SCRAMBLER
DUCATI



Owner's manual

ENGLISH

1100 PRO

1100 SPORT PRO

Dear Ducatista,

thank you for trusting us with the purchase of your new Scrambler PRO - 1100 SPORT PRO.

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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Declarations of conformity 248

Roadside Assistance

Roadside Assistance



ACI Global Servizi

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

The roadside assistance services include:

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

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

Important

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

Call Centre telephone numbers

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

Attention

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

Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	25 561580	+357-25 561580
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61

Iceland	5 112 112	+354-5 112 112
Italy	800.744.444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038
Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechtenstein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

Software updates

Software updates

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

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

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

Attention

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

Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

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

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

2. Exclusions

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

3. Procedure for claiming the warranty

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

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

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

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

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

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

4. Limitations of liability

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

the provisions under art. 3 above are complied with. In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

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

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

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

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

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

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

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

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

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

You must bear the expense of claiming under the Warranty.

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
BBS	Black Box System
CAN	Controller Area Network
DRL	Daytime Running Lamp
DSB	Dashboard
DTC	Ducati Traction Control
ECU	Engine Control Unit
RbW	Ride by Wire

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

Attention

This motorcycle is designed for on-road use, may be used occasionally on dirt trail. Usage in conditions for which it was not designed (e.g. heavy off-road use) can lead to loss of control of the motorcycle, increasing the risk of a crash.

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

This motorcycle carries the rider and can carry a passenger.

Attention
The total weight of the motorcycle in running order and at full load, including rider, passenger, luggage and additional accessories should not exceed 396kg/873lb.

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.

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.

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

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

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

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

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

Important
The passenger should always hold on to the grab handles under the seat with both hands.

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.

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
The maximum speed permitted with the side bags and top case fitted must not exceed 150 km/h (93 mph) and at any rate it must comply with the applicable statutory speed limits.

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

Information about carrying capacity

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

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

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

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

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

Refer to paragraph "Tyres".

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

Battery

Attention

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

Vehicle identification number

Note

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

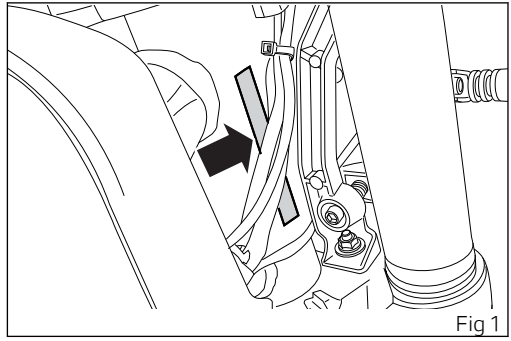


Fig 1

Engine identification number

Note

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

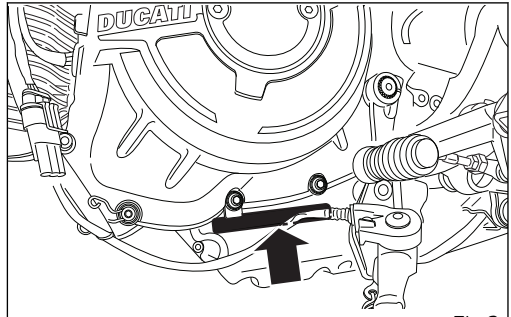


Fig 2

Customisations

Each version is a customisation of the SCRAMBLER. The SCRAMBLER is available in two different customisations:

- SCRAMBLER 1100 PRO
- SCRAMBLER 1100 SPORT PRO

Information herein refers to Scrambler 1100 PRO. Information about the SPORT PRO customisation is indicated only if different.

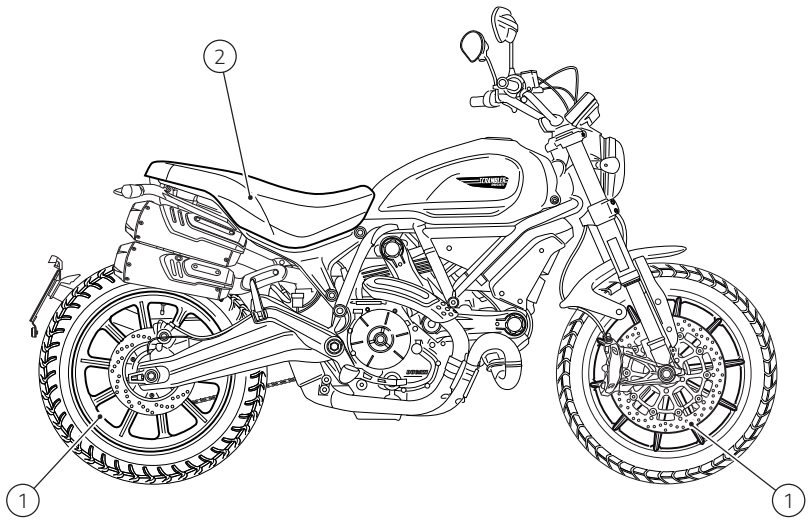


Fig 3

SCRAMBLER 1100 PRO

Customisation

1) 10-spoke, light-alloy rims
2) Dedicated seat

Standard outfit

Riding Mode, Power Mode, Ducati Safety Pack (Cornering ABS + DTC), RbW, LED Light Guide, Diffusion LED tail light, LCD instrument panel with gear and fuel level indications, Steel tank with aluminium interchangeable side panels, Belt covers in machined aluminium, Underseat compartment with USB socket.

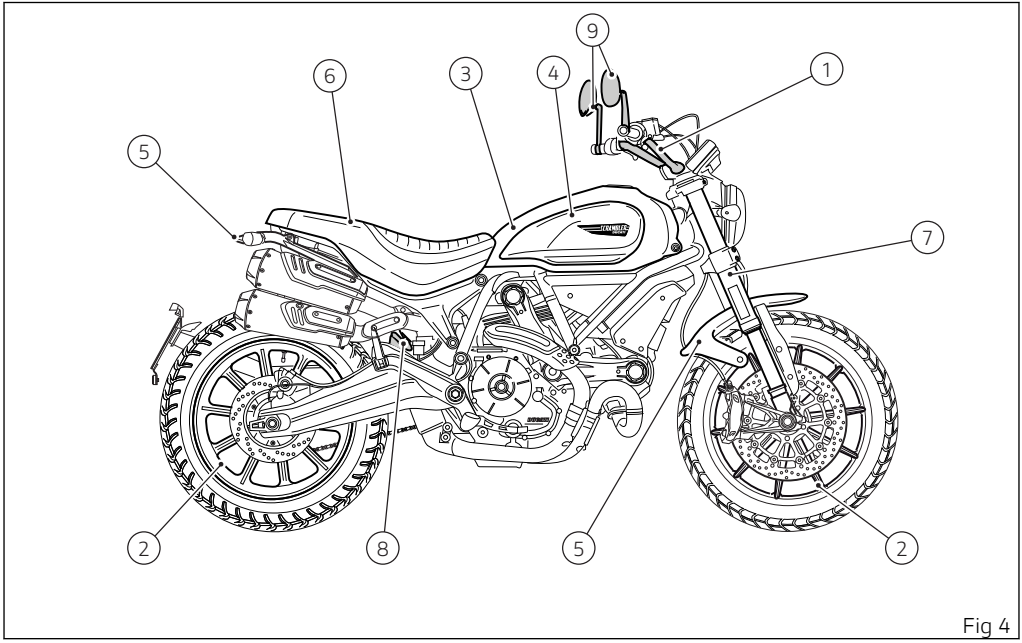


Fig 4

SCRAMBLER 1100 SPORT PRO

Customisation

1) Low aluminium handlebar with variable section
2) Black spoked wheels
3) Seat with dedicated lining
4) Chromed exhaust manifolds
5) Aluminium front mudguard
6) Aluminium rear mudguard
7) Tank side panels in anodised aluminium
8) Double-sided swinging arm with brushed finishing
9) Rear-view mirrors on handlebar

Standard outfit

Riding Mode, Power Mode, Ducati Safety Pack (Cornering ABS + DTC), RbW, LED Light Guide, Diffusion LED tail light, LCD instrument panel with gear and fuel level indications, Steel tank with aluminium interchangeable side panels, Belt covers in machined aluminium, Underseat compartment with USB socket.

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Rear-view mirrors.
5) Rear shock absorber adjusters.
6) Catalytic converter.
7) Exhaust silencers.
8) Chain tension adjusters (both sides).
9) Fork adjusters.

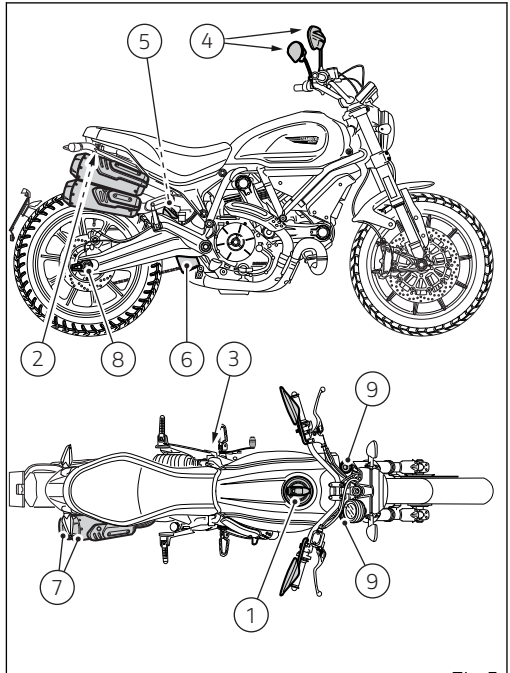


Fig 5

Tank filler plug

Opening

Insert the key into the lock.
Turn the key clockwise by 1/4 of a turn to release the lock.
Lift the plug (1) at the back.

Closing

Lower the plug (1) at the front with the key inserted and push it down into its seat.
Turn the key counter clockwise to the original position and remove it.

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.

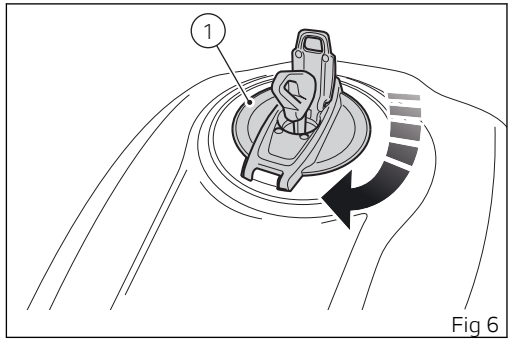


Fig 6

Seat lock

Removing the seat

Insert key (1) inside lock, positioned under splash guard, turn it clockwise and, at the same time, to make pin release easier, press on seat (close to latch). Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

Attention

When you are about to insert key inside seat lock, do not touch the exhaust system with your body since silencers remain hot for a long time after engine switching off.

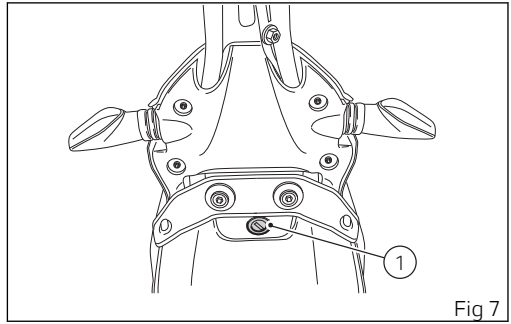


Fig 7

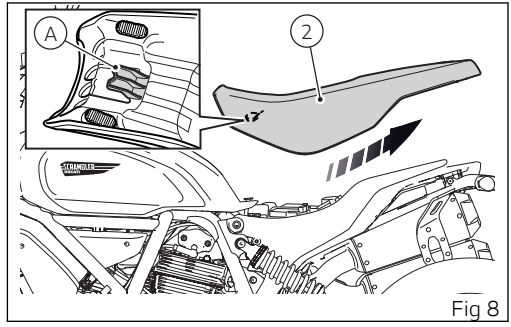


Fig 8

After removing the seat, you can reach the battery maintainer connector (3). To use it, slide it out from the clamp (X) and connect it to maintainer (4), as described in chapter “Maintaining the battery charge”.

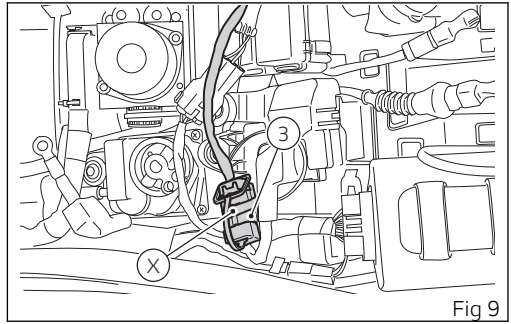


Fig 9

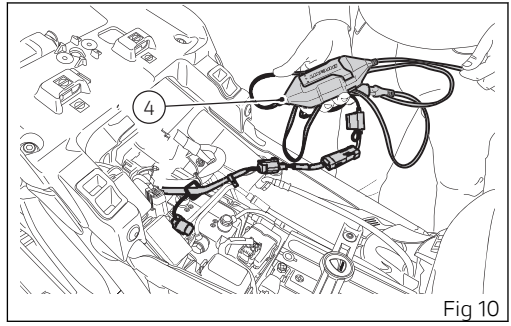


Fig 10

Refitting the seat

Make sure that all elements are correctly positioned and fastened to the compartment under the seat. Slide the front end (A) of the seat bottom underneath the retainer (B) of the frame support. Press on seat (2) rear end until locking latch snaps. Make sure the seat is safely secured to the frame and remove the key (1) from the lock.

Maintaining the battery charge

Your motorcycle is equipped with a connector (9), under the seat, to which you can connect a special battery charger (10) (Battery charge maintainer kit part no. 69928471A - various countries, part no. 69928471AX - for Australia only, part no. 69928471AW - for Japan only, part no. 69928471AY - for UK only) available from our sales network.

Note

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

Important

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

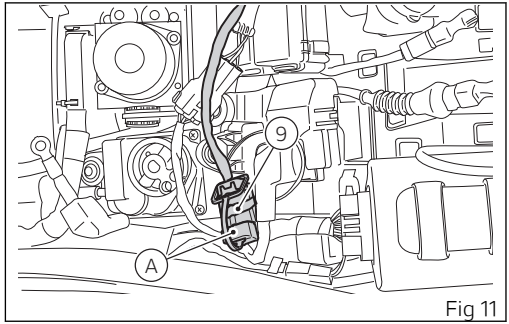


Fig 11

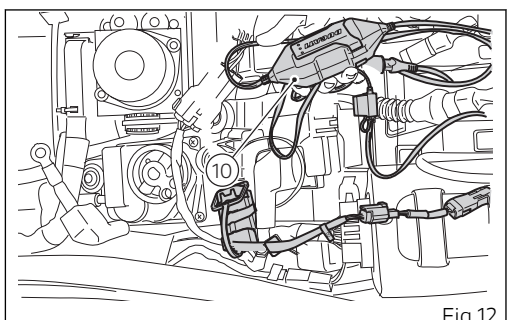


Fig 12

Attention

When the motorcycle is left unused (approximately for more than 30 days), we recommend owners to use the Ducati battery charge maintainer (Battery charge maintainer kit part no. 69928471A - various countries, part no. 69928471AX - for Australia only, part no. 69928471AW - for Japan only, part no. 69928471AY - for UK only) since its electronics monitors the battery voltage. Connect the maintainer to the diagnostics socket located in the rear side of the motorcycle

Note

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

Side stand

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 handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To move the side stand to its "resting" position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

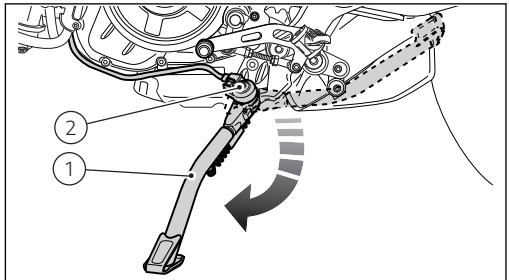


Fig 13

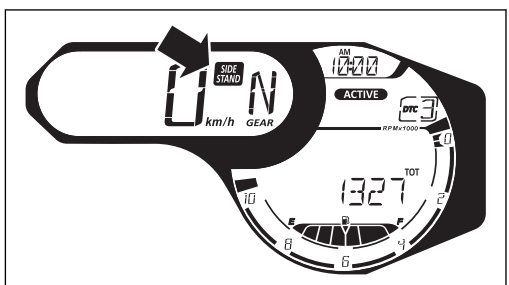


Fig 14

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

Attention

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

Note

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

Attention

Keeping the engine running for too long with the vehicle stationary can cause damage because of overheating due to insufficient cooling. Do not keep the engine on unnecessarily while the vehicle is stationary. Move off with the motorcycle immediately after starting the engine.

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.
USB connection (1) is located under the seat and is protected by a flap: lift flap to use connection.

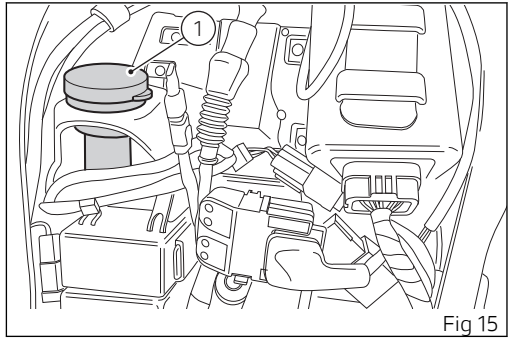


Fig 15

Important

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

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

Front fork adjustment

Front fork adjustment (SCRAMBLER 1100 PRO)

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

1) for rebound damping adjustment (1) (right leg);
2) for compression damping adjustment (2) (left leg);
3) for inner spring preload adjustment (3).

Position the motorcycle on its side stand so that it is stable.
Turn adjuster (1) at the top end of the left leg with a flat-blade screwdriver to adjust rebound damping.
Turn adjuster (2) at the top end of the right leg with a flat-blade screwdriver to adjust compression damping.

Turn the adjusting screws (1) and (2) to adjust the damping.
Turn screw fully in to get the maximum rebound (1) or compression (2) damping. While turn it out to reduce rebound (1) and compression (2) damping.

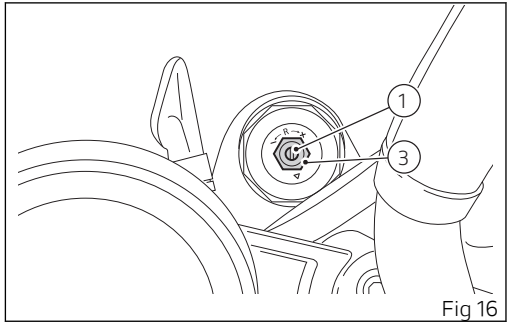


Fig 16

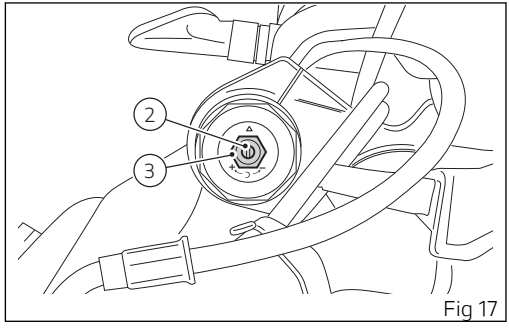


Fig 17

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

STANDARD settings

1) Rebound: open 2 clicks from fully closed position;
2) Compression: open 2 clicks from fully closed position;
3) Preload: 5 mm (0.19 in).

Attention

Adjust both fork legs to same settings.

Front fork adjustment (SCRAMBLER 1100 SPORT PRO)

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

1) for rebound damping adjustment (1) (right leg);
2) for compression damping adjustment (2) (left leg);
3) for inner spring preload adjustment (3).

Position the motorcycle on its side stand so that it is stable.
Turn adjuster (1) at the top end of the right leg with a hexagon wrench to adjust rebound damping.
Turn adjuster (2) at the top end of the left leg with a hexagon wrench to adjust compression damping

Turn the adjusting screws (1) and (2) to adjust the damping.
Turn screw fully in to get the maximum rebound (1) or compression (2) damping.
While turn it out to reduce rebound (1) and compression (2) damping.

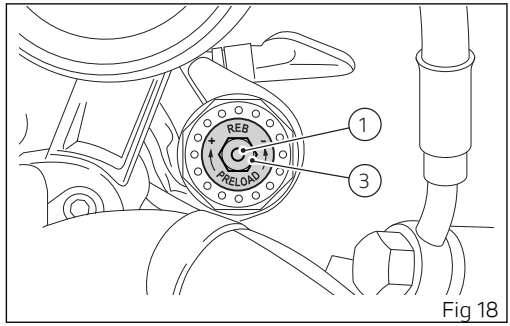


Fig 18

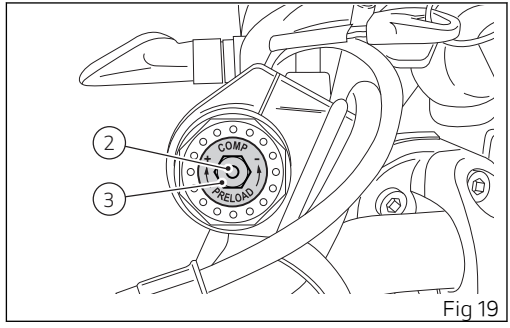


Fig 19

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

STANDARD settings

1) Rebound: open 16 clicks from fully closed position;
2) Compression: open 18 clicks from fully closed position;
3) Preload: 3 mm (0.12 in).

Attention

Adjust both fork legs to same settings.

Adjusting the rear shock absorber
SCRAMBLER 1100 PRO

Kayaba monoshock
The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).
The ring nuts (3) allow adjusting the shock absorber external spring preload. To adjust the spring preload, loosen the top ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload. After setting spring preload as desired, tighten the upper locking ring nut.

Standard setting
Rebound: 3 clicks from fully closed;
Spring preload: 11 mm (0.43 in);
Distance between centres: 305 mm (12.01 in).

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

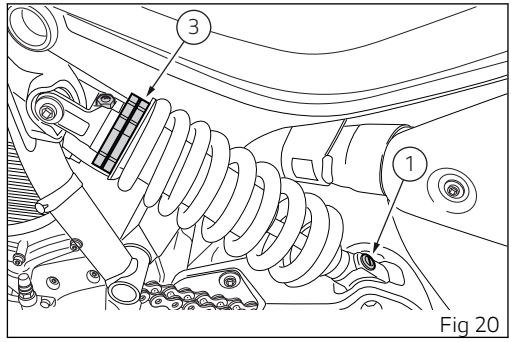


Fig 20

Attention
When carrying a passenger and luggage, increase the rear shock absorber spring preload by 3 turns to improve motorcycle dynamic handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

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

SCRAMBLER 1100 SPORT PRO

Ohlins monoshock
The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. Adjuster (1), located on the lower part of the monoshock, adjusts the damping during the rebound phase (return).
The ring nuts (3) allow adjusting the shock absorber external spring preload. To adjust the spring preload, loosen the top ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload. After setting spring preload as desired, tighten the upper locking ring nut.

Standard setting
Rebound: 12 clicks from fully closed;
Spring preload: 10 mm (0.39 in);
Distance between centres: 305 mm (12.01 in).

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

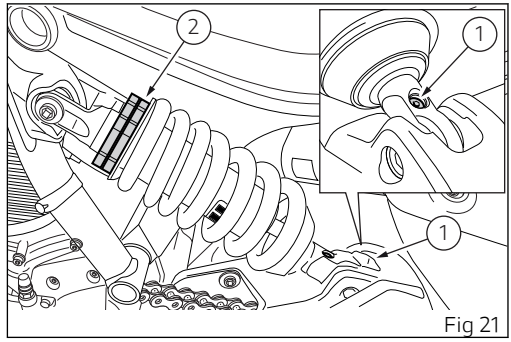


Fig 21

Attention
When carrying a passenger and luggage, increase the rear shock absorber spring preload by 3 turns to improve motorcycle dynamic handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

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

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) Rear brake pedal.
6) Right-hand switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

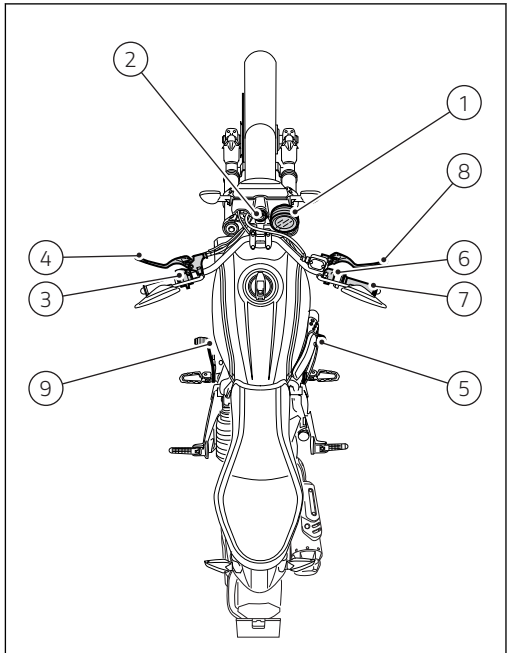
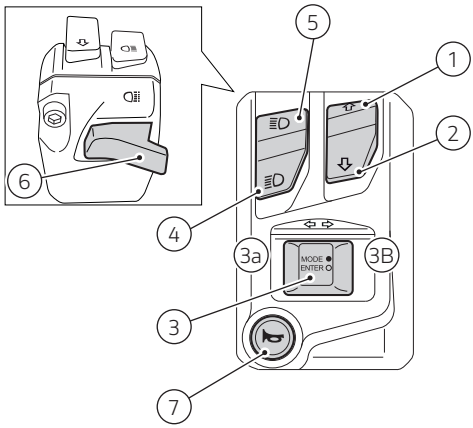


Fig 22

Switchgears



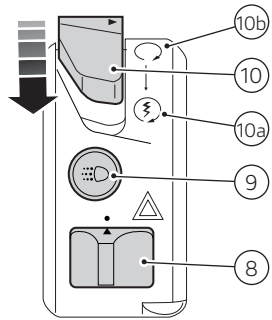


Fig 23

1	⇧	Control button up.
2	⇩	Control button down.
3	MODE ● ENTER ○ ⇦⇨	ENTER confirm menu button and turn indicator three-position switch: • position (3a), left turn indicator; • centre position, OFF; • position (3b), right turn indicator.
4		Low beam.
5		High beam.
6		High-beam flasher.
7		Horn.
8		Hazard lights (red).
9		DRL (if present).
10		2-position switch (red).
10a		Engine start, pushed down.
10b		Engine stop.

