

# PANIGALE

Owner's manual

ENGLISH

# PANIGALE V2

Dear Ducatista,

**thank you** for trusting us with the purchase of your new Panigale V2.

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

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

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

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

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

**Important**

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

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

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

**Important**

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

Enjoy your ride!

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# Roadside Assistance

## Roadside Assistance




**Important**

The "ACI Global Services" roadside assistance is in force only in the following countries:
Denmark, Belgium, France, Luxembourg, Switzerland, Ireland, United Kingdom, Italy, Norway, Holland, Spain, Austria, Germany, Sweden, Portugal, Canary Islands, Cyprus, Croatia, Czech Republic, Estonia, Latvia, Lithuania, Finland, Greece, Hungary, Malta, Poland, Serbia and Montenegro, Slovakia, Slovenia, Turkey, Ukraine.

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

The roadside assistance services include:

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

and may be requested in the following countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France (including Corsica, roads open to ordinary traffic) Fyrom (the former Yugoslav Republic of Macedonia), Germany,

Gibraltar, Greece, Ireland, Iceland, Italy (including San Marino and the Vatican), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Norway, the Netherlands, Poland, Portugal, Monaco, United Kingdom, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, Hungary.

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

## Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
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 updates

## Software updates

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

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

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

### Attention

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

# Warranty information

## General warranty conditions

**1. Warranty content**

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

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

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

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

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

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

## 2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

- motorcycles used in sporting competitions of any kind;
- 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);
- 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:

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

# General Information

## Acronyms and abbreviations used in the Manual

| | |
|---|---|
| ABS | Anti-lock Braking System |
| DDA | DUCATI Data Acquisition |
| DQS | DUCATI Quick Shift |
| DRL | Daytime Running Lamp |
| DTC | DUCATI Traction Control |
| DWC | DUCATI Wheelie Control |
| EBC | DUCATI Engine Brake Control |
| GPS | Global Positioning System |

## Warning symbols used in the manual

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

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



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



**Important**
Possibility of damaging the motorcycle and/or its components.



**Note**
Additional information about the current operation.

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

## Intended use

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

### Attention

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

### Attention

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

### Attention

The total weight of the motorcycle in running order including rider, luggage and additional accessories should not exceed 400 kg (881.85 lb).

### Important

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

## Rider's obligations

All riders must hold a valid licence.

### Attention

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

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

### Attention

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

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

### Attention

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

Some states require vehicle insurance.

### Attention

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

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

### Attention

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

### Attention

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

### Attention

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

## Rider's training

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

### Attention

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

## Apparel

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

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

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

### Important

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

### Important

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

### Important

Have your passenger wear proper protective clothing.

## "Safety ""Best Practices"""

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

### Important

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

### Attention

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

Perform the checks specified in chapter “Checks before riding“ before each ride.

### Attention

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

### 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.

### Important

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

### Important

Rider should keep his feet on the footpegs when the motorcycle is in motion.

### Important

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

### Important

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

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

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

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

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

## Refuelling

**Fuel label**

Fuel identification label

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

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

### Attention

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

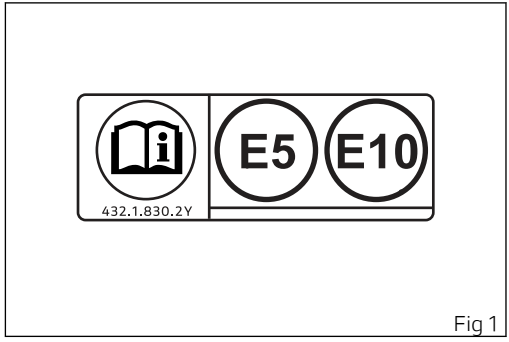



Fig 1

### Attention

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

### Attention

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

## Carrying the maximum load allowed

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

### Attention

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

## Information about carrying capacity

### Important

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

### Important

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

### Important

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

### Important

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

### Attention

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

Refer to paragraph "Tyres".

## Dangerous products - warnings

Used engine oil

**Attention**

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

Brake dust

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

Brake fluid

**Attention**

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

**Attention**

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

Coolant

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

**Attention**

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames.

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

## Battery

### Attention

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

## Vehicle identification number

**Note**

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

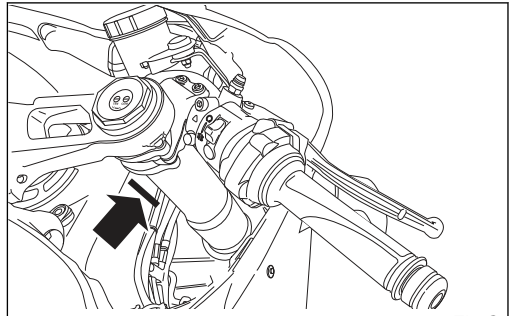


Fig 2

## Engine identification number

**Note**

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

The engine identification number is located in the motorcycle front side on the horizontal head cylinder lower side, near the starter motor and the generator cover.

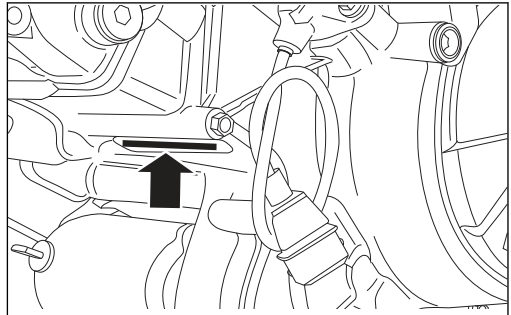


Fig 3

# Main components and devices

## Position on the vehicle

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

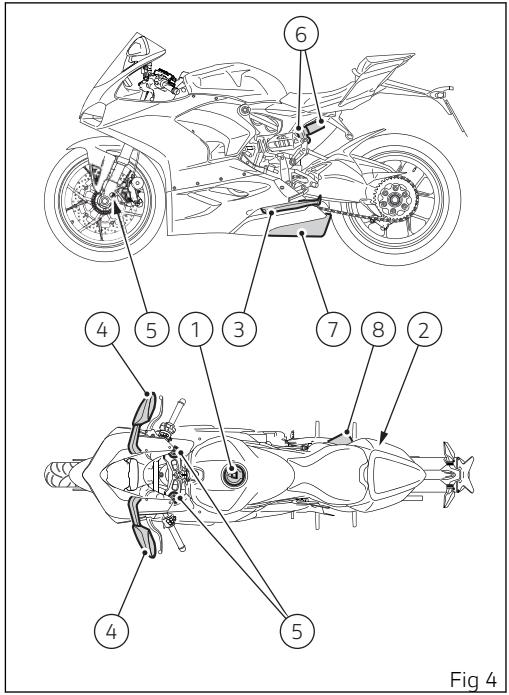



Fig 4

## Tank filler plug

Opening

- Lift flap (1) and insert the key in the lock;
- Turn the key clockwise by 1/4 of a turn to release the lock;
- Lift the fuel tank plug (2).

Closing

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

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

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

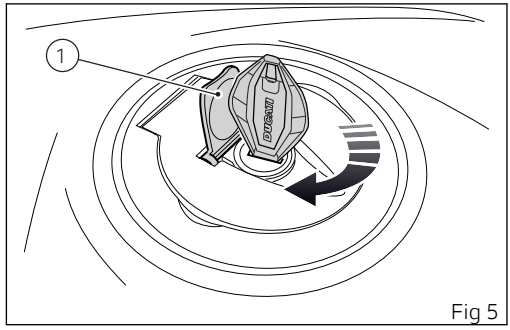


Fig 5

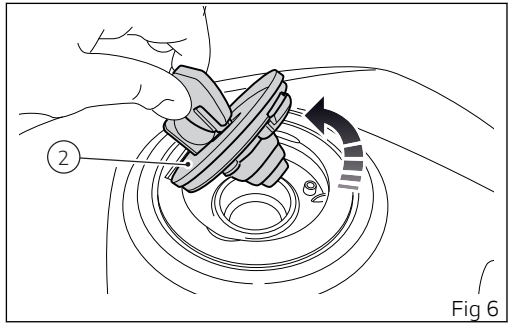


Fig 6

## Removing and refitting the seats

Use lock (1) to remove the passenger seat (2) and reach the tail guard compartment.

### Removing the passenger seat

- Insert the key into the lock (1);
- Turn the key counter clockwise until the passenger seat (2) catch disengages with an audible click;
- Pull the passenger seat (2) towards the front end of the vehicle until releasing it.

### Refitting the passenger seat

- Before refitting the passenger seat (2), make sure that passenger strap (3) is correctly positioned.
- Slide the passenger seat (2) from vehicle front (A) end towards the rear end (B) until hearing the catch click into place.

### Attention

To close the seat cover insert it from the motorcycle side and slide it towards the rear side until hearing the engagement click.

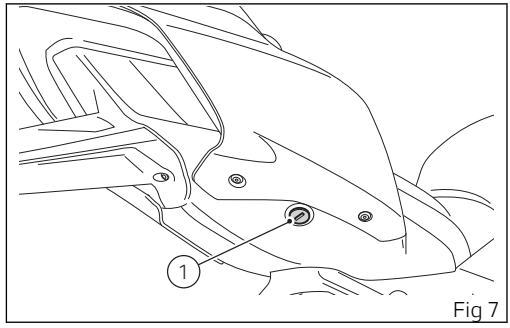


Fig 7

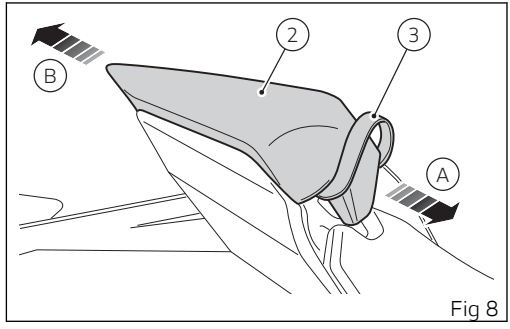


Fig 8

## Removing the rider seat

- Using the Allen wrench present in the tail guard compartment, loosen the two screws (4) on both sides of the rider seat (5);
- Slide the seat towards the rear end of the vehicle.

## Refitting the rider seat

- Refit the rider seat (5) by first engaging the front end and then the rear end;
- Lift the rear edges of the seat and fasten it by tightening screws (4).
- Check proper rider seat fastening by trying to raise its front end.

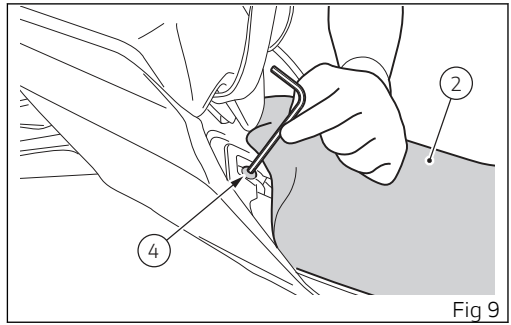


Fig 9

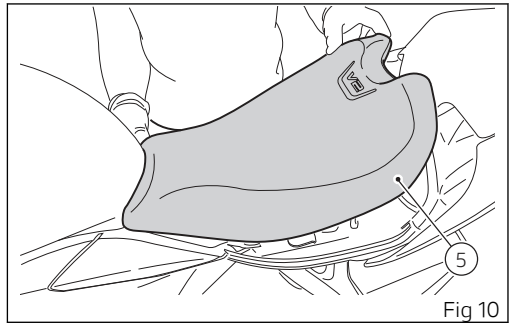


Fig 10

After removing the rider seat, you can reach the battery maintaining connector (6).

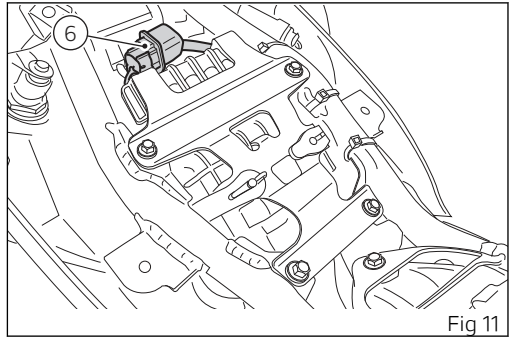


Fig 11

## Maintaining the battery charge

Your motorcycle is equipped with a connector (1) to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.
To access it, remove the rider seat as described in chapter “Removing and refitting the seats”.

### Attention

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

### Important

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

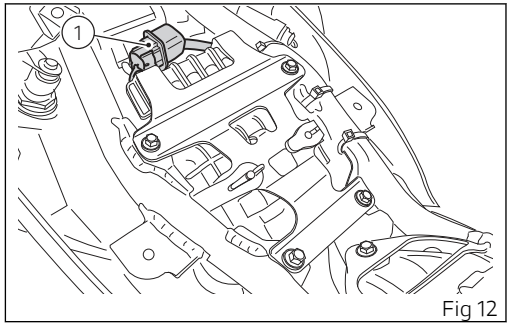


Fig 12

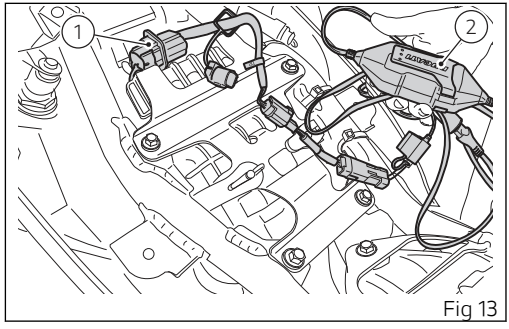


Fig 13

**Note**

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

**Note**

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

## Side stand

### Important

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

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

### Attention

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

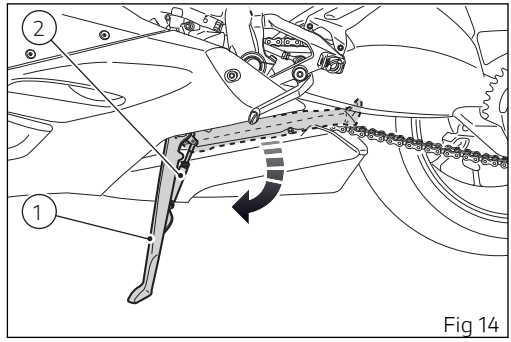


Fig 14

### Note

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

### Note

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

## Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.
The Bluetooth control unit, which is not installed in this vehicle, can be purchased at a Ducati Dealer or Authorised Service Centre.

### Attention

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

### Attention

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

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

### Attention

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

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

Check that your Smartphone supports the following profiles:

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

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

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

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

## Steering damper

It is located before the handlebar and is secured to the steering head.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

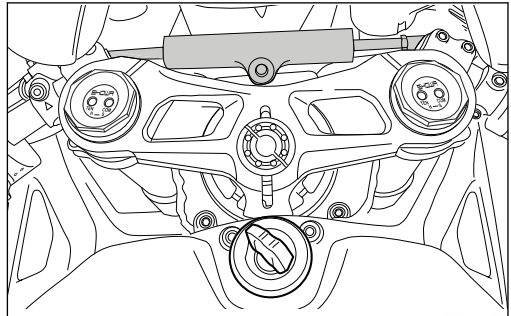


Fig 15

## Front fork adjustment

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

1) For rebound adjustment (1);
2) for compression adjustment (2);
3) for inner spring preload adjustment (3).

Position the motorcycle on its side stand so that it is stable.
Turn the adjuster (1) at the top end of each fork leg with a flat screwdriver to adjust rebound damping.
Turn the adjuster (2) at the top end of each fork leg with a flat screwdriver to adjust compression damping.
The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" (fully closed) position.

To change preload of the spring inside each fork leg, counter clockwise the hex. adjuster (3), with a hexagon wrench, starting from the fully open (counter clockwise) position.

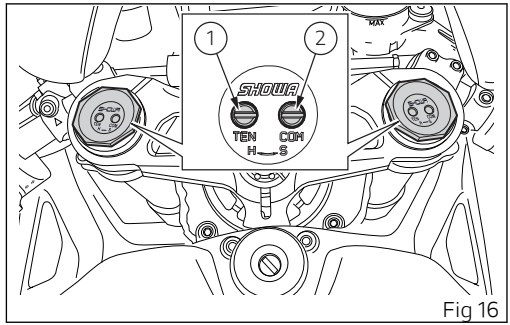


Fig 16

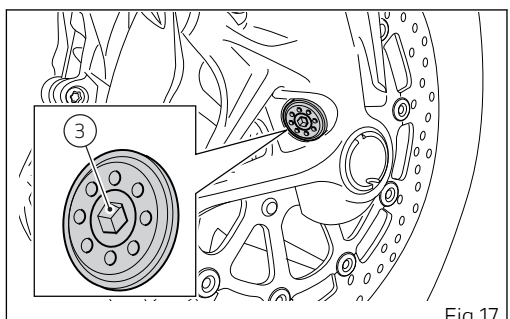


Fig 17

Standard setting:

- rebound: open 5.5 turns counter clockwise from fully closed position on both fork legs;
- compression: open 7 turns counter clockwise from fully closed position on both fork legs;
- spring preload: 7 turns from fully open.

Recommended setting for racing use:

- rebound: open 2.5 turns counter clockwise from fully closed position on both fork legs;
- compression: open 1 turn counter clockwise from fully closed position counter clockwise on both fork legs;
- spring preload: 6 turns from fully open.

**Attention**
Adjust both fork legs to same settings.

## Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
The adjuster (1) located on the front connection holding the shock absorber to the crankcase half adjusts the damping during the rebound phase (return).
The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the damping during the compression phase.
The two nuts (3) on the upper part of the shock absorber serve to adjust the preload of the external spring.
To change spring preload, slacken the upper locking ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.
After setting spring preload as desired, tighten the upper locking ring nut.
Completely turn adjusters (1) and (2) clockwise to obtain the fully closed condition.

Standard setting:

- rebound (1): open 13 clicks counter clockwise from fully closed position;
- compression (2): open 2.5 turns counter clockwise from fully closed position;

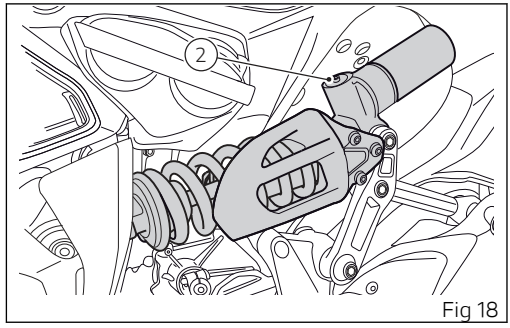


Fig 18

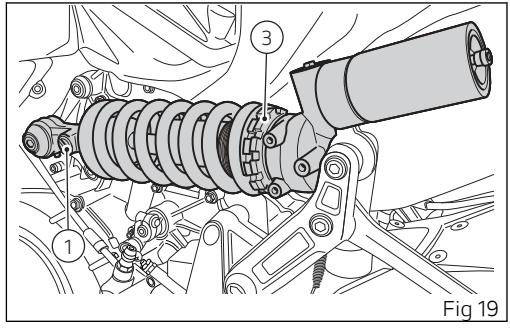


Fig 19

- spring preload: 14 mm (0.55 in) from fully uncompressed spring.

Recommended setting for racing use:

- rebound (1): open 8 clicks counter clockwise from fully closed position;
- compression (2): open 2 turns counter clockwise from fully closed position;
- spring preload: 14 mm (0.55 in) from fully uncompressed spring.

### Attention

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

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

# Controls

## Position of motorcycle controls

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

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

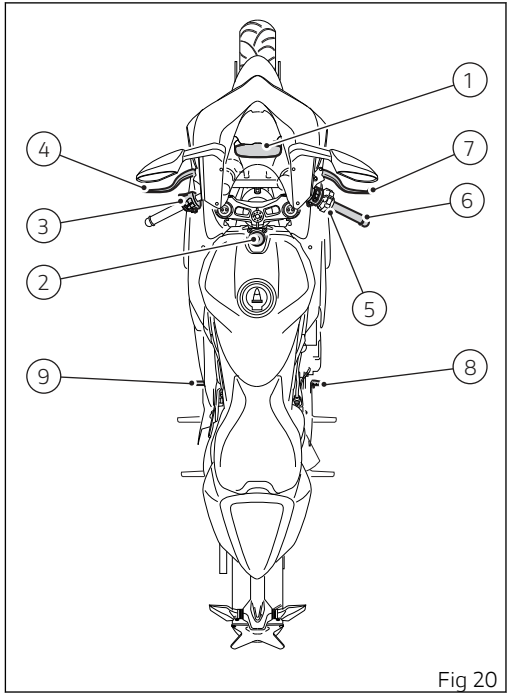


Fig 20

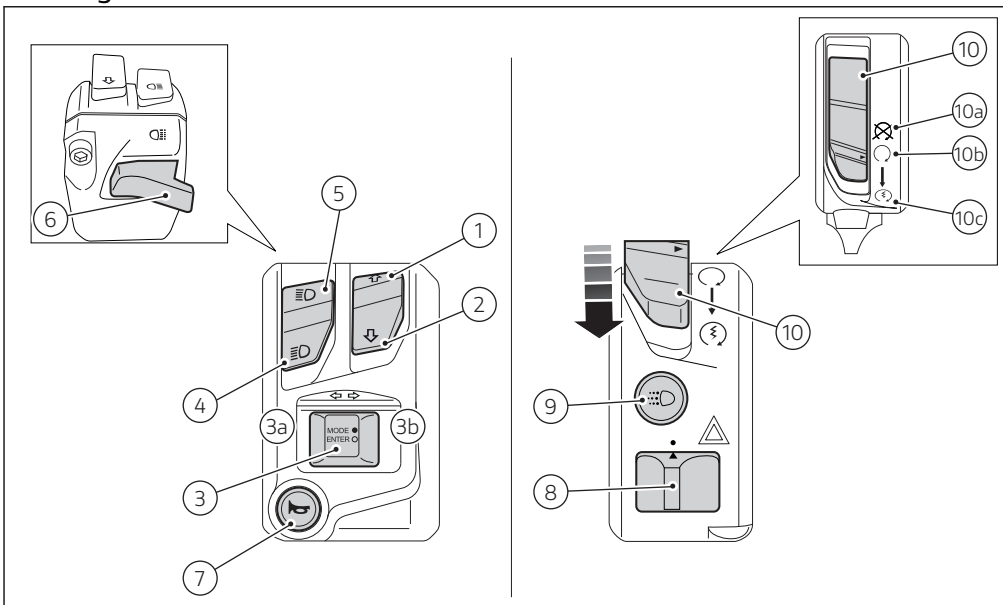



Fig 21

| | | |
|---|---|---|
| 1 | ⇧ | Control button up. |
| 2 | ⇩ | Control button down. |
| 3 | MODE ●<br>ENTER ○<br>⇦⇨ | Riding Mode change button, ENTER function button and turn indicator three-position switch:<br>● position (3a), left turn indicator;<br>● centre position, OFF;<br>● position (3b), right turn indicator. |
| 4 | | Low beam. |
| 5 | | High beam. |
| 6 | | High-beam flasher and “Start/Stop Lap” function. |
| 7 | | Warning horn. |
| 8 | | Hazard lights (red). |
| 9 | | DRL (if present). |
| 10 | | 3-position switch (red). |
| 10a | | Engine off. |
| 10b | | Running position. |
| 10c | | Engine start, pushed down. |

## Light control

Low / High beam

At Key-On, the high beam and low beam lights are off; only the parking lights are turned on.
When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (7), positions (B) and (A), or flash with button (3). If engine is not started 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, if when starting the engine the high/low beams are on, the headlight is automatically switched off and then on again when the engine is started.

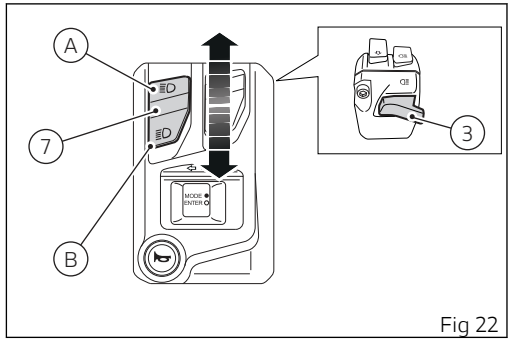


Fig 22

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

If the DRL was set to "Auto" via the "DRL" function within the SETTING MENU (see “SETTING MENU - DRL”), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

- 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 display shows the warning light indicated in the figure.
If the DRL was set to "Auto" mode, press button (9, Fig 21) to disable that mode and set manual light management. Press again button (9, Fig 21) 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.

