SCRAMBLER
DUCATI



Owner's manual

SCRAMBLER DUCATI

Dear Ducatista,

thank you for trusting us with the purchase of your new Scrambler Full Throttle.

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

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



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

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

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

Important

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

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

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

Important

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

Enjoy your ride!

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Software updates

Software updates

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

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

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

Attention

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

Warranty information

General warranty conditions

"Ducati Conventional Warranty" Terms and Conditions

Definitions

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

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

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

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

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

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

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

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

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

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

1. Ducati Conventional Warranty Content

1.1 Ducati warrants, in all countries in the world where it is present with its authorised service network, its Motorcycles, manufactured for road and non-road use, against manufacturing defects found and acknowledged by Ducati as follows:
a) all Ducati Motorcycles, for a period of twenty-four (24) months from the date of delivery of the Motorcycle to the first owner Client, except for;
b) all motocross and cross country Motorcycles (off-road vehicles not approved for use on public roads) with displacement of less than 500cc, for a period of three (3) months from the date of delivery of the Motorcycle to the first owner Client or twenty (20) hours of engine operation, whichever comes first, or;
c) all enduro Motorcycles (off-road vehicles approved for use on public roads) with displacement of less than 500cc, for a period of six (6) months from the date of delivery of the Motorcycle to the first owner Client or forty (40) hours of engine operation, whichever comes first.

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

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

2. Exclusions

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

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

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

3. Procedure for enforcing the Ducati Conventional Warranty

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

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

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

4. Limitations of liability

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

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

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

the Ducati systems. In case of maintenance by a non-authorised workshop, a detailed invoice describing the work carried out during maintenance in accordance with the RMI regulation must be requested. The unauthorised workshop may request Ducati to register the work on the RMI portal in order to keep the warranty and road assistance active, as per European Union regulations. If a defect results from failure to comply with the manufacturer's recommended maintenance intervals and/or manufacturer's recommendations for care and maintenance, the Ducati Dealer reserves the right to reject any subsequent claim.
5.5 In order to certify that the "Scheduled Maintenance Plan" has been regularly carried out for each service coupon, keep adequate documentation of all maintenance and/or repair work carried out on the Motorcycle (service booklet/tax receipts/invoices detailing the work carried out and the parts used). A copy of this documentation must be handed over to the Ducati Dealer whose warranty claim is made, which will be able to verify the proper performance of the work for the purpose of providing the services set forth in these Warranty Conditions.

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

7. Ducati original spare parts
By contacting the official Ducati Dealer network, the Client acknowledges that his/her Motorcycle will be repaired and maintained with Ducati original spare parts. All Ducati original spare parts and accessories are also conventionally warranted by Ducati in accordance with this Ducati Conventional Warranty, i.e. for three (3) months or twenty (20) engine running hours in case of motocross and cross country models with displacement of less than 500cc, or for six (6) months or forty (40) engine running hours in case of enduro models with displacement of less than 500cc,

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

8. Possible Ducati warranty extension

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

Infotainment

Infotainment (if any)

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

- For pairing and managing Bluetooth devices, see page 17.
- For managing phone calls, see page 22.
- For managing the music player see page 26.

Bluetooth device pairing and management (if any)

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

- From the Interactive Menu (see page 84), use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).

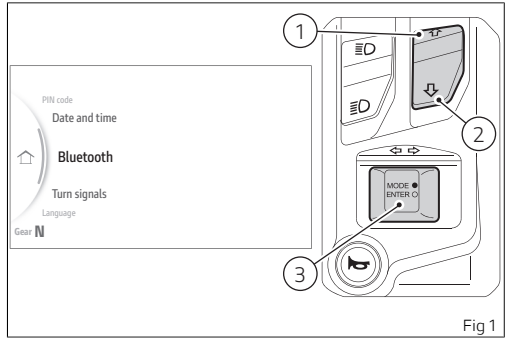


Fig 1

“Pairing” are “Paired devices” are displayed:

- “Pairing” allows pairing a new Bluetooth device.
- “Paired devices” allows viewing and erasing paired devices.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

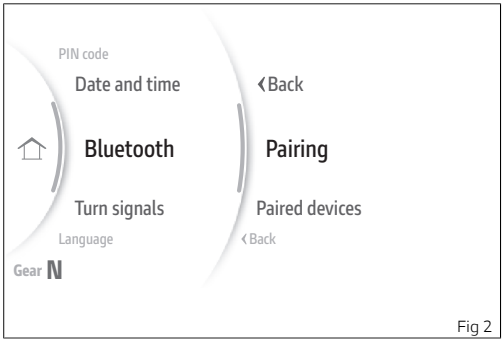


Fig 2

Pairing

This function allows pairing a new Bluetooth device.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Bluetooth” item and press ENTER (3).
- Select the “Pairing” item and press ENTER (3).

The 4 types of devices that can be paired are displayed (Fig 3 page19): smartphone, rider headset, passenger headset, satellite navigator.

With buttons (1) and (2) select the type of device you wish to pair. Press ENTER (3) to confirm and start the device search.

The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, the display shows a list of all detected devices (Fig 4 page19).
Use the buttons (1) and (2) to select the required device and press ENTER button (3).

The display shows the message "Pairing..." on the right, while waiting validation by the Bluetooth device. If you are pairing a smartphone, the instrument panel and display of the smartphone will show a pairing code and a request for confirmation: accept the code on both devices to proceed with pairing.
Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed on the right for a few seconds and then the instrument panel returns to the previous menu. If not, the message "Pairing Error" is displayed and user is allowed to repeat the pairing procedure.

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

If you want to pair a new smartphone or earphone or navigator, it is necessary to first disconnect one of the corresponding devices already paired (see section “Paired devices”).

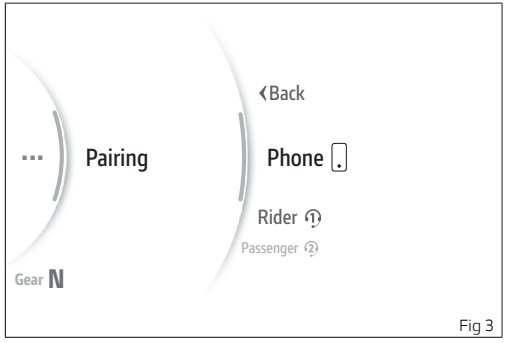


Fig 3

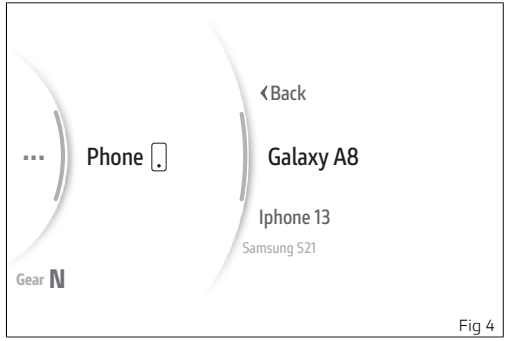


Fig 4

Paired devices

This function allows viewing and erasing paired Bluetooth devices.

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).

- Select the “Bluetooth” item and press ENTER (3).
- Select the “Paired devices” item and press ENTER (3).

The paired devices (Fig 5 page21) are listed. Press buttons (1) and (2) to select the desired device and press ENTER (3).
The message “Delete?” is shown on the right, (Fig 6 page21)press ENTER (3) to delete the selected device from the list: the message “Wait...” is displayed for a few seconds and then the list of paired devices is updated.

Note
If there are no paired devices, the message No device is displayed.

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

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

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

Check that your Smartphone supports the following profiles:

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

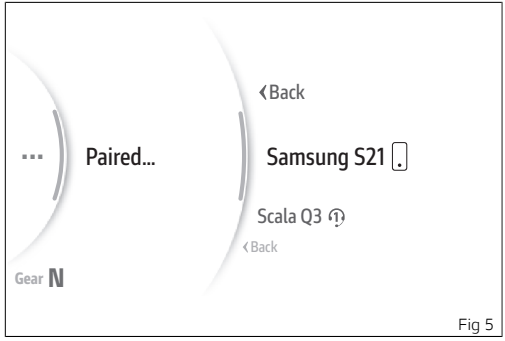


Fig 5

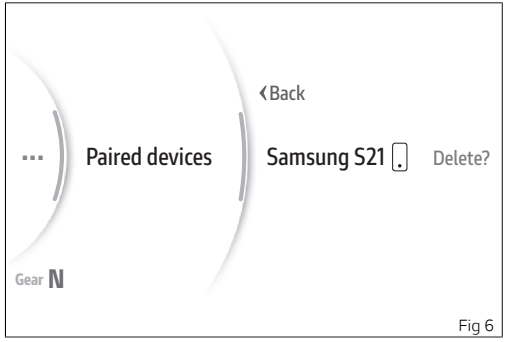


Fig 6

Paired Bluetooth device icons

Once paired, Bluetooth devices are displayed as follows:

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

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

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

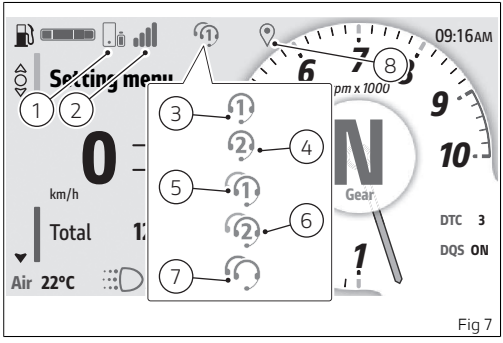


Fig 7

Phone (if any)

This function is available only if the Bluetooth control unit is installed, can be found in the Interactive Menu (see page 84), displays the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 17).

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item "Phone” (B) and press the ENTER button (3).

Attention

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



Fig 8

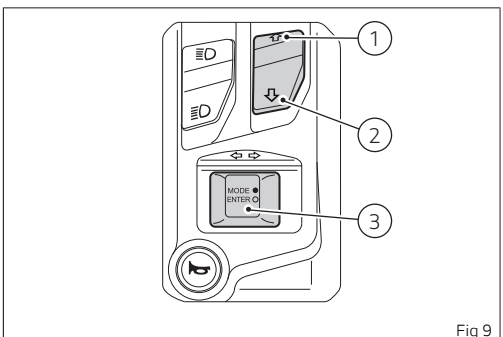


Fig 9

The window (C) is shown listing the last 7 calls made, received or missed and item “Back”. If a number or contact is present several times among the last calls, this is displayed only once.
Use buttons (1) and (2) to scroll through the calls in the list. Press ENTER (3) to make a call to the number or contact selected in the list.

To close the window and return to the previous screen, hold button (1) long pressed or select the “Back” item and press the ENTER button (3).



Fig 10

Call in progress

When a call is in progress, a green window is shown with the name or number of the contact as well as the item “End call” (D). To end the call, press the ENTER button (3).
During the call, the solid arrow at the top (E) indicates that, by holding down the button (1), you can exit the call display to access other menus on the main screen. The blue phone icon (F) is also activated to indicate that the call is in progress.
To return to the call in progress window (D), select "Phone” (B, Fig 8 page23) from the Interactive Menu, and press ENTER (3).

Note
The music player will be paused during a call.

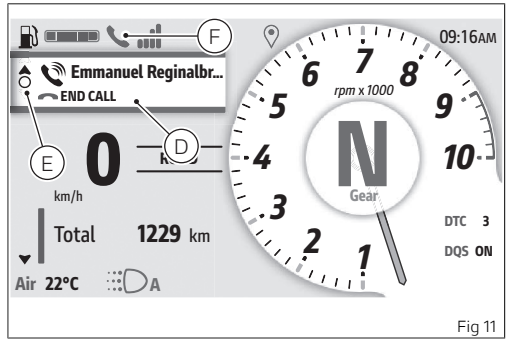


Fig 11

Incoming call

When you receive a call, a green window is shown with the name or number of the caller as well as the items “Accept” and “Decline” (G).
In this case, shortly press the ENTER button (3) to select the "Accept" or "Decline" item, press the ENTER button (3) for a long time to perform the action of the selected item.

Call back

At the end of a call or after declining an incoming call, the orange window will be displayed for 5

seconds with the name or number of the contact and “Call back” (H): press ENTER button (3) to start the call.

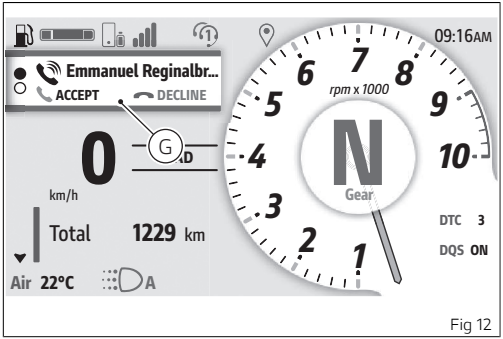


Fig 12

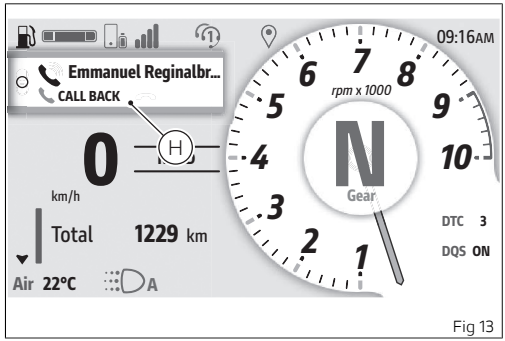


Fig 13

Received messages and missed calls

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

Note

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



Fig 14



Fig 15

Music (if any)

This function is available only if the Bluetooth control unit is installed and can be found in the Interactive Menu (see page 84): it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.

For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 17).

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item "Music” (B) and press the ENTER button (3).

Note

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

Attention

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

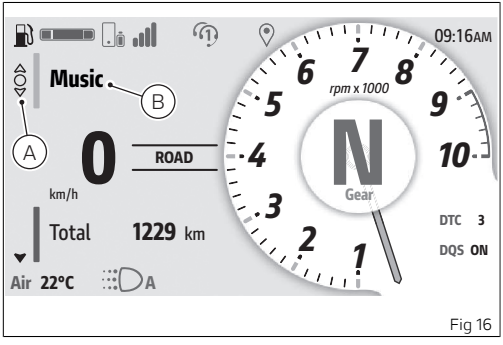


Fig 16

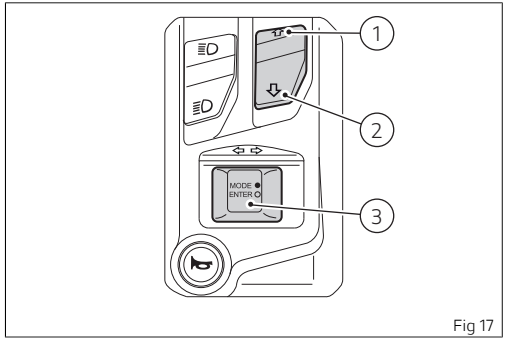


Fig 17

The player window (C) will be displayed where the controls of the music player and the track currently playing are shown. If the track is not playing when the function is entered, the player window with play command active (D) is displayed, otherwise the window with the pause command active (D) is displayed.

- By briefly pressing buttons (1) and (2) you can increase and decrease the volume respectively;
- by briefly pressing the ENTER button (3) it is possible to scroll and select the following controls, to activate the selected control press the ENTER button (3) for a long time:

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

During playback of a track, the solid arrow at the top (F) indicates that, by holding down the button (1), you can exit the music player display to access other menus on the main screen, while keeping the track playing.
When ENTER button (3) is pressed with the stop control ■ selected, the music player window is closed and the current track is stopped.

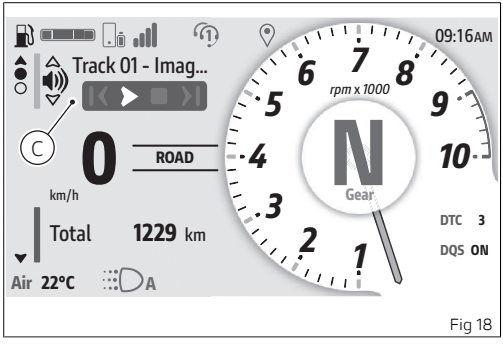


Fig 18

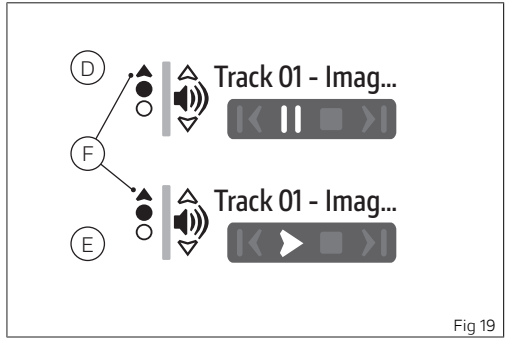


Fig 19

General Information

Acronyms and abbreviations used in the Manual

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

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

Attention

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

Attention

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

This motorcycle carries the rider and can carry a passenger.

Attention

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 365kg/805lb.

Important

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

Rider's obligations

All riders must hold a valid licence.

Attention

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

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

Attention

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

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

Attention

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

Some states require vehicle insurance.

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

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

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

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

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

Rider's training

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

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

Apparel

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

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

- The helmet must meet the requirements listed at "Rider's obligations"; if your helmet does not have a visor, use suitable eye wear;
- Use certified, five-finger gloves made from leather or abrasion-resistant material; with knuckle protectors and reinforcements on the fingers;

- Riding boots or shoes must have non-slip soles and offer ankle protection;
- The back protector must be certified and sized based on the physical constitution of the rider, according to the manufacturer's specifications;
- Jacket, trousers or riding suit must be certified, made from leather or abrasion-resistant material and have high-visibility colours and inserts. Select products with certified protectors.

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

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

Important
Have your passenger wear proper protective clothing.

"Safety ""Best Practices"""

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attention

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

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 20 page35)

Attention

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

Note

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

Attention

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

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



Fig 20

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.

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.

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

Battery

Attention

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

Vehicle identification number

Note

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

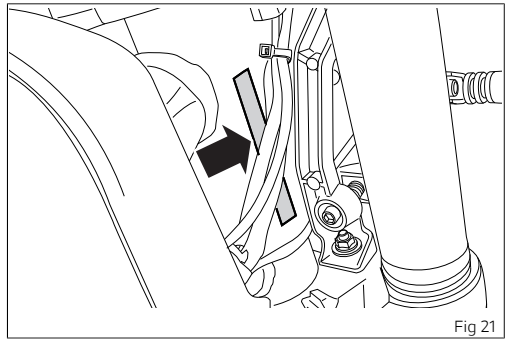


Fig 21

Engine identification number

Note

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

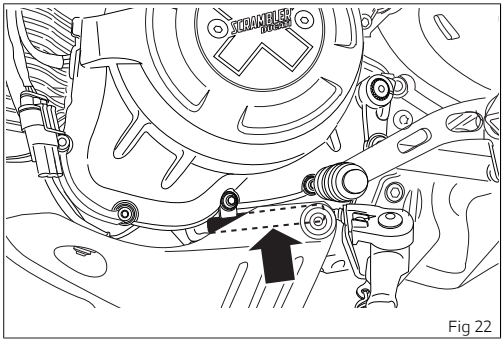


Fig 22

Installation of Ducati Original Accessories

Important

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

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.

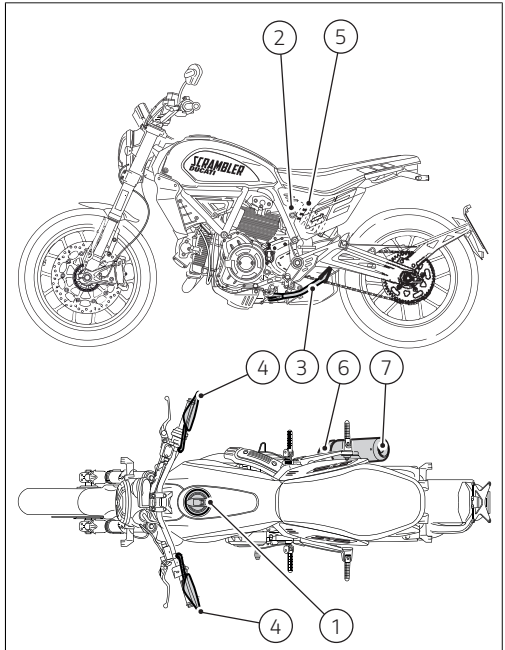


Fig 23

Tank filler plug

Opening

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

Closing

Lower the plug (2) with the key inserted and push it down into its seat.
Turn the key counter clockwise to the original position and remove it.
Close flap (1).

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.

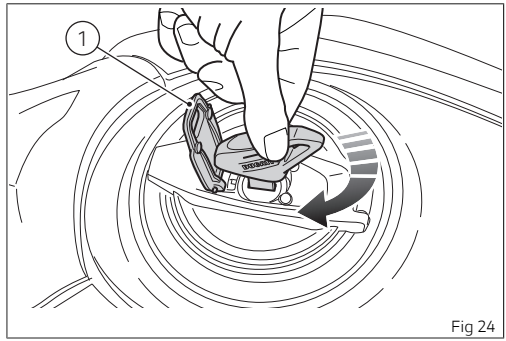


Fig 24

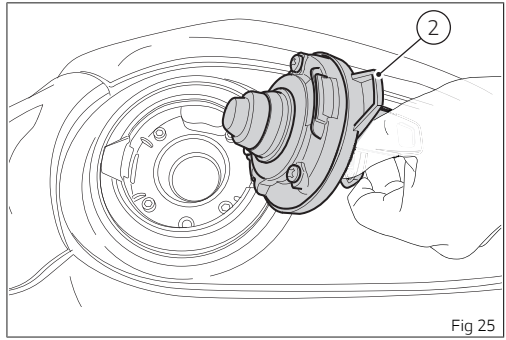


Fig 25

Removing and refitting the seat

Opening

Insert the key (1) in the lock, turn clockwise while pressing down at the latch to help release the pin. Remove the seat (2) from the retainer by pulling it backwards.

Closing

Make sure that all elements are correctly positioned and fastened to the compartment under the seat.
Slide the front end (A) of the seat bottom underneath the retainer (B) of the frame support.

Press on seat (2) rear end until locking latch snaps. Make sure the seat is safely secured to the frame and remove the key (1) from the lock.

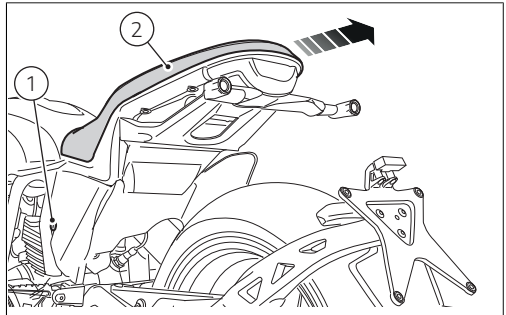


Fig 26

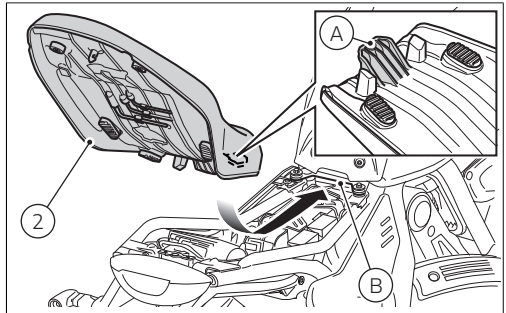


Fig 27

Maintaining the battery charge

Your motorcycle is equipped with a diagnostic socket (1), located under the rider seat, to which you can connect a special battery charger (2).

Note

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

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

Connect the battery maintainer to the diagnostic socket.

To gain access, remove the rider seat as described in chapter “Removing and refitting the seat”.

Slide out the plug (3) by pressing the tab from the base of connector (A) and connect the diagnostic socket to the battery charger (2).

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.

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

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.

