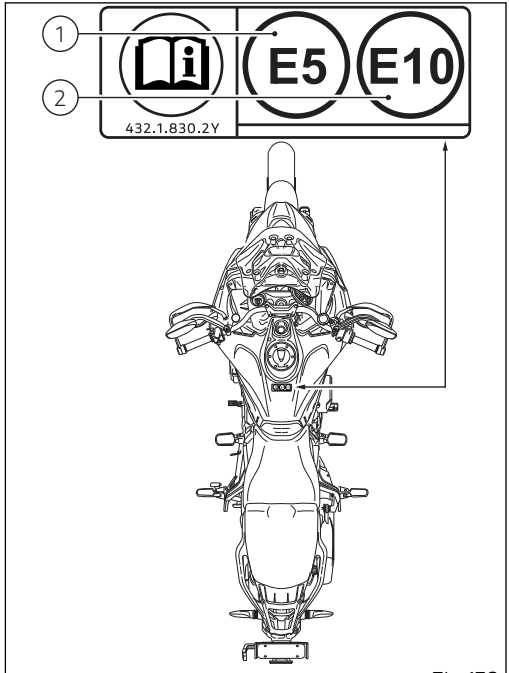



Fig 176

## Tool kit and accessories

The tool kit (2) is located under the passenger seat (1) and includes:
3) chain tensioning gauge;
4) Allen wrench 4 mm (0.15 in);
5) fuse pliers;
6) quick fix tyre repair kit consisting of three cans and relevant accessories.

### Attention

Instructions for use of the quick fix tyre repair kit can be found inside the package.

To gain access to the compartment, remove the passenger seat as described in "Seat lock".

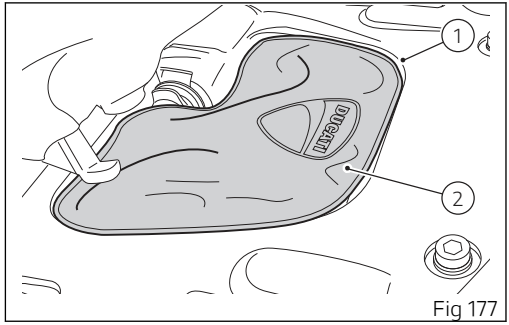


Fig 177

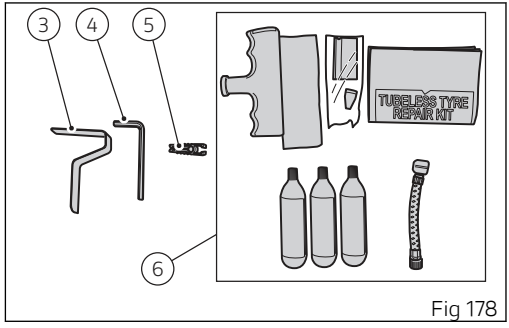


Fig 178

# Instrument panel (Dashboard)

## Instrument panel

The motorbike is equipped with a Bosch instrument panel featuring a 6.5" TFT colour display.

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

## Warning lights

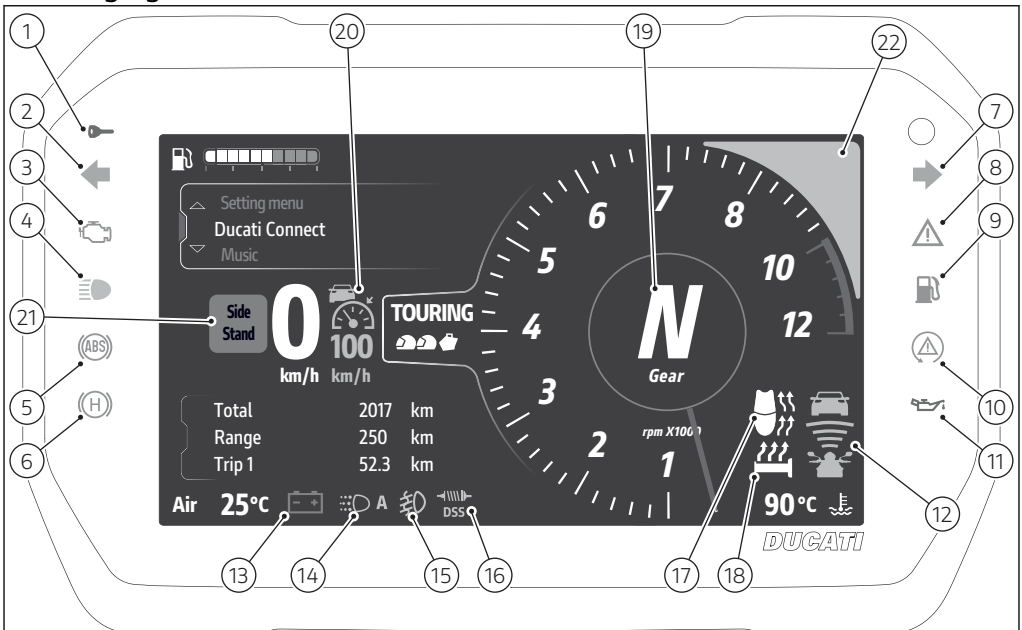



Fig 179

| no. | Description | Colour |
|---|---|---|
| 1 | Immobilizer | Red |
| 2 | Left turn indicator | Green |
| 3 | MIL<br>• The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.<br>• The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking. | Amber yellow |
| 4 | High beam on | Blue |
| 5 | ABS system malfunction<br>• flashing: ABS in self-diagnosis and/or functioning with degraded performance;<br>• on: ABS disabled and/or not functioning due to a fault in the ABS control unit. | Amber yellow |
| 6 | VHC | Amber yellow |
| 7 | Right turn indicator | Green |
| 8 | Generic error | Amber yellow |
| 9 | Low fuel | Amber yellow |

| no. | Description | Colour |
|---|---|---|
| 10 | DAVC Diagnosis<br>• flashing: DTC/DWC enabled, but with degraded performance;<br>• on: DTC or DWC disabled and/or not functioning due to a fault. | Amber yellow |
| 11 | Engine oil low pressure<br>**Important**<br>If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage. | Red |
| 12 | Adaptive Cruise Control distance setting (if present) | Green (display) |
| 13 | Low battery charge level | Red (display) |
| 14 | DRL – daytime riding lights on<br>(not present in China and Canada versions) | Green (display) |
| 15 | Fog lights on | Amber yellow (display) |
| 16 | Electronic suspension (DSS) diagnostics | Amber yellow (display) |
| 17 | Heated seat on (if present) | White (display) |
| 18 | Heated handgrips enabled (if present) | White (display) |
| 19 | Neutral gear | Green (display) |
| 20 | Adaptive Cruise Control on (if present) | Green (display) |
| 21 | Side stand | Red (display) |
| 22 | DTC intervention | Amber yellow (display) |

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

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

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

## Main page items

The instrument panel has 2 pages in which all the information and elements necessary for riding are shown: main page ( and Ducati Connect page (Fig 181), which can only be viewed when the "Ducati Connect" function is activated (page 0 ).
It is possible to change unit of measurement through the “Measurement units” function in the “Setting menu” (page 0 )

The table lists the available items.

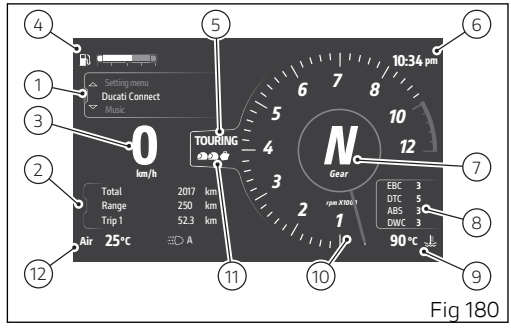


Fig 180

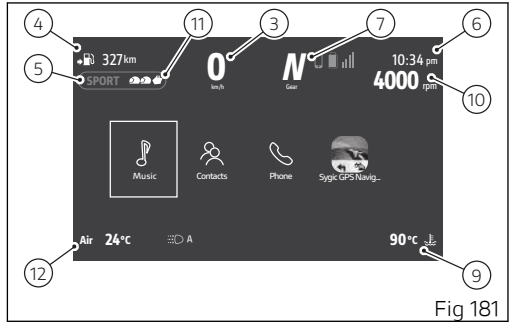


Fig 181

| no. | Description |
|---|---|
| 1 | Interactive menu |
| 2 | Info display |
| 3 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 4 | Fuel level<br>Available in 2 modes: graduated bar (4, or km or miles remaining (4, Fig 181).<br>It is possible to set it through the “Fuel indicator” function in the “Setting menu” (page 0 ). |
| 5 | Current Riding Mode<br>Refer to sub-section “Riding Mode” (page 0 ) |
| 6 | Clock<br>Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (page 0 ). |
| 7 | Gear |
| 8 | Parameters window<br>It displays the values of the DQS, DTC, ABS, DWC parameters set for the current Riding Mode<br>The window disappears when the motorcycle speed exceeds 5 km/h (3 mph). |

| no. | Description |
|---|---|
| 9 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40 °C to +150 °C (+104 °F ÷ +302 °F).<br>If the temperature is below +40 °C (+104 °F), “Low” is displayed, whereas if it is above +150 °C (+302 °F), “High” is displayed flashing red.<br>**Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 10 | Rev counter<br>Refer to “Engine rpm indication” (page 207) |
| 11 | Active preload profile<br>Refer to “Preload” (page 0 ) |
| 12 | Air temperature (°C or °F)<br>**Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature. |

## Interactive menu and Info display

The “Interactive Menu” contains a series of functions that can be activated by the rider using the joystick. When a function is activated, a corresponding window is displayed with which you can interact. The list of functions in the Interactive Menu varies depending on the Riding Mode currently in use. Available functions are displayed on 3 lines. The selected function is the one indicated in the central line.

The "Info display" menu includes all counters referred to available trip information (see page 0 )

When one of the menus is selected, it is indicated with the active frame (A) and the joystick is used for menu navigation and interaction.
To toggle the selection between "Interactive menu" and "Info display" and vice versa:

- if "Interactive menu" is currently selected, hold the joystick pressed in position ▼ for a long time to move the selection to "Info display” (C);
- if "Info display" is currently selected, hold the joystick pressed in position ▲ for a long time to move the selection to "Interactive menu” (B).

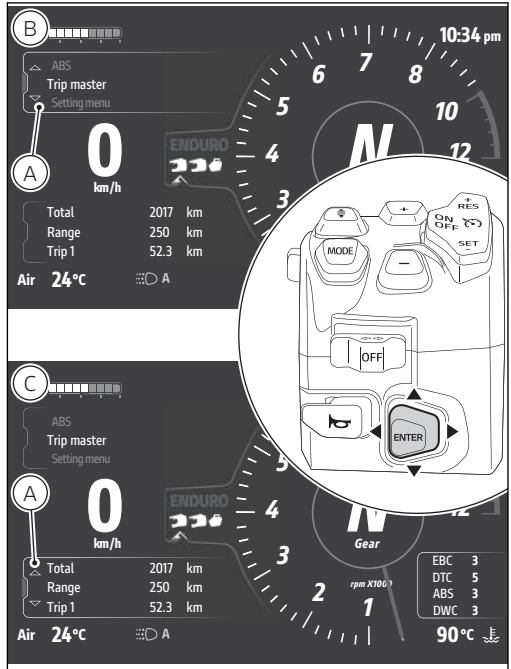



Fig 182

## Riding Mode

4 different "Riding modes" are available: SPORT, ENDURO, URBAN, TOURING.
The name of the Riding Mode is shown at the centre of the display (A) .
Each Riding Mode is associated with a different colour for the name and rev counter box.

The parameters associated to each Riding Mode are the following: Engine, DTC, ABS, DWC, Front suspension, Rear suspension, Preload, DQS.
For each Riding Mode it is possible to customise the parameters using the “Riding Mode” function in the “Setting menu” (page 240).

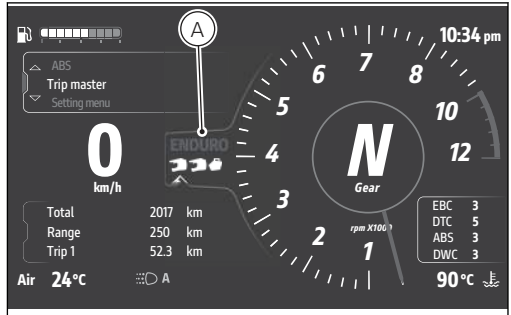


Fig 183

## Changing Riding Mode

- Press button (B, Fig 184).
- System opens the specific page (Fig 185) from which it is possible to scroll the available Riding Mode and view their parameters, together with the relevant settings, by means of joystick ▲ ▼.
- Press ENTER to confirm.

To exit the page without making any changes, press and hold the joystick in the ◀ position for a long time.

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

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

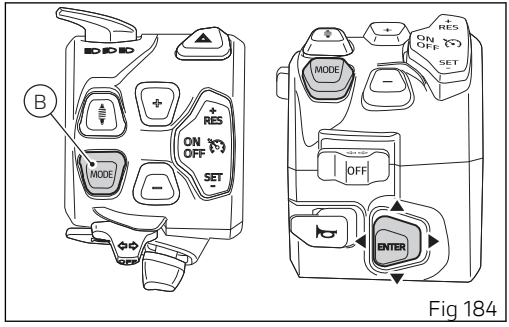


Fig 184

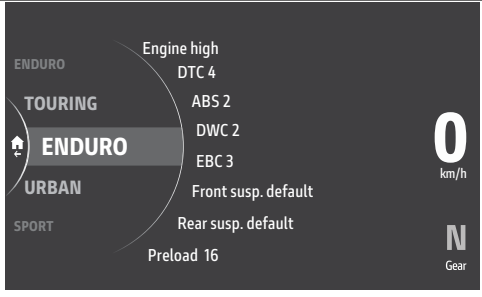


Fig 185

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

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

### Attention

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

## Engine rpm indication

The engine rpm is displayed using a rev counter featuring a grey needle wake (A, Fig 186).
During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.
After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold.
The virtual limiter threshold changes according to the engine temperature:

- If the engine temperature is below 40 °C (104 °F), the rev counter wake will turn amber yellow after 6000 rpm;
- if the engine temperature is within 40 °C (104 °F) and 60 °C (140 °F), the rev counter wake will turn amber yellow after 8000 rpm;
- If the engine temperature is above 60 °C (140 °F), the rev counter wake will not turn amber yellow.

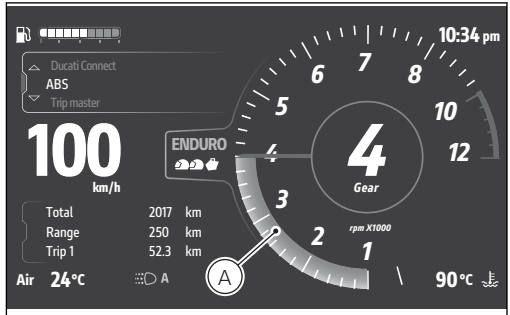



Fig 186

When the needle wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips (Over-rev).
If the number of rpm is lower than 1000 rpm, the needle wake is not displayed.

## Preload

This function allows changing the preload profile at any time, thereby modifying the suspension setup within the current Riding Mode.

- Press button (A, Fig 187)to activate the specific menu.
- Using the joystick ▲ ▼, it is possible to scroll and select the required profile:
  - Rider
  - Rider / baggage
  - Rider / passenger
  - Rider / passenger / baggage
  - Autoleveling
- Press ENTER to confirm.

The track alignment profiles can be customised via the "Preload" function in the "Setting menu" (page 271).

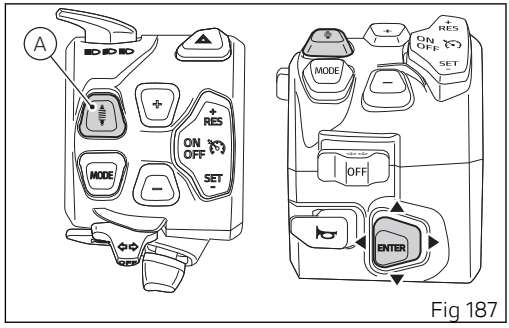


Fig 187

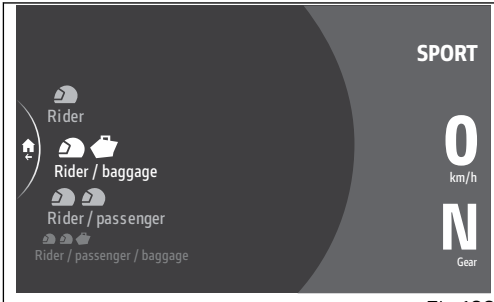


Fig 188

### DSS (Ducati SkyHook System)

The DSS (Ducati SkyHook System) is a vehicle dynamics control system affecting suspension hydraulic damping and thus on their filtering capacity. 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.

The DSS system makes use of several sensors present on the motorcycle to define its setup and vertical and longitudinal movements, and instantly adapt suspension damping accordingly. The result of this process is a more comfortable bike, able to better absorb asphalt bumps without affecting vehicle balance or its rideability. Vertical movements as well as sinking and rebound (pitching) during braking and acceleration are minimised.

The DSS system is fully integrated with bike Riding Modes. By selecting a certain Riding Mode, the rider can establish the default suspension behaviour, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DSS will intervene to correct its behaviour regardless of the Riding Mode, which will nevertheless define suspension basic behaviour (namely, more comfortable for URBAN and more controlled for SPORT).

To better understand this aspect, let's consider the URBAN and TOURING Riding Modes, for example. The URBAN Riding Mode was set for city use: suspension basic behaviour is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more comfortable. The TOURING Riding Mode, on the contrary, was devised for a tourist style, more demanding for the bike and requiring a stricter and more controlled basic behaviour of the suspension. In both cases, the DSS system intervenes whenever bike behaviour - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.

## Easy Lift

The “Easy Lift” function, under the conditions listed below, acts on the suspension hydraulic damping, reducing its hardness in order to facilitate all handling operations of the stationary bike, while preserving the condition of the battery.
The “Easy Lift” function is enabled under the following conditions:

1) with engine off, if the instrument panel is turned on but the engine is still off, suspensions are

powered, reducing their hardness, for about 3 minutes. Then suspensions are no longer powered;

2) engine running and vehicle not moving: suspensions are powered normally.
3) with engine running, if the engine is turned off but the instrument panel is still on, suspensions are powered for about 3 minutes. Then suspensions are no longer powered.

It is recommended to use the "Easy Lift" function to make it easier to move the vehicle when it is on the side stand by turning the bike's instrument panel before handling it from the stand.

**Note**

These suspensions, when not powered (key-off or outside the conditions listed above), are particularly hard due to the high hydraulic damping, as it happens when bike is off. The transition from powered suspensions to suspensions off can be perfectly perceived.

The following table shows the Riding Modes of Multistrada V4 Rally and the relevant suspension behaviour.

| | |
|---|---|
| ENDURO | When ENDURO Riding Mode is selected, the DSS will allow a basic suspension setting for a good absorption of off-road typical bumps and offering a longitudinal dynamics optimised for the off-road grip. |
| SPORT | When SPORT Riding Mode is selected, the DSS system will allow a stiff suspension basic setting, duly optimised for use on good grip roads and with a few bumps. The bike will be very responsive and controlled, allowing the rider to fully exploit it. |
| TOURING | When the TOURING Riding Mode is selected, the DSS will allow a suspension basic setting optimized for tourist riding offering a comfortable but controlled basic setting. |
| URBAN | When the URBAN Riding Mode is selected, the DSS will allow a suspension basic setting allowing a good absorption of the typical bumps of city riding, keeping at the same time a high control of bike dynamics, with a general highly comfortable behaviour. |

DSS default setting can be changed using the corresponding menu through the instrument panel (see page 269). The Setting menu allows the rider to increase or decrease the base damping settings characterising the operation of fork and rear shock absorber for each Riding Mode. When a SOFT setting is selected, the DSS will change suspension response to be softer, while if a HARD setting is selected, the DDS will on the contrary change suspension response to be harder.

The DSS system also interacts with the bike's conditions (rider only, rider + panniers, rider + passenger, rider + passenger + panniers).
The selection of a different load condition is made through the Preload menu and, besides changing rear shock absorber preload to ensure a constant and correct response while riding with a load, it also affects the parameters defining bike dynamic response.

Preload basic setting can be changed as well, through the special menu on the instrument panel. The preload actuator specific range is 18 mm (0.71 in), the instrument panel allows setting preload value among 24 positions; a preload change of 0.75 mm (0.03 in) corresponds to each position and allows any rider to find the optimal setting for each load condition.

The load settings also include the "AUTO" mode, which allows you to automatically adjust the height of the bike by changing the preload position. By selecting the "AUTO" mode, the preload control system learns the current track alignment of the motorcycle and calculates the most appropriate preload setting to restore a predefined motorcycle height, for example by compensating the sinking caused by an increase in load (passenger and/or panniers).

In the case of ENDURO Riding mode, the use of Preloads allows, in addition to selecting the most appropriate load condition (rider only, rider + panniers, etc.), adapting the bike to the use of specialist tyres and pressures typical of off-road use

| | |
|---|---|
| Rider | Designed for off-road touring use with Pirelli Scorpion Trail II OE tyres and road pressures. |
| PRO Rider | Designed for off-road sporty use with specialist tyres (Pirelli Scorpion Rally, off-road pressure). |
| Rider plus bags | Designed for off-road touring use with bags fitted and Pirelli Scorpion Trail II OE tyres. |
| Rider and passenger plus bags | Designed for off-road touring use with fully loaded vehicle and Pirelli Scorpion Trail II OE tyres. |

When using specialist tyres with pressures lower than road ones, if you want to use a Preload other than “PRO Rider” (e.g.: rider + panniers), it is recommended to increase the rear monoshock absorber damping force by one or two steps (i.e.: Hard or Hardest setting) to compensate for the different ability of the tyre to copy obstacles and adapt the behaviour of the vehicle to your riding style.



**Note**

For off-road sporty use with specialist tyres, it is recommended that the “PRO rider” Preload is combined with a fork preload increase of 3.5 turns. This setting is for expert riders.



**Attention**

The dynamics of the vehicle and the performance of the DSS system are strongly influenced by the indication of the correct load of the bike. Riding the bike with a load setting other than the real one does not ensure system optimal operation.
The DSS system was calibrated with bike standard springs. Any change to the components involved in the system could result in a non-perfect behaviour of system and bike.