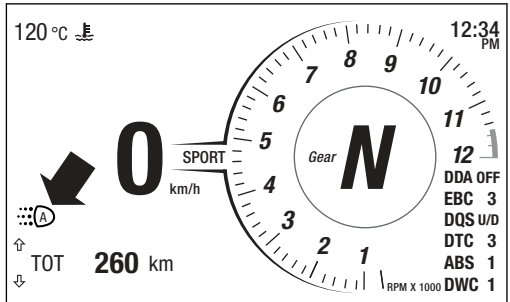


Fig 23

**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, DRL lights will not change their status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (9, Fig 21).

**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.

## Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to the setting of the “Turn indicators” function present within the SETTING MENU (see “SETTING MENU - Turn indicators”). The turn indicators are activated using the corresponding position of button (3, Fig 21).
Manual switch-off: after activating one of the two turn indicators, the user can deactivate them using button (3, Fig 21).
Automatic switch-off: the turn indicators switch off automatically after the turn, as calculated based on vehicle speed, lean angle and in general according to the analysis of vehicle dynamic conditions.
If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

### Attention

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

## Hazard function (4 turn indicators)

The Hazard function turns all four turn indicators on at the same time to signal an emergency condition. This function is activated by pressing button (8, Fig 21).
When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel.

If the Hazard function was activated upon key-on, the same function will remain active upon key-off: it will be automatically disabled after 120 minutes.
In Key-Off it is not possible to activate the Hazard function.

### Note

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

## Parking function

Each time the key is turned off, it is possible to activate the parking lights by holding button (3, Fig 21) for a long time in the left turn indicator position.
Maximum time for activating the parking lights from key-off is 20 seconds.

## Keys

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

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

### Attention

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

### Duplicate keys

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

### Note

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

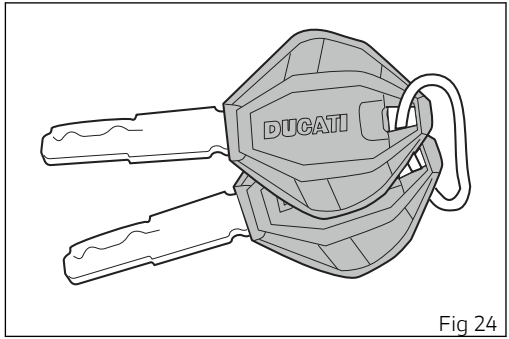


Fig 24

### Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.
Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.
Such modulated signal represents the "password", that changes upon every starting, that allows the

control unit to acknowledge the key and thus starting the engine.

## Ignition switch and steering lock

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

A) ON: enables lights and engine operation;
B) OFF: disables lights and engine operation;
C) LOCK: the steering is locked.

### Note

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

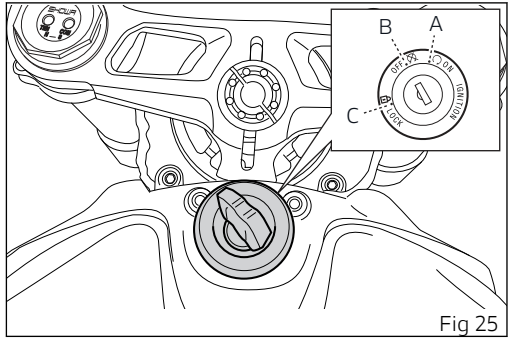


Fig 25

## Restoring motorcycle operation via the PIN code

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

Entering the code:

- use UP and DOWN buttons to increase and decrease by 1 the value from “0” to “9”;
- press ENTER button to confirm the digit 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 “Error” for 2 seconds and then passes to the standard screen.
- if the pin code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again.
- if the pin code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the standard screen.

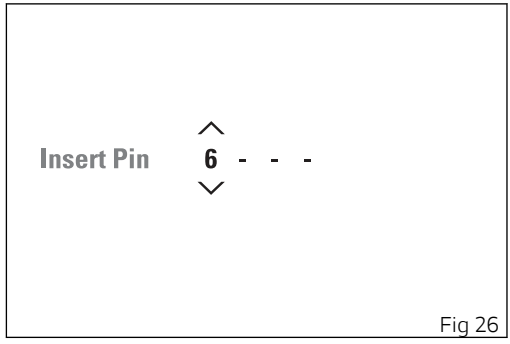


Fig 26

### 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 twistgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster counter clockwise to decrease lever distance. 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.

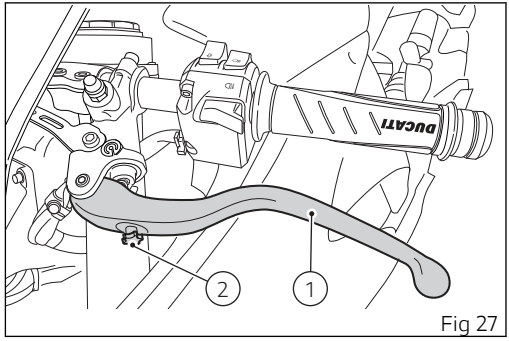


Fig 27

### Attention

Set clutch lever when motorcycle is stopped.

### Important

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

### Note

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

## Throttle twistgrip

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

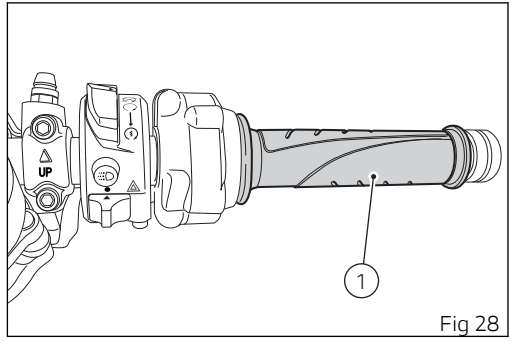


Fig 28

## 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 control lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 9 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip.
Turn the adjuster anticlockwise to decrease lever distance.

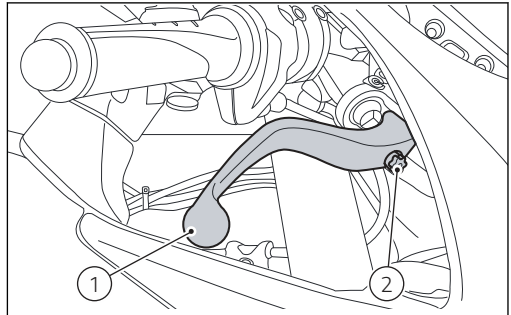


Fig 29

## Rear brake pedal

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

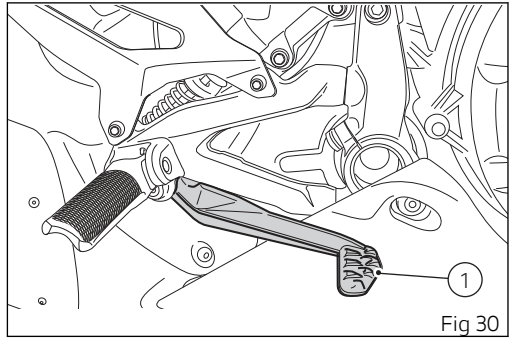


Fig 30

## Gear change pedal

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

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

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

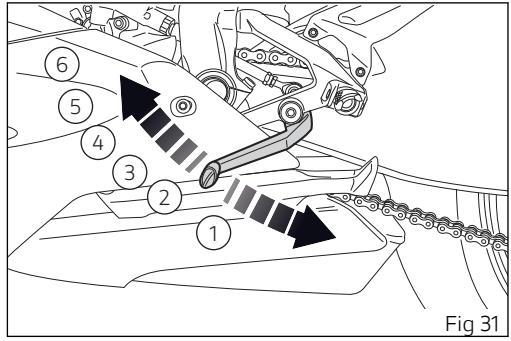


Fig 31

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

The position of the gearchange (1) and rear brake (2) pedals in relation to the footrests can be adjusted to suit the requirements of the rider.
Have the gear change pedal and rear brake pedal adjusted at a Ducati Dealer or authorised Service Centre.

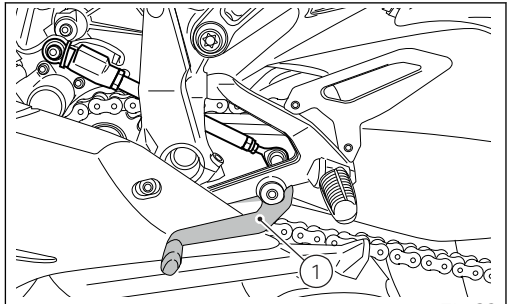


Fig 32

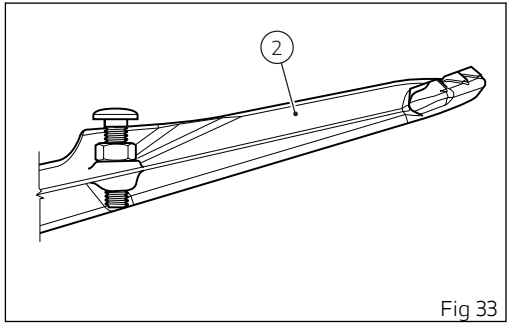


Fig 33

# 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) | 6,000 rpm |

Running-in recommendations:

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

**Important**

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

## Pre-ride checks

### Attention

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

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

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

### Attention

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

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.

**Attention**
Prolonged wheelies could deactivate the ABS system.

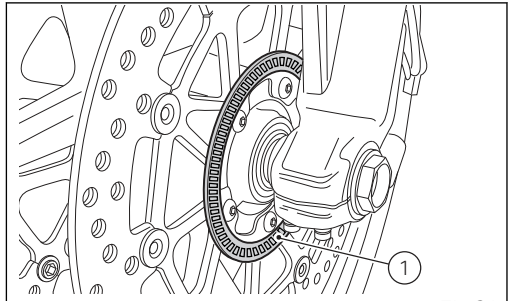


Fig 34

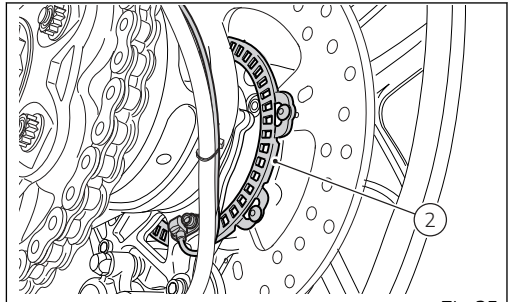


Fig 35

## 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.

Switching

Turn the key to (A) ⟲ .
Make sure both the green light N (1) and the red light (2) on the instrument panel come on.

### Important

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

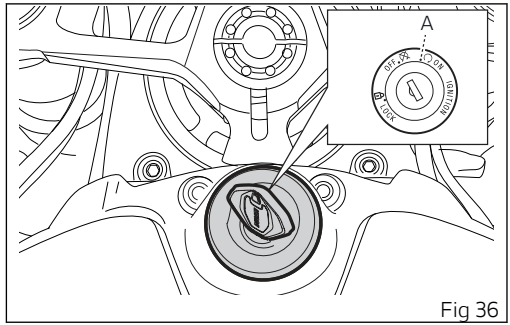


Fig 36

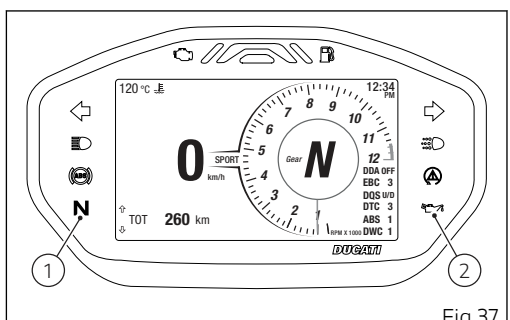


Fig 37

## Attention

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

## Note

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

Make sure that emergency start/stop switch (3), is set to (B) ↺ .
Move the switch (3) to the bottom (C) ⏲ and release it.
Let the motorcycle start without operating the throttle control.

## Note

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

## Important

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

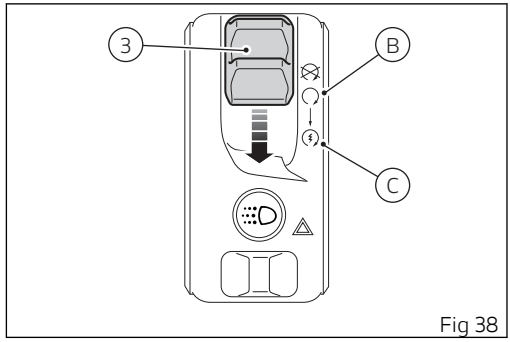


Fig 38

## Attention

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

## Switching off

Move the switch (3) upwards to (D) .

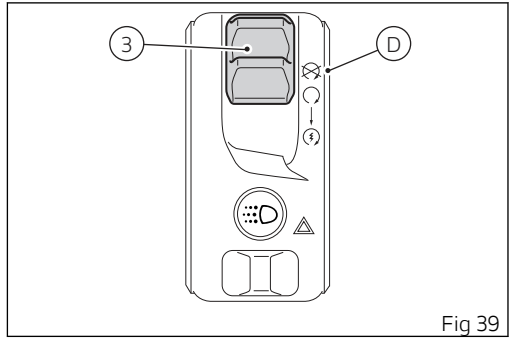


Fig 39

## Moving off

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

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

### Attention

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

### Attention

Prolonged wheelies could deactivate the ABS system.

## Braking

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

## Anti-Lock Braking System (ABS)

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

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking 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 use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

## Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to OFF; see "Ignition switch and steering lock".

## Parking

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

### Important

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

### Attention

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

### 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.

## 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.

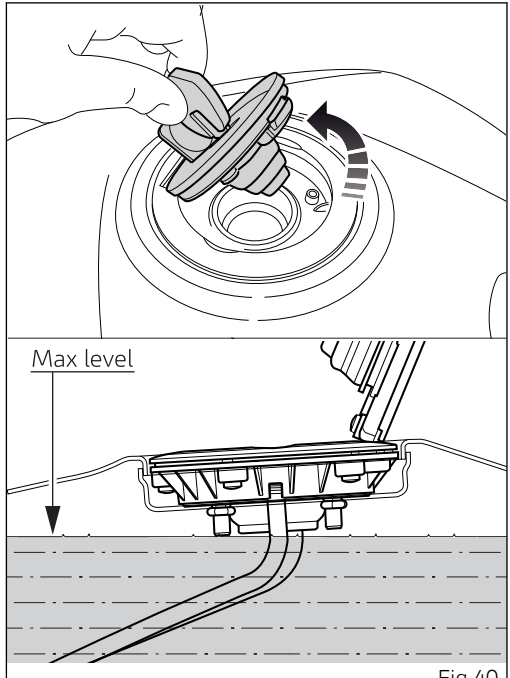



Fig 40

**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.

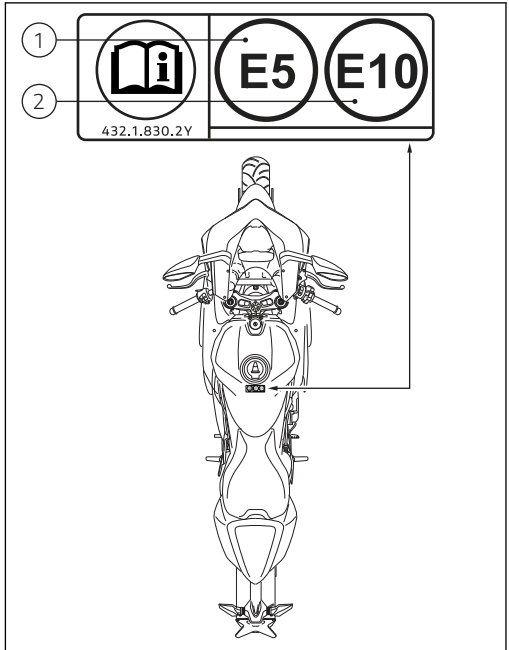



Fig 41

## Tool kit and accessories

The glove compartment positioned under the passenger seat contains a 4 mm (0.16 in) L-shaped Allen wrench (1).

To gain access to the compartment, remove the passenger seat as described in "Removing and refitting the seats".

Have the following parts (supplied as standard) installed by a Ducati Dealer or authorised Service Centre:
- passenger seat;
- right and left rear footpegs.

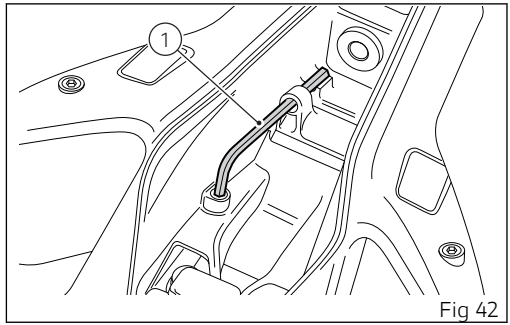
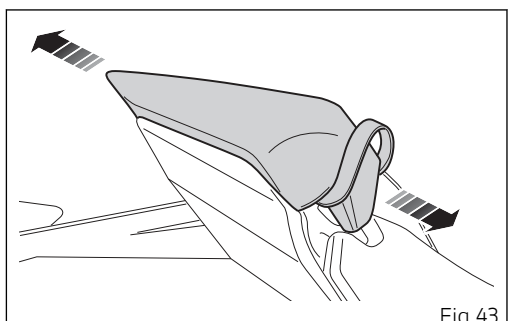


Fig 42


Fig 43

# Instrument panel (Dashboard)

## Instrument panel

1) DISPLAY

2) NEUTRAL LIGHT N (GREEN)

3) GENERIC ERROR WARNING LIGHT ⚠ (AMBER YELLOW)

4) HIGH BEAM LIGHT (BLUE)

5) FUEL WARNING LIGHT (AMBER YELLOW)

6) TURN INDICATOR LIGHTS (GREEN)

7) ENGINE OIL PRESSURE LIGHT (RED)

**Important**

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

8) DTC/DWC STATUS LIGHT (AMBER YELLOW)

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

9) ENGINE DIAGNOSIS - MIL LIGHT (AMBER YELLOW)

- The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.
- The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.

10) ABS LIGHT (ABS) (AMBER YELLOW)

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

11) DTC/DWC INTERVENTION (AMBER YELLOW)

- Light OFF: no DTC intervention.
- Light steady ON: DTC intervention.

12) OVER REV SIDE LIGHTS (RED)
These warning lights turn on when the warning light 13 turns on and this indicates that the rev limiter kicked in.

13) OVER REV / IMMOBILIZER SYSTEM (RED)

Over rev:
- Light OFF: no limiter intervention;
- Light ON: limiter intervention.

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

Immobilizer:
- Light OFF: key-on status or key-off status for over 12 hours;
- Light ON flashing: key-off status;

14) DRL WARNING LIGHT (GREEN) (not present in China, Canada versions)

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

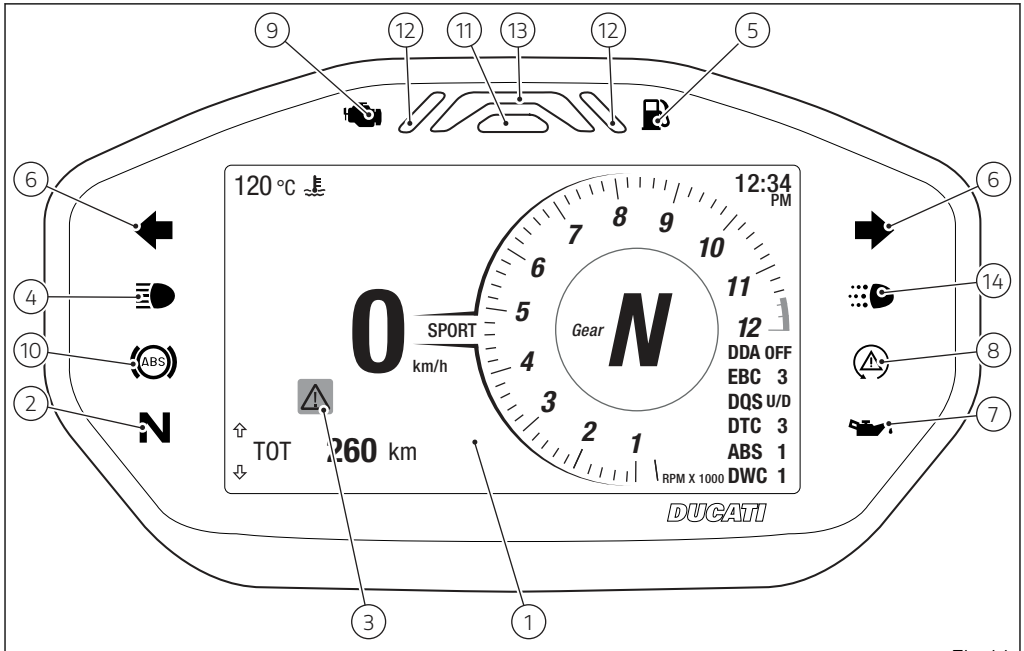

9
12
11
13
12
5
6
6
4
14
10
8
2
7
120 °c
12:34
PM
0
km/h
SPORT
Gear
N
1
2
3
4
5
6
7
8
9
10
11
12
DDA OFF
EBC 3
DQS U/D
DTC 3
ABS 1
DWC 1
RPM X 1000
TOT
260 km
ABS
DUCATI
3
1

Fig 44

## Parameter setting and displaying

Upon key-on, the instrument panel displays the DUCATI Logo and runs a sequential check of the LED warning lights. At the end of this routine the instrument panel displays the main screen in either of the modes (RACE, SPORT, STREET) according to the last configuration in use before KEY-OFF. During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will stop the check routine and display the main screen.

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

- red for the RACE riding mode (A)
- black in DAY mode or white in NIGHT mode for SPORT riding mode (B)
- grey for the STREET riding mode (C)

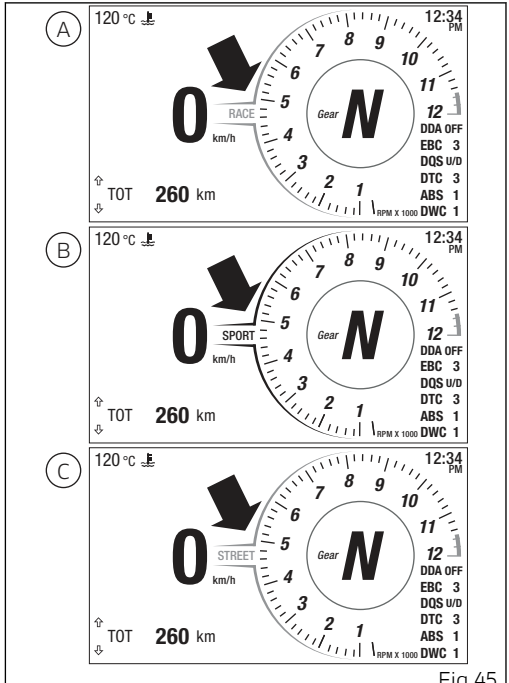


Fig 45

Data displayed on all types of main screen are as follows (Fig 46):

1) Motorcycle speed
2) Engine Coolant temperature
3) Set Riding Mode
4) Gear indication
5) Rev counter
6) Clock
7) Parameter indicators also showing the values associated with the set riding mode
8) Function menu
9) Lap time (if activated) or music player (if activated)
10) Bluetooth indication (only if present and active)
11) Indication of missed calls or received messages (only if Bluetooth is active and a smartphone is connected)
12) Connected device indication (only if Bluetooth is available and active)
13) DRL lights status (DRL lights are not present in the China, Canada versions).
14) Heated handgrips (if any)

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

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

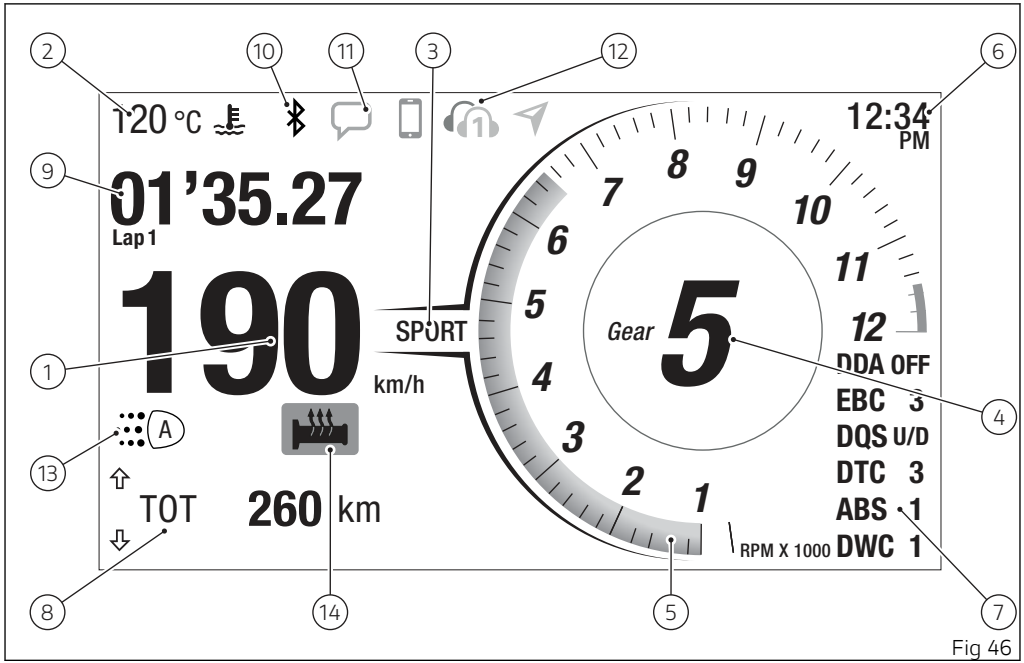

2
10
11
3
12
6
120 °C
12:34
PM
9
01'35.27
Lap 1
190
km/h
SPORT
Gear
5
DDA OFF
EBC 3
DQS U/D
DTC 3
ABS 1
DWC 1
RPM X 1000
1
4
13
A
TOT
260 km
8
14
5
7

Fig 46

## Main and auxiliary functions

The functions displayed in the main screen are the following:

Main information:

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

Additional information:

- Lap time (LAP)
- Infotainment (accessory)
- Service indication
- DRL lights status indication (accessory)
- Errors
- Warnings and Alarms
- Viewing side stand status

The functions within the SETTING MENU that can be modified by the user are the following:

- Riding Mode - riding style customisation
- Pin Code - activation and change
- Lap - activation and lap time management
- Backlight - backlighting adjustment
- Date and Clock - setting date and time
- Units - setting the unit of measurement
- Service - information on next services

- Tire Calibration - drive ratio and tyre calibration
- DRL - mode setting (accessory)
- Bluetooth - Bluetooth device management (accessory)
- DDA - data management
- Turn indicators - turn indicator mode setting
- Info - information

## Engine rpm indication

The engine rpm is displayed using a rev counter featuring a coloured wake: grey in DAY mode and white in NIGHT mode

When the wake becomes amber yellow, the instrument panel is warning the rider to shift up. The red wake flashes when the limiter kicks in and the Over-rev warning lights (12 and 13, Fig 44) turn on.