Light control

Low/high beam (version without DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on.
When the engine is started the low beam is automatically switched on. It is possible to switch from low to high beam and vice versa with button (7),positions (B) and (A), or flash with button (3). If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7), positions (B) and (A), or flash with button (3) on LH switch.
If within 60 seconds from the manual switching on of the low / high beam the engine is not started, the lights are disabled again (off).

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

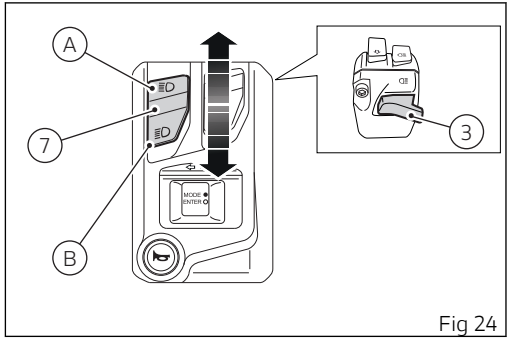


Fig 24

Low/high beam (version with DRL)

At Key-On, the high beam and low beam lights are OFF: only the parking lights and the DRL light are turned on.
After starting the engine the low beam is automatically switched on if the AUTO mode is set and the instrument panel detects poor ambient light (NIGHT): if, on the other hand, the instrument panel detects good light conditions (DAY), the DRL light remains on and the low beam remains off.
If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

It is possible to switch from DRL to low beam and vice versa with button (5).

It the low beam is activated, it is possible to switch on the high beam with button (7, Fig 24) position (A), or flash with button (3, Fig 24).
If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7, Fig 24) positions (B) and (A), or flash with button (3, Fig 24) on LH switch.

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

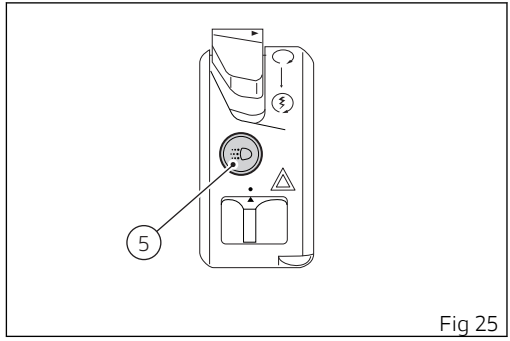


Fig 25

DRL (Daytime Running Light) — only for version with DRL lights

It is possible to switch off the DRL lights by setting them to “MANUAL” with button (5) on the left-hand switch. Press button (5) again, the DRL lights will turn on again and set to “AUTO”. When the DRL lights are set to “AUTO”, the display shows the indicated symbol.

If the DRL light is set to “MANUAL” after pressing button (5), upon next Key-On the DRL light is always automatically set to “AUTO” again.
If instead the “AUTO” or “MANUAL” setting has been set through the Setting menu, the status is always stored also upon Key-Off. At the following Key-On the DRL light control is initialised with the last setting (“AUTO” or “MANUAL”). Refer to the chapter “Setting menu - DRL light mode setting - only if present (DRL CONTROL)” on page 120.

By pressing button (7, Fig 24) the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the light button (7, Fig 24) the DRL light is automatically switched on again.

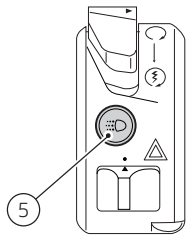


Fig 26

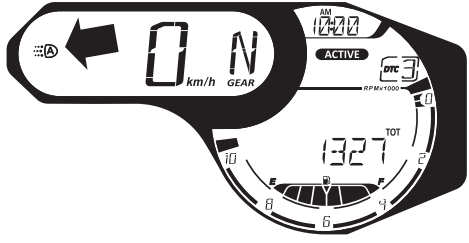


Fig 27

DRL in AUTO mode

If the DRL is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice versa, according to the detected ambient light conditions. The indicated symbol will be displayed.

Attention
Using the DRL light in AUTO (automatic) mode in case of poor light conditions, especially in case of fog or clouds, could impair safety: in this case DUCATI recommends to manually activate the low beam.

DRL in MANUAL mode

If the DRL light is in this mode, because set through the “Setting menu” page 120, it does not change its status when the engine is started. To switch on or off the DRL light it is necessary to press button (5).

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

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

Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the Setting Menu - see chapter “Setting menu - Turn indicator mode setting (TURN INDICATORS)” on page 120.

Manual switch-off:

After activating one of the two turn indicators, the user can deactivate them using button (4).

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.

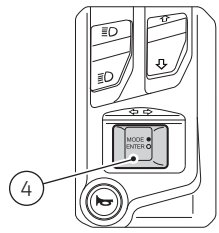


Fig 28

If the turn indicator switch is again operated, while turn indicator is still on, automatic switch-off feature is re-initialised.

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

Hazard function (4 turn indicators)

The Hazard function turns all four turn indicators on at the same time to signal an emergency condition. This function is activated by pressing button (6). When the Hazard function is active, all four turn indicators blink at the same time as well as the warning lights on the instrument panel.

If during the Key-On the Hazard function has been activated, it will carry on working also after the Key-Off.
If the function is active in Key-Off, its deactivation is carried out only automatically after 120 minutes.
In Key-Off it is not possible to activate the Hazard function.

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

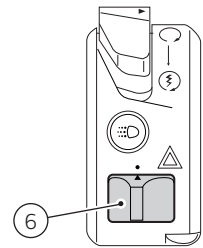


Fig 29

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.

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.

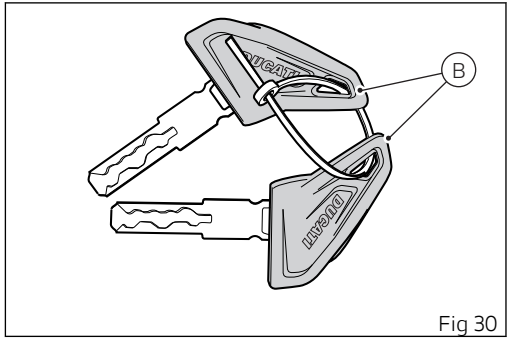


Fig 30

Note

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

Immobilizer system

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

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

Key-operated ignition switch and steering lock

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

A) ○ : enables lights and engine operation;
B) ⊠ : disables lights and engine operation;
C) 🔒 : the steering is locked;

Attention

To turn the key to position (C) it is necessary to insert the key and rotate it through positions (A) and (B). The key can be removed in positions (A), (B) and (C).

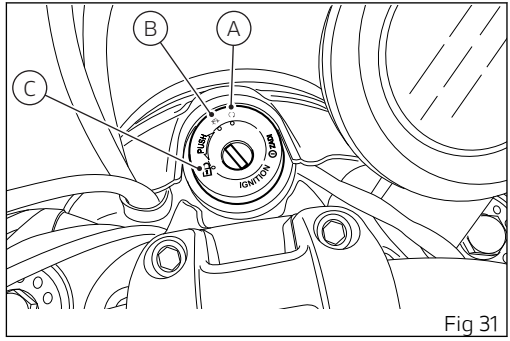


Fig 31

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.

If the PIN CODE function is active, the instrument panel enables the possibility to enter the override code. Then "PIN" and four dashes "- - - -" (with the first dash flashing) are displayed.

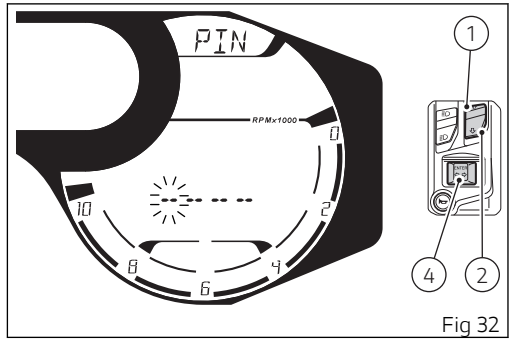


Fig 32

Entering the code

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

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

- if the PIN CODE is not correct the instrument panel displays "PIN" and “WRONG” flashing for 3 seconds (B). After these 3 seconds, the instrument panel allows you to try and enter the PIN again, so it will display “PIN”, and a string of four dashes "- - - -" (with the first dash flashing).
- If there is a problem during the PIN code check, the instrument panel displays "ERROR" for 3 seconds and then responds in the same way as for the "WRONG" error.

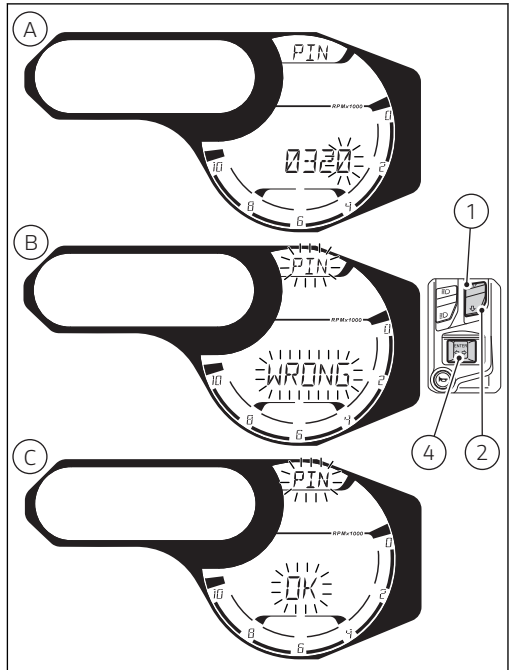


Fig 33

- if the PIN CODE is correct, the instrument panel shows “PIN” and “OK” flashing (C) for 3 seconds, and then displays the main screen.

If no operation is made within 2 minutes, while entering the PIN CODE, the instrument panel will display "TIME" and "OUT" flashing for 3 seconds and will then turn off.

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. 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.

Important

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

Note

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

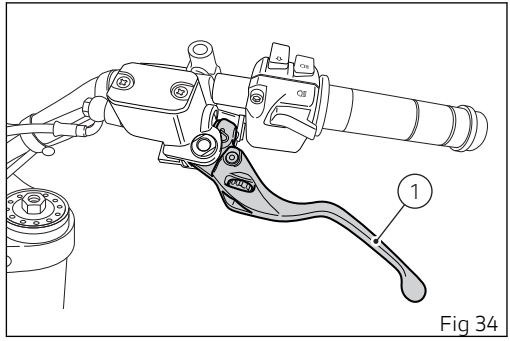


Fig 34

Turn knob (2) clockwise/counter clockwise to adjust lever (1) distance from handgrip.

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

Attention
Set clutch lever when motorcycle is stopped.

Attention
In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above.
If the clutch is still slipping, go to a Dealer or a Ducati authorised service centre.

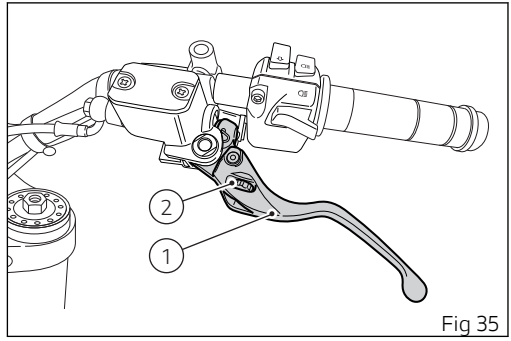


Fig 35

Throttle twistgrip

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

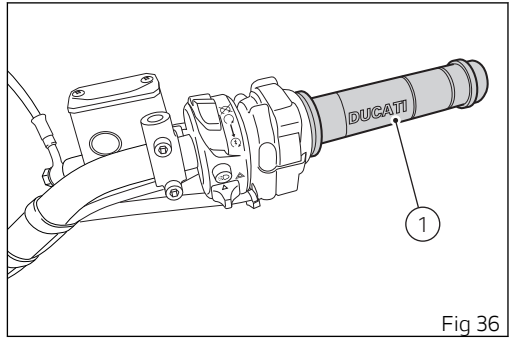


Fig 36

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar.

To adjust lever and change the distance between lever (1) and twistgrip, keep the lever (1) fully extended and turn knob (2) fully clockwise/counter clockwise.

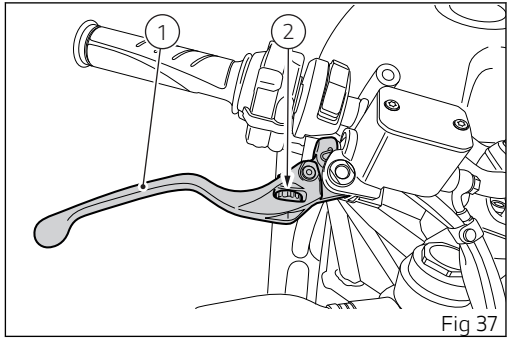


Fig 37

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The control system is of the hydraulic type.

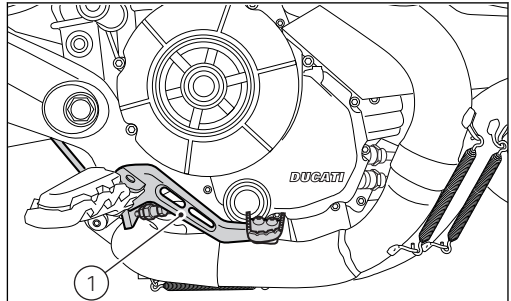


Fig 38

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the centre. This is indicated by the instrument panel 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.

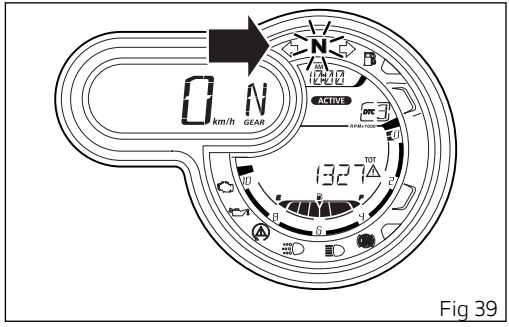


Fig 39

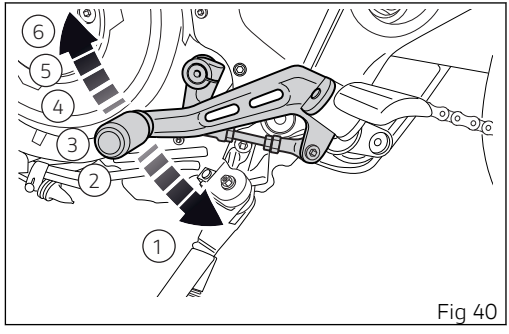


Fig 40

Adjusting the position of the gearchange pedal and rear brake pedal

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

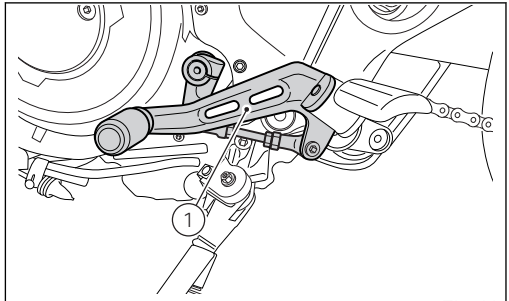


Fig 41

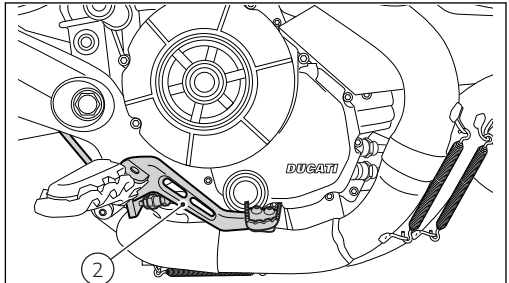


Fig 42

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 621 mi (1000 km);
2) From 1000 km (621 mi) to 2500 km (1553 mi).

Up to 1,000 Km (621 mi)

During the first 1000 km, keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm. During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

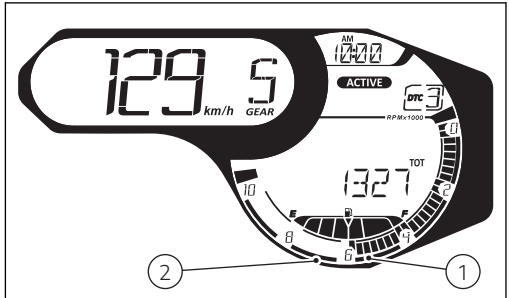


Fig 43

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill. Furthermore, the drive chain should be inspected frequently. Lubricate as required.

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL
  Check the level in the sump through the sight glass; top-up if necessary (see “Checking the engine oil level”).
- BRAKE FLUID
  Check fluid level in the relevant reservoirs (see “Brake fluid level check”).
- 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”).

ABS warning light

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

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

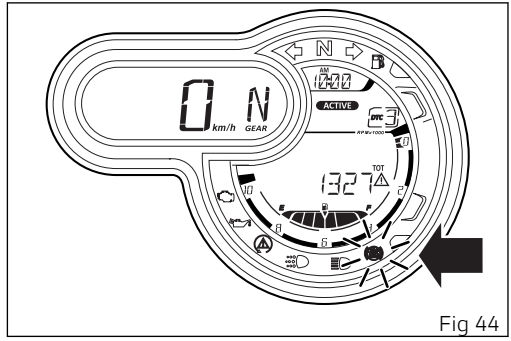


Fig 44

ABS device

Anti-lock Braking System (ABS) 9M

ABS 9M system is a two-channel latest-generation system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking.

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

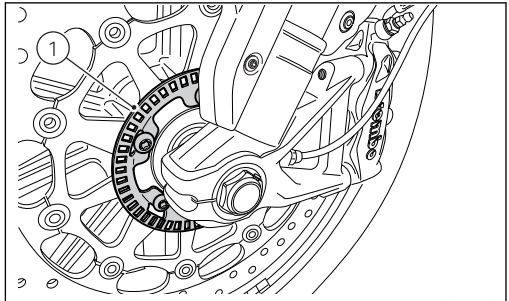


Fig 45

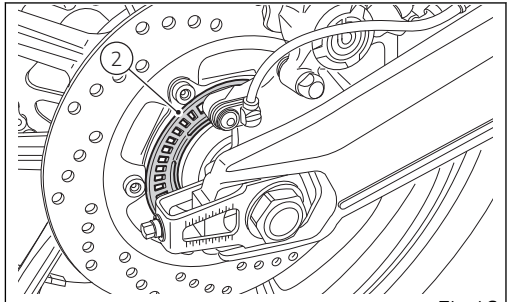


Fig 46

Engine start/stop

Attention

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

Attention

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

Move the ignition switch to position (1). Make sure both the green light N and the red light on the instrument panel come on.

Important

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

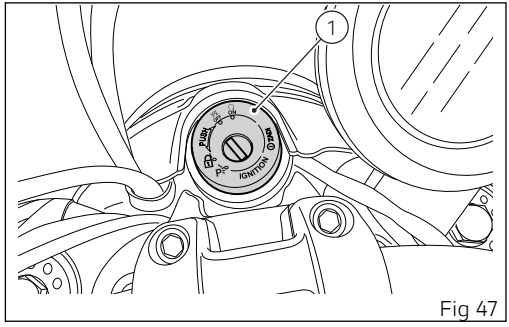


Fig 47

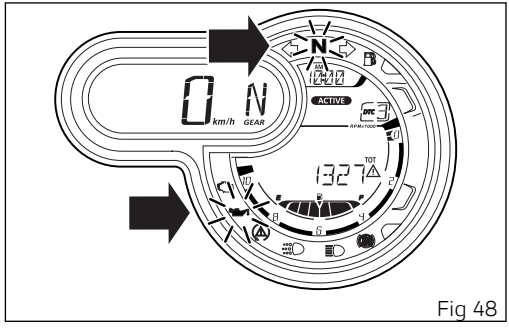


Fig 48

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

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

Make sure that emergency start/stop switch (2), is set to (B) ↺ (RUN).
Move the switch (2) press the bottom (C) and release it.
Let the motorcycle start without operating the throttle control.

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

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

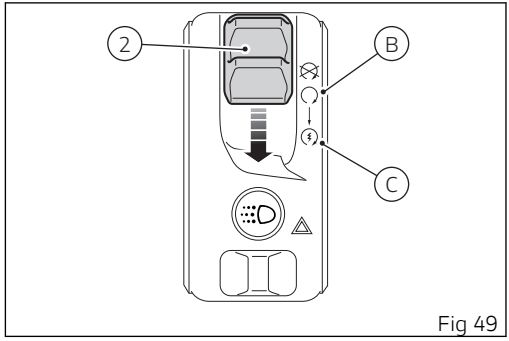


Fig 49

Attention
Keeping the engine running for too long with the vehicle stationary can cause damage because of overheating due to insufficient cooling. Do not keep the engine on unnecessarily while the vehicle is stationary. Move off with the motorcycle immediately after starting the engine.

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

Switching off

The engine will shut off by turning the ignition switch (2) to the initial position(D).

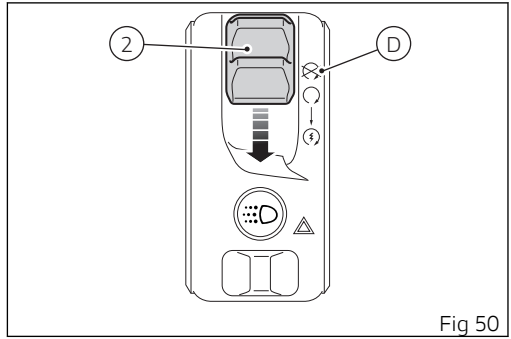


Fig 50

Moving off

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

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.
The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

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

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 position (2).

Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

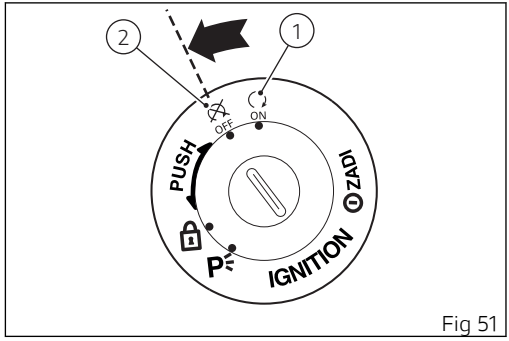


Fig 51

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). 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.

Attention

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

Attention

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

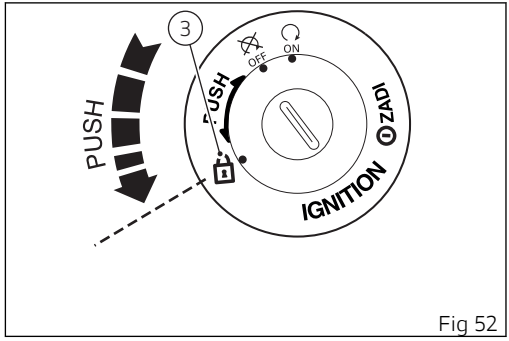


Fig 52

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

Never overfill the tank when refuelling. Fuel should never be touching the rim of filler recess (1).

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.

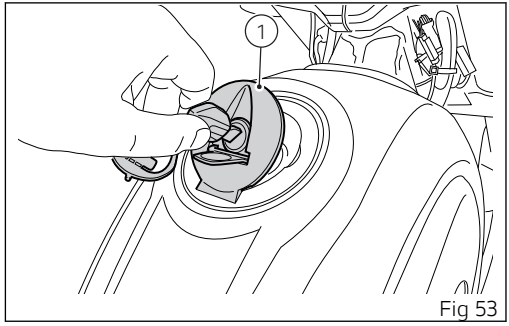


Fig 53

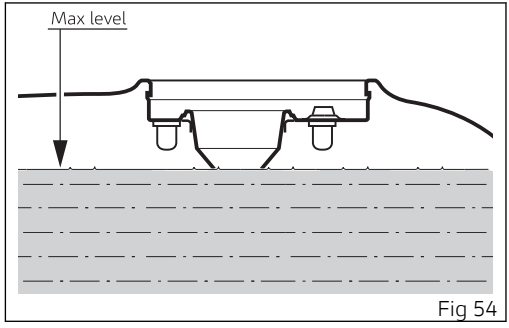


Fig 54

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 in figure 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.

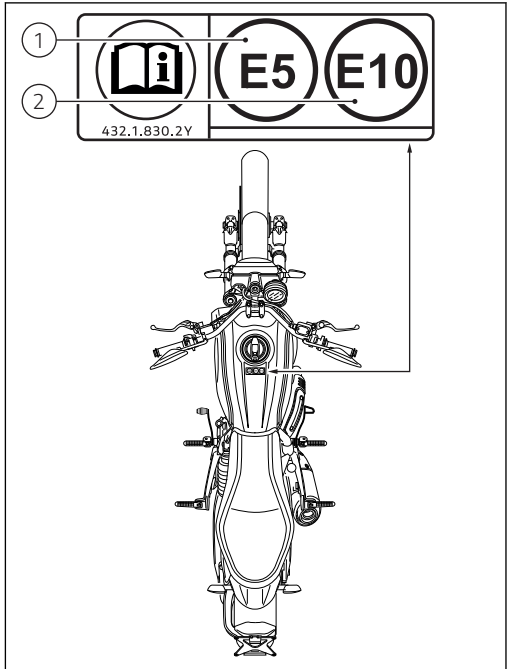


Fig 55

Tool kit and accessories

The tool kit (1) is located under the seat.
Tool kit includes:

- screwdriver;
- screwdriver handgrip;
- fuse pliers;
- Allen wrench 3 mm (0.11 in).
- Allen wrench 4 mm (0.16 in).
- handgrip for box wrench;
- box wrench for spark plug.

To gain access to the compartment, remove the seat as described in chapter "Removing the seat".

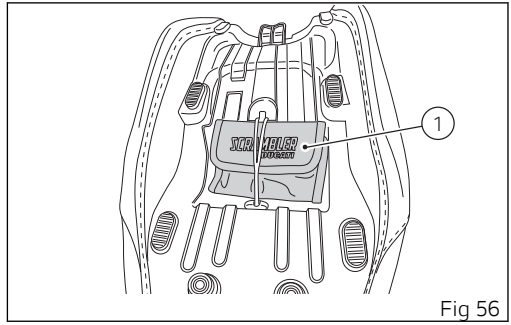


Fig 56

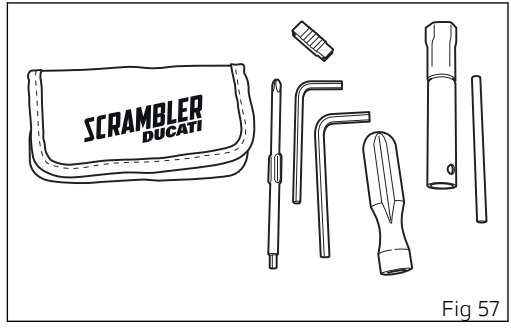


Fig 57

Instrument panel (Dashboard)

Instrument panel

Instrument panel

The bike is equipped with a LCD instrument panel. The instrument panel provides all the information needed for safe driving.

Warning lights

1) LCD.

