Owner's manual

PANIGALE V4 R



Owner's manual

ENGLISH

PANIGALE V4 R

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

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

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Enjoy your ride!

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Routine maintenance record 361

Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts.

This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.

In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 0 .

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

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

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.

Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

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

This vehicle is approved as single-seater.

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.

The total weight of the motorcycle in running order must not exceed 370 kg (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, long sleeve jacket and long trousers.

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

Important

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

Important

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

Safety "Best Practices"

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

Important

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

Attention

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

Perform the checks recommended in this manual before each ride (see page 289).

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.).

Attention
Always remove the key when you leave your motorcycle unattended and make sure it is not accessible to persons not authorised to use the motorcycle.

Refuelling

Fuel label

Fuel identification label

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

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

Attention

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



Fig 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to paragraph “Tubeless tyres”.

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is irritant and poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery

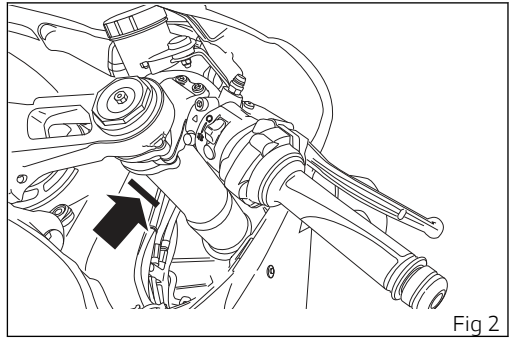
Attention
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 40° C (104° F). Never try to open the battery: it does not need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

Vehicle identification number

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

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

Frame number


Fig 2

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.

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

Engine number

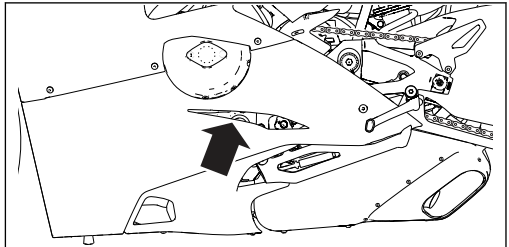


Fig 3

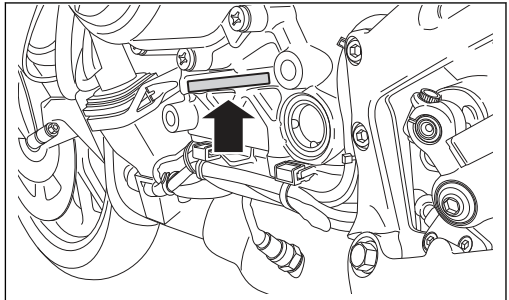


Fig 4

Instrument panel (Dashboard)

Instrument panel

1) DISPLAY

2) NEUTRAL LIGHT N (GREEN)
Comes on when in neutral position.

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

4) HIGH BEAM LIGHT (BLUE)
It turns on to indicate that the high beam lights are on and when the flasher is activated.

5) FUEL WARNING LIGHT (AMBER YELLOW)
Comes on when fuel is low (see chapter “Top-ups”).

6) TURN INDICATOR LIGHTS ⇔ (GREEN)
Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT (RED)
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

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

8) DAVC LIGHT (AMBER YELLOW)
This light indicates DTC/DWC/DSC system enabling/disabling status.

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

9) ENGINE DIAGNOSIS - MIL LIGHT (AMBER YELLOW)

It turns on in the case of "engine" errors that in some cases will lock the engine.

10) ABS LIGHT (ABS) (AMBER YELLOW)
Indicates ABS status.

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

11) DRL LIGHT (GREEN)
Indicates when the DRL lights status is in “AUTO” mode (not present in China, Canada and Japan versions).

12) DTC INTERVENTION (AMBER YELLOW)

- Light OFF: no intervention;
- Light steady ON: advance cut or injection cut.

13) OVER REV / IMMOBILIZER SYSTEM

Over rev:

- Light OFF: no intervention;
- Light ON flashing: limiter;
- Light steady ON: first threshold (RPM no. before the limiter kicks in).

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

Immobilizer:

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

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.

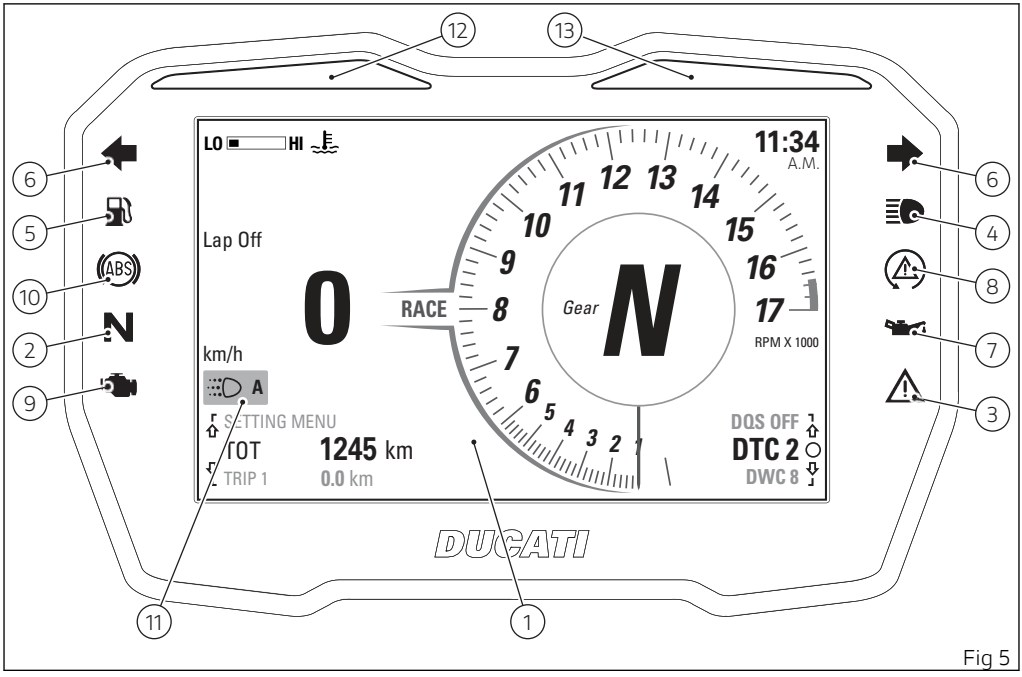

12
13
6
5
10
2
9
LO
HI
11:34
A.M.
Lap Off
0
km/h
RACE
Gear
N
RPM X 1000
A
SETTING MENU
TOT
1245 km
TRIP 1
0.0 km
DQS OFF
DTC 2
DWC 8
6
4
8
7
3
DUCATI
11
1

Fig 5

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA+
Ducati Data Analyzer +
DPL
Ducati Power Launch
DQS
Ducati Quick Shift
DRL
Daytime Running Lamp
DSB
Dashboard
DSC
Ducati Slide Control
DTC
Ducati Traction Control
DWC
Ducati Wheelie Control
EBC
Ducati Engine Brake Control
ECU
Engine Control Unit
GPS
Global Positioning System
IMU
Inertial Measurement Unit

Technological Dictionary

Anti-lock Braking System (ABS)

The ABS system fitted to the Panigale V4 is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level while riding with the motorcycle straight and not leaning over. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.
The Panigale V4 ABS features a "cornering" function that optimises ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering function is active on all the ABS levels.

According to the selected level, the Panigale V4 ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

Ducati Data Analyser+ (DDA+)

DDA+ is the latest generation of the Ducati Data Analyzer, with built-in GPS signal to create a "virtual finish line". The system automatically detects lap end and stops the lap timer, without the rider needing to do anything. Thanks to the built-in GPS signal, it also shows the trajectories on track map and the key motorcycle parameters: throttle opening, speed, rpm, gear engaged, engine temperature, DTC intervention.

Ducati Power Launch (DPL)

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.

Ducati Quick Shift (DQS)

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

Ducati Slide Control (DSC)

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.

Ducati Traction Control (DTC)

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

intervention level. Level 8 indicates system intervention whenever a slight slipping is detected, while level 1 is for track use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Ducati Wheelie Control (DWC)

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 eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Engine Brake Control (EBC)

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lock-up during aggressive downshifting.

EBC features a three-tiered operating system and is integrated in the three Riding Modes.

PIT Lane Speed Limiter

Once the Pit Limiter is enabled, it limits the bike speed automatically along the pit lane. By accessing the specific menu, the speed limit can be set from 40 km/h (25 mph) to 80 km/h (50 mph).

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode, but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Riding Mode

The rider of a Panigale V4 can choose from 3 different preset motorcycle configurations (Riding Modes) and pick the one that best suits his/her

riding style or ground conditions. The Riding Modes allow user to instantly change the engine power delivery that will change the throttle behaviour (HIGH, MEDIUM, LOW), THE ABS, DTC, DQS, EBC, DWC, and DSC levels, and instrument panel graphics.
The Riding Modes available for the Panigale V4 are: Race, Sport and Street. Within every Riding Mode, the rider can customise any settings.

Information statement on UE directive 2014/53/UE

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

Manufacturers' addresses

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

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth/ DSB	**COBO S.p.a.** Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
Hands free	**ASHAI DENSO** 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046 Japan
D|air®	**Dainese S.p.a.** Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	**ZADI S.p.a.** Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	**PROSA S.r.l.** Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy
DSB	**MAE** Via Presolana 31/33 24030 - Medolago – Bergamo - Italy

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

	Frequency band	Max Transmission Power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
Hands free unit	134.2 KHz (AD) 134.5 KHz (Zadi)	73dBμV/m (10m) <42 dBμA/m (10m)
Hands free key	868.35 MHz (Zadi) 434 MHz (AD)	25 mW -20 dBm (3m)
D|air®	868 MHz 2.4 GHz	+10 dB +3 dB
E-Lock	134.5 KHz	<42 dBμA/m (10m)
GPS	1575.4 MHz	
DSB	134.2 KHz 120 KHz – 140 KHz	178.5 dBμA/m <66 dBμA/m (10m)
TPMS	868.35 MHz (LDL) 433.05 ÷ 434.79MHz (Pacific)	-7 dBm +/- 4 dB 100 dBμV/m

Anti-theft system	433.92 MHz (±75 Khz)	<0.6 mA

Function buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM FLASH BUTTON FLASH
The high-beam flash button may also be used for LAP Evo functions.
4) CONFIRM MENU / RIDING MODE CHANGE MENU BUTTON
Button used to confirm to enter Riding Mode change menu.
5) "SELECT" QUICK SELECTION BUTTON
Button used to select / confirm the quick level change
6) UP " ▲ " QUICK SELECTION BUTTON
Button used for UP selection of quick level change
7) DOWN " ▼ " QUICK SELECTION BUTTON
Button used for DOWN selection of quick level change
8) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).
9) DRL BUTTON

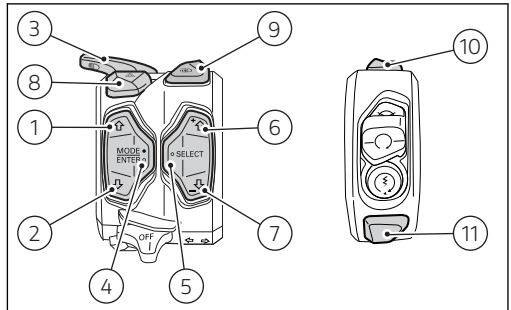


Fig 6

Button used to switch on/off the DRL lights (not present in China, Canada and Japan versions).
10) PIT LANE SPEED LIMITER BUTTON
Button used to switch on/off the Pit Lane Speed Limiter function.
11) DPL (DUCATI POWER LAUNCH) BUTTON
Button used to activate the DPL function (Ducati Power Launch).

Attention

Using the quick selection buttons (6) and (7) while riding could result in dangerous situations, since it immediately changes the triggering threshold of the currently associated function: traction control (DTC), wheelie control (DWC), engine brake control (EBC). On your vehicle this setting can be changed while riding, regardless of the throttle twistgrip position: use this control carefully in order to avoid any dangerous situation. You are advised against using the UP or DOWN buttons while riding the motorcycle. Ducati shall not be liable for any loss or damage whatsoever linked to or connected with the Customer or third parties disabling or manually setting the riding aid functions.

Parameter displaying

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 one of the available layouts (TRACK, ROAD), depending on the one in use before last KEY-OFF.

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

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

Two different main page layouts are available: TRACK and ROAD.

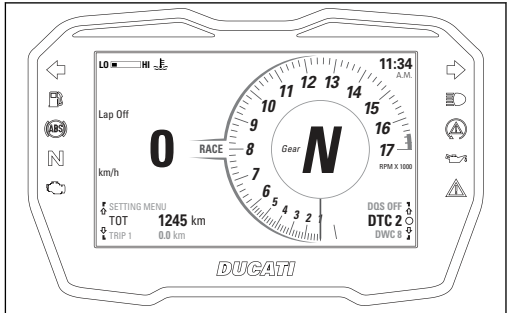


Fig 7

Data displayed on the main screen for TRACK layout are as follows:

1) Motorcycle speed
2) Engine Coolant temperature
3) Set Riding Mode
4) Gear indication
5) Rev counter
6) Clock
7) LAP time (Lap) - if activated
8) Bluetooth indication (if present only)
9) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is available and with a connected smartphone)
10) Connected device indication (only if Bluetooth is available and with connected devices)
11) Function menu
12) Parameter menu and level change
13) DRL lights status (DRL lights are not present in China, Canada and Japan).

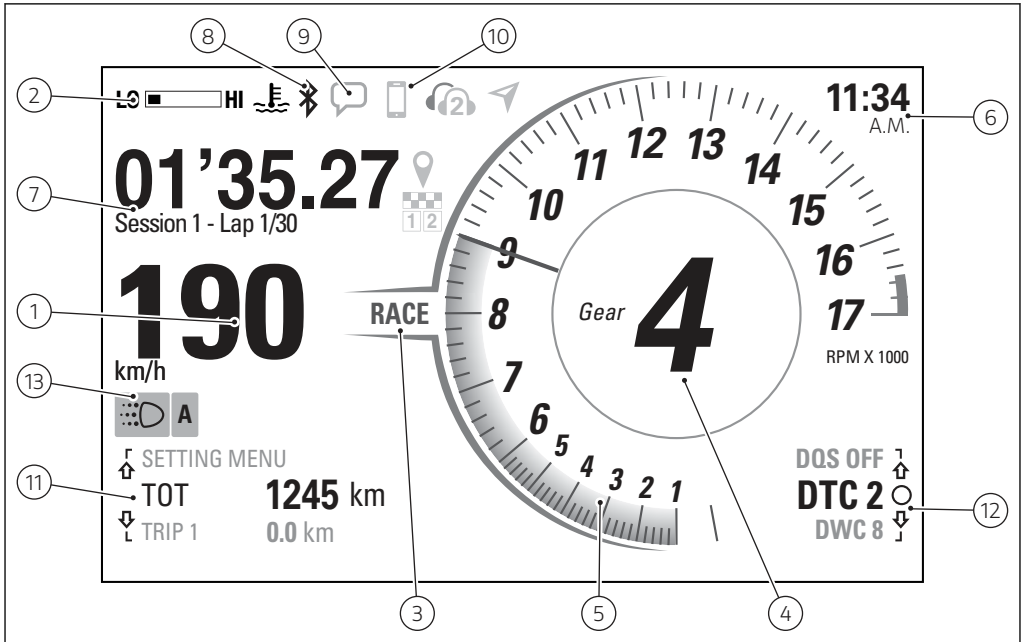

8
9
10
2
LO
HI
11:34
A.M.
6
01'35.27
7
Session 1 - Lap 1/30
1 2
190
1
km/h
RACE
Gear
4
RPM X 1000
13
A
SETTING MENU
11
TOT
1245 km
TRIP 1
0.0 km
DQS OFF
DTC 2
DWC 8
12
3
5
4

Fig 8

Data displayed on the main screen for ROAD layout are as follows:

1) Motorcycle speed
2) Engine Coolant temperature
3) Set Riding Mode
4) Gear indication
5) Rev counter
6) Clock
7) Infotainment — Player (volume / track selection / track control) (only if Bluetooth is present, smartphone connected and Player active)
8) Bluetooth indication (if present only)
9) Indication of missed calls or received sms / mms / e-mails (only if Bluetooth is available and with a connected smartphone)
10) Connected device indication (only if Bluetooth is available and with connected devices)
11) Function menu
12) Parameter menu and level change
13) DRL lights status (DRL lights are not present in China, Canada and Japan).

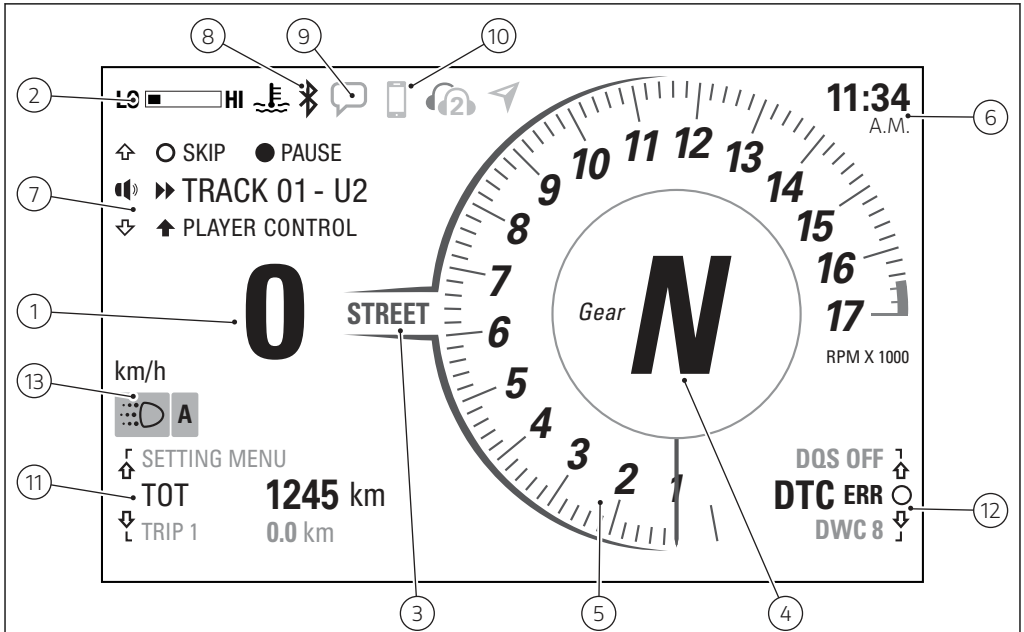

8
9
10
2
LO
HI
11:34
A.M.
6
SKIP
PAUSE
7
TRACK 01 - U2
PLAYER CONTROL
1
0
STREET
Gear
N
17
RPM X 1000
km/h
13
A
SETTING MENU
11
TOT
1245 km
TRIP 1
0.0 km
DQS OFF
DTC ERR
DWC 8
12
3
5
4

Fig 9

Main and auxiliary functions

The functions displayed in the Standard screen are the following:

Main information

- Motorcycle speed
- Engine rpm indication
- Gear indication
- Set Riding Mode
- Engine Coolant temperature
- Clock
- Parameter and quick level change menu:
  - DTC
  - DWC
  - DSC
  - EBC
  - ABS
  - DQS
- Function menu:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Average Fuel Consumption (CONS. AVG 1)
  - Average speed (SPEED AVG 1)
  - Trip time (TRIP 1 TIME)
  - Ambient air temperature (T-AIR)
  - Partial fuel reserve counter (TRIP FUEL)
  - Trip meter 2 (TRIP 2)
  - Instantaneous fuel consumption (CONS. I.)
  - Lap time off/on (LAP) (only in TRACK mode)
  - Music player management (PLAYER) (only in ROAD mode and only if the Bluetooth module is present and at least one smartphone is connected)
  - Last calls management (LAST CALLS) (only in ROAD mode and if the Bluetooth module is present and at least one smartphone is connected)
  - Setting menu (SETTING MENU)

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

- Riding Mode
  - DAVC setting (DAVC)
    - DAVC - DTC setting (DTC)
    - DAVC - DWC setting (DWC)
    - DAVC - DSC setting (DSC)
    - DAVC setting - value reset (Default)
  - Engine setting (Engine)
  - ABS setting (ABS)
  - EBC setting (EBC)
  - DQS setting (DQS)
  - Display mode setting (Info Mode)
  - Setting reset for every single riding mode (Default)
  - Value reset (Default)
- Pin Code activation (Pin Code)
- Pin Code modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)
- date and time setting (Date and Clock)
- unit of measurement setting (Units)
- service information (Service)
- Pit limiter threshold setting (Pit Limiter)
- tyre setting and drive ratio (Tyre Calibration)
- DRL light mode setting (DRL)
- Bluetooth device settings - accessory (Bluetooth)
- turn indicator automatic switch-off feature (Turn indicators)
- DDA data management (DDA)
- turn indicator mode setting (Turn indicators)
- information (Info)

Additional information

- Lap time display (Lap Evo)
- Assisted start (Launch Control - DPL)
- Pit Lane Speed Limiter
- Infotainment
- DRL automatic mode indication
- Service indication (SERVICE)
- Warning/Alarm indication
- Side stand status
- Error indication

Vehicle speed indication

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

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

- speed is higher than 299 km/h (186 mph) or instrument panel is not receiving the speed value ("- - -" steady on);
- the rear speed sensor is in fault (flashing "- - -").

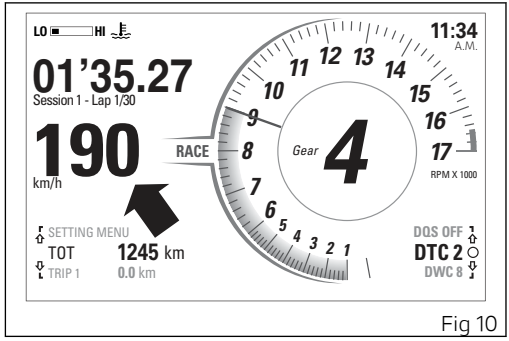


Fig 10

Note

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

Gear indication

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, Fig 5) turns on.

Dash "-" steady and Neutral (warning light 2, Fig 5) flashing are displayed on the instrument panel in case of gear sensor fault.

The blinking Dash "-" and Neutral warning flashing (light 2, Fig 5) are displayed if the instrument panel does not receive the gear information.

The blinking dash "-" is displayed if the instrument panel receives wrong gear information.

Note

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

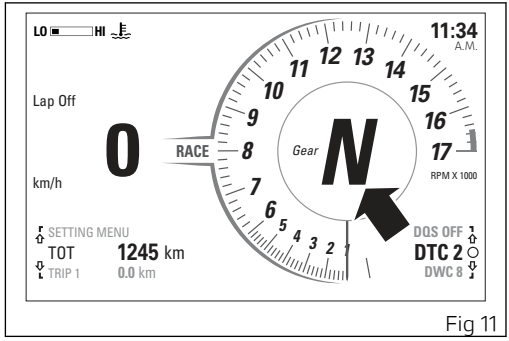


Fig 11

Note

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

Engine rpm indication

The instrument panel receives the engine rpm information and displays it using a needle rev counter.
The rev counter is displayed in mode (A) in TRACK view and is displayed in mode (B) in ROAD view.

The needle movement is followed by a grey wake in DAY mode (C) and by a white wake in NIGHT mode. When the wake becomes amber yellow and starts blinking, the instrument panel is warning the rider to shift up.
When the first threshold of the limiter is reached (Over-rev), the wake becomes red and the warning light 15 (Fig 5) turns on. The red wake flashes when the limiter (Over-rev) activates.

If the number of rpm is lower than 1000, the needle wake is not displayed.

During the first 1000 km (620 mi) of the odometer (vehicle break-in period), or up to the first service, a virtual engine rpm limiter is set.
After the break-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.

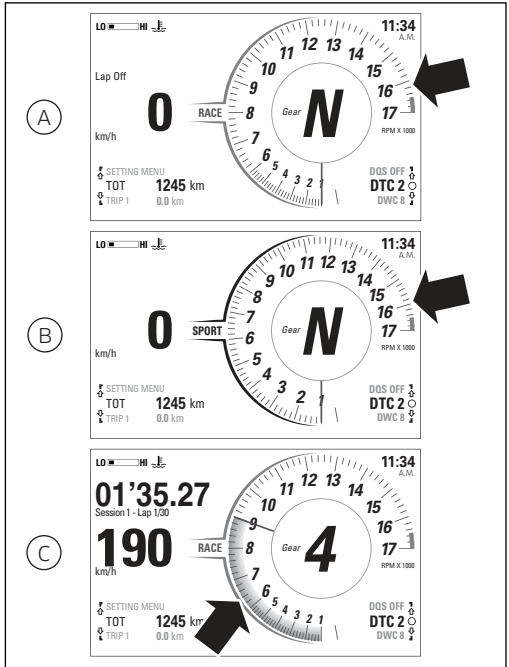


Fig 12

The virtual limiter changes according to the engine temperature.
After the first inspection, the temperature thresholds become two:

- 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 virtual limiter is disabled (the rev counter wake remains grey).



Note
When the virtual limiter threshold is exceeded, the wake becomes yellow and steady on.

Clock

The instrument panel shows the time in the following format:

- A.M. (from 12:00 to 11:59) or P.M. (from 12:00 to 11:59).
- hh (hours) : mm (minutes);

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon and “A.M.” steadily, until clock is set through the Setting Menu.

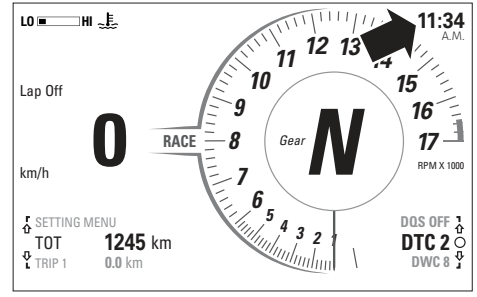


Fig 13

Engine Coolant temperature

The instrument panel displays the engine temperature value through a graduated scale divided into 5 notches between “LO” and “HI” symbols.

The temperature display range goes from +40°C to +215°C (+104°F ÷ +419°F).

When the temperature is within +166° C (+331° F) and +200° C (392° F), the graduated scale is replaced by the red blinking “HIGH” indication.

When the temperature is within +201° C (+394° F) and +215° C (419° F), the white bar is displayed without notches.

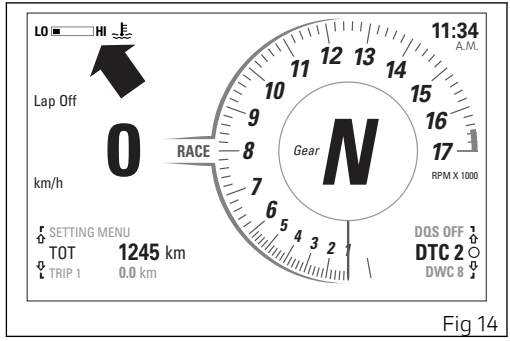


Fig 14

When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.

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.

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Three preset riding modes are available: RACE, SPORT, STREET.
The selected and active riding mode is displayed in the central part of the display, between the speed value and the rev counter.

Attention

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

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

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

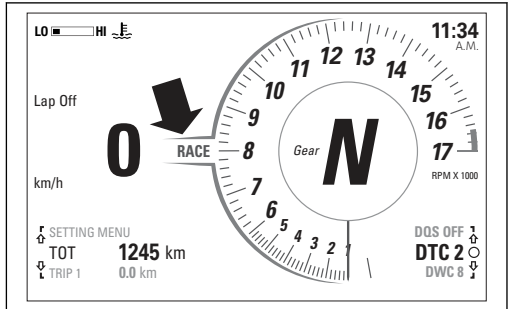


Fig 15

- a specific level of intervention for the DSC control of side slipping of the rear tyre (1, 2, 3, OFF);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, OFF);
- a specific DQS level (UP/DOWN, OFF)

A different standard screen layout (TRACK, ROAD) is associated to every riding mode; it is set by Ducati or customised by the user from the setting function page; the layouts set by Ducati are associated to the Riding modes as follows:

- TRACK layout for the RACE Riding mode
- ROAD layout for the SPORT Riding mode
- ROAD layout for the STREET Riding mode

Riding mode change function

This Function allows changing vehicle Riding Modes in static and dynamic conditions. There are four possible riding modes: RACE, SPORT, STREET.
To select the riding mode it is necessary to access the specific Riding Mode Menu by pressing button (4) for 1 second.
The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- RACE
- SPORT
- STREET

One of these will be highlighted to indicate that it was the last memorised setting and is currently in use. The “EXIT” message is also present: if button (4) is pressed when this application is selected, the instrument panel will quit without memorising the new riding mode.

For the highlighted riding mode some of the parameter settings are displayed:

- engine power (ENGINE): “Engine” lettering followed by set engine power (“High” “Medium” “Low”);

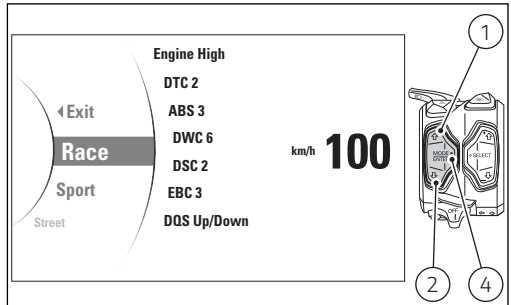


Fig 16

- DTC system: the "DTC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DTC is active or by "off" in case the DTC is disabled;
- ABS system: the “ABS” text followed by the level of calibration set (“1” “2” “3”);
- DWC system: the "DWC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DWC is active or by "off" in case the DWC is disabled;

- DSC system: the “DSC" message followed by the level of intervention set (“1” “2” “3”) in case the DSC is active or by "off" in case the DSC is disabled;
- EBC system: “EBC” message followed by the level of intervention set (“1” “2” “3”) in case EBC is active or by "off" in case the EBC is disabled;
- DQS system: the "DQS" message followed by the level of intervention set (“Up/Down”) in case the DQS is active or by "off" in case the DQS is disabled.

The displayed information is the settings stored for every single Riding Mode. The stored settings may be the Ducati default settings or the ones customised by the owner.

Now, every time button (1) or button (2) is pressed the instrument panel scrolls the other Riding Modes (RACE, SPORT, STREET) and " ◄ EXIT". If, for instance, the starting Riding Mode is RACE, by pressing button (2) the instrument panel highlights SPORT, STREET, and " ◄ EXIT" to then go back to RACE; by pressing instead button (1) the instrument panel will highlight " ◄ EXIT", STREET, SPORT to then go back to RACE.

Once the desired riding mode is selected press button (4) to memorise the new Riding Mode.

If vehicle speed is lower than or equal to 5 Km/h (3 mph) the instrument panel checks the throttle position only:

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to “standard page” displaying;
- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A), indication; only when throttle is "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying.

If vehicle speed is higher than 5 Km/h (3 mph), the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode, the name of the Riding mode flashes for 3 seconds and goes back to "standard page" displaying;

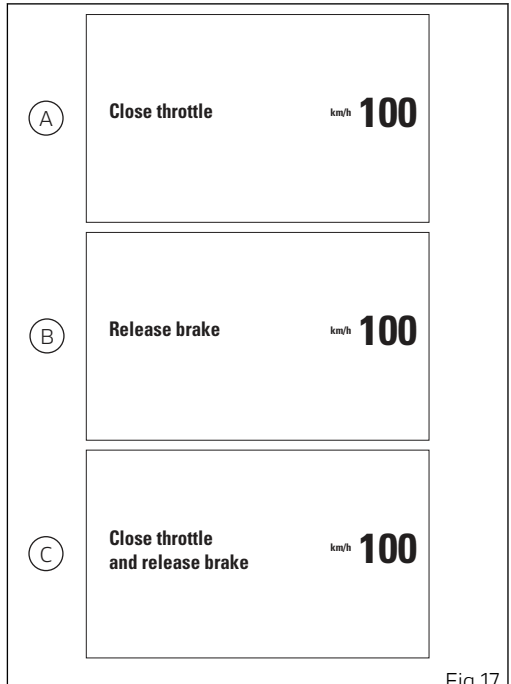


Fig 17

- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A) indication; only when throttle is "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "RELEASE BRAKES" (B) indication and only when brakes are released the new selected riding mode is confirmed and memorised, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" (C) and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorises the new selected riding mode and goes back to "standard page" displaying.

If the above-described conditions for “validating” the change of Riding Mode are not observed within 5 seconds from when “CLOSE THROTTLE” or "RELEASE BRAKES" or “CLOSE THROTTLE AND RELEASE BRAKES” indications, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

If you select “EXIT” and press button (4, Fig 16)the instrument panel will display the main screen, without storing the new setting (the new Riding Mode).

Parameter menu and level change

In the lower right corner of the main screen the "Parameter and level change menu" is displayed. This menu features 2 modes:

- Parameter displaying
- Oil change

Note

Upon next Key-On the "Parameter and level change menu" displays the last mode used before Key-Off.

Note

In case of battery off, when the voltage is restored and upon next Key-On, the "Parameter and level change menu" displays "Parameter displaying" mode.

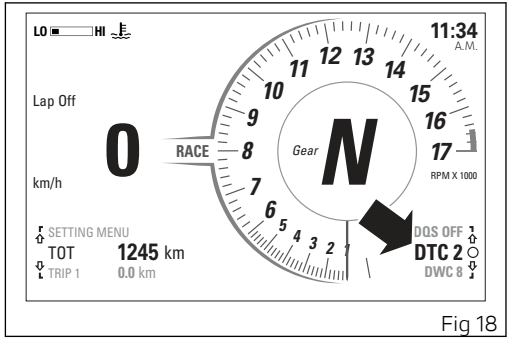


Fig 18

Parameter displaying

This mode of “Parameter and level change menu” displays the following parameters with the relevant values currently set:

- DTC
- DWC
- DSC
- EBC
- ABS
- DQS

With button (6) ⇧ and button (7) ⇩ it is possible to scroll in rotation the list of available parameters. When the empty circle symbol ○ at the right of the parameter is displayed, it is possible to carry out a level change for that parameter by pressing button (5) ○ .

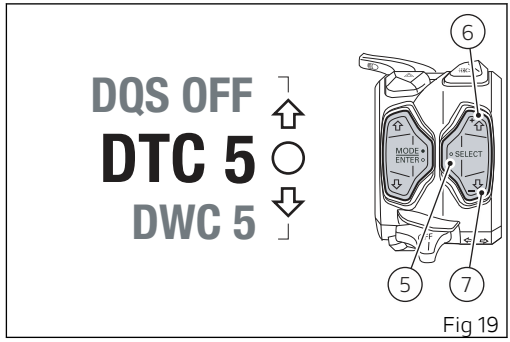


Fig 19

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

Oil change

This mode of “Parameter and level change menu” displays the selected parameter and the relevant level currently set, and it is possible to set a new level among the available values.
Parameters for which it is possible perform the quick change are the following:

- DTC (from level 1 to level 8)
- DWC (from level 1 to level 8)
- DSC (from level 1 to level 2)
- EBC (from level 1 to level 3)

In “Parameter displaying” mode, when one parameter listed above is displayed, press button (5) ○
to enter level quick change mode.
The parameter is displayed inside the menu on the left side and it is possible to select the desired level using button (6) ⇧ and button (7) ⇩ .

