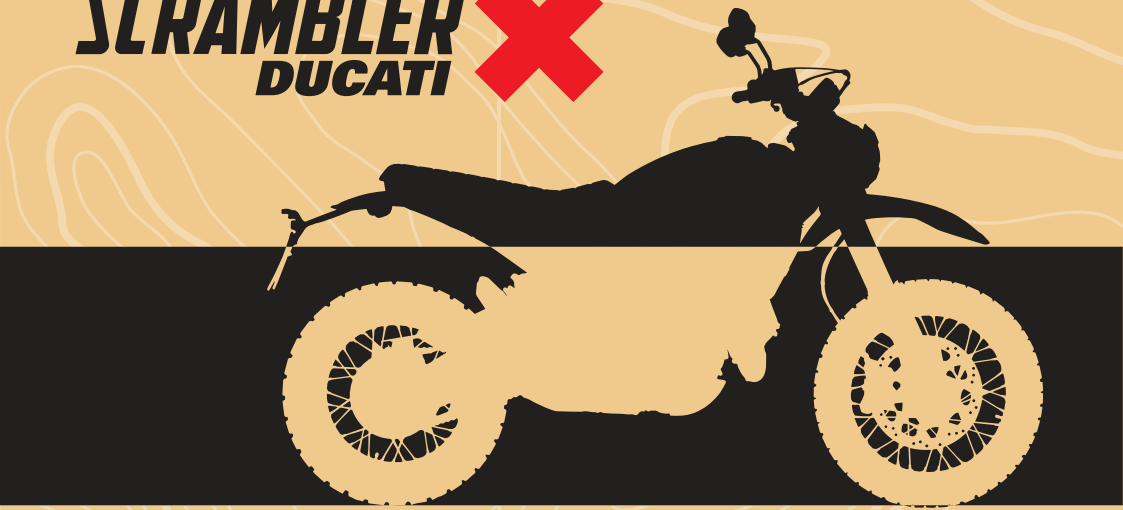
SCRAMBLER DUCATI



Owner's manual

Owner's manual

ENGLISH

SCRAMBLER DUCATI

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

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

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.

Enjoy your ride!

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Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 212.

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

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

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.
Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and

maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

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

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

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

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

Note
Additional information about the current operation.

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

Intended use

Attention
This motorcycle is designed for both use on road and light off road duty. Do not use on competitive off-road circuits or extreme jumps.

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 including rider, passenger, luggage and additional accessories should not exceed 380kg/ 837.7lb.

The motorcycle is equipped with M+S category tyres: Ducati recommends Pirelli Scorpion Rally tyres.

Attention

Maximum speed with M+S category tyres

The maximum speed specified for the motorcycle can be higher than the one allowed for the tyre. Higher speeds can damage the tyres and cause accidents. Pay attention to the maximum speed allowed for the tyres. When using tyres of the M+S category, like Pirelli Scorpion Rally recommended by Ducati, it is necessary not to exceed the speed limit corresponding to the speed index specified for that tyre: 190 km/h (118 mph) for Pirelli Scorpion Rally tyres.

Attention

When using M+S category tyres, do not exceed 190 km/h (118 mph).

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.

Attention

Do not use the crosspiece to lift or move the motorcycle as it is only supposed to be used to support accessories.

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.

Attention

The supplied headlight grille (1) is not approved for use on public roads.

The headlight grille (1) is a product conceived for racing vehicles used exclusively in closed-course competitions. The use on public roads is prohibited by law.

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.

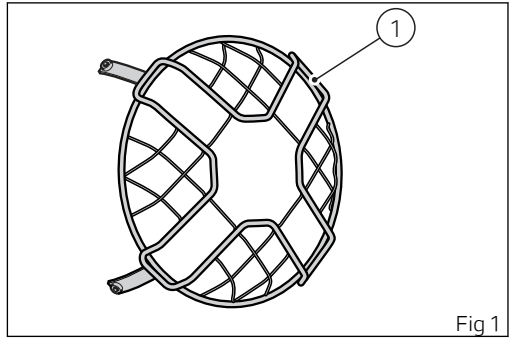


Fig 1

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

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

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

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

Important
Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

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

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

Perform the checks recommended in this manual before each ride (see page 163).

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.).

Attention

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

Refuelling

Refuel outdoors with engine off.
Do not smoke or use open flames while refuelling.
Be careful not to spill fuel on engine or exhaust pipe.
Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.
When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.

Fuel label

Fuel identification label (Fig 2)

Attention

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



Fig 2

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with side panniers, top case only and side panniers with top case fitted must not exceed 160 km/h (99 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" on page 204.

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

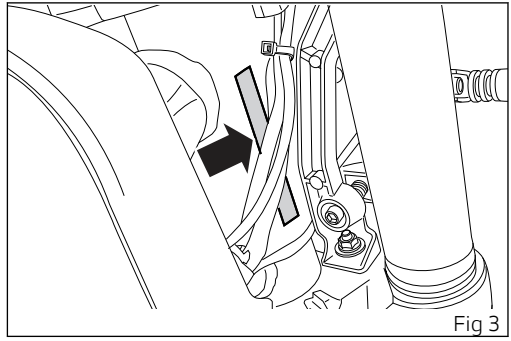
The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 40°C. Never try to open the battery: it does not need to be filled with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

Vehicle identification number

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

It is recommended to record the frame number (Fig 3) of your motorcycle in the space below.

Frame number


Fig 3

Engine identification number

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

It is recommended to record the number of your motorcycle's engine (Fig 4) in the space below.

Engine number

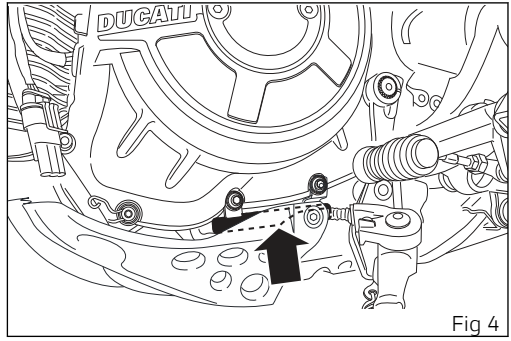


Fig 4

Instrument panel (Dashboard)

Instrument panel

1) LIQUID CRYSTAL DISPLAY (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).
It turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.

9) ABS LIGHTS (AMBER YELLOW).
This turns on to indicate that ABS is disabled or not functioning.

10) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM WARNING LIGHTS (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) 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.

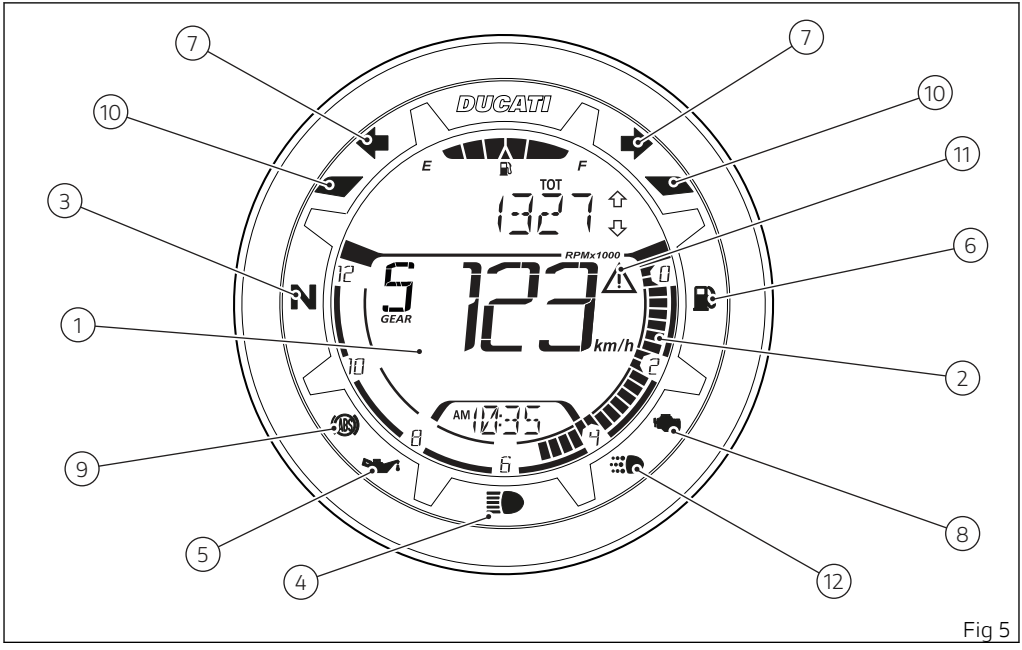

DUCATI
E
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RPMx1000
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km/h
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9
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5
4
12

Fig 5

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Dashboard
ECU
Engine Control Unit

Technological Dictionary

Anti-lock Braking System (ABS) 9.1MP

ABS 9.1MP 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.

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

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

Manufacturers' addresses

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

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

DSB	**MAE** Via Presolana 31/33 24030 - Medolago – Bergamo - Italy
DSB	**EGICON** Via Posta Vecchia, 36, Mirandola (MO) - Italy
TPMS	**LDL Technology S.A.S.** Parc Technologique du Canal, 3 rue Giotto 31520 Ramonville - France
TPMS	**PACIFIC Industrial Co., Ltd.** 1300-1 Yokoi, Godo-cho, Anpachi-gun, Gifu 503-2397, JAPAN
Anti-theft system	**PATROLLINE** Via Cesare Cantù, 15/C Albavilla (CO) - Italy

Radio equipment	Frequency band	Max. transmission power
Bluetooth	2,402 MHz ÷ 2,480 MHz	4.4 mW
Hands free unit	134.2 KHz (AD) 134.5 KHz (Zadi) (129.6 – 135 kHz)	73dBμV/m (10m) <66 dBμA/m (10m)
Hands free key	868.35 MHz (Zadi) (868 – 868.5 MHz) 434 MHz (AD)	<25mW e.r.p. -20 dBm (3m)
D|air®	868 MHz 2.4 GHz	+10 dB +3 dB
E-Lock	134.5 KHz (129.6 – 135 kHz)	<66 dBμA/m (10m)
GPS	1575.4 MHz	
DSB	134.2 KHz 120 KHz – 140 KHz	178.5 dBμA/m <66 dBμA/m (10m)
TPMS	868.35 MHz (LDL) 433.05 ÷ 434.79MHz (Pacific)	-7 dBm +/- 4 dB 100 dBμV/m
Anti-theft system	433.92 MHz (±75 Khz)	<0.6 mA

Function buttons

1) UP CONTROL SWITCH " ⇧ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ⇧ ".

2) DOWN CONTROL SWITCH " ⇩ " (MENU navigation)
Button used to display and set instrument panel parameters with the position " ⇩ ".

3) HIGH-BEAM FLASH BUTTON (FLASH)
This button is the high-beam flasher.

4) TURN INDICATORS ACTIVATION / CONFIRM MENU BUTTON " o "
The turn indicators activation button may also be used for the CONFIRM MENU function " o ".

5) DRL LIGHTS BUTTON (accessory)
Button used to switch on/off the DRL lights.

6) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).

7) LOW / HIGH BEAM BUTTON
Button used to switch on/off the low and high beams.

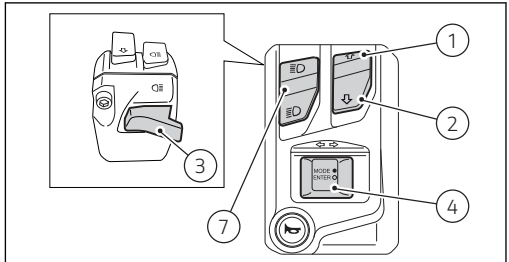


Fig 6

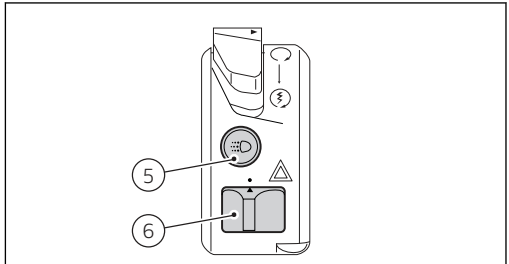


Fig 7

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, 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.

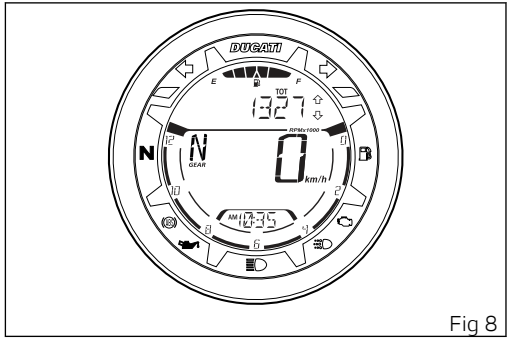


Fig 8

Data displayed on the main screen are as follows:

1) Motorcycle speed
2) Gear indication
3) Rev counter
4) Fuel level
5) Menu
6) Clock
7) DRL light status indication (if present)
8) Bluetooth and infotainment (if present)
9) Heated handgrips (if any)
10) "OFF ROAD" riding mode (if activated through Setting menu)

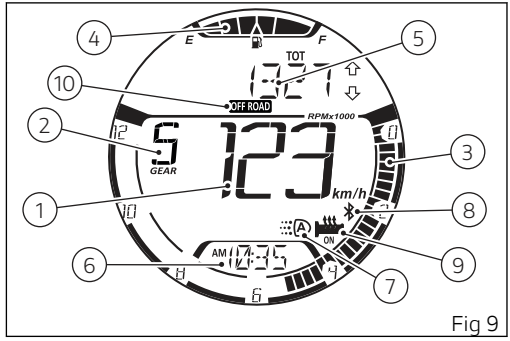


Fig 9

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 the functions inside the menu:

- Odometer (TOT)
- Trip meter 1 (TRIP 1)
- Trip meter 2 (TRIP 2)
- Residual range (RANGE)
- Heated handgrips (H. GRIPS) (active only if present)
- Ambient air temperature (T-AIR)
- Activation / deactivation of ABS system (ABS:ON/OFF) – only if the “OFF ROAD” riding mode is active
- PLAYER – only if the Bluetooth module is present and at least 1 smartphone is connected
- CALLS – only if the Bluetooth module is present and at least 1 smartphone is connected.
- Setting Menu (SETTING MENU)

The UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - appear on the RH side of the menu indicating the possibility to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on

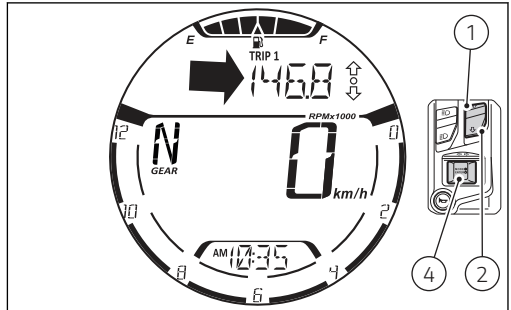


Fig 10

LH switch, for instance to reset trip meter 1 (TRIP 1, page 43).

The instrument panel stores menu current settings upon KEY-OFF.
Upon next KEY-ON, the instrument panel displays the "Odometer" function for 10 seconds in the Menu and then displays the function previously saved upon KEY-OFF.
During these first 10 seconds, if button (1) or button (2) is pressed, the “forced” 10-second visualisation of the Odometer (TOT) is interrupted and the function previously saved upon KEY-OFF will be displayed.

In case of sudden and unexpected power OFF, the instrument panel displays the odometer (TOT) function in the menu upon the following KEY-ON.

Main and auxiliary functions

The functions displayed in the standard screen are the following:

Main information

- Motorcycle speed
- Engine rpm indication (RPM)
- Menu where the following functions are displayed:
  - Odometer (TOT)
  - Trip meter 1 (TRIP 1)
  - Trip meter 2 (TRIP 2)
  - Residual range (RANGE)
  - Heated handgrips (H.GRIPS) – only if present
  - Air temperature (T-AIR)
  - Activation / deactivation of ABS system (ABS:ON/OFF) – only if the "OFF ROAD" riding mode is active
  - Music player management (PLAYER) - only if the BT module is present and at least one smartphone is connected
  - Call management (CALLS) – only if the BT module is present and at least one smartphone is connected
  - Setting menu

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

- Setting the RIDING MODE
- Pin Code: activation (PIN CODE)
- Pin Code: modification (PIN CODE)
- Clock setting (CLOCK SETTING)
- Date setting (DATE SETTING)
- Service information (SERVICE INFO)
- Backlighting regulation (BACKLIGHT)
- DRL light mode setting - accessory (DRL CONTROL)
- Battery indication (BATTERY)
- Setting the unit of measurement (UNITS SETTING)
- Turn indicator mode setting (TURN INDICATORS)
- Engine rpm digital indication (RPM)
- Bluetooth device settings - accessory (BLUETOOTH)

Additional information

- Infotainment — accessory
- Service indication (SERVICE)
- OIL SERVICE zero warning

- ANNUAL SERVICE countdown30 warning
- ANNUAL SERVICE warning
- DESMO SERVICE countdown1000 warning
- DESMO SERVICE warning
- Warnings / Alarms
- Error indication
- High engine temperature
- Engine derating due to oil high temperature
- DRL light AUTO / MANUAL indication - accessory
- Display of side stand status
- Restoring motorcycle operation via the PIN CODE

Motorcycle speed

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

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 11

Engine rpm indication (RPM)

This function displays the engine rpm through a bar graph.
The information is displayed by the bar graph 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 (10, Fig 5) will turn on.

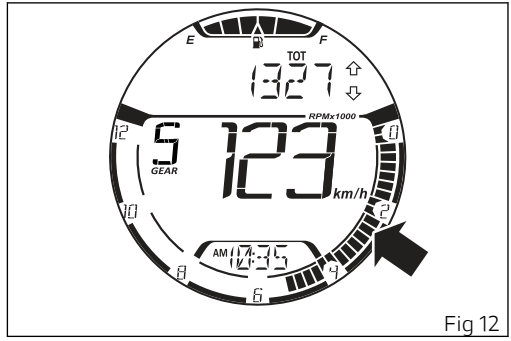


Fig 12

Gear

This function displays the information relevant to the vehicle gear.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, Fig 5) turns on.

A dash "-" is displayed in these cases:

- dash "-" and Neutral warning flashing (light 2, Fig 5) if the instrument panel does not receive the gear information;
- dash "-" steady and Neutral (warning light 2, Fig 5) flashing in case of fault;
- dash "-" steady if gear information is not stable.

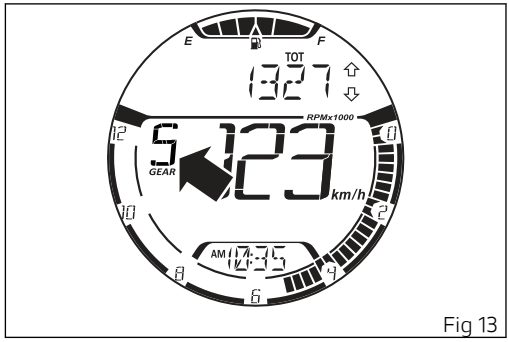


Fig 13

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.

Fuel level

This function displays the fuel level.
The low fuel light (6, Fig 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.

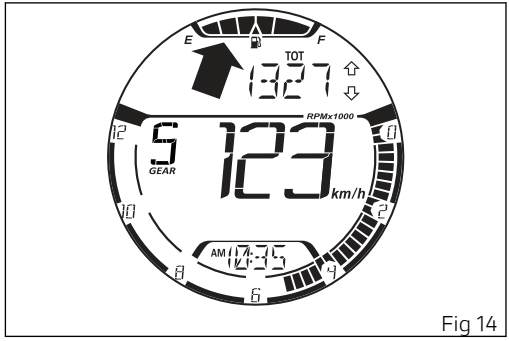


Fig 14

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.

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), 3 dashes “– :– –” and "AM" are displayed instead of the time indication.

The time can be set through the Setting Menu.



Fig 15

Function menu

From the main screen, press button (1) or (2) on LH switch to scroll through the functions inside the menu.

Menu displayed functions are:

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

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

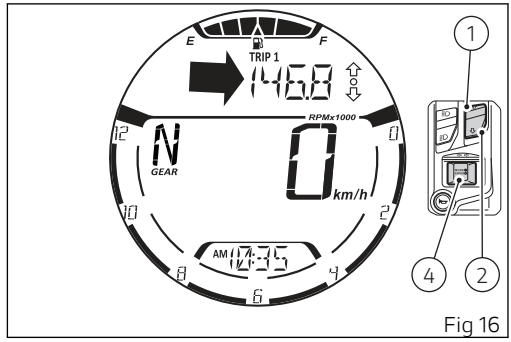


Fig 16

LH switch, for instance to reset trip meter 1 (TRIP 1, page 43).

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).

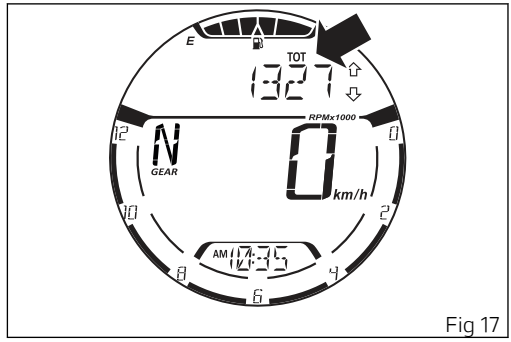


Fig 17

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).
The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

Press button (4) to reset TRIP 1.

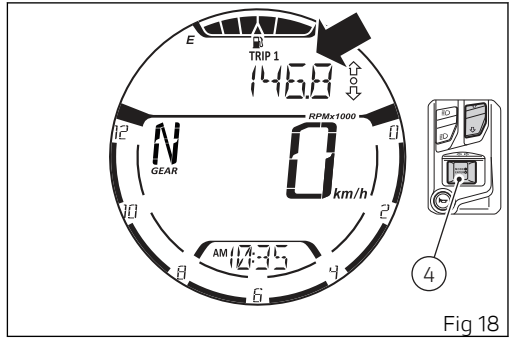


Fig 18

Resetting of TRIP 1

If button (4) is pressed during trip meter display, the instrument panel shows the message “RESET”.
If you press button (1) or (2), the instrument panel will display the trip meter again, without resetting the value.
While if you press button (4), the value for TRIP 1 will be reset and the instrument panel will display “0.0” followed by the set unit of measurement.

The value of TRIP 1 is automatically reset also in case the units of measurement are changed manually through the Setting menu (page 94), or after the battery is disconnected: the counter will then start back from zero, considering the newly set units of measurement.

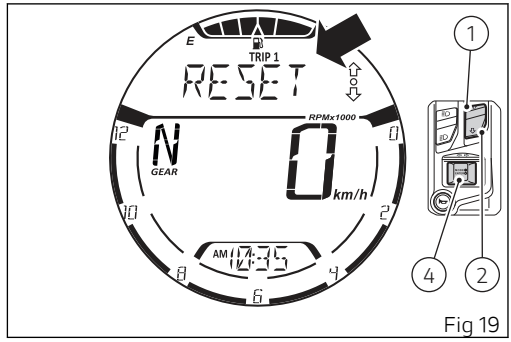


Fig 19

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).
The mi or km value for TRIP 2 is displayed with the "TRIP 2" indication and unit of measurement.

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

Press button (4) to reset TRIP 2.

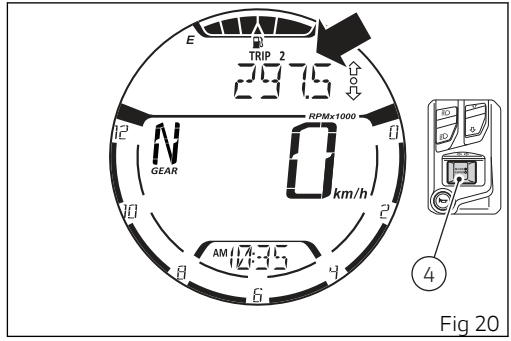


Fig 20

Resetting of TRIP 2

If button (4) is pressed during trip meter display, the instrument panel shows the message “RESET”.
If you press button (1) or (2), the instrument panel will display the trip meter again, without resetting the value.
While if you press button (4), the value for TRIP 2 will be reset and the instrument panel will display “0.0” followed by the set unit of measurement.

The value of TRIP 2 is automatically reset also in case the units of measurement are changed manually through the Setting menu (page 94), or after the battery is disconnected: the counter will then start back from zero, considering the newly set units of measurement.

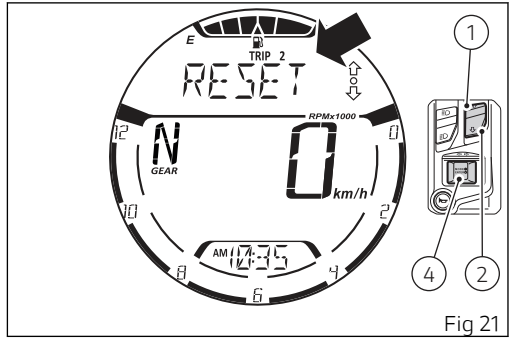


Fig 21

Residual range (RANGE)

This function shows the residual range expressed in km o miles that can be travelled with the current level of fuel inside the tank.
The value is displayed with the “RANGE” message and indication of the unit of measurement (mi or km).

