SCRAMBLER
DUCATI



Owner’s manual

ENGLISH



Dear Ducatista,

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

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. 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!

Roadside Assistance



Important

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

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

The roadside assistance services include:

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

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

Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom.

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

Call Centre telephone numbers

The numbers to contact to request the services listed above are the following:

Andorra	+34-91-594 93 40	+34-91-594 93 40
Austria	0800-22 03 50	+43-1-25 119 19398
Belgium	0800-14 134	+32-2-233 22 90
Bulgaria	(02)-986 73 52	+359-2-986 73 52
Cyprus	22 31 31 31	+357-22-31 31 31
Croatia	0800-79 87	+385-1-464 01 41
Denmark	80 20 22 07	+45-80 20 22 07
Estonia	(0)-69 79 199	+372-69 79 199
Finland	(09)-77 47 64 00	+358-9-7747640 0
France (+Corsica)	0800-23 65 10	+33-4-72 17 12 83
FYROM	(02)-3181 192	+389-2-3181 192
Germany	0800-27 22 774	+49-89-76 76 40 90
Gibraltar	91-594 93 40	+34-91-594 93 40
Greece	(210)-9462 058	+30-210-9462 058
Ireland	1800-304 500	+353-1-617 95 61
Iceland	5 112 112	+354-5 112 112
Italy	800 744 444	+39 02 66.16.56.10
Latvia	67 56 65 86	+371-67 56 65 86
Lithuania	(85)-210 44 25	+370-5-210 44 25
Luxembourg	25 36 36 301	+352-25 36 36 301
Malta	21 24 69 68	+356-21 24 69 68
Monaco	+33-4-72 17 12 83	+33-4-72 17 12 83
Montenegro	0800-81 986	+382-20-234 038

Norway	800-30 466	+47-800-30 466
Holland	0800-099 11 20	+31-70-314 51 12
Poland	061 83 19 885	+48 61 83 19 885
Portugal	800-20 66 68	+351-21-942 91 05
United Kingdom	00800-33 22 88 77	00800-33 22 88 77
Czech Republic	261 10 43 48	+420-2-61 10 43 48
Romania	021-317 46 90	+40-21-317 46 90
Serbia	(011)-240 43 51	+381-11-240 43 51
Slovakia	(02)-492 05 963	+421-2-49 20 59 63
Slovenia	(01)-530 53 10	+386-1-530 53 10
Spain	900-101 576	+34-91-594 93 40
Sweden	020-88 87 77	+46-771-88 87 77 (+46 8 5179 2873)
Switzerland (+Liechtenstein)	0800-55 01 41	+41 58 827 60 86
Turkey	(216) 560 07 50	+90 216 560 07 50
Ukraine	044-494 29 52	+380-44-494 29 52
Hungary	(06-1)-345 17 47	+36-1-345 17 47

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Warranty information

General warranty conditions

1. Warranty content

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

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

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

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

1.5. Also, through a specific insurance policy, Ducati offers the Customer additional roadside and health assistance services in the Countries listed in the "Owner's manual", according to the specific terms and procedures reported therein.

1.6. The present general warranty conditions (hereafter "Warranty Conditions") do not in any way compromise the unalienable rights granted to individuals falling under the definition of "consumer" under the law of their respective countries. These warranty conditions are without prejudice to national provisions transposing and implementing Directive 99/44/EC in force in EU countries (in Italy, Legislative Decree no. 206 of 6 September 2005 - Consumer Code). In the event any one provision of these Warranty Conditions should conflict with mandatory law in force in the country of residence or domicile of the "consumer", such provision shall be treated as null and void.

2. Exclusions

2.1. This warranty offered by Ducati is not applicable to:

- a) to the Motorcycle that has not fully complied with the scheduled maintenance plan provided for in the Owner's Manual;
- b) to the Motorcycle with incorrect maintenance or repair operations carried out by parties other than the Ducati Authorised Dealers and/or Service Centres;
- c) to faults due to neglect of the Motorcycle;
- d) to faults concerning parts subject to wear and tear during normal operation of the Motorcycle (such as: tyres, filters, bulbs, final drive, belts, flexible controls, spark plugs, brake and clutch parts subject to friction, such as brake plates and pads, etc.);
- e) to aesthetic defects in painted or chrome-plated surfaces, such as oxidation of the Motorcycle and/or components thereof, natural discolouring, etc.;
- f) to faults involving Motorcycle battery if not properly kept charged with a Ducati charge maintainer;
- g) if the Motorcycle is used in sporting competitions of any kind or for damage resulting from improper use of the Motorcycle, on the track or on the road;
- h) to the Motorcycle to which modifications not approved by the manufacturer have been made, or that has been tampered with in any way and/or tuned in order to alter its performance, or with odometer tampered with;
- i) to the Motorcycle used in commercial or rental services or otherwise used for professional use;
- j) to the Motorcycle fitted with non-original Ducati spare parts or accessories or not authorised by Ducati;
- k) to the use of lubricants with specifications that do not comply with Ducati's requirements for the Motorcycle in question;
- l) to failure to comply with the prescriptions for the use of the Motorcycle and its equipment as indicated in the Owner's Manual;
- m) to modifications to the Motorcycle made by the Customer and / or third parties without the express approval of Ducati;
- n) to the Customer's failure to adhere to any recall and/or update campaigns planned by Ducati on the Motorcycle.

3. Responsibilities of the Customer

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

- a) notify one of the Ducati Authorised Dealers and/or Workshops (list available at www.ducati.com) of any defects of the motorcycle within two (2) months after Customer discovered said defects.
- b) keep adequate documentation of any maintenance and/or repair work carried out on the vehicle (receipts/invoices with details of the activities carried out and the parts used). You can consult the history of the ordinary maintenance of your motorcycle on the website www.ducati.com in the MyDucati section or on the MyDucati app.

3.2. In order to maintain the validity of the warranty in the event of a change of motorcycle ownership, the new owner must promptly notify Ducati of the change of ownership of the motorcycle, by communicating it on the website www.ducati.com in the MyDucati section or at the Ducati Authorised Dealers and/or Workshops.
3.3. If the provisions of points 3.1. and 3.2 are not observed, this warranty offered by Ducati will not longer be in effect and the Customer rights to warranty performance will become null and void.

4. Limitations of liability

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

provided that the provisions under art. 3 above are complied with.
4.6. Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7. These Warranty Conditions are governed by Italian law.

5. Additional warranty and warranty extensions
5.1 Additional warranties may be provided or purchased depending on the product and the country (e.g. 4|Ever Multistrada, Factory Ever Red and Ever Red). For further details please refer to the Warranty Contract delivered by your Dealer when handing over your new motorcycle to the first owner or on the website www.ducati.com in the MyDucati section or on the MyDucati app.

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

- first coupon: within six (6) months of delivery of the motorcycle to the Customer, or within the first 1000 km/600 miles travelled;

- second coupon: upon reaching the mileage specified in the maintenance schedule and in any case within twelve (12) months from previous service coupon. Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.

6.4. Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's recommendations and procedures, without limitations, including those reported in the “Owner's Manual”. Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
6.5. In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Workshop shall place their stamp and/or and write the necessary notes and/or perform the digital recording on the Service Booklet and/or in the dedicated area of the website ducati.com; it is also necessary to preserve the receipts/invoices for the service coupons that detail the operations performed. This documentation may be verified by the Ducati Technical Service for the purpose of providing the services set forth in these Warranty Conditions.
6.6 Ordinary maintenance will be digitally recorded by the Ducati Dealer and available in the MyDucati app or on the ducati.com website.

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 1)

Attention

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



Fig 1

Attention

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

Attention

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

Carrying the maximum load allowed

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



Attention

The maximum speed permitted with side panniers, top case only and side panniers with top case fitted must not exceed 160 km/h (99 mph) and at any rate it must comply with the applicable statutory speed limits.



Attention

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

Information about carrying capacity



Important

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



Important

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



Important

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



Important

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



Attention

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

Refer to paragraph “Tubeless tyres”.

Dangerous products - warnings

Used engine oil

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

Brake dust

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

Brake fluid

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

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

Coolant

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

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

Vehicle identification number

Note

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

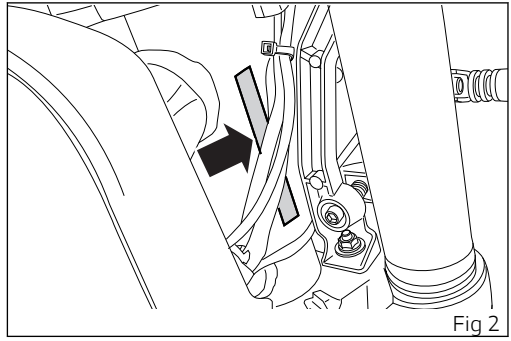


Fig 2

Engine identification number

Note

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

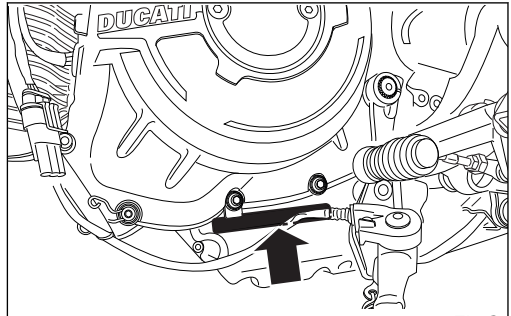


Fig 3

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.

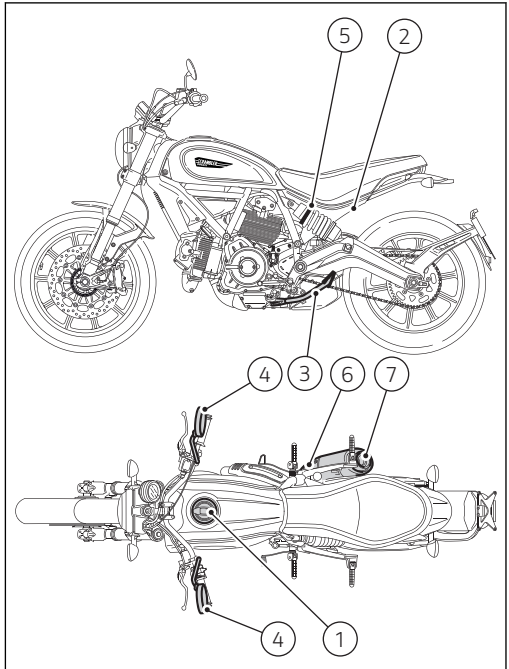


Fig 4

Tank filler plug

Opening

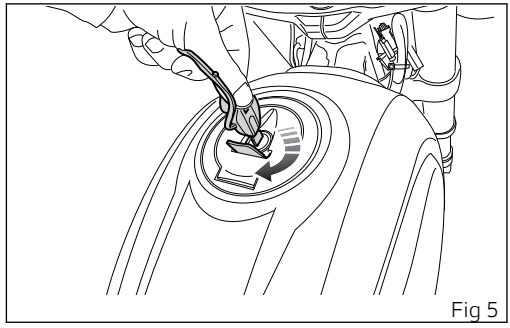
- Insert the key into the lock;
- Turn the key clockwise by 1/4 of a turn to release the lock;
- Unscrew the plug (1).