## Info display

The “Info display” menu contains all available meters with travel information (A).
To select the “Info display” menu, press and hold the joystick in position ▼ for a long time.
The information is displayed on 3 lines, the selected item is the one displayed in the second line (B) . Once you have selected the “Info display” menu, scroll through the list of information using the joystick ▲ ▼ .

The order of the information can be changed via the “Info display” function in the “Setting menu” (page 278).

The units of measurement of the travel information can be changed using the “Measurement units” function in the “Setting menu” (page 317).

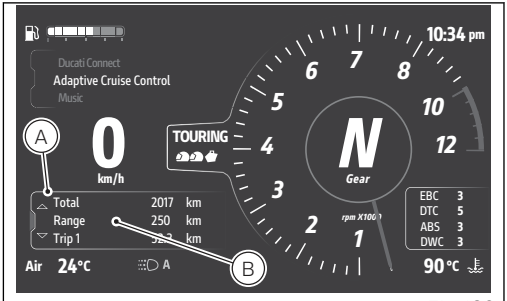



Fig 189

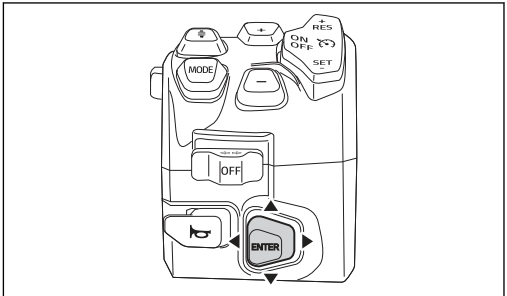



Fig 190

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

| Name | Description | Measurement units / format |
|---|---|---|
| Total | Total odometer | km, miles |
| Range | Residual range<br>visible only if the fuel level display mode has been set to “Level” (page 281) | km, miles |
| Trip 1 | Partial mileage 1 | km, miles |
| Ø consumption 1 | Average consumption 1 | L/100, km/l, mpg UK, mpg US |
| Ø speed 1 | Average speed 1 | km/h, mph |
| Trip 1 time | Travel time 1 | hhh:mm |
| Trip 2 | Partial mileage 2 | km, miles |
| Inst. consumption | Instantaneous fuel consumption | L/100, km/l, mpg UK, mpg US |
| Front tyre | Front tyre pressure<br>(accessory, visible only if tyre pressure sensor has been installed) | bar |
| Rear tyre | Rear tyre pressure<br>(accessory, visible only if tyre pressure sensor has been installed) | bar |

## Resetting trip 1 information

The trip information “Trip 1”, “Ø consumption 1”, “Ø speed 1” and “Trip 1 time” can be reset by pressing ENTER when selected: the message “Reset trip 1 info?” will be displayed followed by “Yes” and “No” (Fig 191).
Use the joystick ◄ ► to select “Yes” or “No” and press ENTER to confirm your choice.
When the trip 1 information is reset, all the meters that refer to it are reset as well.

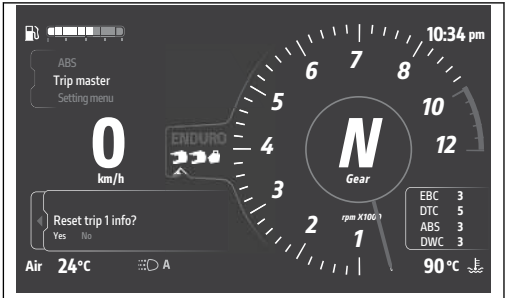


Fig 191

## Resetting trip 2 information

The trip information “Trip 2” can be reset by pressing ENTER when selected: the message “Reset trip 2 info?” will be displayed followed by “Yes” and “No” (Fig 192).
Use the joystick ◄ ► to select “Yes” or “No” and press ENTER to confirm your choice.

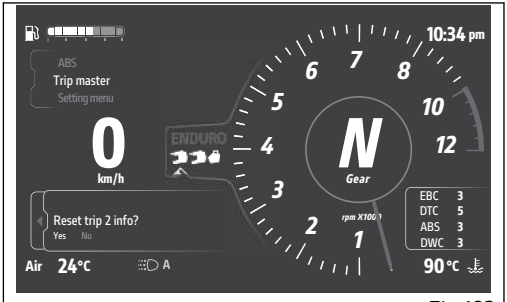


Fig 192

## Cruise Control

### Important

This function is only available on models without Advanced Rider Assistance Systems (ARAS).

Cruise Control (CC) assists the rider in maintaining a constant cruising speed. The system maintains the desired cruising speed by accelerating and acting on the brakes, within the limits of the system. This feature increases comfort during long motorway journeys.
If the motorcycle has the Adaptive Cruise Control (ACC, see page 22), this replaces the Cruise Control (CC) function.

### Attention

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

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

### Attention

The Cruise Control is only available with ABS on and set to level 2 or 3, and with Ducati Traction Control on and Ducati Wheelie Control on.

### Attention

The Cruise Control is not a safety system. While braking or accelerating, it does not perform emergency braking: its braking capacity is limited. In some conditions of the surrounding environment or traffic, the system may react by braking or accelerating unexpectedly: the rider will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle. The Cruise Control may not affect the brakes if the rider turns the throttle handgrip, as this may override the Cruise Control function (see the "Override" section).

## What features can be set?

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

## Cornering behaviour

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

### Attention

When entering or exiting a bend, the system may behave unexpectedly, suddenly accelerating or braking. Similar events may more likely occur if the radius of the bend is narrow or variable.

## Switching on and off

The maximum cruising speed that can be set is 160 km/h (98 mph)
The minimum cruising speed that can be set depends on the gear selected:

| Gear | Minimum cruising speed |
|---|---|
| 1st and 2nd | 30 km/h (or 18 mph if speed is expressed in mph) |
| 3rd | 35 km/h (or 21 mph if speed is expressed in mph) |
| 4th | 40 km/h (or 24 mph if speed is expressed in mph) |
| 5th | 45 km/h (or 27 mph if speed is expressed in mph) |
| 6th | 50 km/h (or 30 mph if speed is expressed in mph) |

### Attention

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

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

## Switching on the CC

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

## Saving the speed and activating the control

To store the current motorcycle speed as your cruising speed and activate the control, press SET/- (E, Fig 193) RES/+ (D, Fig 193). The stored speed is shown in the Cruise Control icon (A, Fig 194).

## Switching off the CC

Press the ON/OFF button (C, Fig 193) to turn off the Cruise Control. The Cruise Control icon (A, Fig 194) disappears.

## Icon (A, Fig 194)

The Cruise Control icon can be:

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

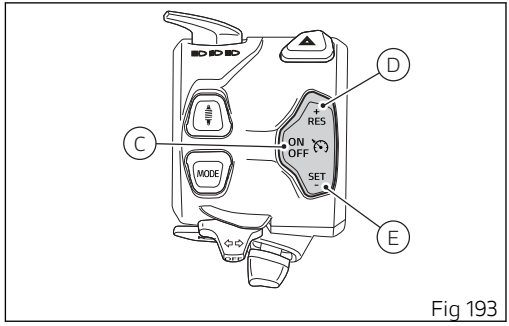


Fig 193

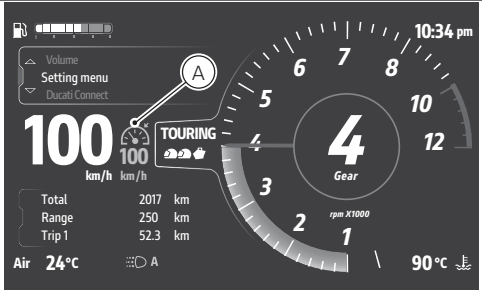


Fig 194

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

### Changing the cruising speed

To increase or decrease the speed in steps of 1 km/h (or 1 mph if the speed is expressed in miles per hour), press RES/+ (D, Fig 193) or SET/- (E, Fig 193) respectively, until reaching the desired cruising speed.
To increase or decrease the speed quickly, press and hold RES/+ (D, Fig 193) or SET/- (E, Fig 193) respectively, until reaching the desired cruising speed.

### Stopping the speed control

Requirement: the Cruise Control must be switched on.

### Stopping the speed control while riding

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

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

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- if vehicle speed of 180 km/h (112 mph) is exceeded;
- in case of prolonged ABS or torque control system intervention;
- in case of a leaning angle exceeding 50°.

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

If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D, Fig 193) or SET/- (E, Fig 193). If RES/+ (D, Fig 193) is pressed, the set cruising speed is the last speed stored. If SET/- (E, Fig 193) is pressed, the set cruising speed is the current speed.

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

### Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. If this manoeuvre is carried out while remaining below 180 km/h (112 mph), once the throttle is released, the Cruise Control will resume speed control on its own.

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

### Request for rider's intervention

In some situations the Cruise Control may require the rider to intervene. When such a request is made, the Cruise Control icon (A, Fig 194) turns yellow.

This may occur in the following cases:

- if an engine speed of 8,500 rpm is reached, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious riding conditions allow the rider to do so.
- If the engine speed is too low for the gear engaged, the CC requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious riding conditions allow the rider to do so.

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

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 195). If this happens, proceed as follows:
1. turn the ignition off and back on.

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

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

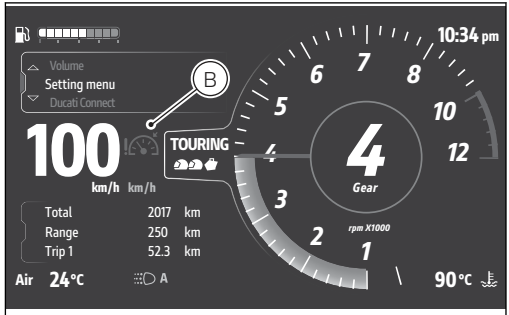


Fig 195

## Seat heating (if available)

This function is present inside the Interactive Menu and allows to activate and set the rider seat heating. It is only available if heated seat is installed on the motorcycle.

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use joystick ▲ ▼ to select "Heated seat" (B) and press ENTER.

### Note

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

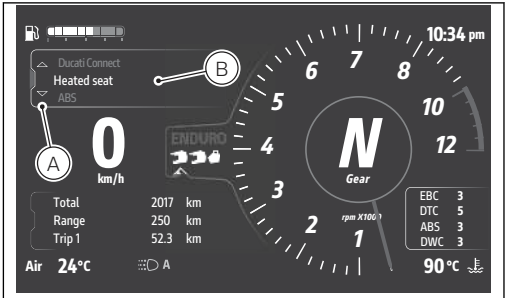



Fig 196

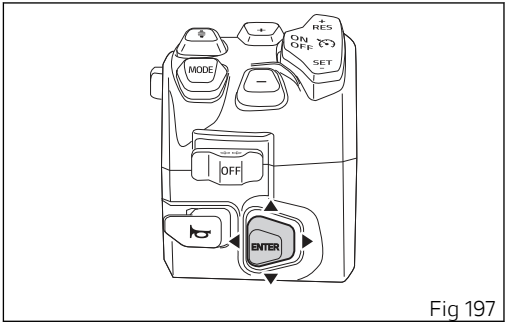



Fig 197

The page for adjusting the heating level (C) is displayed, where the 3 available levels are listed: “High”, “Low” and “Off”.
Select the required level using the joystick ▲ ▼.
Press ENTER to confirm and close the page.
To exit the page without making any changes, press and hold the joystick in the ◄ position for a long time.

Each level is associated with a heated seat icon (D) . This icon is displayed in grey when heating is off. The icon becomes white when heating is on.

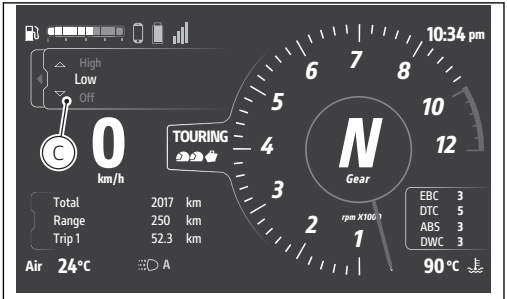



Fig 198

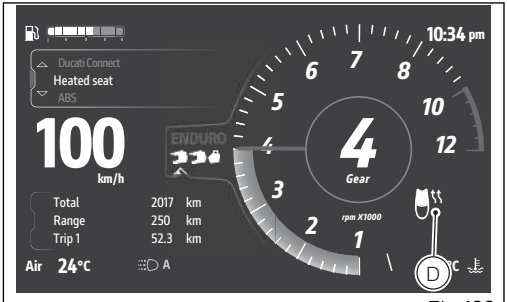



Fig 199

## Passenger seat heating

To activate and set the passenger seat heating, use the switch located beneath the passenger seat:

- centre position to set the level to “Off”;
- position (I) to set the level to “Low”;
- position (II) to set the level to “High”.

Each level is associated with a heated seat icon (E) . This icon is displayed in grey when heating is off. The icon becomes white when heating is on.

**Note**

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

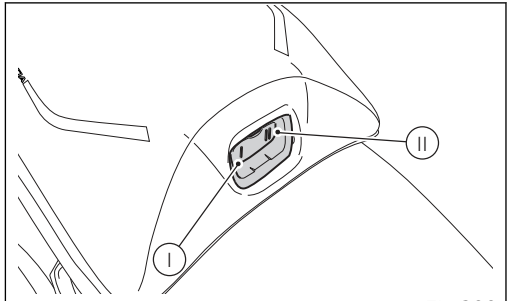



Fig 200

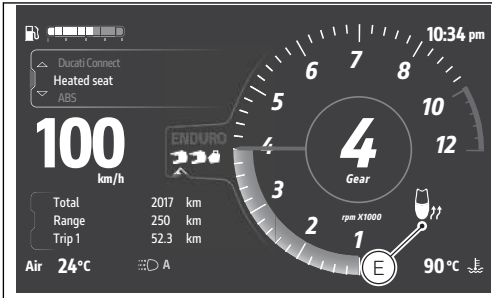



Fig 201

## Heated grips (if present)

This function allows the user to activate and set the handgrip heating. It is only available if heated handgrips are installed on the motorcycle.

To enable and set the level of the heated handgrips, press button (1). The heated handgrips icon will be displayed in large mode (A). Each time the button is pressed it cycles through the OFF, LOW, MED, HIGH levels indicated by the arrows on the symbol (in the example “LOW”).

To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode (B).

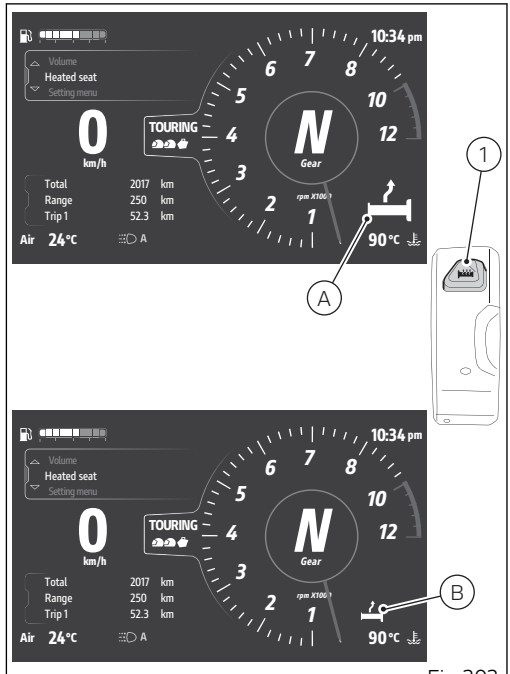



Fig 202

In the Ducati Connect screen the heated handgrip icon is displayed only in the small mode (C).

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

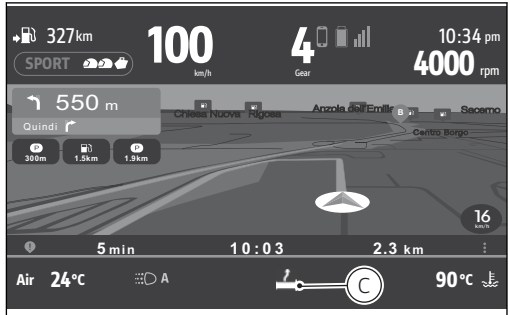


Fig 203

## Lap

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

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select “Lap” (B) and press ENTER.

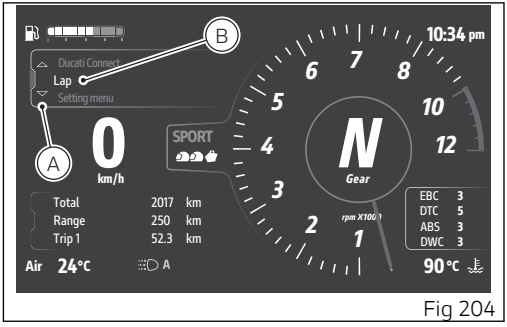



Fig 204

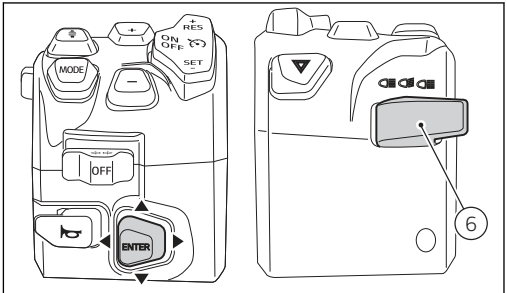



Fig 205

The relevant window (C) is displayed:

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

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

Below the stopwatch is the current lap number. It is possible to record maximum 30 laps. Once the function is activated, flash button (6, Fig 205) must be used to start/stop the stopwatch: the first time the flash button is pressed, the stopwatch flashes for 1 second.

Then, every time the flash button (6) is pressed, the stopwatch flashes for 1 second displaying the time just completed and returns to display the time in progress.
If the time just completed is the best among those recorded up to that moment, the stopwatch displays the time just recorded flashing for 1 second and steadily for another 5 seconds, after which it returns

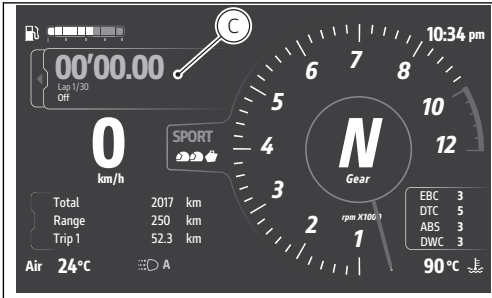


Fig 206



Fig 207

to display the time of the current lap, updating the number of laps. When the 30th lap is reached, the message “Full memory” is displayed and it is not possible to record new times: in this case, delete the saved laps in order to record new ones.
Use the “Lap” function in the “Setting” menu (page 230) to:

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

To close the window, press and hold the joystick in position ◀ for a long time. The window can be closed keeping the function active.

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

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

The following data is recorded for each lap:

- Time
- Maximum reached speed
- Maximum reached RPM

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

**Note**
If during lap recording the flash button (6) is pressed to start/stop the stopwatch, any further button presses occurred within 5 seconds will not be considered by the instrument panel.

## ABS

**Attention**
The ABS can be disabled.

This function is available inside the Interactive Menu and allows deactivating and reactivating the ABS system. It is only available in the Enduro Riding mode.

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select "ABS" (B) and press ENTER.

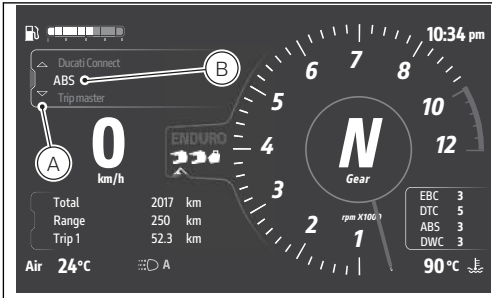



Fig 208

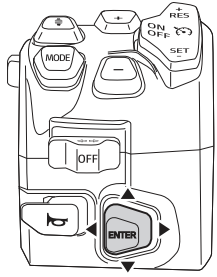



Fig 209

The relevant window (C) is displayed.
The current status of the ABS "On" is displayed at the bottom of the window and "ABS Off" (D) is displayed in the middle of the window. Pressing ENTER will display "Wait..." for a few seconds, then the ABS system will be turned off, displaying the "Off" status at the bottom and "ABS On" (E) in the middle.

## Attention

The window remains active as long as the ABS system is disabled. In this case the window cannot be closed. Press ENTER to re-enable the ABS system: once reactivated, the window returns to the previous condition and it will be possible to close it by pressing and holding the joystick in position ◀ for a long time.

## Note

If an error occurs during the status change from On to Off and vice versa, the red Error message is displayed for a few seconds, then the window shows the previous status.

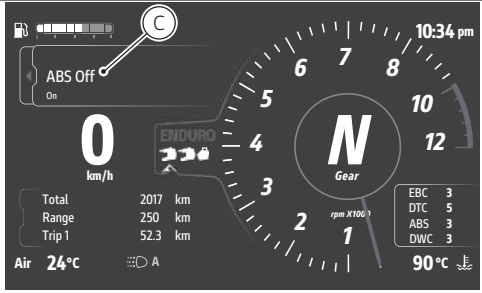



Fig 210




Fig 211

## Trip master

This function is available inside the Interactive Menu and calculates the partial distance travelled by the bike. It is only available in the Enduro Riding mode. The Trip master calculation can be set in incremental or differential mode and can also be temporarily stopped and reset to zero.

- Select the Interactive Menu (A) by pressing and holding the joystick in position ▲ for a long time.
- Use the joystick ▲ ▼ to select “Trip master” (B) and press ENTER.

The Trip master accuracy level can be set via the "Trip master precision" function in the "Setting menu" (see page 313).

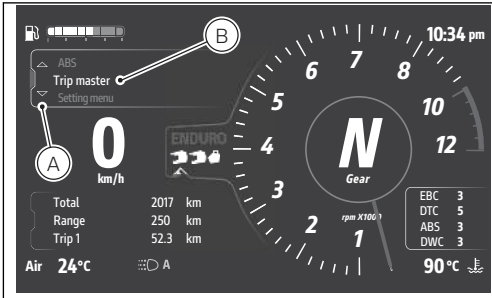



Fig 212

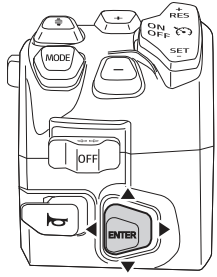



Fig 213

The corresponding window (C) is displayed with the following controls available:

- "On" or "Off" to activate or deactivate the meter (D);
- ▶ play or ⏸ pause to start or stop the distance calculation (E);
- ↺ reset to reset the meter (F);
- ⏏ incremental or ⏷ differential to change the distance calculation mode (G).