If the number of rpm is lower than 1,000 RPM, the wake is not displayed.

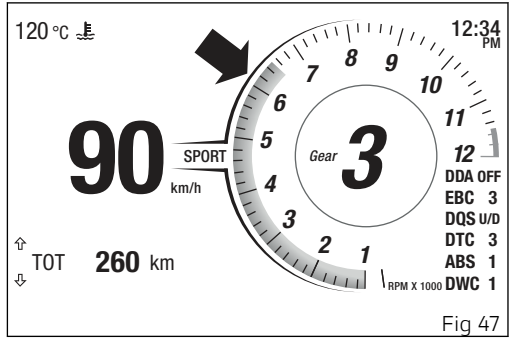



Fig 47

## Motorcycle speed

Speed indication is displayed increased by 5% and together with the set unit of measurement (km/h or mph).

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

- speed is above 299 km/h (186 mph);
- the speed sensor is in fault (flashing "- - -").

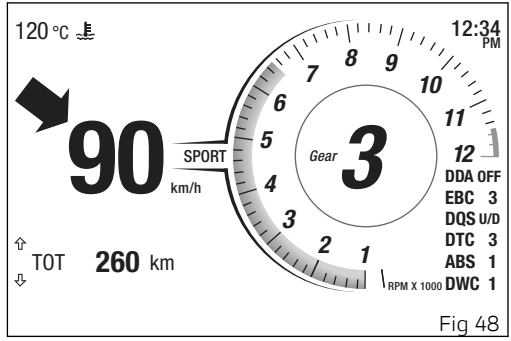



Fig 48

## Gear

The gear engaged (1– 6) is displayed at the centre of the rev counter.
If gear is in neutral, the letter "N" is displayed and the Neutral warning light (2, Fig 44) turns on.

In case of gear sensor error, a dash "-" will be displayed together with the Neutral warning light flashing.

### Note

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

### Note

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

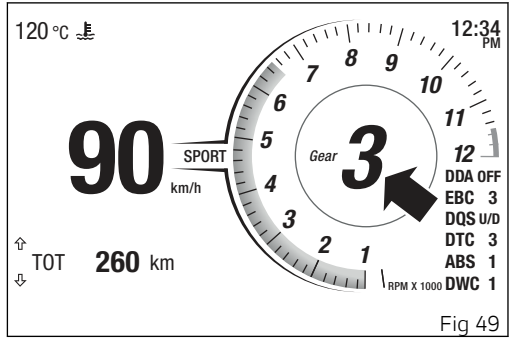


Fig 49

## Clock

The instrument panel displays the time in the format HH:MM (hours:minutes), followed by “AM” or “PM” indication.

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes "- - : - -" steadily, with flashing colon and “AM”. It is hence necessary to set the time through the SETTING MENU.

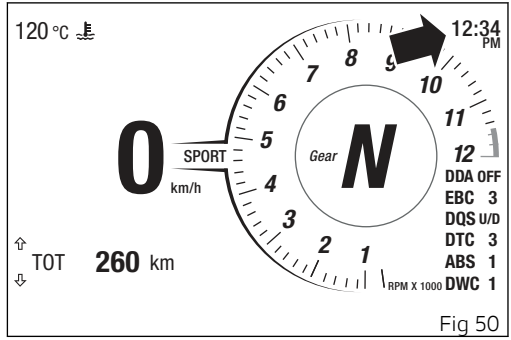



Fig 50

## Engine Coolant temperature

The temperature is displayed followed by the set unit of measurement (°C or °F).
The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).

If reading is:

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

If the coolant temperature sensor is in fault, a string of three flashing dashes "- - -" is displayed with the set unit of measurement.

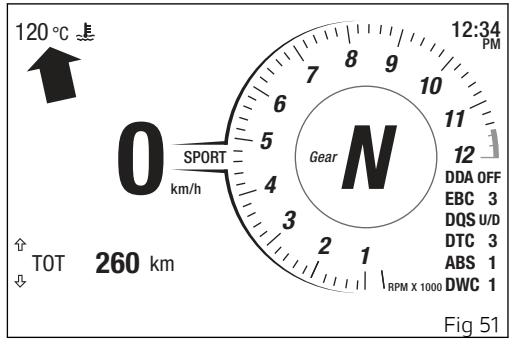


Fig 51

## Riding Mode (RIDING MODE)

3 Riding Modes are available: RACE, SPORT, STREET.

The name of the active Riding Mode is displayed in the central part of the display, between the speed value and the rev counter.

Each Riding Mode is associated with a different colour for the name and rev counter box.

- red for RACE (A)
- black in day mode or white in night mode for SPORT (B)
- grey for STREET (C)

The parameters associated to each Riding Mode and that can be customised are: ENGINE, DTC, ABS, DWC, EBC, DQS.

The parameters of each Riding Mode are preset by Ducati; it is still possible to customise them using the SETTING MENU.

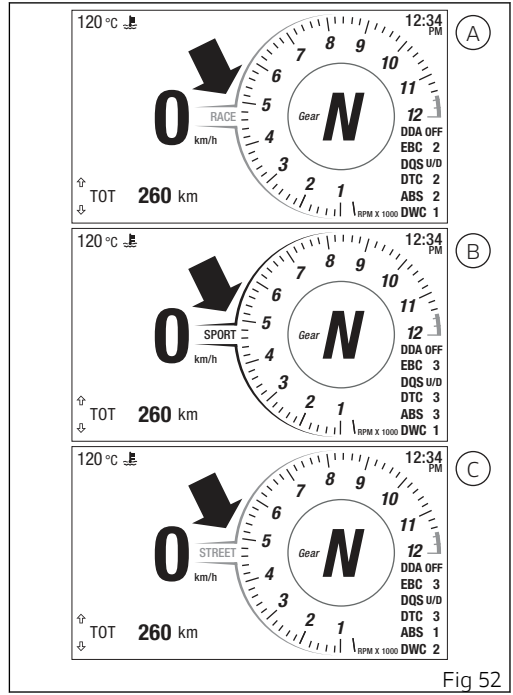



Fig 52

Change Riding Mode as follows:

- Hold ENTER button depressed for 1 second. System opens the page from which it is possible to scroll the available Riding Modes and view their parameters, together with the relevant settings.
- Use the navigation buttons to select the desired Riding Mode.
- Press ENTER button to confirm.

Select "Exit" and press ENTER button to quit the Riding Mode change function without making any changes.

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

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

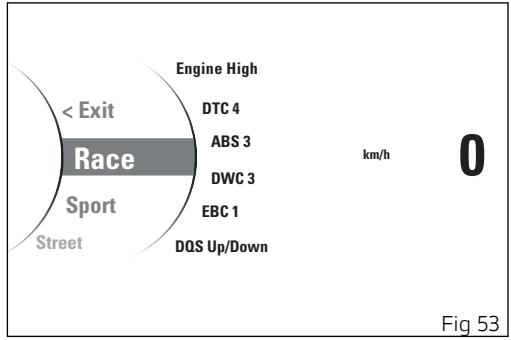


Fig 53

- If both the previously specified conditions are true, message “Close throttle and release brakes” is displayed; the new Riding Mode is confirmed and stored only when the 2 conditions are as required and 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 the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

## DWC indicator

The instrument panel displays DWC current level. The level can be customised using the Riding Mode function present in the SETTING MENU.

If DWC is in degraded operation mode, relevant indication is displayed flashing; also the DTC/DWC warning light (8, Fig 44) turns on.
When in fault, the red "Err" message is displayed instead of the level; also DTC/ DWC light (8, Fig 44) turns on.( Fig 44)

### Note

If DTC is set to "OFF", also the DWC will be automatically set to "OFF".

### Attention

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

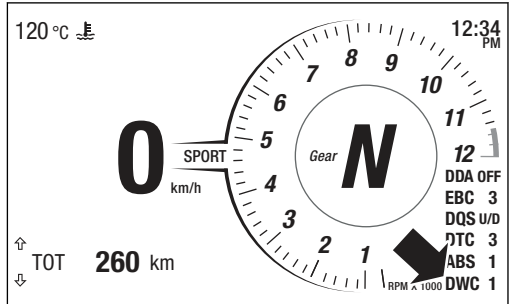


Fig 54

### Attention

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

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

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

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

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

## Tips on how to select the intervention level

### Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive and with OE tyres and/or with the ones recommended by Ducati. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

At level 4 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 4 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1 and 2 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift

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

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

### The rider's experience

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

### Level depends on type of track

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

### Tips for use on the track

We recommend to use level 4 for a couple of full laps in order to get used to the system. Then try levels 3, 2, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

## Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one that suits you best.
If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 2 the DWC intervention seems excessive, switch to level 1; alternatively, if on level 2 you cannot perceive any DWC intervention, switch to level 3).

## ABS indicator

The instrument panel displays ABS current level. The level can be customised using the Riding Mode function present in the SETTING MENU.

When the ABS is in self-diagnosis stage, the ABS light (10, Fig 44) flashes.
If ABS is in degraded operation mode, current level is displayed flashing; also the ABS warning light (10, Fig 44) flashes.
When in fault, the red "Err" message is displayed instead of the level; also ABS light (10, Fig 44) turns on.( Fig 44)

### Attention

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

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

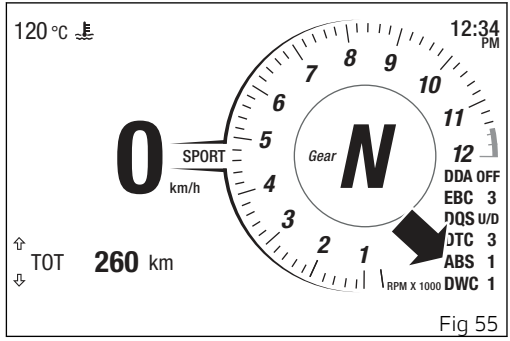


Fig 55

The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip.

After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.
The ABS system fitted to the Panigale V2 is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The Panigale V2 ABS features a "cornering" function that optimises ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering function is active on all the ABS levels. According to the selected level, the ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

In ABS level 1, the system only works on the front discs to ensure top performance for track use.
In ABS level 2, the system works on the front and on the rear, and also the “slide control under braking” is active. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.

## Attention

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

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

| LEVEL | RIDING MODE | USE | DEFAULT |
|---|---|---|---|
| 1 | TRACK | This level is designed for exclusive track use, for expert riders.<br>ABS in this mode only works on the front wheel, and thus allows rear wheel lockup. Anti lift-up cornering features are not active. | - |

| | | | |
|---|---|---|---|
| 2 | SPORT | This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering function is active; while anti-lift-up control is not active.<br>This calibration focusses on braking power and yet keeps good stability.<br>In this level, also the “slide control under braking” is active. | It is the default level for the RACE riding mode |
| 3 | ALL/ URBAN/WET CONDITION | This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. | It is the default level for the SPORT and STREET riding modes |

## Tips on how to select the intervention level

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are:
front 120/70 ZR17 M/C (58W) TL - rear 180/60 ZR17 M/C (75W) TL Pirelli Diablo Rosso II.

The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.
Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control, and the motorcycle will keep a good alignment during the whole braking action also in a bend, thanks to the cornering feature.
Selecting level 2, the ABS will privilege more and more the braking power, yet keeping a good stability. ABS level 2 provides the cornering feature. Moreover, level 2 activates the function of slide control under braking (available in this level only).

ABS level 1 is for expert riders and privileges braking power, to the detriment of stability and lift-up control.

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

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

## DTC indicator

The instrument panel displays DTC current level. The level can be customised using the Riding Mode function present in the SETTING MENU.

If DTC is in degraded operation mode, relevant indication is displayed flashing; also the DTC/DWC warning light (8, Fig 44) turns on.
When in fault, the red "Err" message is displayed instead of current level; also DTC/ DWC light (8, Fig 44) turns on.
When DTC is set to “OFF”, also the DWC will be automatically set to “OFF” and the DTC/DWC light (8, Fig 44) will turn on.( Fig 44)

### Attention

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

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 track use and very expert riders

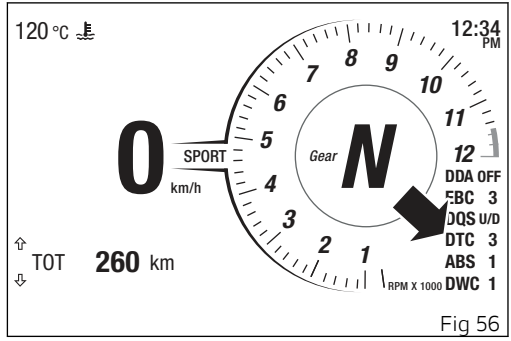


Fig 56

because it is less sensitive to slipping and intervention is hence softer.

### Attention

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

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

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

| DTC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The DTC is disabled. | NO |
| 1 | TRACK Professional | This level is designed for exclusive track use, for very expert riders.<br>In this mode, the DTC allows side slipping. | NO |
| 2 | TRACK | This level is designed for exclusive track use, for very expert riders<br>In this mode, the DTC allows side slipping. | NO |
| 3 | TRACK | This level is designed for track use and for expert riders.<br>In this mode, the DTC allows side slipping. | It is the default level for the "RACE" Riding Mode |
| 4 | ROAD | This level is designed for riding both on the road and on the track. | It is the default level for the "SPORT" Riding Mode |
| 5 | ROAD | This level is designed for riding both on the road and on the track. | |
| 6 | SAFE & STABLE | This level is designed for use in any riding conditions, on the road with good grip. | It is the default level for the "STREET" Riding Mode |

| | | | |
|---|---|---|---|
| 7 | RAIN | This level is designed for track use, exclusively with Rain tyres when surface is wet. | NO |
| 8 | HEAVY RAIN | This level is designed for road use, when surface is wet and very slippery.<br>ENGINE LOW must be used for an optimum operation of this level. | NO |

## 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 and with the OE final drive ratio. In particular, OE tyres for this motorcycle are Pirelli Diablo Rosso Corsa II in the following sizes: 120/70ZR17 at the front, 180/60ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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.

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.

The use of this level with tyres having different characteristics may alter the operating characteristics of the system.

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

1) The grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.)
2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds)
3) The riding mode (whether the rider has a "smooth" or a "rough" style)

## Level depends on grip conditions

The choice of level setting depends greatly on the grip conditions of the track/path (see below, tips for use on the track and on the road). Poor grip requires a higher level that ensures a more aggressive DTC intervention.

### Level depends on type of track

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

### Level depends on riding style

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

### Tips for use on the track

We recommend that level 6 is used for a couple of full laps in order to heat the tyres and get used to the system. Then try levels 6, 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best.
Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a more "rough" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

### Tips for use on the road

We recommend the level in order to get used to the system. 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 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

## DQS indicator

The instrument panel displays DQS current level. The level can be customised using the Riding Mode function present in the SETTING MENU.

If DQS is in degraded operation mode, relevant indication is displayed flashing.
If DQS system is disabled, "Off" is displayed.
When in fault, the red "Err" message is displayed instead of the level.

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

Tips on how to best exploit the DQS function:

- 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: the

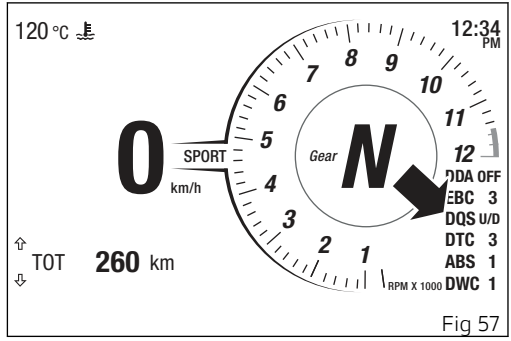


Fig 57

Ducati Quick Shift does not work when the clutch lever is pulled.

- Ducati Quick Shift will shift down (downshifting) only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 131 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, to reactivate the system, it is necessary to release the lever, switch the instrument panel off, wait for 5 minutes and switch the instrument panel on again.
- Ducati Quick Shift is designed to operate above 2,500 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift (downshifting) only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## EBC indication

The instrument panel displays EBC current level. The level can be customised using the Riding Mode function present in the SETTING MENU.

When in fault, the red "Err" message is displayed instead of the level.

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.

Table of EBC interventions within the Riding Mode:

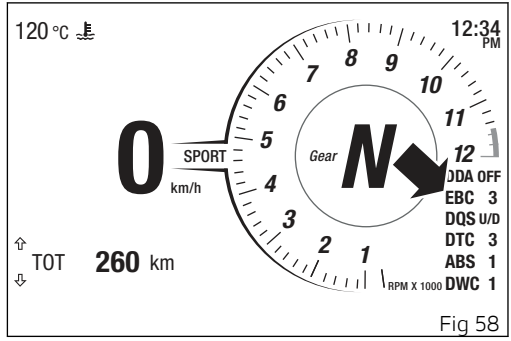


Fig 58

### 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.

| EBC | CHARACTERISTIC | DEFAULT |
|---|---|---|
| 1 | In this level the engine delivers the maximum engine brake. | It is the default level for the RACE, SPORT and STREET 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. | NO |
| 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. | NO |

## Tips on how to select the intervention level

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 Pirelli Diablo Corsa II in the following sizes: front 120/70 ZR17, rear 180/60 ZR17. 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.

## DDA indication

The instrument panel displays DDA current status. Using the DDA function present in the SETTING MENU, it is possible to either change its status or manage stored information.

### Note

This indication is only active if the DDA is present on the bike.

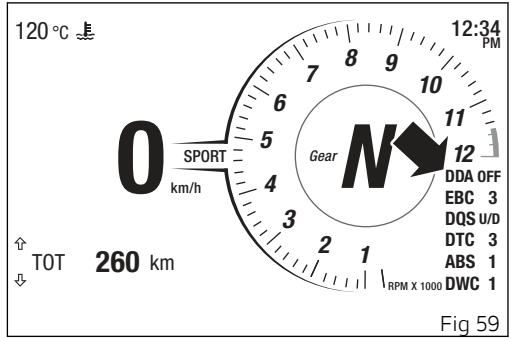



Fig 59

## Function menu

From the main screen, use the navigation buttons to scroll through menu functions.
Available functions include:

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

The UP ⇧ and DOWN ⇩ arrows - corresponding to the navigation buttons - appear on the LH side of

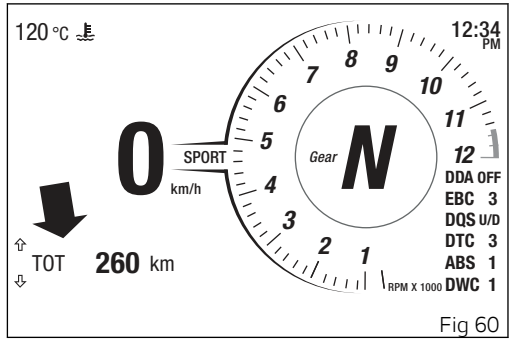


Fig 60

the menu indicating the possibility to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing ENTER button, for instance to reset TRIP 1.

## TOT

The odometer displays the total distance covered by the motorcycle with the set unit of measurement (km or mi).
The odometer value is saved permanently and cannot be reset under any circumstances.

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

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

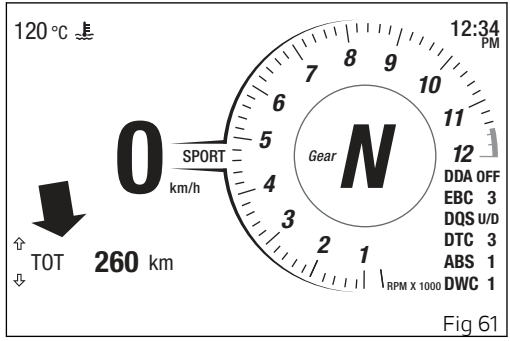


Fig 61

## TRIP 1

TRIP 1 function displays partial distance covered by the vehicle.
When the value exceeds the maximum value of 9999.9, it is automatically reset and the meter starts counting from 0.0 again.

Reset the function as follows:

- view "TRIP 1" indication via the navigation buttons;
- press ENTER button;
- “RESET?” is displayed in place of the meter;
- press UP or DOWN button to cancel, or press ENTER button to confirm.

Reset is automatic also in the following cases:

- reset of CONS. AVG 1;
- reset of SPEED AVG 1;
- reset of TRIP TIME 1;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the SETTING MENU.

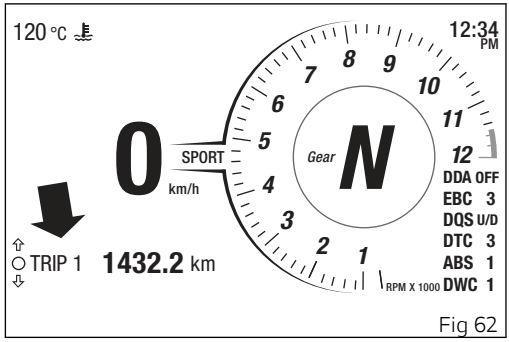


Fig 62

**Note**
When TRIP 1 is reset, the instrument panel also resets CONS. AVG 1, SPEED AVG 1 and TRIP TIME 1.

## CONS. AVG 1

The CONS. AVG 1 function displays motorcycle average fuel consumption, calculated from last reset.
Value is expressed in the set unit of measurement (km/L, l/100 km, mpg UK, mpg US).

Reset the function as follows:

- view CONS. AVG 1 indication via the navigation buttons;
- press ENTER button;
- "RESET?" is displayed in place of the meter;
- press ENTER button to confirm, or press UP or DOWN button to cancel.

Reset is automatic also in the following cases:

- reset of TRIP 1;
- reset of SPEED AVG 1;
- reset of TRIP TIME 1;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the SETTING MENU.

