

PANIGALE

Owner's manual

ENGLISH

PANIGALE V4 S

Dear Ducatista,

thank you for trusting us with the purchase of your new Panigale V4S.

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

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

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

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

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

Important

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

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

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

Important

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

Enjoy your ride!

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Roadside Assistance

Roadside Assistance



Important

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

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

The roadside assistance services include:

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

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

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

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

Call Centre telephone numbers

To request Assistance:
Event in the country of origin: call the toll-free number for your country as specified in the first column of the table.
Event out of the country of origin: call the paid number for your country including the prefix, as specified in the second column of the table.
If you have problems dialling your own country number from abroad, dial the number of the country where the Event occurred (this does not apply to the United Kingdom).

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

Country	Toll-free call	Toll call / Call from abroad
Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	25 561580	+357-25 561580
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83

FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800,744,444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12

Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechten-stein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50

Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

Country	Toll call with call from the United Kingdom	Toll call with call from abroad
United Kingdom	0330 053 0903	+44 330 053 0903

Software updates

Software updates

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

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

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

Attention

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

Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

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

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

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

3. Procedure for claiming the warranty

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

- report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com as soon as possible with respect to the time of

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

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

4. Limitations of liability

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

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

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

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

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

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

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

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

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

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

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

You must bear the expense of claiming under the Warranty.

Infotainment

Infotainment (if any)

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

- To pair and manage Bluetooth devices, use the "Device pairing" function in the Settings menu, see page 281.
- For managing phone calls, see page 24.
- For managing the music player see page 29.

Attention

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

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

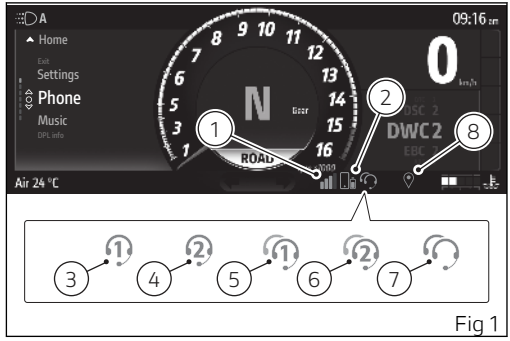


Fig 1

Phone (if any)

This function is only available if the bike has been equipped with the Bluetooth system and is only available in the Road Infomode (see page 103) within the functions menu (see page 124). It shows the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

To pair the Bluetooth devices use the “Device pairing” function in the Settings menu, (see page 281).

- Press the button ⏶ to open the functions menu;
- within the functions menu, select “Phone” (A) using buttons ⏶ and ⏷ , and press O .

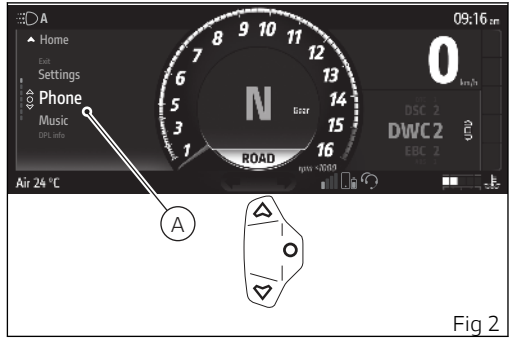


Fig 2

Attention

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

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

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

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

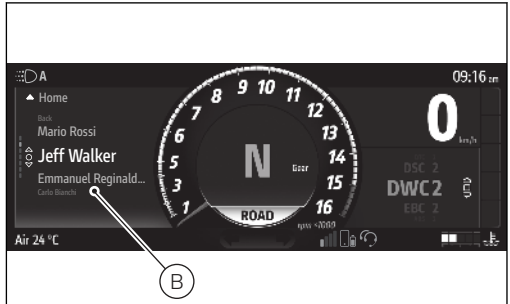


Fig 3

Call in progress

When a call is in progress a window is shown with the name or number of the phone contact as well as the item “End call” (C). To end the call, press button ▽ . During the call, it is possible to exit the call display to access other menus on the main page by holding down the button △ . The blue phone icon (D) is also activated to indicate that the call is in progress. To return to the call in progress window, select “Phone” (A, Fig 2)from the functions menu, and press ○ .

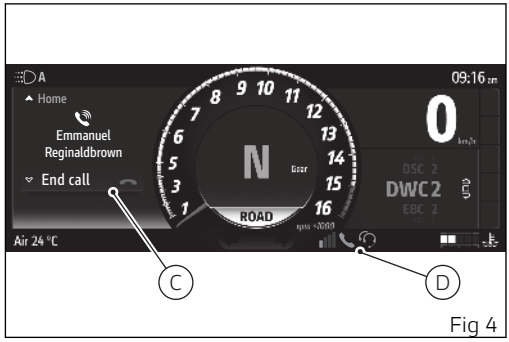


Fig 4

Note
The music player will be paused during a call.

Incoming call

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

Call back

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

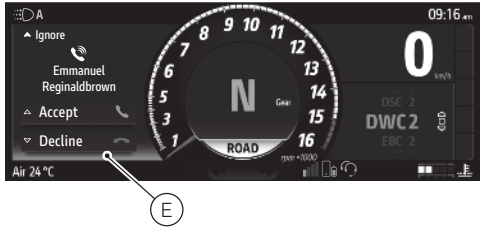


Fig 5

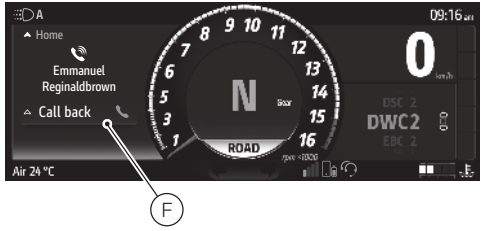


Fig 6

Received messages and missed calls

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

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

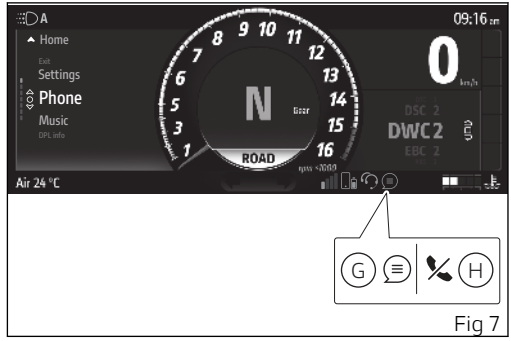


Fig 7

Music (if any)

This function is only available if the bike has been equipped with the Bluetooth system and is only available in the Road Infomode (see page 103) within the functions menu (see page 124). It allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.
To pair the Bluetooth devices use the “Device pairing” function in the Settings menu, (see page 281).

- Press the button ▲ to open the functions menu;
- within the functions menu, select “Music” (A) using buttons ▲ and ▼, and press ○.

Note

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

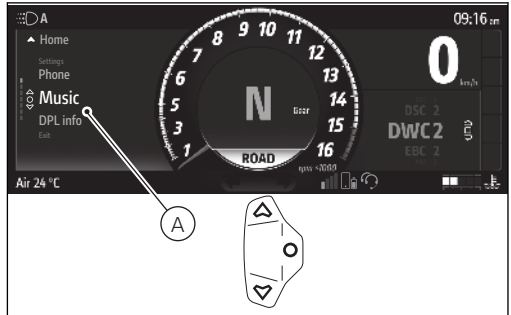


Fig 8

Attention

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

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

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

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

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

During playback of a track, by holding down the button ⏶ you can exit the music player display to access other menus on the main screen, while keeping the track playing.

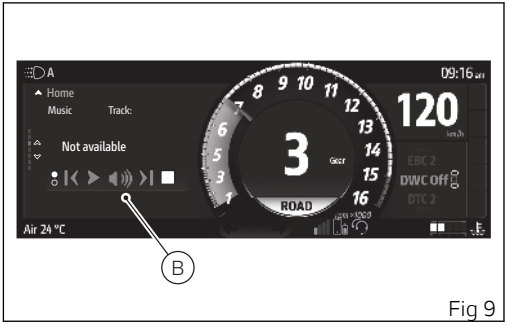


Fig 9

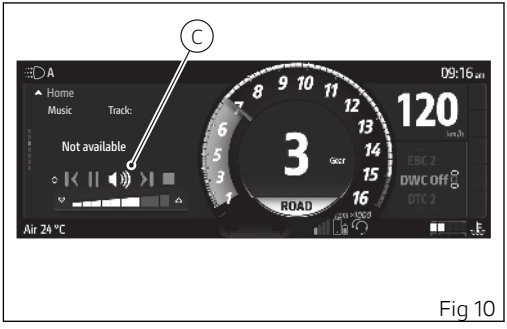


Fig 10

When the button O is pressed and held down with the stop control ■ selected, the music player window is closed and the current track is stopped.



Note

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

General Information

Acronyms and abbreviations used in the Manual

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

Warning symbols used in the manual

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

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



Attention

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



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

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

Intended use

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

Attention

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

Attention

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

Attention

The total weight of the motorcycle in running order including rider, luggage and additional accessories should not exceed 370kg/816 lb.

Important

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

Rider's obligations

All riders must hold a valid licence.

Attention

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

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

Attention

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

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

Attention

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

Some states require vehicle insurance.

Attention

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

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

Attention

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

Attention

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

Attention

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

Rider's training

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

Attention

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

Apparel

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

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

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

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

"Safety ""Best Practices"""

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

Important

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

Attention

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

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

Attention

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

Attention

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

Important

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

Important

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

Important

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

Important

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

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

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

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

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

Refuelling

Fuel label

Fuel identification label

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

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

Attention

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

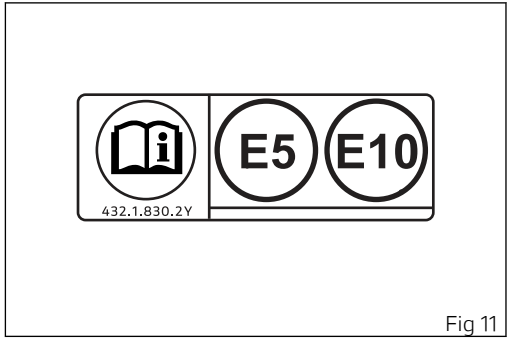


Fig 11

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to paragraph “Tyres” in the "Technical specifications" section.

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

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

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

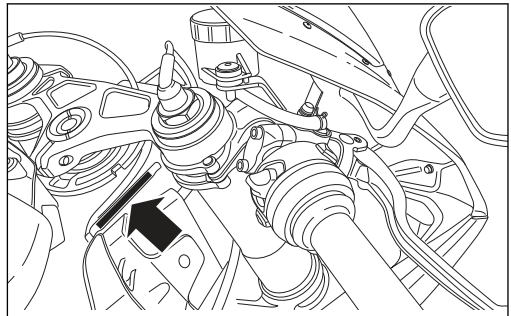
Battery

Attention

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

Vehicle identification number

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


Fig 12

Engine identification number

Note

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

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

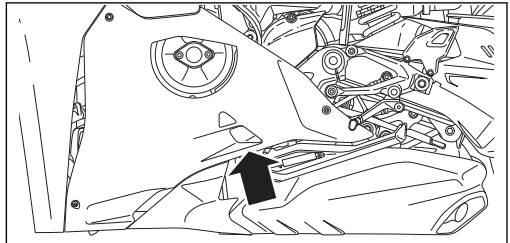


Fig 13

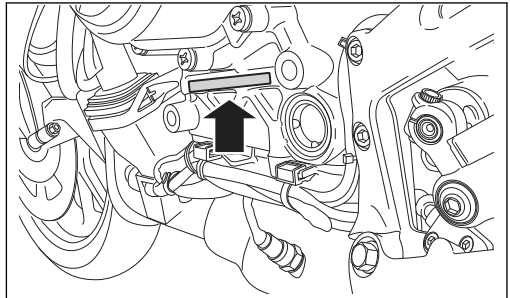


Fig 14

Main components and devices

Position on the vehicle

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

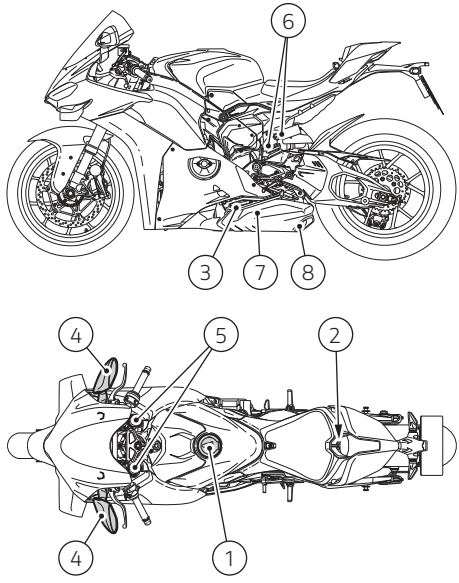


Fig 15

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

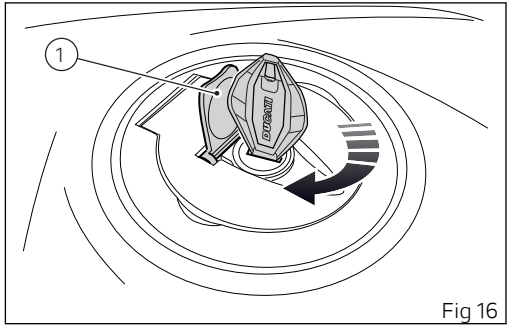


Fig 16

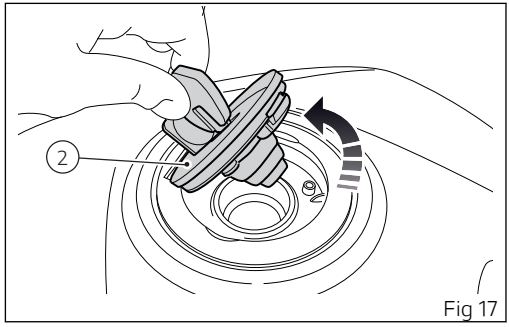


Fig 17

Removing and refitting the seats

Important

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

Seat back

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

Removing the seat back

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

Refitting the seat back

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

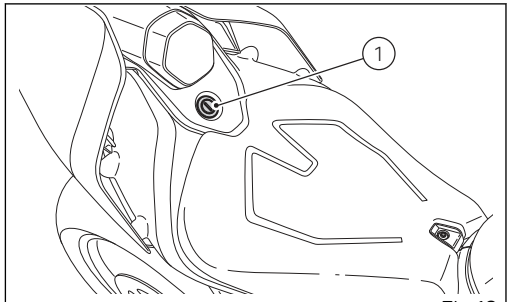


Fig 18

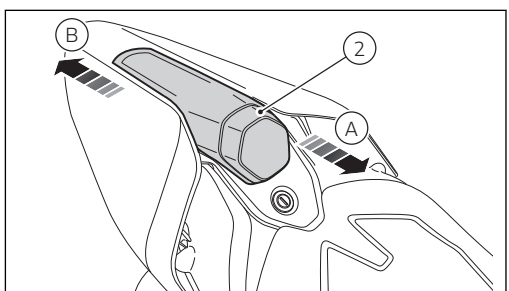


Fig 19

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

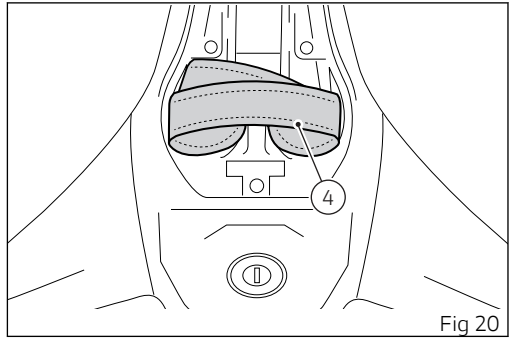


Fig 20

Passenger seat (if any)

Attention

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

Use latch (1) to remove the passenger seat.

Removing the passenger seat (if any)

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

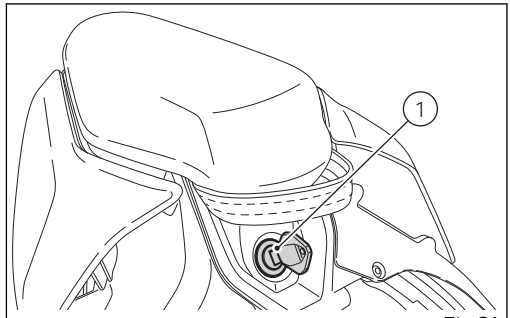


Fig 21

Refitting the passenger seat (if any)

- Before refitting the passenger seat (3), make sure that passenger strap (4) is correctly positioned;
- Insert the key into the lock (1);
- Turn the key clockwise and slide the passenger seat (3) from the front side (A) of the vehicle to the rear one (B);
- Release the key and check that the passenger seat is correctly engaged with the catch hook.

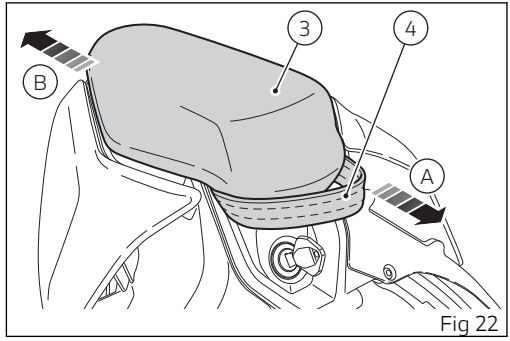


Fig 22

Passenger footpegs (if any)

Attention

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

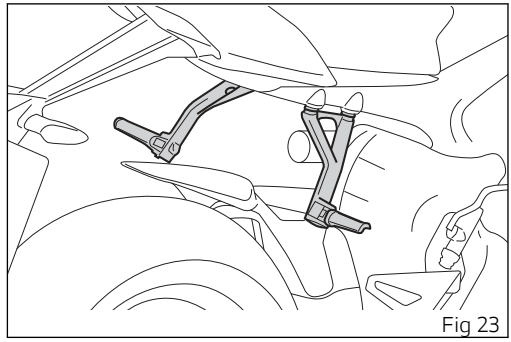


Fig 23

Rider seat

Removing the rider seat

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

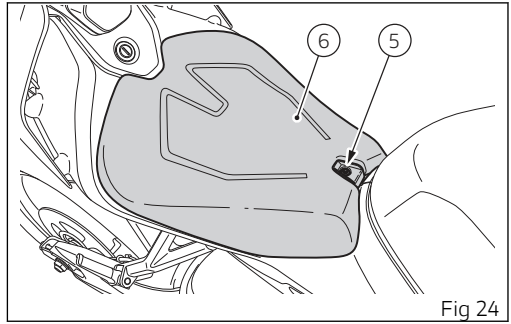


Fig 24

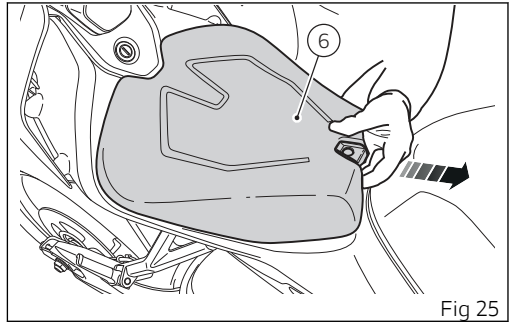


Fig 25

Refitting the rider seat

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

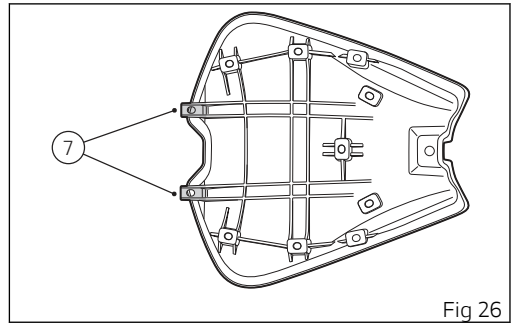


Fig 26

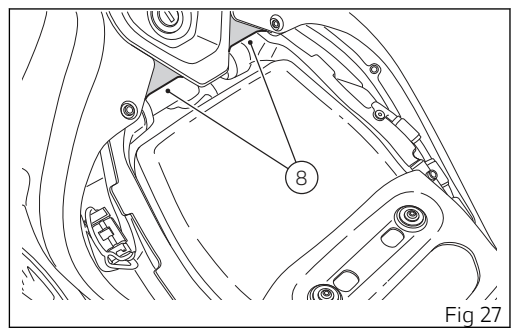


Fig 27

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

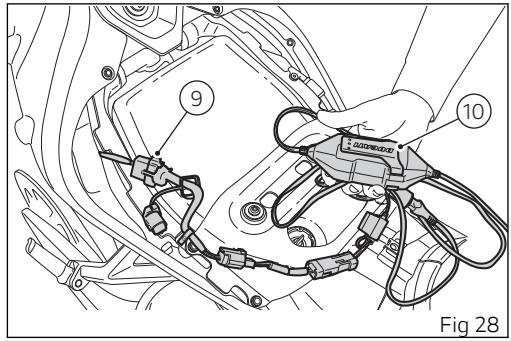


Fig 28

Maintaining the battery charge

Attention

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

If battery is not kept at a minimum charge level by the battery charger / charge maintainer, battery could get damaged if voltage drops under 8 V.
The diagnostic socket (1) is located under the rider seat (2), on the right side.
To reach it, remove the screw (3) and remove the rider seat (2).

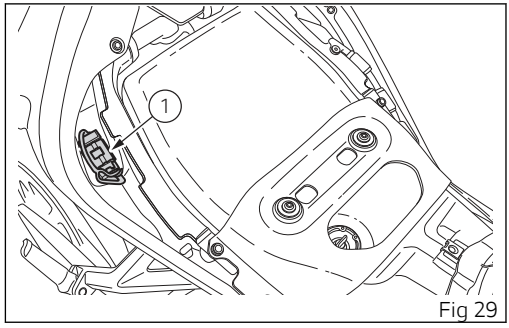


Fig 29

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 (1).

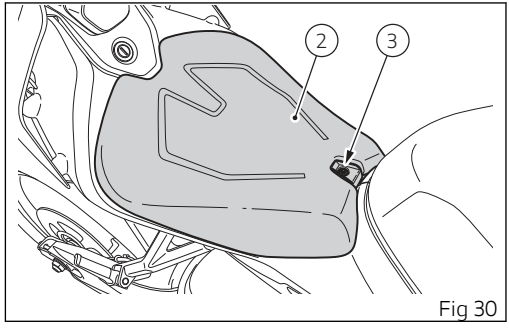


Fig 30

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.

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.

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

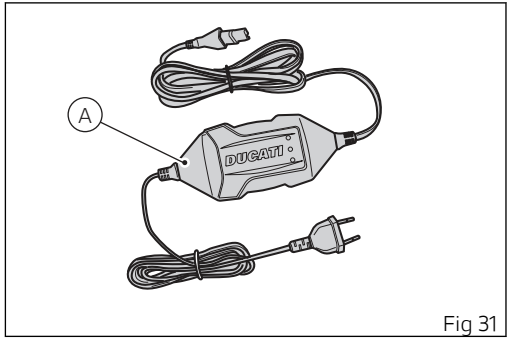


Fig 31

Engine starting procedure at low temperature

Important

Your motorbike is equipped with a lithium-ion battery. Compared to lead acid batteries, lithium-ion batteries feature many advantages, such as lighter weight, lower self-discharge current, higher initial charge current and faster charging. It is important to make sure it will never drop below 8 Volts, otherwise it will be irreparably damaged!

Lithium-ion battery - Engine starting procedure at low temperature (below 0° C, 32° F)

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.
We would like to inform you that your motorbike is equipped with a lithium-ion battery whose performance at low temperatures (below 0° C/ 32° F) is guaranteed only if the battery is warmed up. The warm-up is carried out by simply supplying current to the battery by switching on the headlights for a few minutes (3/5 min.), for example.

This is required after a long period of inactivity of the motorbike at very low ambient temperatures (e.g. overnight). Therefore, in particular starting conditions at low temperatures (< 0° C, 32° F), it is suggested to carry out the following procedure before starting the engine:

1) Perform the KEY-ON;
2) Switch on the high beam lights of the motorbike for 3-5 minutes;
3) Switch off the high beam lights;
4) Start the engine by holding down the start button until it starts (the starter motor will be operated for a maximum of 5 sec.).

For temperatures below -5° C (23° F) or if the first starting attempt fails, repeat the procedure from step 1 before attempting to start the engine again.