For example, if the parameter for which you wish to carry out the quick level change is “DTC” and the current level is “5”:

- each time you press the button (7) ⇩ it decreases by one level until reaching level "1";

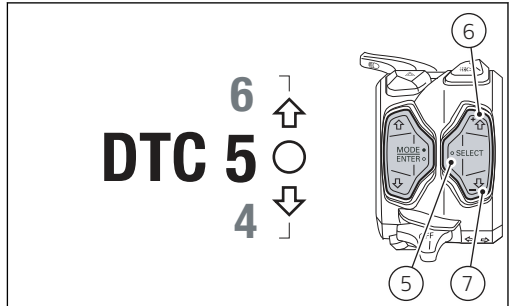


Fig 20

- each time you press the button (6) ⇧ it increases by one level until reaching level "8".

The level displayed is immediately set by the instrument panel for the concerned parameter.

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

Press button (5) ○ to go back to “Displaying of parameters and relevant values” mode.

DTC indicator

The instrument panel displays DTC status through the “Parameter and level change menu”:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “8”;
- if DTC is active, but system is in degraded operation, “DTC” indication and the number, “1” to “8” (flashing); also the DAVC warning light (8, Fig 5) starts flashing;
- when in fault, the “DTC” indication and the red "Err" message;
- if the DTC is disabled, the “DTC” indication and “Off” message; also the DAVC warning light (8, Fig 5) turns on.

Attention

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

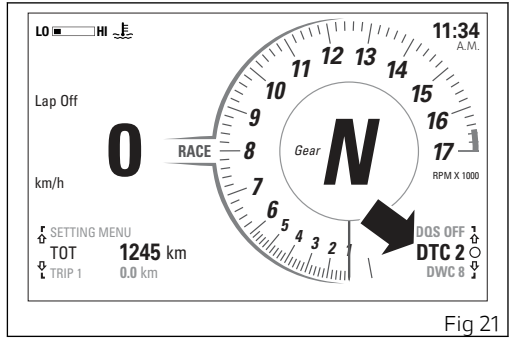


Fig 21

Attention

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

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

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

DTC	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	TRACK Professional	This level is designed for exclusive track use and for very expert riders. It is optimised for Pirelli tyres with SC1 compound. In this mode, the DTC allows side slipping.	NO
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.	NO
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" Riding Mode
4	SPORT / TRACK	This level is designed for track use (and road use, for expert riders).	

DTC	RIDING MODE	USE	DEFAULT
5	SPORT	This level is designed for riding on the road or on the track, consistent with ENGINE LOW operation.	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 with good grip.	It is the default level for the “STREET" Riding Mode
7	RAIN	This level is designed for track use, exclusively with Rain tyres when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level.	NO

Tips on how to select the sensitivity level

Attention

Excellent operation of the DTC system, for all available levels, is ensured only with OE tyres and/or with the ones recommended by Ducati and with the OE final drive ratio. In particular, OE tyres for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/60ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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

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

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

Level 1 is specifically designed for track use with SC1 compound tyres (Pirelli Diablo Supercorsa SC1) that are not the OE ones for this motorcycle. 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 8 be used 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 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

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

DWC indicator

The instrument panel displays DWC status through the “Parameter menu and level change”:

- if the DWC is active, the message “DWC” and the set intervention level number “1” to “8”;
- if DWC is active, but system is in degraded operation, “DWC” message and the number, “1” to “8” (flashing); also the DAVC warning light (8, Fig 5) starts flashing;
- when in fault, the “DWC” indication, the red "Err" message; also the DAVC warning light (8, Fig 5) turns on;
- if DWC is disabled, “DWC” “OFF indication;

Attention

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

Note

If DTC is set to OFF, DWC is also forced to OFF.

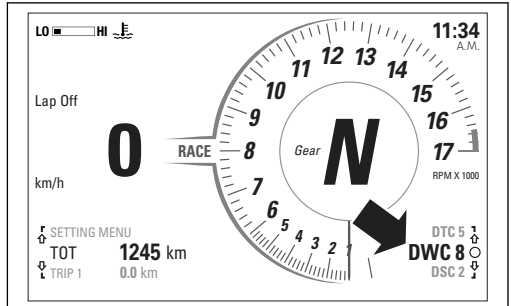


Fig 22

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 eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Attention

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

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

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

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	HIGH PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	MEDIUM PERFORM-ANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
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" Riding Mode
4	PERFORMANCE	Track use for all kinds of riders. The sys-tem allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
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 “STREET" Riding Mode

DWC	USE		DEFAULT
6	SPORT	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
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.	NO
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.	NO

Tips on how to select the sensitivity level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: 120/70ZR17 at the front, 200/60ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

The DWC level 1 setting has been optimised using the tyres with SC1 compound (Pirelli Diablo Supercorsa SC1) that are not those 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 OE ones, but with the same size (rear = 200/60 ZR17; front = 120/70 ZR17), 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

We recommend to use level 8 for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

Tips for use on the road

Activate the DWC, select level 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).

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

DSC indication

The instrument panel displays DSC status through the “Parameter and level change menu”:

- if the DSC is active, the “DSC” indication and the set intervention level number “1” to “2”;
- if DSC is active, but system is in degraded operation, the “DSC” indication and the number, “1” to “2” (flashing); also the DAVC warning light (8, Fig 5) starts flashing;
- when in fault, the “DSC” indication and the red "Err" message;
- if the DSC is disabled, the “DSC” indication and “OFF” message; also the DAVC warning light (8, Fig 5) turns on.

Attention

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

Note

If DTC is set to OFF, DSC is also forced to OFF.

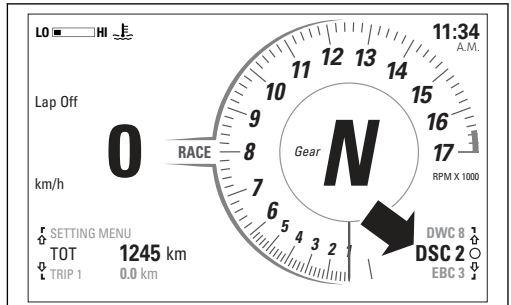


Fig 23

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.

The following table indicates the most suitable DSC intervention level depending on the riding modes. Depending on the selected DTC level, the different levels are optimized for tyres and the indicated DTC levels.

DSC	USE	DEFAULT
OFF	The DSC is disabled.	NO
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.	NO
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", "SPORT" and “STREET" 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.

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.

EBC indication

The instrument panel displays EBC status through the “Parameter and level change menu”:

- if the EBC is active, the message “EBC” with the set intervention level number (1 to 3);
- If EBC is active, but system is in degraded operation, “EBC” message and the number, “1” to “3” (flashing);
- when in fault, the “EBC” indication and the red "Err" message;

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.

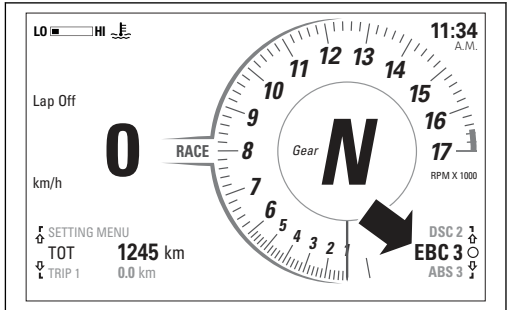


Fig 24

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.

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

EBC	CHARACTERISTIC	DEFAULT
1	In this level the engine delivers the maximum engine brake.	It is the default level for the RACE, SPORT and STREET Riding Modes.
2	In this level the engine delivers a low engine brake. This level is recommended to any rider requiring reduced engine braking in deceleration.	NO
3	In this level the engine delivers the least engine brake. This level is recommended to any rider requiring very low engine braking in deceleration.	NO

Tips on how to select the 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 Pirelli Diablo Supercorsa SP V3 in the following sizes: 120/70ZR17 at the front, 200/60 ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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.

ABS indicator

The instrument panel displays ABS status through the “Parameter and level change menu”:

- the message “ABS” and the set intervention level number “1” to “3”;
- if ABS is in degraded operation due to a fault (no “cornering” feature), “ABS” message and the set intervention level number “1” to “3” (flashing); also the ABS warning light (10, Fig 5) starts flashing;
- when in fault, the “ABS” indication, the red "Err" message; also the ABS warning light turns on;

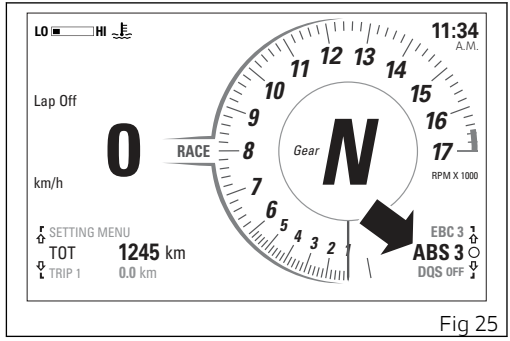


Fig 25

Attention

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

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

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

pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems.

The ABS system fitted to the Panigale V4 R is a safety system preventing wheel lockup while braking, adopting different strategies depending on the selected level. The active presence of strategies and their intervention level depend on the selected level. The ABS features 3 levels, one associated to each Riding Mode.

The Panigale V4 R ABS features a "cornering" function that optimises ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The cornering function is active on all the ABS levels.

According to the selected level, the Panigale V4 R ABS can implement the anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability.

In ABS level 1, associated by default to RACE Riding Mode, the system only works on the front discs to ensure top performance for track use. Also in this mode the cornering function is active: its level of intervention is described below.

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

Attention

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

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

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
1	TRACK	This level is designed exclusively for 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.	It is the default level for the "RACE" Riding Mode
2	SPORT	This level is designed for use when riding on the road and on the track, with good grip conditions. ABS in this level controls both wheels and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider. In this level, also the DSC (slide control under braking) is active.	It is the default level for the "SPORT" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active.	It is the default level for the “STREET" Riding Mode

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE tyres for this motorcycle are Pirelli Diablo Supercorsa SP in the following sizes: front 120/70 ZR17 M/C (58W), rear 200/60 ZR17 M/C (80W). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system thus making it unsafe. It is recommended not to install tyres of different size than the ones approved for your vehicle.

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

Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled in level 2. ABS level 2 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. Moreover, level 2 activates the DSC function (available in this level only).
ABS level 1 is specific for track use and ABS is active only on the front wheel to help performance. In this level there is no lift-up control, but the cornering feature remains active.

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

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

DQS indicator

The instrument panel displays DQS status through the “Parameter and level change menu”:

- if DQS is enabled, “DQS U-D” indication (both upshifting and downshifting);
- if DQS is in reduced performance mode, “DQS” indication is displayed flashing;
- if the DQS system or the control unit is in fault, the “Err” message is displayed in red;
- if DQS is disabled, “DQS Off “ indication.

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

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

- 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.

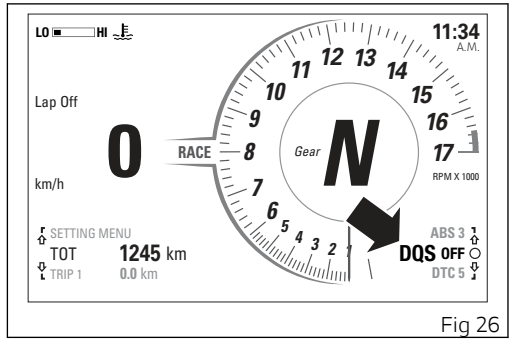


Fig 26

- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.

- 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.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 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.

Function menu

From the main screen, press button (1) or (2) on LH switch to scroll through Function Menu.
Whenever button (1) is pressed, instrument panel will increase the "position" (from first position to last position, and back to the first one). Whenever button (2) is pressed, instrument panel will decrease the "position" (from last position to first position, and back to the last one).

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

Based on the set Info Mode and Riding Mode, the Function Menu can display different functions.
All functions available in the Function Menu are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Average Fuel Consumption (CONS. AVG 1)
- Average speed (SPEED AVG 1)

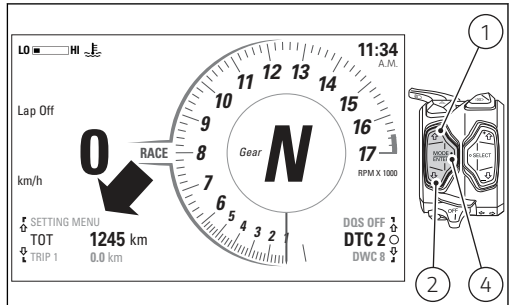


Fig 27

- Trip time (TRIP 1 TIME)
- Ambient air temperature (T AIR)
- Partial fuel reserve counter (TRIP FUEL)
- Trip meter 2 (TRIP 2)
- Instantaneous fuel consumption (CONS. I.)
- Lap time disabling/enabling (LAP Off / On) visible in TRACK info mode only
- Music player management (PLAYER) only if Bluetooth module is available and a smartphone is connected; visible in ROAD info mode only

- Management of the last calls (LAST CALLS) only if Bluetooth module is available and a smartphone is connected; visible in ROAD info mode only
- Setting menu (SETTING MENU)

Odometer (TOT)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “TOT”.

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

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

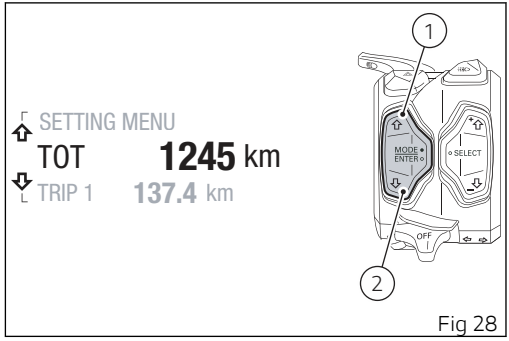


Fig 28

Note

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

Trip meter 1 (TRIP 1)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “TRIP 1”.

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the “TRIP 1” indication and unit of measurement.

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

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

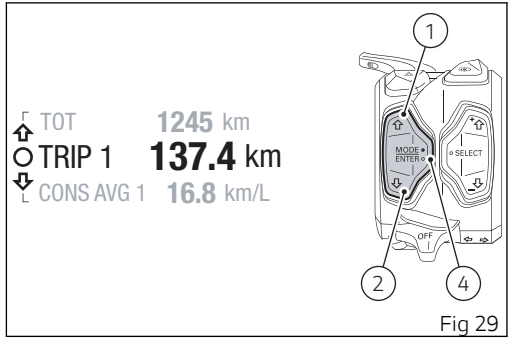


Fig 29

When TRIP 1 is reset, the Average Fuel Consumption (CONS. AVG 1), Average Speed (SPEED AVG 1) and Trip Time (TRIP 1 TIME) data are reset as well.

The TRIP 1 counter is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- when Average Speed (SPEED AVG 1) is reset;
- due to a battery disconnection (Battery-Off);

- in case of manual change of the units of measurement of the system.

Average Fuel Consumption (CONS. AVG 1)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “CONS AVG 1”.

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

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

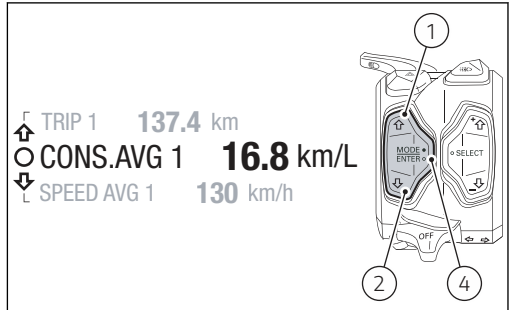


Fig 30

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "CONS.AVG 1 RESET ?" in place of the value and unit of measurement. When this warning is active, Function Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display CONS AVG 1 again, without resetting the value.
While if you press button (4), value for CONS. AVG 1 will be reset and the instrument panel will display

CONS. AVG 1 at “0.0” followed by set unit of measurement.
When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes “- - -” are shown. -”.

When CONS AVG 1 is reset, the Trip meter 1 (TRIP 1), Average Speed (SPEED AVG 1) and Trip Time (TRIP 1 TIME) data are reset as well.

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Trip meter 1 (TRIP 1) is reset;
- when Average Speed (SPEED AVG 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system.

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

Average speed (SPEED AVG 1)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “SPEED AVG. 1”.

The instrument panel calculates and shows vehicle average speed
The average speed is displayed with the indication “SPEED AVG. 1” and the indication of the unit of measurement (km/h or mph).
The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.
The calculation considers the distance and time since TRIP 1 was last reset. When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes “ - - - “ steadily as average speed.
The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "SPEED AVG 1 RESET ?" in place of the value and unit of measurement. When this warning is active, Function Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display SPEED AVG. 1 again, without resetting the value.
If button (4) is pressed, the value of SPEED AVG. 1 is reset and the instrument panel will display SPEED AVG. 1 with “0” and the set unit of measurement.

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

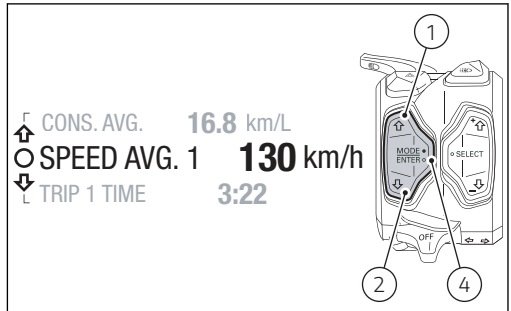


Fig 31

When SPEED AVG. 1 is reset, the Trip meter 1 (TRIP 1), Average Fuel Consumption (CONS. AVG 1) and Trip Time (TRIP 1 TIME) data are reset as well.

SPEED AVG. 1 information is automatically reset also in the following cases:

- when Trip time (TRIP 1 TIME) is reset;
- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system.

Trip time (TRIP 1 TIME)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “TRIP 1 TIME”.

The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by “TRIP 1 TIME” indication.
The calculation is made considering the time elapsed since the last reset of Trip meter (TRIP 1), Average Fuel Consumption (CONS. AVG 1) and Average Speed (SPEED AVG 1).

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

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "TRIP 1 TIME RESET ?" in place of the time. When this warning is active, Function Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 TIME again, without resetting the value.
While if you press button (4), value for TRIP 1 TIME will be reset and the instrument panel will display TRIP 1 TIME at “0:00”.

When TRIP 1 TIME is reset, the Trip meter 1 (TRIP 1), Average speed (SPEED AVG 1) and Average Fuel Consumption (CONS. AVG 1).

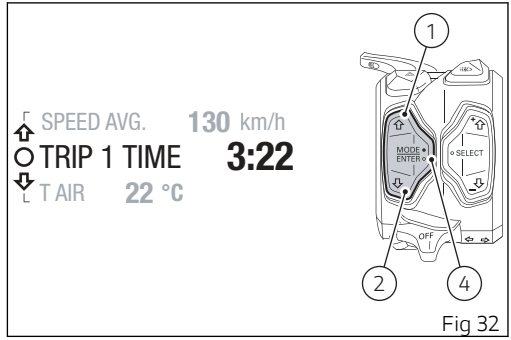


Fig 32

The CONS. AVG 1 counter is automatically reset also in the following cases:

- when Trip meter 1 (TRIP 1) is reset;
- when Average Fuel Consumption (CONS. AVG 1) is reset;
- when Average Speed (SPEED AVG 1) is reset;
- due to a battery disconnection (Battery-Off);
- in case of manual change of the units of measurement of the system.

Ambient air temperature (T-AIR)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “T AIR”.

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

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

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

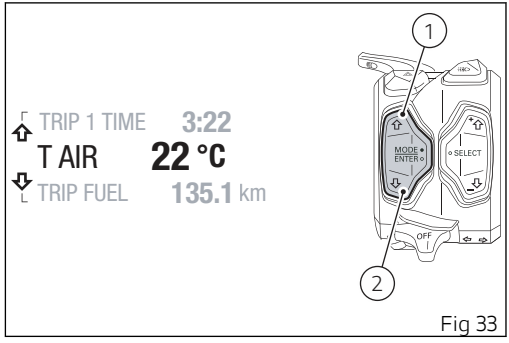


Fig 33

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

Partial fuel reserve counter (TRIP FUEL)

To select this function in the function menu, scroll the functions available using buttons (1) and (2) to display “TRIP FUEL”.

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (i.e. since the Low Fuel Light, (5, Fig 5)turns on) with the set unit of measurement (km or mi).
When the Low Fuel Light (5 Fig 5) turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; then, it is possible to toggle through the other Function Menu functions.
Trip fuel reading remains stored even after Key-Off until the motorcycle is refuelled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.
The number of mi or km is displayed with the TRIP FUEL indication and unit of measurement.
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

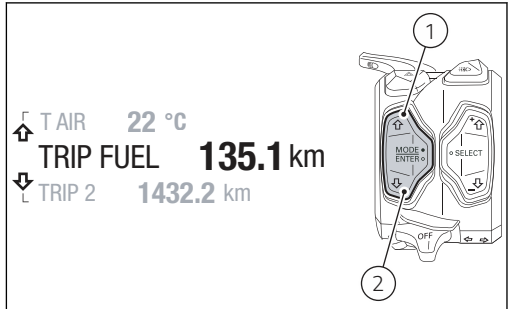


Fig 34

When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Function Menu.

Trip meter 2 (TRIP 2)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “TRIP 2”.

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

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

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

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

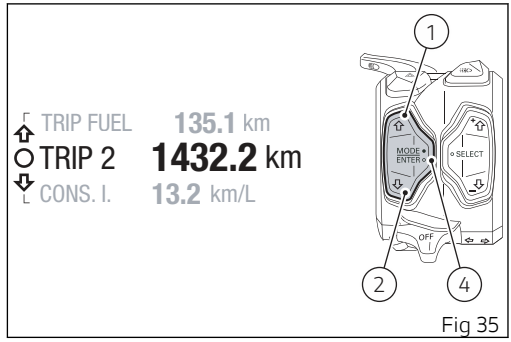


Fig 35

Instantaneous fuel consumption (CONS. I.)

To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “CONS. I.”.

The instrument panel calculates and shows vehicle instant fuel consumption.
Instant fuel consumption is displayed with the indcation “CONS. I.” and the indication of the unit of measurement (km/L or L/100 km or mpg UK or mpg US).
The calculation is made considering the quantity of fuel used and the distance travelled during the last second.

Value is expressed in the set unit of measurement (km/l or l/100 km or mpg UK or mpg US).
The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).
During the phase when no calculation is performed, three steady dashes “ - - . - ” are displayed as a value of instantaneous consumption.

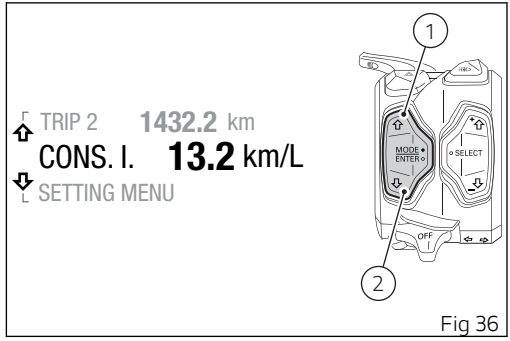


Fig 36

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

Lap time (LAP)

This function is available for the TRACK display mode only.
To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “LAP”.

This function allows enabling/disabling the Lap time (Lap Evo) recording function.

If LAP is not active, the instrument panel displays “LAP OFF”. Press button (4) to switch it on.
If LAP is active, the instrument panel displays “LAP ON”. Press button (4) to switch it off.

It is possible to enable or disable the LAP function also through the Setting Menu; refer to chapter "Setting menu - lap timer (Lap)".

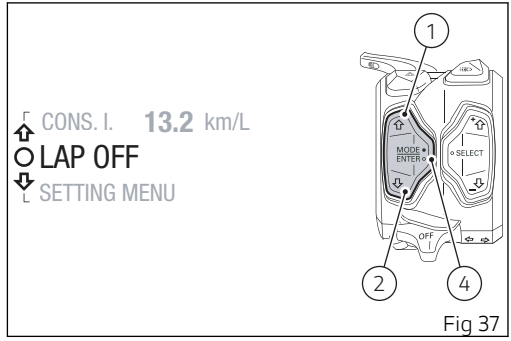


Fig 37

Music player management (PLAYER)

This function allows activating, deactivating and managing the music player.
It is present only in the ROAD display mode and it is visible only if the Bluetooth control unit is installed and a smartphone is connected. The function can be set to “OFF” or “ON”.
To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “PLAYER”.

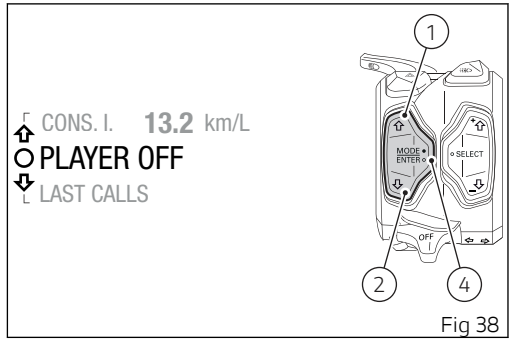


Fig 38

Important

If the smartphone connected to the instrument panel via Bluetooth is disconnected or turned off, the “Music player management (PLAYER)” function will not be listed in the functions of the menu. It appears again only when the smartphone is connected again to the instrument panel via Bluetooth.

Note

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

Music player control activation (from OFF to ON).

If the music player control is set to “OFF”, press button (4) to activate it.
With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A, Fig 40), together with the available controls (B, Fig 40) and the “EXIT” indication preceded by the black arrow facing downwards (C, Fig 40).

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

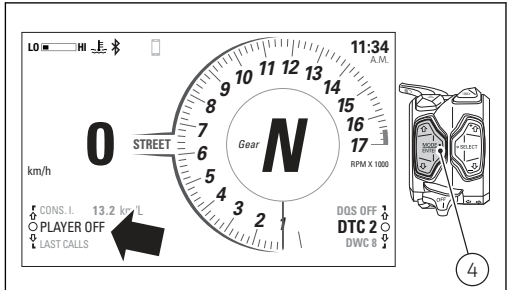


Fig 39

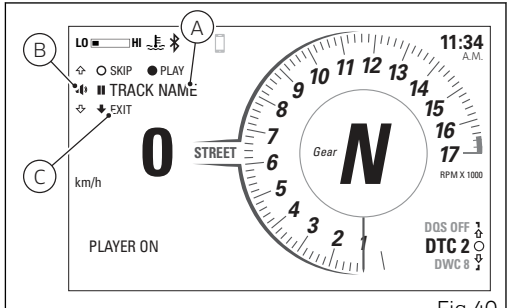


Fig 40

Music player controls

When the control is active, button (1), button (2) and button (4) are used by the instrument panel only for the music player controls. In particular:

- Play / Pause: press button (4) for 2 seconds.
- “SKIP” to next track: briefly press button (4).
- Increase volume “+”: briefly press button (1). The symbol “+” disappears while the button is being pressed to indicate that the operation has been carried out.
- Decrease volume “-”: briefly press button (2). The symbol “-” disappears while the button is being pressed to indicate that the operation has been carried out.
- “EXIT” from the music player control: press button (2) for 2 seconds.

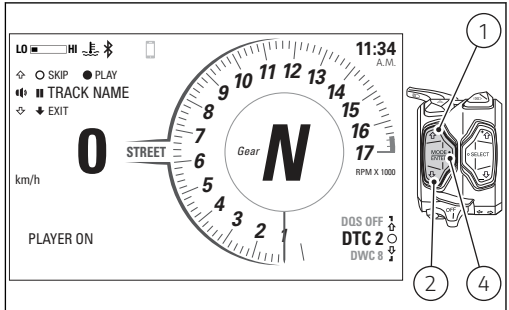


Fig 41

Play / Pause

When the track is paused (A), the display shows, to the left of the track, the symbol " ⏸ " and the black circle " ● " above, followed by the indication "PLAY", to indicate that if button (4) is pressed for 2 seconds the player will be started.

When the track is being played (B), the display shows, to the left of the track, the symbol " ▶ " and the black circle " ● " above, followed by the "PAUSE" indication, to indicate that if button (4) is pressed for 2 seconds the track will be paused.

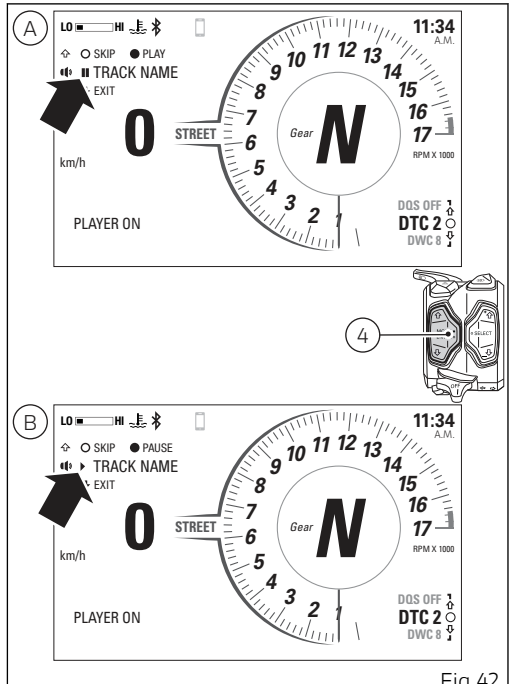


Fig 42

Exiting the active music player control (ON):

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

Then button (1), button (2) and button (4) go back to their “standard” functions for the management/ control of the instrument panel and are no longer used for the music player functions.

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

After its activation, the function “Music player management (PLAYER)” is shown within the menu as “PLAYER ON” and a black arrow up is displayed underneath the track title, followed by “PLAYER CONTROL” (B).

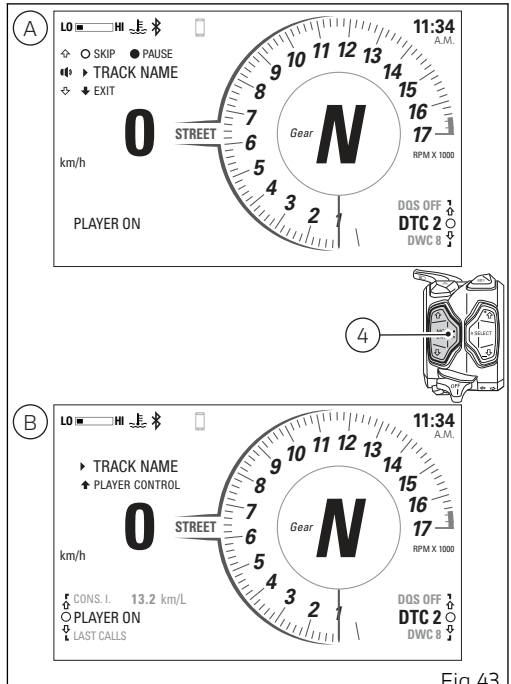


Fig 43

Reactivating the music player control (ON):

If the music player was activated and you exited the control to move to other functions, to reactivate the controls of the music player select the “Music player management (PLAYER)” (A) function in the menu and press button (1) for 2 seconds.

It is hence possible to access again to the music player control and button (1), button (2) and button (4) are used again by the instrument panel only for the music player controls (B).

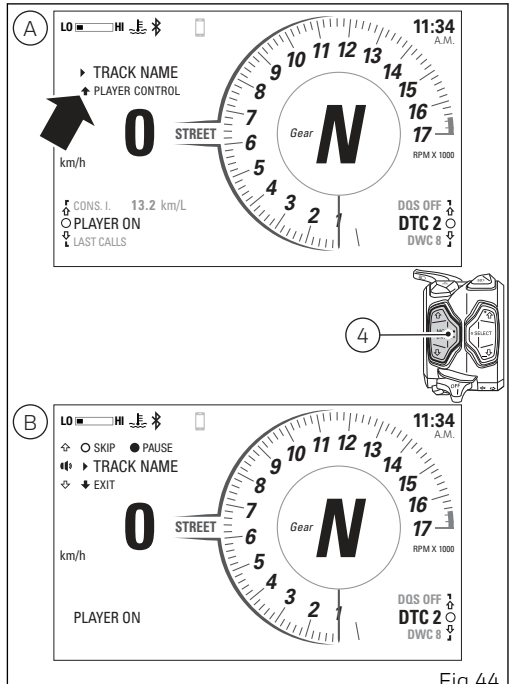


Fig 44

Music player control deactivation (from ON to OFF):

To set the music player control to “OFF” stopping also the track being played, select the PLAYER function from the menu.
The function will be indicated with the message “ON” (A), at this point press button (4).

The music player control is then set to “OFF” (B).

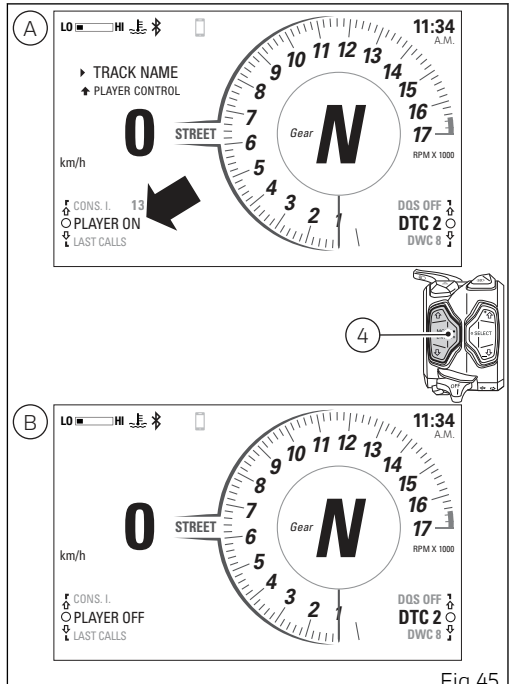


Fig 45

Management of the last calls (LAST CALLS)

This function shows a list of the last calls missed, made or received.
It is present only in the ROAD display mode and it is visible only if the Bluetooth control unit is installed and a smartphone is connected.
To select this function in the Function Menu, scroll the functions available using buttons (1) and (2) to display “LAST CALLS”.

To display the list of calls, press button (4) (Fig 47). When entering this function, the display shows message “WAIT..” for a few seconds, then shows the name or phone number from the last call.

The instrument panel receives the call list information directly from the smartphone currently connected via Bluetooth.
Only the last 7 made, received or missed calls are displayed.

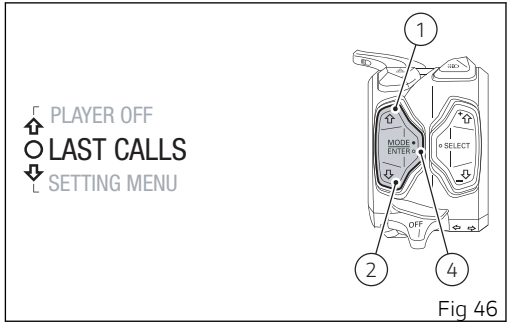


Fig 46

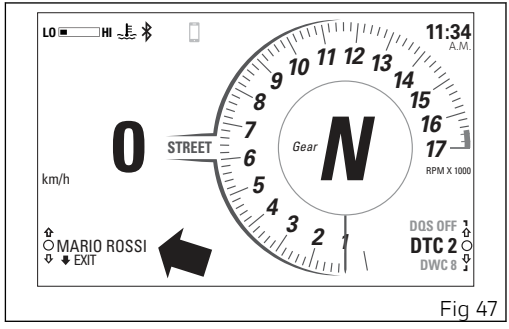


Fig 47

Use buttons (1) and (2) to scroll through the calls in the list. To make a call to the number/name selected from the list, press button (4). For more information refer to the chapter “Infotainment - accessory”.

