

PANIGALE

Owner's manual

PANIGALE V4

Dear Ducatista,

thank you for trusting us with the purchase of your new Panigale V4.

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!

Table of contents

Roadside Assistance..... 9
Roadside Assistance..... 9

Software updates..... 13
Software updates..... 13

Warranty information..... 14
General warranty conditions..... 14

Infotainment..... 22
Infotainment (if any)..... 22
Phone (if any)..... 23
Music (if any)..... 26

General Information..... 29
Acronyms and abbreviations used in the Manual..... 29
Warning symbols used in the manual..... 29
Intended use..... 29
Rider's obligations..... 30
Rider's training..... 31
Apparel..... 31
"Safety ""Best Practices""..... 32
Refuelling..... 34
Carrying the maximum load allowed..... 35
Information about carrying capacity..... 35
Dangerous products - warnings..... 36
Vehicle identification number..... 37
Engine identification number..... 37
Installation of Ducati Original Accessories..... 38
Prevention of accidental burns and thermal comfort management when riding..... 38

Main components and devices..... 40
Position on the vehicle..... 40
Tank filler plug..... 41
Removing and refitting the seats..... 42
Maintaining the battery charge..... 46

Side stand....49
Steering damper....50
Front fork adjustment....51
Adjusting the rear shock absorber....53
Setting the suspensions....56

Controls....58
Position of motorcycle controls....58
Switchgears....59
Light control....62
Keys....65
Ignition switch and steering lock....66
Restoring motorcycle operation via the PIN code....67
Clutch lever....68
Throttle twistgrip....69
Front brake lever....69
Rear brake pedal....69
Gear change pedal....70
Adjusting the position of the gearchange pedal and rear brake pedal....70

Riding the motorcycle....72
Motorcycle running-in period....72
Pre-ride checks....72
Engine start and stop....74
Moving off....77
Braking....78
Anti-Lock Braking System (ABS)....78
Stopping the motorcycle....79
Parking....79
Refuelling....80

Instrument panel (Dashboard)....83
Instrument panel....83
Warning lights....84
Infomode and views....88
Riding Mode....97
Engine rpm indication....100
Parameter menu and quick level change....102
Function menu....105
Lap....108
Assisted start (DPL)....113
Heated handgrips (if any)....121
Cruise Control (if present)....122
Ducati Data Logger (DDL) (if present)....127
Ducati Link app connection (if present)....129

Pit limiter....131
Settings....133
Settings - Vehicle....136
Settings - Vehicle - PIN code....136
Settings - Vehicle - DRL....140
Settings - Vehicle- Turn indicators....141
Settings - Vehicle - Mechanic info....143
Settings - Vehicle - Service and info....143
Settings - Advanced....145
Settings - Advanced - Riding Mode setup....146
Settings - Advanced - Riding Mode setup - Power mode....148
Settings - Advanced - Riding Mode setup - ABS....149
Settings - Advanced - Riding Mode setup - DAVC....158
Settings - Advanced - Riding Mode setup - DAVC - DTC....159
Settings - Advanced - Riding Mode setup - DAVC - DWC....166
Settings - Advanced - Riding Mode setup - DAVC - DSC....173
Settings - Advanced - Riding Mode setup - EBC....177
Settings - Advanced - Riding Mode setup - DQS....182
Settings - Advanced - Riding Mode setup - Infomode....184
Settings - Advanced - Riding Mode setup - Default....185
Settings - Advanced - Rider weight....188
Settings - Advanced - Tyre calibration....192
Settings - Track....195
Settings - Track - DPL info....195
Settings - Track - Circuits (if present)....197
Settings - Track - DDL (if present)....201
Settings - Track - Lap....204
Settings - Track - Pit limiter....208
Settings - Track - Tyre pressure (if available)....209
Settings - Display....210
Settings - Display - Brightness....211
Settings - Display - Date and time....213
Settings - Display - Units....216
Settings - Display - Language....221
Settings - Devices (if present)....222
Settings - Devices - Device pairing (if present)....223
Settings - Devices - Connected devices (if present)....226

Warning displaying....227
Error warnings....231
Engine auto shutdown....232

Main use and maintenance operations....234
Removing the fairing....234
Change air filter....234
"Checking coolant level and topping up, if necessary"....234
Checking brake and clutch fluid level....235
Checking brake pads for wear....237
Charging the battery....238
Lubricating the drive chain....243
Checking drive chain tension....244
Adjusting the drive chain tension....245
Aligning the headlight....247
Adjusting the rear-view mirrors....249
Tubeless tyres....251
Check engine oil level....252
Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory....254
Cleaning the motorcycle....254
Cleaning and replacing the spark plugs....257
Storing the motorcycle....257
Important notes....257
Vehicle transport....258

Scheduled maintenance chart....260
Scheduled maintenance chart: operations to be carried out by the customer....260

Technical data....262
Weights....262
Dimensions....263
"Fuel, lubricants and other fluids"....264
Engine....267
Timing system....268
Performance data....268
Spark plugs....269
Fuel system....269
Brakes....269
Transmission....270
Frame....270
Wheels....271
Tyres....271
Suspension....271
Exhaust system....272
Available colours....272

Electric system.....272

Open source software..... 276
Information about open source software..... 276

Declarations of conformity.....277
Declarations of conformity.....277

Roadside Assistance

Roadside Assistance



Important
Roadside assistance by "ACI Global Servizi" is only valid for motorcycles with a warranty activation date from 01/01/2026.

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
- Hotel expenses
- Recovery of the motorcycle off the road in case of accident
- Replacement car

and may be requested in the following countries: Albania, Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France (including Corsica), Fyrom, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy (including Republic of San Marino and Vatican City), Latvia, Lithuania, Luxembourg, Malta, Montenegro, Netherlands, Norway, Poland, Portugal, Principality of Monaco, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland (including Liechtenstein), Turkey, Ukraine, United Kingdom.

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**.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

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.

Country	Free call or call from your home country	Charge call or call from abroad
Albania		+35 544531800
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		+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	+358-9-77476400
France (including Corsica), roads open to ordinary traffic	0800-23 65 10	+33-4-72 17 12 83 +33-4-37 64 11 83

Fyrom (The Former Yugoslav Republic of Macedonia)	(02)-3181 382	+389-2-3181 382
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 (including San Marino and Vatican City)	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
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
Principality of Monaco	+33- 4-72 17 12 83	+33- 4-72 17 12 83
United Kingdom	0330 053 0903	+44 330 053 0903
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 (including 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

"Ducati Conventional Warranty" Terms and Conditions

Definitions

Client: the party owning the Motorcycle. The definition of Client does not include those individuals (private or not) who have purchased the Motorcycle for the sole purpose of reselling it.

Competition:a race organised under the aegis of a national or international motorcycling federation, or by a Motorcycle club, which requires the owner of the participating Motorcycle to have a race licence.

Ducati Dealer:the dealer or specialised workshop belonging to the Company official sales and service network (list available on www.ducati.com).

Ducati or Company: Ducati Motor Holding S.p.A. sole shareholder company subject to management and coordination by Audi AG, having its principal place of business at via Cavalieri Ducati n. 3, 40132, Bologna, Italy.

Conventional Warranty: conventional warranty voluntarily provided by the Company to Clients anywhere in the world where its authorised service network is present for its new Motorcycles manufactured for road and non-road use, for a defined period that depends on the Motorcycle and the country of the Ducati Dealer, starting from the delivery date of the Motorcycle to the first owner Client.

European Legal Warranty:minimum legal warranty established by European legislation to be borne by the Seller of a good or service to protect the consumer purchaser against defective products/ services or those that do not look or operate as advertised.

Owner's Manual: document provided to the Client at the time of the purchase of the Motorcycle.

Motorcycle: new, previously unregistered Ducati Motorcycle, purchased by the Client, covered by the Ducati Conventional Warranty.

Scheduled Maintenance Plan: Ducati has defined a "Scheduled Maintenance Plan" specific for every model and published it in the "Owner's Manual" in order to maintain the highest possible level of efficiency, performance and safety of its Motorcycles.

Road Assistance Programme: the road assistance offered by this Ducati Conventional Warranty to Clients in the countries and for the Motorcycles for which it is available and whose conditions are indicated in the "Owner's Manual" and on the Ducati website www.ducati.com.

1. Ducati Conventional Warranty Content

1.1 Ducati warrants, in all countries in the world where it is present with its authorised service network, its Motorcycles, manufactured for road and non-road use, against manufacturing defects found and acknowledged by Ducati as follows:
a) all Ducati Motorcycles, for a period of twenty-four (24) months from the date of delivery of the Motorcycle to the first owner Client, except for;
b) all motocross and cross country Motorcycles (off-road vehicles not approved for use on public roads) with displacement of less than 500cc, for a period of three (3) months from the date of delivery of the Motorcycle to the first owner Client or twenty (20) hours of engine operation, whichever comes first, or;
c) all enduro Motorcycles (off-road vehicles approved for use on public roads) with displacement of less than 500cc, for a period of twelve (12) months from the date of delivery of the Motorcycle to the first owner Client or eighty (80) hours of engine operation, whichever comes first.

1.2 In the cases referred to in section 1.1 above, the Client is entitled to repair or replacement of the defective parts free of charge, at Ducati's discretion.
1.3 Any warranty claim or right under the Ducati Conventional Warranty must be exercised exclusively at a Ducati Dealer.
1.4 The defective parts replaced under warranty become the property of Ducati.
1.5 Any parts replaced or repaired under this warranty are covered by warranty for the remaining outstanding warranty period applicable to the Motorcycle.
1.6 Ducati provides the Client with additional road assistance services free of charge, according to the specific conditions and methods indicated in the "Owner's Manual" of the Motorcycle. The “Road Assistance Programme” does not apply to motocross, cross country and enduro Motorcycles of less than 500cc.
1.7 These general warranty conditions (hereinafter "Warranty Conditions") are without prejudice to the remedies for defects of conformity against the Seller that the consumer have at their disposal by

law and free of charge in accordance with European regulations, as implemented in Italy by Legislative Decree of 6 September 2005, No. 206, as amended (the so-called 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" Client, such provision shall be treated as null and void.
In the event that the Motorcycle has an additional 4Ever Ducati or Factory Ever Red warranty, the Client must refer, for the period in addition to the 24 months, to the relative conditions delivered by the Dealer upon activation of the warranty.

2. Exclusions

2.1 This Conventional Warranty offered by Ducati (which only covers manufacturing defects) is not applicable:
a) to parts subject to wear and tear or deterioration as a result of the normal operation of the Motorcycle (such as: tyres, hoses, bearings, hand grips, final drive, belts, flexible cables, spark plugs, seals and oil seals exposed to dust or dirt, friction parts such as brakes and clutches, the exhaust system for changes in tone that do not affect operation, the Motorcycle battery if not properly maintained with a Ducati battery maintainer);
b) to aesthetic or acoustic defects that do not impair, or only marginally impair, the fitness for use of the Motorcycle (e.g. hidden or insignificant aesthetic defects, normal running noisiness or vibrations);
c) to defects resulting from oxidation or the action of atmospheric agents due to environmental conditions or circumstances outside the norm or to irregular or incorrect washing of the Motorcycle;
d) during "Competitions" (including use in qualification runs) or to Motorcycles already used in "Competitions";
e) in case of improper use of the Motorcycle, i.e. for purposes other than those for which it has been designed (e.g. off-road use of road Motorcycles or vice versa);
f) to damage due to immersion in water and/or penetration of foreign material, unauthorised alterations for the purpose of changing performance, tampering with the odometer, abuse, negligence or accidents;
g) to damage due to improper transport or storage;
h) to the Motorcycle used in commercial or otherwise used for professional use (except for those used for rental services).

2.2 Off-road vehicles, due to their use in challenging and tough environments, are naturally subject to oxidation and wear phenomena (e.g., plastic body parts, friction points with the rider, mechanical linkages, bolts and fittings, suspension seals, seat, etc.). These effects should be considered normal and expected for this type of vehicle and do not constitute manufacturing defects or material faults.

2.3 Without prejudice to the mandatory consumer protection provisions relating to the legal warranty as set forth in the national regulations transposing and implementing European legislation in the countries belonging to the European Union, the Client shall not be entitled to exercise this Ducati Conventional Warranty for damage/defects that are extraneous to the Ducati's production process, such as, for example, any damage/defect resulting from:
a) use of fuels and lubricants other than those recommended;
b) failure to comply with the requirements for use of the Motorcycle and its outfit as set out in the "Owner's Manual";
c) negligence in the execution of the "Scheduled Maintenance Plan" specified by Ducati in the "Owner's Manual";
d) maintenance or repairs incorrectly carried out by parties other than Ducati Dealers, including removal and refitting or repair operations carried out with specifications or tools other than those indicated by Ducati;
e) installation of spare parts or accessories (both physical components and hardware or software) that are not original Ducati parts or whose use is not approved by Ducati;
f) modifications to the Motorcycle made by the Client and/or third parties without the express approval of Ducati;
g) non-adherence of the Client to the recall or update programmes, even if only software, if established by Ducati.

3. Procedure for enforcing the Ducati Conventional Warranty

3.1. In order to enforce this Ducati Conventional Warranty, the Client is required to:
a) report any Motorcycle defects to one of the Ducati Dealers (in the case of motocross, cross country and enduro Motorcycles with a displacement of less than 500cc, the Client must

expressly refer to the specialised Service Centres, as indicated on the website) within seven (7) days from the moment of their discovery, in order to reduce the consequences that such defects may have on the operation and safety of the Motorcycle. The Client is aware and accepts that if he/she continues to ride the Motorcycle despite the presence of a defect, this Ducati Conventional Warranty may be voided by Ducati;
b) comply with the "Scheduled Maintenance Plan" provided for in the "Owner's Manual" and have carried out the updates (also software) provided by Ducati within thirty (30) days from their notification. If the Client is notified of a safety campaign, this must be carried out immediately in accordance with the notification received;
c) keep adequate documentation of all maintenance and/or repair work carried out on the Motorcycle (tax receipts/invoices detailing the work carried out and the parts used). A copy of this documentation must be handed over to the Ducati Dealer whose warranty claim is made, which will be able to verify the proper performance of the work.

3.2 For tracking purposes required for the implementation of technical and safety update policies in case of transfer of ownership of the Motorcycle, the new owner Client is required to notify Ducati of the change of ownership, reporting it to the Ducati Customer Service using the contact details available at www.ducati.com or at the Ducati Dealer network within thirty (30) days from the date of transfer of Motorcycle ownership.

4. Liability limitations

4.1 With the exception of the provisions of the mandatory national regulations applicable to the "consumer" and the relative provisions on manufacturer's liability, Ducati shall not be liable in the event of damage to property and/or persons in any way caused by the Motorcycle or during its use.
4.2 Any defects or delays in repairs or replacements relating to the Motorcycle caused by Ducati Dealers do not entitle the Client to any compensation from Ducati, nor to any extension of this Ducati Conventional Warranty, without prejudice to the Client's rights and actions with respect to the Dealer that may be negligent/defaulting.
4.3 Without prejudice to the Client's right to warranty claim in the terms set out above and within the limits permitted by applicable law, it is expressly excluded that the Client may request termination of the contract, replacement of the

Motorcycle or reduction of the sales price, as well as compensation for any direct and indirect damages.
4.4 This Ducati Conventional Warranty, under the conditions specified herein, constitutes the only conventional warranty offered by Ducati on the Motorcycle, subject to the possibility of warranty extension through additional warranties offered by Ducati.
4.5 Ducati reserves the right to make changes and improvements to any model of its Motorcycles, without the obligation to make such changes on Motorcycles already sold.
4.6 These Warranty Conditions also extend to the subsequent owners of the Motorcycle, provided that the provisions of the previous art. 3 are respected. In any case, Ducati shall not be liable for defects of the Motorcycle attributable to failure to notify Ducati of the change of ownership of the same pursuant to clause 3.2.
4.7 Except for the "consumer" or if otherwise provided by a mandatory provision in force in the Client's country, the Court of Bologna (Italy) shall have exclusive jurisdiction in respect of any disputes relating to these Warranty Conditions and these Warranty Conditions are governed by the Italian law.

5. Scheduled maintenance plan and pre-delivery
5.1 The pre-delivery operations of the Motorcycle are carried out by the Ducati Dealer.
5.2 The exact performance of "Scheduled Maintenance Plan", under the terms set forth in the "Owner's Manual", is a necessary condition for ensuring that the Motorcycle is maintained in a correct state of use and that this Ducati Conventional Warranty is operative. All costs related to the "Scheduled Maintenance Plan", such as for service coupons (labour and materials), shall be borne by the Client.
5.3 All maintenance operations on the Motorcycle must be carried out in accordance with Ducati's recommendations and procedures, without limitations, including those indicated in the "Owner's Manual". Any defect/damage to the Motorcycle caused by improper or insufficient maintenance shall preclude the applicability of the Ducati Conventional Warranty.
5.4 Ducati Dealers digitally record the main scheduled maintenance operations (service coupons) carried out and these are visible in the Service area of the MyDucati App as well as in

the Ducati systems. In case of maintenance by a non-authorised workshop, a detailed invoice describing the work carried out during maintenance in accordance with the RMI regulation must be requested. The unauthorised workshop may request Ducati to register the work on the RMI portal in order to keep the warranty and road assistance active, as per European Union regulations. If a defect results from failure to comply with the manufacturer's recommended maintenance intervals and/or manufacturer's recommendations for care and maintenance, the Ducati Dealer reserves the right to reject any subsequent claim.

5.5 In order to certify that the "Scheduled Maintenance Plan" has been regularly carried out for each service coupon, keep adequate documentation of all maintenance and/or repair work carried out on the Motorcycle (tax receipts/ invoices detailing the work carried out and the parts used). A copy of this documentation must be handed over to the Ducati Dealer whose warranty claim is made, which will be able to verify the proper performance of the work for the purpose of providing the services set forth in these Warranty Conditions.

6. Seller's legal warranty

The legal warranty rights in favour of the Client arising from the purchase agreement of the Motorcycle and towards its seller remain unaffected and are not limited by this Ducati Conventional Manufacturer's Warranty. Furthermore, this manufacturer's warranty does not limit any contractual rights arising from the conditions of the purchase agreement of the Motorcycle between the Client and the seller, which may only be asserted in accordance with legal requirements against the seller.

7. Ducati original spare parts

By contacting the official Ducati Dealer network, the Client acknowledges that his/her Motorcycle will be repaired and maintained with Ducati original spare parts. All Ducati original spare parts and accessories are also conventionally warranted by Ducati in accordance with this Ducati Conventional Warranty, i.e. for three (3) months or twenty (20) engine running hours in case of motocross and cross country models with displacement of less than 500cc, or for twelve (12) months or eighty (80) engine running hours in case of enduro models with displacement of less than 500cc,

or for twenty-four (24) months for other Ducati Motorcycle models.

8. Possible Ducati warranty extension

By contacting the official Ducati Dealer network or through the website of your country, any additional warranties can be considered.

Infotainment

Infotainment (if any)

If the bike has been equipped with the Bluetooth system, the infotainment system is activated. The infotainment system allows devices such as smartphones, rider and passenger helmet intercoms and satellite navigator to be connected via Bluetooth, allowing incoming and outgoing phone calls to be managed and music on the smartphone to be played.

- To pair and manage Bluetooth devices, use the "Device pairing" function in the Settings menu, see page 223.
- For managing phone calls, see page 23.
- For managing the music player see page 26.

Attention

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

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) network signal strength of the connected smartphone;
2) smartphone connected with battery level;
3) rider helmet intercom connected;
4) passenger helmet intercom connected;
5) rider helmet intercom connected and passenger helmet intercom associated;
6) rider helmet intercom associated and passenger helmet intercom connected;
7) rider and passenger helmet intercom connected;
8) satellite navigator connected.

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

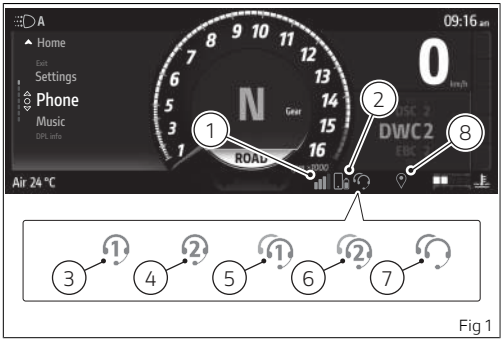


Fig 1

Phone (if any)

This function is only available if the bike has been equipped with the Bluetooth system and is only available in the Road Infomode (see page 88) within the functions menu (see page 105). It shows the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

To pair the Bluetooth devices use the “Device pairing” function in the Settings menu, (see page 223).

- Press the button ▵ to open the functions menu;
- within the functions menu, select “Phone” (A) using buttons ▵ and ▿ , and press ○ .

Attention

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

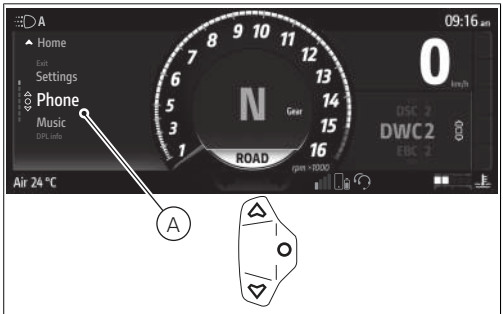


Fig 2

The list of the last 7 calls made, received or missed is displayed as well as the item “Back” (B). If a number or contact is present several times among the last calls, this is displayed only once.
Use the buttons ▲ ▼ to scroll through the calls in the list. Press the button ○ to make a call to the number or phone contact selected in the list.

Note
If the list includes no calls, “Empty” is displayed.

To close the window and return to the previous screen, press and hold button ▲ or select the “Back” item and press the button ○ .

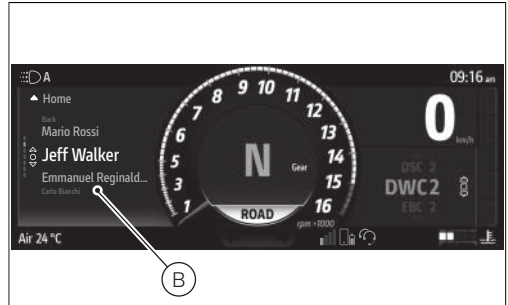


Fig 3

Call in progress

When a call is in progress a window is shown with the name or number of the phone contact as well as the item “End call” (C). To end the call, press button ▼ .
During the call, it is possible to exit the call display to access other menus on the main page by holding down the button ▲ . The blue phone icon (D)

is also activated to indicate that the call is in progress.
To return to the call in progress window, select “Phone” (A, Fig 2 page24)from the functions menu, and press o .

Note
The music player will be paused during a call.

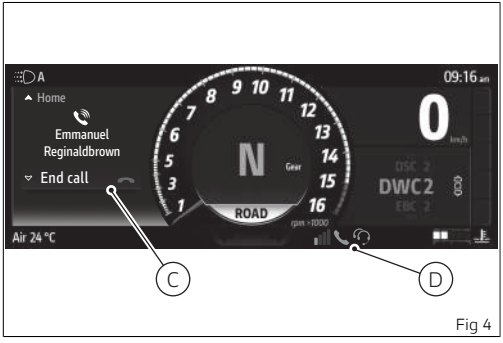


Fig 4

Incoming call

When a call is received, a window appears with the name or number of the caller and the items “Accept” and “Decline” (E): to accept the call press the button ▲ , to decline the call press the button ▼ , to ignore the call hold the button ▲ down.

Call back

At the end of a call or after declining an incoming call, the window with the name or number of the phone contact and “Call back” (F) will be displayed for a few seconds: press the button ▲ to start the call.

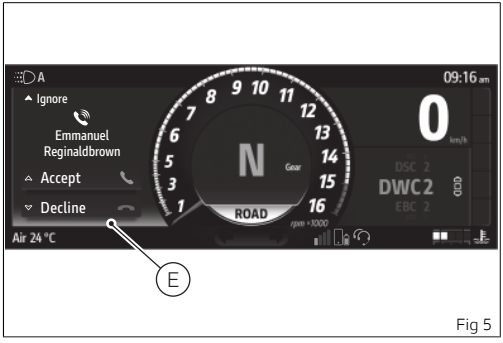


Fig 5

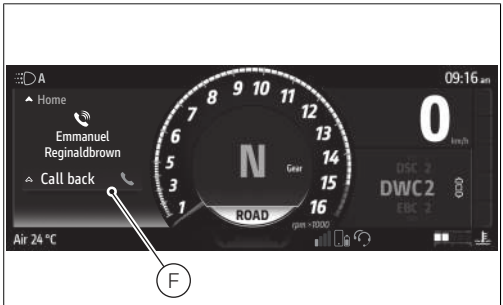


Fig 6

Received messages and missed calls

In case of received messages on the connected smartphone or in case of a missed call, the display shows the icons (G) and (H) for 60 seconds, of which the first 3 seconds are shown flashing.

Note
The number of received messages or missed calls is not displayed.

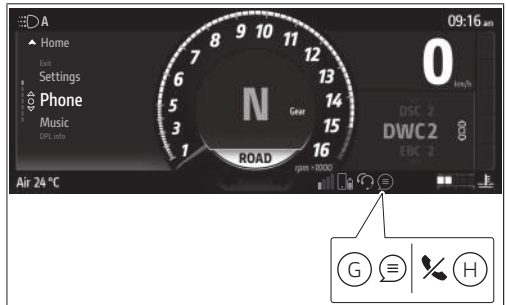


Fig 7

Music (if any)

This function is only available if the bike has been equipped with the Bluetooth system and is only available in the Road Infomode (see page 88) within the functions menu (see page 105). It allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth. To pair the Bluetooth devices use the "Device pairing" function in the Settings menu, (see page 223).

- Press the button ▲ to open the functions menu;

- within the functions menu, select “Music” (A) using buttons ▵ and ▿ , and press ○ .

Note

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

Attention

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

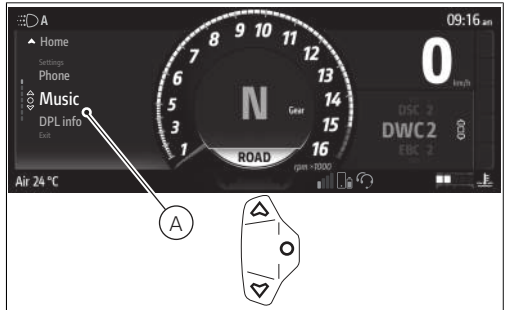


Fig 8

The player window (B) is displayed showing the music player controls and the title of the current track: if the title is not available, “Not available” is displayed.
If the track is not playing when the function is entered, the player window with play command active ▸ is displayed, otherwise the window with the pause command active ⏸ is displayed.

By briefly pressing the button ○ it is possible to scroll and select the following controls; to activate the selected control press the button ○ for a long time:

- ⏮ previous track
- ▶ play or ⏸ pause
- ⏹ stop
- 🔊 volume
- ⏭ next track

To change the volume and display the volume control, select the symbol (C): adjust the volume using the buttons ▲ and ▼ .

During playback of a track, by holding down the button ▲ you can exit the music player display to access other menus on the main screen, while keeping the track playing.
When the button ○ is pressed and held down with the stop control ⏹ selected, the music player window is closed and the current track is stopped.

Note
If the music player is active and a track is being played, switching to Track Infomode interrupts music playback.

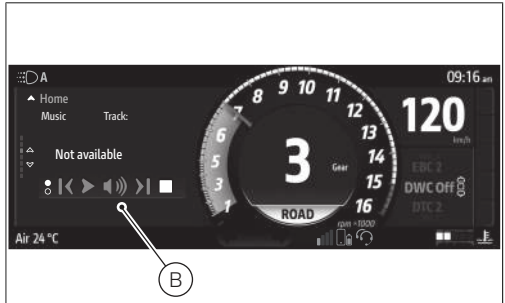


Fig 9

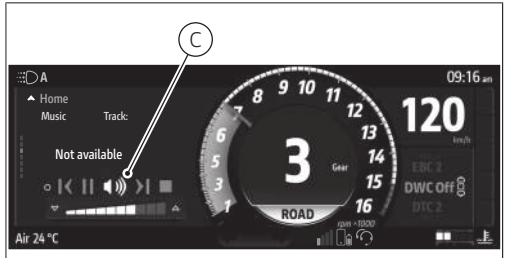


Fig 10

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
CC	Cruise Control
DDL	Ducati Data Logger
DDS	Ducati Diagnostic System
DES	Ducati Electronic Suspension
DPL	Ducati Power Launch
DQS	DUCATI Quick Shift
DSC	Ducati Slide Control
DTC	DUCATI Traction Control
DWC	DUCATI Wheelie Control
EBC	DUCATI Engine Brake Control
GPS	Global Positioning System
IMU	Inertial Measurement Unit

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 370kg/816 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.

Note

The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

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.



Fig 11

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” in the "Technical specifications" section.

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.

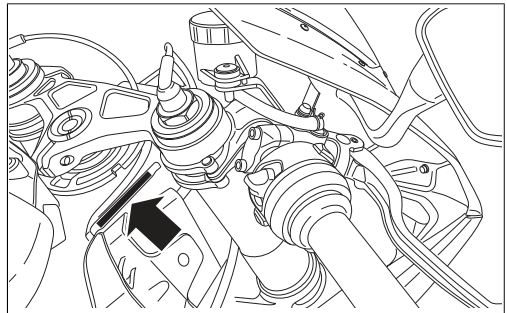


Fig 12

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.

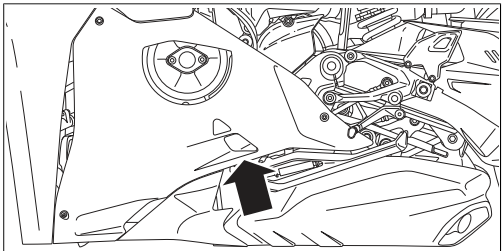


Fig 13

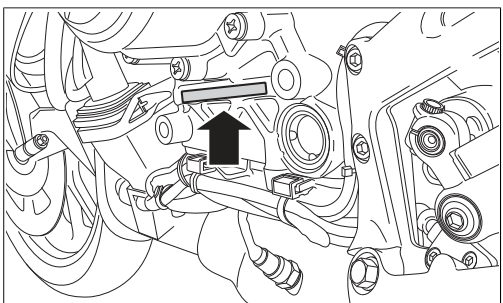


Fig 14

Installation of Ducati Original Accessories

Important

Some accessories require specific equipment and technical skills, as well as compliance with the tightening torques specified by the manufacturer (where necessary). Incorrect installation may compromise the safety of your bike and may invalidate the warranty on components related to incorrect installation. For this reason, it is recommended to always contact a Ducati dealer or authorised service centre for the installation of any Ducati accessories. The installation of non-original accessories should be carefully though over and, if possible, avoided, as they have not been tested during the development of your bike.

Prevention of accidental burns and thermal comfort management when riding

During riding or immediately after use, it is normal to feel heat coming from the engine, exhaust and cooling system. The level of heat perceived may vary depending on ambient temperature, riding style and clothing.

To improve comfort in high ambient temperatures or, for example, in heavy traffic conditions, it is recommended to:

- wear technical protective clothing for the legs, feet and ankles;
- if thermal discomfort occurs, change your seating position or take a short break;
- keep the engine speed at medium to low revs;
- switch off the engine during stops, whenever possible.

Certain medical conditions (e.g. peripheral neuropathy, impaired thermal sensitivity, diabetes or other physical disorders) may reduce heat perception. In such cases there is a risk of burns, as heat may not be fully perceived.
This also applies when using heated seat or heated handgrips. Therefore, particular care must be taken when these systems are used for prolonged periods, even at low ambient temperatures.

Main components and devices

Position on the vehicle

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

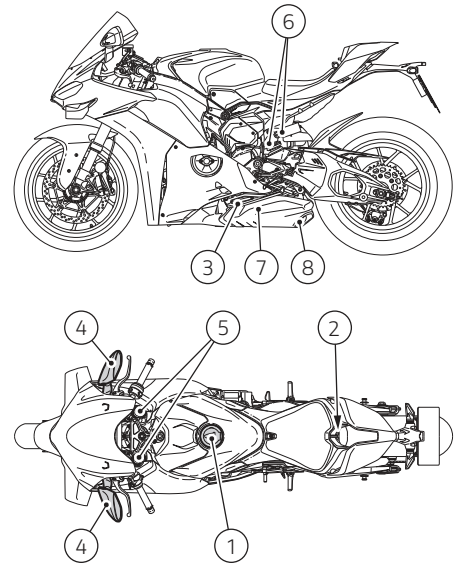


Fig 15

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 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.