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

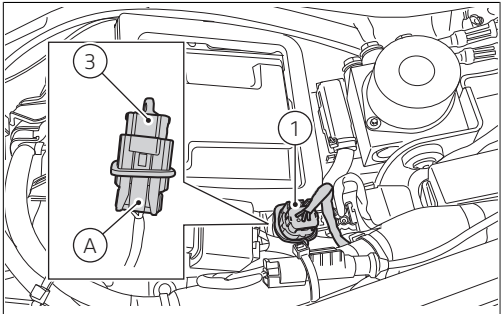


Fig 28

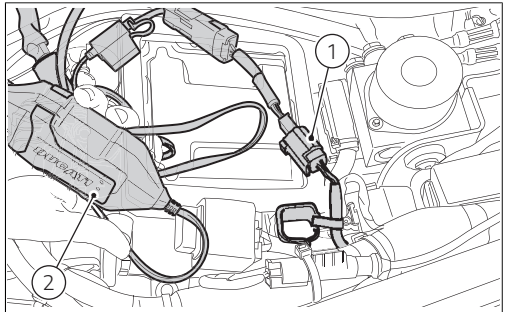


Fig 29

Side stand

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

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

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.
To 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.

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

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

Note
It is possible to start the engine with stand unfolded and gearbox in neutral.

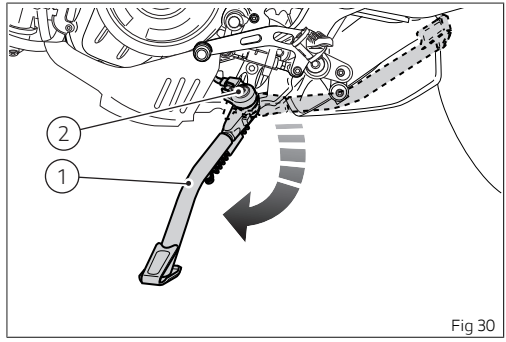


Fig 30

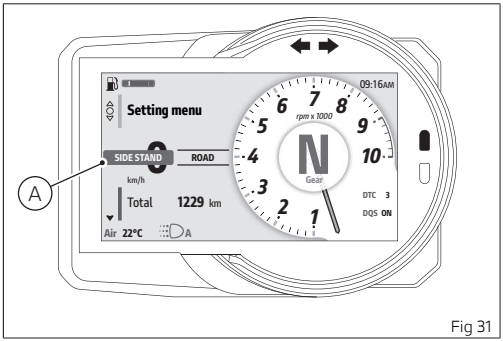


Fig 31

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.

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.

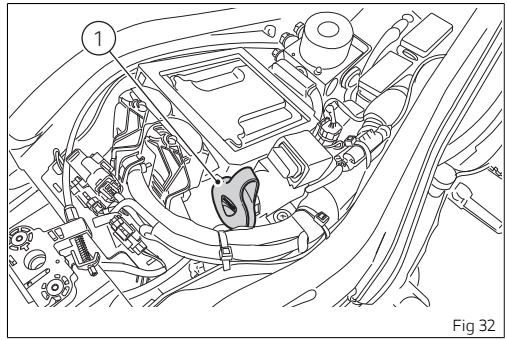


Fig 32

Adjusting the rear shock absorber

Attention

To adjust the rear shock absorber preload adjuster it is necessary to contact a Ducati Dealer or Authorised Service Centre.

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle. The ring nut (A), located in the shock absorber upper side, adjusts the external spring preload.
To change spring preload, turn the ring nut (A) and align ring nut cam with the reference notch (B). Ring nut has five cams (1, 2, 3, 4 and 5) which correspond to the available preload settings: turn counter clockwise (C) to INCREASE preload, or turn clockwise (D) to DECREASE preload.
Standard setting is the one for which reference notch (B) on shock absorber is aligned with ring nut third cam: position indicated in the figure (Fig 34 page47).

Attention
When adjusting the preload adjuster ring nut 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.

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground.

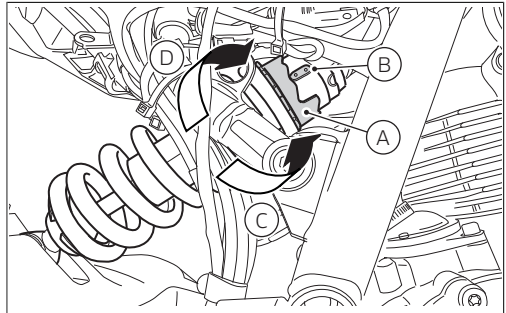


Fig 33

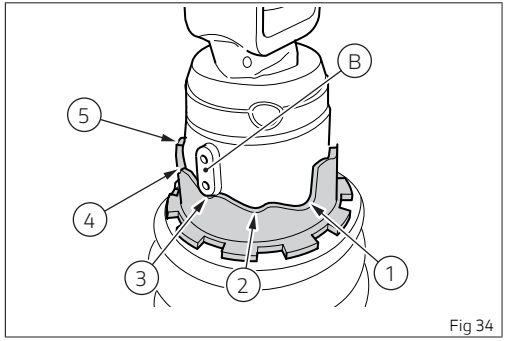


Fig 34

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

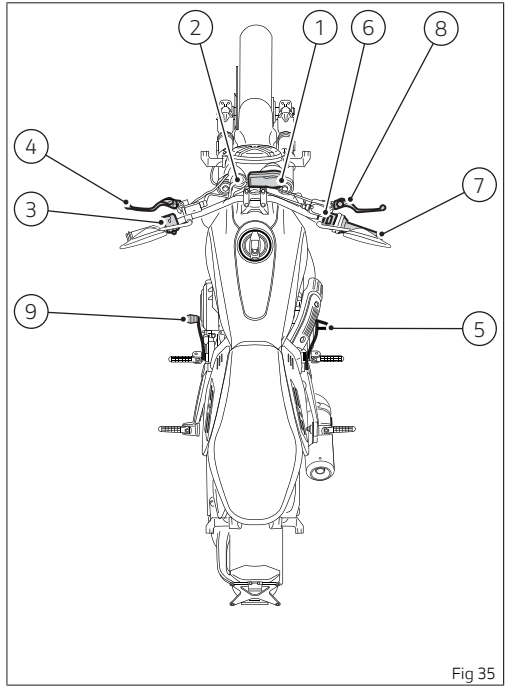


Fig 35

Switchgears

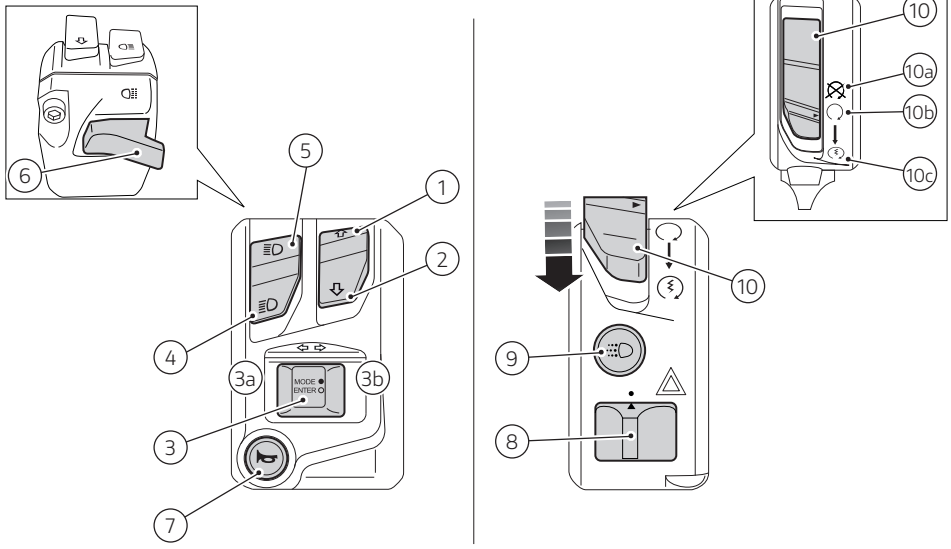


Fig 36

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

Light control

Low / High beam

By means of button (A) it is possible to switch from low beam to high beam and vice versa: position (B) for high beam, position (C) for low beam. To flash, press the button (D).
If engine is not started after turning the key to on, it is nevertheless possible to switch on the lights or flash.
If within 60 seconds from the manual switching on of the low or high beam the engine is not started, the lights are turned off.

To preserve the motorcycle battery, the headlight is automatically switched off when starting the engine and it is then switched on again when the engine has started.

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

If the DRL was set to "Auto" via the "DRL" function within “Setting menu” (see page 122), the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

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

When the DRL is set to “Auto” mode, the corresponding warning light will turn on.
If the DRL was set to "Auto" mode, press button (E, Fig 38 page53) to disable that mode and set manual light management. Press again button (E, Fig 38 page53) to re-enable DRL but with control strategy set to "Manual".
In this case, upon next Key-On, DRL will be again set to "Auto" mode.

Attention

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

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

If the DRL lights are in this mode, as set through the "DRL" function within the “Setting menu” (see

page 122) DRL lights will not change their status upon key-on.
To switch on or off the DRL lights, it is necessary to press button (E, Fig 38 page53).

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

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

Turn indicators

Using the "Turn signals" function in the "Setting menu" (page 138), you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F, Fig 38 page53) in position (G, Fig 38 page53); to activate the right turn indicator, press button in position (H, Fig 38 page53).
To switch off the turn indicators, set the button (F, Fig 38 page53) to its centre position.

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

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 lights

To activate or deactivate the hazard lights, press button (I, Fig 38 page53) only when the vehicle is in key-on condition.

When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

Note
When turning the vehicle key ON with hazard lights still active, they will remain active.

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 lights have a higher priority than the normal operation of the individual turn indicators.

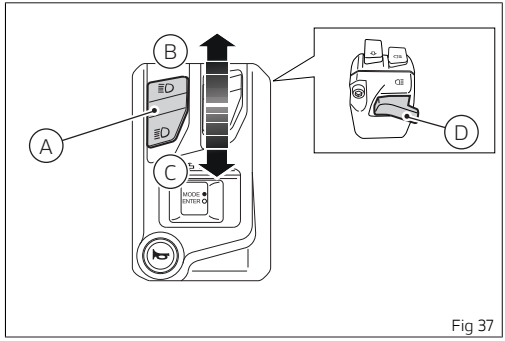


Fig 37

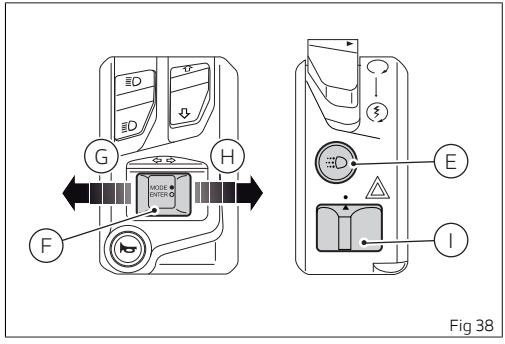


Fig 38

Keys

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

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

Attention

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

Duplicate keys

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

Note

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

Immobilizer 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.

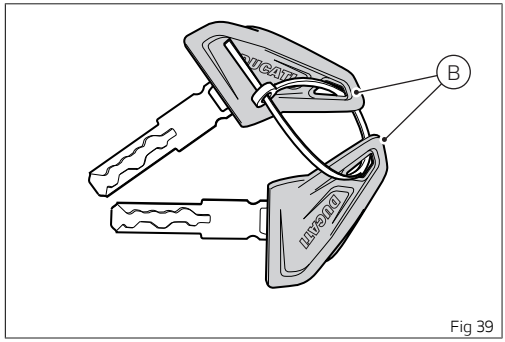


Fig 39

Key-operated ignition switch and steering lock

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

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

Note

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

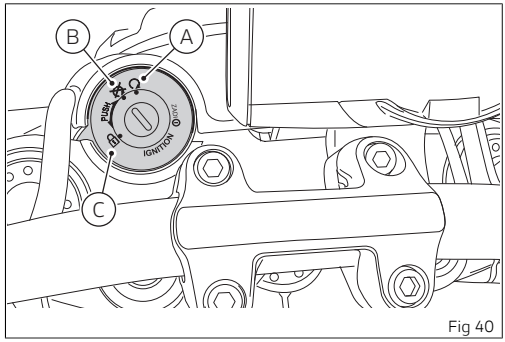


Fig 40

Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the " PIN Code" function in the "Setting menu" (see page 127), the instrument panel displays "PIN Code" with four spaces for the four digits of the PIN code.

Entering the code:

- The values displayed above the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is set, press ENTER (3) and the instrument panel behaviour will be as follows:

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

Important

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

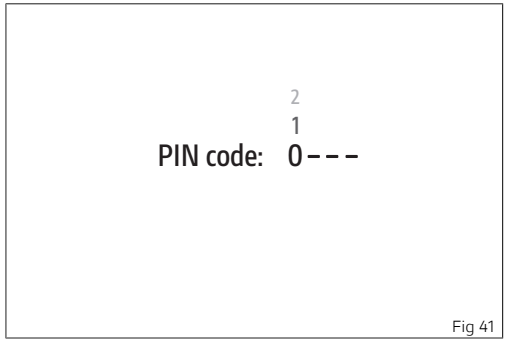


Fig 41

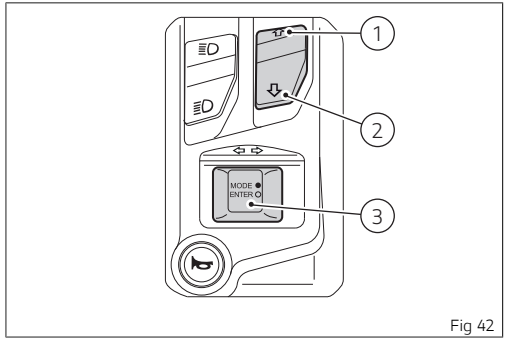


Fig 42

Clutch lever

Lever (1) disengages the clutch. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.

Important

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

Note

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

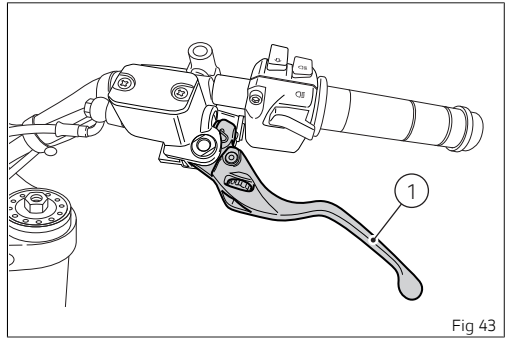


Fig 43

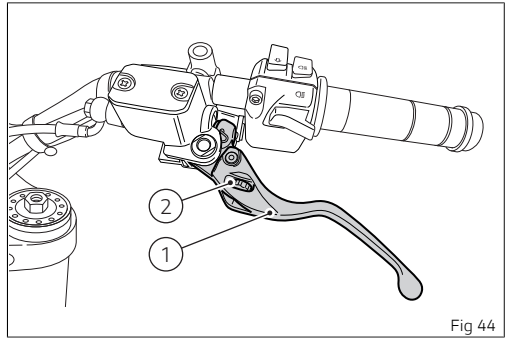


Fig 44

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.

Throttle twistgrip

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

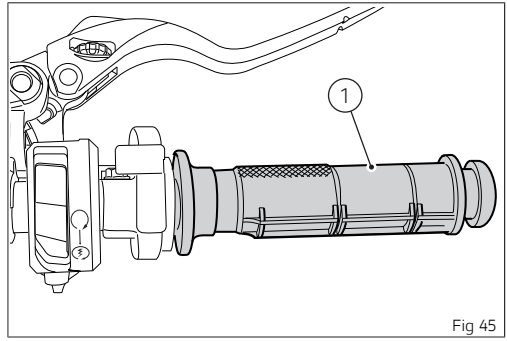


Fig 45

Front brake lever

Pull in the lever (1) towards the handgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently. The brake lever has a knob (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.

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

Attention
Set front brake lever when motorcycle is stopped.

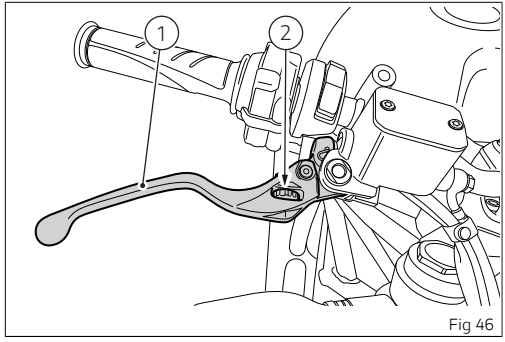


Fig 46

Rear brake pedal

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

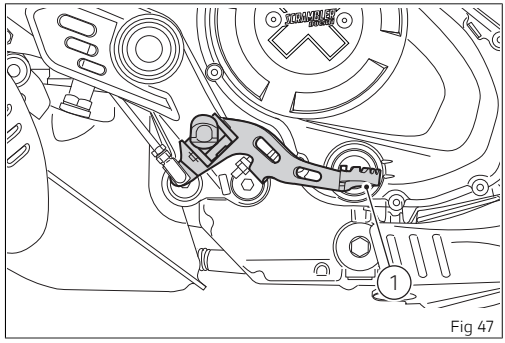


Fig 47

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 (Fig 48 page60).
The pedal can be moved:

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

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

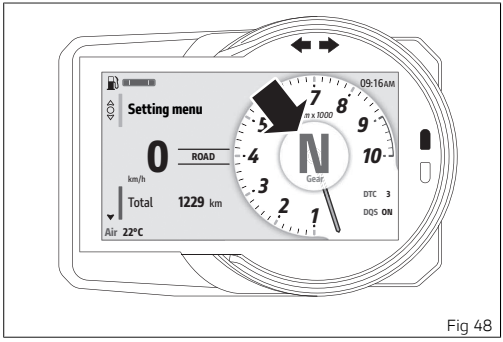


Fig 48

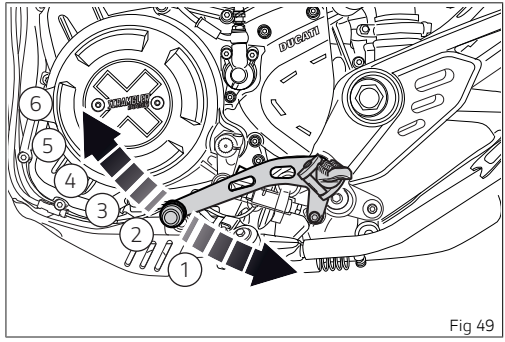


Fig 49

Adjusting the position of the gearchange pedal and rear brake pedal

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

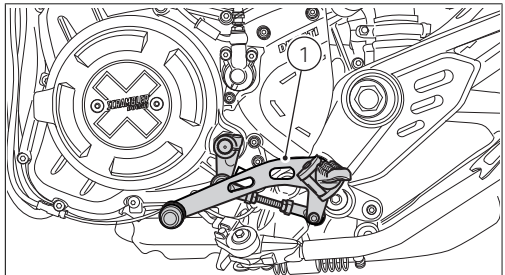


Fig 50

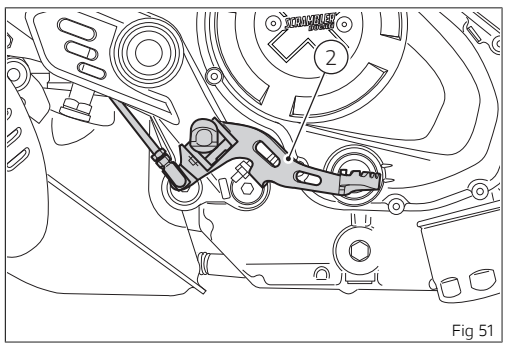


Fig 51

Riding the motorcycle

Motorcycle running-in period

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

Maximum engine rpm not to be exceeded for the first period of use	
Up to 1,000 Km (621 mi)	6,000rpm

Running-in recommendations:

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

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

Pre-ride checks

Attention
Failure to carry out these checks before riding, may lead to motorcycle damage and injury to rider 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 “Tubeless tyres”).
- CONTROLS
  Front and rear brake operation: Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch lever operation: Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly.
- 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 warning light

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

Attention

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

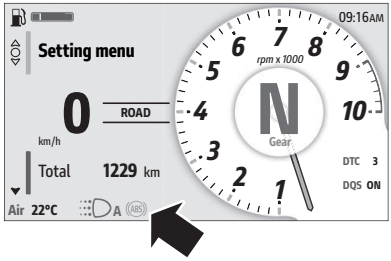


Fig 52

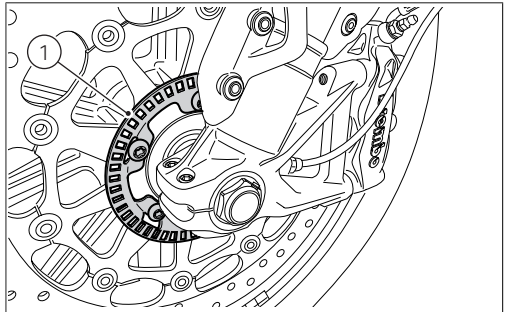


Fig 53

ABS device

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

Attention
Clogged reading slots would compromise system proper operation.

Attention
Prolonged wheelies could deactivate the ABS system.

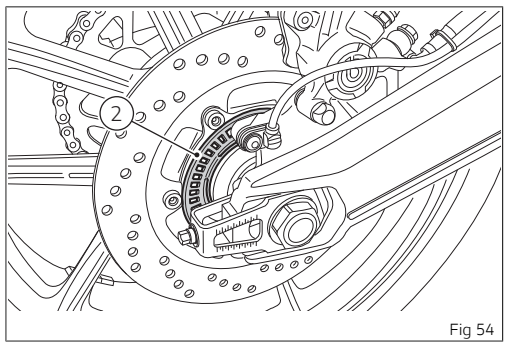


Fig 54

Engine start/stop

Attention

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

Attention

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

Switching

Move the ignition switch to position (1). ∩
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.

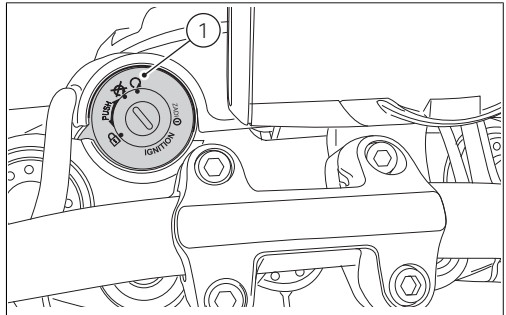


Fig 55

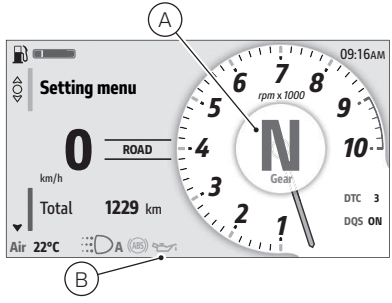


Fig 56

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

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

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

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

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

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

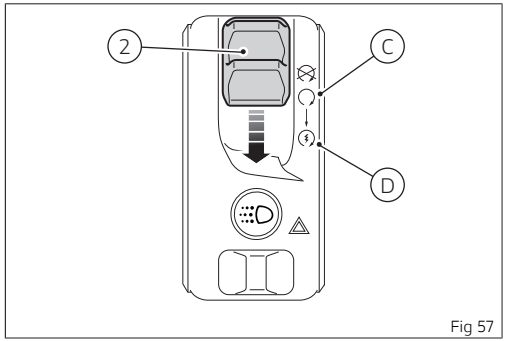


Fig 57

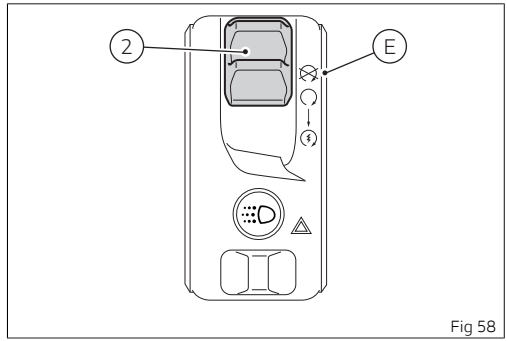


Fig 58

Switching off

Move the switch (2) upwards to (E) .