If there is any function fault, the instrument panel will display three flashing dashes “- - -”.
If the instrument panel does not receive any information on the unit of measurement, the default unit of measurement is displayed flashing.

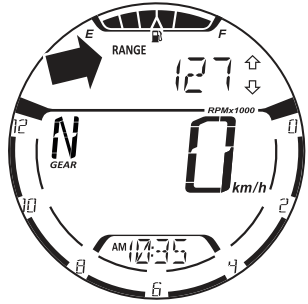


Fig 22

Heated handgrips (H. GRIPS) - accessory

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

Press button (1) and (2) to select the H.GRIPS function inside the function menu. The display shows the current setting of the heated handgrips level, which can be: “OFF”, “LOW”, “MED”, “HIGH”.

The level can be set by pressing button (4). The instrument panel enters the setting procedure of the heated handgrips level, making the current level flash and showing the indication “EXIT” preceded by the black arrow facing downwards (Fig 24).
Each time button (1) or button (2) is pressed the display shows the different levels flashing and scrolling, starting from the current one: “OFF”, “LOW”, “MED”, “HIGH”.

To quit the procedure without setting the new level, press button (2) for 2 seconds.
Otherwise, press button (4) to select the level currently displayed in flashing mode and quit the setting.

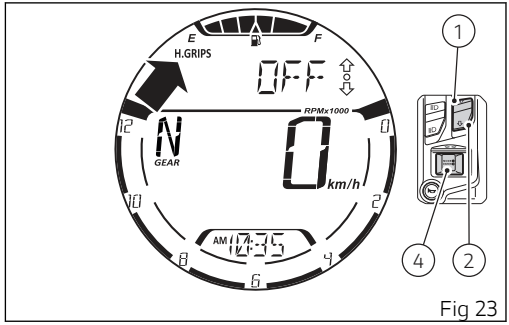


Fig 23

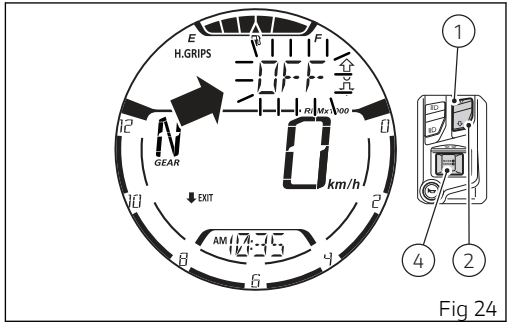


Fig 24

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

The actual turning on (heating) of the heated handgrips occurs only with engine started, when a certain number of engine rpm have been reached and maintained. This is to avoid affecting the battery charge level. .
The actual turning on is indicated with the appearance of the indication “ON” under the heated handgrips symbol. (Fig 26)

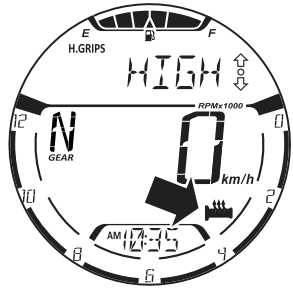


Fig 25

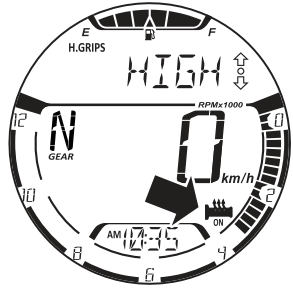


Fig 26

Ambient air temperature (T-AIR)

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

The temperature value is displayed when ranging from -39 °C (-38 °F) and +124 °C (+255 °F).
For different temperature values lower than -39 °C (-38 °F) or higher than +124 °C (+25 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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

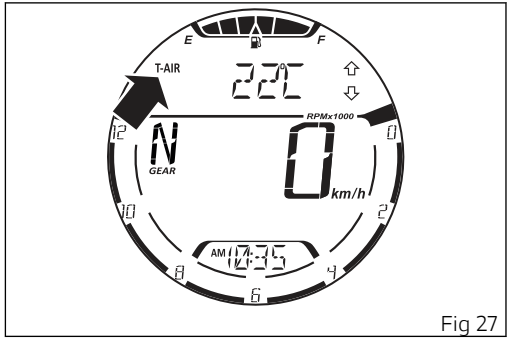


Fig 27

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

Enabling/disabling ABS (ABS:ON/ OFF)

This function allows activating or deactivating the ABS system and is visible only if the “OFF ROAD” riding mode has been set (page 66).

It is displayed with the message “ABS:OFF” (Fig 28) if the ABS system is currently active, while it is displayed with the message “ABS:ON” (Fig 29) if the ABS system is not currently active.

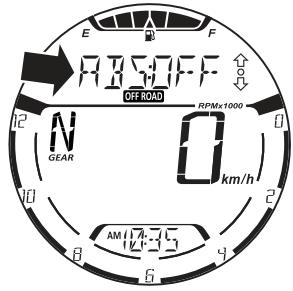


Fig 28

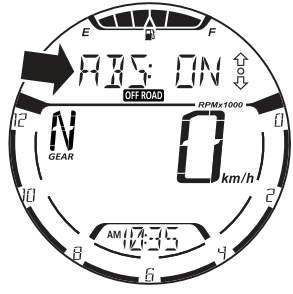


Fig 29

ABS system disabling

The ABS system disabling is possible only with vehicle speed lower than or equal to 5 km/h (3 mph). To disable the ABS system select the "ABS:OFF" function using button (1) or button (2) and then press button (4).
After pressing button (4), the message "WAIT" will be displayed for 2 seconds instead of "ABS:OFF" (Fig 31).
After 2 seconds, if the ABS system has been disabled correctly, the display will show the previous screen but with the message "ABS: ON".

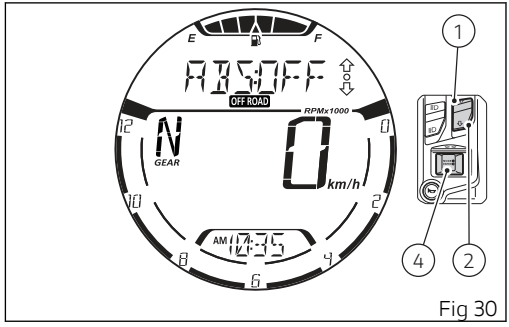


Fig 30

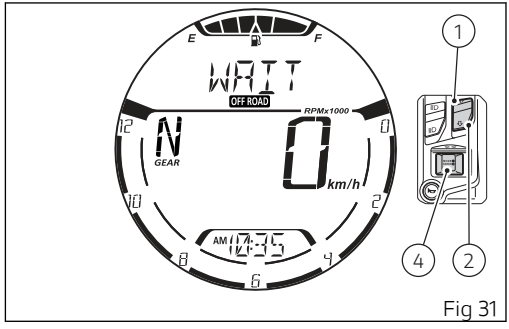


Fig 31

Note
When the ABS system is disabled the relevant warning light turns on.

Note
If during the ABS system status change the instrument panel detects an error, the message "ABS:ERR" will be displayed flashing for 3 seconds instead of "WAIT". Then, it will display again the function with the previous status of the ABS system, so that the action can be repeated.

ABS system activation

The ABS system activation is possible only with vehicle speed lower than or equal to 5 km/h (3 mph). To activate the ABS system select the “ABS:ON” function using button (1) or button (2) and then press button (4).
After pressing button (4), the message “WAIT” will be displayed for 2 seconds instead of “ABS: ON” (Fig 33).
After 2 seconds, if the ABS system has been activated correctly, the display will show the previous screen but with the message “ABS:OFF”.

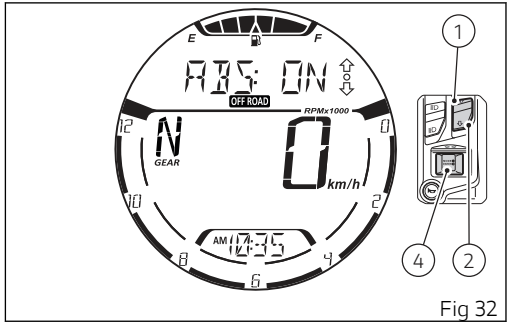


Fig 32

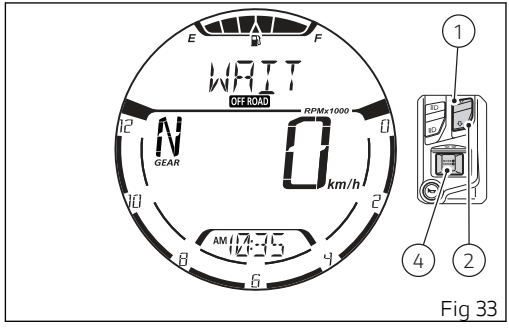


Fig 33

Note
If during the ABS system status change the instrument panel detects an error, the message “ABS:ERR” will be displayed flashing for 3 seconds instead of “WAIT”. Then, it will display again the function with the previous status of the ABS system, so that the action can be repeated.

Music player management (PLAYER) - accessory

This function allows activating, deactivating and managing the music player.
It is available only if the Bluetooth control unit is installed and a smartphone is connected.
The function can be set to “OFF” (Fig 34) or “ON” (Fig 35).

Important

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

Note

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

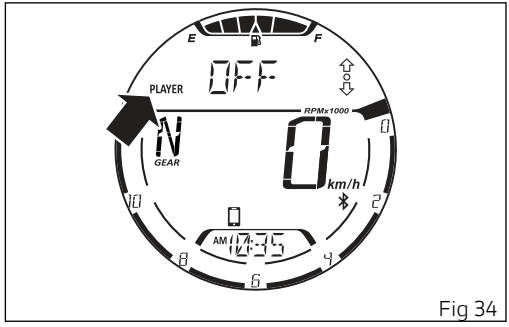


Fig 34

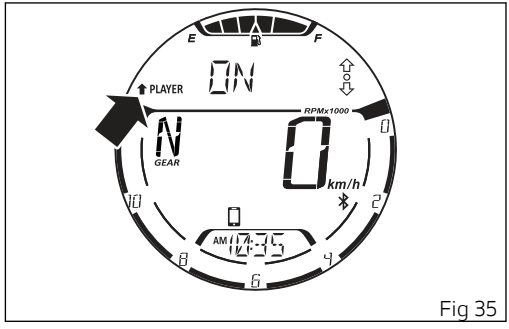


Fig 35

Music player control activation (from OFF to ON).

If the music player control is set to “OFF”, press button (4) to activate it.
With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A, Fig 37), together with the available controls (B, Fig 37) and the “EXIT” indication preceded by the black arrow facing downwards (C, Fig 37).

The full name of the track is displayed once, scrolling the characters from right to left, then only the first 6 characters are displayed. If the title of the track is not available, “NOT AVAILABLE” will be displayed.

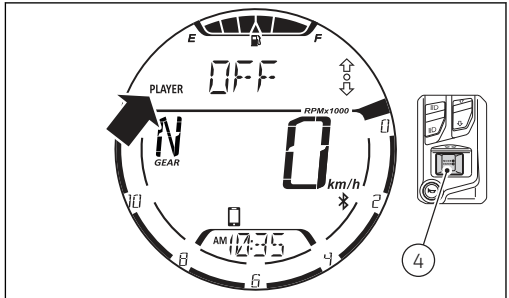


Fig 36

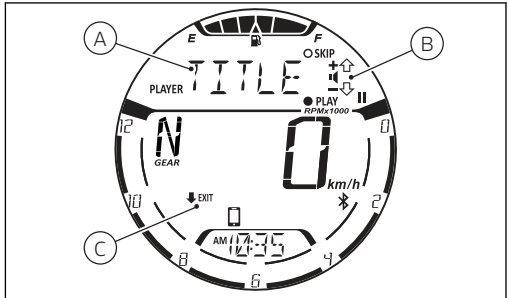


Fig 37

Music player controls

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

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

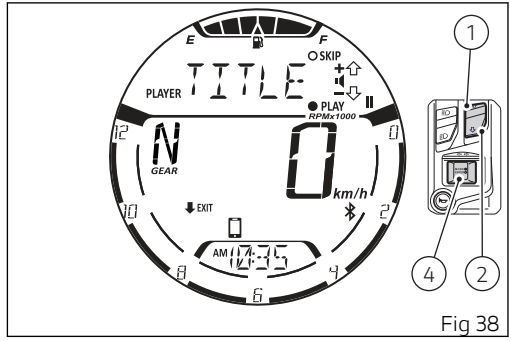


Fig 38

Play / Pause

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

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

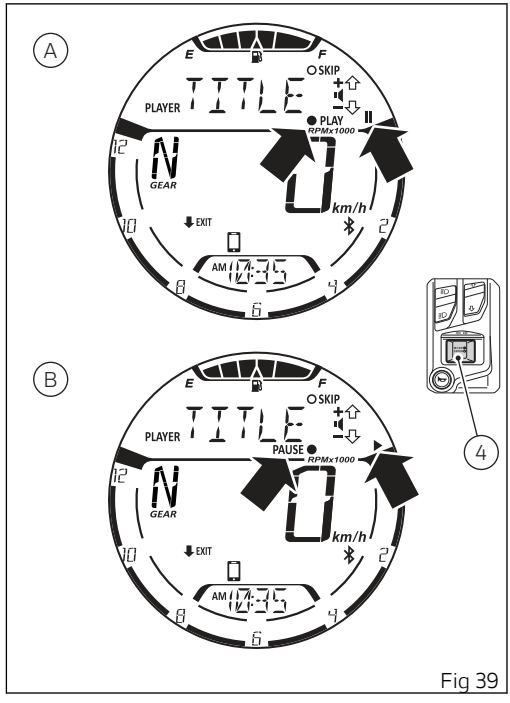


Fig 39

Exiting the active music player control (ON):

To exit the music player control and keep it active, for example with the track being played, press button (2) for 2 seconds. Afterwards, the display shows the black arrow facing upwards flashing for 3 seconds followed by the indication “PLAYER”, the message “ON” and the empty circle “ ○ ” (Fig 40).

After 3 seconds button (1), button (2) and button (4) go back to their “standard” functions for the management/control of the instrument panel and are no longer used for the music player functions.

Once activated (ON), the “Music player management (PLAYER)” function appears inside the menu with the black arrow facing upwards followed by the indication “PLAYER” and the message “ON” (Fig 41).

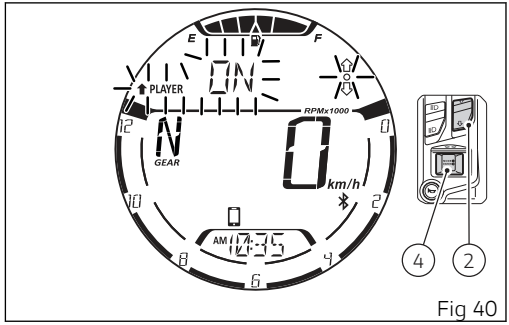


Fig 40

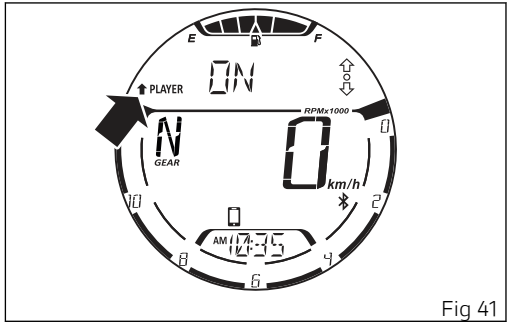


Fig 41

Reactivating the music player control (ON):

If the music player was activated (ON) and you exited the control to move to other functions, to reactivate the controls of the music player select the “Music player management (PLAYER)” function in the menu and press button (1) for 2 seconds (Fig 42).

It is hence possible to access again to the music player control and button (1), button (2) and button (4) are used again by the instrument panel only for the music player controls (Fig 43).

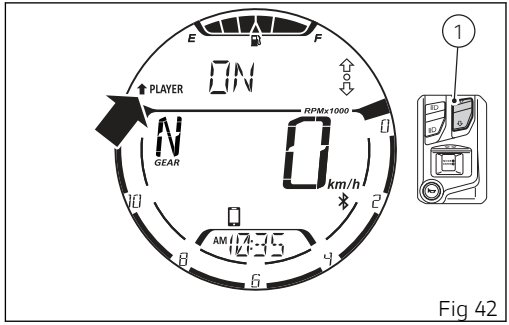


Fig 42

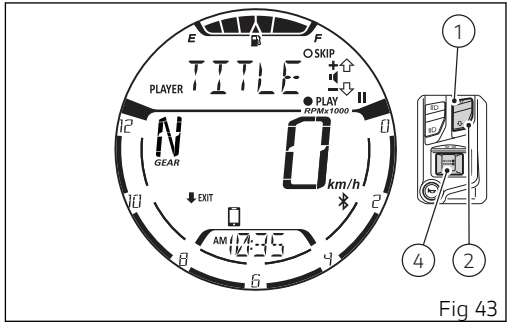


Fig 43

Music player control deactivation (from ON to OFF):

To set the music player control to “OFF” stopping also the track being played, select the PLAYER function from the menu (Fig 44).
The function will be indicated with the message “ON”, at this point press button (4).

The music player control is then set to “OFF” (Fig 45).

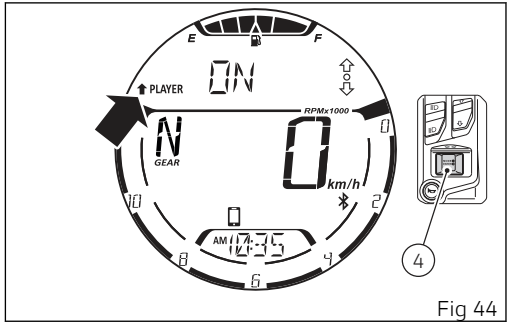


Fig 44

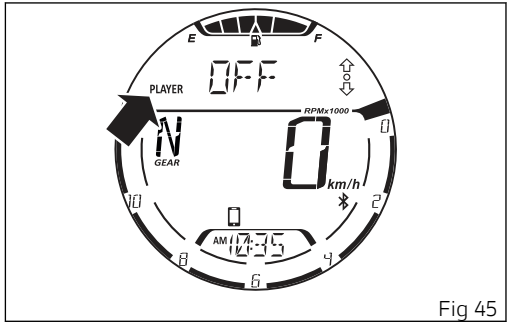


Fig 45

Call management (CALLS) - accessory

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

To display the list of calls, press button (4).
When accessing this function, the display will show the name or number of the last call (Fig 47).

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

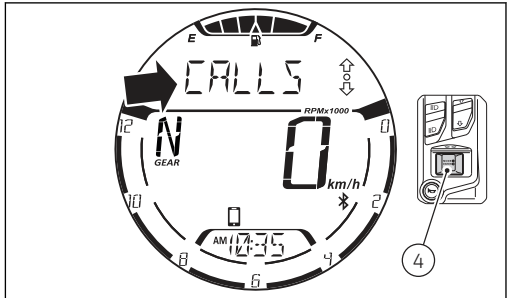


Fig 46

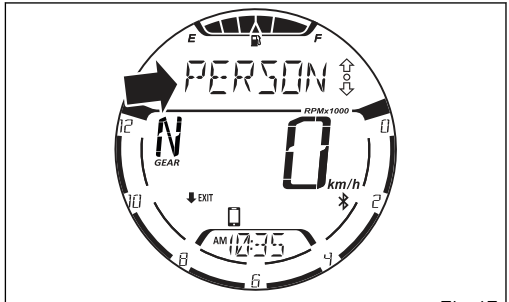


Fig 47

Use buttons (1) and (2) to scroll through the calls in the list. To make a call to the number/name selected from the list, press button (4). For more information refer to the chapter “Infotainment – Call in progress” on page 108.

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

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

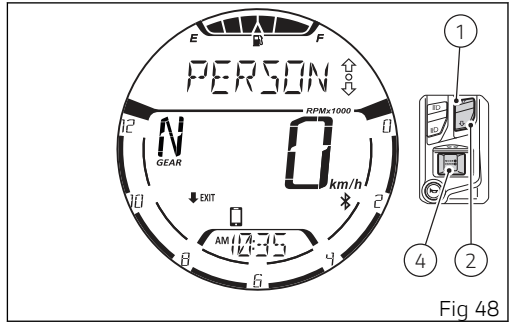


Fig 48

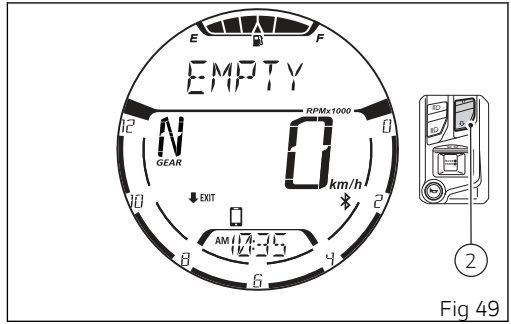


Fig 49

Setting menu (SETTING MENU)

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

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

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

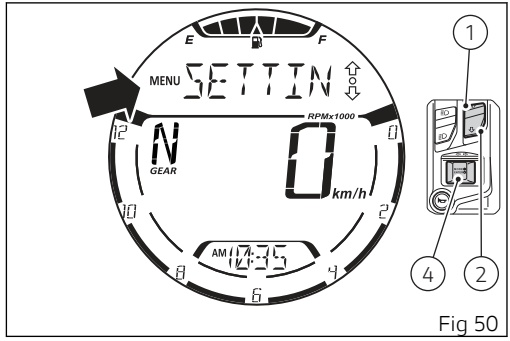


Fig 50

Note

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

Once entered in the SETTING MENU the display changes the display mode showing what follows:

- the “MENU” indication preceded by the gear symbol “ ✲ ”
- the name of the first function in the list
- the arrows “ ⇧ ”, “ ⇩ ” and the empty circle “ o ”
- the “EXIT” indication preceded by the black arrow facing downwards “ ⬇ ”

The functions available inside the SETTING MENU are:

- RIDING MODE
- PIN CODE
- CLOCK SETTING
- DATE SETTING
- SERVICE INFO
- BACKLIGHT
- DRL CONTROL - active only if the DRL lights are present
- BATTERY
- UNITS SETTING
- TURN INDICATORS
- RPM

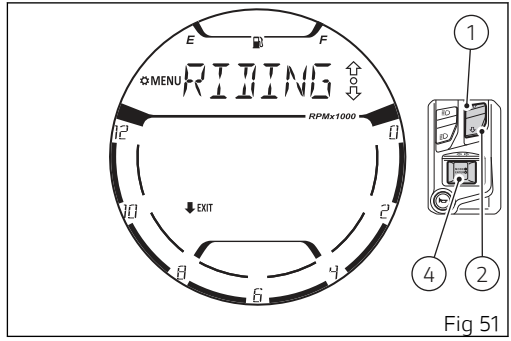


Fig 51

- BLUETOOTH – active only if the Bluetooth module is fitted

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

Press button (1) or (2) to view the above functions of the SETTING MENU one by one: in particular, use button (2) to view the following item and button (1) to view the previous item.

The names of functions are displayed with the characters scrolling from right to left.
After displaying the required function, press button (4) to open the corresponding menu page.

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

To quit the SETTING MENU, keep button (2) pressed for 2 seconds.

Setting menu - setting the Riding Mode (RIDING MODE)

This function allows setting the "JOURNEY" or "OFF ROAD" riding mode.

Enter the SETTING MENU.
Select "RIDING MODE" option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

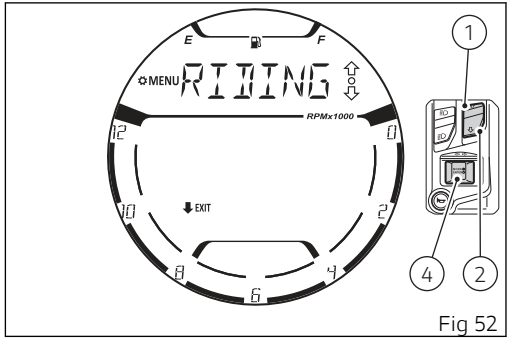


Fig 52

As you enter this function, the name of the currently set riding mode is displayed as a scrolling message on the instrument panel: “JOURNEY” (Fig 53) or “OFF ROAD” (Fig 54).
Use buttons (1) and (2) to select the desired riding mode.
Press button (4) to confirm the selected riding mode.

Then, the display shows the set riding mode steady (no longer scrolling). In this case, it is possible to quit the function by pressing button (2) for a longer time and then to go back to the main page of the Setting menu. Otherwise, by pressing button (1) or button (2) it is possible to repeat the riding mode selection.