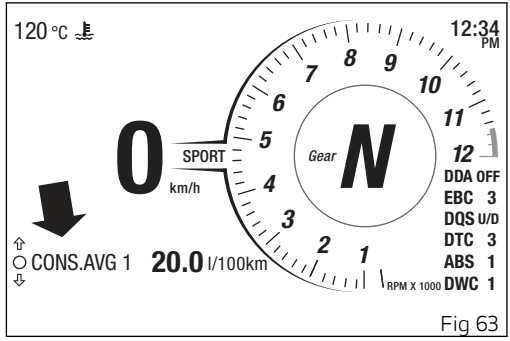


Fig 63

**Note**
When CONS. AVG 1 is reset, the instrument panel also resets TRIP 1, SPEED AVG 1 and TRIP TIME 1.

**Note**
Average fuel consumption is also calculated when motorcycle is at a standstill with engine running.

## SPEED AVG 1

The SPEED AVG 1 function displays motorcycle average speed, calculated from last reset.

Reset the function as follows:

- view "SPEED AVG 1" indication via the navigation buttons;
- press ENTER button;
- "RESET?" is displayed in place of the meter;
- press ENTER button to confirm, or press UP or DOWN button to cancel.

Reset is automatic in the following cases:

- reset of TRIP 1;
- reset of CONS. AVG 1;
- reset of TRIP TIME 1;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the SETTING MENU.

**Note**

When SPEED AVG 1 is reset, the instrument panel also resets TRIP 1, CONS. AVG 1 and TRIP TIME 1.

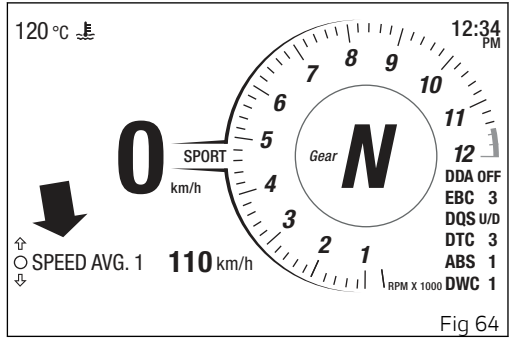



Fig 64

**Note**

When user resets average speed, a string of three dashes "- - -" is displayed for the first 10 seconds.

## TRIP TIME 1

The TRIP TIME 1 function displays trip time in "hours:minutes", calculated from the last reset. The value is automatically reset when it exceeds the maximum value of 511:00.

Reset the function as follows:

- view TRIP TIME 1 indication via the navigation buttons;
- press ENTER button;
- "RESET?" is displayed in place of the meter;
- press ENTER button to confirm, or press UP or DOWN button to cancel.

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

- reset of TRIP 1;
- reset of CONS. AVG 1;
- reset of SPEED AVG 1;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system using the SETTING MENU.

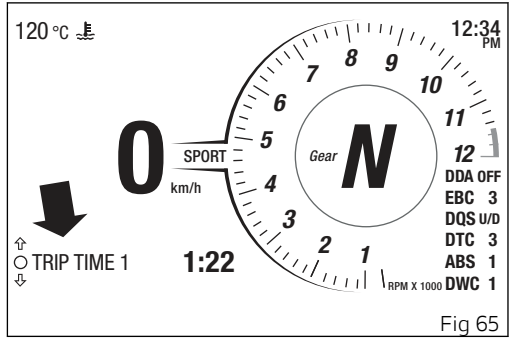


Fig 65

**Note**
When TRIP TIME 1 is reset, the instrument panel also resets TRIP 1, CONS. AVG 1 and SPEED AVG 1.

**Note**
Trip time is also calculated when motorcycle is at a standstill with engine running.

## T AIR

The T AIR function displays the ambient temperature in °C or in °F.
It is possible to change unit of measurement through the SETTING MENU.

The temperature value is displayed when ranging from -39 °C to +124 °C (or -38 °F to +255 °F).
For temperature values lower than -39 °C (-38 °F) or higher than +125 °C (+255 °F) a string of three dashes "- - -" is displayed.

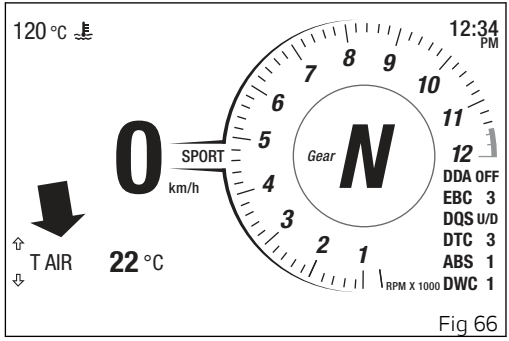


Fig 66

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

## TRIP FUEL

The TRIP FUEL function is only available when the bike starts using the fuel reserve and displays the distance run from the moment the low fuel warning light turns on.
The function is disabled when the bike is no longer in a low fuel condition.
The value referred to the distance run on fuel reserve can be reset in the following cases:

- if value exceeds full scale value (9999.9);
- if user changes unit of measurement through the SETTING MENU;
- after battery disconnection.

**Note**
The TRIP FUEL function is displayed automatically at the precise moment when the bike starts using the fuel reserve, regardless of the function currently displayed.
At any rate, it is possible to scroll through all the other functions using the navigation buttons.

**Note**
The TRIP FUEL function is not displayed automatically when the SETTING MENU is open or during override through the Pin Code.

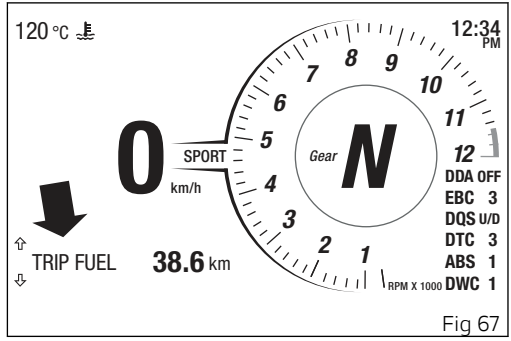


Fig 67

**Note**
If the low fuel condition no longer applies while TRIP FUEL function is displayed, the instrument panel displays again the TOT function.

## TRIP 2

TRIP 2 indicator displays partial distance covered by the vehicle.
When the reading exceeds the maximum value of 9999.9, distance is automatically reset and the meter starts counting from 0.0 again.

Reset meter as follows:

- view TRIP 2 indication via the navigation buttons;
- press ENTER button;
- "RESET?" is displayed in place of the meter;
- press ENTER button to confirm, or press UP or DOWN button to cancel.

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

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

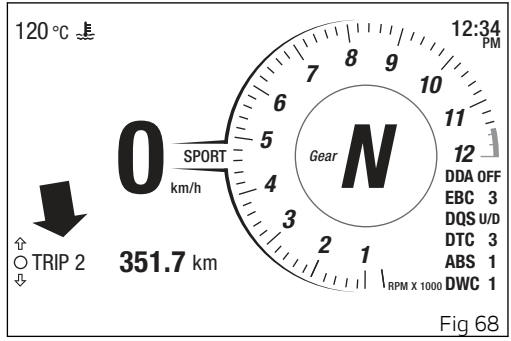


Fig 68

## CONS.

The CONS. function displays motorcycle instant fuel consumption.
Value is expressed in the set unit of measurement (km/L, l/100 km, mpg UK, mpg US).

**Note**
Instant fuel consumption is only calculated when the motorcycle is running and moving.

During the stages when the calculation is not made, a string of three dashes is displayed "- - . -" in place of the value.

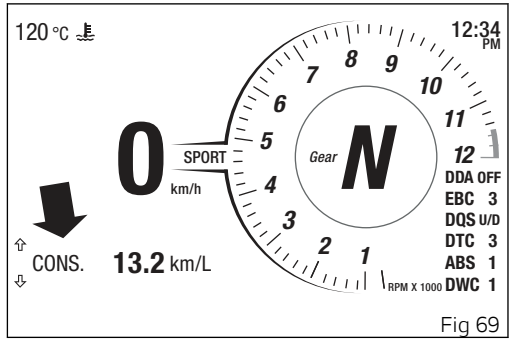


Fig 69

## PLAYER (OFF / ON)

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

### Important

If the smartphone connected to the instrument panel via Bluetooth is disconnected or switched off, this function will not be listed. It appears again only when the smartphone is connected again to the instrument panel via Bluetooth.

### Note

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

### Note

If the LAP function is active, music player activation (PLAYER ON) will stop the LAP functions and set it to OFF.

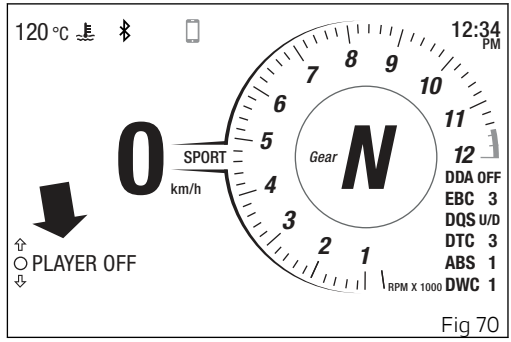


Fig 70

### Note

If music player is active (PLAYER ON) and is playing a song from the smartphone, LAP function activation will stop the player and set it to PLAYER OFF.

## Music player control enabling

If the music player control is set to “OFF” (Fig 70), press ENTER button to activate it.
With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A), together with the available controls (B), and the “EXIT” indication preceded by the black arrow facing downwards (C).

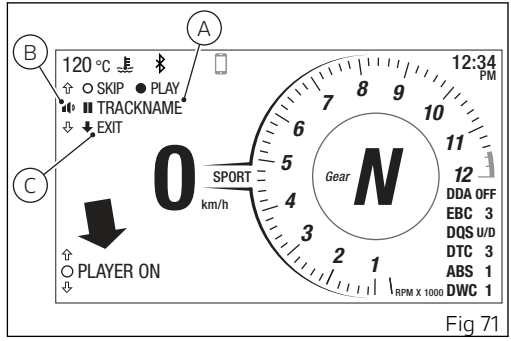


Fig 71

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

## Music player controls

When the control is active, UP button, DOWN button and ENTER button are used by the instrument panel only for the music player controls. In particular:

- Play/Pause, keep ENTER button pressed for 2 seconds;
- Go to next track “SKIP”, press ENTER button;
- Increase volume “+”, press UP button;
- Decrease volume “-”, press DOWN button;
- Quit the music player control, hold DOWN button depressed for 2 seconds.

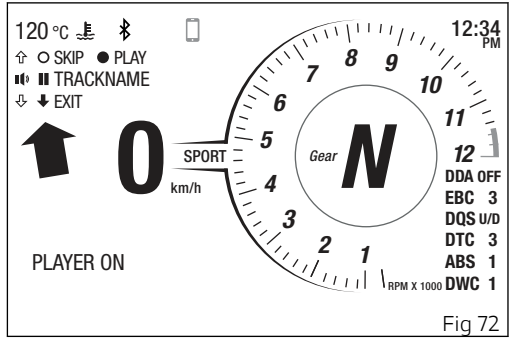



Fig 72

## Quit the active music player control (ON)

To exit the music player control (Fig 72) and keep it active, for example with the track being played, press DOWN button for 2 seconds.

Then UP, DOWN and ENTER buttons go back to their “standard” functions for the management/ control of the instrument panel and are no longer used for the music player functions.
After its activation, the function is shown within the menu as “PLAYER ON” and a black arrow up is displayed underneath the track title, followed by “PLAYER CONTROL” (Fig 73).

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

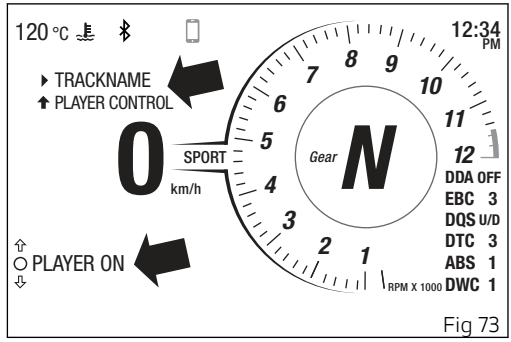


Fig 73

## Reactivating the music player control (ON)

To resume music player controls, view PLAYER ON function (Fig 73) and press UP button for 2 seconds.

UP, DOWN and ENTER buttons will be again used by the instrument panel only for the music player controls (Fig 72).

## Music player control disabling

To disable music player and also stop current track playing, select PLAYER ON function (Fig 73) and press ENTER button.
The function is then shown as “PLAYER OFF” (Fig 70).

## LAST CALLS

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

To display the list of calls, press ENTER button (Fig 74).
When entering this function, the display shows message “WAIT..” for a few seconds, then shows the name or phone number from the last call (Fig 75). Only the last 7 made, received or missed calls are displayed.
Use the navigation buttons to scroll through the listed calls. To make a call to the number/name selected from the list, press ENTER button. For more information refer to the chapter “Infotainment”.
If the list of calls is empty, “EMPTY” will be displayed: in this case it is only possible to quit the function.
To exit the function and go back to the previous screen, hold DOWN button depressed for 2 seconds.

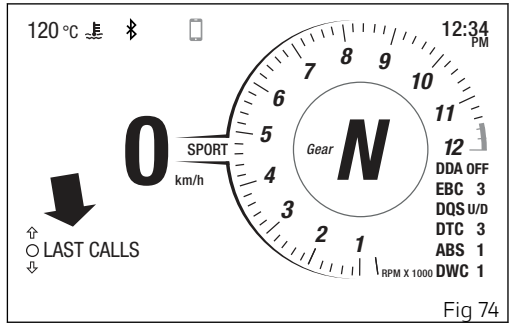


Fig 74

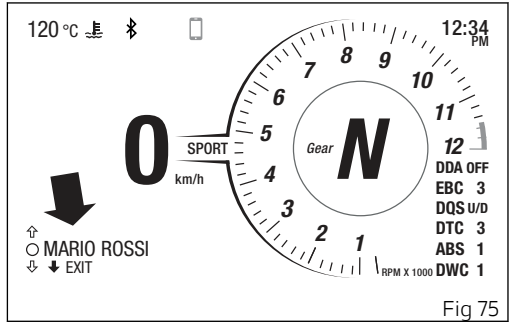


Fig 75

## HEATING GRIPS

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

To set the level:

- view HEATING GRIPS (Fig 76) indication via the navigation buttons;
- press ENTER button;
- current level (Fig 77) is displayed and rider can use the navigation buttons to scroll through the available levels (OFF, LOW, MEDIUM, HIGH);
- press ENTER button to confirm the new level, or hold depressed the DOWN button for a few seconds to cancel.

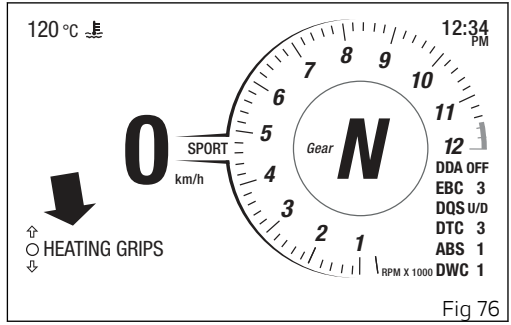



Fig 76

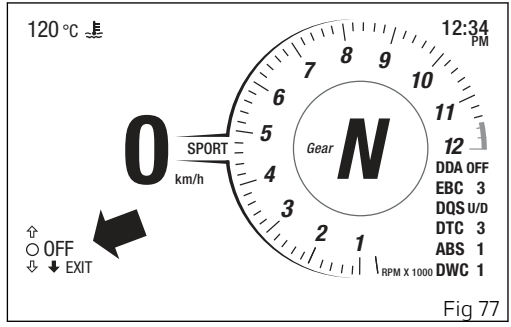



Fig 77

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

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

- LOW = green
- MEDIUM = amber yellow
- HIGH = red

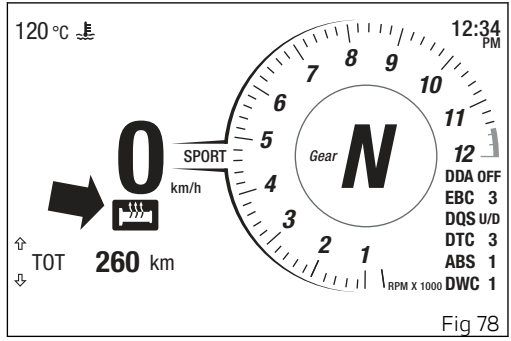


Fig 78

## SETTING MENU

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

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

To enter, use the navigation buttons to select "SETTING MENU" option and press ENTER button.

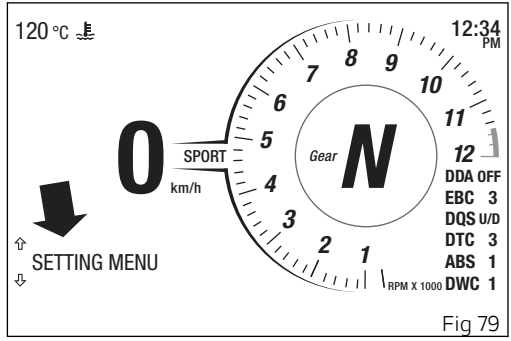


Fig 79

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

Once entered in the SETTING MENU the display changes the display mode.

The options available inside the menu are:

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

Use the navigation buttons to scroll through the available items.
After displaying the required function, press ENTER button to view the corresponding sub-menu.
Select "Back" option and press ENTER button to quit any sub-menu.



Fig 80

Select "Exit" and press ENTER button to quit the SETTING MENU.

## SETTING MENU - Riding Mode

All settings of every riding mode can be customised.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- The following options will be displayed in this menu: “Race”, “Sport”, “Street”, “All Default” (visible only if one or more parameters of one or more Riding Modes are different from the default ones).
- Select the required option and press ENTER button.

The parameters that can be customised for every riding mode are the following: Engine, DTC, ABS, DWC, EBC and DQS.
All set values are stored and remain in the memory also after key off.

### Attention

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

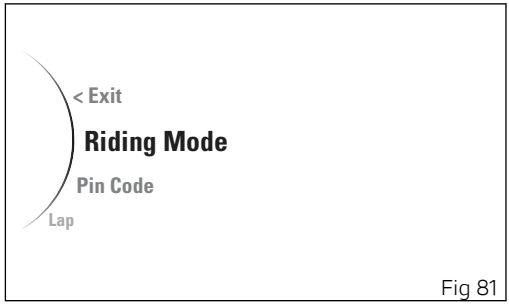



Fig 81

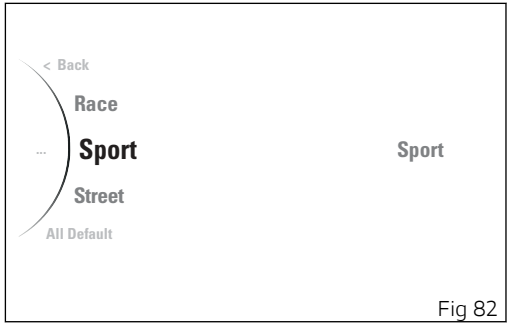



Fig 82

## SETTING MENU - Riding Mode - Engine

This function customises engine power associated with each riding mode.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "Engine" option and press ENTER button.

When entering the function, the display shows available customised settings - “High”, “Medium”, “Low” - on the left side and current setting on the right side.
The bike profile is also displayed with the trigger zone highlighted, and a chart containing reference information.
Use the navigation buttons to select the required level and press ENTER button to confirm.

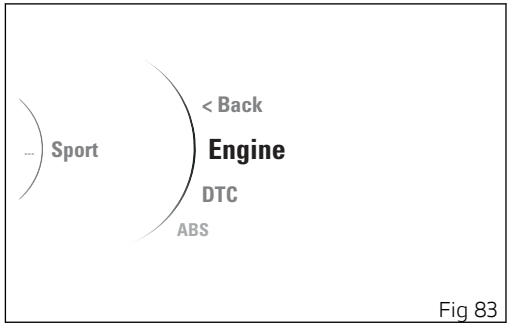



Fig 83

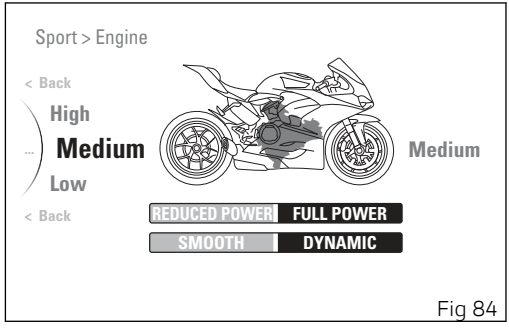



Fig 84

## SETTING MENU - Riding Mode - DTC

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "DTC" option and press ENTER button.

When entering the function, the display shows available customised settings (level “1” to “8” and “Off”) on the left side and current setting on the right side.
The bike profile is also displayed with the trigger zone highlighted, and a chart containing reference information.
Use the navigation buttons to select the required level and press ENTER button to confirm.

**Note**
When DTC is set to “Off”, also the DWC will be set to “Off”.

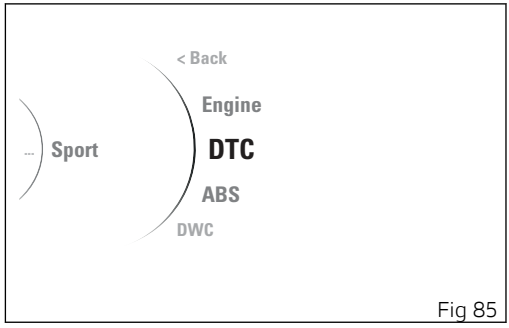


Fig 85

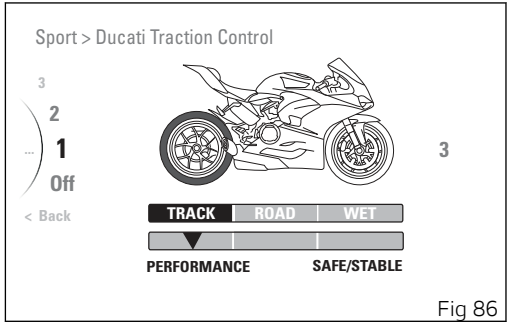


Fig 86

## SETTING MENU - Riding Mode - ABS

This function sets ABS level for the selected riding mode.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "ABS" option and press ENTER button.

When entering the function, the display shows available customised settings (level “1” to “3”) on the left side and current setting on the right side.
The bike profile is also displayed with the trigger zone highlighted, and a chart containing reference information.
Use the navigation buttons to select the required level and press ENTER button to confirm.

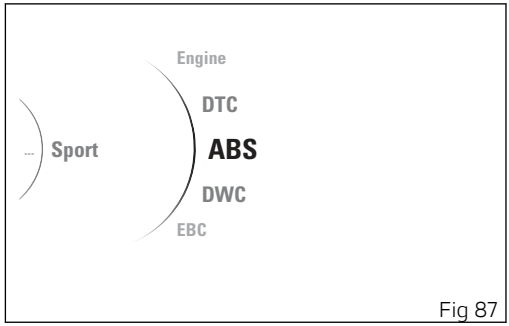



Fig 87

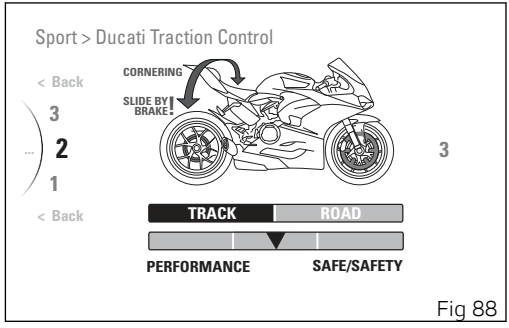



Fig 88

## SETTING MENU - Riding Mode - DWC

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "DWC" option and press ENTER button.

When entering the function, the display shows available customised settings (level “1” to “4” and “Off”) on the left side and current setting on the right side.
The bike profile is also displayed with the trigger zone highlighted, and a chart containing reference information.
Use the navigation buttons to select the required level and press ENTER button to confirm.

**Note**
If the DTC is set to “Off”, the DWC can not be changed and is forced to “Off”. This means that the DWC menu is not available.

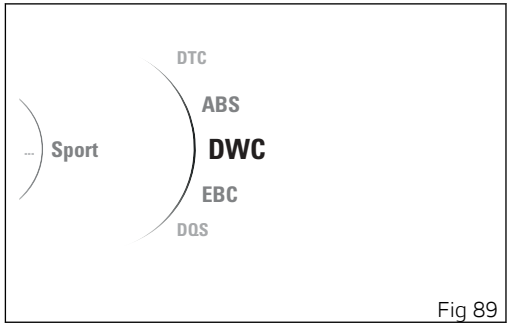


Fig 89

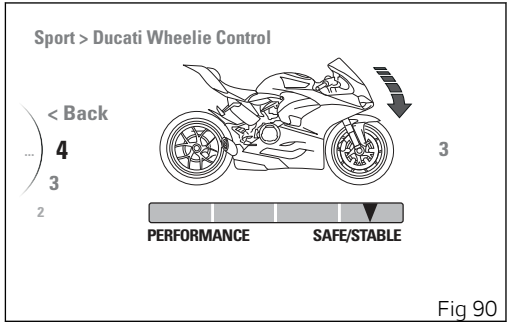


Fig 90

## SETTING MENU - Riding Mode - EBC

This function sets EBC level for the selected riding mode.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "EBC" option and press ENTER button.