Moving off

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

6) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

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

Anti-Lock Braking System (ABS)
Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

Stopping the motorcycle

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

Important

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

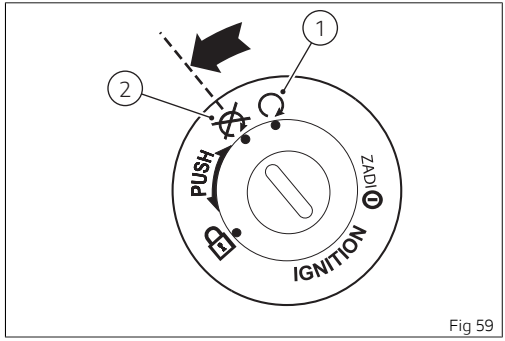


Fig 59

Parking

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

Parking light switching on

After stopping the engine, the instrument panel will display instructions to switch on the parking light for 20 seconds.

If you wish to switch on the parking light while the screen is displayed, press and hold button (1) on the left turn indicator position.
After this operation, if the parking light is properly switched on, a confirmation message will be displayed on instrument panel.
In case of failed engagement of steering lock, contact a Ducati authorised service centre.

Important

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

Attention

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

Attention

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

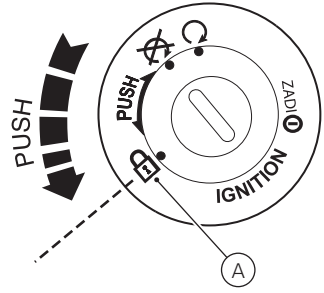


Fig 60

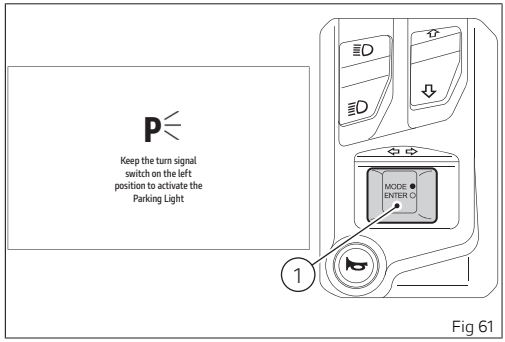


Fig 61

Refuelling

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

Warning

The fuel pressure inside the tank may, in extreme cases, cause fuel to “spray” when opening the fuel cap.
Always open the fuel cap slowly and carefully during the refill.
If you hear an audible hiss from the cap while opening it, wait until the stop of the hissing before opening it completely.
The sound is residual pressure escaping from the fuel tank, therefore the stop of the hiss indicates that there is no more residual pressure.
The situation described above is more likely in hot weather conditions.

Attention

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

Attention

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

Note

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

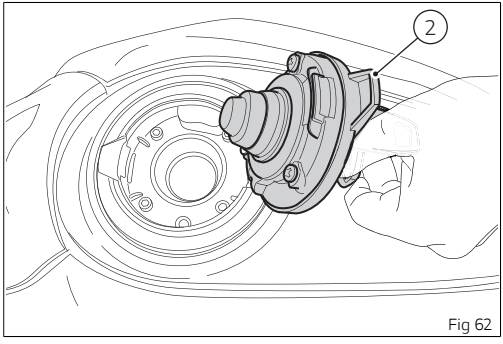


Fig 62

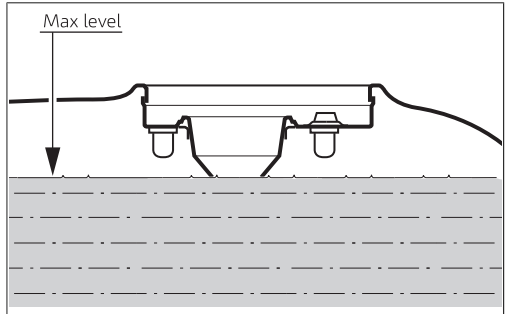


Fig 63

Fuel label

The label in (Fig 64 page73) identifies the fuel recommended for this vehicle.

1) The E5 reference shown on the label (Fig 64 page73) 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 shown on the label (Fig 64 page73) 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.

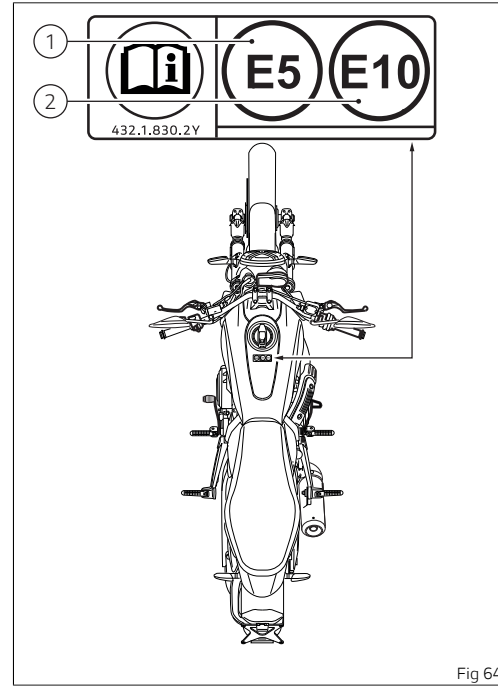


Fig 64

Tool kit and accessories

By removing the seat (page 41) you can reach the tools provided (1).

The tool set consists of:

- 4 mm Allen wrench;
- 5 mm Allen wrench;
- Phillips / flat screwdriver.

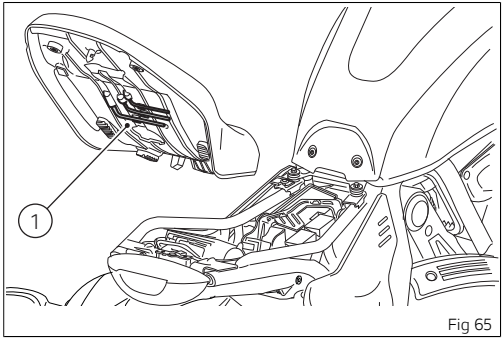


Fig 65

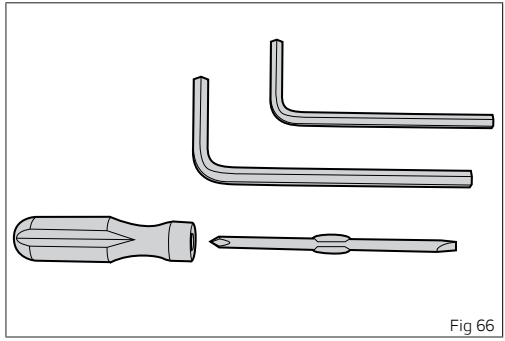


Fig 66

Instrument panel (Dashboard)

Instrument panel

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

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

Warning lights

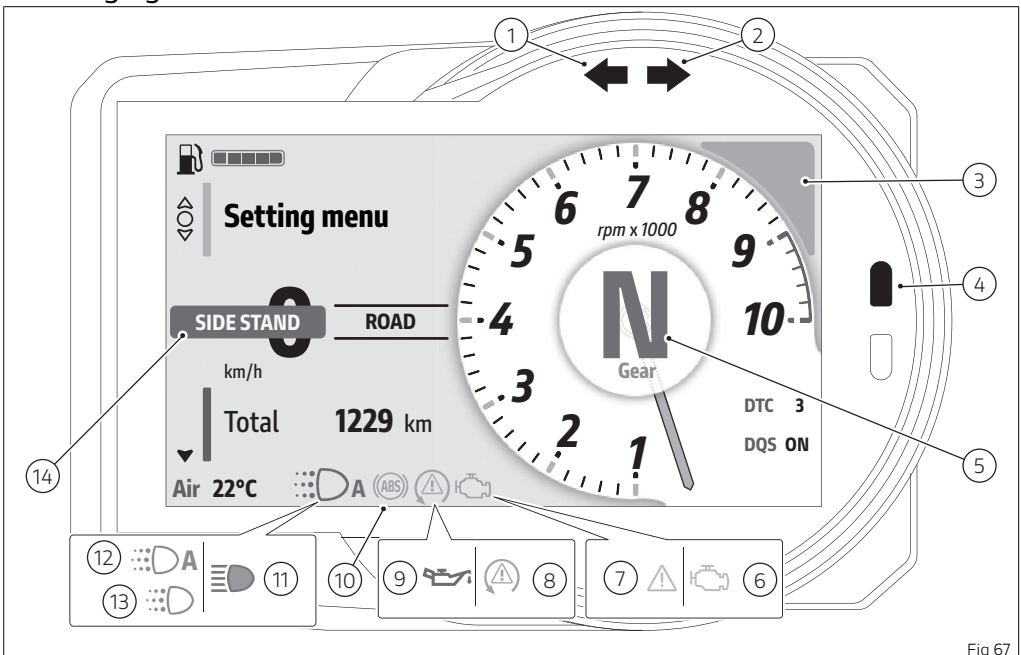


Fig 67

no.	Description	Colour
1	Left turn indicator	Green
2	Right turn indicator	Green
3	DTC intervention	Amber yellow (display)
4	Rev limiter / immobilizer • Rev limiter (see page 91): flashing light, limiter activated. **Note** Each calibration of the Engine Control Unit may have a different setting for the rev limiter. • Immobilizer: warning light flashing, key-off status.	Red
5	Neutral gear	Green (display)
6	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow (display)
7	Generic error	Amber yellow (display)

no.	Description	Colour
8	DAVC Diagnosis • flashing: DTC enabled, but with degraded performance; • on: DTC disabled and/or not functioning due to a fault.	Amber yellow (display)
9	Engine oil low pressure **Important** If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.	Red (display)
10	ABS system malfunction • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow (display)
11	High beam on	Blue (display)
12	DRL – daytime running light on, set in “Auto” mode (see page 122) (not present in China and Canada versions)	Green (display)
13	DRL – daytime running light on, set in “Manual” mode (see page 122) (not present in China and Canada versions)	Green (display)
14	Side stand down	Red (display)

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

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

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

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

Main page items

The main screen displays all the information and elements needed for riding.
The “Light” or “Dark” theme can be set via the "Display" function in the "Setting menu" (see page 123). The images shown here refer to the “Light” theme.
It is possible to change units of measurement through the “Units” function in the “Setting menu” (page 140)

The table lists the available items.

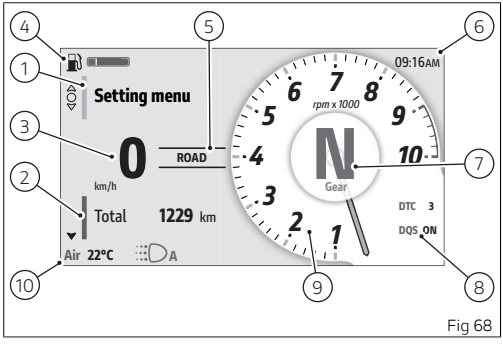


Fig 68

no.	Description
1	Interactive menu
2	Info display
3	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
4	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (page 121). **Note** When the motorbike is in low fuel condition, if the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.
5	Current Riding Mode
6	Clock It is possible to set it through the “Date and time” function in the “Setting menu” (page 131).
7	Gear
8	Parameters window It displays the values of the DTC and DQS parameters set for the current Riding Mode. In case of errors on one or more parameters, “Err” is displayed instead of the relevant value.
9	Rev counter Refer to “Engine rpm indication” (page 91)

no.	Description
10	Air temperature (°C or °F)  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.

Focus mode

If the “Focus mode” has been activated via the “Display” function in the “Setting menu” (see page 123) and buttons (1), (2), or (3) are not pressed for 15 seconds, the page with only the following main information is displayed (Fig 69 page83):

- Speed
- Current Riding Mode
- Gear
- Rev counter
- Fuel level
- Clock
- Air temperature
- Warning lights (if active)

By pressing button (1), (2) or (3) the instrument panel will display the page with all the information.

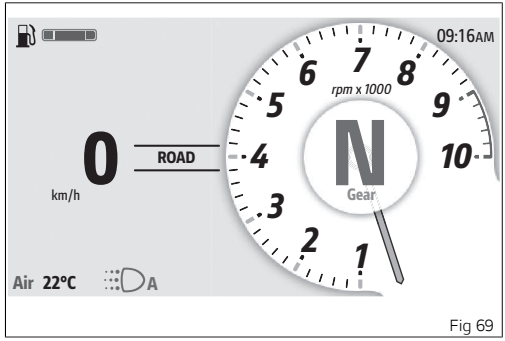


Fig 69

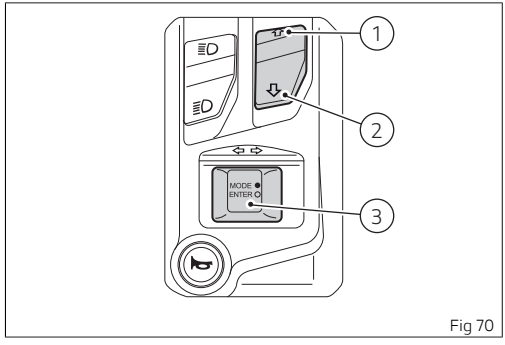


Fig 70

Interactive menu and Info display

Interactive Menu (A)

This menu contains a series of functions that can be activated by the rider.
When a function is activated, a corresponding window is displayed with which you can interact.
To select the interactive menu, refer to paragraph "Selection and navigation" of this chapter.
Available functions include:

- Setting menu (see page 101)
- Music (if present, see page 26)
- Phone (if present, see page 22)
- Turn by turn (if present, see page 92)
- Heated grips (if present, see page 100)

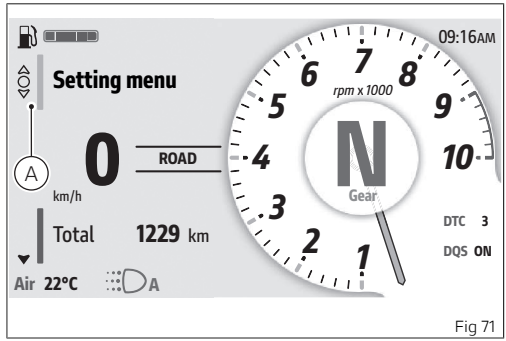


Fig 71

Info display (B)

The “Info display” menu contains all available meters with travel information.
To select the interactive menu, refer to paragraph "Selection and navigation" of this chapter.
Once you have selected the “Info display” menu, scroll through the list of information using the buttons (1) and (2).

The units of measurement of the travel information can be changed using the “Units” function in the “Setting menu” (page 140).

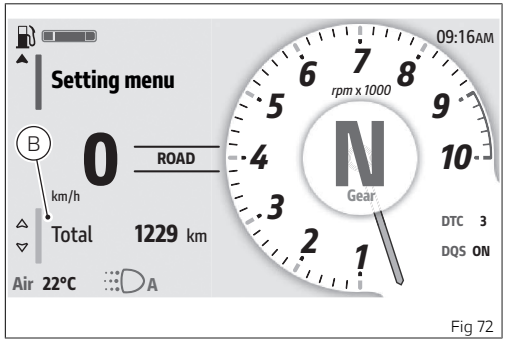

09:16AM
Setting menu
B
0
ROAD
km/h
Total
1229 km
Air 22°C
A
rpm x 1000
N
Gear
DTC 3
DQS ON

Fig 72

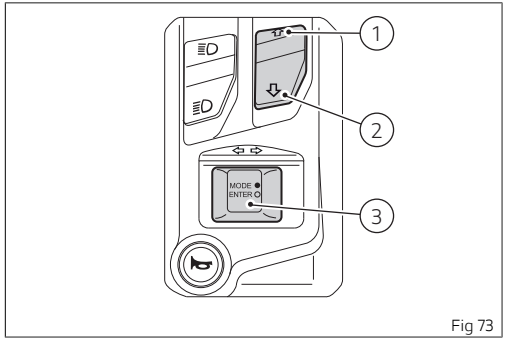

1
2
3
MODE
ENTER

Fig 73

The information contained in the “Info display” menu are listed below.

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level” (page 121)	km, miles
Trip 1	Partial mileage 1	km, miles
Ø cons.1	Average consumption 1	L/100, km/l, mpg UK, mpg US
Ø speed 1	Average speed 1	km/h, mph
Trip 1 time	Travel time 1	hhh:mm
Trip 2	Partial mileage 2	km, miles
Inst. cons.	Instantaneous fuel consumption	L/100, km/l, mpg UK, mpg US

Resetting Trip 1 information

The “Trip 1”, "Ø cons.1", "Ø speed 1" and "Trip 1 time" information can be reset by pressing the ENTER button (3) when selected: "Reset trip 1 info?" will be displayed. (C).
To confirm, press the ENTER button (3). To exit without making any changes, keep button (1) pressed for a long time.
When the Trip 1 information is reset, all the meters that refer to it are reset as well.

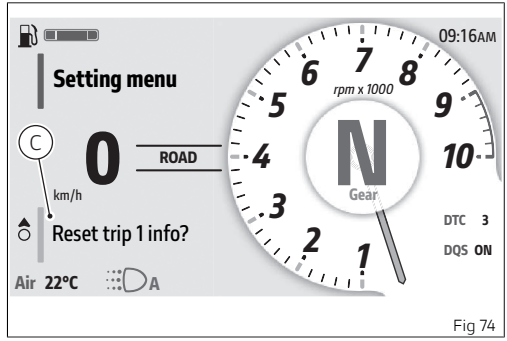


Fig 74

Resetting Trip 2 information

The “Trip 2” information can be reset by pressing the ENTER button (3) when selected: "Reset Trip 2 info?" will be displayed. (D).
To confirm, press the ENTER button (3). To exit without making any changes, keep button (1) pressed for a long time.

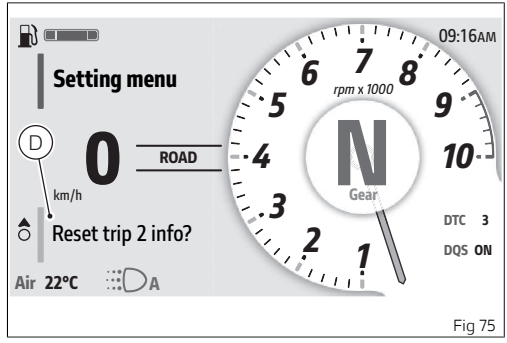


Fig 75

Selection and navigation

When one of the menus is selected, the relevant window (E) or (F) is highlighted and buttons (1), (2) and ENTER (3) are used for menu navigation and interaction.

To toggle the selection between "Interactive Menu" and "Info display" and vice versa:

- if "Interactive Menu" is currently selected (E), long press and hold button (2) to move the selection to “Info display” (F);
- if "Info display" (F) is currently selected, long press and hold button (1) to move the selection to "Interactive menu" (E).

Buttons (1) and (2) are mainly used to scroll and select items in the selected menu. Button (3) is used to activate and interact with the selected menu item. The left part of the menus shows the following symbols indicating the possible interaction of buttons (1), (2) and (3):

- ▵ short press of button (1);
- ▿ short press of button (2);
- ◦ short press of button (3);
- ▲ long press of button (1);
- ▼ long press of button (2);
- • long press of button (3).

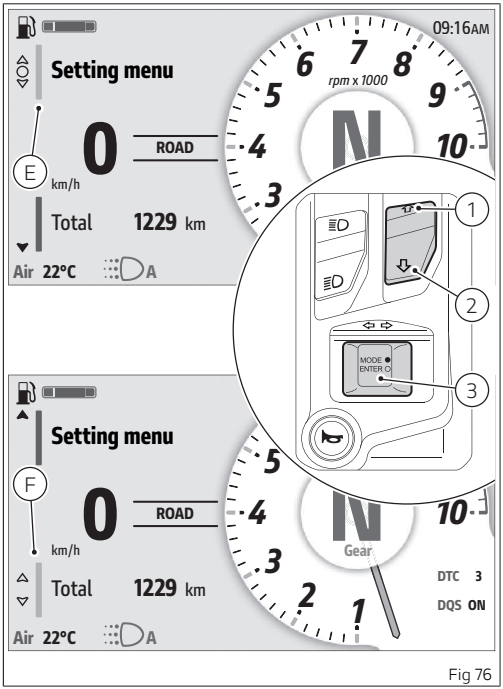


Fig 76

Riding Mode

2 different "Riding modes" are available: SPORT, ROAD.
The name of the Riding Mode is shown at the centre of the display (A) .

The parameters associated with each Riding Mode are Power, DTC and DQS
For each Riding Mode it is possible to customise the parameters using the “Riding Mode” function in the “Setting menu” (page 106).

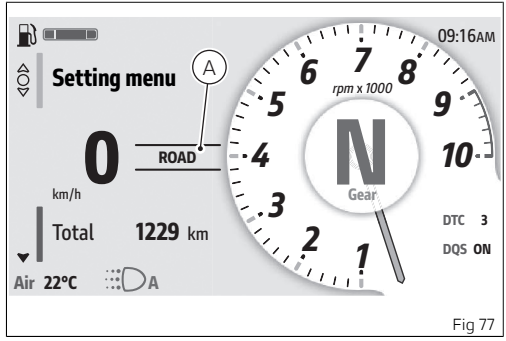


Fig 77

Changing Riding Mode

- Press and hold the MODE/ENTER button (3) for a long time.
- The dedicated screen(Fig 79 page91) is displayed where, using buttons (1) and (2), it is possible to scroll through the available Riding Modes and display the parameters with the relevant set values.
- Press the MODE/ENTER button (3) to confirm.

Select "Exit" and press MODE/ENTER button (3) to quit the screen without making any changes.

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

- If the throttle control is open the message “Close throttle” is displayed; the new Riding Mode is confirmed and stored only when throttle control is closed and then the main screen is displayed.
- If speed is above 5 km/h (3 mph), throttle control is closed but brakes are actuated, the message “Release brakes” is displayed; the new Riding Mode is confirmed and stored only when brakes are released and then the main screen is displayed.
- If both of the above conditions occur, the message "Close throttle and release brakes" is displayed. The new Riding Mode is confirmed and stored only when both conditions are satisfied and then the main screen is displayed.

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

Attention

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

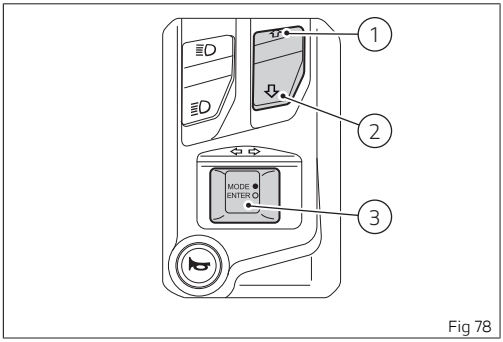


Fig 78

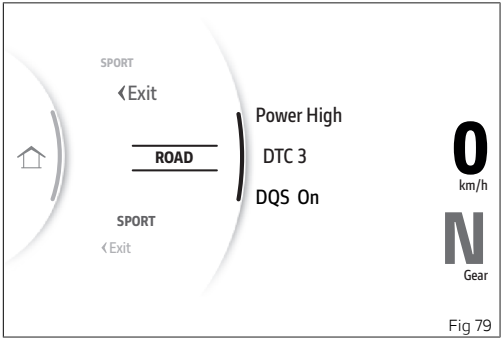


Fig 79

Engine rpm indication

The engine rpm is displayed using a rev counter featuring a yellow wake (A).
During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set and is indicated when the wake becomes amber yellow. After the running-in period or after the first inspection, the virtual limiter indicates and advises the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature.

When the wake becomes orange and starts blinking, the instrument panel is warning the rider to shift up.
The wake becomes flashing red when the rev limiter trips: in this case the rev limiter warning lightturns on, too.
If the number of rpm is lower than 1,000 rpm, the wake is not displayed.