2) REV COUNTER.
It indicates engine rpm value.

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

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

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

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

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

7) TURN INDICATOR LIGHTS (GREEN).
A warning light turns on and blinks when the relevant turn indicator is active; when the warning lights blink at the same time, the HAZARD function is active.

8) "ENGINE/VEHICLE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).

- The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.
- The warning light turns on flashing to warn about a critical emission-related error that could

damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.

9) ABS LIGHTS (ABS) (AMBER YELLOW).
It turns on to indicate if the ABS is in error or not functioning.

10) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

Over Rev:
- Light OFF – no limiter intervention.
- Light steady ON – limiter first intervention threshold.
- Light ON flashing – limiter intervention.

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

Immobilizer/Anti-Theft System:
- Light ON flashing – with vehicle in key-off status.
- Light OFF – with vehicle in key-on status or in key-off status for over 12 hours.

11) GENERIC ERROR WARNING LIGHT.
It turns on in case of "vehicle" errors and/or in case of active errors from other control units.

12) DTC LIGHT (AMBER YELLOW).
- Light OFF – DTC is enabled and functioning.
- Light steady ON – DTC is disabled and/or not functioning due to a fault in the control unit.
- Light ON flashing – DTC is enabled, but with limited performance.

13) DRL LIGHT (GREEN) (only if present).
- Light OFF – DRL function not active.
- Light steady ON – DRL function active.
- Light ON flashing – if the instrument panel detects an error after DRL function activation.

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.

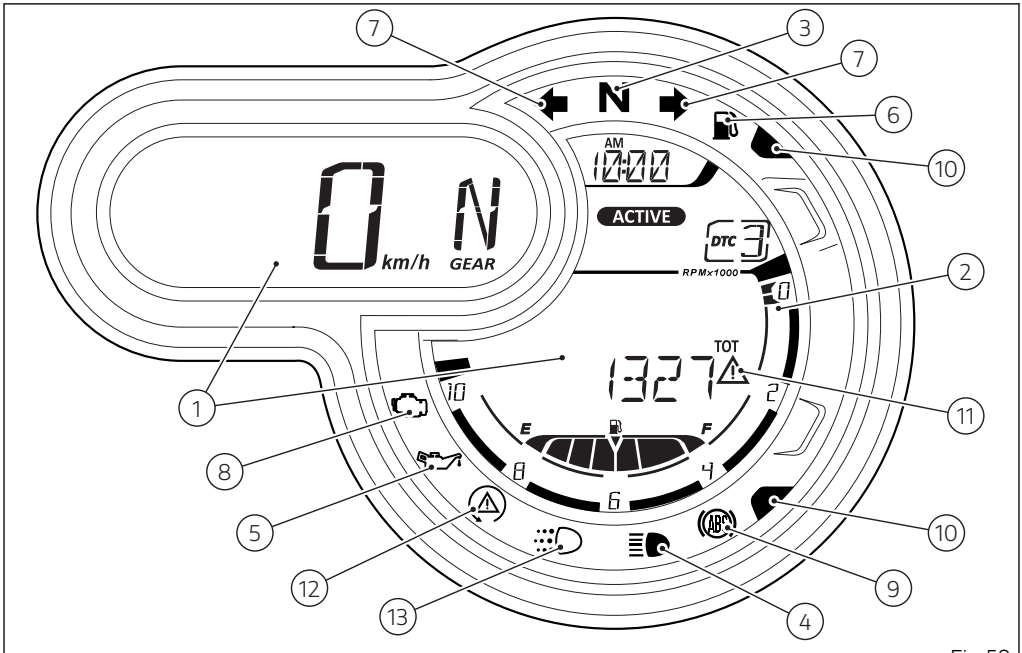

7
3
7
6
10
AM
10:00
ACTIVE
DTC
3
RPMx1000
0
2
0 N
km/h
GEAR
1
TOT
1327
10
2
11
8
E
F
5
8
4
6
12
13
4
10
9

Fig 58

Parameter displaying

Upon key-on, the instrument panel carries out a check routine to test the warning lights and the display:
warning lights will be turned on in a sequence, while on display system shows the software version and progressively activates rpm bar indicator and speed indication.
At the end of the check routine, the instrument panel displays the main screen (standard screen) showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph) (actual speed), the instrument panel will immediately stop warning light and display check routine and display the main screen.

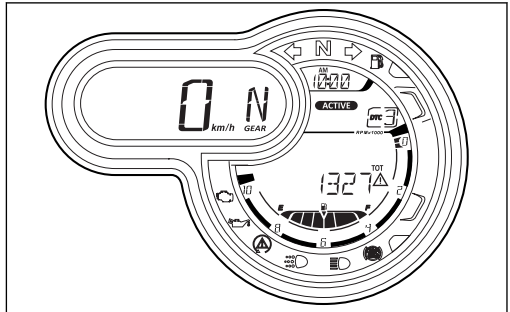


Fig 59

Data displayed on the main screen are as follows:

1) Motorcycle speed
2) Gear indication
3) Rev counter
4) Fuel level
5) Menu
6) DTC level indication ON or DTC OFF indication
7) Set Riding Mode
8) Clock
9) DRL light status indication (if present)
10) Bluetooth and infotainment (if present)
11) Heated handgrips (if any)

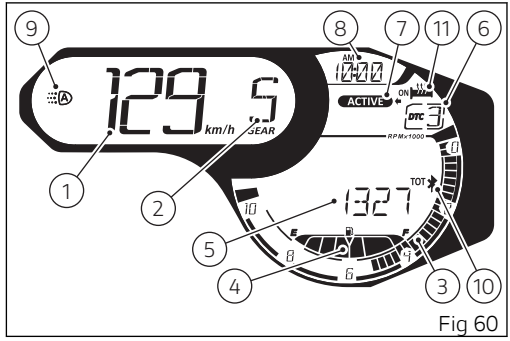


Fig 60

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

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

From the main screen, press button (1) or (2) on LH switch to scroll through menu information:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Residual range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER) (active only if the Bluetooth module is available and one smartphone is connected)
- Call management (CALLS) (active only if the Bluetooth module is available and one smartphone is connected)
- Heated handgrips (H.GRIPS) (active only if present)
- SETTING MENU.

For some functions it is possible to interact by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 112).

The instrument panel stores menu current settings upon KEY-OFF. Upon the following KEY-ON, the previously stored function is displayed in the menu. In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the menu upon the following KEY-ON.

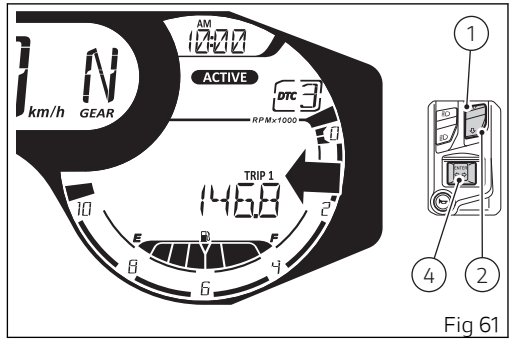


Fig 61

Upon KEY-ON, for each layout mode, the instrument panel displays Odometer (TOT) page for 10 seconds in the menu and then displays the page saved upon previous KEY-OFF.

If the key is not acknowledged upon Key-ON and once the check routine is over, the instrument panel will behave as follows:

- if the PIN CODE function is not active, the initial lights check routine is skipped, the standard screen is displayed and access to the Setting Menu is not allowed;
- if the PIN CODE function is active, the PIN CODE function page is displayed, allowing the rider to enter the override code (see “Restoring motorcycle operation via the PIN CODE” page 62).

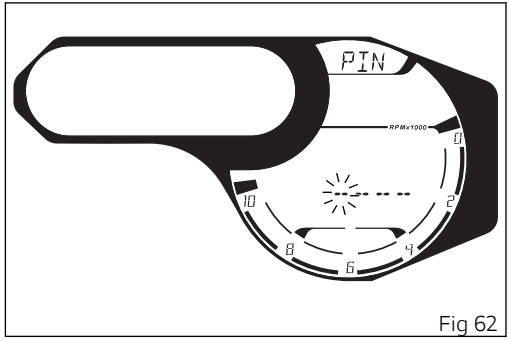


Fig 62

Main functions

The functions displayed in the Standard screen are the following:

Main information

- Motorcycle speed
- Engine rpm indication (RPM)
- Riding Mode
- Gear indication (Gear)
- DTC level indication
- Fuel Level
- Clock
- Menu displays the following functions:
  Odometer (TOT)
  Trip meter 1 (TRIP 1)
  Trip meter 2 (TRIP 2)
  Residual Range (RANGE)
  Ambient air temperature (T-AIR)
  Player management (PLAYER) (only if the Bluetooth module is present and one smartphone is connected)
  Call management (CALLS) (only if the Bluetooth module is available and one smartphone is connected)
  Heated handgrips (H.GRIPS) – only if present
  Setting Menu

Additional information

- Infotainment (only if the Bluetooth module is present and one smartphone is connected)
- Service indication (SERVICE)
- Warnings / Alarms
- Error indication

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

- Customising Riding Modes (R.M.)
- Pin Code (PIN)
- Backlighting setting (B.L.)
- DRL light Auto / Manual mode setting (DRL)
- Clock (CLK)
- Date Setting (DAT)
- Service Information (SRV)
- Setting the Unit of Measurement (UNT)
- Battery indication (BAT)
- Turn indicator automatic Switch-off feature (TRN)
- Engine rpm digital indication (RPM)
- Bluetooth device settings (only if the Bluetooth module is present) (BTH)

Motorcycle speed

This function allows displaying the vehicle speed (km/h or mph according to the specific application). The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).
The max. displayed speed is 299 km/h (186 mph).

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

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

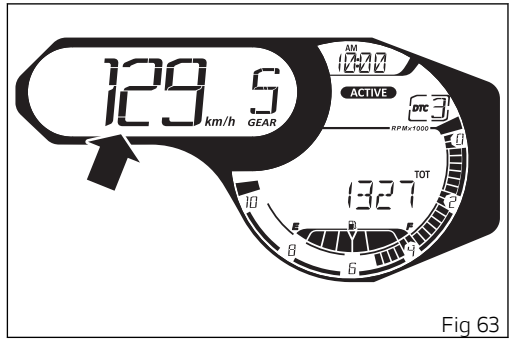


Fig 63

Engine rpm indication (RPM)

This function allows displaying engine rpm.
The information is displayed by the bargraph filling from the right to the left according to the engine rpm.

When the threshold before the rpm limiter is reached, the corresponding warning lights (warning lights 10, see “Instrument panel”) will turn on.

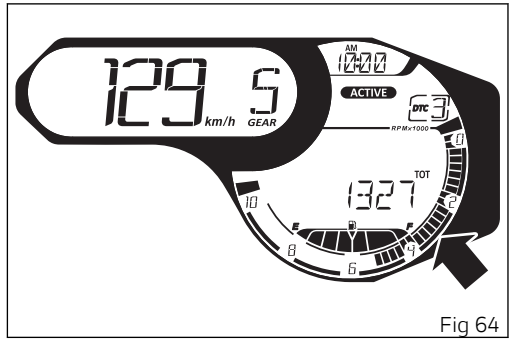


Fig 64

Riding Mode

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: ACTIVE, JOURNEY and CITY.
The selected and active riding mode is displayed on the RH side of the display.

Attention

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

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the relevant pages of the Setting Menu (see paragraph):

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, OFF);
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

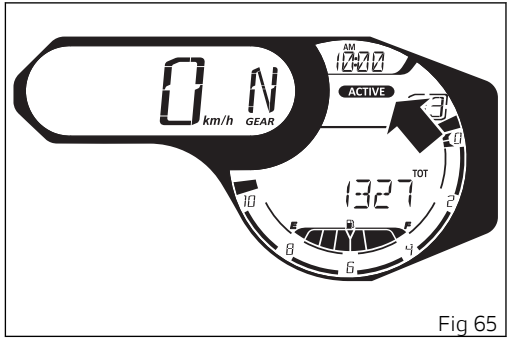


Fig 65

Riding mode change function

This function allows changing vehicle riding mode. Press button (4) for more than 1 second to change the riding mode.

The display shows the names of the three riding modes (ACTIVE, JOURNEY and CITY) and "EXIT". The name of the currently set Riding Mode flashes with the arrow " ◄ " at the side (in the example shown in the figure, the "ACTIVE" riding mode flashes).
Use button (1) or (2) to change selected item (riding mode name flashing and steady arrow) by scrolling the available riding modes through to “EXIT”.
Once desired mode is selected, press CONFIRM MENU button (4) to activate it.

If button (4) is pressed when “EXIT” is selected (flashing frame), the instrument panel will quit without saving the new riding mode.

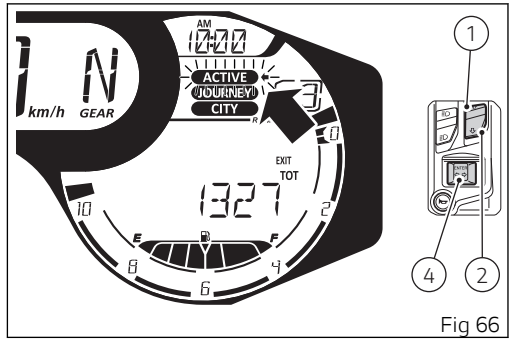


Fig 66

Note
If, after activating the riding mode change page, button (1) or button (2) is not pressed for 5 seconds, the instrument panel automatically quits this page and goes back to the previous page for Riding Mode selection, without editing any setting.

Upon change of riding mode, the instrument panel:

- if vehicle speed is ≤ 5 Km/h (3 mph) and throttle control is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to “standard page” displaying.
- if vehicle speed ≤ 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display “CLOSE” and “GAS” (A, Fig 67). Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed” and brakes are released, the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to standard page displaying.
- if vehicle speed > 5 Km/h (3 mph) and throttle control is "open", the instrument panel will display “CLOSE” and “GAS” (A, Fig 67). Only when throttle control is "closed" does the instrument panel confirm the selected riding mode and go back to standard page displaying.

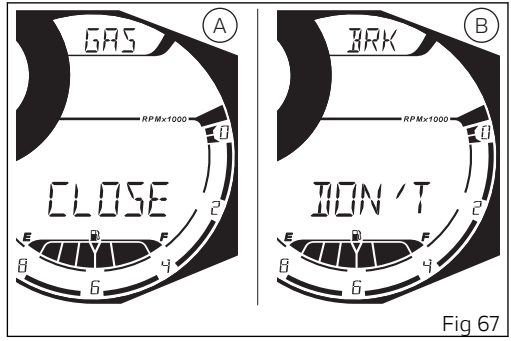


Fig 67

- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "closed” but brakes are in use, the instrument panel will display “DON’T” and “BRK” (B, Fig 67). Only when brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.
- if vehicle speed is > 5 Km/h (3 mph) and throttle control is "open” and brakes are in use, the

instrument panel will display “CLOSE GAS” (A, Fig 67) and “DON’T BRK” (B, Fig 67) alternately. Only when throttle control is "closed" and brakes are released does the instrument panel confirm the selected riding mode and go back to standard page displaying.

If the above-described conditions for “validating” the change of Riding Mode are not true within 5 seconds from when “CLOSE GAS” (A, Fig 67) and/or “DON’T BRK” (B, Fig 67) warning is triggered, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

Gear

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

Letter "C" and Neutral warning light (warning light 2, see “Instrument panel”) will be shown flashing if the gear teach-in procedure has not been performed yet.

A dash “-” is displayed in these cases:

- dash “-” and Neutral warning flashing light (warning light 2, see “Instrument panel”) if the instrument panel does not receive the gear information;
- dash “-” steady and Neutral warning light (warning light 2, see “Instrument panel”) flashing in case of fault;
- dash “-” steady if gear information is not stable.

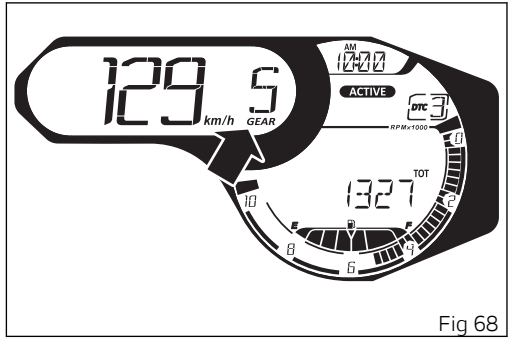


Fig 68

Note

If the display shows the dash steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position. Up/downshift until the correct gear is indicated.

DTC

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary through 4 different levels that are calibrated to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a pre-set intervention level.

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “4”;
- if the DTC is disabled, "DTC" indication and the dash "–".
- if DTC is active, but system is in degraded operation, “DTC” indication steady on and the number, “1” to “4” (flashing); also the DTC warning light starts flashing (warning light 8, see “Instrument panel”);
- if there is a fault in the system, the “DTC” lettering will flash and the intervention level number, “1” to “4” will be steady;
- when in fault, the “DTC” indication (steady) and the dash "–" (flashing), also the DTC warning light (warning light 8, see “Instrument panel”) turns steady on;

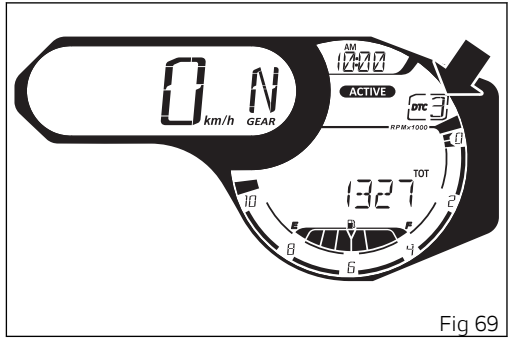


Fig 69

Attention

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

Attention

The DTC 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.

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

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	This level is designed for sport use for medium-expert riders, both on track and road, with good grip conditions. System permits sliding sideways.	NO
2	TOURING	This level is designed for road use, with good grip conditions. System permits sliding sideways.	It is the default level for the "ACTIVE" Riding Mode
3	SAFE & STABLE	This level is designed for road use, under all riding conditions on dry road. System does not permit sliding sideways.	It is the default level for the "JOURNEY" and "CITY" Riding Modes
4	RAIN	This level is designed for road use, when surface is wet and very slippery. ENGINE LOW setting recommended.	NO

Tips on how to select the sensitivity level

Attention

All levels of the DTC system of your vehicle have been calibrated with original equipment tyres (Pirelli MT60 RS 120/70 - 18 front and Pirelli MT60 RS 180/55 - 17 rear). The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size (front = 120/70 - 18, rear = 180/55 - 17), it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation. If 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 affected to the point where none of the 4 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 4 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 4 and level 1 there are intermediate levels. DTC intervention decreases from level 4 to level 1. Levels 1 and 2 allow both spinning and skidding of the rear wheel out of a corner. Level 1 is recommended only for medium-expert riders.

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

1) The tyre/asphalt 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 road). 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 dry road

Activate the DTC, select level 3 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 2 and 1, until you find the one 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 2 the DTC intervention seems excessive, switch to level 1; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 3).

Tips for use on wet road

It is recommended to use level 4 on wet road. It is also recommended to select ENGINE LOW in these conditions.

Fuel level

This function displays the fuel level.
The low fuel light (light 5) turns on when the level goes down to 2 marks.
If the level goes down further, the fuel pump symbol, the letters "E" and "F" and the indicator " ▼ " will be shown flashing.

Important

If the vehicle enters the reserve status and the light has turned on, it is recommended to turn the vehicle off when refuelling (Key-Off); if fuel is added without turning it off (Key-On and engine off) the data may not be immediately updated.

Note

in case of fault or error of the fuel level sensor, no level marks will be displayed, while the fuel pump symbol, the letters "E" and "F" and the indicator " ▼ " will flash.

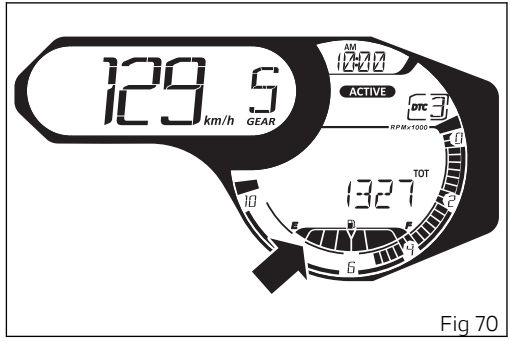


Fig 70

Clock

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- with AM or PM.

If the power supply is interrupted (faulty Battery), 4 dashes “– – :– –” and "AM" are displayed instead of the time indication.

The time can be set through the Setting Menu.

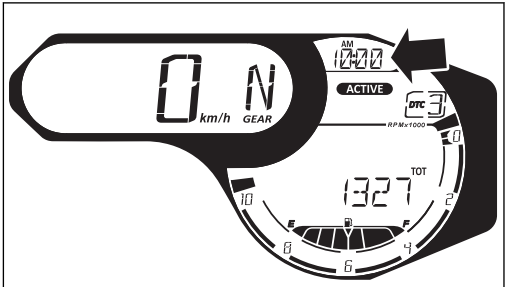


Fig 71

Menu functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information. By pressing button (4) it is possible to interact with the displayed function (for instance to reset trip meter TRIP 1).

Menu available functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Residual Range (RANGE)
- Ambient air temperature (T-AIR)
- Player management (PLAYER) (only if the Bluetooth module is present and one Smartphone is connected)
- Heated handgrips (H.GRIPS) (active only if present)
- Setting Menu

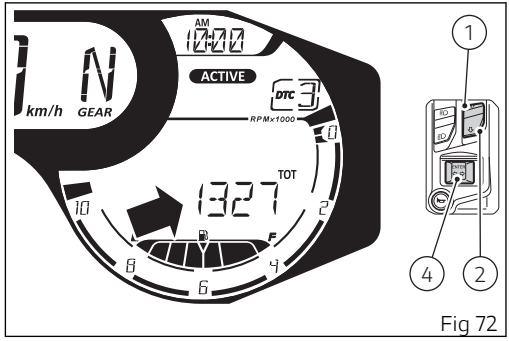


Fig 72

Odometer (TOT)

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

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

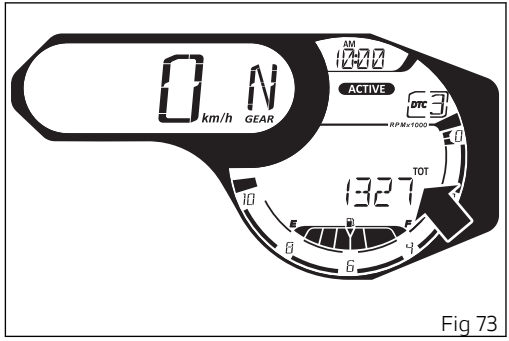


Fig 73

Note
Upon Key-ON, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.

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

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1.
The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

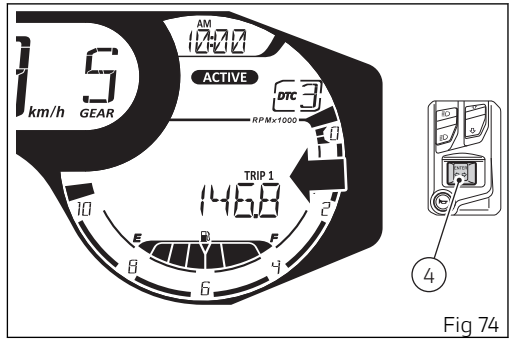


Fig 74

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.
While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.
The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or if the power supply is interrupted (faulty battery): the counter will then start back from zero, considering the new units of measurement.

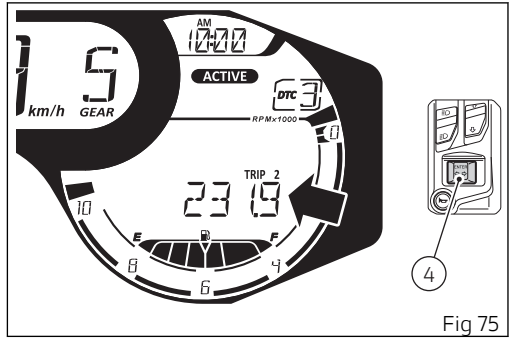


Fig 75

Residual Range (RANGE)

This function displays the range according to the remaining fuel in the tank.
Information is indicated as RANGE.

If there is any function fault, the instrument panel will display three flashing dashes "- - -".
If the instrument panel is not receiving RANGE information, a string of three steady dashes "- - -" is displayed.

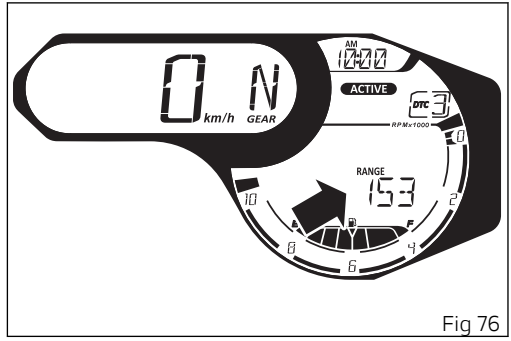


Fig 76

Ambient air temperature (T-AIR)

The instrument panel displays the ambient temperature in the set unit of measurement (°C or °F), followed by the set unit of measurement and the message T-AIR. The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F). For any different temperature value (below -39 °C (-38 °F) or above +125 °C (+257 °F)) a string of three dashes "- - -" is steadily displayed, followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes "- - -" as air temperature value, followed by the unit of measurement and the Generic Error light will turn on.

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

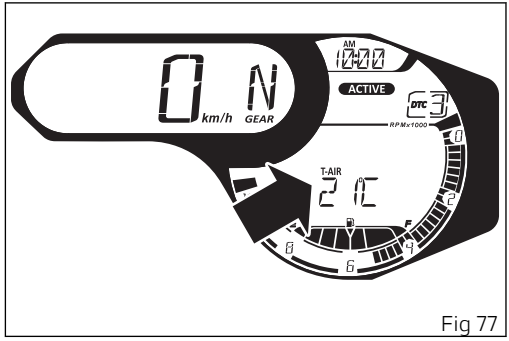


Fig 77

Note

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

Player management (PLAYER)

This function allows managing (turning on and off) the player.

The "PLAYER" function is only available in the Menu if the Bluetooth module is present and one smartphone is connected.

If Player is not active (Fig 78), the instrument panel displays “PLAYER” and “OFF”. To activate it, keep button (1) pressed for 2 seconds. For the description of player use, refer to paragraph "Infotainment".

If player is active, (Fig 79) the instrument panel displays:

- “PLAYER”
- The name of the track being played (the name is shown complete once in scrolling mode, from left to right, then it will be cut to the first 6 characters)
- Player graphics

To set player to "OFF", press button (1) for 2 seconds. The instrument panel will then show "PLAYER" and "OFF", and the player graphics will be disabled.
For the description of player use, refer to paragraph "Infotainment" (page 172).