Side stand

Attention

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

Important

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

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

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

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



Track Road

Fig 32

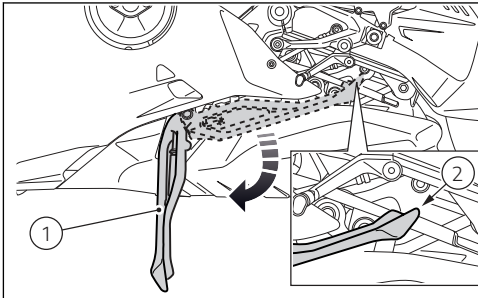


Fig 33

To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.
To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

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

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

Steering damper

The steering damper (1) is located up front 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.

The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjuster inside the damper body.

There are usually only two events requiring adjustment of the damping level selected by the rider, i.e.:

1) High-frequency wobbling: the motorcycle steering will undergo fast movements due to an impulse (e.g., when landing after a wheelie). Increase the steering damping force
2) Low-frequency weaving: the motorcycle will tend to move to the side in a winding manner and in general will considerably slide (e.g., during a high-speed acceleration). Decrease the steering damping force

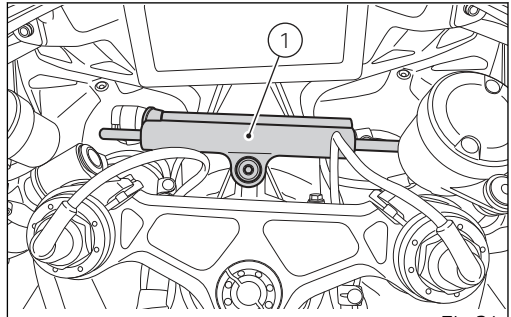


Fig 34

Front fork adjustment

The motorcycle fork is completely adjustable.
Fork rebound and compression are adjusted through electric impulses with Öhlins Smart EC 3.0 controlled semi-active mode sent by the instrument panel to the adjusters inside the fork legs.

Spring preload:

Spring preload (setting range): 6 ÷ 21 mm (0.23 ÷ 0.82 in) 15 turns.
Spring preload (Standard): 9 mm (0.35 in) 3 turns from fully open.
Spring preload (Race A): 12 mm (0.47 in) 6 turns from fully open.
Spring preload (Race B): 12 mm (0.47 in) 6 turns from fully open.
Spring preload (Sport): 9 mm (0.35 in) 3 turns from fully open.
Spring preload (Road): 9 mm (0.35 in) 3 turns from fully open.
Spring preload (Wet): 9 mm (0.35 in) 3 turns from fully open.

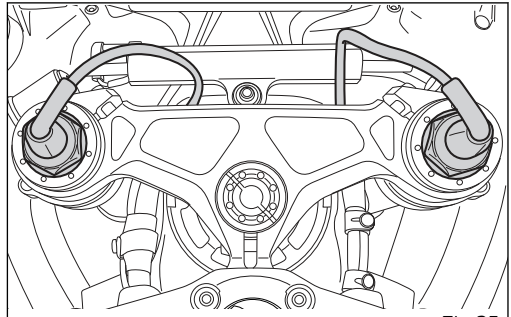


Fig 35

Attention

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

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.

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground (work ring nuts to set spring preload). You may find that rebound damping needs adjusting as well.

The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

Rebound and compression: rebound and compression are adjusted through electric impulses with Öhlins Smart EC 3.0 controlled semi-active mode sent by the instrument panel to the adjusters inside the fork legs.

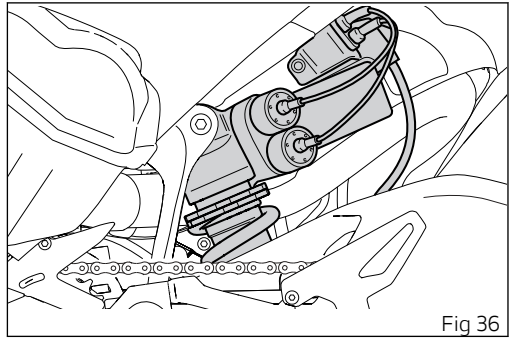


Fig 36

Spring preload:

Spring preload (setting range): 0 ÷ 16 mm (0 ÷ 0.62 in) approx. 10.5 turns
Spring preload (Standard): 8 mm (0.31 in) from fully uncompressed spring.
Spring preload (Race A): 11 mm (0.43 in) from fully uncompressed spring.
Spring preload (Race B): 11 mm (0.43 in) from fully uncompressed spring.
Spring preload (Sport): 8 mm (0.31 in) from fully uncompressed spring.
Spring preload (Road): 8 mm (0.31 in) from fully uncompressed spring.
Spring preload (Wet): 8 mm (0.31 in) from fully uncompressed spring.

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

Controls

Position of motorcycle controls

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

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

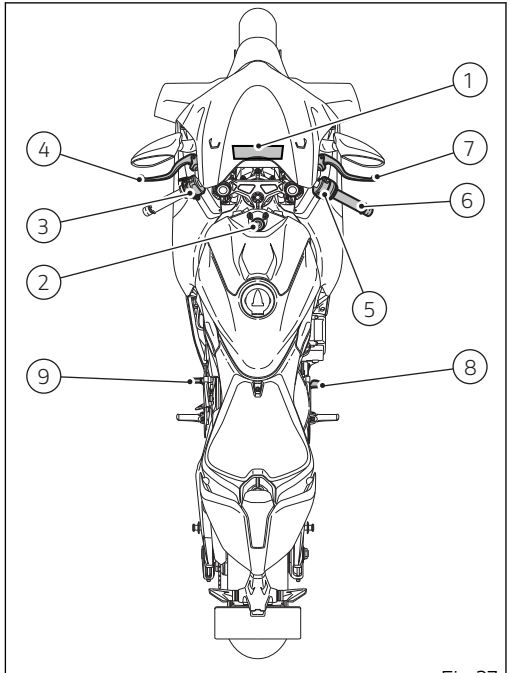


Fig 37

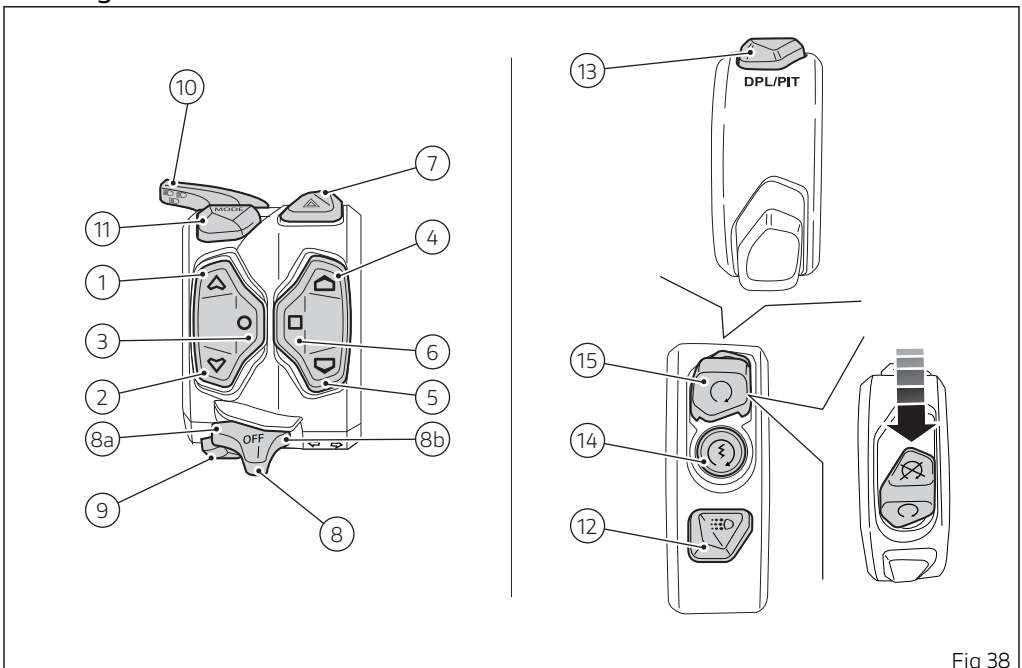


Fig 38

1	△	Control button up
2	▽	Control button down
3	○	ENTER function button
4	⌂	Control button up for parameter menu/Cruise Control (if present) (see page 144)
5	⌄	Control button down for parameter menu/Cruise Control (if present) (see page 144
6	□	Selection button for parameter menu/Cruise Control (if present) (see page 144)
7		Hazard lights (red).
8	⇦⇨ OFF	Three-position turn indicator control: • position (8a), left turn indicator • centre position, OFF • position (8b), right turn indicator
9		Warning horn
10	≣D ≣D ≣D	Light selector: • high beam, pushed up • low beam, at the centre • high-beam flasher and “Start/Stop Lap” function, pushed down
11	**MODE**	Riding Mode change button
12	⁝⁝D	DRL lights (if any)
13	**DPL/PIT**	DPL/ Pit Limiter button

14		Engine start
15		Engine kill, pushed down (red)

Light control

Low / High beam

At Key-On, the high beam and low beam lights are off; only the parking lights are turned on.
When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (1), positions (A) and (B), or flash by pressing button (1) in position (C). If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

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

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

If DRL have been set in "Auto" mode (see page 166), the instrument panel automatically manages the DRL based on the detected ambient light:

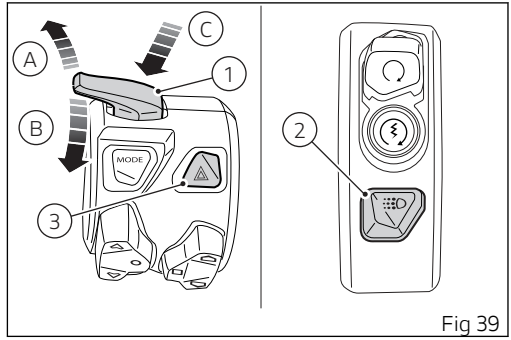


Fig 39

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

When the DRL are set to “Auto” mode, the corresponding warning light will turn on.(21,Fig 60). By pressing button (2) DRL are turned off; by pressing again button (2), DRL turn on with control strategy set to "Manual".

In this case, upon next Key-On, DRL will be again set to "Auto" mode.

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

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

If DRL have been set in "Manual" mode (see page 166), to turn off or on the DRL, use button (2). When the DRL are set to “Auto” mode, the corresponding warning light will turn on.(22,Fig 60).

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

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

Turn indicators

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

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

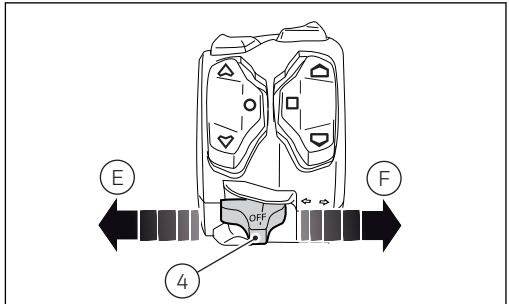


Fig 40

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

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

Hazard function (Hazard lights)

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

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

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

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

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

Parking light switching on

Whenever a key-off is performed, the instrument panel provides instructions for activating the parking light for a few seconds. The message “Keep the turn signal switch on the left position to activate the Parking Light” is displayed.
After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Note

Emergency braking

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

Ignition switch and steering lock

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

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

Note

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

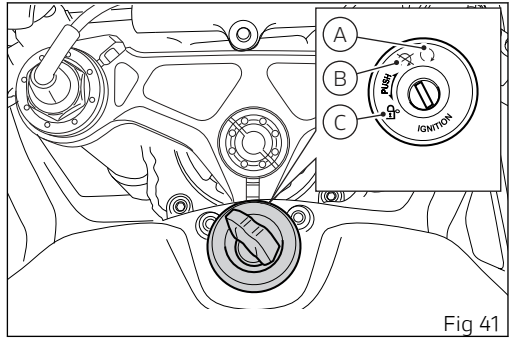


Fig 41

Keys

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

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

Attention

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

Duplicate keys

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

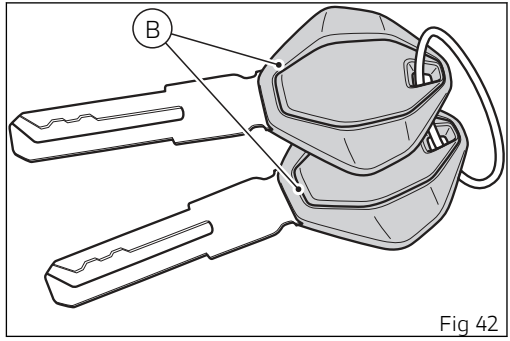


Fig 42

Note

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

Immobilizer

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (immobilizer) that is automatically activated every time the instrument panel is switched off.
Inside of each key handgrip there is an electronic device that modulates the signal sent by a special

antenna integrated in the ignition switch upon starting.
Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the “PIN Code” function in the “Settings menu” (see page 161), the instrument panel displays “PIN Code” with four spaces for the four digits of the PIN code.

Entering the code:

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

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

- if there is a problem during the PIN check, the instrument panel displays “Time out” for 2 seconds and then passes to the main screen;
- if the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again;
- if the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

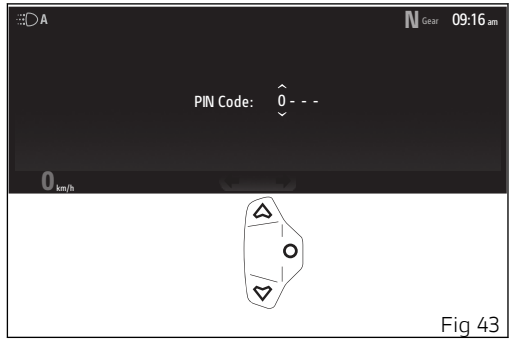


Fig 43

Important

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

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar. The lever distance can be adjusted through 9 clicks of the dial (2) (maximum adjustment: 10 clicks). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

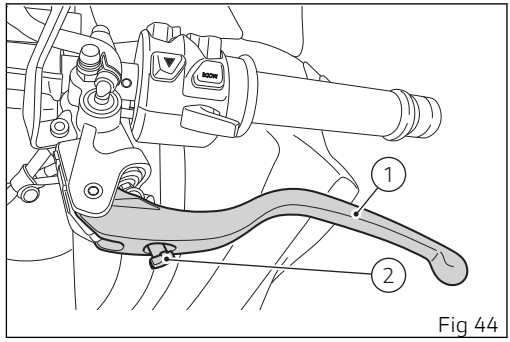


Fig 44

Attention

Set clutch lever when motorcycle is stopped.

Important

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

Note

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

Throttle twistgrip

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

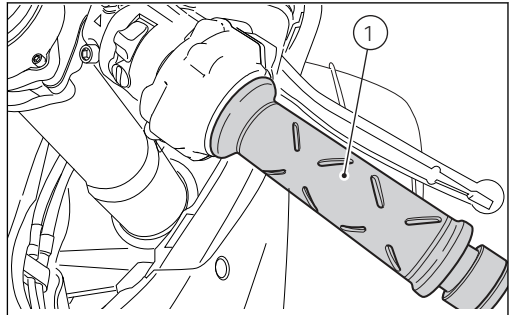


Fig 45

Front brake lever

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The control lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
The lever distance can be adjusted through 9 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip.
Turn the adjuster anticlockwise to decrease lever distance.

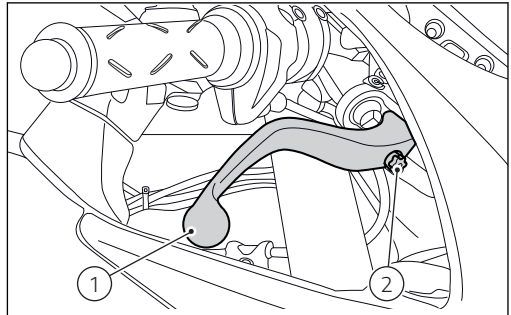


Fig 46

Rear brake pedal

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

Note

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

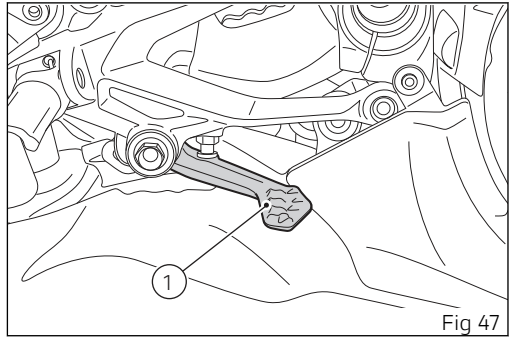


Fig 47

Gear change pedal

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

The pedal can be moved:

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

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

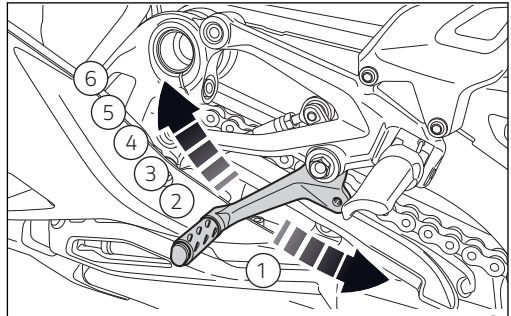


Fig 48

Adjusting the position of the gearchange pedal and rear brake pedal

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

Note

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

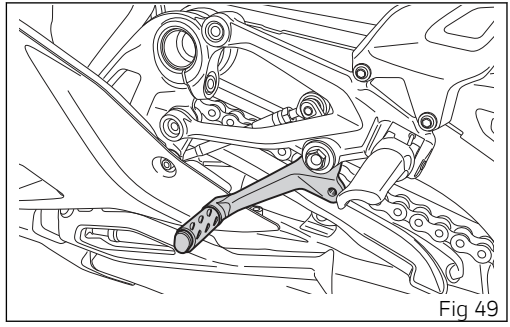


Fig 49

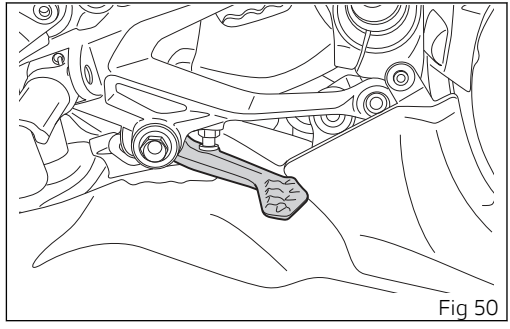


Fig 50

Riding the motorcycle

Motorcycle running-in period

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

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

Running-in recommendations:

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

Important

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

Pre-ride checks

Attention

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

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 of your Panigale V4S requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not

affect proper operation of the engine or the cooling system.

ABS device

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

Attention
Clogged reading slots would compromise system proper operation.

Attention
Prolonged wheelies could deactivate the ABS system.

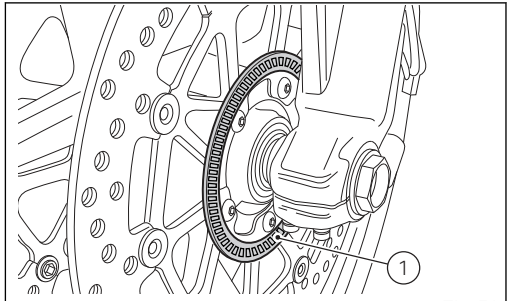


Fig 51

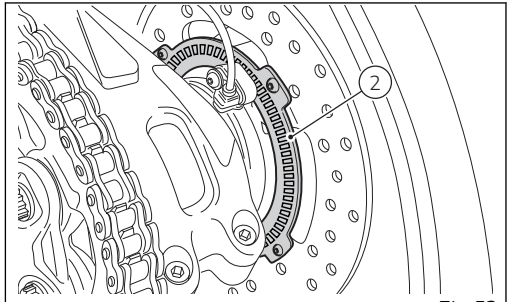


Fig 52

Engine start and stop

Attention

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

Attention

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

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

Important

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

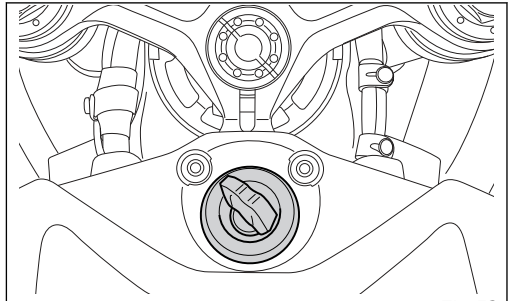


Fig 53

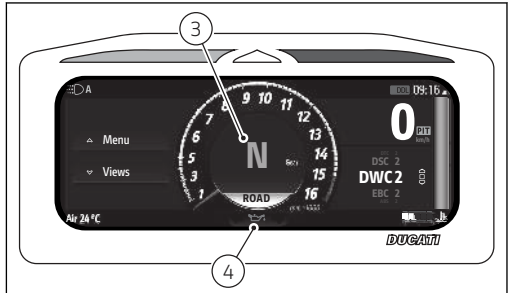


Fig 54

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

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

Move the red switch (1), on the right side of the handlebar upwards, and press button (2).
Let the motorcycle start without operating the throttle control.
The red oil pressure warning light (4, Fig 54) should go out a few seconds after the engine has started.

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

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

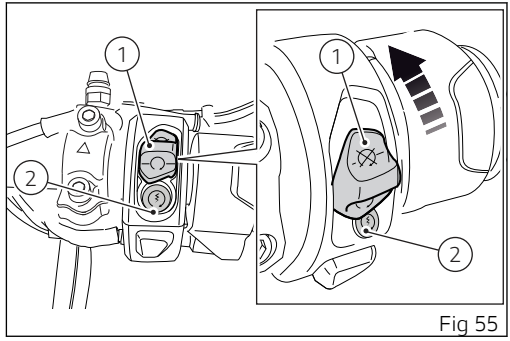


Fig 55

Engine warming up

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



Fig 56

Engine starting procedure at low temperature

Important

Your motorbike is equipped with a lithium-ion battery. Compared to lead acid batteries, lithium-ion batteries feature many advantages, such as lighter weight, lower self-discharge current, higher initial charge current and faster charging. It is important to make sure it will never drop below 8 Volts, otherwise it will be irreparably damaged!

Lithium-ion battery - Engine starting procedure at low temperature (below 0° C, 32° F)

This procedure allows the battery to be pre-heated in order to ensure a better current supply when starting the engine at low temperatures.
We would like to inform you that your motorbike is equipped with a lithium-ion battery whose performance at low temperatures (below 0° C/ 32° F) is guaranteed only if the battery is warmed up. The warm-up is carried out by simply supplying current to the battery by switching on the headlights for a few minutes (3/5 min.), for example.

This is required after a long period of inactivity of the motorbike at very low ambient temperatures (e.g. overnight). Therefore, in particular starting conditions at low temperatures (< 0° C, 32° F), it is suggested to carry out the following procedure before starting the engine:

1) Perform the KEY-ON;
2) Switch on the high beam lights of the motorbike for 3-5 minutes;
3) Switch off the high beam lights;
4) Start the engine by holding down the start button until it starts (the starter motor will be operated for a maximum of 5 sec.).

For temperatures below -5° C (23° F) or if the first starting attempt fails, repeat the procedure from step 1 before attempting to start the engine again.

Engine stop

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

Attention

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

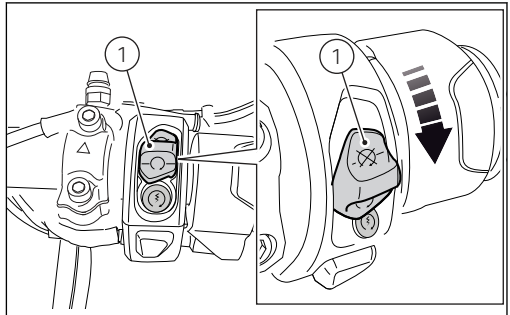


Fig 57

Moving off

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

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

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

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

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

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

To switch the engine off, simply turn the key to OFF.