The meter is displayed in km or miles and with the arrow indicating the distance counting mode (incremental or differential).
If the function is disabled, only the "On" control is active: press ENTER to activate the function and enable all controls.
Individual controls can be selected via the joystick ◀ ▶: when a control is selected, it is displayed in white, pressing ENTER will operate the control.
When Trip master is paused, the number flashes.

**Note**
With the joystick in down ▲ or up ▼ position, it is possible to increase or decrease the counted distance at any time (specific function for Roadbook navigation).

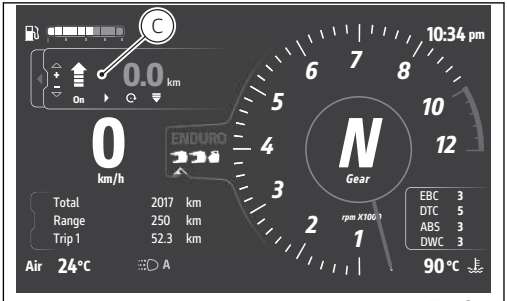


Fig 214

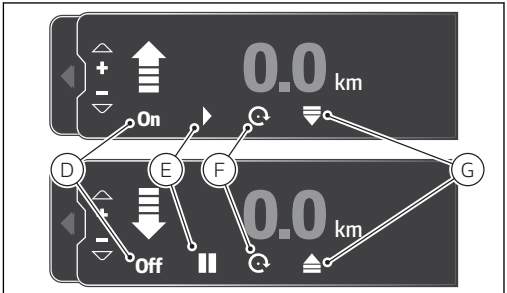


Fig 215

To close the window, press and hold the joystick in position ◀ for a long time. The window can be closed keeping the function and counting active.

If the meter in differential mode reaches 0.0 km or miles, the Trip master counting is paused and the counting mode changes to incremental.

The units of measurement can be changed using the “Measurement units” function in the “Setting menu” (page 317).

## Setting Menu

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

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

Use the joystick ▲ ▼ to select “Setting menu” (A) from the interactive menu and press ENTER.

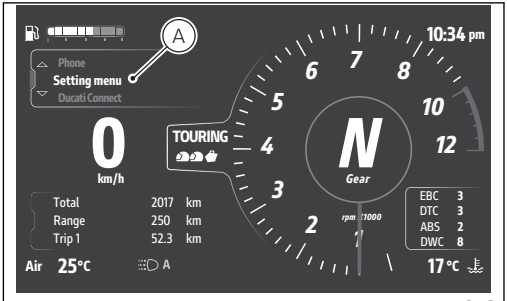



Fig 216

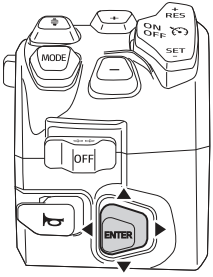



Fig 217

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

- Riding Mode
- Info display
- Fuel indicator
- DRL (if available)
- Backlight
- PIN Code
- Blind Spot Detection (if available, see page 42)
- Date and time
- Service
- Lap
- Tyre calibration
- Tyre pressure (if available)
- Bluetooth (see page 55)
- Trip master precision
- Turn indicators
- Language
- Measurement units
- Info

When the Setting menu is displayed, the joystick is used as follows:

- ▲ up and down ▼ to scroll and select the available items;
- ENTER to confirm the selected item;

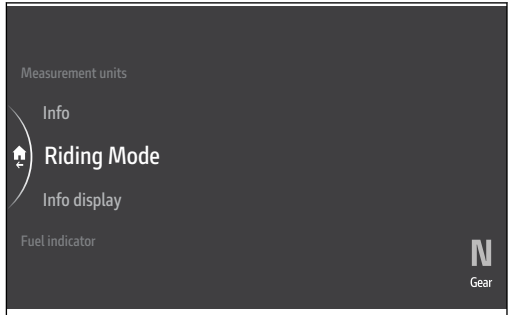



Fig 218

- ◀ short left press to exit a sub-menu;
- ◀ long left press to exit the Setting menu and return to the initial page.

## Setting menu – Riding Mode

This function allows customising every Riding Mode.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.

The “Sport”, “Touring”, “Enduro”, “Urban” riding modes and “Default” item are displayed (only visible if one or more parameters of one or more riding modes have been changed). The active riding mode (Fig 220) is shown on the right-hand side.

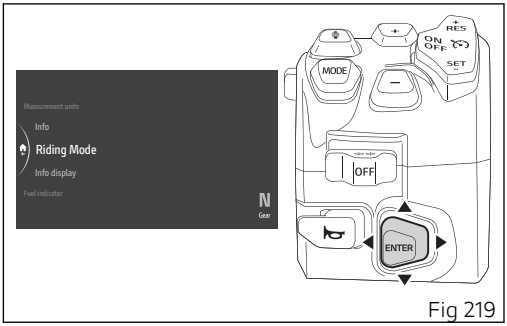



Fig 219

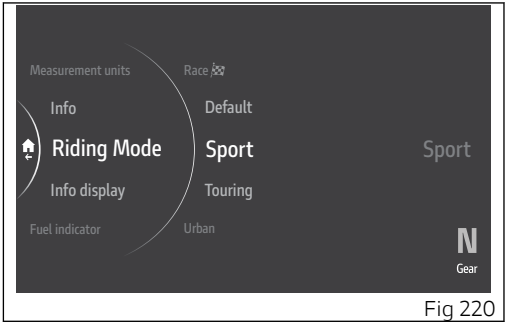



Fig 220

Use the joystick ▲ ▼ to select the riding mode you wish to customise and press ENTER.
The customisable parameters are the following:

- Power
- DTC
- ABS
- DWC
- EBC
- DQS
- Suspension
- Preload
- Default (visible only if one or more parameters of the selected riding mode have been changed)

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER to modify the parameters.



Fig 221

## 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.

## Setting menu – Riding Mode – Power

This function allows setting the engine power.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the “Power” item and press ENTER.

“High”, “Medium”, “Low” and “Off-Road” levels are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

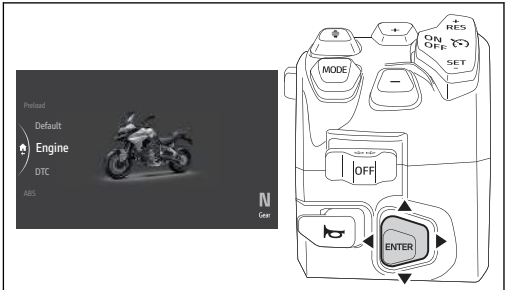



Fig 222

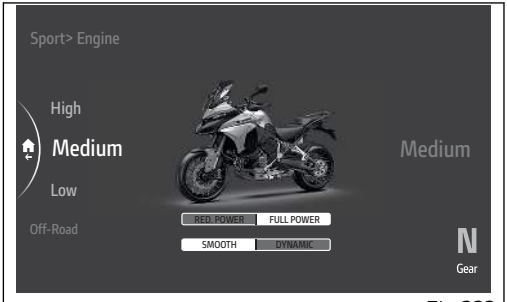



Fig 223

## Setting menu – Riding Mode – DTC

### Attention

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

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

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.

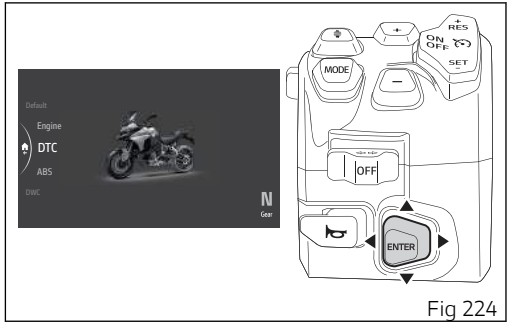



Fig 224

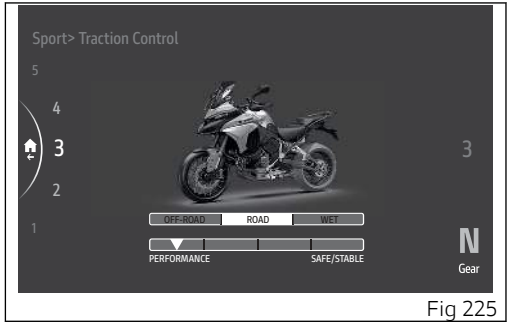



Fig 225

- Select the "DTC" item and press ENTER.

Levels from 1 to 8 and “Off” are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

## 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 modes that can be selected by the user:

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

| DTC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 3 | SPORT / TRACK | This level is designed for very sporty road use, with dry surface and excellent grip conditions.<br>In this mode, the DTC allows side slipping. | |
| 4 | SPORT | This level is designed for sporty road use, with dry surface and high grip conditions. | It is the default level for the "SPORT" riding mode |
| 5 | TOURING | This level is designed for touring road use, with dry surface and medium grip conditions. | It is the default level for the "TOURING" riding mode |
| 6 | SAFE & STABLE | This level is designed for urban road use, with dry surface and poor grip conditions. | It is the default level for the "URBAN" riding mode |
| 7 | RAIN | This level is designed for road use, when surface is wet and moderately slippery. | |
| 8 | HEAVY RAIN | This level is designed for road use, when surface is wet and very slippery. | |

## Tips on how to select the intervention 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 indicated in the "Technical specifications" section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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 level 3, 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 (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 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 path

If the path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a 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 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.

## Setting menu – Riding Mode – ABS

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

This function allows setting the ABS intervention level.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "ABS" item and press ENTER.

Levels from 1 to 3 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the

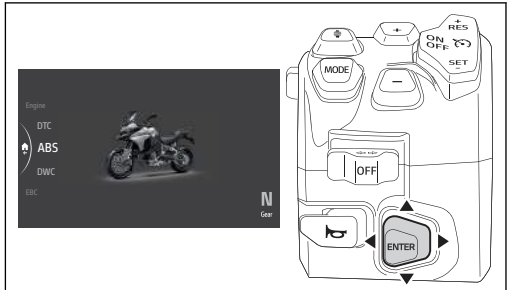


Fig 226



Fig 227

part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

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

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.

The front and rear brakes 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 active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels of intervention, each associated with a Riding Mode.

### Attention

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.

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

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

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

| ABS LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The ABS is disabled | |
| 1 | OFF-ROAD | 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).<br>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 LEVEL | RIDING MODE | OPERATION 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 and lift-up control function are active. This calibration gives priority to the braking power while ensuring a good compromise between performance and stability. | 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**
The ABS OFF level can only be activated via the ABS function in the Interactive Menu, visible only if the riding mode is set to ENDURO.

**Attention**
ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.

**Important**
ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the intervention level

**Important**
Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are indicated in the "Technical specifications" section of this manual. The use of tyres of different size and characteristics to the original tyres 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 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up and front-to-rear combined braking, allowing the motorcycle to keep a good alignment during the whole braking action.
ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

Selecting level 2, the ABS will privilege more the braking power than stability. Level 2 provides for the front-to-rear combined braking and the cornering function. This level also features the lift-up control, but it only controls the angle and speed of rear wheel lift-up without preventing it altogether.
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.

## Setting menu – Riding Mode – DWC

### Attention

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and reaction to wheelies. Each riding mode features a pre-set intervention level. Level 8 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

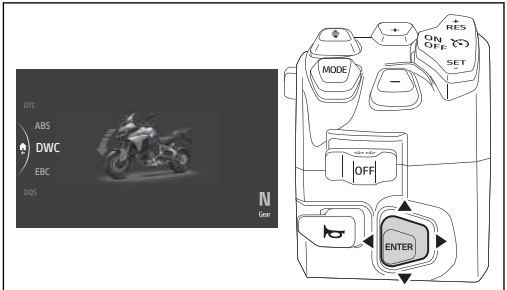



Fig 228




Fig 229

## Stabilisation of dynamics

The DWC also assists the rider in stabilising the vehicle dynamics at high speed by modulating the torque delivered by the engine in a controlled manner.
This assistance, which is normally not necessary, could be useful, depending on the load, under particularly unfavourable conditions such as worn tyres, incorrect tyre inflation pressure, external disturbances due to strong winds or uneven road surfaces.
In these conditions, the DWC system assists the rider by adjusting the vehicle acceleration. As with other control systems, it does not, in any way, replace the rider's action.
In case of intervention of the DWC system for wheelie control or for the stabilisation of the vehicle dynamics, the warning light on the dashboard is lit.

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "DWC" item and press ENTER.

Levels from 1 to 8 and "Off" are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

### Attention

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

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle,

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

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

| DWC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The DWC and the stability control system are disabled. | It is the default level for the "ENDURO" riding mode |
| 1 | PERFORMANCE | Sporty road use for expert riders The system allows wheeling, intervening to reduce the wheeling speed and the level reached with the wheelie. | |
| 2 | SPORTIVE | Sporty road use for moderately expert riders. The system maximises vehicle acceleration, intervening in case of wheelies if necessary. | |
| 3 | SPORTIVE | Road use for average riders. The system optimises vehicle acceleration under rider-only load conditions, intervening in case of wheelies if necessary. | It is the default level for the "SPORT" riding mode |
| 4 | TOURING | Level for all kinds of riders. The system optimises vehicle acceleration under rider-only load conditions, intervening in case of wheelies if necessary. | |

| DWC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 5 | TOURING | Level for all kinds of riders. The system optimises vehicle acceleration under medium load conditions, intervening in case of wheelies if necessary. | It is the default level for the “TOURING” Riding mode. |
| 6 | SAFE & STABLE | Level for all kinds of riders. The system optimises vehicle acceleration under all load conditions, intervening in case of wheelies if necessary. | It is the default level for the “URBAN” riding mode |
| 7 | HIGH SAFE & STABLE | Level for all kinds of riders. The system limits the acceleration of the vehicle in order to avoid wheelies under all load conditions. | |
| 8 | HIGH SAFE & STABLE | Level for all kinds of riders. The system strongly limits the acceleration of the vehicle in order to avoid wheelies under all load conditions. | |

## Tips on how to select the intervention level

**Attention**

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

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

### The rider's experience

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

### The load condition

The level used is also related to the load level on the bike. When riding with panniers or with passenger, it is recommended to increase the level normally used by 1 step. When riding with full load, it is recommended to increase the level normally used by 2 steps.

## Level depends on type of path

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

## Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

## Setting menu – Riding Mode – EBC

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

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

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

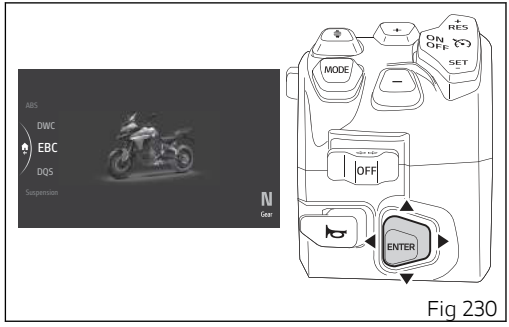



Fig 230




Fig 231

## Attention

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

This function allows setting the EBC intervention level.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "EBC" item and press ENTER.

Levels from 1 to 3 and “Off” (Fig 231) are displayed on the left. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

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

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

### Tips on how to select the sensitivity level

**Attention**

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

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

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

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake levels are increasing progressively; with level 1 you set the maximum engine brake level possible.
The choice of the correct level mainly depends on the following parameters:

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.

### Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/circuit.

### Level depends on type of track

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

## Setting menu – Riding Mode – DQS

This function allows activating or deactivating the DQS system.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "DQS" item and press ENTER.

Levels “On” and “Off” are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and quit the setting menu.

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

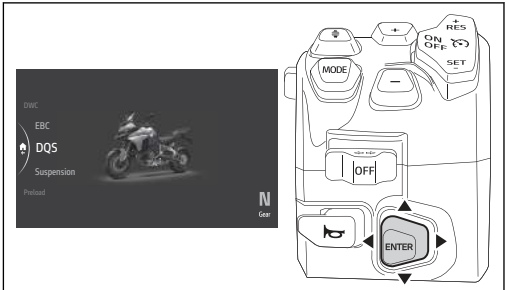



Fig 232




Fig 233

downshifting, and combines the action on ignition advance and injection, available in the upshift system and with controlled throttle opening for operation during downshifting. Here below are some tips that will ensure you properly exploit this feature:

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (upshifting or downshifting) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever.
- Ducati Quick Shift electronic shifting will not activate when the clutch lever is completely pulled.
- The use of the clutch lever in combination with the Ducati Quick Shift can lead to malfunctions or engine shutdown. With the Ducati Quick Shift system active, the clutch lever must not be operated except to engage the Neutral gear. If you want to use the clutch lever to change gear, disable the Ducati Quick Shift system.
- Ducati Quick Shift will shift down (downshifting) even when the throttle control is partially or fully open.
- Ducati Quick Shift is designed to operate above 2,250 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## Setting menu – Riding Mode – Suspension

This function allows managing and setting the front and rear electronic suspension.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "Suspension" item and press ENTER.

“Front” and “Rear” are displayed on the left-hand side. The motorbike is shown in the middle with the part involved in the setting highlighted.

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm.

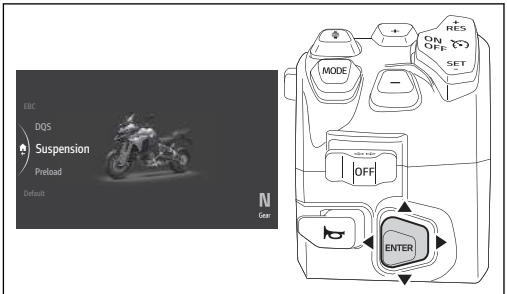



Fig 234




Fig 235

By selecting the items “Front” (Fig 236) or “Rear” (Fig 237), “Hardest”, “Hard”, “Medium”, “Soft”, “Softest” levels are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and return to the previous menu.




Fig 236




Fig 237

## Setting menu – Riding Mode – Preload

This function allows setting the parameters linked to the preload profiles.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "Preload" item and press ENTER.

In Sport, Touring and Urban Riding modes, the following customisable profiles are shown on the left-hand side (Fig 239):

- Rider
- Rider / baggage
- Rider / passenger
- Rider / passenger / baggage

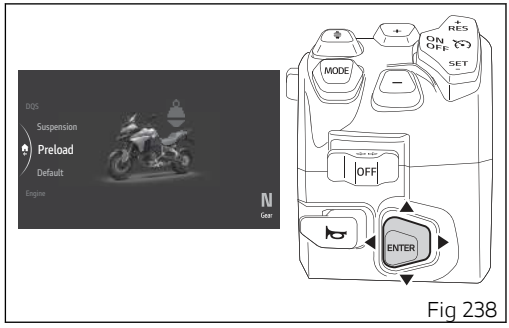



Fig 238




Fig 239

In Enduro Riding mode, the following customisable profiles are shown on the left-hand side (Fig 240):

- Rider
- PRO Rider
- Rider / baggage
- Rider / passenger / baggage

Using the joystick ▲ ▼ it is possible to scroll and select the desired profile. Press ENTER to confirm and access the sub-menu.




Fig 240

Upon accessing the sub-menu of each profile, levels 1 to 24 are displayed on the left-hand side. While the currently set level is shown on the right. The motorbike is shown in the middle with the part involved in the setting highlighted and the reference indications.

The preloader actuator specific range is 18 mm (0.71 in), the instrument panel allows setting preload value among 24 positions; a preload change of 0.75 mm (0.03 in) corresponds to each position and allows any rider to find the optimal setting for each load condition.

Using the joystick ▲ ▼ it is possible to scroll and select the desired level. Press ENTER to confirm and return to the previous menu.

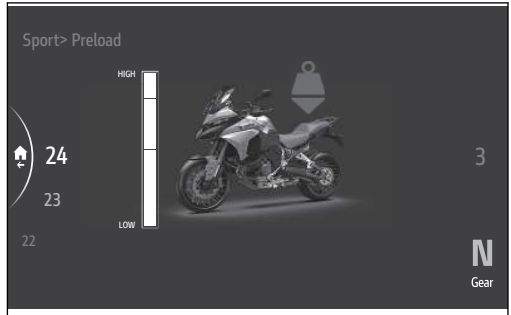


Fig 241

## Setting menu – Riding Mode – Default

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

Restoring the parameter values for a single riding mode:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the riding mode you wish to customise and press ENTER.
- Select the "Default" item and press ENTER. The message “Wait...” is displayed for a few seconds followed by the message “Restored”. Then “Default” disappears from the menu list.

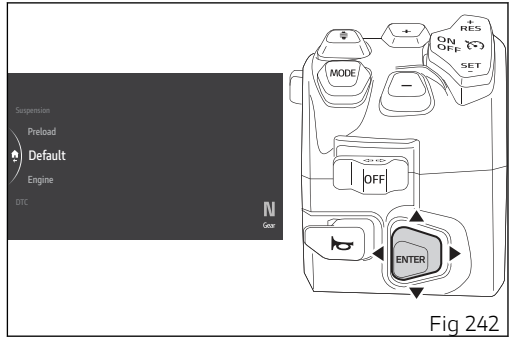


Fig 242

Restoring the parameter values for all riding modes:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Riding Mode" item and press ENTER.
- Select the "Default" item and press ENTER. The message “Wait...” is displayed for a few seconds followed by the message “Restored”. Then “Default” disappears from the menu list.

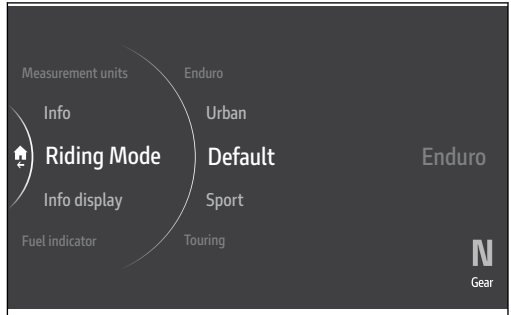


Fig 243

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

| | SPORT | TOURING | ENDURO | URBAN |
|---|---|---|---|---|
| Intended use | Road use | Road use | Off-road | Road use |
| Power Mode | High | Medium | Off-road | Low |
| Max Power | 125@10750 | 125@10750 | 84@8750 | 85.9@10750 |
| Throttle response | Dynamic | Smooth | Dynamic | Smooth |
| ABS | 2 | 3 | 1 | 3 |
| DTC | 4 | 5 | 2 | 6 |
| DWC | 3 | 5 | Off | 6 |
| EBC | 1 | 1 | 3 | 2 |
| DQS | On | On | On | On |
| Suspension - Front | Medium | Medium | Medium | Medium |
| Suspension - Rear | Medium | Medium | Medium | Medium |
| Load Mode - Rider | 1 | 1 | 1 | 1 |
| Load Mode - Rider Pro | (not present) | (not present) | 6 | (not present) |
| Load Mode - Rider + luggage | 8 | 8 | 10 | 8 |

| | SPORT | TOURING | ENDURO | URBAN |
|---|---|---|---|---|
| Load Mode - Rider + passenger | 20 | 20 | (not present) | 20 |
| Load Mode - Rider + passenger + luggage | 24 | 24 | 16 | 24 |

## Setting menu – Info display

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Info display” item and press ENTER.