Closing

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

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 5

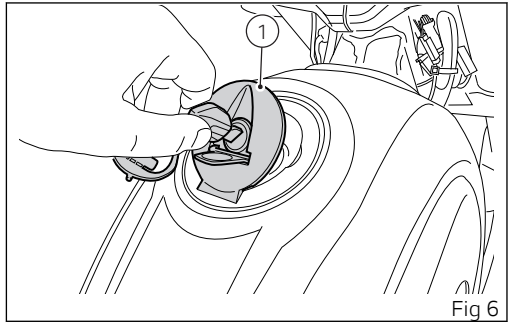


Fig 6

Removing and refitting the seat

Removing the seat

- Insert the key (1) into the lock;
- turn the key clockwise while pressing down at the latch to help release the pin;
- remove the seat (2) pulling it towards motorcycle rear end until sliding it out of the front retainers.

Refitting the seat

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

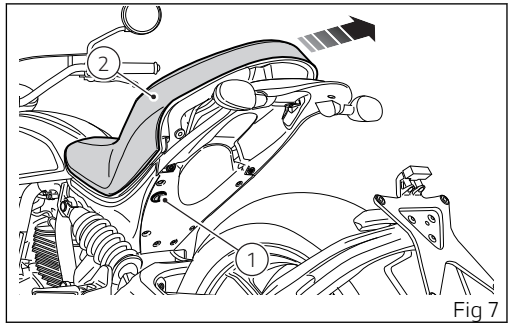


Fig 7

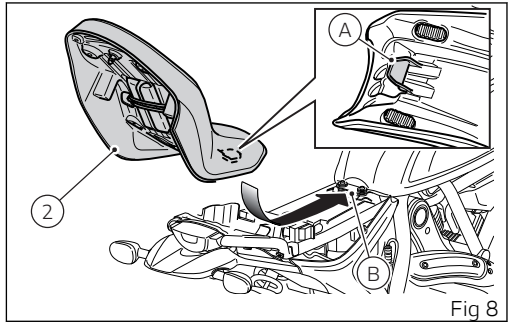


Fig 8

Maintaining the battery charge

Your motorcycle is equipped with a connector (1), under the rider seat, to which you can connect a special battery charger (2) (Battery charge maintenance kit part no. 69928471A (Europe), part no. 69928471AW (Japan), 69928471AX (Australia), 69928471AY (UK), 69928471AZ (USA), available from our sales network.

Remove the connector (1) from the clamp (A) and connect it 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.

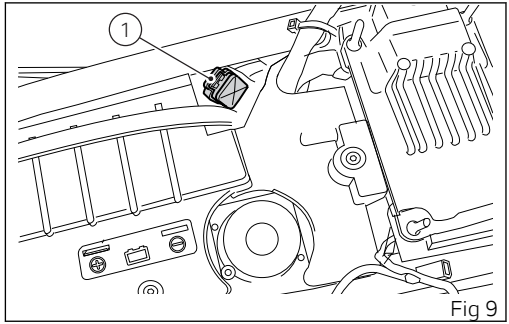


Fig 9

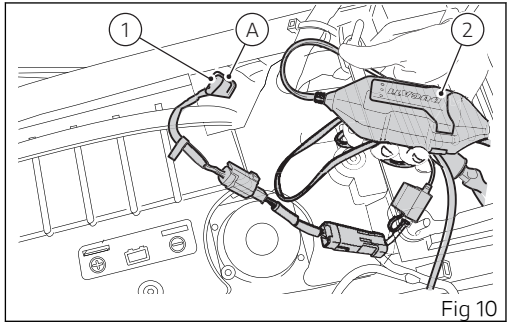


Fig 10

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.

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

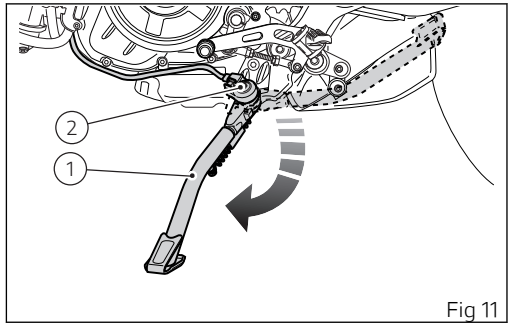


Fig 11

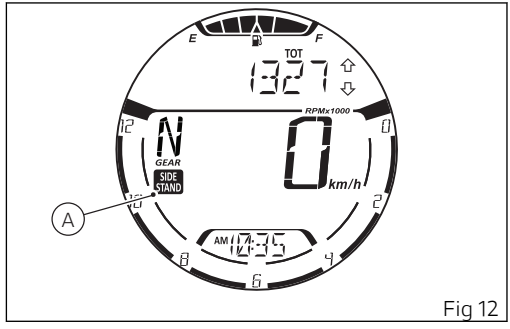


Fig 12

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.

Adjusting the rear shock absorber

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) using the supplied pin wrench, 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.

Attention

To turn the preload adjuster ring nut use the wrench supplied with the tool kit. 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.

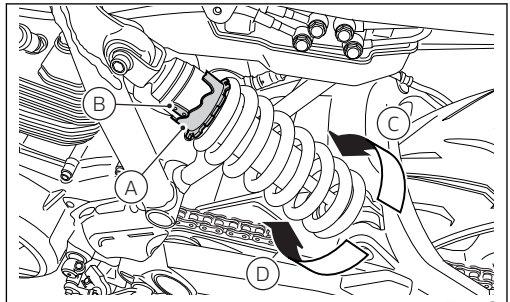


Fig 13

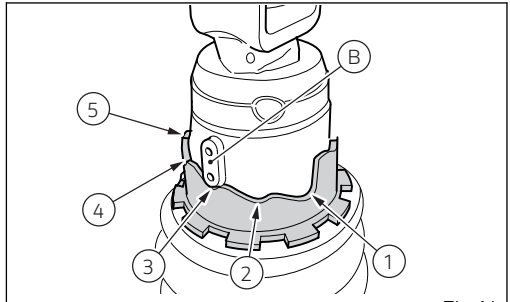


Fig 14

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.

Controls

Position of motorcycle controls

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

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

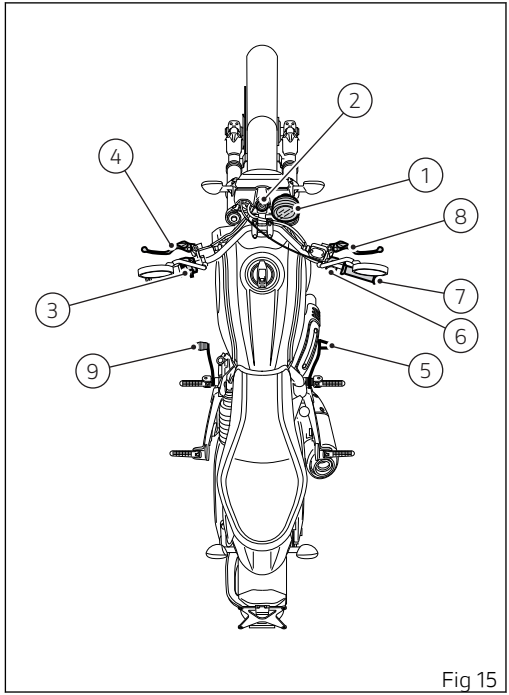
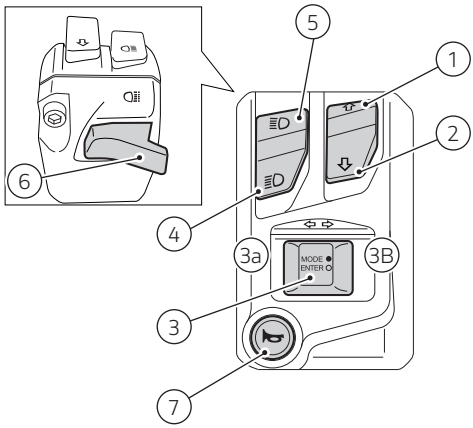


Fig 15



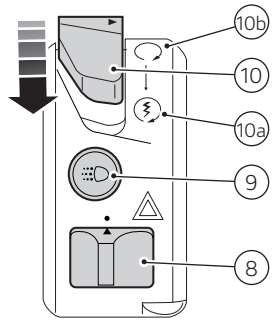


Fig 16

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 (version without DRL)

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

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

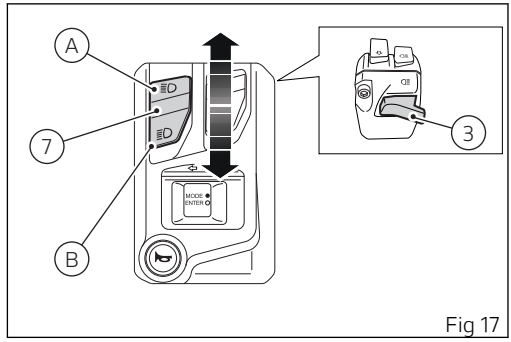


Fig 17

Low/high beam (version with DRL)

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

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

It the low beam is activated, it is possible to switch on the high beam with button (7, Fig 17) position (A), or flash with button (3, Fig 17).
If engine is not started upon key-on, it is anyway possible to switch low/high beams on by pushing button (7, Fig 17) positions (B) and (A), or flash with button (3, Fig 17) on LH switch.