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

Important

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

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

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

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

Parking light switching on

Whenever a key-off is performed, the instrument panel provides instructions for activating the parking light for a few seconds.
The message “Keep the turn signal switch on the left position to activate the Parking Light” is displayed.
After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Refuelling

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

Warning

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

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

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

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

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

Attention

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

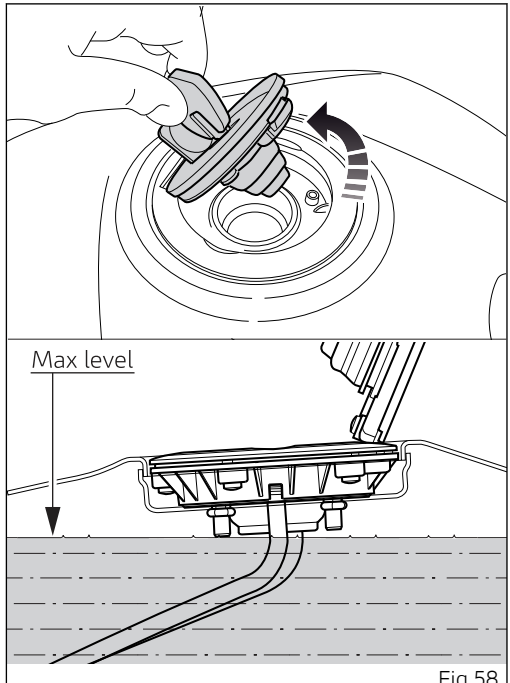


Fig 58

Attention

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

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

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

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

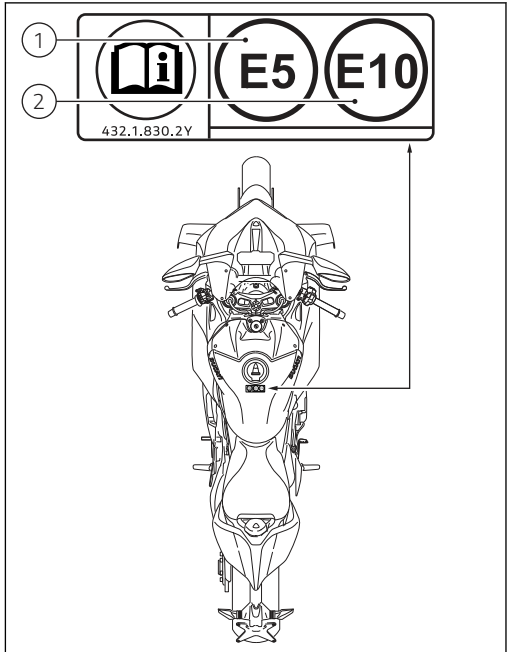


Fig 59

Instrument panel (Dashboard)

Instrument panel

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

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

Warning lights

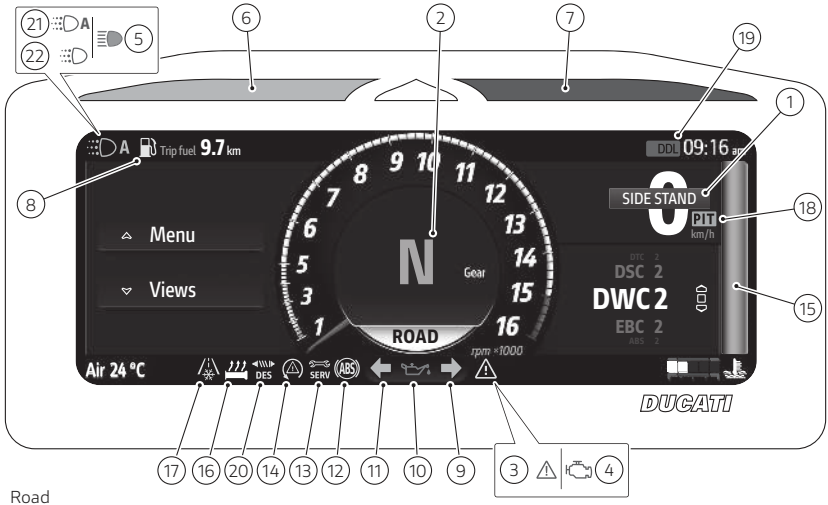


Fig 60

The example shows the Road Infomode screen page (see page 103)

no.	Description	Colour
1	Side stand down	Red (display)
2	Neutral gear	Green (display)
3	Generic error	Amber yellow (display)
4	MIL ● The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. ● The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow (display)
5	High beam on	Blue (display)
6	Gear shift indication	Green
7	Limiter / Immobilizer	Red
8	Low fuel	Amber yellow (display)
9	Right turn indicator	Green (display)

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

no.	Description	Colour
19	Error in the DDL system (if present)	Red (display)
20	DES Diagnosis • flashing: DES active with limited performance or in initialisation state; • on: DES not working due to a malfunction.	Amber yellow (display)
21	DRL – daytime running light on, set in “Auto” mode (not present in China and Canada versions)	Green (display)
22	DRL – daytime running light on, set in “Manual” mode (not present in China and Canada versions)	Green (display)

Important

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

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

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

Infomode and views

2 main screen display modes (Infomode) are available: Track and Road.
The Infomode for the current Riding Mode can be changed via the “Infomode” function in the Settings menu (see page 222).
To change the displayed units of measurement, use the “Units” function in the Settings menu (see page 273).

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

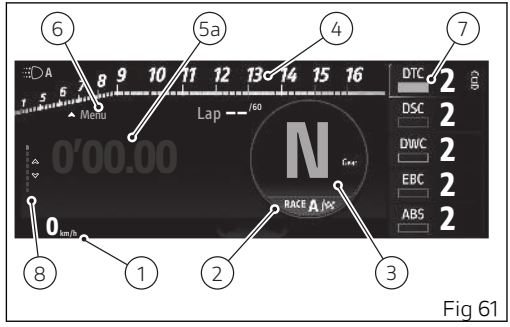


Fig 61

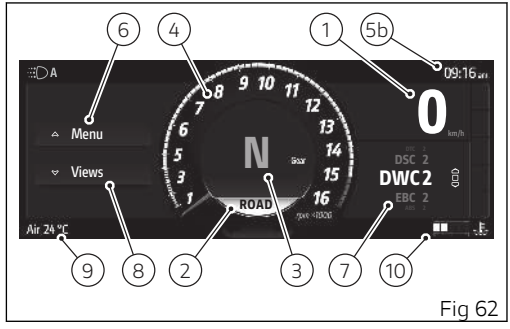


Fig 62

Track Infomode

The table below lists the items available in the Track Infomode (Fig 61).

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

Road Infomode

The table below lists the items available in the Road Infomode (Fig 62).

no.	Description
1	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
2	Riding Mode in use
3	Gear
4	Rev counter
5b	Clock It is possible to set it through the “Date and time” function in the Settings menu (see page 269).
6	Functions menu.
7	Parameter menu and quick level change. If the motorbike has been fitted with the Cruise Control system, the display of parameter menu and quick level change is replaced by the Cruise Control function.
8	Select views
9	Air temperature (°C or °F) **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

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

Views

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

- Power and Torque
- Lean angle
- g-Meter
- Tyre pressure
- Trip info
- Intermediate (only available for Track Infomode and Lap EVO, see page 127)

Within Track Infomode, views can be selected by means of buttons ⏶ and ⏷ .

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

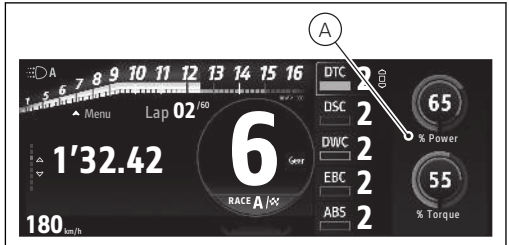


Fig 63

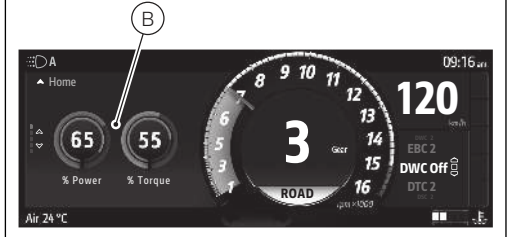


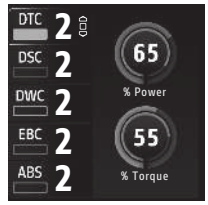
Fig 64

Power and Torque (Fig 65)

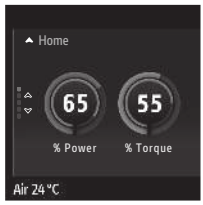
This view allows the user to get a quick overview of relevant power and torque information.
Power and torque are displayed in round graphs: the outer ring and inner number indicate the percentage of torque required in relation to the maximum that can be delivered by the engine over the entire operating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

Lean angle (Fig 66)

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



Track



Road

Fig 65



Track



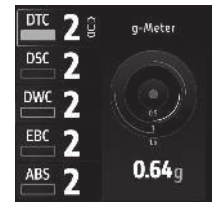
Road

Fig 66

Acceleration indicator: the bar shows the percentage of throttle opening with a green filling.

g-Meter (Fig 67)

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



Track



Road

Fig 67

Tyre pressure (if available) (Fig 68)

This view is only available if tyre sensors have been installed and allows the user to have a quick overview of tyre information.
Information regarding tyre pressure and temperature (only in Track Infomode) is provided.
With this view active, press O to directly open function “Tyre pressure” within the Settings menu (see page 264).
When the front or rear tyre pressure is too high or too low, the respective data is displayed in yellow.



Track



Road

Fig 68

Trip info

This view provides the user with trip information.

The following trip information is displayed in Track mode:

- Clock.
- Trip fuel - visible only when the motorbike is in reserve and shows the km or miles travelled while in reserve.
- Air - air temperature.
- Run - shows the distance (km or miles) travelled during the lap recording.
  Distance counting is triggered when the Lap function is activated. The count is reset to zero when the Lap function is deactivated (see page 127).
  This function can be reset by pressing O .
- Total - odometer (km or mi).
- Engine coolant temperature (°C or °F).

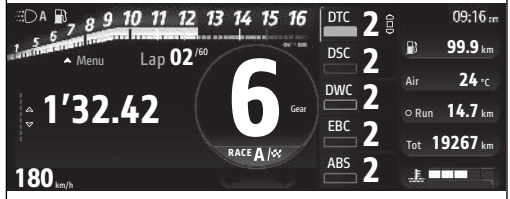


Fig 69

The following trip information is displayed in Road mode:

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

With this view active, all trip information, with the exception of the total odometer and instant consumption, can be reset by pressing O .
The following is then displayed "Reset trip info?" (Fig 71) followed by "Yes" and "No": press O to confirm and reset, press ⩒ to cancel.

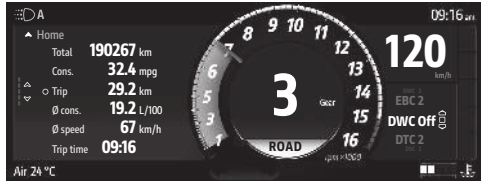


Fig 70



Fig 71

Intermediate (only available for Track Infomode and Lap EVO, see page 127)

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

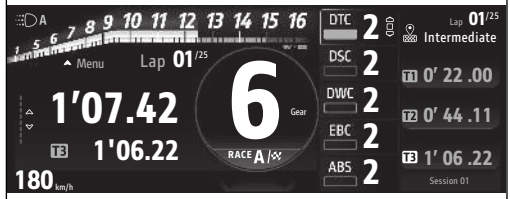


Fig 72

Riding Mode

5 Riding Modes are available: Race A, Race B, Sport, Road, Wet.
The name of the active Riding Mode is displayed under the gear indication (A) within Road Infomode, (B) within Track Infomode (see page 103).
Each Riding Mode is associated with a different colour for the name background.

The parameters associated to each Riding Mode are: Power Mode, DES, ABS, DAVC (DTC, DWC, DSC), EBC, DQS, Info Mode.
For each Riding Mode it is possible to customise the parameters using the "Riding Mode setup" function in the Settings menu (see page 175).



Fig 73

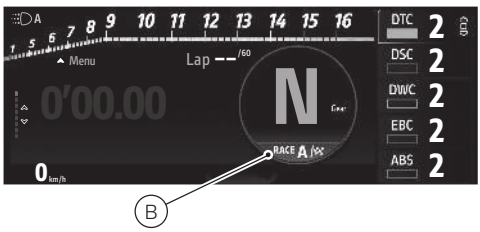


Fig 74

Changing the Riding Mode

- Press the MODE button (1).
  System opens the page from which it is possible to scroll the available Riding Modes and view their parameters, together with the relevant settings (Fig 76).
- Use buttons △ ▽ or briefly press MODE button (1) to scroll and select the desired Riding Mode.
- to confirm, press O or press and hold MODE button (1): in this case, the progress of confirmation is indicated by the grey circle gradually filling in (C).

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

If the change of Riding Mode is carried out when the motorbike is at a standstill, the page additionally shows information regarding the suspension (D) and under the name of each Riding Mode the corresponding items are displayed to directly access

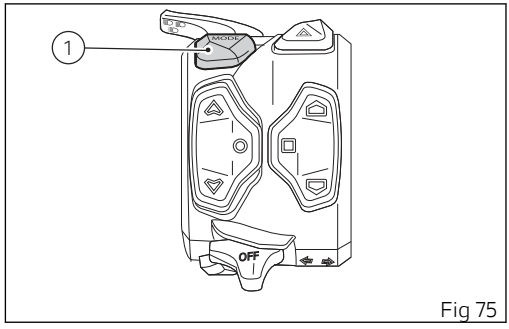


Fig 75

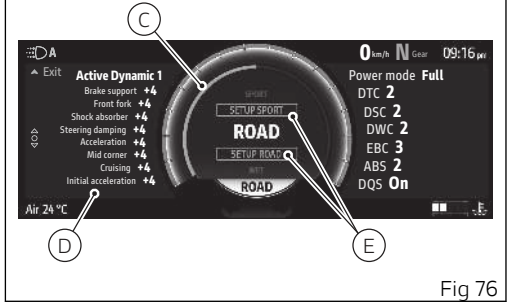


Fig 76

the setting of the selected Riding Mode (E): in this case, select the item bearing the name of the Riding Mode and the indication “SETUP” and press O or press and hold the MODE button (1); then directly access the Riding Mode Setup function in the Settings menu (see page 175).

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

- If the throttle control is open, the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and the main screen is displayed.
- If speed is above 5 Km/h (3 mph), throttle control is closed, but brakes are actuated, the message “Release brakes” is displayed; the new Riding Mode is confirmed and stored only when brakes are released and the main screen is displayed.
- If both the previously specified conditions are true, message “Close throttle and release brakes” is displayed; the new Riding Mode is confirmed and stored only when the 2 conditions are as required and the main screen is displayed.

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

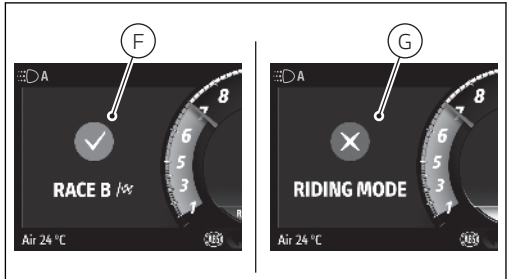


Fig 77

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

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

Engine rpm indication

The engine rpm are displayed as follows:

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

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

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

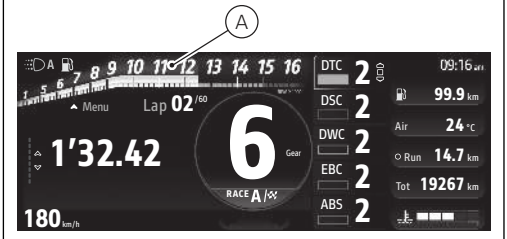


Fig 78

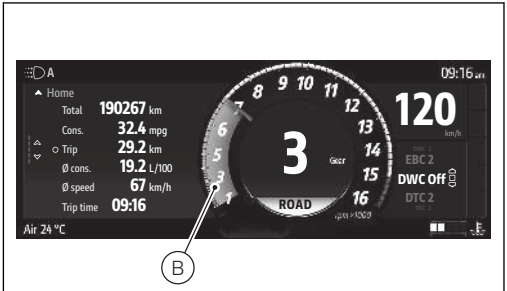


Fig 79

When the wake turns a flashing amber colour and the light(6,Fig 60)turns on, the instrument panel is warning the rider to shift up.
When the rev-limiter trips (over-rev), the rpm wake and the round background of the gear indicator turn red and flash, and the rev-limiter light comes on(7,Fig 60).
If the number of rpm is lower than 1,000 rpm, the wake is not displayed.

Parameter menu and quick level change

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

The customisable parameters are the following:

- DTC
- DSC
- DWC
- EBC
- ABS

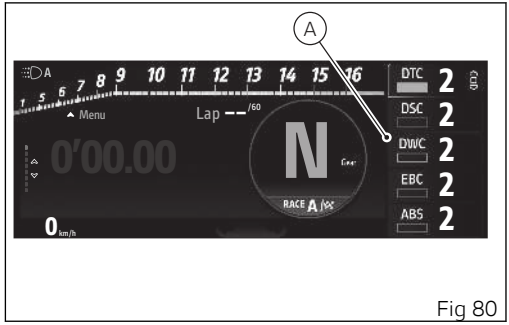


Fig 80

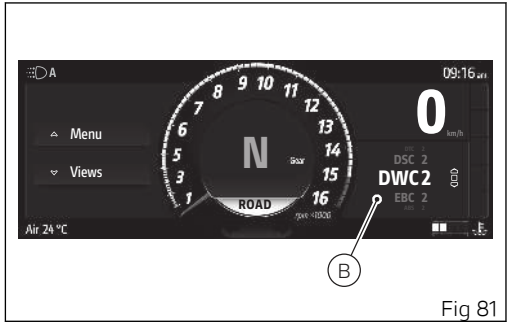


Fig 81

Changing the level

With the quick selection buttons (1) and (2) it is possible to scroll through the list of available parameters (in the example, Track Infomode, Fig 83). Press button (3) to change the level of the selected parameter: the selected parameter and its currently set level (C) are then displayed.
With the navigation buttons (1) and (2) it is possible to scroll through and select the available levels.
By pressing the button (3) you confirm the selected level and the instrument panel shows the previous screen.
The set level is memorised for the currently use Riding Mode.

For a correct choice of the levels for the parameters indicated and to customise the parameters for each available Riding Mode, refer to the “Riding Mode setup” function in the Settings menu (see page 175).

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

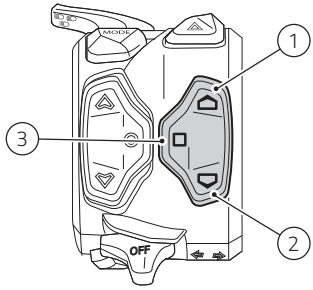


Fig 82

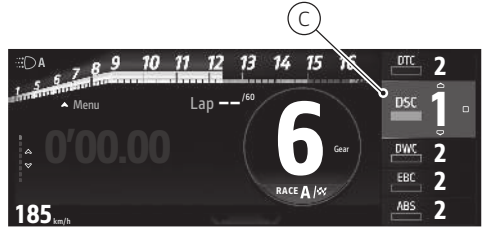


Fig 83

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

Triggering indicator

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

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

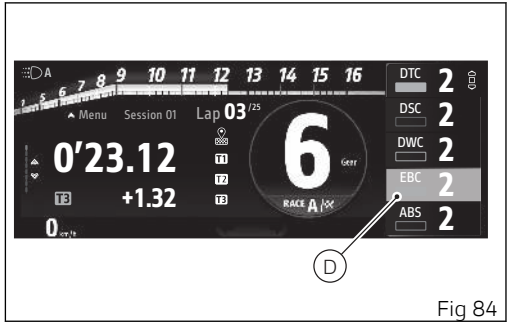


Fig 84

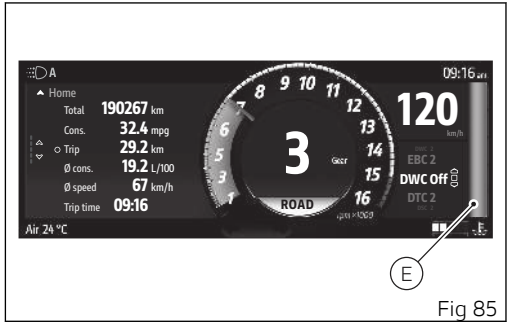


Fig 85

Function menu

Within Track and Road Infomodes there is a menu containing functions.

To access the function menu in the Track Infomode (A), press and hold the ⏶ button.

To access the function menu in the Road Infomode (B), press the ⏶ button.

Within the function menu, you can scroll through the list of functions using the ⏶ ⏷ buttons; press the O button to confirm the selected function.

To exit the function menu, press and hold the ⏶ button or select “Exit” and press O .

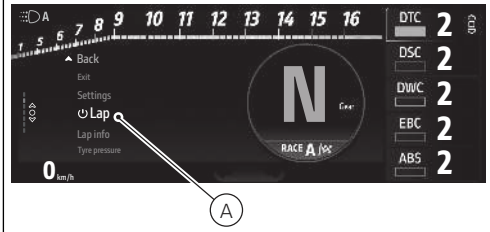


Fig 86

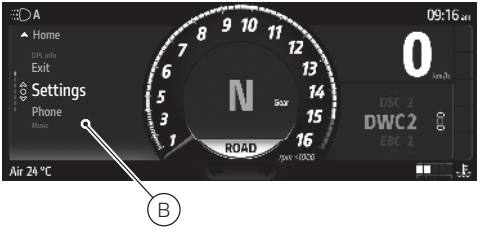


Fig 87

The functions in the menu for Track Infomode (A, Fig 86) are listed below:

Name	Function description
Settings	Allows access to the Settings menu.
Logging (if available)	Enables or disables DDL recording (see page 150).
Lap	Enables or disables Lap function (see page 127).
Lap info	Allows direct access to the “Lap” function within the Settings menu (see page 257) for viewing the recorded lap details.
Tyre calibration	Allows direct access to the “Tyre calibration” function within the Settings menu (see page 239).
Tyre pressure (if available)	Allows direct access to the “Tyre pressure” function within the Settings menu (see page 264).
DPL Info	Allows direct access to the “DPL info” function within the Settings menu (see page 245) for viewing the recorded launches.
Heated grips (if available)	Allows setting handgrip heating (see page 142).

The functions in the menu for Road Infomode (B, Fig 87) are listed below:

Name	Function description
Settings	Allows access to the Settings menu.
Phone (if any)	It allows access to the Phone function (see page 24).
Music (if any)	It allows access to the Music function (see page 29).
Logging (if available)	Enables or disables DDL recording (see page 150).
DPL Info	Allows direct access to the “DPL info” function within the Settings menu (see page 245) for viewing the recorded launches.
Heated grips (if available)	Allows setting handgrip heating (see page 142).

Lap

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

If the function is not active the instrument panel displays the timer in grey (Fig 88). To activate the function:

- press and hold the ⏶ button to open the functions menu
- use buttons ⏶ and ⏷ to select the “Lap” item (A, Fig 89) and press the O button.

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

- press and hold the ⏶ button to open the functions menu
- use buttons ⏶ and ⏷ to select the “Lap” item (A, Fig 89) and press the O button.

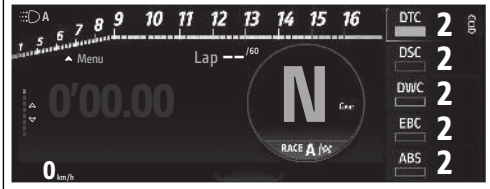


Fig 88

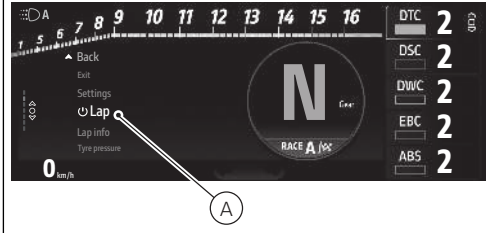


Fig 89

It is also possible to activate or deactivate Lap time recording by means of the "Lap" function in the Settings menu (see page 257).
To view the recorded laps, refer to paragraph “Recorded laps” in this chapter.

According to whether the GPS is installed or not, the motorcycle can have two types of LAPs:

- Lap basic if there is no GPS.
- Lap EVO if the motorcycle is equipped with the GPS EVO

Lap basic without GPS system

If there is no GPS system on the motorcycle, timer can be started and stopped by pressing the FLASH (button 1, Fig 91)after activating the function:

- when pressing FLASH (1, Fig 91) once, both timer (B, Fig 90) (that starts) and lap number (C, Fig 90) will flash for 1 second.
- when pressing the button some more times, the just recorded time will flash for 1 second and remain displayed for another 5 seconds; after this period of time the function displays again the timer progressive number.
  If the just recorded time is the best one, the time will flash for 6 seconds; after this period of time the function displays again the timer progressive number.