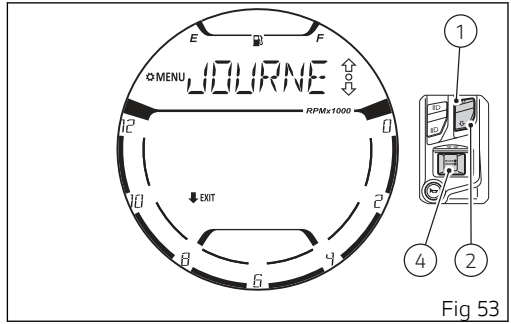


Fig 53

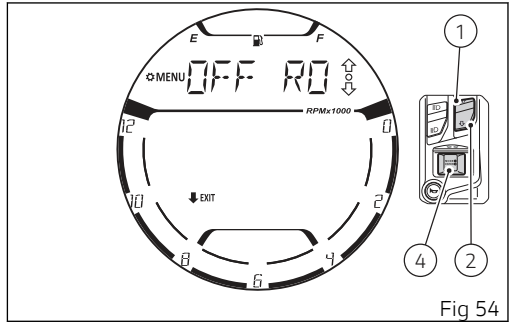


Fig 54

By selecting the OFF ROAD riding mode, the message “OFF ROAD” (Fig 55) will be shown on the standard screen of the display and the function “Activation /deactivation of the ABS system (ABS:ON/OFF)” (Fig 56) will be listed inside the function menu.

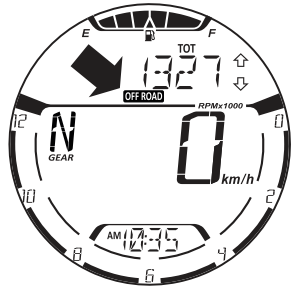


Fig 55

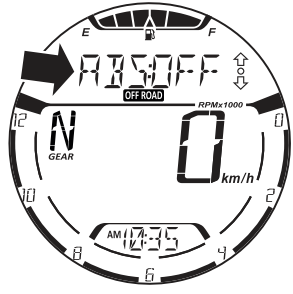


Fig 56

Setting menu - Pin Code: activation (PIN CODE)

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

To change the PIN CODE refer to the chapter “Setting menu - Pin code: modification (PIN CODE)” (page 69).

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

Attention

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

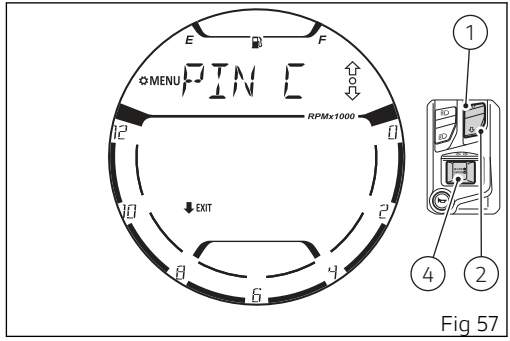


Fig 57

To activate the PIN CODE function and enter your own PIN CODE you must open the SETTING MENU. Select “PIN CODE” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

When accessing this function, the display will show "N:" (NEW) followed by four flashing dashes "- - - -" (A).
To exit the function without activating any PIN CODE, press button (2) for 2 seconds.
While if you press button (4) with the 4 flashing dashes "- - - -", the page for PIN CODE entering will be displayed.

Note
If upon accessing this function, the "O : " (Old) indication is displayed together with four flashing dashes "- - - -", a PIN code is already stored and the Function is already active.

Entering the PIN CODE (B):

1) Only the first digit on the left will start flashing with indicated the number "0"
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 "0" and then starts back from "9"

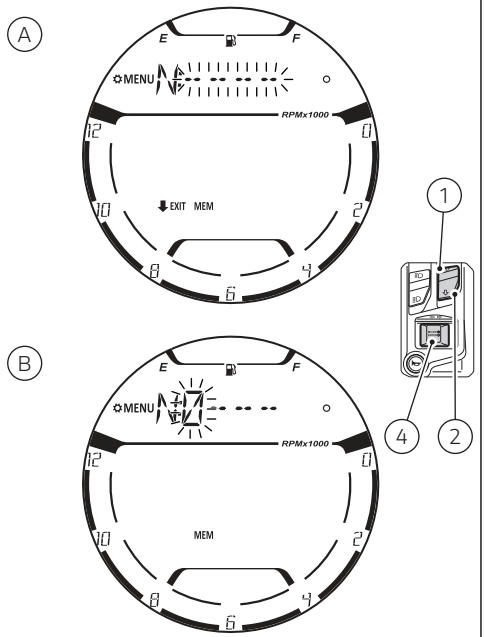


Fig 58

4) Press button (4) to confirm the number and move on to the following digit which will start flashing.

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

Note
During this phase it is not possible to quit the function by pressing button (2) for 2 seconds until the last digit is entered. Therefore, the “EXIT” indication and the black arrow facing downwards are not visible until the last digit is entered.

When you press button (4) to confirm the fourth and last digit, the frame of the “MEM” item (A) will start flashing on display.

Press button (2) for 2 seconds to quit the function without activating any PIN CODE.

Instead, press button (4) when the frame of the “MEM” item flashes to store the PIN CODE: the instrument panel stores the PIN CODE and displays the “MEM OK” (B) indication for 2 seconds, and automatically goes back to the previous page of the SETTING MENU.

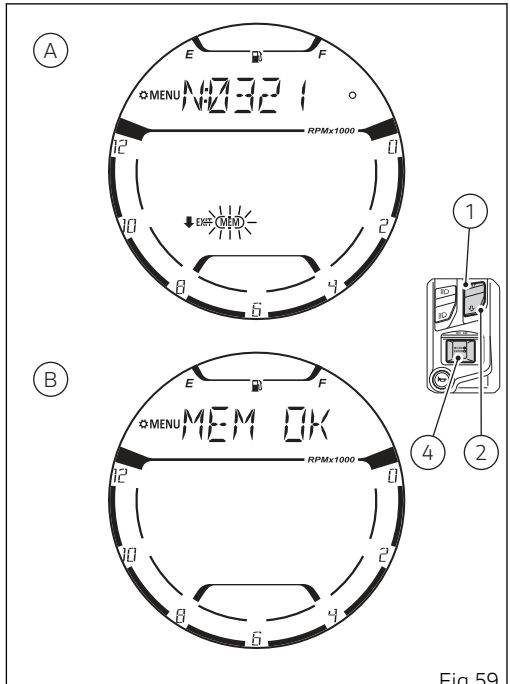


Fig 59

Setting menu - Pin Code: modification (PIN CODE)

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

To activate the new PIN CODE refer to the chapter “Setting menu - Pin code: activation (PIN CODE)” (page 69).

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

To change the previously entered PIN CODE, you must open the SETTING MENU.
Select “PIN CODE” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

The change requires you to enter the old PIN CODE and then the new PIN CODE.

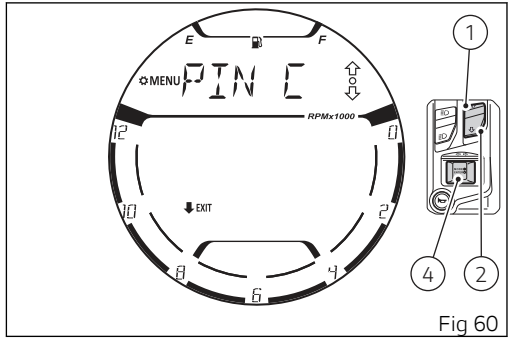


Fig 60

Entering the old PIN CODE:

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, the display will show "O:" (OLD) followed by four flashing dashes "- - - -" (A).
To go back to the previous screen without entering any PIN CODE, press button (2) for 2 seconds.
While if you press button (4) with the 4 flashing dashes "- - - -", the old PIN CODE will be entered.

1) Only the first digit on the left will start flashing with indicated the number "0" (B)
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 "0" and then starts back from "9"

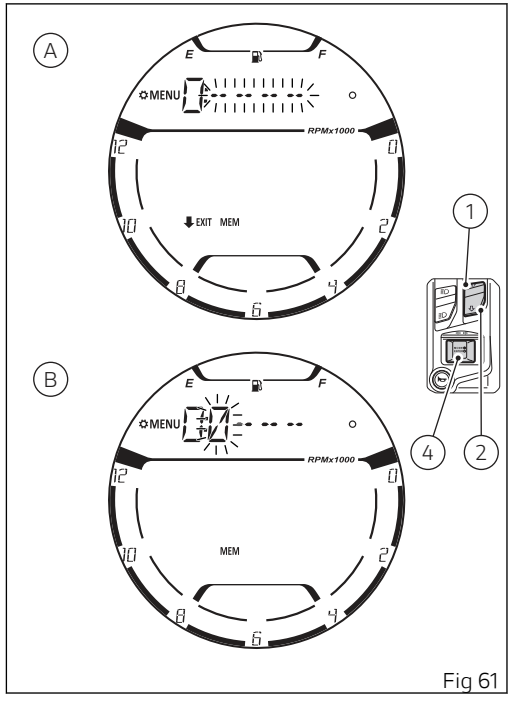


Fig 61

4) Press button (4) to confirm the number and move on to the following digit which will start flashing.

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

Note
During this phase it is not possible to quit the function by pressing button (2) for 2 seconds until the last digit is entered. Therefore, the “EXIT” indication and the black arrow facing downwards are not visible until the last digit is entered.

When you press button (4) to confirm the fourth and last digit, the instrument panel verifies the entered PIN:

- If the PIN is not correct, the instrument panel displays “ERROR” flashing for 2 seconds and then highlights the four dashes "- - - -" for the old PIN to allow you to try entering the code (A, Fig 61)again.
- If the PIN code is correct, the instrument panel shows “OK” flashing for 2 seconds, and then displays the page for entering the new PIN CODE.

Entering the new PIN CODE:

The display shows “N:” (NEW) followed by four flashing dashes "- - - -” (A).
To exit the function without entering a new PIN CODE, press button (2) for 2 seconds.
While if you press button (4) with the 4 flashing dashes “- - - -”, the page for the entering of the new PIN CODE will be displayed.

1) Only the first digit on the left will start flashing with indicated the number “0” (B)
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 "0" and then starts back from "9"
4) Press button (4) to confirm the number and move on to the following digit which will start flashing.

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

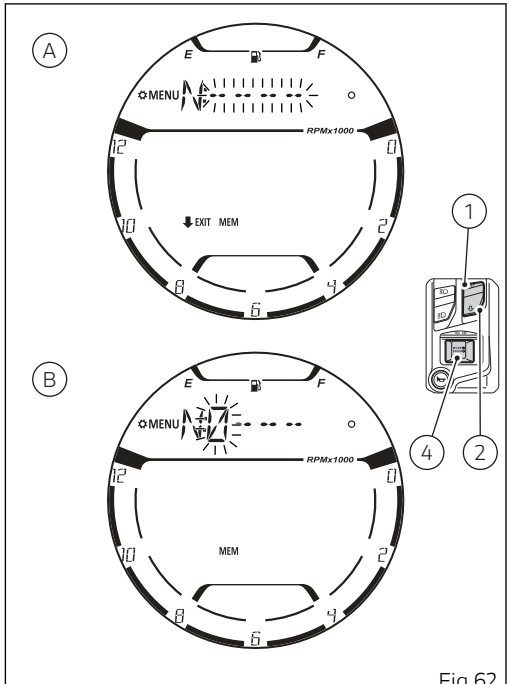


Fig 62

Note

During this phase it is not possible to quit the function by pressing button (2) for 2 seconds until the last digit is entered. Therefore, the “EXIT” indication and the black arrow facing downwards are not visible until the last digit is entered.

When you press button (4) to confirm the fourth and last digit, the frame of the “MEM” item (A) will start flashing on display.

Press button (2) for 2 seconds to quit the function without storing any new PIN CODE.

Instead, press button (4) when the frame of the “MEM” item (A) is flashing to store the new PIN CODE: the instrument panel stores the new PIN CODE and displays the “MEM OK” (B) indication for 2 seconds, and automatically goes back to the previous page of the SETTING MENU.

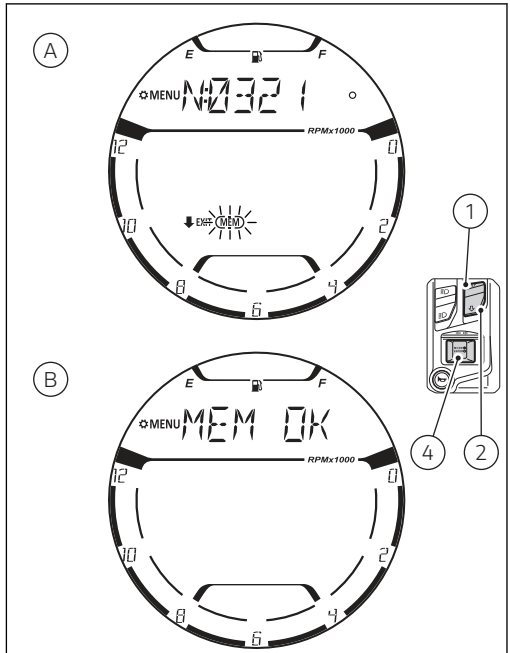


Fig 63

Setting menu - Setting the time (CLOCK SETTING)

This function allows the user to set and adjust the time.

Enter the SETTING MENU.
Select “CLOCK SETTING” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

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

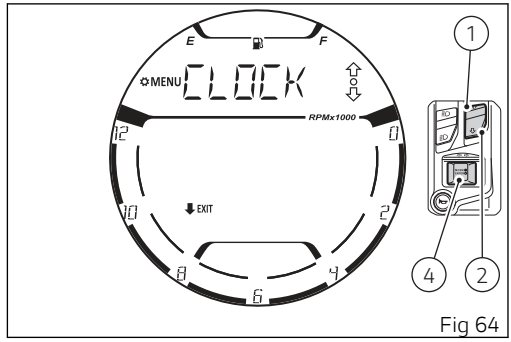


Fig 64

When entering this function, the instrument panel will display the currently set time with the colon ":" flashing (Fig 65).
To exit the function without setting or changing the time, press button (2) for 2 seconds.
Press button (4) to set the time.

AM/PM setting

The first parameter that can be modified is AM / PM. The value currently set is displayed flashing (Fig 66).
Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.
Press button (4) to confirm the value selected and go to the hour setting.

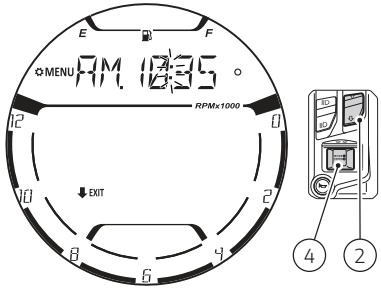


Fig 65

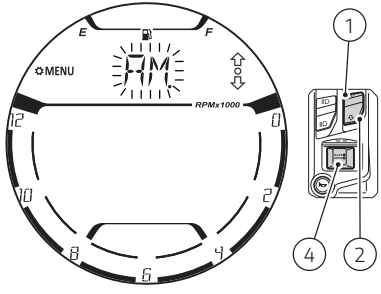


Fig 66

Hour setting

The display shows the time currently set with the hours flashing.

Each time you press button (1), the digit will increase by one hour. If you hold button (1) down, the number increases in steps of one hour every second (when the button is held depressed, the two digits do not flash).

Each time you press button (2), the digit will decrease by one hour. If you hold button (2) down, the number decreases in steps of one hour every second (when the button is held depressed, the two digits do not flash).

Press button (4) to confirm the value selected and go to the minute setting.

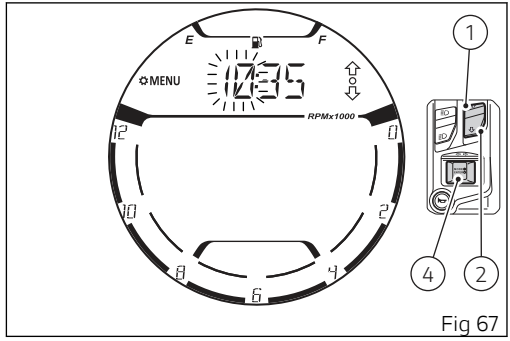


Fig 67

Minute setting

The display shows the time currently set with the minutes flashing.

Each time you press button (1), the digit will increase by one minute. If you hold button (1) down, the number increases in steps of one minute every second. If button (1) is kept pressed for more than 5 seconds, the count increases more quickly (the two digits will not flash while the button is pressed).

Each time you press button (2), the value will decrease in steps of 1 minute. If you hold button (2) pressed, the value decreases in steps of 1 minute every second. If button (2) is kept pressed for more than 5 seconds, the count decreases more quickly (the two digits will not flash while the button is pressed).

Press button (4) to end the flashing of the minutes and exit the setting mode. Now the instrument panel indicates the time just set (Fig 69).

To quit the function press button (2) for 2 seconds.

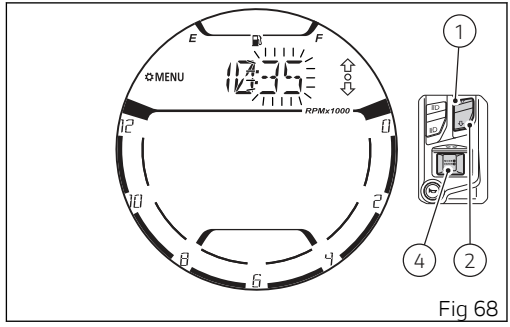


Fig 68

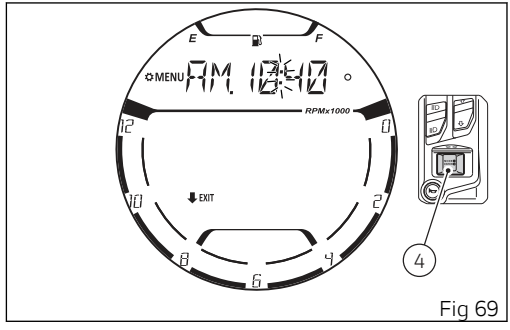


Fig 69

Setting menu - Setting the date (DATE SETTING)

This function allows the user to set and adjust the date.

Enter the SETTING MENU.
Select “DATE SETTING” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

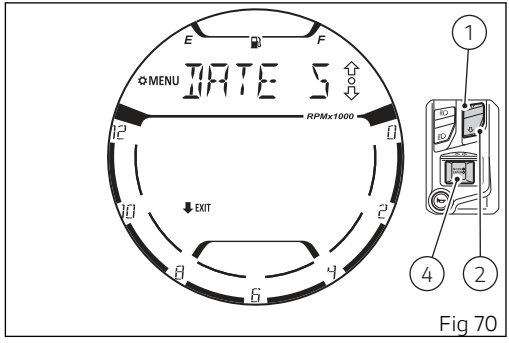


Fig 70

Important

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

Note

If the date was never set, the display will show 4 dashes “- - - -” for the year and 2 dashes “- -” for the month and day.

The displayed available settings are:

- Y. - year
- M. - month
- D. - day

When entering this function, the instrument panel will display the currently set year preceded by the letter “Y.” (Fig 71).

To quit the function without changing the date press button (2) for 2 seconds.

By pressing button (1) or button (2) the letter “Y.” will start flashing (Fig 72). Now, still using button (1) or button (2), it is possible to scroll through the items year “Y.”, month “M.” and day “D.” displayed flashing and with the currently set values.

To set or change the values, press button (4) when the relevant item is flashing (“Y.”, “M.” or “D.”).

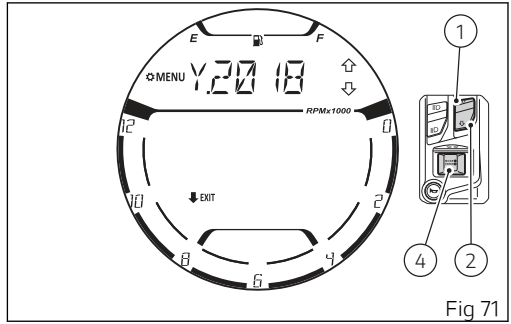


Fig 71

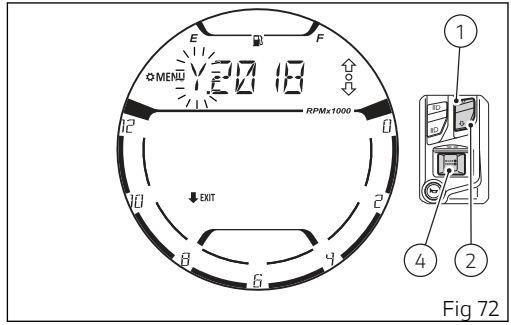


Fig 72

Year (Y.) setting:

On entering this function, the “Y.” indication will no longer flash, while the digits corresponding to the year will start flashing.

Each time button (1) is pressed, the value will increase in steps of 1 year. Keep button (1) pressed to increase the value in steps of 1 year per second (the four digits will not flash while button is pressed).

Each time button (2) is pressed, the value will decrease in steps of 1 year. Keep button (2) pressed to decrease the value in steps of 1 year per second (the four digits will not flash while button is pressed).

The set year cannot be lower than “2018” and higher than “2099”. By increasing the year, when “2099” is reached the display will indicate “2018” again; on the other hand, by decreasing the year, when “2018” is reached the display will show “2099” again.
If button (4) is pressed, setting is completed and the “Y.” indication flashes again to continue to scroll through the other items.

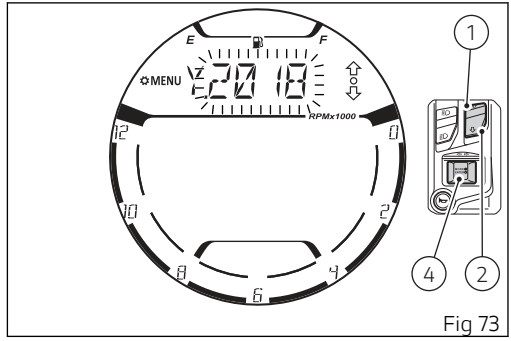


Fig 73

Month (M.) setting:

On entering this function, the “M.” indication will no longer flash, while the digits corresponding to the month will start flashing.

Each time button (1) is pressed, the value will increase in steps of 1 month. Keep button (1) pressed to increase the value in steps of 1 month per second (the two digits will not flash while button is pressed).

Each time button (2) is pressed, the value will decrease in steps of 1 month. Keep button (2) pressed to decrease the value in steps of 1 month per second (the two digits will not flash while button is pressed).

If button (4) is pressed, setting is completed and the “M.” indication flashes again to continue to scroll through the other items.

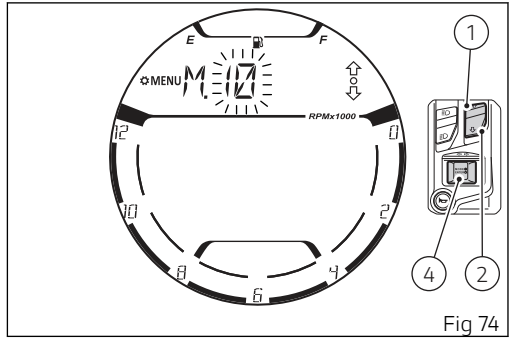


Fig 74

Day (D.) setting:

On entering this function, the “D.” indication will no longer flash, while the digits corresponding to the month will start flashing.

Each time button (1) is pressed, the value will increase in steps of 1 day. Keep button (1) pressed to increase the value in steps of 1 day per second (the two digits will not flash while button is pressed).

Each time button (2) is pressed, the value will decrease in steps of 1 day. Keep button (2) pressed to decrease the value in steps of 1 day per second (the two digits will not flash while button is pressed).

If button (4) is pressed, setting is completed and the “D.” indication flashes again to continue to scroll through the other items.

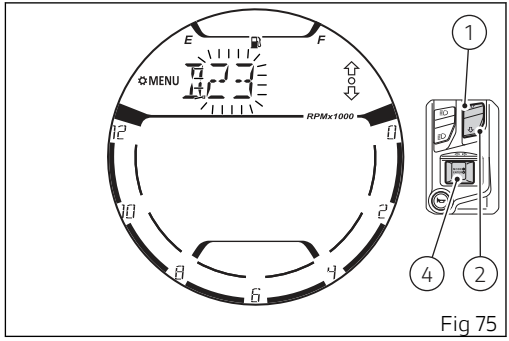


Fig 75

Note

During the setting of the value of one the date fields (“Y.”, “M.” or “D.”) it is not possible to quit the “DATE SETTING” function by pressing button (2) for 2 seconds.

Storing the date:

The date is stored when the “DATE SETTING” function is quitted by pressing button (2) for 2 seconds.
At the end of the 2 seconds, if the date entered is not “plausible”, or the date entered is before the internal date (SERVICE DATE) of the instrument panel, or one or more date fields have not been entered or changed (“-”), the instrument panel displays the indications “WRONG” and “DATE” alternatively for 4 seconds. At the end of the 4 seconds the instrument panel will go back to the “DATE SETTING” function page to allow changing or setting the date again (Fig 71).

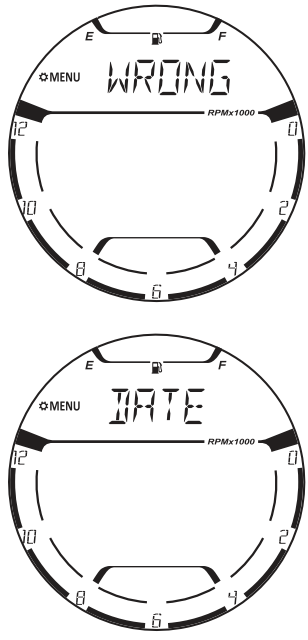


Fig 76

Setting menu - Service information (SERVICE INFO)

This function allows viewing how many km (or miles) are left until the next Desmo Service, Oil Service and Annual Service are due.