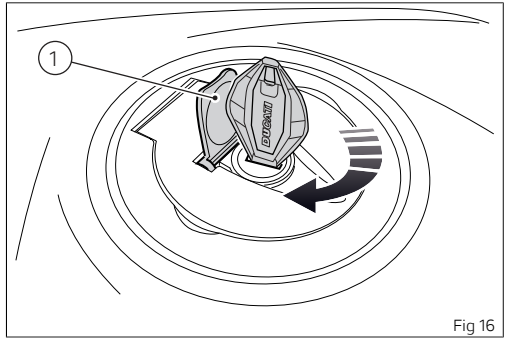


Fig 16

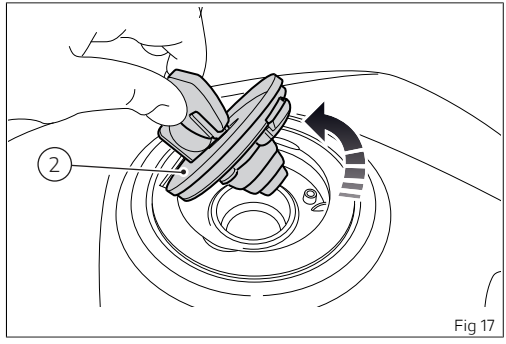


Fig 17

Removing and refitting the seats

Important

The Thailand and Vietnam OEM versions are two-seater versions and the single-seater kit can only be fitted on them when used on the track.

Seat back

Use latch (1) to remove the seat back (2).

Removing the seat back

- Insert the key into the lock (1);
- Turn the key clockwise until the seat back (2) disengages with an audible click;
- Slide out the seat back (2) towards the front end (A) of the motorcycle until it comes off.

Refitting the seat back

- Insert the key into the lock (1);
- Turn the key clockwise and refit seat back (2) in its seat by sliding it from the front side (A) of the vehicle to the rear one (B);
- Release the key and check that the seat back is correctly engaged with the catch hook.

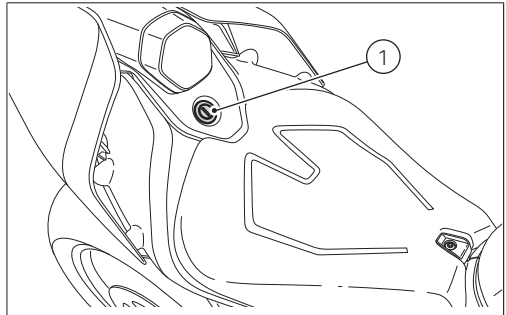


Fig 18

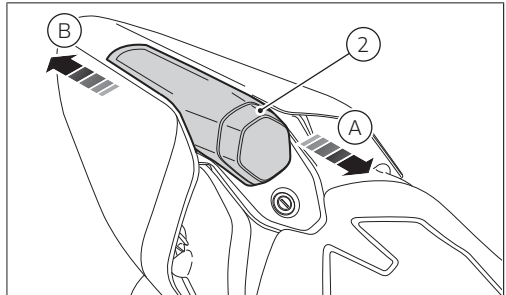


Fig 19

Before refitting the seat back (2), make sure that passenger strap (4) is correctly folded and positioned in its housing.

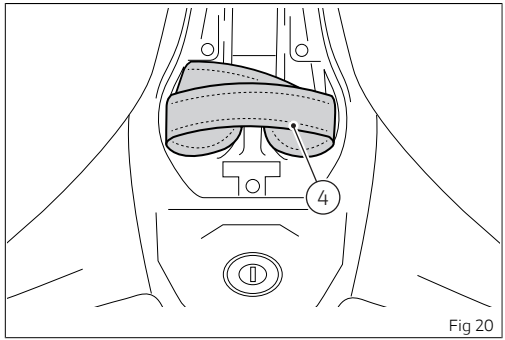


Fig 20

Passenger seat (if any)

Attention

To install the passenger seat kit and passenger footpegs, thus configuring the vehicle in two-seater mode, contact a Ducati Dealer or Authorised Service Centre.

Use latch (1) to remove the passenger seat.

Removing the passenger seat (if any)

- Insert the key into the lock (1);
- Turn the key clockwise until the passenger seat (3) catch disengages with an audible click;
- Pull the passenger seat (3) towards the front end (A) of the vehicle until releasing it.

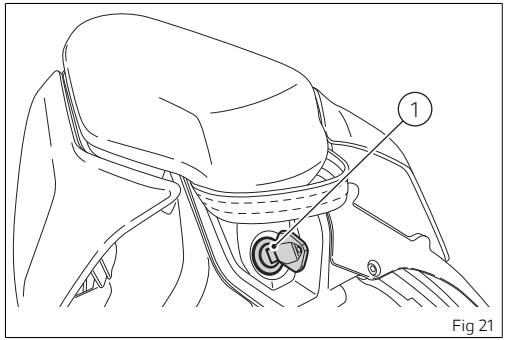


Fig 21

Refitting the passenger seat (if any)

- Before refitting the passenger seat (3), make sure that passenger strap (4) is correctly positioned;
- Insert the key into the lock (1);

- Turn the key clockwise and slide the passenger seat (3) from the front side (A) of the vehicle to the rear one (B);
- Release the key and check that the passenger seat is correctly engaged with the catch hook.

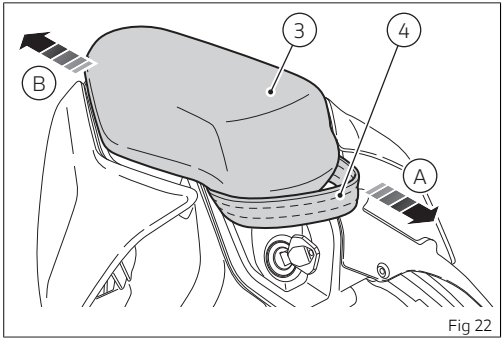
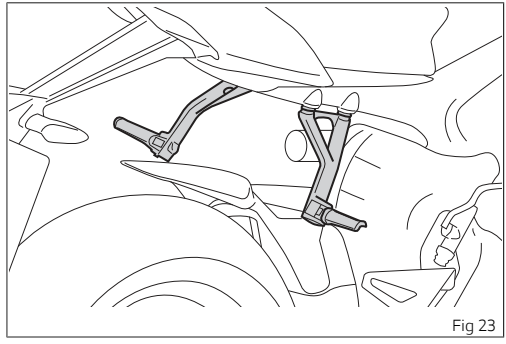


Fig 22

Passenger footpegs (if any)

Attention

To install the passenger seat kit and passenger footpegs, thus configuring the vehicle in two-seater mode, contact a Ducati Dealer or Authorised Service Centre.


Fig 23

Rider seat

Removing the rider seat

- Loosen the screw (5) at the front end of the rider seat (6);
- Slide the seat towards the front end of the vehicle.

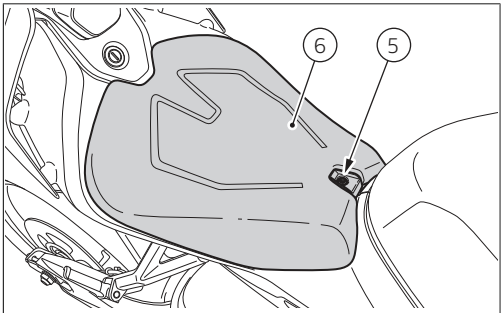


Fig 24

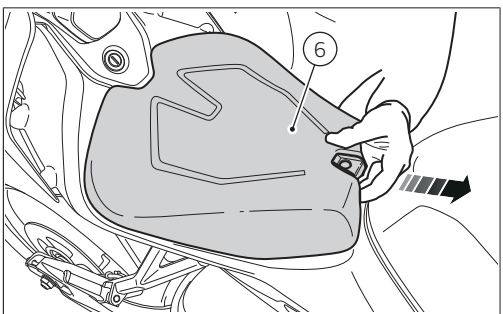


Fig 25

Refitting the rider seat

- Refit the rider seat by first inserting the brackets of seat (7) in the tabs (8) and then placing the front part of the seat on the frame;
- Fasten the seat (6) tightening screw (5, Fig 24 page45);
- Check proper rider seat fastening by trying to raise its rear end.

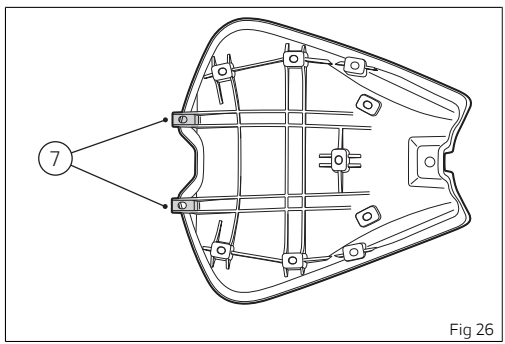


Fig 26

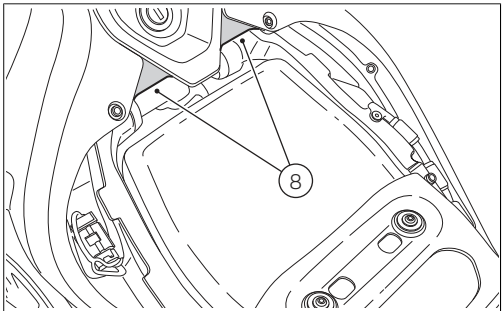


Fig 27

After removing the rider seat, you can reach the battery maintainer connector (9). To use it, slide it out and connect it to maintainer (10), as described in chapter “Maintaining the battery charge”.

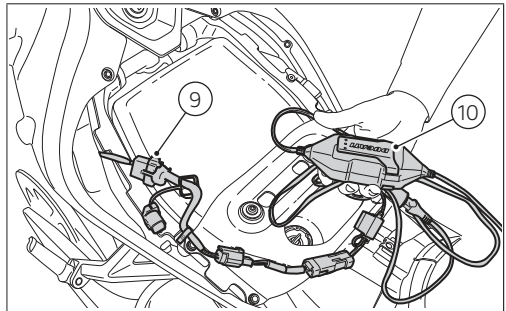


Fig 28

Maintaining the battery charge

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 "non-use" time.

If battery is not kept at a minimum charge level by the battery charger / charge maintainer, battery could get damaged if voltage drops under 8 V.

The diagnostic socket (1) is located under the rider seat (2), on the right side.
To reach it, remove the screw (3) and remove the rider seat (2).

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.

Note
When the motorcycle is left unused (approximately for more than 30 days), we recommend using the Ducati battery charger, available from our sales network, which is equipped with internal electronics to monitor voltage.
DUCATI BATTERY CHARGER part numbers for lead-acid batteries:

- 69928471B (Europe)
- 69928471BY (UK)
- 69928471BZ (USA)
- 69928471BW (Japan)
- 69928471BX (Australia - New Zealand - China)

Connect the battery maintainer to the diagnostic socket.

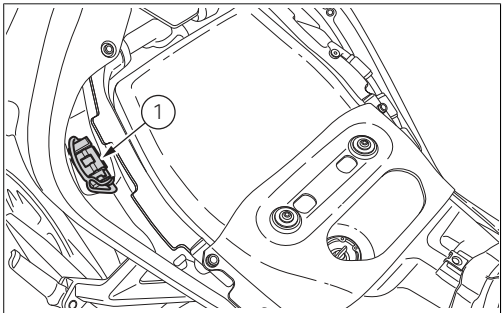


Fig 29

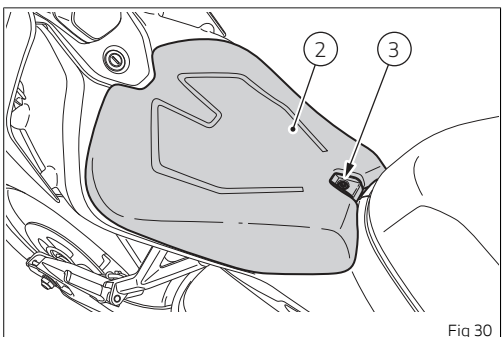


Fig 30

Connect the maintainer (A) to the diagnostics socket (1).

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.

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

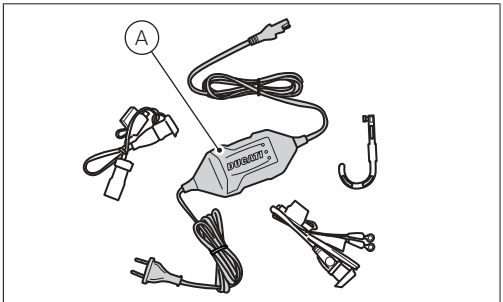


Fig 31

Side stand

Attention

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

Important

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended.
Tilt the motorcycle until the side stand is resting on the ground.

To easily find the side stand during the opening phase, press on projection (2) with your foot.

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.

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).



Track



Road

Fig 32

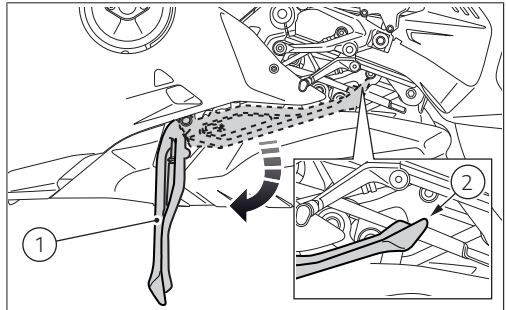


Fig 33

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.

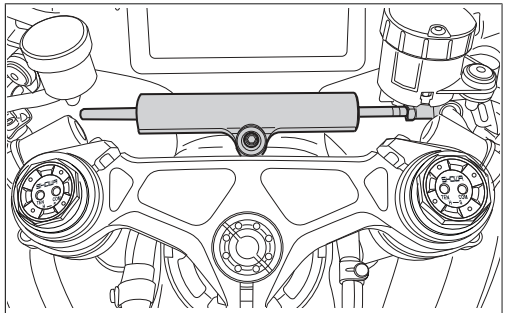


Fig 34

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.

Turn the adjusting screws (1) and (2) to adjust the damping. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. Starting from this position, turning counter clockwise, you can count the turns.
To change preload of the spring inside each fork leg, turn the hex. adjuster (3), with a hexagon wrench, starting from the fully open (clockwise) position.

Setting range:

- compression: Max. 8.5 turns (from fully closed);
- rebound: Max. 6.25 turns (from fully closed);
- spring preload: 3 ÷ 18 mm (0.12 ÷ 0.71 in) (15 turns).

Standard settings:

- compression: minus 6 turns (from fully closed);
- rebound: minus 4 turns (from fully closed);
- spring preload: 7 mm (0.28 in) (4 turns from fully open).

Race A settings:

- compression: minus 2.5 turns (from fully closed);
- rebound: minus 2 turns (from fully closed);
- spring preload: 13 mm (0.51 in) (10 turns from fully open).

Race B settings:
- compression: minus 3.5 turns (from fully closed);
- rebound: minus 3 turns (from fully closed);
- spring preload: 13 mm (0.51 in) (10 turns from fully open).

Sport settings:
- compression: minus 6 turns (from fully closed);
- rebound: minus 4.5 turns (from fully closed);
- spring preload: 7 mm (0.28 in) (4 turns from fully open).

Road settings:
- compression: minus 6 turns (from fully closed);
- rebound: minus 4.5 turns (from fully closed);
- spring preload: 7 mm (0.28 in) (4 turns from fully open).

Wet settings:
- compression: minus 7 turns (from fully closed);
- rebound: minus 5.5 turns (from fully closed);
- spring preload: 7 mm (0.28 in) (4 turns from fully open).

Attention
Adjust both fork legs to same settings.

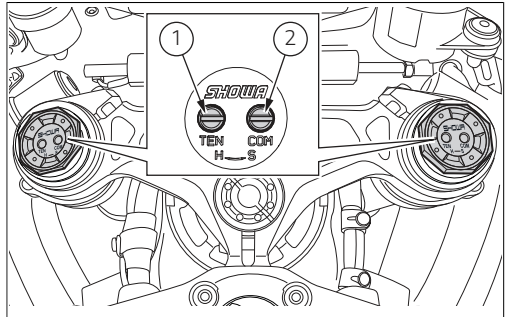


Fig 35

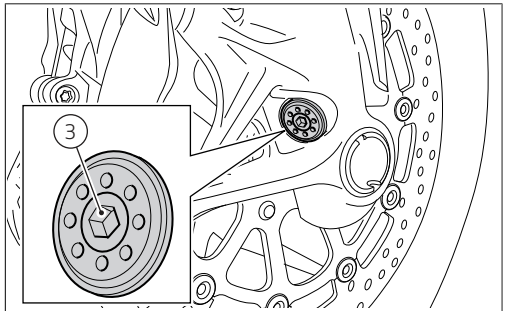


Fig 36

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).
The adjuster (2) located on the expansion reservoir of the shock absorber adjusts the hydraulic compression damping.
The ring nuts (3) allow adjusting the shock absorber external spring preload.

To adjust the spring preload, loosen the top 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.

Setting range:

- compression: max. from fully closed (clockwise) 2.75 turns;
- rebound: max. from fully closed (clockwise) 3.25 turns;
- spring preload: 8 ÷18 mm (0.31 ÷ 0.71 in) from fully uncompressed spring.

Standard settings:

- compression: from fully closed (clockwise) 1.5 turns;
- rebound: from fully closed (clockwise) 1.5 turns;
- spring preload: 8 mm (0.31 in) from fully uncompressed spring.

Race A settings:

- compression: from fully closed (clockwise) 2.5 turns;
- rebound: from fully closed (clockwise) 2.5 turns;
- spring preload: 15 mm (0.59 in) from fully uncompressed spring.

Race B settings:
- compression: from fully closed (clockwise) 2.5 turns;
- rebound: from fully closed (clockwise) 2.5 turns;
- spring preload: 13 mm (0.51 in) from fully uncompressed spring.

Sport settings:
- compression: from fully closed (clockwise) 1.5 turns;
- rebound: from fully closed (clockwise) 1.5 turns;
- spring preload: 13 mm (0.51 in) from fully uncompressed spring.

Road settings:
- compression: from fully closed (clockwise) 1.5 turns;
- rebound: from fully closed (clockwise) 1.5 turns;
- spring preload: 13 mm (0.5 in) from fully uncompressed spring.

Wet settings:
- compression: from fully closed (clockwise) 0.5 turns;
- rebound: from fully closed (clockwise) 0.5 turns;
- spring preload: 9 mm (0.35 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, 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.

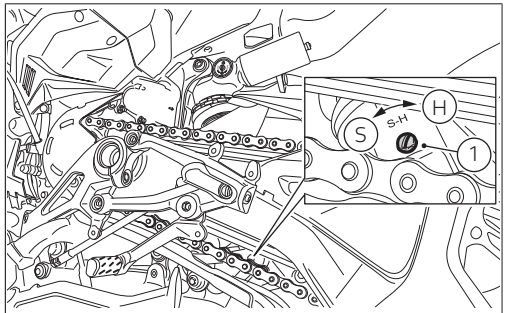


Fig 37

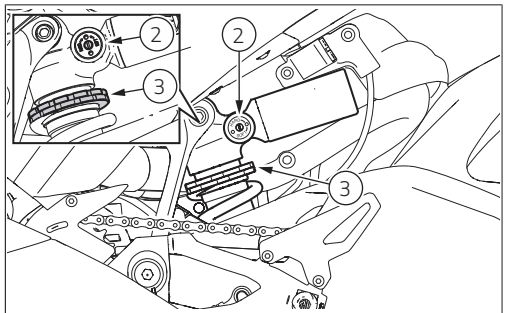


Fig 38

Setting the suspensions

Ducati recommends front and rear suspension settings as specified in the table: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

Attention

The values in the table are indicative. They have been calculated considering a dressed rider weighing 80 - 90 kg (176.36 - 198.42 lb).

Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

Front fork							
Parameter	**Range**	**Standard**	**Race A**	**Race B**	**Sport**	**Road**	**Wet**
Compression (from fully closed)	8.5 turns	minus 6 turns	minus 2.5	minus 3.5 turns	minus 6 turns	minus 6 turns	minus 7 turns
Rebound (from fully closed)	6.25 turns	minus 4 turns	minus 2	minus 3 turns	minus 4.5 turns	minus 4.5 turns	minus 5.5 turns

Spring preload	3 ÷ 18 mm (0.12 ÷ 0.71 in) (15 turns)	7 mm (0.28 in) (4 turns from fully open)	13 mm (0.51 in) (10 turns from fully open)	13 mm (0.51 in) (10 turns from fully open)	7 mm (0.28 in) (4 turns from fully open)	7 mm (0.28 in) (4 turns from fully open)	7 mm (0.28 in) (4 turns from fully open)

Rear shock absorber							
Parameter	**Range**	**Standard**	**Race A**	**Race B**	**Sport**	**Road**	**Wet**
Compression (from fully closed — clockwise)	2.75 turns	1.5 turns	2.5 turns	2.5 turns	1.5 turns	1.5 turns	0.5 turns
Rebound (from fully closed — clockwise)	3.25 turns	1.5 turns	2.5 turns	2.5 turns	1.5 turns	1.5 turns	0.5 turns
Spring preload (from completely uncompressed spring)	8 ÷ 18 mm (0.31 ÷ 0.71 in)	8 mm (0.31 in)	15 mm (0.59 in)	13 mm (0.51 in)	13 mm (0.51 in)	13 mm (0.51 in)	9 mm (0.35 in)

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 handgrip.
7) Front brake lever.
8) Rear brake pedal.
9) Gear change pedal.

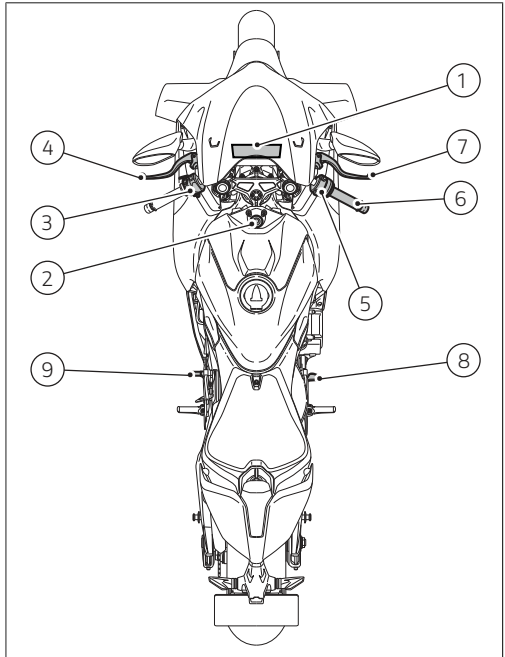


Fig 39

Switchgears

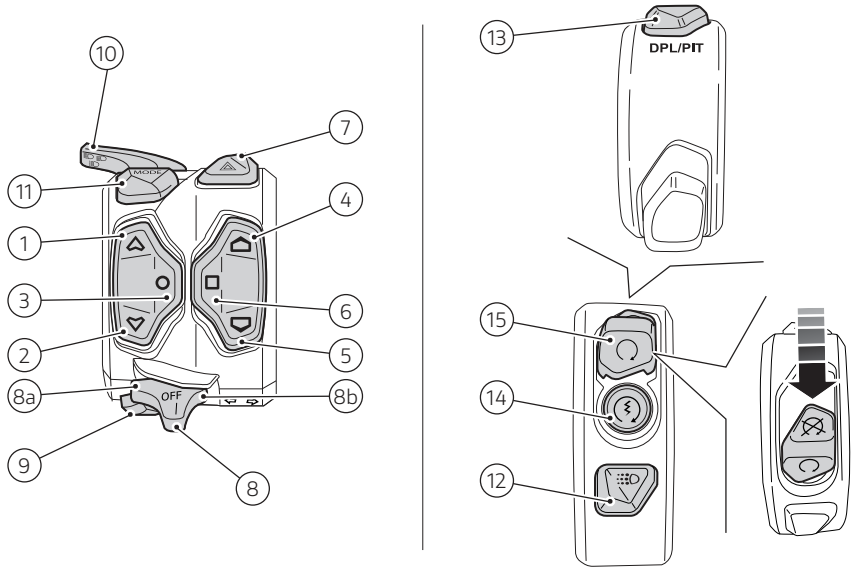


Fig 40

1		Control button up
2		Control button down
3		ENTER function button
4		Control button up for parameter menu/Cruise Control (if present) (see page 122)
5		Control button down for parameter menu/Cruise Control (if present) (see page 122
6		Selection button for parameter menu/Cruise Control (if present) (see page 122)
7		Hazard lights (red).
8	 OFF	Three-position turn indicator control: • position (8a), left turn indicator • centre position, OFF • position (8b), right turn indicator
9		Warning horn
10		Light selector: • high beam, pushed up • low beam, at the centre • high-beam flasher and “Start/Stop Lap” function, pushed down
11	MODE	Riding Mode change button
12		DRL lights (if any)

13	**DPL/PIT**	DPL/ Pit Limiter button
14		Engine start
15		Engine kill, pushed down (red)

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 (1), positions (A) and (B), or flash by pressing button (1) in position (C). 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.

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

If DRL have been set in "Auto" mode (see page 140), the instrument panel automatically manages the DRL based on the detected ambient light:

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

When the DRL are set to “Auto” mode, the corresponding warning light will turn on.. By pressing button (2) DRL are turned off; by pressing again button (2), DRL turn on with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

Attention

Using the DRL 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

If DRL have been set in "Manual" mode (see page 140), to turn off or on the DRL, use button (2). When the DRL are set to “Auto” mode, the corresponding warning light will turn on..

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

Attention
Using the DRL during the day improves visibility compared to low beam.

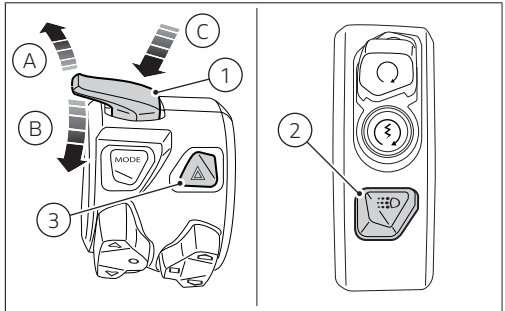


Fig 41

Turn indicators

Turn indicators are automatically reset by the instrument panel.

To activate the left turn indicator, press button (4) in position (E); to activate the right turn indicator, press button (4) in position (F).
Turn indicators can be cancelled by pressing button (4) on LH switch.

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

The automatic switch-off system can be disabled in the Setting menu.

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 (Hazard lights)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push the button to activate the “Hazard” function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The “Hazard” function can be manually turned off exclusively when vehicle is on (key-on), by pressing button (3).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.

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

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 light switching on

Whenever a key-off is performed, the instrument panel provides instructions for activating the parking light for a few seconds. The message “Keep the turn signal switch on the left position to activate the Parking Light” is displayed.

After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Note

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

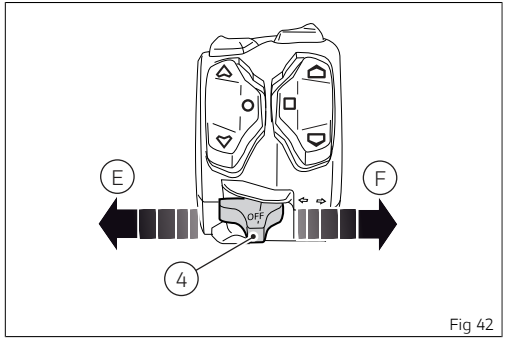


Fig 42

Keys

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

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

Attention

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

Duplicate keys

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

Note

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

Immobilizer

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (immobilizer) that is automatically activated every time the instrument panel is switched off.
Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.
Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

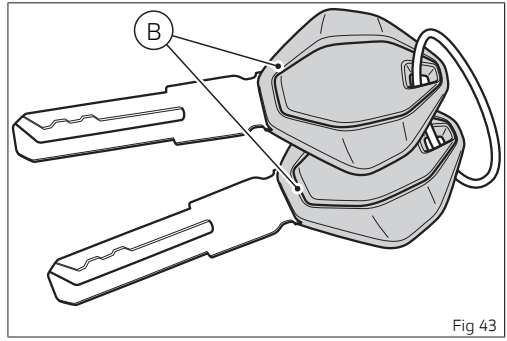


Fig 43

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).

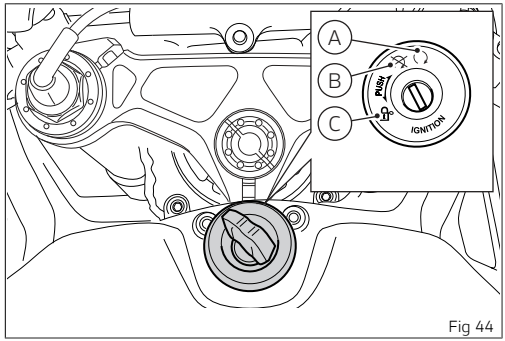


Fig 44

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the “PIN Code” function in the “Settings menu” (see page 136), the instrument panel displays “PIN Code” with four spaces for the four digits of the PIN code.

Entering the code:

- The arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press ○ to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

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

- if there is a problem during the PIN check, the instrument panel displays “Time out” for 2 seconds and then passes to the main 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 main screen.

Important

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

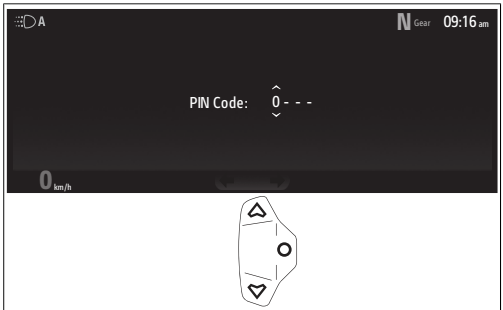


Fig 45

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 9 clicks of the dial (2) (maximum adjustment: 10 clicks). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

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).

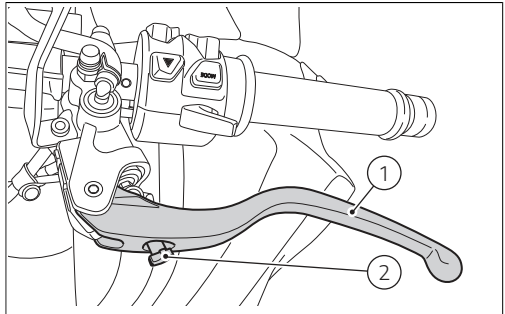


Fig 46

Throttle twistgrip

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

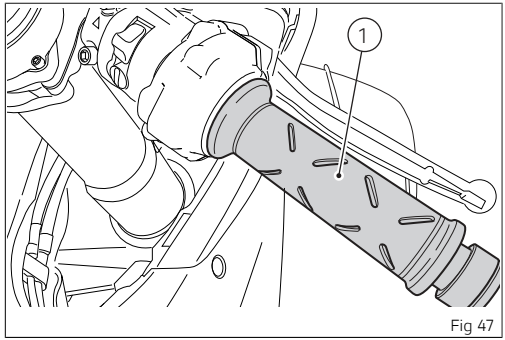


Fig 47

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.

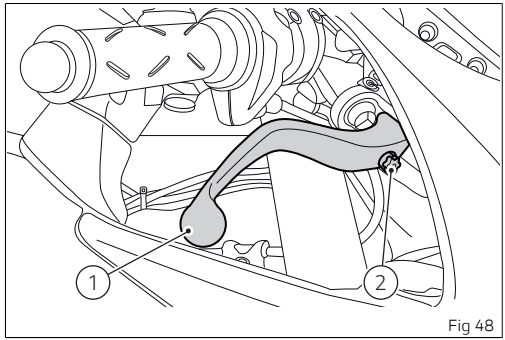


Fig 48

Rear brake pedal

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

Note
Have the rear brake control pedal adjusted at a Ducati Dealer or authorised Service Centre.

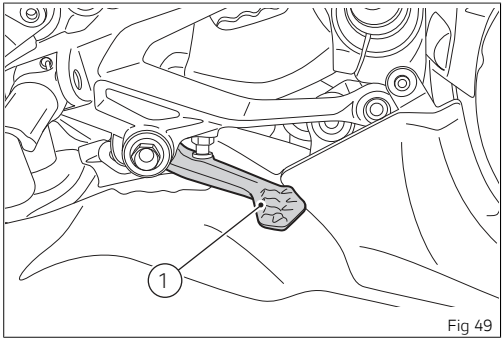


Fig 49

Gear change pedal

When released, the gear change pedal (1) automatically returns to rest position N in the centre. This is indicated by the instrument panel light N coming on.
The pedal can be moved:

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

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

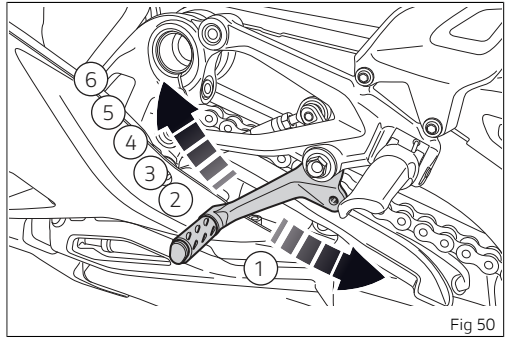
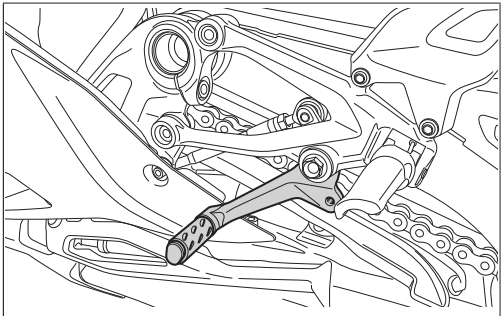


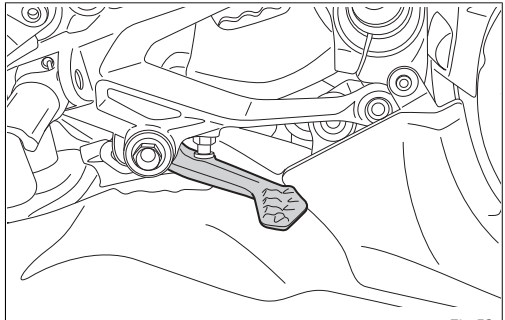
Fig 50

Adjusting the position of the gearchange pedal and rear brake pedal

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

Note
Have this kind of adjustment carried out by a Ducati Dealer or authorised Service Centre.