For each lap, the following data are stored:

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

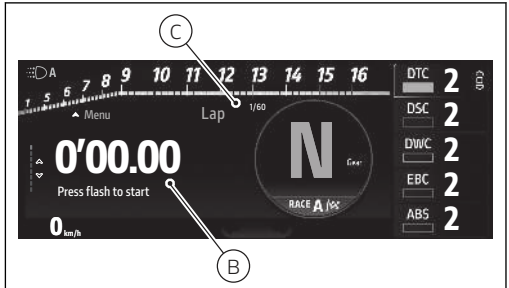


Fig 90

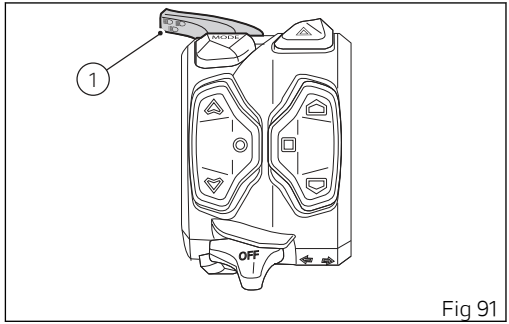


Fig 91

Note
It is possible to record maximum of 60 LAPs.

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

Lap EVO with GPS system

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

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

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

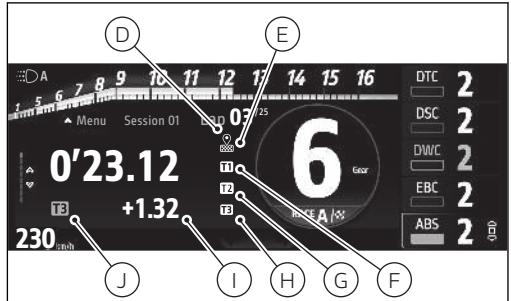


Fig 92

Storing finish line and intermediate point coordinates

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

- position the bike on the finish-line and press the FLASH button (1, Fig 91); the corresponding icon becomes white;
- position the bike on the line for intermediate point 1 and press and hold the FLASH button (1, Fig 91); the corresponding icon becomes white;

- position the bike on the line for intermediate point 2 and press and hold the FLASH button (1, Fig 91); the corresponding icon becomes white;
- position the bike on the line for intermediate point 3 and press and hold the FLASH button (1, Fig 91); the corresponding icon becomes white.

The set coordinates remain recorded also after a key-off.
To change the coordinates of one or more positions, repeat the recording procedure described above by respecting the order: FINISH-LINE – INTERMEDIATE 1 – INTERMEDIATE 2 – INTERMEDIATE 3.

Once the finish-line and intermediate point coordinates are recorded, the LAPs are managed by the GPS.
From now on, every time you pass the finish or intermediate point line, the times are stored and managed directly by the GPS system:
- each time you pass the finish or intermediate point line, the recorded time is displayed for a few seconds together with the delta time, which shows the comparison (positive or negative) of the recorded time with the previous lap (I);
- every time you pass the finish line, the flag symbol is displayed;
- every time you pass the intermediate point line, the corresponding symbol (J, in the example T3) is displayed;

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

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

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

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

If the motorbike is equipped with the DDL system (see page 150), when the DDL symbol flashes it indicates that the DDL system is acquiring the track: during this phase, the finish-line and intermediate point coordinates can be stored. The DDL system exits the acquisition phase when passing over the finish-line again. To repeat the acquisition phase, the FLASH button (1, Fig 91)must be pressed, restarting at the finish-line position.

Managing circuits - Lap EVO only

It is also possible to activate or deactivate Lap time recording by means of the "Lap" function in the Settings menu (see page 257).
Using the “Circuits” function within the Settings menu (see page 248), you can activate a racetrack among the stored ones and recall the relevant coordinates for finish and intermediate point lines.

The name of the activated track is displayed within the Lap function.

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

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

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

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

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

Note

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

Assisted start (DPL)

This function allows activating the assisted start called DPL (Ducati Power Launch) and can be activated only when the motorbike is at a standstill. Press button (1, Fig 93) to open the DPL page.

The page displays the available launches in the centre (A, Fig 94) and the levels “Standard”, “Medium”, “Expert” as well as “Info” option (B, Fig 94) on the left side.

Use buttons ▲ and ▼ to select the desired item:

- Select “Standard”, “Medium” or “Expert” level and press O to run the assisted start.
- Select “Info” and press O to directly open function “DPL Info” within the Settings menu (see page 245).

Note

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

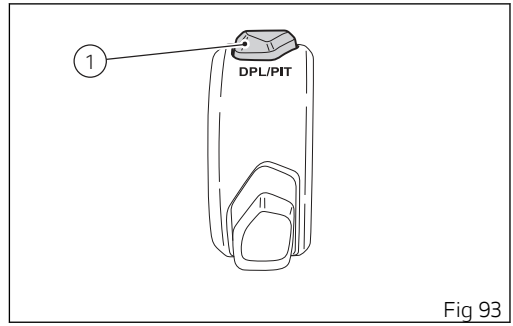


Fig 93

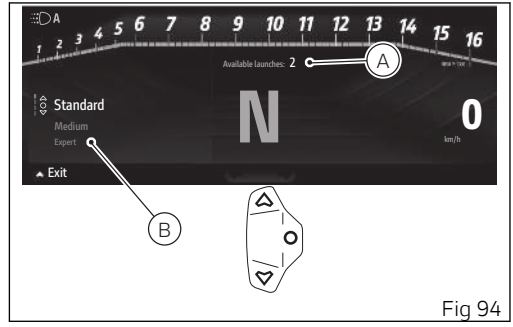


Fig 94

Once the desired level has been selected and confirmed, the instrument panel displays the instructions to start, displaying the words “Launch waiting...” and the following instructions (Fig 95):

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

Note

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

Once the instructions have been followed, the instrument panel displays the message “Ready to launch” and then “Gradually release the clutch and start” (Fig 96).



Fig 95



Fig 96

After the start-up, an animation is displayed with the following indications (Fig 97):

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

After the start, a list of the best launches is displayed for a few seconds.
The function “DPL info” within the Settings menu (see page 245) allows displaying details concerning the launches made.

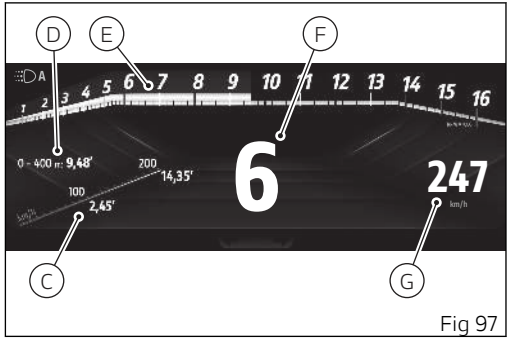


Fig 97

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

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

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

Attention

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

Starting procedure

The starting procedure basically consists of two phases:

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

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

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

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

Attention

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

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

- vehicle speed at zero;
- vertical position;

- engine on;
- DTC set to ON.

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

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

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

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

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

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

Tips on how to select the intervention level

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

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

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

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



Attention

The DPL is a rider assist system. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to drive responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code.
The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.



Note

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

Heated handgrips (if any)

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

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

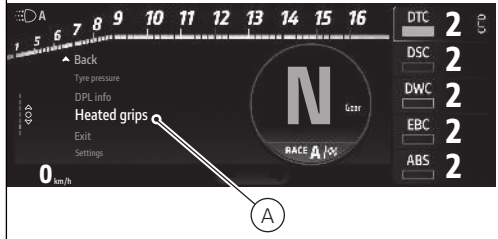


Fig 98

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

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

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

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

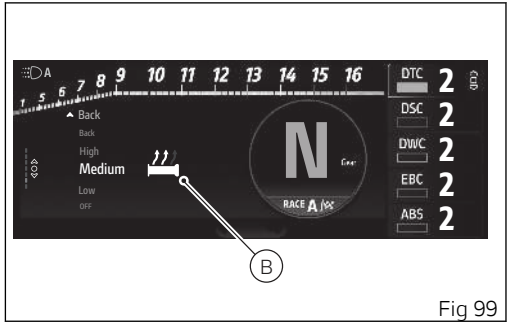


Fig 99

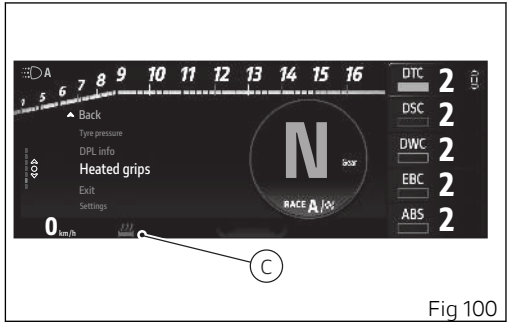


Fig 100

Cruise Control (if present)

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

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

Attention

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

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

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

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

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

What features can be set?

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

Cornering behaviour

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

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

Switching on and off

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

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

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

Attention

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

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

Switching on the CC

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

Saving the speed and activating the control

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

Switching off the CC

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

Icon (A)

The Cruise Control icon can be:

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

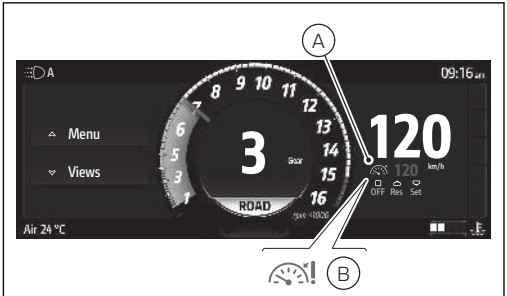


Fig 101

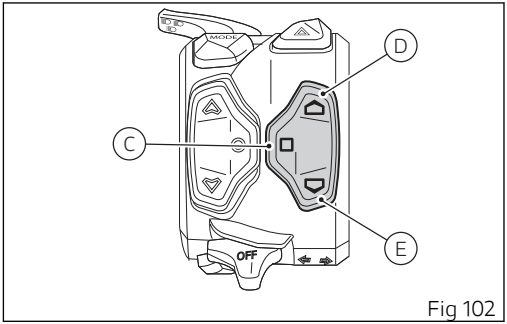


Fig 102

- yellow: the system prompts the driver to take prompt action (see paragraph “Request for rider’s intervention”, below);
- red: the system is in error. Speed control is not active.

Changing the cruising speed

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

Stopping the speed control while riding

You can stop the speed control by braking manually. In addition, speed control is interrupted if one of the following events occurs:
- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in the event of high lean angle or prolonged intervention of the ABS or torque control systems (in this case the Cruise Control icon temporarily turns yellow to warn the rider).

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

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

Deactivating the function while riding

The function is deactivated if one of the following events occurs:
- if traction control or wheelie control is deactivated. In this condition, the cruising speed in the Cruise Control icon turns yellow for a few seconds, then grey.
- if the Track Infomode is activated.

Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control

temporarily stops controlling the speed of the motorcycle. Once the throttle is released, Cruise Control will resume speed adjustment autonomously.

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

Request for rider's intervention

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

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

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

Malfunctions

If there are faults or malfunctions, the Cruise Control icon turns red (B, Fig 101). If this happens, proceed as follows:
1. turn the ignition off and back on.

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

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

Ducati Data Logger (DDL) (if present)

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

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

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

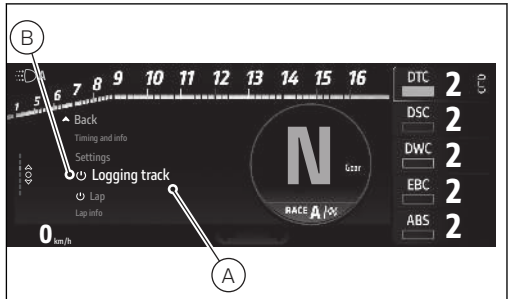


Fig 103

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

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

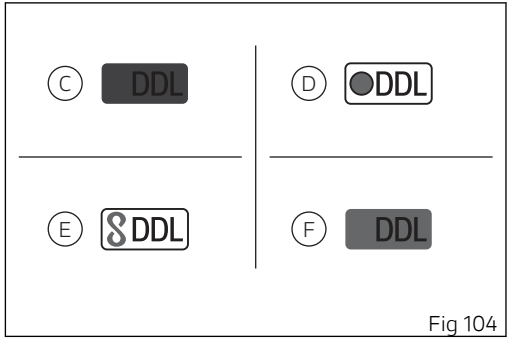


Fig 104

Note

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

The DDL function available within the Settings menu (see page 254) allows setting the DDL recording mode, viewing memory status and deleting data.

If the memory is full, the warning message “DDL memory full” is displayed.

Ducati Link app connection (if present)

If the bike is equipped with Bluetooth system and a smartphone with active Ducati Link app is connected, the relevant icon (A) is displayed on the instrument panel.
To pair the Bluetooth devices use the “Device pairing” function in the Settings menu, (see page 281).
When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

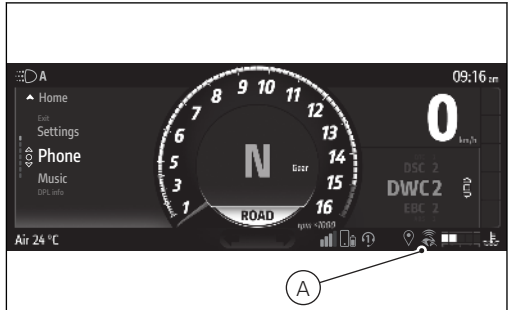


Fig 105

Attention

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

Saving the Ducati Link configuration

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

- have previously paired your smartphone to the instrument panel via the “Device pairing” function in the Settings menu (see page 281).
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

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

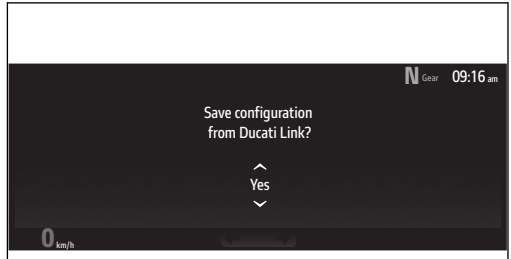


Fig 106

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



Fig 107

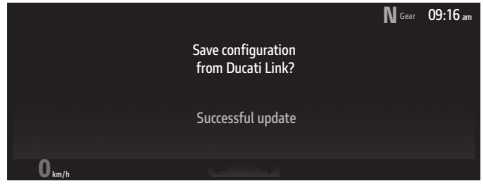


Fig 108

Pit limiter

The Pit limiter function limits the speed of the motorbike to the value set via the "Pit limiter" function in the Settings menu (see page 262). This function is available for the Track Infomode only.

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

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

Note

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

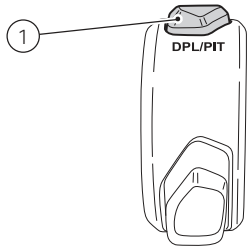


Fig 109

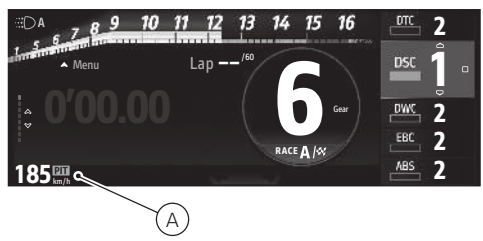


Fig 110

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

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

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

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

Settings

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

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

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

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



Fig 111

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

submenu level 1	submenu level 2	submenu level 3	submenu level 4
Vehicle	PIN Code		
	DRL		
	Turn indicators		
	Mechanic info		
	Service and info		
Advanced	Riding Mode setup	Power Mode	
		DES	
		ABS	
		DAVC	
			DTC
			DWC
			DSC
		EBC	
		DQS	
		Infomode	

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

Settings - Vehicle

This submenu contains all the following settings for the vehicle:

- PIN Code (see page 161)
- DRL (see page 166)
- Turn indicators (see page 168)
- Mechanic info (see page 170)
- Service and info (see page 171)

To access this submenu:

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

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



Fig 112

Settings - Vehicle - PIN code

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the O button.
- Select the “PIN code” item (Fig 113) and press O .

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

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



Fig 113

Attention

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

New PIN

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the “Vehicle” item and press the O button.
- Select the “PIN code” item and press O .
- Select the “New PIN” item (Fig 114) and press O .

The display shows the first of the 4 digits active for the entry (Fig 115).

Entering the code:

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



Fig 114

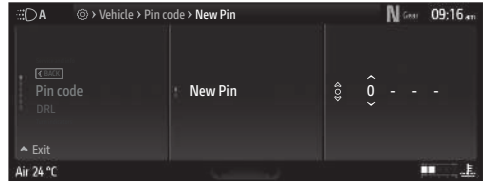


Fig 115

Once the last digit has been confirmed (Fig 116), “Save” is displayed (Fig 117).
Press O to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN”.

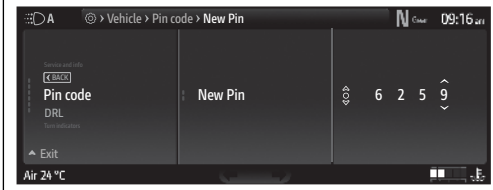


Fig 116

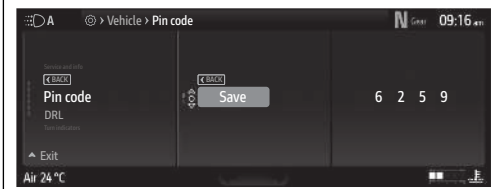


Fig 117

Modify PIN

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the O button.
- Select the “PIN code” item and press O .
- Select the “Modify PIN” item (Fig 118) and press O .
  The display shows "Current PIN", press O to proceed with entry (Fig 119).

Entering the code:

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

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

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

If the PIN is correct, enter the new PIN.

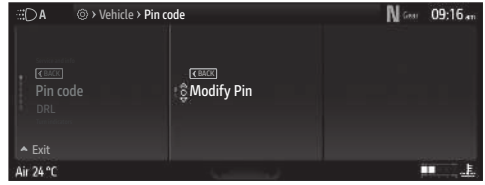


Fig 118

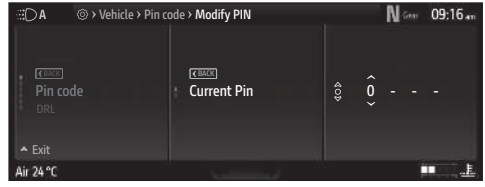


Fig 119

The display shows the first of the 4 digits active for the entry (Fig 115).

Entering the code:

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

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

Settings - Vehicle - DRL

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the O button.
- Select the “DRL” item (Fig 120) and press O .



Fig 120

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

Use buttons ⏶ and ⏷ to scroll and select the desired mode. Press the O button to confirm.

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



Fig 121

Settings - Vehicle- Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.

The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- Enter the Settings menu.
- Use buttons ^ and v to select the “Vehicle” item and press the O button.
- Select the “Turn indicators” item (Fig 122) and press O .



Fig 122

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

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

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

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

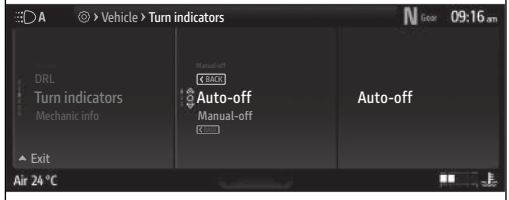


Fig 123

Settings - Vehicle - Mechanic info

This function displays some useful mechanical details about the motorbike.

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

The following information will be displayed:

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

This function does not allow any kind of changes.

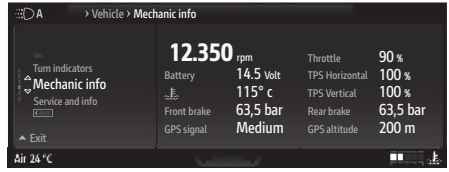


Fig 124

Settings - Vehicle - Service and info

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

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

The following information will be displayed:

- Total (km)
- VIN (Vehicle identification number)
- Oil service (remaining kilometres or miles)
- Annual service (date)
- Desmo service (remaining kilometres or miles)
- Battery (battery voltage)
- RPM (engine rpm in digital format)

When a service is due it is highlighted in yellow.
If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, "LOW" is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.

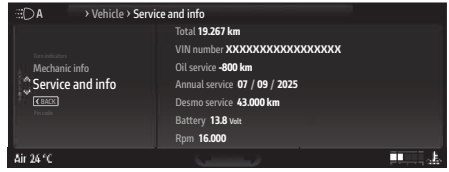


Fig 125

This function does not allow any kind of changes.

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 329).
The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

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

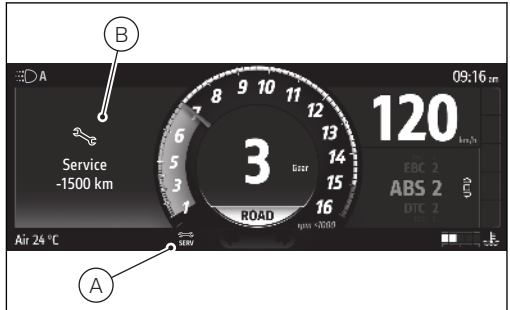


Fig 126

Digital Maintenance

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

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

Settings - Advanced

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

- Riding Mode Setup (see page 175)
- Suspens. Mode setup (see page 227)
- Tyre calibration (see page 239)

To access this submenu:

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

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

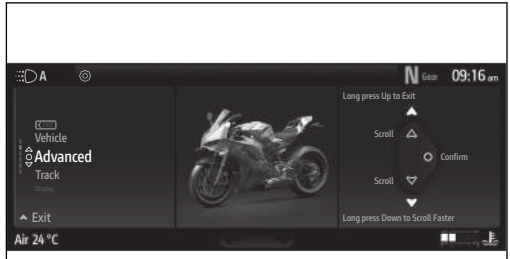


Fig 127

Settings - Advanced - Riding Mode setup

This function allows customising each Riding Mode.

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item (Fig 128) and press O .

The "Race A", "Race B", "Sport", "Road", "Wet" Riding Modes and "Default" item are listed (the latter is only visible if one or more parameters of one or more Riding Modes have been changed). The active Riding Mode (Fig 129) is displayed on the right side.



Fig 128

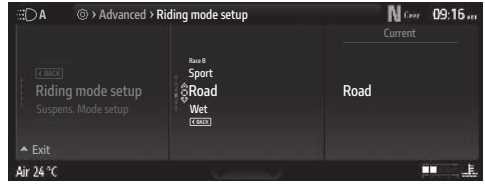


Fig 129

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

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

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

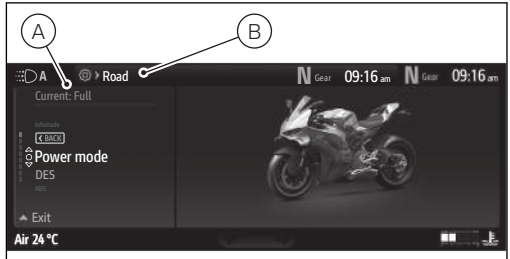


Fig 130

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

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

Settings - Advanced - Riding Mode setup - Power mode

This function allows setting the engine power.

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "Power mode" item (Fig 131) and press O .

The current value (A, Fig 132) is displayed, followed by available levels "Full", "High", "Medium" and "Low". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 132) is the path of the parameter being set.

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



Fig 131

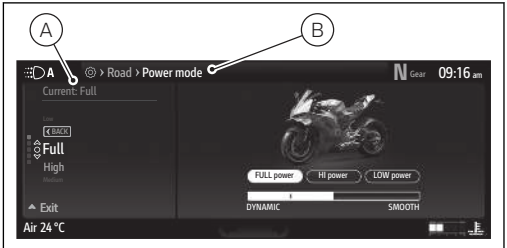


Fig 132

Settings - Advanced - Riding Mode setup - DES

This function allows one of the configurations set for the electronic suspension to be associated with the selected Riding Mode. Electronic suspension configurations can be changed via the “Suspens. Mode setup” within the “Advanced” section of the Settings menu page 227.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the O button.
- Select the “Riding Mode setup” item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the “DES” item (Fig 133) and press O .