Enter the SETTING MENU.
Select “SERVICE INFO” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

Upon entering the function, the display shows as first information the “Desmo service” indication (Fig 78).

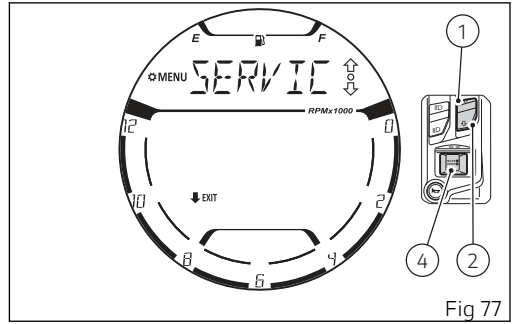


Fig 77

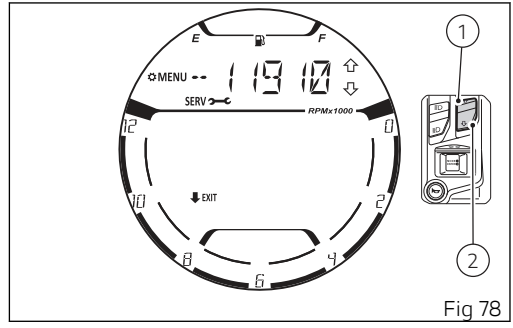


Fig 78

Upon pressing button (1) or button (2) the instrument panel displays in sequence “Oil Service” (Fig 79), “Annual Service” (Fig 80) and then “Desmo Service” again (Fig 78).
To quit the function press button (2) for 2 seconds.

Note
The “OIL SERVICE” screen shows the countdown of the OIL SERVICE ZERO relevant to the first 1000 km (600 mi). If the odometer has exceeded 1000 Km (600 mi) but the reset has not been carried out yet (countdown reset), “0” will be indicated until the OIL SERVICE ZERO reset.

Note
If the ANNUAL SERVICE information is not available, steady dashes “ - -. - -. - - ” will be displayed.

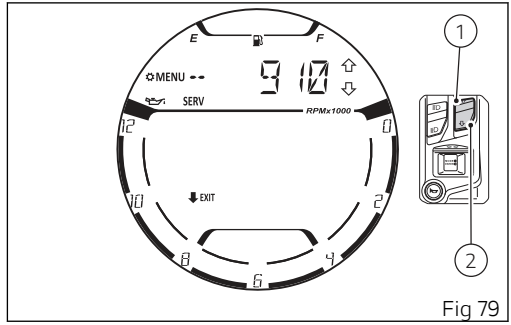


Fig 79

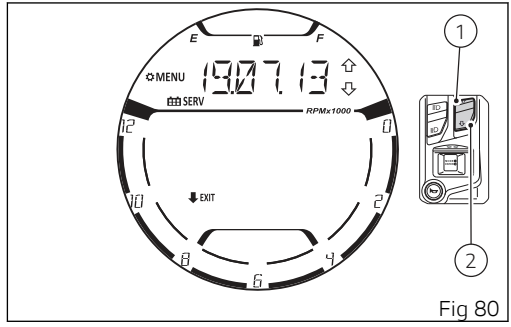


Fig 80

Setting menu - Backlighting regulation (BACKLIGHT)

This function allows adjusting the backlighting intensity.

Enter the SETTING MENU.
Select “BACKLIGHT” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value flashing (Fig 82).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “AUTO”, “HIGH”, “MEDIUM”, “LOW”.
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 set value.

To quit the function press button (2) for 2 seconds.

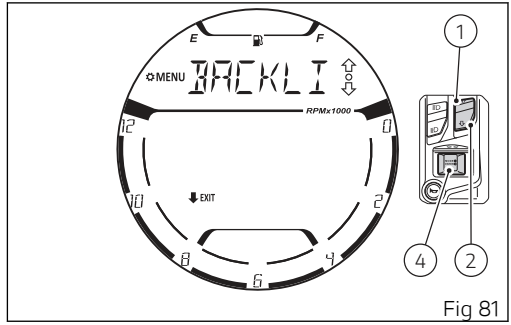


Fig 81

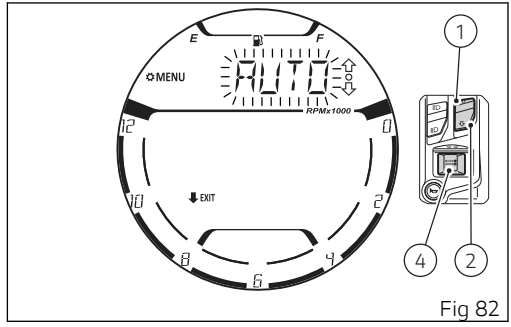


Fig 82

Setting menu - DRL light mode setting - accessory (DRL CONTROL)

This function is available only if the DRL lights are installed and allows setting the DRL light control in automatic (AUTO) or manual (MANUAL) mode.

Enter the SETTING MENU.
Select “DRL CONTROL” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value (Fig 84).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “AUTO”, “MANUAL".
To confirm the selected value, press button (4).

When the mode is set to “AUTO”, the symbol “ ⇉Ⓐ ” is displayed in the main page of the instrument panel.

To quit the function press button (2) for 2 seconds.

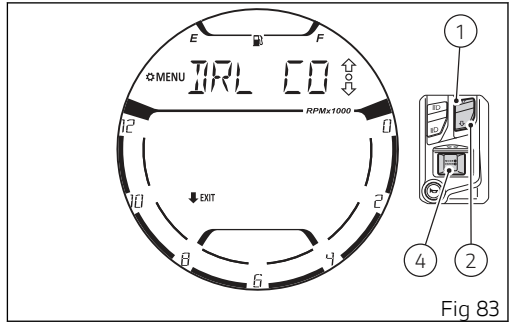


Fig 83

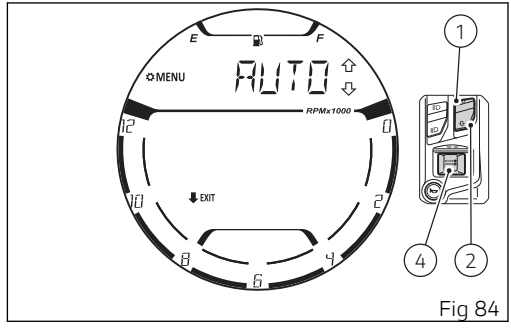


Fig 84

Setting menu - Battery indication (BATTERY)

This function displays the battery voltage indicator.

Enter the SETTING MENU.
Select “BATTERY” option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the battery voltage (Fig 86) 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.

To quit the function press button (2) for 2 seconds.

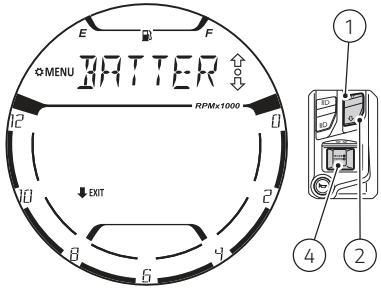


Fig 85

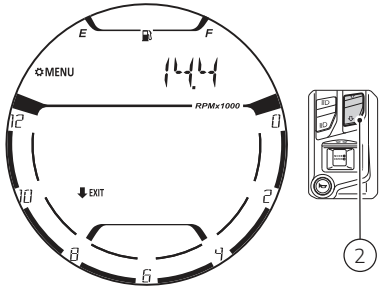


Fig 86

Setting menu - Setting the unit of measurement (UNITS SETTING)

This function allows setting the units of measurement of the displayed values:

- Speed/Travelled distance (SPEED)
- Temperature (TEMP.)

Enter the SETTING MENU.
Select "UNITS SETTING" option, by pressing button (1) and (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel shows as first value the speed/travelled distance "SPEED" (Fig 88).

Each time button (1) or button (2) is pressed the instrument panel displays, flashing and in sequence, the "TEMP." setting (Fig 91) and the frame of the "DEFAULT" indication (Fig 93). Afterwards, the "SPEED" indication (Fig 88) will start flashing again.

To quit the function press button (2) for 2 seconds.

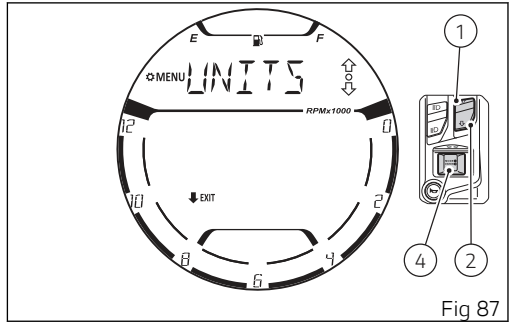


Fig 87

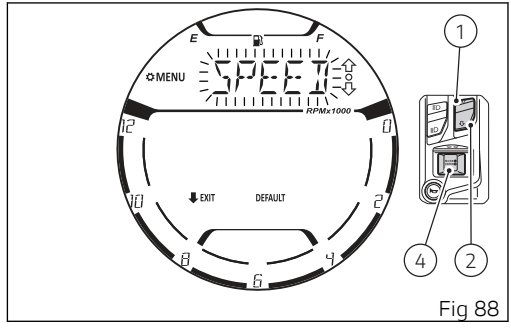


Fig 88

Speed/Travelled distance “SPEED”:

Use buttons (1) and (2) to select the flashing item "SPEED” (Fig 89) and press button (4).

The display shows the 2 available units of measurement “Km/h” and “mph”, with the one selected flashing (Fig 90).
This phase can be interrupted by pressing button (2) for 2 seconds.
Otherwise, with buttons (1) and (2) it is possible to select the desired unit of measurement that will start to flash. Press button (4) to confirm.
Successively, the display will show the flashing “SPEED” indication again (Fig 89).

The modification of the unit of measurement for this value concerns the following functions:

- TOT, TRIP 1, TRIP 2, RANGE (km – miles)
- Vehicle speed (Km/h - mph)

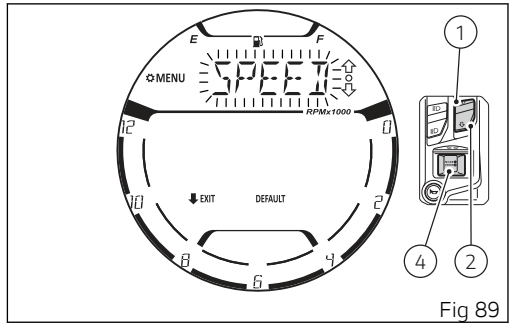


Fig 89

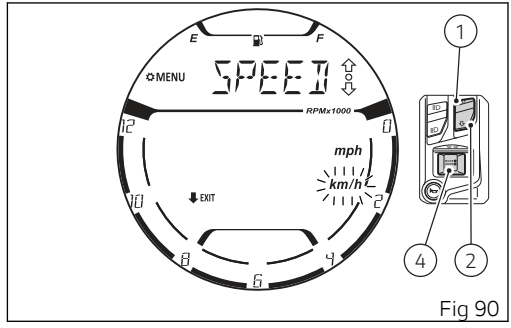


Fig 90

Temperature “TEMP.”:

Use buttons (1) and (2) to select the flashing item "TEMP." (Fig 91) and press button (4).

The display shows the 2 available units of measurement “°C” and “°F”, with the one selected flashing (Fig 92).
This phase can be interrupted by pressing button (2) for 2 seconds.
Otherwise, with buttons (1) and (2) it is possible to select the desired unit of measurement that will start to flash. Press button (4) to confirm.
Successively, the display will show the flashing “TEMP:” indication again (Fig 91).

The modification of the unit of measurement for this value concerns the following functions:

- T-AIR

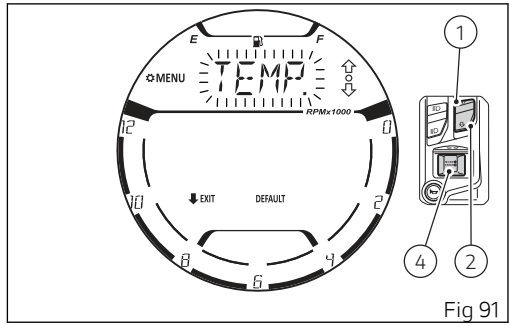


Fig 91

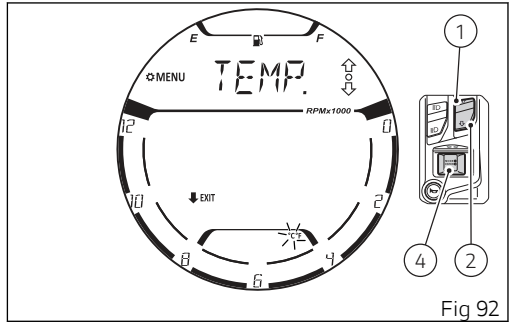


Fig 92

Restoring the DEFAULT unit of measurement:

It is possible to restore the units of measurement of all indications displayed on the instrument panel. Use buttons (1) and (2) to select "DEFAULT" with flashing frame (Fig 93) and press button (4).

“WAIT..” will be displayed for 2 seconds. Successively, the "DF - OK" (Fig 94) message will be displayed for another 2 seconds to indicate that the units of measurement have been restored.
Successively, the display will show the flashing “SPEED” indication again (Fig 89).

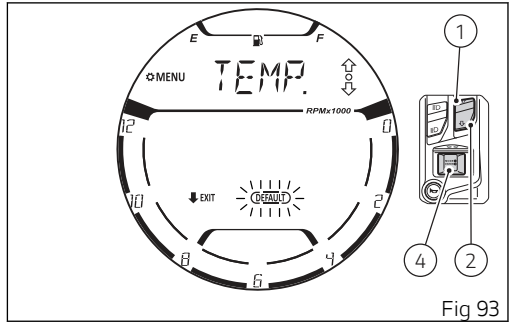


Fig 93

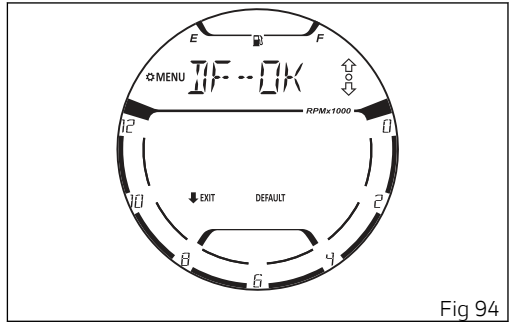


Fig 94

Setting menu - Turn indicator mode setting (TURN INDICATORS)

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

Enter the SETTING MENU. Select "TURN INDICATORS" option, by pressing button (1) and (2). Once function is highlighted, press button (4).

When entering this function, the instrument panel will display the currently set value (Fig 96).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: "AUTO", "MANUAL".
To confirm the selected value, press button (4).

To quit the function press button (2) for 2 seconds.

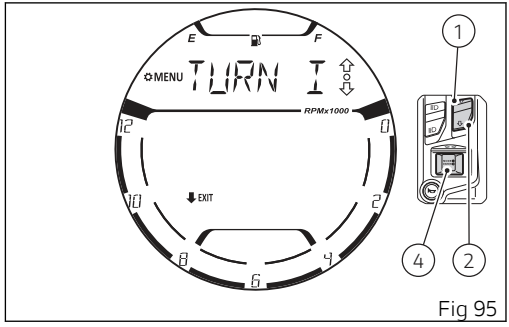


Fig 95

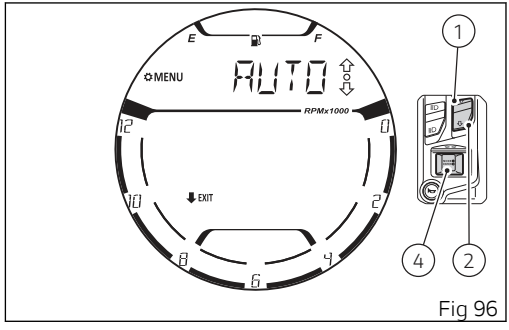


Fig 96

Note

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

Setting menu - Engine rpm digital indication (RPM)

This function displays the engine revolutions per minute (RPM) in a digital way.

Enter the SETTING MENU. Select “RPM” option, by pressing button (1) and (2). Once function is highlighted, 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 (Fig 98). The value ranges between 0 and 11000 rpm.

To quit the function press button (2) for 2 seconds.

Note

In case of error 5 steady dashes “-” will be displayed.

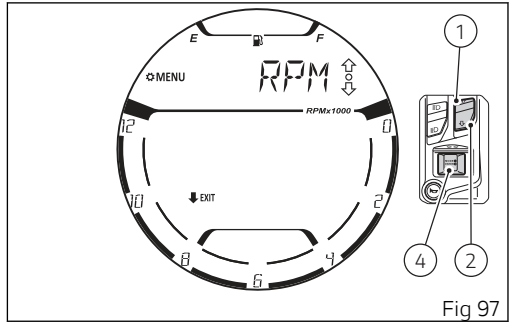


Fig 97

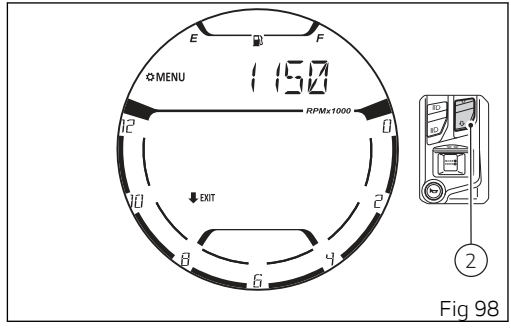


Fig 98

Setting menu - Bluetooth device settings - accessory (BLUETOOTH)

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

Enter the SETTING MENU. Select “BLUETOOTH” option, by pressing button (1) and (2). Once function is highlighted, press button (4).

If no previously paired device is present, upon entering this function the instrument panel displays “NO DEV” and “0” instead of the gear (Fig 100). In this case, by pressing button (1) or (2) the "PAIRING" item with flashing frame will be selected. Now, press button (4) to pair a new device.

To quit the function press button (2) for 2 seconds.

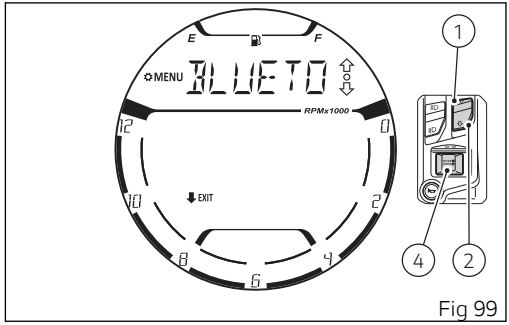


Fig 99

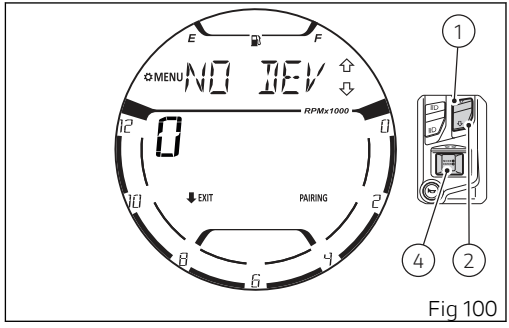


Fig 100

If devices have already been paired before, upon accessing the function, the instrument panel displays the scrolling name of the first device previously paired, the symbol of the type of device and the number of devices already paired instead of the gear.

Note
The full name of the device is displayed scrolling from left to right, then only the first 6 letters of the name will remain displayed.

The paired devices can be maximum 5:

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

Press button (1) or (2) to scroll the list of paired devices and select the "PAIRING" item with flashing frame.

To quit the function press button (2) for 2 seconds.

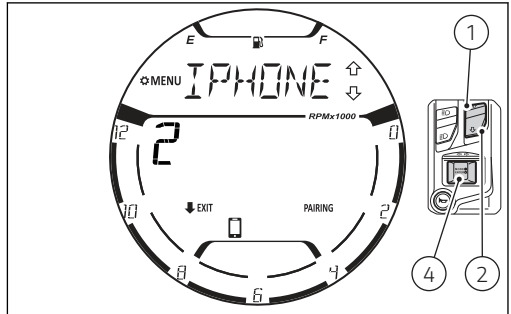


Fig 101

Now, press button (4) while the desired device is being displayed in the list to remove the device from the list.
Otherwise, press button (4) while the “PAIRING” item with flashing frame is displayed to pair a new device.

Pairing of a new device (PAIRING)

To pair a new Bluetooth device enter the SETTING MENU, use button (1) or (2) to select the "BLUETOOTH" option and press button (4).
Upon entering the function, use buttons (1) and (2) to select the "PAIRING" item with flashing frame and press button (4) (Fig 102).

Important
Make sure that the Bluetooth device that you wish to pair to the instrument panel has the Bluetooth option on and that is “visible” to other devices. Refer to the device instructions.

Successively, the instrument panel starts searching for Bluetooth devices that are near the motorbike displaying the message “WAIT...” and 2 flashing dashes “- - “ during the search. (Fig 103)
The search phase will take a few seconds.

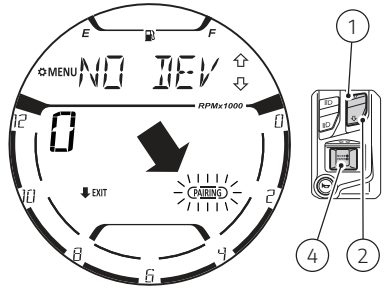


Fig 102

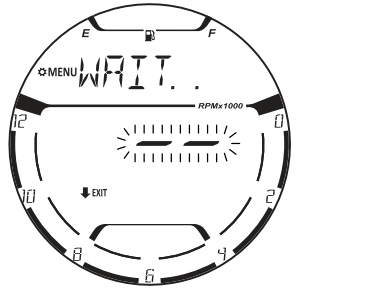


Fig 103

Once the search is completed, the instrument panel displays the name of the first Bluetooth device found and the total number of found devices (“3” in the example shown) (Fig 104).

Use buttons (1) and (2) to scroll the list of found devices. Press button (4) to pair the device selected in the list and to select the type of device.

The name of the device selected from the previous list will remain displayed and the smartphone symbol will start flashing “ ” (Fig 105). Use buttons (1) and (2) to scroll the symbols relevant to the type of device in the following order:

- smartphone
- rider helmet/intercom
- passenger helmet/intercom
- satellite navigation system

To confirm the type for the selected device press button (4).

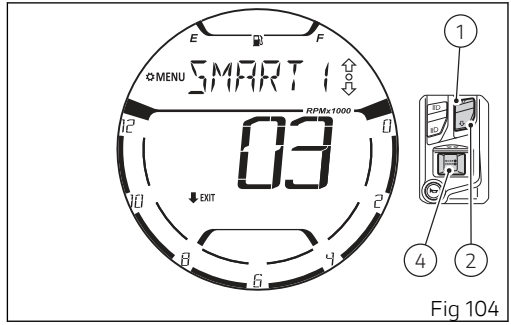


Fig 104

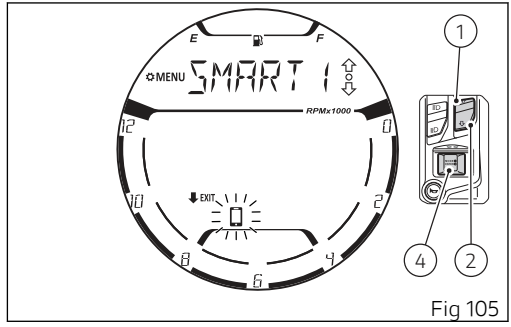


Fig 105

Then “WAIT..” will be displayed for 3 seconds.
In order for the pairing to be successful, during this phase, confirm the Bluetooth pairing request on your device.

At the end of the pairing operation, the instrument panel goes back to the main page of the Bluetooth function, updating the number and list of paired devices.

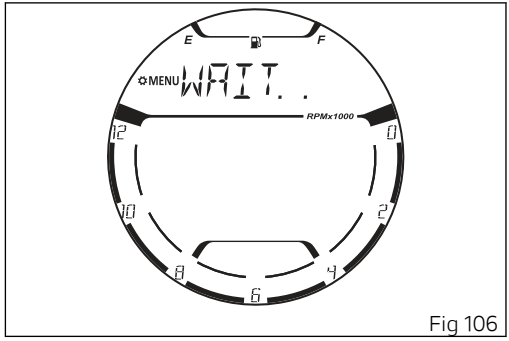


Fig 106

Note
The new device pairing phase (PAIRING) has a limited time. If no pairing is performed or confirmed within this time the operation will not be successful.

Note
During the paring of a new device (PAIRING), any time the “EXIT” indication preceded by the black arrow facing downwards is shown, it is possible to exit this function and to go back to the main page of the Setting Menu by pressing button (2) for 2 seconds.

Deleting paired devices

To delete a previously paired Bluetooth device access the SETTING MENU, use button (1) or (2) to select the "BLUETOOTH" option and press button (4).
On entering the function (Fig 99), use button (1) and (2) to select from the list the device that you wish to delete and press button (4) to proceed with the deletion.