When entering the function, the display shows available customised settings (level “1” to “3”) on the left side and current setting on the right side.
The bike profile is also displayed with the trigger zone highlighted, and a chart containing reference information.
Use the navigation buttons to select the required level and press ENTER button to confirm.

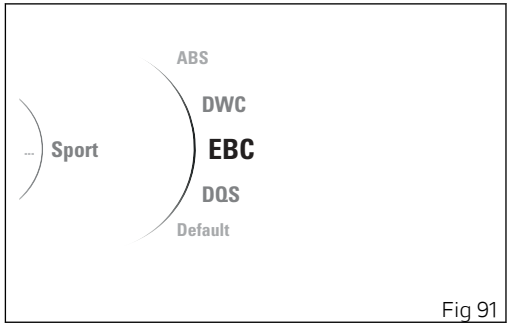



Fig 91

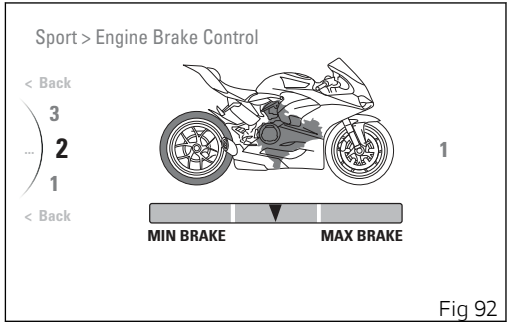



Fig 92

## SETTING MENU - Riding Mode - DQS

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "DQS" option and press ENTER button.

When entering the function, the display shows available customised settings ("Up/Down" and "Off") on the left side and current setting on the right side. The bike profile is also displayed, with the trigger zone highlighted.
Use the navigation buttons to select the required level and press ENTER button to confirm.

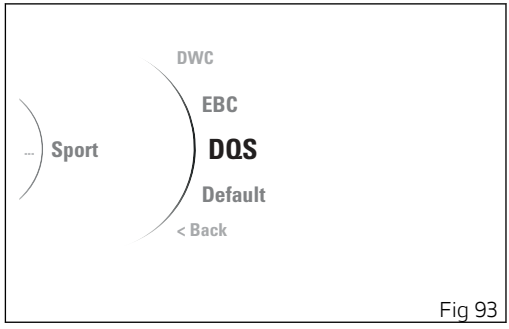



Fig 93

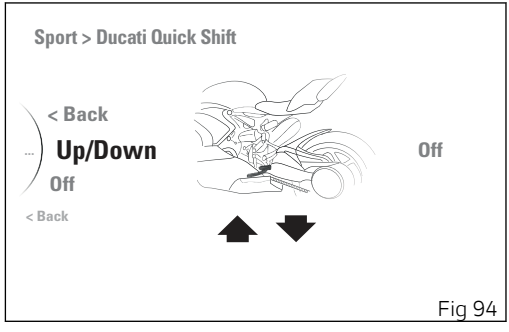



Fig 94

## SETTING MENU - Riding Mode - Default

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the required Riding Mode and press ENTER button.
- Select the "Default" option and press ENTER button to set all parameters to default values.

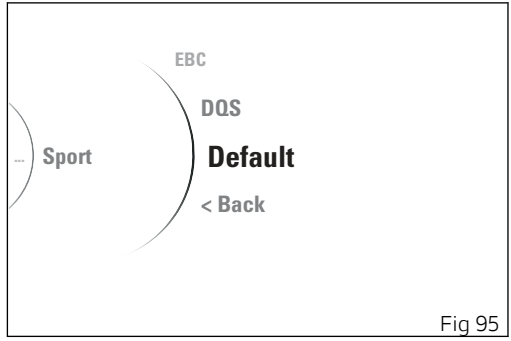


Fig 95

## SETTING MENU - Riding Mode - All Default

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

- Enter the SETTING MENU.
- Use the navigation buttons to select "Riding Mode" option and press ENTER button.
- Select the "All Default" option and press ENTER button to set all parameters to default values.

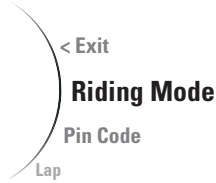



Fig 96




Fig 97

## SETTING MENU - Pin Code

This function allows the user to activate or modify the Pin Code.
The Pin Code is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the Pin Code”.

### Attention

The Pin Code must be activated and stored by the vehicle owner. If a 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.

- Enter the SETTING MENU.
- use the navigation buttons to select "Pin Code" option and press ENTER button.

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 98

New Pin

- Enter the SETTING MENU.
- Select the "Pin Code" option and press ENTER button.
- Select the "New Pin" option (Fig 99) and press ENTER button.

The display shows the message “New Pin” and the spaces to enter the four digits of the new pin (Fig 100). The two arrows above and below the first digit give the possibility to set it. Entering the code:

- Use UP and DOWN buttons to increase and decrease by 1 the value from “0” to “9”.
- Press ENTER button to confirm the digit and move on to the following digit.
- Repeat the procedure until entering all 4 digits.



Fig 99

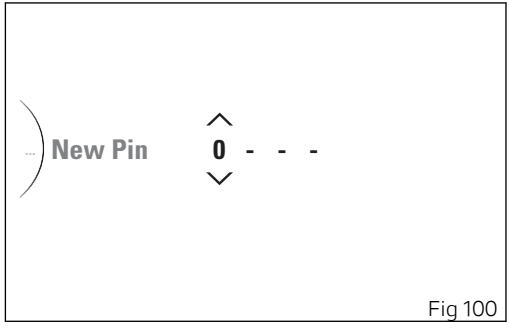


Fig 100

Once the fourth and last digit is set, press ENTER and the orange message "Memory" will be displayed. Press again ENTER to store the entered code: green "Memorized" indication will be displayed for 2 seconds.
The instrument panel will display again the Pin Code home menu, and show “Modify Pin” instead of “New Pin” option.

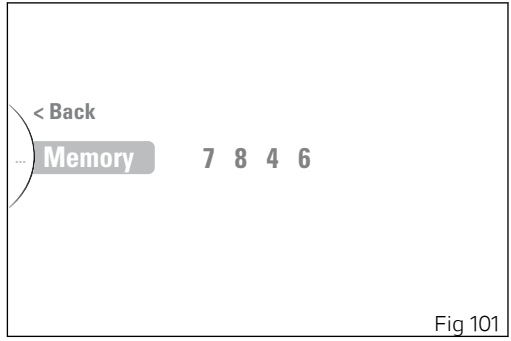


Fig 101

Modify Pin

- Enter the SETTING MENU.
- Select the "Pin Code" option and press ENTER button.
- Select the "Modify Pin" option (Fig 102) and press ENTER button.

The display shows the message “Old Pin” and the spaces to enter the four digits of the old pin (Fig 100). The two arrows above and below the first digit give the possibility to set it. Entering the code:

- Use UP and DOWN buttons to increase and decrease by 1 the value from “0” to “9”.
- Press ENTER button to confirm the digit 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 the pin code is not correct, the instrument panel displays “Wrong” highlighted in red for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the pin code is correct, the instrument panel shows “Correct” highlighted in green for 2 seconds, and then displays the page for entering

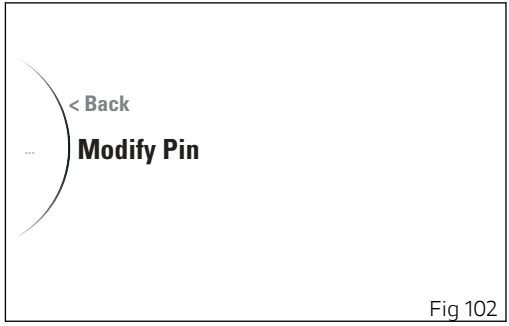


Fig 102

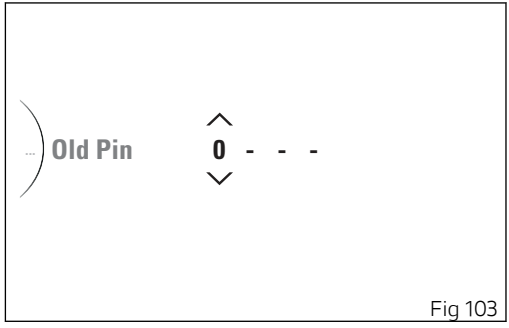


Fig 103

the new Pin Code. In this case, refer to description under “New Pin” sub-paragraph, to enter a new code.

## SETTING MENU - Lap

This function allows enabling or disabling the LAP function and view the recorded lap times.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Lap" option and press ENTER button.

Displayed items within this menu are “On” or “Off”, “Lap Data”, “Erase All” (visible only if one or more laps are stored), while function current status is on the RH side.
Select the desired indication and press ENTER button to activate the relevant function:

- "On" to enable the LAP function.
- "Off" to disable the LAP function.
- “Lap Data” to view the stored laps.
- “Erase All” to delete all stored laps.

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

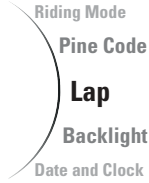



Fig 104

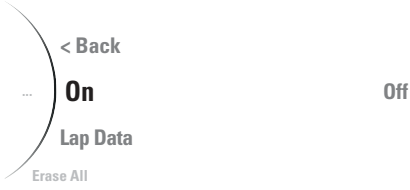



Fig 105

## Lap Data

- Enter the SETTING MENU.
- Use the navigation buttons to select "Lap" option and press ENTER button.
- Select the "Lap Data" option and press ENTER button.

Stored lap and data concerning selected lap are listed.
It is possible to scroll through the listed laps using the navigation buttons.
Data available for each lap are:

- Recorded time.
- Maximum reached speed.
- Maximum reached rpm.
- Maximum leaning angle.
- Maximum yaw angle.

Select “Best Lap” option to view best lap time data. If there are no memorised LAPs, the instrument panel will show “No Lap”.

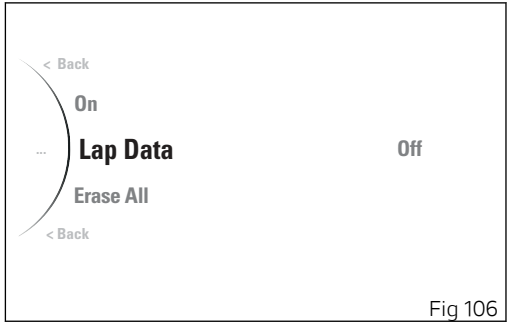


Fig 106

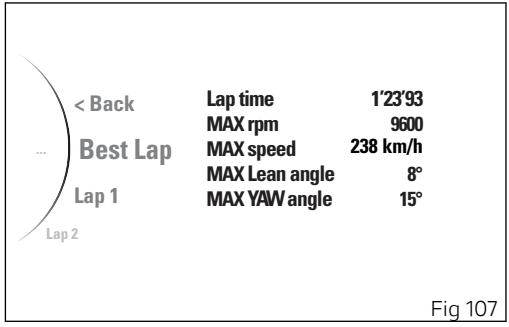


Fig 107

Erase All

- Enter the SETTING MENU.
- Use the navigation buttons to select "Lap" option and press ENTER button.
- Select “Erase All” option and press ENTER button to delete all stored laps. The message “Wait...” is displayed for 1 second and then “Erase Ok” for 1 second, to indicate deletion result.

**Note**

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

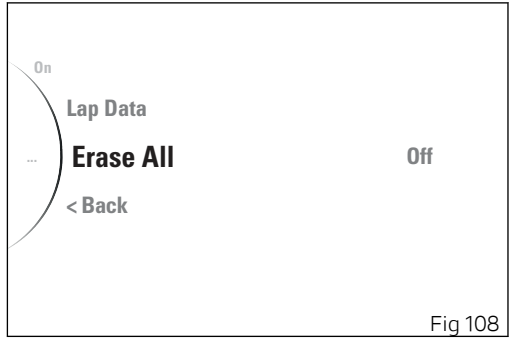



Fig 108

## Removing the tail light

This function allows setting the display day or night mode.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Backlight" option and press ENTER button.

Displayed items within this menu are "Day", "Night" and "Auto", while function current status is on the RH side.
Select the required option and press ENTER button.

- “Day” to set the white background, recommended with significant ambient light.
- “Night” to set the black background, recommended with poor ambient light or in the dark.
- “Auto” (default setting) to automatically set the background colour according to the ambient light.

### Note

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

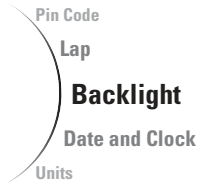



Fig 109

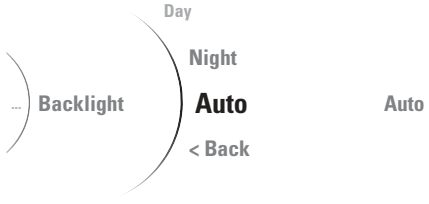



Fig 110

## SETTING MENU - Date and Clock

This function allows setting date and time.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Date and Clock" option and press ENTER button.

This menu includes “Date” and “Clock” options, while currently set date and time are displayed at the centre.
Select the required option and press ENTER button.

**Note**
If the date or time have never been set, a string of dashes “-” is displayed instead of the corresponding values.
Date and time must be set again after battery disconnection.

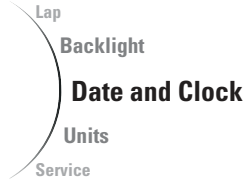



Fig 111

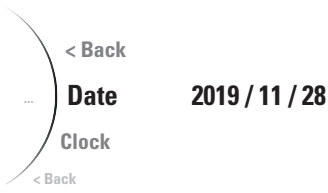



Fig 112

Date (date setting)

- Enter the SETTING MENU.
- Use the navigation buttons to select "Date and Clock" option and press ENTER button.
- Select the "Date" option and press ENTER button.
- “Set...” is displayed on the right side while the year flashes at the centre. Set the year using the UP or DOWN buttons.
- Press ENTER button to confirm the year.
- The month flashes. Set the month using the UP or DOWN buttons.
- Press ENTER button to confirm the month.
- The day flashes. Set the day using the UP or DOWN buttons.
- Press ENTER button to confirm the day and save set date.
  If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically go back to setting the year and repeat date setting.

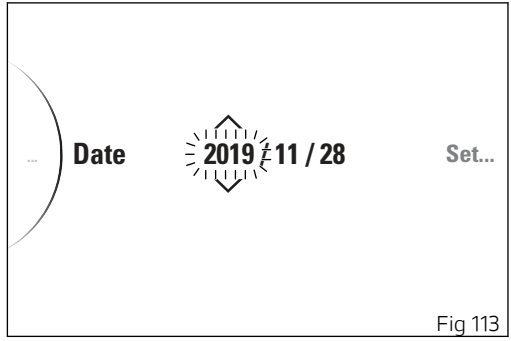


Fig 113

Clock (time setting)

- Enter the SETTING MENU.
- Use the navigation buttons to select "Date and Clock" option and press ENTER button.
- Select the "Clock" option and press ENTER button.
- “Set...” is displayed on the right side while “AM” or “PM” flashes at the centre. Set the parameter using the UP or DOWN buttons.
- Press ENTER button to confirm.
- The hour flashes. Set the hour using the UP or DOWN buttons.
- Press ENTER button to confirm.
- The minutes flash. Set the minutes using the UP or DOWN buttons.
- Press ENTER button to confirm and save set time.

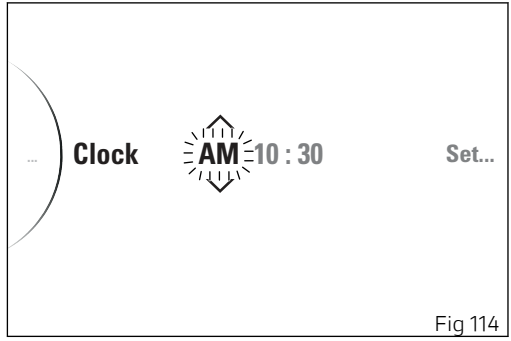


Fig 114

## SETTING MENU - Units

This function allows setting the units of measurement used by the instrument panel.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Units" option and press ENTER button.
- The following options will be displayed in this menu: “Speed”, “Temperature”, “Consumption”, “All Default” (visible only if one or more parameters are different from the default ones).
- Select the required option and press ENTER button.

**Note**

When changing the units of measurement, except the temperature, the functions TRIP 1, TRIP 2, CONS. AVG 1, SPEED AVG 1 and TRIP TIME 1 are automatically reset.

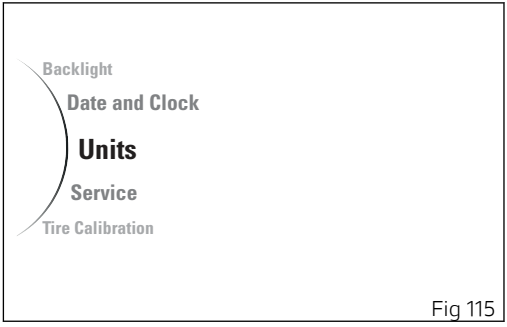



Fig 115

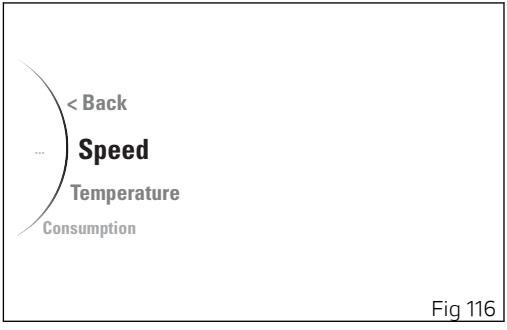



Fig 116

Speed

- Enter the SETTING MENU.
- Use the navigation buttons to select "Units" option and press ENTER button.
- Select the "Speed" option and press ENTER button.
- Options “km/h”, “mph” and “Default” are listed (visible only if currently set unit of measurement is not the default one). The currently set unit of measurement is shown on the right-hand side of the display.
- Using the navigation buttons, it is possible to select the desired unit of measurement or the “Default” option to restore the default unit of measurement.
- Press ENTER button to confirm.

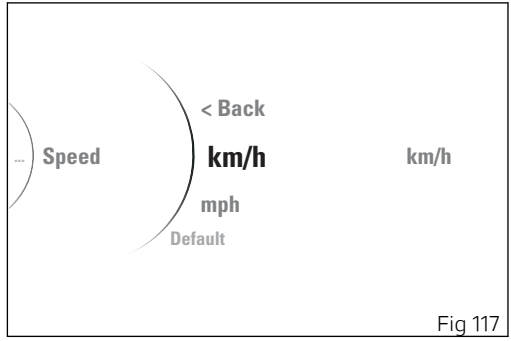


Fig 117

Temperature

- Enter the SETTING MENU.
- Use the navigation buttons to select "Units" option and press ENTER button.
- Select the "Temperature" option and press ENTER button.
- Options “°C”, “°F” and “Default” are listed (visible only if currently set unit of measurement is not the default one). The currently set unit of measurement is shown on the right-hand side of the display.
- Using the navigation buttons, it is possible to select the desired unit of measurement or the “Default” option to restore the default unit of measurement.
- Press ENTER button to confirm.

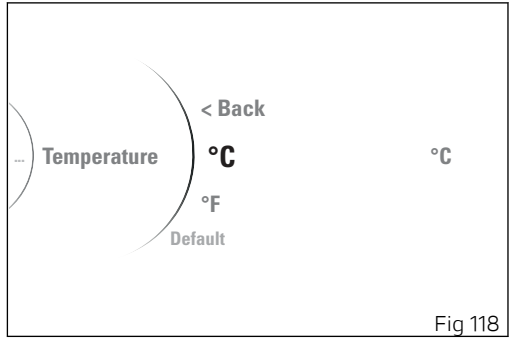


Fig 118

Consumption

- Enter the SETTING MENU.
- Use the navigation buttons to select "Consumption" option and press ENTER button.
- Select the "Temperature" option and press ENTER button.
- Options “l/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if currently set unit of measurement is not the default one). The currently set unit of measurement is shown on the right-hand side of the display.
- Using the navigation buttons, it is possible to select the desired unit of measurement or the “Default” option to restore the default unit of measurement.
- Press ENTER button to confirm.

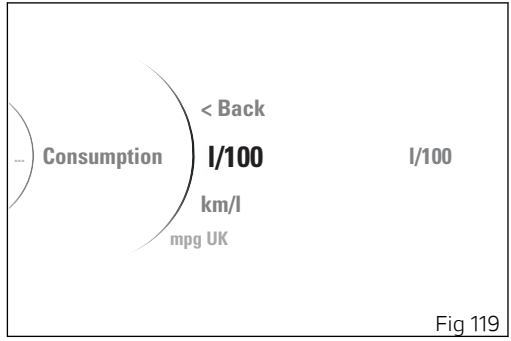


Fig 119

## SETTING MENU - Service

This function allows displaying next Services.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Service" option and press ENTER button.
- The display shows the information concerning the following Service types:
  - Oil Service (remaining mileage)
  - Desmo Service (remaining mileage)
  - Annual Service (date)

This function does not allow any kind of changes. Press ENTER button to quit.

The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 228).
Service coupon types are: “Oil Service”, “Desmo Service” and “Annual Service”.
In the scheduled maintenance plan they are indicated as “OIL Mileage Service”, “DESMO Mileage Service”, and “Time Service” respectively.
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

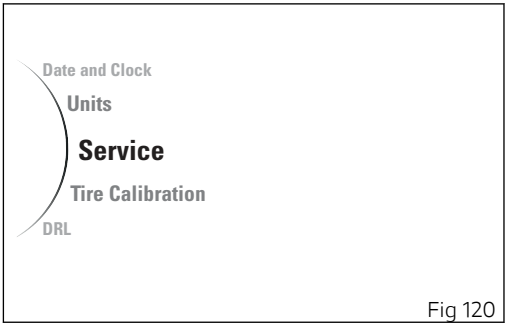



Fig 120

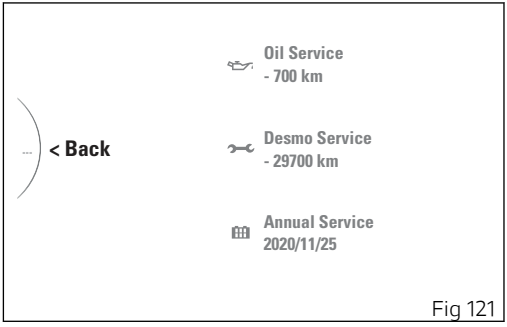



Fig 121

## SETTING MENU - Tire 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:

- Enter the SETTING MENU.
- Use the navigation buttons to select "Tire Calibration" option and press ENTER button.

This menu includes the options "Start" and "Default" (visible only if user set a calibration different from the default one).
Select the required option and press ENTER button.

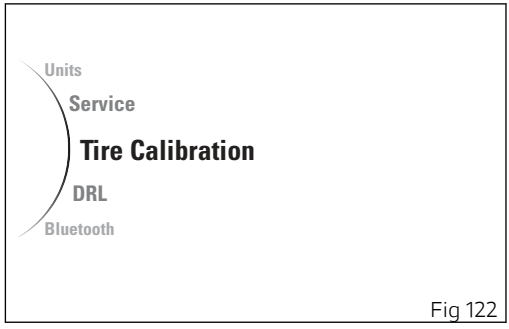



Fig 122

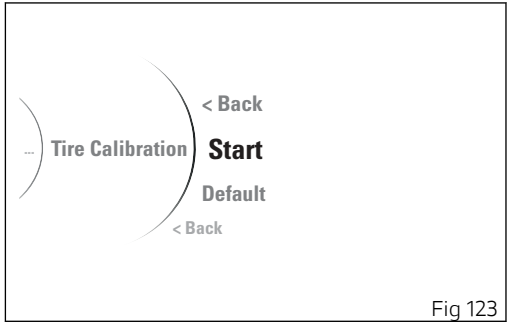



Fig 123

Start

- Enter the SETTING MENU.
- Use the navigation buttons to select "Tire Calibration" option and press ENTER button.
- Select the "Start" option and press ENTER button.