Fig 51


Fig 52

Riding the motorcycle

Motorcycle running-in period

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

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

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.

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
  Front and rear brake operation: Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch lever operation: Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and warning horn are in good condition and work properly.
- 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 of your Panigale 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 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.

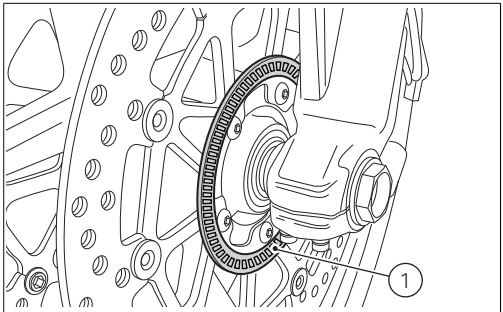


Fig 53

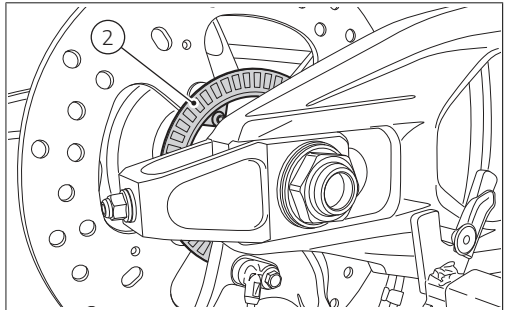


Fig 54

Engine start and stop

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

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

Move the ignition key to ON. Make sure both the green light N (3) and the red light (4) on the instrument panel come on.

Important

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

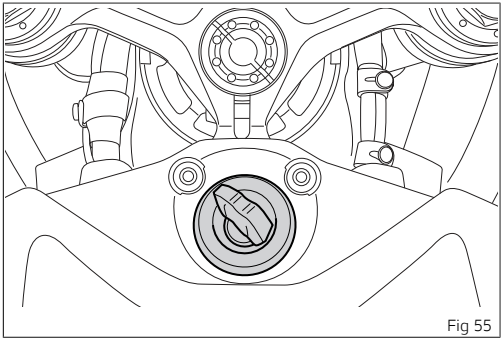


Fig 55

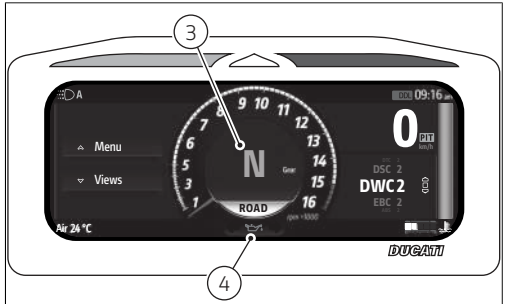


Fig 56

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).

Move the red switch (1), on the right side of the handlebar upwards, and press button (2).

Let the motorcycle start without operating the throttle control.
The red oil pressure warning light (4, Fig 56 page75) should go out a few seconds after the engine has started.

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.

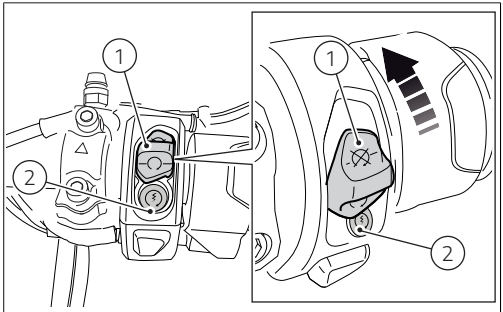


Fig 57

Engine warming up

When starting the engine, if the engine temperature is below 60 °C (140 °F), the engine idle speed is automatically kept high for 30 seconds or until the engine temperature has reached 60 °C (140 °F). During this phase, the instrument panel shows message (A).

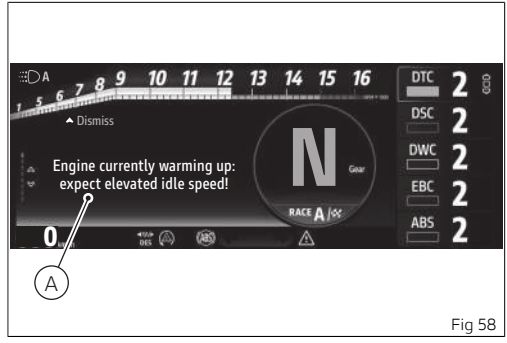


Fig 58

Engine stop

The engine will shut off by moving the red button (1) on the handlebar downwards to RUN OFF.

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.

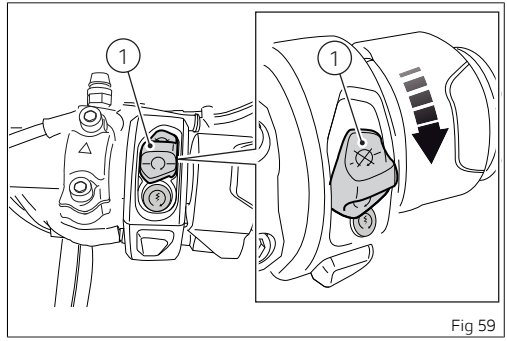


Fig 59

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) Increase the engine rpm 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, release 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.

The engine control unit disables the 2 rear bank cylinders when engine is idling and the throttle twistgrip is fully released. This disabling is only implemented when some conditions are verified and namely depending on the engine temperature, gear engaged and clutch lever position (that must be completely pulled unless gear is in Neutral). This strategy ensures advantages in terms of fuel economy and rider's comfort because of less heat.

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.

Parking

Park the stopped motorcycle 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.

Parking light switching on

Whenever a key-off is performed, the instrument panel provides instructions for activating the parking light for a few seconds.
The message “Keep the turn signal switch on the left position to activate the Parking Light” is displayed.

After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

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.

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.

Note

The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

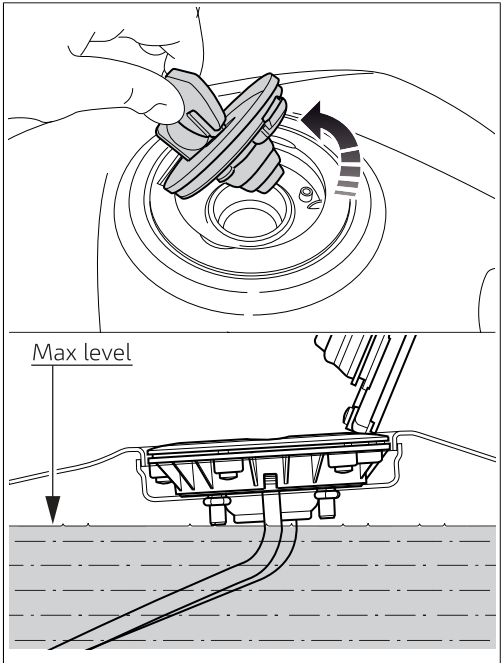


Fig 60

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.

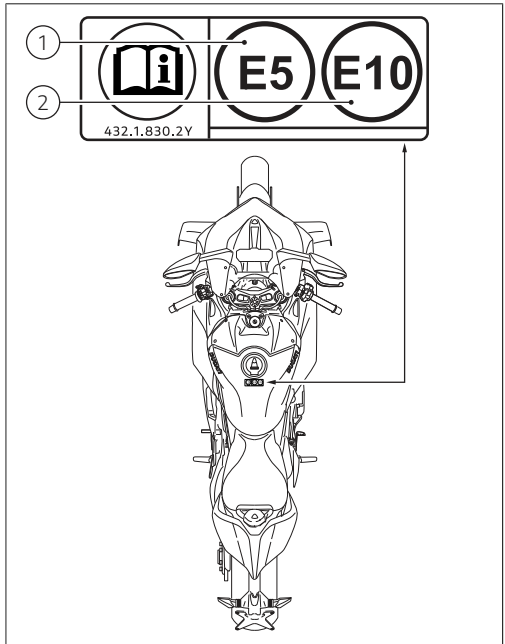


Fig 61

Instrument panel (Dashboard)

Instrument panel

The motorbike is equipped with an instrument panel featuring a TFT colour display.

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

Warning lights

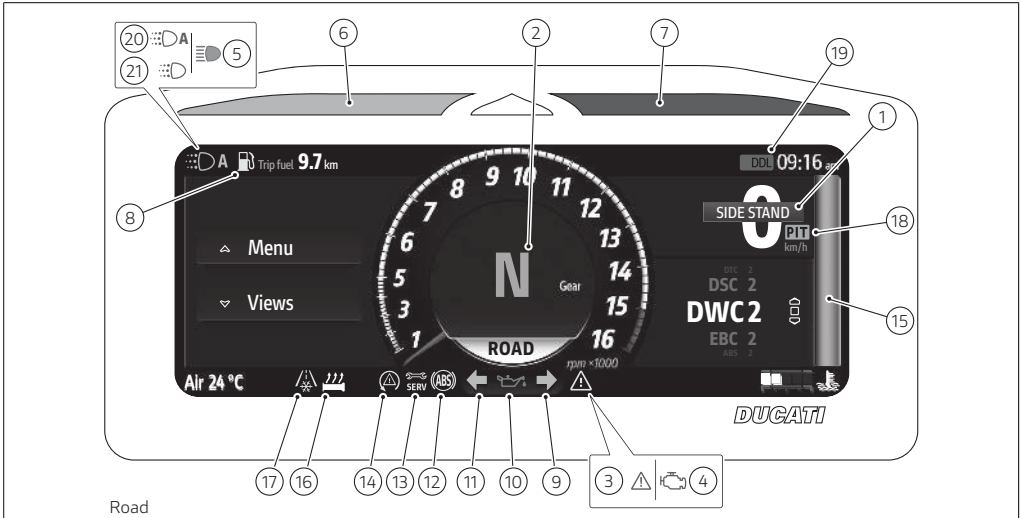


Fig 62

The example shows the Road Infomode screen page (see page 88)

no.	Description	Colour
1	Side stand down	Red (display)
2	Neutral gear	Green (display)
3	Generic error	Amber yellow (display)
4	MIL • 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.	Amber yellow (display)
5	High beam on	Blue (display)
6	Gear shift indication	Green
7	Limiter / Immobilizer	Red
8	Low fuel	Amber yellow (display)
9	Right turn indicator	Green (display)

no.	Description	Colour
10	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red (display)
11	Left turn indicator	Green (display)
12	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow (display)
13	Service	Amber yellow (display)
14	DAVC Diagnosis • flashing: DTC/DWC/DSC enabled, but with degraded performance; • on: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
15	DAVC intervention	Amber yellow (display)
16	Heated handgrips enabled (if present)	White (display)
17	Warning lights	Amber yellow / red (display)
18	Pit Limiter active	Green (display)
19	Error in the DDL system (if present)	Red (display)

no.	Description	Colour
20	DRL – daytime running light on, set in “Auto” mode (not present in China and Canada versions)	Green (display)
21	DRL – daytime running light on, set in “Manual” mode (not present in China and Canada versions)	Green (display)

Important

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

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

During this check stage, if the motorcycle speed exceeds 5 km/h (3 mph), the instrument panel will stop:

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

Infomode and views

2 main screen display modes (Infomode) are available: Track and Road.
The Infomode for the current Riding Mode can be changed via the “Infomode” function in the Settings menu (see page 184).
To change the displayed units of measurement, use the “Units” function in the Settings menu (see page 216).

Use buttons ▵ , ▿ and ○ of the LH switch to navigate within the Infomode options; the display will show the corresponding symbols next to the available items and functions.

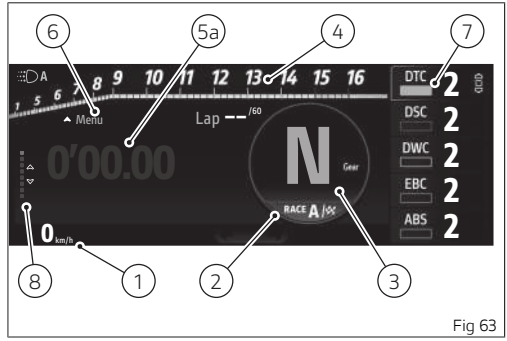


Fig 63

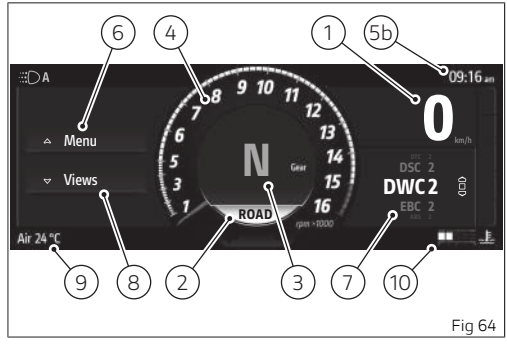


Fig 64

Track Infomode

The table below lists the items available in the Track Infomode (Fig 63 page88).

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use
3	Gear
4	Rev counter
5a	Lap
6	Functions menu
7	Parameter menu and quick level change
8	Select views

Road Infomode

The table below lists the items available in the Road Infomode (Fig 64 page88).

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use

no.	Description
3	Gear
4	Rev counter
5b	Clock It is possible to set it through the “Date and time” function in the Settings menu (see page 213).
6	Functions menu.
7	Parameter menu and quick level change. If the motorbike has been fitted with the Cruise Control system, the display of parameter menu and quick level change is replaced by the Cruise Control function.
8	Select views
9	Air temperature (°C or °F)  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

no.	Description
10	Engine Coolant temperature (°C or °F) The temperature display range goes from +60°C to +130°C (+140°F ÷ +266°F). When the temperature is higher than +130°C (+266°F), the flashing “HIGH” message is displayed on a red background. **Attention** In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off. If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.

Views

In both Infomodes, views dedicated to specific information and functions can be activated. Views are displayed in area (A) for Track Infomode and area (B) for Road Infomode.
The available views are as follows:

- Power and Torque
- Lean angle
- g-Meter
- Tyre pressure
- Trip info
- Intermediate (only available for Track Infomode and Lap EVO, see page 108)

Within Track Infomode, views can be selected by means of buttons ▲ and ▼ .

From the main page of Road Infomode, views can be activated by pressing ▼ : the first view is then displayed (Power and Torque) and then you can scroll available views and select one using buttons ▲ ▼ . To go back to the main page of Road Infomode, press and hold button ▲ .

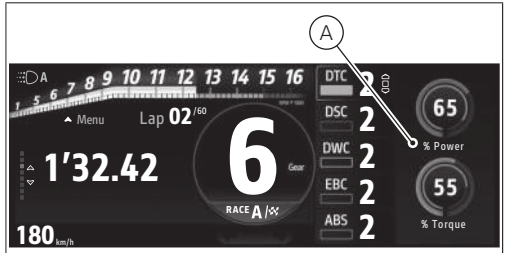


Fig 65

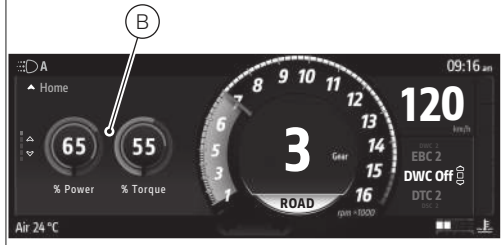


Fig 66

Power and Torque (Fig 67 page93)

This view allows the user to get a quick overview of relevant power and torque information.
Power and torque are displayed in round graphs: the outer ring and inner number indicate the percentage of torque required in relation to the maximum that can be delivered by the engine over the entire operating range, while the inner ring indicates the percentage of torque required in relation to the current engine point.

Lean angle (Fig 68 page94)

This view allows the user to get a quick overview of relevant lean angle information.
A graph corresponding to the motorbike leaning angle is displayed. The lean angle is shown by a white notch followed by a red area to indicate the current angle: when a maximum lean angle is recorded, the white notch leaves a red "ghost" notch outside the graph to indicate the maximum angle reached, the respective value is also shown in the area above.
The lower part of the graph shows the braking and acceleration indicators.
Braking indicator: the bar indicates the braking intensity with a red filling.
Acceleration indicator: the bar shows the percentage of throttle opening with a green filling.

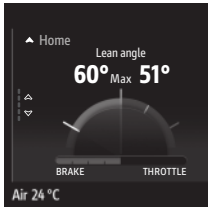


Track Road

Fig 67



Track



Road

Fig 68

g-Meter (Fig 69 page95)

This view allows the user to get a quick overview of relevant G-Force information.
A round graph is shown with a red dot in the centre followed by a grey trace: the red dot indicates the vehicle, the grey trace indicates vehicle movement. The trace fades out with time.
When acceleration in a given quadrant of the round graph ends, a grey arc is displayed indicating the maximum reached. When the maximum reached is higher than 1g, the arc becomes red.

The instantaneous value of the acceleration is the modulus of the acceleration vector over the plane.

Tyre pressure (if available) (Fig 70 page95)

This view is only available if tyre sensors have been installed and allows the user to have a quick overview of tyre information.
Information regarding tyre pressure and temperature (only in Track Infomode) is provided.
With this view active, press o to directly open function “Tyre pressure” within the Settings menu (see page 209).
When the front or rear tyre pressure is too high or too low, the respective data is displayed in yellow.



Track



Road

Fig 69



Track



Road

Fig 70

Trip info

This view provides the user with trip information.

The following trip information is displayed in Track mode:

- Clock.
- Trip fuel - visible only when the motorbike is in reserve and shows the km or miles travelled while in reserve.
- Air - air temperature.
- Run - shows the distance (km or miles) travelled during the lap recording.
  Distance counting is triggered when the Lap function is activated. The count is reset to zero when the Lap function is deactivated (see page 108).
  This function can be reset by pressing o .
- Total - odometer (km or mi).
- Engine coolant temperature (°C or °F).

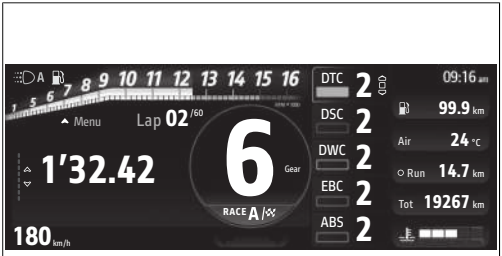


Fig 71

The following trip information is displayed in Road mode:

- Total - Odometer (km or mi).
- Consumption - Instant consumption (L/100, km/l, mpg UK, mpg US).
- Trip - Trip meter (km or mi).
- Ø cons. - average consumption (L/100, km/l, mpg UK, mpg US).
- Ø speed - average speed (km/h or mph)
- Trip time - partial trip time

With this view active, all trip information, with the exception of the total odometer and instant consumption, can be reset by pressing o .
The following is then displayed “Reset trip info?” (Fig 73 page97) followed by “Yes” and “No”: press o to confirm and reset, press ⌄ to cancel.

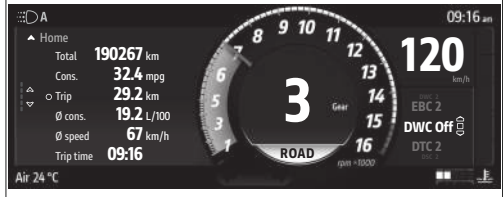


Fig 72



Fig 73

Intermediate (only available for Track Infomode and Lap EVO, see page 108)

This view provides the user with detailed information on the times recorded for the various intermediate points.

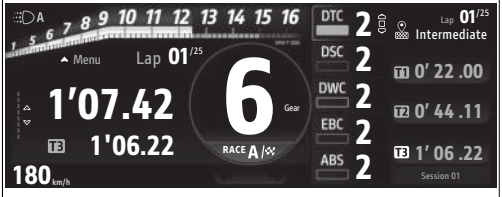


Fig 74

Riding Mode

5 Riding Modes are available: Race A, Race B, Sport, Road, Wet.
The name of the active Riding Mode is displayed under the gear indication (A) within Road Infomode, (B) within Track Infomode.
Each Riding Mode is associated with a different colour for the name background.

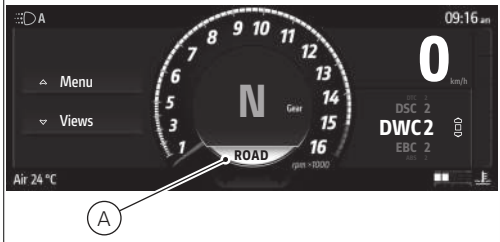


Fig 75

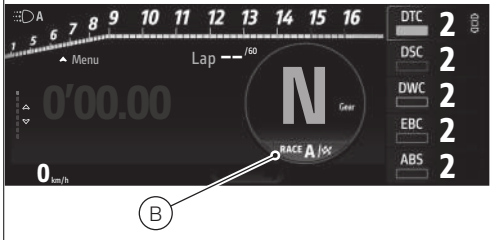


Fig 76

The parameters associated to each Riding Mode are: Power Mode, ABS, DAVC (DTC, DWC, DSC), EBC, DQS, Info Mode.
For each Riding Mode it is possible to customise the parameters using the "Riding Mode setup" function in the Settings menu.

Changing the Riding Mode

- Press the MODE button (1).
  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 buttons ▲ ▼ or briefly press MODE button (1) to scroll and select the desired Riding Mode.
- to confirm, press ○ or press and hold MODE button (1): in this case, the progress of confirmation is indicated by the grey circle gradually filling in (C).

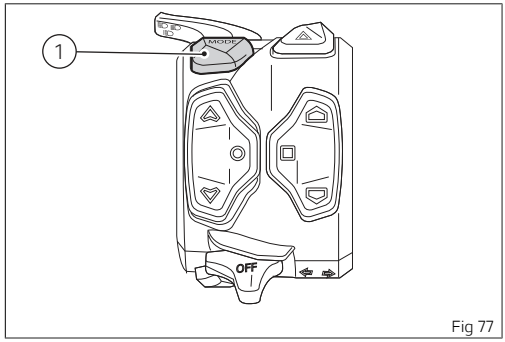


Fig 77

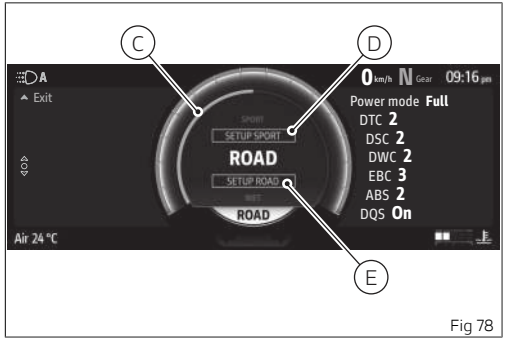


Fig 78

Select "Exit" and press o or press and hold the ▵ button to quit the Riding Mode change function without making any changes.
If no action is taken for a few seconds, the instrument panel quits Riding Mode change function.

If the change of Riding Mode is made when the motorbike at a standstill, the corresponding items is displayed below the name of each Riding Mode to directly access the setting of the selected Riding Mode (D, E): in this case select the item with the name of the Riding Mode and the indication "SETUP" and press the button o or hold down the MODE button (1) for a long time, then you will directly access the Riding Mode Setup function in the Settings menu.

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.

- 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.

When the Riding Mode change is performed correctly, the Riding Mode name and the green symbol (F) are displayed for a few seconds, otherwise the red symbol (G) is displayed.

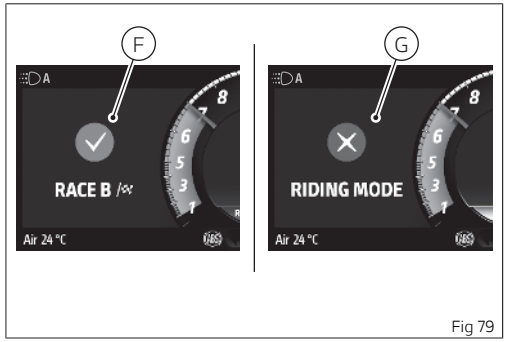


Fig 79

Ducati recommends performing the Riding Mode change with the motorbike at a standstill. If the Riding Mode mode is changed while riding, be very careful: in this case, it is recommended to change the Riding Mode at a low speed.

Engine rpm indication

The engine rpm are displayed as follows:

- using a rev counter with a wake (A) in Track Infomode;
- using a rev counter with a pointer and grey wake (B) in Road Infomode.

During the first 1000 km (620 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set regardless of the engine temperature and is indicated when the wake becomes amber yellow. After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold.
The virtual limiter threshold changes according to the engine temperature.

- If the engine temperature is below 40° C (104° F), the rpm threshold is 5000 rpm
- If the engine temperature is within 40° C (104° F) and 70° C (158° F), the rpm threshold is 9000 rpm
- If the engine temperature is above 70° C (158° F), the rpm threshold is 17600 rpm.

When the wake turns a flashing amber colour and the lightturns on, the instrument panel is warning the rider to shift up.
When the rev-limiter trips (over-rev), the rpm wake and the round background of the gear indicator turn red and flash, and the rev-limiter light comes on.

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

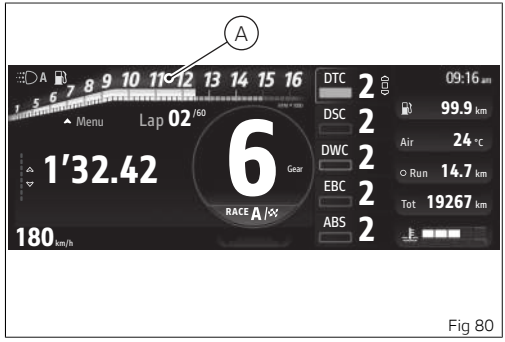


Fig 80

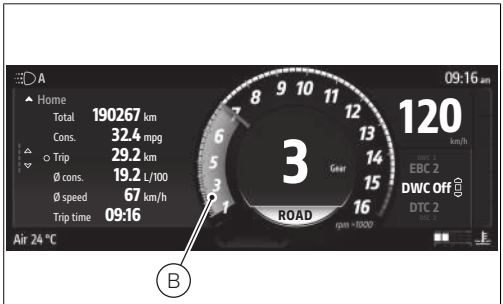


Fig 81

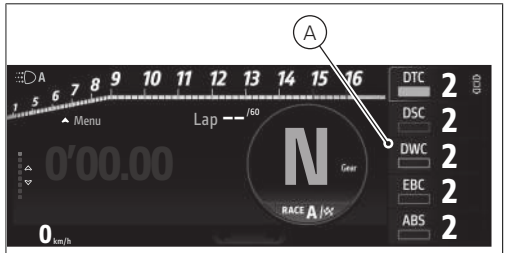


Fig 82

Parameter menu and quick level change

On the main page there is a quick parameter change menu: in position (A) for Track Infomode and in position (B) for Road Infomode.

The customisable parameters are the following:

- DTC
- DSC
- DWC
- EBC
- ABS

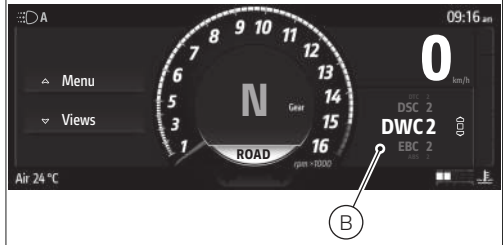


Fig 83

Changing the level

With the quick selection buttons (1) and (2) it is possible to scroll through the list of available parameters (in the example, Track Infomode, Fig 85 page104).
Press button (3) to change the level of the selected parameter: the selected parameter and its currently set level (C) are then displayed.
With the navigation buttons (1) and (2) it is possible to scroll through and select the available levels.
By pressing the button (3) you confirm the selected level and the instrument panel shows the previous screen.
The set level is memorised for the currently use Riding Mode.

For a correct choice of the levels for the parameters indicated and to customise the parameters for each available Riding Mode, refer to the “Riding Mode setup” function in the Settings menu (see page 146).

Note
If a parameter has been set to “off” through the Setting Menu (e.g. DTC, DWC, DSC), “off” status is displayed and it is not possible to perform its quick change.

Note
Through the quick change it is not possible to disable the parameter by setting an “off” level.

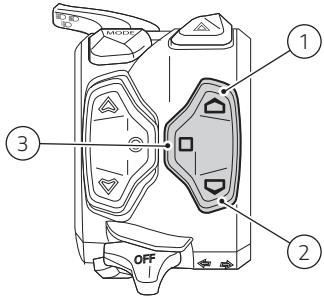


Fig 84

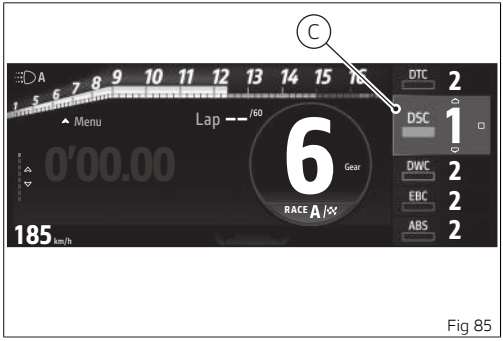


Fig 85

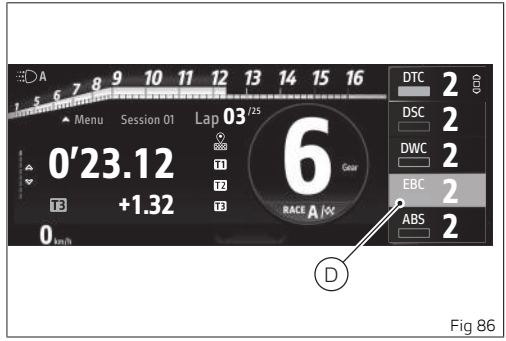


Fig 86

Triggering indicator

Within Track Infomode, when one of the parameters is triggered, the parameter involved is highlighted (in the example, DWC) (D).
Within Road Infomode, when one of the parameters is triggered (except ABS), the warning light (E) turns on.

Note

If the Cruise Control system is installed, no quick parameter change menu is available within Road Infomode.

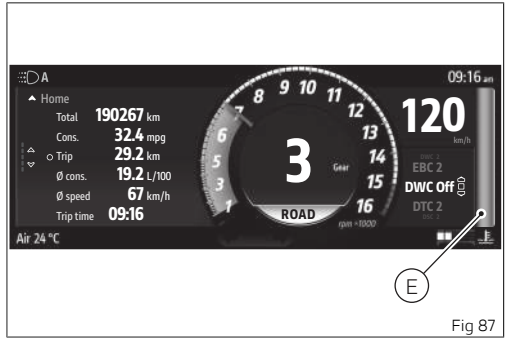


Fig 87

Function menu

Within Track and Road Infomodes there is a menu containing functions.
To access the function menu in the Track Infomode (A), press and hold the ▲ button.
To access the function menu in the Road Infomode (B), press the ▲ button.

Within the function menu, you can scroll through the list of functions using the ▲ ▼ buttons; press the ○ button to confirm the selected function.
To exit the function menu, press and hold the ▲ button or select “Exit” and press ○ .

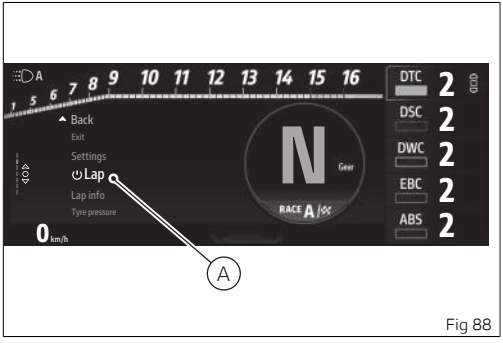


Fig 88

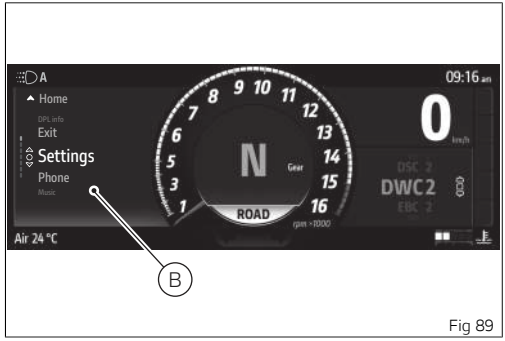


Fig 89

The functions in the menu for Track Infomode (A, Fig 88 page105) are listed below:

Name	Function description
Settings	Allows access to the Settings menu.
Logging (if available)	Enables or disables DDL recording (see page 127).
Lap	Enables or disables Lap function (see page 108).
Lap info	Allows direct access to the “Lap” function within the Settings menu (see page 204) for viewing the recorded lap details.
Tyre calibration	Allows direct access to the “Tyre calibration” function within the Settings menu (see page 192).
Tyre pressure (if available)	Allows direct access to the “Tyre pressure” function within the Settings menu (see page 209).
DPL Info	Allows direct access to the “DPL info” function within the Settings menu (see page 195) for viewing the recorded launches.
Heated grips (if available)	Allows setting handgrip heating (see page 121).