Then “DELETE” will be displayed (Fig 107).

Note
The function can be interrupted by pressing button (2) for 2 seconds.

To confirm deletion press button (4). The display shows “WAIT...” (Fig 108) and then goes back to the Bluetooth function with the number and list of updated devices.

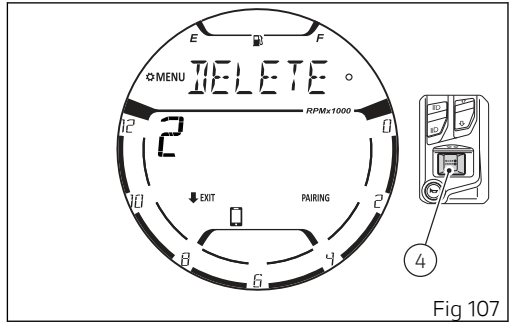


Fig 107

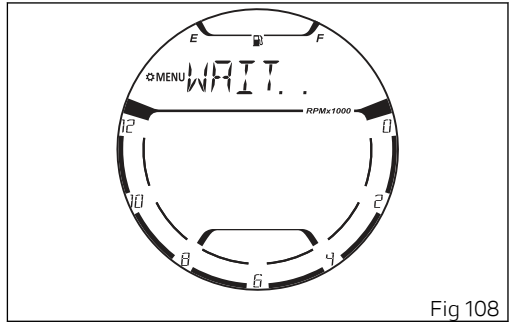


Fig 108

Infotainment — accessory

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

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

To pair of remove Bluetooth devices, refer to the chapter “Setting menu - Bluetooth device settings (BLUETOOTH)” on page 100.
If a smartphone is connected to the instrument panel via Bluetooth, the system allows managing the music player (PLAYER, page 54) and the list of the last calls (CALLS, page 61).
Below is a description of what the instrument panel will do in the following cases:

- Incoming call

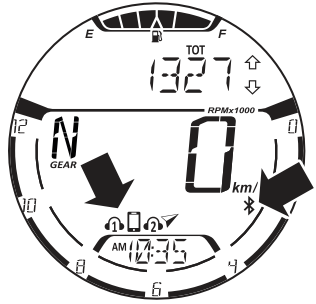


Fig 109

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

Infotainment – Incoming call

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

- the name/number of the person calling (A)
- the message “YES” above the arrow ⇧ (B)
- the message “NO” under the arrow ⇩ (C)
- the flashing symbol of the incoming call (D)

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

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

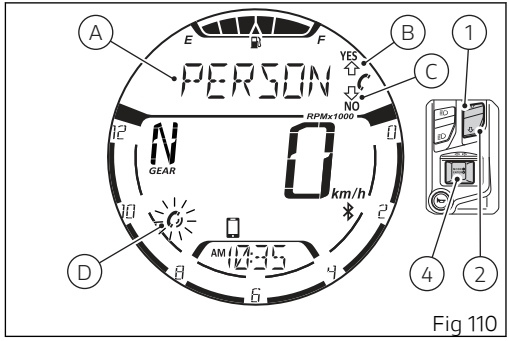


Fig 110

Note

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

Infotainment – Call in progress

By answering an incoming call or by making a call through the CALLS (page 61) function the instrument panel displays:

- the name/number of the person calling or being called (A)
- the empty circle ○ and the symbol to end the call (B)
- the symbol of the incoming call (C)

To end the call press button (4).

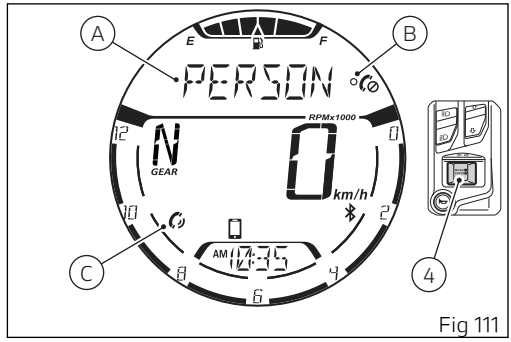


Fig 111

Note

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

Infotainment - Recall last number (RECALL)

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

The display shows:

- the message “RECALL” (A)
- the message “YES” above the arrow ⇧ (B)

Press button (1) to call the last number.

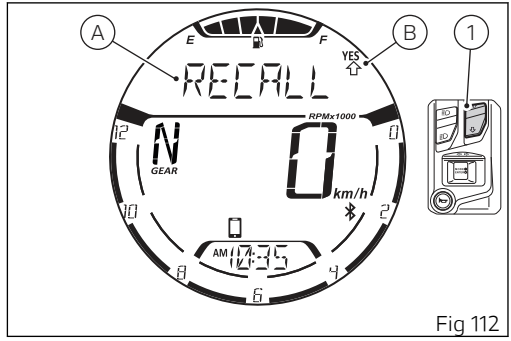


Fig 112

Infotainment – Missed call

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

Note
The number of missed calls is not displayed.

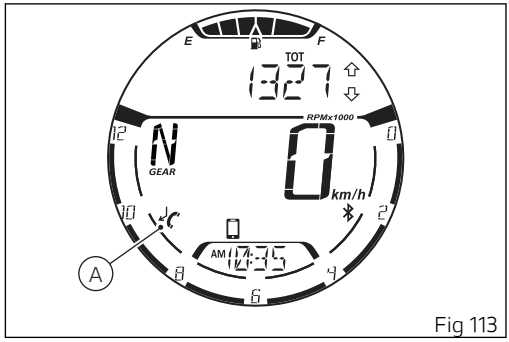


Fig 113

Infotainment - Message/e-mail received

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

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

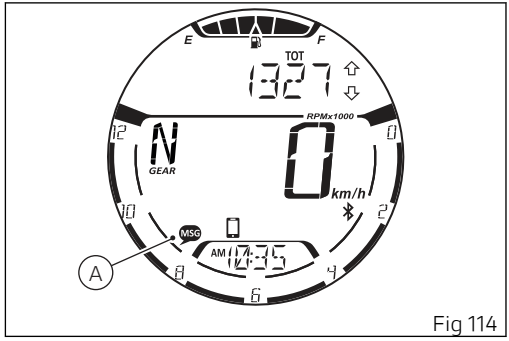


Fig 114

Service indication (SERVICE)

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

- OIL SERVICE zero
- ANNUAL SERVICE countdown30
- ANNUAL SERVICE
- DESMO SERVICE countdown1000
- DESMO SERVICE

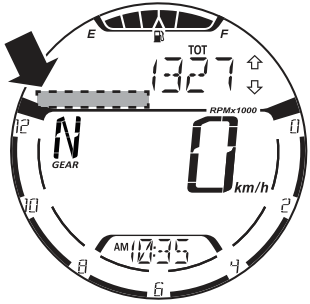


Fig 115

OIL SERVICE zero warning

The OIL SERVICE zero maintenance warning comes on when the first 1000 km (600 miles) are reached on the odometer.

Upon every Key-On, the “SERV” indication, the OIL symbol and the “OIL” indication (Fig 116) will be displayed flashing for 5 seconds.
Afterwards, the "SERV" indication and the OIL symbol will remain steady on until Key-Off or until a Ducati authorised service centre (Fig 117) performs a reset procedure.

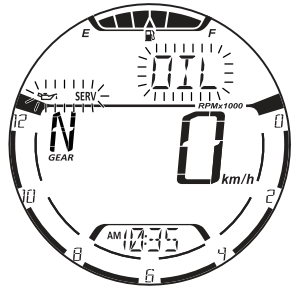


Fig 116

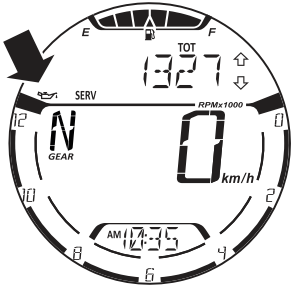


Fig 117

ANNUAL SERVICE countdown30 warning

The ANNUAL SERVICE countdown30 warning will activate 30 days before the ANNUAL SERVICE is due.

Upon reaching the 30-day threshold, at every Key-On, the indication “SERV”, the ANNUAL SERVICE symbol, the dash “-” followed by the number of days left and “DAY” will be displayed flashing for 5 seconds.

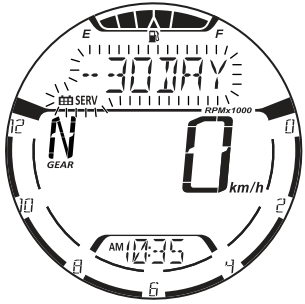


Fig 118

ANNUAL SERVICE warning

The ANNUAL SERVICE warning will activate upon reaching the activation date.

Upon every Key-On, the “SERV” indication, the ANNUAL SERVICE symbol and the “ANNUAL” message will be displayed flashing for 5 seconds (Fig 119).
Afterwards, the "SERV" indication and the ANNUAL SERVICE symbol will remain steady on until Key-Off or until a Ducati authorised service centre performs a reset procedure (Fig 120).

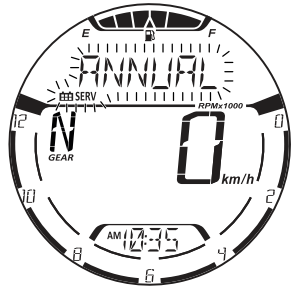


Fig 119

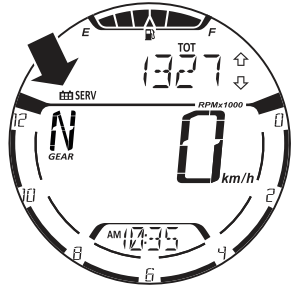


Fig 120

DESMO SERVICE countdown1000 warning

The DESMO SERVICE countdown1000 warning will activate when 1000 km (600 miles) are left before the DESMO SERVICE is due.

Once the threshold of 1000 km (600 miles) is reached, upon each Key-On, the indication “SERV”, the DESMO SERVICE symbol, the dash “-” followed by the number of km or miles left will be displayed flashing for 5 seconds.

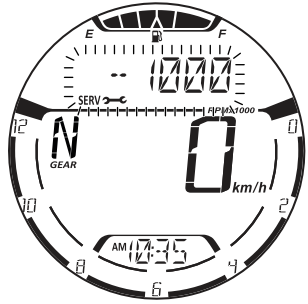


Fig 121

DESMO SERVICE indication

The DESMO SERVICE warning will activate upon reaching the activation threshold.

Upon every Key-On, the “SERV” indication, the DESMO SERVICE symbol and the “DESMO” message will be displayed flashing for 5 seconds (Fig 122).
Afterwards, the "SERV" indication and the DESMO SERVICE symbol will remain steady on until Key-Off or until a Ducati authorised service centre performs a reset procedure (Fig 123).

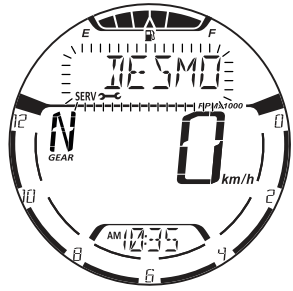


Fig 122

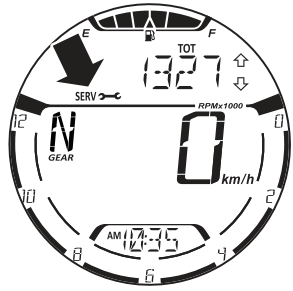


Fig 123

Warnings / Alarms

The instrument panel manages a number of warnings and alarms, aimed at giving useful information to the rider during use.

Upon Key-On, if there are active warnings, the instrument panel displays the indication of the present warnings and/or alarms.

During normal vehicle operation, when a warning is triggered, the instrument panel automatically displays the present warning and/or alarms.

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.

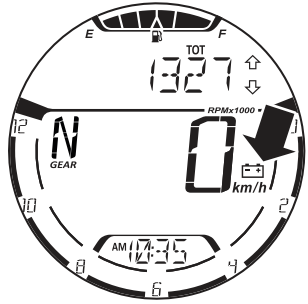


Fig 124

Date setting

The activation of this warning indicates that it is necessary to enter the date using the Setting menu, refer to the Chapter " Setting menu - Date setting (DATE SETTING) on page 83.
The instrument panel shows “INSERT” (A) and “DATE” (B) for 6 seconds upon Key-ON.

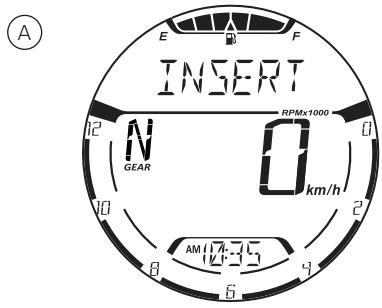


Fig 125

High engine temperature

This function warns that the temperature of the engine has reached high values.

The warning activates when the engine temperature is higher than 200°C, displaying the flashing message “HI” together with the unit of measurement of the temperature and the thermometer symbol instead of the clock.

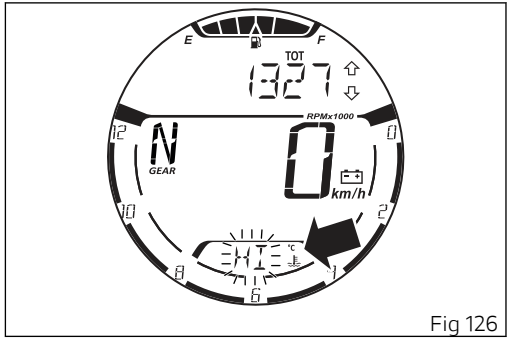


Fig 126

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.

Engine derating due to oil high temperature

This function will alert the user when the engine oil temperature of the vehicle is high and when the “engine derating” mode is activated.

This function has 2 types of warnings:

- pre-alarm that indicates that the engine derating mode is about to be activated
- alarm that indicates when the vehicle is derated due to the high oil temperature

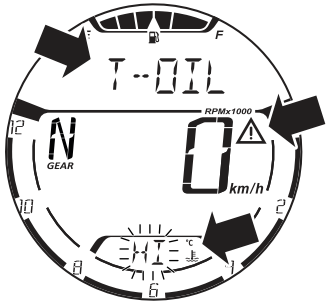


Fig 127

Pre-alarm (Fig 127)

In this case the instrument panel displays:

- the indication “T-OIL”
- the flashing indication “HI”
- the symbol of the thermometer and the currently set unit of measurement
- the “generic error” warning light
- the turning on of the “Over-Rev” (warning lights 10, Fig 5)

Alarm (Fig 128)

In this case the instrument panel displays:

- the flashing indication “T-OIL”
- the flashing indication “HI”
- the symbol of the thermometer and the currently set unit of measurement
- the flashing “generic error” warning light
- the flashing turning on of the “Over-Rev” (warning lights 10, Fig 5)

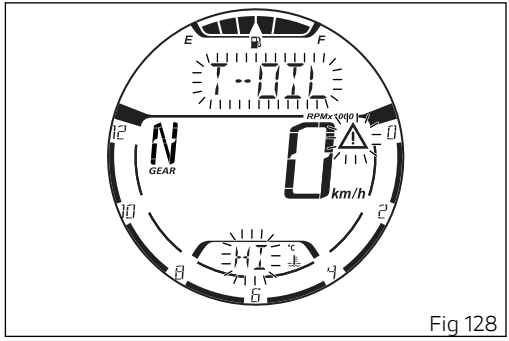


Fig 128

Note
When a pre-alarm or alarm is triggered it is still possible to scroll through the functions of the menu (for instance, by displaying the odometer) but the indication “T-OIL” will be displayed again for as long as the pre-alarm or alarm is active.

Note
If a pre-alarm or alarm is active when the limiter function is active, the instrument panel will give priority to the Over-Rev function.

DRL light AUTO / MANUAL indication - accessory

This function is available only if the DRL lights are installed and indicates whether the DRL lights are set to “AUTO” (automatic control) or “MANUAL” (manual control).

Through the Setting menu it is possible to change the control mode of the DRL lights, refer to the chapter “Setting menu - DRL light mode setting - only if present (DRL CONTROL)” on page 92.
The instrument panel displays the symbol (A) only if the DRL lights are in “AUTO” mode.

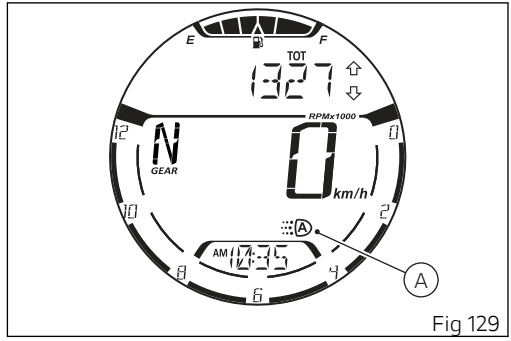


Fig 129

Display of side stand status

This function displays the side stand status.
If the side stand is extended/open, the instrument panel displays the symbol (A).

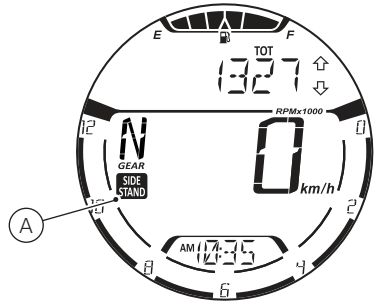


Fig 130

Errors

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).

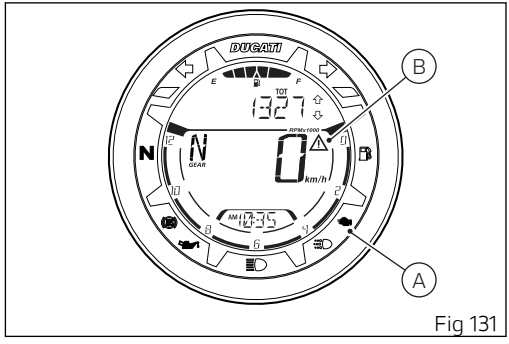


Fig 131

Attention

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

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.

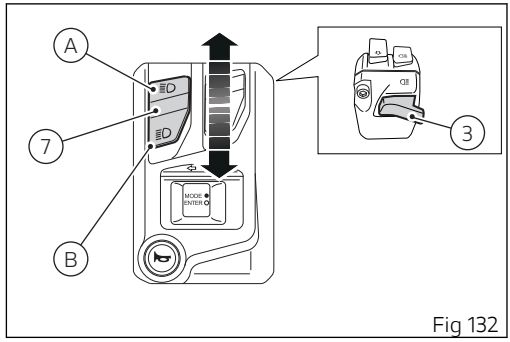


Fig 132

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 132) position (A), or flash with button (3, Fig 132).
If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7, Fig 132) positions (B) and (A), or flash with button (3, Fig 132) 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.

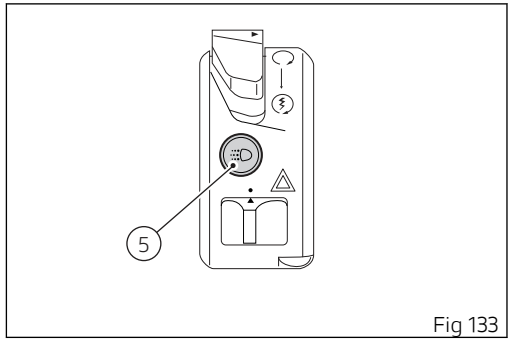


Fig 133

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 symbol (A, Fig 135)

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 92.

By pressing button (7, Fig 132) the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the light button (7, Fig 132) the DRL light is automatically switched on again.

DRL in AUTO mode

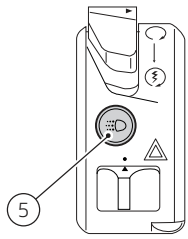


Fig 134

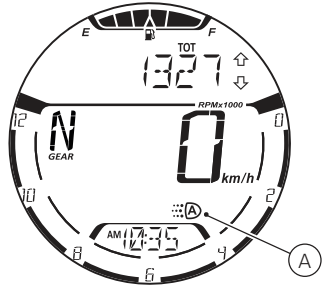


Fig 135

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 symbol (A, Fig 135)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 92, 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 98.

Manual switch-off:

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

Automatic switch-off:

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

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

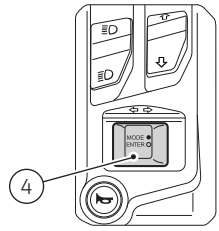


Fig 136

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 (7, Fig 5).

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).

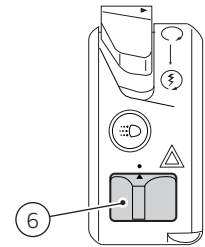


Fig 137

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

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

Immobilizer system

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

Keys

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

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

Attention

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

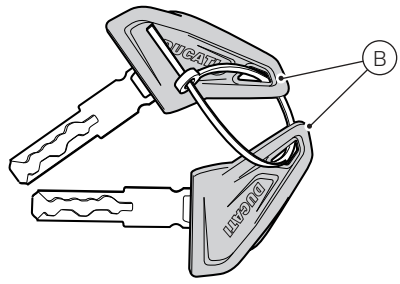


Fig 138

Key duplication

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



Note

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

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system malfunction or key malfunction, if the PIN CODE function has been activated through the Setting menu, the instrument panel allows the user to enter his/her own PIN CODE to temporarily restore vehicle operation.

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.

To activate the PIN CODE refer to the chapter “Setting menu - Pin code: activation (PIN CODE)” on page 69.

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

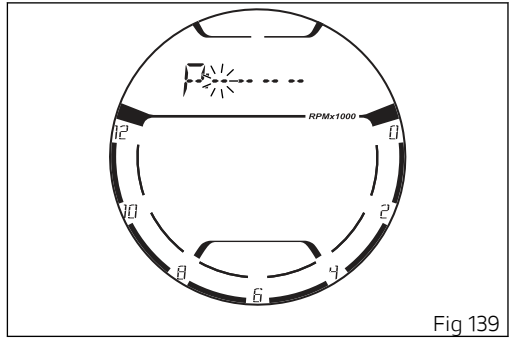


Fig 139

Entering the PIN CODE

Press button (1) or (2) to access the PIN CODE entering mode. Digit “0” on the left will start flashing (1st digit to enter) (Fig 140).
Otherwise, if button (4) is pressed without entering the PIN CODE, this page will be quitted, you will go back to the “main” page, any error will be signalled (as planned) and the “engine lock” will be kept.

To set the digit, each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”, vice versa each time you press the button (2) the number decreases by one (- 1) up to "0" and then starts back from "9". Press button (4) to confirm the first digit and automatically move to the setting of the following digit, and so on until the fourth and last digit (Fig 141).

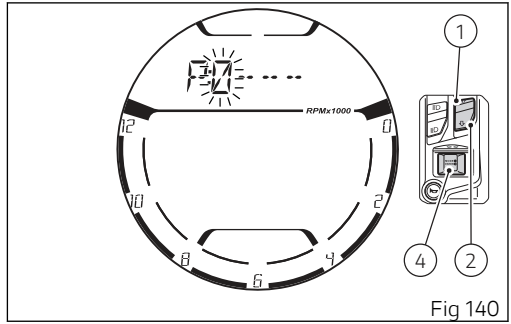


Fig 140

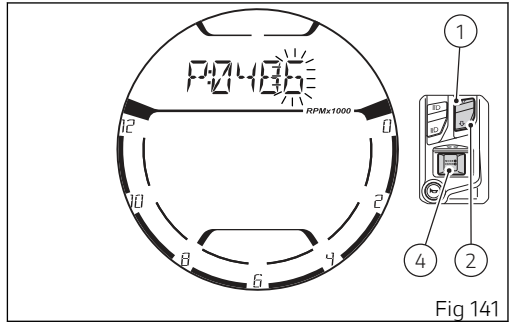


Fig 141

Once the fourth digit has been set, when pressing button (4) (Fig 141) the instrument panel checks whether the entered PIN CODE corresponds to the one stored. If they do not correspond, the display shows “WRONG” flashing for 3 seconds (Fig 142).

If they correspond, the display shows “OK” flashing for 3 seconds (Fig 143).

After 3 seconds, the instrument panel goes to the main page enabling the starting of the engine until the next Key-Off / Key-On;

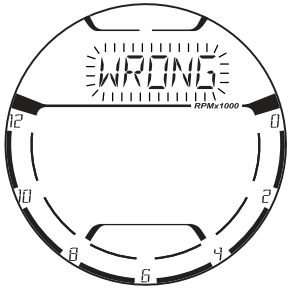


Fig 142

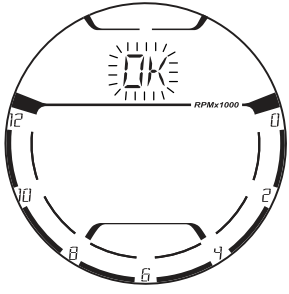


Fig 143

The PIN CODE should be entered by the user within 120 seconds.
After this time is elapsed, the instrument panel displays “TIME” and “OUT” flashing for 3 seconds.
After the 3 seconds the instrument panel displays the main page keeping the engine locked.