Attention

Your bike is equipped with a rev limiter which limits the engine speed to approximately 3000 rpm (2950 rpm for China version) when the engine is in neutral with the clutch released. This is to prevent excessive noise pollution and also to avoid reaching engine speeds that are harmful to the engine without load.
When this limiter comes into operation the revs will be limited and there will be a flashing Over-rev indication on the instrument panel. When the clutch is pulled, this function is not active.

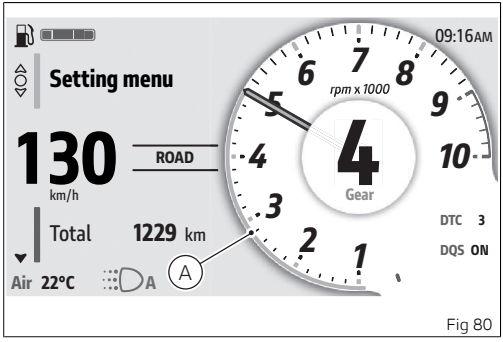


Fig 80

Turn by turn (if present)

This function is only available if the Bluetooth control unit has been installed and the Turn by turn navigation licence has been enabled.
"Turn by turn" displays navigation information, showing the next manoeuvre. Additional route information, traffic information and delays are also displayed. Additional information may be present depending on the version of the installed software. The quality and safety standards of Ducati motorbikes are constantly updated, with the consequent development of new software solutions. Therefore the information contained in this manual is updated at the time of going to print.

To access the "Turn by Turn" functions, it is necessary to:

- have a compatible smartphone (not included) with a data network connection (data traffic is charged to the customer);
- have earphones compatible with the infotainment system for which Ducati guarantees correct operation (not included);
- install the Ducati Link (free download from the stores);

- have a Turn By Turn navigation licence (not included).

The Turn by Turn navigation licence can be installed on a maximum of five devices, and the last phone connected to the bike will have an active licence. The Turn by Turn navigation licence is linked to the individual VIN of the motorbike.

Important

The customer will be able to use the service in the EU and worldwide with the exception of China, South Korea and Japan.
In any case, there may be changes or limitations in the usability of the maps.
Contact Ducati Services for updated information on the territorial areas of map usability.
Ducati has tested many of the most popular and recent smartphones; however, the operating systems and technological choices made by smartphone manufacturers are not under Ducati's control. Therefore, it is not possible to guarantee operation on all phones on the market and their software and firmware. To check compatible smartphones and operating systems, visit the Ducati website.

The function appears in the Interactive Menu only if the following is observed:
- have previously paired the smartphone to the instrument panel via Bluetooth (page 17);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone. The Ducati Link icon (A) indicates that the connection has been made.

To access the function:
- Select the Interactive Menu (B) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item "Turn by turn" (C) and press the ENTER button (3).

Note

The item "Turn by turn" is displayed in grey if the smartphone has not been connected via Bluetooth and/or the connection with the Ducati Link app has not been started.

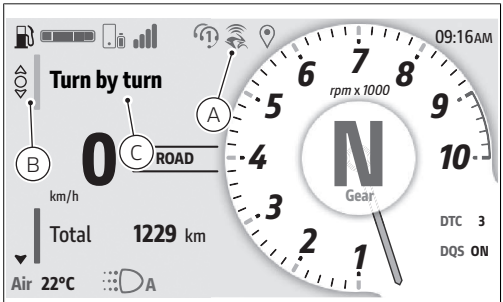


Fig 81

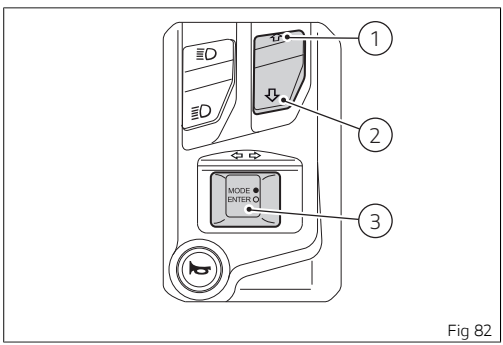


Fig 82

The submenu is displayed and includes the following items:

- "Directions" (D), allows you to set the mode in which the directions are displayed.
- "Delete route" (E), allows you to stop the navigation in progress.
- "Back" (F), closes the current submenu.

Use buttons (1) and (2) to select the desired item. Press the ENTER button (3) to confirm.

Note

Favourite addresses, entering a new destination and route settings are managed directly by the Ducati Link app.
Refer to what is indicated in the Ducati Link app.

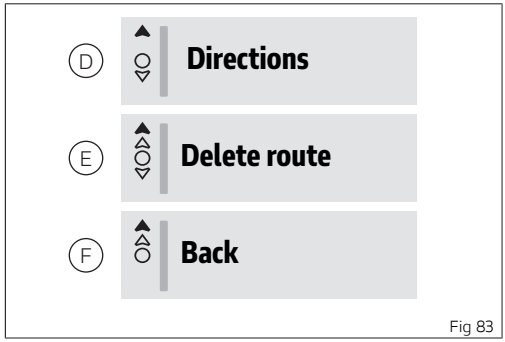


Fig 83

Directions

This function allows you to set the mode in which the directions are displayed.

- Select the Interactive Menu (B,Fig 81 page94) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C,Fig 81 page94) and press the ENTER button (3).
- Select the “Directions” item (D,Fig 83 page95) and press ENTER (3).

The submenu is displayed and includes the following available modes:

- "Voice + Visual" (G), directions are displayed both via audio and graphically on the instrument panel (refer to the "Turn by turn screen" section).
- "Visual only" (H), directions are displayed only graphically on the instrument panel (refer to the "Turn by turn screen" section).
- “Voice only" (I), directions are displayed only via audio.
- "Back" closes the current submenu.

Use buttons (1) and (2) to select the desired item. Press the ENTER button (3) to confirm.

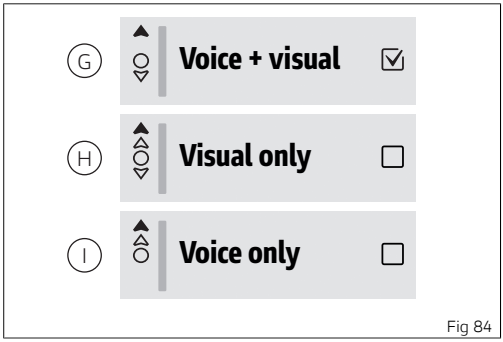


Fig 84

Delete route

This function allows you to stop the navigation in progress.

- Select the Interactive Menu (B,Fig 81 page94) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Turn by turn” (C,Fig 81 page94) and press the ENTER button (3).
- Select the “Delete route” item (E,Fig 83 page95) and press ENTER (3).

The message “Delete route?” (J) is displayed, press ENTER (3) to confirm.
The selectable items “Yes” (K) and “No” (L) are displayed.
Use buttons (1) and (2) to select the desired item.
Press the ENTER button (3) to confirm.
If the item "Yes" (K) is confirmed, navigation is interrupted and the instrument panel returns to the main screen set up previously when navigation was started.

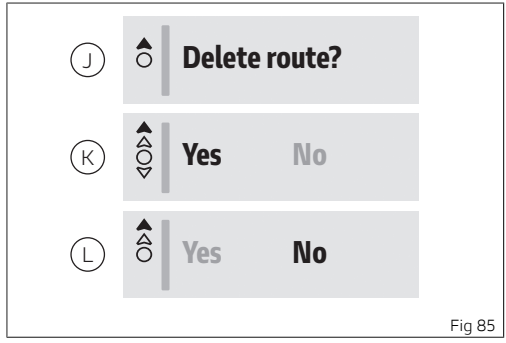


Fig 85

Turn by turn screen

If the "Voice + visual" or "Visual only" mode has been set (see section "Directions"), and navigation is started, the instrument panel displays the main screen in the "Turn by turn" mode. This mode replaces the main screen set for the current Riding Mode.
When navigation is interrupted, the instrument panel returns to the main screen set for the current Riding Mode.

Navigation can only be started without the "Turn by turn" screen if the "Voice only" mode has been set (see section "Directions").
During navigation, the set mode can be changed.

The "Turn by turn" main screen contains all the information and elements required for riding and navigation.
The table lists the available items.

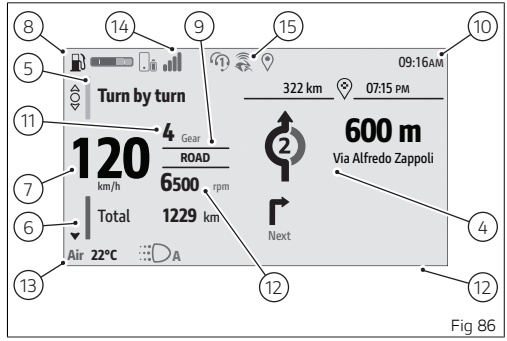


Fig 86

no.	Description
4	Directions including: • Next manoeuvre with remaining distance and street name • Next manoeuvre • Distance remaining to destination • Estimated time of arrival • Information on traffic, weather and route conditions with indication of any expected delay
5	Interactive Menu (see page 84)
6	Info display (see page 84)
7	Speed It is displayed increased by 5% and together with the set unit of measurement (km/h or mph).
8	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Setting menu” (see page 121). **Note** When the motorbike is in low fuel condition, if the fuel indicator is set to "Level", the level will automatically be displayed in remaining km or miles. When the low fuel condition is over, the fuel indicator will return to the previously set display.
9	Current Riding Mode
10	Clock Available in the 12 or 24-hour format. It is possible to set it through the “Date and time” function in the “Setting menu” (see page 131).

no.	Description
11	Gear
12	Rev counter
13	Air temperature (°C or °F) **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature.
14	Connected Bluetooth devices (see page 17)
15	Connected Ducati Link app (see page 145)

Heated handgrips (if any)

This function is only available if heated handgrips have been installed and allows you to activate and set the heating of the handgrips.

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item “Heated grips” (B) and press the ENTER button (3).

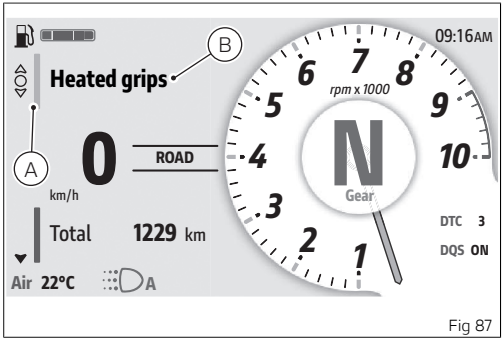


Fig 87

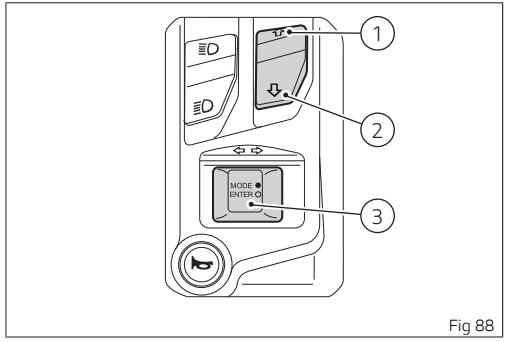


Fig 88

Window (C) is displayed for adjusting the handgrip heating; here the 4 available levels are listed: High, Medium, Low and Off.

Use buttons (1) and (2) to scroll through the available levels. Press the ENTER button (3) to confirm the selected level and close the page. To exit without making any changes, keep button (1) pressed for a long time.

Each level is associated with an icon (D) in grey when heating is off. When the heating is activated, the icon turns black if the display is in “Light” mode and white if the display is in “Dark” mode (seepage 123).

Note

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

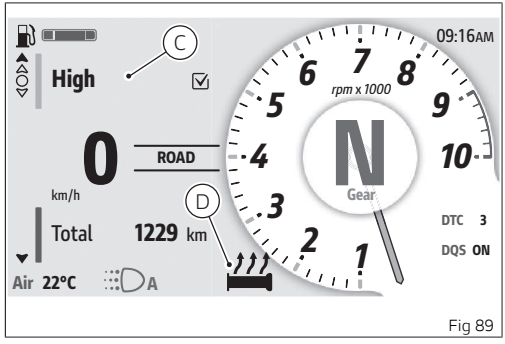


Fig 89

Setting menu

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

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

- Select the Interactive Menu (A) by pressing and holding button (1) down for a long time.
- Use buttons (1) and (2) to select item "Setting menu" (B) and press the ENTER button (3).

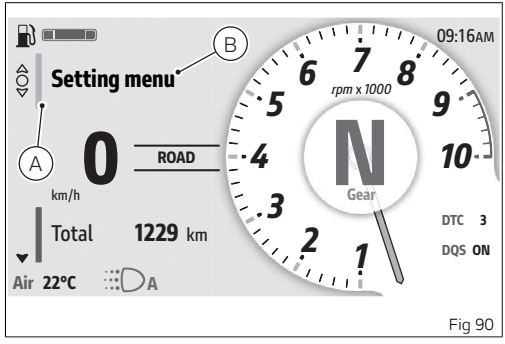


Fig 90

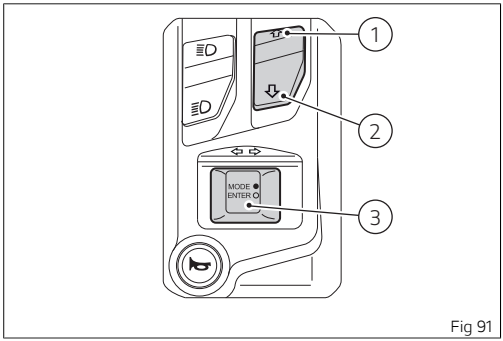


Fig 91

The instrument panel displays the dedicated page listing the available settings:

- Service
- Riding Mode
- Info display
- Fuel indicator
- DRL
- Display
- PIN Code
- Date and time
- Bluetooth (if any)
- Turn indicators
- Language
- Units
- Info

Note

When entering the Setting menu, the first item selected is "Riding Mode".

When the Setting Menu is displayed, buttons (1), (2) and (3) can be used as follows:

- buttons (1) and (2) to scroll and select the available items;
- ENTER button (3) to confirm the selected item.

To exit the sub-menus of the Setting menu, select the "Back" item and press the ENTER button (3). To exit the Setting menu and return to the main screen, select the "Exit" item and press the ENTER button (3).

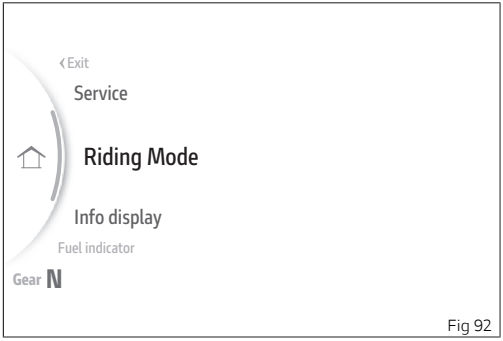


Fig 92

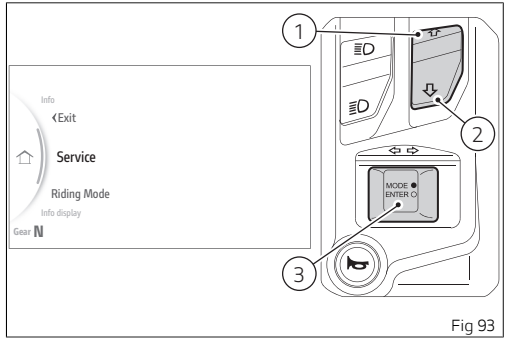


Fig 93

Setting menu - Service

This function allows displaying service coupons.

Note

When entering the Setting menu, the first item selected is "Riding Mode".

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Service” item and press ENTER (3).

The following information will be displayed:

- Total (km)
- VIN (Vehicle identification number)
- Oil service (remaining kilometres or miles)
- Annual service (date)
- Desmo Service (remaining kilometres or miles)

When a service is due, it is highlighted in yellow. This function does not allow any kind of changes. Press the ENTER button (3) to quit.

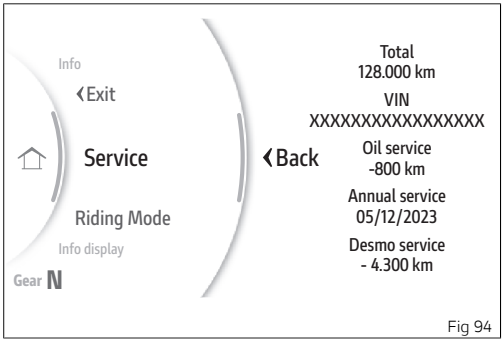


Fig 94

Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer" (see page 177).
Service coupon types are: "Oil Service", "Annual Service" and "Desmo Service".
Within the scheduled maintenance chart they are indicated as “Oil Service”, “Annual Service” and “DESMO A, B Mileage Service”, respectively.

The service warning indication can be reset only by the Ducati Authorised Service Centre during servicing.

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel activates the grey warning (B) for 5 seconds upon each Key-On, showing the remaining distance or days: for “Oil service” and “Desmo Service” it activates 1,000 km (621 miles) before service is due, for “Annual service” 30 days before service is due. Once the service threshold has been reached and exceeded, and each time the instrument panel is switched on, a yellow indication (B) is displayed for 5 seconds, showing the distance or days exceeded with respect to the pre-set threshold for the related service.

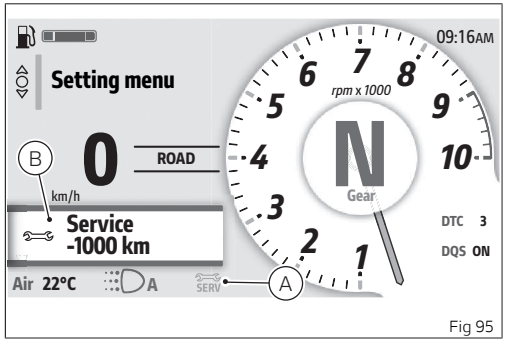


Fig 95

The possible indications regarding service coupons are:

(C) "Oil service" and "Desmo Service", grey, activates when 1000 km (621 miles) are left before the relative service.
(D) "Annual Service", grey, activates 30 days before service is due.
(E) yellow, activates when a service threshold has been reached.
(F) yellow, activates when a service threshold has been exceeded, indicating the distance.
(G) yellow, activates when a service threshold has been exceeded, indicating the days.

Digital Maintenance

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

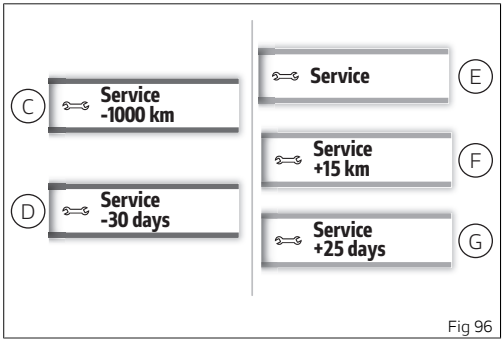


Fig 96

Setting menu - Riding Mode

This function allows customising every Riding Mode.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).

The “Road”, “Sport” Riding modes and “Default” item are displayed (only visible if one or more parameters of one or more Riding modes have been changed).

Use buttons (1) and (2) to select the Riding Mode you wish to customise and press ENTER (3).

Attention

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

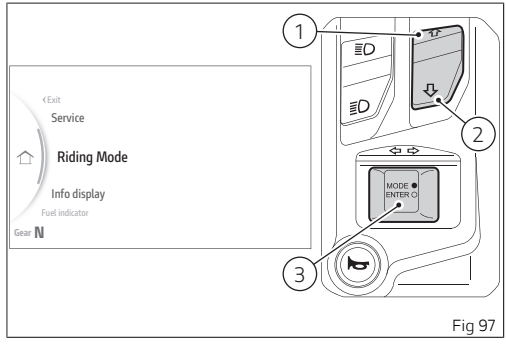


Fig 97

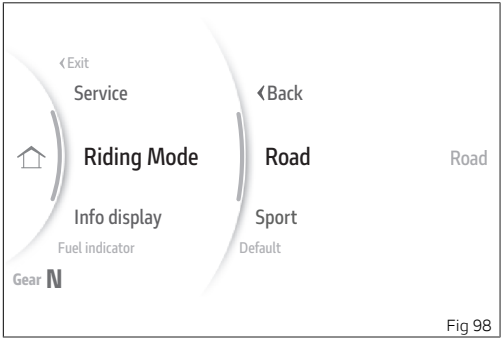


Fig 98



Fig 99

The customisable parameters are the following:

- Power
- DTC
- DQS
- Default (visible only if one or more parameters of the selected Riding Mode have been changed)

The motorbike is shown in the middle of the screen with the part relevant to the selected item highlighted, press ENTER (3) to modify the parameters.

Setting menu - Riding Mode - Power

This function allows setting the engine power.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Power” item and press ENTER (3).

The levels “High”, “Medium” and the bike with the part affected by the setting highlighted, followed by the reference indications are displayed.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

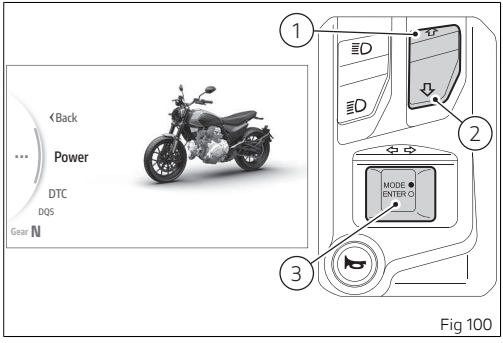


Fig 100

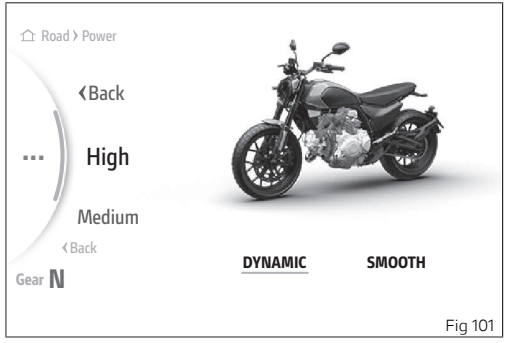


Fig 101

Power system

The following table indicates the most suitable power level for the various riding modes, as well as the default settings in the Riding modes that can be selected by the user.

POWER	RIDING MODE	USE	DEFAULT
High	DYNAMIC	This level is designed for riding on the road	It is the default level for the “SPORT” riding mode
Medium	SMOOTH	This level is designed for riding on the road	It is the default level for the “ROAD” riding mode

Setting menu - Riding Mode - DTC

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “Power” item and press ENTER (3).

The levels from 1 to 4 and “Off” and the bike with the part affected by the setting highlighted, followed by the reference indications are displayed.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

Attention

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

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

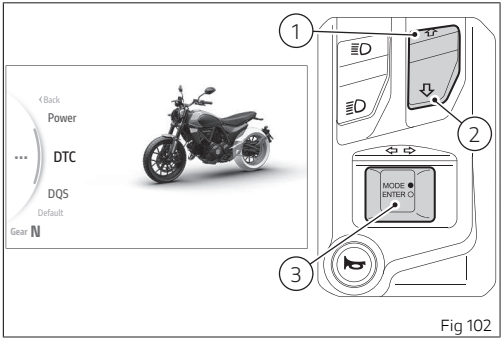


Fig 102

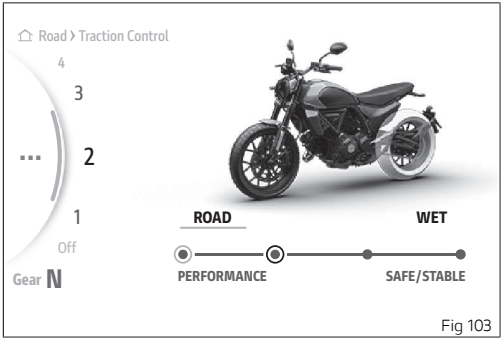


Fig 103

Anti-Lock Braking System (DTC)

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

DTC	RIDING MODE	USE	DEFAULT
1	SPORT	This level is designed for sport use for medium-expert riders, on the road, with good grip conditions. System permits sliding sideways.	
2	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the “SPORT” riding mode
3	URBAN	This level is designed for road use, under all riding conditions on dry road.	It is the default level for the “ROAD” riding mode
4	RAIN	This level is designed for road use, when surface is wet and very slippery. ENGINE MEDIUM setting recommended.	