If the list of calls is empty, “EMPTY” will be displayed (Fig 49). In this case it is only possible to exit the function.

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

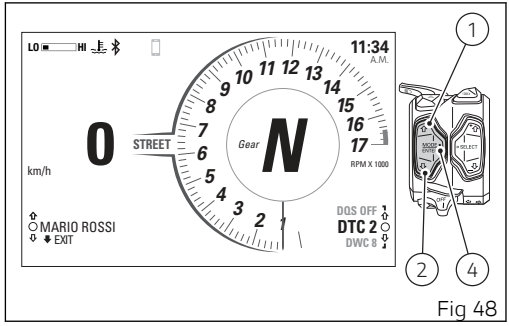


Fig 48

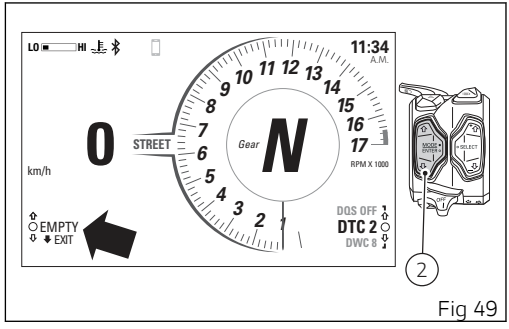


Fig 49

Setting menu (SETTING MENU)

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

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

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

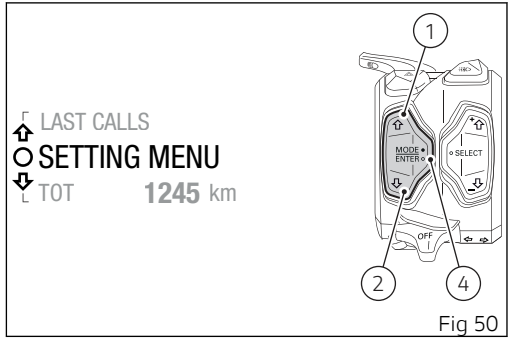


Fig 50

Note

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

Once entered in the setting menu the display changes the display mode.

The functions available inside the setting menu are:

- Riding Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Pit Limiter
- Tire Calibration
- DRL
- Bluetooth
- Turn indicators
- DDA
- Info

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

Press button (1) or (2) to view the above functions of the setting menu one by one: in particular, use

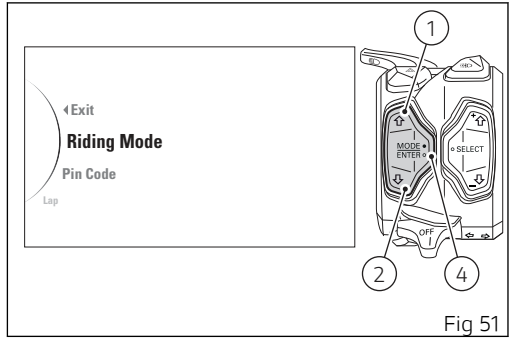


Fig 51

button (2) to view the following item and button (1) to view the previous item.
After displaying the required function, press button (4) to open the corresponding menu page.

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

To quit the setting menu you shall select " ◀ Exit" and press button (4).

Setting menu - riding mode (Riding Mode)

All settings of every riding mode can be customised.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4). When accessing the function, the left side of the display shows the available Riding Modes, whereas the right side shows the currently set Riding Mode. The following indications will be displayed in this page:

- ◀ Back
- Race
- Sport
- Street
- All Default (visible only if one or more parameters of one or more Riding Modes are different from the "default" ones)
- ◀ Back

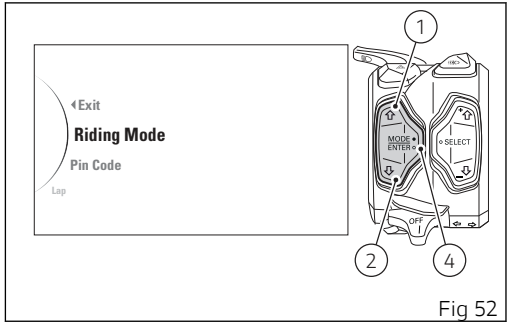


Fig 52

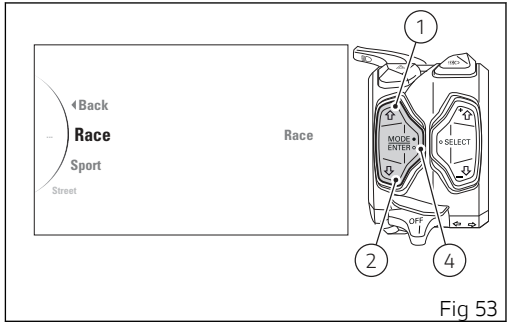


Fig 53

You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to highlight and select the riding mode to customise, then press button (4) to access the customisation page for the selected riding mode;
- use buttons (1) and (2) to highlight and select "◀ Back", then press button (4) to go back to previous page;
- use buttons (1) and (2) to highlight and select "All Default", press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customised are DAVC (DTC, DWC, DSC), Engine, ABS, EBC, DQS, Info Mode and DEFAULT (to reset to default factory values for the riding mode). The following indications will be displayed in this page:

- ◀ Back
- DAVC
- Engine
- ABS
- EBC
- DQS
- Info Mode

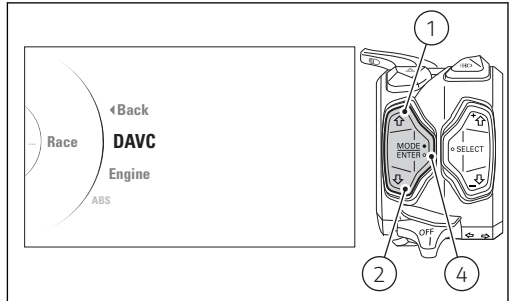


Fig 54

- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time you press button (1) or (2) the instrument panel scrolls all the parameters for the selected Riding Mode. Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

Any parameter change made is saved and remains in the memory also after a battery-off. The parameters set by Ducati for each individual riding mode can be

reset with the "Default" function and by pressing button (4). Highlight "◀ Back" and press button (4) to exit the sub-menu and go back to previous page.

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.

The DAVC function is the package of electronic controls (DTC, DWC, DSC) managing motorcycle traction during the acceleration phase: if the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

Setting menu - riding mode - setting the DAVC (DAVC)

This function allows setting the levels of functions DTC DWC DSC grouped in the DAVC function associated to each riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "DAVC" indication and press button (4).

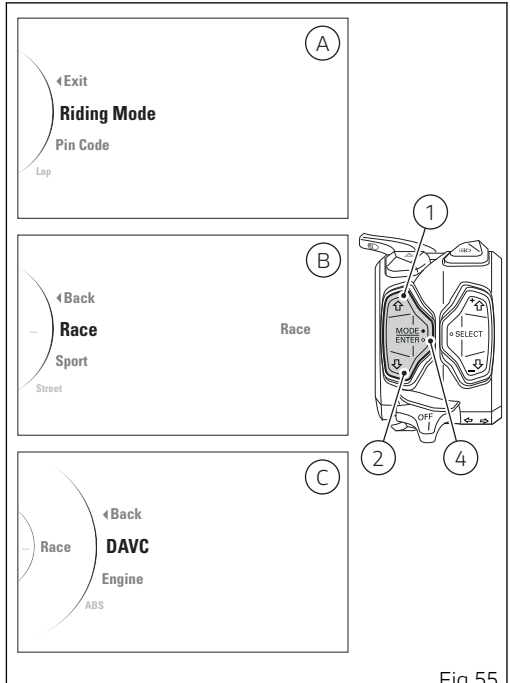


Fig 55

The DAVC function is the package of electronic controls (DTC, DWC, DSC) managing motorcycle traction during the acceleration phase.

When entering the function, it is possible to select the function to be customised (DTC, DWC, DSC). The following selectable indications will be displayed in this page:

- ◀ Back
- DTC
- DWC
- DSC
- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time you press button (1) or (2) the instrument panel allows scrolling the DTC, DWC, and DSC functions. Once the function is highlighted, press button (4) to enter the function to be customised.

Highlight "◀ Back" and press button (4) to exit the sub-menu and go back to previous page.

If the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

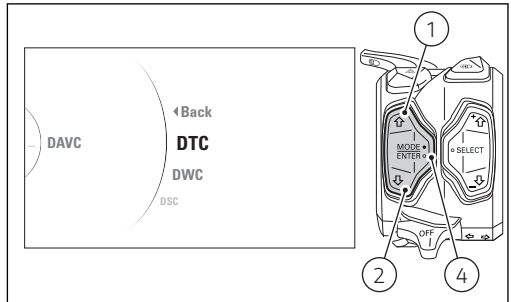


Fig 56

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Setting menu - riding mode - setting the DAVC - DTC (DTC)

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

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "DAVC" indication and press button (4).

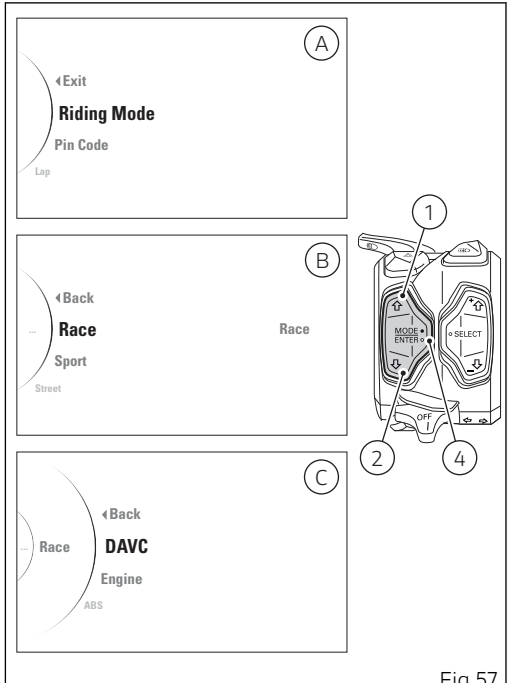


Fig 57

In DAVC function menu, press button (1) or button (2) to highlight and select “DTC” and press button (4). When you access the function (Fig 59), all possible customisation levels (levels from 1 to 8 and OFF status) are listed on the left and the set DTC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in light blue will also be displayed.

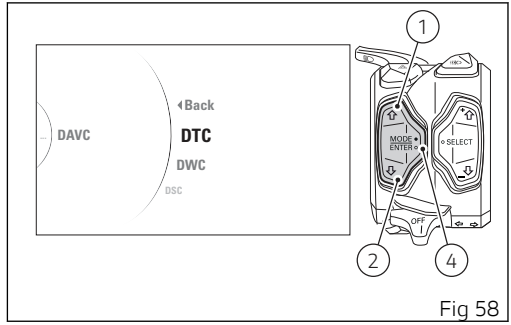


Fig 58

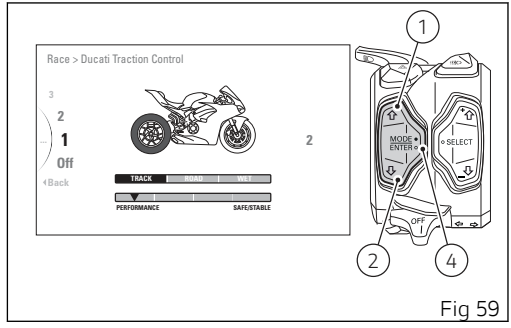


Fig 59

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed. If level 7 is selected, “RAIN TIRE ONLY!” is displayed.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

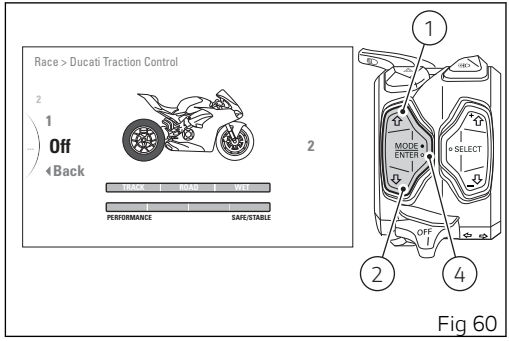


Fig 60

Note

If the DTC is disabled (set to OFF), the DWC and DSC parameters cannot be changed and are forced to level OFF and therefore the relevant setting menu is not available.

Setting menu - riding mode - setting the DAVC - DWC (DWC)

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

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "DAVC" indication and press button (4).

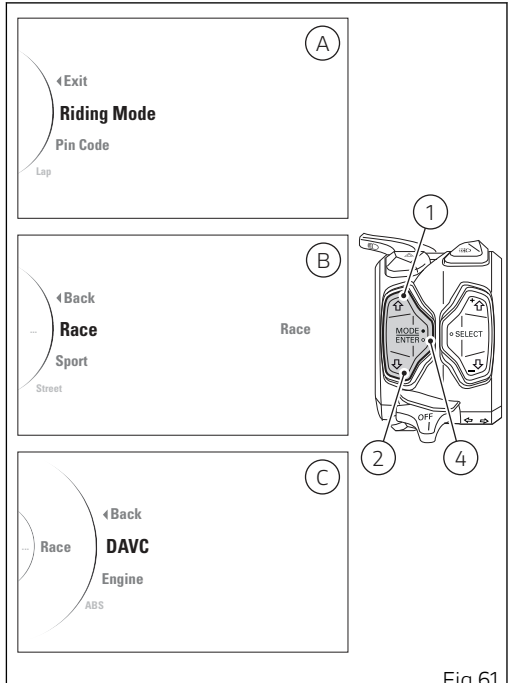


Fig 61

In DAVC function menu, press button (1) or button (2) to highlight and select “DWC” and press button (4). When you access the function (Fig 63), all possible customisation levels (levels from 1 to 8 and OFF status) are listed on the left and the set DWC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

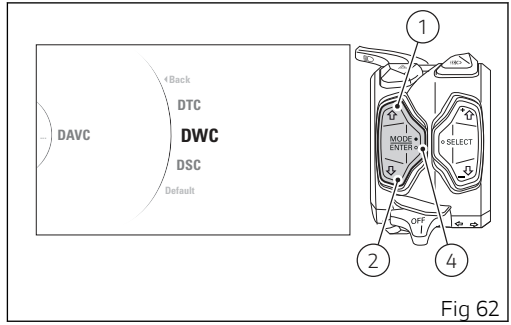


Fig 62

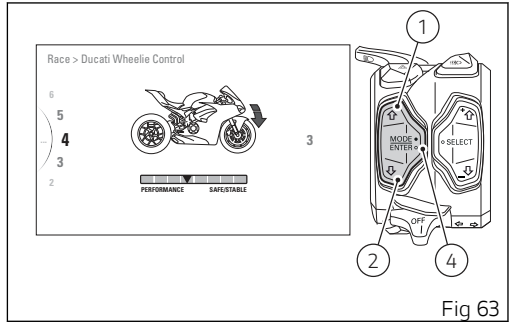


Fig 63

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Moreover, the system intervention level will be indicated with a Light Blue arrow.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

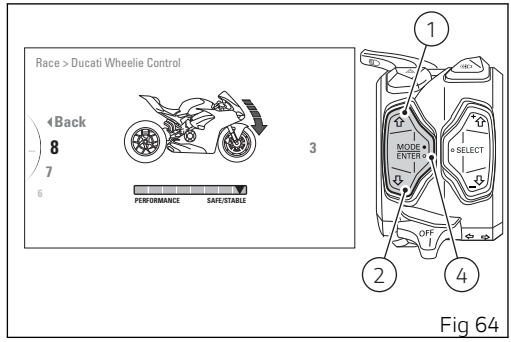


Fig 64

Note

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

Setting menu - riding mode - setting the DAVC - DSC (DSC)

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

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "DAVC" indication and press button (4).

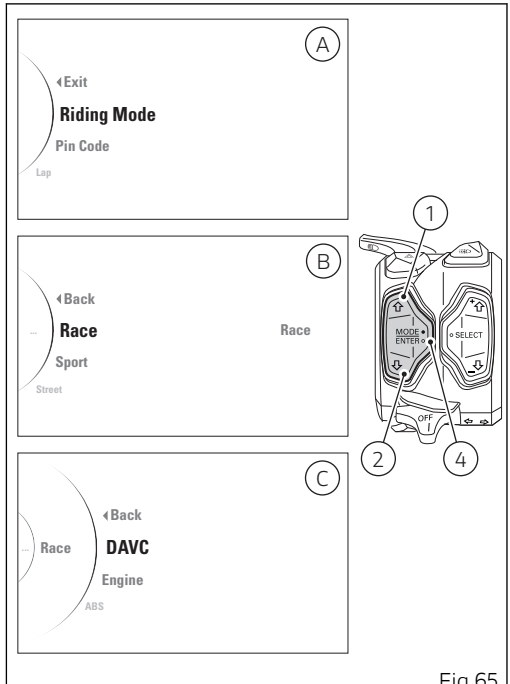


Fig 65

In DAVC function menu, press button (1) or button (2) to highlight and select "DSC" and press button (4). When you access the function (Fig 67), all possible customisation levels (levels 1 and 2 and OFF status) are listed on the left and the set DSC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 2
- 1
- Off
- ◀ Back

The motorbike profile with the part where you will be acting will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed.
Once the desired level is highlighted, press button (4) to memorise the new selection.

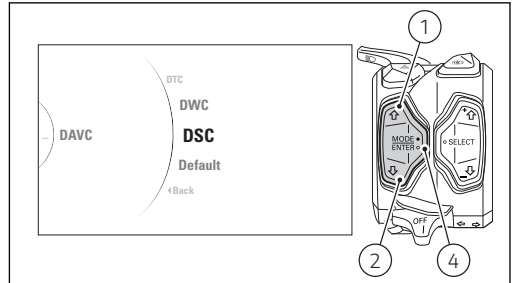


Fig 66

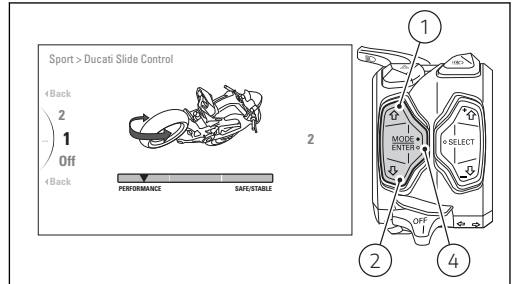


Fig 67

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Note
If the DTC is disabled (set to OFF), the DSC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

Setting menu - riding mode - setting the DAVC - value reset (Default)

This function allows setting the levels of DTC, DWC and DSC set by default by Ducati, grouped in the DAVC function associated to each riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (“Race”, “Sport”, “Street”) (B) to be edited, by pressing buttons (1) and (2).
Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Then select "DAVC" and press button (4).

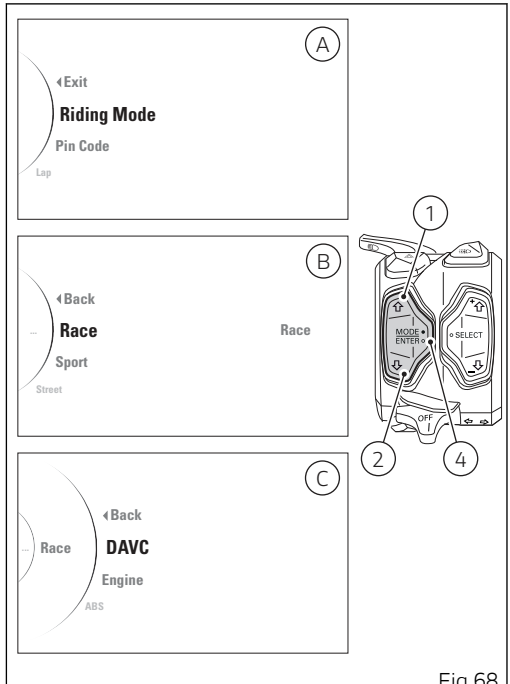


Fig 68

In the DAVC function menu, use buttons (1) and (2) to select "Default" and press button (4).

The default parameters of the DTC, DWC and DSC functions related to the selected Riding Mode are restored.
The "Default" indication remains visible even after restoring the pre-set parameters. Then the instrument panel selection moves automatically to "◀ Back".
To exit the menu and go back to previous page, press button (4).

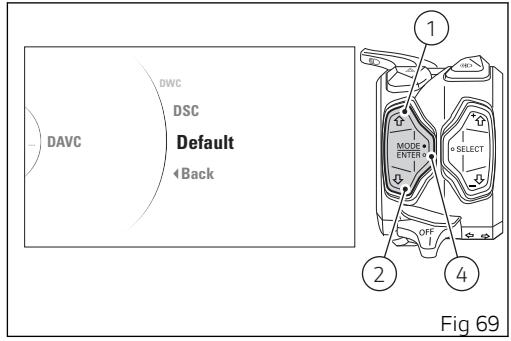


Fig 69

Setting menu - riding mode- setting the engine (Engine)

This function customises engine power associated with each riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "Engine” indication and press button (4).

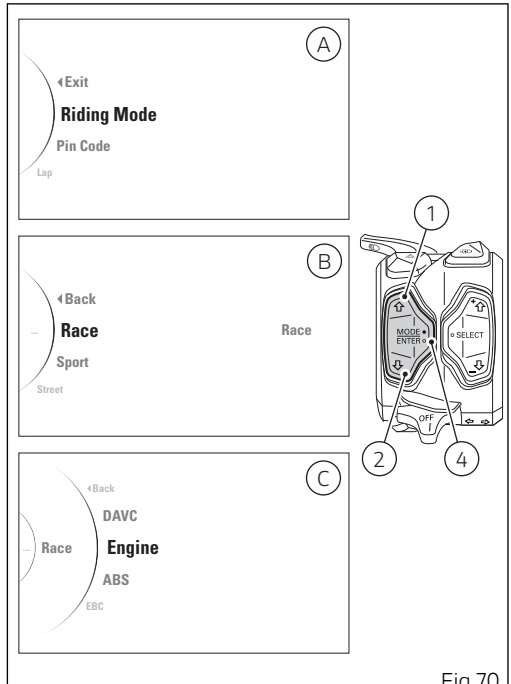


Fig 70

When entering the function, settings available for customisation are indicated on the left: High, Medium, Low whereas the set value is displayed on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- High
- Medium
- Low
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in light blue will also be displayed.

With buttons (1) and (2) select the new desired engine power.
For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed.
Once the desired level is highlighted, press button (4) to confirm the selection.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

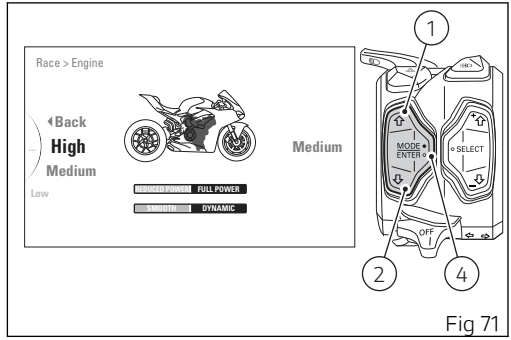


Fig 71

Setting menu - riding mode- setting the ABS (ABS)

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

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "ABS” indication and press button (4).

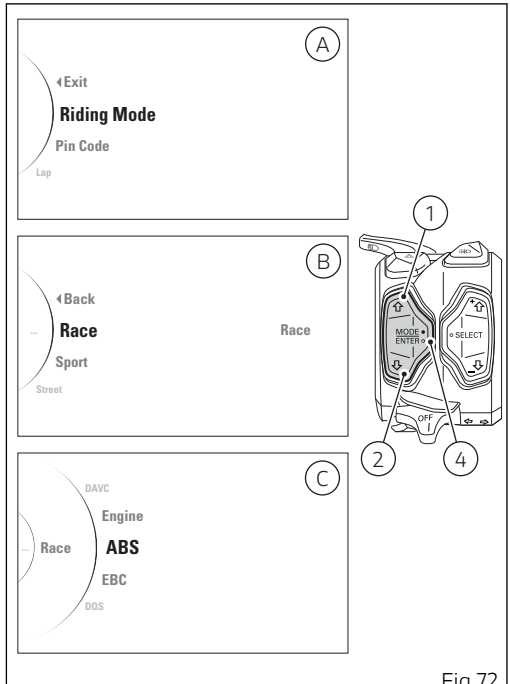


Fig 72

When you access the function, all possible customisation levels (levels from 1 to 3) are listed on the left and the set ABS level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 3
- 2
- 1
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in light blue will also be displayed.

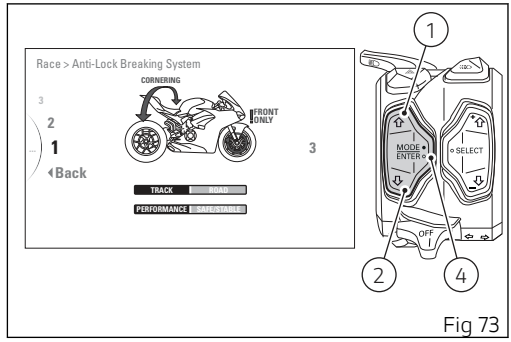


Fig 73

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed. Moreover, the braking system intervention level will be indicated in Light Blue: “FRONT ONLY!” (Fig 73) for front brake active only, “CORNERING” (Fig 74) for Cornering function active. Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

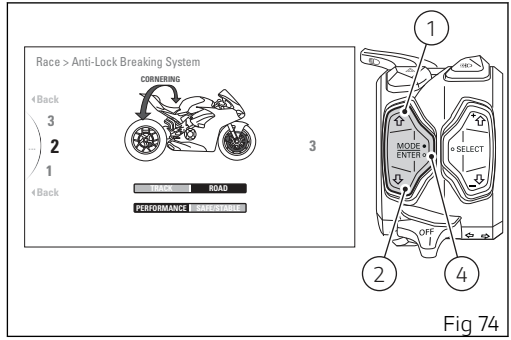


Fig 74

Setting menu - riding mode- setting the EBC (EBC)

This function disables or sets the rear wheel anti-locking system (EBC) level for every single riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "EBC” indication and press button (4).

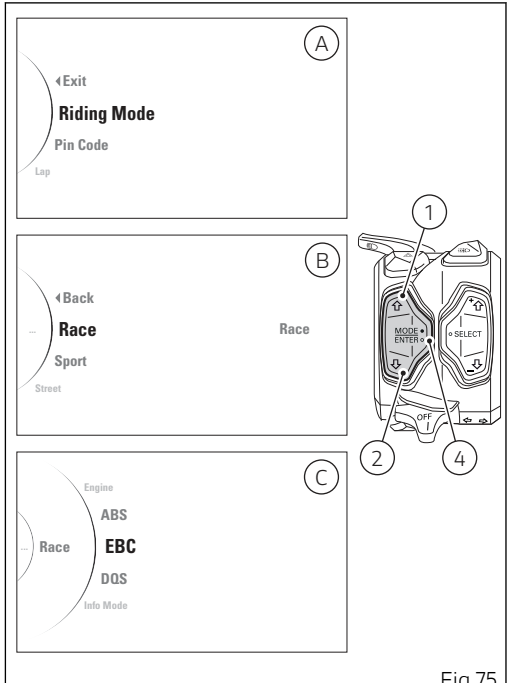


Fig 75

When you access the function, all possible customisation levels (levels from 1 to 3) are listed on the left and the set EBC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 3
- 2
- 1
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

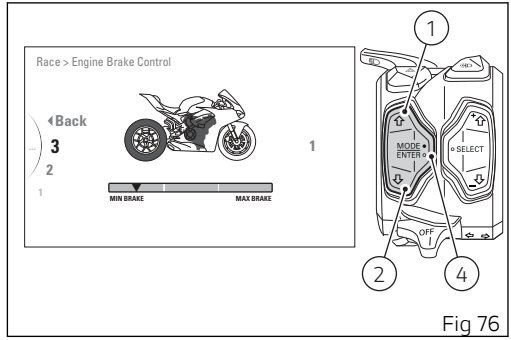


Fig 76

Setting menu - riding mode- setting the DQS (DQS)

This function disables or enables the DQS for the selected riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "DQS” indication and press button (4).

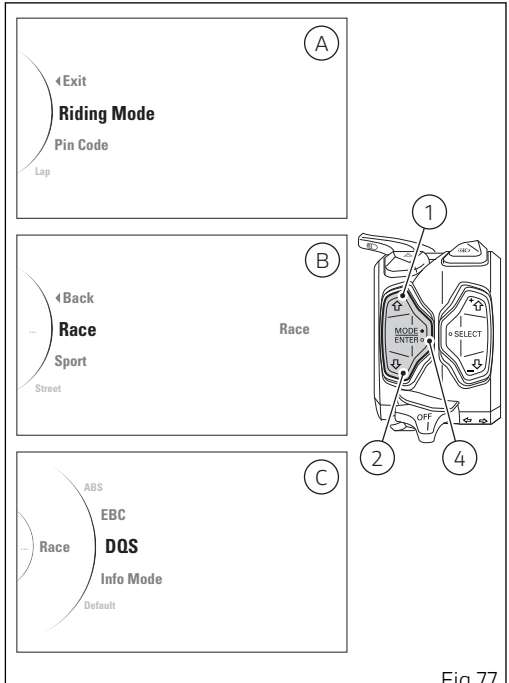


Fig 77

When you access the function, all possible customisation levels (OFF, UP/DOWN) are listed on the right and the currently set DQS level or status is shown on the left.
The following selectable indications will be displayed in this page:

- ◀ Back
- Up/Down
- Off
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in light blue will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the system intervention level (highlighted with two black arrows) will be displayed.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

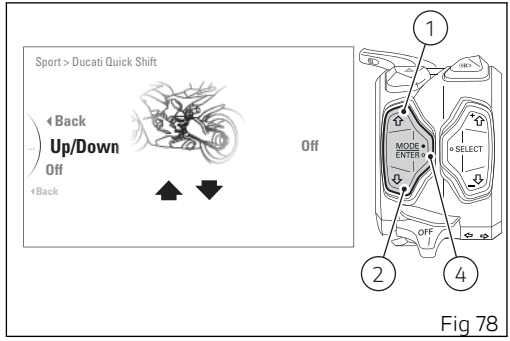


Fig 78

Setting Menu - Riding Mode - display mode setting (Info Mode)

This function allows rider to select the main screen displaying mode associated with every riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "Info Mode” indication and press button (4).

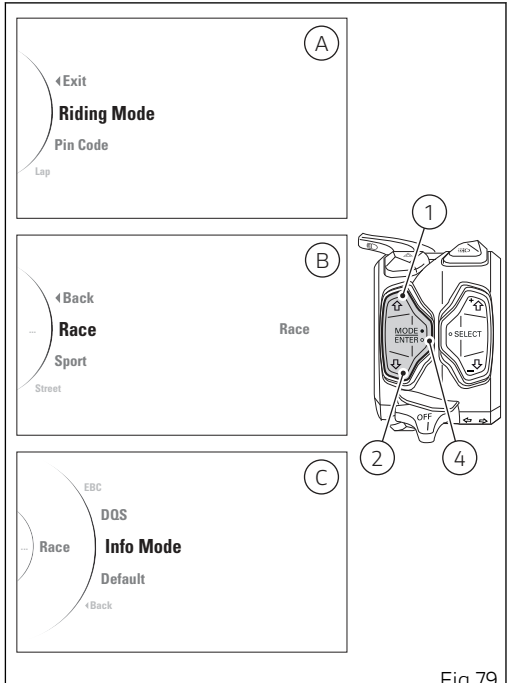


Fig 79

After entering the function, the display shows the available Info Modes (“Track” and “Road”) on the left side and set Info Mode on the right side. Within this page, the instrument panel displays the following indications:

- ◀ Back
- Track
- Road
- Default
- ◀ Back

The “Default” indication is visible only if one or more parameters have been modified.

With buttons (1) and (2) select the new desired Info Mode. Once the desired Info Mode is highlighted, press confirm button (4) to memorize the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

There are two available display modes: TRACK and ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

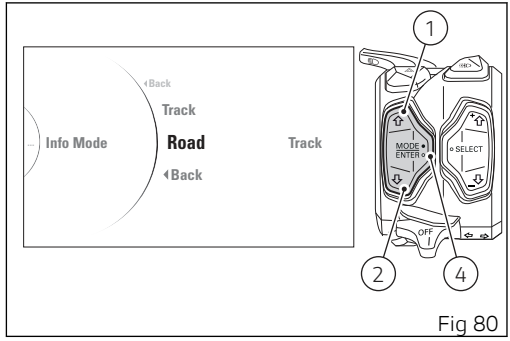


Fig 80

Ducati associated by default the layouts to the Riding modes as follows:

- TRACK layout for the RACE Riding Mode;
- ROAD layout for the SPORT Riding Mode and for the STREET Riding Mode.

Setting menu - riding mode - restore all values for each single riding mode (Default)

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

Enter the setting menu (SETTING MENU).
Select “Riding Mode” option (A), by pressing button (1) or (2). Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the riding mode (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Race”) (C).
Use buttons (1) and (2) to select the "Default” indication and press button (4).

The default parameters for the selected Riding Mode are reset.
From this moment (and until one or more parameters are customised) the "Default" indication is no longer visible.

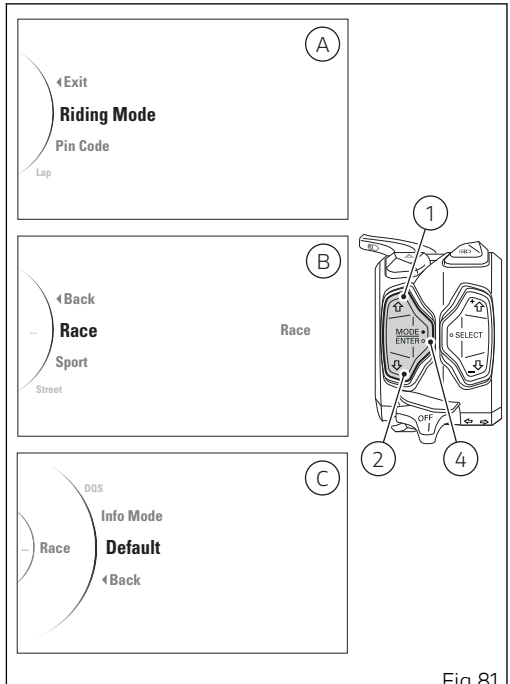


Fig 81

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Setting menu - riding mode - value reset (All Default)

This function allows restoring the default values set by Ducati for DAVC parameters (DTC, DWC, DSC), Engine, ABS, EBC, DQS, Info Mode and all riding modes: the function is only visible if at least one of the parameters of one riding mode is not the “default” one.

Enter the setting menu (SETTING MENU).
Select "Riding Mode" by pressing button (1) or (2).
Once function is displayed, press button (4).
Use buttons (1) and (2) to select and highlight “All Default”. Press button (4) to reset to default values for all three Riding Modes.