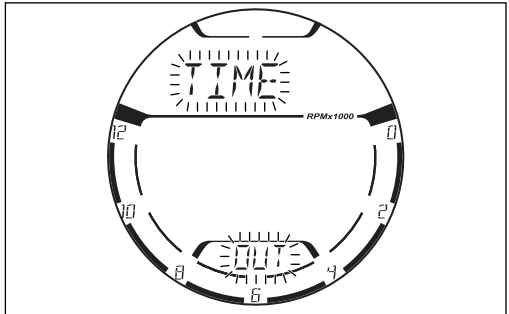


Fig 144

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.

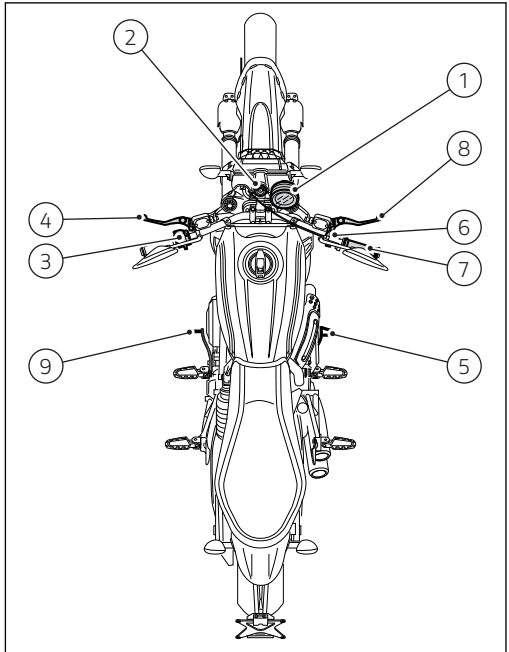


Fig 145

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;
D) ⊨ : parking light and steering lock.

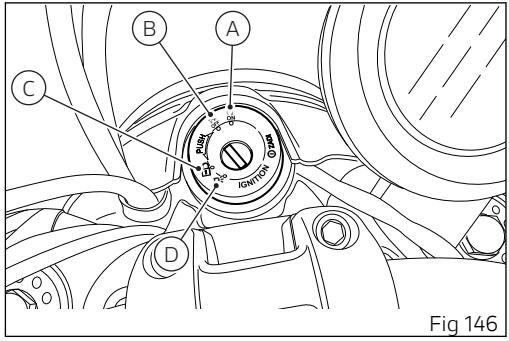


Fig 146

Note

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

Left-hand switch

1a. dip switch, two-position light selector switch:
— position = low beam ON (A);
— position = high beam ON (B);
1b. button = high-beam flasher (FLASH) and instrument panel control (E).

2. Two-position menu navigation button: dip switch, two-position light selector switch:
— position : UP (C);
— position : DOWN (D).

3. Button = warning horn.

4.Button = three-position turn indicator switch:
— central button = OFF;
— button = left turn;
— button = right turn;
To disable the turn indicator, press the control once it returns to centre position.

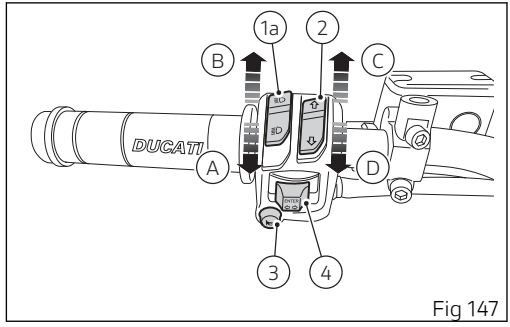


Fig 147

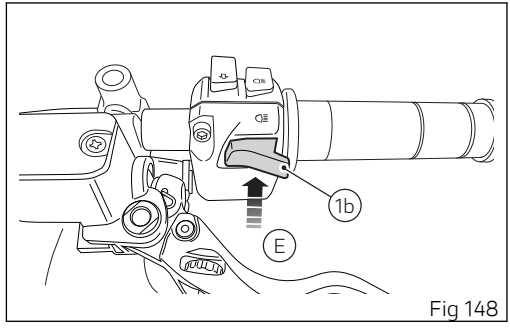


Fig 148

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.

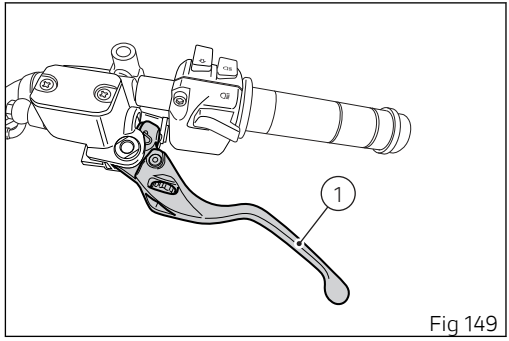


Fig 149

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).

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.

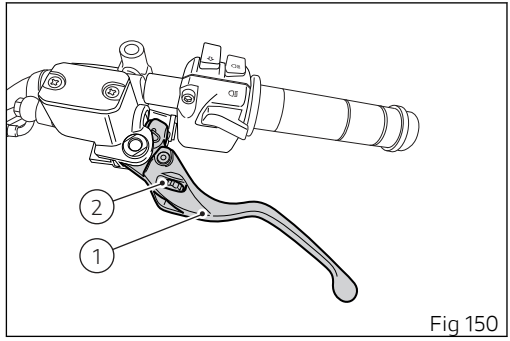


Fig 150

Right-hand switch

1) Red ON/OFF switch.
2) DRL lights enabling / disabling button (not present in China/Canada/Japan versions).
3) HAZARD ON/OFF button.

The switch (1) has three positions:

A) This position has no functions on the vehicle.
B) IGNITION. In this position, the vehicle can be turned ON (Key-on).
C) EMERGENCY KEY-OFF. This position is used for engine emergency Key-off

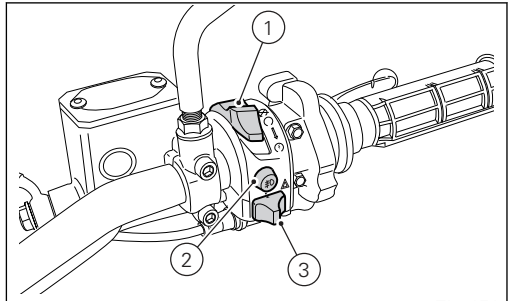


Fig 151

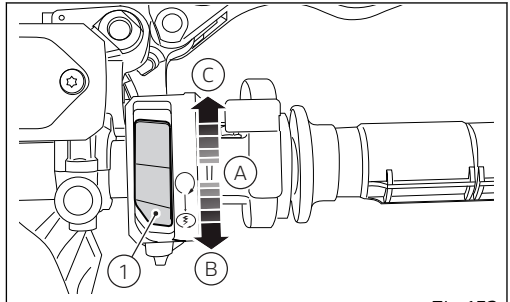


Fig 152

Throttle twistgrip

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

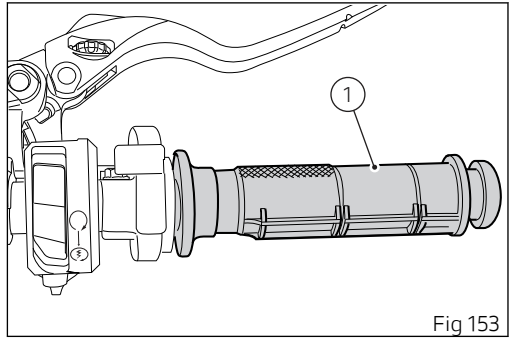


Fig 153

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.

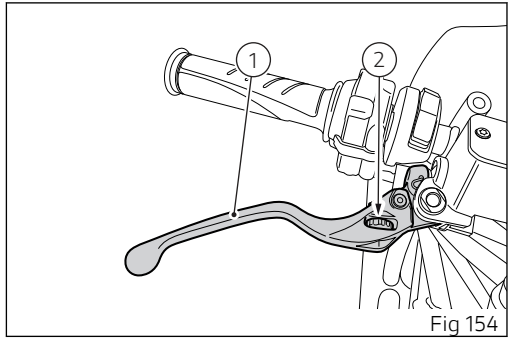


Fig 154

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.

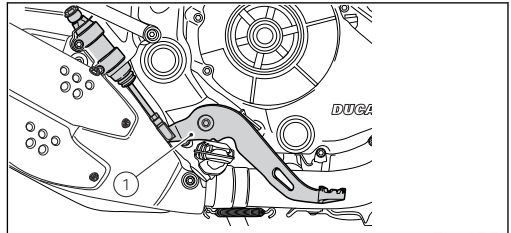


Fig 155

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.

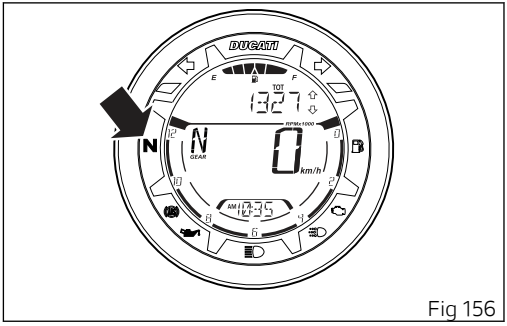


Fig 156

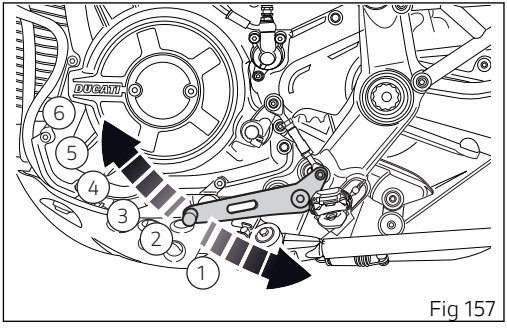


Fig 157

Adjusting the position of the gearchange pedal and rear brake pedal

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

Gear change pedal

hold the linkage (1) and slacken the lock nuts (2) and (3).

Note
Nut (2) has a left-hand thread.

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position. Tighten both lock nuts onto linkage.

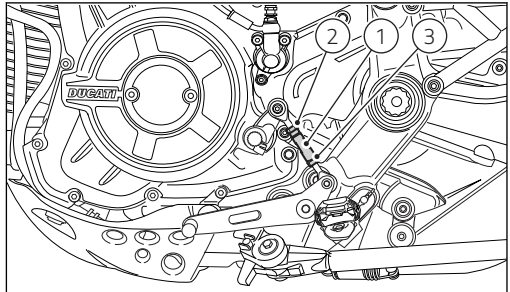


Fig 158

Rear brake pedal

Loosen lock nut (4).
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the lock nut (4).
Operate the pedal by hand to check that there is 1.5 to 2 mm of free play before the brake bites. If not, adjust the length of the master cylinder control rod as follows.
Loosen lock nut (6) on master cylinder rod.
Tighten rod (7) on fork (8) to increase clearance or loosen it to decrease it.
Tighten lock nut (6) and check again clearance.

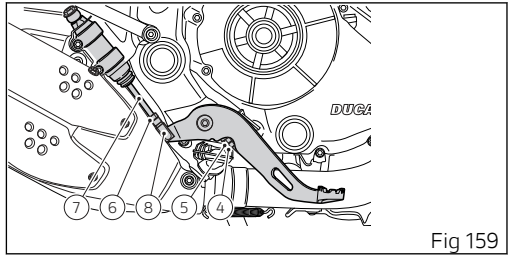


Fig 159

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 silencer.

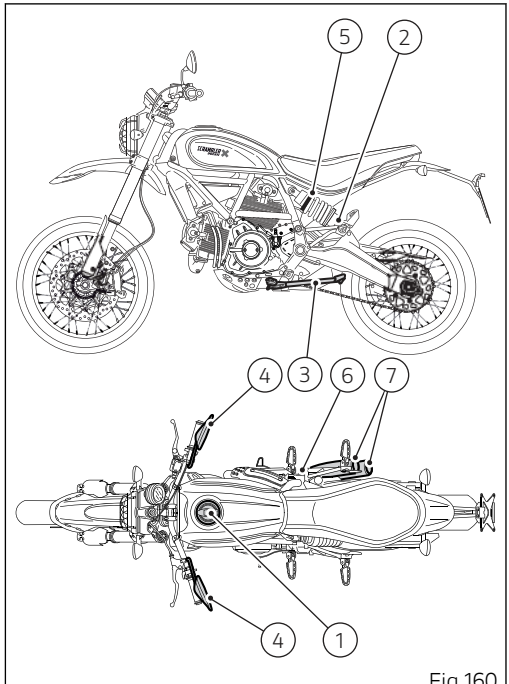


Fig 160

Tank filler plug

Opening

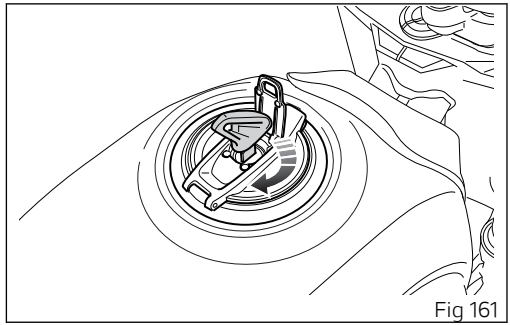
Insert the key into the lock.
Turn the key clockwise by 1/4 of a turn to release the lock.
Unscrew the plug (1).

Closing

Tighten the plug (1) 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 161

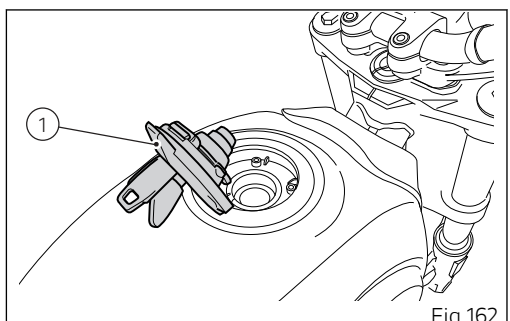


Fig 162

Seat lock

Opening

Insert the key (1) in lock, turn clockwise while pressing down at the latch to help release the pin. Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

Closing

Make sure all parts are correctly laid out and secured in the underseat compartment.
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.

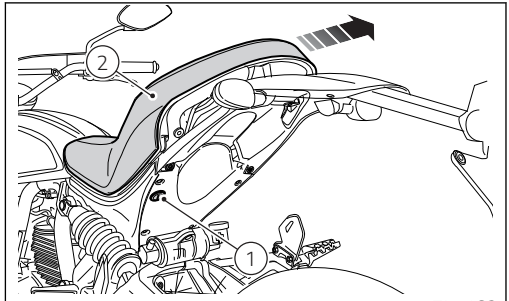


Fig 163

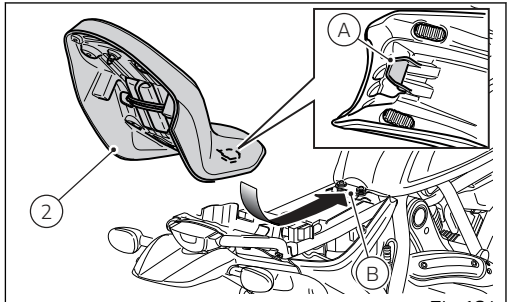


Fig 164

Side stand

Important

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

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

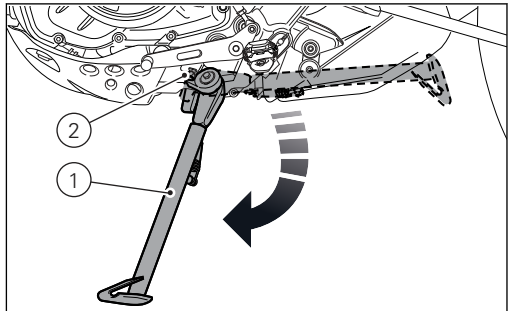


Fig 165

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.

USB connection

The motorcycle is provided with a 5 V USB connection. It is possible to connect electric loads up to 1 A to the USB connection.
The USB connection (1) is located under the seat and is protected by a cover: to use the connection, lift the cover.

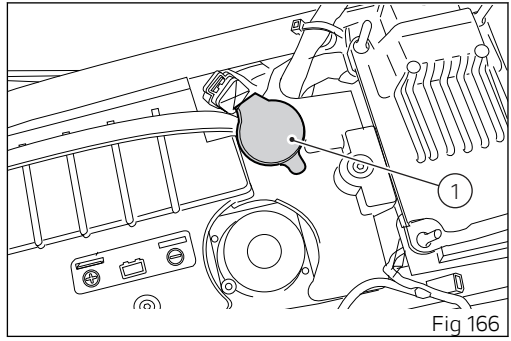


Fig 166

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

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
It is possible to adjust the spring preload on both legs whereas compression and rebound can only be adjusted on the LH and RH legs, respectively.
Adjustment is done by external screw adjusters:

1) for rebound damping (Fig 167);
2) for inner spring preload (Fig 167) and (Fig 168);
3) for compression damping (Fig 168).

Position the motorcycle on its side stand so that it is stable. Turn adjuster (1) at the top end of the RH fork leg with a suitable screwdriver to adjust rebound. Turn adjuster (3) at the top end of the LH fork leg with a suitable screwdriver to adjust compression. By turning adjuster screws (1) and (3) you will hear some clicks; each click corresponds to a damping setting. The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.
STANDARD settings are as follows:

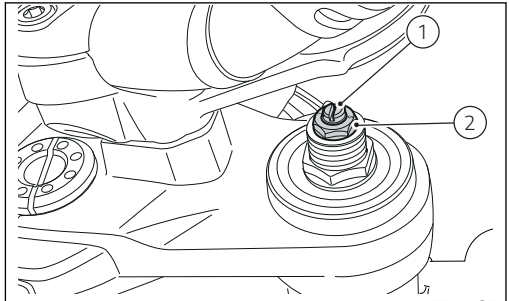


Fig 167

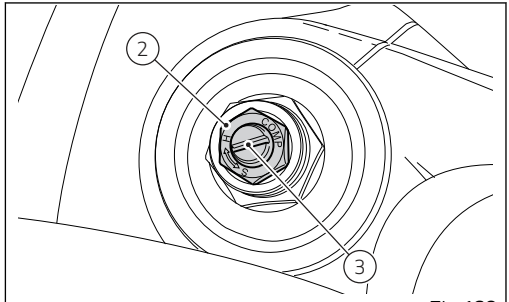


Fig 168

Motorcycle “Road use”
compression: 8 clicks (from fully closed position);
rebound: 8 clicks (from fully closed position);
spring preload: 7 turns (from fully unloaded).

Motorcycle “OFF-Road use”
compression: fully open;
rebound: 14 clicks (from fully closed position);
spring preload: 10 turns (from fully unloaded).

To change preload of the spring inside each fork leg, turn adjuster (2, Fig 167) and (2, Fig 168) with a hexagon wrench, completely counter clockwise, to obtain fully uncompressed position. From this position, adjust the spring preload by turning the adjuster clockwise. Every turn corresponds to 1 mm (0.04 in) of spring preload.

Attention
Adjust both fork leg spring preload to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external adjusters that enable you to adjust the setting to suit the load on the motorcycle. The adjuster (1) located on the left side, on the upper connection holding the shock absorber to the engine, adjusts the damping during the rebound phase (return).

Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.

To adjust the spring preload, loosen the bottom ring nut (3). SCREWING or UNSCREWING the top ring nut (2) will INCREASE or DECREASE the preload.

Once the spring preload is set, tighten the bottom ring nut (3).

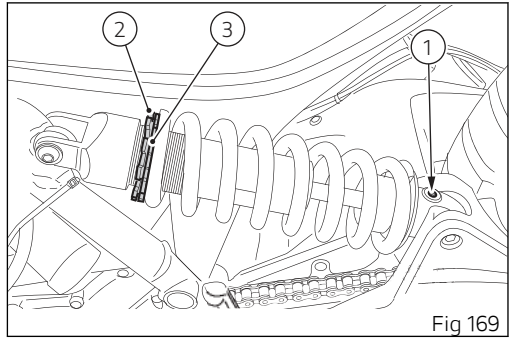


Fig 169

STANDARD setting from the fully closed position (clockwise):

Motorcycle “Road use”
“Road use” standard adjustments

- rebound: 3/4 turns (from fully closed);
- spring preload: 14 mm (0.55 in) from the spring surface to the limit stop (A).

“Road use” standard adjustments

- compression: 8 clicks (from fully closed position);
- rebound: 8 clicks (from fully closed position);
- spring preload: 7 turns (from fully unloaded).

Motorcycle “Off-Road use”
“Off-Road” standard adjustments

- rebound: 1.5 turns (from fully closed);
- spring preload: 18.5 mm (0.73 in) from the spring surface to the limit stop (A).

“Off-Road” standard adjustments

- compression: fully open;
- rebound: 14 clicks (from fully closed position);
- spring preload: 10 turns (from fully unloaded).

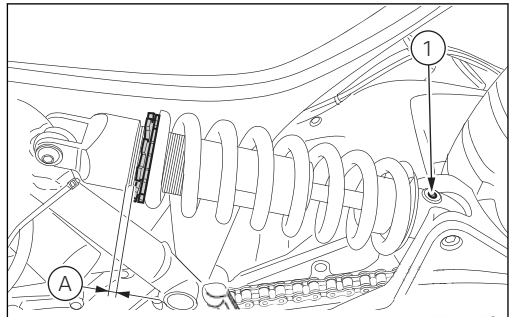


Fig 170

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.

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

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) up to 1,000 km;
2) from 1,000 km to 2,500 km.

Up to 1,000 km

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 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.

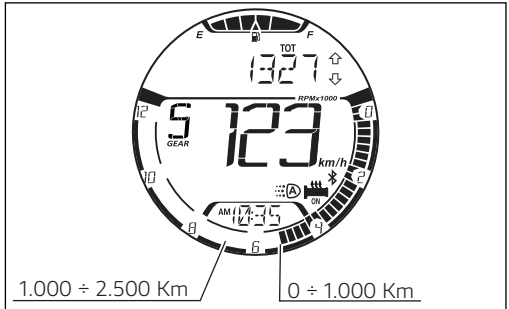


Fig 171

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1,000 km to 2,500 km

From 1,000 km to 2,500 km you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

During the whole running-in period, the maintenance and service rules recommended in the Warranty Card should be observed carefully. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of running-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks

Attention

Failure to carry out these checks before riding, may lead to motorcycle damage and injury to rider 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 oil level in the sump through the sight glass. Top up if necessary (see “Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (see “Brake fluid level check”).
- TYRE CONDITION
  Check tyre pressure and condition (see “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 (“Replacing headlight light bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”) and of the seat (see “Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS light

After Key-ON, the ABS light stays ON.
When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to indicate the correct operation of the ABS system.

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

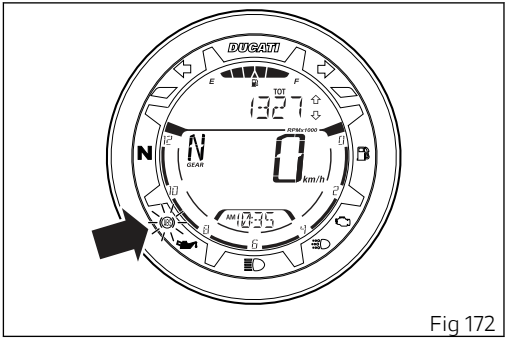


Fig 172

ABS device

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

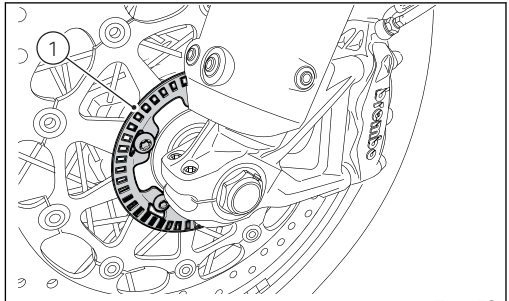


Fig 173

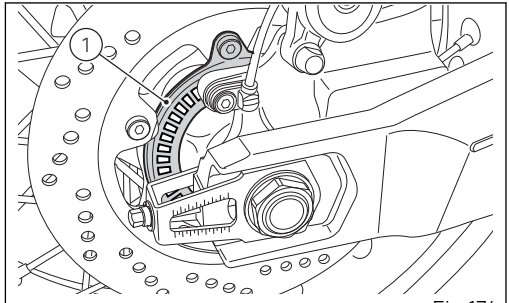


Fig 174

Starting the engine

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

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

Move the ignition key to position (1, Fig 175). Make sure both the green light N (A) and the red light (B) on the instrument panel come on.

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

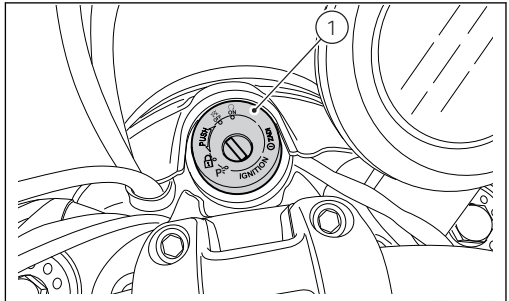


Fig 175

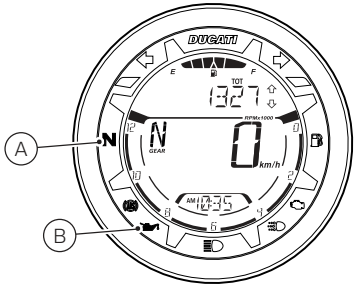


Fig 176

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 (A) ↺ (RUN).
Press switch (2) to the bottom (B) 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.