Tips on how to select the sensitivity level

Attention

The calibration of all levels of the DTC system fitted to your vehicle has been carried out with the original equipment tyres of your motorbike, in particular the original equipment tyres of your vehicle can be found in the "Technical specifications" section of this manual. The use of tyres of different size and characteristics to the original tyres may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the OE ones, but with the same size, it may be sufficient to simply select the suitable level setting from those available in order to restore optimal system operation.
If tyres of a different size class are used or if the tyre size differs significantly from the original tyres, it may be that the system operation is affected to the point where none of the 4 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

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

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

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

Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/path (see below, tips for use on the road). Level depends on type of track: if the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

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

Tips for use on dry road

Activate the DTC, select level 3 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try levels 2 and 1, until you find the one that suits you best. If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 3 the DTC intervention seems excessive, switch to level 2; alternatively, if on level 2 you cannot perceive any DTC intervention, switch to level 3).

Tips for use on wet road

It is recommended to use level 4 on slightly wet, wet or moist road. It is also recommended to select the MEDIUM POWER level (see page 107).

Setting menu - Riding Mode - DQS

This function allows activating or deactivating the DQS system.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the “DQS” item and press ENTER (3).

The levels “On” and “Off” and the bike with the part affected by the setting highlighted, followed by the reference indications, are displayed.

Use buttons (1) and (2) to scroll and select the desired level. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

The Ducati Quick Shift (DQS) is the electronic shifter control system that allows the rider to shift up under acceleration without using the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

The DQS with feature “ON” allows the rider to upshift and downshift without using the clutch

lever. It includes a sensor - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting. Extent and duration of these actuations aim at ensuring excellent engagement smoothness under any riding condition; system works in synergy with slipper clutch during downshifting.
The user can decide whether to activate only the upshift feature or both up and down features of the DQS, using the relevant menu on the instrument panel.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 1,900 rpm.

- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

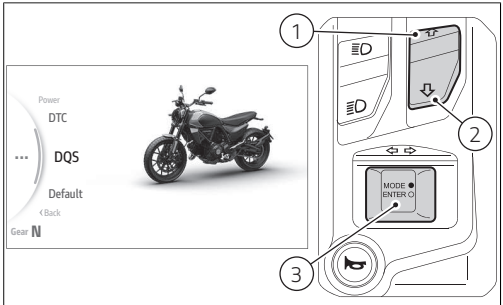


Fig 104



Fig 105

Setting menu - Riding Mode - Default

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

Restoring the parameter values for all Riding Modes:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).

- Select the "Riding Mode" item and press ENTER (3).
- Select the "Default" item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Restored”. Then “Default” disappears from the menu list.

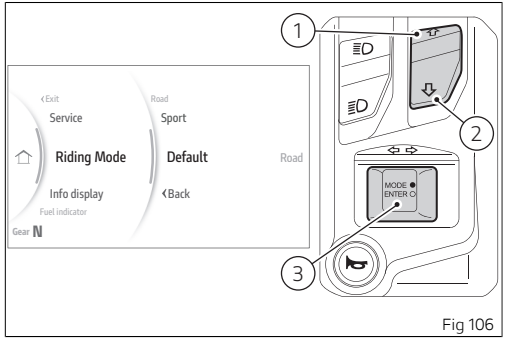


Fig 106

Restoring the parameter values for a single Riding Mode:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Riding Mode" item and press ENTER (3).
- Select the Riding Mode you wish to customise and press ENTER (3).
- Select the "Default" item and press ENTER (3). The message “Wait...” is displayed for a few seconds followed by the message “Restored”. Then “Default” disappears from the menu list.

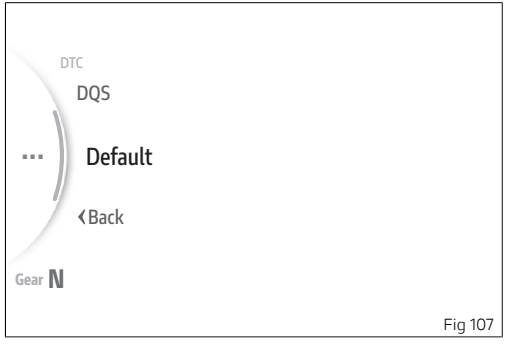


Fig 107

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

	SPORT	ROAD
POWER	High	Medium
DTC	2	3
DQS	ON	ON

Setting menu - Info display

This function allows you to change the order of the travel information displayed in the Info display.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Info display” item and press ENTER (3).

The list of the selectable items, with the number of their current position (A) is displayed. The current order of the Info display (B) is displayed on the right-hand side.
If the order of trip information has been changed previously, the "Default" item is also displayed in the list, allowing you to restore the original order. Use the buttons (1) and (2) to scroll through the items in the list. Press ENTER (3) to change the position number of the selected item.

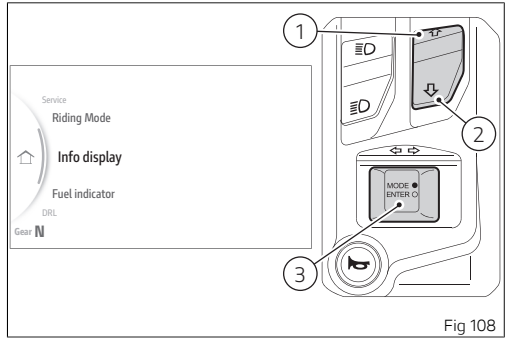


Fig 108

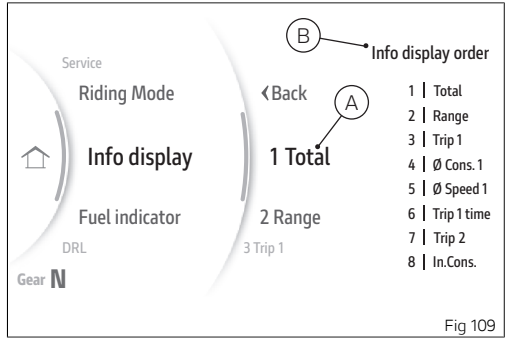


Fig 109

In the following example, the position of the “Total” item is changed from 1 to 3:

- Use buttons (1) and (2) to select item "Total” and press the ENTER button (3).
- Two arrows (C) are displayed above and below the position number, indicating that by means of the buttons (1) and (2) it is possible to change the position number, in this example "3” (D).
- Press ENTER (3) to confirm. The order of the Info display is then updated with the new position (E).

Note
If the fuel level display is set to “Range”, the latter is displayed grey in the list.

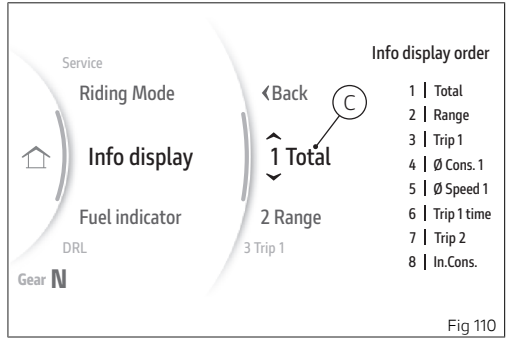


Fig 110

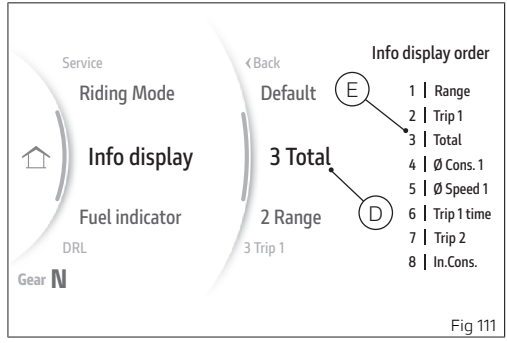


Fig 111

When the item positions are changed from the original order, “Default” is displayed in the list of selectable items.

To restore the original order select the “Default” item using buttons (1) and (2) and press ENTER (3): “Wait...” is displayed for a few seconds followed by “Restored”. Then, “Default” item disappears from the menu list, while the positions of the items and the current order of the Info display are restored to their original conditions.

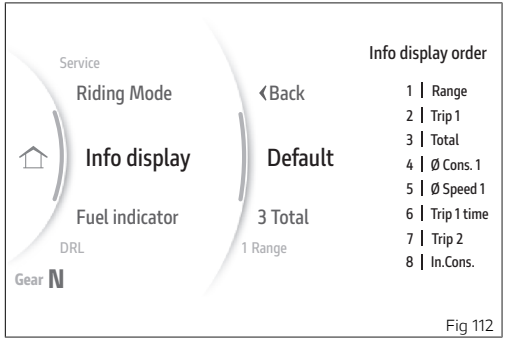


Fig 112

Setting menu - Fuel indicator

This function allows changing the display mode of the fuel level, by choosing among graduated bar or remaining km or miles.

- Use buttons (1) and (2) from the Interactive Menu to select the “Setting menu” item and press ENTER (3).
- Select the “Fuel indicator” item and press ENTER (3).

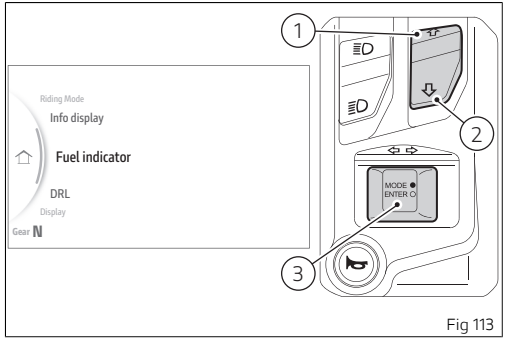


Fig 113

“Level” and “Range” are displayed in the middle. While the currently set mode is shown on the right.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to confirm.

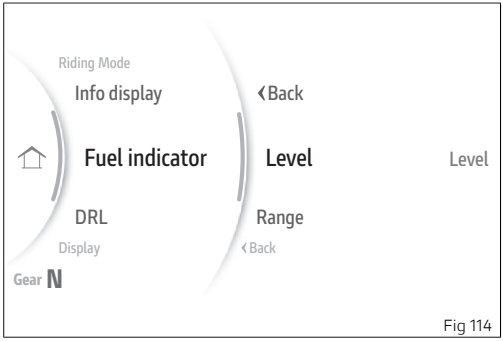


Fig 114

Note

When the fuel level is set to remaining km or miles, the Range item is not displayed in the Info display list.

Note

When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.

Important

The fuel level indicator does not gradually switch off the last three bars (A), but instead switches directly to the reserve light with an indication of the remaining range (B). The remaining range, expressed in kilometres or miles, indicates the distance that can be travelled before the tank is empty.

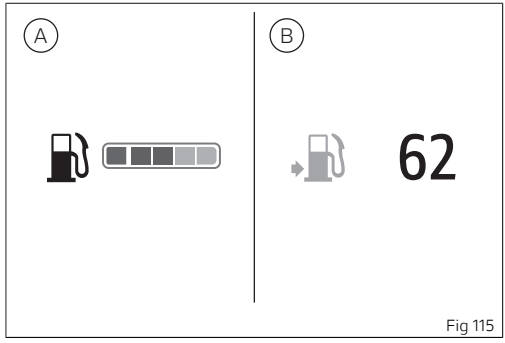


Fig 115

Setting menu - DRL

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “DRL” item and press ENTER (3).

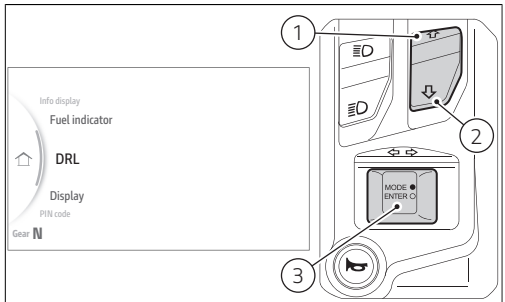


Fig 116

The “Auto” and “Manual” items are displayed. While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

Note

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

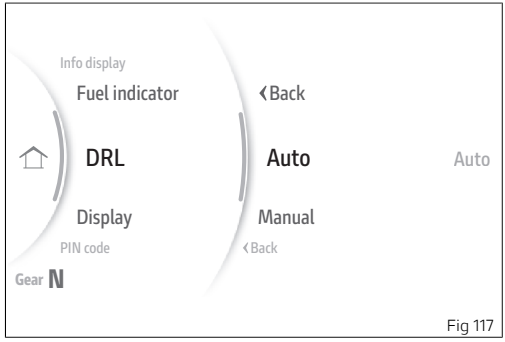


Fig 117

Setting menu - Display

This function allows you to set the light or dark theme of the display, to adjust the brightness of the display and to enable or disable the “Focus mode”.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Display” item and press ENTER (3).

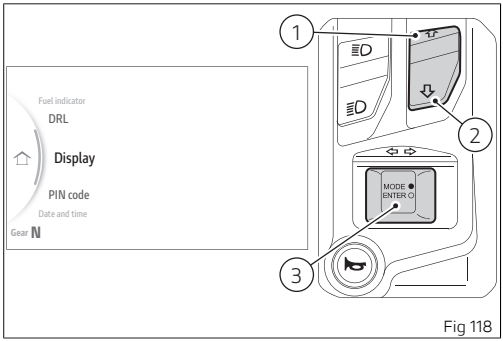


Fig 118

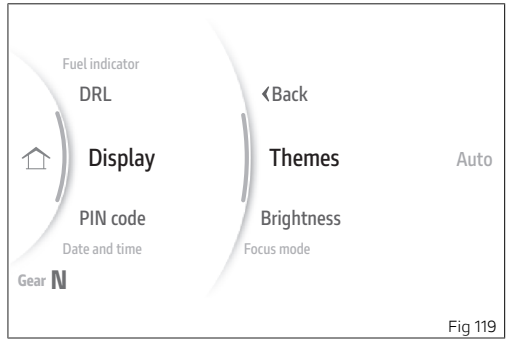


Fig 119

"Themes", "Brightness" and "Focus mode" are displayed.
While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

Themes

This function allows the light or dark theme of the display to be set.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Display" item and press ENTER (3).
- Select the "Themes" item and press ENTER (3).

The "Auto", "Light" and "Dark" items are displayed.
While the currently set level is shown on the right.

The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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

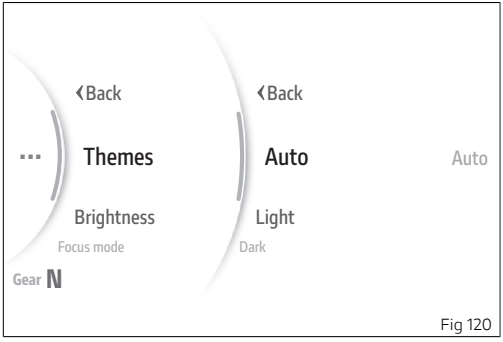


Fig 120

Backlight

This function allows adjusting the backlighting intensity.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Display” item and press ENTER (3).
- Select the “Brightness” item and press ENTER (3).

A bar graph with the currently set intensity is displayed.
The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.

Use buttons (1) and (2) to select backlighting intensity. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

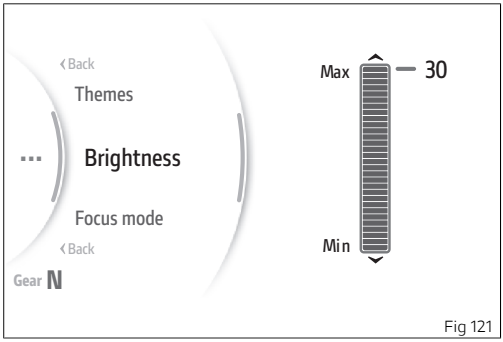


Fig 121

Focus mode

This function allows enabling or disabling the "Focus mode" (see page 80).

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the "Display" item and press ENTER (3).
- Select the "Focus Mode" item and press ENTER (3).

"On" and "Off" are displayed.
While the currently set level is shown on the right.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm: if the item "On" is selected the screen (Fig 123 page127) is displayed, press ENTER (3) to confirm and return to the previous screen.

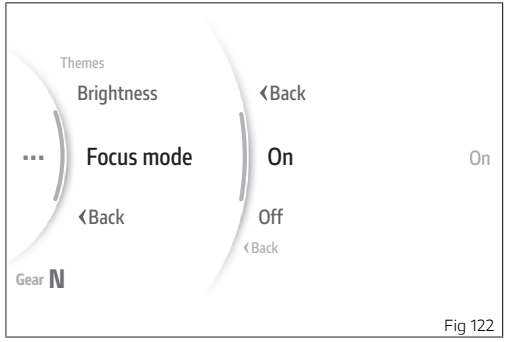


Fig 122

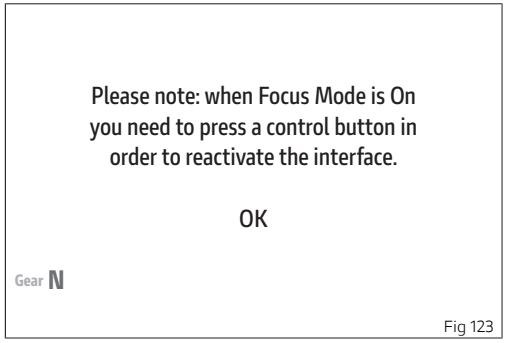


Fig 123

Setting menu - PIN code

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).

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

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

Attention

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

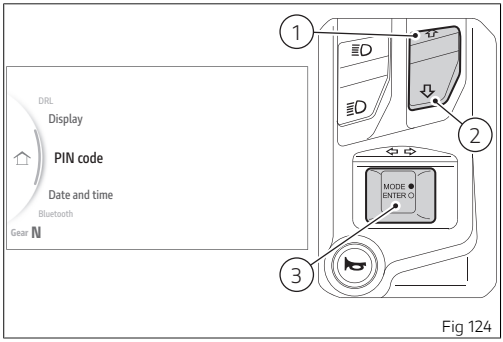


Fig 124

New PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).
- Select the "New PIN" item (Fig 125 page128) and press ENTER (3).

The display shows the first of the 4 digits active for the entry (Fig 126 page129).

Entering the code:

- The values displayed above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

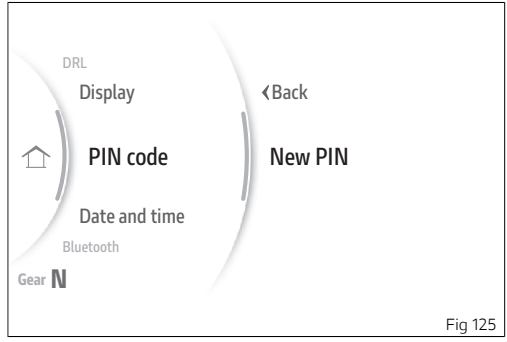


Fig 125

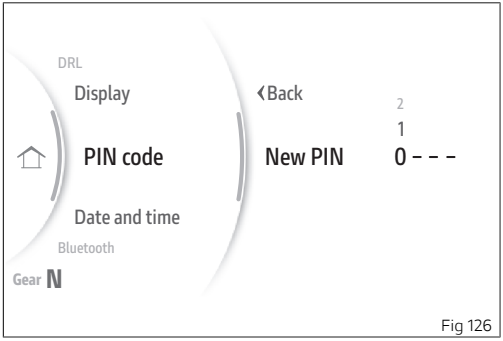


Fig 126

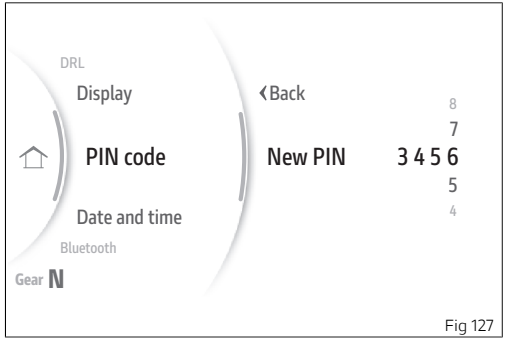


Fig 127

Once the last digit has been confirmed (Fig 127 page129), “Save?” is displayed (Fig 128 page129).
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds.
The instrument panel returns to the previous screen displaying “Modify PIN” instead of “New PIN”.

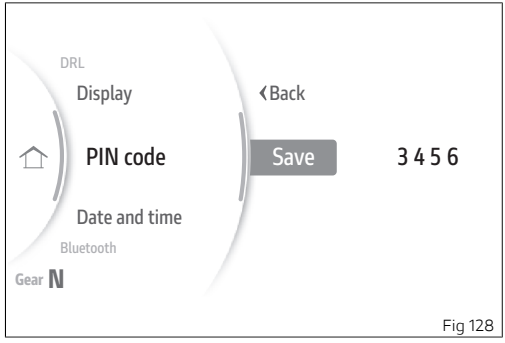


Fig 128

Modify PIN

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “PIN Code” item and press ENTER (3).
- Select the “Modify PIN” item (Fig 129 page131) and press ENTER (3).
- The display shows "Current PIN", press ENTER (3) to proceed with entry (Fig 130 page131).

Entering the code:

- The values displayed above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the fourth digit is entered, press ENTER (3) and the instrument panel behaviour will be as follows:

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

If the PIN is correct, enter the new PIN.
The display shows the first of the 4 digits active for the entry (Fig 126 page129).

Entering the code:

- The values displayed above and below the digit indicate that the number can be changed from 0 to 9 using buttons (1) and (2).
- Press ENTER (3) to confirm and move on to the following digit.
- Repeat the procedure until entering all 4 digits.

Once the last digit has been confirmed, “Save?” is displayed (Fig 128 page129).
Press ENTER (3) to confirm, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

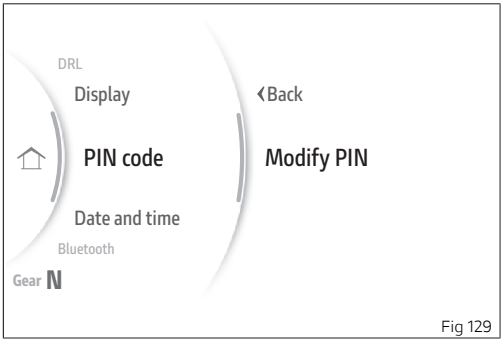


Fig 129

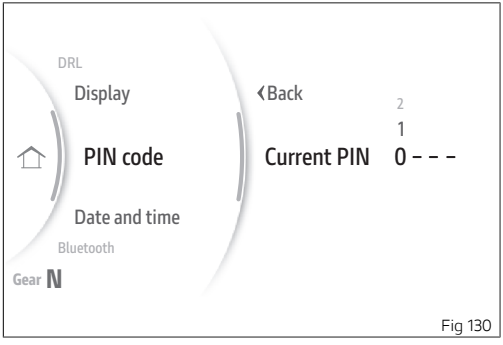


Fig 130

Setting menu - Date and time

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).

“Set date”, “Date format”, “Set time” and “Time format” are displayed. The current setting is shown on the right side.
With buttons (1) and (2) it is possible to scroll through and select the parameter to be set. Press ENTER (3) to confirm.

Note

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

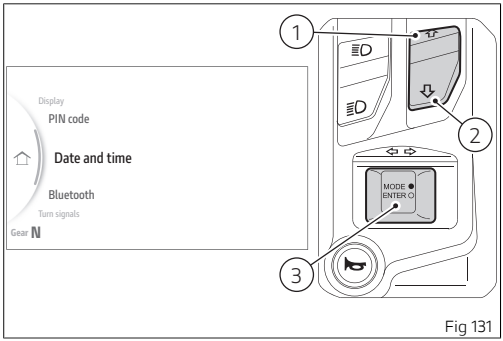


Fig 131

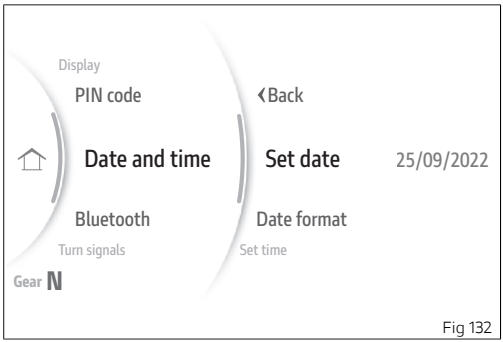


Fig 132

Set date

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set date” item and press ENTER (3).