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

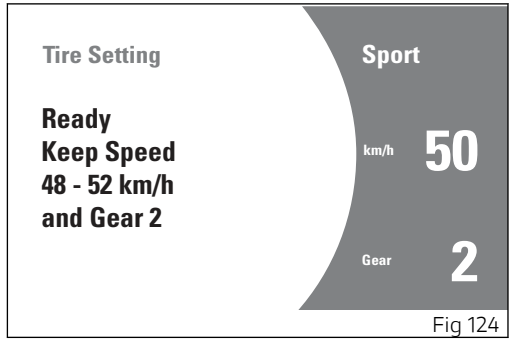


Fig 124

**Important**

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

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

The procedure can be aborted by holding depressed the UP button for 2 seconds: in this case the instrument panel shows displays all previous information, replacing message "In progress" with message "Aborted", followed by the previous menu after a few seconds.

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

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

Default

- Enter the SETTING MENU.
- Use the navigation buttons to select "Tire Calibration" option and press ENTER button.
- Select the "Default" option and press ENTER button to restore default values.
- The message "Default Please Wait.." is displayed and after a while "Default Ok" for 2 seconds, then followed by the previous menu.

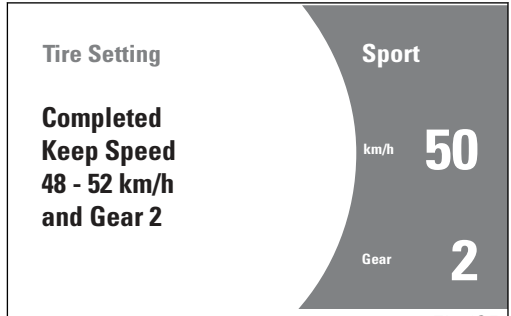


Fig 125

**Attention**
Changing the final drive ratio is only allowed for circuit (racetrack) use of the motorcycle, not on public roads.

## Attention

In the event of front sprocket and/or rear sprocket replacement, after performing the “Tyre Calibration” procedure, it is necessary to go to an authorised Ducati dealer who will perform a “drive adaptive system reset” with the diagnosis instrument. This allows you to avoid false plausibility diagnoses related to the final drive ratio modification.

## 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 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | **40** | **41** | **42** | **43** | **44** | **45** | **46** |
| Front sprocket | **14** | 2.86 | 2.93 | 3 | — | — | — | — |
| | **15** | 2.67 | 2.73 | 2.8 | 2.87 | 2.93 | 3 | — |
| | **16** | 2.5 | 2.56 | 2.63 | 2.69 | 2.75 | 2.81 | 2.88 |

## Refitting the engine

This function allows user to set the DRL lights in automatic or manual mode.

- Enter the SETTING MENU.
- Use the navigation buttons to select "DRL" option and press ENTER button.

Displayed items within this menu are "Auto" and "Manual", while function current status is on the RH side.
Select the required option and press ENTER button.

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



Fig 126

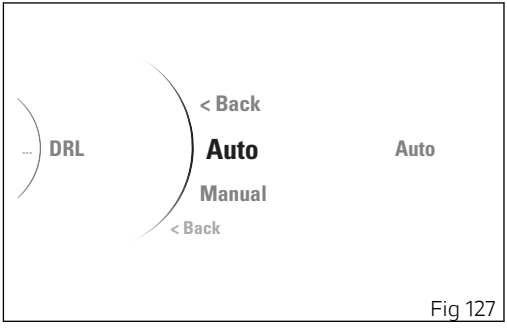


Fig 127

## SETTING MENU - Bluetooth

This function allows the user to manage any paired Bluetooth devices and add more. This function is only available if the Bluetooth module is installed to the bike.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Bluetooth" option and press ENTER button.

This menu includes the "Associated Devices" option to view and delete any paired devices and the "Pairing" option to pair a new device.
Select the required option and press ENTER button.

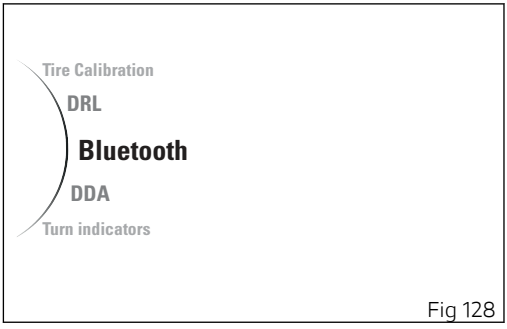



Fig 128

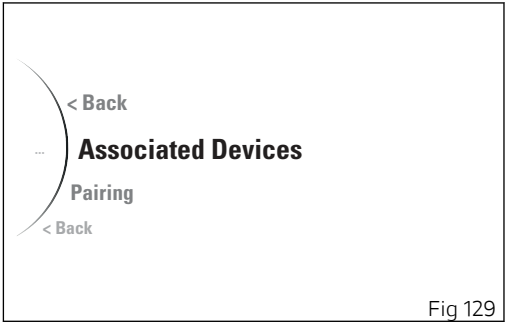



Fig 129

## Associated Devices

This function allows viewing and erasing paired devices.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Bluetooth" option and press ENTER button.
- Select the "Associated Devices" option and press ENTER button.
- All paired devices are listed. Select the required device and press ENTER button.
- The message "Delete" is displayed, select it and press ENTER button to delete the selected device from the list.
- The message "Wait..." is displayed for a few seconds, then the instrument panel displays the previous menu.

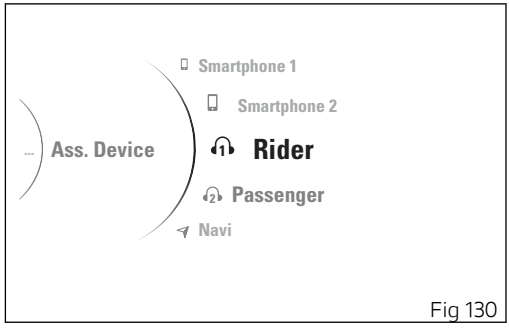


Fig 130

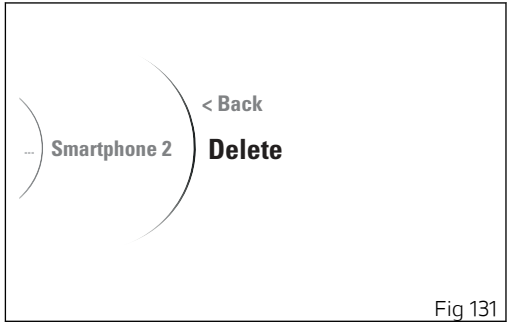


Fig 131

Pairing

This function allows pairing a new Bluetooth device. The instrument panel manages 4 types of Bluetooth devices and a maximum of 5 devices paired and/or connected: 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 navigator.

**Note**
Before pairing a new device, make sure that its Bluetooth connection is active and that it can be detected by other Bluetooth devices. Always refer to the provisions under the device instructions.

**Note**
During the pairing procedure user may be required to confirm it directly on the device (e.g. smartphone). Refer to the device messages.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Bluetooth" option and press ENTER button.
- Select the "Pairing" option and press ENTER button.
- The list of the 4 types of devices that can be managed by the instrument panel is displayed.

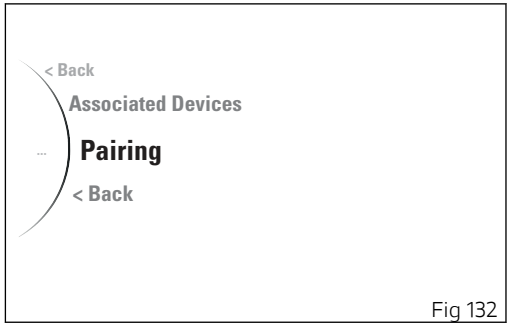


Fig 132

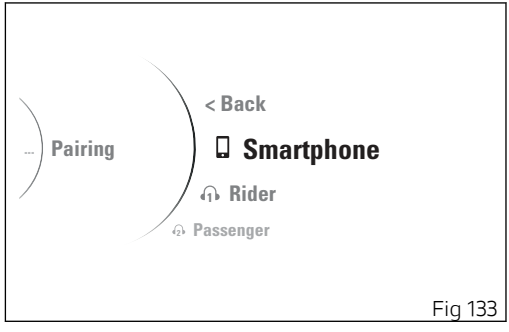


Fig 133

Select type of device to be paired and press ENTER button.

- The instrument panel starts searching for nearby Bluetooth devices, and displays the message "Wait..." followed by a list of detected devices.
- As soon as the search stage is over, system gives out a list of all detected devices. Use the navigation buttons to select the required device and press ENTER button.
- The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device.
  If device pairing is successful, the display will show previous menu page. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

### Attention

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

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

### Note

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

### Attention

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

### Attention

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

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

**Attention**

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

**Note**

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

## SETTING MENU - DDA

This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA memory.

- Enter the SETTING MENU.
- Use the navigation buttons to select "DDA" option and press ENTER button.

Displayed items within this menu are "Off", "On" and "Memory", while function current status is on the RH side.
Select the required option and press ENTER button.

**Note**
The DDA is automatically disabled by the instrument panel upon every Key-OFF.

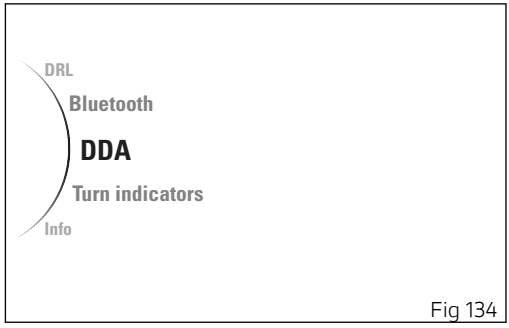


Fig 134

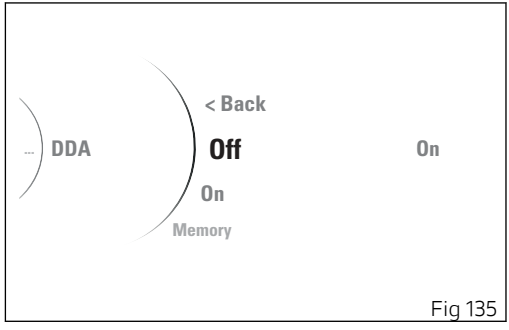


Fig 135

## Memory

This function allows viewing and erasing DDA stored information.

- Enter the SETTING MENU.
- Use the navigation buttons to select "DDA" option and press ENTER button.
- Select the "Memory" option and press ENTER button.

When opening the function, the message "Empty" will be displayed if memory is empty. If not, memory status is displayed as a percentage and a progress bar, together with item "Erase". The message "Full" will be displayed if memory is full.
Select "Erase" option and press ENTER button to delete all stored data.

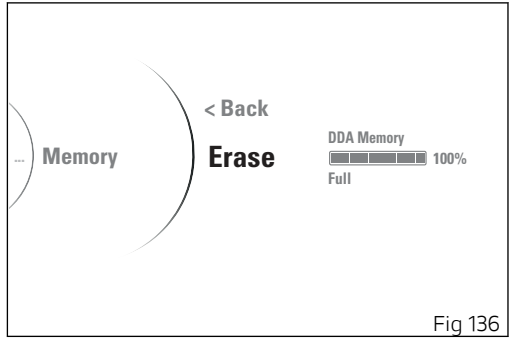


Fig 136

## SETTING MENU - Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- Enter the SETTING MENU.
- Use the navigation buttons to select "Turn indicators" option and press ENTER button.

Displayed items within this menu are "Auto" and "Manual", while function current status is on the RH side.
Select the required option and press ENTER button.

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

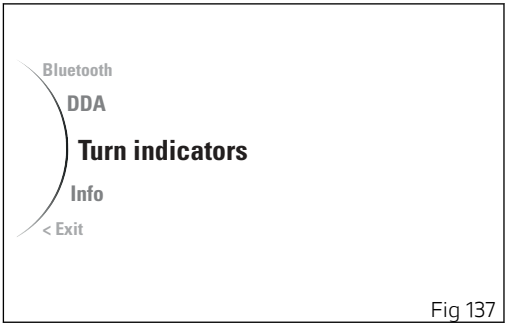


Fig 137

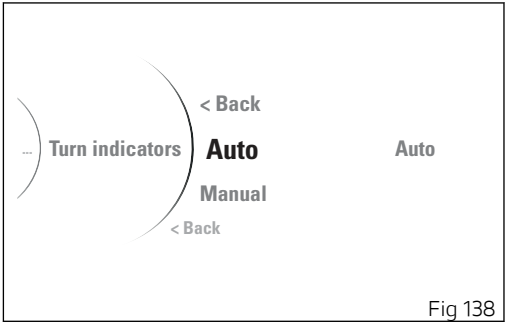


Fig 138

## 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.

This function does not allow any kind of changes. Press ENTER button to quit.

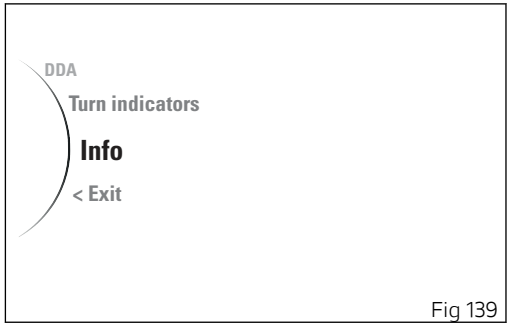



Fig 139

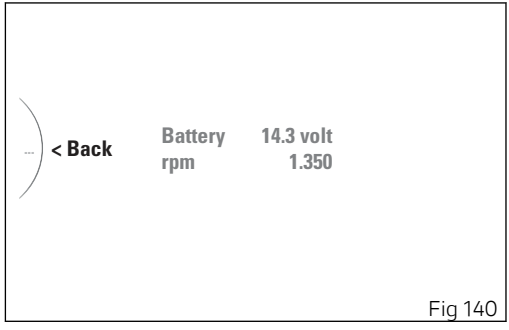



Fig 140

## LAP Time

To activate the Lap function, refer to chapter "SETTING MENU - Lap".
When the Lap function is activated, the timer is displayed on the main screen indicating 0'00.00 as well as the lap number.

A maximum of 30 laps can be recorded and for each of them the instrument panel stores the following parameters:

- recorded time
- maximum reached speed
- maximum reached rpm
- maximum leaning angle
- maximum yaw angle

After reaching the 30th lap no more laps can be recorded: the message "Lap Full" is displayed.
To be able to record some more laps, it is necessary to delete the previously recorded lap times, please refer to chapter "SETTING MENU - Lap".

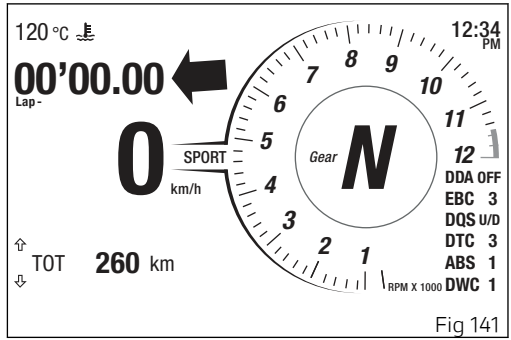


Fig 141

## Lap time recording without GPS control unit

If there is no GPS control unit on the motorcycle, timer can be started after activating the LAP function to record lap times by pressing the FLASH button:

- When pressing FLASH once, both timer (that starts) and lap number will flash for 1 second.
- If pressing the FLASH button some more times, the just recorded time and lap will flash for 1 second and remain displayed for another 5 seconds; after this period of time the function displays again the timer and lap progressive number.

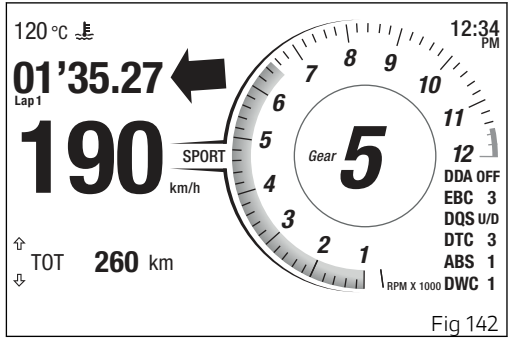


Fig 142

**Note**
The FLASH button is not considered if pressed within 5 seconds from when a new lap is recorded.

## Lap time recording with GPS control unit

If there is a GPS control unit on the motorcycle, time recording is managed automatically by the instrument panel after activating the LAP function. The display shows GPS symbol (Fig 143) further to timer and lap number.
When lap one starts, press FLASH to start the timer: both timer (that starts) and lap number will flash for 1 second.
At the same time, the instrument panel stores finish-line coordinates via the GPS control unit and activates the logo "finish line" (Fig 144): all the following laps will be directly recorded by the instrument panel and the FLASH button is no longer used to manage the timer.
Any time the bike reaches the finish-line position as recorded by the instrument panel, the just recorded time and lap will flash for 1 second and remain displayed for another 5 seconds; after this period of time the function displays again the timer and lap progressive number.

Finish-line position can be changed by pressing the FLASH button again: the following lap times are then calculated with reference to the new finish-line coordinates.

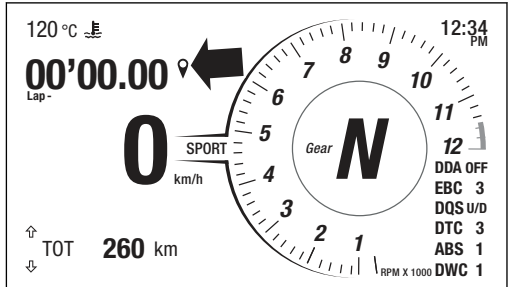


Fig 143

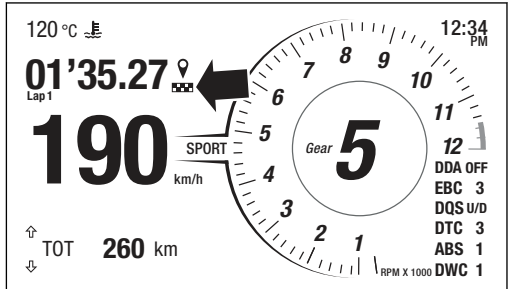


Fig 144

As soon as the finish-line position is saved, it is not possible to manually delete it from GPS memory. The only way is to move at least 15 km (9 mi) away from the memorised finish line.

**Note**
Any time you record a new lap time, if it is better than those previously memorised, the lap timer flashes quickly for 6 seconds. Best lap time is calculated only if at least 2 lap times have been recorded.

**Note**
While recording a lap time, timer will reset and restart if time exceeds 07'59.99.

**Note**
The timer stops and set to zero in the following cases:

- if bike speed is equal to 0 after 5 seconds from lap time recording start
- if key is turned off during lap time recording
- if vehicle speed drops below 5 km/h (3 mph)

**Note**
If no previously recorded lap times are present, lap counter is displayed with a dash "Lap –".

**Note**
If the LAP function is active, music player activation (PLAYER ON) will stop the LAP functions and set it to OFF.

**Note**
If music player is active (PLAYER ON) and is playing a song from the smartphone, LAP function activation will stop the player and set it to PLAYER OFF.

## Infotainment

If the Bluetooth control unit is installed, the Bluetooth symbol is displayed on the instrument panel.
The instrument panel is equipped with an infotainment system that allows managing up to 4 types of devices connected via Bluetooth: smartphone, rider helmet intercom, passenger helmet intercom, satellite navigator. To pair or remove Bluetooth devices, refer to the chapter "SETTING MENU - Bluetooth". After connection, they are displayed as follows:

1) smartphone connected;
2) rider helmet intercom connected;
3) passenger helmet intercom connected;
4) rider helmet intercom connected and passenger helmet intercom associated;
5) rider helmet intercom associated and passenger helmet intercom connected;
6) rider and passenger helmet intercom connected;
7) Ducati GPS navigator connected.

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

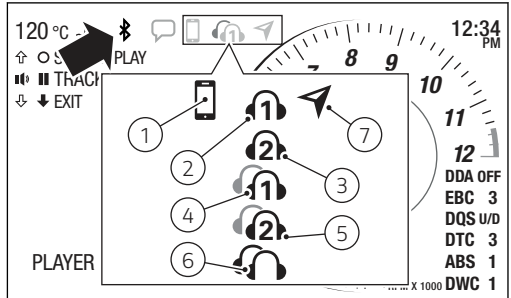


Fig 145

If a smartphone is connected to the instrument panel, the system allows managing the music player and the list of the last calls. Please refer to "PLAYER (OFF / ON)" and "LAST CALLS".
Below is a description of what the instrument panel will do in the following cases:

- Incoming call
- Call in progress
- Recall last number
- Missed call
- Message/e-mail received

## Incoming call

When there is an incoming call, the display shows:

- the message "ACCEPT" (A)
- the name/number of the person calling (B)
- the message "DECLINE" (C)

When receiving a call, press the UP button to answer or the DOWN button to reject it.

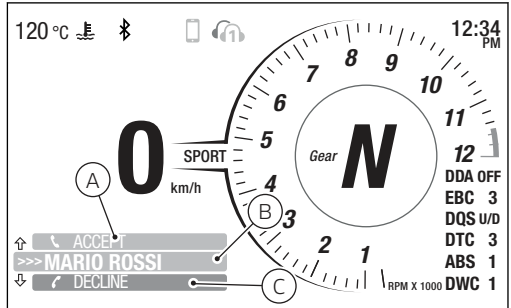



Fig 146

Call in progress

During a call, the instrument panel will display:

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by ">>>" (B) when receiving a call, or preceded by "<<<" when making a call
- the message "END CALL" (C)

To end the call, press the DOWN button.

**Note**

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

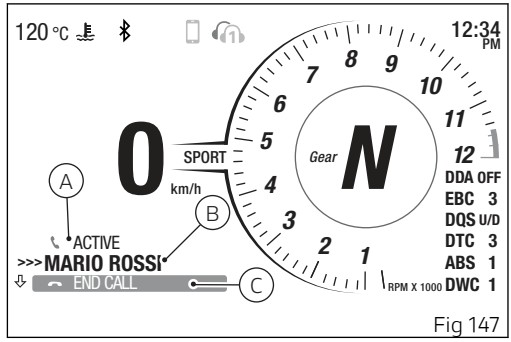


Fig 147

## Recall last number

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

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

Press the UP button to call the last name/number displayed.

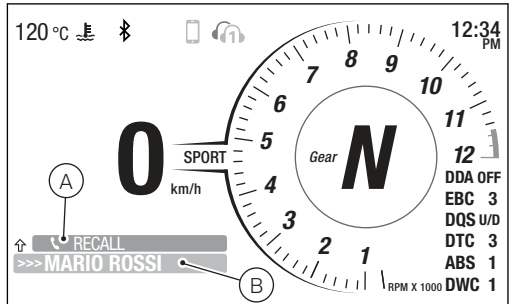



Fig 148

Missed call

In case of missed call, the display will show the symbol (A) for 60 seconds, flashing for the first 3 seconds.

**Note**
The number of missed calls is not displayed.

Message/e-mail received

In case of a received message or e-mail, the display will show the symbol (B) for 60 seconds, flashing for the first 3 seconds.

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

**Note**
Download the Ducati Link app available for iOS and Android devices to activate different services such as: journey recording, motorbike data saving, motorbike maintenance data consultation, parameter setting and much more.

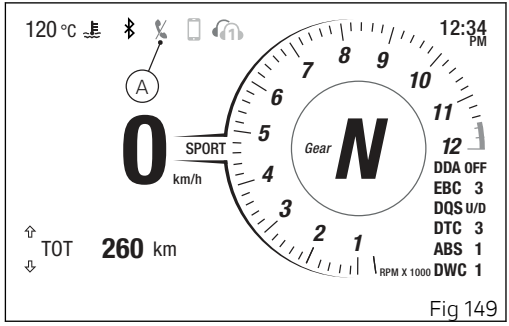


Fig 149

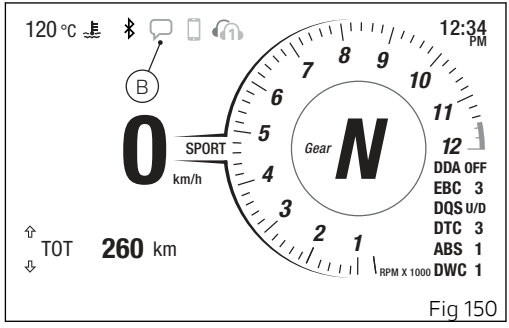


Fig 150

## DRL light mode indication

This function is available only if the DRL lights are installed and indicates if the DRL lights are set to “AUTO”.