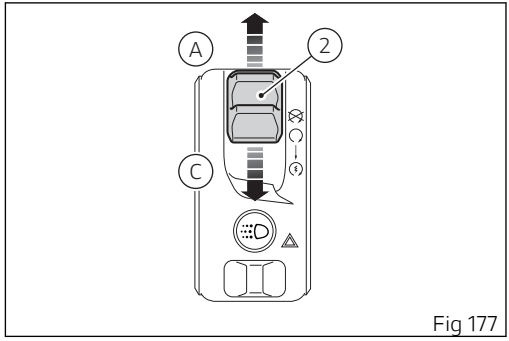


Fig 177

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.

Moving off

1) Squeeze the control lever to disengage the clutch.
2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
3) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
4) Let go of clutch lever and speed up.
5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

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

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

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

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

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

If desired, the system can be deactivated from the instrument panel, using the "Activation and deactivation of the ABS system (ABS:ON/OFF)" (page 51) function.

Attention

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

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.
Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to position (2).

Important

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

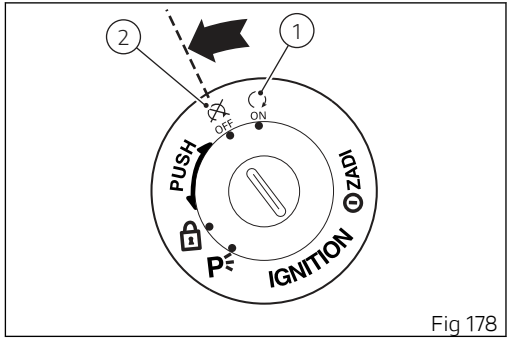


Fig 178

Parking

Stop the motorcycle, then put it on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to 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. If required, turn the key to position (4) to leave the parking lights on.

Important

Do not leave the key to position (4) for a long time, or this could lead to battery discharge. Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

Attention

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

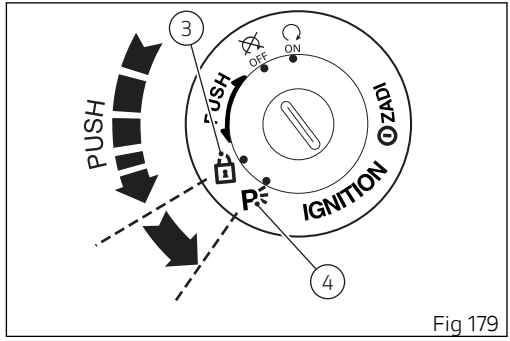


Fig 179

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.

Refuelling

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

Attention

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

Attention

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

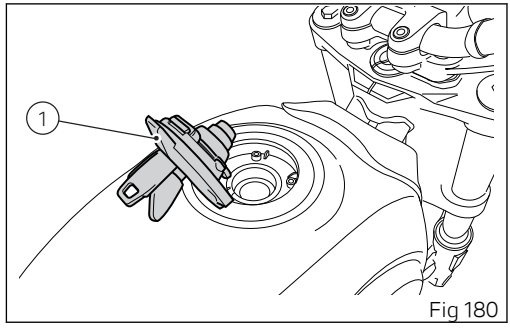


Fig 180

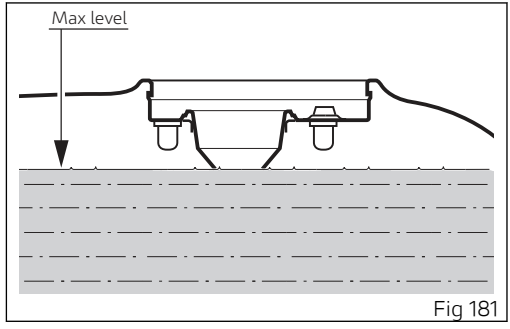


Fig 181

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.

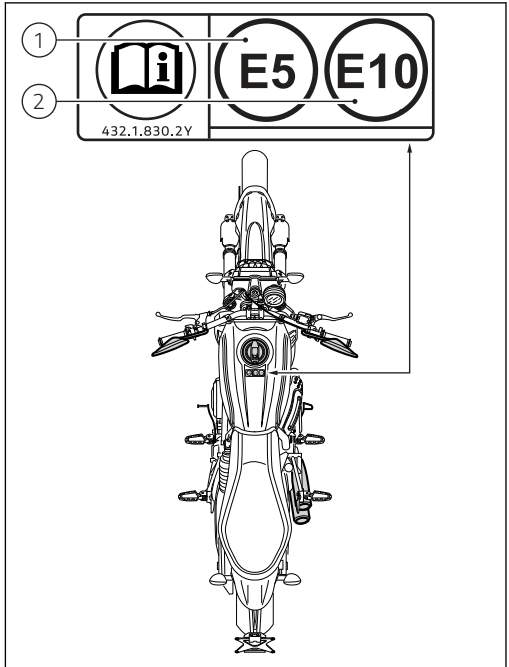


Fig 182

Tool kit and accessories

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

- screwdriver;
- screwdriver handgrip;
- 3 mm Allen wrench;
- 4 mm Allen wrench;
- preload adjustment wrench;
- handgrip for preload adjustment wrench;
- fuse pliers;
- Allen wrench;
- Allen wrench;
- hexagon box wrench;
- rod for hexagon box wrench use.

To access the compartment, remove the seat page 154.

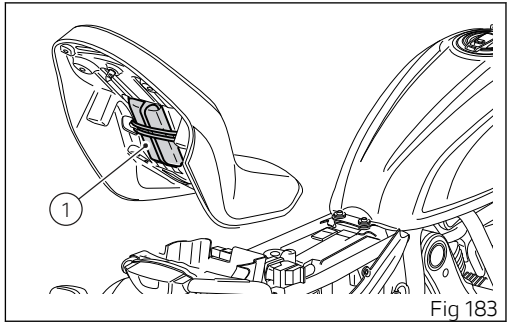
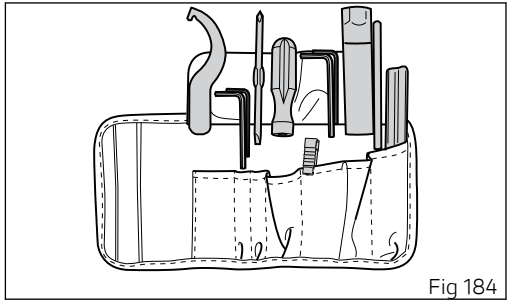


Fig 183


Fig 184

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig 185) shows the front brake fluid reservoir, while (Fig 186) 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.
Fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

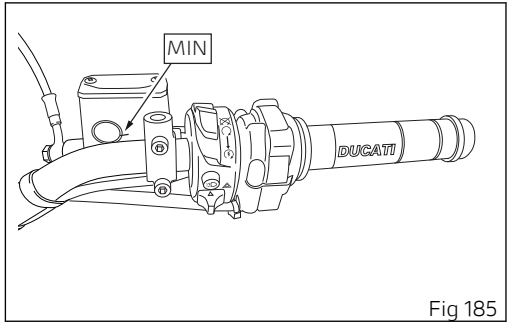


Fig 185

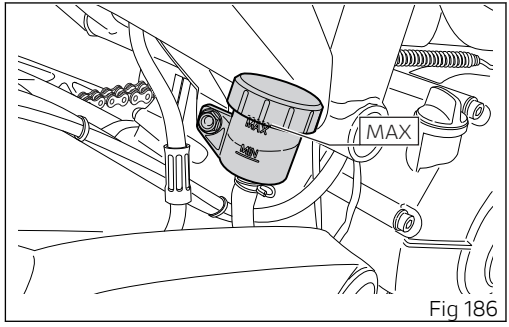


Fig 186

Brake system

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

Attention
Brake 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.

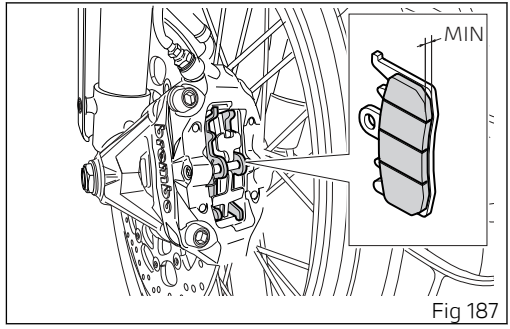


Fig 187

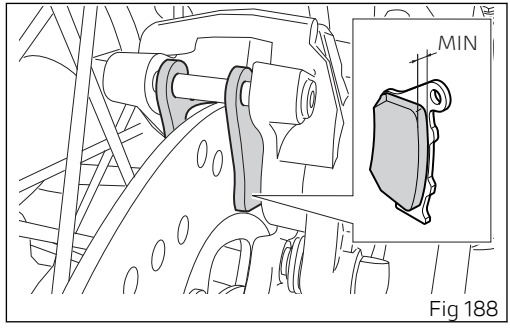


Fig 188

Charging the battery

Attention

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

To reach the battery, remove the seat page 154 and remove battery cover (A), after disengaging rubber band (C) and loosening screws (D). 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.

Charge the battery in a ventilated room.

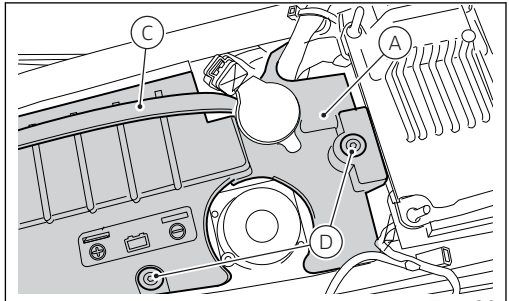


Fig 189

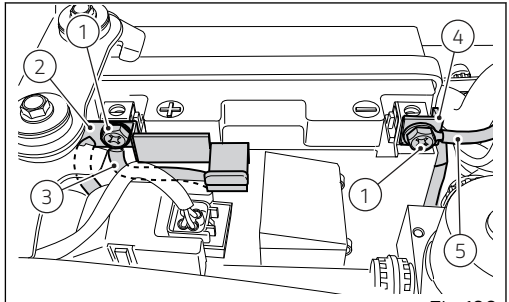


Fig 190

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

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

Grease screws (1, Fig 190).
Refit the battery, connect the positive cable (2, Fig 190) and ABS positive cable (3, Fig 190) to the positive terminal, the negative cable (4, Fig 190) and the ABS negative cable (5, Fig 190) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1, Fig 190).

Attention
Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.

If the motorcycle must be jump-started in an emergency with an external starting device, it is possible to connect the starting device to the battery without removing it from the vehicle. Connect the external starting device positive pole to the battery positive pole and the external starting device negative pole to the battery negative pole. Refit the battery cover (A, Fig 189), engage rubber band (C, Fig 189) and tighten screw (D, Fig 189) to 5 Nm ± 10%.

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.

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1), under the seat, to which you can connect a special battery charger (2) (Battery maintenance kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia 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.

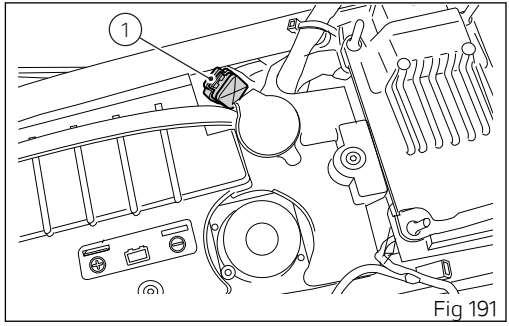


Fig 191

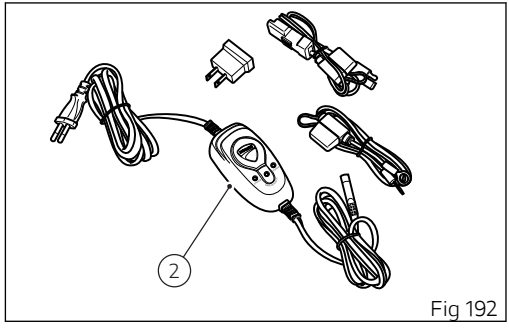


Fig 192

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

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

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.

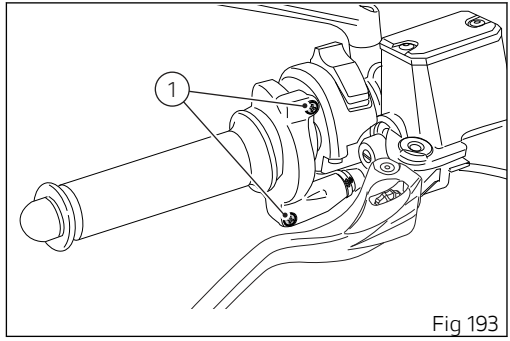


Fig 193

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.

Adjusting the throttle cable

The throttle grip must have a free play of 2 to 4 mm in all steering positions, measured on the outer edge of the twistgrip; this value is indicated in the figure as reference (A).

To adjust, work the relevant adjuster (1) located on the control itself.

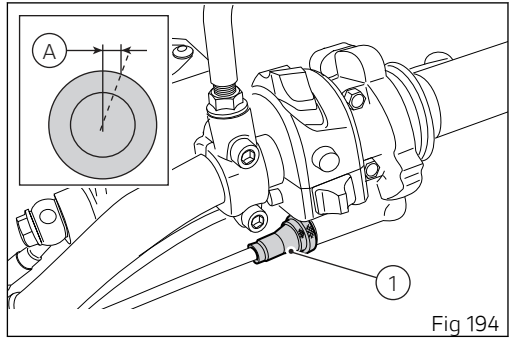


Fig 194

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 = 48 ÷ 50 mm (1.89 ÷ 1.97 in).

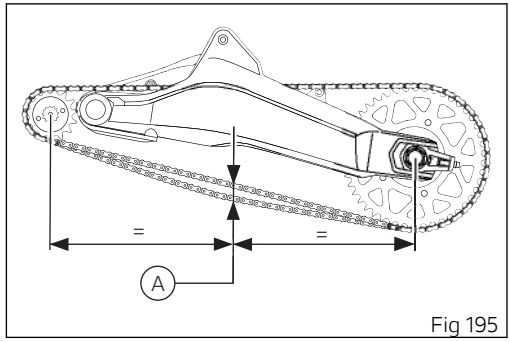


Fig 195

Important
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.

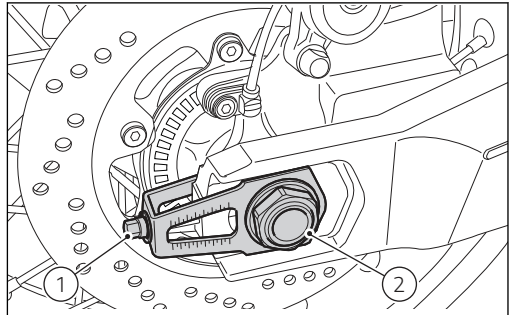


Fig 196

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

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

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

Attention

Avoid the use of steam, fuel, solvents, hard brushes or other methods that could damage the O-rings; also avoid direct contact with the battery acid as it could cause mini cracks in the links as shown in the figure.

Attention

In particular, in case of Off-Road use of the bike, it is possible that excessive wear of the links occurs due to the contact with the chain sliding shoe; friction could in fact cause the chain to overheat, altering the heat treatment of the links and making them particularly fragile.

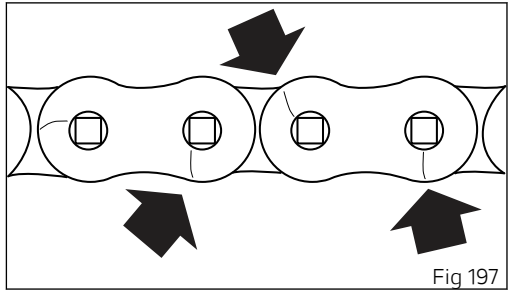


Fig 197

Lubricating the drive chain

Important

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

Attention

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

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

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

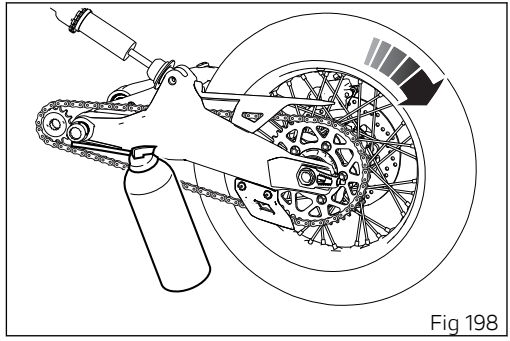


Fig 198

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.

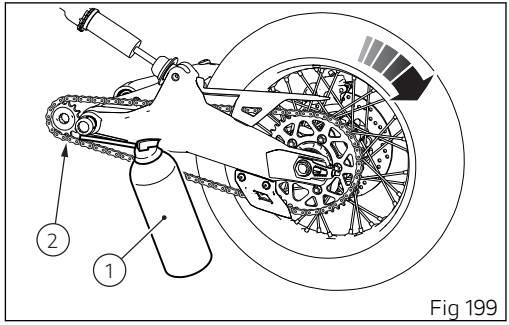


Fig 199

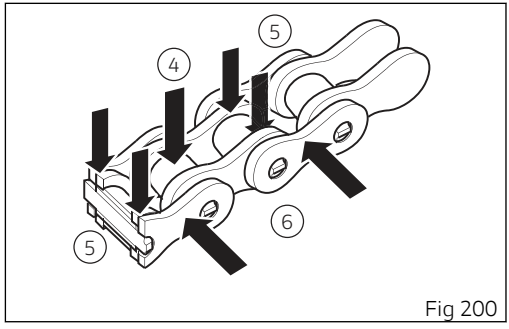
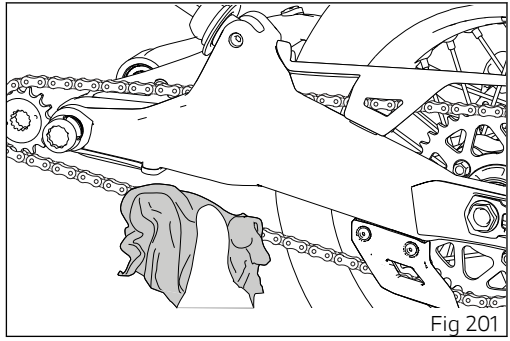


Fig 200

After lubrication, wait 10-15 minutes to allow the lubricant to act on the internal and external surfaces of the chain and then remove the excess lubricant with a clean cloth.


Fig 201

Important
Do not use the motorcycle immediately after lubricating the chain as the lubricant, still fluid, would be centrifuged outwards causing possible soiling of the rear tyre or the rider's footpeg.

Important
Check the chain often, taking care to lubricate it, as also indicated in the table below: at least every 1000 km (621 mi) or more frequently (about every 400 km (248 mi)) when using the bike with high outside temperatures (40°C) or after long travels on the highway at high speed.

Replacing the 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" page 228. Always check that the bulb functions before reassembling removed parts.
Working on the left side, loosen the two screws (1) and collect headlight support U-bolt (2).

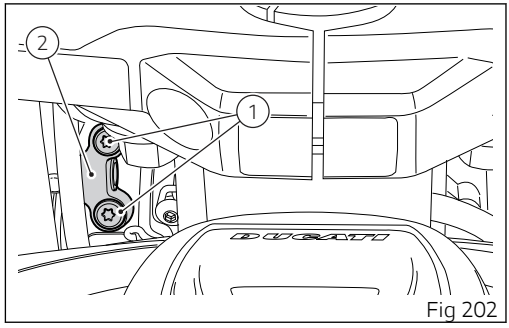


Fig 202

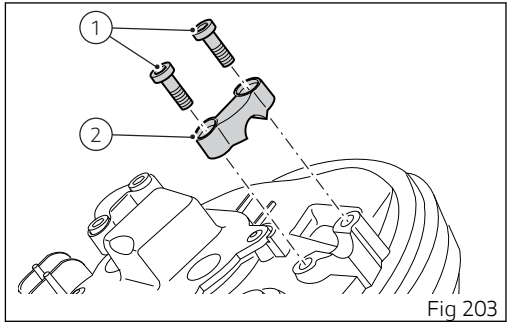


Fig 203

Working on the right side of the headlight, pull out the split pin (A).

Loosen the screw (3) and collect the spring (B).

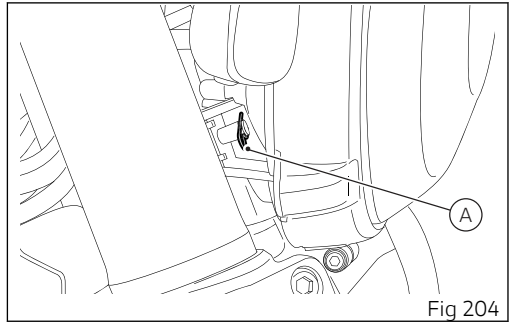


Fig 204

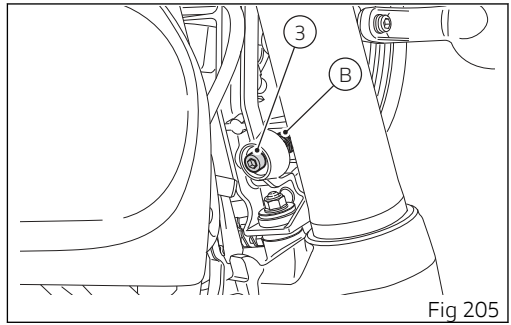


Fig 205

Loosen nut (C) and pull out the temperature sensor (D) complete with bracket.

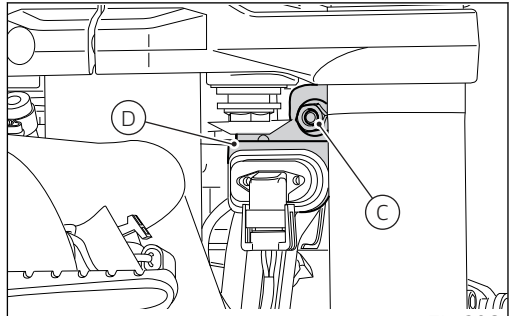


Fig 206

Pull out the headlight to the left, sliding out the RH U-bolt (E) from pin (F), and tilt it towards the front mudguard.

Duly support it while loosening screws (4) of light cover (5), and remove cover.

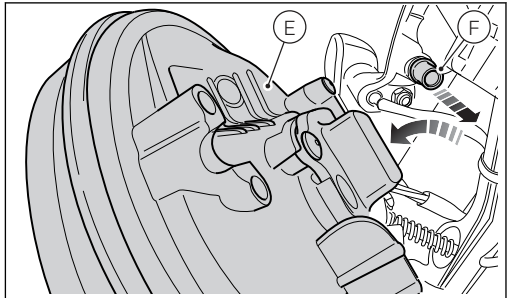


Fig 207

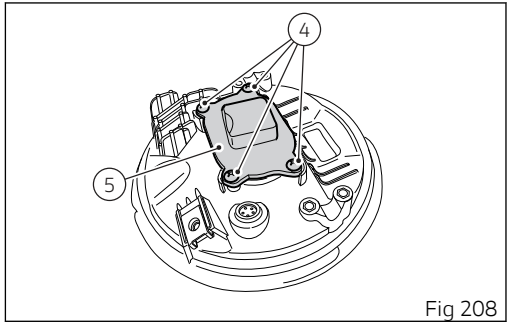


Fig 208

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 202) to 5 Nm.

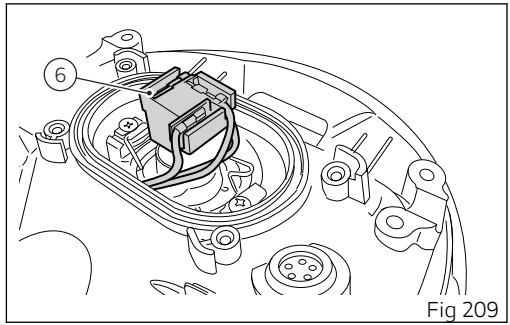


Fig 209

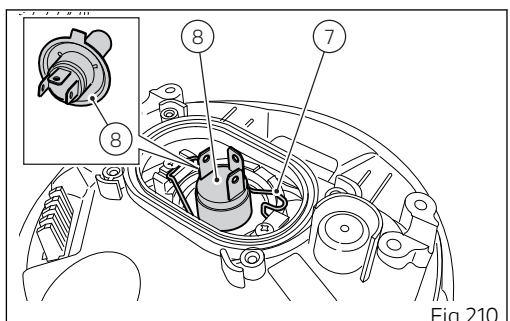


Fig 210

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

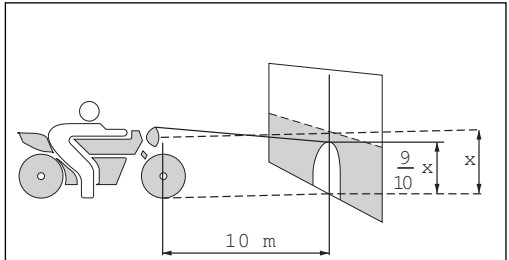


Fig 211

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.

Attention

The supplied headlight grille (2) is not approved for use on public roads.