The first parameter of the date (the year in the example) becomes selectable and is displayed with two arrows placed above and below it; the available values for the displayed parameter are also displayed above and below it (Fig 133 page133). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

The arrows and available values appear for the second parameter, which is the month in the example shown here (Fig 134 page133). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the following parameter.

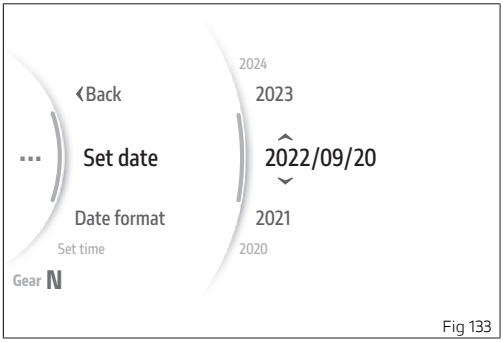


Fig 133

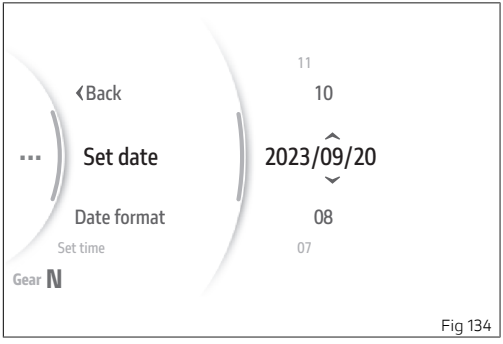


Fig 134

The arrows and available values appear for the third parameter, which is the day in the example shown here (Fig 135 page133). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm.

When the last date parameter is confirmed, if the date just entered is not valid, the message “Wrong” is displayed for a few seconds (Fig 136 page134). Afterwards, it will be possible to enter the correct date.

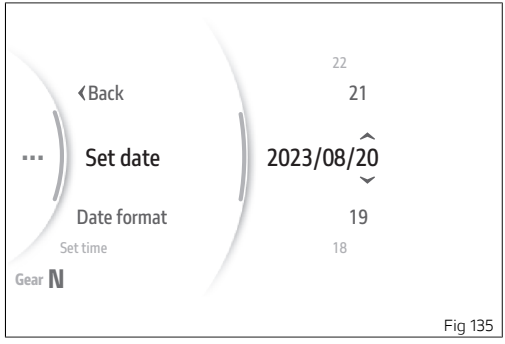


Fig 135

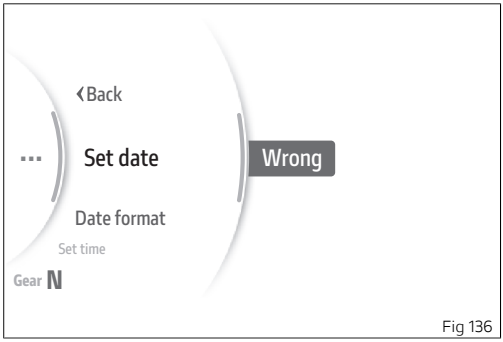


Fig 136

Date format

This function allows setting the date format.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Date format” item and press ENTER (3).

The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”, “yyyy.mm.dd”. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm.

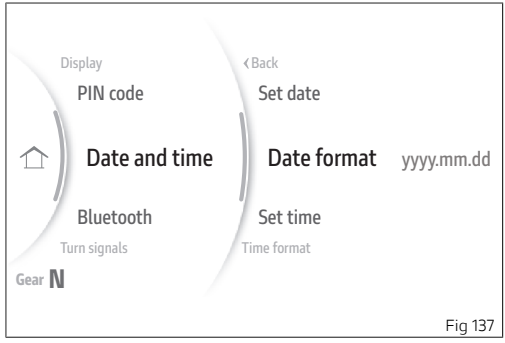


Fig 137

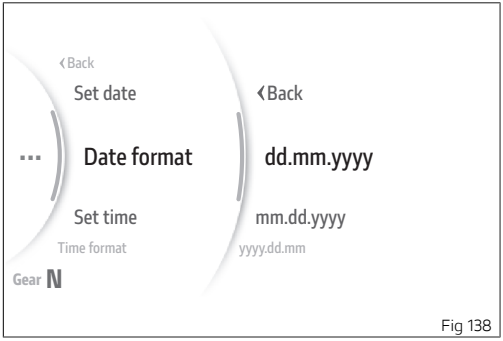


Fig 138

Set time

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Set time” item and press ENTER (3).

The hour number becomes selectable and is displayed with two arrows placed above and below it; the available values are also displayed above and below the selected parameter (Fig 140 page136). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the number of the minutes.

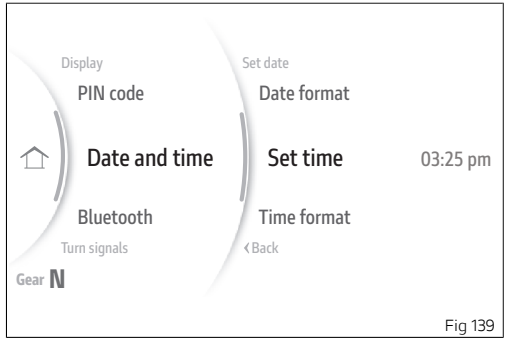


Fig 139

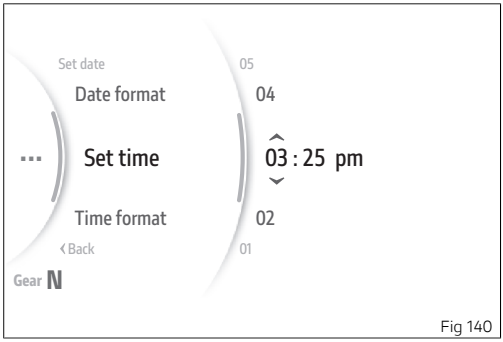


Fig 140

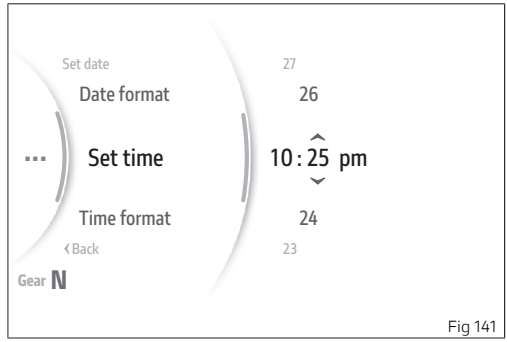


Fig 141

The arrows and available values appear for the number of minutes (Fig 141 page136). Use buttons (1) and (2) to scroll and select the desired value. Press ENTER (3) to confirm and move on to the AM/PM selection.

The “AM” or “PM” item becomes selectable (Fig 142 page136). Use buttons (1) and (2) to select the desired value. Press ENTER (3) to confirm.

Note
If the currently set time format is 24 hours, the AM/PM parameter is not shown.

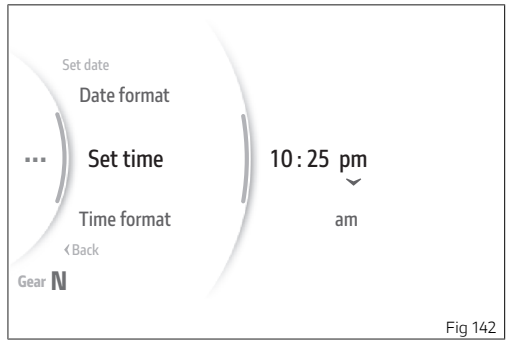


Fig 142

Time format

This function allows setting the time format.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Date and time” item and press ENTER (3).
- Select the “Time format” item and press ENTER (3).

“12 hours” and “24 hours” (Fig 144 page137) formats are displayed. Use buttons (1) and (2) to scroll and select the desired format. Press ENTER (3) to confirm.

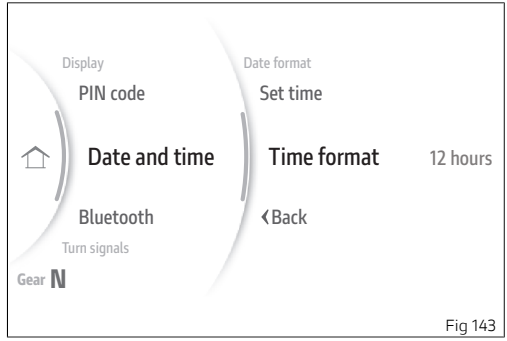


Fig 143

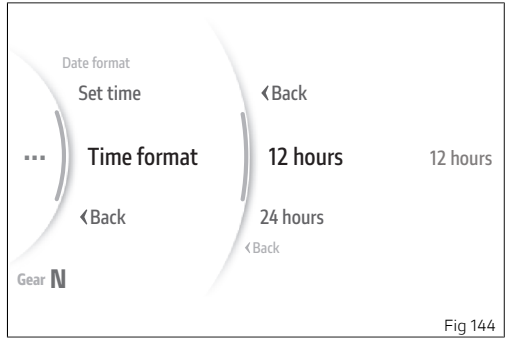


Fig 144

Setting menu - Turn indicators

This function allows user to set the turn indicators to automatic mode or manual mode.
The turn indicator automatic switch-off strategy is implemented based on calculation of leaning angle, vehicle speed and run distance.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Turn indicators” item and press ENTER (3).

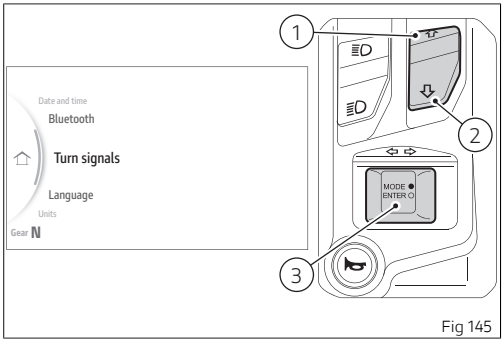


Fig 145

“Auto-off” and “Manual-off” are displayed.

The currently set mode is shown on the right side of the screen.

Use buttons (1) and (2) to scroll and select the desired mode. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

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

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

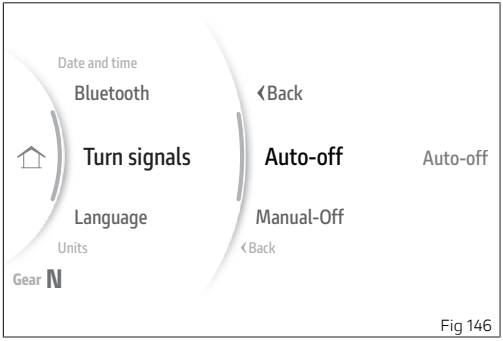


Fig 146

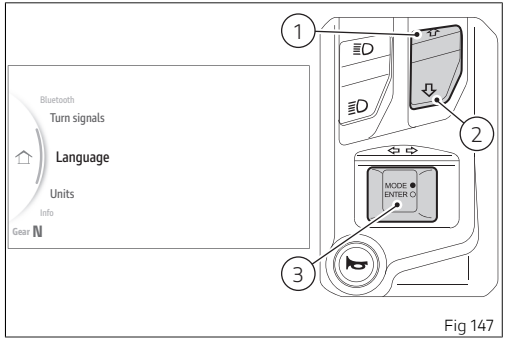


Fig 147

Setting menu - Language

This function allows setting the instrument panel language.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Language” item and press ENTER (3).

The following items are displayed: “English, Italiano, Deutsch, Français, Dutch, Español”. The currently set language is shown on the right side of the screen.

Use buttons (1) and (2) to scroll and select the desired language. Press ENTER (3) to validate, then select "Back", and press ENTER (3) again to exit.

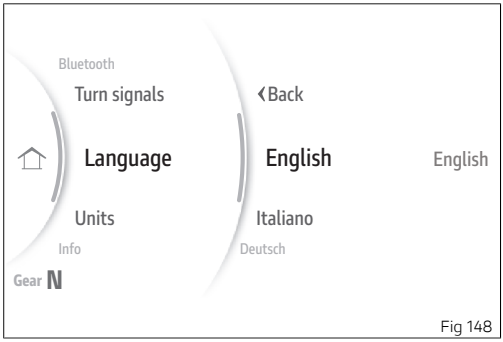


Fig 148

Setting menu - Units

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

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).

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

The measurement unit currently set for the selected item is shown on the right.

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm.

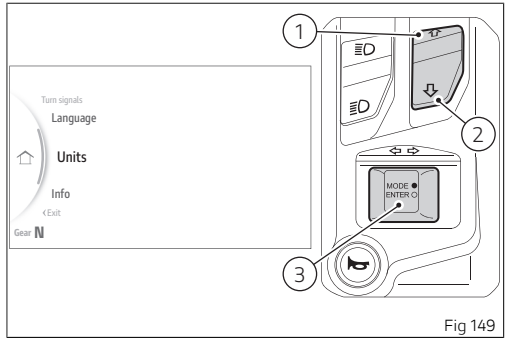


Fig 149

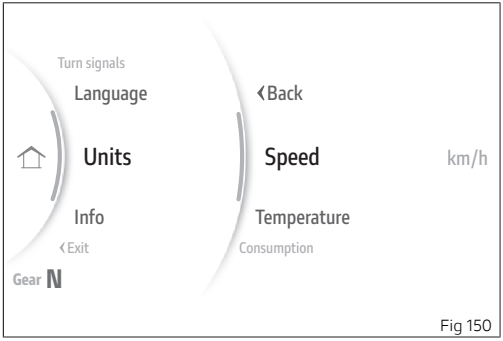


Fig 150

Speed

To set the speed measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Speed” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

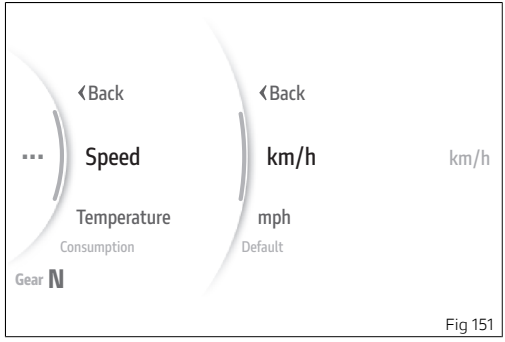


Fig 151

Temperature

To set the temperature measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Temperature” item and press ENTER (3).

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed).
Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

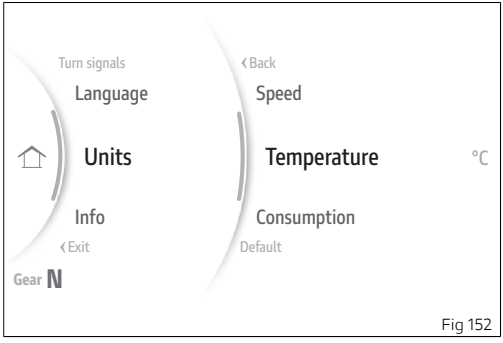


Fig 152

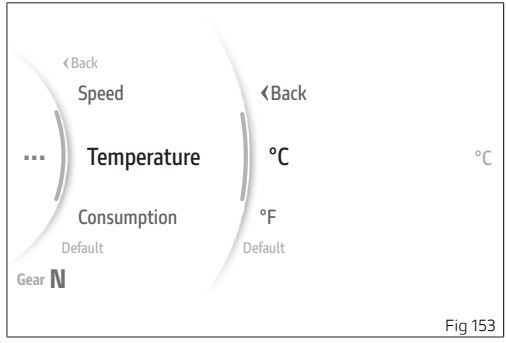


Fig 153

Consumption

To set the consumption measurement unit:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the “Consumption” item and press ENTER (3).

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

Use buttons (1) and (2) to scroll and select the desired item. Press ENTER (3) to confirm and return to the previous screen.

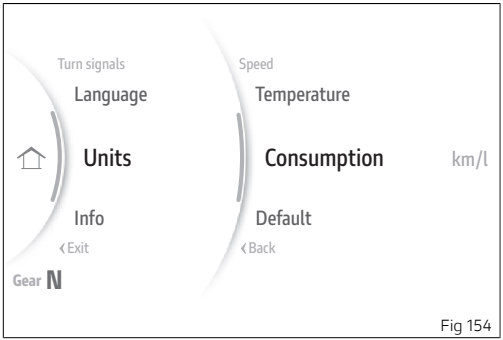


Fig 154

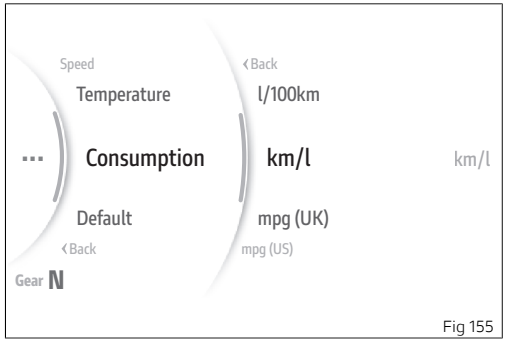


Fig 155

Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- If present, select the "Default" item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

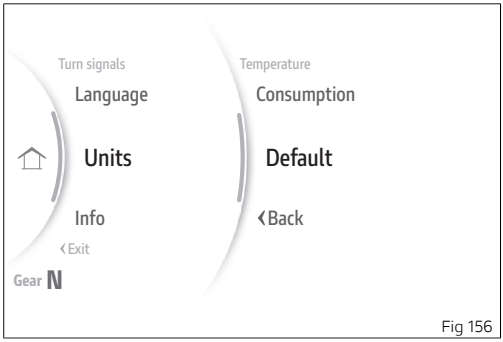


Fig 156

To restore a single unit of measurement:

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Units” item and press ENTER (3).
- Select the value to be restored (e.g. Consumption) and press ENTER (3).
- If present, select the "Default" item and press ENTER (3). The instrument panel displays “Wait...” for a few seconds followed by “Restored”, then “Default” disappears from the menu list.

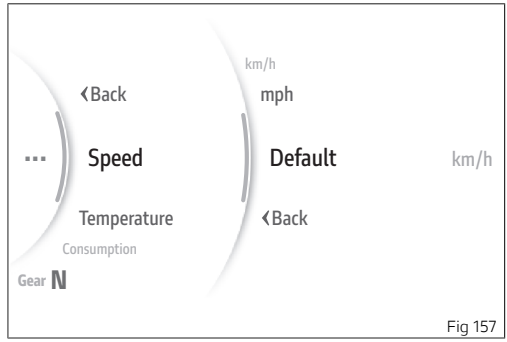


Fig 157

Setting menu - Info

This function allows viewing the vehicle battery voltage and the engine rpm digital indication.

- From the Interactive Menu, use buttons (1) and (2) to select the item "Setting menu" and press ENTER (3).
- Select the “Info” item and press ENTER (3).

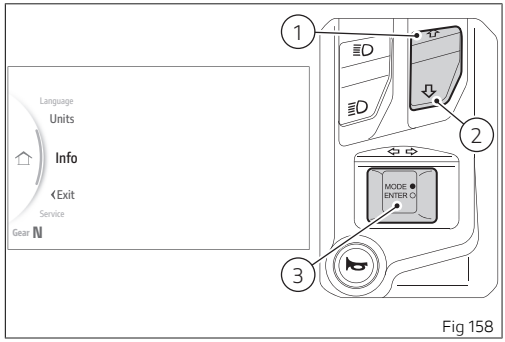


Fig 158

The display shows the information concerning the battery and engine rpm in a digital format.

If the battery voltage is between 11.0 and 11.7 volts or between 15.0 and 16.0 volts, the battery data is displayed flashing in red.
If the battery voltage is less than 11.0 volts, “Battey low” is displayed flashing in red instead of the battery data.
If the battery voltage is more than 16.0 volts, “Battery high” is displayed flashing in red instead of the battery data.

Note
This function does not allow changes to be made.

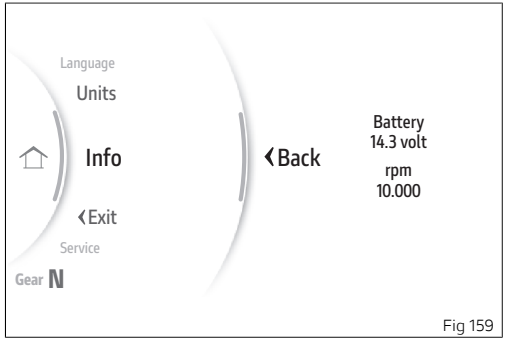


Fig 159

Ducati Link app connection (if present)

If Bluetooth control unit is installed and a smartphone with active Ducati Link app is connected, the relevant icon (A) is displayed on the instrument panel.
When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

For the Bluetooth pairing procedure, refer to sub-section “Bluetooth device pairing and management” (page 17).

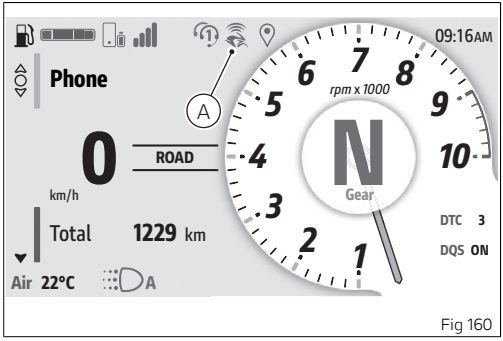


Fig 160

Saving the Ducati Link configuration

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

- have previously paired the smartphone to the instrument panel via Bluetooth (page 17);
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone.

If changes have been made to the bike configuration on the Ducati Link app, follow the instructions indicated by the app to send the configuration to the connected instrument panel.
A screen is then displayed asking if you want to save the configuration made on the Ducati Link app (Fig 161 page147).
Using buttons (1) and (2) select the item “No” to abort the operation by pressing ENTER (3), or “Yes” and press ENTER (3) to continue.

Save configuration
from Ducati Link?

Yes

Gear N

Fig 161

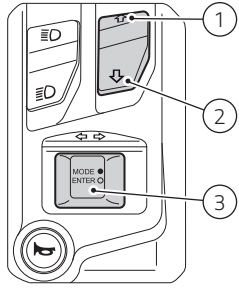


Fig 162

The following waiting screen is then displayed during which the configuration is saved (Fig 163 page147).
If successful, the message “Successful update” (Fig 164 page148) is displayed for a few seconds, after which the instrument panel returns to the screen displayed prior to function activation.
In case of errors during the configuration saving, the message “Error” is displayed for a few seconds, then the instrument panel returns to the screen displayed before the function activation.

Save configuration
from Ducati Link?

Wait...

Gear N

Fig 163

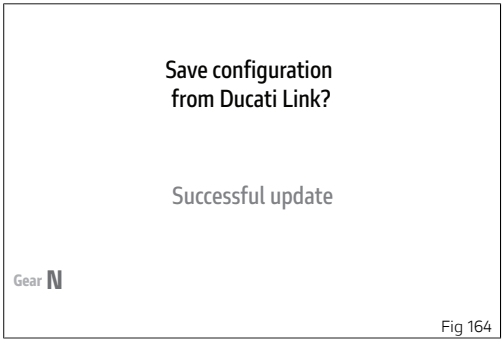


Fig 164

Warning displaying

The instrument panel manages a number of warnings and alarms aimed at giving useful information to the rider during use.
If there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first 3 seconds and then in a smaller size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

In case of active warnings, the instrument panel displays the present warnings or alarms in a dedicated area (C).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

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

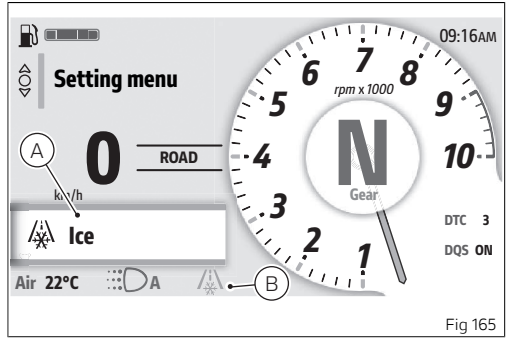


Fig 165

Ice (C)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a

temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F).