The list of the 10 selectable items, with the number of their current position (A, Fig 245)is displayed in the middle. The current order of the Info display (B, Fig 245)is displayed on the right-hand side.
Use the joystick ▲ ▼ to scroll through the items in the list. Press ENTER to change the position number of the selected item.

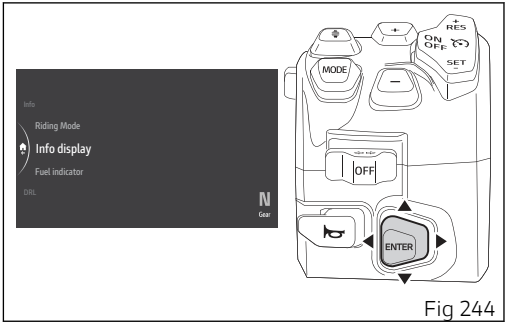


Fig 244

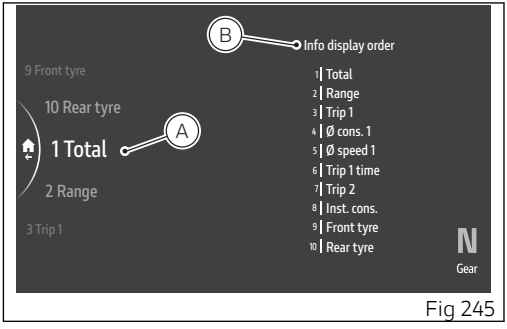


Fig 245

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

- Use the joystick ▲ ▼ to select “Total” and press ENTER (Fig 245).
- Two arrows (A, Fig 246), are displayed above and below the position number indicating that it can be changed from 1 to 10 (in this example “3”) using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm. The order of the Info display is then updated with the new position (B, Fig 247).

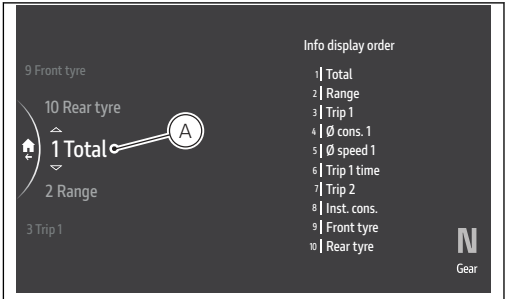


Fig 246

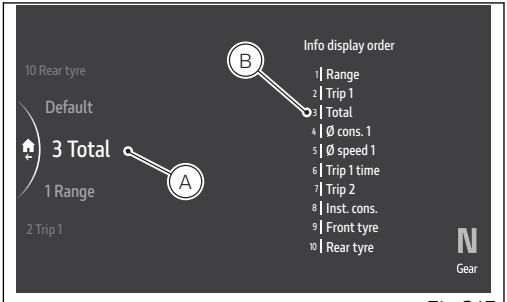


Fig 247

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

To restore the original order, select the “Default” item and press ENTER: “Wait...” is displayed for a few seconds followed by “Restored”. Then, “Default” item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions (Fig 245).

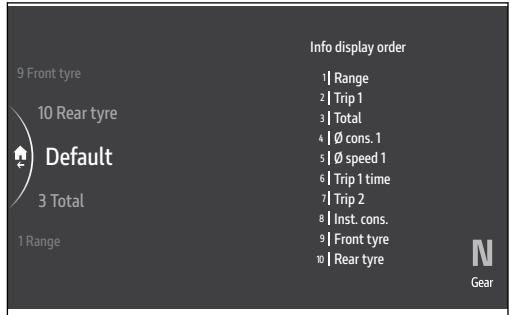


Fig 248

## Setting menu – Fuel indicator

This function allows changing the display mode of the fuel level, by choosing among graduated bar or remaining km or miles.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Fuel indicator” item and press ENTER.

“Level” and “Range” are displayed in the middle. While the currently set mode is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

### Note

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

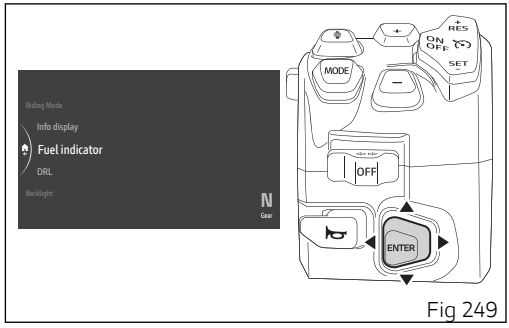



Fig 249




Fig 250

## Setting menu – DRL

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “DRL” item and press ENTER.

“Auto” and “Manual” are displayed in the middle. While the currently set mode is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

**Note**

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

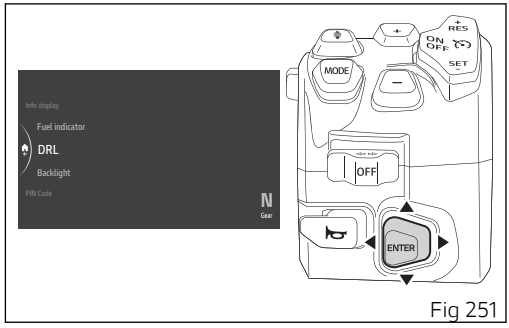



Fig 251

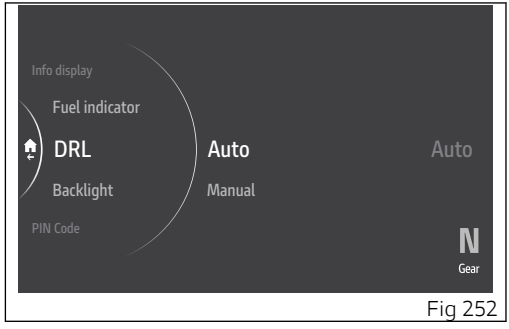



Fig 252

## Setting menu – Backlight

This function allows adjusting the backlighting intensity.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Backlight” item and press ENTER.

Levels from 100% to 20% are displayed in the middle. While the currently set level is shown on the right. Using the joystick ▲ ▼ it is possible to scroll and select the desired mode. Press ENTER to confirm.

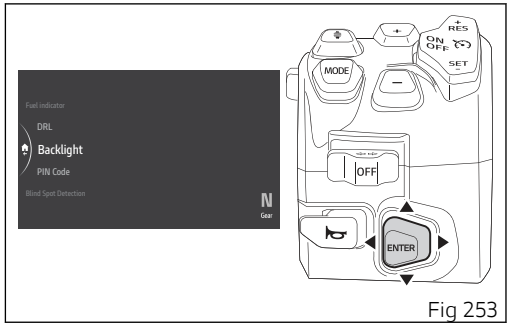



Fig 253

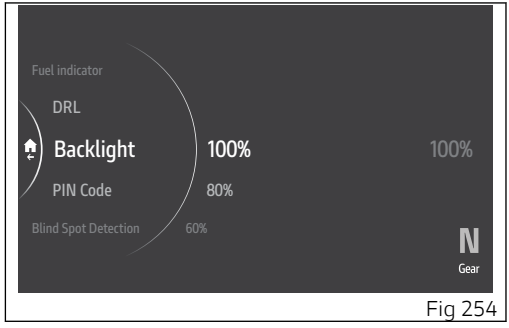



Fig 254

The backlight of the instrument panel is automatically adjusted according to the ambient light detected by photodiode (A, Fig 255). The backlighting intensity adjustment is calculated in relation to what is detected by the photodiode.

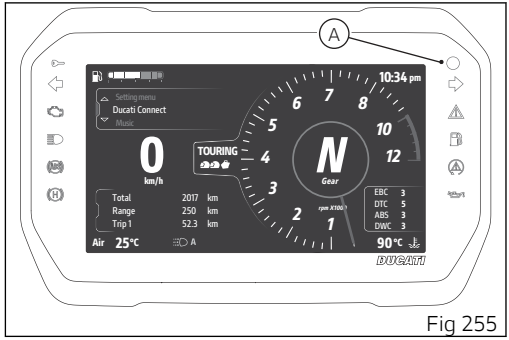


Fig 255

## Setting menu – PIN Code

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “PIN Code” item and press ENTER.

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

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

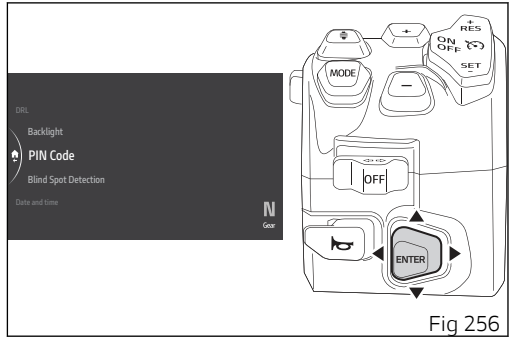


Fig 256

### Attention

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

New PIN

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “PIN Code” item and press ENTER.
- Select the "New PIN" item and press ENTER.

The display shows “New PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits (Fig 259).

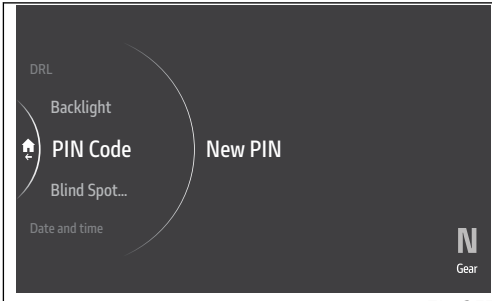


Fig 257

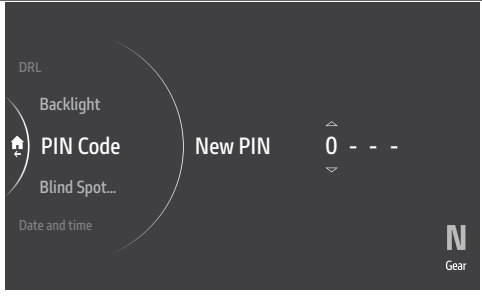


Fig 258

Once the last digit has been confirmed, “Save” is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN” (Fig 257).

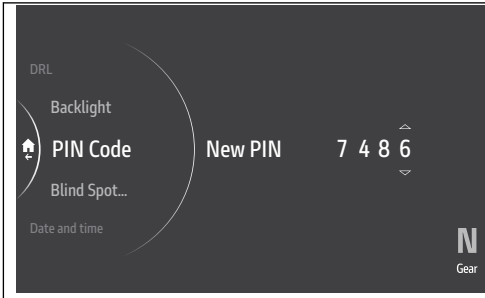


Fig 259



Fig 260

Modify PIN

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “PIN Code” item and press ENTER.
- Select the “Modify PIN” item and press ENTER.

The display shows “Current PIN” on the left and the first of the 4 digits active for the entry.

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

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

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

If the PIN is correct, enter the new PIN.
The display shows “New PIN” on the left and the first of the 4 digits active for the entry (Fig 258).

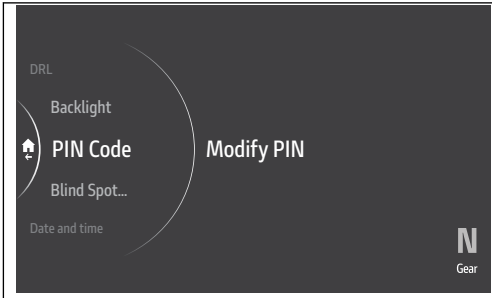


Fig 261

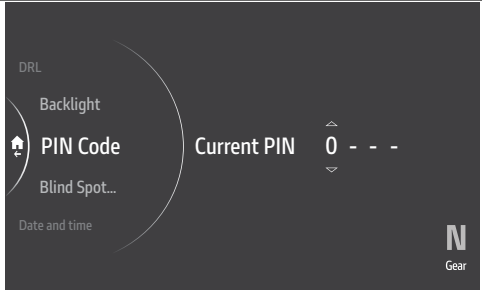


Fig 262

Entering the code:

- The 2 arrows above and below the digit indicate that the number can be changed from 0 to 9 using the corresponding joystick positions ▲ ▼.
- Press ENTER to confirm the digit and move on to the following one.
- Repeat the procedure until entering all 4 digits (Fig 259).

Once the last digit has been confirmed, “Save” (Fig 260) is displayed.
Press ENTER to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

## Setting menu – Date and time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.

“Set date”, “Date format”, “Set time” and “Time format” (Fig 264) are displayed. The currently set values are shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the parameter to set. Press ENTER to confirm.

### Note

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

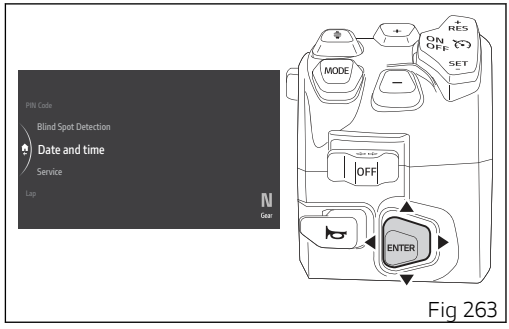



Fig 263

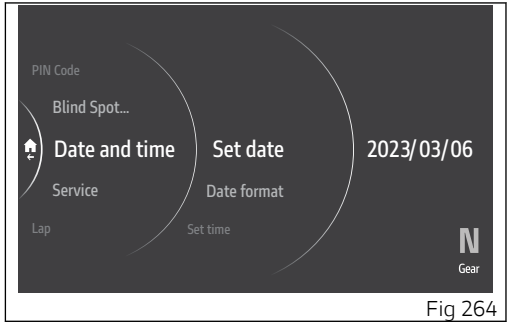



Fig 264

## Set date

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Set date” item and press ENTER.

The first parameter of the date
(- the year in the example - Fig 265)becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter, which is the
(month in the example shown here, Fig 266). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the following parameter.

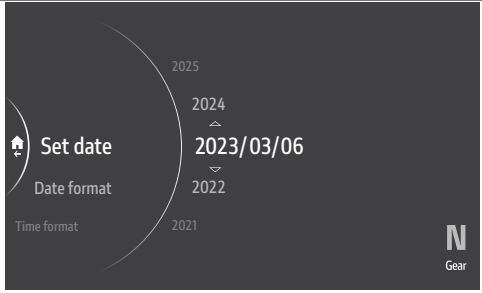


Fig 265

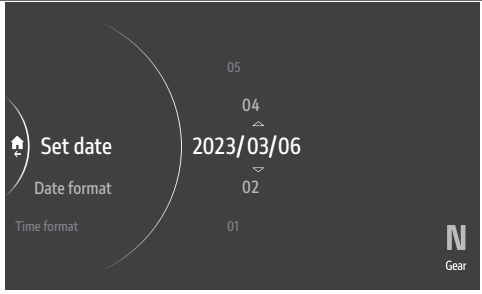


Fig 266

The arrows and available values appear for the third parameter, which is the
(day in the example shown here, Fig 267). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and return to the previous screen.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” (Fig 268) is displayed for 3 seconds. Afterwards, it will be possible to enter the correct date.

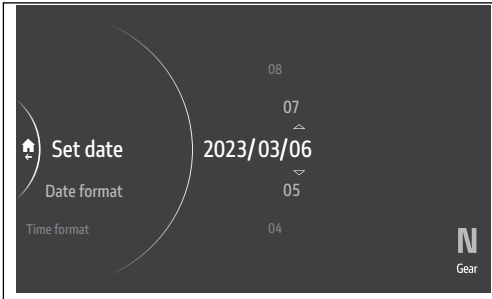


Fig 267

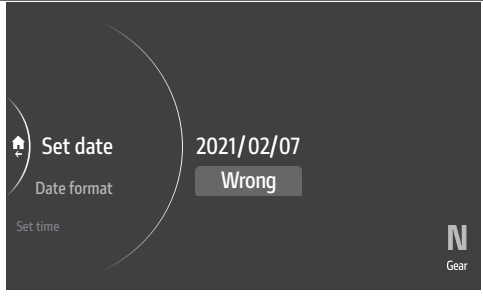


Fig 268

## Date format

This function allows setting the date format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Date format” item and press ENTER.

The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.mm.dd”, “yyyy.dd.mm” (Fig 270). Using the joystick ▲ ▼ it is possible to scroll and select the desired format. Press ENTER to confirm and return to the previous screen.

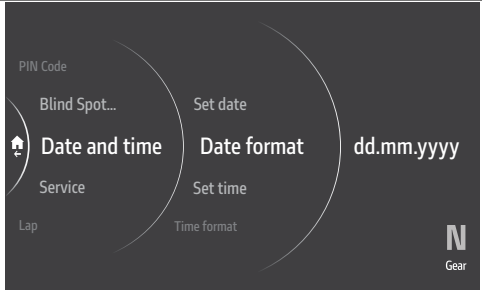



Fig 269

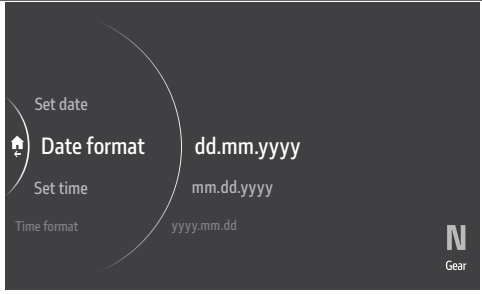



Fig 270

## Set time

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Set time” item and press ENTER.

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 272). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the number of the minutes.

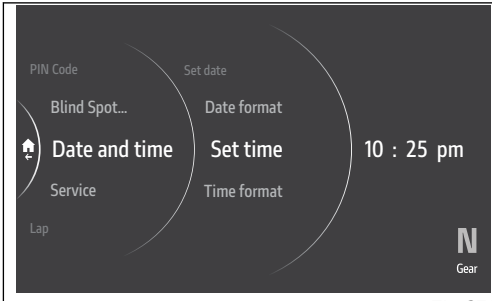



Fig 271

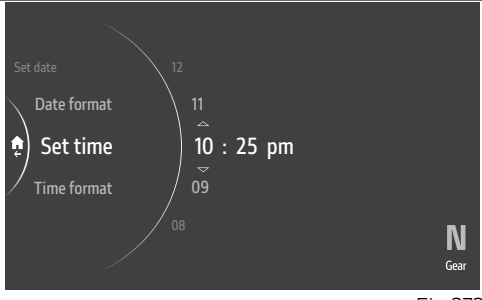



Fig 272

The minute number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed (Fig 273). Using the joystick ▲ ▼ it is possible to scroll and select the desired value. Press ENTER to confirm and move on to the AM/PM selection.

The “AM” or “PM” item becomes selectable and is displayed with two arrows above and below it (Fig 274). Using the joystick ▲ ▼ it is possible to select the desired value. Press ENTER to confirm and return to the previous screen.

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

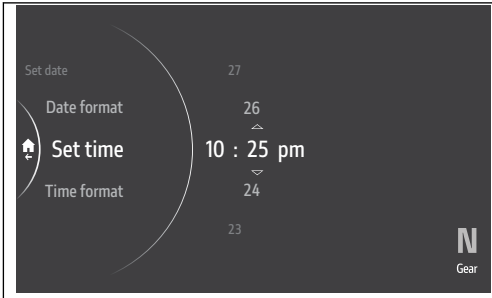


Fig 273

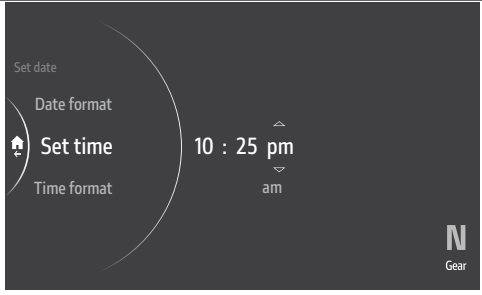


Fig 274

## Time format

This function allows setting the time format.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Date and time” item and press ENTER.
- Select the “Time format” item and press ENTER.

“12 hours” and “24 hours” (Fig 276) formats are displayed. Using the joystick ▲ ▼ it is possible to scroll and select the desired format. Press ENTER to confirm and return to the previous screen.

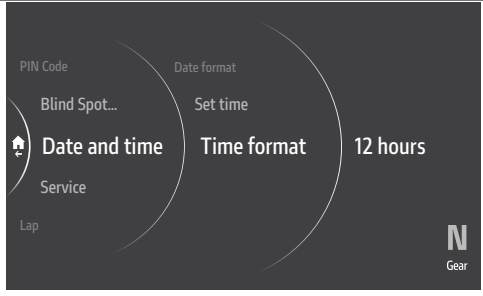



Fig 275

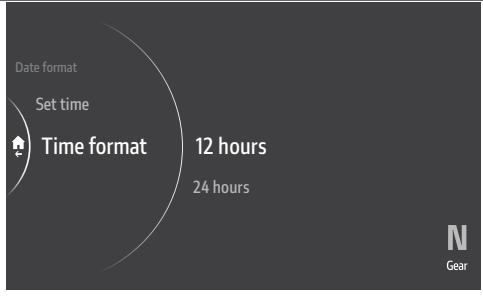



Fig 276

## Setting menu – Service

This function allows displaying the next due services.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Service” item and press ENTER.

The display shows the information concerning the following service types:

1) Oil service (remaining kilometres or miles)
2) Valve Clearance Check Service (remaining kilometres or miles)
3) Next due service (date)

### Note

This function does not allow changes to be made.

The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
The Oil Service must be carried out every 15,000 km/9,000 mi or every 24 months.
The Valve Check must be carried out every 60,000 km/37,280 mi.
The Annual Service must be carried out every 12 months.