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

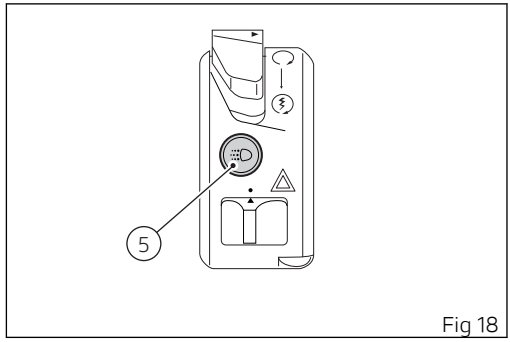


Fig 18

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

It is possible to switch off the DRL lights by setting them to “MANUAL” with button (5) on the left-hand switch. Press button (5) again, the DRL lights will turn on again and set to “AUTO”. When the DRL lights are set to “AUTO”, the display shows the symbol (A, Fig 20)

If the DRL light is set to “MANUAL” after pressing button (5), upon next Key-On the DRL light is always automatically set to “AUTO” again.
If instead the “AUTO” or “MANUAL” setting has been set through the Setting menu, the status is always stored also upon Key-Off. At the following Key-On the DRL light control is initialised with the last setting (“AUTO” or “MANUAL”). Refer to the chapter “Setting menu - DRL light mode setting - only if present (DRL CONTROL)” on page 132.

By pressing button (7, Fig 17) the high and low beams are turned on whereas the DRL light is turned off. Upon releasing the light button (7, Fig 17) the DRL light is automatically switched on again.

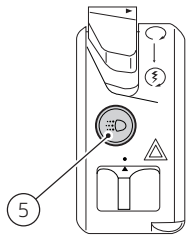


Fig 19

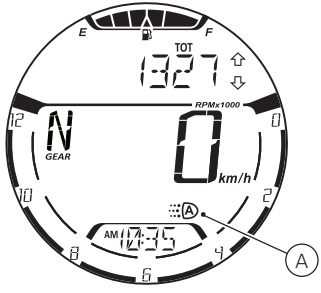


Fig 20

DRL in AUTO mode

If the DRL is in this mode, when starting the engine it automatically switches off and the low beam is activated if the instrument panel detects poor light conditions (NIGHT). If the instrument panel detects good light conditions (DAY), the DRL remains on and the low beam off: in this mode, the instrument panel automatically switches from the DRL light to the low beam and vice versa, according to the detected ambient light conditions. The symbol (A, Fig 20)will be displayed.

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

DRL in MANUAL mode

If the DRL light is in this mode, because set through the Setting menu page 132, it does not change its status when the engine is started. To switch on or off the DRL light it is necessary to press button (5).

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

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

Turn indicators

The instrument panel manages the turn indicators in manual or automatic mode according to what set through the Setting menu - see chapter “Setting menu - Turn indicator mode setting (TURN INDICATORS)” on page 138.

Manual switch-off:

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

Automatic switch-off:

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

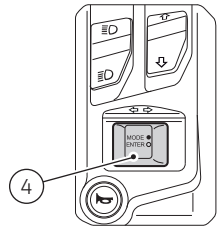


Fig 21

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

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

Hazard function (4 turn indicators)

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

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

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

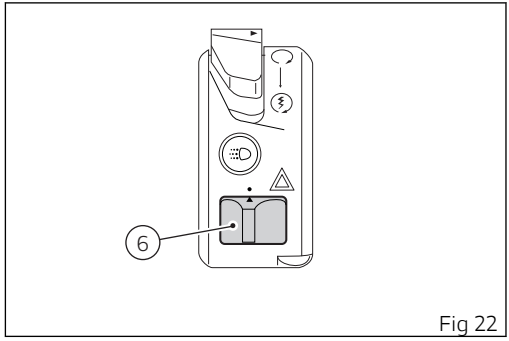


Fig 22

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

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

Keys

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

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

Attention

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

Duplicate keys

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

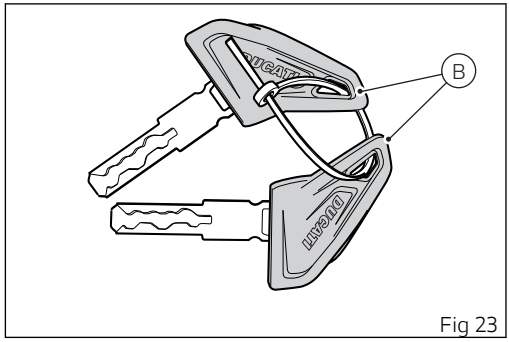


Fig 23

Note

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

Immobilizer system

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

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

Key-operated ignition switch and steering lock

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

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

Note

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

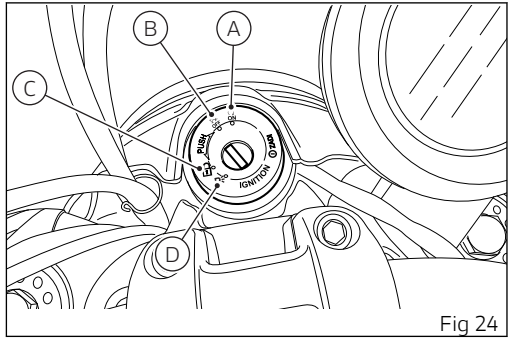


Fig 24

Restoring motorcycle operation via the PIN CODE

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

Important

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

To activate the PIN CODE refer to the chapter “Setting menu - Pin code: activation (PIN CODE)” on page 109.

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

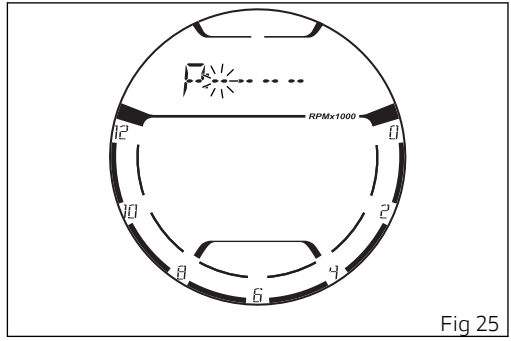


Fig 25

Entering the PIN CODE

Press button (1) or (2) to access the PIN CODE entering mode. Digit “0” on the left will start flashing (1st digit to enter) (Fig 26).
Otherwise, if button (4) is pressed without entering the PIN CODE, this page will be quitted, you will go back to the “main” page, any error will be signalled (as planned) and the “engine lock” will be kept.

To set the digit, each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”, vice versa each time you press the button (2) the number decreases by one (- 1) up to "0" and then starts back from "9". Press button (4) to confirm the first digit and automatically move to the setting of the following digit, and so on until the fourth and last digit (Fig 27).

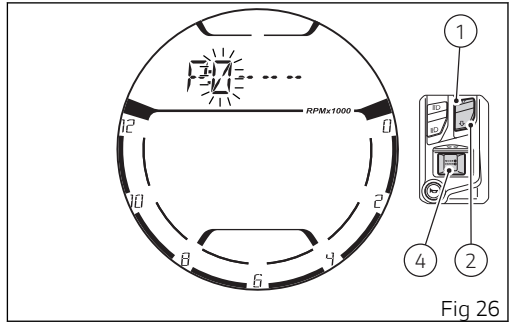


Fig 26

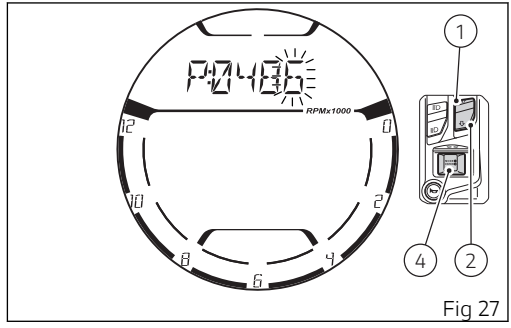


Fig 27

Once the fourth digit has been set, when pressing button (4) (Fig 27) the instrument panel checks whether the entered PIN CODE corresponds to the one stored. If they do not correspond, the display shows “WRONG” flashing for 3 seconds (Fig 28).

If they correspond, the display shows “OK” flashing for 3 seconds (Fig 29).

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

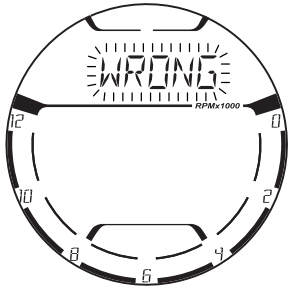


Fig 28

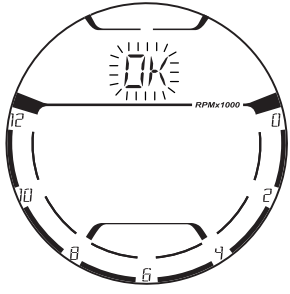


Fig 29

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

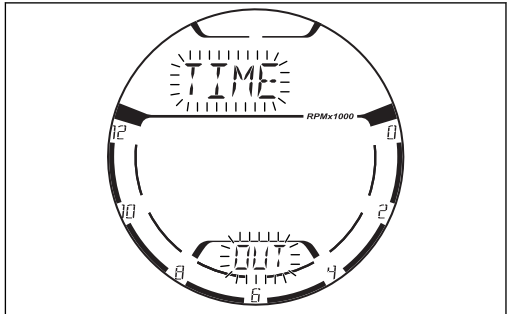


Fig 30

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).

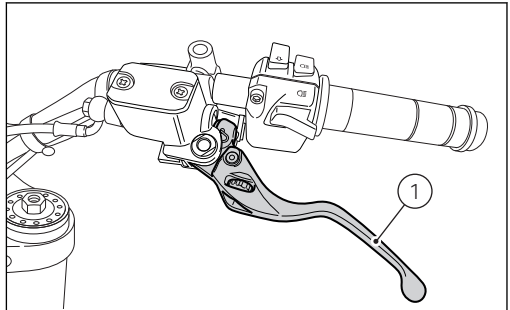


Fig 31

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

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

Attention
Set clutch lever when motorcycle is stopped.

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

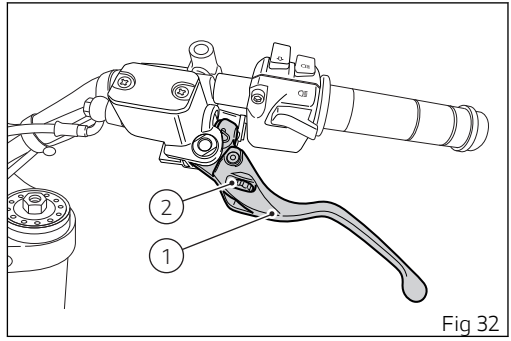


Fig 32

Throttle twistgrip

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

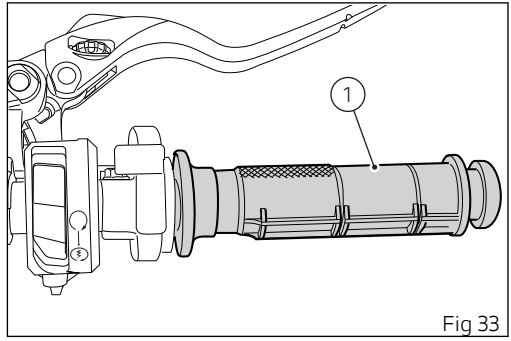


Fig 33

Front brake lever

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

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

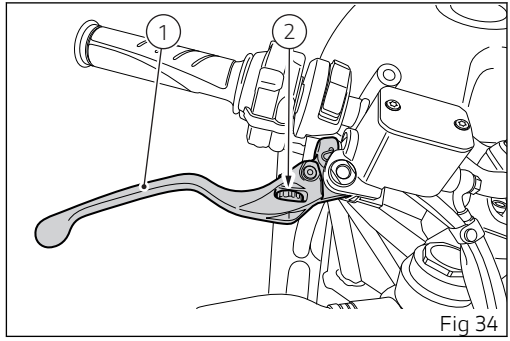


Fig 34

Attention

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

Attention

Set front brake lever when motorcycle is stopped.