The functions in the menu for Road Infomode (B, Fig 89 page105) are listed below:

Name	Function description
Settings	Allows access to the Settings menu.
Phone (if any)	It allows access to the Phone function (see page 23).
Music (if any)	It allows access to the Music function (see page 26).

Name	Function description
Logging (if available)	Enables or disables DDL recording (see page 127).
DPL Info	Allows direct access to the “DPL info” function within the Settings menu (see page 195) for viewing the recorded launches.
Heated grips (if available)	Allows setting handgrip heating (see page 121).

Lap

This function is available only inside the Track Infomode and allows recording the lap times (LAP).

If the function is not active the instrument panel displays the timer in grey (Fig 90 page108). To activate the function:

- press and hold the ▲ button to open the functions menu
- use buttons ▲ and ▼ to select the “Lap” item (A, Fig 91 page108) and press the ○ button.

If the function is active the instrument panel displays the timer in white. To disable the function:

- press and hold the ▲ button to open the functions menu
- use buttons ▲ and ▼ to select the “Lap” item (A, Fig 91 page108) and press the ○ button.

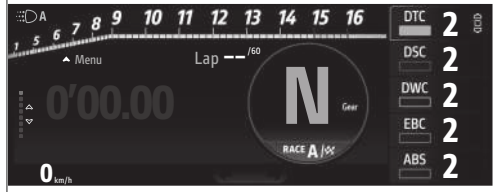


Fig 90

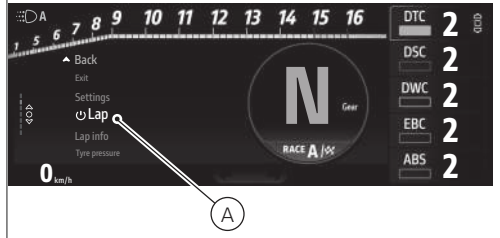


Fig 91

It is also possible to activate or deactivate Lap time recording by means of the "Lap" function in the Settings menu (see page 204).
To view the recorded laps, refer to paragraph “Recorded laps” in this chapter.

According to whether the GPS is installed or not, the motorcycle can have two types of LAPs:
- Lap basic if there is no GPS.
- Lap EVO if the motorcycle is equipped with the GPS EVO

Lap basic without GPS system

If there is no GPS system on the motorcycle, timer can be started and stopped by pressing the FLASH (button 1, Fig 93 page110)after activating the function:
- when pressing FLASH (1, Fig 93 page110) once, both timer (B, Fig 92 page110) (that starts) and lap number (C, Fig 92 page110) will flash for 1 second.
- when pressing the button some more times, the just recorded time will flash for 1 second and remain displayed for another 5 seconds; after this period of time the function displays again the timer progressive number.

  If the just recorded time is the best one, the time will flash for 6 seconds; after this period of time the function displays again the timer progressive number.

For each lap, the following data are stored:
- “Lap” - Lap time
- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached
- “Lean angle max” - maximum reached lean angle
- “Yaw angle max” - maximum reached yaw angle

Note
It is possible to record maximum of 60 LAPs.

Note
The FLASH button (4) is not considered if pressed within 5 seconds from when a new lap is recorded.

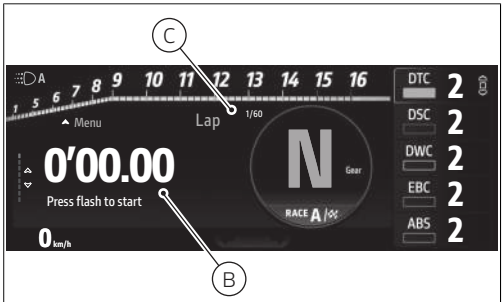


Fig 92

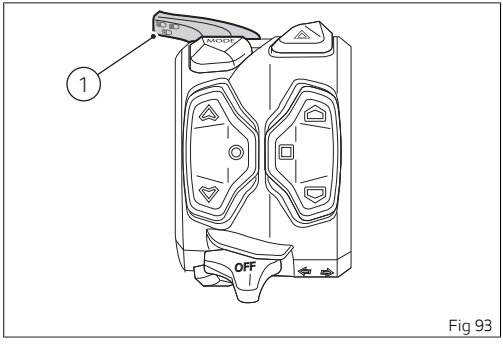


Fig 93

Lap EVO with GPS system

If the bike is equipped with the GPS system, the Lap EVO function is enabled. In addition to the timer and lap count, the display shows the GPS symbol (D): displayed in white flashing during the satellite search phase, in white steady on when the satellites have been engaged, in red when there is a GPS error.
Each time the lap function is activated a new session is opened, the session is closed when the lap function is deactivated. 20 sessions can be carried out for each of which 25 laps can be recorded
Unlike Lap basic, Lap EVO allows recording the position of the finish-line and 3 intermediate points, as identified by these icons:

- finish-line (E)
- intermediate 1 (F)
- intermediate 2 (G)
- intermediate 3 (H)

The finish-line icon (E) is displayed in dark grey if the relevant coordinates are not stored, in white if they are stored.
Intermediate time icons (F)(G)(H) are displayed in dark grey if the relevant coordinates are not

stored, in light grey if stored and are displayed in white when the relevant intermediate time is being recorded.

Storing finish line and intermediate point coordinates

To set the finish-line and the intermediate point coordinates, it is necessary to:

- position the bike on the finish-line and press the FLASH button (1, Fig 93 page110); the corresponding icon becomes white;
- position the bike on the line for intermediate point 1 and press and hold the FLASH button (1, Fig 93 page110); the corresponding icon becomes white;
- position the bike on the line for intermediate point 2 and press and hold the FLASH button (1, Fig 93 page110); the corresponding icon becomes white;
- position the bike on the line for intermediate point 3 and press and hold the FLASH button (1, Fig 93 page110); the corresponding icon becomes white.

The set coordinates remain recorded also after a key-off.

To change the coordinates of one or more positions, repeat the recording procedure described above by respecting the order: FINISH-LINE – INTERMEDIATE 1 – INTERMEDIATE 2 – INTERMEDIATE 3.

Once the finish-line and intermediate point coordinates are recorded, the LAPs are managed by the GPS.
From now on, every time you pass the finish or intermediate point line, the times are stored and managed directly by the GPS system:

- each time you pass the finish or intermediate point line, the recorded time is displayed for a few seconds together with the delta time, which shows the comparison (positive or negative) of the recorded time with the previous lap (I);
- every time you pass the finish line, the flag symbol is displayed;
- every time you pass the intermediate point line, the corresponding symbol (J, in the example T3) is displayed;

Finish line and intermediate time icons are displayed in white if the time just recorded is not the best, in orange if it is the best of the current session, in red if it is the best of all sessions.

For each lap, the following data are stored:

- “Lap” - Lap time
- “Intermediate T1” - if the first intermediate point has been configured
- “Intermediate T2” - if the second intermediate point has been configured
- “Intermediate T3” - if the third intermediate point has been configured
- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached
- “Lean angle max” - maximum reached lean angle
- “Yaw angle max” - maximum reached yaw angle

When moving away from the track for which the coordinates have been stored, the icon (E) turns yellow and the message “Finish line out of range” is displayed.

Storing finish-line and intermediate point coordinates with the DDL system (if present)

If the motorbike is equipped with the DDL system (see page 127), when the DDL symbol flashes it indicates that the DDL system is acquiring the track: during this phase, the finish-line and intermediate point coordinates can be stored. The DDL system exits the acquisition phase when passing over the finish-line again. To repeat the acquisition phase, the FLASH button (1, Fig 93 page110)must be pressed, restarting at the finish-line position.

Managing circuits - Lap EVO only

It is also possible to activate or deactivate Lap time recording by means of the "Lap" function in the Settings menu (see page 204).
Using the “Circuits” function within the Settings menu (see page 197), you can activate a racetrack among the stored ones and recall the relevant coordinates for finish and intermediate point lines. The name of the activated track is displayed within the Lap function.

The following notes are to be considered valid for all LAP types.

Note

If bike speed is equal to 0, after 5 seconds from lap time recording start, the instrument panel stops the time recording by resetting the timer.

Note
If during a time recording the motorcycle is stopped or the speed goes below 5 km/h (3 mph), the instrument panel stops the recording and resets the timer automatically.

Attention
If the Lap function is active, the instrument panel memorises the status upon the key-off. If the key is turned off during a Lap time recording, upon the next key-on the instrument panel stops and resets the timer.

Note
When the timer is started, if the time exceeds 07'59.99, it is reset and starts the count from 00'00.00.

Note
The Lap function is available for the Track Infomode only. If the Lap function is active, "Lap" is displayed in the Road Infomode next to the clock.

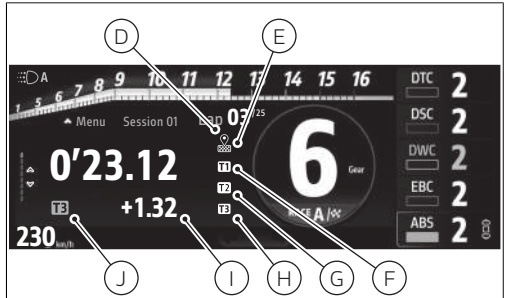


Fig 94

Assisted start (DPL)

This function allows activating the assisted start called DPL (Ducati Power Launch) and can be activated only when the motorbike is at a standstill.
Press button (1, Fig 95 page114) to open the DPL page.

The page displays the available launches in the centre (A, Fig 96 page114) and the levels "Standard", "Medium", "Expert" as well as "Info" option (B, Fig 96 page114) on the left side.
Use buttons ▲ and ▼ to select the desired item:

- Select “Standard”, “Medium” or “Expert” level and press o to run the assisted start.
- Select “Info” and press o to directly open function “DPL Info” within the Settings menu (see page 195).

Note
You can exit the DPL function at any time, just keep button ⏢ pressed for a long time.

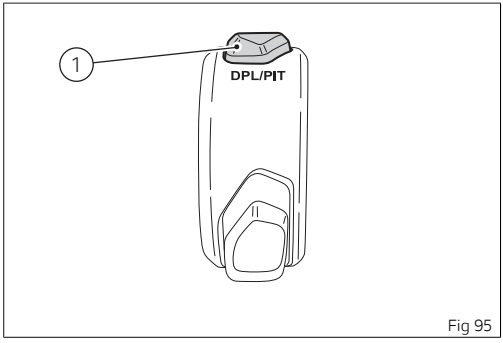


Fig 95

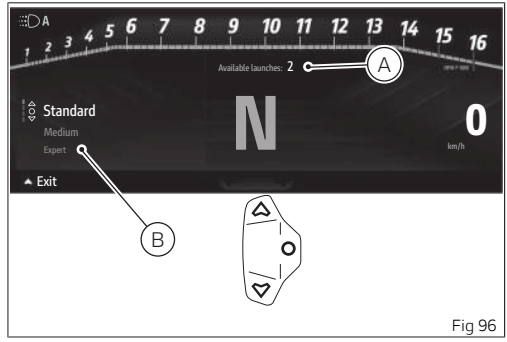


Fig 96

Once the desired level has been selected and confirmed, the instrument panel displays the instructions to start, displaying the words “Launch waiting...” and the following instructions (Fig 97 page115):

- Pull the clutch
- Engage 1st gear
- Open Full Throttle

Note
In case of errors, the message “Launch control error” is displayed.

Once the instructions have been followed, the instrument panel displays the message “Ready to launch” and then “Gradually release the clutch and start” (Fig 98 page115).



Fig 97



Fig 98

After the start-up, an animation is displayed with the following indications (Fig 99 page116):

- (C) graduated scale indicating speed from 0 to 200 km/h; when reaching 100 km/h and 200 km/h, the corresponding times are displayed.
- (D) time obtained over the distance 0-400 m.
- (E) engine rpm.
- (F) gear engaged.
- (G) current speed.

After the start, a list of the best launches is displayed for a few seconds.

The function “DPL info” within the Settings menu (see page 195) allows displaying details concerning the launches made.

Note
The Pit limiter is not available when the DPL function is active.

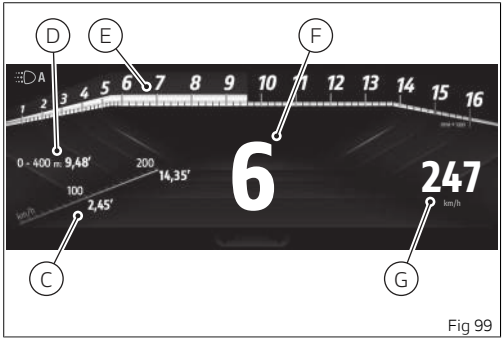


Fig 99

The Ducati Power Launch (DPL) helps the rider in the delicate sport starting phase from a standstill to control the power delivered by the vehicle.
The DPL system works with three intervention levels, each calibrated to offer a different start assist degree.
The following table indicates the most suitable DPL intervention level depending on the various starting types. All levels are to be intended optimised for OEM (Original Equipment Manufactured) tyres.

DPL level	Performance	Use
Expert	High	Use focused on the best performance for very expert riders. The system allows the wheelie and the rear wheel slipping, but reduces the speed at which these two situations take place.
Intermediate	Medium	Use for expert riders. The system reduces the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.
Beginner	Medium	Use for all kinds of riders. The system minimises the tendency to wheelie and rear wheel slipping, besides intervening considerably in case these two situations take place.

Attention
The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.
The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

Starting procedure

The starting procedure basically consists of two phases:

- The first: with not completely released clutch so that the torque transmitted to the ground depends on the clutch position and slipping;
- The second: with clutch not released so that the torque transmitted to the ground depends on the torque delivered by the engine.

The DPL system helps the rider to start from a standstill and during the first phase by automatically adjusting the torque delivered by the engine to keep the engine rpm at the ideal value to start. This allows the rider to concentrate only on the clutch release that must be progressive and "smooth" instead of fast or abruptly. The engine torque is adjusted also in the second phase, by maximising the delivered power and limiting the vehicle wheeling or rear wheel slipping.

To preserve the clutch, the DPL system calculates in real time and shows in the dedicated menu on the instrument panel the number of starts that can be performed consecutively by decreasing it by one unit every time a start is completed. The DPL system increases the value by one unit according to the distance covered by the vehicle and the time during which the vehicle engine was on and off.

The DPL system allows performing other assisted starts only when the number of remaining starts is higher than zero.

Attention
Using the DPL system could reduce the useful life of the engine and transmission mechanical parts.
The DPL system should be used only when the engine has reached the operating temperature.

To perform an assisted start with the DPL, the rider must first of all set the vehicle in the following condition:

- vehicle speed at zero;
- vertical position;

- engine on;
- DTC set to ON.

If the count of the residual assisted starts is above zero, the rider can select on the instrument panel the desired DPL level by accessing the relevant menu through the dedicated button.
After selecting the level, the rider must pull the clutch, engage the first gear and fully open the throttle twistgrip.

If all operations indicated above have been performed, the DPL system will show a confirmation screen on the instrument panel indicating that the system is ready to start. The rider must then release the clutch progressively by keeping the throttle twistgrip fully open.

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:
- vehicle speed higher than 160 km/h;
- third gear engaged.

The DPL system is switched off also if, after releasing the clutch, the rider decides to interrupt the start phase by closing the throttle and bringing the vehicle speed under 5 km/h.

Attention
The system manages the power delivered by the engine but not the clutch lever release that remains under the control of the rider.
During the starting phase, an abrupt release of the clutch will prevent an optimal behaviour of the vehicle. Likewise, a prolonged activation of the clutch may overheat and thus damage it.

Attention
The rider position on the bike may influence the system behaviour.

Tips on how to select the intervention level

If level Beginner is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel slipping during the starting phase. Levels Intermediate and Expert provide a limited intervention of the system.

To identify the DPL level most suitable to your riding style we recommend to activate the system, select level Beginner and perform a start to become familiar with the system. Then we recommend to try levels Intermediate and Expert in sequence until finding the best intervention.

If non-OEM tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is compromised.

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.



Attention

The DPL is a rider assist system. 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.



Note

The DPL function is not available if the DTC or DWC is set to off.

Heated handgrips (if any)

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

- if the Infomode is set to Road, press ▲ to open the functions menu;
- if the Infomode is set to Track, press ▲ for a long time to open the functions menu;
- within the functions menu, select “Heated grips” (A) using buttons ▲ and ▼, and press the ○ button.

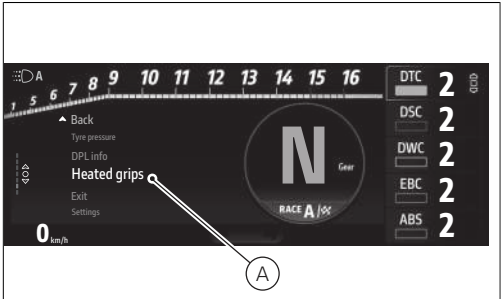


Fig 100

“High”, “Medium”, “Low” and “Off” levels are displayed.
Using buttons ▲ and ▼ it is possible to scroll through the available levels: each level is associated to its icon which is displayed in the large mode (B) during level selection.
Press the button ○ to confirm the selected level, the heated handgrips icon is then displayed in small mode (C).

Note

If the level is set to OFF, heated handgrips icon is not displayed in small mode.

Note

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

The heated handgrips icon is coloured grey when the heating is not active. It is white when the heating is active.

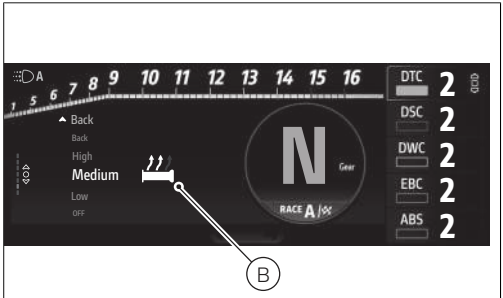


Fig 101

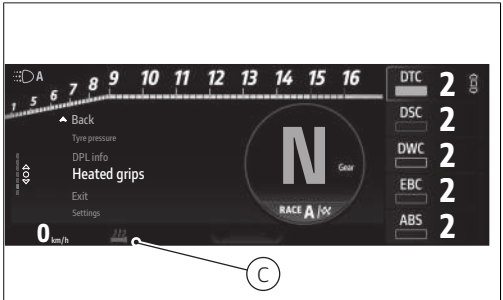


Fig 102

Cruise Control (if present)

This function is only available if the Cruise Control system has been installed on the motorbike and is only available in Road Infomode.

Cruise Control (CC) assists the rider in maintaining a constant cruising speed. The system maintains the desired cruising speed by accelerating and decelerating, within the limits of the system. This feature increases comfort during long motorway journeys.

Attention

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

Attention

Cruise Control is only available in Road Infomode and with traction control and wheelie control switched on.

Attention

If drive gear ratio has been mechanically changed (e.g. a change in the number of teeth in the front or rear sprockets), the tyre calibration procedure must be carried out in order to ensure correct operation of the Cruise Control.

Attention

The Cruise Control is not a safety system. Although it accelerates and decelerates, it does not act on the brakes. In some conditions the system may react by accelerating or decelerating not as it would be expected by the driver, who will therefore have to ride with both hands on the handlebar at all times to maintain maximum control of the motorcycle.

What features can be set?

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

Cornering behaviour

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

Attention

When entering or exiting a bend, the system may behave decelerating or accelerating differently from how the rider would expect. Similar events may more likely occur if the radius of the bend is narrow or variable.

Switching on and off

The maximum cruising speed that can be set is 200 km/h (125 mph).

The minimum cruising speed that can be set depends on the gear selected:

Gear	Minimum cruising speed
1st	30 km/h (18 mph)
2°	35 km/h (21 mph)
3rd	40 km/h (25 mph)
4th	45 km/h (28 mph)
5th	50 km/h (31 mph)
6th	55 km/h (34 mph)

Attention

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

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

Switching on the CC

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

Saving the speed and activating the control

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

Switching off the CC

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

Icon (A)

The Cruise Control icon can be:

- grey: the system is off;
- green with grey speed indication: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green with green speed indication: the system is on and speed control is active;
- yellow: the system prompts the driver to take prompt action (see paragraph “Request for rider’s intervention”, below);
- red: the system is in error. Speed control is not active.

Changing the cruising speed

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

Stopping the speed control while riding

You can stop the speed control by braking manually. In addition, speed control is interrupted if one of the following events occurs:

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in the event of high lean angle or prolonged intervention of the ABS or torque control systems (in this case the Cruise Control icon temporarily turns yellow to warn the rider).

In this condition, the cruising speed in the Cruise Control icon turns grey. If the system operating conditions are verified, speed control can be reactivated by pressing RES/+ (D) or SET/- (E). If RES/+ (D) is pressed, the set cruising speed is the

last speed stored. If SET/- (E) is pressed, the set cruising speed is the current speed.

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

Deactivating the function while riding

The function is deactivated if one of the following events occurs:

- if traction control or wheelie control is deactivated. In this condition, the cruising speed in the Cruise Control icon turns yellow for a few seconds, then grey.
- if the Track Infomode is activated.

Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. Once the throttle is released, Cruise Control will resume speed adjustment autonomously.

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

Request for rider's intervention

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

This may occur in the following cases:

- If the engine speed is too high, the system stops accelerating. In this situation, it is advisable to shift up a gear as long as cautious riding conditions allow the rider to do so.
- If the engine speed is too low, the Cruise Control requires the rider to intervene. In this situation, it is advisable to shift down a gear as long as cautious riding conditions allow the rider to do so.

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

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 103 page127). If this happens, proceed as follows:
1. turn the ignition off and back on.

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

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

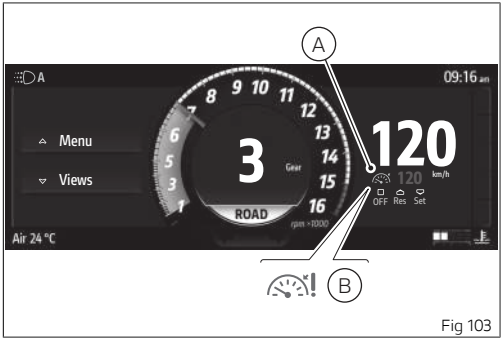


Fig 103

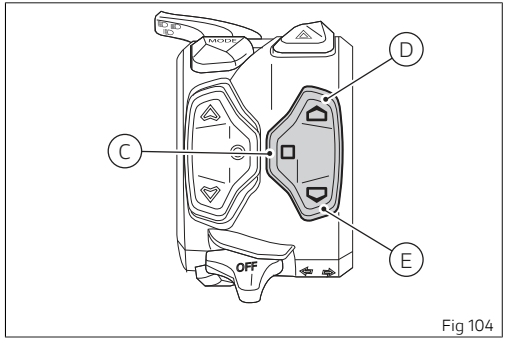


Fig 104

Ducati Data Logger (DDL) (if present)

This function is only present if the motorbike has been equipped with the DDL system and enables or disables recording using the DDL.

- if the Infomode is set to Road, press ▵ to open the functions menu;
- if the Infomode is set to Track, press ▵ for a long time to open the functions menu (Track Infomode in the example);

- within the functions menu, select "Logging" (A) using buttons ▲ and ▼, and press ○.

When the DDL is not active, the symbol (B) is displayed in grey.
When the DDL is active, the symbol (B) is displayed in white and either "track" or "always on" recording mode is indicated (in the example, "track").

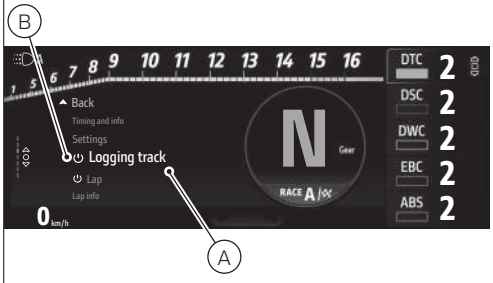


Fig 105

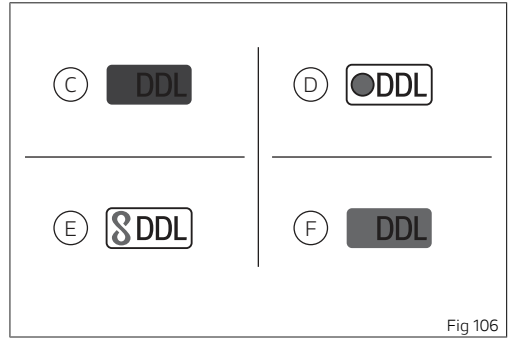


Fig 106

If the motorbike has been equipped with the DDL system, the following symbols are activated:

- symbol (C) grey, when recording is not active;
- symbol (D) when recording is active;
- symbol (E) when recording is active and memory is full at 98%, it also indicates that the DDL system will start overwriting the recorded data;
- symbol (F), red, when there are DDL system errors.

Note

When symbol (D) or (E) flashes, it indicates that the DDL system is acquiring the track: during this phase, the finish-line and intermediate point coordinates can be stored. The DDL system exits the acquisition phase when passing over the finish-line again. To repeat the acquisition phase, the high beam/flash button must be pressed, restarting at the finish-line position.

The DDL function available within the Settings menu (see page 201) allows setting the DDL recording mode, viewing memory status and deleting data.

If the memory is full, the warning message "DDL memory full" is displayed.

Ducati Link app connection (if present)

If the bike is equipped with Bluetooth system and a smartphone with active Ducati Link app is connected, the relevant icon (A) is displayed on the instrument panel.
To pair the Bluetooth devices use the "Device pairing" function in the Settings menu, (see page 223).

When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

Attention

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

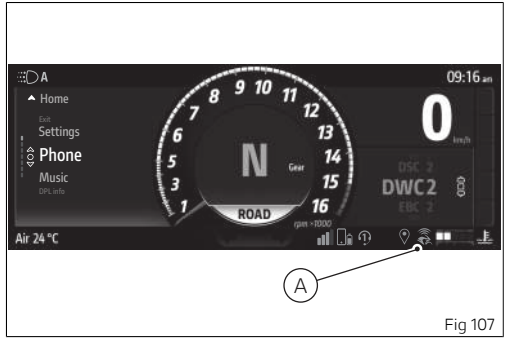


Fig 107

Saving the Ducati Link configuration

This function allows you to save the bike configuration selected on the Ducati Link app on your smartphone.
It is necessary to:

- have previously paired your smartphone to the instrument panel via the “Device pairing” function in the Settings menu (see page 223).
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed on the instrument panel asking if you want to save the configuration made on the Ducati Link app.
Use the buttons ▲ ▼ to select “No” and press the button ○ to stop the operation, or “Yes” and press the button ○ to continue.

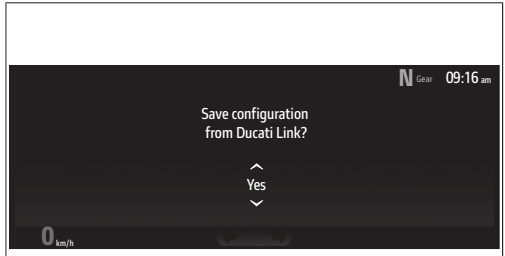


Fig 108

The waiting screen page is then displayed during which the configuration is saved.
If successful, the message “Successful update” is displayed for a few seconds, after which the instrument panel returns to the screen displayed prior to function activation.
In case of errors during the configuration saving, the message “Error” is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

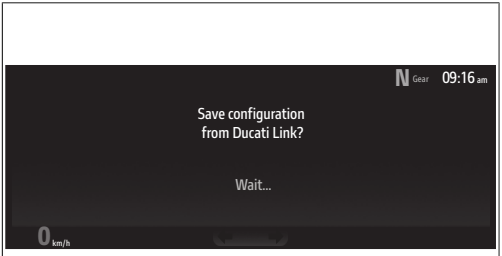


Fig 109

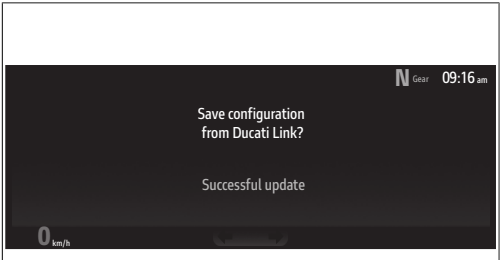


Fig 110

Pit limiter

The Pit limiter function limits the speed of the motorbike to the value set via the "Pit limiter" function in the Settings menu (see page 208). This function is available for the Track Infomode only.

To activate the Pit limiter, the button (1) must be held down for a long time, as a result of which the corresponding icon (A) is activated in the Track Infomode screen:

- The speed limiter is only active when first gear is engaged and the speed has fallen below the set threshold, in which case the icon (A) is green.
- If the Pit limiter function is activated, but the travel and speed conditions are not met, the speed limiter is in standby mode, in which case the icon (A) is amber.
- When in fault, the icon (A) is displayed in red.

Note

If Road Infomode is set and an attempt is made to enable the Pit limiter, the message "Pit limiter cannot be enabled in Road Infomode" is displayed.

Note
The Pit limiter is not available when the DPL function is active.

Attention
With the Pit Limiter activated, the DTC, DWC, DSC, and DPL systems do not work.

Attention
While the Pit Limiter is active, do not twist the handgrip completely, but only as much as necessary for the vehicle to reach the limit speed.

Attention
The Pit Limiter is designed for use on the track, not on public roads.

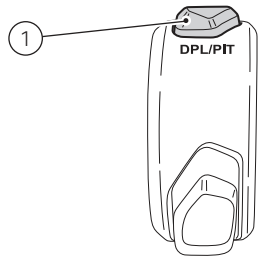


Fig 111

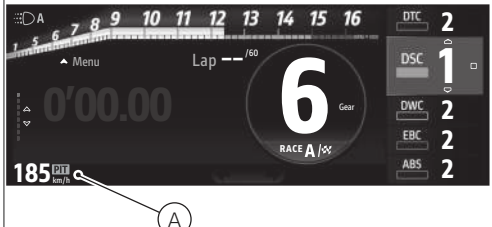


Fig 112

Settings

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 Settings Menu and the actual vehicle speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the menu and displays the main screen.
It is recommended to use this menu with the motorcycle at a standstill.

This menu can be accessed by selecting “Settings” from the function menu of the main page: select “Setup” using buttons ▵ and ▿ and press ○ .

Use buttons ▵ and ▿ to navigate within the Settings menu and all its submenus; use the ○ button to validate selected options.
A long press of the button ▵ allows you to quit the Settings menu at any time.
A long press of the button ▿ allows you to rapidly scroll the menu items.



Fig 113

The following table shows the structure of the submenus and related functions contained in the Settings menu:

submenu level 1	submenu level 2	submenu level 3	submenu level 4
Vehicle	PIN Code		
	DRL		
	Turn indicators		
	Mechanic info		
	Service and info		
Advanced	Riding Mode setup	Power Mode	
		ABS	
			DTC
			DWC
			DSC
		EBC	
		DQS	
		Infomode	
		Default	
	Rider's weight		
	Tyre calibration		

submenu level 1	submenu level 2	submenu level 3	submenu level 4
Track	DPL Info		
	Circuits (if present)		
	DDL (if present)		
	Lap		
	Pit limiter		
	Tyre pressure (if available)		
Display	Backlight		
	Date and time		
	Units		
	Language		
Devices (if present)	Bluetooth		
	Connected devices		

Settings - Vehicle



Fig 114

This submenu contains all the following settings for the vehicle:

- PIN Code (see page 136)
- DRL (see page 140)
- Turn indicators (see page 141)
- Mechanic info (see page 143)
- Service and info (see page 143)

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.

Use buttons ▲ and ▼ to navigate within the menu and use the ○ button to validate.
A long press of the ▲ button allows you to quit the Settings menu at any time.
A long press of the ▼ button allows you to rapidly scroll the menu items.

Settings - Vehicle - PIN code

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the “PIN code” item (Fig 115 page137) and press ○ .

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

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

this menu will include “Modify PIN” item, which allows modifying the already stored PIN.

Attention

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



Fig 115

New PIN

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the “PIN code” item and press ○ .
- Select the “New PIN” item (Fig 116 page138) and press ○ .

The display shows the first of the 4 digits active for the entry (Fig 117 page138).