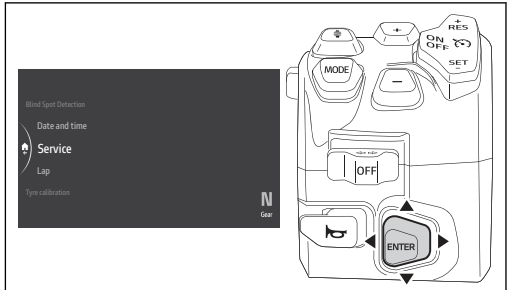



Fig 277

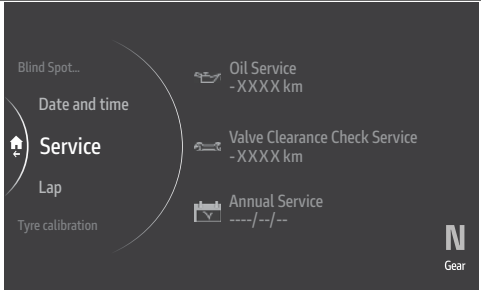



Fig 278

In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

## Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.
Service coupon types are: “Oil service”, “Valve check” and “Annual service”.
Within the scheduled maintenance chart, they are indicated as “Oil service”, “Valve check” and “Annual service”, respectively.

Service coupon deadline warnings are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions in the main page (Fig 279) and in the Ducati Connect page (Fig 280).

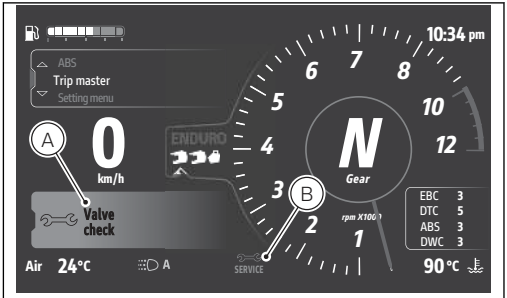


Fig 279

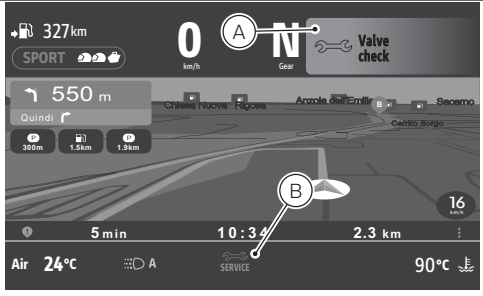


Fig 280

As the thresholds set for service coupons approach, upon each Key-On the instrument panel activates the relevant indications for 5 seconds in large mode (A) in yellow, showing the remaining distance or days: for "Oil service" (C) and "Valve check" (D) it is activated 1,000 km (621 miles) before service is due, for "Annual service" (E) 30 days before service is due.

Once the threshold of the service coupons has been reached and upon every Key-On, the corresponding red signal is activated in large mode (A) for 5 seconds, then the signal toggles to small mode (B): “Oil service” (F), “Valve check” (G) and “Annual service” (H).
The image (Fig 282) shows the large version on the left and the small version of the relevant service coupons on the right.
Red service warning is displayed until reset by the Ducati authorised service centre, during maintenance.

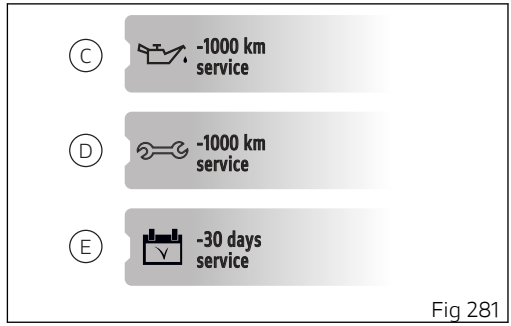


Fig 281

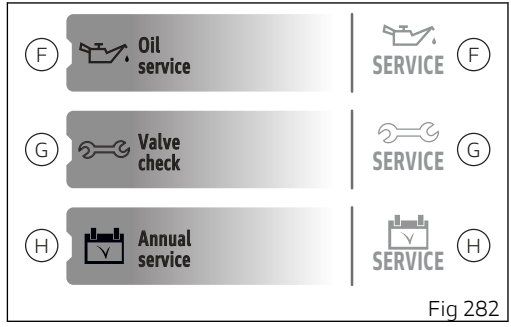


Fig 282

## Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.

Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines. The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet). The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.

## Setting menu – Lap

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Lap" item and press ENTER.

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

"Off" and "On" items are used to deactivate and activate the Lap function (Fig 284), respectively. The "Lap data" item allows viewing the saved laps, while the "Erase data" item allows deleting the recorded laps.
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm.

### Note

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

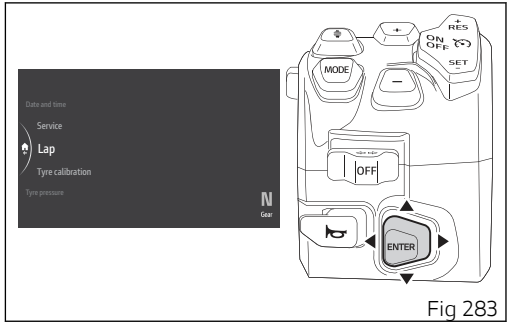



Fig 283

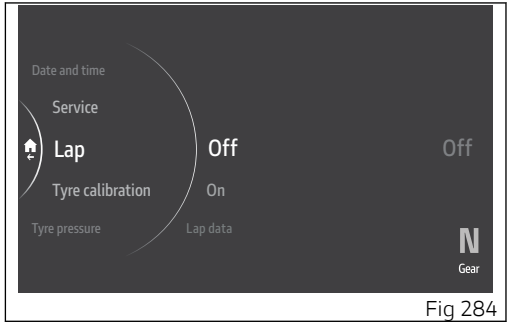



Fig 284

## Lap data

This function allows viewing the data of each recorded lap.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Lap” item and press ENTER.
- Select the “Lap data” item and press ENTER.

Saved laps (maximum 30 laps) are displayed on the left-hand side, while data recorded for the single lap are displayed in the middle:

- Time
- Max speed
- Max rpm

Use the joystick ▲ ▼ to scroll through the laps in the list and to view their recorded data.

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

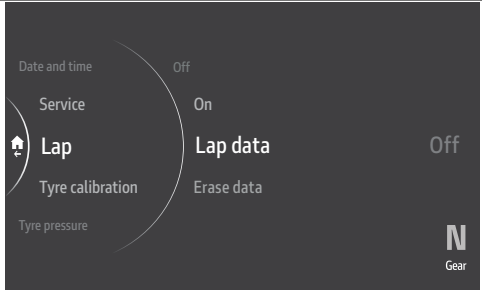



Fig 285

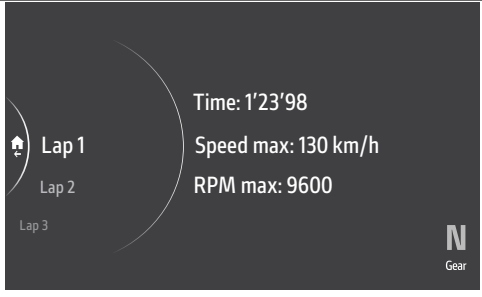



Fig 286

## Erase data

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Lap” item and press ENTER.
- Select the “Erase data” item and press ENTER to erase the data.

The message “Wait...” is then displayed for a few seconds (Fig 288), followed by the message “Erased” for a few seconds. The previous screen will then be displayed without the “Erase data” item.




Fig 287




Fig 288

## Setting menu – Tyre calibration

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

Then perform the Tyre Calibration function:

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

To open this function:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Tyre calibration” item and press ENTER.

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

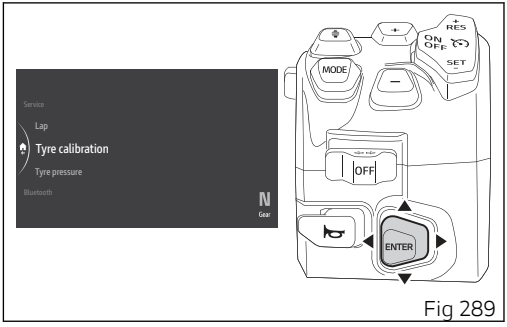


Fig 289

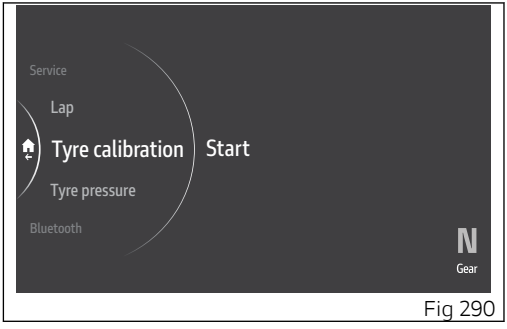


Fig 290

## Tyre calibration - Start

By pressing ENTER with “Start” displayed (Fig 290), the instrument panel shows the screen to proceed with calibration.
This screen shows the message “Ready” (A, Fig 291)and the indication to maintain a constant speed within 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged.
When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing “In progress” (B, Fig 292)instead of “Ready” (A, Fig 291). Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

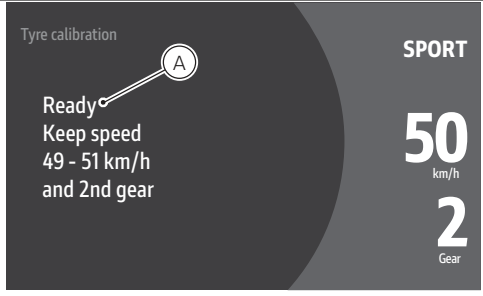


Fig 291

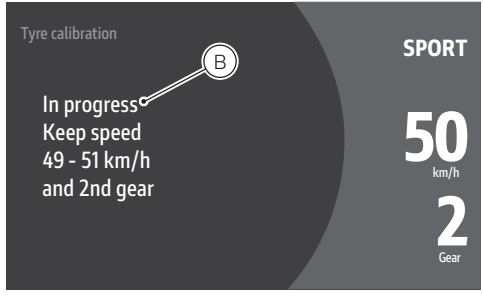


Fig 292

If the teach-in procedure is completed correctly, the instrument panel shows “Completed” (C, Fig 293)followed by the previous menu after a few seconds.

The procedure can be aborted by pressing and holding the joystick in position ◀ for a long time: in this case the instrument panel displays all previous information, replacing message "In progress” (B, Fig 292)with message "Aborted” (D, Fig 294)followed by the previous menu after a few seconds.

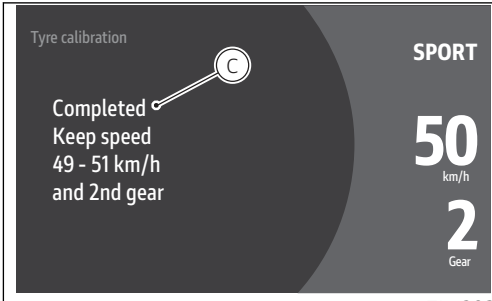


Fig 293

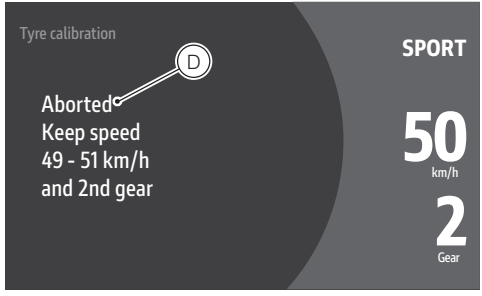


Fig 294

If during the calibration procedure the required speed and riding conditions are not maintained, or an error or malfunction occurs, the instrument panel displays the message “Failed” (E, Fig 295)and returns to the previous menu after a few seconds.

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

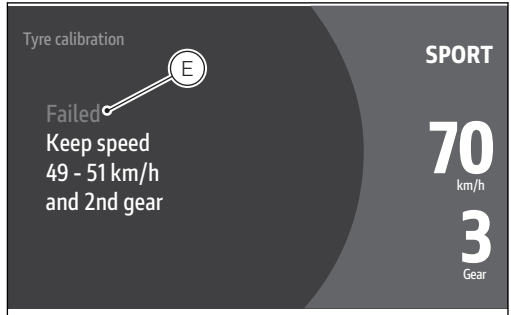


Fig 295

## Tyre calibration - Default

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

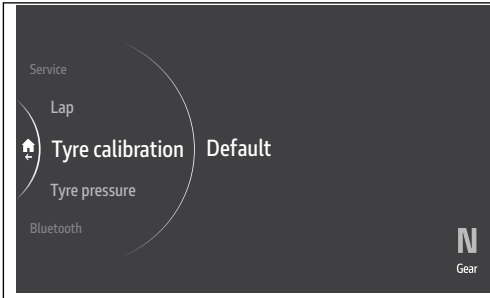



Fig 296

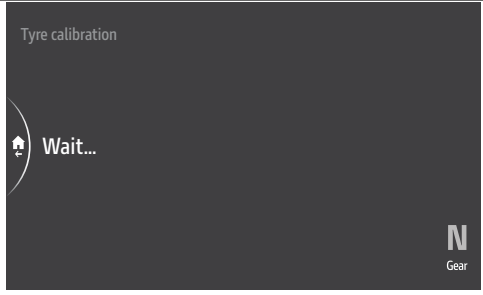



Fig 297

**Attention**
The teach-in procedure only accepts the OEM final drive ratio.

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

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

| Final drive ratio | | Rear sprocket |
|---|---|---|
| | | 42 |
| Front sprocket | 16 | 2.63 |

## Setting menu – Tyre pressure (if available)

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Tyre pressure” item and press ENTER.

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

Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm.

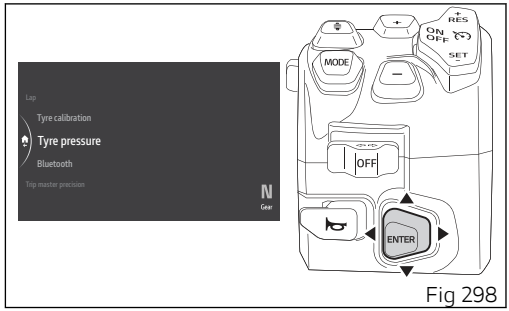


Fig 298

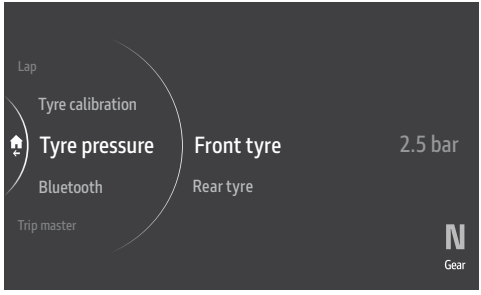


Fig 299

When “Front tyre” (Fig 300) or “Rear tyre” (Fig 301) is selected, the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased in the relevant joystick positions ▲ ▼. The currently set pressure is shown on the right. Press ENTER to confirm and return to the previous screen.

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



Fig 300



Fig 301

## Setting menu – Trip master precision

This function allows setting the accuracy level of the Trip Master function (see page 235).

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Tyre pressure” item and press ENTER.

The levels "0.1" and "0.01" are displayed in the unit of measurement set with the "Units" function (see page 317).
The bottom of the screen shows the level currently set.

Using the joystick ▲ ▼ it is possible to select the desired level. Press ENTER to confirm.

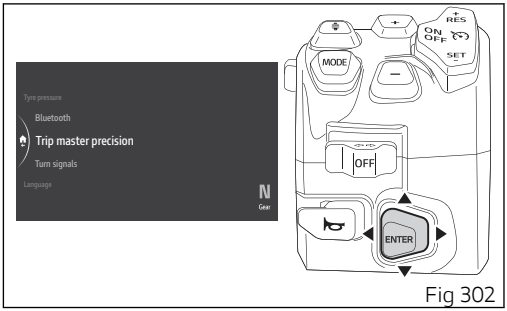


Fig 302

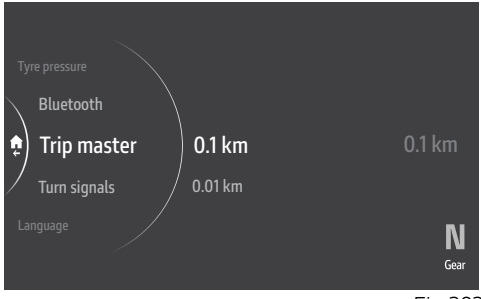


Fig 303

## Setting menu – Turn signals

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Turn signals” item and press ENTER.

“Auto-off” and “Manual-off” are displayed in the middle. While the current status of the function is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm.

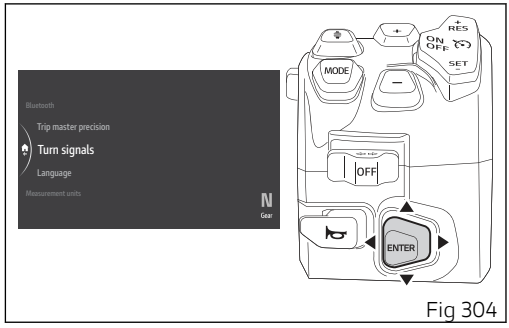


Fig 304

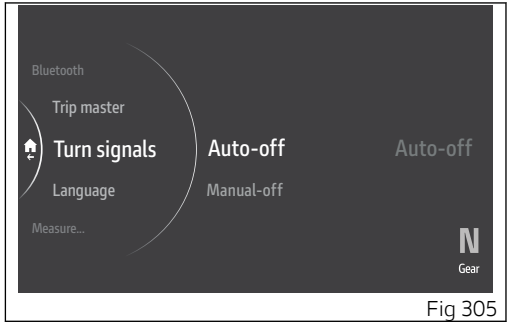


Fig 305

### Note

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

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

This means that automatic switch-off is triggered when vehicle speed exceeds 20 km/h (12.4 mph) after the turn indicator button was pressed.
Turn indicators also switch off automatically if they remained on for a long mileage, which can range between 200 and 2000 metres (656-6562 feet), depending on vehicle speed when the turn indicator button was pressed.
If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

## Setting menu – Language

This function allows setting the instrument panel language.

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Language” item and press ENTER.

The following items are displayed in the middle: “English, Italiano, Deutsch, Français, Dutch, Español”. While the currently set language is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired status. Press ENTER to confirm: the new language setting is immediately applied to the instrument panel interface.

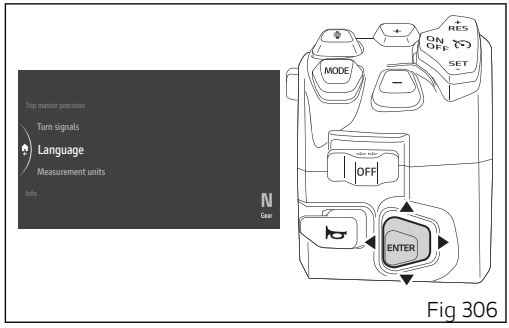


Fig 306

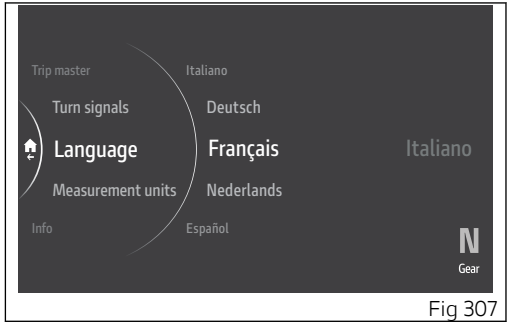


Fig 307

## Setting menu – Measurement units

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

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the "Measurement units" item and press ENTER.

The following items are displayed in the middle: "Speed", "Temperature", "Consumption" and "Default" (visible only is one or more measurement units have been changed). The measurement unit currently set for the selected item is shown on the right.
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to access the setting page.

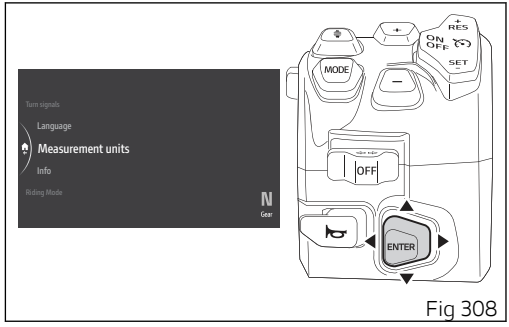


Fig 308

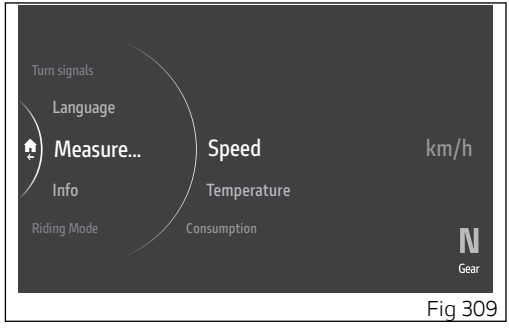


Fig 309

## Speed

To set the speed measurement unit:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Measurement units” item and press ENTER.
- Select the “Speed” item and press ENTER (Fig 309).

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

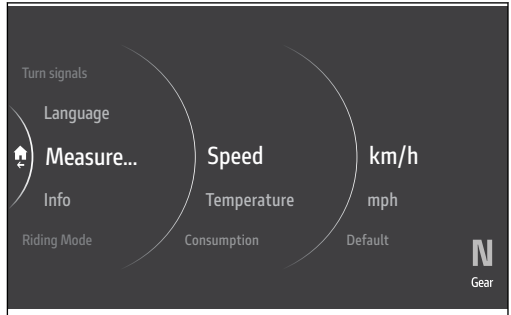


Fig 310

## Temperature

To set the temperature measurement unit:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Measurement units” item and press ENTER.
- Select the “Temperature” item and press ENTER.

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

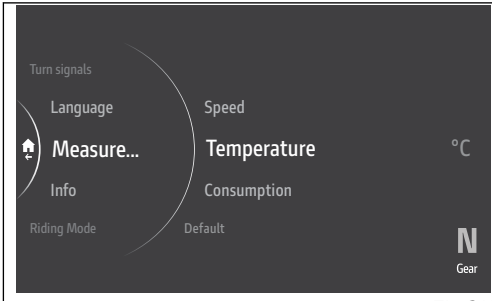



Fig 311

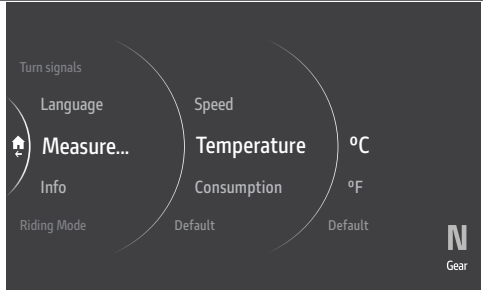



Fig 312

## Consumption

To set the consumption measurement unit:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Measurement units” item and press ENTER.
- Select the “Consumption” item and press ENTER.