Rear brake pedal

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

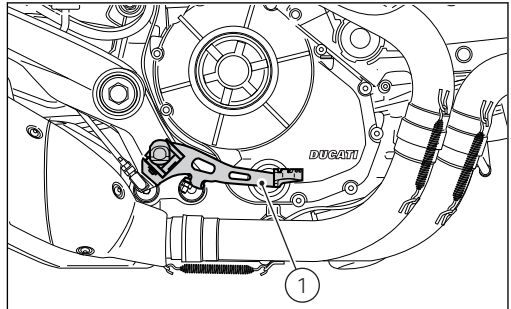


Fig 35

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 36).

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.

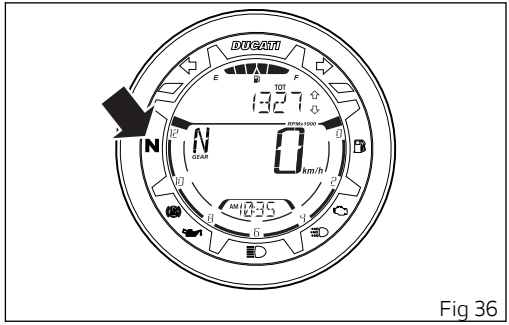


Fig 36

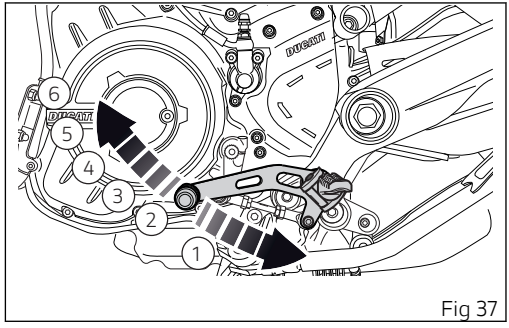


Fig 37

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.

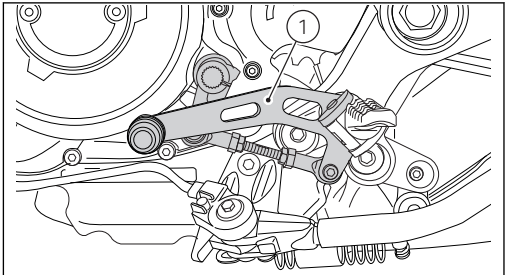


Fig 38

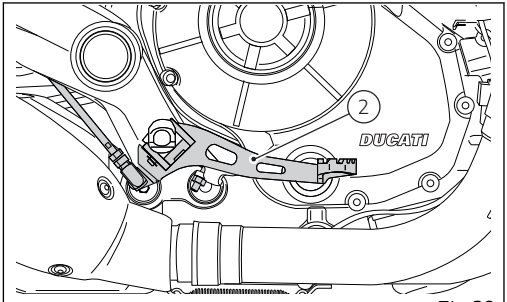


Fig 39

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (600 mi);
2) From 1000 km (600 mi) to 2500 km (1500 mi).

Up to 1,000 Km (600 mi)

During the first 1000 km (600 mi), keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (60 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

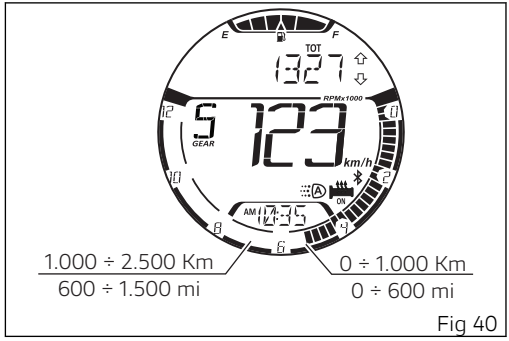


Fig 40

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

From 1000 km (600 mi) to 2500 km (1500 mi).

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

Attention

During the whole running-in period, the maintenance and service rules recommended in this booklet under sub-section “Scheduled maintenance plan” should be observed carefully. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

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

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if necessary (see “Engine oil level check”).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (see “Brake fluid level check”).
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless tyres”).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (“Replacing headlight light bulbs”).
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”) and of the seat (see “Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

ABS light

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

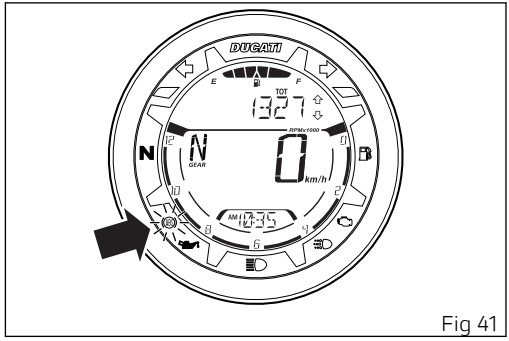


Fig 41

ABS device

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

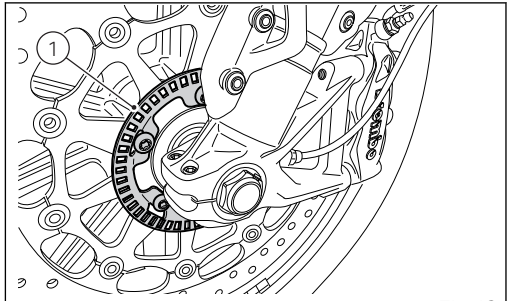


Fig 42

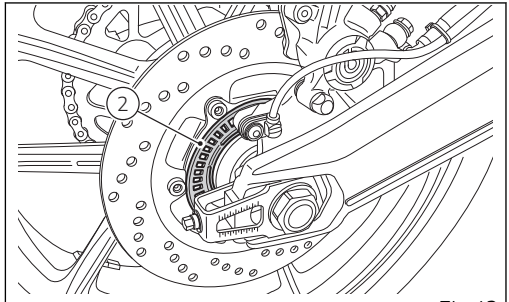


Fig 43

Engine start/stop

Attention

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

Attention

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

Move the ignition switch to (1, Fig 44). 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.

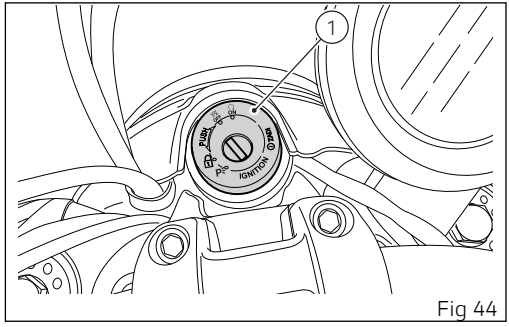


Fig 44

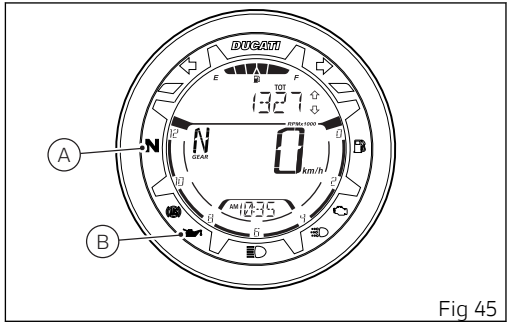


Fig 45

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

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

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

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

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

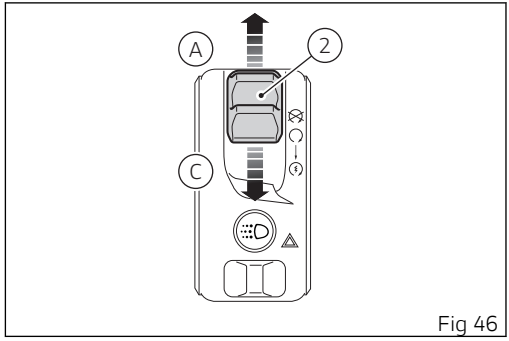


Fig 46

Attention
Keeping the engine running for too long with the vehicle stationary may cause damage due to overheating caused by insufficient cooling. Do not run the engine unnecessarily while the vehicle is stationary. Move immediately after starting the engine.

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.

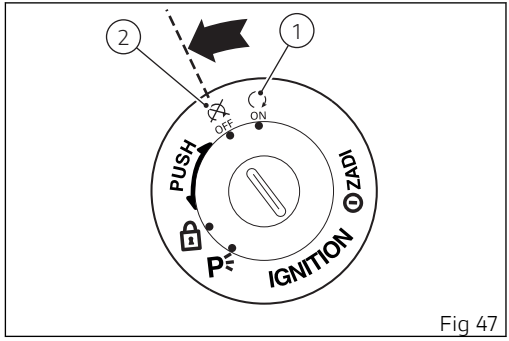


Fig 47

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to position (3). If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat. You may leave the parking lights on by turning the key to position (4).

Important

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

Attention

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.