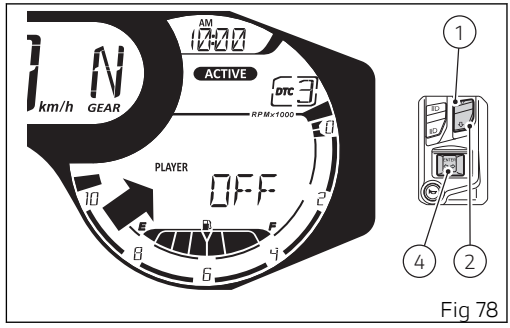


Fig 78

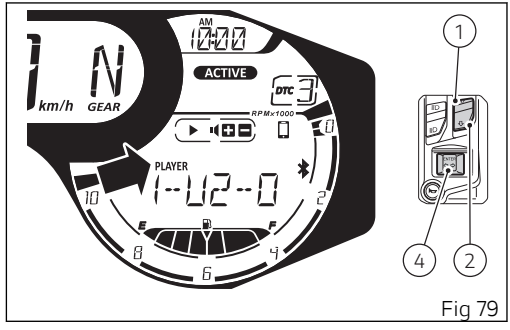


Fig 79

Call management (CALLS) - accessory

This function shows the list of the last 7 missed, outgoing or incoming calls and is available only if the Bluetooth control unit is installed and a smartphone is connected.
The instrument panel receives the call list information directly from the smartphone currently connected via Bluetooth.

To display the list of calls, press button (4).
When accessing this function, the display will show the name or number of the last call.
Press button (1) and (2) to scroll the list of listed calls and select the "EXIT" item with flashing frame:

- select the number/name from the list and press button (4) to start the call;
- select "EXIT" and press button (4) to go back to the previous screen.

If the list of calls is empty, "EMPTY" will be displayed. In this case it is only possible to exit the function by pressing button (4).

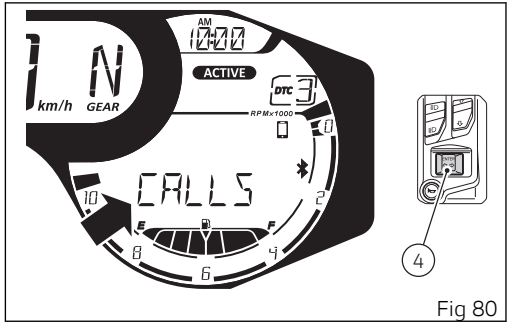


Fig 80

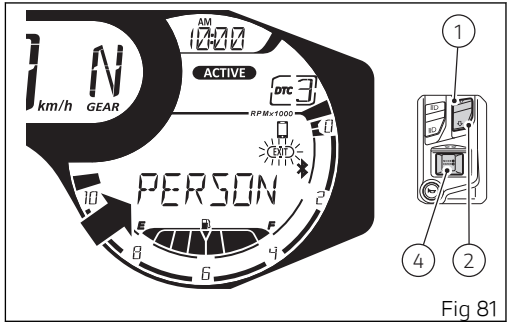


Fig 81

Heated handgrips (H. GRIPS)

This function allows enabling and adjusting the heated handgrips and is present inside the menu only if the heated handgrips are installed on the vehicle.

The function is displayed with "H.GRIPS" and the currently set level: “OFF”, “LOW”, “MED”, “HIGH”.

When the heated handgrips are ON, the relevant warning light (A) turns on together with the indication "ON".

Note

The heated handgrips are actually "on" (heating) only when engine is running.

To set the handgrips, use buttons (1) and (2) to display the "H.GRIPS" function inside the Menu, then press button (4) to access the level setting. Use buttons (1) and (2) to cyclically scroll the available levels (flashing) "OFF", "LOW", "MED", "HIGH" and "EXIT" with flashing frame.

Press button (4) to confirm the selected level and go back to the previous page, the instrument panel will thus set the selected temperature for heated handgrips.

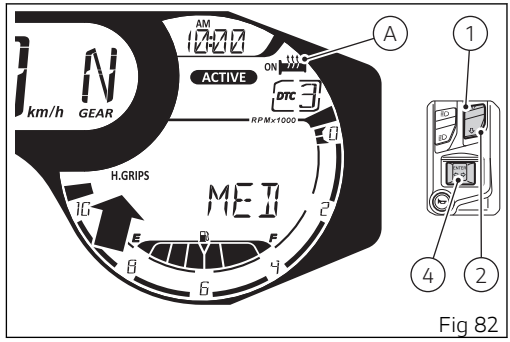


Fig 82

To quit the setting mode without editing the currently set level, use buttons (1) and (2) to select "EXIT" with flashing frame, and press button (4) to go back to the previous page.

Note

In case of Battery-Off, upon the following Battery-On / Key-On, the Dashboard sets this function by default to "OFF".

Note
This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.

Note
In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to “LOW” level even if actually set to “MED” or “HIGH”. As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting (“MED” or “HIGH”).

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Setting Menu

This menu allows enabling, disabling and setting some motorcycle functions.
To access the Setting Menu, use buttons (1) and (2) to select "SETTING MENU" from the menu function list, then press button (4) to access.
For safety reasons, the Setting Menu can be accessed only when vehicle actual speed is below or equal to 5 Km/h (3 mph); if this menu is accessed and vehicle speed is above 5 Km/h (3 mph), the instrument panel will automatically quit it and shift back to main screen.
The following functions are present inside the Setting Menu:

- Customising Riding Modes (R.M.)
- Pin Code (PIN)
- Backlighting setting (B.L.)
- DRL light Auto / Manual mode setting (DRL) (only if present)
- Clock setting (CLK)
- Date setting (DAT)
- Service thresholds display (SRV)
- Unit of measurement setting (UNT)
- Battery indication (BAT)
- Turn indicator automatic switch-off feature (TRN)

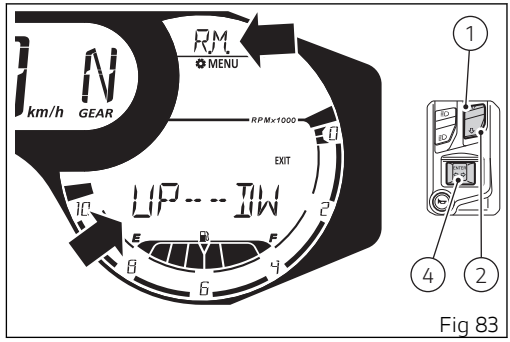


Fig 83

- Engine rpm digital indication (RPM)
- Bluetooth (BTH) (only if present)

Once the Setting Menu is accessed, the screen will be:

- On instrument panel top part, the functions contained inside the Setting Menu (e.g. "R.M") are displayed instead of the clock;
- "UP – DW" is displayed instead of the Menu;
- The gear symbol followed by "MENU";
- "EXIT".

Use buttons (1) and (2) to scroll Setting Menu functions one by one and to select "EXIT" with flashing frame. In particular, press button (2) to display the following function or button (1) to display the previous one.
After displaying the required function, press button (4) to open the corresponding setting menu.
If function is not available or temporarily disabled, the menu page can not be opened.
To quit the Setting Menu you shall highlight "EXIT", with flashing frame, and press button (4).

Customising Riding Modes (R.M.)

This function allows customising the three riding modes: ACTIVE, JOURNEY and CITY.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M.".
Once function is selected, press button (4).

When accessing the function, the display shows the three possible riding modes "ACTIVE", "JOURNEY", "CITY" and the flashing arrow indicating the "ACTIVE" riding mode, "DEFAULT" and "EXIT" (Fig 85).

Use buttons (1) or (2) to cyclically display the flashing arrows at the right of the Riding Modes, the "DEFAULT" flashing frame and the "EXIT" flashing frame.
Press button (4) with one of the Riding Modes selected (flashing arrow at the right of the name) to access the customisation menu of the selected riding mode.
Press button (4) while "EXIT" is selected (flashing frame) and the instrument panel goes back to the main page of the Setting Menu.

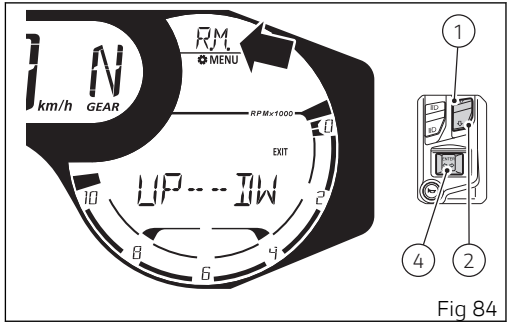


Fig 84

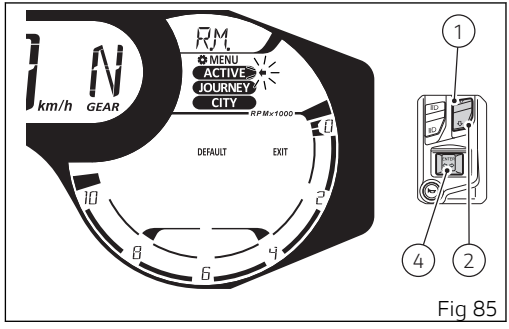


Fig 85

Otherwise, press button (4) with the "DEFAULT" frame flashing, and the instrument panel will restore all default values for all Riding Modes (see paragraph "Restoring settings for all Riding Modes (ALL DEFAULT)".

Note

When customising a riding mode that is not the one currently set, the new parameters being modified (DTC, ENGINE or DEFAULT) must only be stored. While if user edits exactly the parameters of the currently set riding mode, all newly set parameters must not only be stored, but also immediately updated.

For each individual riding style, the parameters that can be customised are the following:

- ENGINE
- DTC

When accessing the customisation menu of the selected riding mode, the display will show:

- The name of the Riding Mode whose parameters are being edited
- "DTC" with the currently set level
- "ENGINE" flashing and the relevant currently set value shown at the centre
- "DEFAULT"
- "EXIT"

The first parameter to be edited, and automatically highlighted, is "ENGINE" (the parameter flashes). Use buttons (1) and (2) to cyclically select (by making them flash) the items in the following order: “ENGINE”, “DTC”, “DEFAULT”, “EXIT”.

Once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings.

If you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

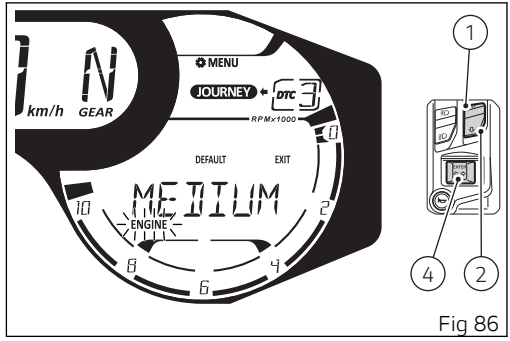


Fig 86

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.

Customizing the Riding Mode: engine adjustment

This function customises engine power associated with each riding mode.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select the parameter to be customised ENGINE (C) so it starts flashing. Once the parameter is highlighted, press button (4).

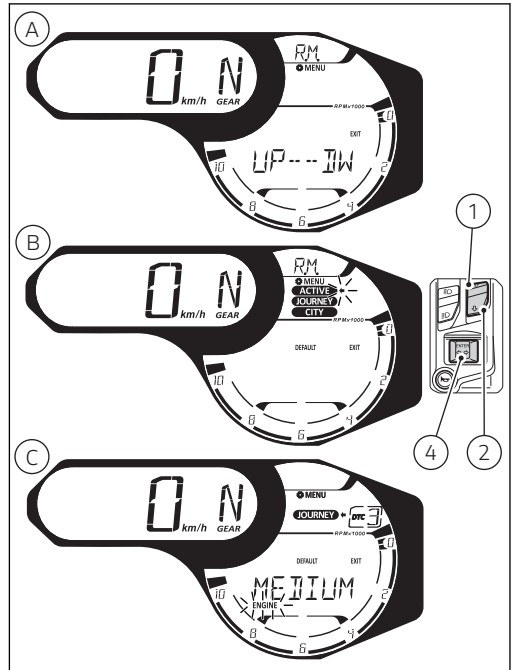


Fig 87

When entering the function, the currently set engine power (“HIGH”, “MEDIUM” or “LOW”) starts flashing (Fig 88). Use buttons (1) and (2) to cyclically select the values "HIGH", "MEDIUM", "LOW" and "EXIT" with flashing frame.

Once the new value for the ENGINE parameter is selected, press button (4).

The instrument panel displays the new set level and "EXIT" with flashing frame (Fig 89). Now press button (4) to go back to previous display mode.

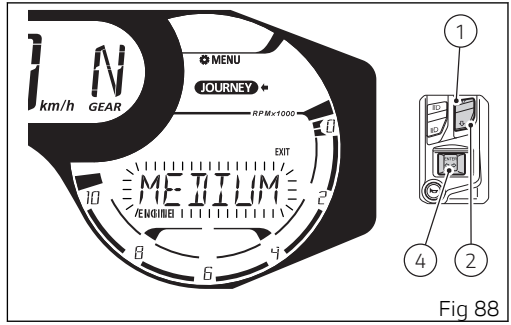


Fig 88

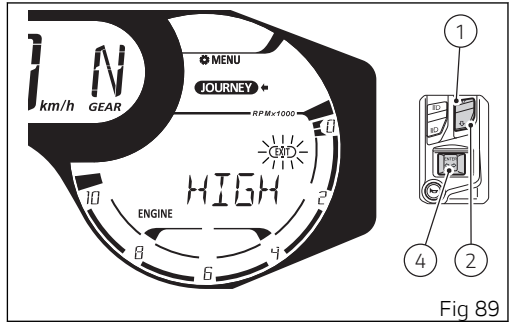


Fig 89

Customizing the Riding Mode: setting the DTC level

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

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select the parameter to be customised DTC (C) so it starts flashing. Once the parameter is highlighted, press button (4).

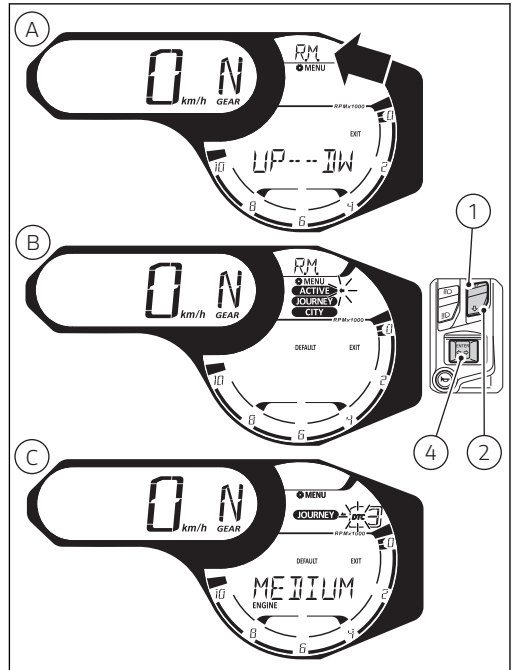


Fig 90

When entering the function, the currently set DTC intervention level starts flashing (Fig 91). Use buttons (1) and (2) to cyclically select the values "-" (DTC OFF), "1", "2", "3", "4" and "EXIT" with flashing frame.

Once the new level for the DTC parameter is selected, press button (4).

The instrument panel displays the new set level and "EXIT" with flashing frame (Fig 92). Now press button (4) to go back to previous display mode.

Note
By setting "– " (Off), the DTC will be disabled.

If the DTC function is disabled and hence set to level "-" (DTC OFF) the DTC warning light (warning light 12, see “Instrument panel”) on the instrument panel turns on.

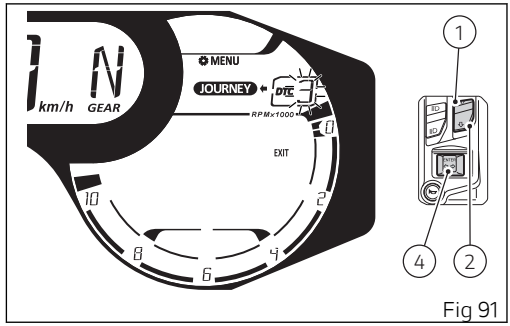


Fig 91

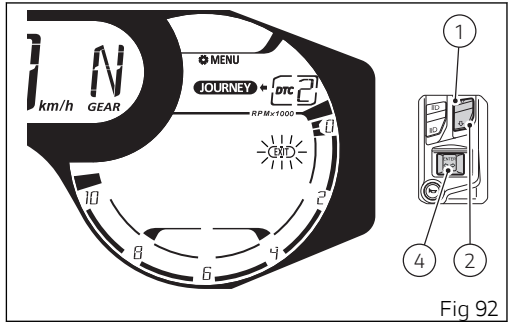


Fig 92

Customising Riding Mode: restore default settings (DEFAULT)

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

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M." (A).
Once function is selected, press button (4).

You open the "R.M." menu.
Select the desired riding mode ACTIVE, JOURNEY or CITY (B), by pressing button (1) or (2). Once the desired riding mode is selected (flashing arrow next to the riding mode), press button (4).

You open the selected riding mode customisation Menu (e.g., "JOURNEY").
Press button (1) or (2), to select and make "DEFAULT" start flashing with flashing frame (C).

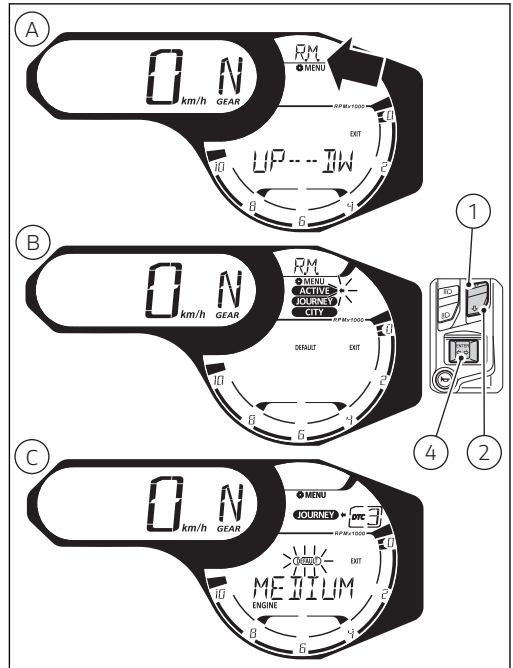


Fig 93

Press button (4): the instrument panel will restore default values for the selected Riding Mode, and will display the following for 2 seconds:

- instead of ENGINE value, the flashing dashes "- - - - - -";
- instead of DTC value the flashing symbol "-";
- the flashing arrow next to the selected riding mode.

Then, the instrument panel will display the steady indication “DF - OK” for another 2 seconds.

After these 2 seconds, the instrument panel displays the parameters with the default values of the selected riding mode and "EXIT" with flashing frame. Now press button (4) to go back to previous display mode.

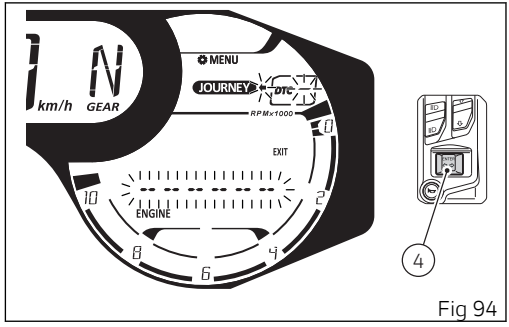


Fig 94

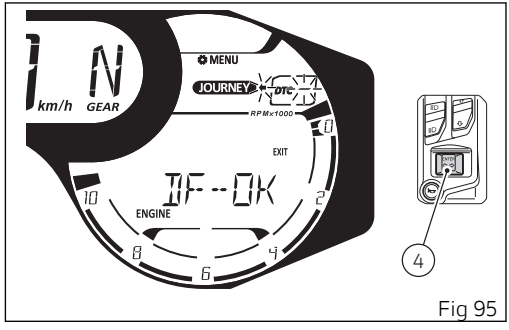


Fig 95

Customising Riding Mode: restore default settings (ALL DEFAULT)

This function allows restoring all the default values for ENGINE and DTC parameters associated to all riding modes.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "R.M.".
Once function is selected, press button (4).

You open the "R.M." menu.
Press button (1) or (2), to select "DEFAULT" with flashing frame (Fig 97).

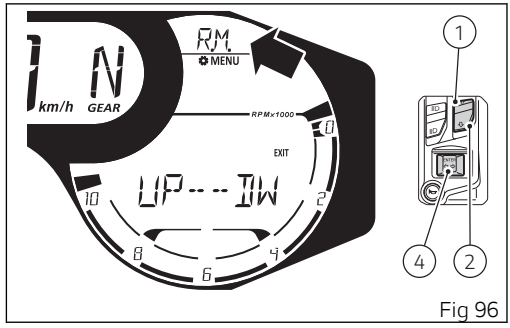


Fig 96

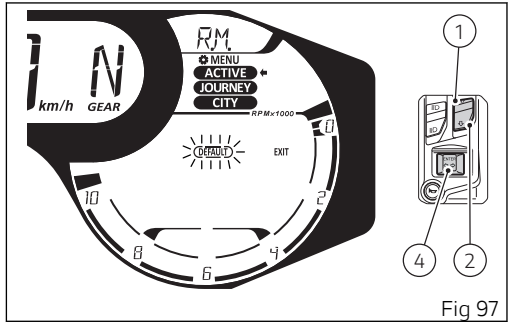


Fig 97

Press button (4): the instrument panel will restore default values for all Riding Modes. The instrument panel displays all three Riding Modes for 2 seconds “ACTIVE”, “JOURNEY” and “CITY” as steady indications, together with three flashing arrows on the right of the Riding Modes (Fig 98).

Then, the instrument panel will display the steady indication “DF - OK” (Fig 99) for another 2 seconds. After these 2 seconds, the instrument panel displays "EXIT" with flashing frame.
Now press button (4) to go back to previous display mode.

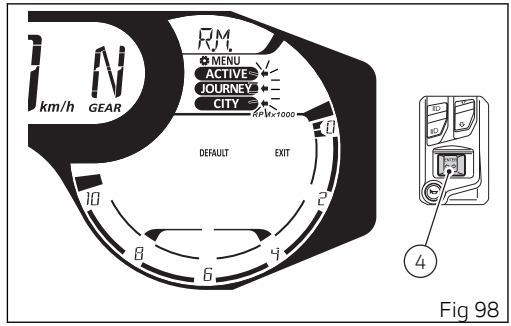


Fig 98

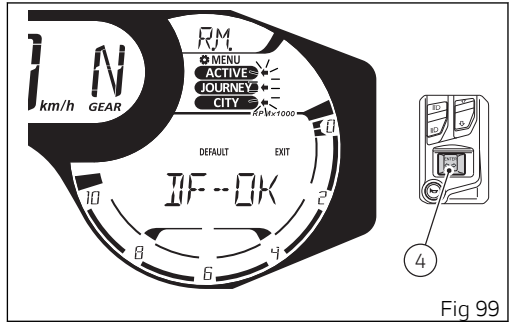


Fig 99

Pin Code (PIN) - activation

This function allows the user to activate or modify the PIN CODE.
The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
To change the PIN refer to "Pin Code (PIN) - change" procedure (page 136).
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” (page 62).

Attention

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

To activate the PIN CODE function and enter your own PIN you must open the Setting Menu.

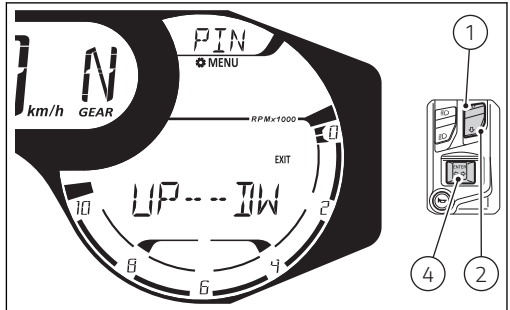


Fig 100

Use buttons (1) and (2) to scroll the Setting Menu and select "PIN".
Once function is selected, press button (4).

Note

If "OLD:" appears when accessing this function, followed by four flashing dashes "- - - -", this means that there is already a stored PIN and therefore the function is already active.

When accessing this function, “N:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without activating any PIN CODE, use buttons (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

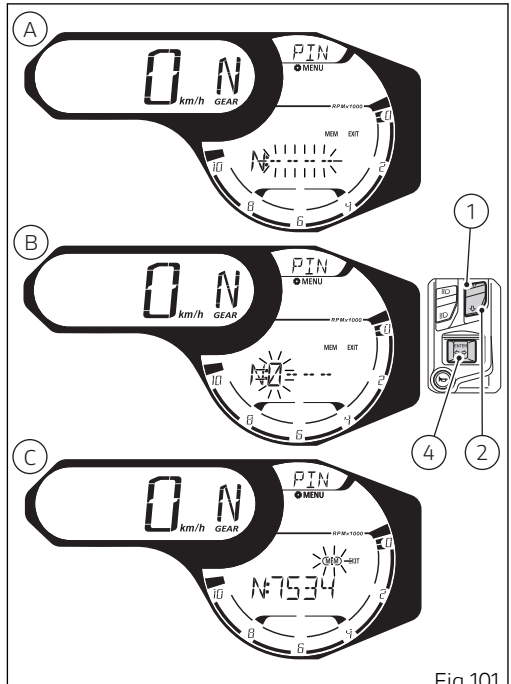


Fig 101

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 101) is flashing. Now you can use buttons (1) and (2) to do the following:

- select "EXIT" (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select "MEM" (flashing frame) (C, Fig 101) and press button (4) to save the new PIN CODE. The instrument panel will then show “MEM OK” for 2 seconds, then will show "EXIT" with flashing frame.
  Press button (4) to quit.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset, but this is only possible at a DUCATI Authorised Dealer.

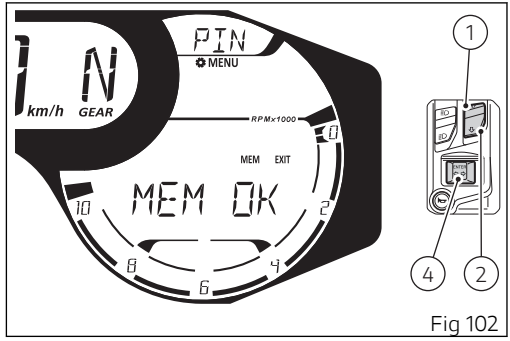


Fig 102

Pin Code (PIN) - change

This function allows the user to activate or modify the PIN CODE.
To activate the PIN refer to "Pin Code (PIN) - activation" procedure (page 133).
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” (page 62).

To modify the PIN CODE you must enter the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "PIN".
Once function is selected, press button (4).