From this moment (and until one or more parameters are customised) the "All Default" indication is no longer visible.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

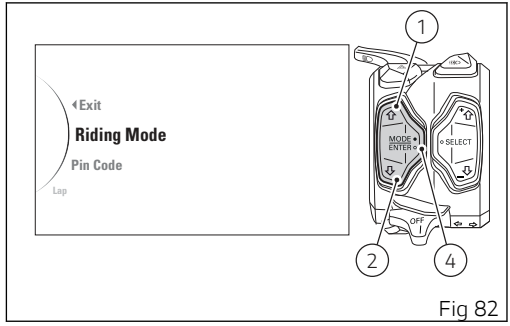


Fig 82

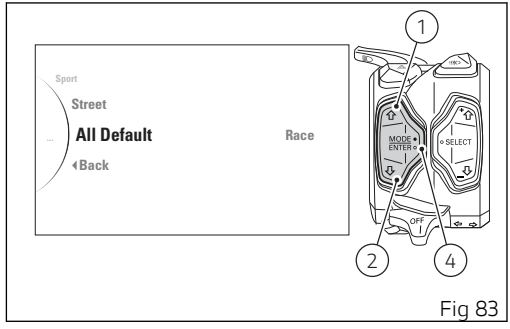


Fig 83

Setting menu - pin code activation (Pin Code)

This function allows the user to activate or modify the Pin Code.
The Pin Code is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

To change the Pin Code refer to the chapter “Setting menu - Pin code (Pin Code)”.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the Pin Code”.

Attention

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

Enter the setting menu (SETTING MENU).

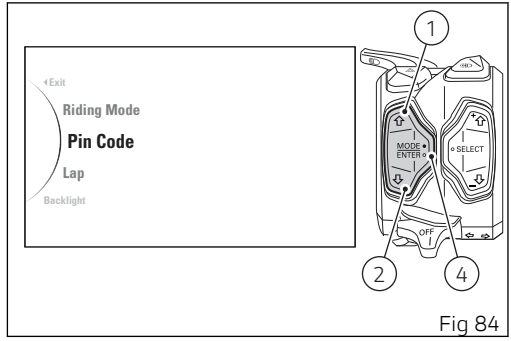


Fig 84

“Select Pin Code option”, by pressing button (1) or (2). Once function is displayed, press button (4).

The following indications will be displayed in this page:

- ◀ Back
- New Pin

Select “New Pin” (Fig 85) using button (1) and button (2) and press button (4) to validate and enter the new Pin Code.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

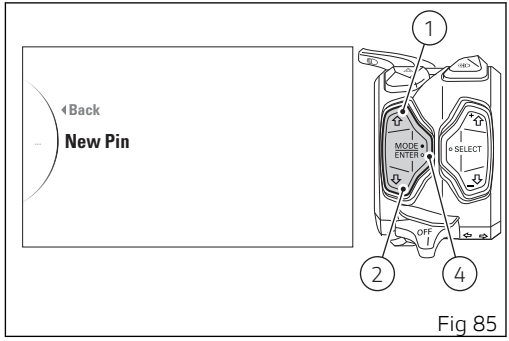


Fig 85

Note
If "Modify Pin" appears when accessing this function, this means that there is already a stored Pin Code and therefore the function is already active.

Entering the Pin Code:

After accessing the new Pin Code entering function, the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the code: “0” and “_ _ _“.
The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

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

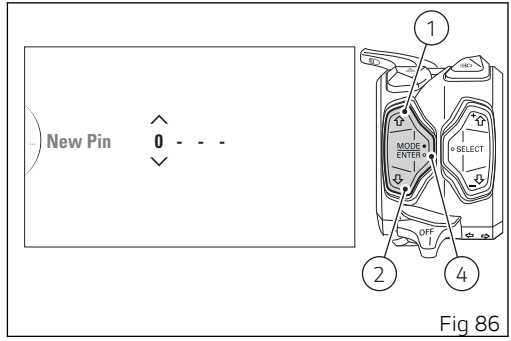


Fig 86

Once the last digit has been entered, when pressing button (4) the instrument panel activates the following indications (Fig 87):

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page without saving the set code, highlight the "◀ Back" indication and press button (4).
To memorise the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the "Memorised" indication (green) for 2 seconds (Fig 88).

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication "Modify Pin" (instead of "New Pin"): in fact, after memorising the first Pin Code, the page of the menu where to enter the "New Pin" is no longer available and is replaced by the page to modify the Pin Code.

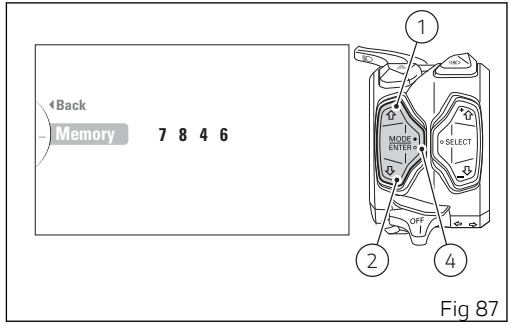


Fig 87

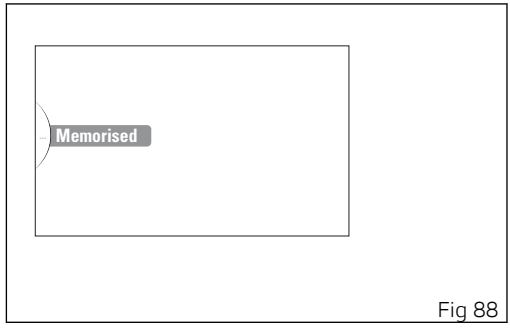


Fig 88

Note
The page for entering the PIN CODE is active and available again only in case the Pin Code function is reset (but this is only possible through the DUCATI diagnosis instrument).

Setting menu - pin code modification (Pin Code)

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

To activate the Pin Code refer to the chapter “Setting menu - Pin code activation (Pin Code)”.

In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the Pin Code”.

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

Enter the setting menu (SETTING MENU).
“Select Pin Code option”, by pressing button (1) or (2).
Once function is displayed, press button (4).

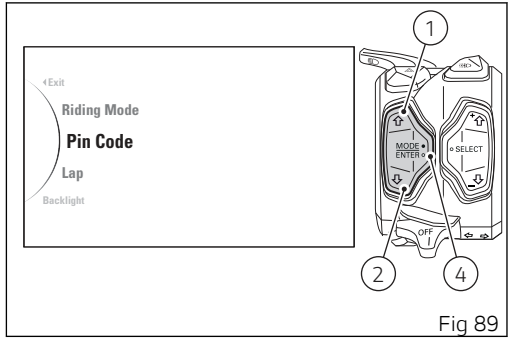


Fig 89

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Modify Pin

Select “Modify Pin” using button (1) and button (2) and press button (4) to validate and modify the Pin Code.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

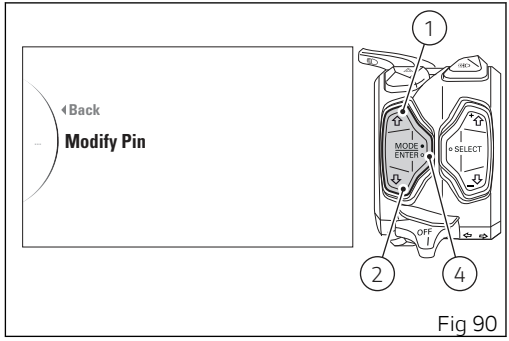


Fig 90

Note
If "New Pin" appears when accessing this function, it means that the Pin Code has never been activated and it is necessary to do it.

Entering the old Pin Code:

After accessing the Pin Code change function (Modify Pin), the instrument panel displays “Old Pin” with spaces allowing to enter the four digits of the previously set Pin code: “0” and “- - -“. The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

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

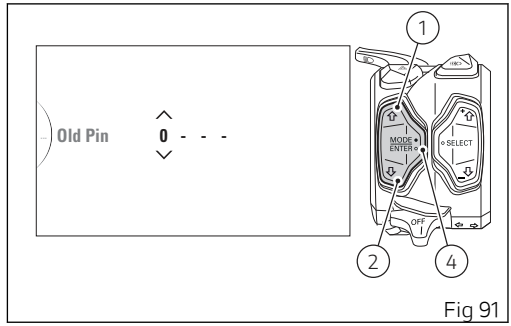


Fig 91

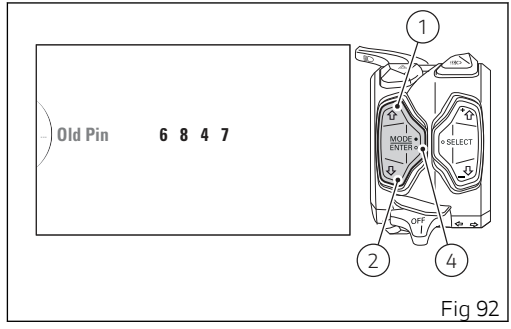


Fig 92

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

- if the pin code is not correct, the instrument panel displays “Wrong” (Fig 93) highlighted in red and blinking for 2 seconds and then goes back to previous screen, to allow you to try again;

- if the pin code is correct, the instrument panel shows “Correct” highlighted in green for 2 seconds, and then displays the page for entering the new Pin Code

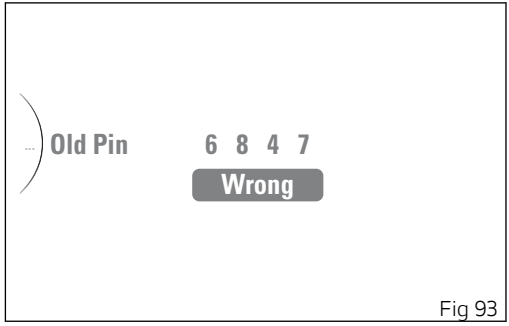


Fig 93

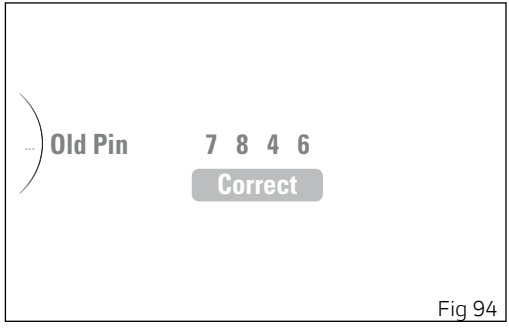


Fig 94

Entering the new Pin Code:

After accessing the new Pin Code entering function, the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the code: “0” and “- - -”.
The two arrows above and below the digit indicate that it is possible to change the value using button (1) and button (2).

Entering the code:

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

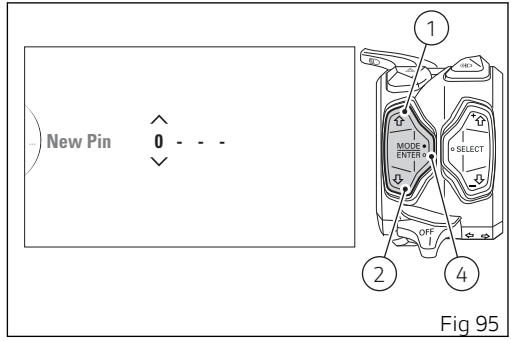


Fig 95

Once the last digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page without saving the set code, highlight the "◀ Back" indication and press button (4).
To memorise the entered code, highlight the "Memory" indication (orange) and press button (4) (Fig 96).
Then, the instrument panel will activate the "Memorised" indication (green) for 2 seconds (Fig 97).

At the end of the 2 seconds, the instrument panel goes back to the previous screen.

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

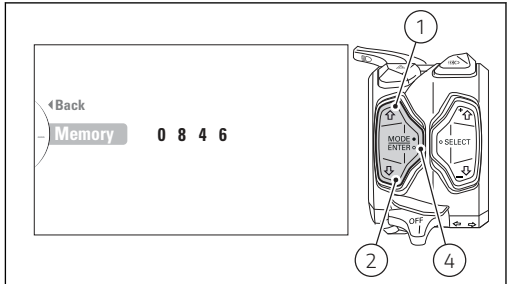


Fig 96



Fig 97

Setting menu - lap time (Lap)

Enter the setting menu (SETTING MENU). Select “Lap”, by pressing button (1) or (2). Once function is displayed, press button (4).

On this page (Fig 99) the current status of the Lap function (“On” or “Off”) is shown on the right side of the display, while the following indications are displayed on the left side:

- ◀ Back
- On
- Off
- Lap Data
- Erase All (*)
- ◀ Back

(*) This indication is visible only if one or more saved Laps are present.

Use buttons (1) and (2) to select the desired indication and press button (4) to activate the relevant function.

- If the indication is “Off” the instrument panel disabled the Lap function;

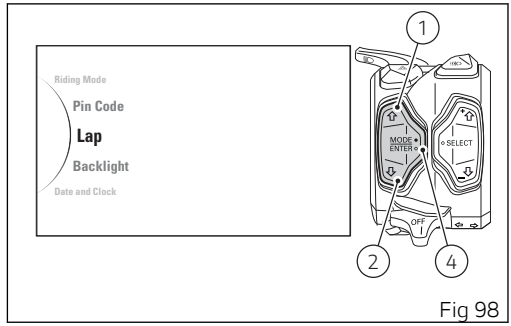


Fig 98

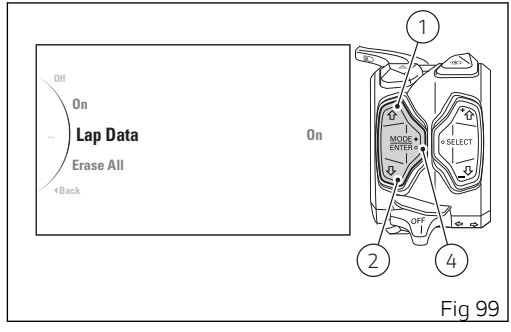


Fig 99

- If the indication is “On” the instrument panel activates the Lap function; once it is activated, it is possible to record the lap time;
- If the indication is “Lap Data”, the instrument panel shows the memorised LAPs (ref. to paragraph “Displaying the stored LAPs”);
- If the indication is “Erase All”, the instrument panel erases all memorised LAPs (ref. to paragraph “Erasing the stored LAPs”).

Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the system sets the LAP function automatically to the “Off” mode.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Display of memorised LAPs (Lap Data)

Enter the setting menu (SETTING MENU).
Select “Lap” (Fig 98), by pressing button (1) and (2), then press button (4).
Then select "Lap Data” (Fig 99) and press button (4).

The following indications will be displayed in this page:

- ◀ Back
- Best Laps
- Session 1
- Session 2
- Session 3
- Session 4
- ◀ Back

Using the buttons (1) and (2), selecting “Best Laps” and pressing button (4), it is possible to see the best laps recorded in the instrument panel for each session.

To view the laps recorded in each session, use buttons (1) and (2) to select the desired session (e.g. “Session 1”) and press button (4).

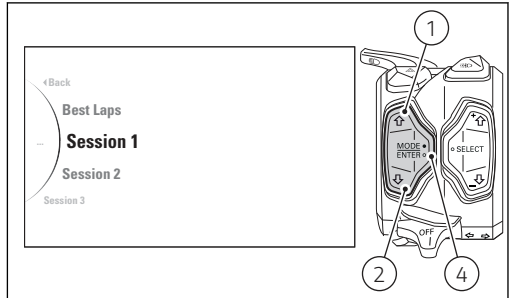


Fig 100

If there are no memorised LAPs, when accessing this menu the instrument panel will show “ ◀ Back” and “No Lap”.

Display of memorised LAPs – Best LAPs (Lap Data – Best Laps)

Enter the setting menu (SETTING MENU).
Select “Lap” (Fig 98), by pressing button (1) and (2), then press button (4).
Then select "Lap Data” (Fig 99) and press button (4).
Then select "Best Laps” (Fig 101) and press button (4).

This function shows the best laps of the sessions. For each session the number of the laps with the best time and the relevant data are displayed (Fig 102):

- recorded time
- maximum reached speed
- maximum reached rpm
- maximum reached lean angle
- maximum reached yaw angle of the motorcycle

Press button (4) to go back to previous display mode.

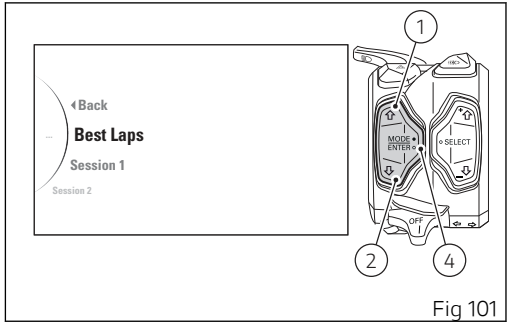


Fig 101

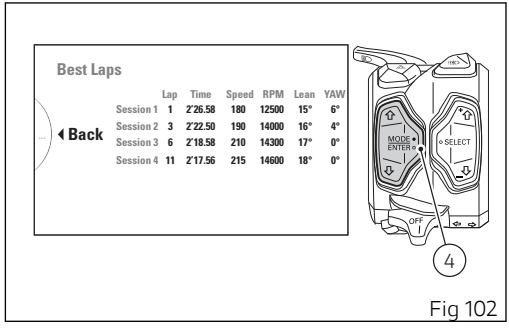


Fig 102

Display of memorised LAPs – Session (Lap Data – Session)

Enter the setting menu (SETTING MENU).
Select “Lap” (Fig 98), by pressing button (1) and (2), then press button (4).
Then select "Lap Data” (Fig 99) and press button (4).
Then select the desired session (e.g. “Session 1”) and press button (4) to view the laps performed in that session.

It is then possible to scroll through the list of recorded laps (Fig 104) using buttons (1) and (2). The following data is displayed in the middle of the display for each lap:

- Total lap time - "Time”
- Split time 1, if memorised - “Intertime 1”
- Split time 2, if memorised - “Intertime 2”
- Maximum real speed recorded by the GPS - “Real Speed (max)”
- Maximum reached rpm “RPM (max)”
- Maximum reached lean angle - “Lean angle (max)”
- Maximum reached yaw angle of the motorcycle - “YAW angle (max)”

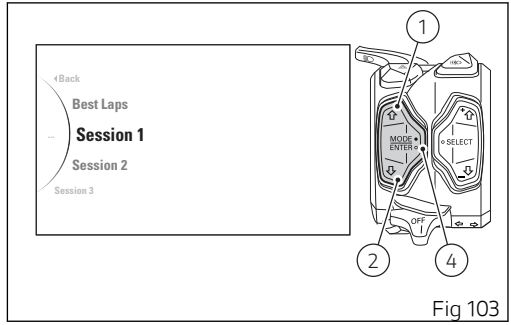


Fig 103

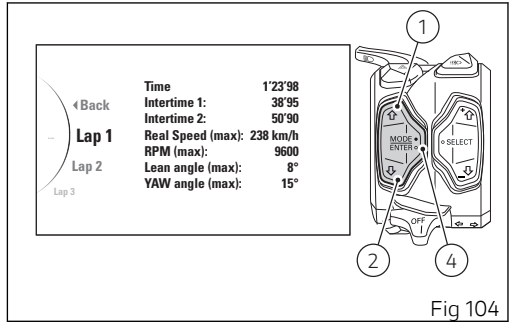


Fig 104

It is possible to memorise up to 30 Laps and record maximum 4 sessions.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Memorised laps erasing (Erase All)

Enter the setting menu (SETTING MENU).
Select “Lap” (Fig 98), by pressing button (1) and (2), then press button (4).
Then select "Erase All” (Fig 99) and press button (4).
The “Erase All” function is only available if laps have been recorded.

The following indications will be displayed on this page (Fig 106):

- ◀ Back
- Erase All

To erase the laps recorded in all sessions, use buttons (1) and (2) to select “Erase All” and then keep button (4) pressed for 2 seconds.

After confirming the “Erase All” function, the instrument panel shows “Wait...” for 3 seconds and goes back automatically to the previous page.

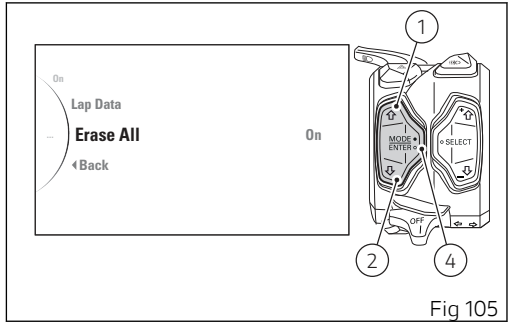


Fig 105

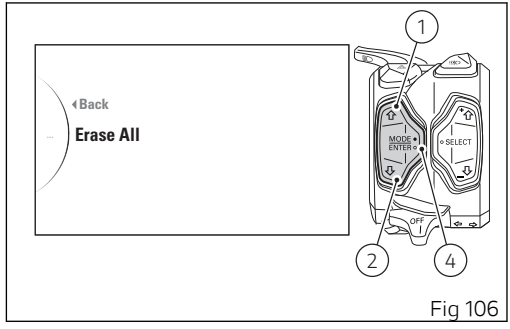


Fig 106

Setting menu - setting the backlighting (Backlight)

This function allows adjusting the backlighting intensity.

Enter the setting menu (SETTING MENU).
Use buttons (1) and (2) to select "Backlight" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Auto
- Day
- Night
- ◀ Back

With buttons (1) and (2) it is possible to select the desired display backlight.
Once the desired backlight is highlighted, press confirm button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

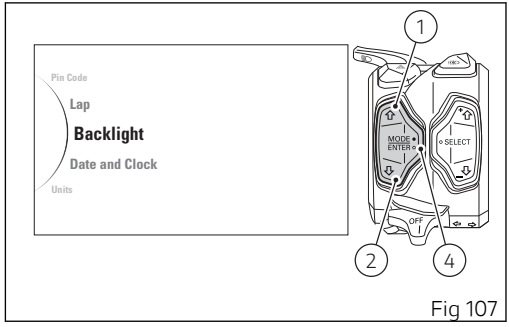


Fig 107

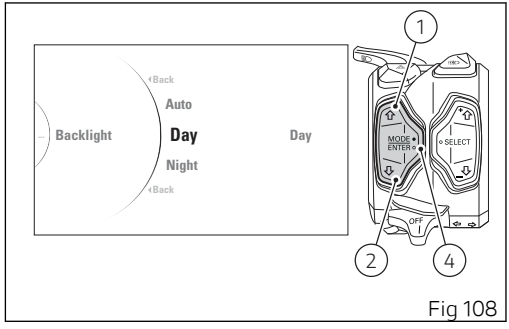


Fig 108

Select AUTO (automatic mode) to automatically adjust background colour according to ambient light (detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background ".
Select DAY (day mode) to permanently set display "white" background for improved readability - recommended in conditions of strong ambient light.
Select NIGHT (night more) to permanently set display black background for dimmed visibility - recommended in case of poor ambient light and/or at night.



Note

In case of battery off, when the voltage is restored and upon next Key-On, back lighting will always be set on "AUTO" mode.

Setting menu - setting the date and time (Date and Clock)

This function allows setting date and time.
Enter the setting menu (SETTING MENU).
Select “Date and Clock” option, by pressing button (1) or (2). Once function is displayed, press button (4).

The following indications will be displayed on this page (Fig 110):

- ◀ Back
- Date
- Clock
- ◀ Back

With buttons (1) and (2) it is possible to select the parameter to be modified.
Select “Date”, at the centre of the display is currently set date in the format “YYYY / MM / DD” (year / month / day); press button (4) to set the date.
Select “Clock” , at the centre of the display is currently set time in the format “AM/PM HH : MM” (AM or PM, hours : minutes); press button (4) to set the time.

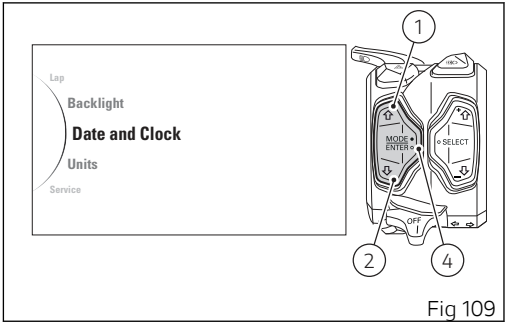


Fig 109

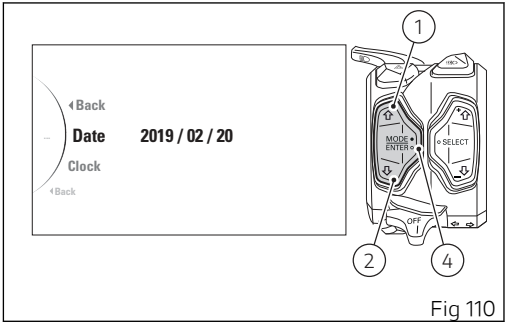


Fig 110

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Note
If the date has never been set or has been reset, the display shows a string of dashes in place of the year, month and day (“- - - - / - - / - -”).

Note
If the time has never been set or has been reset, the display shows time as “AM - -: - -”.

Date setting (Date)

Select “Date” (Fig 111) and press button (4), the instrument panel will show “Set...” on the right side, and at the centre the flashing year with two arrows above and below the number (Fig 112), thereby indicating the possibility to modify the figure by means of button (1) and button (2):

- press button (1) to increase year value by 1 (“2000”, “2001”, ...“2099”, “2000”);
- press button (2) to decrease year value by 1 (“2099”, “2098”, ...“2000”, “2099”);
- once you reach the year to be set, press button (4) to confirm. The arrows will then move to the month value to allow setting it.

When the two arrows are displayed above and below the flashing month indication, they give the possibility to set it:

- press button (1) to increase the month by 1 (“01”, “02”, ...“12”, “01”);
- press button (2) to decrease the month by 1 (“12”, “11”, ...“01”, “12”);

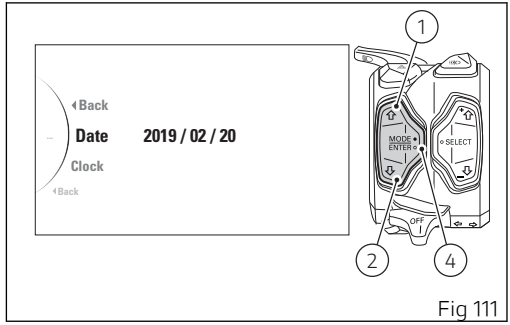


Fig 111

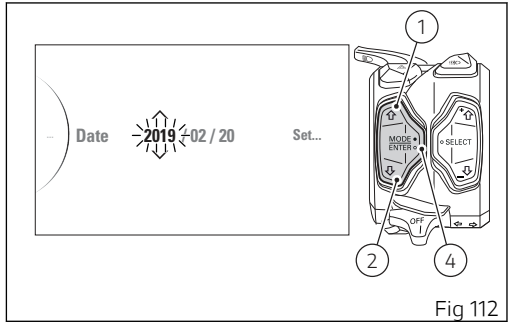


Fig 112

- once you reach the month to be set, press button (4) to confirm. The arrows will then move to the day value to allow setting it.

When the two arrows are displayed above and below the flashing day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 (“01”, “02”, ...“31”, “01”);
- press button (2) to decrease the day by 1 (“31”, “30”, ...“01”, “31”);
- once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set date and activates the indication “ ◀ Back”.
If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically go back to setting the year without storing any new date.

To exit the menu highlight the " ◀ Back" indication and press button (4).

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

Time setting (Clock)

Select “Clock” (Fig 113) and press button (4), the instrument panel will show “Set...” on the right side, and at the centre the flashing time with “AM” or “PM” and with two arrows above and below (Fig 114), thereby indicating the possibility to modify the figure by means of button (1) and button (2). Once you set the desired value, press button (4) to confirm: the arrows move to the hour value to allow setting it.

When the two arrows are displayed above and below the flashing hour indication, they give the possibility to set it:

- press button (1) to increase hour value by 1(“01”, “02”, ... “12”, “01”);
- press button (2) to decrease hour value by 1 (“12”, “11”, ...“01”, “12”);
- once you reach the value to be set, press button (4) to confirm. The arrows will then move to the minute value to allow setting it.

When the two arrows are displayed above and below the flashing minute indication, they give the possibility to set it:

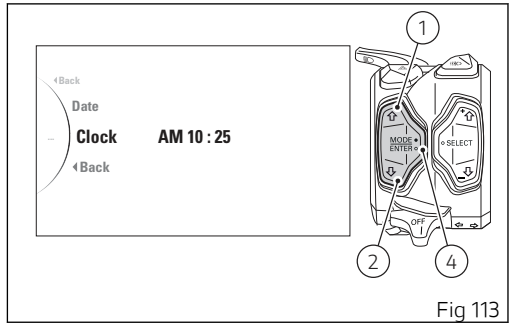


Fig 113

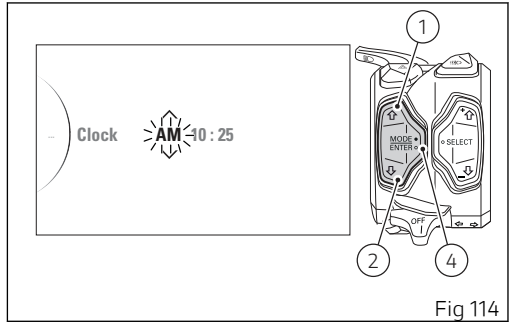


Fig 114

- press button (1) to increase minutes by 1 (“00”, “01”, ...“59”, “00”);
- press button (2) to decrease minutes by 1 (“59”, “58”, ...“00”, “59”);
- once you reach the value to be set, press button (4) to confirm.

After pressing button (4) to confirm the minutes, the instrument panel saves the set time and activates the indication “ ◀ Back”.

To exit the menu highlight the " ◀ Back" indication and press button (4).

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

Setting menu - unit of measurement setting (Units)

This function allows changing the units of measurement of the displayed values.
Enter the setting menu (SETTING MENU).
Use buttons (1) and (2) to select "Units" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Speed
- Temperature
- Consumption
- All Default (*)
- ◀ Back

(*) This indication is visible only if one or more parameters have been modified.

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

- Speed;
- Temperature;
- Fuel consumption.

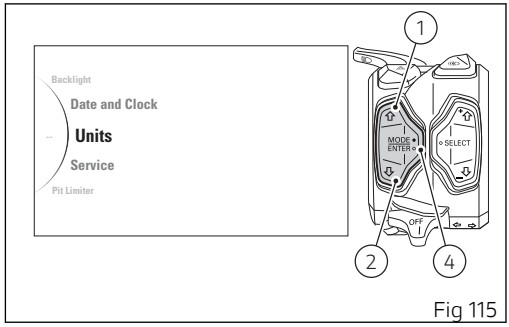


Fig 115

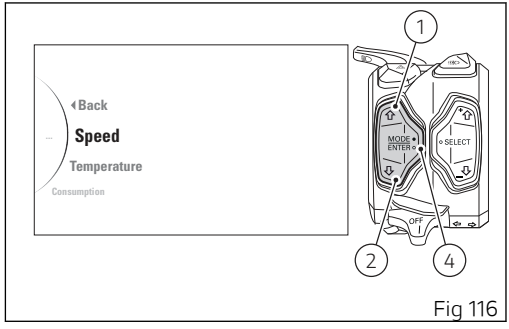


Fig 116

With buttons (1) and (2) it is possible to select the measurement of which you wish to change the unit:

- if the indication is “Speed”, press button (4) to customise the Speed unit of measurement;
- if the indication is “Temperature”, press button (4) to customise temperature unit of measurement;
- if the indication is “Fuel consumption”, press button (4) to fuel consumption unit of measurement;
- if the indication is “All Default”, press button (4) to restore all values of the units of measurements of all displayed measurements.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- km/h
- mph
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

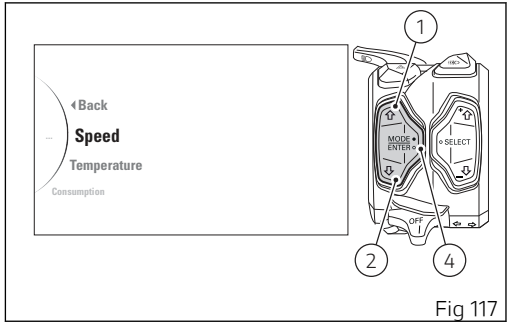


Fig 117

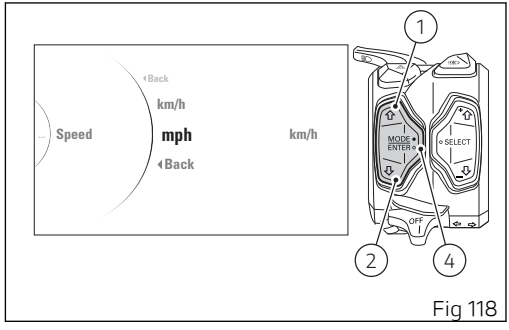


Fig 118

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- °F
- °C
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

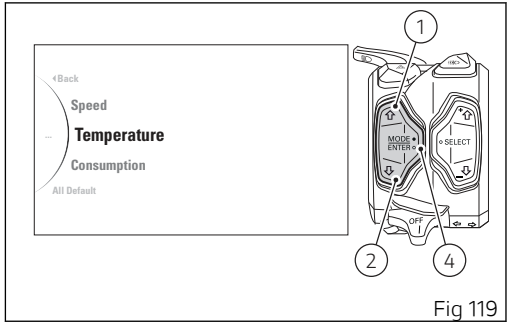


Fig 119

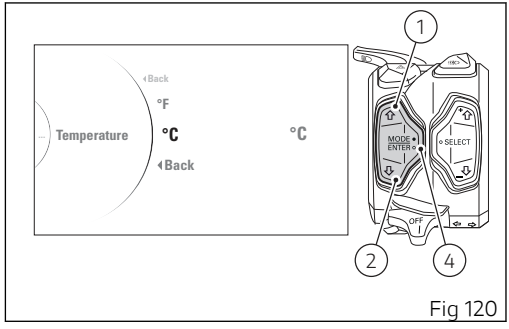


Fig 120

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- l/100
- Km/l
- mpg UK
- mpg US
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

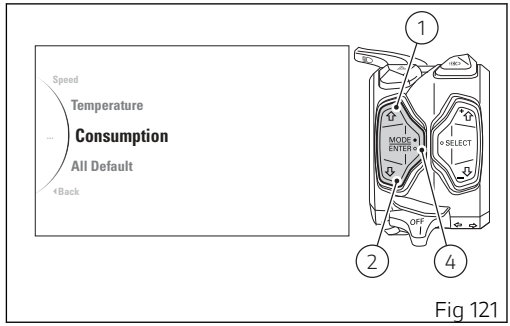


Fig 121

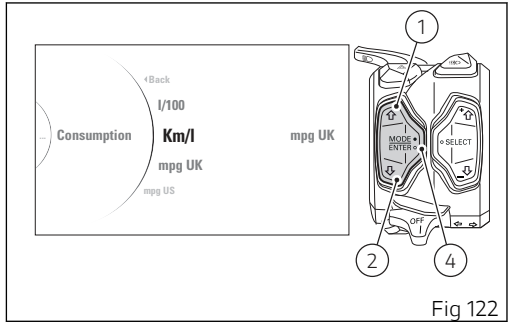


Fig 122

Setting menu - service information (Service)

This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date).
Enter the setting menu (SETTING MENU).
Use buttons (1) and (2) to select "Service" and press button (4).

When entering this function, the instrument panel will list for each type of maintenance the relevant indication upon reaching the maintenance threshold:

- Oil service with logo and mile (or km) countdown to the next OIL SERVICE;
- Desmo service with logo and mile (or km) countdown to the next DESMO SERVICE;
- Annual service with logo and Annual Service expiration date.