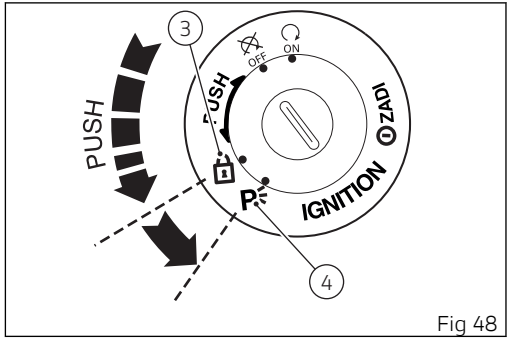


Fig 48

Attention

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

Refuelling

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

Warning

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

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

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

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

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

Attention

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

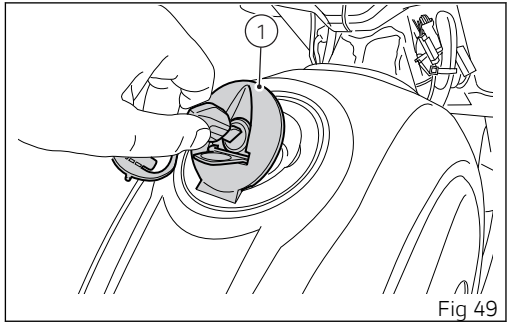


Fig 49

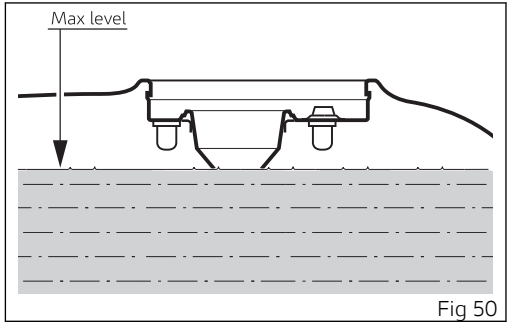


Fig 50

Attention

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

Fuel label

The label in figure identifies the fuel recommended for this vehicle.

1) The E5 reference inside the label (1) indicates the use of fuel with a maximum oxygen content of 2.7% by weight and a maximum ethanol content of 5% by volume, according to EN 228.
2) The E10 reference inside the label (2) 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.

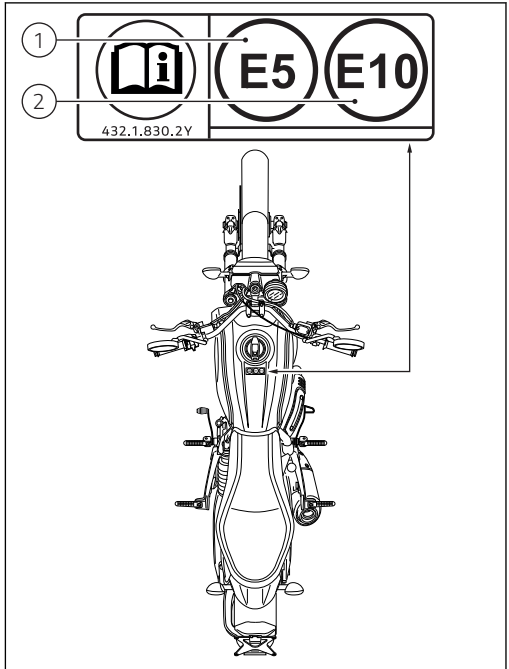


Fig 51

Tool kit and accessories

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

- Phillips / flat screwdriver;
- screwdriver handgrip;
- 3 mm Allen wrench;
- 4 mm Allen wrench;
- 5 mm Allen wrench;
- 6 mm Allen wrench;
- preload adjustment wrench;
- handgrip for preload adjustment wrench;
- oval extension;
- spark plug wrench;
- rod for spark plug wrench;
- fuse pliers.

To gain access to the compartment, remove the seat by referring to chapter "Removing and refitting the seat".

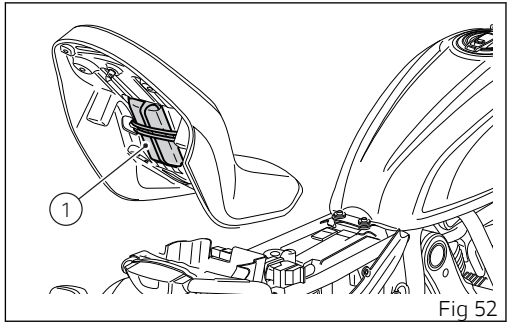
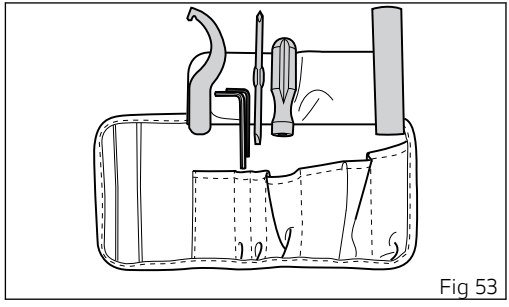


Fig 52


Fig 53

Instrument panel (Dashboard)

Instrument panel

1) LIQUID CRYSTAL DISPLAY (LCD).

2) REV COUNTER.
It indicates engine rpm value.

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

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

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

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

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

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

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

- The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction.
- The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.

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

10) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM WARNING LIGHTS (RED)
Over Rev:
- Light OFF no limiter intervention.
- Light steady ON limiter first intervention threshold.
- Light ON flashing limiter intervention.

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

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

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

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

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

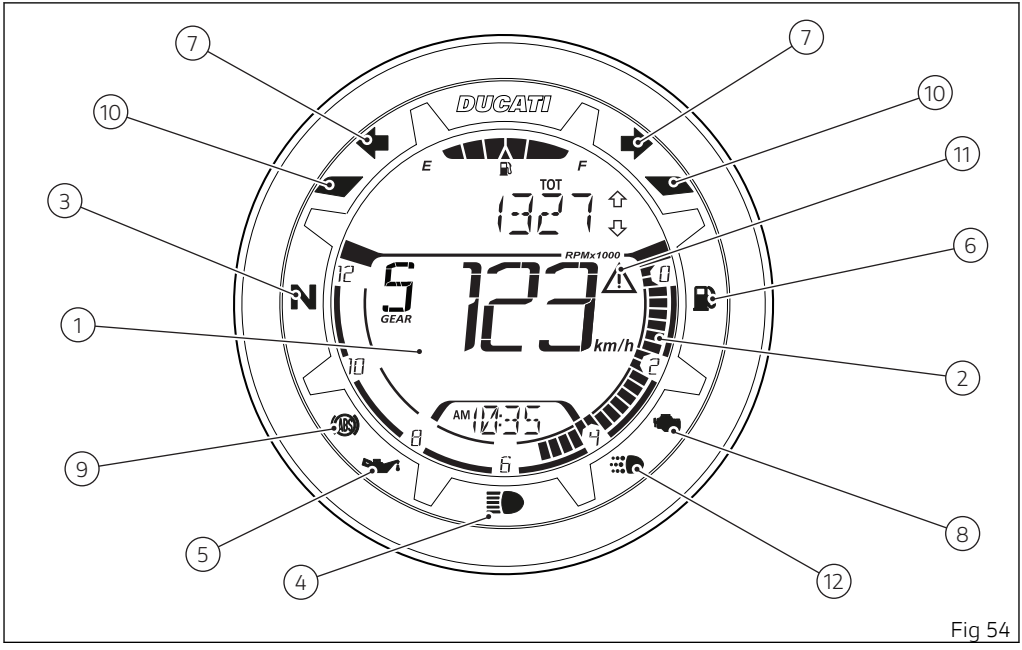

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12

Fig 54

Parameter displaying

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

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

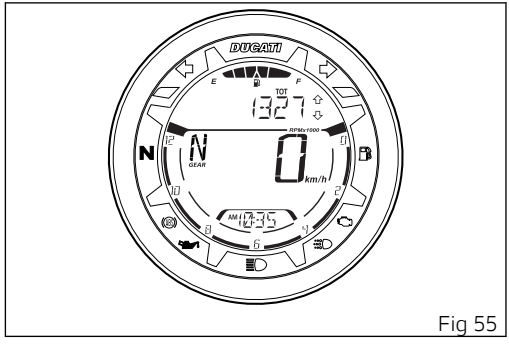


Fig 55

Data displayed on the main screen are as follows:

1) Motorcycle speed
2) Gear indication
3) Rev counter
4) Fuel level
5) Menu
6) Clock
7) DRL light status indication (if present)
8) Bluetooth and infotainment (if present)
9) Heated handgrips (if any)

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

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

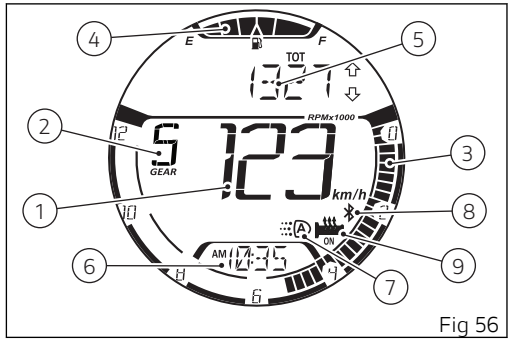


Fig 56

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

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

The UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - appear on the RH side of the menu indicating the possibility to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 89).

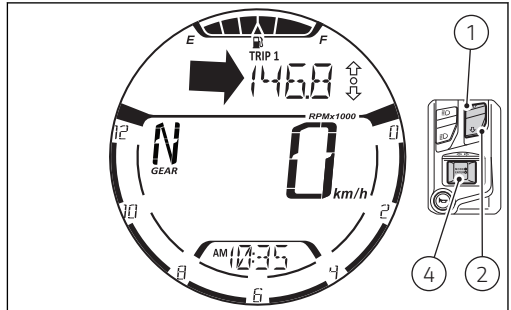


Fig 57

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

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

Main and auxiliary functions

The functions displayed in the standard screen are the following:

Main information

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

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

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

Additional information

- Infotainment — accessory
- Service indication (SERVICE)
- OIL SERVICE zero warning
- ANNUAL SERVICE countdown30 warning
- ANNUAL SERVICE warning
- DESMO SERVICE countdown1000 warning
- DESMO SERVICE warning
- Warnings / Alarms
- Error indication
- High engine temperature

- Engine derating due to oil high temperature
- DRL light AUTO / MANUAL indication - accessory
- Display of side stand status
- Restoring motorcycle operation via the PIN CODE

Motorcycle speed

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

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

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

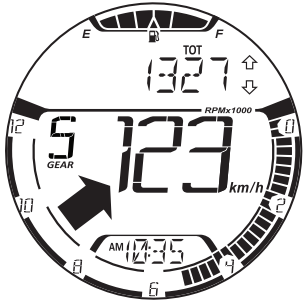


Fig 58

Engine rpm indication (RPM)

This function displays the engine rpm through a bargraph.
The information is displayed by the bargraph filling from the right to the left according to the engine rpm.

When the threshold before the rpm limiter is reached, the corresponding warning lights will turn on.