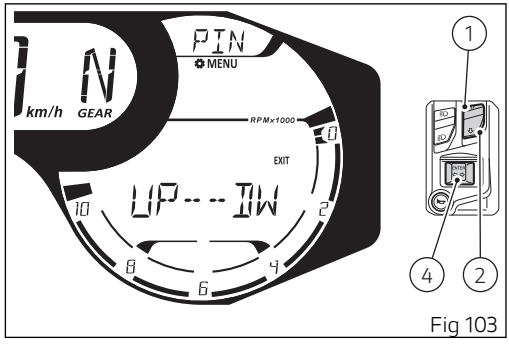


Fig 103

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

Note
If upon accessing this function, the "N : " (New) and four flashing dashes "- - - -" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

When accessing this function, you should enter the old code and “O:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without entering any PIN CODE, use button (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes “- - - -”, the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

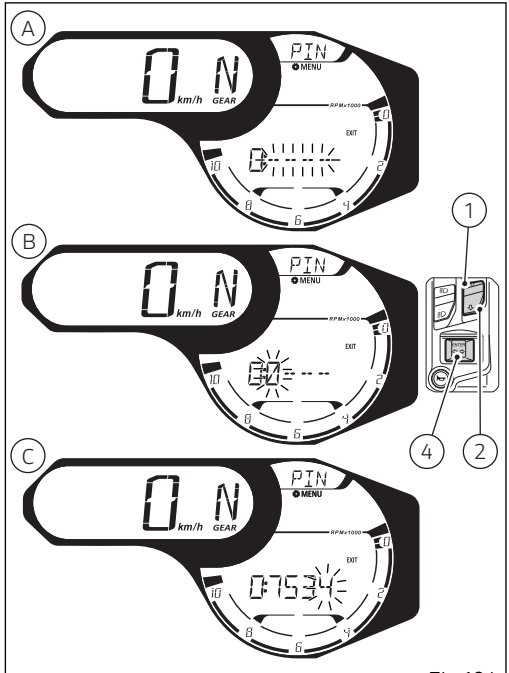


Fig 104

When you press button (4) to confirm the fourth and last digit (C, Fig 104), the instrument panel responds as follows:

- if the PIN is not correct, the instrument panel shows “ERROR” flashing for 2 seconds. After these 2 seconds, "EXIT" is selected (flashing frame). Now press button (4) to quit PIN CODE Modification function or use buttons (1) and (2) to select and try again to enter the old code (A, Fig 104)
- if the PIN is correct, the instrument panel shows “OK” for 2 seconds, and then displays the page for entering the new code.

Note
There is no limit to the number of attempts to enter the existing PIN CODE

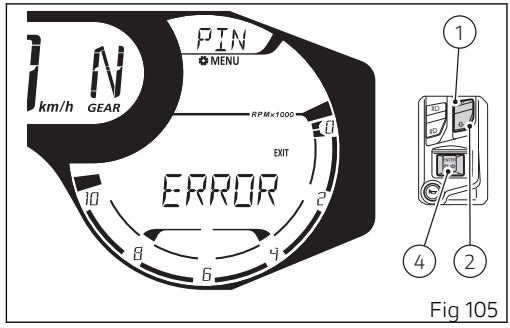


Fig 105

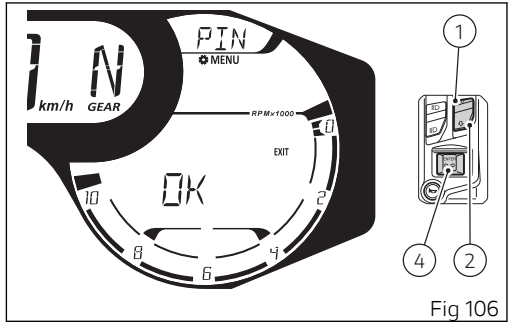


Fig 106

"N:" indication will be displayed followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without activating any PIN CODE, use buttons (1) or (2) to select "EXIT" (flashing frame), and press button (4).
While if you press button (4), with the 4 flashing dashes "- - - -", the instrument panel starts PIN CODE entering procedure.

Entering the code (B):

1) Press button (4), only one digit indicating "0" starts flashing;
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
4) Press button (4) to confirm the number and move on to the following digit.

Repeat the operations until you confirm all the 4 digits of the PIN CODE (C).

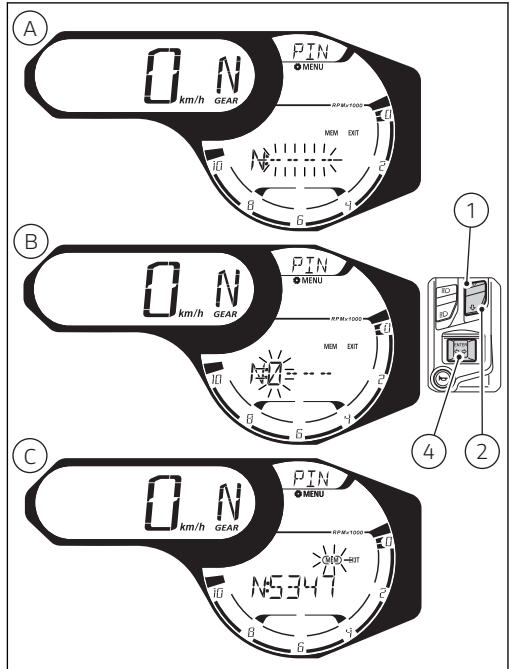


Fig 107

When you press button (4) to confirm the fourth and last digit, the MEM item frame (C, Fig 107) is flashing.
Now you can use buttons (1) and (2) to do the following:

- select "EXIT" (flashing frame) and press button (4) to quit without saving the PIN CODE;
- select every figure (flashing) of the set code and press button (4) to edit them and repeat the code entry procedure;
- select "MEM" (flashing frame) (C, Fig 107) and press button (4) to save the new PIN CODE. The instrument panel will then show “MEM OK” for 2 seconds, then will show "EXIT" with flashing frame.
  Press button (4) to quit.

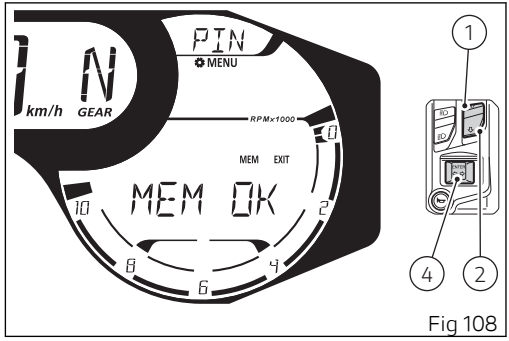


Fig 108

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

Backlighting setting (B.L.)

This function allows adjusting the backlighting intensity.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "B.L.".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the currently set value flashing, as well as the "EXIT" item.
Use buttons (1) and (2) to scroll and select the flashing available settings "AUTO", "HIGH", "MEDIUM", "LOW" and "EXIT" with flashing frame.
While user is scrolling the available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4).

The instrument panel will then set backlighting according to the selected value and will show "EXIT" with flashing frame.
Press button (4) to quit and go back to previous display mode.

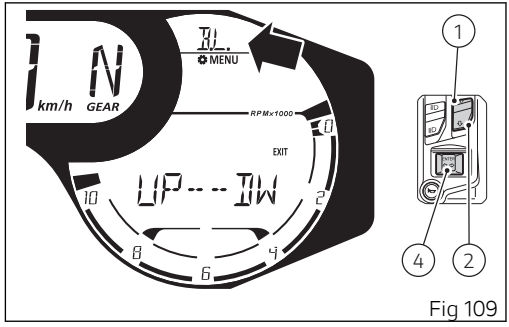


Fig 109

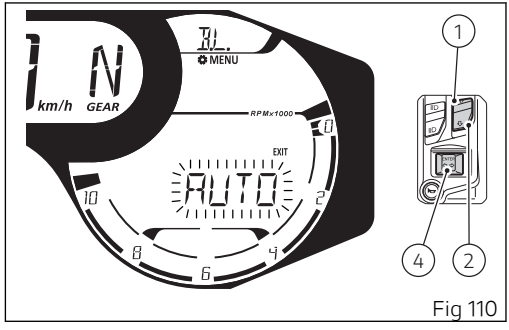


Fig 110

DRL light Auto / Manual mode setting (DRL)

This function, active only if the DRL is available, allows the user to choose the DRL status: AUTO or MANUAL.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "DRL".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the current setting flashing as well as "EXIT".
Use buttons (1) and (2) to scroll and select the flashing available settings "AUTO", "MANUAL" and "EXIT" with flashing frame.
To set the selected level, press button (4); then the display will show "EXIT" with flashing frame.
Press button (4) to quit and go back to previous display mode.

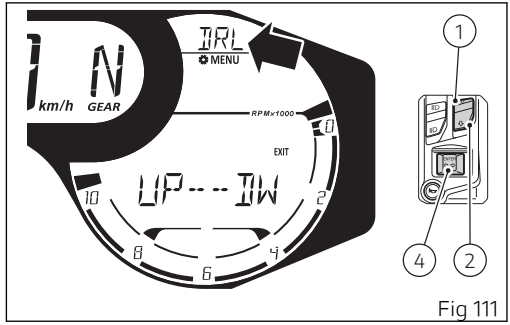


Fig 111

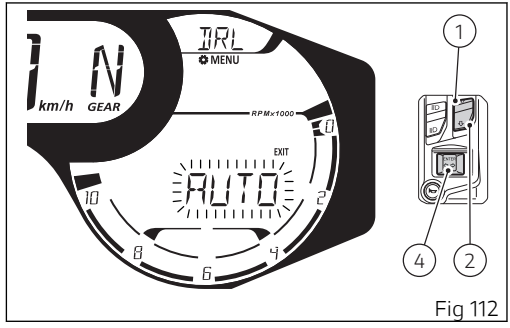


Fig 112

Clock setting (CLK)

This function allows user to set or adjust the time.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "CLK".
Once function is selected, press button (4).

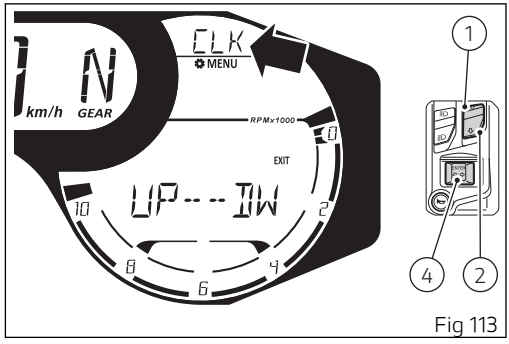


Fig 113

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

Note
If nobody set the time, it will be displayed with "AM", while hour and minutes will be displayed as "--".

The displayed available settings are:

- AM / PM
- Hours
- Minutes

When entering this function, the instrument panel will display the currently set time as well as "EXIT".

Use buttons (1) and (2) to scroll and select the time indicated (flashing) or "EXIT" (flashing frame).

Press button (4) while "EXIT" is selected with flashing frame and the display goes back to the previous displaying mode.

Press button (4) with the time selected (flashing) to set the time.

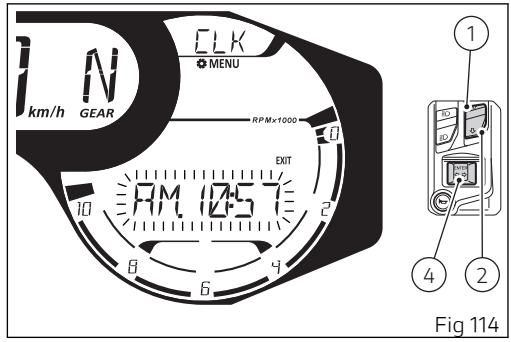


Fig 114

When entering this setting function, the first parameter to be set is AM / PM (flashing) (A). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.

Press button (4) to shift to hour (flashing) setting (B). Use buttons (1) and (2) to increase and decrease by 1 the hour value.

Press button (4) to shift to minute (flashing) setting (C). Use buttons (1) and (2) to increase and decrease by 1 the minute value.

Press button (4), "EXIT" is selected (flashing frame).

It is now possible to repeat time setting or go back to the previous page of the Setting Menu by pressing button (4) with "EXIT" selected (flashing frame).

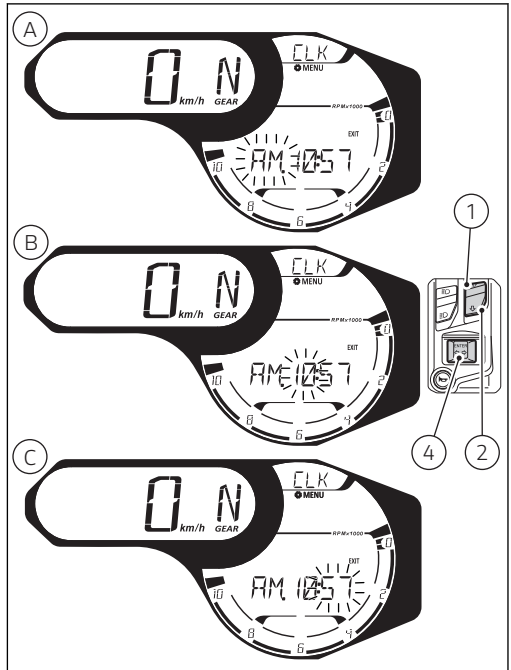


Fig 115

Date setting (DAT)

This function allows user to set or change the date.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "DAT".
Once function is selected, press button (4).

Important

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

Note

If nobody set the date, display will read dashes "- -" as year, month and day.

The displayed available settings are:

- Y: year
- M: month
- D: day

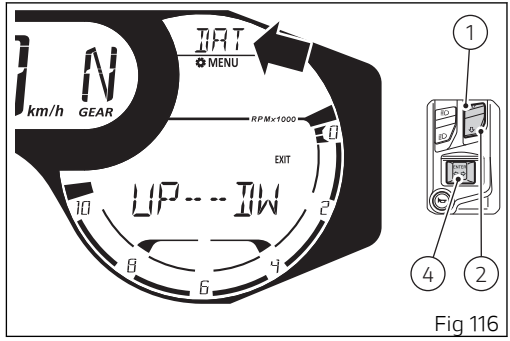


Fig 116

When entering this function, the instrument panel will display the currently set year as well as "EXIT".

With buttons (1) and (2) it is possible to scroll and select the flashing indications "Y." (year) (A), "M." (month) (B), "D." (day) (C) and "EXIT" with flashing frame.
Press button (4) after selecting the parameter you wish to edit: the current value flashes and can be edited.

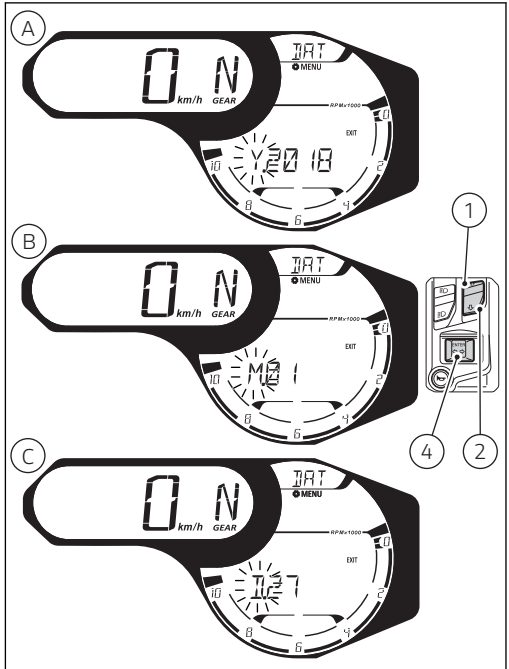


Fig 117

Year setting

Use buttons (1) and (2) to select the flashing indication "Y." (A, Fig 117) and press button (4).
Year 4-digit value starts flashing.
Press button (1) to increase year value by 1: “2017, 2018, …. 2099, 2017”.
Press button (2) to decrease year value by 1 unit: “2099, 2098, …. 2017, 2099”.
Once you reach the value to be set, press button (4) and the set year will stop flashing, while “Y.” will be again flashing (A, Fig 117).

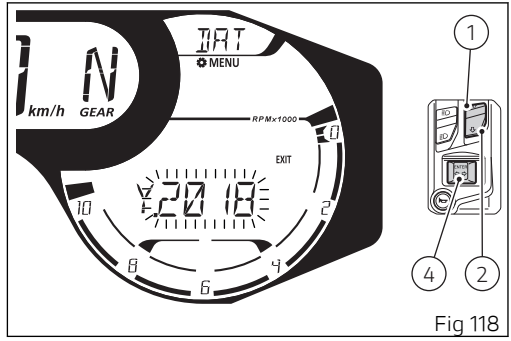


Fig 118

Month setting

Use buttons (1) and (2) to select the flashing indication "M." (B, Fig 117) and press button (4).
Month 2-digit value starts flashing.
Press button (1) to increase month value by 1: 01, 02, ... 12, 01.
Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12.
Once you reach the value to be set, press button (4) and the set month will stop flashing, while “M.” will be again flashing (B, Fig 117).

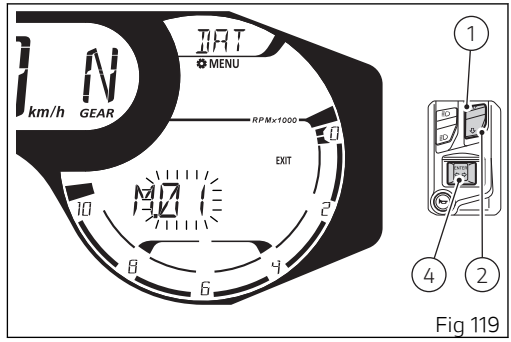


Fig 119

Day setting

Use buttons (1) and (2) to select the flashing indication "D." (C, Fig 117) and press button (4).
Once option is highlighted, press button (4).
Day 2-digit value starts flashing.
Press button (1) to increase day value by 1: 01, 02, ... 31, 01.
Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31.
Once you reach the value to be set, press button (4) and the set day will stop flashing, while “D.” will be again flashing (C, Fig 117).

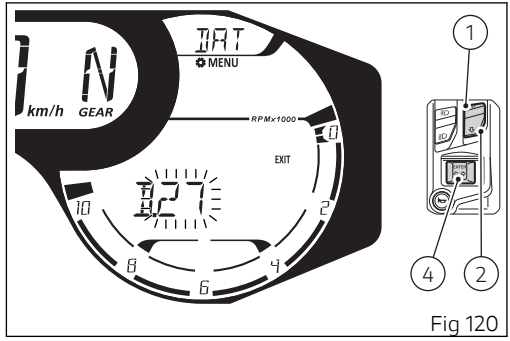


Fig 120

Storing the date

To store set/modified date, select "EXIT" with flashing frame using buttons (1) and (2) and press button (4).
The instrument panel then checks whether entered date is correct or before the internal date (SERVICE DATE):

- If the date is incorrect, the instrument panel will show “WRONG" and “DATE” alternately for 4 seconds, then it will display a string of 6 steady dashes “- - - -” in place of the date and "EXIT" selected (flashing frame). In this case, press button (4) to go back to previous page of the Setting Menu without changing the date; or use buttons (1) and (2) to set the date again by selecting the string of 6 dashes “- - - - - -” and repeating the operation.
- If date is correct, instrument panel will save the new date and then go back to previous page of the Setting Menu.

Service thresholds display (SRV)

This function informs the user on the deadlines for the indications of Desmo Service (in Km or miles), Oil Service (in Km or miles) and Annual Service (date).

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "SRV".
Once function is selected, press button (4).

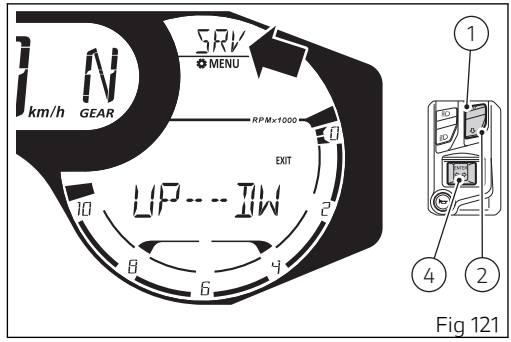


Fig 121

The display shows the "Desmo Service" indication (A) as first information.
Use buttons (1) and (2) to cyclically scroll the information on the mileage left to the Desmo Service (A), on the mileage left to the Oil Service (B) and the expiry date of the Annual Service (C).

"EXIT" is still highlighted (with flashing frame) when consulting the Service Info, press button (4) to go back to the previous screen.

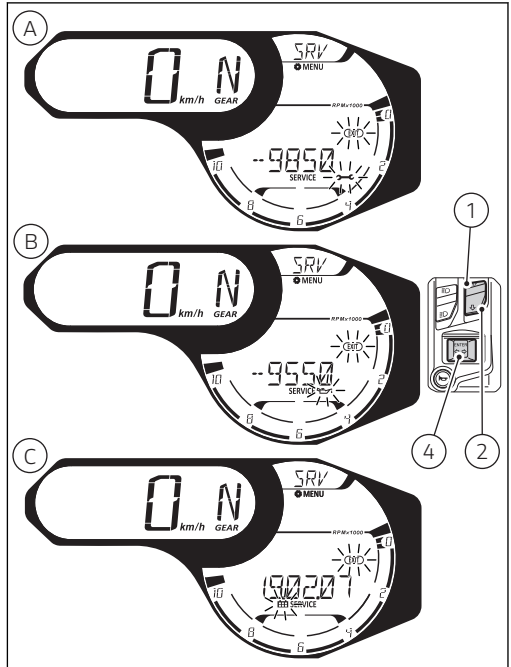


Fig 122

Unit of measurement setting (UNT)

This function allows changing the units of measurement of the displayed values.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "UNT".
Once function is selected, press button (4).

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

- SPEED;
- temperature (TEMP.).

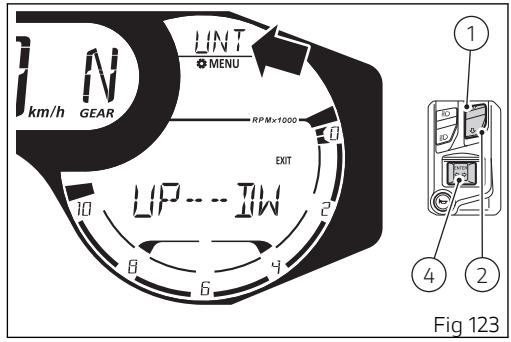


Fig 123

When entering this function, the instrument panel will display "SPEED" flashing as well as "EXIT".

Use buttons (1) and (2) to scroll and select flashing “SPEED” and “TEMP.”, “DEFAULT” (flashing frame) and "EXIT" (flashing frame).

To change unit of measurement, select the parameter you wish to change, then press button (4).

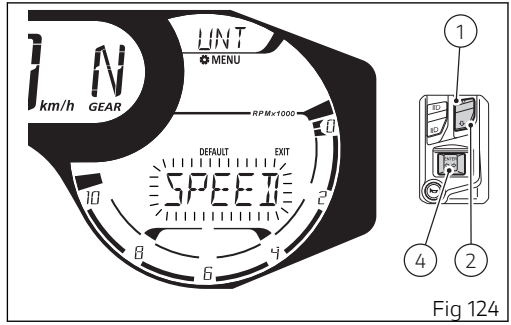


Fig 124

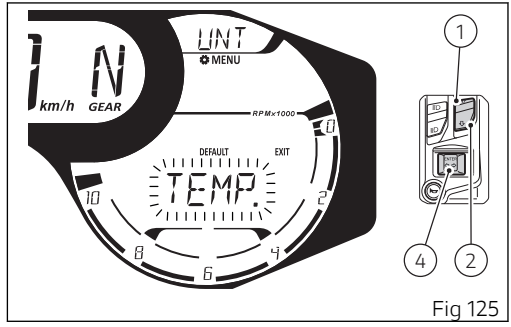


Fig 125

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
When entering this function, the currently used unit flashes.

Use buttons (1) and (2) to scroll and select the flashing available units of measurement "km/h", "mph" and "EXIT" with flashing frame.
Press button (4) to save the selected unit and go back to the previous displaying mode.
Select "EXIT" (flashing frame) and press button (4) to go back to previous displaying mode without editing the parameter.

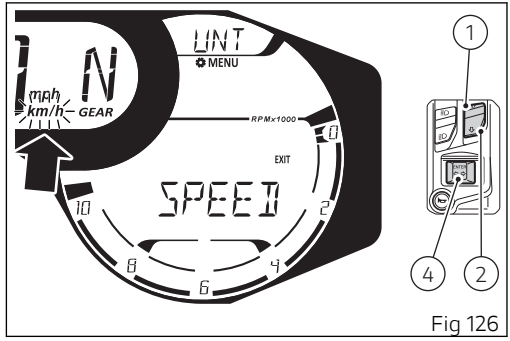


Fig 126

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
When entering this function, the currently used unit flashes.

With buttons (1) and (2) it is possible to scroll the available units of measurement "°C" and "°F", and select them (flashing).
Press button (4) to save the selected unit and go back to the previous displaying mode.
Select "EXIT" (flashing frame) and press button (4) to go back to previous displaying mode without editing the parameter.

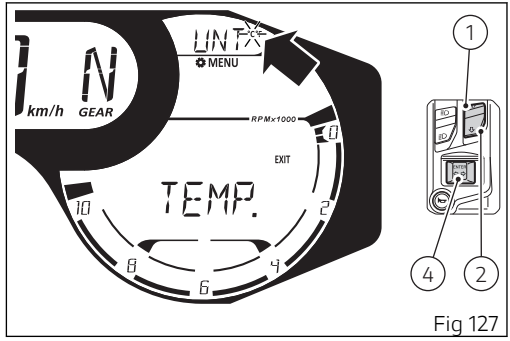


Fig 127

Setting the units of measurement: Resetting to automatic DEFAULT settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel.

Use buttons (1) and (2) to select "DEFAULT" with flashing frame and press button (4).
The display shows “WAIT..” for 2 seconds; then the "DF - OK" message displayed for another 2 seconds indicates that the units of measurement have been restored.
After these 2 seconds, "EXIT" with flashing frame is selected.
To quit and go back to previous page, press button (4).