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed).
Using the joystick ▲ ▼ it is possible to scroll and select the desired item. Press ENTER to confirm and return to the previous screen.

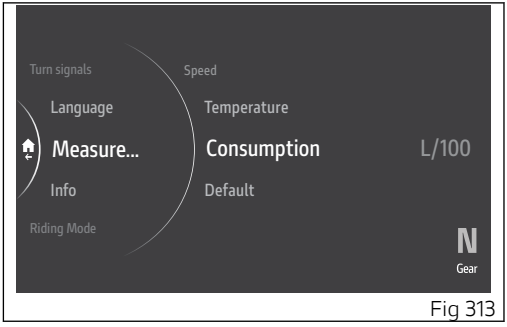



Fig 313

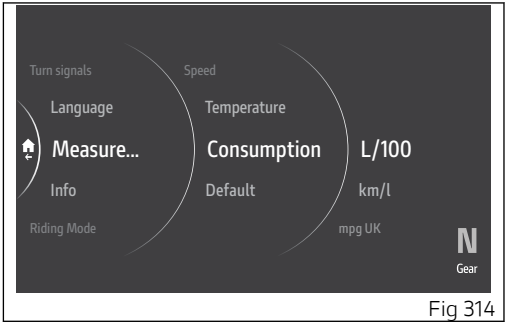



Fig 314

## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Measurement units” item and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

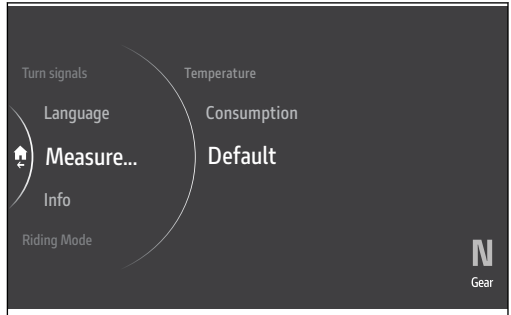



Fig 315

To restore a single unit of measurement:

- Use the joystick ▲ ▼ to select "Setting menu" from the Interactive Menu and press ENTER.
- Select the “Measurement units” item and press ENTER.
- Select the value to be restored (e.g. Speed) and press ENTER.
- If present, select the "Default" item and press ENTER. The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

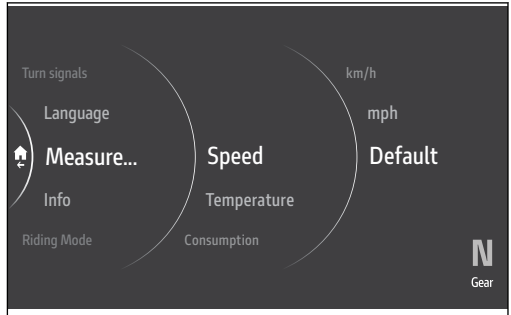


Fig 316

## Setting menu – Info

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Info" option and press ENTER button.
- The display shows the information concerning the battery and engine rpm in a digital format.

### Note

This function does not allow changes to be made.

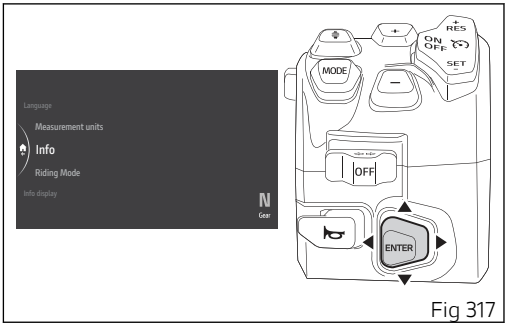



Fig 317

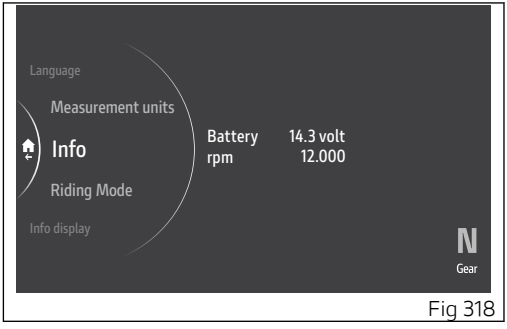



Fig 318

## VHC

The ABS on this motorcycle 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 warning light (Fig 319) 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.

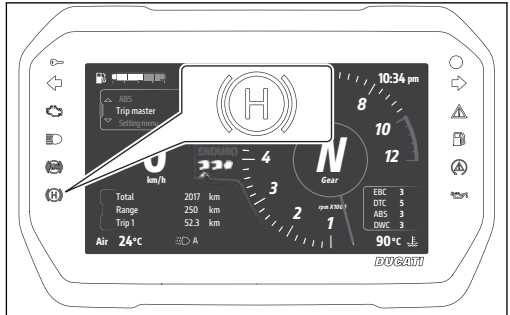


Fig 319

### Attention

The system can be activated only if the ABS is not in fault or in degraded operation: when the ABS is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialisation phase or in degraded operation, the ABS warning light blinks.

This function is disabled under the following conditions:

1) when the user starts
2) when the user operates the front brake lever twice in a very short time
3) 180 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.

## Warning displaying

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings of alarms: in a large size for the first 5 seconds and then in a smaller size.
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

Active warnings or alarms are displayed in 2 modes: big (A) and small (B). These figures indicate the corresponding positions in the main page (Fig 320) and in the Ducati Connect page (Fig 321). In the following figures, the warnings are shown on the left in the large version and on the right in the small version.

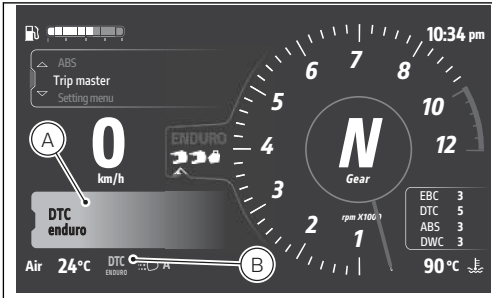


Fig 320

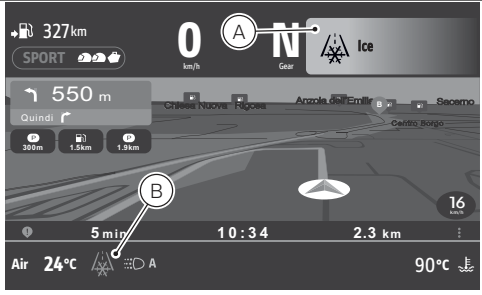


Fig 321

### DTC Enduro (C)

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

### Rear ABS Off (D)

Yellow indicates that the level set for ABS makes it active on the front wheel only.

### Low battery (E)

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

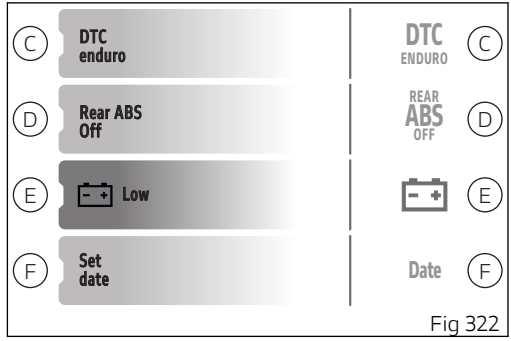


Fig 322

### Set date (F)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 290).

No key (G)

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

Key low (H)

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

Ice (I)

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

**Attention**

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

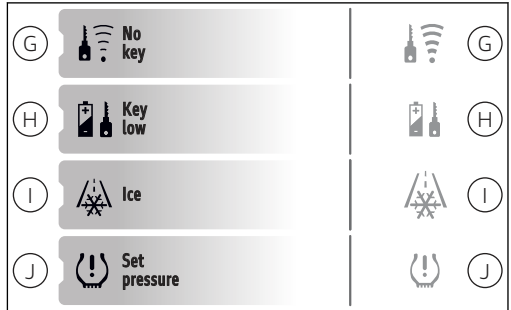



Fig 323

Set pressure – accessory (J)

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Setting menu" (page 311). It is only displayed if the tyre pressure sensors are present on the motorcycle.

## Front pressure (K) and Rear pressure (L) – accessories

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

## Front TPMS (M) and Rear TPMS (N) – accessories

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

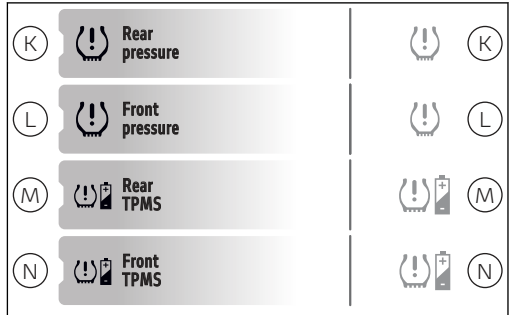


Fig 324

Steering lock error (O)

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

**Note**

Ducati recommends switching vehicle off and on again, keeping handlebar fully turned. If warning is still present and steering does not unlock, contact a Ducati Authorised Service Centre.

Low fuel (P)

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



Fig 325

## Indication of fuel tank plug with electronic-controlled opening – accessory

If the fuel tank plug with electronic-controlled opening has been installed on the motorbike, a yellow information icon is displayed on the instrument panel to indicate when the electronic plug is open:

- when activated, it is displayed for the first 5 seconds in the large format
  (Q main screen, Fig 326)
  (R Ducati Connect screenFig 327);
- then it is displayed in the small format
  (S main screen, Fig 326)
  (T Ducati Connect screenFig 327).

If the instrument panel is turned on (key-on) while the plug is open, the icon will be active.

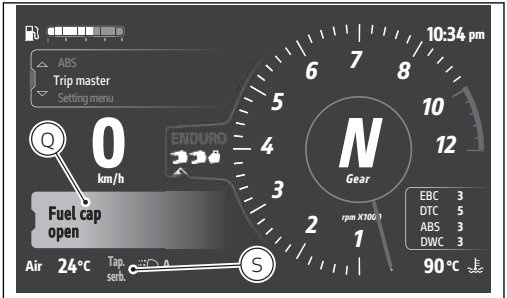



Fig 326

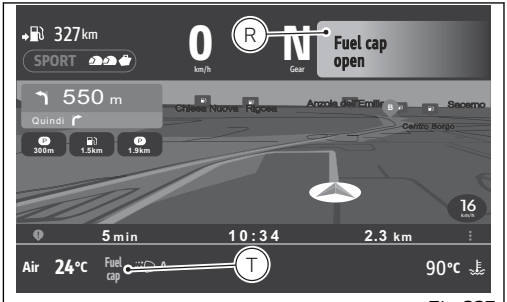



Fig 327

## Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
If there is an error, the instrument panel shows the indication in red on the main screen, in large format (A, Fig 328) for the first 10 seconds and then in small format (B, Fig 328).
The Ducati Connect page displays it in the position shown in figure (C, Fig 329).
The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.

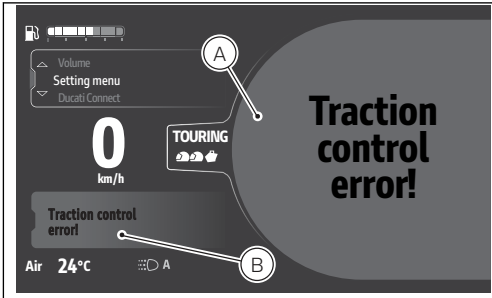


Fig 328

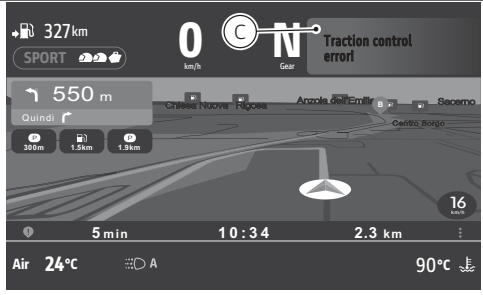


Fig 329

Traction control error! (Fig 330)

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle Traction Control is in error.

ABS error! (Fig 331)

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle ABS is in error.

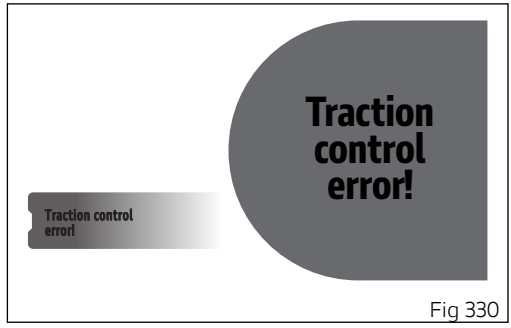


Fig 330

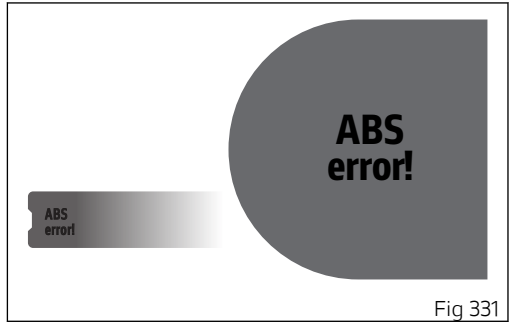


Fig 331

# Main use and maintenance operations

## "Checking coolant level and topping up, if necessary"

Check the coolant level in the expansion reservoir (1), looking from the left to the right side of the vehicle, under the headlight.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".

Place the vehicle on level ground, on the centre stand (where available) or on the service stand.
Check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
If the level is below the MIN mark have it topped up at a Ducati Dealer or Authorised Service Centre.

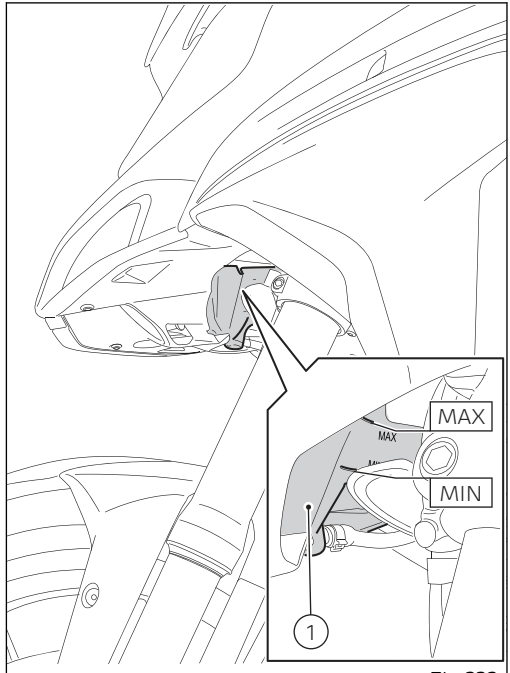


Fig 332

## Checking brake and clutch fluid level

Check the brake and clutch fluid level with the vehicle in a vertical position on the centre stand (where available) and on a flat surface.
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 chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

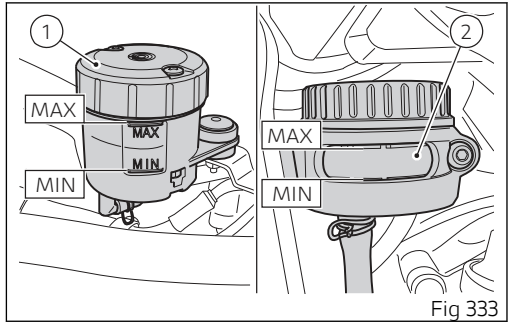


Fig 333

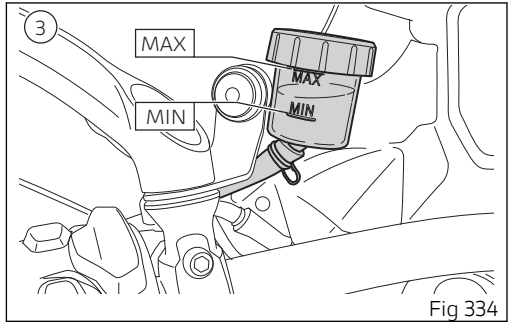


Fig 334

### Braking 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 play 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 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.

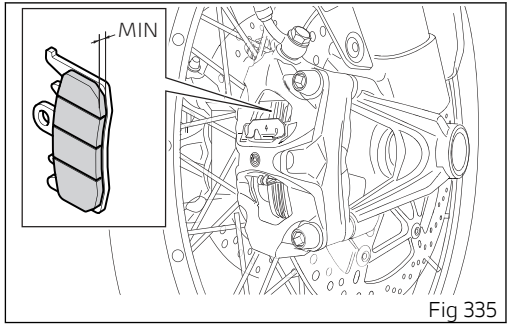


Fig 335

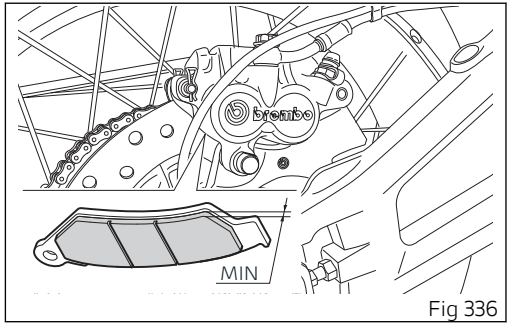


Fig 336

## Charging the battery

The battery is located under the rider seat.
To access its fuses, it must be removed as described in the "Seat lock" sub-section.

Loosen screw (2) and slide out battery (1) fastening bracket (3).
Lift protective sheath (4) and then loosen retaining screws (5), and remove from the relevant terminals:
1) the negative cable (6);
2) the positive cable (7).

Remove the battery (1) sliding it upwards.

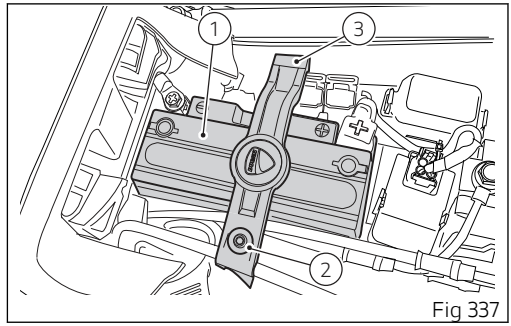


Fig 337

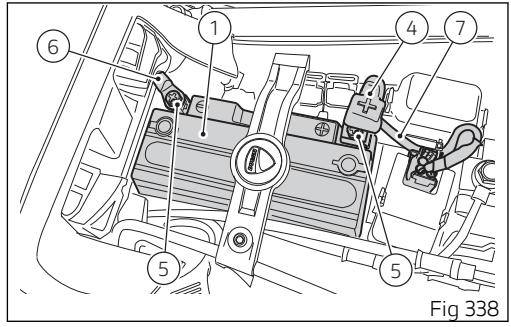


Fig 338

## Refitting the battery

If previously removed, position the battery mount (8) perfectly level inside compartment.
Position battery (1) inside mount (8).

Connect the battery cables, always starting from the positive (+) one, as indicated:

- connect the positive cable (+) (7) to the positive terminal;
- connect the negative cable (-) (6) to the negative terminal.

Tighten terminal screws (5) and position protective sheath (4).

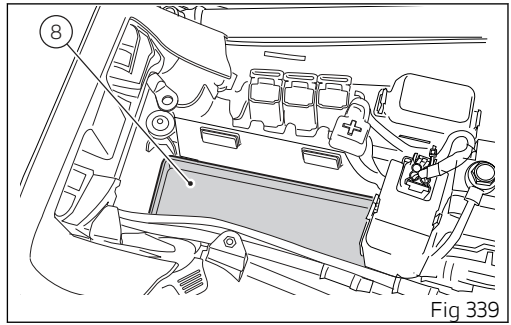


Fig 339

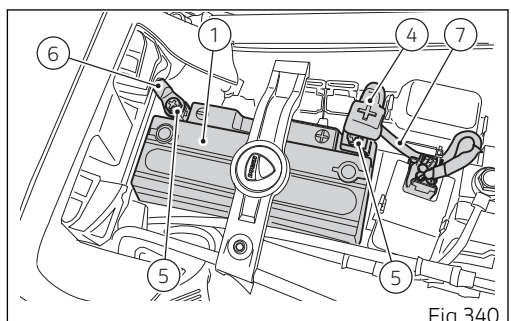


Fig 340

Fit battery (1) fastening bracket (3) with care, and tighten screw (2).

Refit the rider seat as described in chapter “Seat lock”.

## Attention

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

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 (-).
Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section “Maintaining the battery charge”.

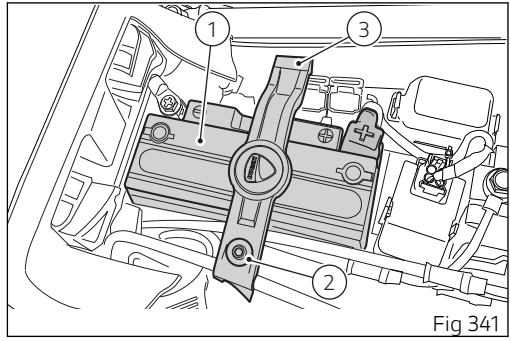


Fig 341

## Attention

Keep the battery out of the reach of children.

## Important

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

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

**Attention**
Do not push start the bike.

## Checking drive chain tension

### Important

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

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

Position the chain tensioning measuring gauge (1) between the slider (2) and swingarm (3), fully home on the rear screw (4) and ensure that the centre of the chain pins is between the notches (B) and (C) of the gauge.

Check the reading (A) by just pushing the chain downwards and upwards with a finger at the point of measurement and then releasing it, and taking measurements as described.
Value (A) between the centre of the chain pins and the sliding shoe, for chain tensioning, is allowable if:
A = 33 ÷ 35 mm (1.30 ÷ 1.38) in.
A = 28 ÷ 30 mm (1.10 ÷ 1.18 ) in (China version only).