Fig 59

Gear

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

A dash "-" is displayed in these cases:

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

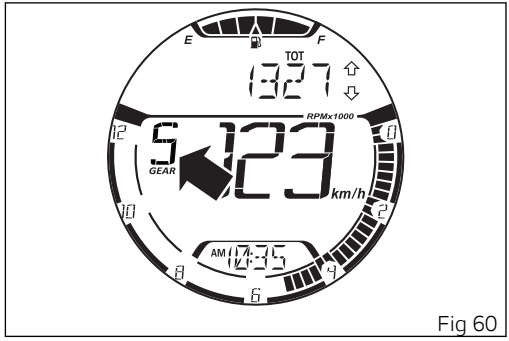


Fig 60

Note

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

Fuel level

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

Important

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

Note

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

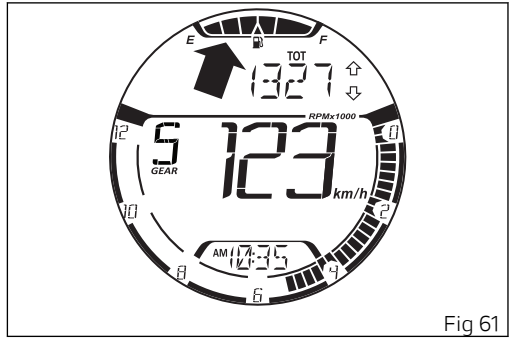


Fig 61

Clock

The instrument panel shows the time in the following format:

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

If the power supply is interrupted (faulty battery), 3 dashes "– :– –" and "AM" are displayed instead of the time indication.

The time can be set through the Setting Menu.



Fig 62

Function menu

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

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

Within the Menu box, on the LH side, are the UP ⇧ and DOWN ⇩ arrows - corresponding to button (1) and button (2) on LH switch - indicating the chance to scroll through the functions. The empty circle symbol ○ is displayed when it is possible to interact with the displayed function by pressing button (4) on LH switch, for instance to reset trip meter 1 (TRIP 1, page 89).

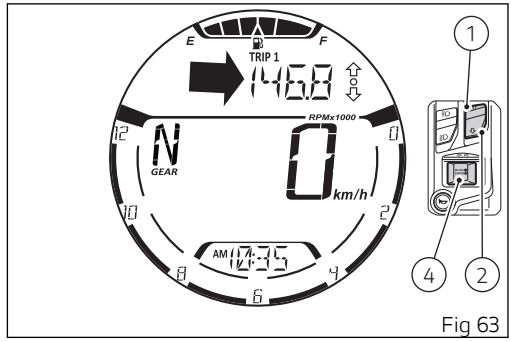


Fig 63

Odometer (TOT)

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

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

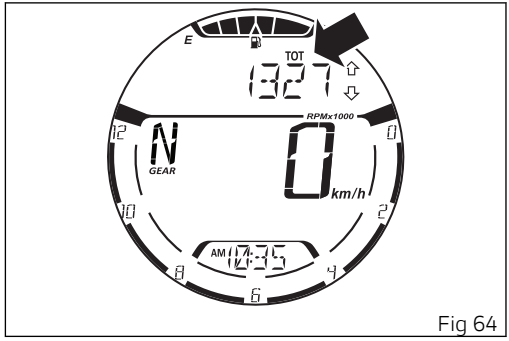


Fig 64

Note

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

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).
The mi or km value for TRIP 1 is displayed with the "TRIP 1" indication and unit of measurement.

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

Press button (4) to reset TRIP 1.

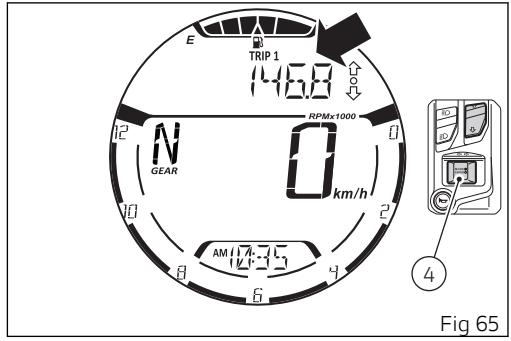


Fig 65

Resetting of TRIP 1

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

The value of TRIP 1 is automatically reset also in case the units of measurement are changed manually through the Setting menu (page 134), or after the battery is disconnected: the counter will then start back from zero, considering the newly set units of measurement.

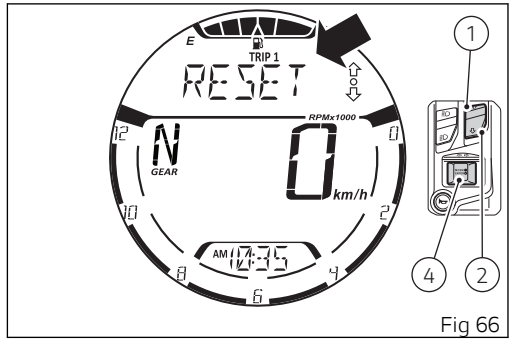


Fig 66

Trip meter 2 (TRIP 2)

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

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

Press button (4) to reset TRIP 2.

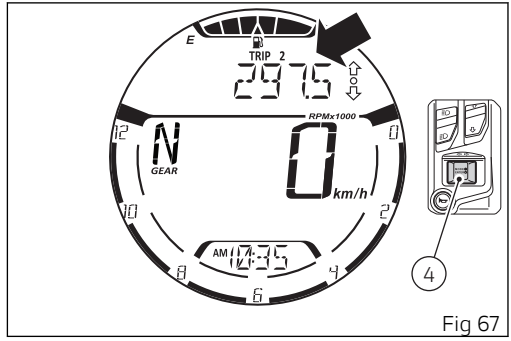


Fig 67

Resetting of TRIP 2

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

The value of TRIP 2 is automatically reset also in case the units of measurement are changed manually through the Setting menu (page 134), or after the battery is disconnected: the counter will then start back from zero, considering the newly set units of measurement.

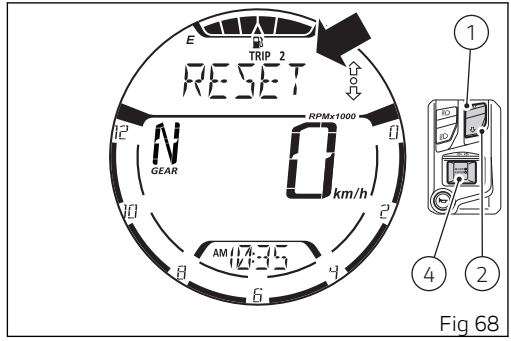


Fig 68

Residual range (RANGE)

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

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

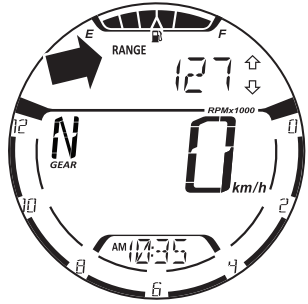


Fig 69

Heated handgrips (H. GRIPS) (if any)

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

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

The level can be set by pressing button (4). The instrument panel enters the setting procedure of the heated handgrips level, making the current level flash and showing the indication “EXIT” preceded by the black arrow facing downwards (Fig 71).
Each time button (1) or button (2) is pressed the display shows the different levels flashing and scrolling, starting from the current one: “OFF”, “LOW”, “MED”, “HIGH”.

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

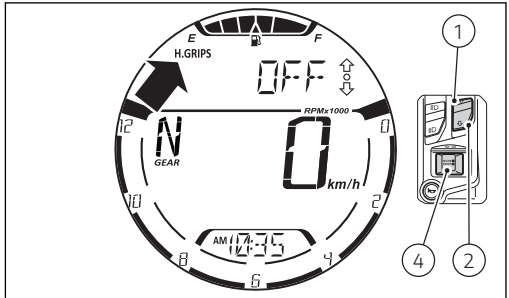


Fig 70

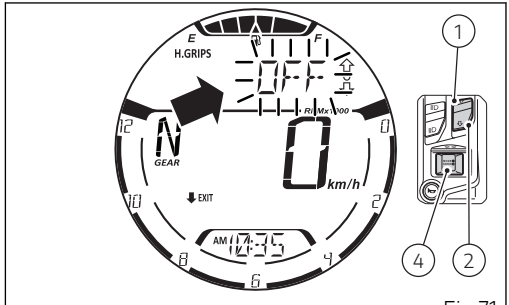


Fig 71

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

The actual turning on (heating) of the heated handgrips occurs only with engine started, when a certain number of engine rpm have been reached and maintained. This is to avoid affecting the battery charge level. .
The actual turning on is indicated with the appearance of the indication “ON” under the heated handgrips symbol. (Fig 73)

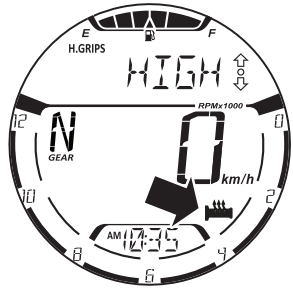


Fig 72

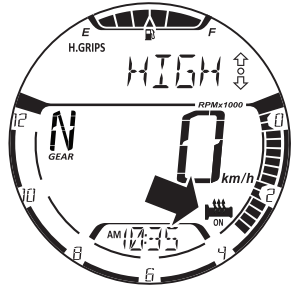


Fig 73

Ambient air temperature (T-AIR)

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

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

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

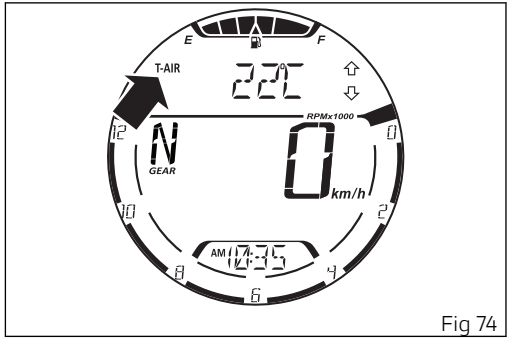


Fig 74

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

Music player management (PLAYER) - accessory

This function allows activating, deactivating and managing the music player.
It is available only if the Bluetooth control unit is installed and a smartphone is connected.
The function can be set to “OFF” (Fig 75) or “ON” (Fig 76).

Important

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

Note

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

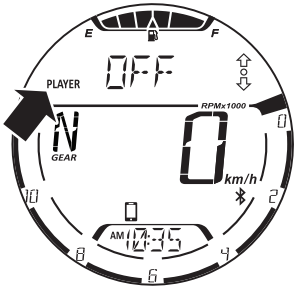


Fig 75

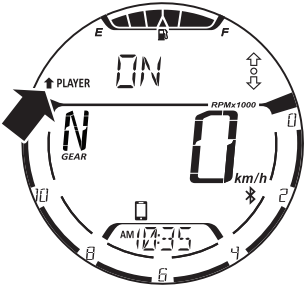


Fig 76

Music player control activation (from OFF to ON).