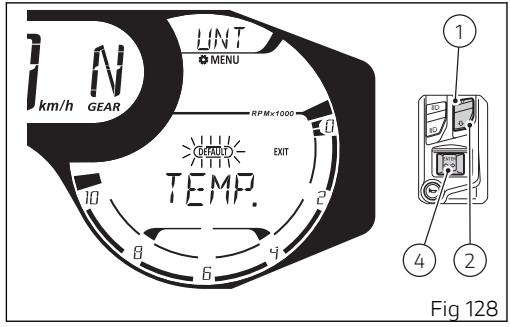


Fig 128

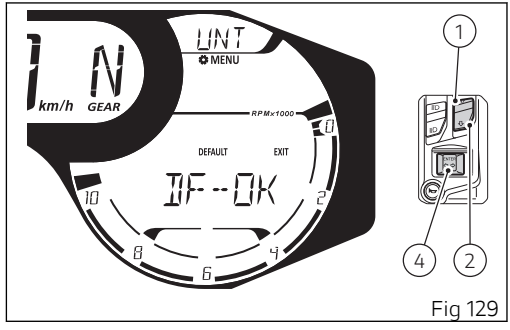


Fig 129

Battery indication (BAT)

This function allows viewing vehicle battery voltage.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "BAT".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the battery voltage as follows.

- If battery voltage is between 11.8 V and 14.9 Volt, the value will be displayed steady.
- If battery voltage is between 11.0 V and 11.7 Volt or 15.0 and 16.0 Volt, the value will be displayed flashing.
- If the voltage is lower than 11.0 V, the instrument panel will display a flashing "LOW" message.
- If the voltage is higher than 16.1 V, the instrument panel will display a flashing "HIGH" message.

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

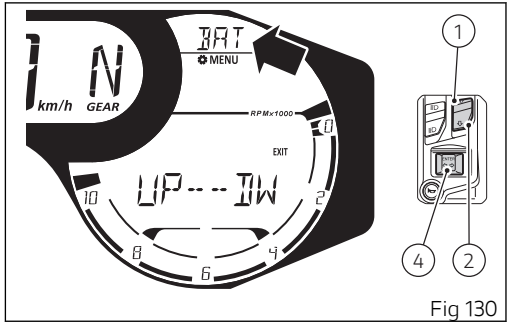


Fig 130

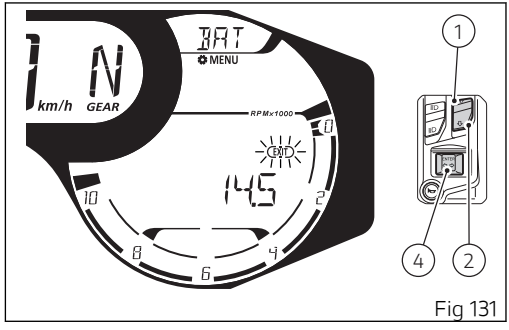


Fig 131

Turn indicator automatic switch-off feature (TRN)

This function allows user to set the strategy for automatically switching off the turn indicators to automatic mode (AUTO) or manual mode (MANUAL).

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "TRN".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the currently set mode ("AUTO" or "MANUAL") and "EXIT".
Use buttons (1) and (2) to select and change the mode (flashing) from "AUTO" to "MANUAL" and vice-versa, and select "EXIT" with flashing frame.

Press button (4) when “AUTO” is selected (flashing) to set the strategy for automatically switching off the turn indicators.

Press button (4) when “MANUAL” is selected (flashing) to set the strategy for manually switching off the turn indicators; as a consequence, they can be switched off only through the dedicated button.

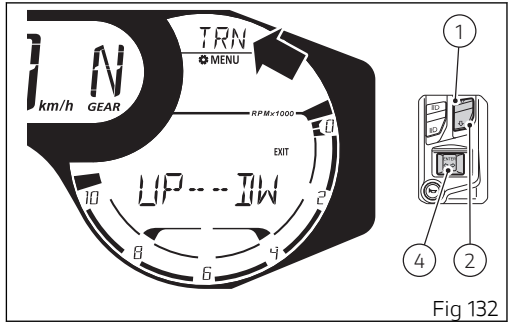


Fig 132

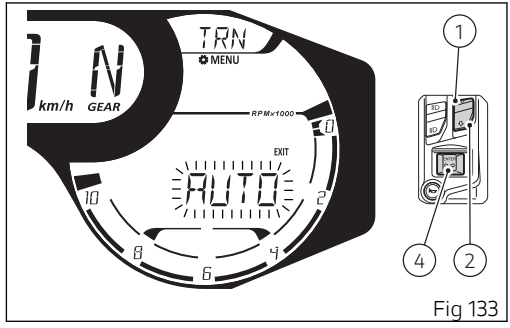


Fig 133

Press button (4) when "EXIT" is selected with a flashing frame and the display goes back to the previous screen.

Note

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

Note

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

Engine rpm indication (RPM)

This Function displays the engine rpm in a digital way.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "RPM".
Once function is selected, press button (4).

When entering this function, the instrument panel will display the engine rpm value in a digital way with a resolution of 50 rpm. The value ranges between 0 and 10,000 rpm. .

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

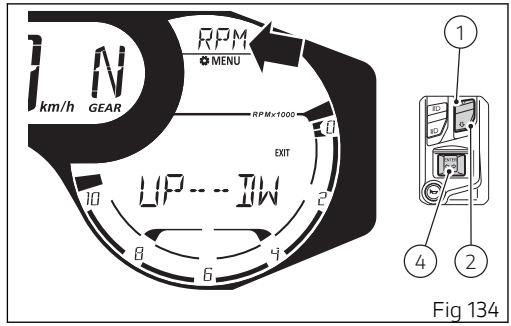


Fig 134

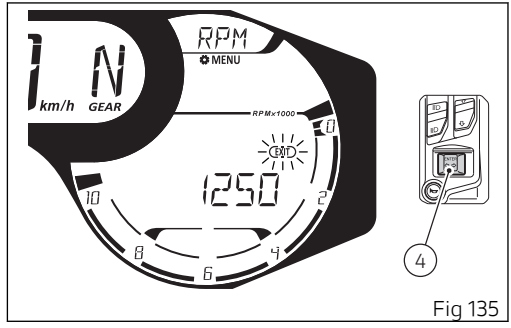


Fig 135

Bluetooth (BTH)

This function is available only if the motorcycle features the Bluetooth system and allows pairing and/or deleting any paired Bluetooth devices.

You must access the Setting Menu.
Use buttons (1) and (2) to scroll the Setting Menu and select "BTH".
Once function is selected, press button (4).

The Bluetooth menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

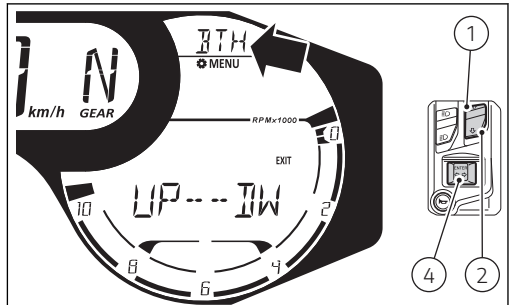


Fig 136

When entering the function, the instrument panel displays the number of already paired devices (max. 5) in place of the gear, displaying a 1-digit figure.
If at least one device is already paired, the name of the first paired device or the message “NO DEV” will be displayed.
Use buttons (1) and (2) to scroll/select the list of devices (if more than one device has already been paired), "PAIRING" with flashing frame and "EXIT" with flashing frame.

To go back to the Setting Menu page without deleting and/or pairing any device, use buttons (1) and (2) to select "EXIT" with flashing frame, and press button (4).

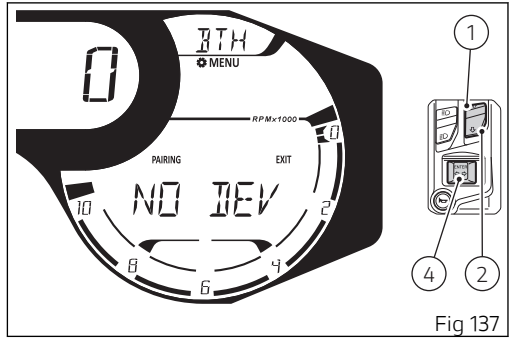


Fig 137

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the pairing control.
Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

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

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

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

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

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

To pair one or more Bluetooth devices, enter the Setting Menu, use buttons (1) and (2) to select "BTH" and press button (4). Then use buttons (1) and (2) to select "PAIRING" (Fig 138) with flashing frame and press button (4).

The instrument panel starts the device search phase and displays "WAIT.." (Fig 139). The pairing ends automatically when devices are detected within the range.

Should you wish to quit the device search and go back to the previous screen during the "PAIRING" procedure, use buttons (1) and (2) to select "EXIT" with flashing frame and press button (4) to quit.

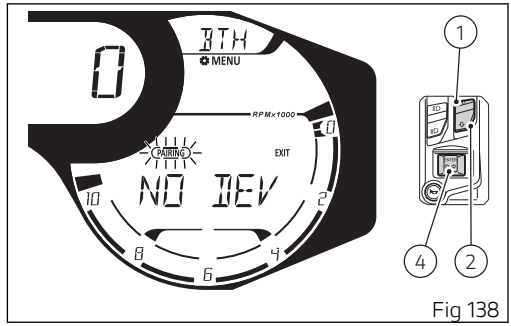


Fig 138

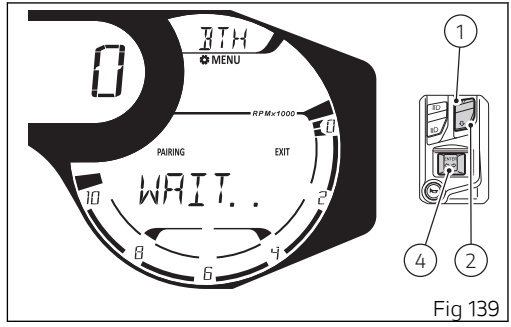


Fig 139

Once search is completed, the number of found devices (maximum 20) is indicated instead of speed. Use buttons (1) and (2) to scroll the list of devices and then press button (4) to select the device of interest. If two or more found devices have the same name, the list of devices will include two or more devices with the same name.
If one of the devices detected has no name, it will not be included in the list of devices detected.

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

Press button (4) to pair the selected device, "WAIT.." will be then displayed for max. 30 seconds in case of smartphone or headset and 90 seconds in case of satellite navigators.

When a device in the list is selected, the user will have to specify the type of connected device.
Once the device to be paired has been selected, the display activates 4 icons (Smartphone, Rider Intercom, Passenger Intercom and Navigator) at the right of the device.

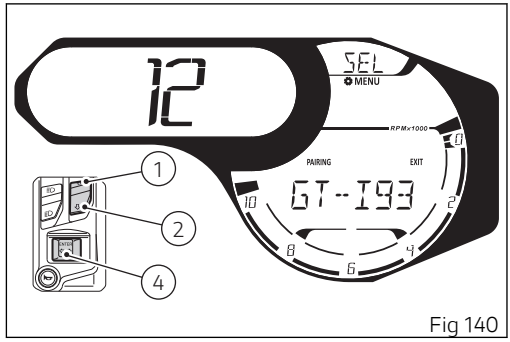


Fig 140

The user will have to specify the type of connected device, by selecting it using buttons (1) and (2) until the relevant symbol flashes and then pressing button (4) to confirm:

- SMARTPHONE
- RIDER HELMET (1)
- PASSENGER HELMET (2)
- GPS NAVIGATOR

When device type is selected, the display reads “WAIT..” and number of paired devices is refreshed.

If some paired devices are already present in the list:

- 2 Smartphones, the phone icon cannot be selected, hence no other smartphone can be paired;
- 1 Rider Helmet, the rider helmet icon cannot be selected, hence no other rider helmet can be paired;
- 1 Passenger Helmet, the passenger helmet icon cannot be selected, hence no other passenger helmet can be paired;
- 1 Navigator, the navigator icon cannot be selected, hence no other navigator can be paired.

To pair a Smartphone, the pairing procedure with the Bluetooth control unit entails the confirmation of a pop-up appearing on the smartphone.

To connect a navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON.

Note

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to BLUETOOTH SETTING MENU main screen.

As soon as the pairing is completed, "WAIT.." is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the instrument panel will automatically show the Bluetooth Setting Menu main page.

If no device is found during the pairing phase, the display will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.
Both indications will be available for 3 seconds, after which buttons (1), (2) will be used to select "EXIT" or "PAIRING" (if you wish to repeat the search) and button (4) to confirm.
Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more BT devices are present.

Attention

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

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

Note

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

Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.

After entering Bluetooth Setting Menu function, use buttons (1) and (2) to select the device to be deleted from the list shown.
Once the device is selected, press button (4). By confirming the device deletion, the instrument panel will display “WAIT..”.
As soon as the deletion procedure is completed, the device will be removed from the list, the number of paired devices will be automatically updated and "EXIT" with flashing frame will be selected.
If the list includes no devices, the instrument panel will show “NO DEV”.

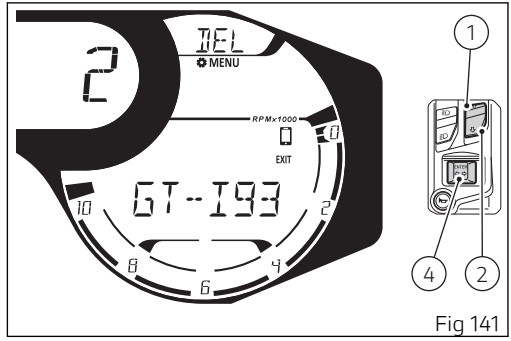


Fig 141

Infotainment

The motorcycle can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon.
Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

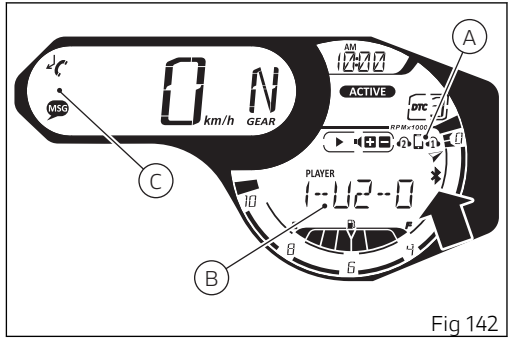


Fig 142

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

1) Ducati GPS navigator;
2) Rider helmet earphones;
3) Smartphone;
4) Passenger helmet earphones.

It is possible to connect up to a maximum of 4 devices.

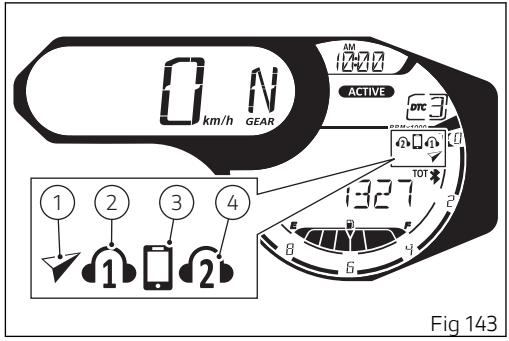


Fig 143

Phone

Use the phone function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).

Note
It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

In case of incoming call, the instrument panel displays the receiver symbol flashing and "CALL" flashing.
To accept the call press button (2), while to reject the call press button (1) for 2 seconds.
To terminate the call, keep button (1) pressed for 2 seconds.

Note
The name and/or the number of the caller will not be displayed. If there is an incoming call while the Player is active, the latter is paused throughout the phone call and will resume operation when call is over.

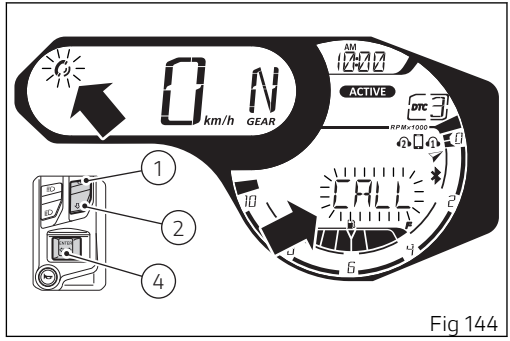


Fig 144

Note
If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

During 5 seconds after hang-up, the Recall function is activated to allow the recall.
To activate the Recall function within the 5 seconds, press button (2).
After this 5 second time, the Recall function is disabled.

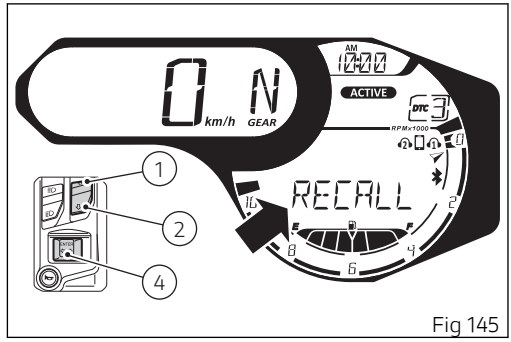


Fig 145

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.
The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed.
The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

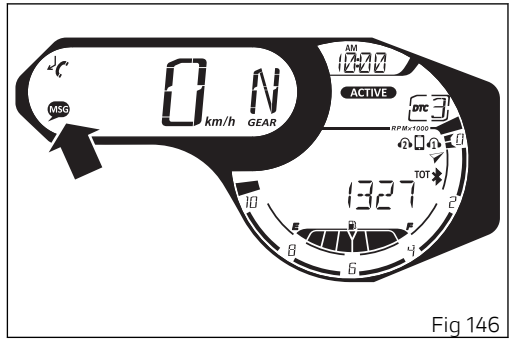


Fig 146

Player

If one smartphone is connected, Menu will show the PLAYER function (see paragraph "Player Management" page 116).
Use button (1) or (2) to scroll the Menu functions and view the PLAYER function.

If Player is not active, the instrument panel displays “PLAYER” and “OFF” (Fig 147).
To activate it, keep button (1) pressed for 2 seconds.

If player is active, the instrument panel will display "PLAYER", the name of the track and the player graphics inside the Menu. The title of the track is shown complete once in scrolling mode (from left to right) then it will be cut to the first 6 characters (Fig 148).
Should track name not be available, "NOT AVAILABLE" (once in scrolling mode from right to left, then it will be cut to the first 6 characters) will be displayed instead of the track name.
To disable it, press button (1) for 2 seconds.

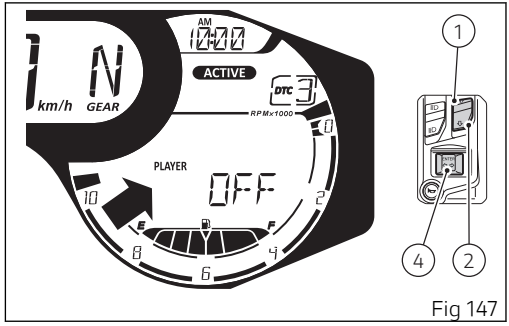


Fig 147

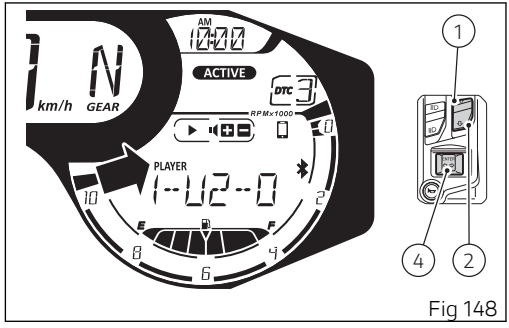


Fig 148

Note

The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

When the player is turned on, within "Player management" function (page 116), buttons (1), (2) and button (4) can only be used to control the player.

- Volume up: press button (1) once.
- Volume down: press button (2) once.
- Pause / Play: press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit player controls, although maintaining player ON. After quitting player controls:

- player and its volume can no longer be controlled via the instrument panel;
- in the display, within "Player management" function, the information on the track (being played or paused) is retained;
- button (1), button (2) and button (4) have the normal functions.

To access again the player controls, simply position on "Player Management" function inside the menu and wait for 3 seconds: the player controls will be automatically accessed.

To disable player, position on "Player Management" function inside the menu and keep button (1)

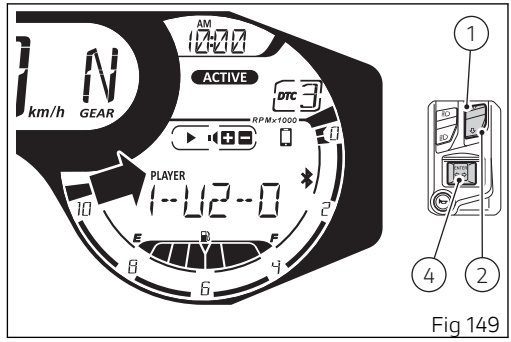


Fig 149

pressed for 2 seconds. The instrument panel will show "PLAYER" and "OFF", and the player graphics will be disabled.

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO
- ANNUAL SERVICE
- DESMO SERVICE

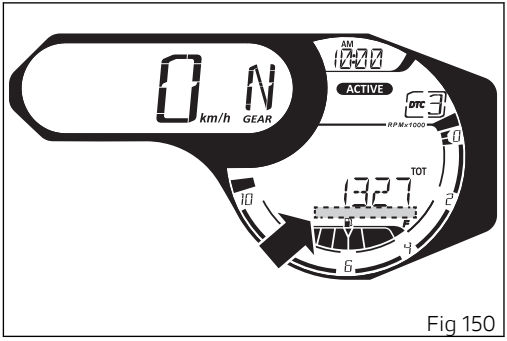


Fig 150

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until a Ducati Authorised Service Centre performs a Reset.

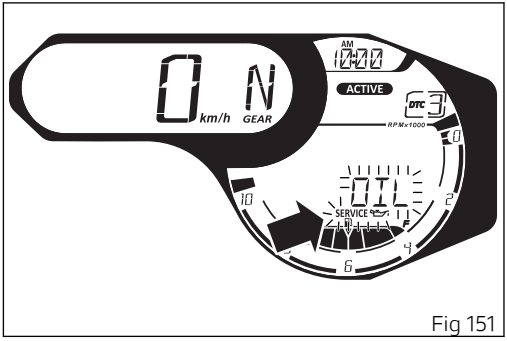


Fig 151

SERVICE DATE or DESMO SERVICE indication

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

- ANNUAL SERVICE
- DESMO SERVICE

The indication includes displaying for 5 seconds the flashing message SERVICE, the Annual symbol and the “ANNUAL” text or the Desmo symbol of the “DESMO” text upon each Key-ON.

After 5 seconds, both the message "SERVICE" and the Annual symbol or the Desmo symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a “Reset”.

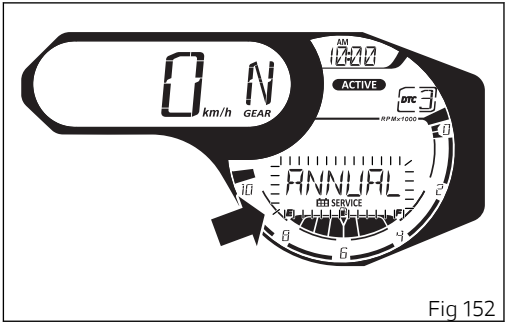


Fig 152

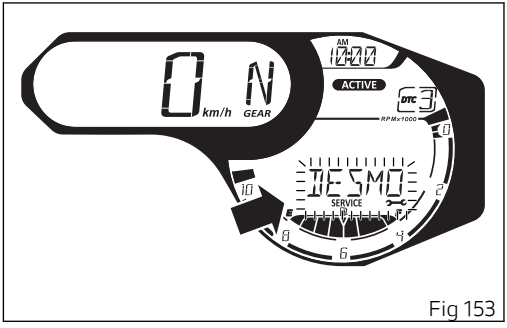


Fig 153

SERVICE DATE or DESMO SERVICE countdown indication

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

- the count of the days remaining before the next ANNUAL SERVICE 30 days earlier than the service threshold;
- the count of the mileage in miles (kilometres) remaining before the next DESMO SERVICE 1000 km (600 mi) earlier than the service threshold.

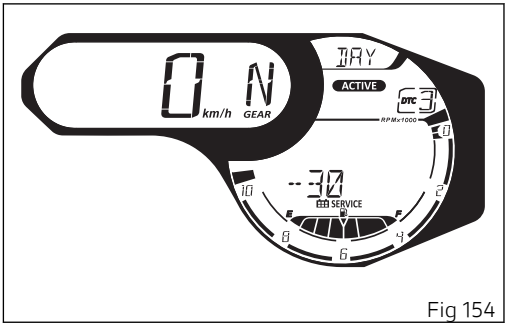


Fig 154

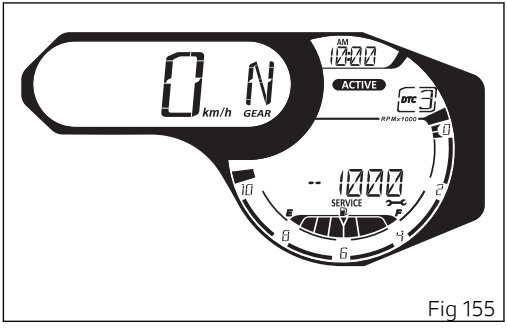


Fig 155

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning.

Low battery indication (LOW Battery)

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

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

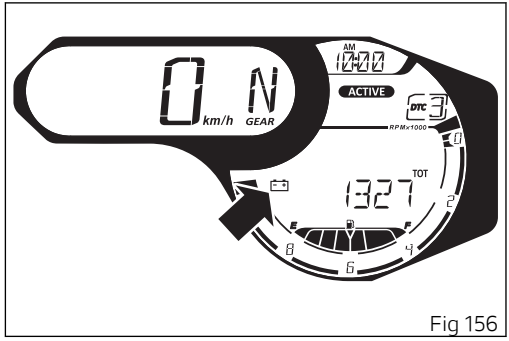


Fig 156

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu (refer to "Date setting" page 146). The instrument panel shows “INSERT” (A) and “DATE” (B) for 6 seconds upon Key-ON.

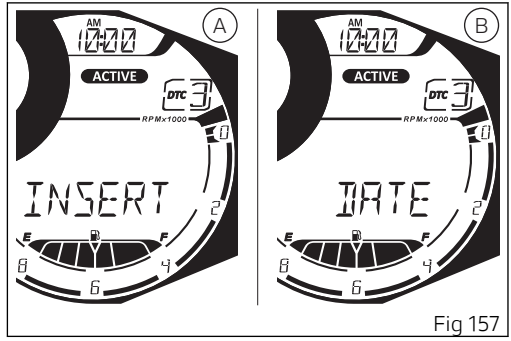


Fig 157

High engine temperature

This Function shows an alert indicating that engine temperature reached high values: warning triggers when engine temperature exceeds 200°C.

- flashing HI message;
- steady temperature icon and set unit of measurement (°C or °F).

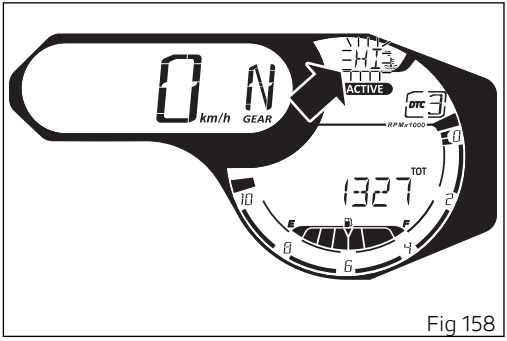


Fig 158

Note

When this warning is triggered, the instrument panel will not display the clock until value gets equal to or below 200°C.