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

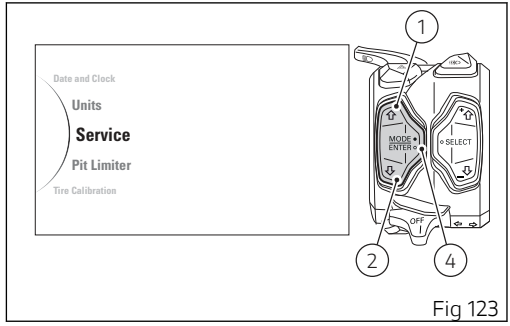


Fig 123

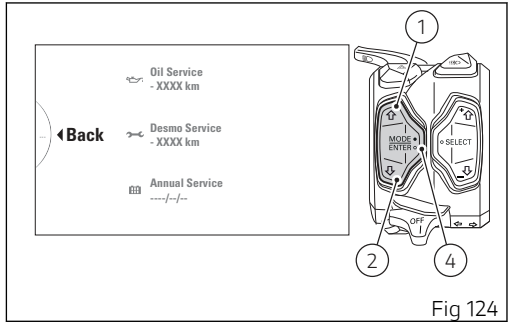


Fig 124

Setting menu - Pit limiter threshold setting (Pit Limiter)

This function allows user to set a speed for the Pit Lane Speed Limiter.
Enter the setting menu (SETTING MENU).
Use buttons (1) and (2) to select “Pit Limiter” and press button (4).

When accessing this function, the instrument panel shows the previously set speed limit on the right and the following indications on the left:

- ◀ Back
- Set

To set the speed, use buttons (1) and (2) to select "Set” and then press button (4).
To exit the menu and go back to previous page select the “◀ Back" indication and press button (4).

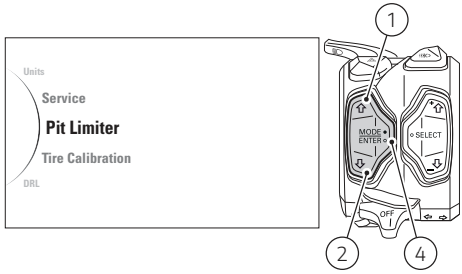


Fig 125

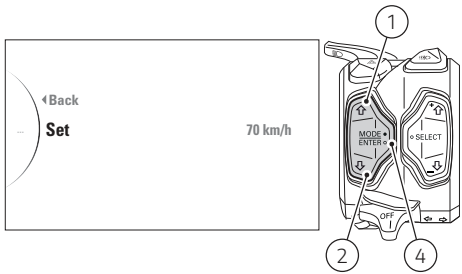


Fig 126

When accessing the "Set" function of the Pit Lane Speed Limiter, the instrument panel shows "Set" on the left, the digits of the speed that can be set in the middle, followed by the speed range that can be set ("Set a value between 40 and 80 Km/h" - "Set a value between 25 mph and 50 mph"), and the previously set speed on the right.

The two arrows above and below the digit give the possibility to set it. When entering the value, the selected digit will flash until passing to the next digit:

- Each time you press button (1) the displayed number increases by one (+1);
- Each time you press button (2) the displayed number decreases by one (- 1);
- Press button (4) to confirm the number and move on to the following digit.

The maximum speed that can be set is 80 km/h (50 mph), and the minimum one is 40 km/h (25 mph).

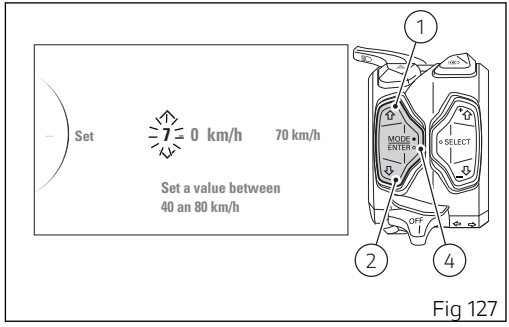


Fig 127

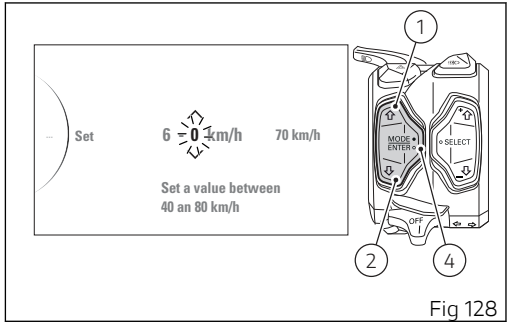


Fig 128

After confirming the last digit, the instrument panel shows “Wait...” for 2 seconds, followed by “Correct” on green background for 3 seconds, and then it goes back to the function main page, showing the updated speed value.
If the entered speed is wrong, after the “Wait...” indication the instrument panel shows “Wrong” on red background. Then, the instrument panel goes back to the function main page and shows the unmodified speed value.
To exit the menu and go back to previous page select the “◄ Back" indication and press button (4).

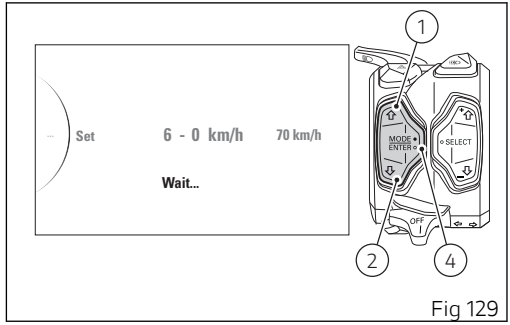


Fig 129

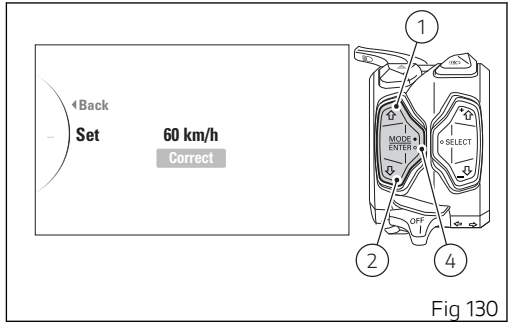


Fig 130

Setting menu - tyre setting and drive ratio (Tyre Calibration)

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference and final drive ratio.
Enter the setting menu (SETTING MENU).
Select "Tire Calibration" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Start
- Default (this indication is visible only if the set parameter is different from the "default" parameter)

To exit the menu and go back to previous page highlight the " ◀ Back" indication using button (1) or (2) and press button (4).
To start the drive ratio and tyre calibration procedure press button (4) when "Service" is highlighted.

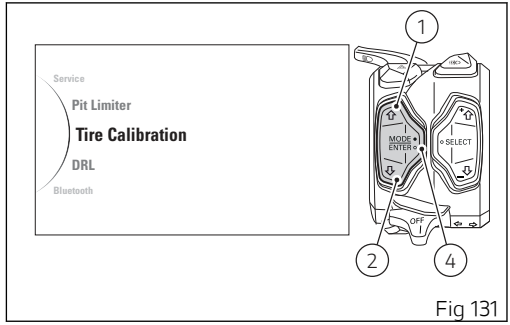


Fig 131

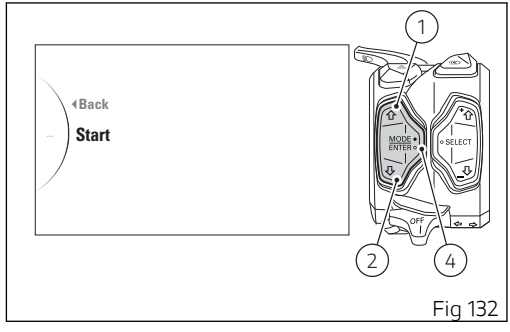


Fig 132

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

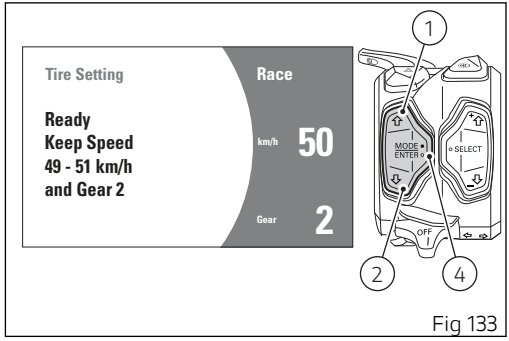


Fig 133

Important

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

When the rider complies with the required conditions of vehicle speed and gear displayed, 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.

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

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

Note
During calibration, the procedure can be aborted and user can go back to standard screen by pressing button (1) for 2 seconds.

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

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

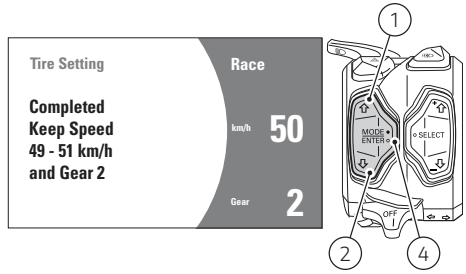


Fig 134



Fig 135

To reset to the default settings, use buttons (1) and (2) to select "Default" and press button (4).
Now the instrument panel shows “Default Please Wait..” and after a while “Default Default Ok” for 2 seconds, then followed by the previous screen.

Note
If during the calibration procedure a vehicle key-off is performed, the procedure will stop and end with negative result.

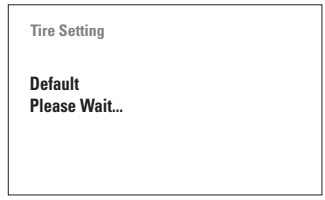


Fig 136

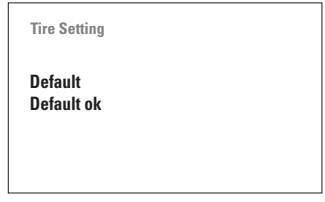


Fig 137

Setting menu - DRL light mode setting (DRL)

This function allows user to set the automatic mode (Auto) or manual mode (Manual) for the DRL light control.
Enter the setting menu (SETTING MENU).
Select "DRL" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Manual
- Auto
- ◀ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting "Auto" the DRL lights are automatically switched from the day mode to the night mode and vice versa according to the ambient light;
- by selecting "Manual" the automatic management of DRL lights is disabled.

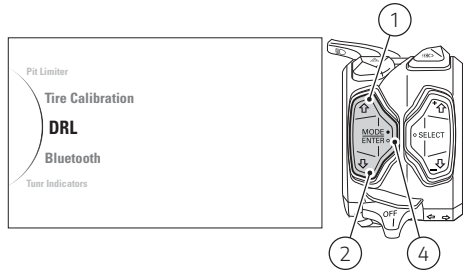


Fig 138

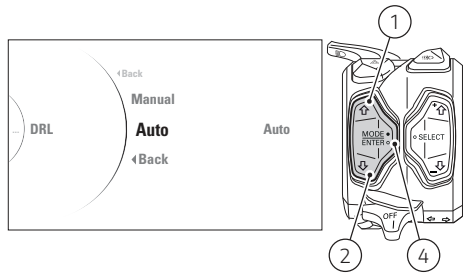


Fig 139

Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Note

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

Setting menu - setting Bluetooth devices - accessory (Bluetooth)

This function is available only if the Bluetooth control unit is installed and allows managing the paired devices: visualisation, addition of new devices and removal of devices already paired.

Enter the setting menu (SETTING MENU). Select "Bluetooth" option, by pressing button (1) or (2). Once function is displayed, press button (4).

As you enter this function, the instrument panel displays the following indications (Fig 141):

- ◀ Back
- Associated Devices
- Pairing
- ◀ Back

Use buttons (1) and (2) to select the desired function:

Select "Associated Devices" and press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display and deletion";

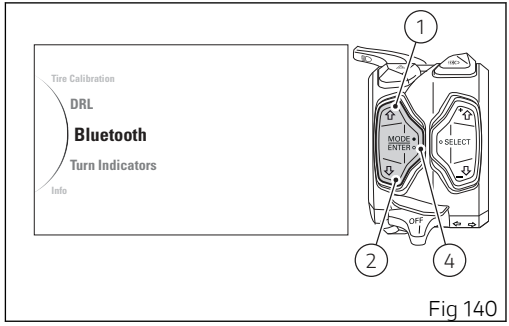


Fig 140

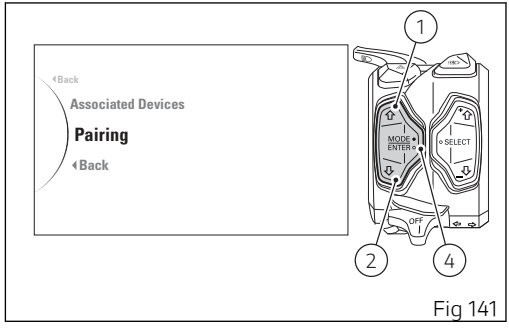


Fig 141

Select “Pairing” and press button (4) to pair new devices, as described in paragraph “Search and pairing of a new device”.

To exit the menu, select the “ ◀ Back” option and press button (4).

Associated Devices display and deletion

Enter the setting menu (SETTING MENU).
Select “Bluetooth” option, by pressing button (1) or (2). Once function is displayed, press button (4).
Then select "Associated Devices" and press button (4).

This function displays a list of all associated devices (A): the list can show a maximum of 5 devices.
For each device the relevant icon indicating the type is shown on the side. The device can also be deleted.

If no associated devices are present, the instrument panel will show “No Device” (B).

The paired devices can be maximum 5:

- 2 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

Use button (1) or (2) to scroll the list and select associated devices.

Select from the list the device to be deleted then press button (4) to delete it.

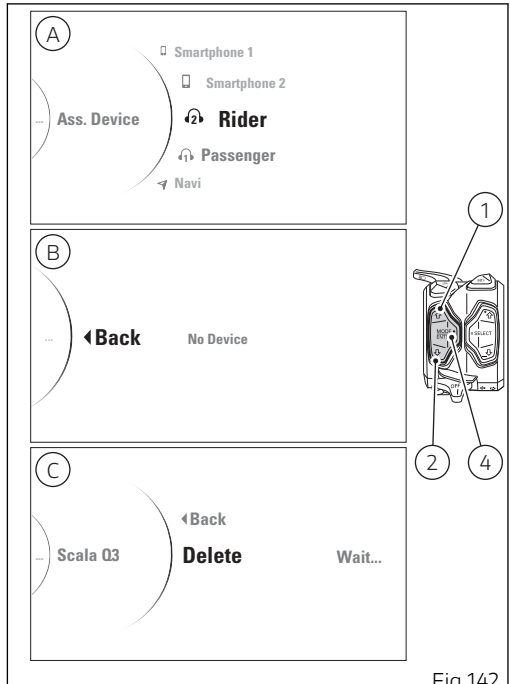


Fig 142

The instrument panel shows the name of the selected device on the left side, " ◀ Back" option and the message "Delete" at the centre.
Press button (4) when "Delete" is selected, to delete the device: "Wait.." message is shown for a few seconds on the right side (C Fig 142), then instrument panel will show the updated list of associated devices (A, Fig 142).

If you do not wish to delete it, select the " ◀ Back" option and press button (4).

Pairing of a new device

This function allows pairing a new Bluetooth device to the instrument panel. The device must be turned on and set so that the instrument panel can detect it. A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

To pair a new Bluetooth device, you must open the SETTING MENU.
Select “Bluetooth” option, by pressing button (1) or (2). Once function is displayed, press button (4). Then select "Pairing" and press button (4).

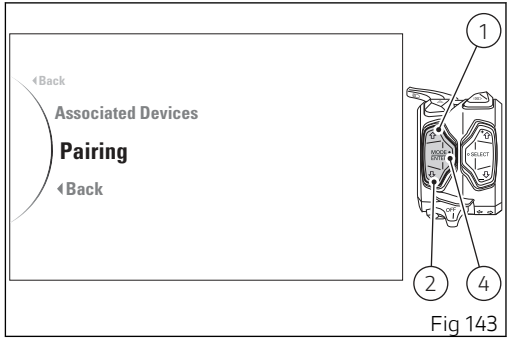


Fig 143

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

Attention

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

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

Attention

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

Note

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

When entering this function (A), the instrument panel will display the types of devices that can be paired:

- Back
- Smartphone
- Rider
- Passenger
- Navi
- Back

Use buttons (1) and (2) to select the type of device for which you wish to start the device search procedure and press button (4).

The instrument panel will start searching for Bluetooth visible devices, and show type of device it is looking for on the left side of the screen, the list of identified devices at the centre and “Wait..” message on the left side, which remains until search is completed.

At the end of this operation, a list of all found devices that can be paired is displayed (B). The list may include a maximum of 20 devices.

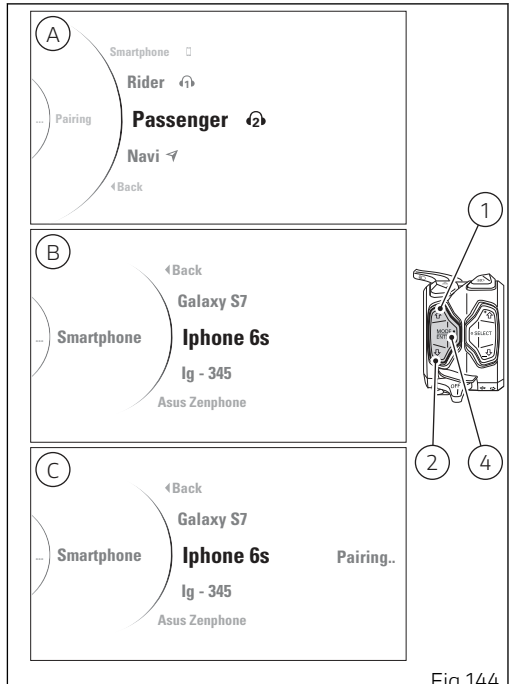


Fig 144

Use buttons (1) and (2) to select the desired device and press button (4) to start the pairing procedure. The display shows the message “Pairing..” on the right side (C, Fig 144).
As soon as the procedure is completed, the device is added to the list of associated devices (A, Fig 142) and the instrument panel goes back to the previous page (A, Fig 144).

If Pairing is not successful, the "Pairing error" message will be displayed.

If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.

Note
The list of devices found within the range during the pairing stage does not include already paired devices even if their Bluetooth connection is ON.

Attention
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:
- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

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

Setting menu - DDA data management (DDA)

This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA (Ducati Data Analyzer) memory.
The page for the DDA is only available when the device is fitted to the motorcycle.
Enter the setting menu (SETTING MENU).
Select DDA option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Off
- On
- Memory
- ◀ Back

The currently set DDA status is also indicated on the right (e.g.: DDA Off).

Use buttons (1) and (2) to select the desired setting:

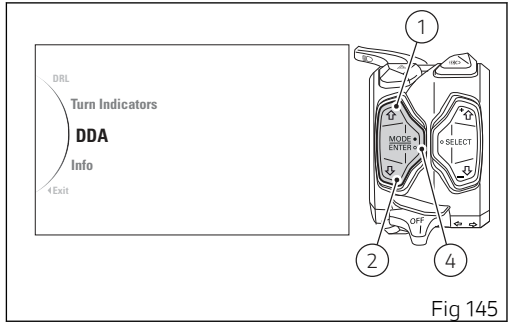


Fig 145

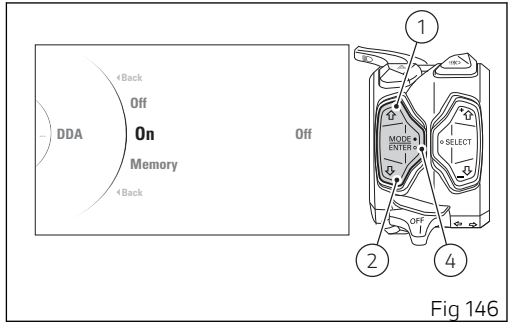


Fig 146

- if “Off” is selected, press button (4) to deactivate DDA;
- if “On” is selected, press button (4) to activate DDA;
- if “Memory” is selected, press button (4) to display or delete DDA memory.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

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

Select “Memory” indication to display and/or delete data in DDA memory.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Erase (*).

The current DDA memory status is also displayed on the right as a percentage:

- when bar is empty and reads “Empty 0%”, DDA memory is not empty;
- when bar is partially coloured and a percentage is specified, DDA memory is full by the indicated percentage;
- when bar is completely coloured and reads “Full 100%”, DDA memory is completely full.

(*) The “Erase” indication is displayed only if DDA memory is not empty.

To delete the memory, use button (1) or (2) to select “Erase” and press button (4).
The instrument panel will show "Wait..." for as long as the deletion is completed (depending on the quantity of data to be deleted).

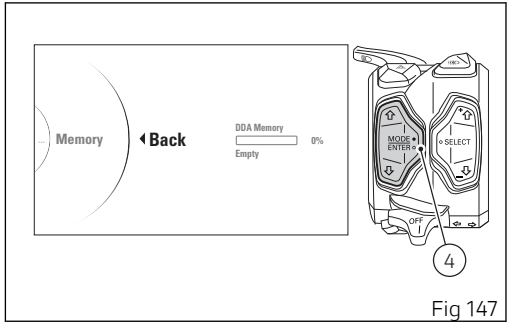


Fig 147

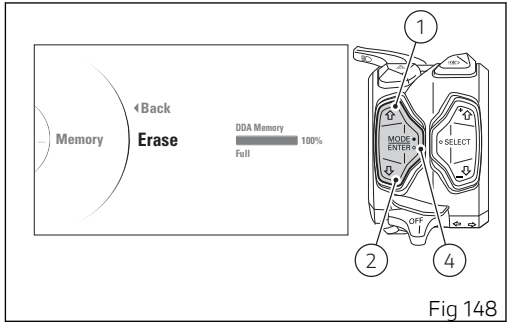


Fig 148

If deletion is successful, the instrument panel will read “Erase OK” for 3 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Attention
Never leave DDA connected to wiring connector when the motorcycle is turned off, as the battery could run flat.

Setting menu - turn indicator mode setting (Turn Indicators)

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

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Auto
- Manual
- ◀ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting “Auto”, the system activates the self-cancel strategy of the turn indicators;
- by selecting “Manual”, the system disabled the self-disabling strategy of the turn indicators (so the turn indicators can be turned off manually only by pressing the dedicated button).

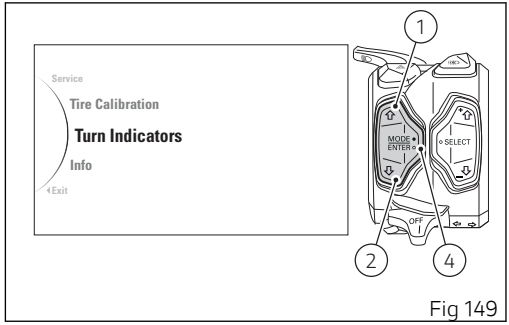


Fig 149

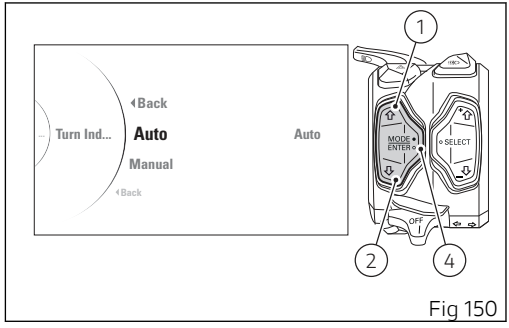


Fig 150

Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

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

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

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

Setting menu - information (Info)

This Function allows viewing the vehicle battery voltage and the RPM "digital" indication.
Enter the setting menu (SETTING MENU).
Select "Info" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel displays:

- “Battery” with battery voltage value;
- "rpm" with the number of engine rpm in digital format.

To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steadily with the battery icon on a standard background;

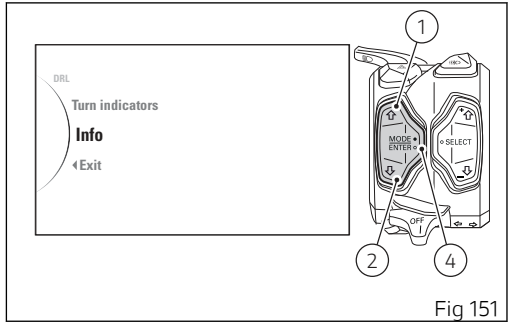


Fig 151

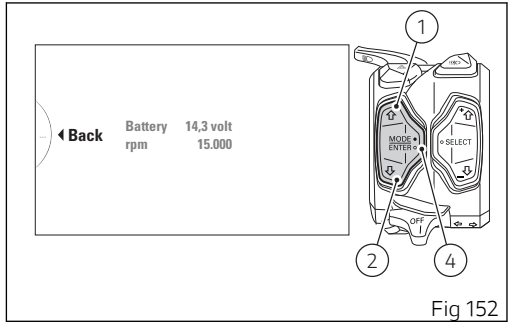


Fig 152

- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.
The display shows the numerical value of the engine rpm with a precision of 50 rpm.
If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.

Lap time display - Lap Evo

The Lap Evo function uses the GPS system integrated in the bike.

If the GPS system works properly, the symbol will be activated on the display.
The Lap function is only visible in the Track Info Mode (set by default for the RACE Riding Mode).
It is possible to activate the Lap function in the Functions menu on the main screen (Lap On/Off) or in the Setting Menu (Lap).

After activating the Lap function (On), the lap timer "0'00.00", the Session number (e.g. "Session 1") and the number of LAPs (e.g. "1/30") are displayed at the top of the main screen.

Finish line memorisation, first split time, second split time

To use the Lap function, the finish line position must be memorised: once the bike has reached the finish line on the circuit, briefly press button (3).
If the finish line has been memorised correctly, the symbol will be activated on the display to the right of the lap timer.

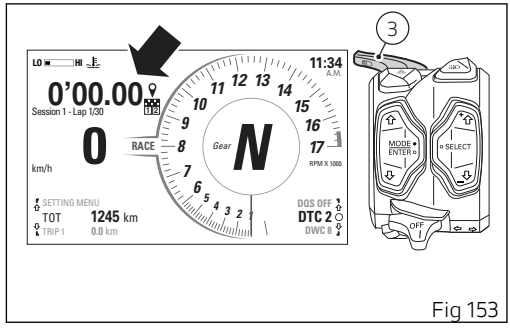


Fig 153

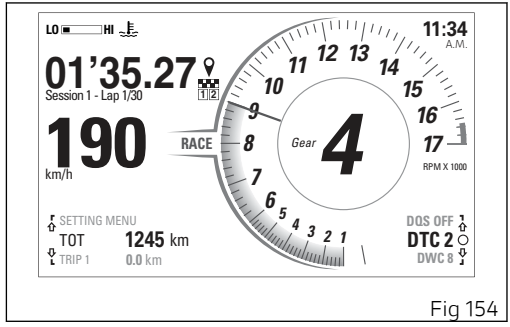


Fig 154

It is furthermore possible to memorise up to a maximum of 2 splits.

- When the bike reaches the first split time position on the circuit, press and hold button (3). If the first split time position has been memorised correctly, also the symbol will be activated on the display to the right of the lap timer 1
- When the bike reaches the second split time position on the circuit, press and hold button (3). If the second split time position has been memorised correctly, also the symbol will be activated on the display to the right of the lap timer 2

It is possible to change the finish line and the split times 1 and 2 position by repeating the memorisation procedure.
The split times can be modified, but always following the order: split time 1 and then split time 2. It is not possible to change the split time 2 directly.

Once the finish line position and possibly also of the split time position have been memorised, it is not possible to delete them from the GPS manually. The only way is to move at least 15 km (9 mi) away from the memorised (finish line) point.
Whenever you move at least 15 km (9 mi) away from the memorised (finish line) point, the instrument panel resets both the finish line and any split times at the same time.

Every time you cross the finish line, if the time of the just finished Lap is better than those previously memorised in that Session, the lap timer flashes quickly for 6 seconds, otherwise it flashes quickly for only 1 second, and then remains fixed for another 5 seconds.

Sessions

It is possible to memorise up to 30 Laps and record maximum 4 sessions.

Every time that the Lap function is deactivated (Off) in the Function menu on the main screen (Lap On/Off) or in the Setting Menu (Lap), one session is closed automatically.

If a Lap is being recorded and you stop with the bike, after 5 seconds the instrument panel automatically aborts the recording of the current Lap and closes the current session.

If a Lap is being recorded and you turn the key off, the instrument panel automatically aborts the recording of the current Lap and closes the current session.

Once session 4 has been created, the instrument panel will use it until the available Laps are complete.

Once the available Laps are complete, the display shows “Lap Full” flashing. It will not be possible to record further Laps until the times recorded using the “Lap” function in the Setting Menu are deleted.

Assisted start (Launch Control - DPL)

This function allows activating the assisted start (called DPL - Ducati Power Launch).

By pressing button (11) it is possible to access the Launch Control menu only if the vehicle speed is equal to or less than 5 Km/h (3 mph).

In the Launch Control menu, it is possible to select the desired DPL level (1, 2, 3) by pressing buttons (1) and (2), and to set the selected level by keeping button (4) pressed for 2 seconds.

Note

If no change is made in this menu within ten seconds, the instrument panel will set DPL to OFF and go back to the previous screen.

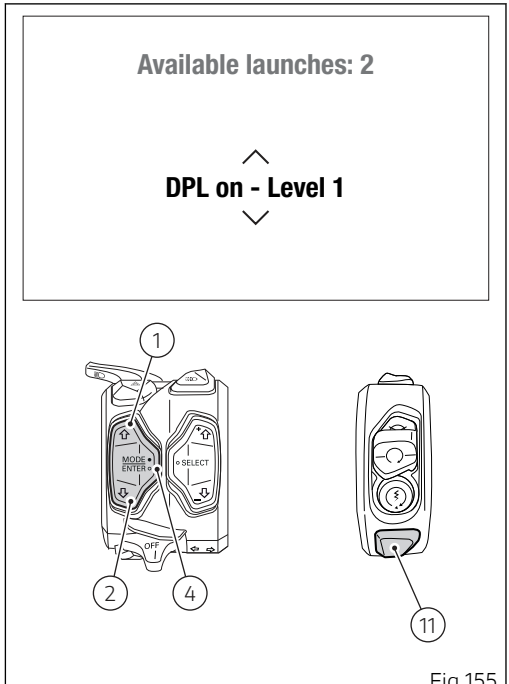


Fig 155

Once the DPL level is set, the instrument panel shows the wait screen for 1 second (Fig 156): during this time, if you press button (4) the wait phase is interrupted and the instrument panel displays the main screen and sets the DPL to OFF.

Then the instrument panel shows the "assisted launch" screen (Fig 157).

After the assisted start, the instrument panel sets the DPL to OFF and shows the "main screen" again. The DPL is set to OFF by default by Ducati.

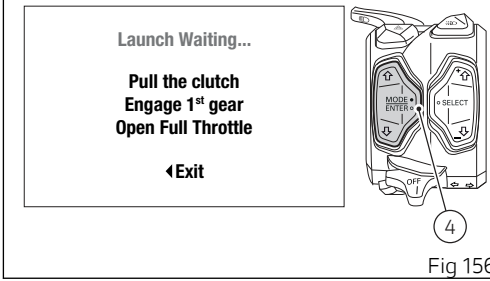


Fig 156

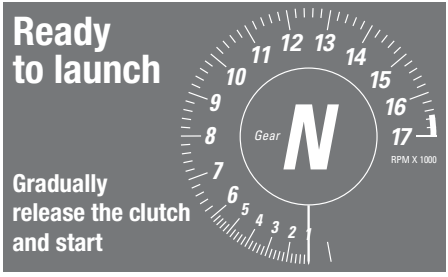


Fig 157

Note
If the DTC is set to "OFF", the DPL function can not be activated.

If the DTC is set to OFF and you press button (11), the instrument panel shows for 5 seconds the indication DTC OFF – DPL NOT AVAILABLE; when the 5 seconds are over, the instrument panel goes back to the main screen.

Note
If the instrument panel detects a control unit error when entering the DPL menu, regardless of the currently set display mode, it will show the blinking message LAUNCH CONTROL ERROR for three seconds and then again the main screen.

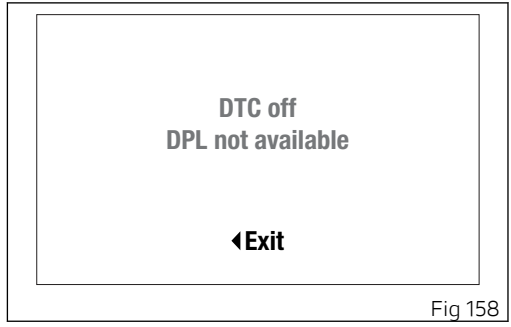


Fig 158

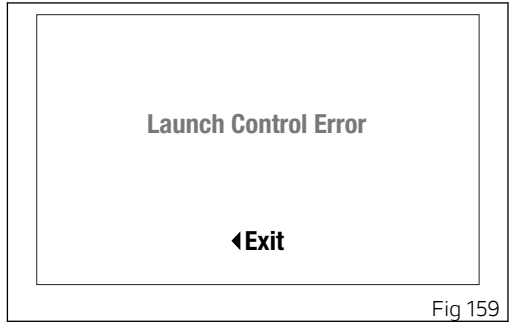


Fig 159

Note
If the available launches are finished, the instrument panel shows the message NO LAUNCHES AVAILABLE.



Fig 160

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
1	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.
2	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.
3	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 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.
When the vehicle speed exceeds 20 km/h, the instrument panel shows the standard screen while keeping the indication of the selected DPL system level for the entire duration of the start phase.

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 (3 mph).

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 3 is set, the DPL system intervenes by reducing the tendency to wheelie or rear wheel

slipping during the starting phase. Levels 2 and 1 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 3 and perform a start to become familiar with the system. Then we recommend to try levels 2 and 1 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.

Attention

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

Pit Lane Speed Limiter

To use the Pit Lane Speed Limiter function it is necessary to engage the neutral, the first or the second gear and simply press button (10).
The instrument panel then displays “PIT LIMITER READY” on a yellow background.
In this status the speed limit is not active.
In this phase it is possible to deactivate the Pit Lane Speed Limiter function by pressing button (10) again or by engaging a gear higher than the second one.

Once the first gear has been engaged and the speed has fallen below the threshold set via the Setting menu, the instrument panel displays the indication "PIT LIMITER ACTIVATED" on a red background.
In this status the speed limit is active.
In this phase it is possible to deactivate the Pit Lane Speed Limiter by engaging gear other than the first one.

Attention

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

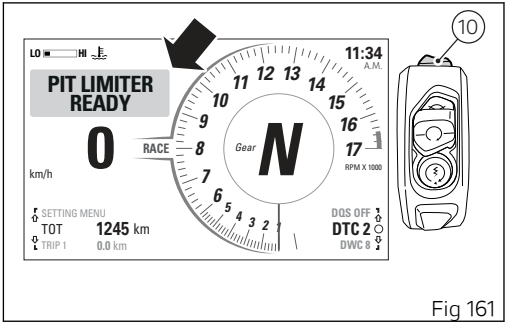


Fig 161

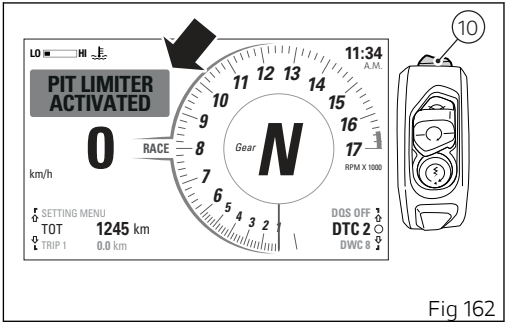


Fig 162

Attention

While the Pit Lane Speed 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 Lane Speed Limiter is designed for use on the track, not on public roads.

In case of errors, the instrument panel displays the message “PIT LIMITER ERROR” for 3 seconds and activates the red icon “SPEED”.
In this case the speed limit is not active.