Fig 133

On the left side are “Active Suspensions”, “Fixed Suspensions” and “Default” options (the latter being visible only if the parameter has been previously modified) (Fig 134).
At the centre, the current value (A, Fig 134) is displayed, while at the top of the screen page (B, Fig 134) you find the path of the parameter being set.
With buttons ⏶ and ⏷ it is possible to scroll through and select the type of electronic suspension to be set. Press O button to confirm.

The screen page (Fig 135) is displayed and at the centre (C, Fig 135) it lists the available profiles for the selected type of electronic suspension (Fixed Suspensions, in the example). On the right (D, Fig 135) are the suspension parameters for the current profile.

With buttons ⏶ and ⏷ it is possible to scroll through and select the profile to be set. Press O to confirm and return to the previous screen.

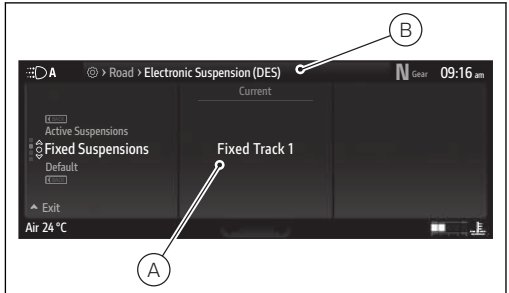


Fig 134

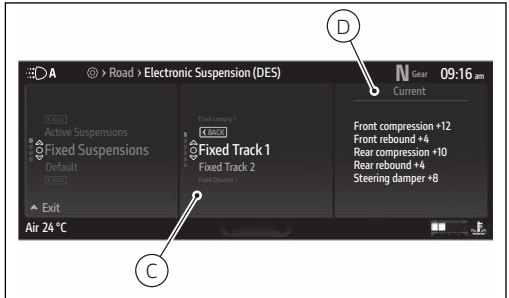


Fig 135

Restoring electronic suspension profile for the selected Riding Mode

By selecting the "Default" item and pressing O you will restore the electronic suspension profile for the selected Riding Mode.
From this moment (and until a further change is made) the "Default" indication is no longer visible.

Settings - Advanced - Riding Mode setup - ABS

This function allows setting the ABS intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "ABS" item (Fig 148) and press O .



Fig 136

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

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

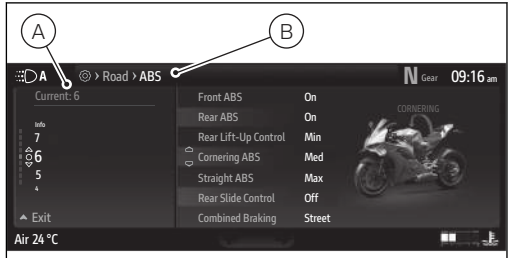


Fig 137

Using the quick-change buttons (C) and (D) it is possible to scroll through the descriptions provided by the instrument panel for each ABS element. The example shows the description regarding the cornering ABS feature (Fig 138).

“Info” screen page

Using buttons ▲ and ▼ to select the “Info” item will display an overview table of all set values for every available level (Fig 139).

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

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

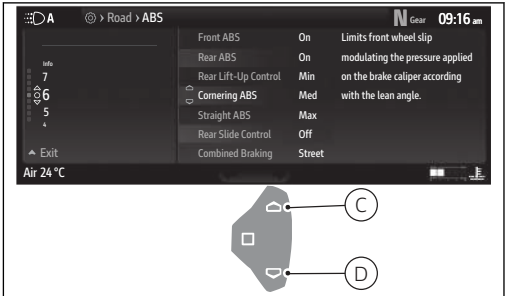


Fig 138

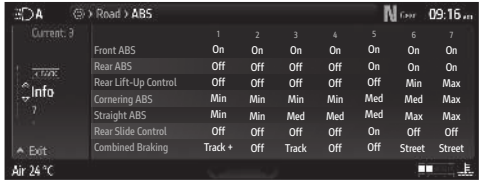


Fig 139

brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.

The front and rear brakes do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

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

- the "cornering" function, which optimises the ABS operation even when the vehicle is leaning over. The system manages the front and rear brake systems according to the leaning angle of the vehicle, helping to maintain the set trajectory by preventing wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions;
- the lift-up control, which limits or prevents lift-up of the rear wheel so as to guarantee not only a reduced stopping distance under braking, but also the highest possible stability;
- the slide control while braking. Under some activation conditions, ensuring in any case the maximum rider safety, the ABS system allows more pronounced slipping at the rear allowing vehicle yaw or slide, so as to permit a more sporty and faster corner entry. This control activates when the user acts on the rear brake during a sufficiently strong braking also at the front. During the operation of this system, the ABS monitors vehicle slipping or slide level, so that it remains below a safety level, which depends on the lean angle. If vehicle slipping or slide level increases too much, the ABS operates again in standard mode, realigning the vehicle in order to always ensure the maximum safety.

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.

Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.

Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Attention

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

Attention

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

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

ABS levels

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

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

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

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
4	TRACK	This level is designed exclusively for track use, for non-expert riders, or for wet track use (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup. The system in this level does NOT control lift-up whereas the cornering feature is active. This level is also suitable for track use with Rain Pirelli SC1R tyres.	
5	SLIDE BY BRAKE	This level favours braking power and is designed for track use, with good grip conditions. ABS in this level controls both wheels and the cornering function is active. The system in this level does NOT control the lift-up. In this level, also the slide control under braking is active.	
6	ROAD SPORT	This level favours braking power and is designed for road use, with good grip conditions. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. Road electronic front-to-rear combined braking is active.	It is the default level for the “ROAD” and “SPORT” riding modes.

ABS LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
7	ROAD SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. Road electronic front-to-rear combined braking is active.	It is the default level for the “WET” riding mode.

Tips on how to select the intervention level

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

1) The tyre/road grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The rider's experience and sensitivity.

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

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

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

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

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

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

braking, allowing the motorcycle to keep a good alignment during the whole braking action.

Settings - Advanced - Riding Mode setup - DAVC

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select "DAVC" (Fig 140) (to display the currently set levels for the 3 parameters), and press the O button.

Options "DTC", "DWC", "DSC", and "Default" are displayed (the latter being visible only if one or several parameters have been customised).
Currently set level is indicated on the right side (Fig 141).
Use buttons ▲ and ▼ to scroll and select the desired item. Press O button to confirm.



Fig 140



Fig 141

For the DTC function, refer to paragraph page 195.
For the DWC function, refer to paragraph page 203.
For the DSC function, refer to paragraph page 211.

Resetting the DAVC parameters

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

Settings - Advanced - Riding Mode setup - DAVC - DTC

Attention

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

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "DAVC" item and press O .
- Select the "DTC" item (Fig 142) and press O .

The current level (A, Fig 143) is displayed, followed by available levels from 1 to 8, and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications. At the top of the screen page (B, Fig 143) is the path of the parameter being set.

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



Fig 142

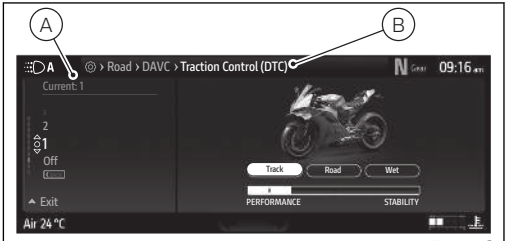


Fig 143

Attention

DTC is a rider aid that can be used both on the road and on the track. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and to maintain a high standard of riding in order to avoid accidents, whether caused by his own errors or those of other road users, through making emergency manoeuvres, in accordance with the prescriptions of the road traffic code. The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with the road conditions, the laws of physics, good riding standards and the requirements of the road traffic code.

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

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

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

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

Tips on how to select the sensitivity level

Attention

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

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

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

Note

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

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

Although it is compatible with type-approved SP tyres, the level 1 is optimised for Pirelli Diablo Superbike tyres with SC1 200/60 compound, subject to tyre calibration. The use of this level with tyres having different characteristics may alter the operating characteristics of the system.

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Level depends on riding style

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

Tips for use on the track

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

Tips for use on the road

We recommend level 6 in order to get used to the system. If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you best. If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

Recovery in case of error

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

Attention

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

Settings - Advanced - Riding Mode setup - DAVC - DWC

Attention

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

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "DAVC" item and press O .
- Select the "DWC" item (Fig 144) and press O .

The current level (A, Fig 145) is displayed, followed by available levels from 1 to 8, and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications. At the top of the screen page (B, Fig 145) is the path of the parameter being set.

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



Fig 144

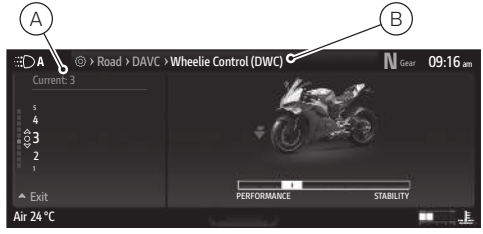


Fig 145

Attention

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

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

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

DWC LEVEL	RIDING MODE	USE	DEFAULT
OFF		The DWC is disabled.	
1	HIGH PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
2	MEDIUM PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "RACE A" Riding Mode
3	PERFORMANCE	Track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "RACE B" Riding Mode
4	PERFORMANCE	Track use for all kinds of riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	
5	SPORT	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "SPORT" Riding Mode

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

Tips on how to select the sensitivity level

Attention

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

The DWC level 1 setting has been optimized using tyres with SC1 compound (Pirelli Diablo Supercorsa SC1), which are not originally supplied with your motorcycle. The use of this level with tyres having different characteristics may alter the operating characteristics of the system. As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OEM ones - but still belonging to the same dimensional class - it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

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

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

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

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

The rider's experience

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

Level depends on type of track

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

Tips for use on the track

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

Tips for use on the road

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

Recovery in case of error

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

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

Attention

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

Settings - Advanced - Riding Mode setup - DAVC - DSC

Attention

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

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

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "DAVC" item and press O .
- Select the "DSC" item (Fig 146) and press O .

The current level (A, Fig 147) is displayed, followed by available levels 1, 2, and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications. At the top of the screen page (B, Fig 147) is the path of the parameter being set.

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



Fig 146

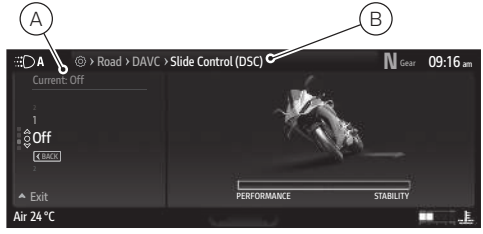


Fig 147

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

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

Attention

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

Tips on how to select the intervention level

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

If non-OEM tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is compromised. As far as tyres are concerned, in the case of minor differences such as, for example, tyres of a different make and/or model than the OE ones, it is necessary to use the relevant automatic calibration function in order to restore correct system operation.

Recovery in case of error

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

Attention

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

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

Attention

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

Settings - Advanced - Riding Mode setup - EBC

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

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

Attention

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

This function allows setting the EBC intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "EBC" item (Fig 148) and press O .

The current value (A, Fig 149) is displayed, followed by available levels from 1 to 3. The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications. At the top of the screen page (B, Fig 149) is the path of the parameter being set.

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



Fig 148

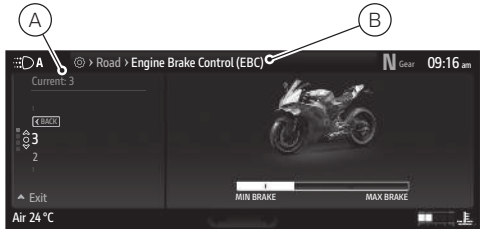


Fig 149

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

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

Tips on how to select the sensitivity level

Attention

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

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

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

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

Level depends on grip conditions

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

Level depends on type of track

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

Settings - Advanced - Riding Mode setup - DQS

This function allows setting the DQS intervention level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "DQS" item (Fig 150) and press O .

The current value (A, Fig 151) is displayed, followed by available levels"On" and "Off". The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications. At the top of the screen page (B, Fig 151) is the path of the parameter being set.

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

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. The engine control unit detects lever actuation via



Fig 150

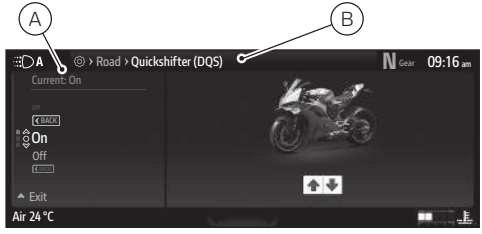


Fig 151

the drum position sensor. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gear shift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the gear shift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 1,800 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.
- The Ducati Quick Shift does not allow the neutral position to be reached, if this were to happen the system would recognise the event as an incomplete shift. To exit the strategy, it will be necessary to complete the rotation of the lever or pull the clutch.

Settings - Advanced - Riding Mode setup - Infomode

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the O button.
- Select the "Riding Mode setup" item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the "Infomode" item (Fig 152) and press O .

The current value (A, Fig 153) is displayed, followed by "Track", "Road" and "Default" options (the latter being visible only if Infomode has been previously changed). The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 153) is the path of the parameter being set.



Fig 152

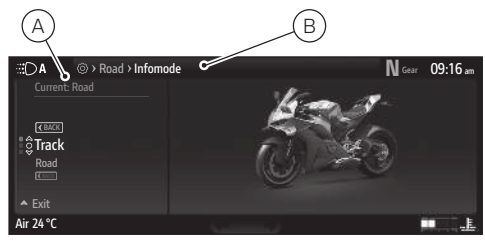


Fig 153

Restoring Infomode for the selected Riding Mode

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

Settings - Advanced - Riding Mode setup - Default

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

Resetting the parameter values for all Riding Modes:

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

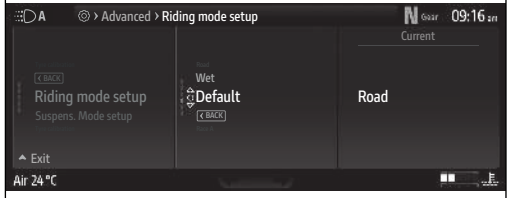


Fig 154

Resetting of parameter values for a single Riding Mode:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the O button.
- Select the “Riding Mode setup” item and press O .
- Select the Riding Mode you wish to customise and press O .
- Select the “Default” option and press O to restore all default parameters for the selected Riding Mode. Then “Default” disappears from the list.



Fig 155

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

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

Settings - Advanced - Suspens. Mode setup

This function allows you to create up to 10 customised suspension configurations from the 10 available Ducati suspension configurations, in order to have a maximum total of 20 configurations as follows:

- 5 preset Ducati Active suspension configurations
- 5 customised Active configurations
- 5 preset Ducati Fixed suspension configurations
- 5 customised Fixed configurations

The configurations created can be associated with Riding Modes via the “DES” function in the “Advanced - Riding Mode setup” section in the Settings menu (see page 178).
It is also possible to remove customised configurations: refer to section “Deleting customised configurations” in this chapter.

To open this function:

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.
- Select "Suspens. Mode setup", the current configuration is displayed on the right-hand side (Fig 156), press O to confirm.

On the left-hand side, the items "Active Suspensions" and "Fixed Suspensions" are displayed (Fig 157), use buttons ⏶ and ⏷ to select the required item and press O to confirm.



Fig 156

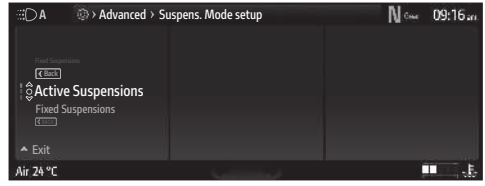


Fig 157

The available configurations are listed in the centre (in the example, “Active Suspensions”,Fig 158) while on the right are the parameters with their set values for the selected configuration. Use buttons ⏶ and ⏷ to scroll and select the required configuration.

The five Ducati configurations available for “Active Suspensions” are as follows:

- Active Track 1
- Active Track 2
- Active Dynamic 1
- Active Comfort 1
- Active Lowgrip 1

The five Ducati configurations available for “Fixed Suspensions” are as follows:

- Fixed Track 1
- Fixed Track 2
- Fixed Dynamic 1
- Fixed Comfort 1
- Fixed Lowgrip 1

In the case of Active Suspensions, the available parameters are as follows:

- for Track and Dynamic configurations
  - Front fork
  - Shock Absorber
  - Brake Support
  - Mid Corner
  - Initial acceleration
  - Acceleration
  - Steering Damping
- for Comfort and Lowgrip configurations
  - Front fork
  - Shock Absorber
  - Brake Support
  - Cruising
  - Steering Damping

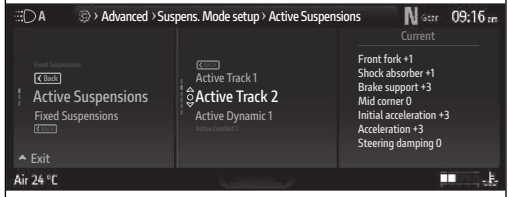


Fig 158

In the case of Fixed Suspensions, the available parameters are as follows:

- Front Compression
- Front Rebound
- Rear compression
- Rear Rebound
- Steering damper

Creating a customised configuration

After selecting the relevant configuration (Fig 158) press O to open parameter customisation page. On the right-hand side, the available parameters for the selected configuration are listed (in the example, “Active Track 2”. Fig 159)Use buttons ▲ and ▼ to select the parameter you wish to customise and press the O button.

The current level (A, Fig 160) is displayed, followed by available values. The motorbike is also shown with the part involved in the setting highlighted, followed by the reference indications.
At the top of the screen page (B, Fig 160) is the path of the parameter being set.
Use buttons ▲ and ▼ to scroll and select the desired level. Press O to confirm and return to the previous screen showing the updated list of available configurations.



Fig 159

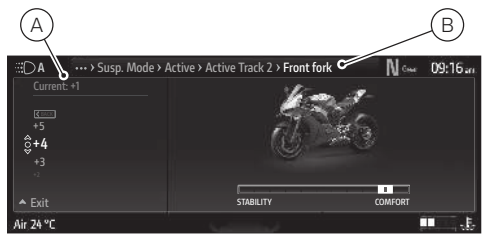


Fig 160

Having changed a parameter of one of the Ducati configurations, a new one is created: the new customised configuration is marked by the symbol (C, Fig 161) before the name; the name is inherited from the original configuration with a progressive final number.
In the example shown, the new configuration is named “Active Track 3” with symbol (C, Fig 161) before the name, because the original Ducati configuration was called “Active Track 2”.

Note
It is not possible to change the parameters of one of Ducati's preset suspension configurations. Each time a parameter of a default Ducati suspension configuration is changed, a new customised suspension configuration is created.

Note
Customised configurations can always be changed: each subsequent change does not result in the creation of a new customised configuration.

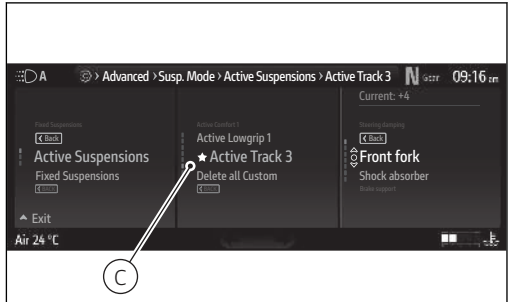


Fig 161

Deleting customised configurations

To delete a specific customised configuration:

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.
- Select the "Suspens. Mode setup" item and press O .
- Select the "Active Suspensions" or "Fixed Suspensions" item and press O .
- Select the customised configuration you wish to delete and press O .
- Select the "Delete Custom mode" item (D, Fig 162) and press O to delete. Then the previous screen with the updated list of available configurations is displayed.

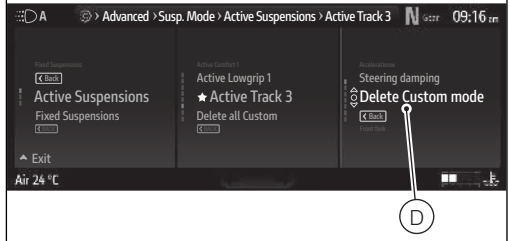


Fig 162

To delete all “Active Suspensions” or “Fixed Suspensions” customised configurations:

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Advanced” item and press the O button.
- Select the “Suspens. Mode setup” item and press O .
- Select the “Active Suspensions” or “Fixed Suspensions” item and press O .
- Select the “Delete all Custom” item (E, Fig 163) and press O to delete. Then the previous screen with the updated list of available configurations is displayed.

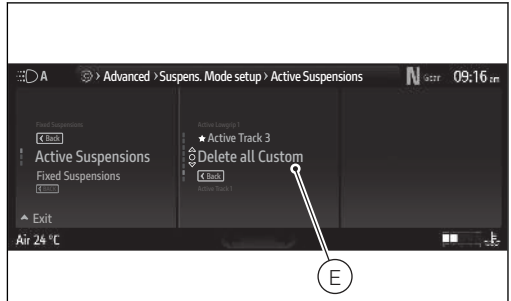


Fig 163

Table showing the parameters for the dynamic adjustment of the system on the suspensions based on the vehicle dynamic conditions

Riding Mode	Type of configuration	Suspension Mode	Standard DES settings		Use target
Race A	Track	Active Track 1	Brake Support	4	Maximise the performance on the track with Pirelli Supercorsa SPv4 tyres.
			Front Fork	3	
			Shock Absorber	4	
			Steering Damping	0	
			Acceleration	5	
			Mid Corner	0	
			Initial acceleration	5	
Race B	Track	Active Track 2	Brake Support	3	Maximise the performance on the track with non-perfect grip levels or twisty track surfaces with Pirelli Supercorsa SPv4 tyres.
			Front Fork	1	
			Shock Absorber	1	
			Steering Damping	0	
			Acceleration	3	
			Mid Corner	0	
			Initial acceleration	3	

Riding Mode	Type of configuration	Suspension Mode	Standard DES settings		Use target
Sport	Road	Active Dynamic 1	Brake Support	0	Conceived for a sport riding style on the track and on the road with Pirelli Supercorsa SPv4 tyres.
			Front Fork	0	
			Shock Absorber	0	
			Steering Damping	-1	
			Cruising	2	
Road	Road	Active Comfort 1	Brake Support	0	Privilege the comfort of use on the road (bumpy roads as well) with Pirelli Supercorsa SPv4 tyres.
			Front Fork	-3	
			Shock Absorber	-2	
			Steering Damping	-1	
			Cruising	-3	
Wet	Road	Active Lowgrip 1	Brake Support	0	Maximise the comfort of use on the road under wet conditions with Pirelli Supercorsa SPv4 tyres.
			Front Fork	-3	
			Shock Absorber	-2	
			Steering Damping	-1	
			Cruising	-4	

Table: suspension click settings for fixed presets

Riding Mode	Type of configuration	Suspension Mode	DEFAULT CLICK setting		Use target
Race A	Track	Fixed Track 1	Fork Compression	12	Maximise the performance on the track with Pirelli Supercorsa SPv4 tyres.
			Fork Rebound	4	
			Shock Compression	10	
			Shock Rebound	4	
			Steering Damper	8	
Race B	Track	Fixed Track 2	Fork Compression	13	Maximise the performance on the track with non-perfect grip levels or twisty track surfaces with Pirelli Supercorsa SPv4 tyres.
			Fork Rebound	5	
			Shock Compression	11	
			Shock Rebound	5	
			Steering Damper	8	
Sport	Road	Fixed Dynamic 1	Fork Compression	19	Conceived for a sport riding style on the track and on the road with Pirelli Supercorsa SPv4 tyres.
			Fork Rebound	12	
			Shock Compression	16	
			Shock Rebound	11	
			Steering Damper	8	

Riding Mode	Type of configuration	Suspension Mode	DEFAULT CLICK setting		Use target
Road	Road	Fixed Comfort 1	Fork Compression	22	Privilege the comfort of use on the road (bumpy roads as well) with Pirelli Supercorsa SPv4 tyres.
			Fork Rebound	14	
			Shock Compression	16	
			Shock Rebound	13	
			Steering Damper	8	
Wet	Road	Fixed Lowgrip 1	Fork Compression	24	Maximise the comfort of use on the road under wet conditions with Pirelli Supercorsa SPv4 tyres.
			Fork Rebound	16	
			Shock Compression	21	
			Shock Rebound	15	
			Steering Damper	8	

Settings - Advanced - Tyre calibration

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

Then perform the Tyre Calibration function:

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

Condition for successful calibration:

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



Fig 164

To open this function:

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.
- Select the "Tyre calibration" item and press O .