Using the DRL function present within the SETTING MENU it is possible to change DRL lights control mode (see "SETTING MENU - DRL").

When the DRL lights are in "AUTO" mode, the instrument panel displays the warning light indicated in the figure.

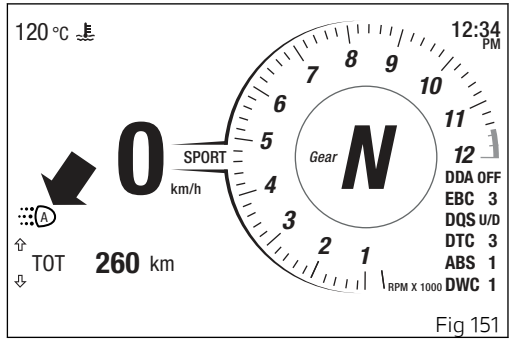



Fig 151

## Side stand status indication

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

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

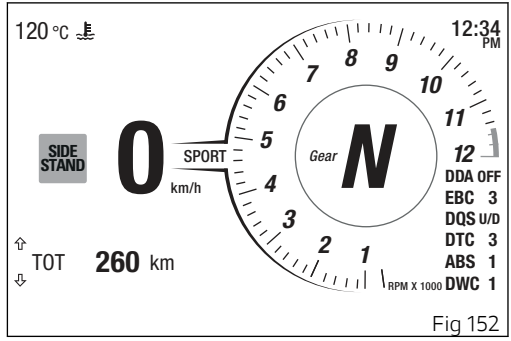



Fig 152

## Service indication (SERVICE)

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

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

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

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

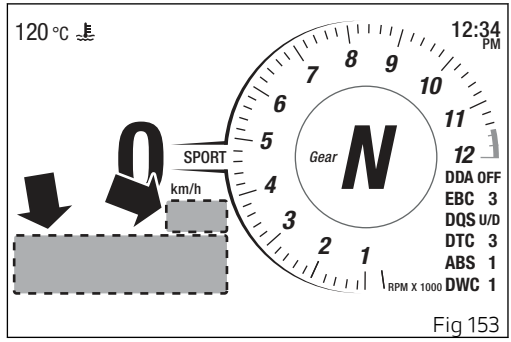



Fig 153

## OIL SERVICE countdown, ANNUAL SERVICE countdown, DESMO SERVICE countdown

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

- The OIL SERVICE countdown warning (A) will activate when 1000 km (621 miles) are left before the OIL SERVICE is due.
- The ANNUAL SERVICE countdown warning (B) will activate 30 days before the ANNUAL SERVICE is due.
- The DESMO SERVICE countdown warning (C) will activate when 1000 km (621 miles) are left before the DESMO SERVICE is due.

It is possible to view the service deadlines through the "Service" function, within the SETTING MENU (see "SETTING MENU - Service").

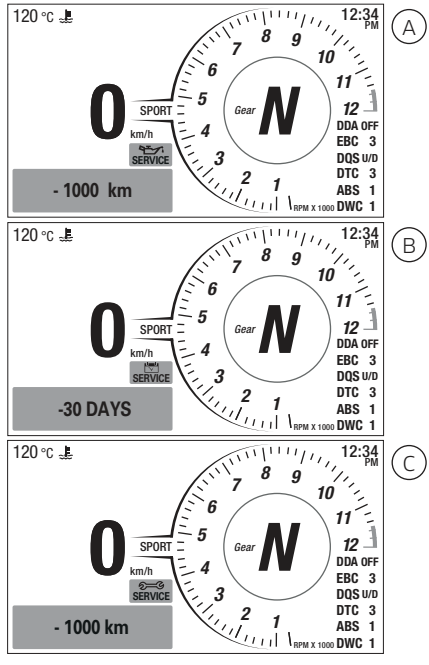



Fig 154

## OIL SERVICE, ANNUAL SERVICE, DESMO SERVICE

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

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

Red service warning is displayed until reset by the Ducati authorised service centre, during maintenance.
It is possible to view the service deadlines through the "Service" function, within the SETTING MENU (see "SETTING MENU - Service").

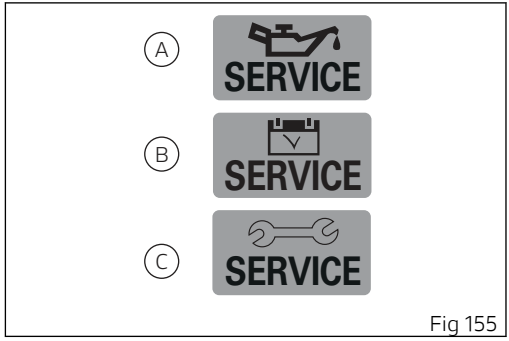


Fig 155

## Error indication

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon Key-On, in case of errors, the instrument panel turns on either the "MIL" light (A) (in case of errors directly connected to the engine control unit) or the "Generic Error" light (B) (in case of any other errors).
During normal operation, when an error is triggered, the instrument panel turns on the "MIL" light (A) or the "Generic Error" light (B).

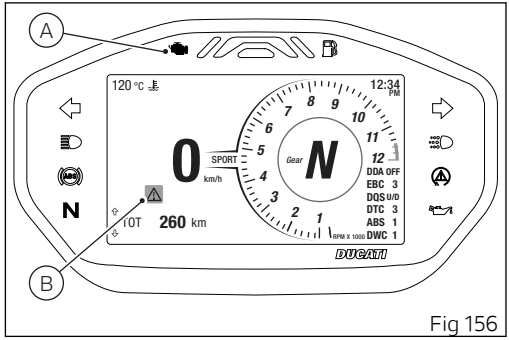


Fig 156

### Attention

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

## Warnings and alarms

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.

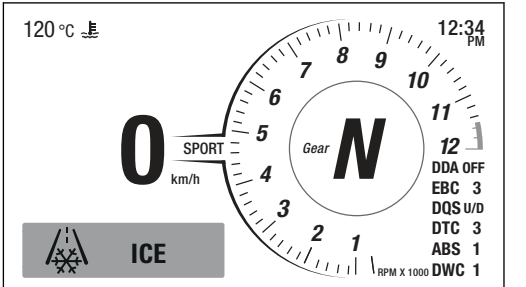



Fig 157

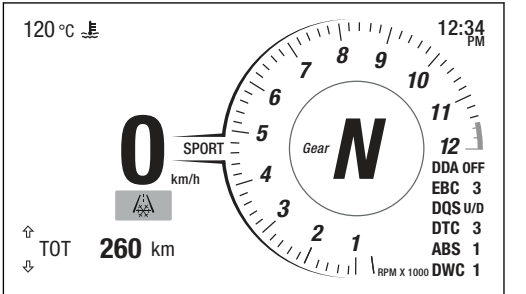



Fig 158

ICE

This warning 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.

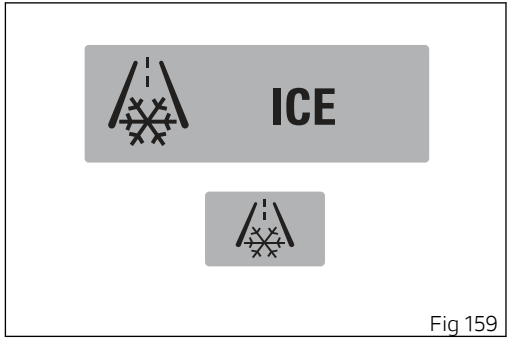



Fig 159

LOW BATTERY

This warning indicates that the vehicle battery voltage is low.
Warning is activated when battery voltage is lower than/equal to 11.0 Volt.

**Note**
In this case, Ducati recommends charging the battery in the shortest delay using the relevant equipment.

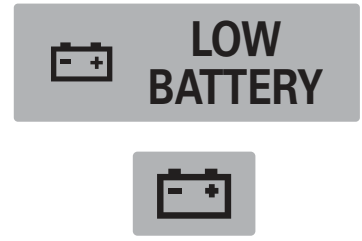



Fig 160

INSERT DATE

This warning indicates that the date must be entered using the "Date and Clock" function present within the SETTING MENU (see “SETTING MENU - Date and Clock”).

DDA FULL

This warning indicates that DDA memory is full and no more data can be stored (see “SETTING MENU - DDA”).

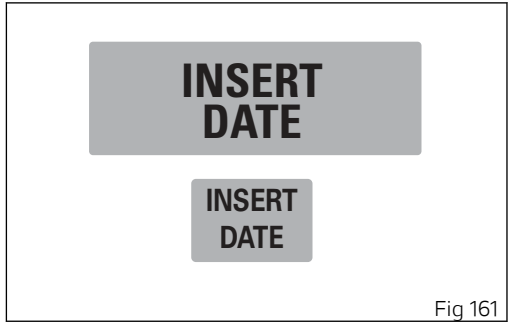


Fig 161

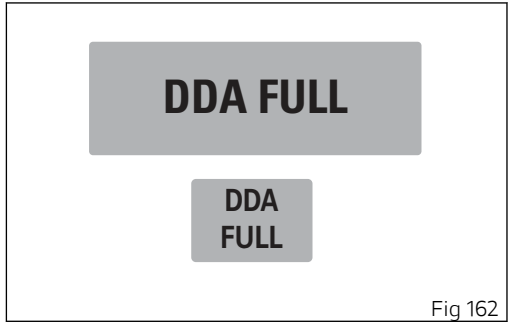


Fig 162

ABS FRONT ONLY

This warning indicates that it is necessary to ride carefully because the ABS setting in use only controls the front wheel braking.

**Attention**

In this case, Ducati recommends paying particular attention to the riding style and the braking mode.

NO KEY

This warning indicates that the key was not acknowledged.

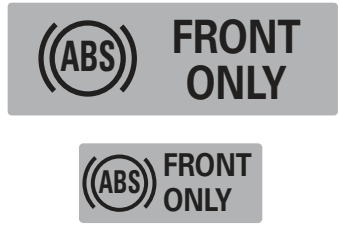



Fig 163

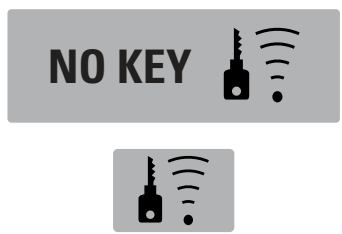



Fig 164

# Main use and maintenance operations

## Removing the fairing

To carry out some maintenance or repair operations, some motorcycle fairings must be removed.

### Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.

### Important

At every reassembly, to avoid damaging the painted areas and the Plexiglass windscreen, always place the nylon washers at the retaining screws.

### Important

Have the fairing removal performed at a Ducati Dealer or Authorised Service Centre.

## "Checking coolant level and topping up, if necessary"

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Check coolant level in the expansion reservoir, on the right side of the vehicle, through the inner sight slot, gaining access from the front wheel housing.
Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.

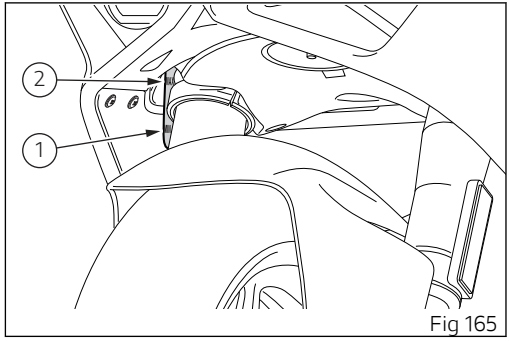


Fig 165

### Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

### Important

Have the top-up performed at a Ducati Dealer or Authorised Service Centre.

## Checking brake and clutch fluid level

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

### Brake system

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

### Attention

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

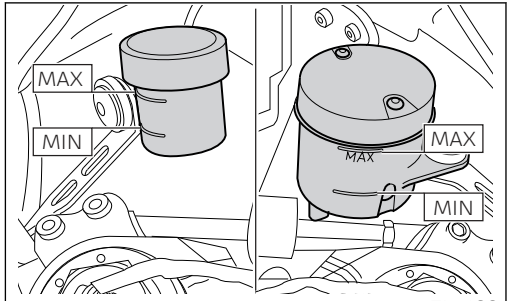


Fig 166

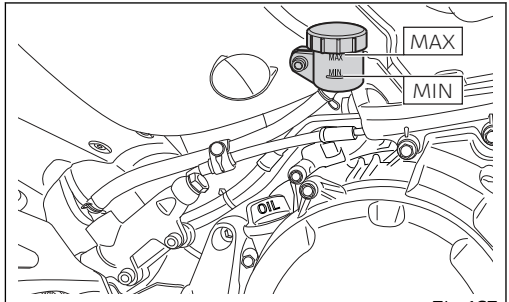


Fig 167

## Clutch system

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

### Attention

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

## Checking brake pads for wear

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

### Attention

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

### Important

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

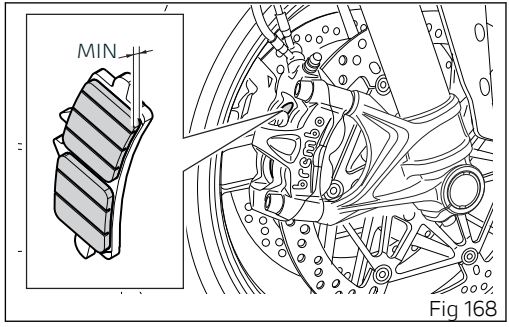


Fig 168

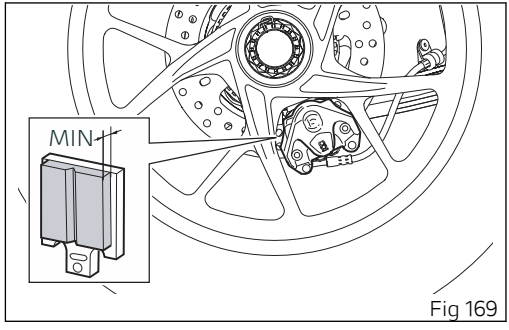


Fig 169

## Charging the battery

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

### Removing the battery

- Remove the left-hand side fairing;
- undo the screw (1) and remove the battery mounting cover (2).
- remove battery (3) from its seat;
- always starting from the negative terminal (-), loosen the screws (4).
- remove the negative cable (7) and engine ground cable (8) from the negative terminal;
- remove the positive cable (5) and ABS positive cable (6) from the positive terminal.

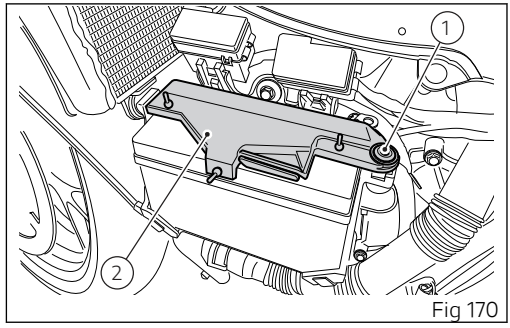


Fig 170

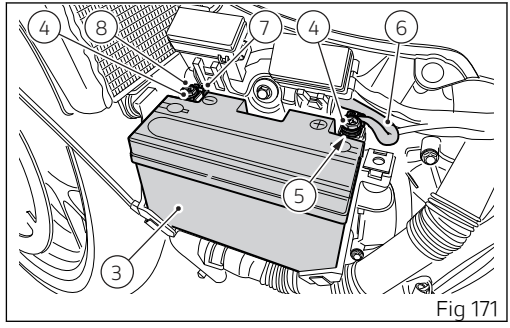


Fig 171

## Refitting the battery

- Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) on these cables;

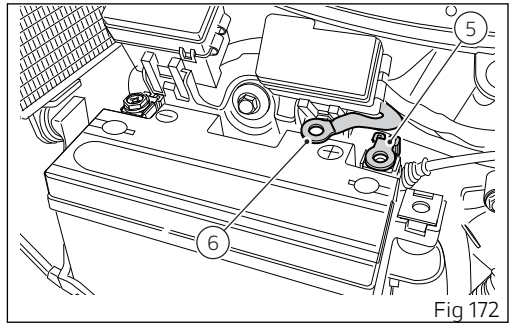


Fig 172

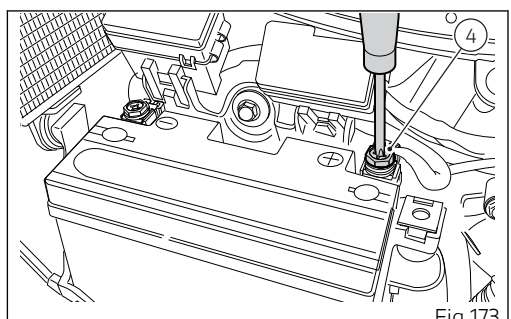


Fig 173

- lay down the engine ground cable (8), onto negative cable (7) and start screw (4) on these cables;
- tighten the terminal retaining screws (4);
- apply grease around the battery terminals to prevent oxidation.
- reinstall the battery (3) in the support, positioning the cables as shown in (Fig 171);
- refit battery mounting cover (2) and fasten it by tightening the screw (1).
- refit the left-hand side fairing.

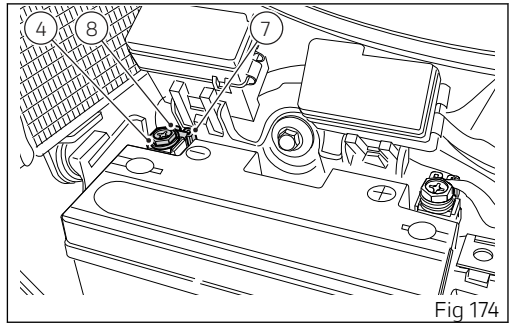


Fig 174

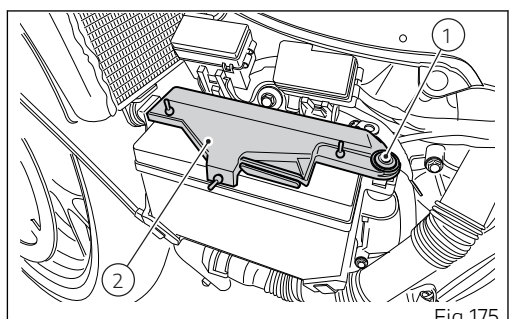


Fig 175

- Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
- Charge the battery at 0.9 A for 5÷10 hours.



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



**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**
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.



**Attention**
Should it be impossible to start the vehicle due to a completely flat battery, it is not permitted to start the bike by connecting an external starter or and external battery in parallel.
The charging system, indeed, is not designed to ensure a correct supply voltage for the engine electronics (including ignition/injection system) with a completely flat battery.
This could lead to a serious functional problem.
Please, replace the battery or recharge it, and check it before using the bike.



**Attention**
Do not push start the bike.

## Checking drive chain tension

### Important

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

- Make the rear wheel turn until you find the position where chain is tightest;
- with a finger, push down the chain at the point of measurement and release;
- set the motorcycle on the side stand;
- measure the distance (A) between the centres of the chain pin, placing the tape measure between the plastic and the swinging arm in front of the retaining screw (B):
  A = 45 ÷ 47mm (1.77 ÷ 1.85 in);
  A = 40 ÷ 42 mm (1.57 ÷ 1.65 in) (Taiwan versions only).

### Important

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

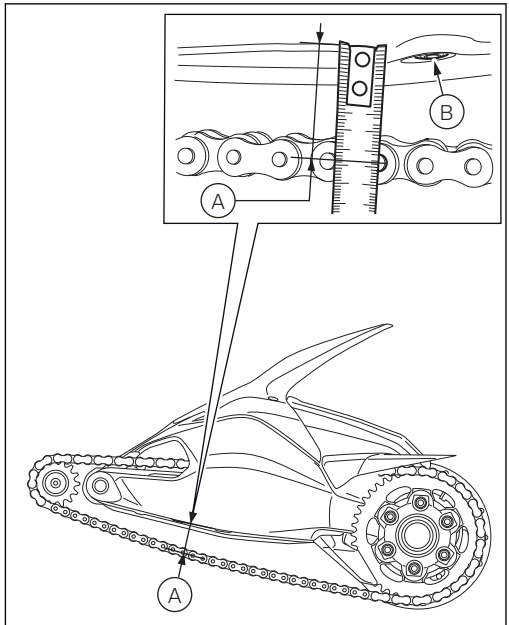



Fig 176

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

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

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

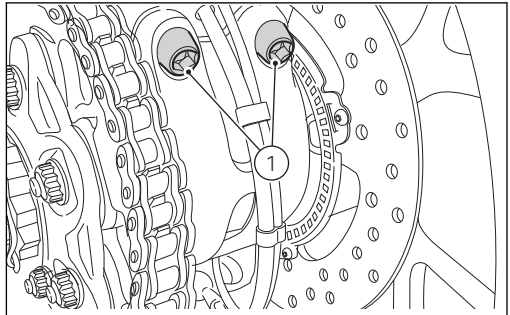


Fig 177

## 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).

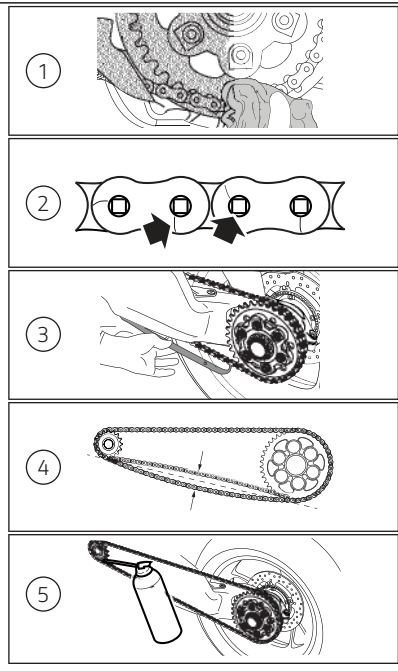



Fig 178

## 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.

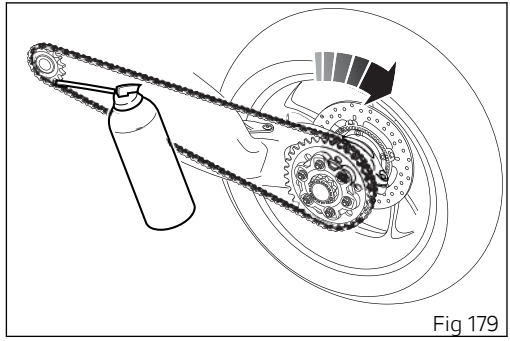


Fig 179

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.

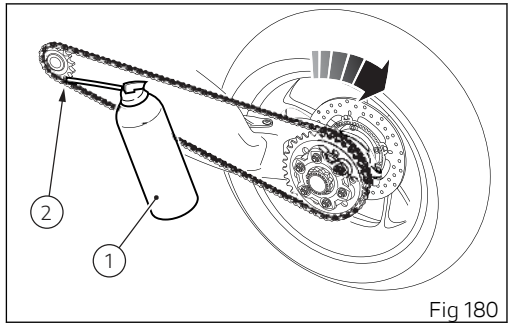


Fig 180

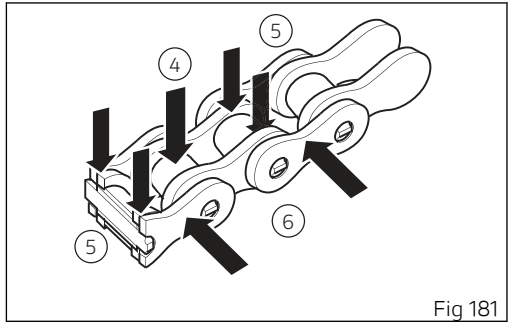
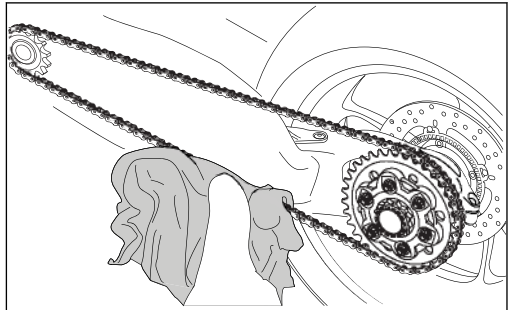


Fig 181

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 182

## Replacing the high and low beam bulbs

The whole front LED headlight assembly is maintenance-free. Figure shows the locations of the high beam (HI), low beam (LO) and parking lights (1). Have the lights replaced at a Ducati Dealer or authorised Service Centre.

## Rear turn indicators

LED turn indicator lights are maintenance-free.