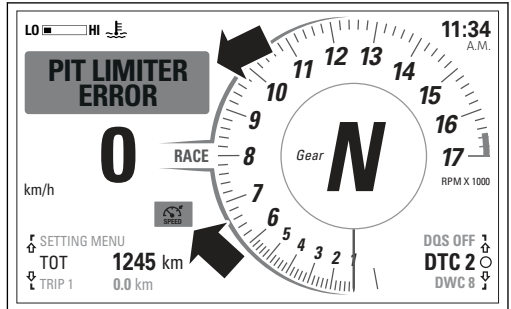


Fig 163

Infotainment

If the Bluetooth control unit is installed, the Bluetooth symbol is displayed on the instrument panel.
The instrument panel is equipped with an infotainment system that allows managing up to 4 Bluetooth connected devices of different type at the same time:

- 1 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

After connection, they are displayed as follows:

1) Smartphone connected;
2) Rider helmet earphones connected;
3) Passenger helmet earphones connected;
4) Rider helmet earphones connected and passenger helmet earphones associated;
5) Passenger helmet earphones connected and rider helmet earphones associated;
6) Rider helmet and passenger helmet earphones connected;

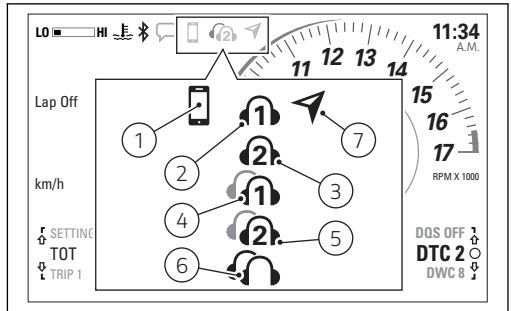


Fig 164

7) Ducati GPS navigator connected.

To pair of remove Bluetooth devices, refer to the chapter “Setting menu - Bluetooth device settings - accessory (Bluetooth)”.
If a smartphone is connected to the instrument panel via Bluetooth, the system allows managing the music player and the list of the last calls.
Below is a description of what the instrument panel will do in the following cases:

- Incoming call
- Call in progress

- Recall last number (RECALL)
- Missed call
- Message/e-mail received

Infotainment – Incoming call

If a call is received while the smartphone is connected via Bluetooth to the instrument panel the display will show:

- the message “ACCEPT” next to the arrow ⇧ (A)
- the name/number of the person calling (B)
- the message “DECLINE” next to the arrow ⇩ (C)

It is possible to answer or reject an incoming call using buttons (1) and (2). In particular:

- to answer the call press button (1)
- to reject the call press button (2)

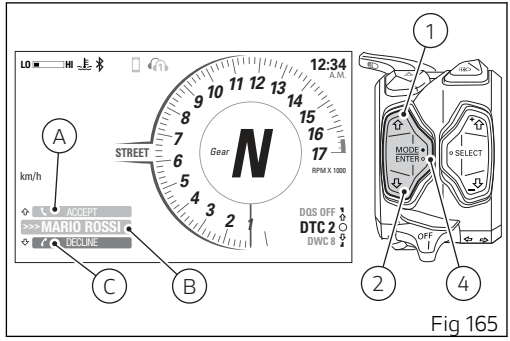


Fig 165

Note

During an incoming call, button (1) and button (2) are used to answer or reject the call and not for the “standard” instrument panel functions.

Infotainment – Call in progress

When answering a call, the instrument panel will display (Fig 166):

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by ">>>" (B)
- the option "END CALL" next to the arrow ⇩ (C)

To end the call press button (2).

When making a call (for example through the LAST CALLS or RECALL functions), the instrument panel displays (Fig 167):

- "ACTIVE" indication (A)
- the name/number of the person calling preceded by "<<<" (B)
- the option "END CALL" next to the arrow ⇩ (C)

To end the call press button (2).

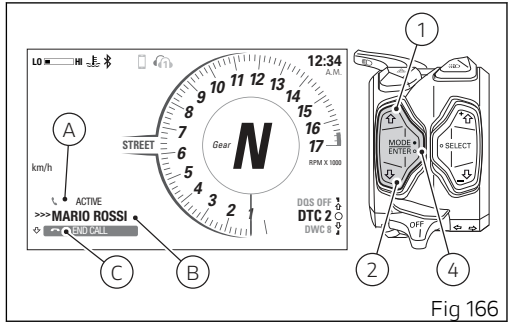


Fig 166

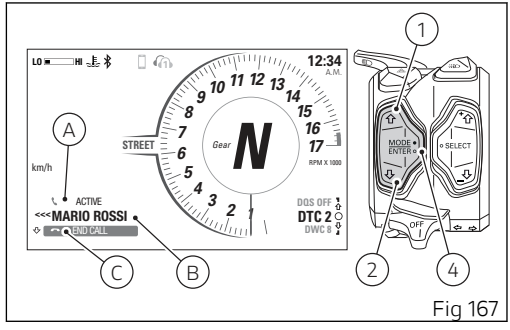


Fig 167

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

Infotainment - Recall last number (RECALL)

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

The display shows:

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

Press button (1) to call the last name/number displayed.

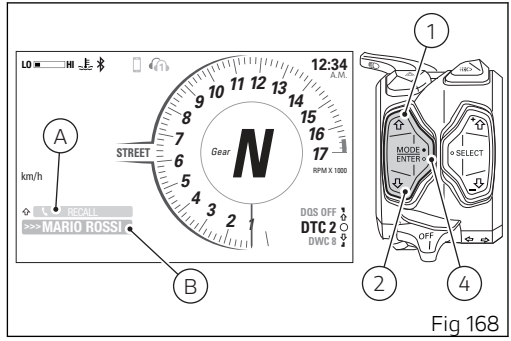


Fig 168

Infotainment – Missed call

The instrument panel will notify the user about a missed call by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.

Note
The number of missed calls is not displayed.

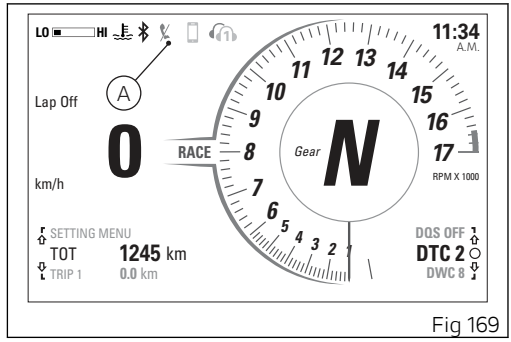


Fig 169

Infotainment - Message/e-mail received

The instrument panel will notify the user about a received message or e-mail by activating the symbol (A) for 60 seconds, with the first 3 seconds flashing.

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

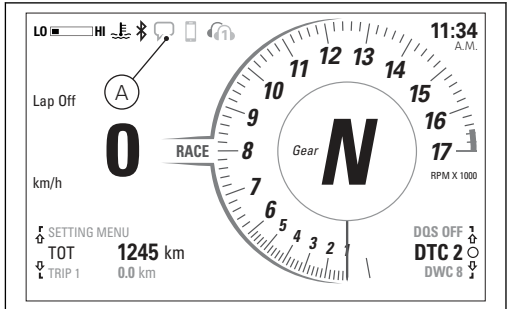


Fig 170

DRL automatic mode indication

This function indicates if the DRL light is set to "AUTO"

Through the setting menu it is possible to change the control mode of the DRL light, refer to the chapter "Setting menu - DRL light mode setting - (DRL).

When the DRL is set to "AUTO mode", the instrument panel shows the green warning light (A).

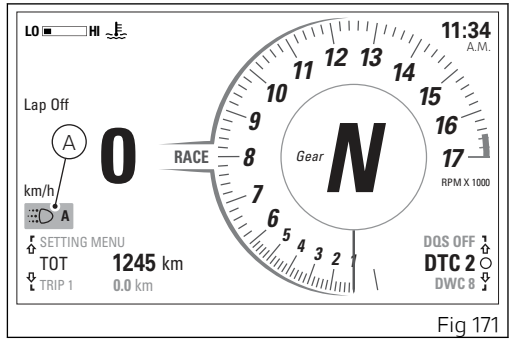


Fig 171

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
The types of maintenance operations are displayed in the area indicated in the figure and are as follows:

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

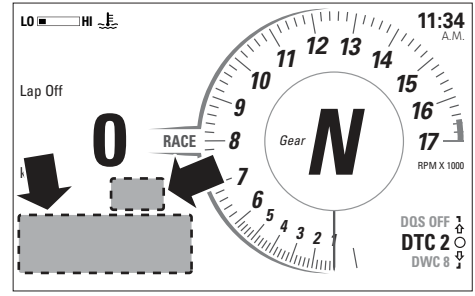


Fig 172

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero and is triggered as soon as the odometer reaches the first 600 mi (1,000 km). Warning is displayed until "Reset" by the Ducati authorized service center, during maintenance.

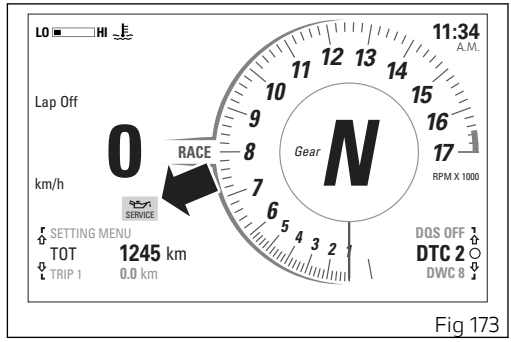


Fig 173

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE countdown indication

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

- The OIL SERVICE (A) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;
- The ANNUAL SERVICE (B) indication with the count of the days remaining to the due service, displayed instead of the odometer (TOT);
- The DESMO SERVICE (C) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the SERVICE coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see “Setting menu - service information (Service)”.

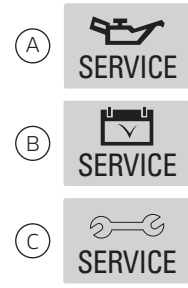


Fig 174

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

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

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

Required service warning is triggered and displayed in red until "Reset" by the Ducati authorised service centre, during maintenance.

It is possible to view in the Setting menu the deadlines for the SERVICE coupons (Oil Service in Km or miles, Desmo Service in Km or miles and Annual Service in year/month/day): see “Setting menu - service information (Service)”.

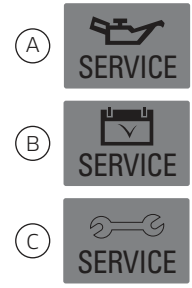


Fig 175

Warnings/Alarms (WARNING)

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are active warnings the instrument panel displays the indication of the present warnings.
During normal vehicle operation, when a warning is triggered the instrument panel automatically displays the warning. When a warning is triggered, the indication remains well visible for 3 seconds ("large" icon) then becomes smaller ("small" icon).
If several live warnings are present, the corresponding icons will be displayed one after the other and every one will stay on for 3 seconds.

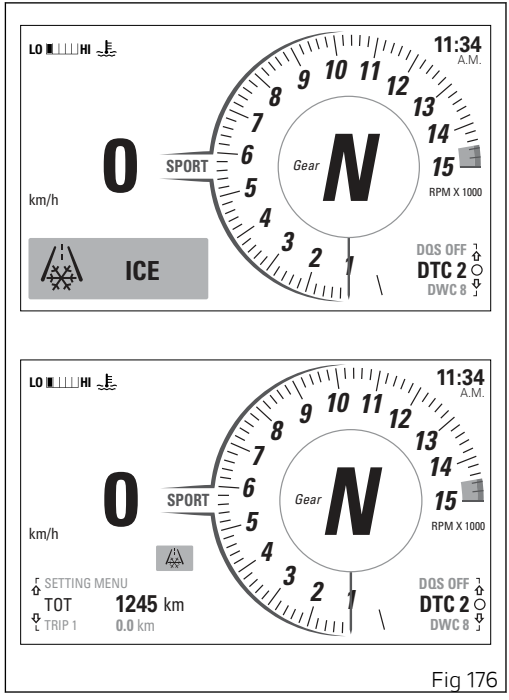


Fig 176

Ice on the road indication (ICE)

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

Attention

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



Fig 177

Low battery indication (LOW BATTERY)

This function warns the user that the status of the vehicle battery is low.
Warning is activated when battery voltage is lower than/equal to 11.0 Volt.

Note
In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.

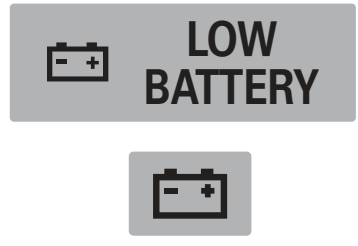


Fig 178

Entering the Date (INSERT DATE)

This function prompts the user to enter the date via the Setting menu.

Note
In this case Ducati recommends to stop and enter the calendar date using the function "Date setting (Date and Clock)".

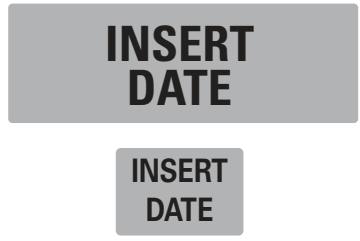


Fig 179

ABS FRONT ONLY

When this warning is activated, it is necessary to ride carefully because the ABS setting in use only controls the front wheel braking.
This warning is activated whenever ABS level 1 is selected.

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

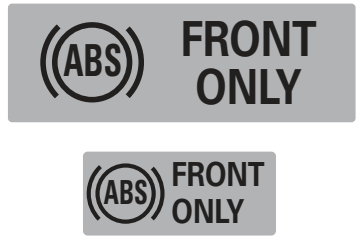


Fig 180

Full DDA memory (DDA MEMORY FULL)

This function warns the rider when DDA memory is full and no more trip data can be stored.

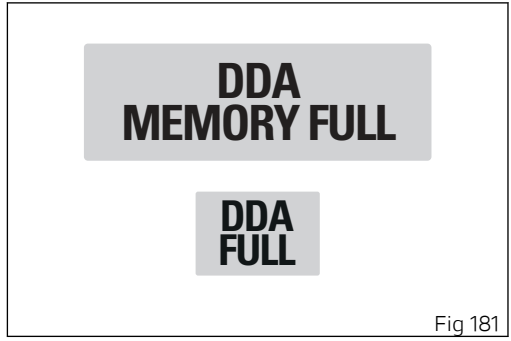


Fig 181

Viewing side stand status

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

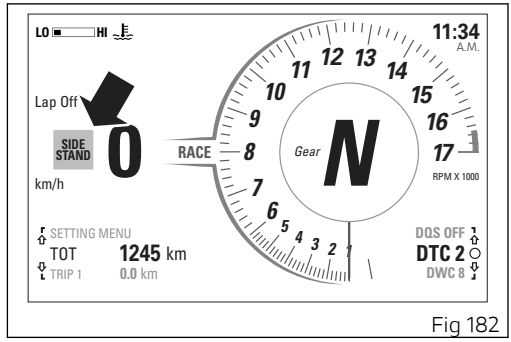


Fig 182

Error indication

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon vehicle Key-On, in case of active errors on the instrument panel, the MIL light (A) or the Generic Error light (B) will turn on.
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).

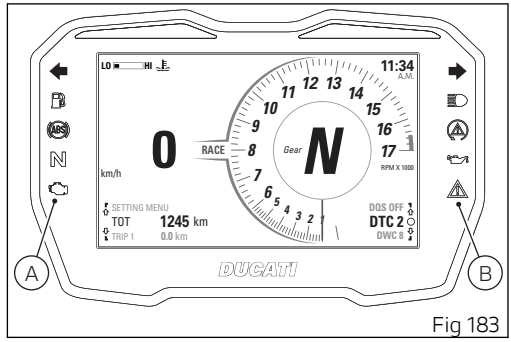


Fig 183

Attention

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

Light control

Low / High beam

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on (DRL lights are not present in China, Canada and Japan versions).
After starting the engine the high beam is automatically turned on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off; it is possible to switch the DRL light to low beam (and vice versa) with button (9).
It the low beam is activated, it is possible to switch on the high beam by pressing button (3), positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.
If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

Light switching-off during vehicle starting

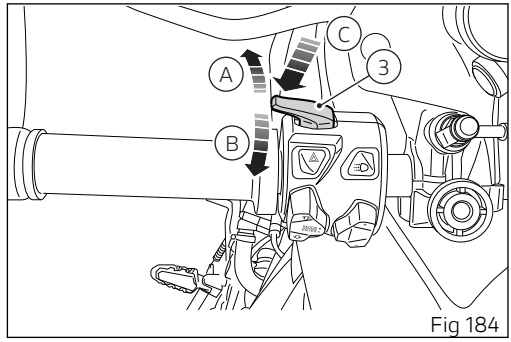


Fig 184

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

DRL (Daytime Running Light)

Upon Key-On, the DRL lights are turned on (DRL lights are not present in China, Canada and Japan versions). It is possible to switch off the DRL lights by means of button (9) on the left-hand switch. By pressing button (9) again, the DRL lights are switched on again.

If the DRL was set to AUTO mode via the setting menu, press button (9) to disable that mode and set a "normal" light management. Press again button (9) to re-enable DRL but with control strategy set to MANUAL.
In this case, upon Key-Off and Key-On, DRL will be again set to AUTO mode.

By pressing button (3), the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the button (3), the DRL light is automatically switched on again.

DRL in AUTO mode
If the DRL is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice versa, according to the detected ambient light conditions. The display shows the green logo with letter A.

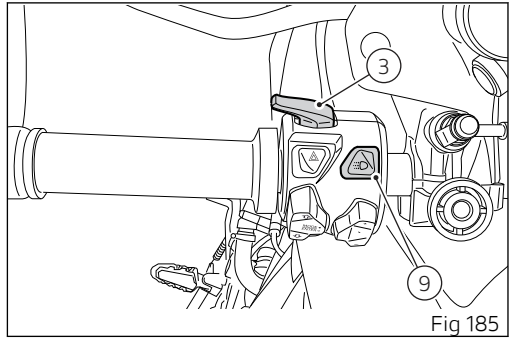


Fig 185

Attention
Using the DRL light in AUTO (automatic) 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
If the DRL light is in this mode, it does not change status when starting the engine. To switch on or off the DRL light it is necessary to press button (9). The display shows the yellow logo with letter M.

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

Note
Using the DRL light during the day improves visibility as it is easier to perceive by those coming on the opposite side compared with the low beam.

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).
Turn indicators can be cancelled by pressing button (10) on LH switch.

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

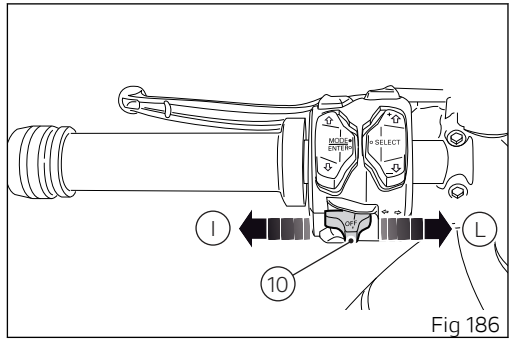


Fig 186

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 (4 turn indicators)

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

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 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).

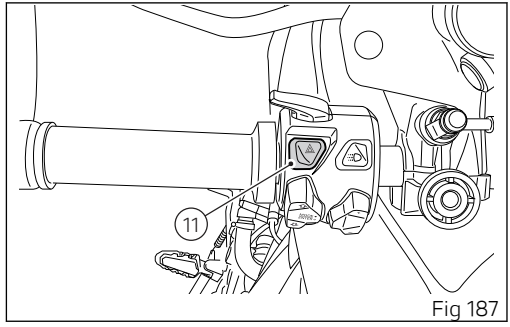


Fig 187

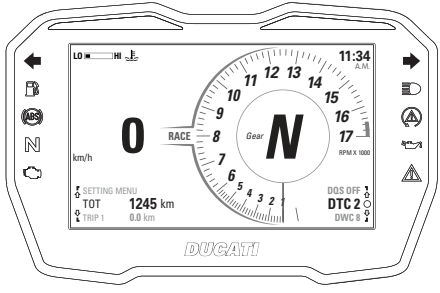


Fig 188

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

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

Immobilizer system

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

Keys

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

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

Attention

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

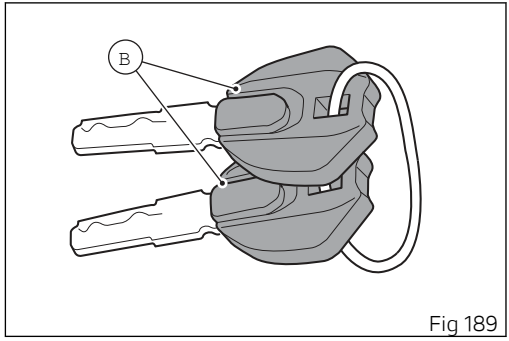


Fig 189

Key duplication

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.

Restoring motorcycle operation via the PIN CODE

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

Entering the code:

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

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

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

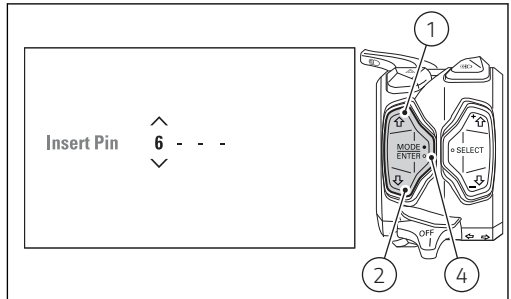


Fig 190

- if there is a problem during the PIN code check, the instrument panel displays “ERROR” for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the “Insert Pin” indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 seconds, and then displays the "standard screen".

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

Controls

Position of motorcycle controls

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

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

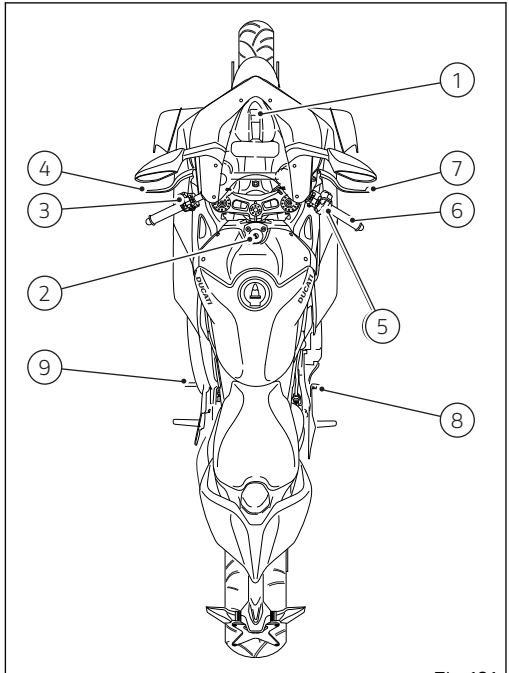


Fig 191

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;
D) P: parking light and steering lock.

Note

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

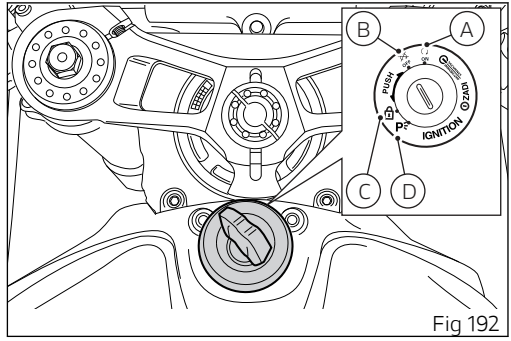


Fig 192

Left-hand switch

1) Dip switch, two-position light selector switch:
- pushed up (A): high beam ON (≣D), back to its initial position (B): low beam ON (≣D);
- (C) pushed down: high-beam flasher (≣D);
- (FLASH), "Start-Stop lap" function.

2) 4 turn indicators (Hazard) on/off button.

3) DRL light on/off button.

The DRL lights are not present in China, Canada and Japan versions.

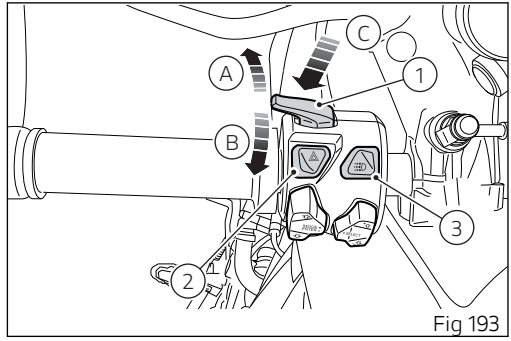


Fig 193

4) Menu navigation button.
5) Quick selection button.
6) 3-position turn indicator switch (⇔):
- centre position = OFF;
- position (⇦) = left turn;
7) Turn indicators cancel button.
8) Button (⌓) = warning horn.

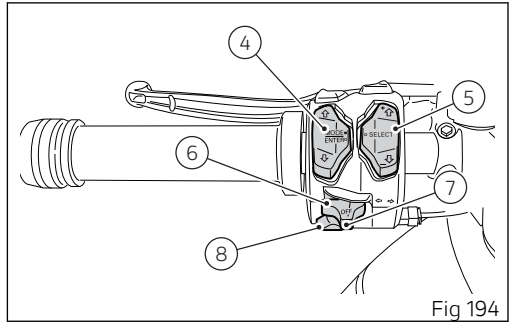


Fig 194

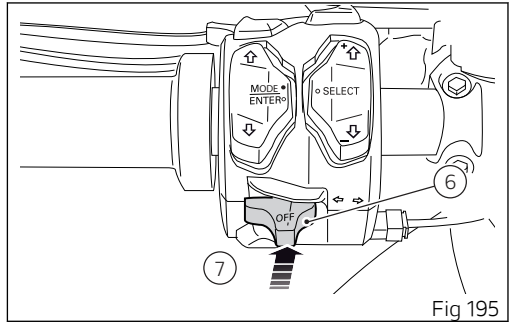


Fig 195

Button (4) for menu navigation features three positions:
- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for quick selection features three positions:
- (G) quick selection confirmation;
- (H) quick selection button "UP" (UP+) to increase the level of the selected function;
- (I) quick selection button "DOWN" (DOWN-) to decrease the level of the selected function;

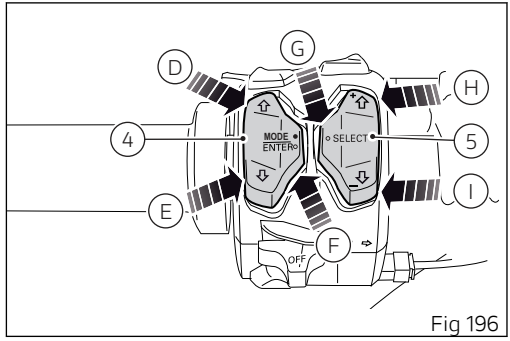


Fig 196

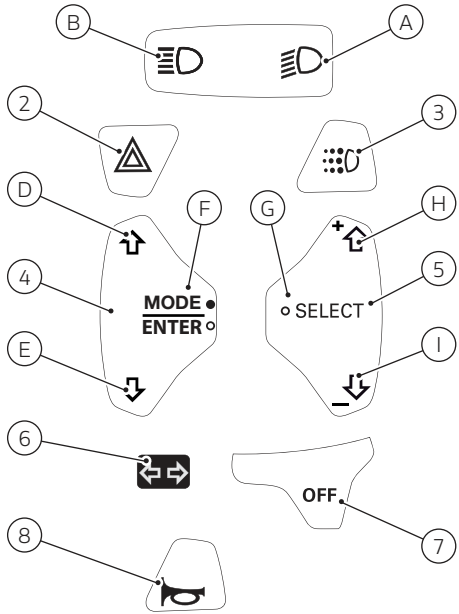


Fig 197

Key

A) Low beam.
B) High beam.
D) Menu UP
E) Menu DOWN.
F) Confirm display menu.
G) Confirm quick selection.
H) Quick selection UP.
H) Quick selection DOWN.
2) Hazard.
3) DRL.
4) Menu navigation.
5) Quick selection.
6) Turn indicator.
7) Turn indicator off.
8) Horn.

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar.

The lever distance can be adjusted through 10 clicks of the dial (2).
Turn clockwise to increase lever distance from the handgrip.
Turn the adjuster counter clockwise to decrease lever distance.
When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged.
Using the clutch properly is essential to smooth riding, especially when moving OFF.

Attention

Set clutch lever when motorcycle is stopped.

Important

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

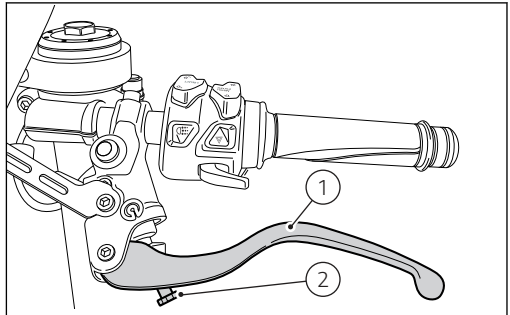


Fig 198

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).

Right-hand switch

1) Red ENGINE OFF switch. ;
2) ENGINE START button.
3) DPL button.
4) PIT LIMITER button.

The switch (1) has two positions:

B) pushed down: KILL ENGINE.
A) pushed up: RUN ON. The engine can only be started in this position, pushing the button (2).

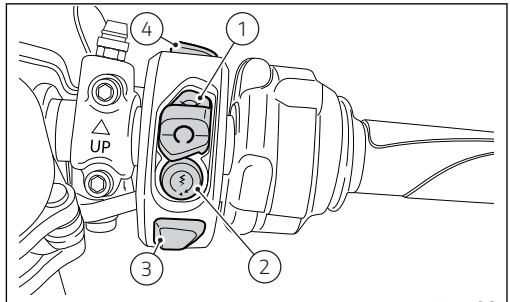


Fig 199

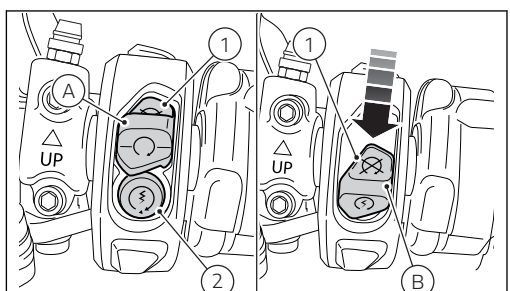


Fig 200

Throttle twistgrip

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

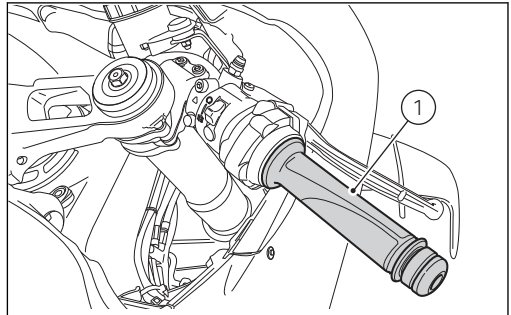


Fig 201

Front brake lever

Setting

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

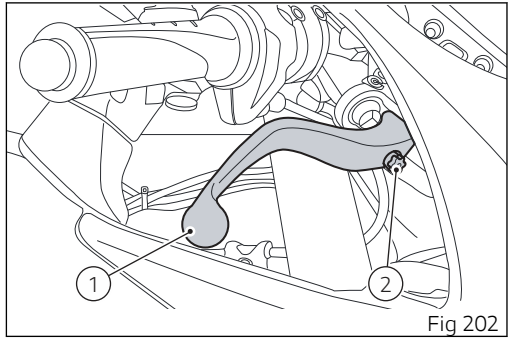


Fig 202

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

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

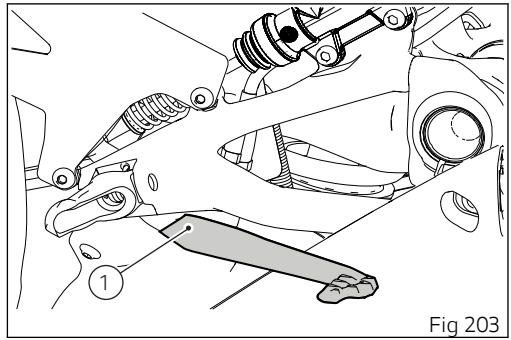


Fig 203

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 N light coming on.
The pedal can be moved:

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

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

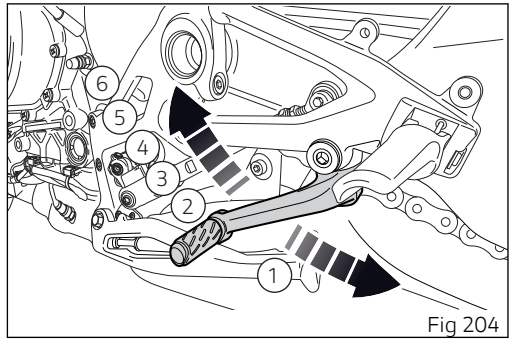


Fig 204

Adjusting the position of the gearchange pedal and rear brake pedal

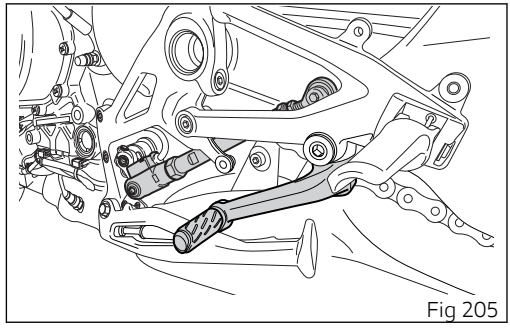
The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.
Adjust the pedals as follows:

Gear change pedal

To correctly operate on the rod, remove the relevant side fairing.

Attention
Have the gearchange rod adjusted at a Ducati Dealer or authorised Service Centre.

Hold linkage (1) using the special flat (A) and loosen nut (2).
Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position.
Tighten nut (2) onto linkage.


Fig 205

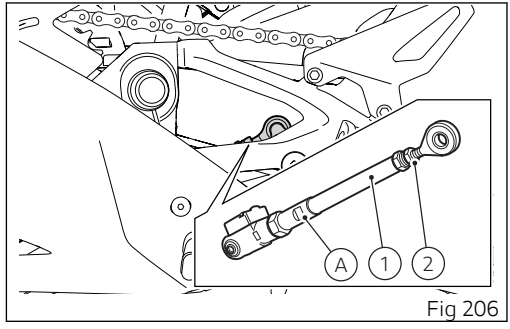


Fig 206

Once the adjustment is completed, check the correct value (B) of uniball travel (3).
The uniball (3) travel value (B) must be between 0 mm (0 in) (uniball completely screwed in) and 6 mm (0.24 in).

Attention
If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

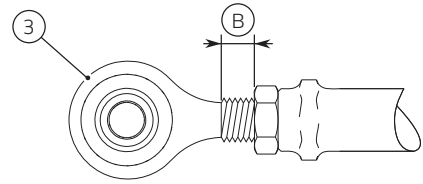


Fig 207

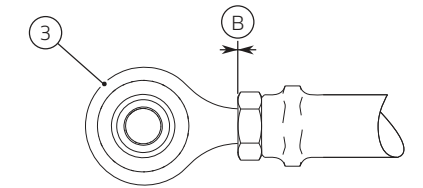


Fig 208

Rear brake pedal

Loosen lock nut (7).
Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the lock nut (7).
Operate the pedal (8) by hand to check that there is 1.5 to 2 mm (0.06÷0.09 in) of free play before the brake bites.
If not, adjust the length of the master cylinder pushrod.