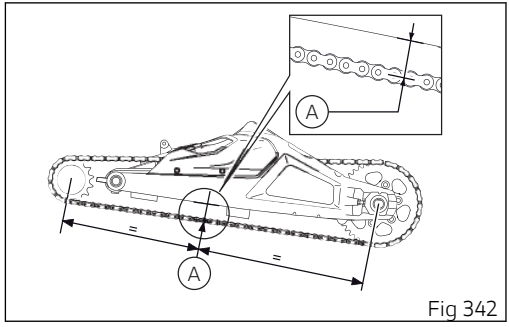


Fig 342

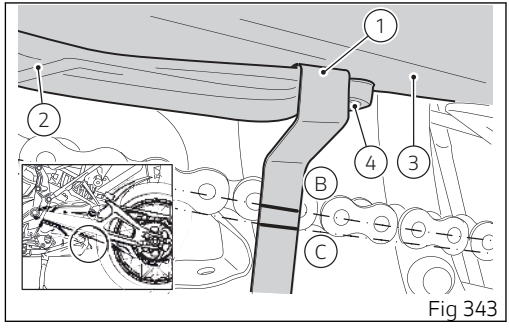


Fig 343

## Important

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

Check the chain tension by pushing the chain downwards with a finger, near the gauge (1).
If the axis (D) of the chain pins exceeds the notch (C) of the gauge (1) at the bottom, the chain must be tensioned (see Fig 344).
If the axis (D) of the chain pins is in line with the notch (C) or between (B) and (C) of the gauge (1), the chain is correctly tensioned, (see Fig 345).

## Important

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

## Attention

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

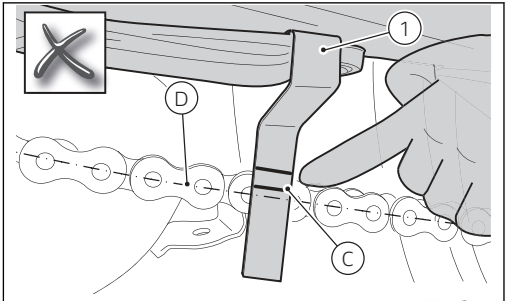


Fig 344

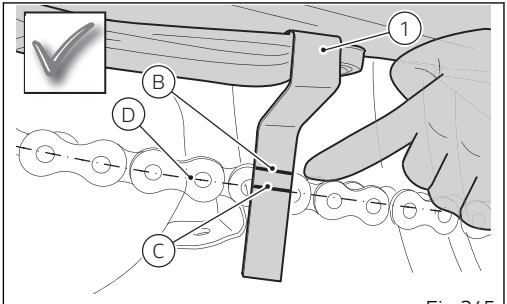


Fig 345

## Attention

Check that the swinging arm is correctly tightened using the nut (5).
Check that the nuts (6) are correctly tightened, that the wheel is correctly aligned and the swinging arm position, on both sides, by referring to the notches (7).

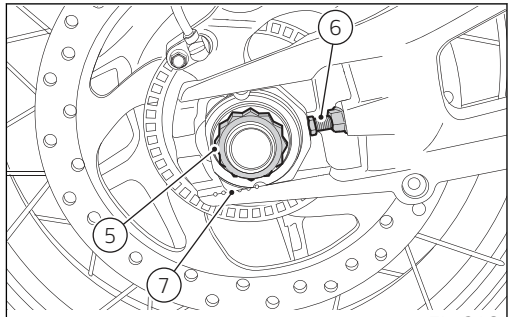


Fig 346

## Important

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

### Tensioning the chain

## Important

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

## Lubricating the drive chain

### Important

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

### Attention

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

**Cleaning**

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

**Checking the chain**

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

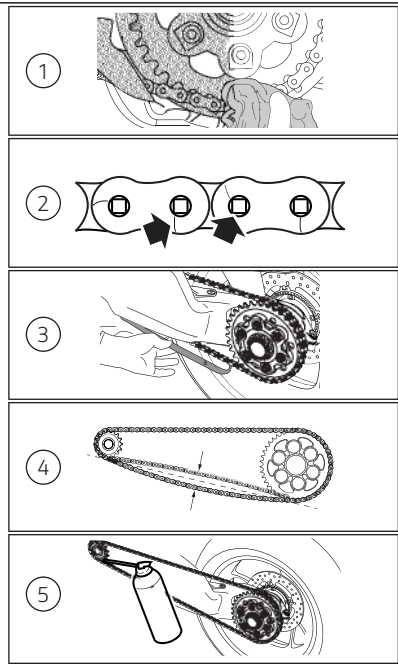



Fig 347

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

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

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

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

Lubrication

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

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

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

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

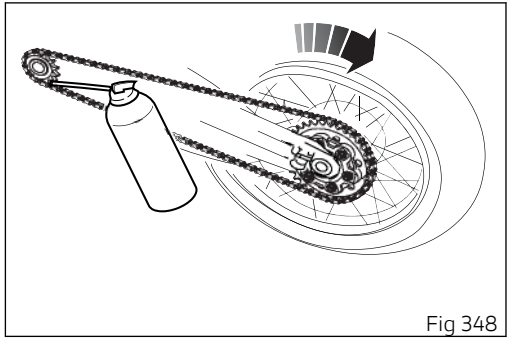


Fig 348

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.

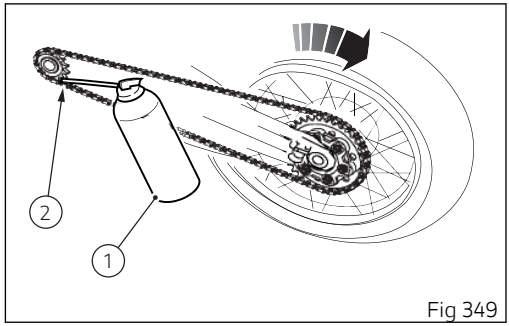


Fig 349

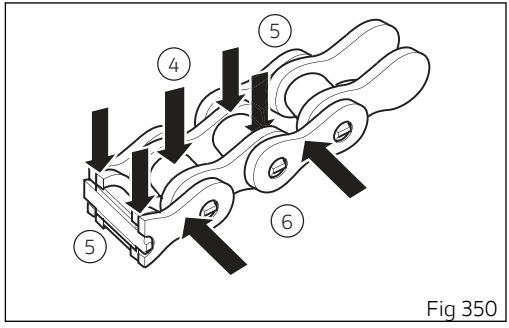
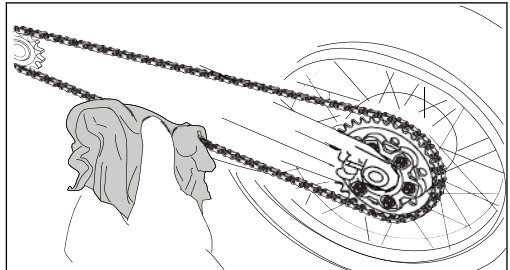


Fig 350

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

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

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


Fig 351

## Aligning the headlight

### Note

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

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

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

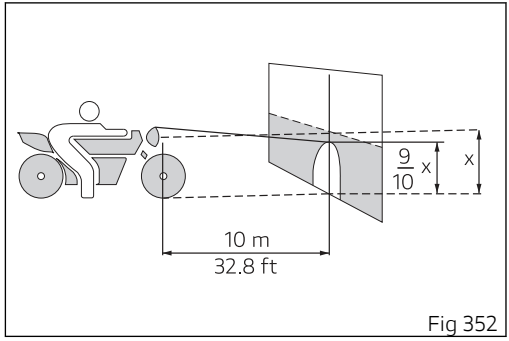


Fig 352

Switch low beam on and cover the right low beam. Adjust the uncovered low beam (left) vertically by working the adjusting screw (1). To reach the screw (1) more easily, it is advisable to turn the steering fully to the right, turn screw 1 with your fingers or, if necessary, with a coin positioned on the notch of the screw (1) to facilitate adjustment if resistance is found.
Turn screw (1) clockwise to move headlight down, or counter clockwise to move beam up.

Once the left low beam has been adjusted, cover it and carry out the same procedure using the screw (2) to adjust the right low beam.
Turn screw (2) clockwise to move headlight down, or counter clockwise to move beam up.
Switch high beam on.

Have the light beam vertically adjusted at a Ducati Dealer or Authorised Service Centre.
The headlight lens might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

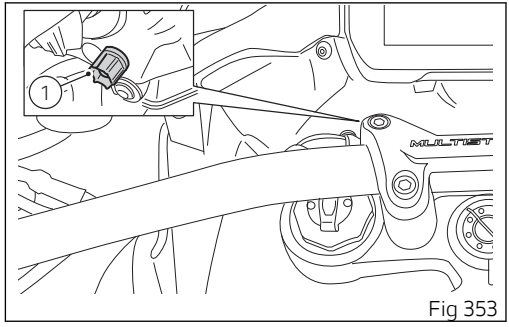


Fig 353

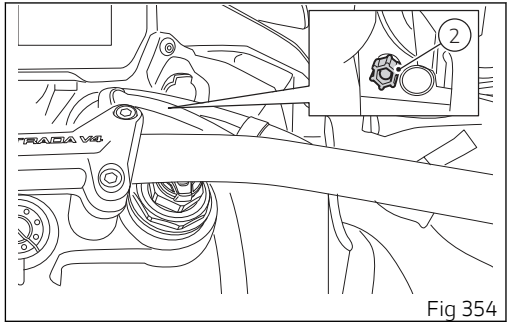


Fig 354

**Note**

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

## Adjusting the rear-view mirrors

Adjust the rear-view mirror manually by acting on the dome (1) and turning it carefully to the necessary position.
It is possible to make a further adjustment by turning the screw (2), for which it is necessary to contact a Ducati Dealer or Authorised Service Centre.
After this last operation, it is necessary to adjust the rear-view mirror by turning the dome (1).

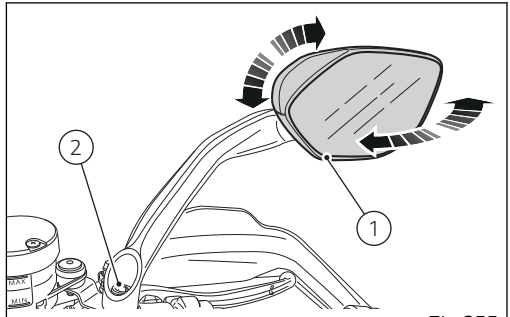


Fig 355

## Tyres

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

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

### Attention

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

### Tyre repair or change

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

### Attention

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

After replacing a tyre, the wheel must be balanced.

### Attention

Do not remove or shift the wheel balancing weights.

### Note

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

Minimum tread depth

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

**Important**

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

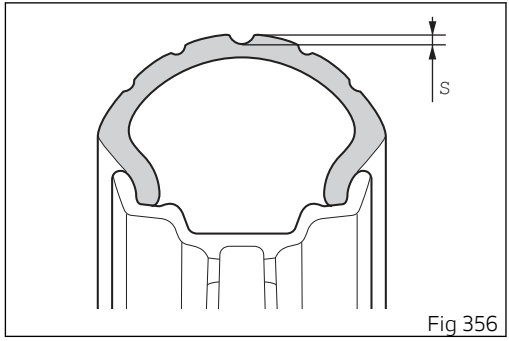


Fig 356

## Check engine oil level

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

### Important

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

### Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart contained in this booklet page 365.

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

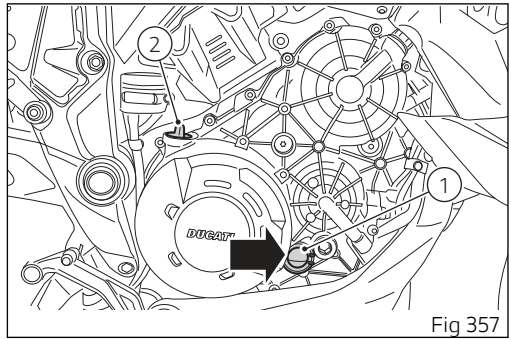


Fig 357

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

### Attention

Never exceed the MAX mark.

### Recommendations concerning oil

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

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

### Attention

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

- viscosity grade SAE 15W-50.

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

## Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.
To clean the carbon fibre parts, use a soft damp cloth. Should this not be sufficient, treat them with suitable neutral solvent-free detergents; we recommend not to use abrasive sponges.

### Note

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

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

### Important

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

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

### Attention

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

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

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

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

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

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

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

**Attention**
Clean the side bags with a soft, clean cloth using lukewarm soapy water. Avoid the use of aggressive agents or rough tools.

**Attention**
The side bags must be removed when washing the bike.

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

**Important**

Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

## Storing the motorcycle

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

- clean the motorcycle;
- place the motorcycle on a service stand;

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

## Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively

delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

## Ducati Data Monitoring (DDM)

This Motorcycle may be equipped with Ducati Data Monitoring (DDM).
The aim of the DDM is to collect certain types of data only when one of the following conditions is recognized:

- Tip over and/or Crash,
- Advanced rider assistance systems (ARAS) diagnostic trouble codes detection (if they are present and activated).

### Important

The algorithm and DDM may not always guarantee precise crash or near-crash situation detection.

Please note that only a portion of data is collected over a limited period of time once the DDM has been activated.
The data stored in the DDM relates to the Motorcycle's dynamic parameters and settings under the operating conditions described above.

No data is recorded under normal riding conditions and no personal data (e.g. name, gender, age and geolocation data) is collected or recorded.

The Ducati Data Monitoring can only be downloaded by the official Ducati Service Network via Ducati Diagnostic System (DDS3.0) directly from the Motorcycle and read only by Ducati Motor Holding. To guarantee optimal system functionality, the data contained in the DDM is downloaded and erased from the Motorcycle during every diagnostic check performed in the official Ducati Service Network. Ducati Motor Holding will only access the DDM data or give it to third parties with the consent of the owner or lessee or in accordance with applicable laws or as set out below. Other parties, such as law enforcement, could combine the DDM data with the type of personally identifying data routinely acquired during a crash investigation.

Such data can be accessed/disclosed to third parties in the following circumstances:

- when the Motorcycle owner (or lessee if the Motorcycle has been leased) agrees; or
- upon the official request by law enforcement; or
- upon the order of a court of law or a government agency; or
- for the defense of a lawsuit, legal proceeding or claim made against Ducati or one of its related entities.
- Ducati may also anonymously use the DDM data that has been collected from the Motorcycle in admissible circumstances, for research purposes on the Motorcycle operation and safety performance or provide the data to third party suppliers for such research purposes.

## Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

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

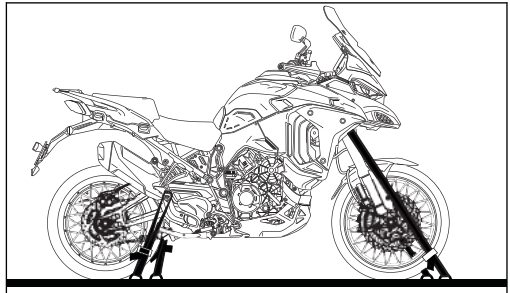


Fig 358

Do NOT attach the ropes to the handlebar.

# Scheduled maintenance chart

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

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

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

| | Oil Service 1000 * | Oil Service * | Valve Check * | Annual Service * |
|---|---|---|---|---|
| Check and/or adjust valve clearance | | | • | |
| Change spark plugs | | | • | |
| Change coolant | | | • | 48 |
| Change front fork fluid | every 45,000 km/27,000 mi | | | |
| Visual check of the front fork and rear shock absorber seals | • | • | | • |
| Check brake and clutch fluid level | • | • | | • |
| Change brake and clutch fluid | | | | 24 |
| Check front and rear brake disk and pad wear. Change if necessary | | • | | • |
| Check the proper tightening of brake calliper screws and front and rear brake disk screws | | • | | • |
| Check spoked wheel rims as described in the workshop manual | • | • | | 12 |
| Check front and rear wheel nuts and rear sprocket nut tightening | | • | | • |
| Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber | | • | | |
| Check the front and rear wheel hub bearings and steering tube bearing play | | • | | • |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft | | • | | |

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

| | Oil Service 1000 * | Oil Service * | Valve Check * | Annual Service * |
|---|---|---|---|---|
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC, ACC, BSD and VHC), electric fans and idling | • | • | • | • |
| Visual check of the coolant level and of sealing of the circuit | • | • | • | • |
| Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet) | • | • | • | • |

* The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
* The Oil Service must be carried out every 15,000 km/9,000 mi or every 24 months.
* The Valve Check service must be carried out every 60,000 km/37,280 mi.
* The Annual Service must be carried out every 12 months.

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

### Important

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

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

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

# Technical data

## Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 260 kg (573.20 lb).
Dry weight (motorcycle dry weight excluding battery, lubricants and coolant): 227 kg (500.44 lb).
Maximum allowed weight (in running order carrying full load): 490 kg (1080.27 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.

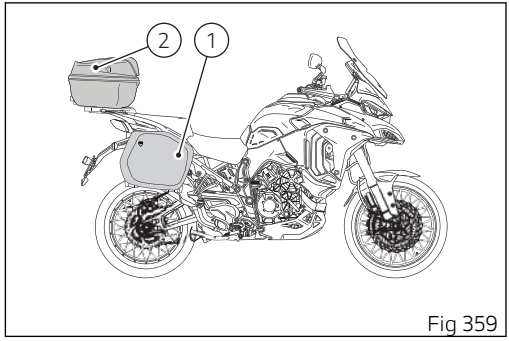


Fig 359

## Attention

The maximum permitted speed varies according to the loads mounted on the vehicle:
- with the top case and tank bag fitted or with only the side bags fitted in “floating” mode and the tank bag, the maximum speed allowed is 180 km/h (112 mph);
- with the top case, tank bag and side bags fitted in “floating” mode, the maximum speed allowed is 160 km/h (100 mph).
- with "fixed" aluminium side panniers fitted, with and without a top case, the maximum permissible speed is 150 km/h (93.20 mph).

However, speed must be adjusted to the legal limits.

## Attention

The maximum weight permitted for the side bags, top case and the tank bag must never exceed 30 kg (66.13 lb), divided as follows:
10 kg (22 lb) max. per side bag or aluminium pannier (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag.

## Dimensions

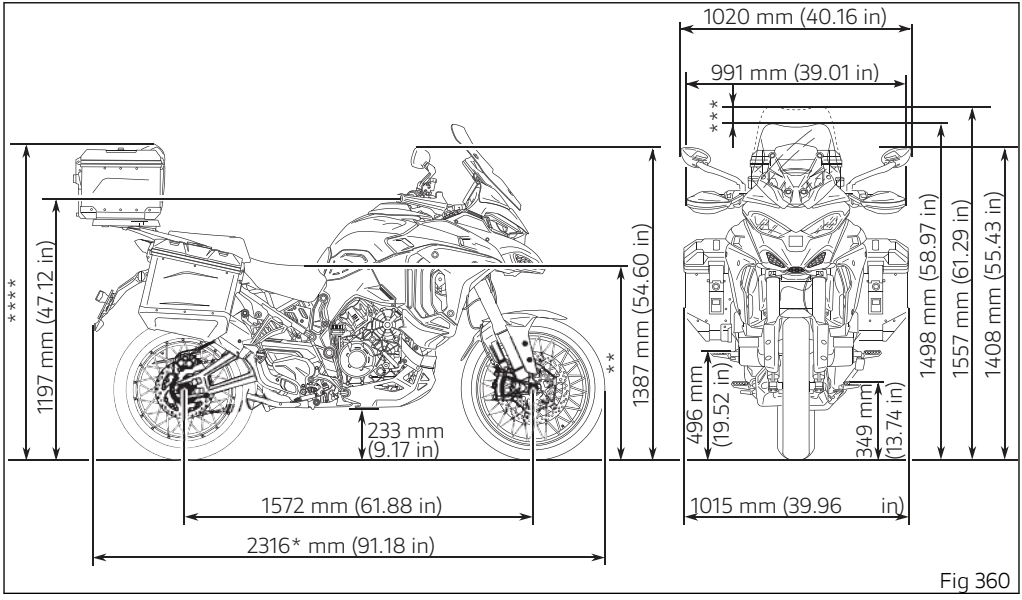



Fig 360

* Length: 2316 mm (91.18 in) (no top case), 2415 mm (95.07) (plastic top case), 2410 mm (94.88 in) (aluminium top case).
** Seat height: (870 - 890 mm) (34.25 - 35.03 in) - (885 - 905 mm) (34.84 - 35.62 in) with high seat accessory (optional) - (855 - 875 mm) (33.66 - 34.44 in) with low seat A accessory (optional) - (825 - 845 mm) (32. 48 - 33.26 in) with low seat B accessory (optional) - (805 - 825 mm) (31.69 - 32.48 in) with low seat B accessory + lowered suspension kit (optional).
*** Maximum height: 1460 mm (57.83 in) (headlight fairing all down), 1478 mm (58.19 in), 1487 mm (58.54 in), 1497 mm (58.94 in), 1504 mm (59.21 in), 1514 mm (59.60 in), 1520 mm (59.84 in) (headlight fairing at last detent).
**** Top case maximum height: 1400mm (55.11 in) (plastic top case), 1430 mm (56.29 in) (aluminium top case).

## "Fuel, lubricants and other fluids"

| TOP-UPS | TYPE | |
|---|---|---|
| Fuel tank, including a reserve of 4 litres (0.88 UK gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95 | 30 litres (6.59 UK gal) |
| Oil sump and filter | Ducati recommends use of only SAE 15W-50/JASO MA2 and suggests using Shell Advance 4T Ultra 15W-50 (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION) | 4.9 litres (1.08 UK gal) (dry engine) 4.4 litres (0.97 UK gal) (upon service with filter replacement) |
| Front/rear brake and clutch circuits | DOT 4 | - |
| Protectant for electric contacts | Protective spray for electric systems | - |

| TOP-UPS | TYPE | |
|---|---|---|
| Front fork | | 740 cc (45.15 cu.in) (left leg)<br>590 cc (36.00 cu.in) (right leg)<br>Oil level (left leg): 120±2mm (4.72 ± 0.08 in) (without spring and preload tube, with leg fully home)<br>Oil level (right leg): 165±2mm (6.49 ± 0.08 in) (without spring and preload tube, with leg fully home) |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.74 litres (0.60 UK gal) |

**Important**

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

### Attention

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

### Important

These references identify the fuel recommended for this vehicle, as specified by the European Regulation EN228.



## Engine

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

Timing system with spring valve return system.

Bore: 83 mm (3.27 in).

Stroke: 53.5 mm (2.09 in).

Total displacement: 1158 cu. cm (70.66 cu in).

Compression ratio: (14±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
125 kW / 170.0 HP at 10,750 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for France/Belgium version only:
84 kW / 114.2 HP at 8,750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
120.8 Nm / 12.3 kgm at 8,750 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France/Belgium version only:
114 Nm / 11.6 kgm at 6,000 rpm

Maximum rpm: 11,500 rpm.