If the music player control is set to “OFF”, press button (4) to activate it.
With the music player control active, the display shows the title of the track currently being played on the connected smartphone (A, Fig 78), together with the available controls (B, Fig 78) and the “EXIT” indication preceded by the black arrow facing downwards (C, Fig 78).

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

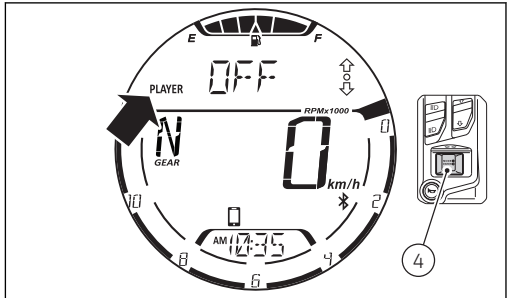


Fig 77

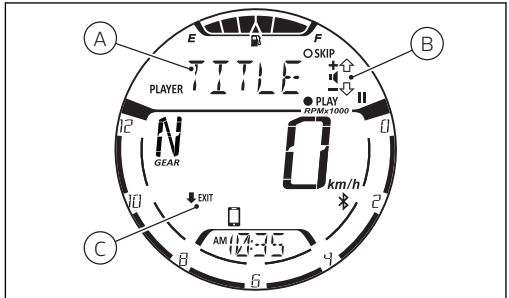


Fig 78

Music player controls

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

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

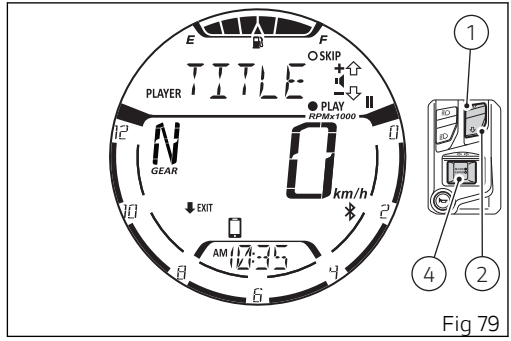


Fig 79

Play / Pause

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

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

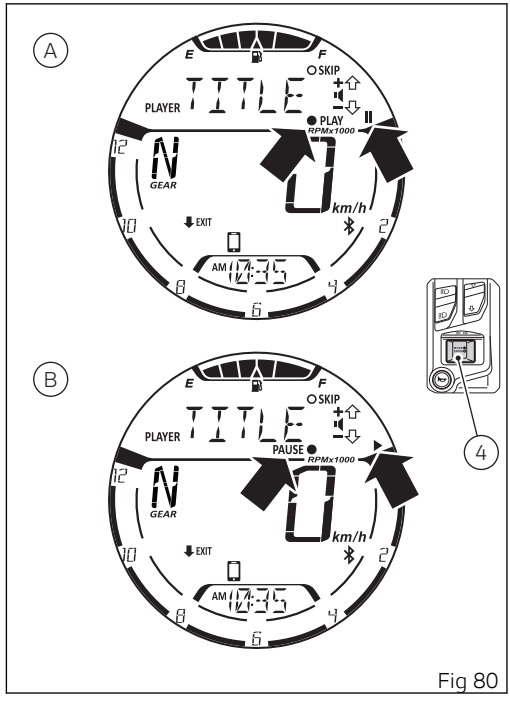


Fig 80

Exiting the active music player control (ON):

To exit the music player control and keep it active, for example with the track being played, press button (2) for 2 seconds. Afterwards, the display shows the black arrow facing upwards flashing for 3 seconds followed by the indication “PLAYER”, the message “ON” and the empty circle “ ○ ” (Fig 81).

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

Once activated (ON), the “Music player management (PLAYER)” function appears inside the menu with the black arrow facing upwards followed by the indication “PLAYER” and the message “ON” (Fig 82).

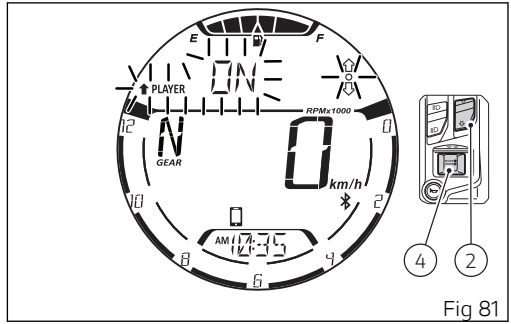


Fig 81

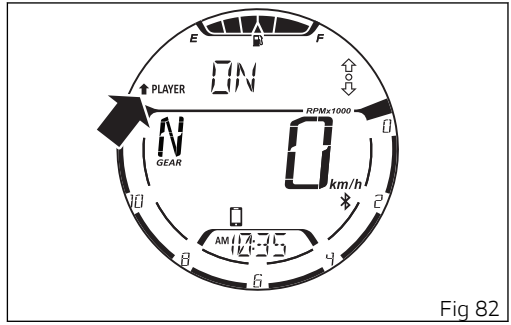


Fig 82

Reactivating the music player control (ON):

If the music player was activated (ON) and you exited the control to move to other functions, to reactivate the controls of the music player select the “Music player management (PLAYER)” function in the menu and press button (1) for 2 seconds (Fig 83).

It is hence possible to access again to the music player control and button (1), button (2) and button (4) are used again by the instrument panel only for the music player controls (Fig 84).

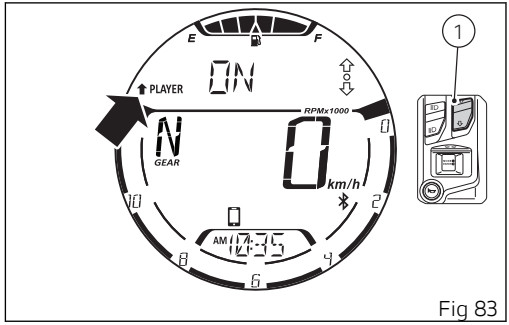


Fig 83

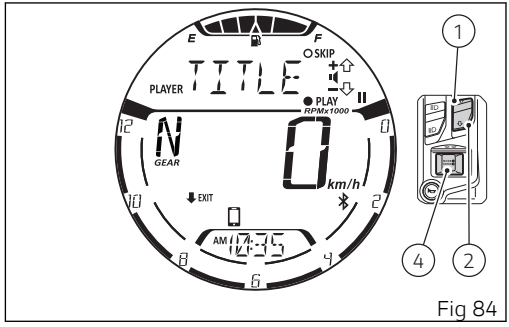


Fig 84

Music player control deactivation (from ON to OFF):

To set the music player control to “OFF” stopping also the track being played, select the PLAYER function from the menu (Fig 85).
The function will be indicated with the message “ON”, at this point press button (4).

The music player control is then set to “OFF” (Fig 86).

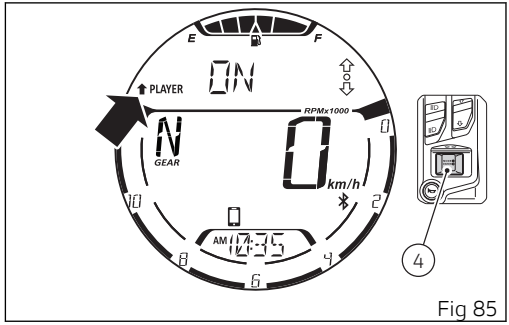


Fig 85

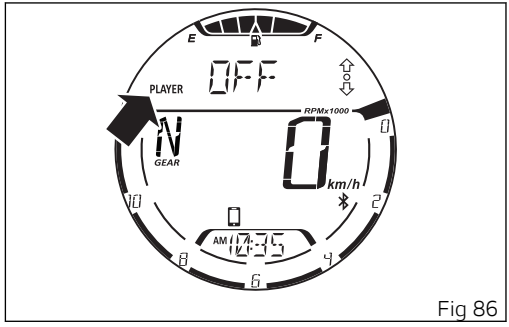


Fig 86

Call management (CALLS) - accessory

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

To display the list of calls, press button (4).
When accessing this function, the display will show the name or number of the last call (Fig 88).

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

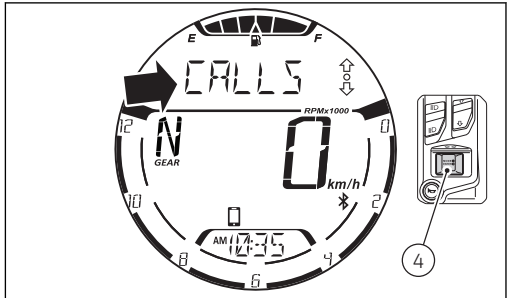


Fig 87

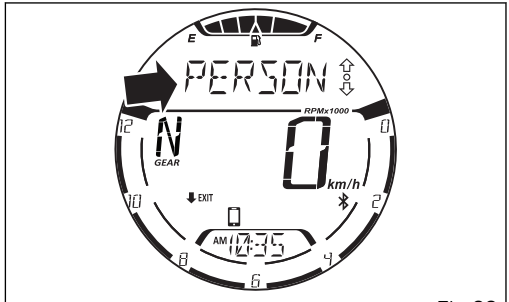


Fig 88

Use buttons (1) and (2) to scroll through the calls in the list. To make a call to the number/name selected from the list, press button (4). For more information refer to the chapter “Infotainment – Call in progress” on page 148.

If the list of calls is empty, “EMPTY” will be displayed (Fig 90). In this case it is only possible to exit the function.