Attention

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

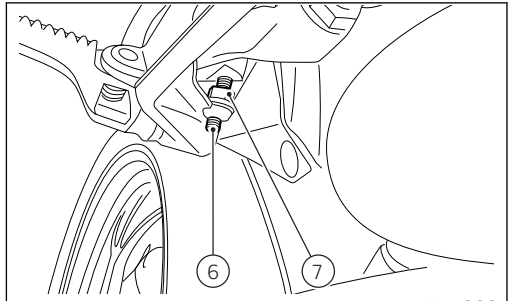


Fig 209

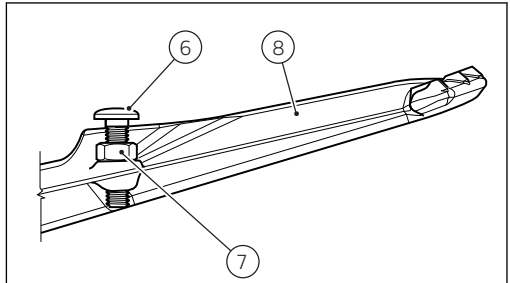


Fig 210

Main components and devices

Position on the vehicle

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

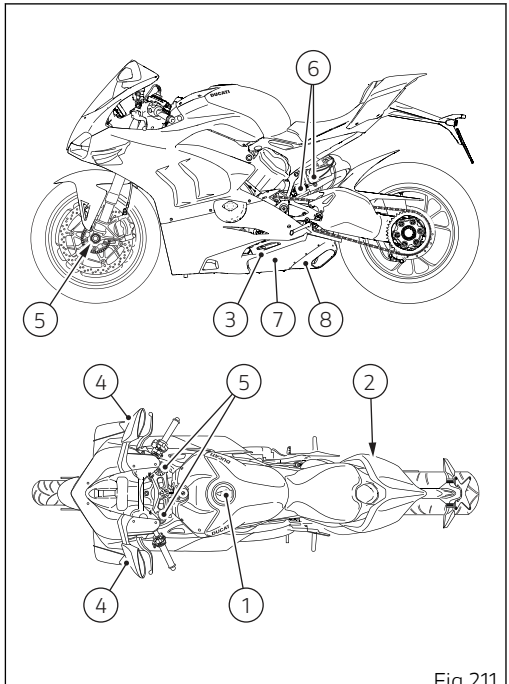


Fig 211

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.

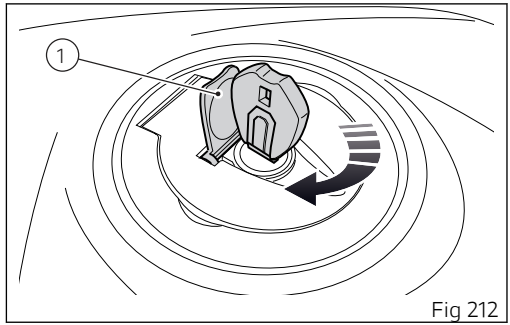


Fig 212

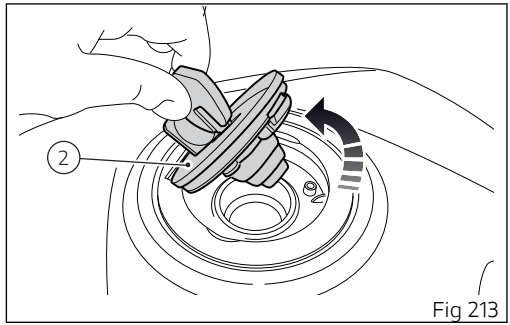


Fig 213

Seat lock

Opening

Insert the key into the seat lock (1) and turn it until the back (2) disengages with an audible click. Slide out the seat back (2) towards front of the motorcycle until it comes off.

Closing

Insert the seat back (2) from the seat side and slide it towards the rear of the motorcycle until it fits in place.

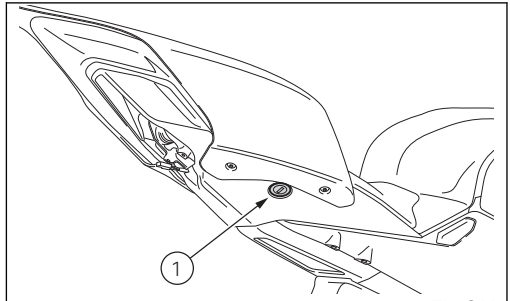


Fig 214

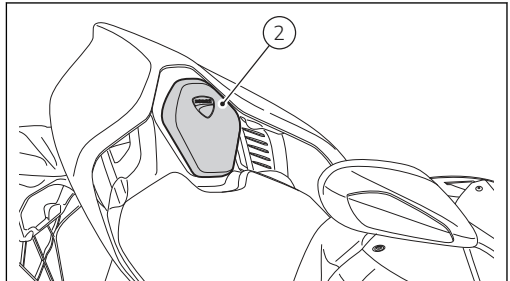


Fig 215

Side stand

Important

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

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

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

To easily find the side stand during the opening phase, press on pin (3) with your foot.

Attention

When using the bike on the track, we recommend removing the pin (3) by working on the key (4).

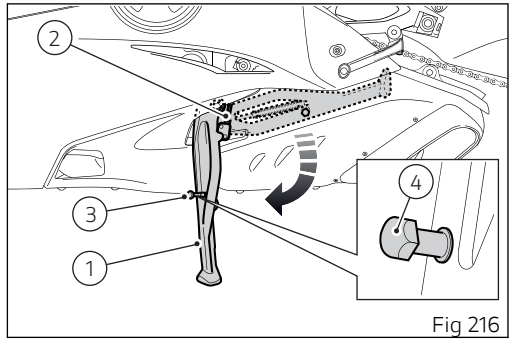


Fig 216

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

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

Bluetooth control unit

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

Attention

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

Attention

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

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

Attention

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

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

Check that your Smartphone supports the following profiles:

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

Attention
Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:
- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395

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

Steering damper

It is located before the handlebar and is secured to the steering head.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.
Turn knob (1) clockwise for harder steering, and counter clockwise for softer steering.
Every setting is identified by a "click": set to maximum 10 clicks from the fully home position.

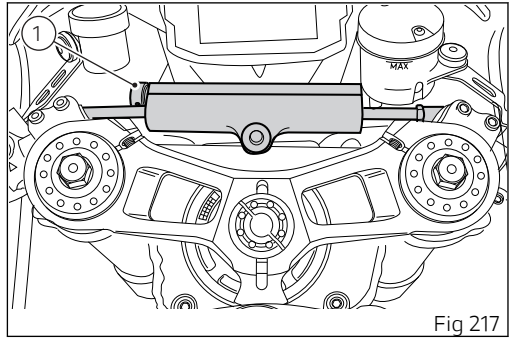


Fig 217

Attention

Beyond such adjustment the steering could be too damped leading to dangerous situations.

Attention

Never try to change knob (1) position while riding as this could lead to loss of control of the motorcycle.

Front fork adjustment

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

- for rebound adjustment, turn adjuster (2) on RH fork leg;
- for compression adjustment, turn adjuster (1) on LH fork leg.
- for internal spring preload adjustment, work 17mm (0.67 in) hexagonal adjusters on both fork legs (3 and 4);

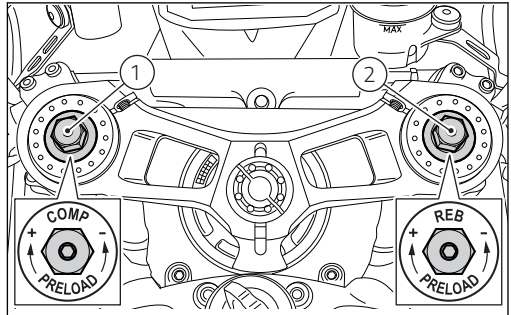


Fig 218

Put the motorcycle on the side stand and make sure it is stable to set the adjusters.
Turn adjuster (1) at the top end of the LH fork leg with a 3 mm (0.12 in) Allen wrench to adjust compression.
Turn adjuster (2) at the top end of the RH fork leg with a 3 mm (0.12 in) Allen wrench to adjust rebound.

By turning adjuster screws (1) and (2) you will hear some clicks; each click corresponds to a damping setting.
The stiffest damping setting is obtained with the adjusters (1) and (2) turned fully clockwise to the “0” position.
By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

To adjust preload, fully loosen 17 mm (0.67 in) hexagonal adjusters (3 and 4), then set preload considering that each turn corresponds to a 1 mm (0.04 in) preload.

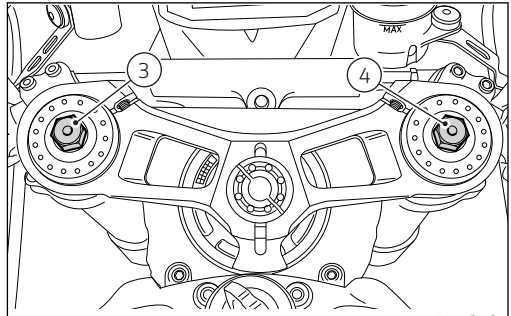


Fig 219

STANDARD settings are as follows:

- rebound: open 12 clicks from fully closed position;
- compression: open 16 clicks from fully closed position;
- spring preload: 5 mm / 5 rpm (0.24 in / 5 turns).

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.

Attention

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

Adjuster (1) adjusts the damping during the rebound phase (return).
Adjuster (2) adjusts the damping during the compression phase.
Turn adjusters (1) and (2) clockwise with a 3 mm (0.12 in) Allen wrench to stiffen the damping, or counter clockwise to soften it.

STANDARD adjustments are as follows:
- adjuster (1): open 13 clicks from fully closed position;
- adjuster (2): open 12 clicks from fully closed position;
- spring preload: 12 mm (0.47 in) from fully uncompressed spring;

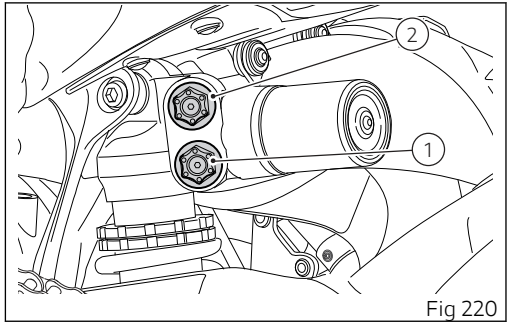


Fig 220

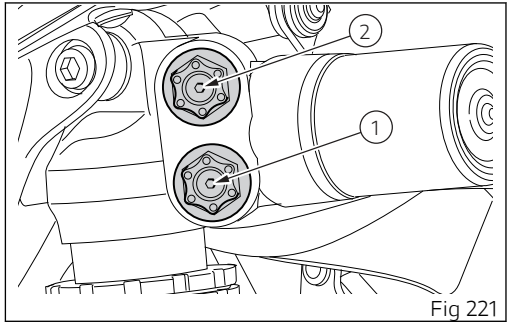


Fig 221

- suspension distance between centres: 312 mm (12.28 in).

The two ring nuts (3) and (4) adjust the external spring preload.
To adjust the spring preload, loosen the top ring nut (4).

SCREWING or UNSCREWING the bottom ring nut (3) will INCREASE or DECREASE the preload.
After setting spring preload as desired, tighten the upper locking ring nut.

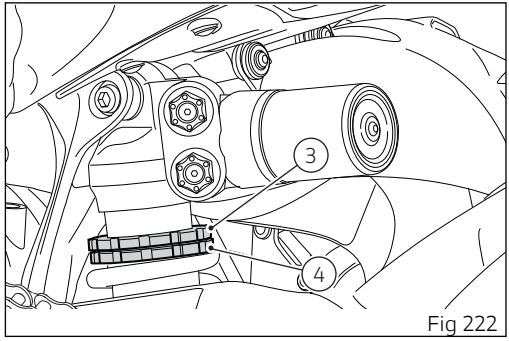


Fig 222

Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.

To change the shock absorber distance, loosen the ring nut (5) with the hexagon head wrench of 24mm (0.94 in) and then work on nut (6) with hexagon head wrench of 24 mm (0.94 in) to increase or decrease the shock absorber distance. After reaching the desired distance, bring the lock nut (5) against the nut (6) while counter-holding nut (6) to avoid moving the reached adjustment.

Attention

The shock absorber has a maximum distance indicated by a groove on the threaded section of its eyelet.

When reaching the maximum distance, the groove is aligned with the lock nut (5) when tightened . If with tightened lock nut (5), the groove is not aligned with the lock nut, this indicates the use of a wrong distance (too long, ).

The shock absorber contains a safety pin to avoid reaching too long distances: if you try reaching not allowed distances, the pin could damage irremediably the shock absorber thread: if during the

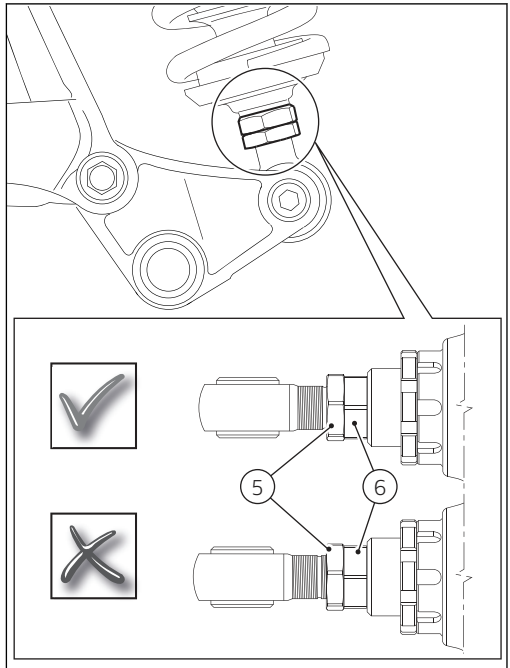


Fig 223

shock absorber distance adjustment operation you detect an increase of the torque necessary to rotate the nut (6), you have probably reached the allowed adjustment limit; avoid trying the adjustment again in order not to damage the component.

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.

ÖHLINS front fork				
Parameter	**Range**	**Race**	**Sport**	**Street**
Compression	32 clicks from fully closed	12 clicks from fully closed	16 clicks from fully closed	24 clicks from fully closed
Rebound	32 clicks from fully closed	12 clicks from fully closed	12 clicks from fully closed	16 clicks from fully closed
Spring preload	15 turns	5 turns	5 turns	5 turns

ÖHLINS rear shock absorber				
Parameter	**Range**	**Race**	**Sport**	**Street**

Compression	28 clicks from fully closed	8 clicks from fully closed	12 clicks from fully closed	24 clicks from fully closed
Rebound	28 clicks from fully closed	13 clicks from fully closed	13 clicks from fully closed	16 clicks from fully closed
Spring preload	(3÷17) mm (0.12÷0.67 in)	12 mm (0.47 in) from fully released condition	12 mm (0.47 in) from fully released condition	12 mm (0.47 in) from fully released condition
Distance	311÷317 mm (12.24÷12.48 in)	312 mm (12.28 in)	312 mm (12.28 in)	312 mm (12.28 in)

Attention

If a Ducati Performance exhaust kit is installed, it is necessary to set the wheelbase as specified in the table, yet not above 315 mm (12.4 in).

Motorcycle track alignment variation

Rear swinging arm pivot adjustment

Attention

Have the pivot adjusted at Ducati Authorised Service Centre as this operation entails working on motorcycle SAFETY components.

Motorcycle track alignment is the result of the tests carried out by our engineers under the most diverse use conditions.
It is possible to modify the chassis by adjusting the rear swinging arm pivot height.

The rear swinging arm pivot height can be adjusted in 4 positions in steps of 2 mm (0.08 in).

Attention

Changing this parameter is a very delicate operation that, if not correctly carried out, may lead to severe hazards.

For track use, swinging arm pivot can be adjusted as well through 6 mm (0.24 in) in total, in 4 fixed positions:

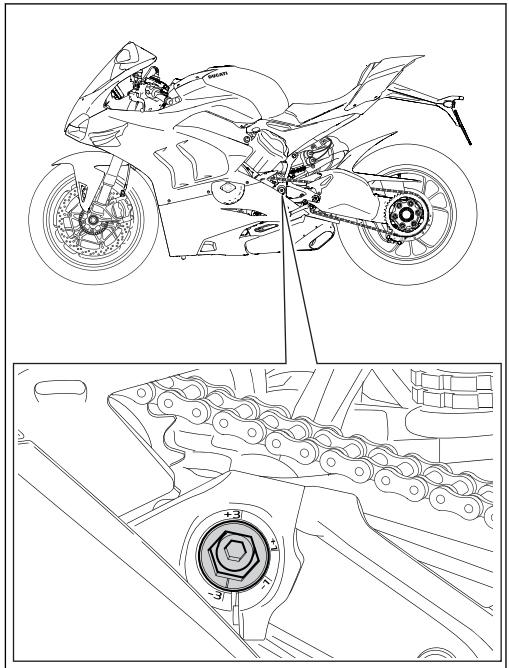


Fig 224

1) - 1 mm (-0.04 in),
2) + 1 mm (+0.04 in),
3) - 3 mm (-0.12 in),
4) +3 mm (+0.12 in),

so as to adapt motorcycle dynamic behaviour to rider's needs and personal riding style.

Bike is delivered with pivot set at -3 mm (-0.12 in), corresponding to the standard setup, which was considered to be the best compromise for vehicle dynamics in road use.

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (621 mi);
2) From 1000 km (621 mi) to 2500 km (1553 mi).

Up to 1,000 Km (621 mi)

During the first 1000 km (621.37 mi), keep an eye on the rev counter. It should never exceed: 5,500÷ (included) 6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

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

Important

During the first 1000 km (621 mi) (Running-in period), i.e. when the Odometer displays a value <= (lower than or equal to) 1000 km (621 mi), the pre-warning area, indicated in orange (Orange area), both for the bargraph filling and the display of the relevant number, is displayed when reaching 6000 rpm. During the running-in period we recommend not to exceed 6000 rpm, thus the instrument panel will not display the bargraph "Orange area".

To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 to 2500 km (from 621 to 1553 mi)

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

Important

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

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

Pre-ride checks

Attention

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

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

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

Attention

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

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is possible that a very small quantity of coolant oozes

out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

ABS light

After Key-ON, the ABS light (9) stays ON.
When the motorcycle speed exceeds 5 km/h, the warning light switches OFF to indicate the correct operation of the ABS system.

Attention

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

ABS device

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

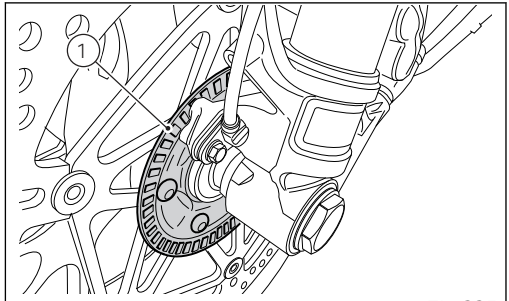


Fig 225

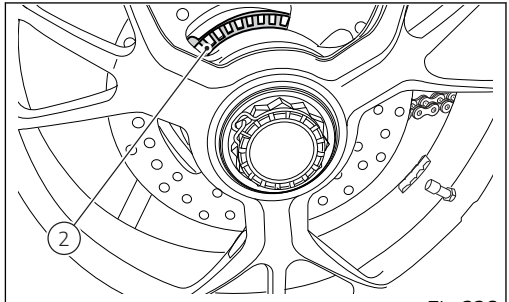


Fig 226

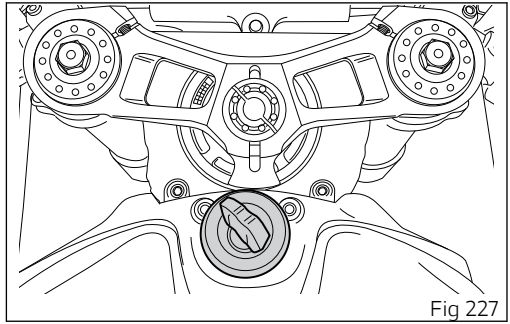
Engine start

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 (1) and the red light (2) on the instrument panel come on.

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


Fig 227

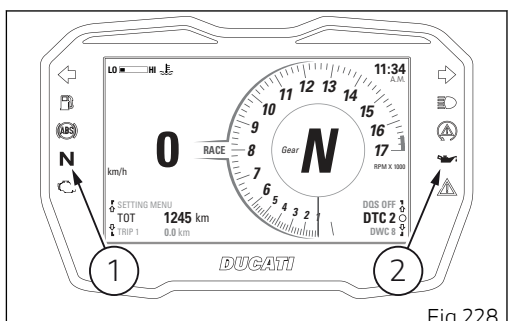


Fig 228

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).

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.

Check that the stop switch (3) is positioned to (RUN), then press the starter button (4).

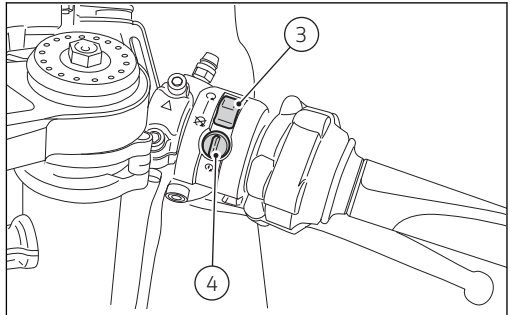


Fig 229

Moving off

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

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

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

The front and rear brakes 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.

If desired, the system can be deactivated from the instrument panel by using the "Customizing Riding Modes: "ABS setting" function.

Attention

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

Stopping the motorcycle

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

Parking

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

Important

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

Attention

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

Attention

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

Refuelling

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

Attention

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

Attention

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

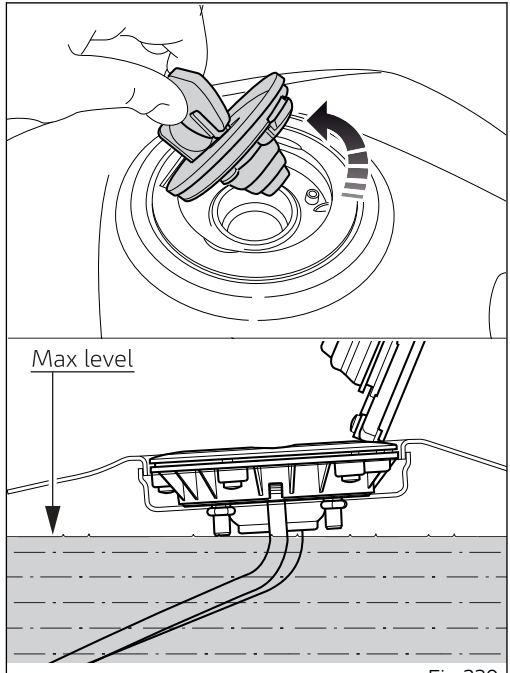


Fig 230

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.

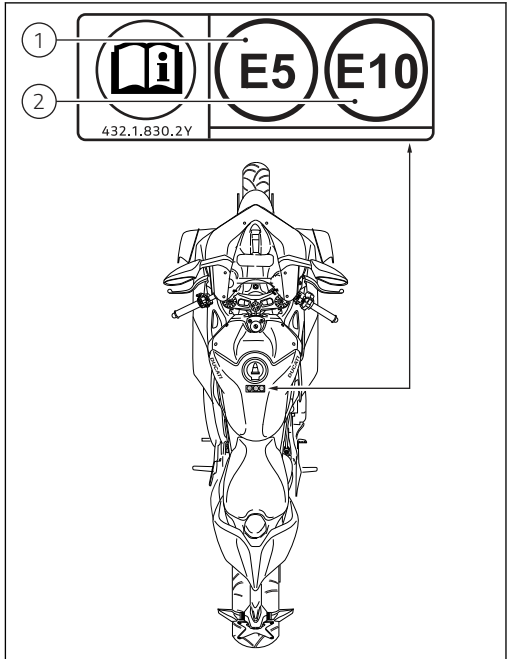


Fig 231

Refuelling

Durante il rifornimento non riempire eccessivamente il serbatoio. Il livello del carburante deve rimanere al di sotto del foro d'immissione nel pozzetto del tappo.

Caution

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.

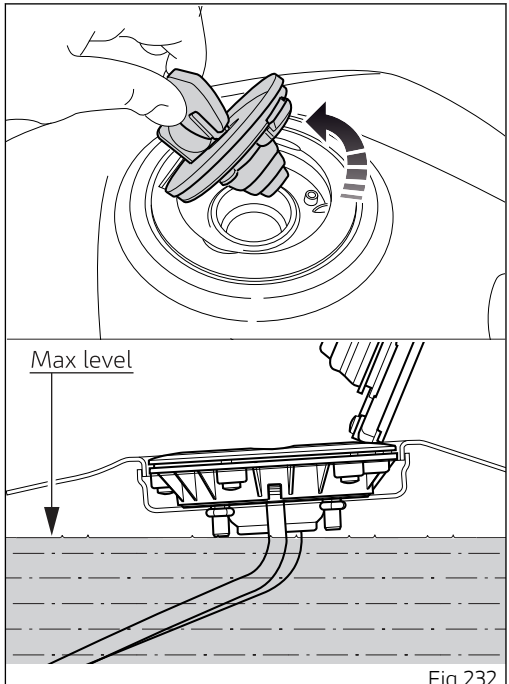


Fig 232

Attention

Use fuel with a minimum octane rating of 90 (RON+MON)/2

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.

Tool kit and accessories

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

To access the compartment, release the seat back (A) ("Seat lock") and slide it out from the front.

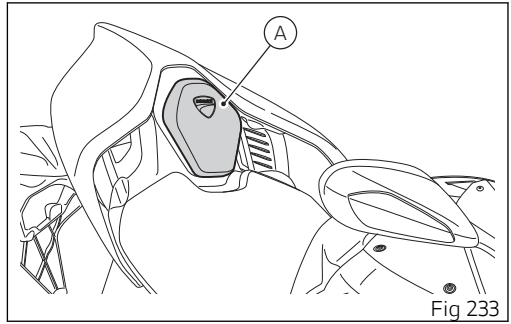


Fig 233

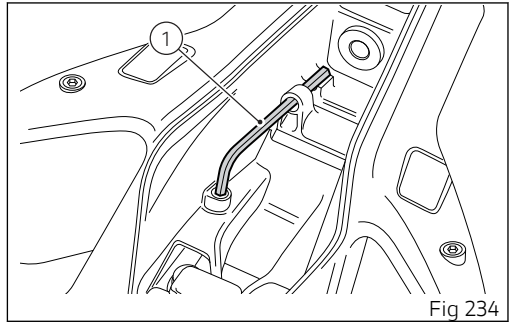


Fig 234

The following parts, also supplied as standard, must be installed by a Ducati Dealer or Authorized Service Centre:

- rear-view mirror removal kit (2);
- number plate holder removal kit (3);
- Ducati Data Analyser+ (DDA+) (4).

Attention

This kit is for racing use (i.e., closed-course competition) only. After mounting the complete kit or even a part of it, the vehicle cannot be used on public roads. Owner is responsible for compliance with all laws concerning racing use and competition vehicles.

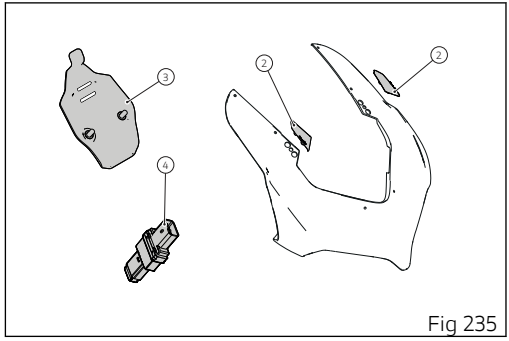


Fig 235

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

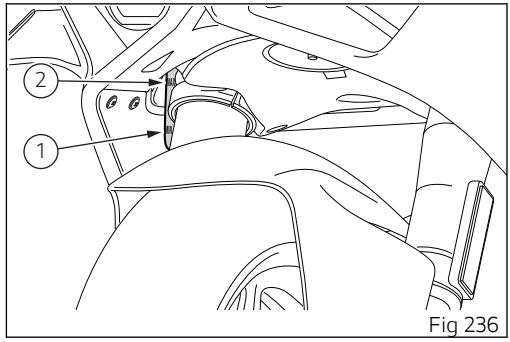


Fig 236

Attention

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

Important

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

Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
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.

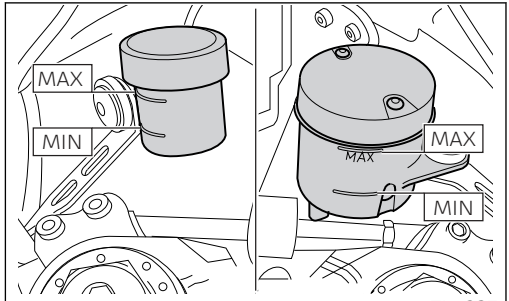


Fig 237

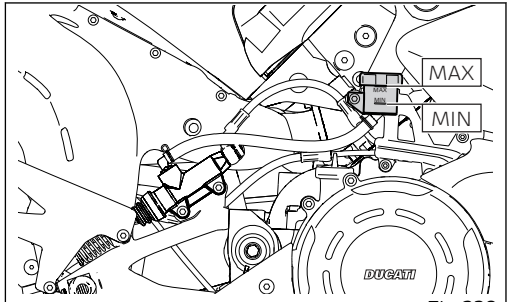


Fig 238

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 calipers. 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.

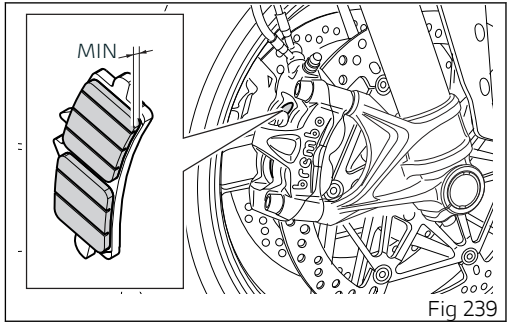


Fig 239

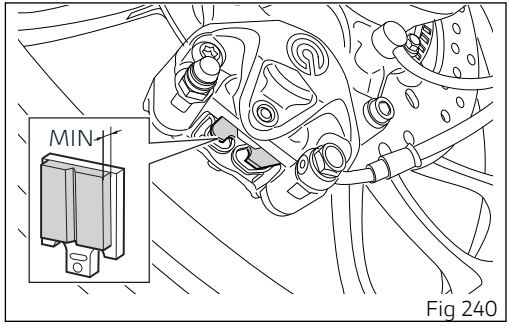


Fig 240

Charging the battery

PREPARATION

We recommend recharging the lithium 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 four screws (1), collect the relevant washers and remove tank cover (2).
Loosen the two side (3) and upper (5) screws retaining the ignition switch cover (4).

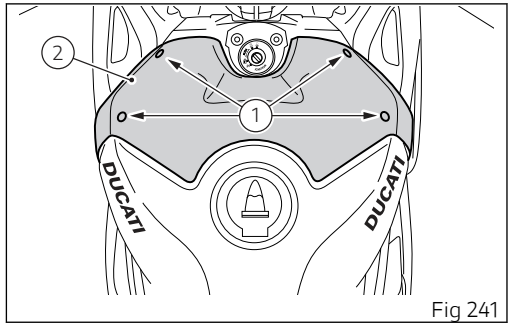


Fig 241

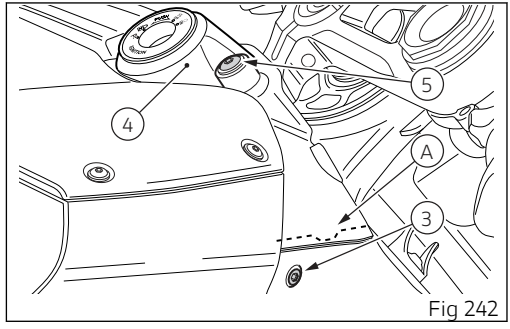


Fig 242

Slide out the ignition switch cover (4) from the rear and from upwards, paying attention to the inner tabs (A) connected to the side fairing, positioned on both sides.
Loosen screw (6) and slide out cover (7) retaining the battery.

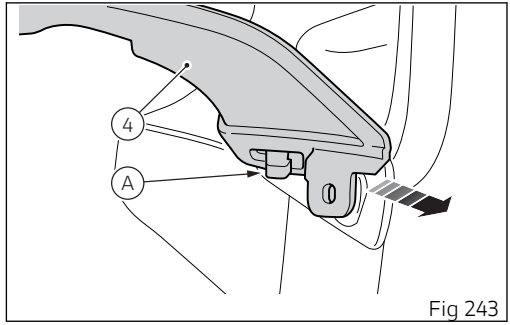


Fig 243

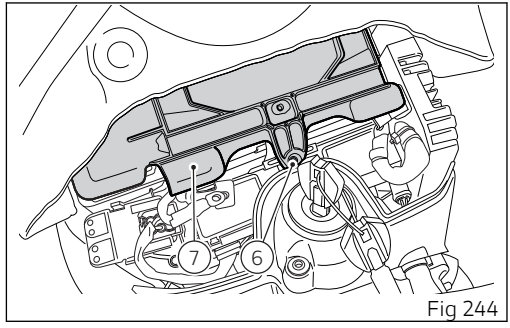


Fig 244

CONNECTING THE BATTERY TO THE CHARGER

With the battery charger (A) disconnected from the power supply, firmly connect the red clip (8a) to the positive terminal (8).
Connect the black clip (9a) firmly to the negative terminal (9).
Connect the plug of the battery charger (A) to the wall outlet.

Attention
Keep the battery out of the reach of children.

Charge battery using the special Ducati-approved battery charger (A) for lithium batteries, only.
Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.
Charge the battery ensuring the vehicle is in a room with a temperature below 40° C (104° F).

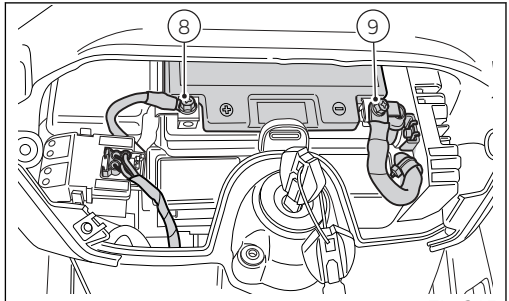


Fig 245

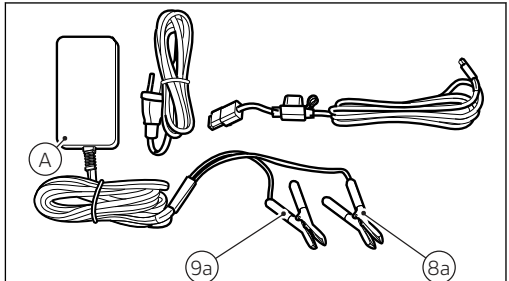


Fig 246

DISCONNECTING THE BATTERY FROM THE CHARGER

Once the charging process is complete, disconnect the battery charger (A) by carrying out the connection operations in reverse order.
Disconnect the plug of the battery charger (A) from the wall outlet.
Disconnect the black clip (9a) from the negative terminal (9) and the red clip (8a) from the positive terminal (8).