### Note

The Multistrada V4 Rally was developed with fuel economy and riding comfort in mind. In particular, the extended rear bank deactivation system acts both during stops with the engine running, e.g. at traffic lights, and when riding at low revs under certain conditions, so as to reduce fuel consumption and improve thermal comfort for rider and passenger. As speed increases or above a certain acceleration demand, i.e. torque demand from the twistgrip, the rear cylinders are reactivated, guaranteeing the character and performance of the V4 Granturismo. The system is active in all Riding Modes.
In first gear the rear cylinder deactivation function does not take place.

### Important

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

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

**Lubrication**
One trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps.
Oil cooler.

Consumption: 6.6 l/100km.
Emissions: CO2 152 g/km.
Type-approved: Euro 5.

## Performance data

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

### Important

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

## Spark plugs

Make: NGK.
Type: SILMDR9A 8GS.

## Fuel system

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

### Attention

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

## Brakes

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

FRONT

**Front brake discs**
Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: aluminium, painted black.
Disc diameter: 330 mm (12.99 in).
Disc braking surface: 263 sq. cm (40.77 $in^2$).
Front brake disc thickness: 5 mm (0.19 in).
Maximum wear on disc thickness: 4.5 mm (0.17 in).
**Front brake control**
Hydraulically operated by a control lever on handlebar right-hand side.

Lever with knob to adjust the distance to handgrip on handlebar.
Brake lever master cylinder diameter: 16 mm (0.63 in)
Brake master cylinder PR 16/19.

**Front brake calliper**

Make: Brembo Monobloc Evo M50 Stylema with radial mount, 4 pistons and two pads, Radial master cylinder (ABS Evo Cornering).
Calliper pistons: No. 4 pistons Ø30 mm (1.18 in).
Friction material: BRM10A HH.

**Front brake master cylinder**

Brake master cylinder type: PR18/19.

REAR

**Rear brake disc**

With fixed drilled stainless steel disc.
Disc diameter: 265 mm (10.43 in).
Disc braking surface: 177.85 $cm^2$ (27.56 $in^2$).
Disc thickness: 6 mm (0.24 in).
Maximum wear on disc thickness: 5.4 mm (0.21 in).

**Rear brake control**

Hydraulically operated by a pedal on RH side.

**Rear brake calliper**

Brake calliper make: BREMBO, 2-piston floating calliper with ABS Bosch Cornering.
Rear brake type: PF 2x28 D.
Number of pistons: 2.
Piston diameter: 28 mm (1.1 in).
Friction material: TOSHIBA TT 2182 FF.

**Rear brake master cylinder**

Brake master cylinder type: PS 12.
Master cylinder diameter: 12 mm (0.47 in).
Fixed, 28 mm (1.10 in) diameter 2-piston calliper.

## 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 wet multiplate clutch
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.80:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 30/54.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle equipped with Ducati Quick Shift /DQS) up/down EVO.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.

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

Drive chain from gearbox to rear wheel.
Make: DID
Type: 525 HV3–KAI
Links: 124.
No. of links China version only: 121.

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

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

## Frame
Aluminium monocoque.
Steering head angle: 24.7°±0.5°.
Trail: 105.5 mm (4.15 in).
Steering angle: 40° LH side / 40° RH side.

## Wheels
### Front
Spoked wheel rim.
Type: Spoked wheel rim with light alloy channel.
Size: 3.0" x 19".

### Rear
Spoked wheel rim.
Type: Spoked wheel rim with light alloy channel.
Size: MT4.50x17".

## Tyres

**Note**
Thanks to Pirelli, a tyre dedicated to this motorcycle has been developed, with exclusive construction features that enhance its characteristics and guarantee the best performance.

Tubeless tyres:
1) Pirelli Scorpion Trail II
2) Pirelli Scorpion Rally
3) Pirelli Scorpion Rally Street

### Front

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

### Rear

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

### TYRE PRESSURE

**Scorpion Trail II (tubeless) tyres**
Front tyre pressure:
2.4 bar (34.8 PSI) (rider only);
2.4 bar (34.8 PSI) (rider with passenger and/or bags + Top Case).
Rear tyre pressure:
2.5 bar (36.2 PSI) (rider only)
2.9 bar (42.0 PSI) (rider with passenger and/or bags + Top Case).

**Scorpion Rally (tubeless) tyres**
Front tyre pressure:
1.6 bar (23.2 PSI) (rider only);
1.8 bar (26.1 PSI) (rider with passenger and/or bags + Top Case).
Rear tyre pressure:
1.6 bar (23.2 PSI) (rider only);
2.2 bar (31.9 PSI) (rider with passenger and/or bags + Top Case).

**Scorpion Rally Street (tubeless) tyres**

Front tyre pressure:
2.1 bar (30.4 PSI) (rider only);
2.1 bar (30.4 PSI) (rider with passenger and/or bags + Top Case).
Rear tyre pressure:
2.2 bar (31.9 PSI) (rider only)
2.7 bar (39.1 PSI) (rider with passenger and/or bags + Top Case).

## Suspension

**Note**
Front fork and rear shock absorber are adjusted by means of electric impulses output by the instrument panel to adjusters.

### FRONT FORK

Type: Marzocchi upside-down fork with integrated stroke sensor and fully adjustable rebound and compression hydraulic brake, electronically controlled with Ducati Skyhook Suspension EVO (DSS).
Fully electronic hydraulic damping adjustment; manual preload adjustment.
Setup types: 4 (rider, rider / baggage, rider / passenger, rider /passenger / baggage).
Riding Modes: Sport, Touring, Urban, Enduro.
Riding mode customisations (can be selected for electronic adjustment): "Hardest", "Hard", "Medium", "Soft", "Softest".
Front fork is adjusted by means of electric impulses output by the instrument panel to adjusters. Only the RH fork leg is equipped with an external adjuster for setting the preload of the inner spring.
Spring preload: + 5 turns (from MIN fully unloaded).
Stanchion diameter: 50 mm (1.97 in).
Front wheel travel: 200 mm (7.87 in).

### REAR SHOCK ABSORBER

Type: cantilever suspension with Marzocchi monoshock fully adjustable in compression, rebound and spring preload, electronically controlled with Ducati Skyhook Suspension EVO (DSS).
Adjustment: fully electronic.
Setup types: 4 (rider, rider / baggage, rider / passenger, rider /passenger / baggage).
Riding Modes: Sport, Touring, Urban, Enduro.
Riding mode customisations (can be selected for electronic adjustment): "Hardest", "Hard", "Medium", "Soft", "Softest".
Rear wheel travel: 200 mm (7.87 in).
Stroke: 69.5 mm (2.73 in).

REAR SWINGING ARM

Type: aluminium double-sided swinging arm.

## Exhaust system

Exhaust system: stainless steel single silencer; dual catalytic converter and 4 lambda sensors.
Lambda sensors: 4.
Catalytic converters: 2.

## Available colours

### Ducati Red

Front mudguard: Ducati Red

- Dual Primer Red VM, SUPPLIER Lechler, CODE LDS20067
- Varnish Acriplast Red Stoner SF, SUPPLIER Lechler, CODE LMC06017

Headlight fairing: Ducati Red

- Dual Primer Red VM, SUPPLIER Lechler, CODE LDS20067
- Varnish Acriplast Red Stoner SF, SUPPLIER Lechler, CODE LMC06017

Tank: Ducati Red

- Powder base coat INVER 30170
- White Acriflex Primer, Lechler LDS20067
- Ducati Red Base Coat, Lechler LMC06017
- Tixo Klarlack 09 Clear Coat, Lechler 96230

RH/LH tank cover: Ducati Red

- White Acriflex Primer, Lechler LDS20067
- Ducati Red Base Coat, Lechler LMC06017
- Tixo Klarlack 09 Clear Coat, Lechler 96230

Air conveyor cover: Dark Stealth

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

### Brushed Aluminium & Matt Black

Front mudguard: Dark Stealth

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

Headlight fairing: Dark Stealth

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

Tank: Dark Stealth + Ducati Red

- Powder base coat Azko Nobel 90-80-0016-9
- White Acriflex Primer, Lechler LDS20067
- Ducati Red Base Coat, Lechler LMC06017
- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

RH/LH tank cover: Dark Stealth + Ducati Red

- White Acriflex Primer, Lechler LDS20067
- Ducati Red Base Coat, Lechler LMC06017
- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

Air conveyor cover: Dark Stealth

- Primer 2k Black Palinal 873.A002
- Base coat Black Stealth Palinal 929.R223
- Matt Clear Coat 2K Palinal 923I.2176

## Electric system

Basic electric items are:

### Dashboard

6.5" TFT colour display.

### Headlight

Low beam: No.8 LEDs;
High beam: No.4 LEDs;
Cornering light: No.2 LEDs;
Parking light: No.6 LEDs;
DRL lights (not present on China and Canada versions): No.6 LEDs.

### Turn indicators

Front: No.3 LEDs;
Rear: No.3 LEDs.

### Tail light

Parking light: No.12 LEDs;
Stop light: No.6 LEDs;
Number plate light: No.3 LEDs.

### Fog lights

Fog lights (where present): No.1 LED.

Warning horn.
Stop light switches.
Battery: YUASA YT12B-BS, 12V -10Ah.
Generator: DENSO, 14V - 560W.
Starter motor DENSO, 12 V-0.6 kW.
Electronic rectifier protected by a: 30 A fuse.

## Fuses

Fuse boxes (A), (B) and (C) are located on the right side of the vehicle, under the rider seat.
To protect the electrical components, there are seventeen fuses:

- No. 3 primary fuses are positioned inside the fuse box (A);
- No. 14 secondary and tertiary fuses are positioned in the front (B) and rear (C) fuse boxes.

The primary fuse box (A) is located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.

| Fuse box (A) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | (Master fuse) System | 50 A |
| 2 | (Master fuse) Spare | 50 A |
| 3 | +ABS 1 | 30 A |
| 4 | +ABS 2 | 15 A |

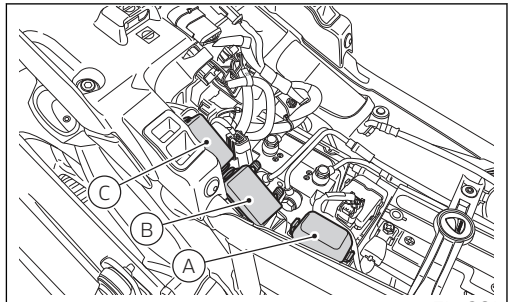


Fig 361

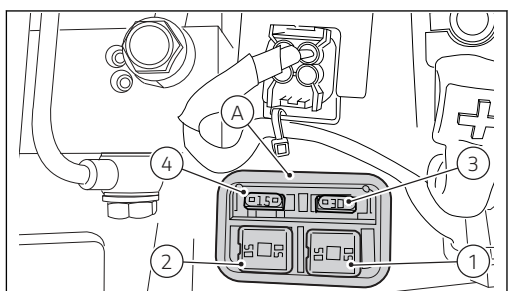


Fig 362

The front secondary fuse box (B) and rear tertiary fuse box (C) are located under the rider seat. To access its fuses, it must be removed as described in the "Seat lock" sub-section.
Spare fuses in the front and rear fuse boxes:

- box (B): 15A, 10A, 25A;
- box (C): 5A, 15A, 20A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings.

The fuses of the front (B) and rear (C) fuse boxes can be reached by removing the relevant inspection covers, which show the mounting order and amperage of the fuses you find inside.

| Front fuse box (B) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 5 | +30 EMS Relay Load | 25 A |
| 6 | +30 Fuel pump relay | 10 A |
| 7 | +30 BBS2 | 25 A |
| 8 | +30 Dashboard | 15 A |
| 9 | +30 BBS1 | 25 A |
| 10 | Accessories | 10 A |

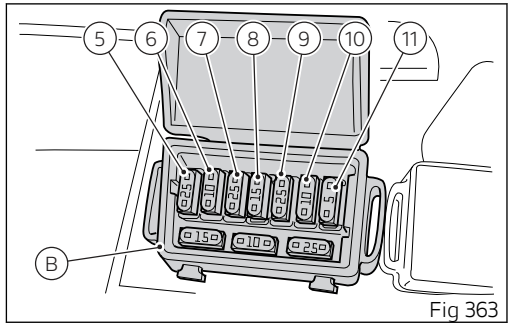


Fig 363

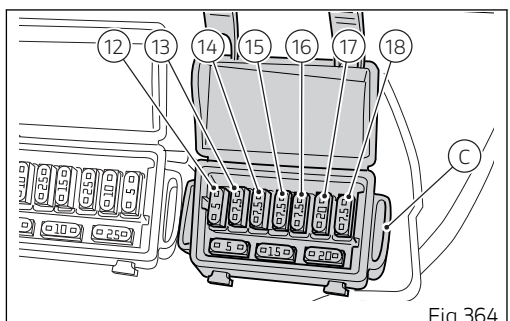


Fig 364

| Front fuse box (B) key | | |
|---|---|---|
| 11 | +30 E-Call | 5 A |

| Rear fuse box (C) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 12 | Key1 EMS/ABS/IMU | 5 A |
| 13 | Key2 Dash/BBS | 7.5 A |
| 14 | Key3 Front light | 7.5 A |
| 15 | Key4 Radar | 7.5 A |
| 16 | Socket | 7.5 A |
| 17 | +30 Injection relay | 20 A |
| 18 | +30 Diagnosis / Charge | 7.5 A |

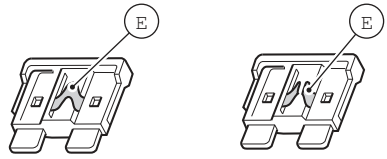


Fig 365

A blown fuse can be identified by breakage of the inner filament (E).

**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.

# Open source software

## Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

# Declarations of conformity

EU Directive 2014/53/EU

CE

## Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

**Note**
Only skilled person can access and install the device.

Table 1

| Radio equipment installed in the vehicle | Frequency band | Max. transmission power |
|---|---|---|
| 6.5" instrument panel | 2402 MHz ÷ 2482 MHz | 25mW |
| Front radar | 76 ÷ 77 GHz | 32 dBm (peak)<br>27 dBm (RMS) |
| Rear radar | 76 ÷ 77 GHz | 24.7 dBm (peak)<br>13 dBm (RMS) |
| Hands free | 133.8 ÷ 134.6KHz | 73 dBμV/m @ 10m |
| Hands Free - key | 433.91-433.93 MHz | -20 dBμV/m @ 3m |
| TPMS | 433.05 ÷ 434.79 MHz | 100 μV/m @3m (Radiated) |
| Antitheft | 433.92MHz (±75KHz) | <0.6mA |

Table 2

| Radio equipment installed in the vehicle | Manufacturers' addresses |
|---|---|
| 6.5” instrument panel | ROBERT BOSCH GmbH<br>Robert-Bosch-Platz 1<br>70839 Gerlingen, Germany |
| Front radar | ROBERT BOSCH GmbH<br>Robert-Bosch-Platz 1<br>70839 Gerlingen, Germany |
| Rear radar | ROBERT BOSCH GmbH<br>Robert-Bosch-Platz 1<br>70839 Gerlingen, Germany |
| Hands free | ASAHI DENSO.,LTD.<br>6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka<br>434-0046, Japan |
| Hands Free - key | ASAHI DENSO.,LTD.<br>6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka<br>434-0046, Japan |
| TPMS | PACIFIC Industrial Co.,Ltd.<br>1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu<br>503-2397, Japan |

| | |
|---|---|
| Antitheft | PATROLLINE<br>Via Cesare Cantù, 15/C<br>22031 Albavilla (CO), Italy |

## Simplified EU declaration of conformity

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

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

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

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

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

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

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

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

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

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

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

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

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

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

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

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

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

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

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

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

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

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

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

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

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

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

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Turkey]
Aracınızda bir dizi radyo teçhizatı bulunmaktadır. Bahse konu radyo teçhizatının üreticileri bunların, yasaların öngördüğü hallerde 2014/53/UE direktifine uygun olduklarını beyan eder. UE uygunluk beyanının tam metni, aşağıda yer alan adresten görüntülenebilir: certifications.ducati.com

## Warnings on batteries

**Attention**
Please read the operating instructions carefully!



This product contains a button cell battery that could be swallowed.
Always keep the battery out of the reach of children!
Swallowing the battery can cause serious injury in as little as 2 hours or death due to chemical burns and potential esophageal perforation.
If you think the batteries may have been swallowed or placed inside any part of the body, seek medical advice immediately.
Only install new batteries of the same type in the product.
Keep batteries away from sources of heat or moisture.
Keep batteries away from low or high pressure, and low or high temperature environments.
Do not compress, drop, damage or puncture the battery with foreign objects.
Dispose of used batteries immediately and safely in accordance with national and local regulations.
Discharged batteries can still be dangerous.

## United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

| | |
|---|---|
| DASHBOARD 6,5 inch | FCC ID: 2AUXS-6P5CLUSTER |
| FRONT RADAR | FCC ID: NF3-MRREVO14F |
| REAR RADAR | FCC ID: NF3-MRR1REAR |
| HANDS FREE | FCC ID: T8VCL6 |
| HANDS FREE KEY | FCC ID: T8VCL6-904 |

## TPMS

This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.
FCC ID: PAXPMVCE71

## Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:

This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

| | |
|---|---|
| DASHBOARD 6,5 inch | IC: 25847-6P5CLUSTER |
| FRONT RADAR | IC: 3887A-MRREVO14F |
| REAR RADAR | IC: 3887A-MRR1REAR |
| HANDS FREE | IC: 6505A-CL6 |
| HANDS FREE KEY | IC: 6505A-CL6904 |
| TPMS | IC: 3729A-PMVCE71 |

DASHBOARD 6,5 inch

Argentina




Brasil

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados. Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

Este equipamento deve ser instalado e operado com distância mínima de 20 cm entre o radiador e seu corpo. Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados.



## Japan

本製品は、電波法と電気通信事業法に基づく適合証明を受けております。
This device is granted pursuant to the Japanese Radio Law (電波法) and the Japanese Telecommunications Business Law (電気通信事業法)

本製品の改造は禁止されています。（適合証明番号などが無効となります。）
This device should not be modified (otherwise the granted designation number will become invalid)

## Mexico

IFETEL : RCPBO6520-2310
Marca: Bosch
Modelo: 6.5inchCluster

La operación de este equipo está sujeta a las siguientes dos condiciones: (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

## Russia

## South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



## Taiwan

取得審驗證明之低功率射頻器材，非經核准，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。低功率射頻器材之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前述合法通信，指依電信管理法規定作業之無線電通信。低功率射頻器材須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

## Thailand

เครื่องโทรคมนาคมและอุปกรณ์นี้ มีความสอดคล้องตามข้อกำหนดของ กทช.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):




English Translation of content:

*This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E.2498*

Ukraine

Справжнім Robert Bosch GmbH заявляє, що тип радіообладнання 6.5inchCluster відповідає Технічному регламенту радіообладнання; повний текст декларації про відповідність доступний на веб-сайті за такою адресою: certifications.ducati.com.

FRONT RADAR

Argentina




Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .




Hong Kong

HKCA 1035: automotive radar: radio equipment exempted from licensing!

Japan

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

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

Jordan

TRC No. TRC/LPD/2014/125

Malaysia



Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

IFETEL: RCPBOMR14-0766

Moldova



AGREE PAR L'ANRT MAROC

Numéro d'agrément : MR 9126 ANRT 2014

Date d'agrément : 26/03/2014

Paraguay




Russia

EAC

Serbia



South Africa




South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다




Taiwan

注意!
依據低功率電波輻射性電機管理辦法
第十二條經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前項合法通信，指依電信規定作業之無線電信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。




Ukraine

справжнім (Robert Bosch GmbH) заявляє, що тип радіообладнання (MRRevo14F) відповідає Технічному регламенту радіообладнання;
повний текст декларації про відповідність доступний на веб-сайті за такою адресою:
(http://ita.bosch.com/radar)




TRA
REGISTERED No:
ER39135/15
DEALER No:
DA36758/14

REAR RADAR

Argentina




Australia



Brasil

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Hong Kong

HKCA 1035: automotive radar: radio equipment exempted from licensing!

Japan

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Jordan

TRC No. TRC/LPD/2014/73

Malaysia



Mexico

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

IFETEL: RCPBOMR14-0922

Moldova




Morocco

AGREE PAR L'ANRT MAROC
Numéro d'agrément: MR 9186 ANRT 2014
Date d'agrément: 22/04/2014

Paraguay




Russia

EAC

Serbia



South Africa




South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다




Taiwan

注意!
依據低功率電波輻射性電機管理辦法
第十二條經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。前項合法通信，指依電信規定作業之無線電信。低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。




Ukraine

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(http://ita.bosch.com/radar)




TRA
REGISTERED No:
ER39136/15
DEALER No:
DA36758/14

## HANDS FREE

### Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .




**05428-17-05543**

### Japan

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South Korea

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HANDS FREE KEY

Brasil

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Japan

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R-C-AD1-CL6-904

TPMS

## Brasil

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**01919-17-02107**

## China

中**华**人民共和国工**业**和信息化部公告 2019 年第 52 号要求**说**明 （一）符合“微功率短距离无**线电发**射**设备**目**录**和技**术**要求”的具体条款和使用**场**景，采用的天**线类**型和性能，控制、**调**整及开关等使用方法；
型号：PMV-CE71
**该变**送器安装在摩托**车轮**胎中。 **这**是一种无**线设备**，可**测**量**轮**胎中的气**压**和温度并**进**行**传输**。 内置**环**形天**线**，天**线**增益-20.5 dBi
（二）不得擅自改**变**使用**场**景或使用条件、**扩**大**发**射**频**率范**围**、加大**发**射功率（包括**额**外加装射**频**功率放大器），不得擅自更改**发**射天**线**；
（三）不得**对**其他合法的无**线电**台（站）**产**生有害干**扰**，也不得提出免受有害干**扰**保**护**；
（四）**应**当承受**辐**射射**频**能量的工**业**、科学及医**疗**（ISM）**应**用**设备**的干**扰**或其他合法的无**线电**台（站）干**扰**；
（五）如**对**其他合法的无**线电**台（站）**产**生有害干**扰时**，**应**立即停止使用，并采取措施消除干**扰**后方可**继续**使用；

六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台（站）、机场等的电磁环境保护区域内使用微功率设备，应当遵守电磁环境保护及相关行业主管部门的规定；
（七）禁止在以机场跑道中心点为圆心、半径 5000 米的区域内使用各类模型遥控器；
（八）微功率设备使用时温度和电压的环境条件。
-20℃～105℃、内置 DC3V 纽扣电池

Japan

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Updated on 06/2023 ED.03




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