Attention

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

Flat battery (D)

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

Set date (E)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Setting menu" (page 131).

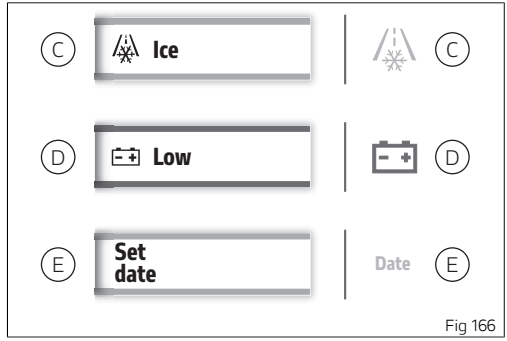


Fig 166

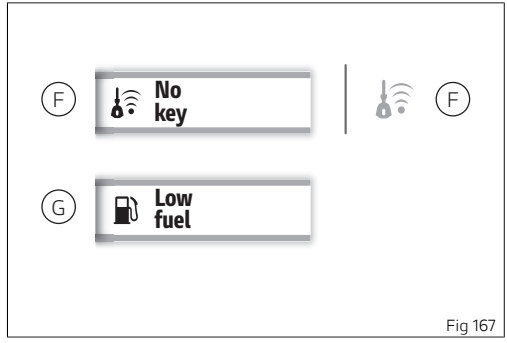


Fig 167

No key (F)

Yellow indicates that the inserted key was not acknowledged.

Low fuel (G)

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

Note
When the fuel is low, the relevant indicator is forced in the remaining km or mile mode.

High engine temperature

The red warning (H) will be displayed if the temperature is high.

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

If the motorcycle continues to be used when the engine is overheated, severe damage may occur.

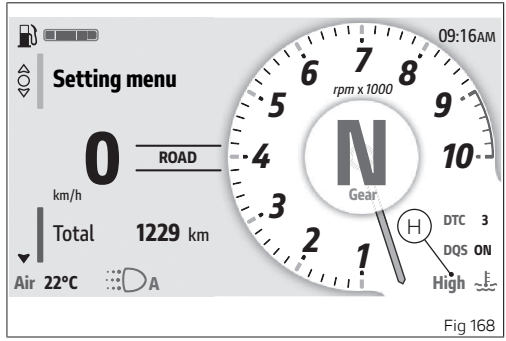


Fig 168

Error warnings

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

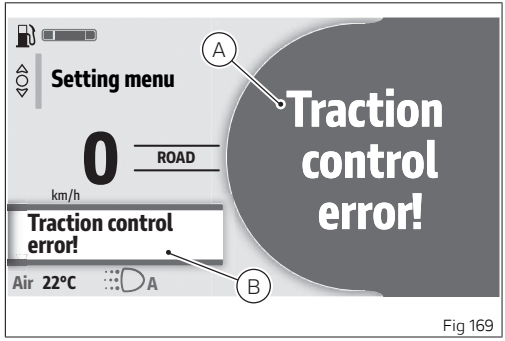


Fig 169

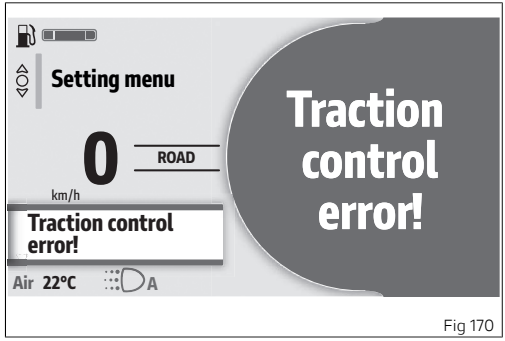


Fig 170

Traction control error! (Fig 170 page151)

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

ABS error! (Fig 171 page151)

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

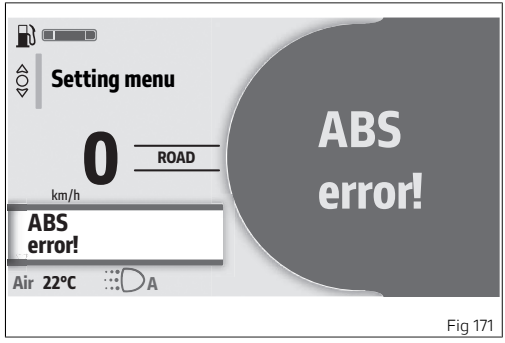


Fig 171

Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, the following warnings are displayed on the main screen, alternating every 3 seconds:

- "Engine auto shutdown" (A)
- "Press start" (B)

To start the engine press the starter button.

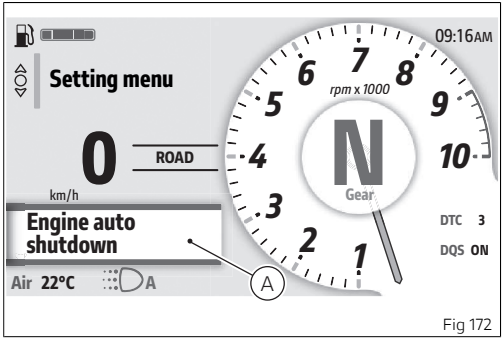


Fig 172

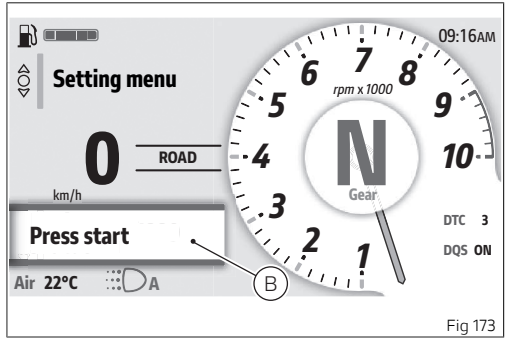


Fig 173

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig 174 page153) shows the front brake fluid reservoir, while (Fig 175 page154) shows the rear brake fluid reservoir.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance” in this manual; please contact a Ducati Dealer or Authorised Service Centre.

Brake system

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

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

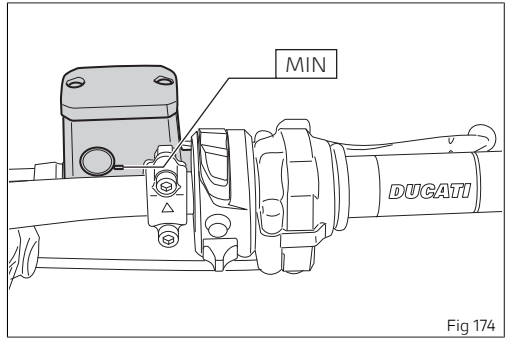


Fig 174

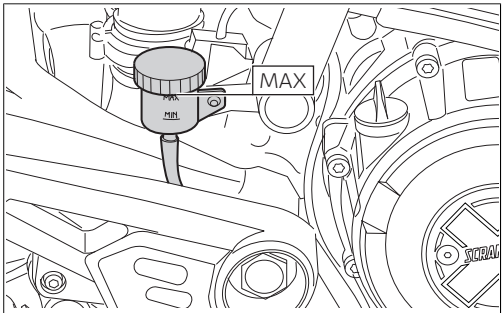


Fig 175

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.

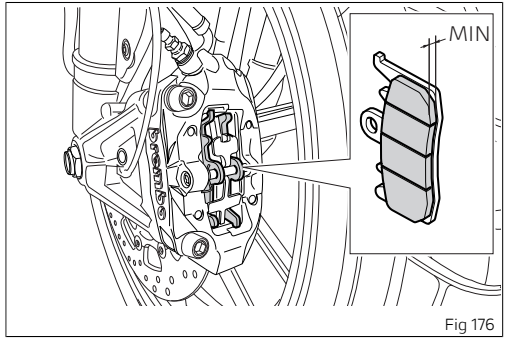


Fig 176

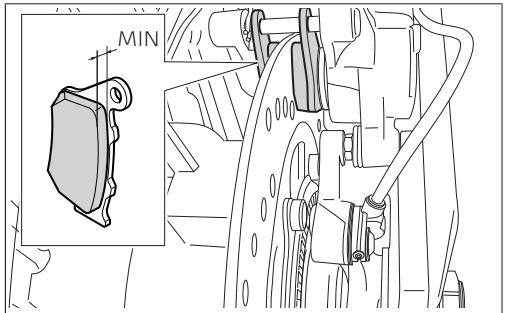


Fig 177

Charging the battery

Removing the battery

Attention

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

To reach the battery it is necessary to remove the seat.
Undo screws (B) and remove the battery cover (A).
Loosen the screws (1), remove the positive cable (2) and the (ABS) positive cable (3) from the positive terminal.

Remove the negative cable (4) from the negative terminal and remove the battery by sliding it out of its housing.

Refitting the battery

Important

When battery must be refitted, ALWAYS contact a Ducati Dealer or authorised Service Centre.

Grease the screws (1).
Refit the battery and connect the positive cable (2) and the ABS positive cable (3) to the positive terminal.
Connect the negative cable (4) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1).
Refit the battery cover (A) and tighten screws (B).
Refit the seat as described in chapter “Seat lock”.

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.

Only use the DUCATI BATTERY CHARGER (charge maintainer) for lead-acid batteries, part no.:

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

Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
To maintain the charge of the battery installed on the vehicle, proceed as described in the chapter "Maintaining the battery charge".

Attention
Keep the battery out of the reach of children.

Attention
Before activating the battery charger, connect it to the battery always starting with the red positive terminal (+) first.

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

Attention
Do not push start the bike.

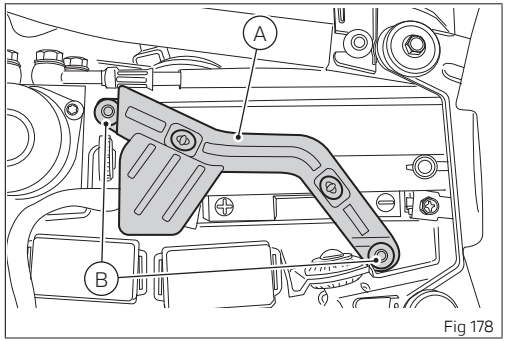


Fig 178

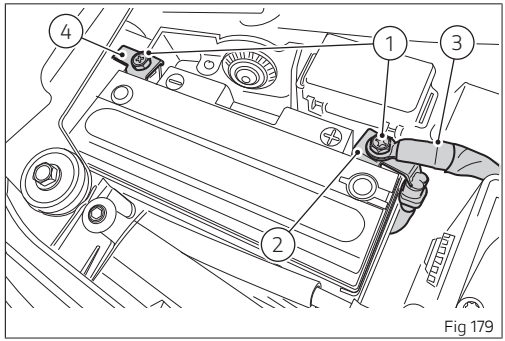


Fig 179

Checking drive chain tension

Important

Have chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release. Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm: It must be: A = 96 ÷ 98 mm (3.77 ÷ 3.85 in).

Important

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

Attention

Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

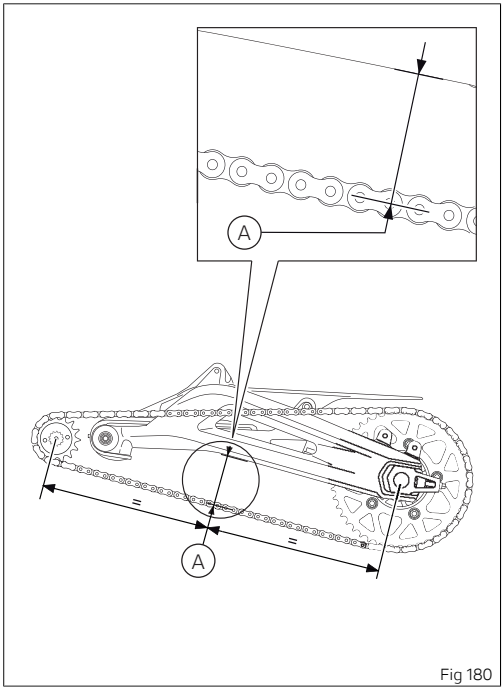


Fig 180

The chain tension value is valid if the rear shock absorber (B) is in default condition, that is 2 notches from the fully compressed condition, as shown (Fig 181 page158).

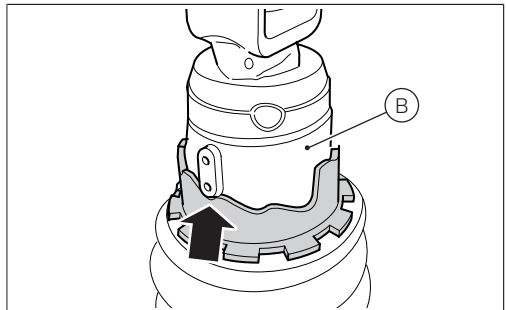


Fig 181

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.

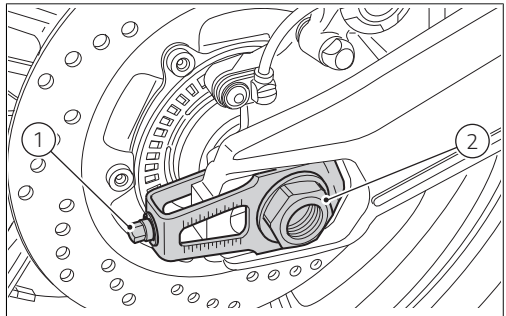


Fig 182

Lubricating the drive chain

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

Attention
Carry out these inspection operations with the engine off, the vehicle at a standstill, on a flat ground and on the stand.

Cleaning

Before proceeding with the chain lubrication it is important to correctly wash and clean it.

The chain cleaning is extremely important for its duration. In fact, it is necessary to remove any mud, soil, sand or dirt from the chain first using a soft damp cloth (1) to soften the most resistant dirt and then with a jet of water and then dry it immediately using compressed air at a distance of at least 30 cm (11.81 in).

Checking the chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts.
Check the chain for wear by checking the links at the points indicated (2).

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.

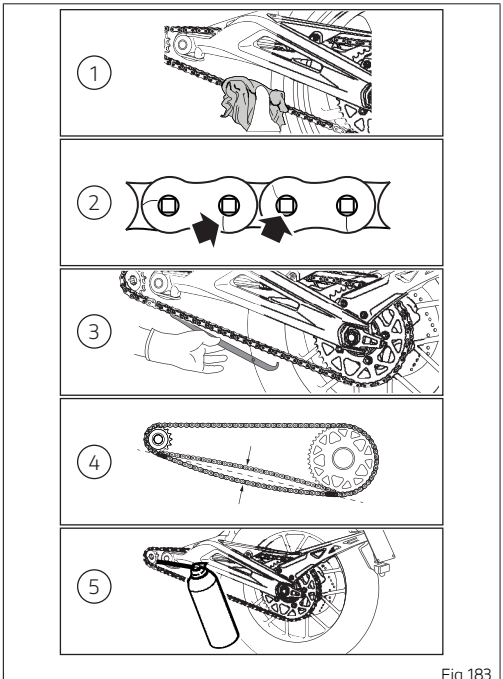


Fig 183

Checking the sliding shoe

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

Checking the tension

Check the chain tension (4) as indicated in the sub-section “Checking the drive chain tension”.
Have the chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Lubrication

Important

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

Attention

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

It is recommendable to lubricate (5) the chain without waiting for it to cool down after using the motorcycle, so that the new lubricant can penetrate better between the inner and outer links and be more effective in its protective action.

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

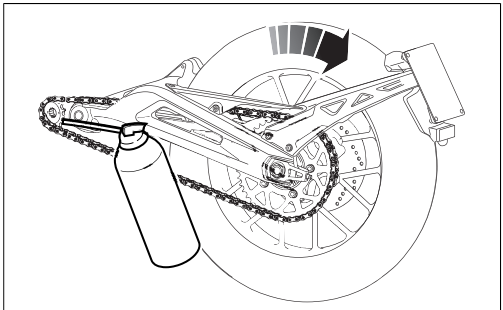


Fig 184

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.

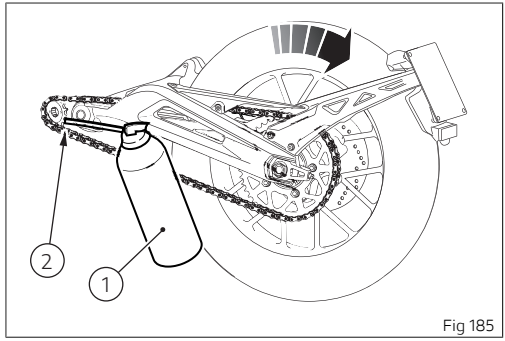


Fig 185

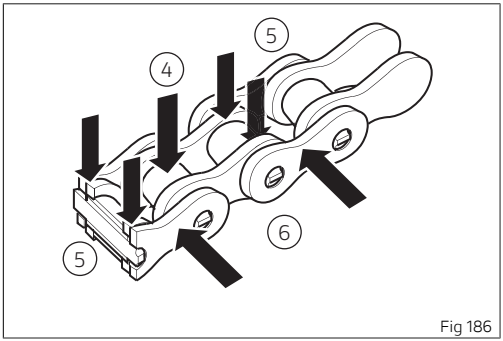
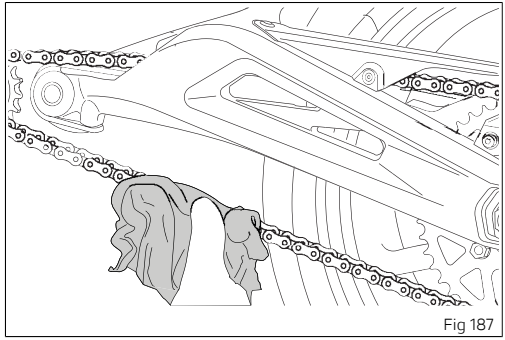


Fig 186

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

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

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


Fig 187

Aligning the headlight

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

Check correct headlight aiming. Position the motorcycle 10 metres (32.8 feet) from a wall or a screen, with the tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

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.

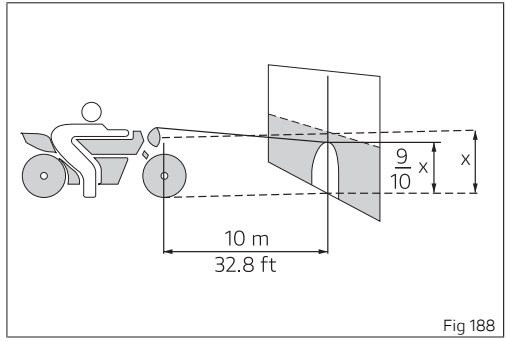


Fig 188

Aligning the headlight

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

Important
Headlight beam adjuster screw has no limit stop.

Attention
The headlight might fog up if the motorcycle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

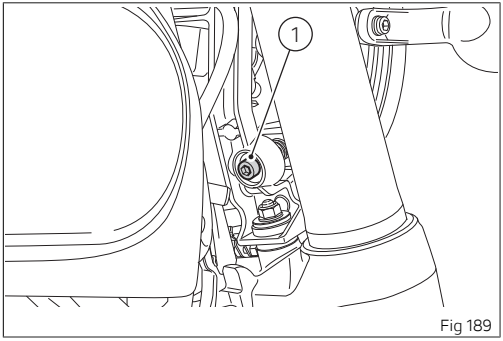


Fig 189

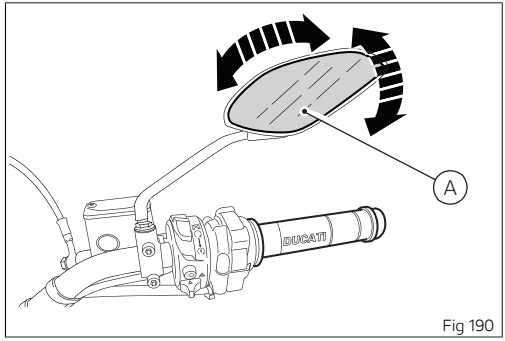


Fig 190

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.

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) upwards.

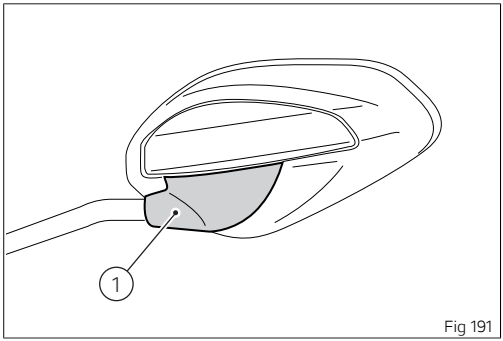


Fig 191

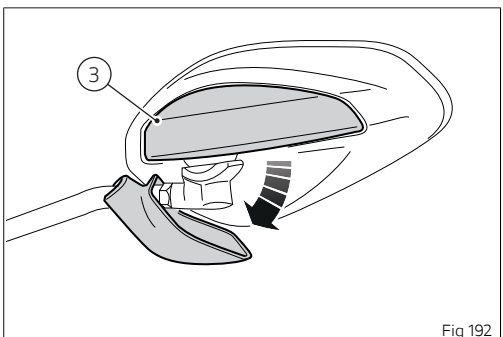


Fig 192

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

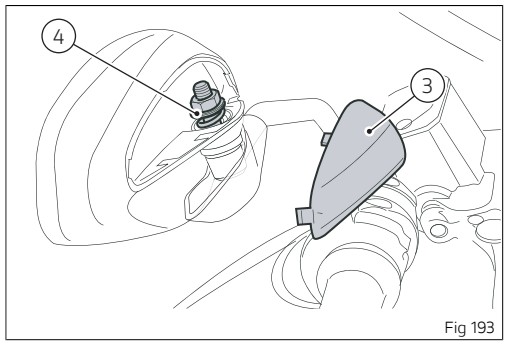


Fig 193

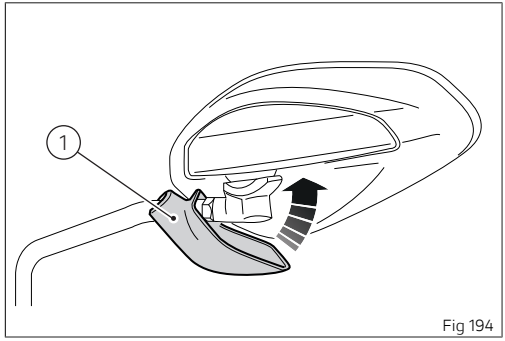


Fig 194

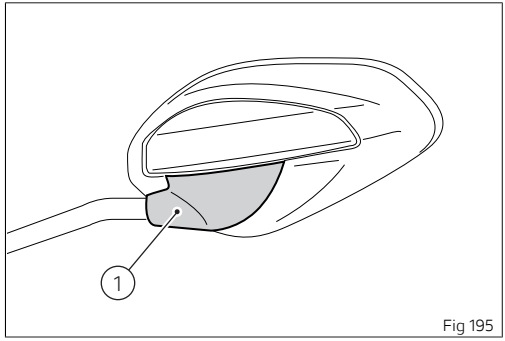


Fig 195

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).

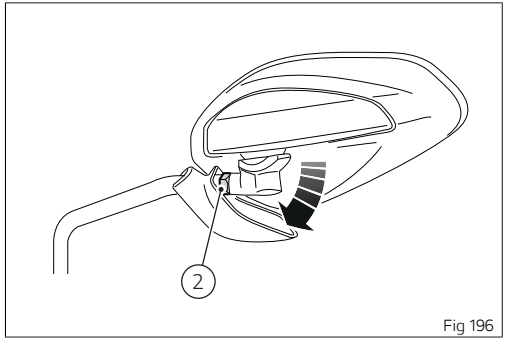


Fig 196

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).