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



Fig 165

Tyre calibration - Start

When entering the function, by pressing O with “Start” displayed, the instrument panel shows the screen to proceed with calibration.
This screen shows the message “Ready” and the indication to maintain a constant speed within 49 km/h (30 mph) and 51 km/h (32 mph), with second gear engaged. The right part of the screen shows the current speed and gear.
When the rider complies with the required conditions of speed and gear indicated, the instrument panel starts system calibration: all previous information will be displayed showing “In progress” instead of “Ready”.
Calibration is performed by keeping speed and gear within the indicated range for 5 seconds.

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

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

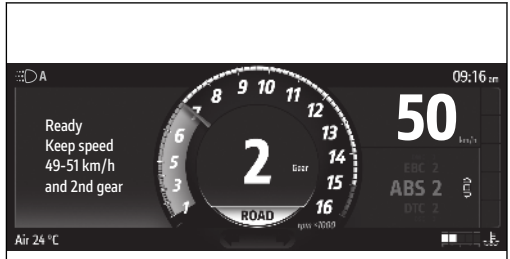


Fig 166

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

Tyre calibration - Default

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

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

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

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

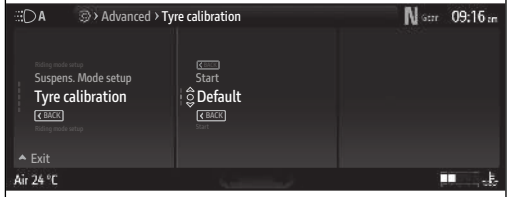


Fig 167

Attention
Changing the final drive ratio immediately makes the warranty null and void and the motorcycle can not be used on public roads as it no longer corresponds to the type-approved version.

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

Settings - Track

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

- DPL Info (see page 245)
- Circuits (if present, see page 248)
- DDL (if present, see page 254)
- Lap (see page 257)
- Pit Limiter (see page 262)
- Tyre pressure (if present, see page 264)

To access this submenu:

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

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



Fig 168

Settings - Track - DPL info

This function allows you to view information on the launches recorded with the DPL function. Launches are divided into 4 categories, according to the level selected when using the DPL function: Best launches, Standard, Medium, Expert. Within the Standard, Medium and Expert categories, the launches are presented in chronological order and the best performance is highlighted.
This function also allows you to delete the details of recorded launches.

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the “Track” item and press the O button.
- Select the “Info DPL” item (Fig 169) and press O .



Fig 169

"Best launches", "Standard", "Medium" and "Expert" options are displayed; use ⌃ and ⌄ buttons to scroll the available options. For each item, the relevant recorded launches are displayed (Fig 170).

Best launches

Selecting "Best launches" (Fig 170), the best recorded launches from all categories are displayed in a table with the following information: 0-100 km/h time, 0-200 km/h time, level, date.
Using the quick-change buttons (A) and (B), it is possible to change the order of the recorded launches by 0-100 km/h time, 0-200 km/h time or level.

Standard, Medium and Expert

Selecting "Standard", "Medium" or "Expert" (in the example, "Standard",Fig 171) the recorded launches from the relevant category are displayed in a table with the following information: date, 0-100 km/h time, 0-200 km/h time. The lower part of the table shows the total number of launches recorded for the relevant category.
With the quick-change buttons (A) and (B), it is possible to scroll through the list of recorded launches.

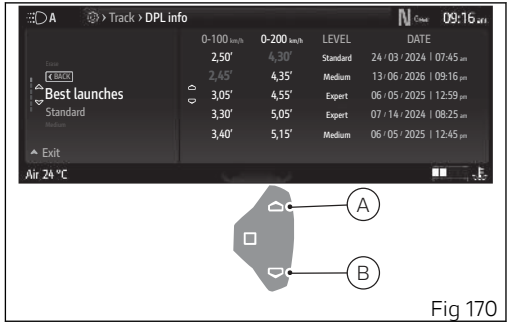


Fig 170

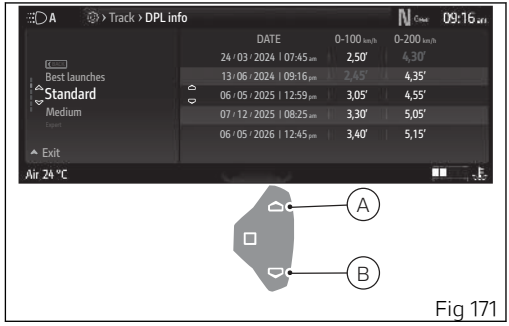


Fig 171

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

Settings - Track - Circuits (if present)

This functions is only available if the GPS module is installed and allows the user to activate/deactivate and edit the circuit parameters (name and GPS coordinates for finish line and intermediate points). Circuit name and any stored coordinates are managed by the instrument panel for time recording (see page 127).

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the “Track” item and press the O button.
- Select the “Circuits” item (Fig 172) and press O .



Fig 172

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

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



Fig 173

Management of the selected circuit

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the “Track” item and press the O button.
- Select the “Circuits” item and press O .
- Select the required circuit and press O .

When entering this menu, “Activate” option is displayed if circuit is not currently active; or “Deactivate” option is displayed if circuit is currently active. Also “Modify” and “Default” options are displayed (visible only if the circuit was modified) (Fig 174).
To restore the parameters of the circuit, select the "Default" option and press O . Then “Default” disappears from the list.

Circuit activation and deactivation

Activating a circuit allows restoring the coordinates for finish line and intermediate points stored in the instrument panel and used to record the laps (see page 127).
To activate the circuit, select the “Activate” option and press O .

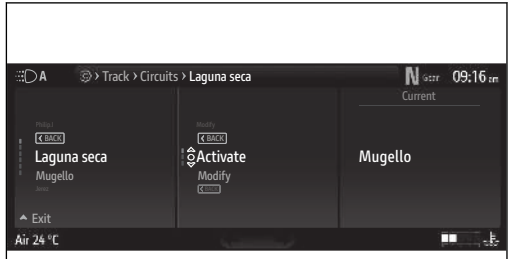


Fig 174

The display shows message “Wait...” for a few seconds, then updates circuit status.

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

Changing the circuit

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

- Enter the Settings menu.
- Use buttons △ and ▽ to select the “Track” item and press the O button.
- Select the “Circuits” item (Fig 178) and press O .
- Select the required circuit and press O .
- Select the “Modify” item and press O .

Then options “Edit name” and “Save current finish line” will be displayed (Fig 175). If finish line coordinates have not been set, “Finish line not defined” will be displayed instead of “Save current finish line”.

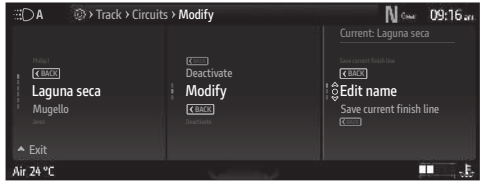


Fig 175

Changing the circuit – setting the name

Select the “Edit Name” option and press O button to enable circuit name editing (Fig 175).
It is possible to use up to a maximum of 12 characters.

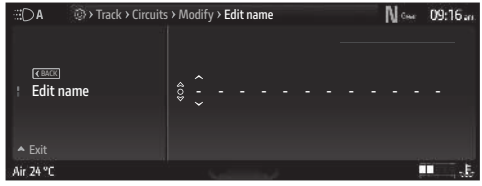


Fig 176

Use buttons ▲ ▼ to scroll through the available characters, press O button to confirm and set the following one (Fig 176).
Once the last character has been set, press O , and “Save” is displayed on the left side of the display; then press O : name is stored and the message “Saved” is displayed for a few seconds.

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

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

Changing the circuit – storing finish line and intermediate point coordinates

This function allows associating currently set GPS coordinates for the finish line and intermediate points to the selected circuit (see page 127).

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

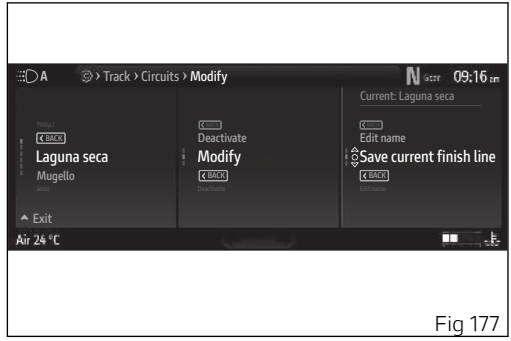


Fig 177

- Select the “Modify” item and press O .

If finish line coordinates have been stored by the GPS, “Save current finish line” option (Fig 177) will be displayed and can be selected.
If that is not so, if finish line coordinates have not been stored, “Finish line not defined” is displayed in grey and can not be selected.

Select “Save current finish line”, then press O : the instrument panel will display “Wait...” for a few seconds and then “OK”, and will then go back to the previous screen.

In case of error, the message “Error” is displayed for a few seconds, then the instrument panel displays the previous screen.

Settings - Track - DDL (if present)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Track" item and press the O button.
- Select the "DDL" item (Fig 178) and press O .

"Logging" and "Memory" are displayed in the centre, while the current status is displayed on the right (Fig 179).
Use buttons ▲ and ▼ to select the required item and press the O button to confirm.



Fig 178

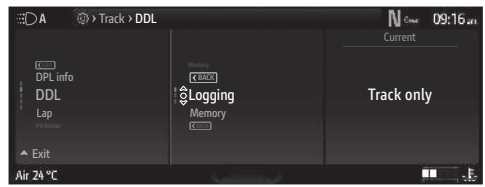


Fig 179

Logging

To set DDL recording mode:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the O button.
- Select the “DDL” item and press O .
- Select the “Logging” item (Fig 179) and press O .

The items “Off”,“Always on” and "Track only" (Fig 180) are displayed.
Use buttons ▲ and ▼ to select the required item and press the O button to confirm.

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



Fig 180

Memory

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the O button.
- Select the “DDL” item and press O .
- Select “Memory” (Fig 181) .

The current memory status is displayed on the right.

Erasing data

To delete recorded data, select the “Memory” (Fig 181) item and press O ; “Erase data” (Fig 182) item is new displayed. To confirm deletion, press button O .

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

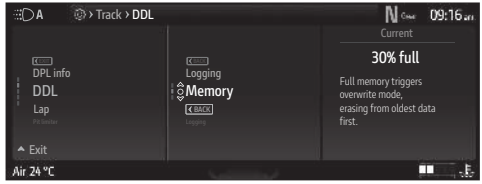


Fig 181

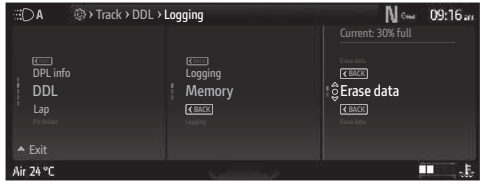


Fig 182

Settings - Track - Lap

This function allows enabling or disabling the LAP function (see page 127) and viewing and deleting the recorded LAPs.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the O button.
- Select the “Lap” item (Fig 183) and press O .

The following items are displayed: “On”, “Off”, “Lap data” and “Erase data” (visible only if memorised laps are available) (Fig 184).
Select the desired item using buttons ▲ and ▼ , then press O to confirm.

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

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



Fig 183



Fig 184

Lap data - basic mode (no GPS)

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

When accessing this function, the display shows the list with “Best laps” and available laps (up to 60) (Fig 185).
Use buttons ▲ and ▼ to scroll through the memorised laps.
Data recorded for each lap are (Fig 186):

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

Note
It is possible to record maximum of 60 LAPs.

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

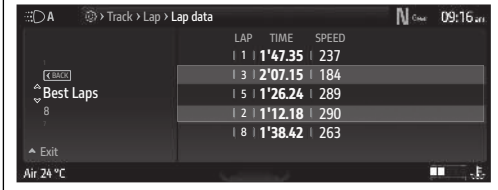


Fig 185

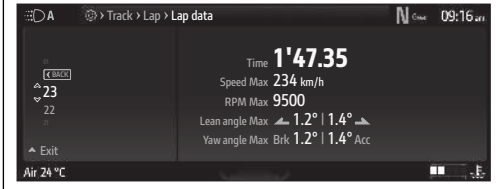


Fig 186

Best laps Basic (no GPS)

By selecting “Best Laps”, the data for the best time among those recorded are displayed, showing the lap number with the respective time and the maximum speed reached (Fig 185).

Lap data - EVO mode (with GPS)

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

When accessing this function, the display shows “Best laps” and recorded sessions (up to 20) (Fig 187).
To view the LAPs memorised in one session, select the desired session and press O .
The display will show all the LAPs recorded in the selected session, (up to a maximum of 25, Fig 188).
Use buttons ▲ and ▼ to scroll through the memorised laps.
Data recorded for each lap are:

- “Lap” - Lap time
- “Intermediate T1” - if the first intermediate point has been configured
- “Intermediate T2” - if the second intermediate point has been configured
- “Intermediate T3” - if the third intermediate point has been configured
- “Speed max” - the maximum actual speed reached and the set unit of measurement

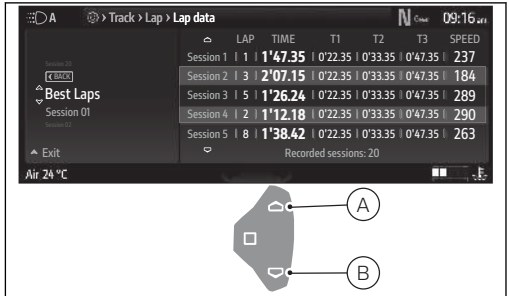


Fig 187



Fig 188

- "RPM max" - the maximum engine rpm reached
- "Lean angle max" - maximum reached lean angle
- "Yaw angle max" - maximum reached yaw angle

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

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

Best laps EVO (with GPS)

By selecting "Best Laps" (Fig 187), the data for the best time recorded in each session are displayed, showing the lap number with the respective time, intermediate T1, T2, T3, and the maximum speed reached. With the buttons (A) and (B) (Fig 187), it is possible to scroll through the list of best laps.

Erase data

- Enter the Settings menu.
- Use buttons △ and ▽ to select the "Track" item and press the O button.
- Select the "Lap" item and press O .
- Select the "Erase data" item and press O .

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

Settings - Track - Pit limiter

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the OK button.
- Select the “Pit limiter” item (Fig 189) and press OK .

The instrument panel displays the currently set speed limit on the right, while the digits for the set speed are displayed in the centre (Fig 190).
The arrows above and below the first digit indicate that the number can be changed from 0 to 9 using buttons ▲ and ▼ .
Press OK to confirm and move on to the following digit.

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

Note

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



Fig 189



Fig 190

Important
Pit limiter cannot be enabled while DPL is active.

Settings - Track - Tyre pressure (if available)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Track” item and press the OK button.
- Select the “Tyre pressure” item (Fig 191) and press OK .

Items “Front tyre” and “Rear tyre” are displayed, while on the RH side is the currently set pressure (Fig 192).

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



Fig 191



Fig 192

When “Front tyre” or “Rear tyre” is selected, (in the example, “Front tyre”,Fig 193) the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased with buttons ⮝ ⮟ . Press O to confirm.

Note

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



Fig 193

Settings - Display

This submenu contains all the following settings for the display:

- Brightness (see page 267)
- Date and time (see page 269)
- Units (see page 273)
- Language (see page 279)

To access this submenu:

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

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



Fig 194

Settings - Display - Brightness

This function allows dashboard backlighting setting.

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Display” item and press the O button.
- Select “Brightness” (to display the current status,Fig 195) and press the O button.

A bargraph is displayed indicating the currently set brightness (A, Fig 196), while at the top of the screen page (B,Fig 196) you find the path of the parameter being set.

The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.

Use buttons ⌃ and ⌄ to select backlighting intensity. Press the O button to confirm.



Fig 195

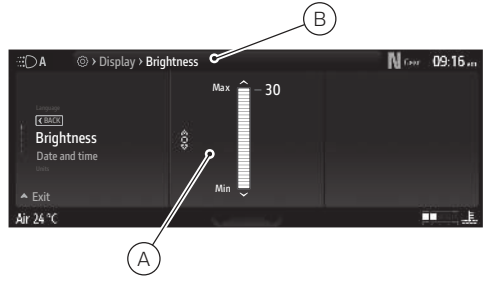


Fig 196

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

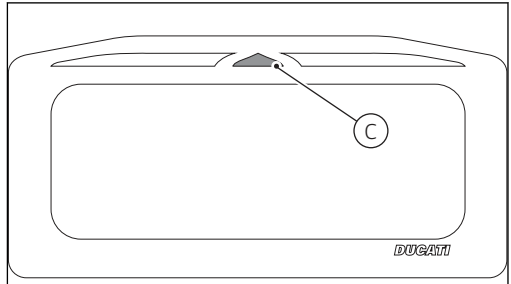


Fig 197

Settings - Display - Date and time

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

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Display” item and press the O button.
- Select “Date and time” (to display the current status,Fig 198) and press the O button.

Options “Set date”, “Date format”, and “Set time” are displayed. The current setting is shown on the right side (Fig 199).
With buttons ⌃ and ⌄ it is possible to scroll through and select the parameter to be set. Press the O button to confirm.

Note

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



Fig 198

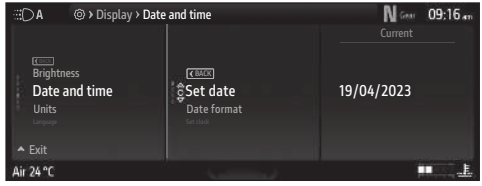


Fig 199

Set date

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the O button.
- Select the “Date and time” item and press O .
- Select the “Set date” item (Fig 199) and press O .

The first date parameter (in the example the day) becomes editable and is displayed with two arrows above and below it (Fig 200). Use buttons ▲ and ▼ to scroll and select the desired value. Press O to confirm and move on to the following parameter. Then proceed in the same manner until the date is completely set.

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

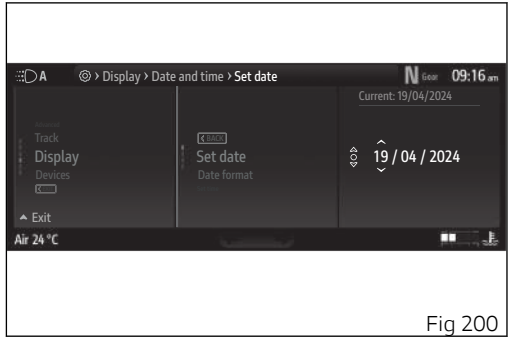


Fig 200

Date format

This function allows setting the date format.

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Display” item and press the O button.
- Select the “Date and time” item and press O .
- Select the “Date format” item (Fig 201) and press O .

The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”, “yyyy.mm.dd” (Fig 202). Use buttons ⌃ and ⌄ to scroll and select the desired format. Press O button to confirm.



Fig 201

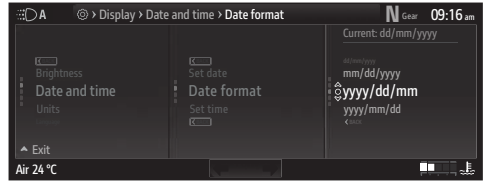


Fig 202

Set time

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

- Enter the Settings menu.
- Use buttons ⌃ and ⌄ to select the “Display” item and press the O button.
- Select the “Date and time” item and press O .
- Select the “Set time” item (Fig 203) and press O .

The first editable parameter is the 12h or 24h format (Fig 204): use buttons ⌃ and ⌄ to scroll and select the desired format. Press O button to confirm and move on to set hours.
The hours become selectable; use buttons ⌃ and ⌄ to scroll and select the desired value. Press O button to confirm and move on to set minutes. Then proceed in the same manner until the time is completely set.



Fig 203

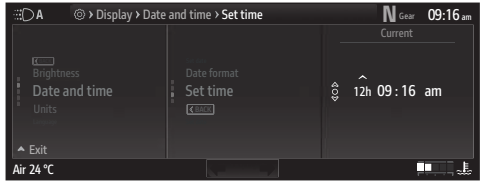


Fig 204

Settings - Display - Units

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the OK button.
- Select the “Units” (Fig 205) option and press OK .

The following items are displayed: “Speed”, “Temperature”, “Consumption”, “Pressure” (if present) and “Default” (visible only if one or more measurement units have been changed) (Fig 206).
The measurement unit currently set for the selected item is shown on the right.
Use buttons ▲ and ▼ to scroll and select the desired item. Press the OK button to confirm.



Fig 205

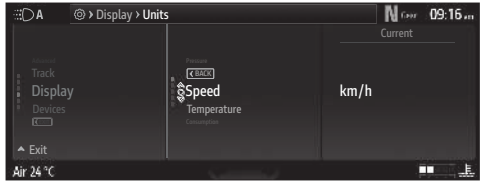


Fig 206

Speed

To set the speed measurement unit:

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

Options “km/h”, “mph” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 207).
Use buttons ▲ and ▼ to scroll and select the desired item. Press the O button to confirm.

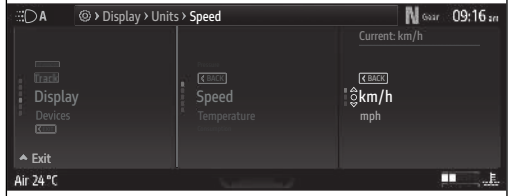


Fig 207

Temperature

To set the temperature measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the O button.
- Select the “Units” option and press O .
- Select the “Temperature” option (Fig 208) and press O button.

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 209).
Use buttons ▲ and ▼ to scroll and select the desired item. Press the O button to confirm.

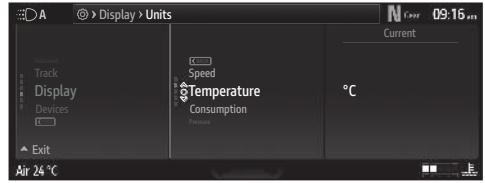


Fig 208

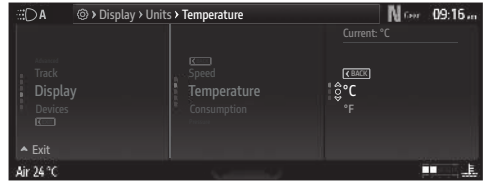


Fig 209

Consumption

To set the consumption measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the O button.
- Select the “Units” option and press O .
- Select the “Consumption” item (Fig 210) and press O .

Options “L/100”, “km/l”, “mpg UK”, “mpg US” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 211).
Use buttons ▲ and ▼ to scroll and select the desired item. Press the O button to confirm.

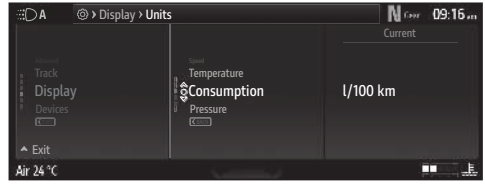


Fig 210

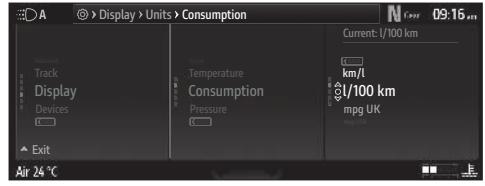


Fig 211

Pressure (if available)

To set the pressure measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the O button.
- Select the “Units” option and press O .
- Select the “Pressure” item (Fig 212) and press O .

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed) (Fig 213).
Use buttons ▲ and ▼ to scroll and select the desired item. Press the O button to confirm.



Fig 212



Fig 213

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

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

To restore a single unit of measurement:

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

Settings - Display - Language

This function allows setting the instrument panel language.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the O button.
- Select “Language” (to display the current language,Fig 214) and press the O button.

The following items are displayed: “English, Italiano, Deutsch, Français, Nederlands, Español” (Fig 215). The currently set language is shown on the right side of the screen.

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



Fig 214



Fig 215

Settings - Devices (if present)

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

- Bluetooth (if present, see page 281)
- Connected devices (if present, see page 285)

To access this submenu:

- Enter the Settings menu.
- Use buttons ⏶ and ⏷ to select the "Advanced" item and press the O button.

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



Fig 216

Settings - Devices - Device pairing (if present)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the O button.
- Select the “Device pairing” item (Fig 217) and press O .

The 4 types of devices that can be paired are displayed (Fig 218): smartphone, rider headset, passenger headset, satellite navigator.
Use the buttons ▲ ▼ to select the type of device you wish to pair. Press O to confirm and start the device search.