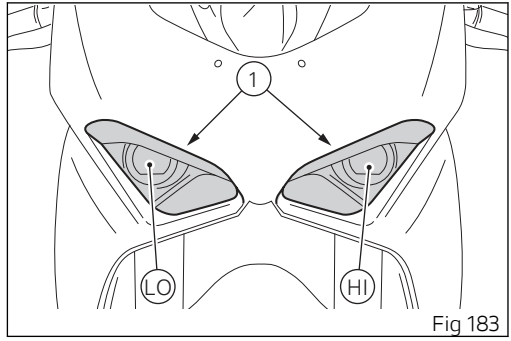


Fig 183

## Aligning the headlight

Check correct headlight aiming. Position the motorcycle 10 m (32.8 ft) from a wall or a screen, the motorcycle must be perfectly upright with the Tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

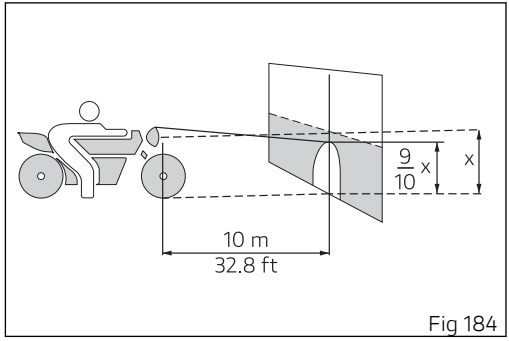


Fig 184

## Note

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

To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides.

Screw (1), positioned on the left side, acts on the high beam:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

Screw (2), positioned on the right side, acts on the low beam:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

## Attention

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

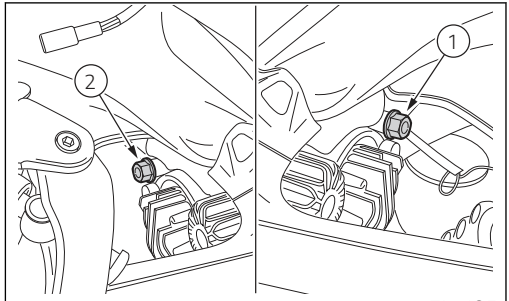


Fig 185

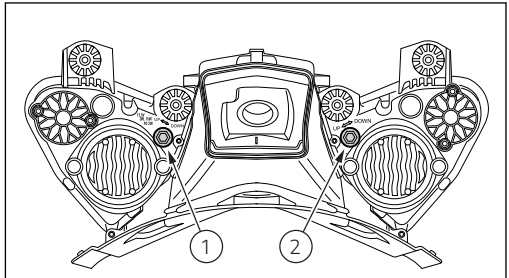


Fig 186

## Adjusting the rear-view mirrors

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

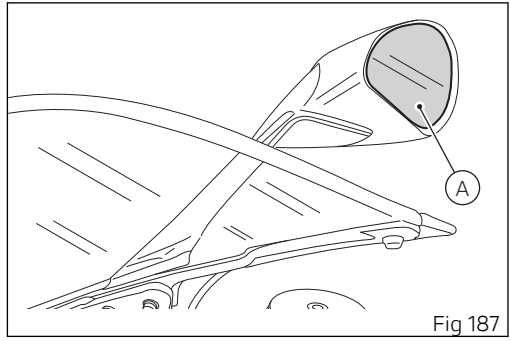


Fig 187

## Tubeless tyres

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.

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

### Tyre repair or change (Tubeless tyres)

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

**Attention**

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

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.

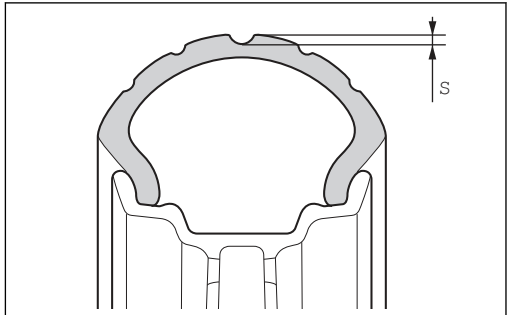


Fig 188

## Check engine oil level

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

### Important

UK VERSION: Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic Oil.

### Attention

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the sub-section "Scheduled maintenance chart".

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

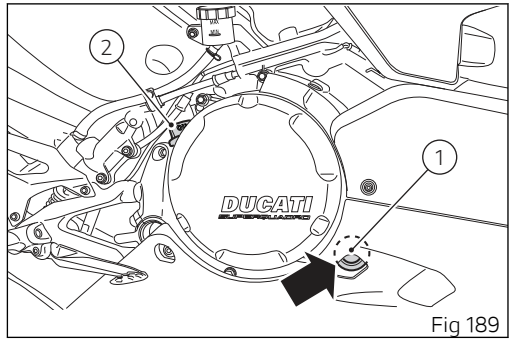


Fig 189

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.

## Use of Ducati Corse Performance Oil by Shell

**Attention**

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

## Cleaning the motorcycle

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

### Note

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

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

### Important

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

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

### Attention

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

### Attention

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

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

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

### Important

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

### 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.

### 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;
- empty the fuel tank;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery maintainer;
- protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

## Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

## Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

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.

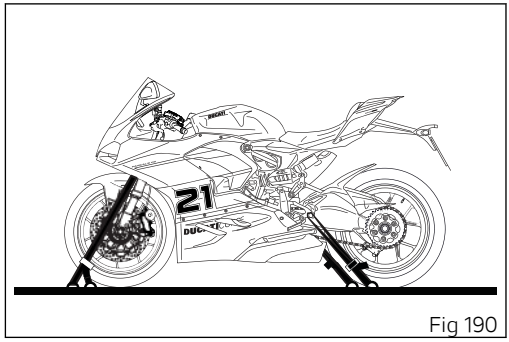


Fig 190

### Attention

Do NOT attach the ropes to the handlebars.

# Scheduled maintenance chart

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

**Attention**
This scheduled maintenance chart is designed for a road use of the Panigale V2. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

**Attention**
Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your Panigale V2.

| | Mileage Service* | DESMO Mileage Service* | OIL Mileage Service* | 1000 Mileage Service* | |
|---|---|---|---|---|---|
| Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS | • | • | | | 12 |
| Change engine oil and filter | • | • | | | 12 |
| Check and clean air filter | | • | | | 12 |
| Change air filter | | | • | | |

| | 1000 Mileage Service* | OIL Mileage Service* | DESMO Mileage Service* | Mileage Service* | |
|---|---|---|---|---|---|
| Check and/or adjust valve clearance | | | | • | |
| Check secondary air reeds (if any) | | | | • | |
| Change spark plugs | | | | • | |
| Change coolant | | | | • | 48 |
| Change front fork fluid | | | | | 36 |
| Visual check of the front fork and rear shock absorber seals | • | • | | | 12 |
| Check clutch plate pack thickness (only models equipped with dry clutch) | | | | • | |
| Change clutch housing (only models equipped with dry clutch) | Every 48,000 km / 30,000 mi | | | | |
| Check brake and clutch fluid level | • | • | | | 12 |
| Change brake and clutch fluid | | | | | 24 |
| Check front and rear brake disk and pad wear | | • | | | 12 |
| Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts | | • | | | 12 |
| Check rear brake disk screw tightening (by removing the rear wheel shaft in case of brake disk retaining screws requiring the use of hexagon wrench) | | | | • | |

| | 1000 Mileage Service* | OIL Mileage Service* | DESMO Mileage Service* | Mileage Service* | |
|---|---|---|---|---|---|
| Check front and rear wheel nuts and rear sprocket nut tightening | | • | | | 12 |
| Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber | | • | | | 12 |
| Check wheel hub bearings | | • | | | 12 |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft | | | • | | |
| Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication.<br>Detected elongation value:_____ (mm) (in)<br>**Note**<br>We recommend replacing the final drive chain kit within 20,000 km/12,000 mi. | • | • | | | 12 |
| Check clearance of steering tube bearings | | • | | | 12 |
| Check the freedom of movement and tightening of the side stand | • | • | | | 12 |
| 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 | • | • | | | 12 |
| Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls | • | • | | | 12 |
| Check tyre pressure and wear | • | • | | | 12 |

| | 1000 Mileage Service* | OIL Mileage Service* | DESMO Mileage Service* | Mileage Service* | |
|---|---|---|---|---|---|
| Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor) | • | • | | | 12 |
| Check lighting devices, turn indicators, horn and controls operation | • | • | | | 12 |
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling | • | • | • | | 12 |
| Visually check the coolant level and sealing of the circuit | • | • | • | | 12 |
| 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) | • | • | • | | 12 |

* The 1000 Mileage Service must be carried out after the first 1,000 km/600 mi.
* The OIL Mileage Service must be carried out every 12,000 km/7,400 mi.
* The DESMO Mileage Service must be carried out every 24,000 km/14,900 mi.
* The Annual Service must be carried out every 12 months.

## Scheduled maintenance chart: operations to be carried out by the customer

### Important

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

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

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

# Technical data

## Weights

Total weight (kerb weight without fuel): 193 kg (425 lb).
Maximum allowed weight (carrying full load): 400 kg (881.85 lb).

### Attention

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

## Dimensions

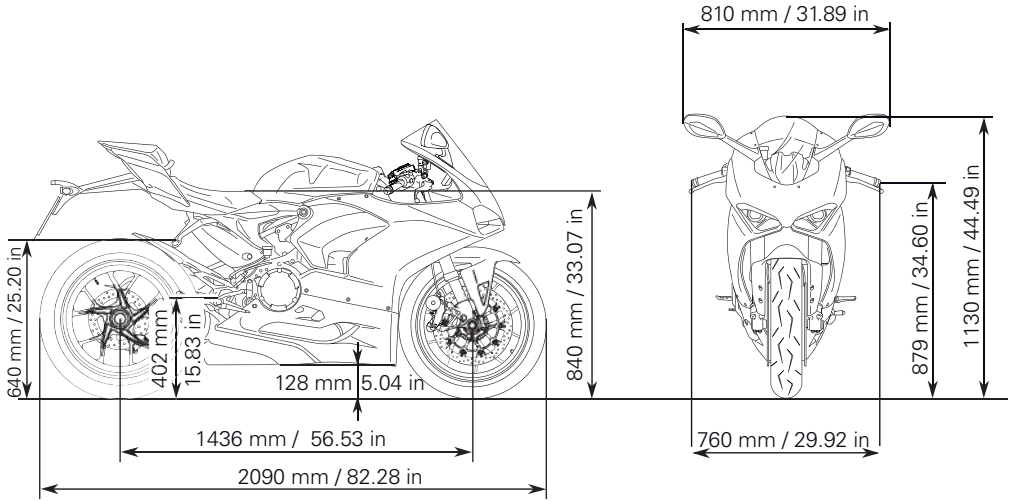



Fig 191

## "Fuel, lubricants and other fluids"

| TOP-UPS | TYPE | |
|---|---|---|
| Fuel tank, including a reserve of 5 litres (1.10 UK gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95 | 17 litres (3.74 UK gal) |
| Oil sump and filter | Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance DUCATI 15W-50 Fully Synthetic Oil.<br>SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION) | 3.8 litres (0.84 UK gal) |
| Front/rear brake and clutch circuits | DOT 4 | - |
| Protectant for electric contacts | Protective spray for electric systems | - |
| Front fork | | 92 mm (3.62 in) |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.3 litres (0.50 UK gal) |

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

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

**Important**
These references identify the fuel recommended for this vehicle, as specified by the European Regulation EN228.




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

## Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.

Bore: 100 mm (3.94 in)

Stroke: 60.8 mm (2.39 in)

Total displacement: 955 cu. cm (58.28 cu. in)

Compression ratio: 12.5:1 ± 0.5

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
113.7 kW/155 HP at 10750 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for Belgium version only:
83 kW/113 HP at 8750 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X, kW/HP, for Russia version only:
110 kW/150 HP at 8750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
104 Nm - 10.6 kgm at 9000 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for Belgium version only:
94 Nm - 9.5 kgm at 8250 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for Russia version only:
103 Nm - 10.5 kgm at 9000 rpm

Maximum rpm: 11,500



### Important

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



### Note

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

## Timing system

Double overhead camshaft (DOHC) driven by chain and gearwheels, 4 valves per cylinder, desmodromic system.

### Desmodromic timing system

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

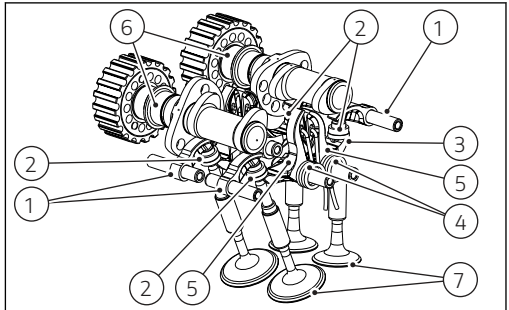


Fig 192

## Performance data

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

### Important

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

## Spark plugs

Make: NGK.
Type: MAR9A-J.

## Fuel system

Inductive discharge indirect electronic injection.
Oval throttle body (corresponding diameter): 62 mm (2.44 in).
Injectors per cylinder: 2
Firing points per injector: 12
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 of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

## Brakes

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

FRONT

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: aluminium.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 219 sq. cm (33.94 $in^2$).
Brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4.0 mm (0.16 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.

Type: Stylema® monobloc M4.32, radial mount (ABS Cornering EVO).
Number of pistons per calliper: 4.
Friction material: BRM11E HH.
Brake lever master cylinder diameter: 18 mm (0.71 in).

REAR

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).
Disc braking surface: 190 sq. cm (29.45 $in^2$).
Brake disc thickness: 5 mm (0.2 in).
Maximum wear on disc thickness: 4.5 mm (0.18 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.
Number of pistons per calliper: 2.
Calliper piston diameter: 34 mm (1.73 in).
Bosch Cornering EVO ABS as standard.
Friction material: Ferodo Ferit I/D 450 FF.
Master cylinder type: PS 13.
Master cylinder diameter: 13 mm (0.51 in).

### Attention

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

## Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Primary drive: 1.80:1
Front chain sprocket/clutch gearwheel ratio: 30/53
6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO2, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43
Gearbox output sprocket/rear chain sprocket ratio (Taiwan version only): 15/41
Total gear ratios:
1st gear 15/37
2nd gear 16/30
3rd gear 18/27
4th gear 20/25
5th gear 22/24
6th gear 24/23

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

Links: 106

### 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
Cast monocoque frame in aluminium alloy.
Steering head angle: 24°
Steering angle: 24° LH side / 24° RH side
Trail: 94 mm (3.7 in).

## Wheels
### Front
five-spoke, light-alloy cast rim.
Size: MT3.50x17"

### Rear
five-spoke, light-alloy cast rim.
Size: MT5.50x17"

## Tyres
### Tyre type
**Front**
Pirelli Diablo Rosso Corsa II "tubeless" radial type.
Size: 120/70 ZR17 M/C (58W).
**Rear**
Pirelli Diablo Rosso Corsa II "tubeless" radial type.
Size: 180/60 ZR17 M/C (75W).

### Tyre pressure

| Use | Front | Rear |
|---|---|---|
| On the road (rider only) | 2.5 bar (36.26 psi) | 2.5 bar (36.26 psi) |
| On the road (rider and passenger) | 2.5 bar (36.26 psi) | 2.7 bar (39.16 psi) |
| On track (rider only): | 2.3 bar (33.36 psi) | 2.1 bar (30.45 psi) |

**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 (2.90÷4.35 psi).

## Suspension

### Front fork

Fully adjustable Showa BPF upside-down fork with chromed steel fork legs.
Stanchion diameter: 43 mm (1.7 in).
Wheel travel: 120 mm (4.7 in).

### Rear shock absorber

Sachs monoshock, fully adjustable rebound and compression hydraulic damping.
Single-sided swinging arm.
Wheel travel: 130 mm (5.1 in).
Suspension travel: 65 mm (2.5 in).

### Steering damper

Non-adjustable Sachs steering damper.

## Exhaust system

"2 into 1" system.
Two Lambda sensors and two catalytic converters.

## Available colours

### DUCATI RED

- Primer: White Acriflex code L0040652;
- Varnish: Acriplast Red Stone SF code LMC06017;
- Wheel rim colour: Black.

### WHITE SILK

a. Lower fairing, headlight fairing, tail guard, rear side panel, fuel tank:
- Primer: White primer Palinal 873AC001;
- Base: Star White Palinal 928.T948;
- Matt clear coat: Matt Clear Coat 2K Palinal 923I2105 b.

b. Upper fairing and air extractor:
- Primer: Red primer Lechler LDS20067;
- Base: Ducati Red PPG 473.101;
- Shiny clear coat: Lechler 96230.

- Primer: White primer Palinal 873AC001;
- Base: Star White Palinal 928.T948;
- Matt clear coat: Matt Clear Coat 2K Palinal 923I2105.

### BLACK ON BLACK

a. Parts painted in Thrilling Black (Shiny Black):

- Primer: Primer 2K Black Palinal 873.A002;
- Base: Black Stealth (Black 94) Palinal 929.R223;
- Clear Coat: BASF JF81- 0105.

b. Parts painted in Saturn grey (matt grey):

- Primer: Primer 2K Black Palinal 873.A002;
- Base: Saturn Grey Palinal 928.F559;
- Clear Coat: Acriplast Clear semi-matt Lechler 96598.

## Electric system

Basic electric items are:
Instrument panel with TFT colour display.
Headlight type:
Low beam: No. 1 LED + No. 2 LEDs;
High beam: No. 1 LED;
Parking light / DRL (where fitted): No. 4 LEDs;
LED front turn indicator: No. 15 LEDs;
rear turn indicators (Europe version): No. 1 LED;
BULB rear turn indicator type (USA version):
RY10W (12V-10W) Amber;
Tail light: no.18 LEDs;
Stop lights: No. 18 LEDs.
Number plate light: No.3 LEDs.
Horn.
Stop light switches.
Sealed electrolyte type battery:
YUASA YT 7B-BS (12V - 6.5Ah)
Generator:
14V - 510W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.
Starter motor:
Denso 12V - 0.6 kW

### Note

For bulb replacement instructions, please see the paragraph "Replacing the high and low beam bulbs".

## Fuses

There are fuses that protect the electric components, located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The front left fuse box (A) and the front right one (B) are located above the battery.
To access the fuses, remove the left-hand side fairing.
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.

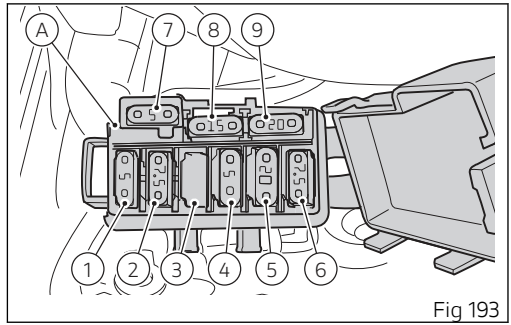


Fig 193

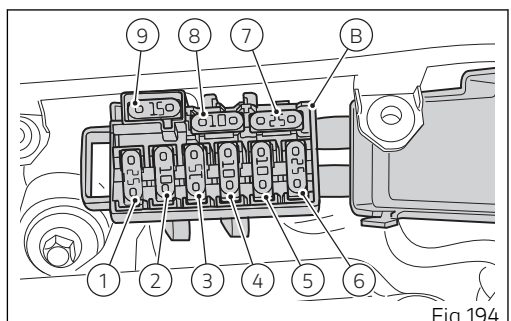


Fig 194

| Front left fuse box (A) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | EMS/ABS/IMU | 5 A |
| 2 | DASH/BBS/SMEC | 7.5 A |
| 3 | - | - |
| 4 | Accessories (SW) | 5 A |
| 5 | Injection relay | 20 A |
| 6 | Diagnostics/ Recharge | 7.5 A |
| 7 | Spare | 5 A |
| 8 | Spare | 15 A |
| 9 | Spare | 20 A |

| Front right fuse box (B) key | | |
|---|---|---|
| Pos | El. item | Rat. |
| 1 | ABS 1 | 25 A |
| 2 | ABS 2 | 10 A |
| 3 | Instrument panel | 15 A |
| 4 | Black Box System (BBS) | 10 A |

| Front right fuse box (B) key | | |
|---|---|---|
| 5 | Fuel pump relay | 10 A |
| 6 | EMS powered relays | 25 A |
| 7 | Spare | 15 A |
| 8 | Spare | 10A |
| 9 | Spare | 25 A |

To access the main starter fuse, starter refer remove the left-hand side half-fairing.
The 30A main starter fuse (C) is located next to the battery, on the right side of the fuse box. Remove the protection cover cap to reach it.
The spare 30A fuses (D) are located on the solenoid starter(E); remove the protection cap to reach them.

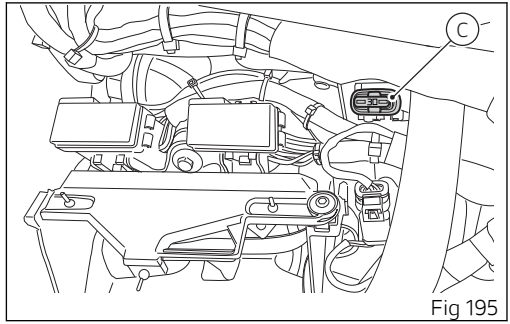


Fig 195

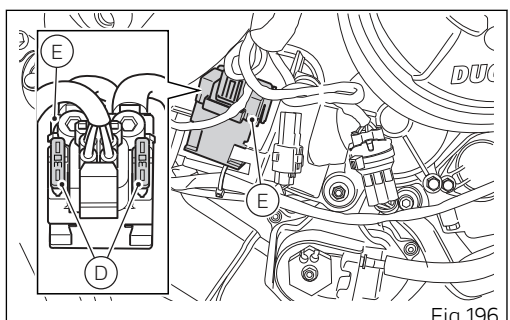


Fig 196

A blown fuse can be identified by breakage of the inner filament (F).

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

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

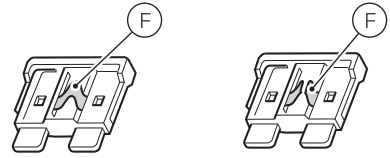



Fig 197

# Open source software

## Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

# Declarations of conformity

## Declarations of conformity

EU Directive 2014/53/EU

CE

### Addresses of radio component manufacturers

All radio components must carry the manufacturer's address according to the provisions of directive 2014/53/EU. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed in the table 2.

**Note**

Only skilled person can access and install the device.

Table 1

| Radio equipment installed in the vehicle | Frequency band | Max. transmission power |
|---|---|---|
| Elock | 129.6 KHz ÷ 135 KHz | < 66dBμA/m (10m) |
| Ducati Multimedia System (Bluetooth) | 2402 ÷ 2480 MHz | 4.4mW |
| Antitheft | 433.92MHz (±75KHz) | <0.6mA |
| GPS | 1575,4 MHz | |

Table 2

| Radio equipment installed in the vehicle | Manufacturers' addresses |
|---|---|
| Elock | ZADI S.p.a.<br>Via Carlo Marx, 138<br>41012 Carpi (MO), Italy |
| Ducati Multimedia System<br>(Bluetooth) | COBO S.p.a.<br>Via Tito Speri, 10<br>25024 Leno (BS), Italy |
| Antitheft | PATROLLINE<br>Via Cesare Cantù, 15/C<br>22031 Albavilla (CO), Italy |
| GPS | DANFOSS A/S<br>6430 Nordborg<br>Denmark<br>CVR nr.: 20 16 57 15 |

## 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

United States (USA)

“This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help."

- RF exposure Information according 2.1091/2.1093 / OET bulletin 65:
Radiofrequency radiation exposure Information: This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.
The manufacturers of these radio equipment declare that devices comply with the FCC

| | |
|---|---|
| DUCATI MULTIMEDIA SYSTEM (Bluetooth) | FCC ID: Z64-2564N |
| E-Lock System | FCC ID: VFZKLGMZADI03 |

## Canada

This device contains licence-exempt transmitter(s)/ receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:
(1) This device may not cause interference.
(2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:
(1) L'appareil ne doit pas produire de brouillage;
(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:
This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

| | |
|---|---|
| DUCATI MULTIMEDIA SYSTEM (Bluetooth) | IC: 4511-2564N |
| E-Lock System | IC: 22239-ELKMZADI03 |

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br .




07755-17-10873

Japan

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

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

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-Cbo-1080795

E-LOCK SYSTEM

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



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