Entering the code:

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



Fig 116

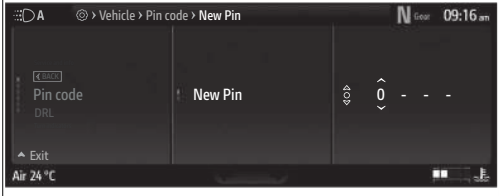


Fig 117

Once the last digit has been confirmed (Fig 118 page138), “Save” is displayed (Fig 119 page139).
Press o to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN”.



Fig 118



Fig 119

Modify PIN

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the “PIN code” item and press ○ .
- Select the “Modify PIN” item (Fig 120 page140) and press ○ .
  The display shows "Current PIN", press ○ to proceed with entry (Fig 121 page140).

Entering the code:

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

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

- If the entered PIN is correct, the display shows “Correct”.
- If the PIN entered is incorrect, “Wrong” is displayed and a new attempt to enter the current PIN can be made.

If the PIN is correct, enter the new PIN.
The display shows the first of the 4 digits active for the entry (Fig 117 page138).

Entering the code:

- The values displayed above and below the digit indicate that the number can be changed from 0 to 9 using buttons ▲ ▼ .
- Press ○ to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the last digit has been confirmed, “Save” is displayed.
Press o to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

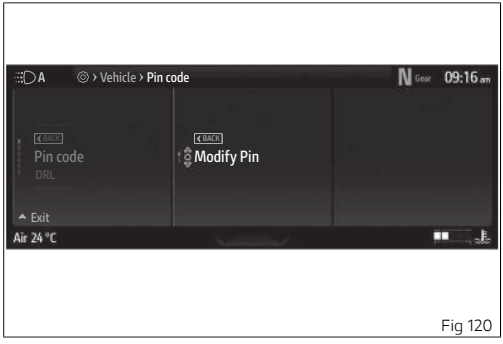


Fig 120



Fig 121

Settings - Vehicle - DRL

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

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Vehicle” item and press the o button.
- Select the “DRL” item (Fig 122 page141) and press o .

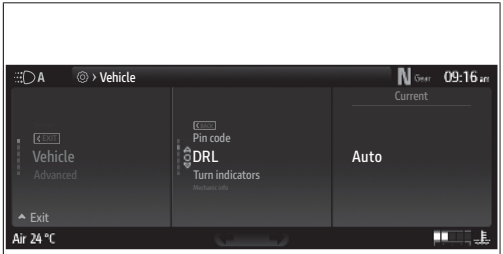


Fig 122

The “Auto” and “Manual” items are displayed. The currently set mode is shown on the right side of the screen.

Use buttons ▲ and ▼ to scroll and select the desired mode. Press the ○ button to confirm.

Note

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

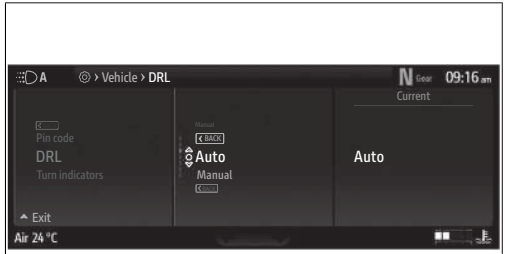


Fig 123

Settings - Vehicle- 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 Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the “Turn indicators” item (Fig 124 page142) and press ○ .



Fig 124

"Auto-off" and "Manual-off" are displayed.
The currently set mode is shown on the right side of the screen.

Use buttons ▲ and ▼ to scroll and select the desired mode. Press the ○ button to confirm.

Note
In case of battery disconnection, the automatic mode is set.

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



Fig 125

Settings - Vehicle - Mechanic info

This function displays some useful mechanical details about the motorbike.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the item "Mechanic info”.

The following information will be displayed:

- RPM (engine rpm in digital format)
- Throttle
- Battery (battery voltage)
- TPS Horizontal (if present)
- Coolant temperature (displayed in red in case of high temperature)
- TPS Vertical (if present)
- Front brake
- Rear brake
- GPS signal (if present)
- GPS altitude (if present)

This function does not allow any kind of changes.

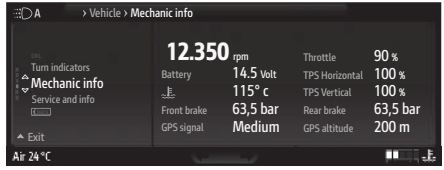


Fig 126

Settings - Vehicle - Service and info

This function allows viewing the deadlines for the next service coupons, battery voltage and the engine rpm digital indication.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the ○ button.
- Select the “Service and Info” item.

The following information will be displayed:

- Total (km)
- VIN (Vehicle identification number)
- Oil service (remaining kilometres or miles)

- Annual service (date)
- Desmo service (remaining kilometres or miles)
- Battery (battery voltage)
- RPM (engine rpm in digital format)

When a service is due it is highlighted in yellow.
If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.
This function does not allow any kind of changes.

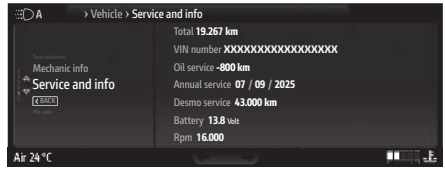


Fig 127

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see).
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel

activates the grey warning (B) for 5 seconds upon each Key-On (Road Infomode in the example), showing the remaining distance or days: for “Oil service” and “Desmo service” it activates 1,000 km (600 miles) before service is due, for “Annual service” 30 days before service is due.
Once the service threshold has been reached and exceeded, and each time the instrument panel is switched on, a yellow indication (B) is displayed for 5 seconds, showing the distance or days exceeded with respect to the pre-set threshold for the related service.

Digital Maintenance

At the pre-set deadlines, it will be necessary to contact your Dealer who will carry out the maintenance scheduled for the deadline indicated on the instrument panel.
Using the dedicated diagnosis instrument, the Dealer will confirm that the service has been performed and postpone the next due deadlines.
The history of routine maintenance is saved on Ducati's servers in order to certify that it has been carried out (it is a digital maintenance booklet).

The bike owner is able to see the performed services both in the MyGarage reserved area (on Ducati.com website) and in the MyDucati App.



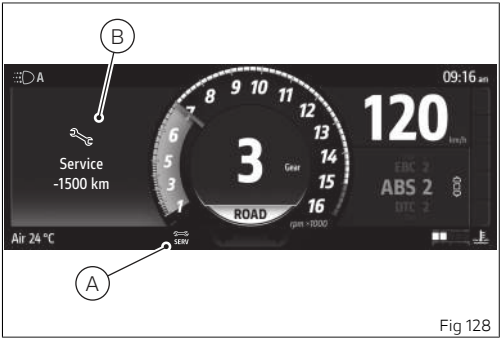


Fig 128

Settings - Advanced

This submenu contains all the following advanced settings for the motorbike:

- Riding Mode Setup

- Rider's weight
- Tyre calibration

To access this submenu:
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .

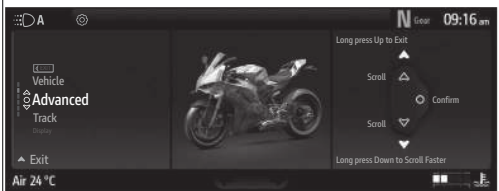


Fig 129

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.
A long press of the button ▲ allows you to quit the Settings menu at any time.
A long press of the button ▼ allows you to rapidly scroll the menu items.

Settings - Advanced - Riding Mode setup

This function allows customising each Riding Mode.
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .
- Select the "Riding Mode setup" item and press the button ○ .

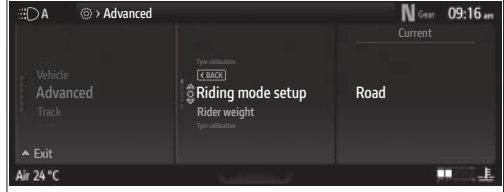


Fig 130

The "Race A", "Race B", "Sport", "Road", "Wet" Riding Modes and "Default" item are listed (the latter is only visible if one or more parameters of

one or more Riding Modes have been changed).
The active Riding Mode is displayed on the right side.

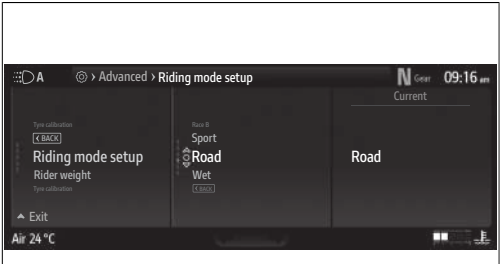


Fig 131

Use buttons ▲ and ▼ to select the Riding mode you wish to customise and press the button ○ .
The customisable parameters are the following:

- Power mode
- ABS
- DAVC (DTC, DWC, DSC)
- EBC
- DQS
- Info Mode
- Default (visible only if one or more parameters have been modified)

Use buttons ▲ and ▼ to scroll through the parameters in the list.
The right-hand side of the screen shows the motorbike with the selected parameter part highlighted, while position (A) shows the current value. At the top of the screen page (B), is the path of the Riding Mode being set.
Press the button ○ to open the setting options for the selected parameter.

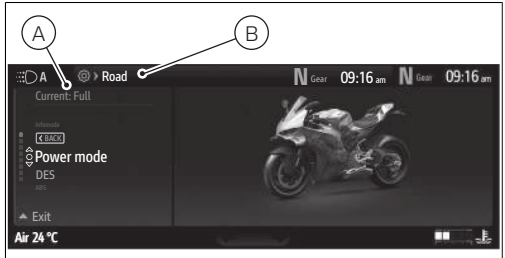


Fig 132

Attention

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

Note

With the motorbike at a standstill, the Riding Mode setting menu can be accessed directly from the Riding Mode change screen.

Settings - Advanced - Riding Mode setup - Power mode

This function allows setting the engine power.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the "Power mode" item (Fig 133 page148) and press ○ .

The current value (A, Fig 134 page149) is displayed, followed by available levels "Full", "High", "Medium" and "Low". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 134 page149) is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

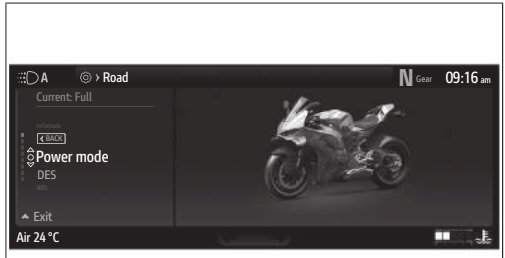


Fig 133

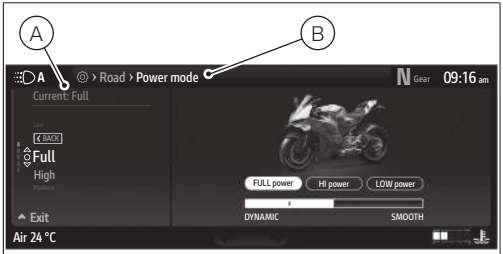


Fig 134

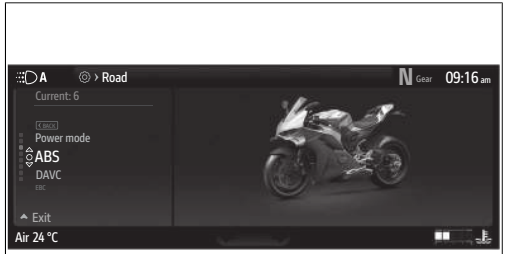


Fig 135

Settings - Advanced - Riding Mode setup - ABS

This function allows setting the ABS intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the "ABS" item and press ○ .

The current value (A) is displayed, followed by available levels from 1 to 7, and the "Info" option. A table is also displayed showing the status of all ABS elements affected by the selected level and the bike with the part concerned by the setting highlighted.
At the top of the screen page (B) is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.

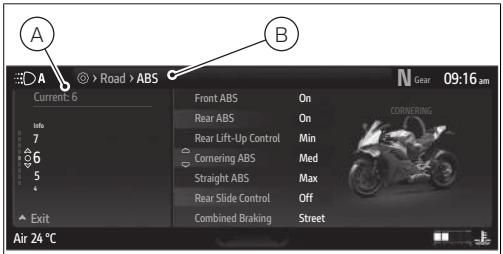


Fig 136

Using the quick-change buttons (C) and (D) it is possible to scroll through the descriptions provided by the instrument panel for each ABS element. The example shows the description regarding the cornering ABS feature (Fig 137 page153).

"Info" screen page

Using buttons ▲ and ▼ to select the "Info" item will display an overview table of all set values for every available level (Fig 138 page153).

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

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

The front and rear brakes do not use separate control systems: the ABS on this bike provides for

an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

The ABS of this motorbike, depending on the level selected, can include:

- the "cornering" function, which optimises the ABS operation even when the vehicle is leaning over. The system manages the front and rear brake systems according to the leaning angle of the vehicle, helping to maintain the set trajectory by preventing wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions;
- the lift-up control, which limits or prevents lift-up of the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability;
- the slide control while braking. 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

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.
Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Attention

The braking systems and the ABS system of Ducati motorbikes are developed and calibrated using the OE tyres recommended by Ducati; in particular, the vehicle's OE tyres are listed in the “Technical specifications” section of this manual. The use of tyres of different size and characteristics to the OE tyres and/or those recommended by Ducati may alter the operating characteristics of the system thus making it unsafe. In particular, please note that the vehicle is not approved for the use of tyres in sizes different from those indicated on the vehicle registration document.

Attention

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.

Attention

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

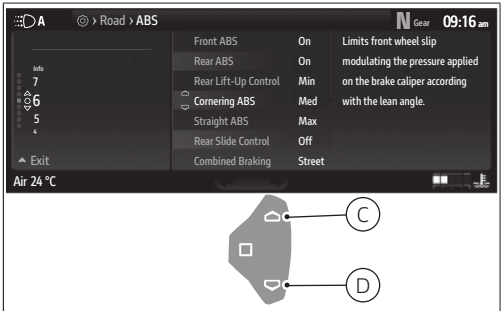


Fig 137

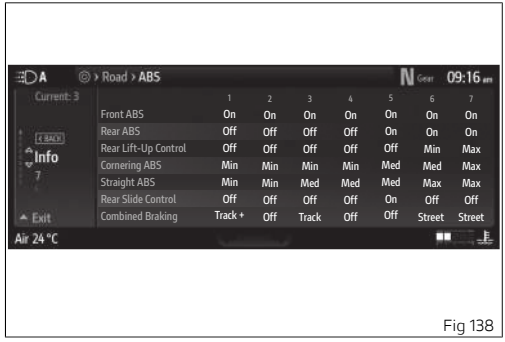


Fig 138

ABS levels

The ABS system fitted to this bike is a safety system preventing wheel lock-up while braking, adopting different strategies depending on the selected level. The ABS features seven levels, one associated to each Riding Mode.
The following table indicates the most suitable level of ABS intervention for the various riding types as well as the default settings in the Riding Mode that can be selected by the rider:

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
1	TRACK PRO COMBINED	This level is designed exclusively for dry track use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up whereas the cornering feature is active. Racing electronic front-to-rear combined braking is also active in this level.	It is the default level for the “RACE A” riding mode.
2	TRACK PRO	This level is designed exclusively for dry track use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up whereas the cornering feature is active.	

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
3	TRACK COMBINED	This level is designed exclusively for track use, for non-expert riders, or for wet track use (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up whereas the cornering feature is active. Racing electronic front-to-rear combined braking is also active in this level. This level is also suitable for track use with Rain Pirelli SC1R tyres.	It is the default level for the “RACE B” riding mode.
4	TRACK	This level is designed exclusively for track use, for non-expert riders, or for wet track use (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up whereas the cornering feature is active. This level is also suitable for track use with Rain Pirelli SC1R tyres.	

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
5	SLIDE BY BRAKE	This level favours braking power and is designed for track use, with good grip conditions. ABS in this level controls both wheels and the cornering function is active. The system in this level does NOT control the lift-up. In this level, also the slide control under braking is active.	
6	ROAD SPORT	This level favours braking power and is designed for road use, with good grip conditions. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. Road electronic front-to-rear combined braking is active.	It is the default level for the “ROAD” and “SPORT” riding modes.
7	ROAD SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. Road electronic front-to-rear combined braking is active.	It is the default level for the “WET” riding mode.

Tips on how to select the intervention level

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.

All ABS levels feature active cornering function which, with vehicle leaning over, prevents wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.

ABS levels 1 to 4 are specific for track use and ABS is active only on the front wheel to help performance. In these levels there is no lift-up control. Below is a description of the calibrations:

- • ABS level 1 is specially calibrated for the experienced user for dry track use. This level includes racing front-to-rear combined braking.
- • ABS level 2 is specially calibrated for the experienced user for dry track use. This level does NOT include racing front-to-rear combined braking.
- • ABS level 3 is specially calibrated for non-expert users or for use on dry track or wet track matched with Rain Pirelli SC1R tyres. This level includes racing front-to-rear combined braking.
- • ABS level 4 is specially calibrated for non-expert users or for use on dry track or wet track matched with Rain Pirelli SC1R tyres. This level does NOT include racing front-to-rear combined braking.

Selecting level 5, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled. Moreover, this level activates the function of slide control under braking (available in this level only).

Selecting level 6, the ABS will privilege more the braking power than stability. This level includes road front-to-rear combined braking. This level also features the lift-up control, but it only controls the angle and speed of rear wheel lift-up without preventing it altogether.

Selecting level 7 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up and road front-to-rear combined braking, allowing the motorcycle to

keep a good alignment during the whole braking action.

Settings - Advanced - Riding Mode setup - DAVC

This function allows setting the levels of functions DTC DWC DSC grouped in the DAVC function associated to each riding mode.
The DAVC function is the package of electronic controls (DTC, DWC, DSC) managing motorcycle traction during the acceleration phase.

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select "DAVC" (to display the currently set levels for the 3 parameters), and press the ○ button.

Options "DTC", "DWC", "DSC", and "Default" are displayed (the latter being visible only if one or several parameters have been customised). Currently set level is indicated on the right side .

Use buttons ▵ and ▿ to scroll and select the desired item. Press ○ button to confirm.

For the DTC function, refer to paragraph page 159.
For the DWC function, refer to paragraph page 166.
For the DSC function, refer to paragraph page 173.

Resetting the DAVC parameters

By selecting "Default" and pressing the ○ button, the default parameters of the DAVC function (DTC, DWC and DSC) are restored for the selected Riding Mode.
From this moment (and until one or more parameters are customised) the "Default" indication is no longer visible.

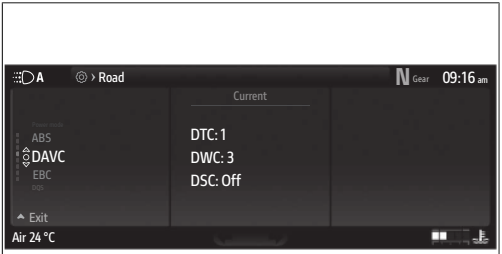


Fig 139

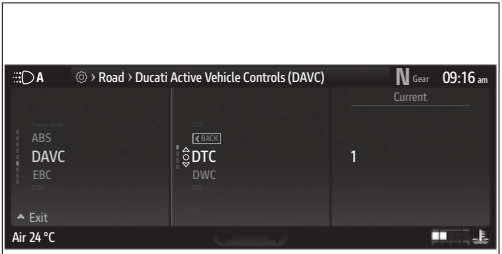


Fig 140

Settings - Advanced - Riding Mode setup - DAVC - DTC

Attention

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

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

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Advanced” item and press the ○ button.
- Select the “Riding Mode setup” item and press ○ .

- Select the Riding Mode you wish to customise and press ⭘ .
- Select the “DAVC” item and press ⭘ .
- Select the “DTC” item and press ⭘ .

The current level (A, Fig 142 page161) is displayed, followed by available levels from 1 to 8, and “Off”. The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 142 page161) is the path of the parameter being set.

Use buttons ⏶ and ⏷ to scroll and select the desired level. Press ⭘ button to confirm.

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 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. 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 rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond

the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.



Fig 141

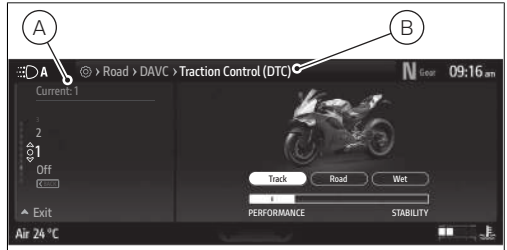


Fig 142

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

DTC LEVEL	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	
1	TRACK Professional	This level is designed for exclusive track use, for very expert riders. Although it is compatible with type-approved SP tyres, this level is optimised for Pirelli Diablo Superbike tyres with SC1 200/60 compound, subject to tyre calibration. In this mode, the DTC allows side slipping.	
2	TRACK	This level is designed for exclusive track use and for very expert riders. It is optimised for OEM tyres. In this mode, the DTC allows side slipping.	It is the default level for the "RACE A" Riding Mode
3	SPORT / TRACK	This level is designed for track use and for expert riders. In this mode, the DTC allows side slipping.	It is the default level for the "RACE B" Riding Mode
4	SPORT / TRACK	This level is designed for track use (and road use, for expert riders).	

DTC LEVEL	RIDING MODE	USE	DEFAULT
5	SPORT	This level is designed for riding on the road or on the track, in dry conditions with good grip.	It is the default level for the "SPORT" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road.	It is the default level for the "ROAD" Riding Mode
7	RAIN	This level is designed for track use, exclusively with Rain tyres when surface is wet.	
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level.	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level

Attention

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

As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation. As far as the final ratio is concerned, when using a different ratio (which only possible for tracing use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

If level 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin.

Note

Combining DTC 8 with the use of Cruise Control can result in interruption of the CC function due to rear tyre slip recognition.

DTC level 7 is specific for RAIN tyres.
Between level 6 and level 1 there are other 4 intermediate levels.

Although it is compatible with type-approved SP tyres, the level 1 is optimised for Pirelli Diablo Superbike tyres with SC1 200/60 compound, subject to tyre calibration. 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 level 6 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).

Recovery in case of error

If a DTC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error, power modulation will no longer be present but the error status will still be signalled. In any situation, if the system is switched off by the user, no power modulation will be applied other than that requested by the user.

Attention

With the Pit Lane Speed Limiter enabled, the DTC does not work.

Settings - Advanced - Riding Mode setup - DAVC - DWC

Attention

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

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the ○ button.

- Select the “Riding Mode setup” item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “DAVC” item and press ○ .
- Select the “DWC” item and press ○ .

The current level (A, Fig 144 page168) is displayed, followed by available levels from 1 to 8, and “Off”. The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 144 page168) is the path of the parameter being set.

Use buttons △ and ▽ to scroll and select the desired level. Press ○ button to confirm.

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.



Fig 143

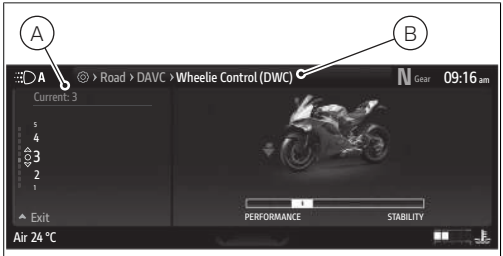


Fig 144

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

DWC LEVEL	RIDING MODE	USE	DEFAULT
OFF		The DWC is disabled.	
1	HIGH PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
2	MEDIUM PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "RACE A" Riding Mode
3	PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "RACE B" Riding Mode
4	PERFORMANCE	Track use for all kinds of riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
5	SPORT	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

DWC LEVEL	RIDING MODE	USE	DEFAULT
6	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "ROAD" and "WET" Riding Modes
7	MEDIUM SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	
8	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie.	

Tips on how to select the sensitivity level

Attention

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

The DWC level 1 setting has been optimized using tyres with SC1 compound (Pirelli Diablo Supercorsa SC1), which are not originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system. 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 OEM ones - but still belonging to the same dimensional class - 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.

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

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

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

The rider's experience

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

Level depends on type of track

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

Tips for use on the track

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

Tips for use on the road

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

Recovery in case of error

If a DWC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error, power modulation will no longer be present but the error status will still be signalled. In any

situation, if the system is switched off by the user, no power modulation will be applied other than that requested by the user.

Attention

With the Pit Lane Speed Limiter enabled, the DWC does not work.

Settings - Advanced - Riding Mode setup - DAVC - DSC

Attention

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

The Ducati Slide Control (DSC) system assists the rider during the acceleration when exiting a curve in order to better control the side slipping of the rear wheel. The system thus improves the intervention of the single DTC function that works on the tyre longitudinal slipping providing better assistance in extreme riding conditions.

The DSC system works on 2 different levels, each calibrated to offer a different intervention on the side slipping of the tyre in combination with a specific DTC level.

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the "DAVC" item and press ○ .
- Select the "DSC" item and press ○ .

The current level (A, Fig 146 page174) is displayed, followed by available levels 1, 2, and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 146 page174) is the path of the parameter being set.

Use buttons ▵ and ▿ to scroll and select the desired level. Press ○ button to confirm.

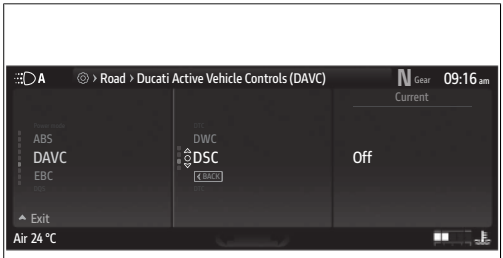


Fig 145

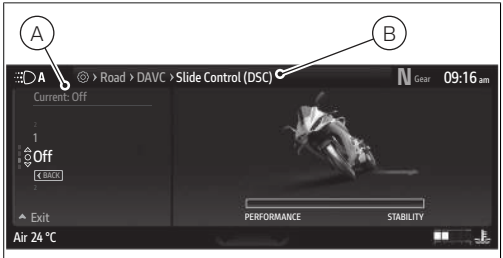


Fig 146

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

DSC LEVEL	USE	DEFAULT
OFF	The DSC is disabled.	
1	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a limited way in order limit side slipping.	It is the default level for the "RACE A" Riding Mode
2	The basic intervention level depends on the selected DTC level. The DSC system increases the intervention extent in a more significant way in order limit side slipping.	It is the default level for the “RACE A” Riding Mode. It is the default level for the “RACE B”, “SPORT” and “WET” Riding Modes.

Attention

The DSC system assists the rider in the control of the rear tyre side slipping and facilitates the acceleration out of curves. Therefore, the system does not prevent the rider from reaching potentially dangerous leaning angles and for safety reasons it must be used with due riding care.

Tips on how to select the intervention level

According to the riding style, the curve-exit phase can be performed in a rougher or smoother way and can lead to different leaning angles. Therefore, it is suitable to follow the indications provided below to identify the intervention level most appropriate for your riding style. To this end, we recommend to identify first the most suitable DTC level according to the indications provided in the DTC system description. Then, we recommend selecting the DSC 2 level, i.e. the most invasive intervention, and ride some laps to become familiar with the system. If the system intervention on the lateral grip is too strong, we recommend trying DSC 1 level, associated to a softer intervention.
If non-OEM tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is compromised. 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.

Recovery in case of error

If a DSC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error, power modulation will no longer be present but the error status will still be signalled. In any situation, if the system is switched off by the user, no power modulation will be applied other than that requested by the user.

Attention

The DSC is a rider assist system. 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.

Attention

With the Pit Lane Speed Limiter enabled, the DSC does not work.

Settings - Advanced - Riding Mode setup - EBC

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

The system allows the rider to set "engine brake", the range being from a maximum engine braking with system set to level 1, and progressively decreasing as level increases. System is particularly sensitive at high rpm and sensitivity gradually decreases as soon as engine rpm decrease.

Attention

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

This function allows setting the EBC intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the "EBC" item (Fig 147 page178) and press ○ .

The current value (A, Fig 148 page179) is displayed, followed by available levels from 1 to 3. The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 148 page179) is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press ○ button to confirm.



Fig 147

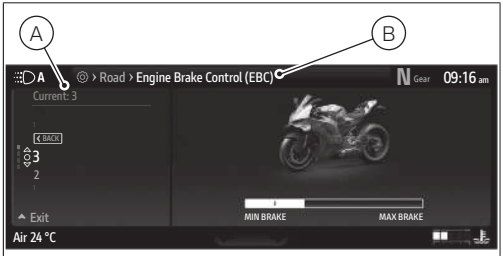

A
B
A
Road › Engine Brake Control (EBC)
N Gear
09:16 am
Current: 3
BACK
3
2
Exit
MIN BRAKE
MAX BRAKE
Air 24 °C

Fig 148

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

EBC LEVEL	CHARACTERISTIC	DEFAULT
1	In this level the engine delivers the maximum engine brake.	
2	In this level the engine delivers a low engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration.	It is the default level for Race A, Race B and Sport Riding Modes
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	It is the default level for Road and Wet Riding Modes

Tips on how to select the sensitivity level

Attention

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

As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.
As far as the final ratio is concerned, when using a different ratio (which only possible for tracing use) than the original equipment one, it is recommended to use the relevant automatic calibration function in order to restore optimal system operation.

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

1) The grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
3) The Riding Mode.

Level depends on grip conditions

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

Level depends on type of track

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

Settings - Advanced - Riding Mode setup - DQS

This function allows setting the DQS intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "DQS" item (Fig 149 page183) and press O .

The current value (A, Fig 150 page183) is displayed, followed by available levels"On" and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 150 page183) is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired level. Press O button to confirm.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. The engine control unit detects lever actuation via the drum position sensor. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gear shift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the gear shift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.

- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 1,800 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.
- The Ducati Quick Shift does not allow the neutral position to be reached, if this were to happen the system would recognise the event as an incomplete shift. To exit the strategy, it will be necessary to complete the rotation of the lever or pull the clutch.



Fig 149

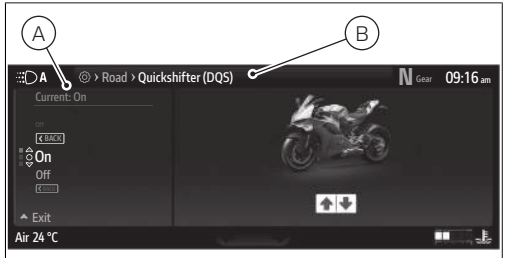


Fig 150

Settings - Advanced - Riding Mode setup - Infomode

This function allows rider to select the main screen Infomode (Track or Road) associated with every Riding Mode.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the ○ button.
- Select the “Riding Mode setup” item and press ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “Infomode” item (Fig 151 page184) and press ○ .

The current value (A, Fig 152 page185) is displayed, followed by “Track”, “Road” and “Default” options (the latter being visible only if Infomode has been previously changed). The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 152 page185) is the path of the parameter being set.

Restoring Infomode for the selected Riding Mode

By selecting the "Default" item and pressing ○ you will restore the Infomode for the selected Riding Mode.
From this moment (and until a different Infomode is set) the "Default" indication is no longer visible.



Fig 151

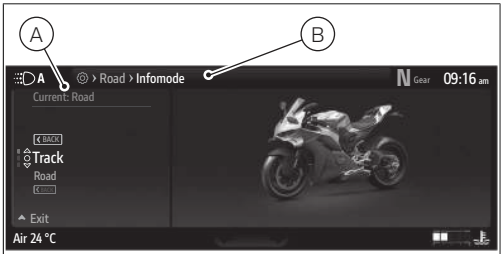


Fig 152

Settings - Advanced - Riding Mode setup - Default

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

Resetting the parameter values for all Riding Modes:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.
- Select the "Riding Mode setup" item and press ○ .
- Select the "Default" option and press ○ to restore all default parameters for all Riding Modes. Then "Default" disappears from the list.

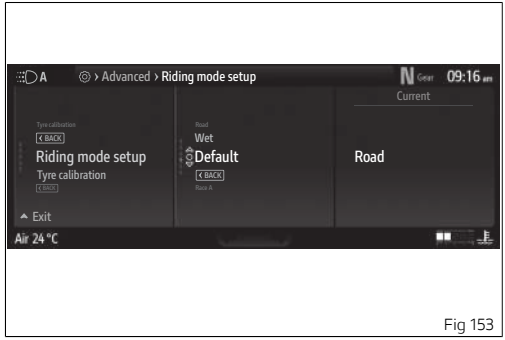


Fig 153

Resetting of parameter values for a single Riding Mode:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.

- Select the “Riding Mode setup” item and press o .
- Select the Riding Mode you wish to customise and press o .
- Select the “Default” option and press o to restore all default parameters for the selected Riding Mode. Then “Default” disappears from the list.



Fig 154

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

	Race A	Race B	Sport	Road	Wet
Intended use	Track	Track	Track/Road	Road	Road
Power Mode	High	High	Medium	Medium	Low
Max Power	158.9 kW @ 13500 rpm	158.9 kW @ 13500 rpm	158.9 kW @ 13500 rpm	158.9 kW @ 13500 rpm	120.94 Nm @ 11250rpm
Throttle response	Dynamic	Dynamic	Smooth	Smooth	Dynamic
ABS	1	3	6	6	7
DTC	2	3	5	6	8
DWC	2	3	5	6	6
DSC	1	2	2	2	2
EBC	2	2	2	2	3
DQS	On	On	On	On	On

Settings - Advanced - Rider weight

The motorcycle is equipped with the Ducati Rider Weight system. Once the rider's weight has been selected through this function, the system suggests the correct front and rear suspension preload setting to achieve the optimal bike balance.
You can customise system behaviour by setting the rider's weight with or without a passenger.