Fig 217



Fig 218

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, the display shows a list of all detected devices (Fig 219).
Use the buttons ▲ ▼ to select the desired device and press O .

The display shows the message "Pairing...", while waiting validation by the Bluetooth device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.
Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

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



Fig 219

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

Attention

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

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

Attention

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

Check that your Smartphone supports the following profiles:

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

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

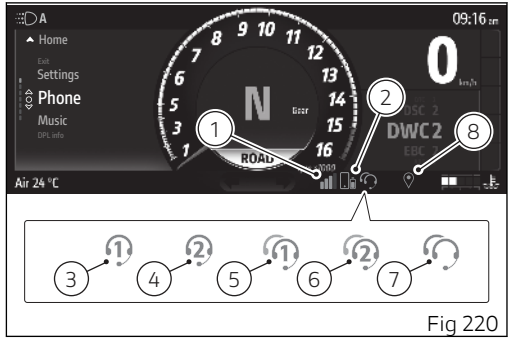


Fig 220

Settings - Devices - Connected devices (if present)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the OK button.
- Select the “Connected devices” item (Fig 221) and press OK .

The paired devices (Fig 222) are listed. Press buttons ▲ and ▼ to select the desired device and press OK .



Fig 221



Fig 222

The message “Delete?” is shown (Fig 223), press O to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.



Fig 223

Warning displaying

The instrument panel manages a number of warnings and alarms aimed at giving useful information to the rider during use.
Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 3 seconds and then in a smaller size (B) (Road Infomode in the example).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

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

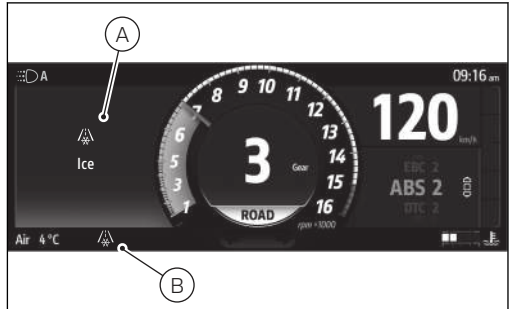


Fig 224

Ice (C)

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

Attention

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

Flat battery (D)

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

Set date (E)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 269).

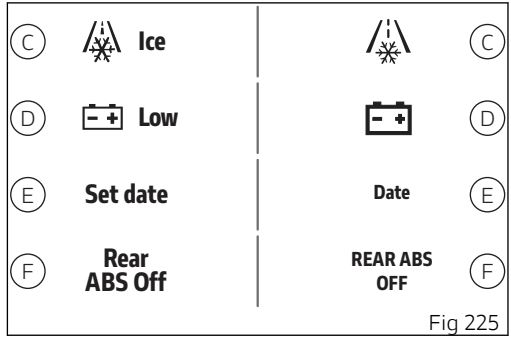


Fig 225

Rear ABS Off (F)

Yellow indicates that the level set for ABS makes it active on the front wheel only.
To change the ABS level see page 181.

DTC race (G)

Yellow, it indicates that the current DTC setting devised for use on the track is being used.
Ducati recommends to ride carefully and use this type of setting only for use on the track.
To change the DTC level see page 195.

Low fuel (H)

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

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

No key (I)

Yellow, it indicates that the Hands Free system does not detect the active key near the vehicle.

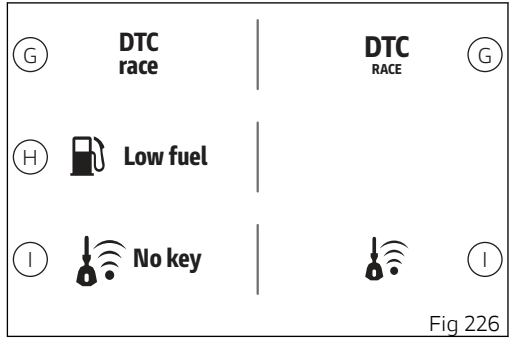


Fig 226

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

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

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

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

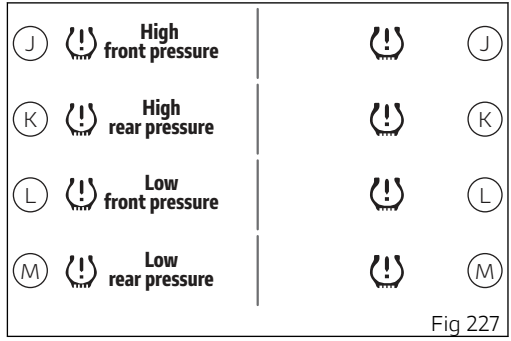


Fig 227

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

Yellow, it indicates that the battery inside the corresponding sensors is almost discharged and so the tyre pressure information will soon no longer be available for the corresponding tyre(s).
Ducati recommends that the sensor be checked as soon as possible because it is necessary to replace it. They are only displayed if the tyre pressure sensors are present on the motorcycle.

Set pressure (P) - if any

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Setting menu" page 264. It is only displayed if the tyre pressure sensors are present on the motorcycle.

Brake light not working (Q)

When yellow, it indicates a brake light malfunction.

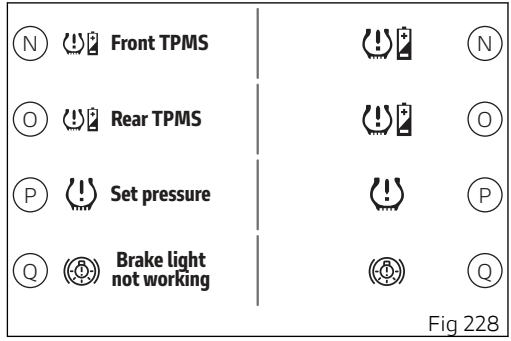


Fig 228

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
If there is an error, the instrument panel shows the indication flashing in red on the main screen in large size (A) for the first 10 seconds and then in small size (B) (Track Infomode,Fig 229)
(Road Infomode, Fig 230).
The warning then remains active until the error is resolved.
When several errors are active, they are displayed in a sequence, one every 5 seconds.



Fig 229

“Traction control error!”

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

“ABS error!”

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

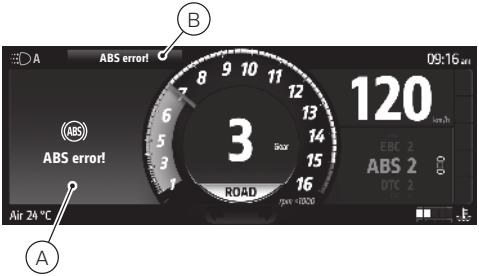


Fig 230

“HIGH temperature”

Displayed in small size only.

Attention

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

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

Engine auto shutdown

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

- "Engine auto shutdown" (Fig 231)
- "Press start" (Fig 232)

To start the engine, press the ignition switch.



Fig 231



Fig 232

Main use and maintenance operations

Removing the fairing

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

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

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

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

Change air filter

Important
Have the air filter maintenance performed at a Ducati Dealer or Authorised Service Centre.

"Checking coolant level and topping up, if necessary"

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

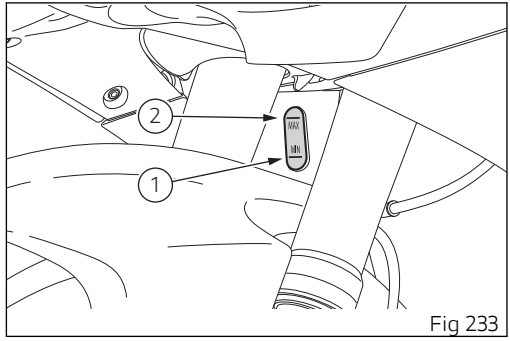


Fig 233

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.

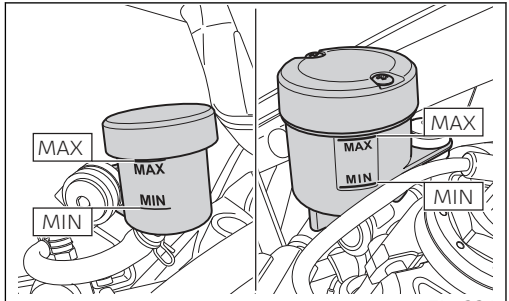


Fig 234

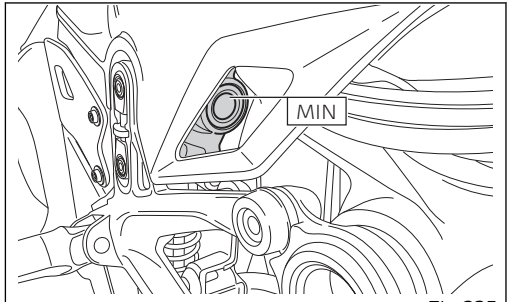


Fig 235

Clutch system

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

Attention

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

Checking brake pads for wear

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

Attention

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

Important

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

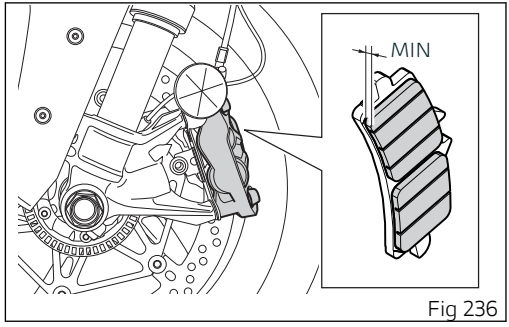


Fig 236

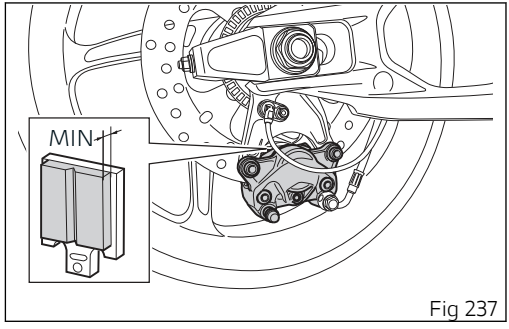


Fig 237

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 two screws (1) and collect the relevant washers.

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

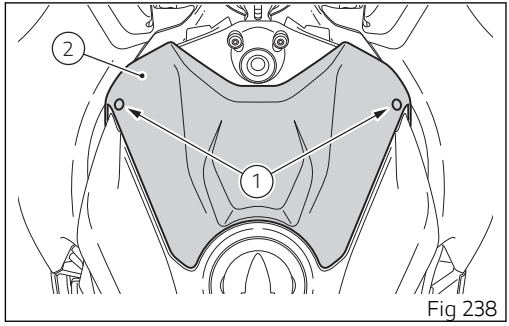


Fig 238

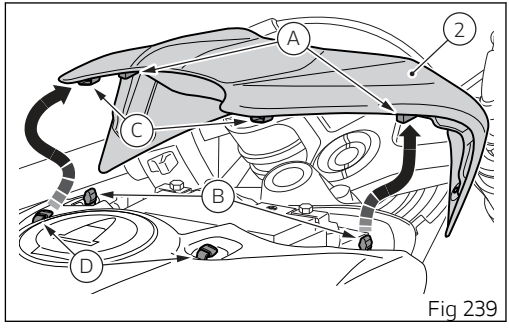


Fig 239

Removing the battery

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

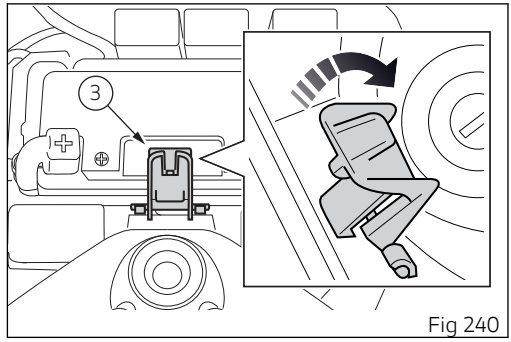


Fig 240

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

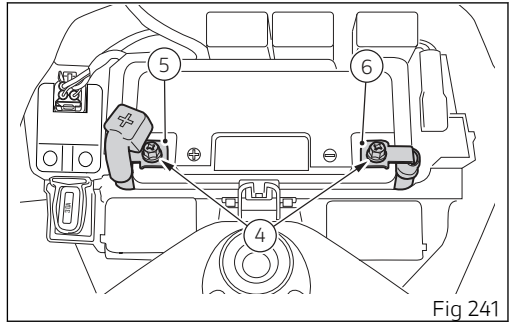


Fig 241

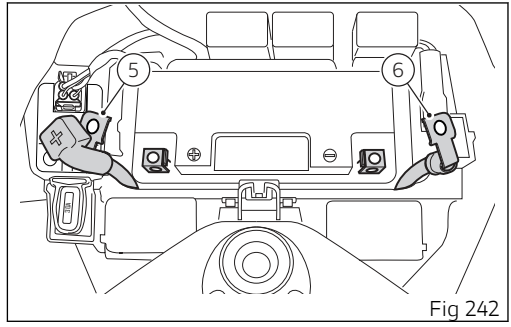


Fig 242

Connecting the battery to the charger

Connect the battery charger (E) positive (5a) and negative (6a) leads to the battery terminals: the red one (5) to the positive terminal (+), the black one (6) to the negative terminal (-).
Connect the plug of the battery charger to the wall outlet.
Charge battery using the special Ducati-approved battery charger (E) for 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).

Attention

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

Attention

Keep the battery out of the reach of children.

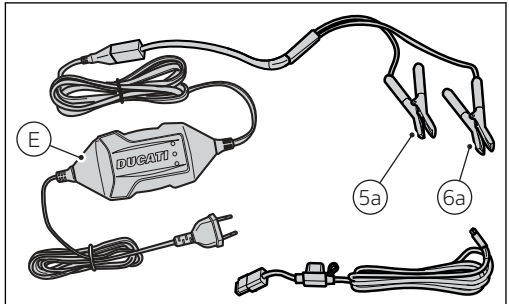


Fig 243

Attention

Use only the Ducati-approved battery charger (E) 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.

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

Attention
Do not push start the bike.

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

Refitting the battery

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

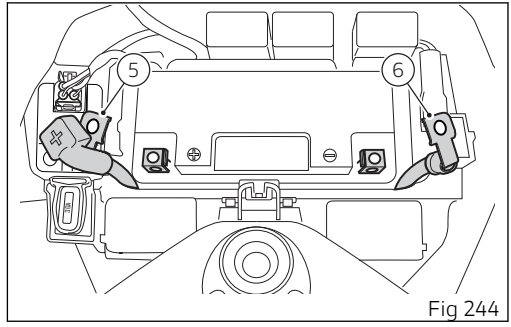


Fig 244

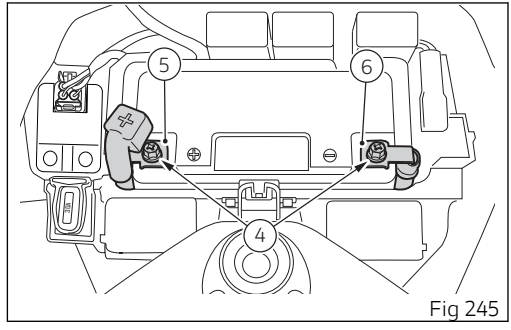


Fig 245

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

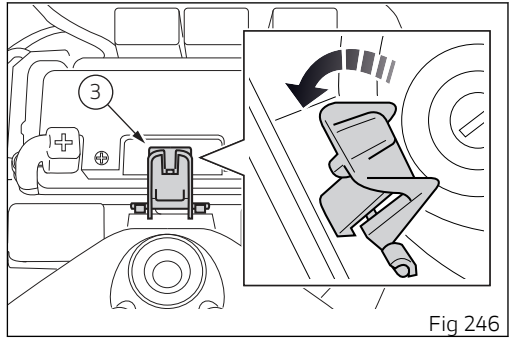


Fig 246

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

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

Storing the motorcycle

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

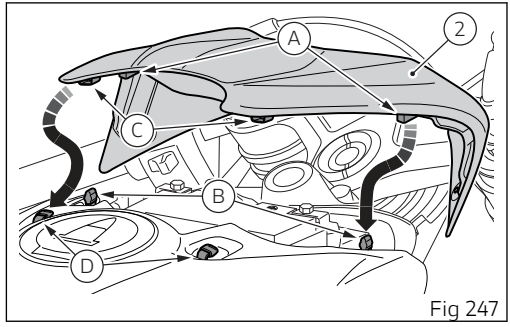


Fig 247

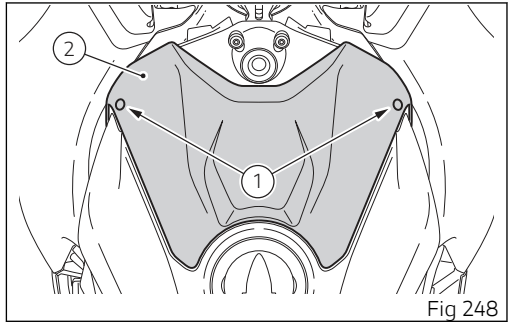


Fig 248

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 = (21 ÷ 23) mm (0.83 ÷ 0.90 in).

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

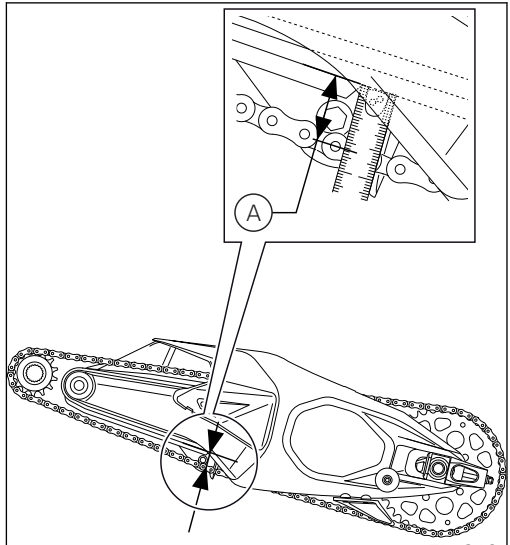


Fig 249

Attention
Correct tightening of the rear wheel shaft (1) is critical to rider and passenger safety.

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

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.

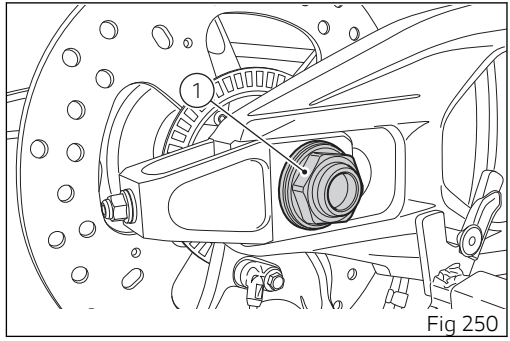


Fig 250

Lubricating the drive chain

Important

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

Attention

Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.
The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Check the chain for wear by checking the links at the points indicated (2).

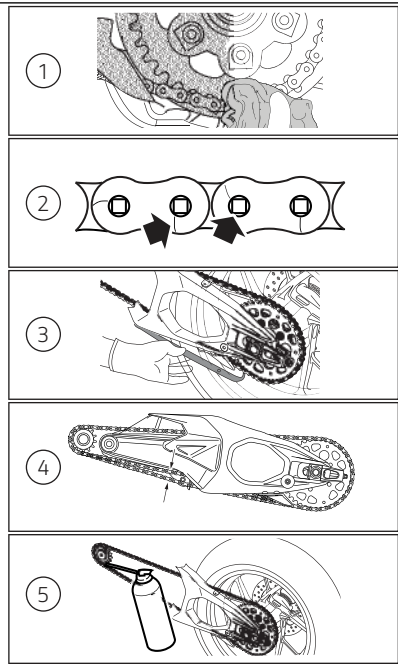


Fig 251

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

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

Checking the sliding shoe
Check the wear of the sliding shoe (3) and, if necessary, contact a Ducati Dealer or Authorised Service Centre.

Checking the tension
Check the chain tension (4) as indicated in the sub-section “Checking the drive chain tension”.
Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Lubrication

Important

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

Attention

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

It is recommendable to lubricate (5) 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.

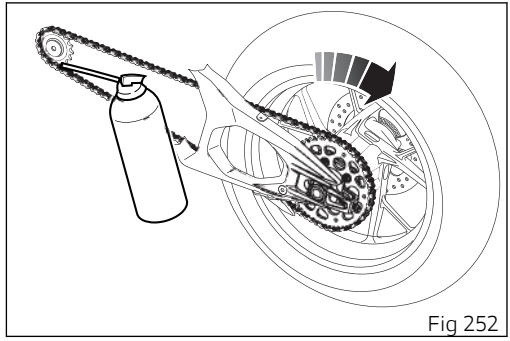


Fig 252

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.

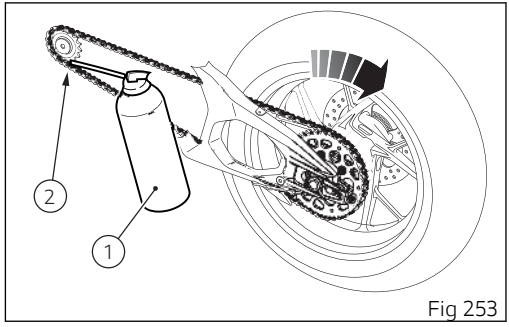


Fig 253

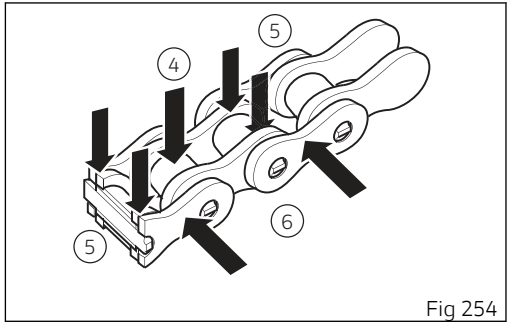
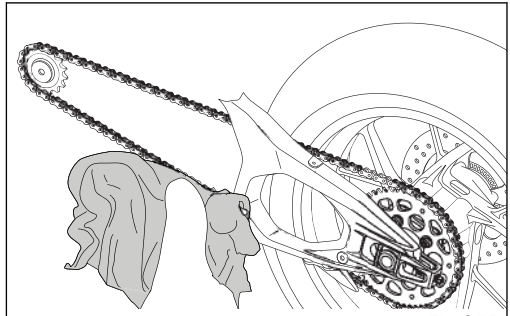


Fig 254

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

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

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


Fig 255

Aligning the headlight

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

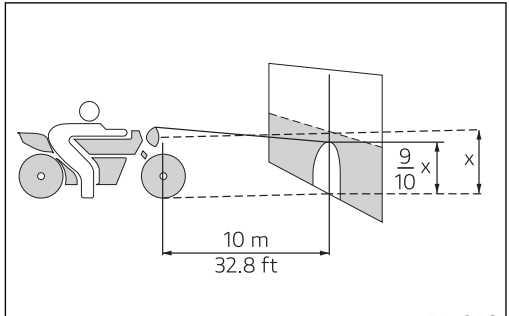


Fig 256

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. Stand facing the instrument panel and locate the two screws to adjust them.

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

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

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

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

Attention

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

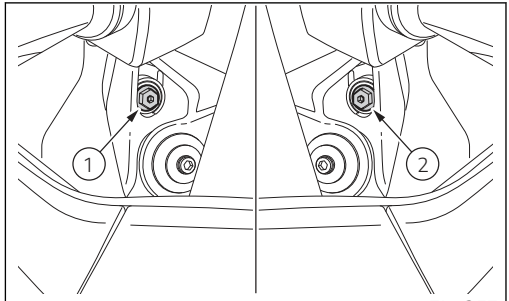


Fig 257

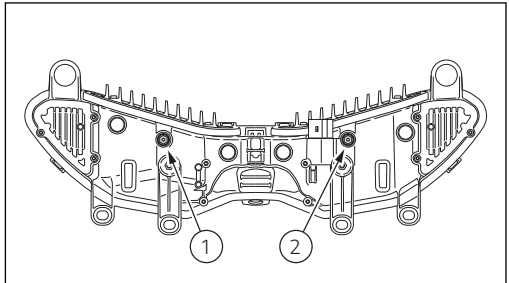


Fig 258

Adjusting the rear-view mirrors

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

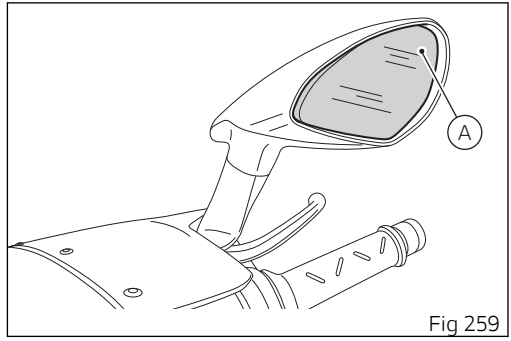


Fig 259

Tubeless tyres

Check the tyre pressure values referring to chapter “Tyres” in the “Technical specifications” section.