Note

If engine temperature sensor is in fault or if instrument panel is not receiving engine temperature information, a string of flashing dashes "- - -" is displayed.

Error warnings

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

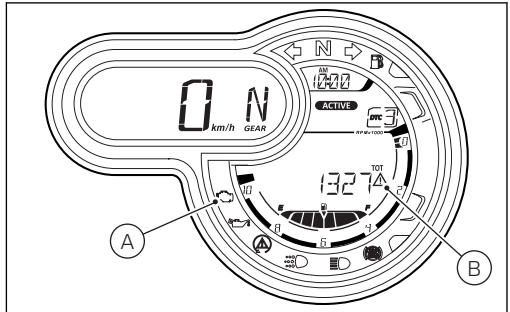


Fig 159

Attention

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

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.
In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light turns on (warning lights 8, see “Instrument panel”).
If instrument panel does not receive side stand status, stand down/open “SIDE STAND” indication will flash to indicate an undefined status.

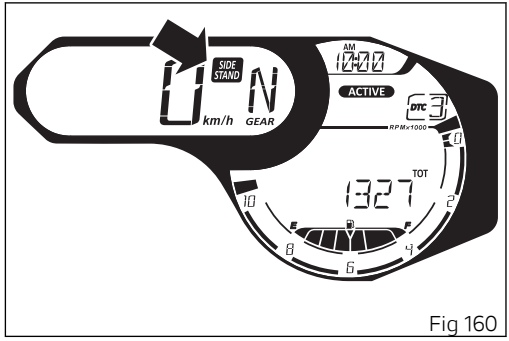


Fig 160

Operation

Every time you turn the key from ON to OFF, the protection system activates the engine block.
If also in this case you are not able to start the engine, contact an authorised Ducati service centre.

Attention

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig 161) shows the front brake fluid reservoir, while (Fig 162) shows the rear brake fluid reservoir.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

Brake system

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

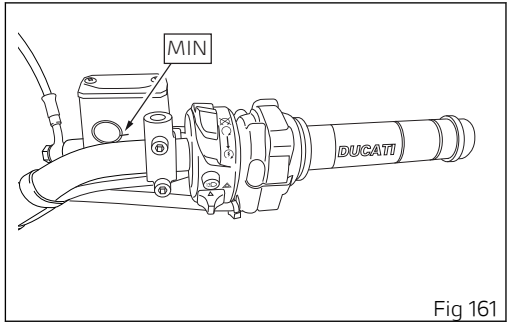


Fig 161

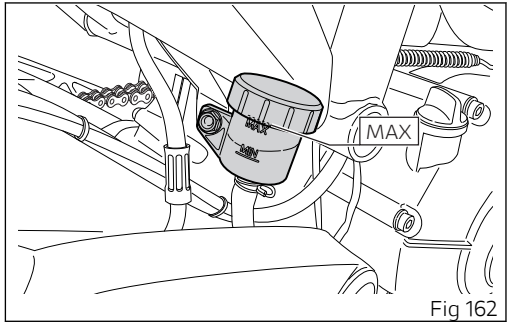


Fig 162

Attention
Brake 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.

Changing the air filter

Important
Have the air filter maintenance performed at a Ducati Dealer or Authorised Service Centre.

Checking brake pads for wear

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

Attention

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

Important

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

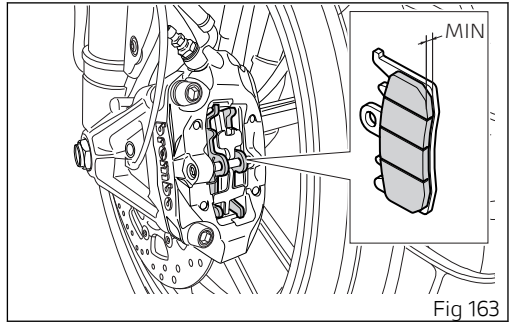


Fig 163

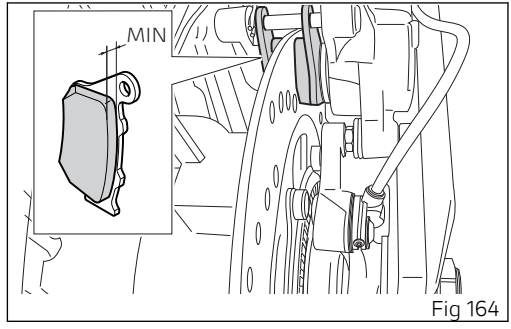


Fig 164

Charging the battery

Removing the battery

Attention

Have the battery removed at a Ducati Dealer or authorised Service Centre.

To gain access to the battery (A), remove the seat as described in chapter “Removing and refitting the seat” and remove the elastic band (B).
Loosen the screws (1), remove the positive cable (2) and (ABS) positive cable (3) from the positive terminal and the negative cable (4) and the ABS negative cable (5) from the negative terminal.
Always start from the negative one (-) and remove the battery by sliding it out of its housing.

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.

Refitting the battery

Grease the screws (1).
Refit the battery, connect the positive cable (2), and ABS positive cable (3), to the positive terminal, the

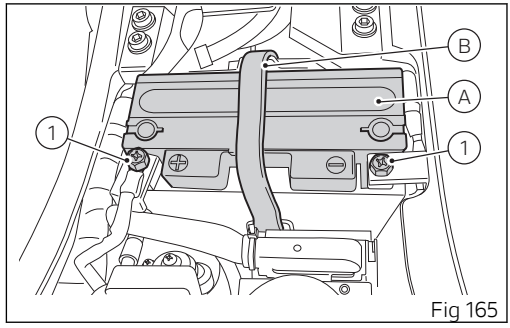


Fig 165

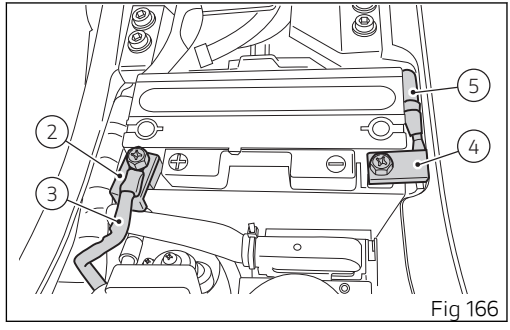


Fig 166

negative cable (4), and the ABS negative cable (5), to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1).

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.
It is recommended to use the Ducati dedicated battery charge maintainer (Battery Maintenance Kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network), and to operate as described in the sub-section “Maintaining the battery charge”.

Attention
Keep the battery out of the reach of children.

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

Attention
NEVER connect the battery in parallel with that of other vehicles, as this may cause a short circuit or overheating of the battery.

Attention
When connecting the external starting device to the poles of the vehicle battery, pay utmost attention not to touch any other metal parts on the vehicle.

Lubricating cables and joints

It is necessary to periodically check the throttle control cable and cold start cable external sheath for wear. Their external plastic sheath should be free of cracking or flattening. Work the controls to make sure the cable slides smoothly inside the sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorised Service Centre.

For trouble-free operation, periodically lubricate the ends of all Bowden cables with SHELL Advance Grease or Retinax LX2.

As far as the throttle cable is concerned, it is recommended to undo the two screws (1) and open the control, then grease the cable end and the pulley.

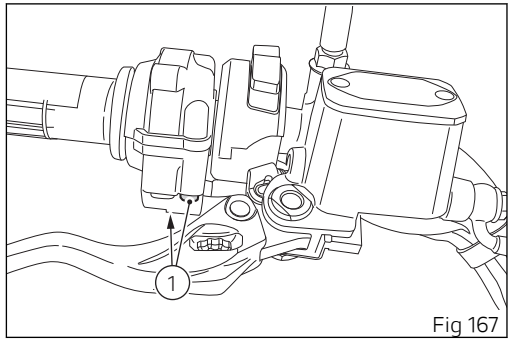


Fig 167

Attention

Carefully close the control after engaging the cable in the pulley.

Refit the cover and tighten the screws (1) to a torque of 1.8 Nm.

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.

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. With the chain in its rest position, measure the upward travel. It must be: A = 41 to 43 mm (1.61 to 1.69 in).

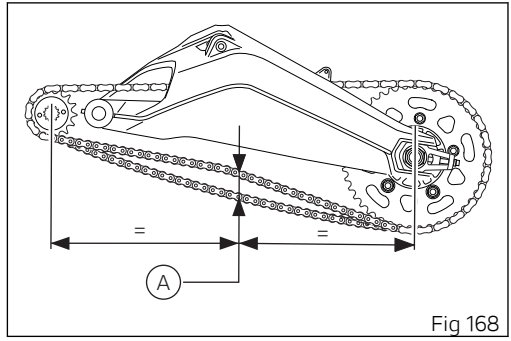


Fig 168

Attention

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

Important
If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

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

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

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment. Grease the wheel shaft nut thread (2) with SHELL Retinax HDX2 and tighten it to a torque of 145 Nm. Grease the adjuster screws (1) thread with SHELL Alvania R3 and tighten them to a torque of 10 Nm.

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

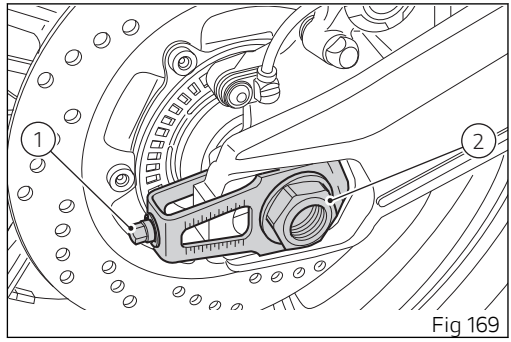


Fig 169

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 and lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain using a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the sliding shoe

Check the wear of the sliding shoe (3) and, if necessary, contact a Ducati Dealer or Authorised Service Centre.

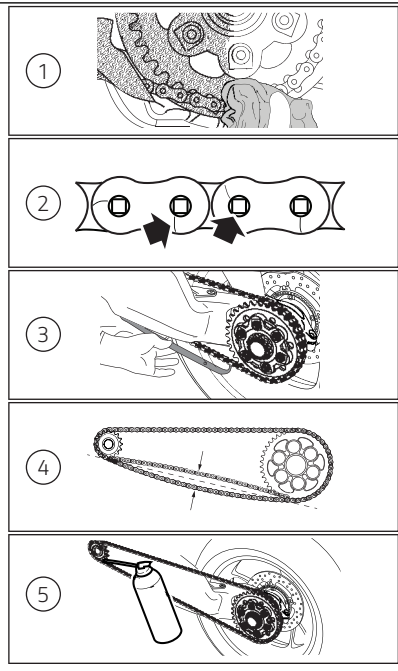


Fig 170

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.

Important
Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Lubrication

Important
Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

Attention
Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.

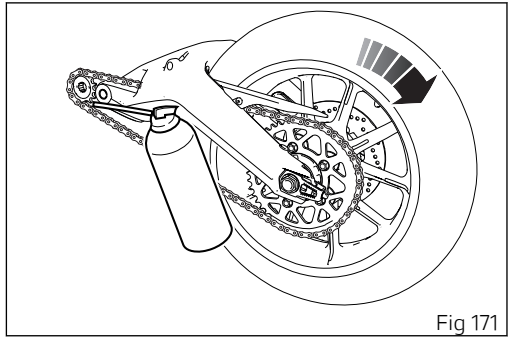


Fig 171

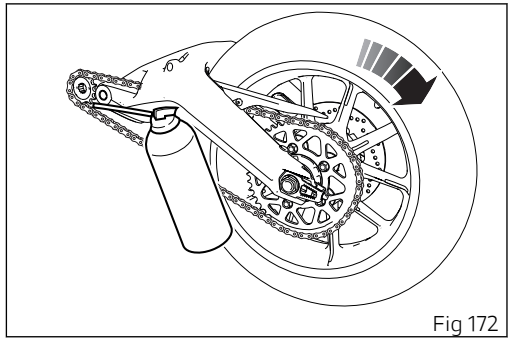
Lubricating the drive chain

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Have drive chain cleaned by a Ducati Dealer or authorised Service Centre.

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Use SHELL Advance Chain to lubricate the chain; the use of non-specific lubricants could damage the O-rings and therefore the entire drive system.

It is recommendable to lubricate the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

Place the bike on the rear paddock stand. Make the rear wheel turns fast in the opposite direction to the direction of travel.


Fig 172

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.

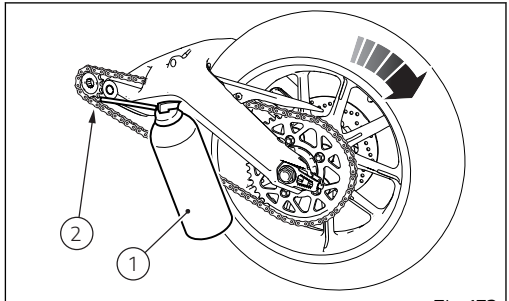


Fig 173

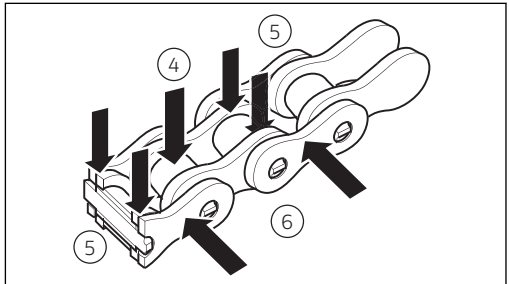
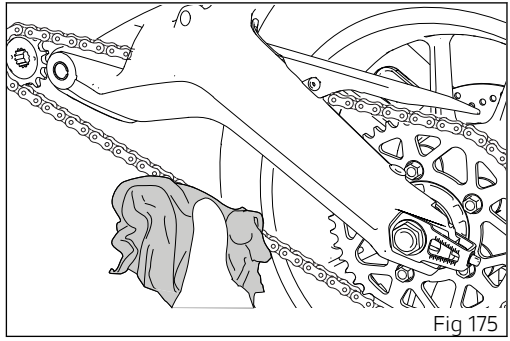


Fig 174

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 175

Replacing the headlight bulbs

Important

Have the lights replaced by a Ducati Dealer or an Authorised Service Centre.

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.

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System". Always check that the bulb functions before reassembling removed parts.
Loosen screws (1) and collect headlight support U-bolts (2).

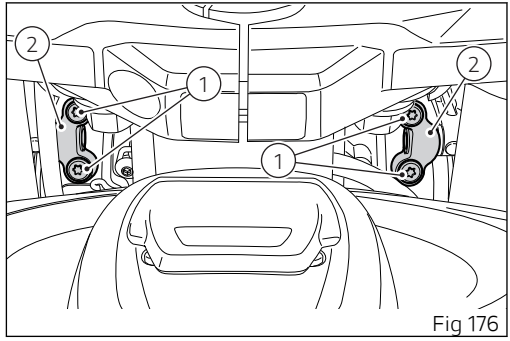


Fig 176

Loosen screw (3).
Tilt headlight towards the front mudguard and duly support it while loosening screws (4) on light cover (5) and remove cover.

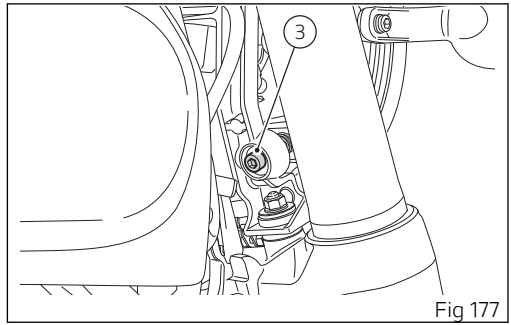


Fig 177

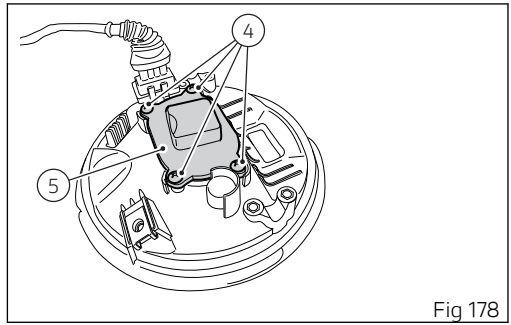


Fig 178

Disconnect the connector (6).
Release the clip (7).
The bulb (8) has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat.

Note
Be careful to hold the new bulb at the base only. Never touch the transparent body with your fingers or it will blacken resulting in reduced bulb brilliancy.

To reassemble, refit any previously removed parts following the removal procedure in reverse order and tighten screws (1,Fig 176) to 5 Nm.

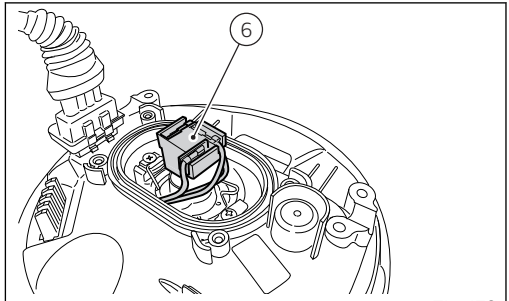


Fig 179

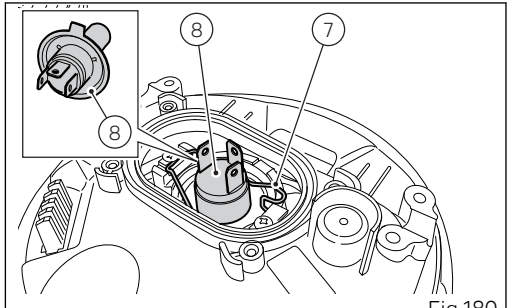


Fig 180

Changing the turn indicator bulbs

Attention

Front turn indicators are LED type (USA version excluded). In case of malfunction, contact a Ducati Dealer or Authorised Service Centre

USA version

To change the front/rear turn indicator bulbs, loosen the screw (1) and remove the lens (2).

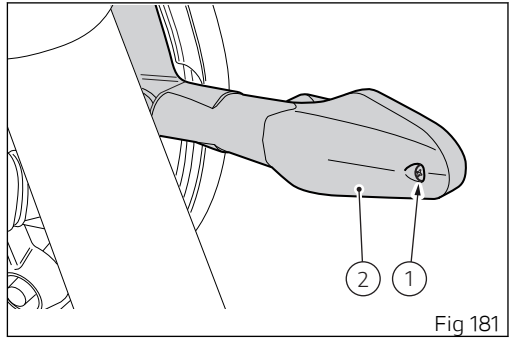


Fig 181

Aligning the headlight

Note
Headlight features two adjusters, one for the RH beam and one for the LH beam.

Check correct headlight aiming. Position the motorcycle 10 metres (32.8 feet) from a wall or a screen, with the tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. 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.

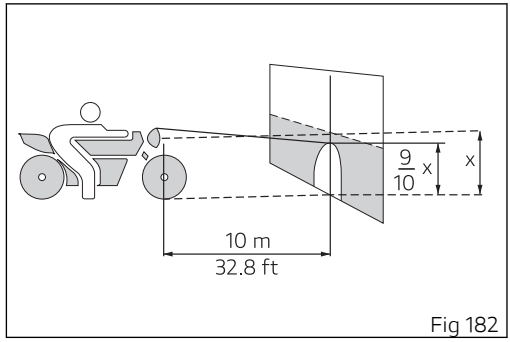


Fig 182

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.

Aligning the headlight

The vertical alignment of the headlight can be manually set by turning screw (1).

Important
Headlight beam adjuster screw has no limit stop.

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.

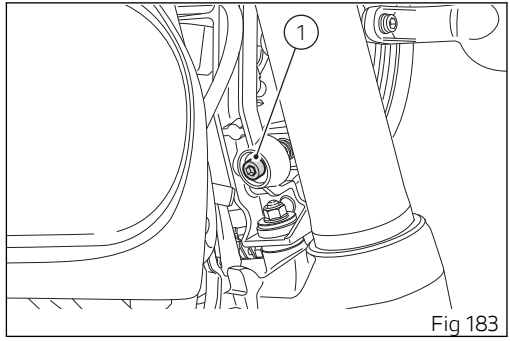


Fig 183

Adjusting the rear-view mirrors

SCRAMBLER 1100 PRO

Manually adjust rear-view mirror (A) to required position.

Attention

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

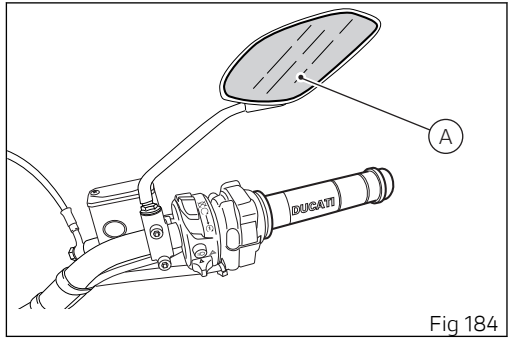


Fig 184

Should it prove difficult to perform the adjustment because the rear-view mirror is hard to move, it is possible to work on the relevant articulated joint. To perform this adjustment it is possible to remove the rubber cap (1) by sliding it downwards.

Then slide out the cover (3).

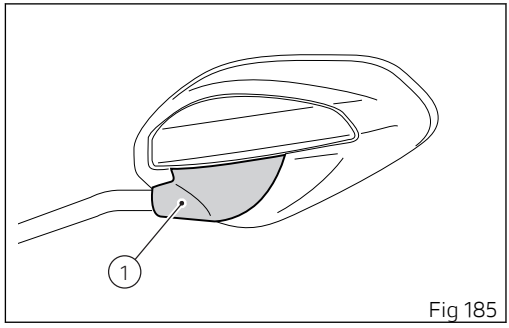


Fig 185

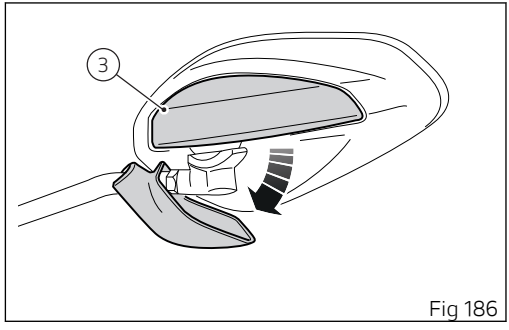


Fig 186

Slightly loosen the ball joint (4).
Refit the cover (3).
Reposition the rubber cap (1).

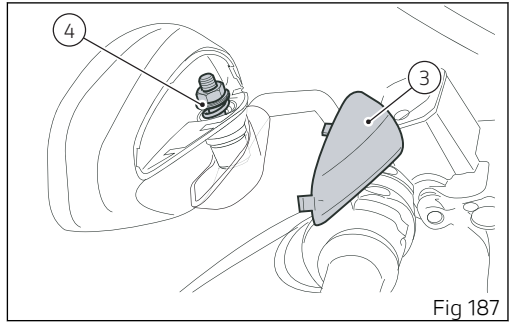


Fig 187

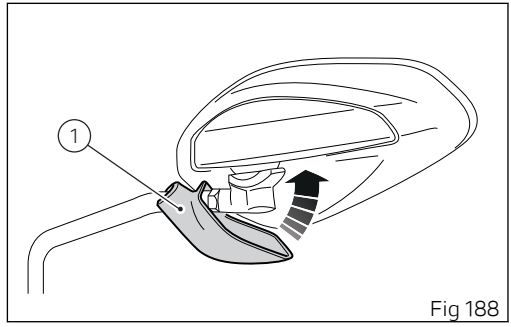


Fig 188

If it is not possible to perform the desired adjustment as explained above, it is possible to modify the rear-view mirror position with respect to the stem.
To do this, remove the rubber cap (1) by sliding it downwards.
Unscrew the nut (2).

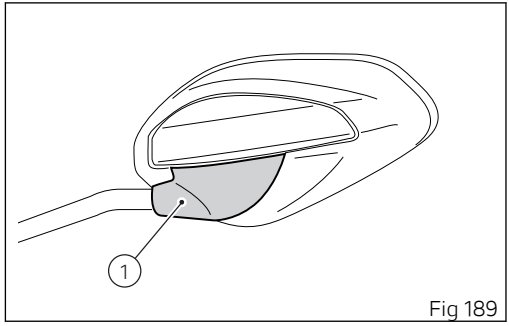


Fig 189

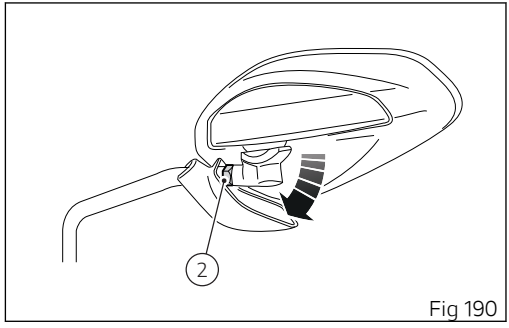


Fig 190

It is possible to rotate the rear-view mirror (A) on its stem's axis.
Once the correct position is reached, tighten nut (2) to a torque of 2.4 ± 1 Nm.
Reposition the rubber cap (1).

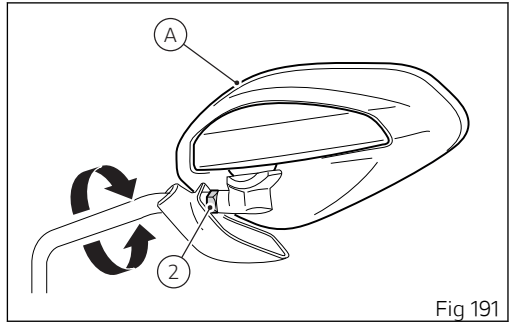


Fig 191

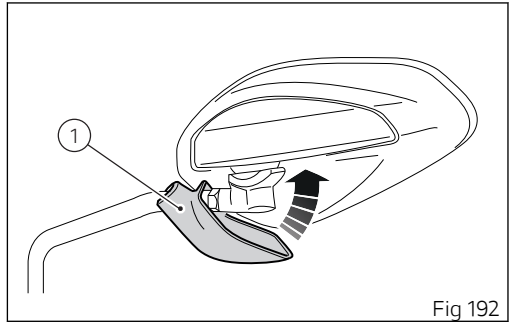


Fig 192

SCRAMBLER 1100 SPORT PRO

Manually adjust rear-view mirror (A) to required position.

Attention

Make sure that mirror position is suitable for the rider's style and ergonomics: also check that rear-view mirrors ensure proper visibility at the sides and back.

Attention

With bike at a standstill, check that rear-view mirrors allow proper steering manoeuvres.