To open this function:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .
- Select the "Rider weight" item and press the button ○ .



Fig 155

The display will show the following options: "Rider Weight", "Rider + Passenger" and "Default" (shown in grey if the current values match the factory settings). Use buttons ▲ and ▼ to select the desired item and press the button ○ .

Setting "Rider weight"

To set the rider's weight, select the item "Rider Weight". The display shows the currently set weight and the recommended front and rear suspension preload values (refer to this User Manual). Press the button ○ to set the rider's weight including riding gear.

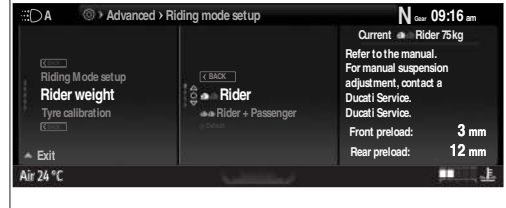


Fig 156

The display shows the first of the 3 digits active for the entry:

- The arrows above and below the digit indicate that the number can be changed from 0 to 9 using buttons ▲ and ▼ 6.
- Press the button ○ to confirm and move on to the following digit.
- Repeat the procedure until entering all 3 digits.

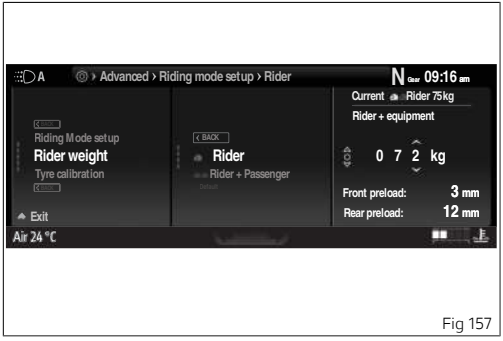


Fig 157

Once the last digit has been confirmed, the value is updated and the previous screen is displayed.

Profile selection “Rider + Passenger”

To select the rider and passenger profile, choose “Rider + Passenger” and press the button ○ . The system automatically sets the maximum weight, and the suggested preload value corresponds to the maximum value in the recommended preload table.

Restoring default values

To restore the default values, select the item “Default”. The display will show the message “Reset rider weight?”. Press ○ button to confirm.

The adjustable weight range extends from 45 kg to 120 kg. Recommended preload values are calculated automatically and displayed on screen.

Note

If the rider’s actual weight falls outside the available range, select the nearest available value.

Recommended preload table

The following table shows the recommended front and rear suspension preload values according to the rider's weight entered in the system.

Rider's weight [kg]	Front Fork Preload [mm]	Rear Shock Absorber Preload [mm]
45	5	8
50	6	8
55	7	8
60	8	8
65	8	8
70	9	8
75	10	8
80 (Default)	10 (Default)	8 (Default)
85	11	9
90	12	10
95	13	11
100	14	12
105	14	13
110	14	14

Rider’s weight [kg]	Front Fork Preload [mm]	Rear Shock Absorber Preload [mm]
115	15	15
120	15	16

Preload adjustment

Both the front and rear suspension preload are mechanical and must be adjusted manually. For correct preload adjustment, please contact a Ducati Service Centre.

Settings - Advanced - Tyre calibration

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference or to restore their original values. It also allows you to correctly learn the final drive ratio (front sprocket/rear sprocket) in the event of modifications to the approved configuration. Refer to the table of permitted front sprocket/rear sprocket combinations for this model, if any.

Then perform the Tyre Calibration function:

- if tyres must be replaced
- if final drive ratio must be changed

Condition for successful calibration:

- constant speed between 49 and 51 km/h (30 and 32 mph).
- 2nd gear

To open this function:

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the "Advanced" item and press the button ○ .
- Select the "Tyre calibration" item and press the button ○ .



Fig 158

If a tyre calibration has never been carried out, "Start" is displayed.
If a calibration has already been carried out, "Default" is displayed instead of "Start".

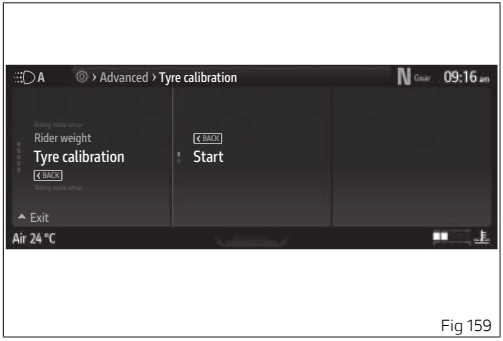


Fig 159

Tyre calibration - Start

When entering the function, by pressing o with "Start" displayed, the instrument panel shows the screen to proceed with calibration.
This screen shows the message "Ready" and the indication to maintain a constant speed within 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged. The right part of the screen shows the current speed and 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.

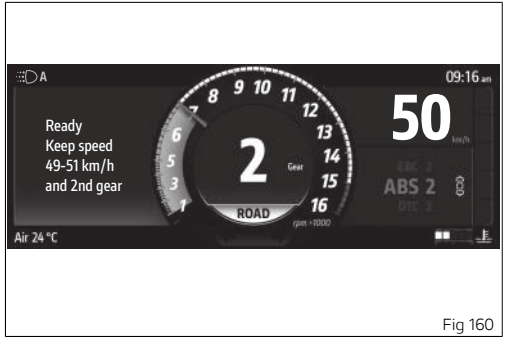


Fig 160

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

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

If during the calibration procedure the required speed and riding conditions are not maintained, or an error or malfunction occurs, the instrument panel displays the message “Failed” and returns to the previous menu after a few seconds.

Tyre calibration - Default

When entering the function, by pressing the button o with “Default” item selected, the instrument panel will display “Wait...” for 2 seconds, followed by “Default restored” for 2 seconds, and then it will return to the previous menu.

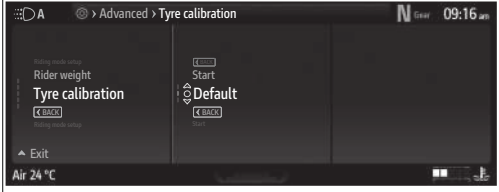


Fig 161

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.

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						
		38	39	40	41	42	43	44
Front sprocket	15	2.53	2.60	2.67	2.73	2.80	2.87	2.93
	16	2.38	2.44	2.50	2.56	2.63	2.69	2.75
	17	2.24	2.29	2.35	2.41	2.47	2.53	2.59
	18	2.11	2.17	2.22	2.28	2.33	2.39	2.44

Settings - Track

This submenu contains all the following settings for track use of the motorbike:

- DPL Info (see page 195)
- Circuits (if present, see page 197)
- DDL (if present, see page 201)
- Lap (see page 204)
- Pit Limiter (see page 208)
- Tyre pressure (if present, see page 209)

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.

Use buttons ▲ and ▼ to navigate within the menu and use the ○ button to validate.

A long press of the ▲ button allows you to quit the Settings menu at any time.
A long press of the ▼ button allows you to rapidly scroll the menu items.

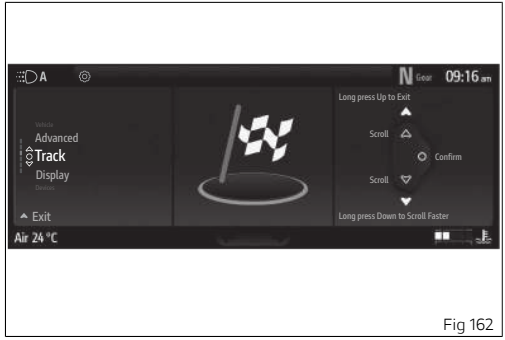


Fig 162

Settings - Track - DPL info

This function allows you to view information on the launches recorded with the DPL function. Launches are divided into 4 categories, according to the level selected when using the DPL function: Best launches, Standard, Medium, Expert. Within the Standard, Medium and Expert categories, the

launches are presented in chronological order and the best performance is highlighted.
This function also allows you to delete the details of recorded launches.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Info DPL” item (Fig 163 page196) and press ○ .



Fig 163

“Best launches”, “Standard”, “Medium” and “Expert” options are displayed; use ▲ and ▼ buttons to scroll the available options. For each item, the relevant recorded launches are displayed (Fig 164 page197).

Best launches

Selecting “Best launches” (Fig 164 page197), the best recorded launches from all categories are displayed in a table with the following information: 0-100 km/h time, 0-200 km/h time, level, date. Using the quick-change buttons (A) and (B), it is possible to change the order of the recorded launches by 0-100 km/h time, 0-200 km/h time or level.

Standard, Medium and Expert

Selecting “Standard”, “Medium” or “Expert” (in the example, “Standard”,Fig 165 page197) the recorded launches from the relevant category are displayed in a table with the following information: date, 0-100 km/h time, 0-200 km/h time. The lower part of the table shows the total number of launches recorded for the relevant category. With the quick-change buttons (A) and (B), it is possible to scroll through the list of recorded launches.

Note

This function can be accessed directly via the "DPL Info" item in the main screen menu.

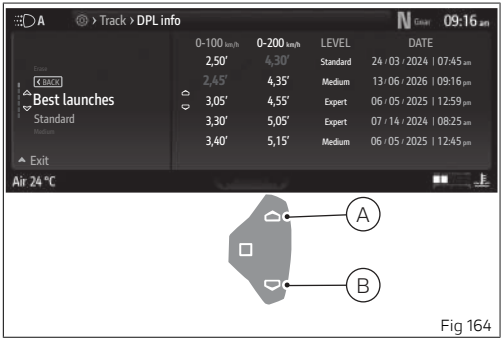


Fig 164

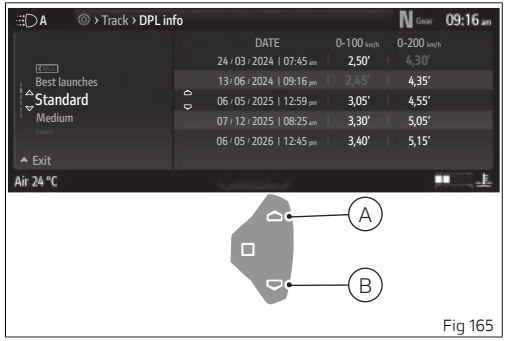


Fig 165

Settings - Track - Circuits (if present)

This functions is only available if the GPS module is installed and allows the user to activate/deactivate and edit the circuit parameters (name and GPS coordinates for finish line and intermediate points). Circuit name and any stored coordinates are managed by the instrument panel for time recording (see page 108).

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Track” item and press the ○ button.

- Select the “Circuits” item (Fig 166 page198) and press ⊙ .

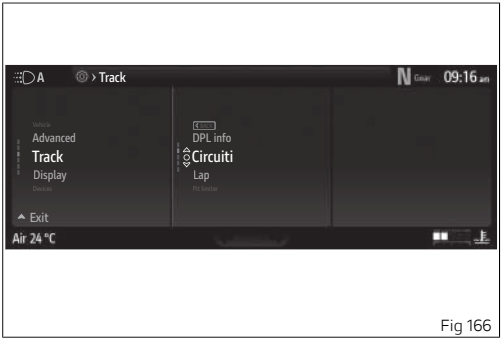


Fig 166

There is a list of available race tracks and the “Default” option (visible only if at least one circuit has been modified); currently active circuit is at the centre.
Use buttons ⌃ and ⌄ to select the required race track and press the ⊙ button to confirm.

To restore the parameters of all circuits, select the "All Default" option and press ⊙ . Then “All Default” disappears from the list.



Fig 167

Management of the selected circuit

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Track” item and press the ⊙ button.
- Select the “Circuits” item and press ⊙ .
- Select the required circuit and press ⊙ .

When entering this menu, “Activate” option is displayed if circuit is not currently active; or “Deactivate” option is displayed if circuit is currently active. Also “Modify” and “Default” options are displayed (visible only if the circuit was modified) (Fig 168 page199).

To restore the parameters of the circuit, select the "Default" option and press ⊙ . Then “Default” disappears from the list.

Circuit activation and deactivation

Activating a circuit allows restoring the coordinates for finish line and intermediate points stored in the instrument panel and used to record the laps (see page 108).
To activate the circuit, select the “Activate” option and press ⊙ .
The display shows message “Wait...” for a few seconds, then updates circuit status.

To deactivate the circuit, select the “Deactivate” option and press ⊙ .
The display shows message “Wait...” for a few seconds, then updates circuit status.



Fig 168

Changing the circuit

Changing the circuit allows editing its name and setting finish line and intermediate point coordinates.

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Track” item and press the ⊙ button.
- Select the “Circuits” item and press ⊙ .
- Select the required circuit and press ⊙ .
- Select the “Modify” item and press ⊙ .

Then options “Edit name” and “Save current finish line” will be displayed (Fig 169 page200). If finish

line coordinates have not been set, “Finish line not defined” will be displayed instead of “Save current finish line”.

Changing the circuit – setting the name

Select the “Edit Name” option and press o button to enable circuit name editing (Fig 169 page200).
It is possible to use up to a maximum of 12 characters.
Use buttons ▲ ▼ to scroll through the available characters, press o button to confirm and set the following one (Fig 170 page200).
Once the last character has been set, press o , and “Save” is displayed on the left side of the display; then press o : name is stored and the message “Saved” is displayed for a few seconds.

Note
The circuit name is used during lap recording, in place of session name.

Note
The first character is entered in uppercase letters, the other ones are small caps.



Fig 169

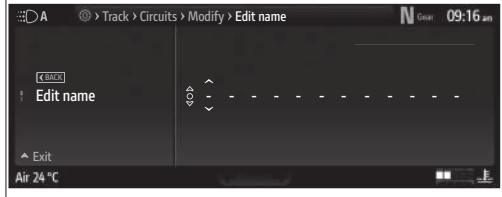


Fig 170

Changing the circuit – storing finish line and intermediate point coordinates

This function allows associating currently set GPS coordinates for the finish line and intermediate points to the selected circuit (see page 108).

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Circuits” item and press ○ .
- Select the required circuit and press ○ .
- Select the “Modify” item and press ○ .

If finish line coordinates have been stored by the GPS, “Save current finish line” option (Fig 171 page201) will be displayed and can be selected.
If that is not so, if finish line coordinates have not been stored, “Finish line not defined” is displayed in grey and can not be selected.

Select “Save current finish line”, then press ○ : the instrument panel will display “Wait...” for a few seconds and then “OK”, and will then go back to the previous screen.
In case of error, the message “Error” is displayed for a few seconds, then the instrument panel displays the previous screen.

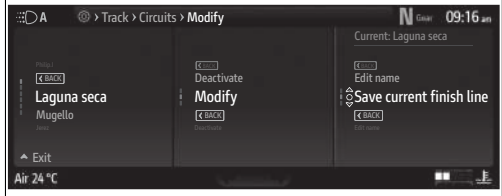


Fig 171

Settings - Track - DDL (if present)

This function is only present if the motorbike is equipped with the DDL system and allows setting the DDL recording mode, viewing memory status and deleting data.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “DDL” item (Fig 172 page202) and press ○ .

"Logging" and "Memory" are displayed in the centre, while the current status is displayed on the right (Fig 173 page202).
Use buttons ▲ and ▼ to select the required item and press the ● button to confirm.

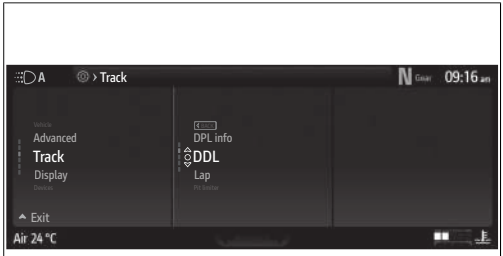


Fig 172

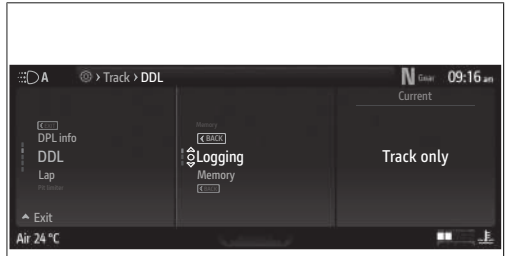


Fig 173

Logging

To set DDL recording mode:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Track" item and press the ● button.
- Select the "DDL" item and press ● .
- Select the "Logging" item (Fig 173 page202) and press ● .

The items "Off","Always on" and "Track only" (Fig 174 page203) are displayed.
Use buttons ▲ and ▼ to select the required item and press the ● button to confirm.

The item “Always on” sets continuous DDL recording, while the item “Track only” sets DDL recording only when track times (Laps) are being recorded.



Fig 174

Memory

To display the memory status of the DLL or to erase its data:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the o button.
- Select the “DDL” item and press o .
- Select “Memory” (Fig 175 page203) .

The current memory status is displayed on the right.

Erasing data

To delete recorded data, select the “Memory” (Fig 175 page203) item and press o ; “Erase data” (Fig 176 page204) item is new displayed. To confirm deletion, press button o .

Note

Full memory triggers overwrite mode, erasing from oldest data first.

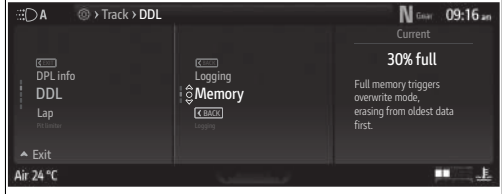


Fig 175

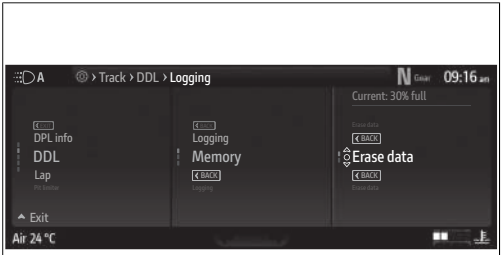


Fig 176

Settings - Track - Lap

This function allows enabling or disabling the LAP function (see page 108) and viewing and deleting the recorded LAPs.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Lap” item (Fig 177 page204) and press ○ .

The following items are displayed: “On”, “Off”, “Lap data” and “Erase data” (visible only if memorised laps are available) (Fig 178 page205).

Select the desired item using buttons ▲ and ▼ , then press ○ to confirm.

To activate the lap recording, select the “On” option and press ○ to confirm.
To deactivate the lap recording, select the “Off” option and press ○ to confirm.

According to whether the GPS module is installed or not, the “Lap data” function shows the recorded times in “Basic” or “EVO” mode.

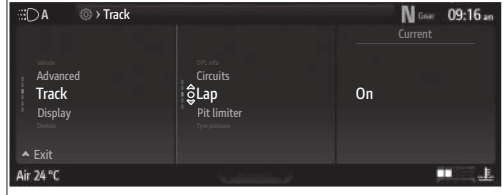


Fig 177

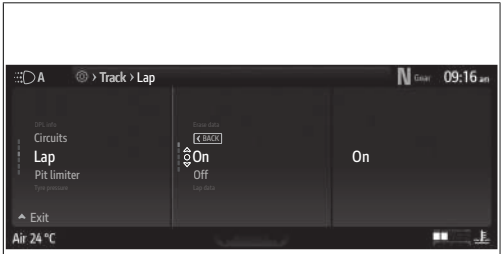


Fig 178

Lap data - basic mode (no GPS)

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Lap” item and press ○ .
- Select the “Lap data” item and press ○ .

When accessing this function, the display shows the list with “Best laps” and available laps (up to 60) (Fig 179 page206).
Use buttons ▲ and ▼ to scroll through the memorised laps.

Data recorded for each lap are (Fig 180 page206):

- “Lap” - Lap time
- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached
- “Lean angle max” - maximum reached lean angle
- “Yaw angle max” - maximum reached yaw angle

Note
It is possible to record maximum of 60 LAPs.

If there are no memorised laps, when accessing this menu the instrument panel will show “No lap”.

Best laps Basic (no GPS)

By selecting “Best Laps”, the data for the best time among those recorded are displayed, showing the lap number with the respective time and the maximum speed reached (Fig 179 page206).

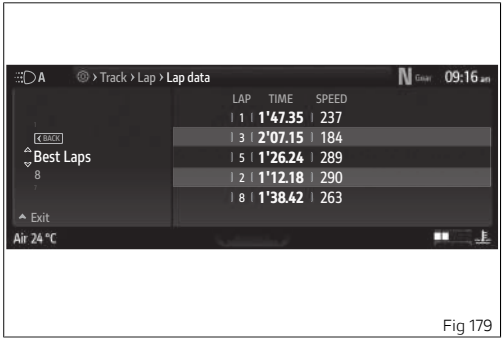


Fig 179

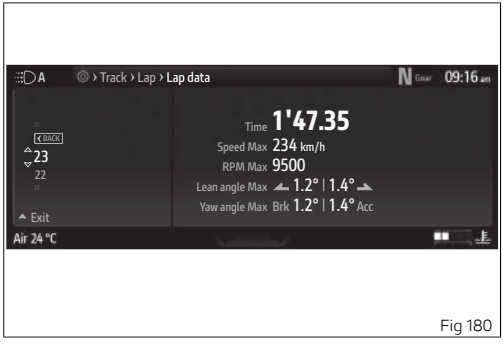


Fig 180

Lap data - EVO mode (with GPS)

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Lap” item and press ○ .
- Select the “Lap data” item and press ○ .

When accessing this function, the display shows “Best laps” and recorded sessions (up to 20) (Fig 181 page207).
To view the LAPs memorised in one session, select the desired session and press ○ .
The display will show all the LAPs recorded in the selected session, (up to a maximum of 25, Fig 182 page208).
Use buttons ▲ and ▼ to scroll through the memorised laps.
Data recorded for each lap are:

- “Lap” - Lap time
- “Intermediate T1” - if the first intermediate point has been configured
- “Intermediate T2” - if the second intermediate point has been configured
- “Intermediate T3” - if the third intermediate point has been configured

- “Speed max” - the maximum actual speed reached and the set unit of measurement
- “RPM max” - the maximum engine rpm reached
- “Lean angle max” - maximum reached lean angle
- “Yaw angle max” - maximum reached yaw angle

Note
It is possible to record maximum 20 sessions. It is possible to record maximum of 25 laps per session.

If there are no memorised laps, when accessing this menu the instrument panel will show “No lap”.

Best laps EVO (with GPS)

By selecting “Best Laps” (Fig 181 page207), the data for the best time recorded in each session are displayed, showing the lap number with the respective time, intermediate T1, T2, T3, and the maximum speed reached. With the buttons (A) and (B) (Fig 181 page207), it is possible to scroll through the list of best laps.

Erase data

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Lap” item and press ○ .
- Select the “Erase data” item and press ○ .

When accessing this function, the display shows “Erase data”: to delete all recorded LAPs, select the indicated item and press ○ .

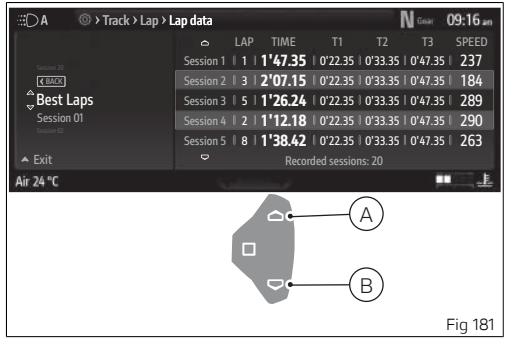


Fig 181

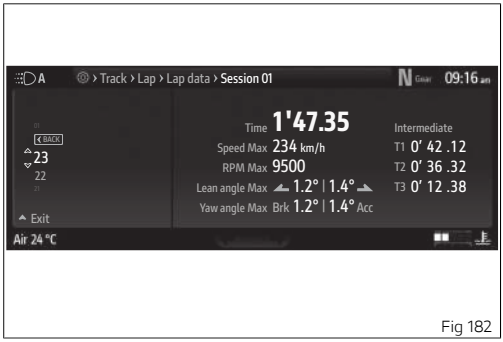


Fig 182

Settings - Track - Pit limiter

This function allows user to set the speed for the Pit limiter function.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Track" item and press the o button.
- Select the "Pit limiter" item (Fig 183 page209) and press o .

The instrument panel displays the currently set speed limit on the right, while the digits for the set speed are displayed in the centre (Fig 184 page209).

The arrows above and below the first digit indicate that the number can be changed from 0 to 9 using buttons ▲ and ▼ .
Press o to confirm and move on to the following digit.

After confirming the last digit, the instrument panel shows "Wait..." for 2 seconds, and then it goes back to the previous page, showing the updated speed value.

Note

A speed value between 40 km/h (25 mph) and 80 km/h (50 mph) can be set.

Important

Pit limiter cannot be enabled while DPL is active.

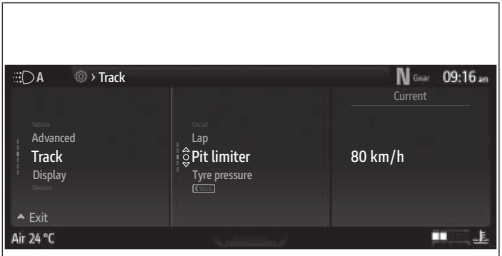


Fig 183

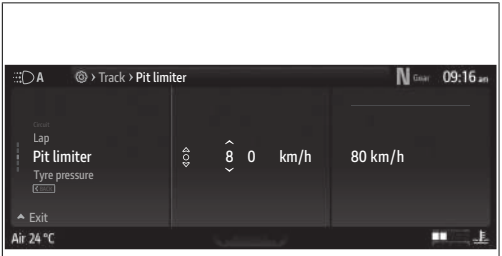


Fig 184

Settings - Track - Tyre pressure (if available)

This function allows setting the reference pressure for the front and rear tyre pressure sensors. Available only if tyre sensors are present.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the ○ button.
- Select the “Tyre pressure” item (Fig 185 page210) and press ○ .

Items “Front tyre” and “Rear tyre” are displayed, while on the RH side is the currently set pressure (Fig 186 page210).

Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ to confirm.



Fig 185

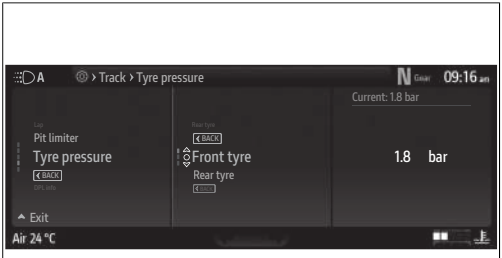


Fig 186

When “Front tyre” or “Rear tyre” is selected, (in the example, “Front tyre”,Fig 187 page210) the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased with buttons ▲ ▼ . Press ○ to confirm.

Note

The pressure value can be set between 1.5 bar and 3.0 bar.

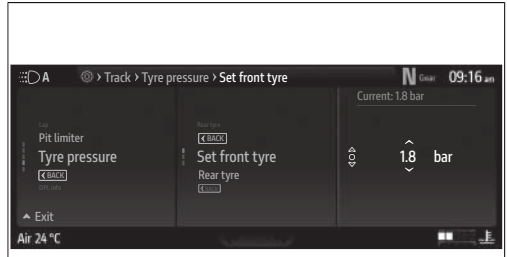


Fig 187

Settings - Display

This submenu contains all the following settings for the display:

- Brightness (see page 211)
- Date and time (see page 213)
- Units (see page 216)
- Language (see page 221)

To access this submenu:
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.

Use buttons ▲ and ▼ to navigate within the menu and use the ○ button to validate.
A long press of the ▲ button allows you to quit the Settings menu at any time.
A long press of the ▼ button allows you to rapidly scroll the menu items.



Fig 188

Settings - Display - Brightness

This function allows dashboard backlighting setting.
- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select “Brightness” (to display the current status,Fig 189 page212) and press the ○ button.

A bargraph is displayed indicating the currently set brightness (A, Fig 190 page212), while at the top

of the screen page (B,Fig 190 page212) you find the path of the parameter being set.
The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.
Use buttons ▲ and ▼ to select backlighting intensity. Press the ○ button to confirm.



Fig 189

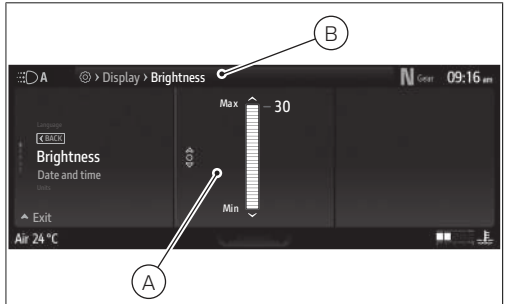


Fig 190

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

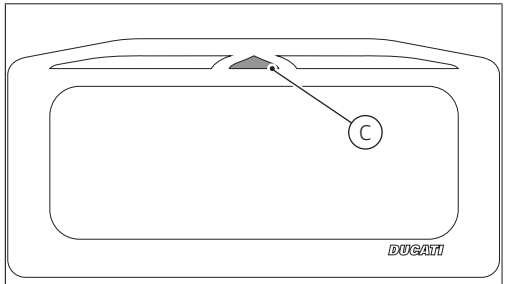


Fig 191

Settings - Display - Date and time

This function allows setting date and time as well as the relevant formats.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select “Date and time” (to display the current status,Fig 192 page213) and press the ○ button.

Options “Set date”, “Date format”, and “Set time” are displayed. The current setting is shown on the right side (Fig 193 page214).

With buttons ▲ and ▼ it is possible to scroll through and select the parameter to be set. Press the ○ button to confirm.

Note

If the date or time has not been set yet, dashes - are displayed instead of the relevant values.

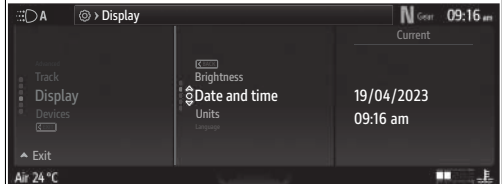


Fig 192

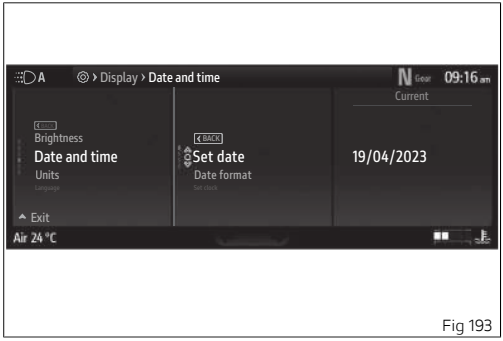


Fig 193

Set date

This function allows setting the date, in the example shown here the date format is day/ month/year.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ● button.
- Select the “Date and time” item and press ● .
- Select the “Set date” item (Fig 193 page214) and press ● .

The first date parameter (in the example the day) becomes editable and is displayed with two arrows above and below it (Fig 194 page214). Use buttons ▲ and ▼ to scroll and select the desired value. Press ● to confirm and move on to the following parameter. Then proceed in the same manner until the date is completely set.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” is displayed for a few seconds. Afterwards, it will be possible to enter the correct date.

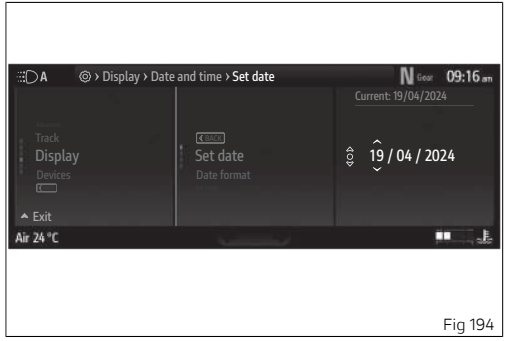


Fig 194

Date format

This function allows setting the date format.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Date format” item (Fig 195 page215) and press ○ .

The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”, “yyyy.mm.dd” (Fig 196 page215). Use buttons ▲ and ▼ to scroll and select the desired format. Press ○ button to confirm.

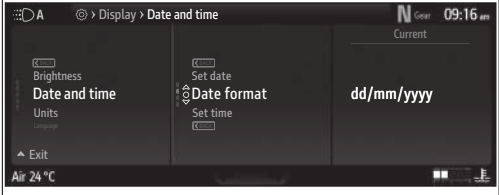


Fig 195

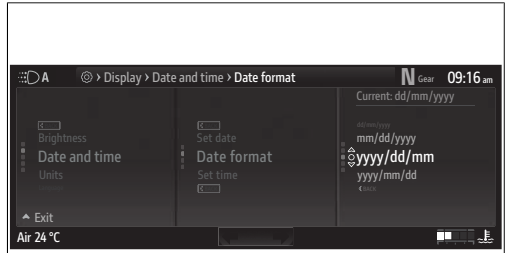


Fig 196

Set time

This function allows setting the time, in the example shown here the time format is 12 hours (AM/PM).