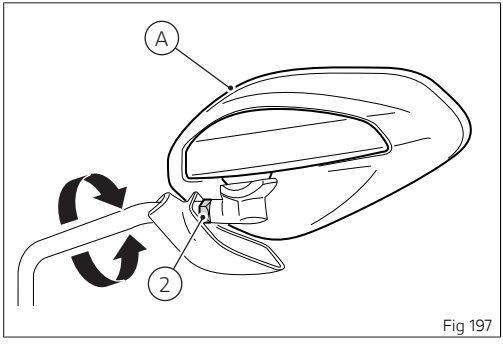


Fig 197

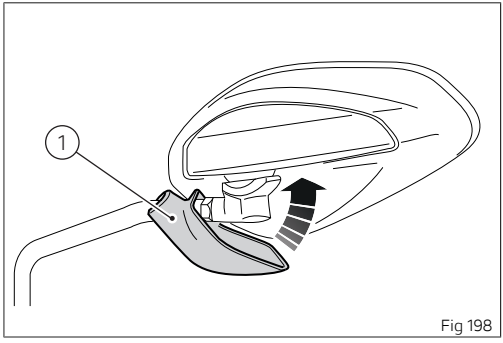


Fig 198

Tubeless tyres

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

The motorcycle features **tubeless tyres**.

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

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

Tubeless tyre repair or change

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

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

After replacing a tyre, the wheel must be balanced.

Attention
Do not remove or shift the wheel balancing weights.

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

Minimum tread depth

Measure tread depth (S, Fig 199 page170) 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.

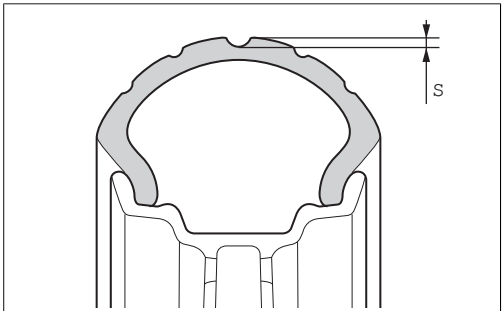


Fig 199

Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).

Remove the oil filler plug (2) and top up until the oil reaches the required level. Refit the plug.

Attention
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 in this booklet (sub-section “Scheduled maintenance plan”).

To check the oil level correctly, carefully follow the instructions below.
1) The level should be checked at warm engine, about 15 minutes after the engine has been stopped.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Recommendations concerning oil

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

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

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

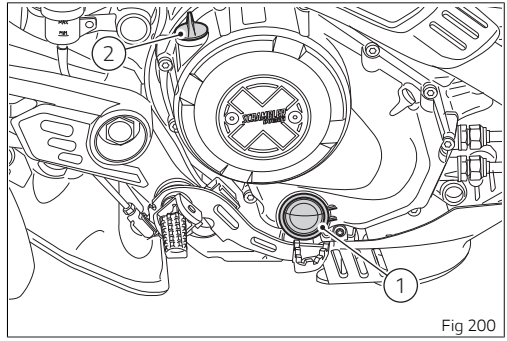


Fig 200

Use of Ducati Corse Performance Oil by Shell

Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle

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



Note
Do not use sponges with abrasive parts or steel wool: only use soft cloths.

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important
Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.
Never clean the motorcycle using hot or high-pressure water jets.
Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.
Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention
Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.

Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.

Attention

Avoid direct contact between instrument panel lens and oils/fuels that may stain or damage it thereby impairing information readability.
To clean such parts, do not use alcohol-based detergents, containing solvent or abrasive agents; do not use sponges or cloths featuring hard or rough areas since they might scratch the surface.

Note

Clean instrument panel lens using soft cloths with water and mild soap or detergents specific for cleaning clear plastic parts.

Note

To clean the instrument panel do not use alcohol or its by-products.

Pay special attention when cleaning the wheel rims since they have parts in machined aluminium; clean and dry them every time you use the vehicle.

Important

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

Important

Composite components, particularly structural components designed for high-temperature applications (e.g. swinging arm), are by their very nature subject to matrix colour changes due to time, exposure to atmospheric agents and/or heat sources. Such components can therefore change their colouring and/or general appearance over time and such changes are not an indication of non-conformity or degradation of the material and/or product and/or component, nor can such a change be considered an aesthetic defect (being a peculiar characteristic of the material), nor a structural defect (as in no way it compromises the functionality of the component).

Storing the motorcycle

If the motorcycle is to be left unridden over long periods, it is advisable to carry out the following operations before storing it away:

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

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

Important notes

Laws in some countries set certain noise and pollution standards.
Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Various electronic components of your vehicle have data memories that temporarily or permanently store technical information on the status, events and faults of the vehicle.
In general, this information documents the status of a component, module, system or environment.

- Operating status of system components (e.g. emission control system).
- Status messages of the vehicle and its components (e.g. wheel rotation speed, engine rpm, engaged gear, etc.)
- Malfunctions and faults of important system components (e.g. lights, brakes, etc.)
- Vehicle response in particular riding situations (e.g. traction control system, etc.)
- Environmental conditions (e.g. temperature, etc.)

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical

information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

Vehicle transport

Before transporting the motorcycle using another vehicle, follow the safety instructions below.

Remove all loose objects and accessories from the vehicle;
Align the front wheel straight in the riding direction and lock it properly to prevent any movement;
Engage the first gear;
Use the anchoring straps and apply them to strong components (e.g. frame) and NOT to the handlebar (or handlebars, where present) or to components that could break (e.g. handgrips, rear-view mirrors, etc.);
The straps or ropes must NOT rub against any painted motorcycle components;
The suspensions, if possible, must be in a partially compressed position so as to allow less movement of the vehicle with respect to the road surface during transport.

Attention

Do NOT attach the ropes to the handlebar.

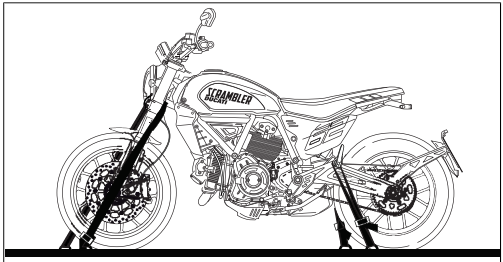


Fig 201

Scheduled maintenance chart

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

Important

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

	Oil Service 1000*	Oil Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Annual Service*	
Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS	•	•	•	•	•	12
Change engine oil and filter	•	•				
Check and clean air filter		•				12
Change air filter					•	
Change timing belts					•	60

	Oil Service 1000*	Oil Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Annual Service*	
Check and/or adjust valve clearance			•	•		
Change spark plugs				•		
Change front fork fluid	36,000 km/22,500 mi					
Visual check of the front fork and rear shock absorber seals	•	•	•	•		12
Check brake and clutch fluid level	•	•	•	•		12
Change brake and clutch fluid						24
Check front and rear brake disk and pad wear		•	•	•		12
Check the proper tightening of brake calliper screws, brake disk screws, rear and front wheel nuts and rear sprocket nut		•	•	•		12
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber		•				12
Check wheel hub bearings			•	•		12
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft				•		

	Oil Service 1000*	Oil Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Annual Service*	
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (mm) (in) **Note** We recommend replacing the final drive chain kit within 20,000 km / 12,000 mi.	•	•	•	•		12
Check clearance of steering tube bearings		•	•	•		12
Check the freedom of movement and tightening of the side stand	•	•	•	•		12
Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned	•	•	•	•		12
Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls	•	•	•	•		12
Check the free play of the cable clutch lever	•	•	•	•		12
Check tyre pressure and wear	•	•	•	•		12
Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)	•	•	•	•		12

	Oil Service 1000*	Oil Service*	DESMO A Mileage Service*	DESMO B Mileage Service*	Annual Service*	
Check lighting devices, turn indicators, horn and controls operation	•	•	•	•		12
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling	•	•	•	•		12
Softly clean the motorcycle	•	•	•	•		12
Service coupon registration with turning off of Service warning light on instrument panel with DDS 3.0 and filling in of the on-board documentation (Service Booklet)	•	•	•	•		12

* The Oil Service 1000 must be carried out after the first 1,000 km/600 mi.
The Oil Service must be carried out every 12,000 km/7,500 mi or 24 months.
The DESMO A Mileage Service must be carried out every 12,000 km/7,500 mi (engine oil change not included).
The DESMO B Mileage Service must be carried out every 24,000 km/15,000 mi (engine oil change not included).
The Annual Service must be carried out every 12 months (do not perform it at the same time as the Oil Service).

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

Total weight (kerb weight without fuel): 176 kg (388 lb).
Maximum allowed weight (carrying full load): 365 kg (804.69 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

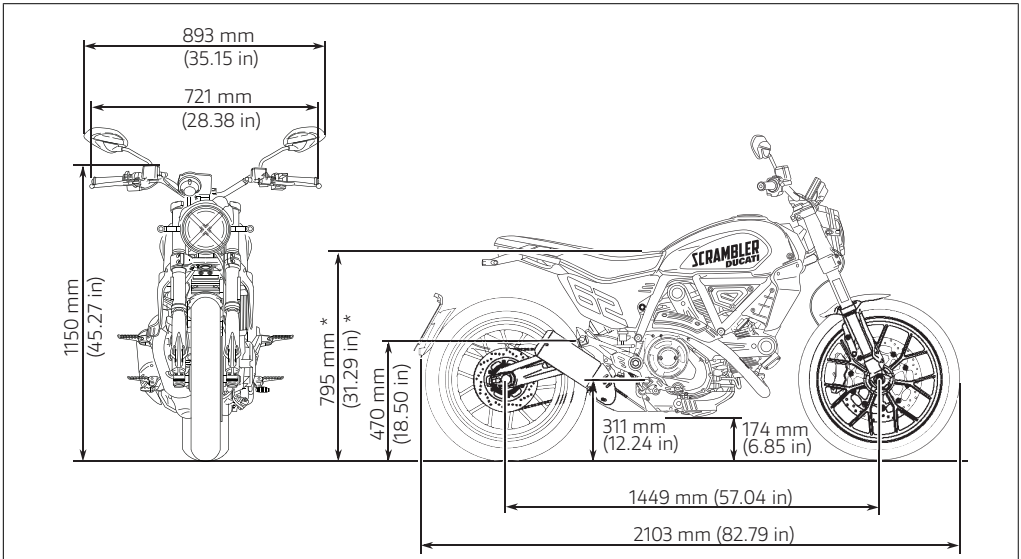


Fig 202

(*)= Available as accessories of the low seat 780 mm (30.70 in) and high seat 810 mm (31.88 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	14.5 litres (3.19 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).	3.2 litres (0.7 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork		390 cu.cm (23.8 cu. in) (left leg) 285 cu.cm (17.39 cu. in) (right 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.

Note

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

Important

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



Attention

The use of Ducati Corse Performance Oil by Shell is not allowed on this model as it would damage the engine.
The Ducati Corse Performance Shell Advance oil is made exclusively for Desmosedici Stradale engines equipped with dry clutch.

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 cuin)

Compression ratio: 11:1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
53.6 kW/73 HP at 8250 rpm
Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP BELGIUM Version:
46.5 HP (34.2 kW) at 8250 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
6.7 kgm (65.2 Nm) at 7000 rpm
Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP BELGIUM Version:
5.83 kgm (57.2 Nm) at 5000rpm

Maximumrpm: 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.

Consumption: 5.2 l/100km.
Emissions: CO2 120 g/km.
Type-approved: Euro 5.2.

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.

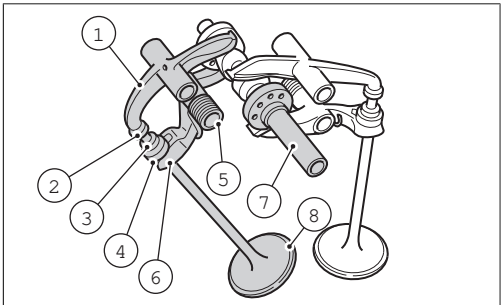


Fig 203

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

Indirect electronic injection, throttle body with Ride-by-Wire system.
Injectors per cylinder: 1
Diameter of throttle body: 50 mm (1.97 in)
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: Standard ABS BOSCH system.

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 Quick Shift Up/Down as standard, 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: 520VFX103+1 ZB
Size: 5/8" x 1/4"
Links: 104

Important

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

Attention

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

Frame

Steel tubular trellis.
Steering angle: 34.5° LH side / 32.7° RH side.
Steering head angle: 24°.
Trail in mm: 108 mm (4.25 in).

Wheels

Light alloy rims.

Front
Size: MT 3.00 x 18”

Rear
Size: MT 5.50 x 17”

Both wheel shafts can be removed.

Tyres

Front
“Tubeless” radial tyre.
Size: 110/80-R18

Pirelli MT 60 RS

Rear
"Tubeless" radial tyre.
Size: 180/55-R17
Pirelli MT 60 RS

Front tyre pressure:
2.50 bar (36 PSI) (rider only).
2.50 bar (36 PSI) (full load).

Rear tyre pressure:
2.50 bar (36 PSI) (rider only).
2.90 bar (42 PSI) (full load).

Suspension

Front

Kayaba fork with 51 mm (2.01 in) non-adjustable upside-down fork legs.
Stanchion diameter: 41 mm (1.61 in).
Wheel travel: 150 mm (5.91 in).

Rear

Progressive with Kayaba monoshock absorber, adjustable for spring preload.
Suspension travel: 61 mm (2.4 in).
Rear wheel travel: 150 mm (5.91 in).

Exhaust system

Stainless steel Termignoni single silencer, tailpipe cover in aluminium.
Catalytic converter with three lambda sensors.

Available colours

Matt Red GP19

Tank cover + front mudguard + RH / LH headlight support → Matt Red GP19
1) Tricolore White Primer, Palinal 929D.398;
2) Red Base coat GP19 PPG 0084;
3) Matt Clear coat 2K Palinal 923I2176.

Dark Stealth

Number boards → Dark Stealth
1) Primer 2K Black Palinal 873.A002;
2) Black Stealth Base coat Palinal 929.R223;
3) Matt Clear Coat 2K Palinal 923I.2176.

Dark Stealth tank
1) Epoxy primer Palinal 881I0748;
2) Black Stealth Base coat Palinal 929.R223;
3) Matt Clear Coat 2K Palinal 923I.2176.

Electric system

Basic electric items are:

Dashboard:

4.3" TFT colour display.

Headlight:

High beam: 4 LEDs;
Low beam: 5 LEDs;
Parking light / DRL: 30 LEDs.

Turn indicators:

Front: 3 LEDs;
Rear: 3 LEDs;
Electrical controls on handlebars.

Tail light:

Parking light: 9 LEDs;
Stop light: 6 LEDs;
Number plate light: 3 LEDs.

Hermetic type battery:

YUASA YT 7B - BS DRY (6.5Ah).

Generator:

Denso 14V - 487W.

Starter motor:

12 V - 0.65 kW.

Electronic regulator:

Protected by a 30A fuse.

Warning horn.

Fuses

The fuse boxes are located under the seat, so it is necessary to remove the seat to reach them. To expose the fuses, lift the box protective covers. Mounting position and ampere capacity are marked on box cover.
To protect the electrical components there are twelve fuses:

No. 5 fuses are positioned inside the fuse box (A);
No. 5 fuses are positioned inside the fuse box (B);
No. 1 fuse located on the solenoid starter (C);
No. 1 main fuse (10).
The fuse boxes include six spare fuses:

box (A): 25A, 10A, 5A;
box (B): 20A, 15A, 10A;
solenoid starter (C): 30 A fuse.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

Fuse box (A) key		
Pos	El. item	Rat.
1	ECU / DASHBOARD	10 A
2	ACCESSORIES	10 A
3	IMU	5 A
4	–	–
5	–	–
6	ABS ECU	25 A
7	ABS ECU	10 A
–	Spare	25 A
–	Spare	10 A
–	Spare	5 A

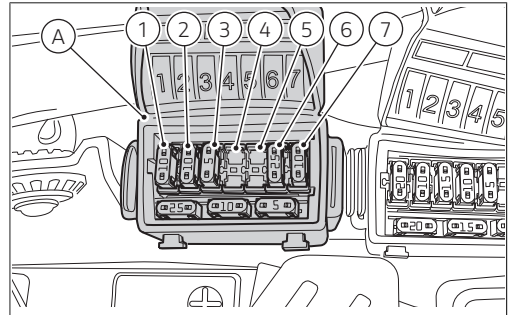


Fig 204

Fuse box (B) key		
Pos	El. item	Rat.
1	MAIN RELAY	20 A
2	FUEL PUMP RELAY	10 A
3	DASHBOARD	15 A
4	ACCESSORIES	10 A
5	STARTER RELAY	5 A
6	–	–
7	–	–
–	Spare	20 A

Fuse box (B) key		
–	Spare	15 A
–	Spare	10 A

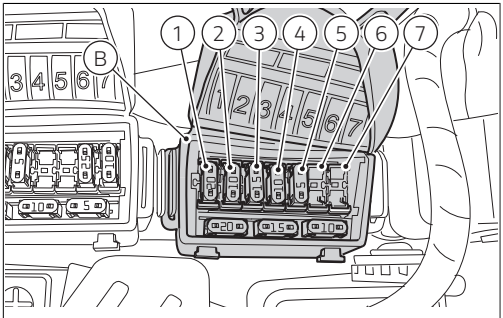


Fig 205

The solenoid starter fuse (8) and a spare fuse (9) are located on the solenoid starter (C). Remove the fuse caps (D) to reach them.

Solenoid starter fuse key		
Pos	El. item	Rat.
8	Solenoid starter fuse	30 A

Solenoid starter fuse key		
9	Spare	30 A

To access the main fuse (10), pull its box out of the housing (E) and remove the protective cap (F).

Main fuse box key		
Pos	El. item	Rat.
10	Main fuse	30 A

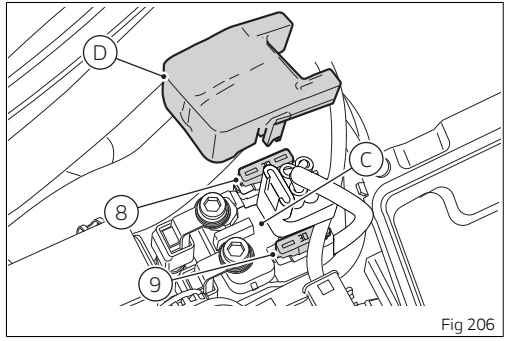


Fig 206

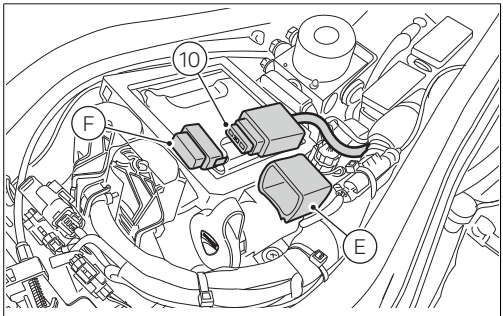


Fig 207

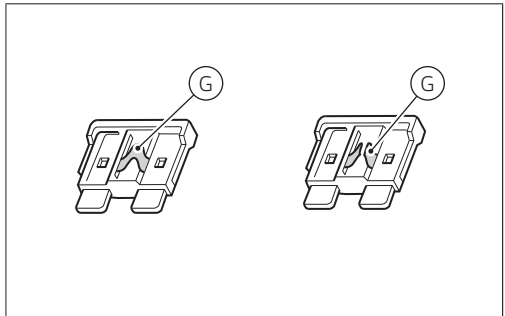


Fig 208

A blown fuse can be identified by breakage of the inner filament (G).

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.

Open source software

Information about open source software

Some vehicle components use open source software. The source code used and information on open source is available online at the following link: https://www.ducati.com/ww/en/home/open-source-software

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

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

Note

Only skilled person can access and install the device.

Table 1

Radio equipment installed in the vehicle	Frequency band	Max. transmission power
Antitheft	433.92 MHz (±75 KHz)	<0.6 mA

Instrument panel	134.2 KHz 120 KHz ÷ 140 KHz	< 66 dBμA/m (10m)
Ducati Multimedia System	2402 ÷ 2480 MHz	4.4 mW

Table 2

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

Simplified EU declaration of conformity

[Austria]

Ihr Fahrzeug ist mit einer Reihe von Funkgeräten ausgestattet. Die Hersteller dieser Funkgeräte erklären, dass diese, wo gesetzlich vorgeschrieben, mit der Richtlinie 2014/53/EU übereinstimmen.

Der vollständige Text der EU-Konformitätserklärung ist unter folgender Adresse verfügbar: certifications.ducati.com

[Belgium]

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

[Bulgaria]

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

[Croatia]

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

[Cyprus]

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

[Czech Republic]

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

[Denmark]

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

[Estonia]

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

[Finland]

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

[France]

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

[Germany]

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

[Greece]

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

[Hungary]

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

[Ireland]

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

[Italy]

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

[Latvia]

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

[Lithuania]

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

[Luxembourg]

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

[Malta]

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

[Netherlands]

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

[Poland]

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

[Portugal]

O seu veículo é dotado de uma série de equipamentos de rádio. Os construtores desses equipamentos de rádio declaram que os mesmos estão em conformidade com a diretiva 2014/53/UE sempre que a lei o determinar. O texto completo da declaração de conformidade UE está disponível no seguinte endereço: certifications.ducati.com

[Romania]

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

[Slovakia]

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

[Slovenia]

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

[Spain]

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

[Sweden]

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

[Turkey]

Aracınız bir dizi radyo ekipmanı ile donatılmıştır. Bu telsiz ekipmanının üreticileri, yasaların gerektirdiği durumlarda bu ekipmanın 2014/53/EU Direktifine uygun olduğunu beyan eder. AB uygunluk beyanının tam metnine aşağıdaki web adresinden ulaşılabilir: Certificates.ducati.com

[United Kingdom]

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

Argentina

RAMATEL

DASHBOARD	H-29321

Brasil

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário. Para consultas, visite: www.anatel.gov.br . Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.



DASHBOARD	02395-23-11337
DUCATI MULTIMEDIA SYSTEM	09738-21-10873

Canada

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

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

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

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

DASHBOARD	IC: 23285-RTADE001
DUCATI MULTIMEDIA SYSTEM	IC: 4511-2564N

Japan

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

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

South Korea

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



DASHBOARD	R-R-Egi-RTADE001
DUCATI MULTIMEDIA SYSTEM	R-R-Cbo-IN2ROUTERX

UK



Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in the table below.

Radio equipment installed in the vehicle	Frequency band	Max. tx power	Antenna features
Dashboard	2402 ÷ 2482 MHz	Wi-Fi: 15dBm BT: 4dBm BT: 4dBm	Wi-Fi: 2.1 dBi, chip antenna BT: 1.0 dBi, chip antenna BT: 2.9 dBi, chip antenna

Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.

Note
Only skilled persons can handle and install this equipment.

Attention
Please read the operating instructions carefully!



This device should normally be used at a distance of more than 20 cm from the human body. The operating temperature of the device is between -20°C and +60°C. If the device reaches temperatures above +60°C, Bluetooth® and Wi-Fi are switched off.

Simplified UK declaration of conformity

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that it complies with the current regulation.

Regulatory & Warnings section of Ducati vehicle manual

In the UK, the relevant regulation is as follows: S.I. no. 2017/1206 “The Radio Equipment Regulations 2017”, as amended by S.I. 2019 no. 696, SCHEDULE 29. The full text of the UK Declaration of Conformity is available at the following Internet address: certifications.ducati.com

United States (USA)

“This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation."
“Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.” "NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment gene rates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interfere nee to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

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

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

The TPMS device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

DASHBOARD	FCC ID:2ANYI-RTADE001
DUCATI MULTIMEDIA SYSTEM	FCC ID: Z64-2564N



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