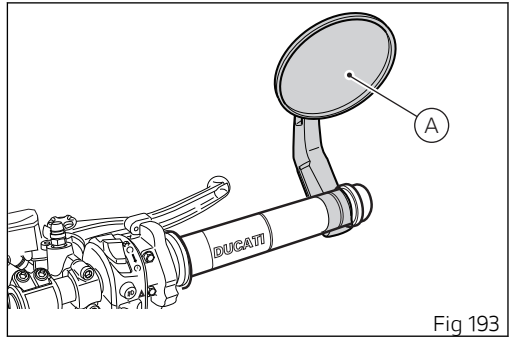


Fig 193

Rear-view mirrors are type-approved for installation in the top position.

Tubeless tyres

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

(SCRAMBLER 1100 PRO/ 1100 SPORT PRO)
The motorcycle features **tubeless tyres**.

As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

Important

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

Tubeless tyre repair or change

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

Attention

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

After replacing a tyre, the wheel must be balanced.

Attention

Do not remove or shift the wheel balancing weights.

Note

Have the tyres replaced at a Ducati Dealer or authorised Service Centre. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

Minimum tread depth

Measure tread depth (S, Fig 194) 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.

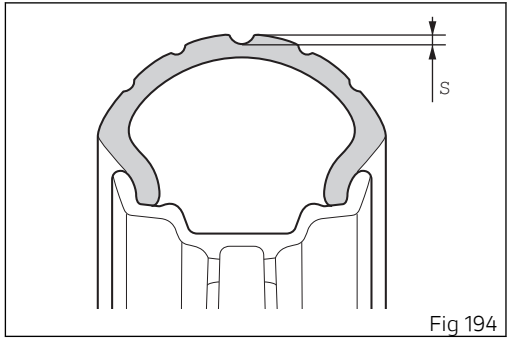


Fig 194

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil. Ducati prescribes the only use of SAE 15W -50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W -50 oil (JASO: MA2 and API: SN) Remove the oil filler cap (2) and top up until the oil reaches the required level.
Refit the plug.

Important

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

Attention

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

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.

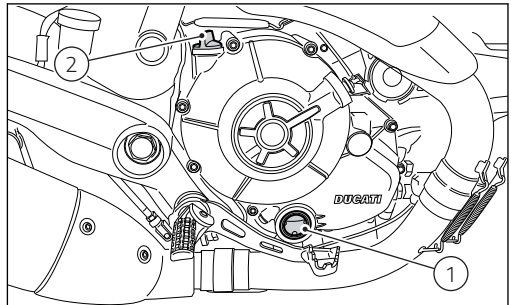


Fig 195

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.

Recommendations concerning oil

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

- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

Attention

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

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Cleaning the motorcycle

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

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.

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

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;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on a service stand;
- disconnect and remove the battery.

Battery should be checked and charged (or replaced, as required) whenever the motorcycle has been left unridden for over a month.
Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate.
The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Switzerland, etc.) 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.

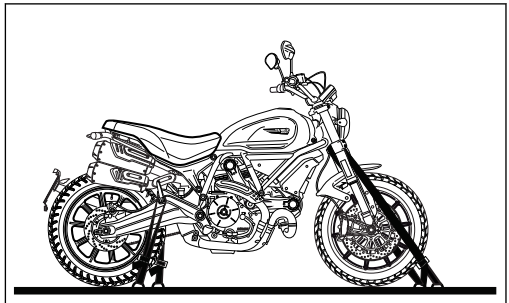


Fig 196

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

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

	Mileage Service*	DESMO B Mileage Service*	DESMO A Mileage Service*	1000 Mileage Service*	
Reading of the error memory with DDS 2.0 and check of technical updates and recall campaigns on DCS	•	•	•		12
Change engine oil and filter	•	•	•		12
Check and clean air filter		•			12
Change air filter			•		
Change timing belts			•		60

	1000 Mileage Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Mileage Service*
Check and/or adjust valve clearance		•	•	
Change spark plugs			•	
Check the tightening of the vertical head stud bolt - exhaust side, generator side		•	•	•
Change front fork fluid	every 36000 km / 22500 mi			
Visually check 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 brake calliper screws, brake disk screws, rear and front wheel nuts and rear sprocket nut		•	•	12
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•	•	12
Check wheel hub bearings		•	•	12
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft			•	

	1000 Mileage Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Mileage Service*	
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 play of steering tube bearings		•	•		12
Check the freedom of movement and tightening of the side stand	•	•	•		12
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•	•		12
Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls	•	•	•		12
Check tyre pressure and wear	•	•	•		12
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

	Mileage Service*	DESMO B Mileage Service*	DESMO A Mileage Service*	1000 Mileage Service*	
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling	•	•	•	•	12
Softly clean the motorcycle	•	•	•	•	12
Service coupon registration with turning off of Service warning light on instrument panel with DDS 2.0 and filling in of the on-board documentation (Service Booklet)	•	•	•	•	12

* The 1000 Mileage Service must be carried out after the first 1,000 km/600 mi.
* The DESMO A Mileage Service must be carried out every 12,000 km/7,500 mi.
* The DESMO B Mileage Service must be carried out every 24,000 km/15,000 mi.
* The Time Service must be carried out every 12 months.

Scheduled maintenance chart: operations to be carried out by the Customer

Important

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):
206 kg (454 lb);
Overall weight (in running order without fluids and battery):
189 kg (416 lb);
Maximum allowed weight (carrying full load):
396 kg (873 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

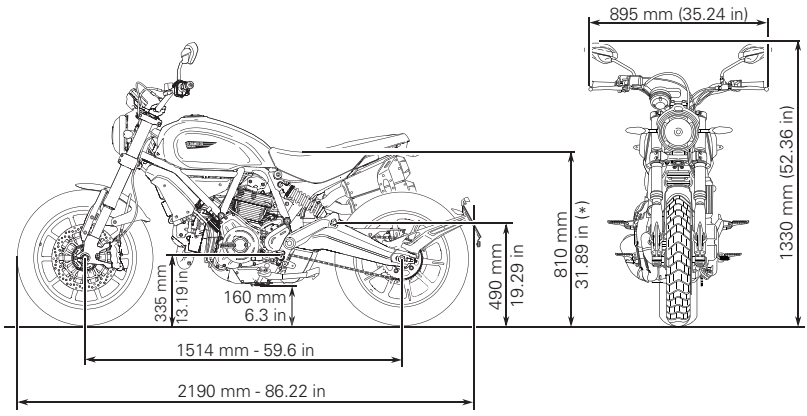


Fig 197

SCRAMBLER 1100 PRO

(*): seat height

Lowered seat (original equipment for China, Thai, Taiwan, Korea versions): 790 mm (31.10 in)

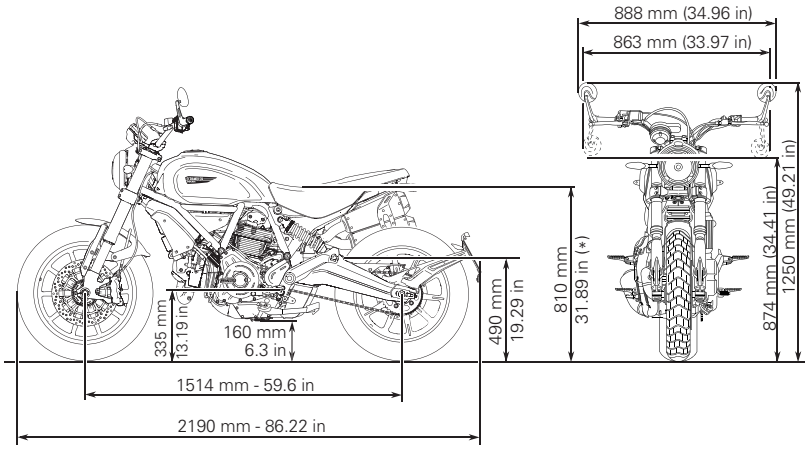


Fig 198

SCRAMBLER 1100 SPORT PRO

(*): seat height

Lowered seat (original equipment for China, Thai, Taiwan, Korea versions): 790 mm (31.10 in)

"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	15 litres (3.3 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)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork Scrambler 1100 PRO (Oil level measured without spring, preload tube with rod fully home)	SHELL Donax TA	- 585 cc (35.70 cu in) 90 mm (3.54 in)
Front fork Scrambler 1100 SPORT PRO (Oil level measured without spring, preload tube with rod fully home)	SHELL Donax TA	- 598 cc (36.49 cu in) 230 mm (9.05 in)

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

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

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



Engine

Twin cylinder, “L” type, Desmodromic timing system, 2 valves per cylinder, air cooling

Bore: 98 mm (3.86 in)

Stroke, mm: 71.5 mm (2.81 in)

Total displacement: 1079 cu. cm (65.84 cu in).

Compression ratio: (11.5±0.5):1

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

62.3 kW/84.7 HP at 7,250 rpm.

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:

90.5 Nm - 92.3 kgm at 4,750 rpm

Max. rotation speed: 8,500 rpm.

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

Forced with trochoid pump.
Oil cooler (hoses with twin seal nipples).

Timing system

DESMODROMIC system with two valves per cylinder controlled by four rocker arms (two opening and two closing ones) and one overhead camshaft. This system is driven by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

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

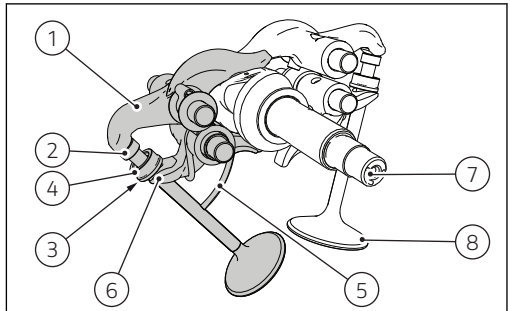


Fig 199

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: DCPR8E

Fuel system

Indirect electronic injection.
Throttle body type: Ride by Wire (RbW)
Diameter of throttle body: 55 mm (2.16 in)
Injectors per cylinder: 1
Firing points per injector: 8
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

Front brake discs

No. 2 semi-floating drilled discs.
Braking material: steel.
Carrier material: stainless steel, black colour.

Disc diameter: 320 mm (12.60 in).
Front brake disc thickness: 4.5 mm (0,177 in).
Front disc thickness (maximum wear): 4.0 mm (0,157 in).

Front brake control

Hydraulically operated by a control lever on handlebar right-hand side.

Front brake calliper

Brake calliper make: BREMBO.
Type: radially-mounted monobloc M4.32b with 4 pistons Ø32 mm (1.26 in).
Friction material: TT 2182 FF.

Front brake master cylinder

Master cylinder type: axial PR 16/22.
Cornering ABS

REAR

Rear brake disc

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.64 in).
Rear brake disc thickness: 4.2 mm (0,165 in).
Front disc thickness (maximum wear): 3.8 mm (0,149 in).

Rear brake control

Hydraulically operated by a pedal on RH side.

Rear brake calliper

Brake calliper make: BREMBO
Type: floating, with 1 Ø34 mm (1.33 in) piston.
Friction material: Toshiba TT H38 GF.

Rear brake master cylinder

Master cylinder type: PS 11.
Cornering ABS

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.
Operated by a control lever on handlebar left-hand side.
Primary drive: primary drive sprocket/gearwheel ratio: 33/61.
Final drive: gearbox output sprocket/rear chain sprocket ratio: 15/39.
6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.

Total gear ratios:
1st gear 37/15
2nd gear 30/17
3rd gear 28/20
4th gear 26/22
5th gear 24/23
6th gear 23/24

Drive chain from gearbox to rear wheel.
Make: DID
Type: 520 VP2–T
Links: 103+1 open

Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre.
If improperly replaced, this component could seriously endanger your safety, as well as the passenger one, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis.
Steering angle (per side):
– Scrambler 1100 PRO: 34°.
– Scrambler 1100 Sport PRO: 33°.
Steering head angle: 24.5°.
Trail: 111 mm (4.37 in).

Wheels

Ten-spoke, light-alloy rims
Front: size MT 3.50"x18".
Rear: size MT 5.50"x17".

Tyres

Front
"Tubeless", radial tyre
Type: Pirelli MT 60 RS
Size: 120/70 ZR18 M/C (59W)

Rear
"Tubeless", radial tyre
Type: Pirelli MT60 RS
Size: 180/55 ZR17

Front tyre pressure
2.30 bar (33.3 PSI) (on road, rider only);
2.40 bar (34.8 PSI) (on road, rider and passenger - at full load).

Rear tyre pressure
2.50 bar (36 PSI) (on road, rider only).
2.90 bar (42 PSI) (on road, rider and passenger - at full load).

Suspension

Front

SCRAMBLER 1100 PRO
Fully adjustable upside-down MARZOCCHI fork.
Stanchion diameter: 45 mm (1.89 in).
Wheel travel: 150 mm (5.90 in).
SCRAMBLER 1100 SPORT PRO
Fully adjustable upside-down OHLINS fork.
Stanchion diameter: 48 mm (1.77 in), TiN-coated.
Wheel travel: 150 mm (5.90 in).

Rear

SCRAMBLER 1100 PRO
Progressive with KAYABA monoshock, with fully adjustable rebound, compression and spring preload.
Suspension travel: 57.3 mm (2.25 in).
SCRAMBLER 1100 SPORT PRO

Progressive with OHLINS monoshock, with fully adjustable rebound, compression and spring preload.

Exhaust system

2 into 1 into 2 exhaust system with catalytic converter and 2 lambda sensors.
Twin stainless steel exhaust silencer with aluminium cover and endcaps.

Available colours

Frame colour: Black Carbon
Rear subframe colour: Black Tarmac Inver code 61196
Swinging arm colour: Black Tarmac Inver code 61196

SCRAMBLER 1100 PRO
OCEAN DRIVE
Fuel tank
Diamond black colour
Black primer 2k Palinal 873A002
Black Diamond Palinal Base coat code 928F366
Glossy clear coat Palinal code 923I2416
Silver Ice
Primer Lechler code DS20051
Silver Ice Base Lechler code L2903247
Matt clear coat Lechler code 96204
Side panels
Silver Ice colour
Primer Lechler code DS20051
Silver Ice Base Lechler code L2903247
Matt clear coat Lechler code 96204
Mudguard
Diamond black colour
Black primer 2k Palinal 873A002
Black Diamond Palinal Base coat code 928F366
Glossy clear coat Palinal code 923I2416

SCRAMBLER 1100 SPORT PRO
MATT BLACK
Tank and side panels
Dark Stealth colour
Black primer 2k Palinal 873A002
Dark stealth Base coat 929R223
Matt clear coat 923I2176
Glossy clear coat Palinal code 923I2416

Mudguard
Dark Stealth colour
Black primer 2k Palinal 873A002
Dark stealth Base coat 929R223
Matt clear coat 923I2176

Electric system

Basic electric items are:

Dashboard
LCD

Headlight:
low/high beam: H4 Blue Vision bulb 12V 60/55W;
Parking light/DRL (where fitted): no. 4 LEDs;

Turn indicators
Front/rear turn indicator type (USA version):
bulb 12V RY10W Amber

Tail light
LED parking light: no. 12 LEDs;
stop light: No. 12 LEDs + No. 6 LEDs;

Number plate light: no. 3 LEDs.

Electrical controls on handlebars.
Horn.
Stop light switches.
Battery YUASA YT 7B-BS sealed-type, 6.5 Ah - 12 V.
Generator 14V-487W.
Electronic rectifier, protected by a 30A fuse located next to fuse box (C,Fig 202).
Starter motor: 12V-0,7 kW.

Note

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

Fuses

There are seven fuses that protect the electric components, located inside the fuse box, and one on the solenoid starter. The fuse box includes two spare fuses.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The fuse box (A,Fig 200) is located under the seat so it is necessary to remove the seat and the battery cover to reach it. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The fuse box (B,Fig 201) is positioned next to fuse box (A,Fig 200) and contains the two fuses relevant to the ABS system.

Fuse box (A,Fig 200) key		
Pos	El. item	Rat.
1	Fuel pump	15 A
2	Accessories	7.5 A
3	Control unit	10 A
4	-	-
5	-	-
6	ABS motor	25 A
7	ABS	10 A
8	Spare	20 A
8	Spare	25 A
8	Spare	15 A

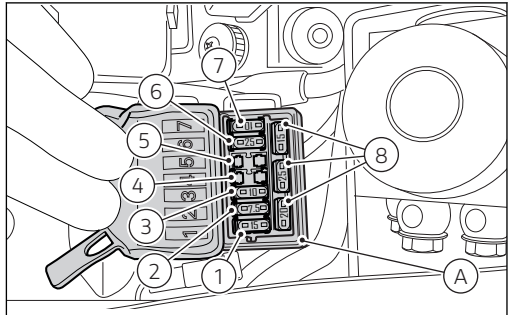


Fig 200

Fuse box (B,Fig 201) key		
Pos	El. item	Rat.
1	Diagnosis	7.5 A
2	Alarm	5 A
3	BBS	10 A
4	-	-
5	Injection loads	20 A
6	Instrument panel	10 A
7	Parking light	5 A
8	Spare	7.5 A
8	Spare	10 A
8	Spare	5A

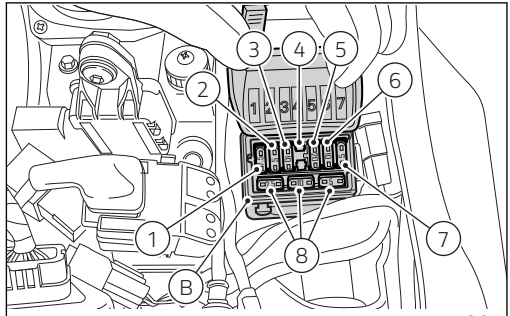


Fig 201

The main fuse (C) is positioned on the solenoid starter (D) with spare fuse (G). Remove the fuse cap to reach it.
A blown fuse can be identified by breakage of the inner filament (F).

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

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

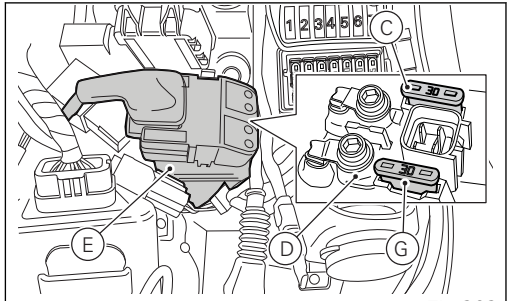


Fig 202

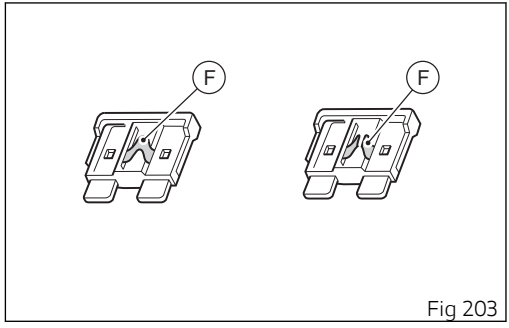


Fig 203

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

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

Note
Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Instrument panel	134.2 KHz 120 KHz ÷ 140 KHz	< 66 dBµA/m (10m)

Ducati Multimedia System (Bluetooth)	2402 ÷ 2480 MHz	4.4 mW
Antitheft	433.92 MHz (±75 KHz)	<0.6 mA

Table 2

Radio equipment installed in the vehicle	**Manufacturers' addresses**
Instrument panel	**EGICON S.r.l.** Via Posta Vecchia, 36 41037 - Mirandola (MO), Italy
Ducati Multimedia System (Bluetooth)	**COBO S.p.a.** Via Tito Speri, 10 25024 Leno (BS), Italy
Antitheft	**PATROLLINE** Via Cesare Cantù, 15/C 22031 Albavilla (CO), Italy

Simplified EU declaration of conformity

[Austria]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Bulgaria]
Твоят мотоциклет е оборудван с различна по вид радиоапаратура. Производителите на тази радиоапаратура декларират, че тя съответства на Директива 2014/53/ЕС, съгласно изискванията по закон. Пълният текст на декларацията за съответствие ЕС, ще намерите на следния адрес: certifications.ducati.com

[Cyprus]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Czech Republic]
Vaše vozidlo je vybaveno řadou rádiových zařízení. Výrobci těchto radio zařízení, prohlašují, že zařízení jsou v souladu se směrnicí 2014/53/EU, pokud to vyžaduje zákon. Úplné znění prohlášení o shodě EU je k dispozici na internetových stránkách: certifications.ducati.com

[Germany]
Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen. Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Denmark]
Dit køretøj er udstyret med et udvalg af radioudstyr. Producenterne af dette radioudstyr erklærer, at dette udstyr overholder direktiv 2014/53/EU, hvis det kræves i henhold til loven. Den komplette tekst af EU-overensstemmelseserklæringen findes på følgende webadresse: certifications.ducati.com

[Estonia]
Teie sõiduk on varustatud raadioseadmete seeriaga. Selle raadioseadme tootjad kinnitavad, et see seade vastab direktiivile 2014/53/EÜ, kui seadus seda nõuab. EÜ vastavusdeklaratsiooni terviktekst on saadaval järgmisel veebisaidil: certifications.ducati.com

[Spain]
Su vehículo está equipado con una serie de equipos de radio. Los fabricantes de dichos equipos de radio declaran su conformidad con la directiva 2014/53/UE, como requiere la ley. El texto completo de la declaración de conformidad UE está disponible en el siguiente sitio: certifications.ducati.com

[Finland]
Ajoneuvossasi on radiolaitteita. Näiden radiolaitteiden valmistajat vakuuttavat, että laitteet vastaavat direktiiviä 2014/53/EU lain edellyttämällä tavalla. EU-vaatimustenmukaisuusvakuutuksen täydellinen teksti on saatavilla seuraavasta osoitteesta: certifications.ducati.com

[France]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

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

[Greece]
Το όχημά σας εξοπλίζεται με μια σειρά από ραδιοσυσκευές. Οι κατασκευαστές των συσκευών αυτών δηλώνουν ότι οι συσκευές συμμορφώνονται με την οδηγία 2014/53/ΕΕ, όπου απαιτείται από το νόμο. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ είναι διαθέσιμο στη διεύθυνση: certifications.ducati.com

[Croatia]
Vaše vozilo je opremljeno nizom radio uređaja. Proizvođači ovih radio uređaja tvrde da su uređaji u skladu s Direktivom 2014/53/UE ako je propisano zakonom. Cjelokupan tekst deklaracije o sukladnosti dostupan je na: certifications.ducati.com

[Hungary]
Járműved egy sor rádió készülékkel van felszerelve. Ezeknek a rádióberendezéseknek a gyártói kijelentik, hogy a készülékek megfelelnek a 2014/53/EU irányelvnek, ahol ezt a törvény megköveteli. Az EU megfelelőségi nyilatkozat teljes szövege az alábbi címen érhető el: certifications.ducati.com

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

[Italy]
Il tuo veicolo è dotato di una serie di apparecchiature radio. I costruttori di queste apparecchiature radio dichiarano che esse sono conformi alla direttiva 2014/53/UE laddove richiesto per legge. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo: certifications.ducati.com

[Lithuania]
Jūsų transporto priemonėje įdiegta daug įvairios radijo įrangos. Šios radijo įrangos gamintojai patvirtina, kad ji atitinka 2014/53/ES direktyvos reikalavimus, kaip tai numato galiojantys įstatymai. Visas ES atitikties deklaracijos tekstas pateikiamas svetainėje adresu certifications.ducati.com

[Luxembourg]
Votre véhicule est équipé d'une série d'appareillages radio. Les constructeurs de ces appareillages radio déclarent que ces derniers sont conformes à la directive 2014/53/UE lorsque la loi le requiert. Le texte complet de la déclaration de conformité UE est disponible à l'adresse suivante : certifications.ducati.com

[Latvia]
Jūsu transportlīdzeklis ir aprīkots ar dažādām radioierīcēm. Šo radioierīču ražotājs apliecina, ka ierīces atbilst Direktīvas 2014/53/ES prasībām, ja to paredz attiecīgie tiesību akti. Pilnīgo ES atbilstības deklarāciju skatiet šajā tīmekļa vietnē: certifications.ducati.com

[Malta]
Il-vettura tiegħek hija mgħammra b'firxa ta' tagħmir tar-radju. Il-manufatturi ta' dan it-tagħmir tar-radju jiddikjaraw li dan it-tagħmir jikkonforma mad-Direttiva 2014/53/UE fejn meħtieġ mil-liġi. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli fuq l-indirizz tal-web: certifications.ducati.com

[Netherlands]
Uw voertuig is voorzien van diverse draadloze apparatuur. De fabrikanten van deze draadloze apparatuur verklaren dat deze, daar waar dit door de wet voorschreven wordt, overeenstemmen met de richtlijn 2014/53/EU. De volledige tekst van de EU-verklaring van overeenstemming is beschikbaar op het volgende webadres: certifications.ducati.com

[Poland]
Państwa pojazd został wyposażony w szereg urządzeń radiowych. Producenci tych urządzeń radiowych oświadczają, że są one zgodne z dyrektywą 2014/53/UE, tam, gdzie wymaga tego prawo. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: certifications.ducati.com

[Portugal]
O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o

determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]
Vehiculul dvs. este dotat cu o serie de aparate radio. Producătorii acestor aparate radio declară că acestea sunt conforme cu directiva 2014/53/UE, dacă legea impune acest lucru. Textul complet al declarației de conformitate UE este disponibil la următoarea adresă: certifications.ducati.com

[Sweden]
Ditt fordon är utrustat med radioutrustning. Radioutrustningens tillverkare förklarar att denna utrustning uppfyller direktiv 2014/53/EU där så lagen kräver det. Fullständig text om EU-försäkran om överensstämmelse finns på följande adress: certifications.ducati.com

[Slovenia]
Vaše vozilo ima tudi vrsto radijske opreme. Proizvajalci eteh radijskih naprav izjavljajo, da so ti v skladu z uredbo 2014/53/UE, kjer zakon to predvideva. Celotno besedilo izjave o skladnosti EU je na voljo na spodnjem naslovu: certifications.ducati.com

[Slovakia]
Vaše vozidlo je vybavené rádiofónnymi zariadeniami. Výrobcovia týchto rádiofónnych zariadení prehlasujú, že tieto zariadenia sú v zhode so smernicou 2014/53/EÚ v rozsahu predpísanom zákonom. Úplný text ES prehlásenia o zhode je k dispozícii na nasledujúcej adrese: certifications.ducati.com

United States (USA)

"This device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."

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

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

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

DASHBOARD	FCC ID: 2ANYI- DSB1402
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N

Canada

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

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

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

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

DASHBOARD	IC: 23285- DSB1402
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	IC: 4511-2564N

DASHBOARD

Japan

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

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

DASHBOARD	DDT-R19101203-1E1

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



R-R-Egi- RTA111

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

Brasil

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



Japan

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

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

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



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