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Set time” item (Fig 197 page216) and press ○ .

The first editable parameter is the 12h or 24h format (Fig 198 page216): use buttons ▲ and

to scroll and select the desired format. Press button to confirm and move on to set hours. The hours become selectable; use buttons and to scroll and select the desired value. Press button to confirm and move on to set minutes. Then proceed in the same manner until the time is completely set.

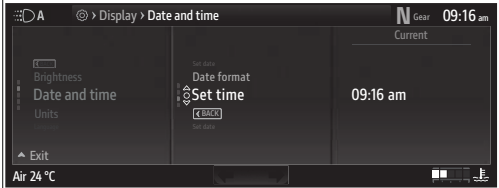


Fig 197

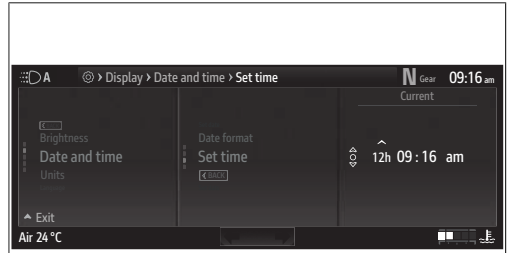


Fig 198

Settings - Display - Units

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

- Enter the Settings menu.
- Use buttons and to select the “Display” item and press the button.
- Select the “Units” (Fig 199 page217) option and press .

The following items are displayed: “Speed”, “Temperature”, “Consumption”, “Pressure” (if present) and “Default” (visible only if one or more measurement units have been changed) (Fig 200

page217). The measurement unit currently set for the selected item is shown on the right. Use buttons ▲ and ▼ to scroll and select the desired item. Press the ● button to confirm.



Fig 199

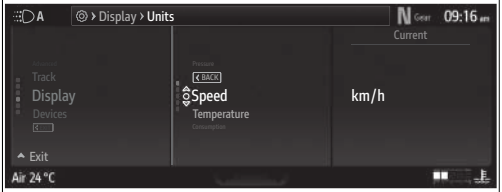


Fig 200

Speed

To set the speed measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ● button.
- Select the “Units” option and press ● .
- Select the “Speed” item (Fig 200 page217) and press ● .

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 201 page218).

Use buttons ▲ and ▼ to scroll and select the desired item. Press the ● button to confirm.

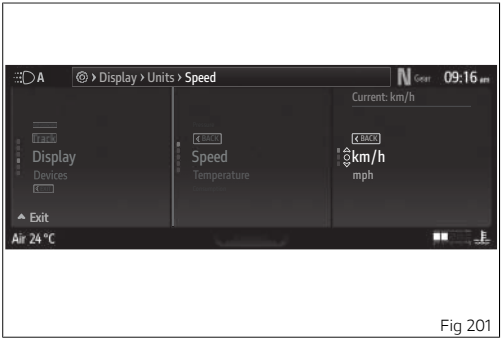


Fig 201

Temperature

To set the temperature measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ● button.
- Select the “Units” option and press ● .
- Select the “Temperature” option (Fig 202 page218) and press ● button.

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 203 page219).
Use buttons ▲ and ▼ to scroll and select the desired item. Press the ● button to confirm.

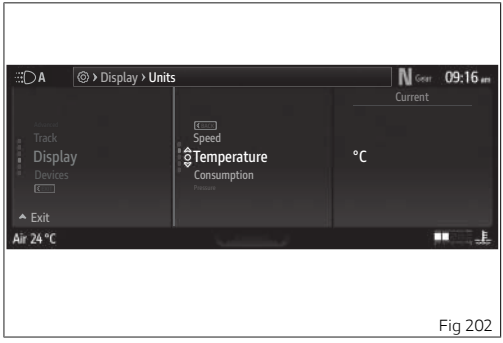


Fig 202

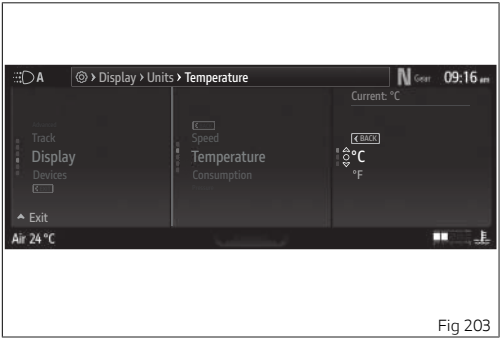


Fig 203

Consumption

To set the consumption measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Consumption” item (Fig 204 page219) and press ○ .

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 205 page220).

Use buttons ▲ and ▼ to scroll and select the desired item. Press the ○ button to confirm.

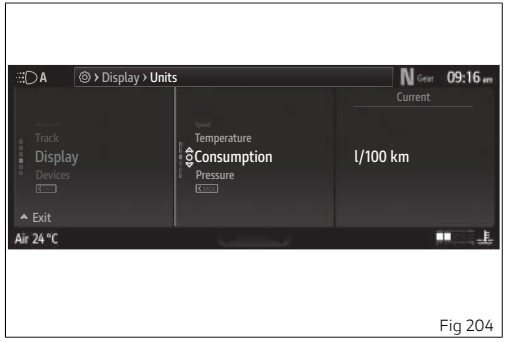


Fig 204

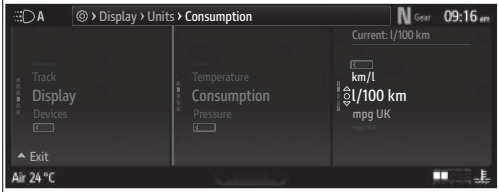


Fig 205

Pressure (if available)

To set the pressure measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the o button.
- Select the “Units” option and press o .
- Select the “Pressure” item (Fig 206 page220) and press o .

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 207 page221).

Use buttons ▲ and ▼ to scroll and select the desired item. Press the o button to confirm.



Fig 206



Fig 207

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Default” option and press ○ . The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

To restore a single unit of measurement:

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the value to be restored (e.g. Consumption) and press ○ .
- Select the “Default” option and press ○ . The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

Settings - Display - Language

This function allows setting the instrument panel language.

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select “Language” (to display the current language,Fig 208 page222) and press the ○ button.

The following items are displayed: “English, Italiano, Deutsch, Français, Nederlands, Español” (Fig 209 page222).
The currently set language is shown on the right side of the screen.

Use buttons ▲ and ▼ to scroll and select the desired language. Press the ○ button to confirm.

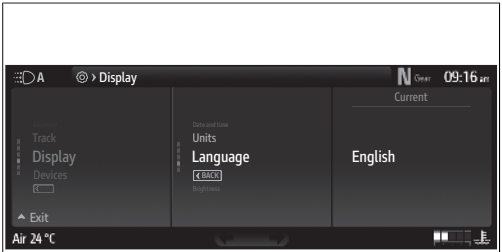


Fig 208

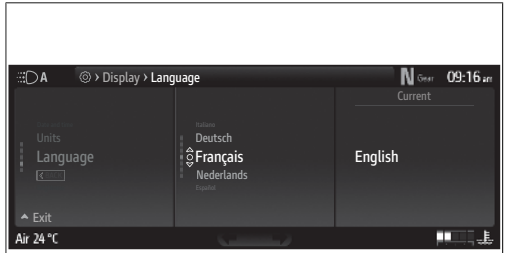


Fig 209

Settings - Devices (if present)

This submenu is only available if the Bluetooth control unit has been installed and contains all the following settings for device management:

- Bluetooth (if present, see page 223)
- Connected devices (if present, see page 226)

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the ○ button.

Use buttons ▲ and ▼ to navigate within the menu and use the ○ button to validate.

A long press of the ▵ button allows you to quit the Settings menu at any time.
A long press of the ▿ button allows you to rapidly scroll the menu items.



Fig 210

Settings - Devices - Device pairing (if present)

This function is available only if the Bluetooth control unit is installed and allows the user to add Bluetooth devices.

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Devices” item and press the ○ button.
- Select the “Device pairing” item (Fig 211 page223) and press ○ .

The 4 types of devices that can be paired are displayed (Fig 212 page224): smartphone, rider headset, passenger headset, satellite navigator. Use the buttons ▵ ▿ to select the type of device you wish to pair. Press ○ to confirm and start the device search.

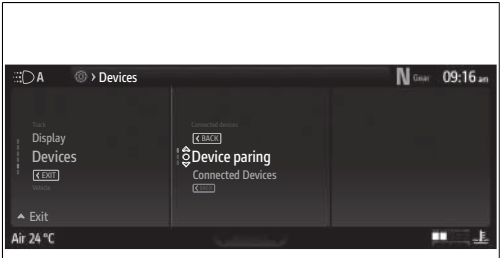


Fig 211

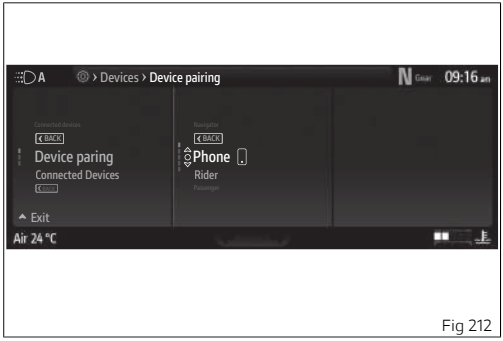


Fig 212

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, the display shows a list of all detected devices (Fig 213 page225). Use the buttons ▲ ▼ to select the desired device and press ○ .

The display shows the message "Pairing...", while waiting validation by the Bluetooth device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.

Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

Note

Maximum of 2 smartphones, 1 rider earphone, 1 passenger earphone, 1 satellite navigator can be paired up.

Attention

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

Attention

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

Attention

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

Check that your Smartphone supports the following profiles:

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

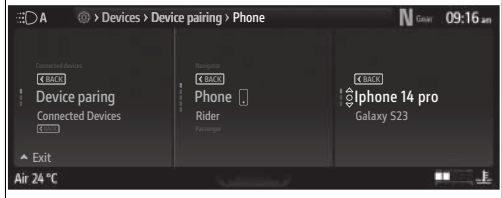


Fig 213

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

1) network signal strength of the connected smartphone;
2) smartphone connected with battery level;
3) rider helmet intercom connected;
4) passenger helmet intercom connected;

5) rider helmet intercom connected and passenger helmet intercom associated;
6) rider helmet intercom associated and passenger helmet intercom connected;
7) rider and passenger helmet intercom connected;
8) satellite navigator connected.

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

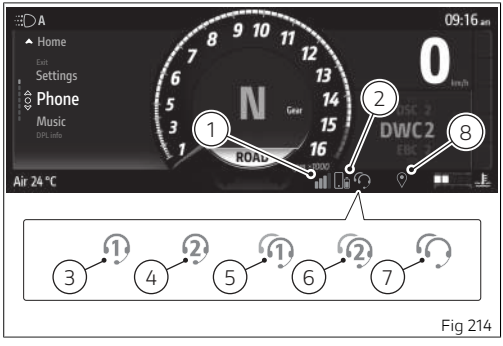


Fig 214

Settings - Devices - Connected devices (if present)

This function is available only if the Bluetooth control unit is installed and allows the user to view and delete previously paired Bluetooth devices.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the ○ button.
- Select the “Connected devices” item (Fig 215 page227) and press ○ .

The paired devices (Fig 216 page227) are listed. Press buttons ▲ and ▼ to select the desired device and press ○ .



Fig 215



Fig 216

The message “Delete?” is shown (Fig 217 page227), press o to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.



Fig 217

Warning displaying

The instrument panel manages a number of warnings and alarms aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A)

for the first 3 seconds and then in a smaller size (B) (Road Infomode in the example).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

In the following figures the warnings are shown on the left in the large version and on the right in the small version.

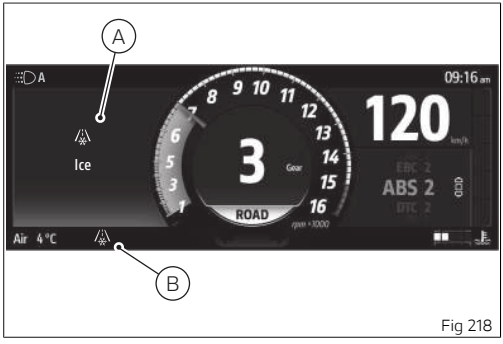


Fig 218

Ice (C)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that.
Warning will be disabled as soon as temperature rises up to 6°C (43°F).

Attention
This warning does not exclude the fact that there may be some ice on the road also if temperature is higher than 4 °C (39 °F). When the temperature is low, it is recommended to always ride with great care, especially on path sections not under the sun and/or bridges.

Flat battery (D)

Red, it indicates that the vehicle battery voltage is low, i.e. lower than or equal to 11.0V.
Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

Set date (E)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Settings" menu (page 213).

Rear ABS Off (F)

Yellow indicates that the level set for ABS makes it active on the front wheel only.
To change the ABS level see page 149.

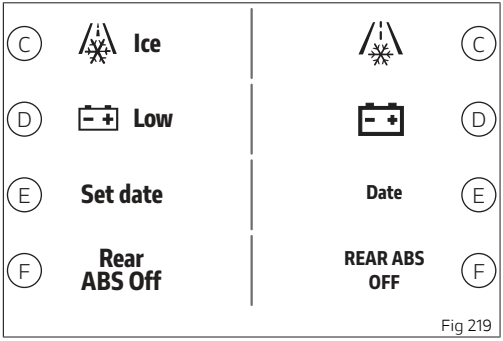


Fig 219

Brake light not working (G)

When yellow, it indicates a brake light malfunction.

Low fuel (H)

Yellow, it indicates that the fuel level is low. There is no small version of the warning.

Note
When the bike is in low fuel status, the km or miles travelled in this condition are displayed.

No key (I)

A yellow colour indicates incorrect recognition of the immobiliser key.

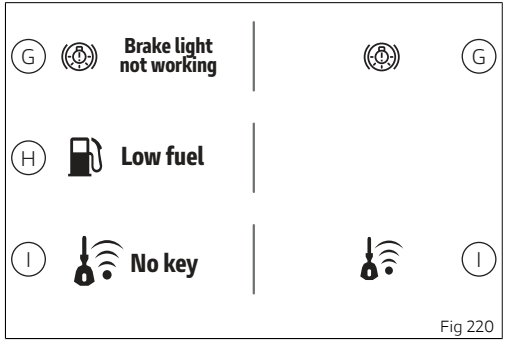


Fig 220

High front pressure (J) and High rear pressure (K) – if any

The yellow colour indicates that the corresponding tyre pressure is high. They are only displayed if the tyre pressure sensors are present on the motorcycle.

Low front pressure (L) and Low rear pressure (M) – if any

The yellow colour indicates that the corresponding tyre pressure is low. They are only displayed if the tyre pressure sensors are present on the motorcycle.

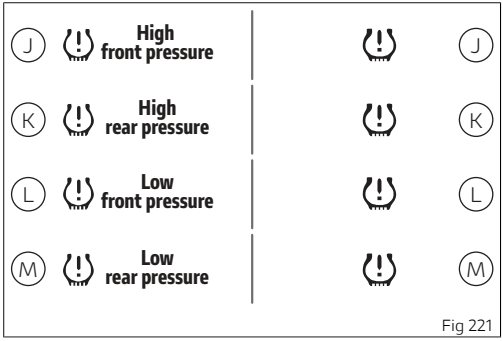


Fig 221

Front TPMS (N) and Rear TPMS (O) – if any

Yellow, it indicates that the battery inside the corresponding sensors is almost discharged and so the tyre pressure information will soon no longer be available for the corresponding tyre(s).

Ducati recommends that the sensor be checked as soon as possible because it is necessary to replace it.
They are only displayed if the tyre pressure sensors are present on the motorcycle.

Set pressure (P) - if any

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Settings" menu page 209. It is only displayed if the tyre pressure sensors are present on the motorcycle.

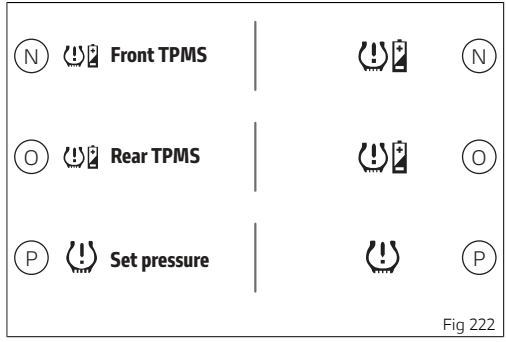


Fig 222

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
If there is an error, the instrument panel shows the indication flashing in red on the main screen in large size (A) for the first 10 seconds and then in small size (B) (Track Infomode,Fig 223 page232)(Road Infomode, Fig 224 page232).
The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.

“Traction control error!”

The activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre because there is an error in the vehicle's DTC.

“ABS error!”

Activation of this error indicates that it is necessary to go to a Ducati Authorised Service Centre as the vehicle ABS is in error.

“HIGH temperature”

Displayed in small size only.

Attention

In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.

If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.



Fig 223

Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, the following warnings are displayed on the main screen, alternating every 2 seconds (in the example, Road Infomode):

- "Engine auto shutdown" (Fig 225 page232)
- "Press start" (Fig 226 page233)

To start the engine, press the ignition switch.

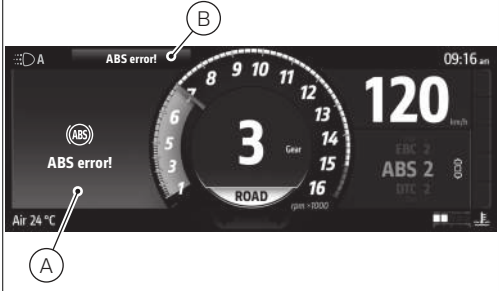


Fig 224



Fig 225


A
09:16 am
Press start
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
N
Gear
ROAD
rpm ×1000
0
km/h
DSC 2
DWC2
EBC 2
Air 24 °C

Fig 226

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.

Change air filter

Important
Have the air filter maintenance 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.

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.

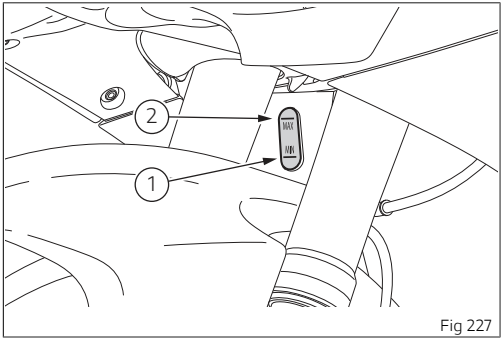


Fig 227

Checking brake and clutch fluid level

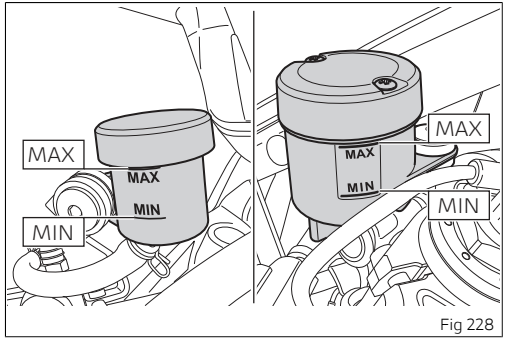


Fig 228

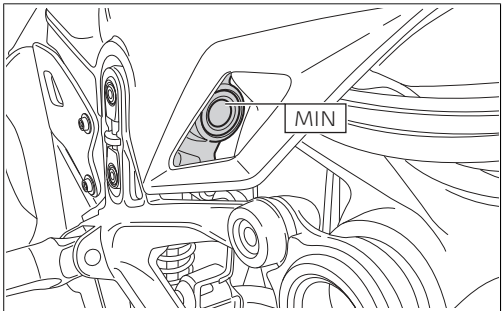


Fig 229

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.
Fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

Brake system

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

Attention

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

Clutch system

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

Attention

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

Checking brake pads for wear

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

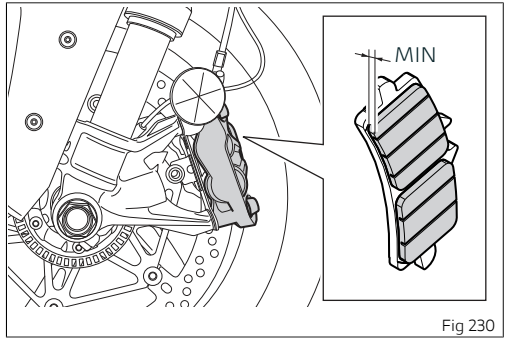


Fig 230

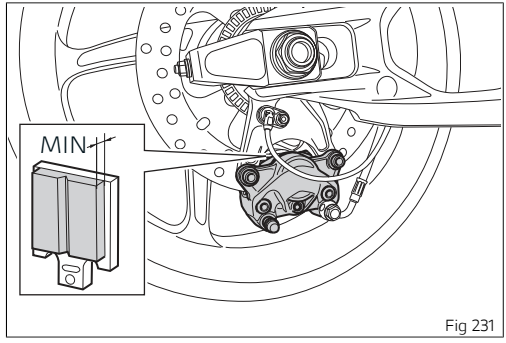


Fig 231

Charging the battery

Preparation

We recommend recharging the battery by connecting the suitable battery charger directly to the positive and negative terminals of the battery using the cable with clips.
To do this, the following steps must be performed in sequence.

Loosen the two screws (1) and collect the relevant washers.

Remove the tank cover (2) by first removing the tabs (A) from the fasteners (B) at the front, then the tabs (C) from the fasteners (D) at the rear, on both sides.

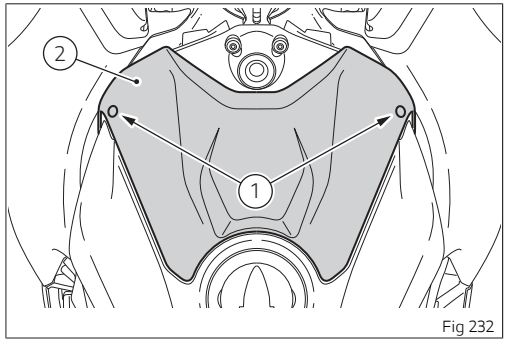


Fig 232

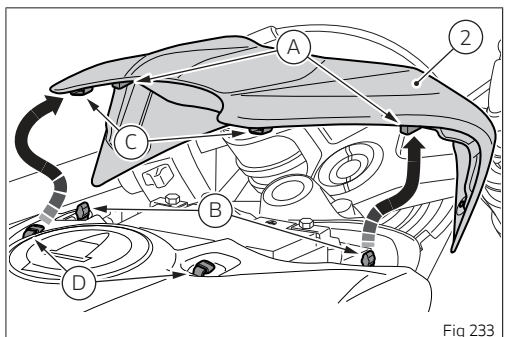


Fig 233

Removing the battery

Lift the battery mounting bracket (3) and bring it to "open" position.

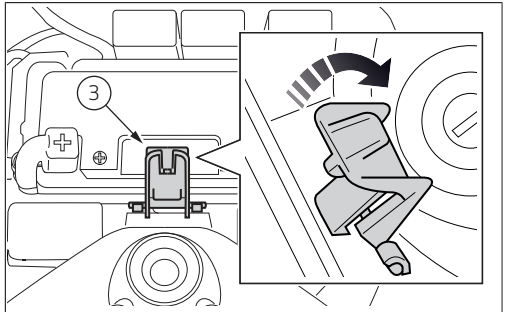


Fig 234

Lift the positive cable protection grommet (5) from the terminal.
Always starting from the negative terminal (-), loosen the screws (4).
Remove the negative cable (6) from the negative terminal.
Remove the positive cable (5) from the positive terminal.
Remove the battery from its seat.

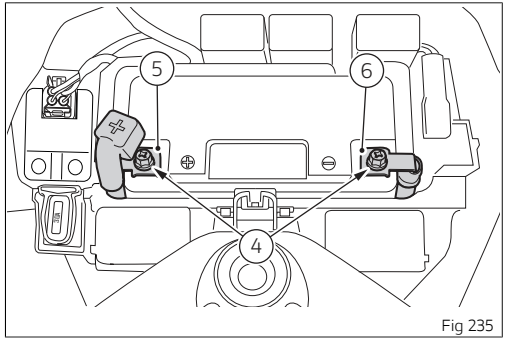


Fig 235

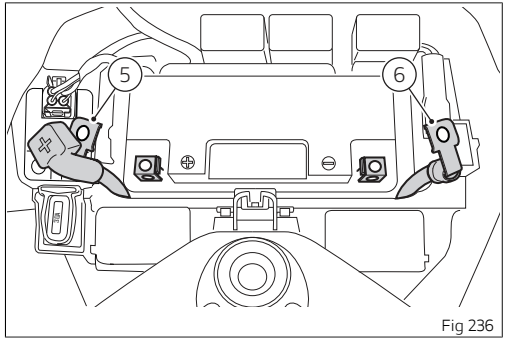


Fig 236

Connecting the battery to the charger

Connect the battery charger (E) positive (5a) and negative (6a) leads to the battery terminals: the red one (5) to the positive terminal (+), the black one (6) to the negative terminal (-).
Connect the plug of the battery charger to the wall outlet.
Charge battery using the special Ducati-approved battery charger (E) for lead-acid batteries only.
Charge the battery ensuring the vehicle is in a room with a temperature below 40° C (104° F).

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
Keep the battery out of the reach of children.

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

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

Attention
Do not push start the bike.

To maintain the battery charge and use the Ducati-approved battery charger, proceed as described in the chapter “Maintaining the battery charge”.
When charging is complete, disconnect the battery charger power cable from the wall outlet, remove the black clip (6a) from the negative pole (-) and the red clip (5a) from the positive pole (+).
Refit the battery.

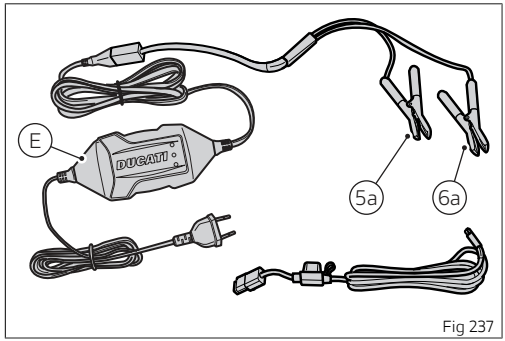


Fig 237

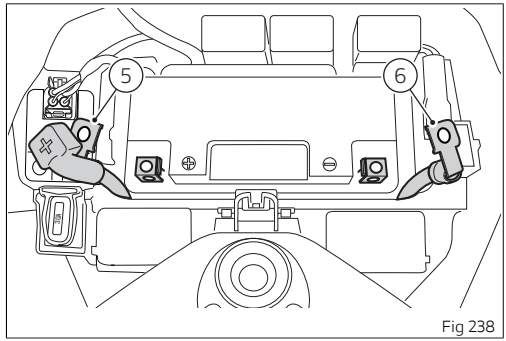


Fig 238

Refitting the battery

Position the battery in its seat.
Lay down the positive cable (5) and start screw (4) on it.
Lay down the negative cable (6) and start screw (4) on it.
Aim the cables as indicated.
Tighten the terminal retaining screws (4).
Apply grease around the battery terminals to prevent oxidation.
Reposition the positive cable protection grommet (5) on the terminal.

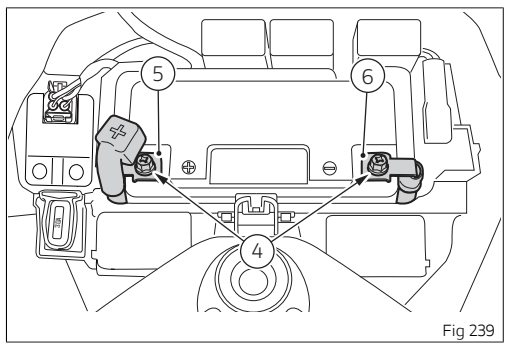


Fig 239

Lower the battery mounting bracket (3) and bring it to "closed" position.

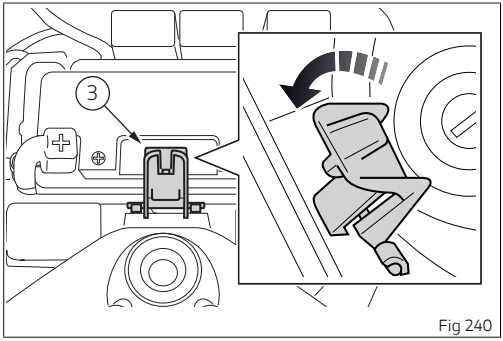


Fig 240

Fit the tank cover (2) by first engaging the tabs (A) into fasteners (B) at the rear, then the tabs (C) into fasteners (D) at the front, on both sides.

Once the tank cover (2) is positioned, fit and tighten the two screws (1) with the relevant washers.

Storing the motorcycle

If the bike is not used for a long time (e.g. 30 consecutive days), it is advisable to connect the battery charger/charge maintainer using the connection cable through the diagnostic socket. The details are described in chapter “Maintaining battery charge”.

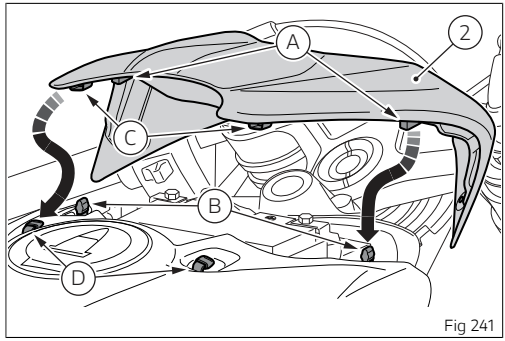


Fig 241

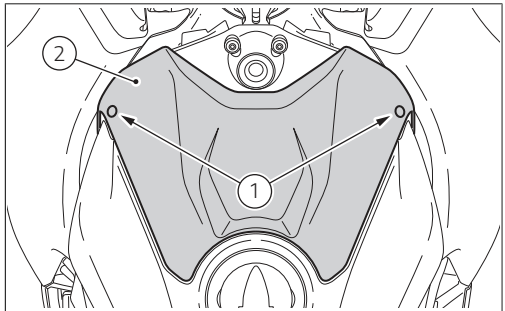


Fig 242

Lubricating the drive chain

Attention

To avoid burns, carry out this operation with the engine stopped and only once the hot parts have cooled down completely.
Ensure that detergents and lubricants do not come into contact with the brakes and tyres, as this could impair their performance.
In case of doubt, please contact a Ducati Service Centre.

Cleaning

Before lubricating, clean the chain thoroughly. Place the vehicle on a flat surface, on the side stand (or on a rear paddock stand, if available).

Important

Do not use steam, fuel, solvents, hard brushes or other products that could damage the O-rings; also avoid direct contact with the battery acid as it could damage the chain material.

Clean the chain with a product specifically designed for O-ring chains and a cloth.

Check

Before lubricating, carry out a visual inspection of the chain, checking the integrity of the O-rings, the absence of cracks, twisted pins and jammed links. Check that the sprockets and chain sliding shoes show no signs of heavy wear.
In case of doubt, please contact a Ducati Service Centre.

Lubrication

Apply a lubricant specifically designed for chains with O-rings. Apply evenly, wait a few minutes and remove any excess with a cloth.

Checking drive chain tension

Important

Improper chain tension will lead to early wear of drive parts.

- Chain too tight: accelerated wear or breakage of drive components.
- Chain too slack: the chain may come off, risking the rear wheel locking up and causing damage to the engine and surrounding components

Check the chain tension in accordance with the maintenance schedule set out in this manual.

Check that the chain tension remains as constant as possible as its position changes (if not, contact a Ducati Service Centre).

Tension checking procedure

- Set the motorcycle on the side stand.
- Locate the measurement area and nominal value, as indicated on the relevant label.
- Press the lower link downwards with your finger.
- Measure distance “A” with a tape measure and compare it with the nominal value.

A = 21 ÷ 23 mm (0.83 ÷ 0.90 in).

Important

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

If “A” is outside the specification, the tension will need to be adjusted.

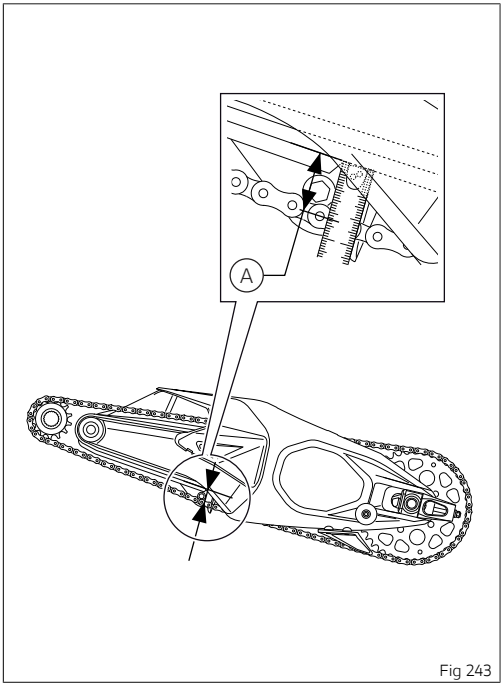


Fig 243

Adjusting the drive chain tension

Attention

Adjusting the chain tension involves working on components that may affect the safety and reliability of the vehicle.
Only carry out adjustments if you have the necessary skills and equipment.
Otherwise, please contact a Ducati Service Centre.