Tyre repair or change (Tubeless tyres)

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



Attention

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

After replacing a tyre, the wheel must be balanced.



Attention

Do not remove or shift the wheel balancing weights.



Note

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

Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.

Important

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

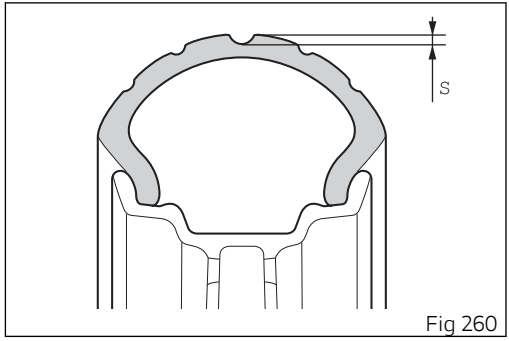


Fig 260

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. 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).
Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).

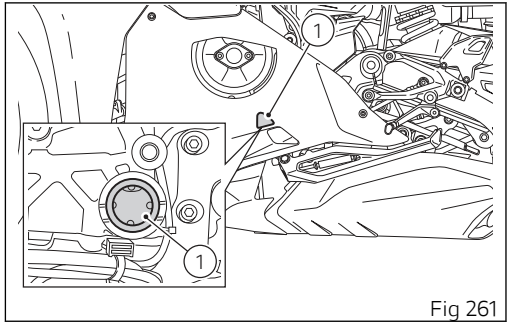


Fig 261

Important

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

Important

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

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.

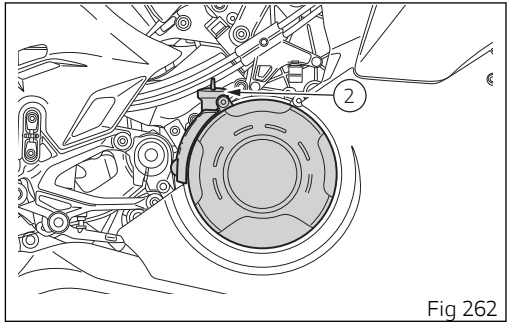


Fig 262

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

Attention
UK VERSION: It is recommended to use oil complying with the following specifications:
- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Attention
This model has been equipped with wet clutch. Therefore, the use of Ducati Corse Performance Oil by Shell is not allowed, unless the Ducati Performance dry clutch is installed.
Using this oil with standard clutch (wet clutch) would lead to engine damage.

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Note

A Shell engine oil that maximises the performance of V4 engines with a dry clutch is available (only in certain markets).
This oil can be used after the running-in period but requires a number of recommendations that must be adhered to.

Attention

Using this oil with standard clutch (wet clutch) would lead to engine damage.

This oil must not be used with Ducati models not equipped with V4 engines with dry clutches.
Due to its characteristics, the oil level must be checked before every ride as oil consumption will be higher than during standard road use.
Do not mix other oils with this type of Shell oil for racing use (without considering the residual oil left inside the engine after draining).
Shake the bottle before use.
This oil requires a dedicated maintenance schedule with shorter intervals than the standard ones.

Performance

The oil must be changed after 1,000 km/600 miles or every 12 months.
Failure to follow these instructions will invalidate any warranty claims against Ducati, including those for engine damage.

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Attention

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

Attention

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

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

Attention

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

Note

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

Note

To clean the instrument panel do not use alcohol or its by-products.

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

Important

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

Important

Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
Have the spark plug replaced by a Ducati Dealer or an authorised Service Centre.

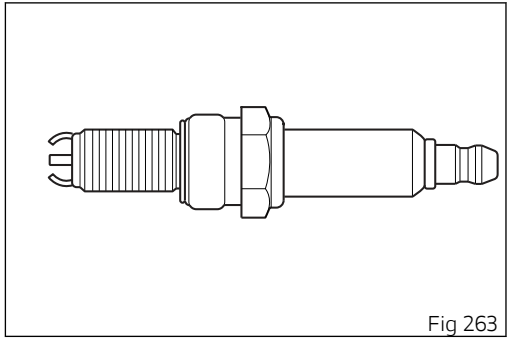


Fig 263

Storing the motorcycle

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

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

Important notes

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

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

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

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

Vehicle transport

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

1) Remove all loose objects and accessories from the vehicle;
2) Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
3) Engage the first gear;
4) Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.);
5) The straps or ropes must NOT rub against any painted motorcycle components;
6) The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

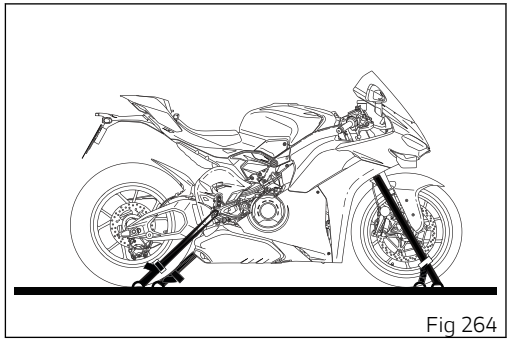


Fig 264

Attention

Do NOT attach the ropes to the handlebars.

Scheduled maintenance chart

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

Attention
This scheduled maintenance chart is designed for a road use of the Panigale V4S. 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 V4S.

	Oil Service 1000*	Oil Service (every 12,000 km/7,500 mi or 24 months)*	Desmo Service (24,000 km/15,000 mi)*	Annual Service (every 12 months)*	
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•			12
Change engine oil and filter	•	•			
Check and clean air filter		•			
Change air filter			•		

	Oil Service 1000*	Oil Service (every 12,000 km/7,500 mi or 24 months)*	Desmo Service (24,000 km/15,000 mi)*	Annual Service (every 12 months)*	
Check and/or adjust valve clearance				•	
Check secondary air reeds				•	
Change spark plugs				•	
Change coolant				•	48
Inspection of the variable-length intake manifold system (VIS) using DDS 3.0				•	
Change front fork fluid					36
Visual check of the front fork and rear shock absorber seals	•	•			12
Check brake and clutch fluid level	•	•			12
Change brake and clutch fluid					24
Check front and rear brake disk and pad wear		•			12
Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts		•			12
Check of rear brake disc screw tightening		•			12
Check front and rear wheel nuts and rear sprocket nut tightening		•			12
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber				•	

	Oil Service 1000*	Oil Service (every 12,000 km/7,500 mi or 24 months)*	Desmo Service (24,000 km/15,000 mi)*	Annual Service (every 12 months)*	
Check the tightening fastening the RH tripod to the rear bank			•		
Check wheel hub bearings		•			12
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft			•		
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (mm) (in) **Note** We recommend replacing the final drive chain kit within 20,000 km/12,000 mi.	•	•			12
Check clearance of steering tube bearings		•			12
Check the freedom of movement and tightening of the side stand	•	•			12
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•			12
Check the free play and freedom of movement of rear brake pedal and front brake lever (clean and lubricate, if necessary)	•	•			12
Check tyre pressure and wear	•	•			12

	Oil Service 1000*	Oil Service (every 12,000 km/7,500 mi or 24 months)*	Desmo Service (24,000 km/15,000 mi)*	Annual Service (every 12 months)*	
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•			12
Check lighting devices, turn indicators, horn and controls operation	•	•			12
Exhaust valve Bowden cable adjustment with DDS 3.0	•	•			12
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling	•	•	•		12
Visually check the coolant level and sealing of the circuit	•	•	•		12
Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet)	•	•	•		12

* The Oil Service 1000 must be carried out after the first 1,000 km/ or within 6 months from the delivery of the motorcycle to the Customer.
* The Oil Service must be carried out every 12,000 km/7,500 mi or 24 months.
* The Desmo Service must be carried out every 24,000 km/15,000 mi (engine oil change not included).
* The Annual Service must be carried out every 12 months (engine oil change not included).

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

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake and clutch fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication. If necessary, contact your dealer to adjust components.		●
Check chain and sprocket for wear. If necessary, contact your dealer to replace components.		●
Check brake pads. If necessary, contact your dealer to replace components.		●

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

Technical data

Weights

Total weight (kerb weight without fuel): 187 kg (412.3 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

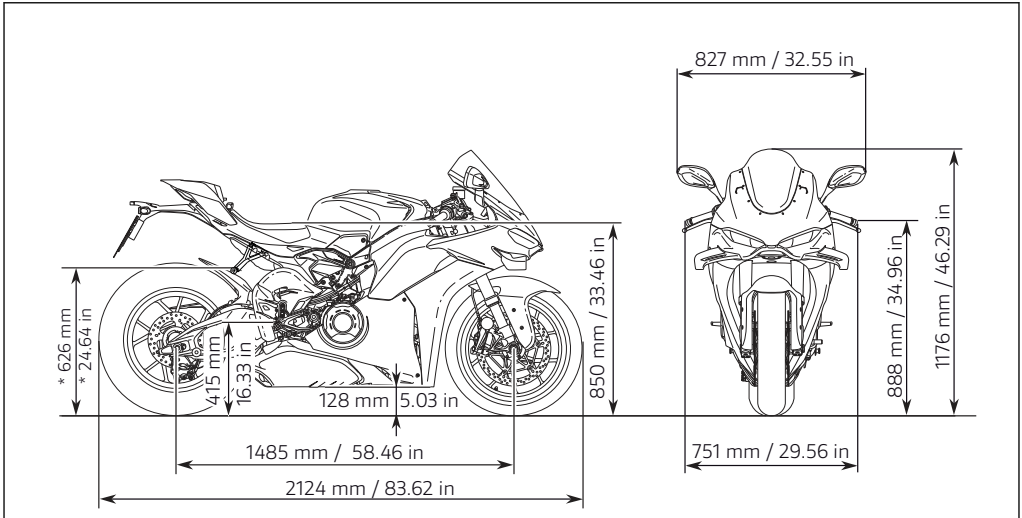


Fig 265

* With passenger footpegs.

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	17 litres (3.74 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN). SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.3 litres (0.72 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		RH fork leg: 386±4 cc (23.55±0.24 cu.in) LH fork leg: 366±4 cc (22.33±0.24 cu.in) Oil level: 200 mm (7.87 in) (without spring and preload tube)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	1.81 litres (0.40 UK gal)

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

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

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



Attention
This model has been equipped with wet clutch. Therefore, the use of Ducati Corse Performance Oil by Shell is not allowed, unless the Ducati Performance dry clutch is installed.
Using this oil with standard clutch (wet clutch) would lead to engine damage.

Using Ducati Corse Performance Oil by Shell with Ducati dry clutch kit accessory

Note
A Shell engine oil that maximises the performance of V4 engines with a dry clutch is available (only in certain markets).
This oil can be used after the running-in period but requires a number of recommendations that must be adhered to.

Attention
Using this oil with standard clutch (wet clutch) would lead to engine damage.

This oil must not be used with Ducati models not equipped with V4 engines with dry clutches.
Due to its characteristics, the oil level must be checked before every ride as oil consumption will be higher than during standard road use.
Do not mix other oils with this type of Shell oil for racing use (without considering the residual oil left inside the engine after draining).
Shake the bottle before use.
This oil requires a dedicated maintenance schedule with shorter intervals than the standard ones.

Performance

The oil must be changed after 1,000 km/600 miles or every 12 months.
Failure to follow these instructions will invalidate any warranty claims against Ducati, including those for engine damage.

Engine

Desmosedici Stradale: V4 90°, counter-rotating crankshaft, Desmodromic timing system, 4 valves per cylinder, liquid cooling.

Bore: 81 mm (3.19 in).
Stroke: 53.5 mm (2.1 in).
Total displacement: 1103 cu. cm (67.31 cu. in).
Compression ratio: 14.0 ± 0.5:1.

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

158.9 kW/216.0 HP at 13,500 rpm
Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:

84 kW/114.2 HP at 8,000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

120.9 Nm / 12.3 kgm at 11,250 rpm
Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France version only:

104.5 Nm / 10.7 kgm at 7,500 rpm

Maximum rpm: 14500 rpm / 15000 rpm (6th gear).



Note

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



Important

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



Note

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

Lubrication
One trochoid oil delivery pump with integrated by-pass valve and two trochoid scavenge pumps. Oil cooler.

Consumption: 6.5 l/100km.
Emissions: CO2 151 g/km.
Type-approved: Euro 5.2.

Timing system

Desmodromic, 4 valves per cylinder

Desmodromic timing system

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

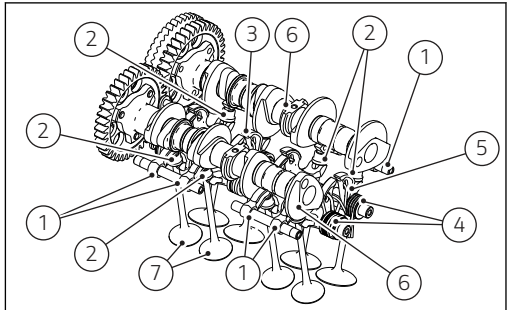


Fig 266

Performance data

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

Important

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

Spark plugs

Make: NGK.
Type: LMDR10A-JS.

Fuel system

Inductive discharge indirect electronic injection, intake system with variable length ducts.
Throttle body: Full Ride-by-Wire elliptical (corresponding diameter):
52 mm (2.05 in).
Injectors per cylinder: 2.
Fuel supply: 95-98 RON.

Attention

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

Brakes

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

FRONT
Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: stainless steel.
Disc diameter: 330 mm (12.99 in).
Braking surface: 264 sq. cm (40.92 in^2).
Brake disc thickness: 5 mm (0.2 in).
Disc thickness maximum wear: 4.5 mm (0.18 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.

Type: HYPURE Monoblock (M4.30) with radial connection and 4 pistons, Bosch Cornering EVO ABS, self-bleeding master cylinder.
Friction material: BRM10H HH.
Master cylinder type: self-bleeding.
Front brake master cylinder diameter: 17 mm (0.66 in).

REAR
With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).
Brake disc thickness: 4.5 mm (0.17 in).
Disc thickness maximum wear: 4 mm (0.15 in).
Braking surface: 219 sq. cm (33.94 in^2).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.
Type: 2-piston calliper (Bosch ABS Cornering Evo).
Friction material: TOSHIBA TT 2172 HH.
Master cylinder type: PS 13.
Master cylinder piston diameter: 13 mm (0.51 in).

Attention

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Primary drive: 30/54.
Drive ratio: 1.80:1.
6-gear gearbox with Ducati Quick Shift (DQS) up/down 2.0, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 16/41.
Total gear ratios:
1st gear 36/15
2nd gear 34/17
3rd gear 33/19
4th gear 32/21
5th gear 30/22
6th gear 27/22

Drive chain from gearbox to rear wheel.
Make: DID 520HV2 ZB.
Links: 116.

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

Attention
If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre. Incorrect replacement of this component could seriously compromise your safety and cause irreparable damage to the motorcycle.

Frame

Cast monocoque frame in aluminium alloy.
Steering head angle: 24°.
Steering angle: 25° LH side / 25° RH side.
Trail: 98 mm (3.85 in).

Wheels

Front

5-spoke, light-alloy forged rim.
Size: MT3.50x17"

Rear

5-spoke, light-alloy forged rim.
Size: MT6.00x17"

Tyres

Tyre pressure

On the road (rider only)
2.3 bar (33.36 psi) (front) - 2.1 bar (30.46 psi) (rear).
On the road (rider + passenger + bags):
2.5 bar (36.26 psi) (front) - 2.9 bar (42.06 psi) (rear).
On track (rider only):
2.3 bar (33.36 psi) (front) - 1.8 bar (26.10 psi) (rear).
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Attention
Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.90÷4.35 psi).

Front

Pirelli Diablo Supercorsa SP - V4 "tubeless" radial type.
Size: 120/70 ZR17.

Rear

Pirelli Diablo Supercorsa SP - V4 "tubeless" radial type.
Size: 200/60 ZR17.

Suspension

Front

Öhlins upside-down fork with TiN coating of fork legs, completely adjustable.
Electronic rebound and compression hydraulic damping with Ducati Electronic Suspension (DES) system featuring Öhlins Smart EC 3.0
Stanchion diameter: 43 mm (1.69 in).
Wheel travel: 125 mm (4.92 in).

Rear

Öhlins TTX36 monoshock, electronically fully adjustable (except spring preload).
Electronic compression and rebound damping adjustment with Öhlins Smart EC 3.0 semi-active mode.
Wheel travel: 130 mm (5.12 in).
Stroke: 65 mm (2.56 in).
Aluminium double-sided swinging arm.

Steering damper

Electronically adjustable Öhlins steering damper.

Exhaust system

Layout: the exhaust system structure is 4–2–1–2.
Six Lambda sensors and two catalytic converters.

Available colours

Rims: black.
Frame: grey.

Ducati red
1) Primer (Acriflex) White, SUPPLIER Lechler, CODE L0040652;
2) Ducati Red base coat, SUPPLIER PPG, CODE 473.101;
3) Clear coat Tixo Klarlack 09, SUPPLIER Lechler, CODE 96230.

Electric system

Basic electric items are:

Dashboard

Digital instrument panel with 6.9" TFT display and Optical Bonding - Resolution 480x1280.

Headlight

Low beam: No.6 LEDs;
High beam: No.4 LEDs;
Parking light / DRL: no. 4 LEDs.

Turn indicators

Front (Europe version): No.2 LEDs;
Front (USA version): No. 15 LEDs;
Rear (Europe version): No. 1 LED;
Rear (USA version): No.3 LEDs.

Tail light

Parking light: No.4 LEDs;
LED stop lights: NO.10 LEDs;
Number plate light: No.3 LEDs.

Battery

12.8V - 4Ah (LiFePO4 Battery).

Warning horn.
Stop light switches.
Generator: 14.5 V - 440 W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, next to the battery.
Starter motor: Mitsuba SM18 12V - 0.6 kW.



Note

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

Fuses

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

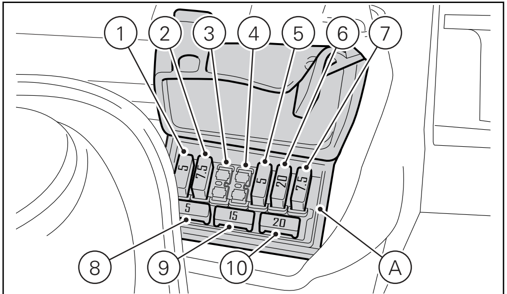


Fig 267

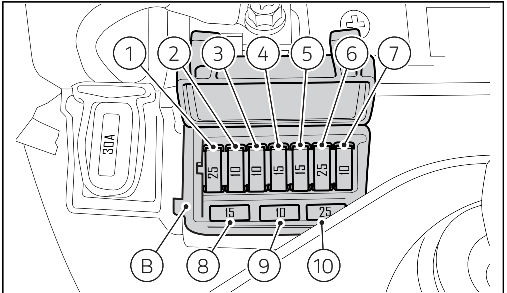


Fig 268

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

Front right fuse box (B) key		
Pos	El. item	Rat.
1	EMS powered relays	25 A
2	Fuel pump relay	10 A
3	SCU	10 A

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	15 A
9	Spare	10 A
10	Spare	25 A

To reach the main fuse (C) remove the protection cap (D) and cover (E).

To reach the solenoid starter fuse (F) and the reserve fuse (G), the cover (H) must be removed.

Main fuse box key		
Pos	El. item	Rat.
C	Main fuse	30 A

Solenoid starter fuse key		
Pos	El. item	Rat.
F	Solenoid starter fuse	30 A
G	Spare	30 A

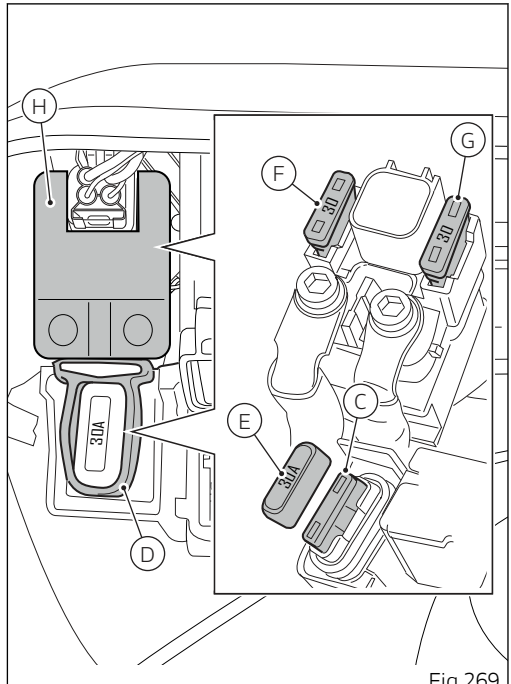


Fig 269

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

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

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

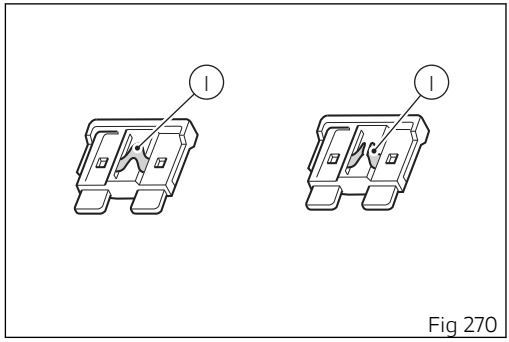


Fig 270

Open source software

Information about open source software

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

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

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

Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Model Name	Frequency band	Max. transmission power	Note
Dashboard	RTADM003	134.2 KHz (119 ÷ 135 KHz)	< 42 dBμA/m (10m) with antenna: Inductance range: 1.025 ÷ 1.065 mH (@100 kHz) Resistance: 14.65 ± 5% Ω Number of turns: 152 (Φ of wire 0.16 mm) Max gain: 0 dBi	Dashboard RTADM003 with Loop antenna: EL0216 made by ZADI S.p.A.

Table 2

Radio equipment installed in the vehicle	Brand Name	Manufacturers' addresses
Dashboard (RTADM003)	MAE	Via Presolana 33/35 24030 Medolago (Bergamo), Italy

Simplified EU declaration of conformity

[Austria]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Cyprus]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Germany]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Greece]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

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

[Italy]
Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]
Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Turkey]
Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

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

United States (USA)

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

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

The dashboard has been approved to operate with the antenna type above listed with the maximum permissible gain indicated.
Antenna types not included in that list that have a gain greater than the maximum gain indicated for any type listed are strictly prohibited for use with this device.

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

Dashboard (RTADM003)	FCC ID: 2AVGH-RTADM003

Canada

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

The dashboard has been approved by Innovation, Science and Economic Development Canada to operate with the antenna type above listed, with the maximum permissible gain indicated. Antenna types not included in that list that have a gain greater than the maximum gain indicated for any type listed are strictly prohibited for use with this device.

This device complies with Health Canada's Safety Code. The installer of this device should ensure that RF radiation is not emitted in excess of the Health Canada's requirement.

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

ICES-003 Class B Notice - Avis NMB-003 Classe B:
This Class B digital device complies with Canadian ICES-003

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

(2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Le tableau de bord a été validé par Innovation, Sciences et Développement économique Canada pour fonctionner avec les types d'antenne ci-dessus répertorié avec indication du gain maximum autorisé. Les types d'antenne non inclus dans cette liste, et dont le gain est supérieur au gain maximal indiqué, sont strictement interdits pour fonctionner avec cet appareil.

Cet appareil est conforme avec Santé Canada Code de sécurité 6. Le programme d'installation de cet appareil doit s'assurer que les rayonnements RF n'est pas émis au-delà de l'exigence de Santé Canada.

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

Cet appareil numerique classe B est conforme à la norme NMB-003 du Canada.
CAN ICES-3(B) / NMB-3(B)

Dashboard (RTADM003)	IC: 25794-RTADM003

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



Dashboard (RTADM003)	R-R-mAe-RTADM003

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Updated on 11/2024 ED.02



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