The headlight grille (2) is a product conceived for racing vehicles used exclusively in closed-course competitions. The use on public roads is prohibited by law.

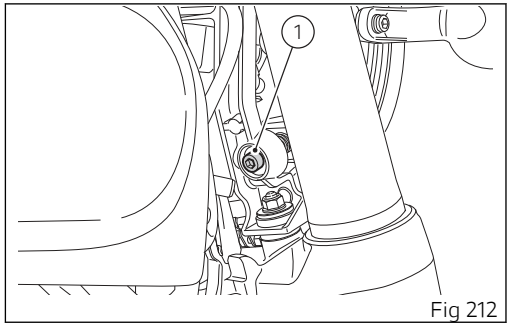


Fig 212

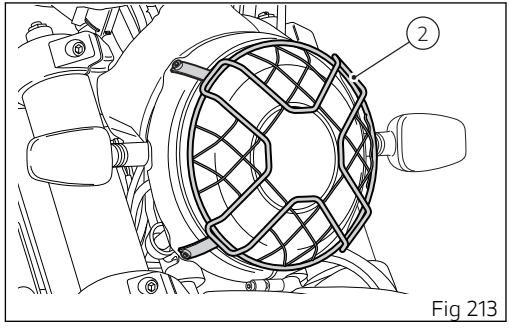


Fig 213

Adjusting the rear-view mirrors

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.

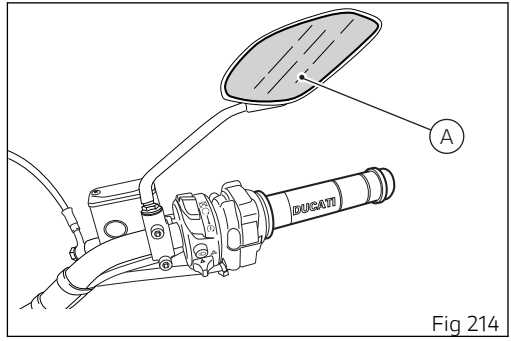


Fig 214

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).

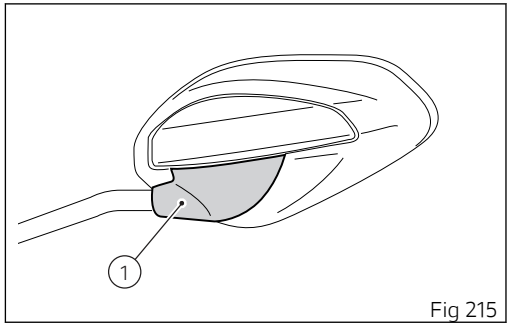


Fig 215

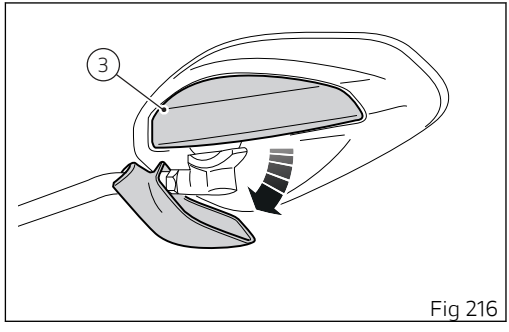


Fig 216

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

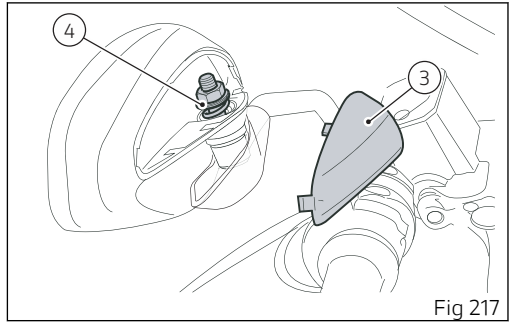


Fig 217

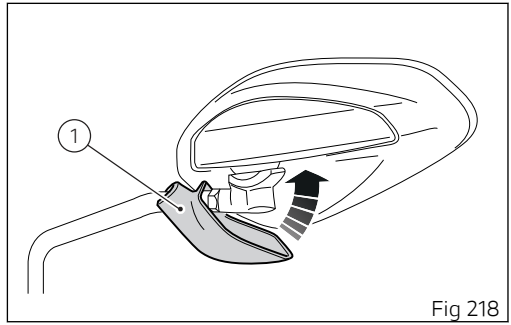


Fig 218

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).

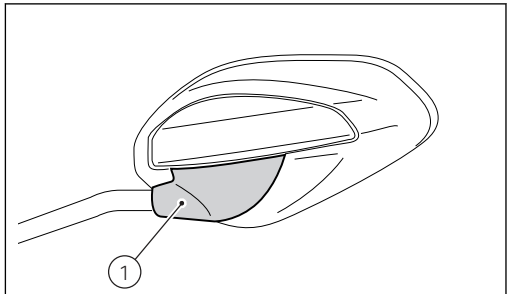


Fig 219

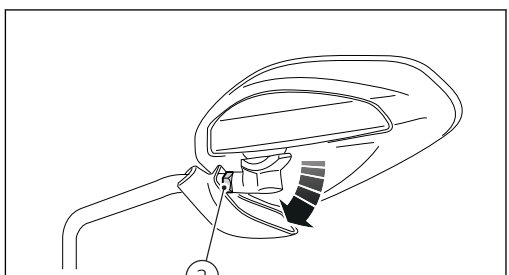


Fig 220

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).

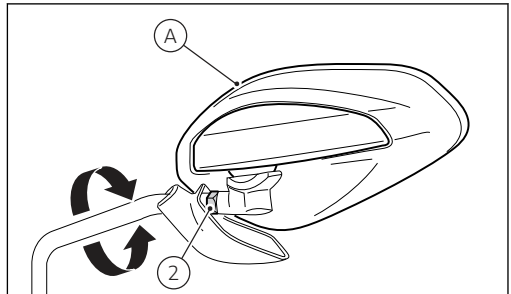


Fig 221

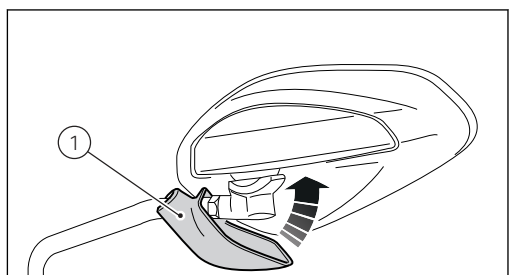


Fig 222

Tyres

Front tyre pressure:
2.2 bar - 32 PSI (rider only) - 2.2 bar - 32 PSI (full load).
Rear tyre pressure:
2.2 bar - 32 PSI (rider only) - 2.6 bar - 38 PSI (full load).
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.

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).

Tyre repair or change

If you find low pressure on one tyre, check the tyre for punctures.
If the tyre tube is punctured or damaged, it must be replaced as soon as possible. A repaired tyre tube could not provide the same reliability level of a new one and can break while riding.

Attention

In case of punctured tyres, replace both the tyre and the inner tube. Replace tyres and inner tube with OE ones only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tyres without tube. Failure to heed this warning may lead to sudden tyre deflation and to serious danger to rider and passenger.

Important

Use only OE tyres and inner tubes.

Attention

Every time you replace a tyre it is necessary to replace the inner tube as well: a used tube could be stretched and, if installed in a new tyre, could get irremediably damaged with severe consequences for 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 223) 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.

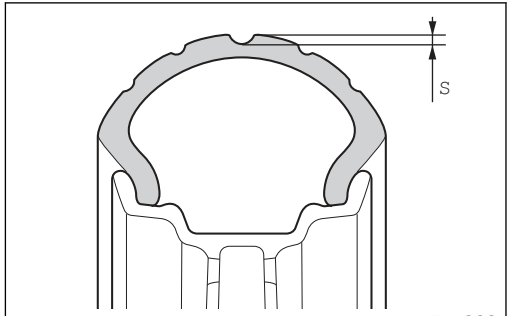


Fig 223

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 recommends you use Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).
Remove the oil filler cap and top up until the oil reaches the required level. Refit the plug.

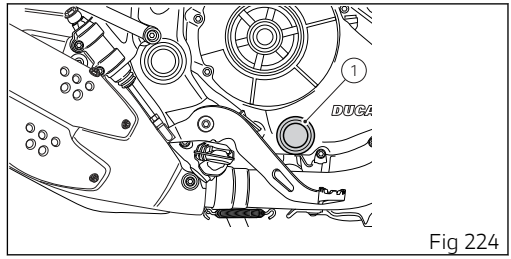


Fig 224

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.

Important

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

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.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.
Have the spark plug replaced by a Ducati Dealer or an authorised Service Centre.

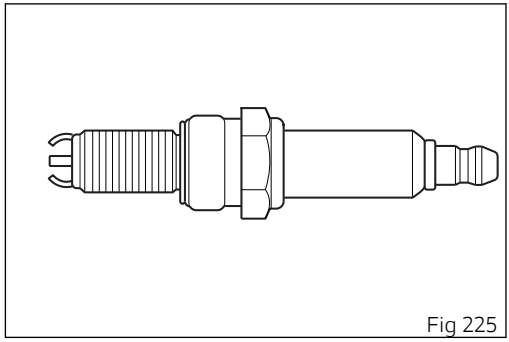


Fig 225

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 let condensate breathe out.
The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance			●	●	●	●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check secondary air system operation			●	●	●	●	-
Check the operation of the safety electrical devices (side stand sensor, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS) and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

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

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

Important

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

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

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI):
209 kg (460.77 lb).
Overall weight (in running order without fluids and battery):
193 kg (425.49 lb).
Maximum allowed weight (carrying full load):
380 kg (837.8 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

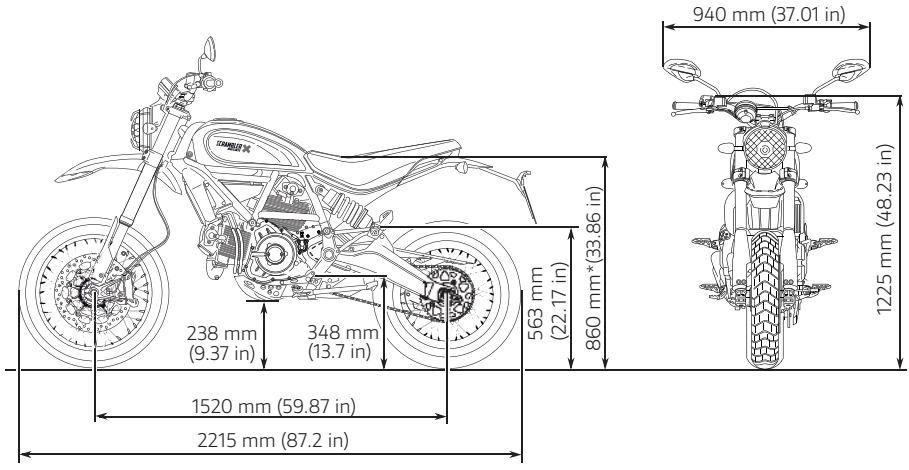


Fig 226

* Available as accessory of low seat 840 mm (33.07 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.	13.5 litres (2.97 UK gal)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	668 cu. cm (40.8 cu. in) (per leg)

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

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

Important

These references indicate the fuel recommended for this vehicle as specified by the European regulation EN228.



Engine

Twin cylinder, longitudinal 90° "L" type

Bore, mm: 88 mm (3.46 in)

Stroke, mm: 66 mm (2.6 in)

Total displacement, cu. cm: 803 cu. cm (49 cu in)

Compression ratio: 11±0.5:1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
54 kW/73 HP at 8250 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
67 Nm - 6.8 kgm at 5750 rpm

Maximum rpm: 9200

Important

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

Note

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

Timing system

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.

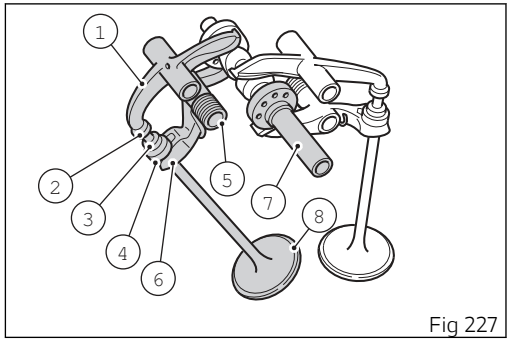


Fig 227

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.

The maximum speed permitted with side panniers, Top case only and side panniers with Top case fitted must not exceed 160 km/h (93 mph) and at any rate it must comply with the applicable statutory speed limits.

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

Siemens Synerject continental indirect electronic injection.
Injectors per cylinder: 1
Diameter of throttle body: 50 mm (1.97 in)
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
Monoblock with radial mount with cornering ABS as standard.
Braking material: steel.

Clutch housing material: stainless steel.
Brake disc thickness: 5 mm (0.2 in).
Brake disc thickness (maximum wear): 4.5 mm (0.18 in).
Disc diameter: 330 mm (13 in).
Hydraulically operated by an adjustable control lever on handlebar right-hand side.
Front brake calliper with radial mount with 4 pistons.
Brake calliper make: BREMBO.
Number of pistons: M4 x 32 b (4x32).
Friction material: TT 2182 FF.
Master cylinder type: PS 13/22 with Adjustable Lever.

REAR
With fixed drilled steel disc.
Clutch housing material: stainless steel.
Disc diameter: 245 mm (9.6 in).
Brake disc thickness: 4.2 mm (0.2 in).
Brake disc thickness (maximum wear): 3.8 mm (0.15 in).
Floating calliper.
Hydraulically operated by a pedal on RH side.
Make: BREMBO
Number of pistons: PF 32 b (1x32).
Friction material: FERIT I/D 450 FF.
Master cylinder type: PS 11.

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

Multiplate wet clutch controlled hydraulically on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.
Primary drive: front / rear sprocket ratio: 33/61.
Final drive: gearbox output front sprocket/rear sprocket ratio: 15/46

Total gear ratios:
1st gear 13/32
2nd gear 18/30
3rd gear 21/28
4th gear 23/26
5th gear 22/22
6th gear 26/24

Drive chain from gearbox to rear wheel.
Make: DID
Type: 520 VP2
Size: 5/8" x 1/4"
Links: 108

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

High-strength tubular steel trellis frame.
Steering angle (per side): 35°
Steering head angle: 24°
Trail in mm: 112

Wheels

Spoked wheels

Front
Size: MT 3.00 x 19"

Rear
Size: MT 4.50 x 17"

Both wheel shafts can be removed.

Tyres

Front
Pirelli SCORPION RALLY STR.
Size: 120/70 R19

Rear
Pirelli SCORPION RALLY STR.
Size: 170/60 R17

Suspension

Front

Fully adjustable upside-down Kayaba fork.
Stanchion diameter:
46 mm (1.8 in).
Wheel travel: 200 mm (7.9 in).

Rear

Progressive. Shock absorber, adjustable for spring preload and rebound.
Rear wheel travel: 200 mm (7.9 in).
Stroke: 76.5 mm (3.01 in).

Exhaust system

Single silencer with stainless steel expansion and insulation chambers, tailpipe cover in aluminium.
Catalytic converter with two lambda sensors.

Available colours

Tricolore White

Sequence for colour Composition for TANK:

Filling Primer, manufacturer PALINAL code 873I2713;
Primer, manufacturer Lechler code DS20052;
Primary Base White, manufacturer Palinal code 929D.398;

Secondary Base Red, manufacturer PPG code 473.101;
Glossy Clear Coat, manufacturer Lechler code 96230.

Sequence for colour Composition, Plastic parts Tricolore White:
Primer, manufacturer Lechler code DS20052;
Primary Base White, manufacturer Palinal code 929D.398;
Glossy Clear Coat, manufacturer Lechler code 96230.

Frame Red, manufacturer TOA-PC code PU CA03-90.

Spoked wheel rims.

Electric system

Basic electric items are:
Headlight:
low/high beam: H4 bulb (12V – 60/55W);
parking light / DRL: 4 LEDs Stanley HCNW115AJTE.
Electrical controls on handlebars.
Turn indicators:
front: 3 LEDs NICHIA NFSA 123DT;
rear: 3 LEDs NICHIA NFSA 123DT.
Horn.
Stop light switches.
Battery, 12V-10 Ah, dry.
GENERATOR 14V-490W.
ELECTRONIC RECTIFIER, protected by a 30A fuse located next to fuse box (C, Fig 230).
Starter motor: 12V-0.7 kW.
Tail light:
parking light: 12 LEDs OSRAM E6SF;
stop light: 12 LEDs OSRAM E6SF + 6 LEDs OSRAM G6SP.
Number plate light:
3 LEDs CREE CLA1A.

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 228) 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 229) is positioned next to fuse box (A, Fig 228) and contains the two fuses relevant to the ABS system.

Fuse box (A,Fig 228) key(Fig 228)		
Pos	El. item	Rat.
1	Key-on	10 A
2	El. loads	15 A
3	Instrument panel/ Lights	10 A
4	Control unit	5 A
5	Injection	20 A
6	IMU	5 A
7	Optional	5 A
–	Spare	20 A
–	Spare	5 A

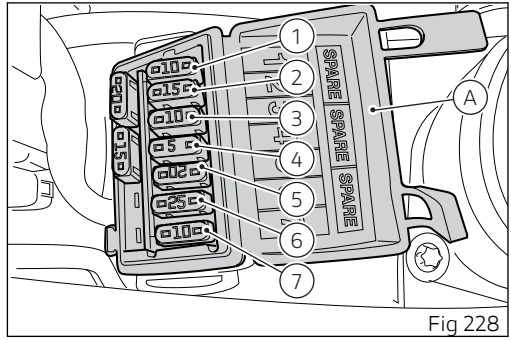


Fig 228

Fuse box (B,Fig 229) key(Fig 229)		
Pos	El. item	Rat.
8	ABS	10 A
9	ABS motor	25 A

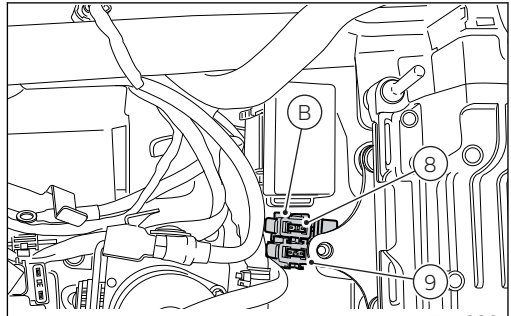


Fig 229

The main fuse (C) is positioned on the solenoid starter (D). 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.

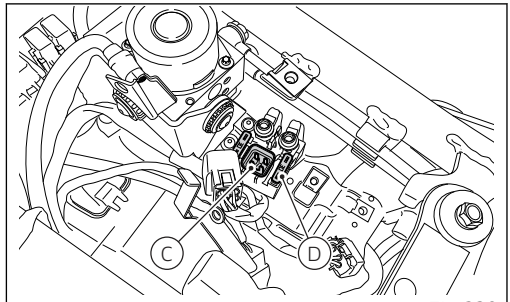


Fig 230

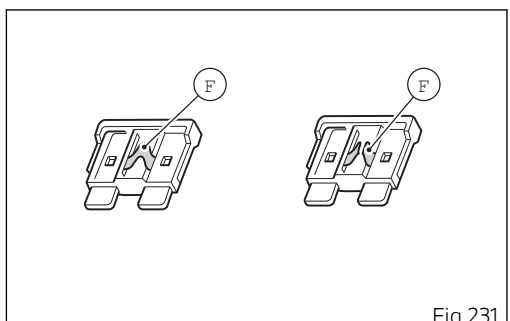


Fig 231

Injection/electric system diagram key

1) Front stop switch
2) Clutch switch
3) Right-hand switch
4) Key switch
5) Left-hand switch
6) Fuse box
7) IMU control unit
8) USB socket
9) Bluetooth module (optional)
10) Front speed sensor
11) Rear speed sensor
12) Starter motor
13) Fused solenoid
14) Battery
15) Anti-theft system (optional)
16) Rectifier
17) Generator
18) Rear right turn indicator
19) Number plate light
20) Rear left turn indicator
21) Tail light
22) Fuel pump
23) Fuel pump ground
24) Main relay
25) Fuel pump relay
26) Vertical lambda sensor
27) Horizontal lambda sensor
28) Horizontal coil
29) Vertical coil
30) Horizontal injector
31) Vertical injector
32) Potentiometer motor (TPS)
33) Secondary air actuator
34) MAP sensor
35) ECT sensor
36) Purge Valve
37) Side stand
38) Oil pressure sensor
39) Rear brake sensor
40) Data Acquisition / Diagnosis (DDA)
41) Timing/rpm sensor
42) Air temperature sensor
43) Control unit
44) Stepper motor
45) Gear sensor
46) Fuel level sensor
47) Ambient air temperature
48) Instrument panel
49) Antenna transponder
50) LH heated handgrip

51) RH heated handgrip
52) Front left turn indicator
53) Headlight
54) Front right turn indicator
55) Horn
56) ABS control unit

Wire colour coding

B Blue
W White
V Violet
Bk Black
Y Yellow
R Red
Lb Light blue
Gr Grey
G Green
Bn Brown
O Orange
P Pink

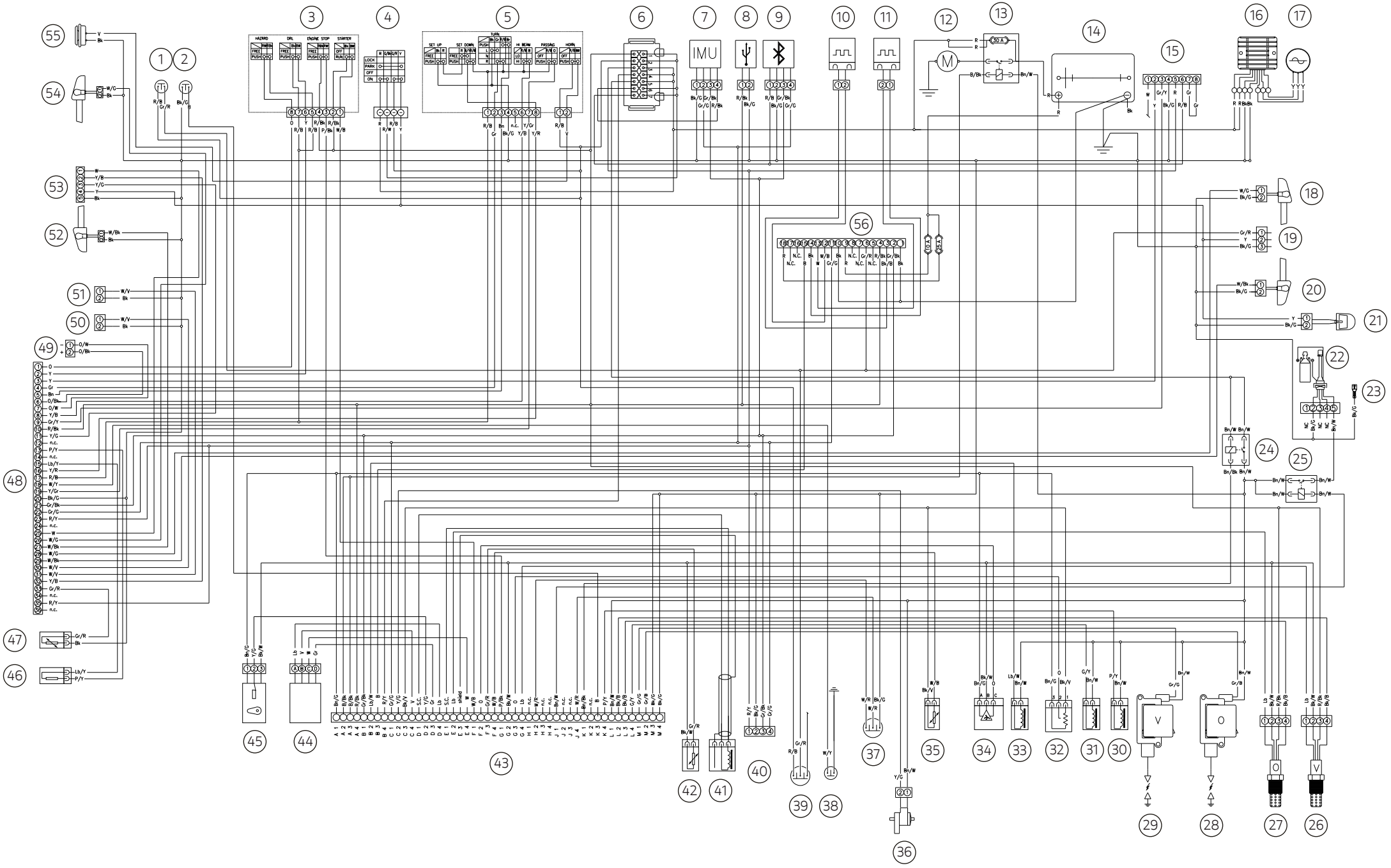
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	MI	NAME DUCATI SERVICE	DISTANCE IN KM	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			

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Scrambler 800 Desert Sled

SCRAMBLER DUCATI



cod. 913.7.408.1A

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