Tension adjustment procedure:

- Loosen the nut of the wheel shaft (1).
- Loosen the two adjuster nuts (2).
- Turn the adjusters (3) to achieve the correct tension value.

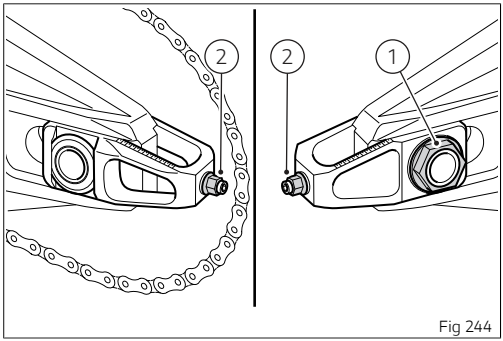


Fig 244

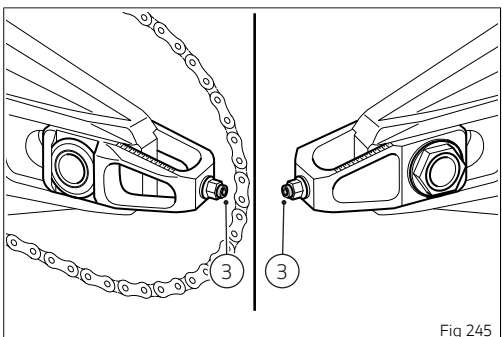


Fig 245

- Referring to the markings (4), check that the sliding shoes (5) are in the same position, ensuring correct rear wheel alignment.

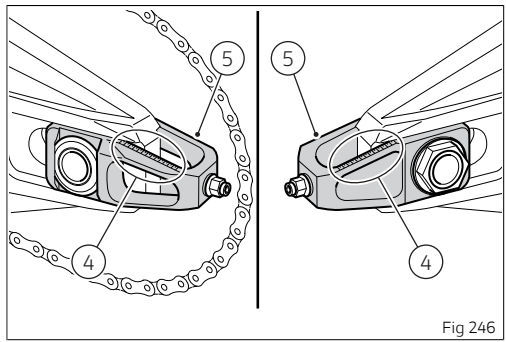


Fig 246

Once adjustment is complete:

- While holding the adjusters (3), tighten the two nuts of adjusters (2) to a torque of 10 Nm ± 10%.

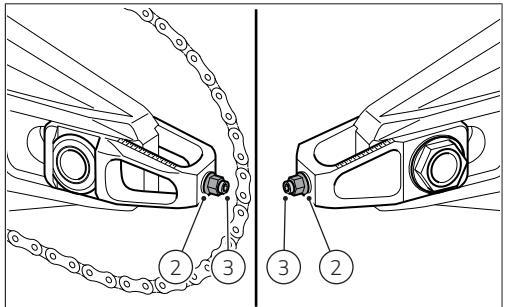


Fig 247

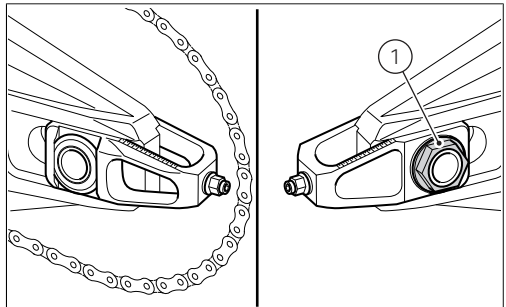


Fig 248

- Tighten the nut of the rear wheel shaft (1) to a torque of 140 Nm ± 5%.

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.

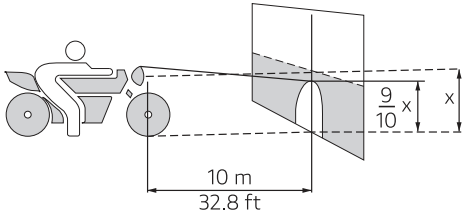


Fig 249

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

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

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

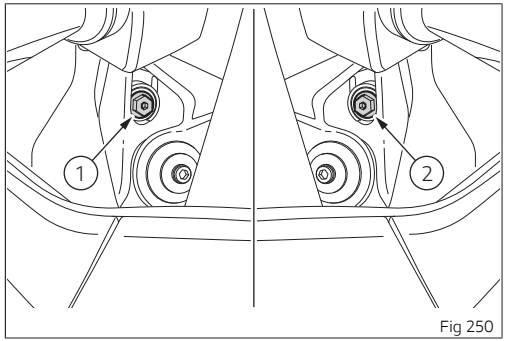


Fig 250

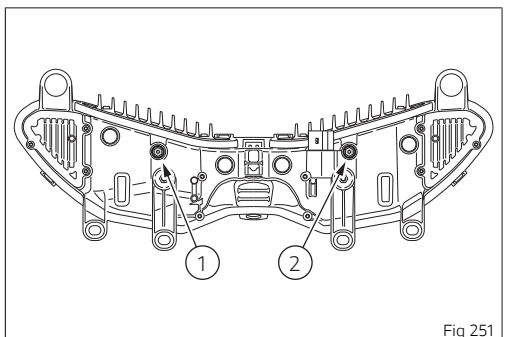


Fig 251

Adjusting the rear-view mirrors

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

Attention

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

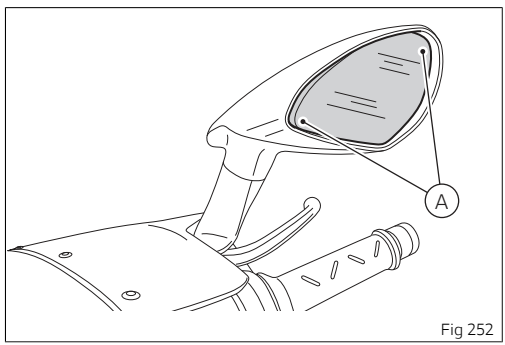


Fig 252

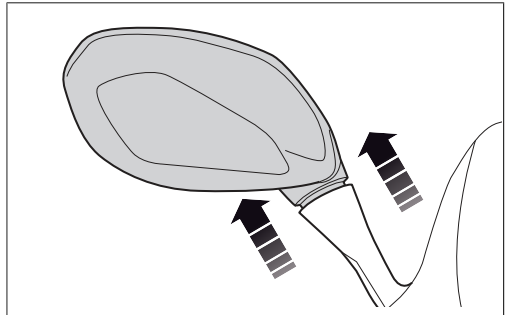
Closing and opening rear-view mirrors

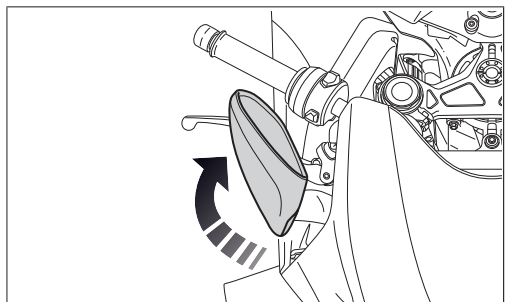
Stand next to the mirror you wish to close.

Using both hands, lift the mirror slightly upwards and simultaneously turn it inwards without forcing it, then release it.
Repeat the operation on the other rear-view mirror.
To reopen the rear-view mirrors, carry out the closing operation in reverse order.

Attention
This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

Attention
When closing/opening rear-view mirrors, do not in any way force their lower arm so as to avoid damage.


Fig 253


Fig 254

Tubeless tyres

Check the tyre pressure values referring to chapter “Tyres” 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 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.

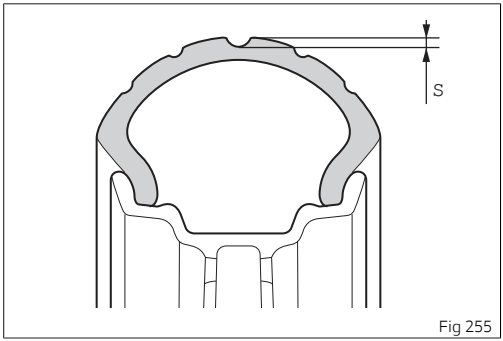


Fig 255

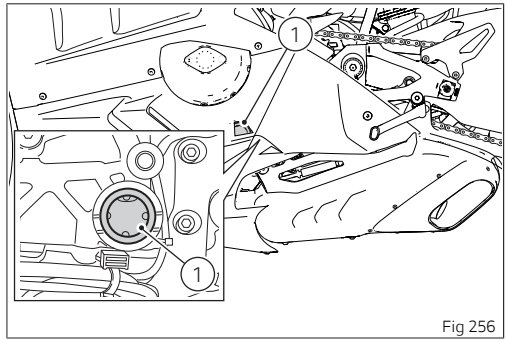


Fig 256

Check engine oil level

Engine oil level can be checked through the sight glass (1) located on the left side of the engine block.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).
Remove the oil filler cap (2) located on the right side of the vehicle and top up until the oil reaches the required level. Refit the filler plug (2).

Important

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

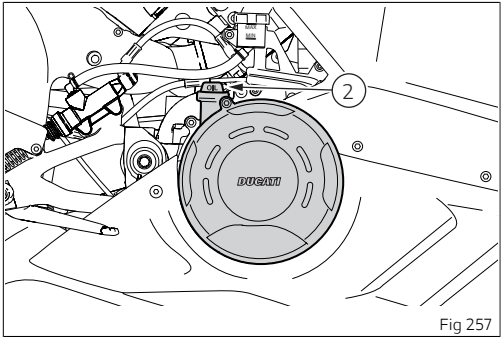


Fig 257

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) Position the bike with both wheels on a flat ground and in straight position.
3) Then, check the engine oil through the sight glass.
4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention

Never exceed the MAX mark.

Recommendations concerning oil

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

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

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

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Attention

This model has been equipped with wet clutch. Therefore, the use of Ducati Corse Performance Oil by Shell is not allowed, unless the Ducati Performance dry clutch is installed.
Using this oil with standard clutch (wet clutch) would lead to engine damage.

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Note

A Shell engine oil that maximises the performance of V4 engines with a dry clutch is available (only in certain markets).
This oil can be used after the running-in period but requires a number of recommendations that must be adhered to.

Attention

Using this oil with standard clutch (wet clutch) would lead to engine damage.

This oil must not be used with Ducati models not equipped with V4 engines with dry clutches.
Due to its characteristics, the oil level must be checked before every ride as oil consumption will be higher than during standard road use.
Do not mix other oils with this type of Shell oil for racing use (without considering the residual oil left inside the engine after draining).
Shake the bottle before use.
This oil requires a dedicated maintenance schedule with shorter intervals than the standard ones.

Performance

The oil must be changed after 1,000 km/600 miles or every 12 months.
Failure to follow these instructions will invalidate any warranty claims against Ducati, including those for engine damage.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.

Use only water and neutral soap to clean the Plexiglas and the seat.
Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

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

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

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

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

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

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

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

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

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

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

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

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

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).

Cleaning and replacing the spark plugs

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

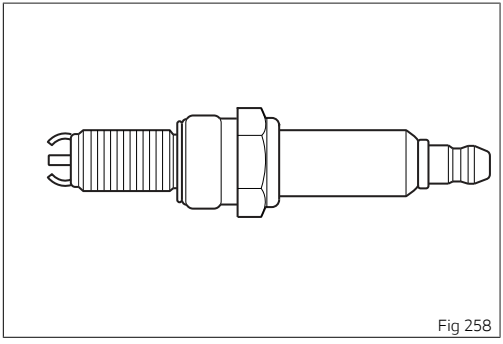


Fig 258

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.

Important notes

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

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

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)

- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

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

Vehicle transport

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

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

Attention
Do NOT attach the ropes to the handlebars.

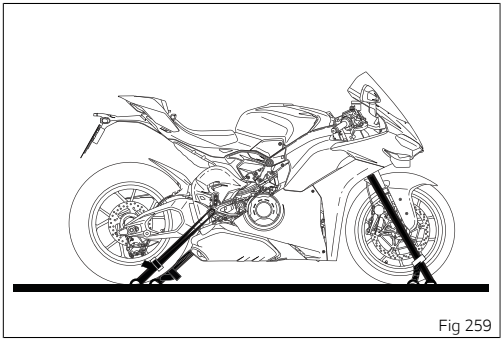


Fig 259

Scheduled maintenance chart

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

Important

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

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check 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): 191 kg (421.1 lb).
Maximum allowed weight (carrying full load): 370 kg (815.7 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

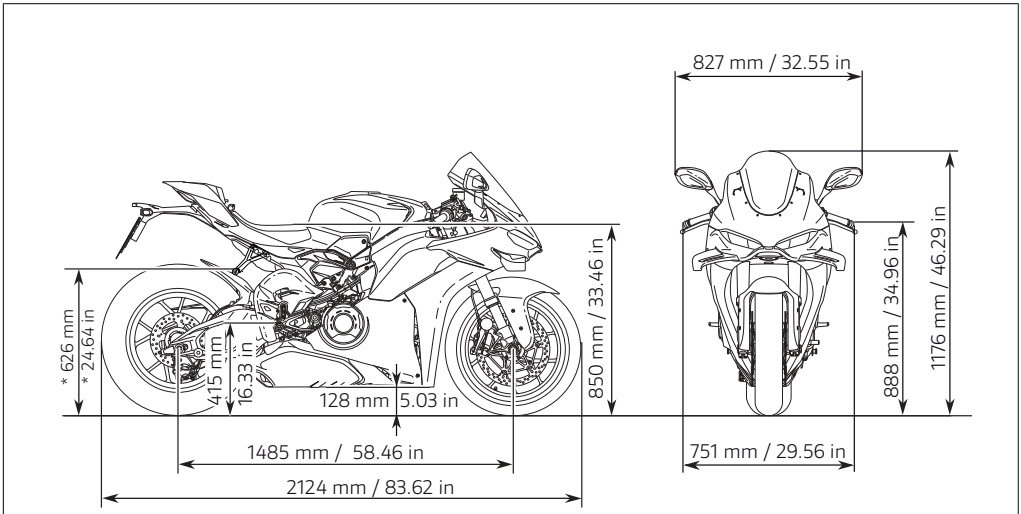


Fig 260

* With passenger footpegs.

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	17 litres (3.74 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).	3.3 litres (0.72 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		572±2.5 cc (34.91±0.15 cu.in) Fluid level (per leg): 73 mm (2.87 in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.05 litres (0.45 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.

Note

The information below is valid exclusively for the Indian market. The vehicle is guaranteed and compliant with regulations when using fuels with a maximum ethanol content of 20% (E5, E10, E20). However, if available, it is recommended to use fuels with an ethanol content of no more than 10%, especially in conditions of heavy engine use (sporting use, use with luggage, high temperatures, etc.).

Important

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



Attention

This model has been equipped with wet clutch. Therefore, the use of Ducati Corse Performance Oil by Shell is not allowed, unless the Ducati Performance dry clutch is installed.
Using this oil with standard clutch (wet clutch) would lead to engine damage.

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Note
A Shell engine oil that maximises the performance of V4 engines with a dry clutch is available (only in certain markets).
This oil can be used after the running-in period but requires a number of recommendations that must be adhered to.

Attention
Using this oil with standard clutch (wet clutch) would lead to engine damage.

This oil must not be used with Ducati models not equipped with V4 engines with dry clutches.
Due to its characteristics, the oil level must be checked before every ride as oil consumption will be higher than during standard road use.
Do not mix other oils with this type of Shell oil for racing use (without considering the residual oil left inside the engine after draining).
Shake the bottle before use.
This oil requires a dedicated maintenance schedule with shorter intervals than the standard ones.

Performance

The oil must be changed after 1,000 km/600 miles or every 12 months.
Failure to follow these instructions will invalidate any warranty claims against Ducati, including those for engine damage.

Engine

Desmosedici Stradale: V4 90°, counter-rotating crankshaft, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 81 mm (3.19 in).
Stroke: 53.5 mm (2.1 in).
Total displacement: 1103 cu. cm (67.31 cu. in).
Compression ratio: 14.0 ± 0.5:1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
158.9 kW/216.0 HP at 13,500 rpm
Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:
84 kW/114.2 HP at 8,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
120.9 Nm / 12.3 kgm at 11,250 rpm
Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France version only:
104.5 Nm / 10.7 kgm at 7,500 rpm

Maximumrpm: 14500 rpm / 15000 rpm (6th gear).

Note

The engine control unit disables the 2 rear bank cylinders when engine is idling and the throttle twistgrip is fully released. This disabling is only implemented when some conditions are verified and namely depending on the engine temperature, gear engaged and clutch lever position (that must be completely pulled unless gear is in Neutral). This strategy ensures advantages in terms of fuel economy and rider's comfort because of less heat.

Important

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

Note

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

Lubrication

One trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps. Oil cooler.

Consumption: 6.5 l/100km.
Emissions: CO2 151 g/km.
Type-approved: Euro 5.2.

Timing system

Desmodromic, 4 valves per cylinder

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.

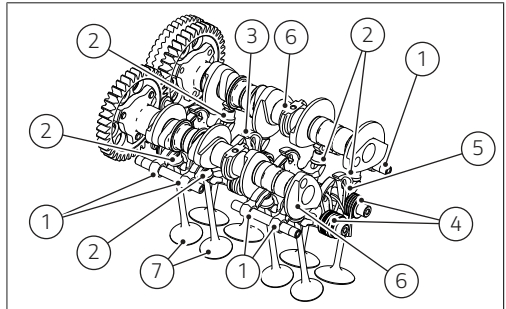


Fig 261

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: LMDR10A-JS.

Fuel system
Inductive discharge indirect electronic injection, intake system with variable length ducts.
Throttle body: Full Ride-by-Wire elliptical (corresponding diameter):
52 mm (2.05 in).
Injectors per cylinder: 2.
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 alloy.
Disc diameter: 330 mm (12.99 in).
Braking surface: 264 cm^2 (40.92 in^2).
Brake disc thickness: 5 mm (0.2 in).
Disc thickness maximum wear: 4.5 mm (0.18 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Type: HYPURE Monoblock (M4.30) with radial connection and 4 pistons, Bosch Cornering EVO ABS, self-bleeding master cylinder.
Friction material: BRM10H HH.
Master cylinder type: self-bleeding.
Front brake master cylinder diameter: 17 mm (0.66 in).

REAR
With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).
Brake disc thickness: 4.5 mm (0.17 in).
Disc thickness maximum wear: 4 mm (0.15 in).
Braking surface: 219 cm^2 (33.94 in^2).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.

Type: 2-piston calliper (Bosch ABS Cornering Evo).
Friction material: TOSHIBA TT 2172 HH.
Master cylinder type: PS 13.
Master cylinder piston 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: 30/54.
Drive ratio: 1.80:1.
6-gear gearbox with Ducati Quick Shift (DQS) up/down 2.0, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 16/41.
Total gear ratios:

1st gear 36/15
2nd gear 34/17
3rd gear 33/19
4th gear 32/21
5th gear 30/22
6th gear 27/22

Drive chain from gearbox to rear wheel.
Make: DID 520HV2 ZB.
Links: 116.

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. Incorrect replacement of this component could seriously compromise your safety and cause irreparable damage to the motorcycle.

Frame

Cast monocoque frame in aluminium alloy.
Steering head angle: 24°.

Steering angle: 25° LH side / 25° RH side.
Trail: 98 mm (3.85 in).

Wheels

Front

5-spoke, light-alloy cast rim.
Size: MT3.50x17"

Rear

5-spoke, light-alloy cast rim.
Size: MT6.00x17"

Tyres

Tyre pressure

On the road (rider only)
2.3 bar (33.36 psi) (front) - 2.1 bar (30.46 psi) (rear).
On the road (rider + passenger + bags):
2.5 bar (36.26 psi) (front) - 2.9 bar (42.06 psi) (rear).
On track (rider only):
2.3 bar (33.36 psi) (front) - 1.8 bar (26.10 psi) (rear).
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Attention
Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.90÷4.35 psi).

Front

Pirelli Diablo Supercorsa SP - V4 "tubeless" radial type.
Size: 120/70 ZR17.

Rear

Pirelli Diablo Supercorsa SP - V4 "tubeless" radial type.
Size: 200/60 ZR17.

Suspension

Front

Fully adjustable Showa BPF upside-down fork with chromed steel fork legs.
Stanchion diameter: 43 mm (1.69 in).
Wheel travel: 125 mm (4.92 in).

Rear

Sachs monoshock, with adjustable rebound and compression damping, and spring preload.

Wheel travel: 130 mm (5.12 in).
Stroke: 63 mm (2.48 in).
Aluminium double-sided swinging arm.

Steering damper

Sachs steering damper.

Exhaust system

Layout: the exhaust system structure is 4–2–1–2.
Six Lambda sensors and two catalytic converters.

Available colours

Rims: black.
Frame: grey.

Ducati red
1) Primer (Acriflex) White, SUPPLIER Lechler, CODE L0040652;
2) Ducati Red base coat, SUPPLIER PPG, CODE 473.101;
3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Electric system

Basic electric items are:

Dashboard

Digital instrument panel with 6.9" TFT display and Optical Bonding - Resolution 480x1280.

Headlight

Low beam: No.6 LEDs;
High beam: No.4 LEDs;
Parking light / DRL: no. 4 LEDs.

Turn indicators

Front (Europe version): No.2 LEDs;
Front (USA version): No. 15 LEDs;
Rear (Europe version): No. 1 LED;
Rear (USA version): No.3 LEDs.

Tail light

Parking light: No.4 LEDs;
LED stop lights: NO.10 LEDs;
Number plate light: No.3 LEDs.

Battery

YUASA YT7B-BS (12V - 6.5Ah 10HR)

Warning horn.
Stop light switches.
Generator: 14.5 V - 440 W.

ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.
Starter motor: Mitsuba SM18 12V - 0.6 kW.

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.

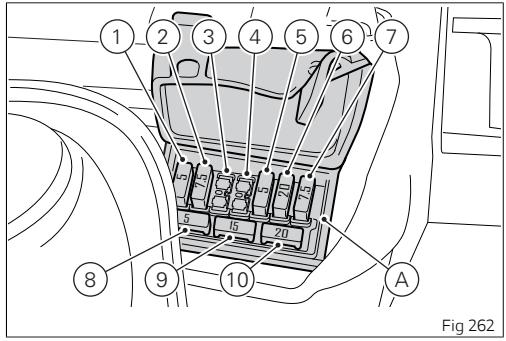


Fig 262

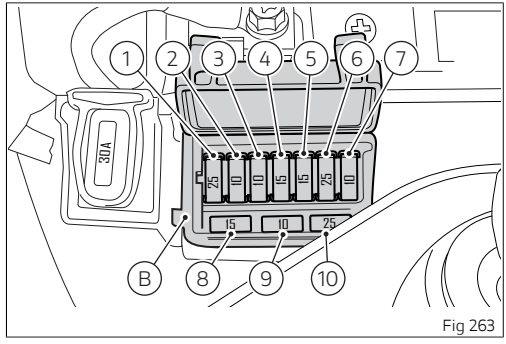


Fig 263

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

Front right fuse box (B) key		
Pos	El. item	Rat.
1	EMS powered relays	25 A
2	Fuel pump relay	10 A
3	SCU	10 A
4	Instrument panel	15 A
5	Black Box System (BBS)	15 A
6	ABS 1	25 A
7	ABS 2	10 A
8	Spare	15 A
9	Spare	10 A
10	Spare	25 A

To reach the main fuse (C) remove the protection cap (D) and cover (E).

To reach the solenoid starter fuse (F) and the reserve fuse (G), the cover (H) must be removed.

Main fuse box key		
Pos	El. item	Rat.
C	Main fuse	30 A

Solenoid starter fuse key		
Pos	El. item	Rat.
F	Solenoid starter fuse	30 A
G	Spare	30 A

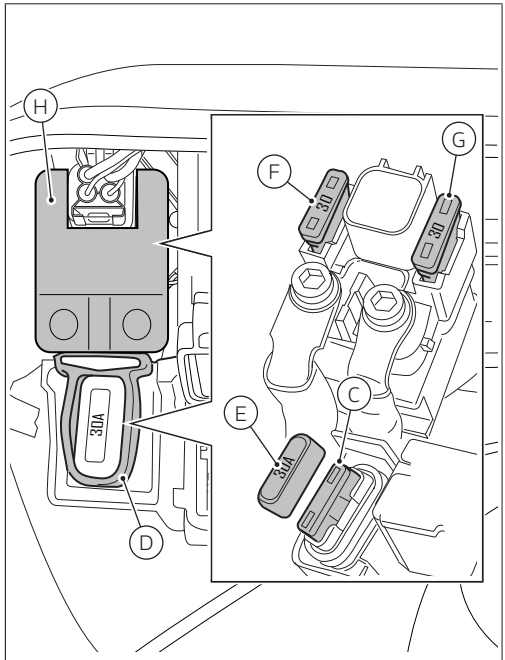


Fig 264

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

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.

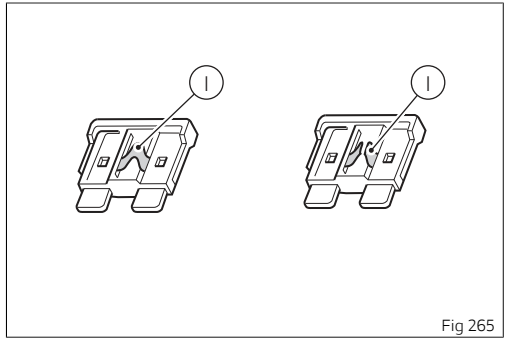


Fig 265

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



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	Model Name	Frequency band	Max. transmission power
Dashboard	RTADM003	0,119-0,140 MHz	-13.9 dBuA/m at 3 m
Ducati Multimedia System MFi	IN2ROUTERX	2402 ÷ 2480 MHz	4.4mW
TPMS LID (old)	17109	433,92 MHz 433,94 MHz 433,92MHz	2951.20 µV/m @3m 3630.78 µV/m @3m 4897.78 µV/m @3m
TPMS LID (new)	171090	433,92 MHz 433,94 MHz 433,92MHz	2951.20 µV/m @3m 3630.78 µV/m @3m 4897.78 µV/m @3m
TPMS LID (old Japan)	17110	315MHz	5.5 µW
TPMS LID (new Japan)	171100	315MHz	0.15 µW
RCU	21191	434 MHz 315 MHz (Japan)	

Table 2

Radio equipment installed in the vehicle	Brand Name	Manufacturers' addresses
Dashboard	MAE	Via Presolana 31/33 24030 Medolago (Bergamo), Italy

Radio equipment installed in the vehicle	Brand Name	Manufacturers' addresses
Ducati Multimedia System	COBO S.p.a.	Via Tito Speri, 10 25024 Leno (BS), Italy
RCU	LID Technologies S.A.S	Parc Technologique du Canal, 3 rue GIOTTO, 31520 RAMOVILLE - FRANCE
TPMS	LID Technologies S.A.S	Parc Technologique du Canal, 3 rue GIOTTO, 31520 RAMOVILLE - FRANCE

ARGENTINA



The name of the supplier of each device is given in Table 2

TPMS LID (171090)	H-29556
TPMS LID (17109)	H-23422
Dashboard (RTADM003)	H-32047

BRASIL

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL – (www.anatel.gov.br).



Ducati Multimedia System MFi (IN2ROUTERX)	09738-21-10873
TPMS LID (17109)	09144-19-05893

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.

Cet appareil numerique classe B est conforme à la norme NMB-003 du Canada.
CAN ICES-3(B) / NMB-3(B)

Dashboard (RTADM003)	IC: 25794-RTADM003
Ducati Multimedia System (IN2ROUTERX)	IC: 451I-2564N
TPMS LDL (17109)	IC: 6504A-171090
TPMS LDL (171090)	IC: 6504A-17109
RCU	IC:6450A-21191

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

CHINA

使用微功率短距离无线电发射设备应当符合国家无线电管理有关规定。
(Translation: The use of micropower short range radio transmission equipment shall be in accordance with the relevant provisions of the National Radio Management.)

Dashboard RTADM003
TPMS (17109)

(1) The specific conditions and usage scenarios that comply with the "catalog and technical requirements of micropower short-range radio transmitting equipment", the types and performance of antennas used, control, adjustment and switching methods;
（一）符合“微功率短距离无线电发射设备目录和技术要求”的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；
(2) Instruct not to change the use scene or conditions without authorization, expand the transmission frequency range, increase the transmission power (including additional installation of RF power amplifiers), and do not change the transmission antenna without authorization;
（二）不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；
(3) It shall not cause harmful interference to other legitimate radio stations (stations), and shall not propose protection from harmful interference;
（三）不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；
(4) Should withstand interference from industrial, scientific, and medical (ISM) application equipment that radiates radio frequency energy or interference from other legal radio stations (stations);
（四）应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；

(5) If it causes harmful interference to other legal radio stations (stations), it shall immediately stop using it and take measures to eliminate interference before continuing to use it;
（五）如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；
(6) During the use of Low Power equipment in aircraft and in electromagnetic environmental protection areas the regulations of the competent departments of electromagnetic environmental protection and related industries shall be observed;
（六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台
(7) It is forbidden to use various model remote controllers in the area with the center point of the airport runway and a radius of 5000 meters;
（七）禁止在以机场跑道中心点为圆心、半径5000米的区域内使用各类模型遥控器；
(8) Environmental conditions of temperature and voltage when micro power equipment is used.
（八）微功率设备使用时温度和电压的环境条件。

EUROPE

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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[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

[Turkey]
Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.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

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)

Dashboard RTADM003
Ducati Multimedia System MFi (IN2ROUTERX)
TPMS（17110）
TPMS（171100）

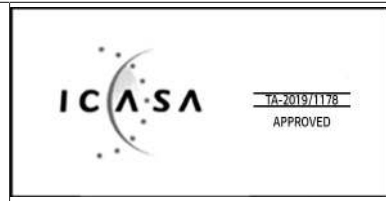
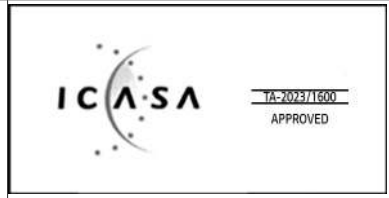
MEXICO

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

TPMS（17109）	IFETEL: BLLI1723-40946

SOUTH AFRICA

Dashboard (RTADM003)	TA-2024/2224	

TPMS (17109)	TA-2019/1178	
TPMS (171090)	TA-2023/1600	
Ducati Multimedia System MFi (IN2ROUTERX)	TA-2024/3151	

SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

Ducati Multimedia System (IN2ROUTERX)	R-R-Cbo-1080795
TPMS (17109)	R-C-T46-17109
TPMS (171090)	R-C-T46 -171090

THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามข้อกำหนดของ กทช.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):



English Translation of content:

This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E.2498

Dashboard (RTADM003)
TPMS (17109)
TPMS (171090)

UK

Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in table 1.

Radio equipment installed in the vehicle
RCU
TPMS (17109)
Ducati Multimedia System (IN2ROUTER)

Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.

Note
Only skilled persons can handle and install this equipment.

Attention
Please read the operating instructions carefully!



This device should normally be used at a distance of more than 20 cm from the human body. The operating temperature of the device is between -20°C and +60°C. If the device reaches temperatures above +60°C, Bluetooth® and Wi-Fi are switched off.

Simplified UK declaration of conformity

Your vehicle is equipped with some pieces of radio equipment. The manufacturers of this radio equipment declare that it complies with the current regulation.

In the UK, the relevant regulation is as follows: S.I. no. 2017/1206 “The Radio Equipment Regulations 2017”, as amended by S.I. 2019 no. 696, SCHEDULE 29. The full text of the UK Declaration of Conformity is available at the following Internet address: certifications.ducati.com

UKRAINE



КАБІНЕТ МІНІСТРІВ УКРАЇНИ
ПОСТАНОВА ВІД 24 ТРАВНЯ 2017 Р. № 355 Київ; Додаток 6:
Справжнім Robert Bosch GmbH заявляє, що тип радіообладнання (6.5inchCluster/ MRRevo14F/ MRR1Rear) відповідає Технічному регламенту радіообладнання; повний текст декларації про відповідність доступний на веб-сайті за такою адресою: certifications.ducati.com.

Dashboard RTADM003

United States (USA)

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

particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

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

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

Dashboard (RTADM003)	FCC ID: 2AVGH-RTADM003
Ducati Multimedia System (IN2ROUTERX))	FCC ID: Z64-2564N
TPMS LID (17109)	FCC ID: T45-17109
TPMS LID (171090)	FCC ID: T45-171090
RCU	FCC ID:T45-21191

91378271EN

Updated on 07/2026 ED.02



Ducati Motor Holding spa
ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580

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