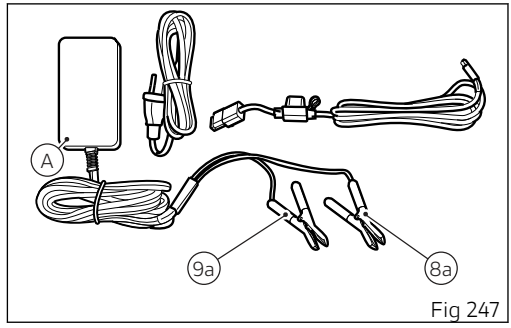


Fig 247

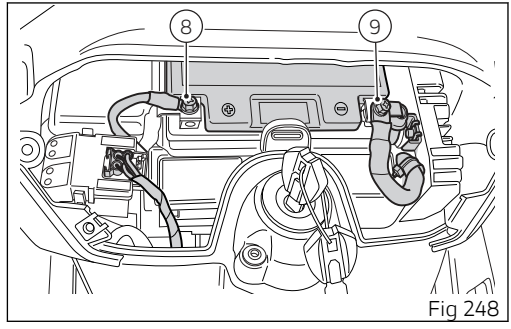


Fig 248

Position the cover (7) fastening the battery and tighten the screw (6).

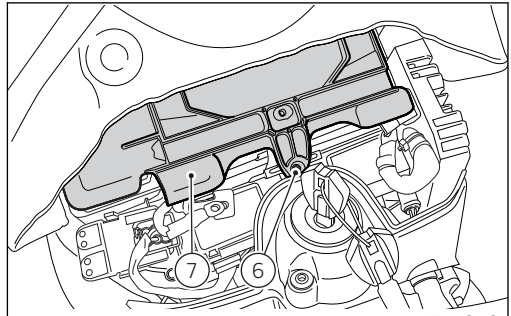


Fig 249

Position the ignition switch cover (4), operating from the front and paying attention to the inner tabs (B) connected to the side fairing, positioned on both sides.

Tighten the two side (3) and upper (5) screws retaining the ignition switch cover (4).
Fit the tank cover (2) and tighten the four screws (1).

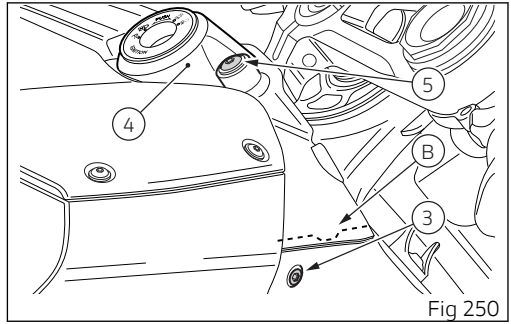


Fig 250

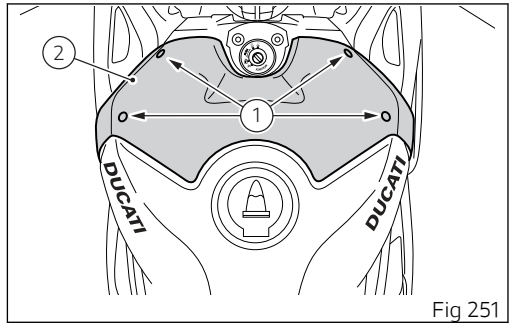


Fig 251

Storing the motorcycle

If the motorcycle 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. Details are described in chapter “Charging and maintenance of the battery during winter storage”.

Charging and maintenance of the battery during winter storage

Attention

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

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.

Connector (1) is located under the rider seat (2), on the left side.
To reach it, remove the two screws (3) on both sides and remove the rider seat (2).

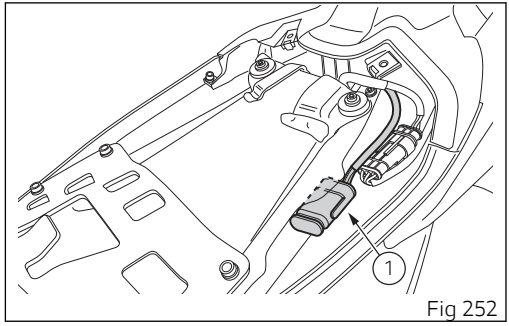


Fig 252

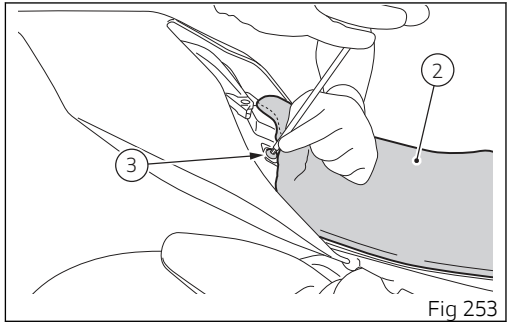


Fig 253

Attention

Use only the Ducati-approved battery charger (A) for lithium batteries also as a maintainer.
Do not use the battery charge maintainer kit part no. 69924601A (various countries) or battery charge maintainer kit no. 69924601AX (for Japan, China and Australia only), as it is specific for lead batteries.

Connect the maintainer to the diagnostics socket located in the rear side of the motorcycle.

Note

Using charge maintainers or battery chargers for lithium batteries not approved by Ducati could damage motorcycle electric system and/or lithium battery; motorcycle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as improper maintenance.

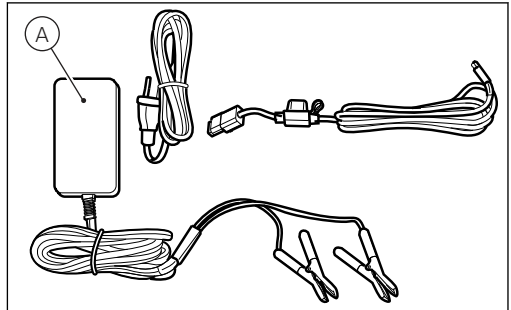


Fig 254

Important

Vehicles equipped with lithium batteries must never use devices such as Jump Starters or auxiliary batteries connected in parallel to the lithium battery if the latter has discharged to a level that does not allow starting. The cells of a lithium battery, if deeply discharged, can be irreparably damaged if they are recharged with unlimited currents, as is the case with connections to Jump Starters and/or parallel connections to charged batteries.

Always use the battery charger (A) for lithium batteries authorised by Ducati.

Checking drive chain tension

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the centre of the chain pins and the plastic section of the chain sliding shoe. It must be: A = 20 to 22 mm (0.79 to 0.87 in).

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

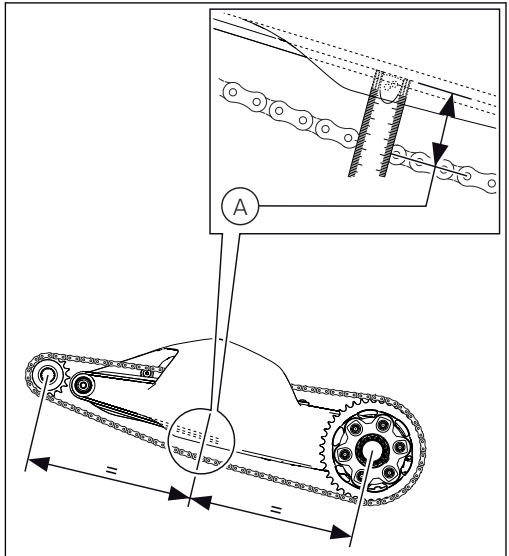


Fig 255

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

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

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

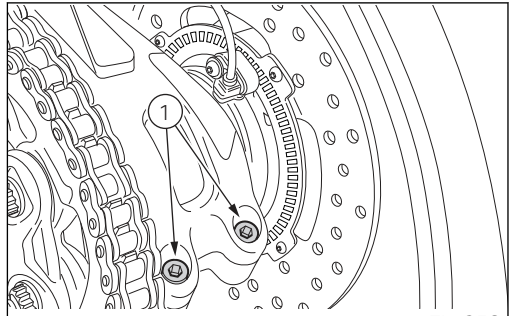


Fig 256

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

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

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

Attention

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

Attention

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

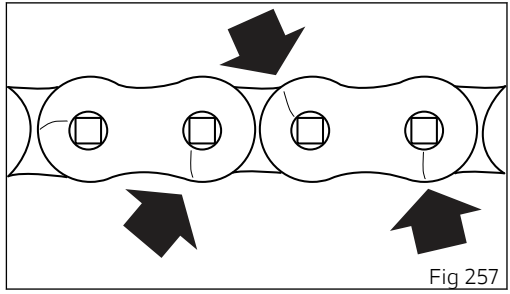


Fig 257

Lubricating the drive chain

Important

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

Attention

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

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

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

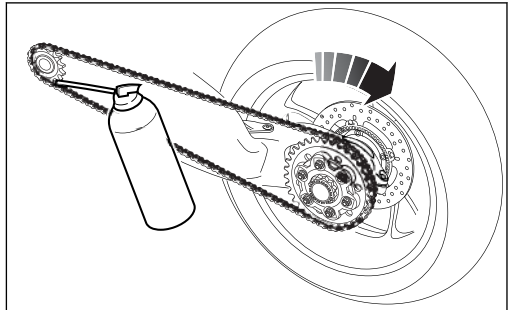


Fig 258

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

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

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

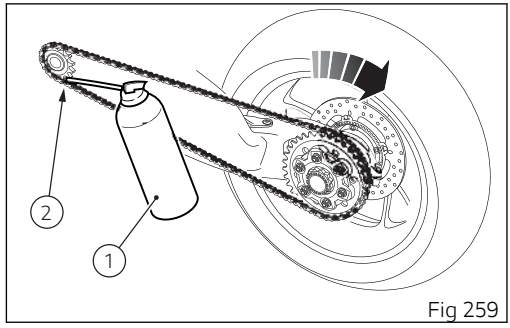


Fig 259

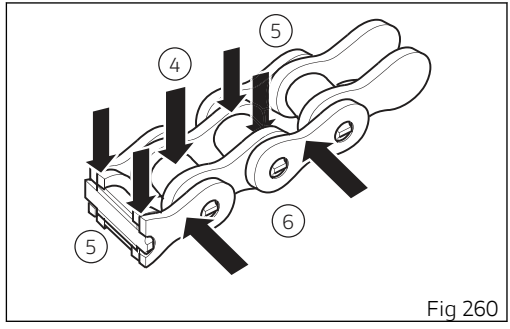
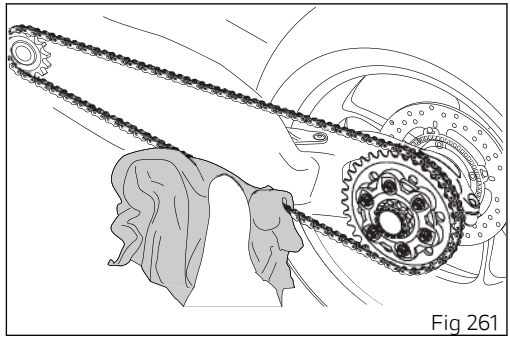


Fig 260

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


Fig 261

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

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

Replacing the high and low beam bulbs

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

Rear turn indicators

LED turn indicator lights are maintenance-free.

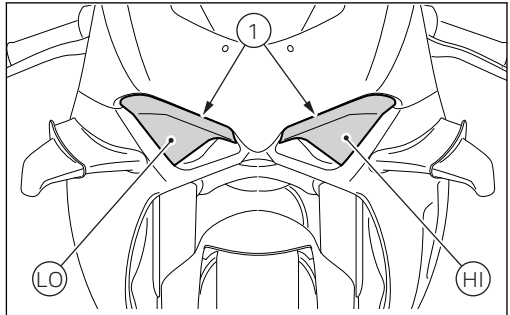


Fig 262

Aligning the headlight

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

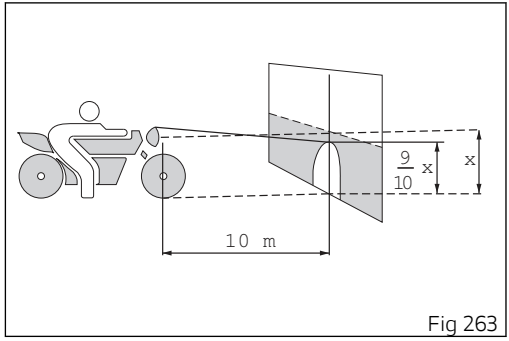


Fig 263

Note

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

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

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

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

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

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

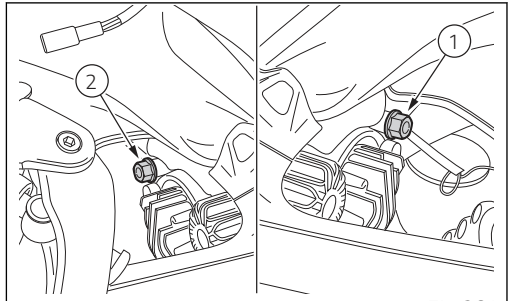


Fig 264

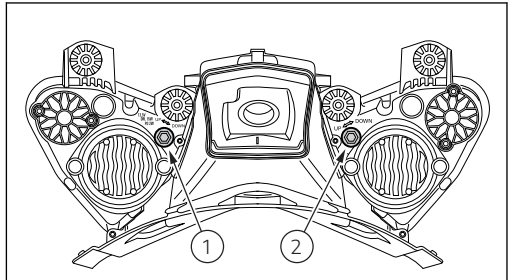


Fig 265

Attention

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

Adjusting the rear-view mirrors

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

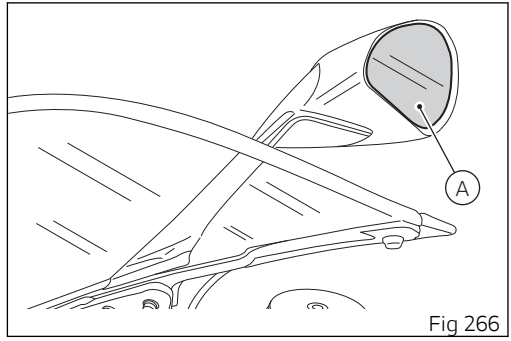


Fig 266

Tubeless tyres

On the road (rider only)
2.3 bar (33.36 psi) (front) - 2.1 bar (30.46 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).

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

In case of puncture replace the tyre. Replace the tyres using the make and type of the original equipment. Make sure that protective caps of valves are tightened to avoid pressure drops while riding. Never use tube type tyres; failure to comply with this provision can cause the sudden explosion of the tyre, with severe consequences for the rider.

After replacing a tyre, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

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

Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.

Important

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

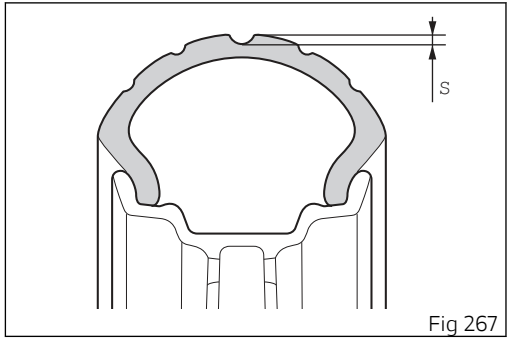


Fig 267

Check engine oil level

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

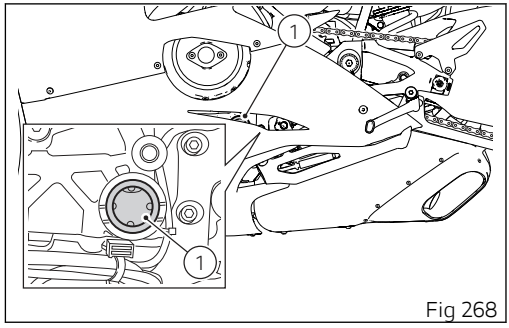


Fig 268

Important

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

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

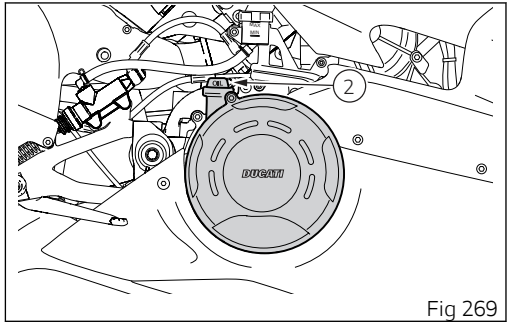


Fig 269

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

Attention
Never exceed the MAX mark.

Recommendations concerning oil

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

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

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

Cleaning 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”.

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.

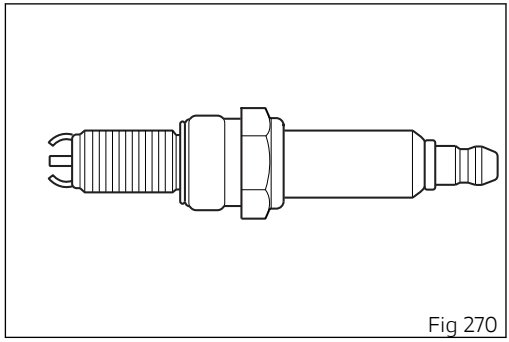


Fig 270

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 charge maintainer (see “Charging the battery”);
- protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Europe, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals. Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

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

Attention

This scheduled maintenance chart is designed for a road use of the Panigale V4. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

Attention

Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your Panigale V4.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Reading of the error memory with DDS 2.0 and check of Software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Change engine oil mesh filter assembly				●		●	-
Check and/or adjust valve clearance				●		●	-
Visual check for wear of the chain timing system				●		●	-
Visually check the wear of the oil pump drive chain						●	-
Change spark plugs				●		●	-
Clean air filter			●		●		12
Change air filter				●		●	-
Replace the aluminium fastening screws of clutch cover, generator cover, and oil sump				●		●	-
Check thickness of clutch disk pack and/or replace it				●		●	-
Replace clutch bell						●	
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							24
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disk flange screws		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check front and rear wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Visually check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive chain tension and lubrication and sliders wear		●	●	●	●	●	12
Check steering bearings				●		●	24
Change front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check for proper tightening of the frame-to-engine fasteners and swinging arm			●	●	●	●	12
Check the screws fastening the RH tripod to the rear bank			●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	12
Visually check the fuel lines				●		●	-
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level (from the instrument panel menu)		●	●	●	●	●	12
Check secondary air system operation				●		●	-
Reset the variable-length intake manifold system (VIS) using DDS 2.0				●		●	-
Adjustment of the Bowden cable of the exhaust valve opening through the DDS 2.0		●	●	●	●	●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000 mi. x1,000	1 0.6	12 7.5	24 15	36 22.5	48 30	Time (months)
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting devices, turn indicators, horn and controls operation		●	●	●	●	●	12
Reset the Service indication through the DDS 2.0		●	●	●	●	●	12
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	0.5
	mi. x1,000	0.3
	Months	6
Check engine oil level		●

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

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 197 kg (434.31 lb).
Overall weight (in running order without fluids and battery): 172 kg (379.2 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

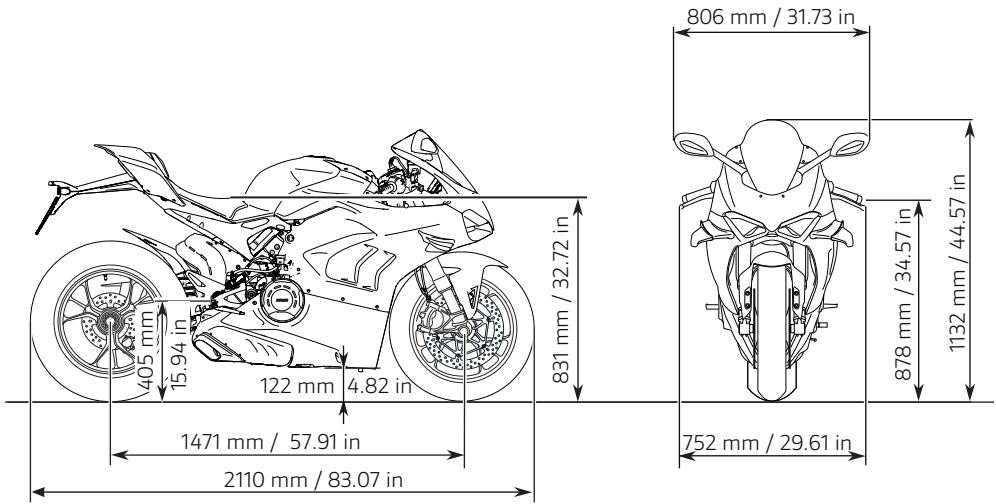


Fig 271

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4.5 litres (0.99 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	16 litres (3.52 UK gal)
Oil sump and filter	Ducati recommends use of SHELL Advance 4T Ultra 15W-50 (JASO: MA2, API: SN)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	140 mm (5.51 in) 454±4 cm^3 (27.7±0.24 cu. 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.

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



Engine

Desmosedici Stradale: V4 90°, counter-rotating crankshaft, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 81 mm (3.19 in)

Stroke: 48.4 mm (1.91 in)

Total displacement: 998 cu. cm (60.6 cu in).

Compression ratio: 14.0 ± 0.5:1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
162 kW - 221 HP at 15250 rpm

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP
(for Belgium/France version only):
84 kW / 114 HP at 9000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
112 Nm - 11.5 kgm at 8750 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X
(for Belgium/France version only):
92 Nm - 9.4 kgm at 8,750 rpm

Maximum rpm: 16,000 rpm / 16,500 rpm (6th gear).

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

Trochoid oil delivery pump with integrated by-pass valve and three scavenge pumps (two trochoid pumps and one gear pump).
Oil cooler.

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.

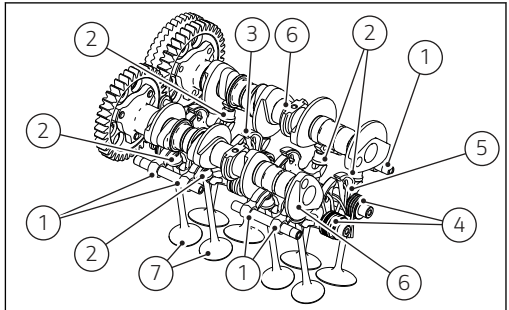


Fig 272

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, aerodynamic throttle (corresponding diameter): 56 mm (2.2 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 and aluminium alloys.
Disc diameter: 330 mm (12.99 in).
Brake disc thickness: 5 mm (0.2 in).
Brake disc thickness (maximum wear): 4.5 mm (0.18 in).
Disc braking surface: 264 sq. cm (40.92 in^2).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.

Type: Stylema monobloc (R) M4.30, radial mount (ABS Cornering EVO)
Number of pistons per calliper: 4
Friction material: BRM10H HH.
Cylinder Ø: 16 mm (0.63 in).
Master cylinder type: PR16/21.

REAR

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).
Brake disc thickness: 5 mm (0.2 in).
Brake disc thickness (maximum wear): 4.5 mm (0.18 in).
Disc braking surface: 219 sq. cm (33.95 ^{2})
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO
Number of pistons per calliper: 2.
Piston diameter: 34 mm (1.34 in).
Cornering ABS as standard.
Friction material: Ferodo Ferit I/D 450 FF.
Master cylinder type: PS 13.
Brake calliper master cylinder diameter: 13 mm (0.51 in).

Attention

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

Transmission

Hydraulically-controlled dry slipper clutch controlled by an adjustable lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Primary drive: 1.80:1
Primary drive: front / rear sprocket ratio: 30/54.
6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/42
Total gear ratios:
1st gear 38/14
2nd gear 36/17
3rd gear 33/19
4th gear 32/21

5th gear 30/22
6th gear 30/24

Drive chain from gearbox to rear wheel.
Make: REGINA 135ZRDK
Links: 114

Important

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

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

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

"Front frame" in aluminium alloy with improved stiffness.
Aluminium alloy rear subframe.
Steering head angle: 24.2°
Steering angle: 25° LH side / 25° RH side
Trail: 99.7 mm (3.93 in).

Wheels

Front

3-spoke, aluminium alloy forged rim.
Size: MT3.50x17"

Rear

3-spoke, aluminium alloy forged rim.
Size: MT6.00x17"

Tyres

Front

Pirelli Diablo Supercorsa SP "tubeless" radial type.
Size: 120/70-ZR17.

Rear

Pirelli Diablo Supercorsa SP "tubeless" radial type.
Size: 200/60-ZR17.

Suspension

Front

Öhlins NPX fork with 43 mm (1.69 in) upside-down legs with TiN treatment, fully adjustable in rebound and compression.
Wheel travel:
130 mm (5.12 in).

Rear

Öhlins TTX36 monoshock, adjustable in rebound, compression.
Aluminium single-sided swinging arm.
Stroke: 65 mm (2.56 in).
Wheel travel:
130 mm (5.12 in).
Adjustable pivot position: ±3 mm (0.12 in)

Steering damper

Adjustable Öhlins steering damper

Exhaust system

Layout 4 - 2 - 1 - 2: the exhaust system structure is 4 into 2 into 1 into 2.
Two Lambda sensors and two catalytic converters.
Emissions and consumptions: Euro 4 Standard / Euro 4 Consumptions.

Available colours

Fairing
Base (Acriflex White) LMC06017 (LECHLER);
Ducati Anniversary red code 473.101 (PPG);
Clear coat: Lechler 96230.

Frame
Frame colour: monocoque Gray frame and black rims;
Powder Coat: Inver code 86176.

Wheel rims
Colour: Black

Electric system

It consists of the following main components:

Headlight

no.1 Luxeon Altilon LED + No.2 Luxeon F Plus LEDs (low beam);
No.1 Luxeon Altilon LED (high beam);
No.4 Luxeon F ES LEDs (parking light/DRL).

Electrical controls on handlebar

LED front turn indicator type:
No.15 OSRAM LYE6SF LEDs
LED rear turn indicator type (Europe version):
No.1 PHILIPS LXM2-PL01 LED
BULB rear turn indicator type (USA version):
RY10W (12V-10W) Amber.

Rear lights

Tail light:
No. 18 LEDs OSRAM LAA67F.
LED stop lights type:
No.18 OSRAM LAE6SF LEDs
LED number plate light type:
No. 3 CREE CLA1A-WKW LEDs.

Horn.
Stop light switches.
Lithium-ion battery:
12.8V - 4Ah (LiFePO4 Battery).
Generator (Denso):
14V - 425W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.
Starter motor:
Denzo BA06 12V - 0.6 kW
Dashboard: digital with 5" TFT colour display.

Note

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

Fuses

There are twelve 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, Fig 273) and the front right one (B, Fig 274) are located above the battery.
To reach the fuses, remove the tank cover as described in chapter “Charging the battery”.
To expose the fuses, lift the relevant box protective cover. Mounting position and ampere capacity are marked on box cover.

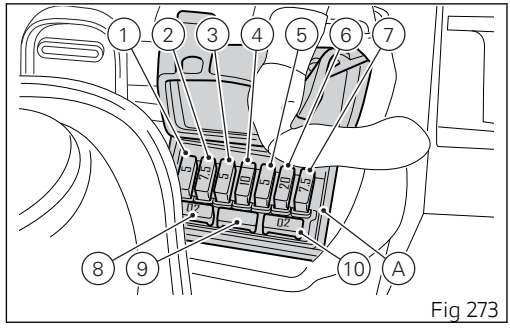


Fig 273

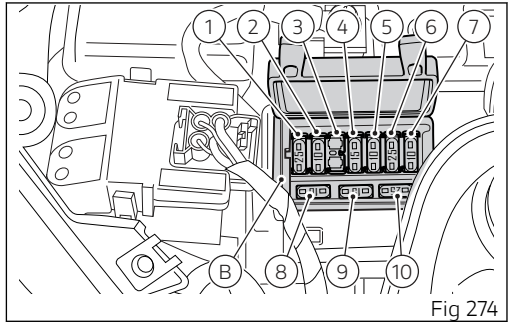


Fig 274

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	5 A
4	SBS	-
5	Accessories (SW)	5 A
6	Injection relay	20 A
7	Diagnostics/ Recharge	7.5 A
8	Spare	20 A
9	Spare	15 A
10	Spare	5 A

Front right fuse box (B) key		
Pos	El. item	Rat.
1	EMS powered relays	25 A
2	Fuel pump relay	10 A
3	Starter relay	-

Front right fuse box (B) key		
4	Instrument panel	15 A
5	Black Box System (BBS)	15 A
6	ABS 1	25 A
7	ABS 2	10 A
8	Spare	25 A
9	Spare	15 A
10	Spare	10 A

The main fuse (C) is located on the right side of the fuse box (B Fig 274), on solenoid starter (D).
To reach it, it is necessary to remove the tank cover (remove the tank covers as described in chapter "Charging the battery") and the protection cap (E).
A blown fuse can be identified by breakage of the inner filament (F).

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

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

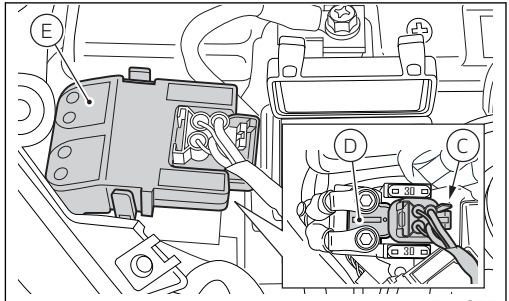


Fig 275

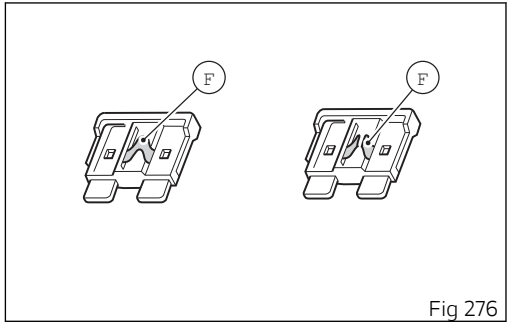


Fig 276

Injection/electric system diagram key

1) Left-hand switch
2) Right-hand switch
3) Front stop switch
4) Immobilizer
5) Ignition system (ignition switch)
6) LH fan
7) RH fan
8) Front speed sensor
9) ABS control unit
10) Rear speed sensor
11) Vehicle control unit (BBS)
12) Tail light
13) Diagnostics
14) GPS
15) Main wiring / rear wiring cable coupling
16) Main wiring / rear wiring cable
17) Rear wiring
18) Rear right turn indicator
19) Number plate light
20) Rear left turn indicator
21) Engine control unit
22) Cylinder 4 upper injector
23) Cylinder 3 upper injector
24) Cylinder 2 upper injector
25) Cylinder 1 upper injector
26) Cylinder 4 rear injector
27) Cylinder 3 rear injector
28) Cylinder 2 front injector
29) Cylinder 1 front injector
30) Rear coil 4
31) Rear coil 3
32) Front coil 2
33) Front coil 1
34) Purge valve
35) Secondary air actuator
36) Intake funnel motor (VIM)
37) Rear potentiometer
38) Front potentiometer
39) Rear lambda sensor
40) Front lambda sensor
41) Rear knock sensor
42) Front knock sensor
43) Side stand switch
44) Ducati Quick Shift (DQS)
45) Gear sensor
46) Engine temperature
47) Timing/rpm sensor
48) Rear stop switch
49) Rear MAP sensor 4
50) Rear MAP sensor 3

51) Front MAP sensor 2
52) Front MAP sensor 1
53) Rear TPS
54) Front TPS
55) Accessory devices
56) Air temperature
57) Clutch switch
58) Front left turn indicator
59) Headlight
60) Instrument panel
61) Front right turn indicator
62) Oil pressure sensor
63) Horn
64) Fan relay
65) Ex-up drive
66) Fuel pump ground
67) Fuel pump
68) Control unit relay (LOADS EMS)
69) Key-Sense relay
70) Fuel pump relay
71) LH fuse box
72) RH fuse box
73) Engine ground
74) ABS positive
75) Ground
76) Battery
77) Fused solenoid
78) Starter motor
79) Rectifier
80) IMU 1
81) APS sensor
82) Release connector 1
83) Release connector 2
84) Bluetooth

Wire colour coding

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

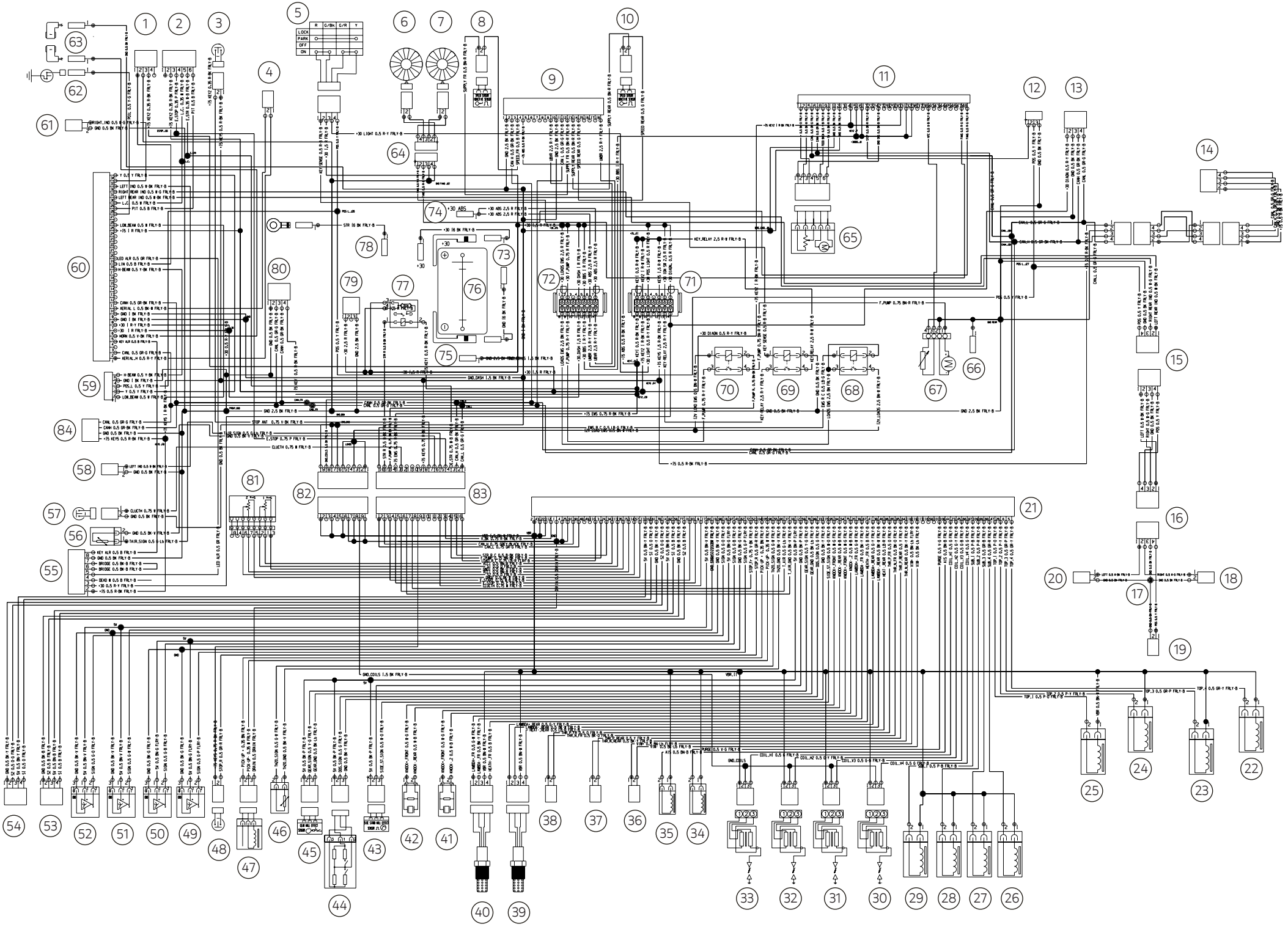
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			

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Panigale V4 R

cod. 913.7.414.1A

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