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

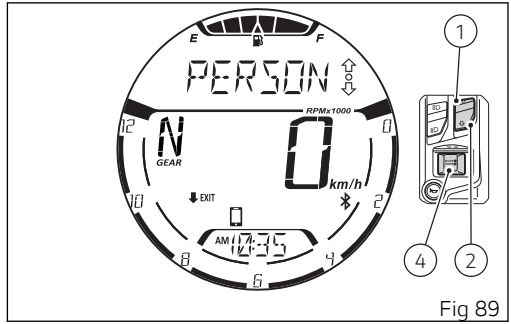


Fig 89

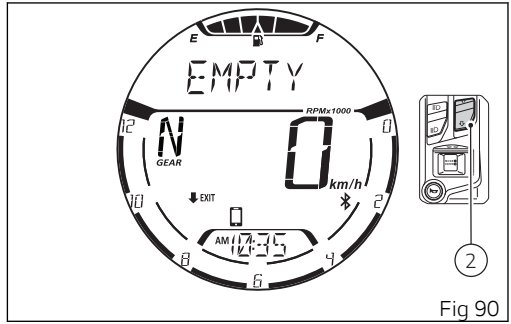


Fig 90

Setting menu (SETTING MENU)

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

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

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

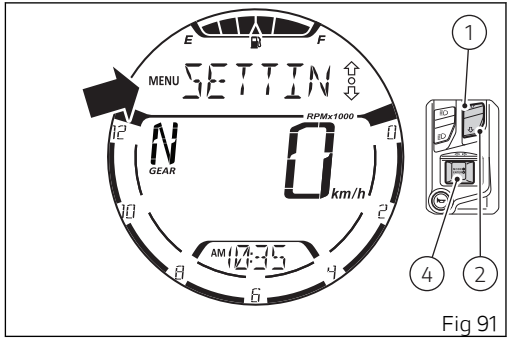


Fig 91

Note

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

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

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

The functions available inside the SETTING MENU are:

- PIN CODE
- CLOCK SETTING
- DATE SETTING
- SERVICE INFO
- BACKLIGHT
- DRL CONTROL - active only if the DRL lights are present
- BATTERY
- UNITS SETTING
- TURN INDICATORS
- RPM
- BLUETOOTH – active only if the Bluetooth module is fitted

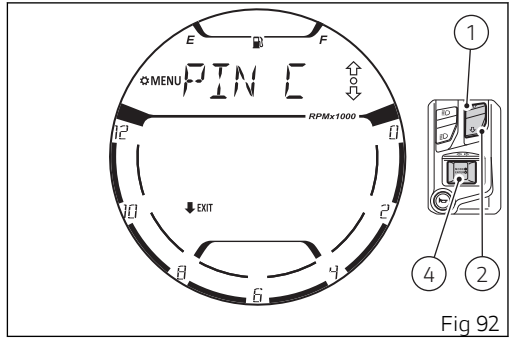


Fig 92

Important

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

Press button (1) or (2) to view the above functions of the SETTING MENU one by one: in particular, use button (2) to view the following item and button (1) to view the previous item.
The names of functions are displayed with the characters scrolling from right to left.
After displaying the required function, press button (4) to open the corresponding menu page.

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

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

Setting menu - Pin Code: activation (PIN CODE)

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

To change the PIN CODE refer to the chapter “Setting menu - Pin code: modification (PIN CODE)” (page 109).

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

Attention

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

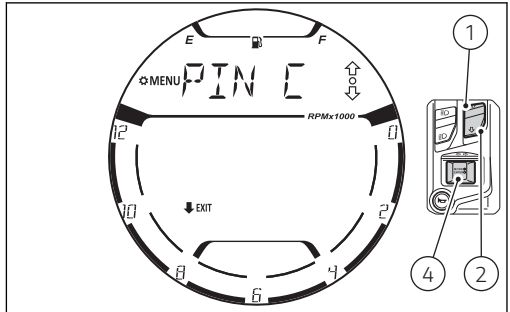


Fig 93

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

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

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

Entering the PIN CODE (B):

1) Only the first digit on the left will start flashing with indicated the number "0"
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0"
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9"

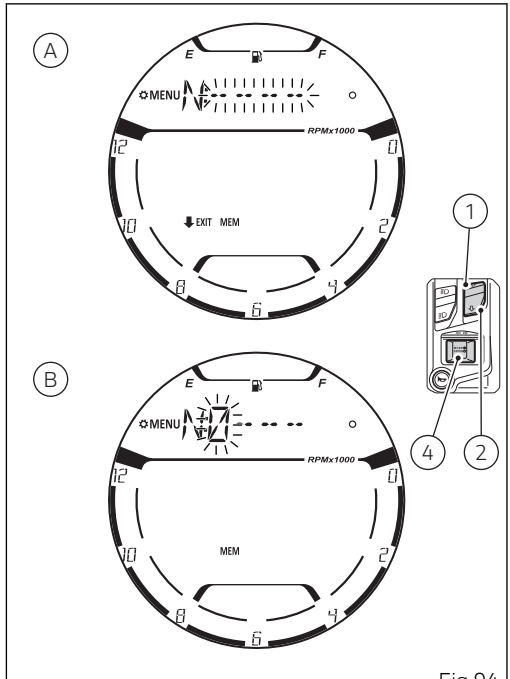


Fig 94

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

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

Note

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

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

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

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

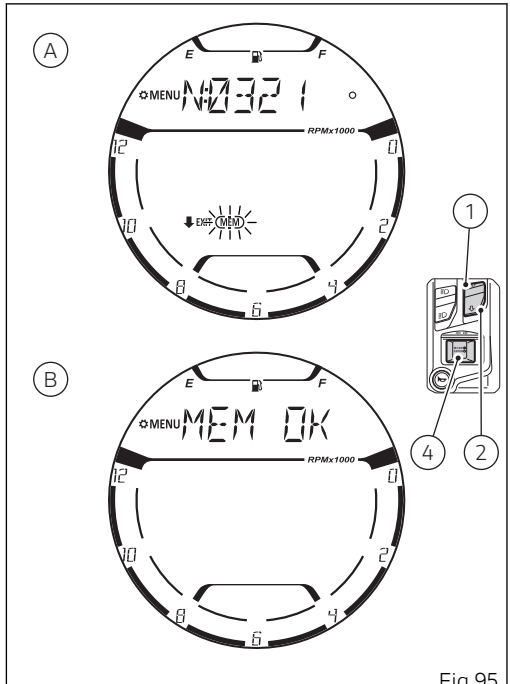


Fig 95

Setting menu - Pin Code: modification (PIN CODE)

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

To activate the new PIN CODE refer to the chapter “Setting menu - Pin code: activation (PIN CODE)” (page 109).

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

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

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

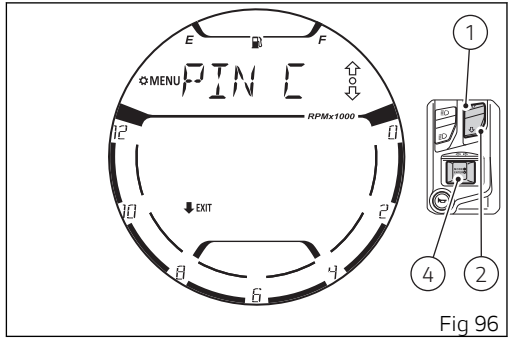


Fig 96

Entering the old PIN CODE:

Note

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

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

1) Only the first digit on the left will start flashing with indicated the number "0" (B)
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0"
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9"
4) Press button (4) to confirm the number and move on to the following digit which will start flashing.

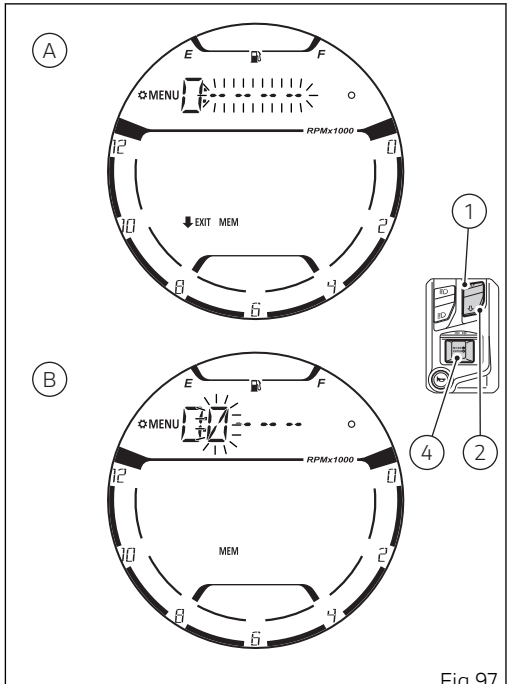


Fig 97

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

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

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

- If the PIN is not correct, the instrument panel displays “ERROR” flashing for 2 seconds and then highlights the four dashes "- - - -" for the old PIN to allow you to try entering the code (A, Fig 97)again.
- If the PIN code is correct, the instrument panel shows “OK” flashing for 2 seconds, and then displays the page for entering the new PIN CODE.

Entering the new PIN CODE:

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

1) Only the first digit on the left will start flashing with indicated the number “0” (B)
2) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”
3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9"
4) Press button (4) to confirm the number and move on to the following digit which will start flashing.

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

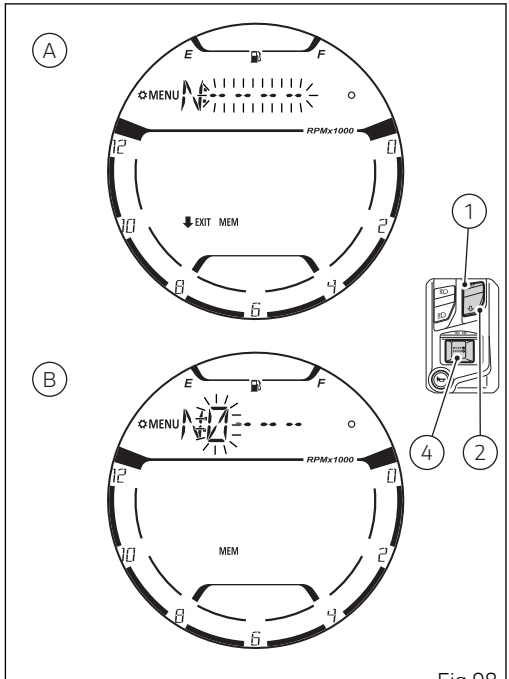


Fig 98

Note

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

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

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

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

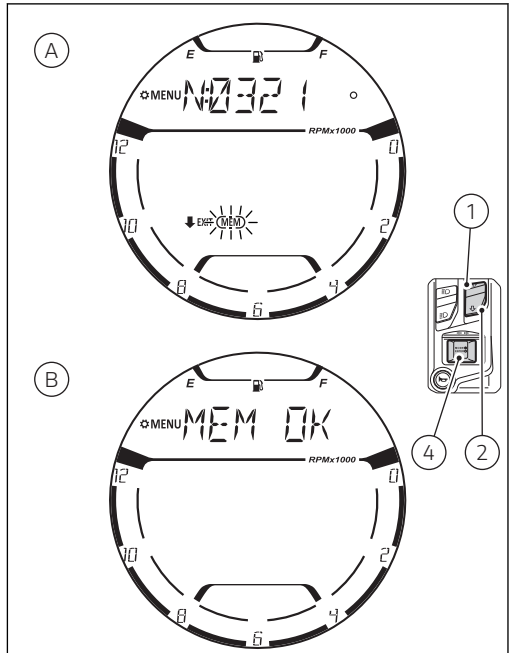


Fig 99

Setting menu - Setting the time (CLOCK SETTING)

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

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

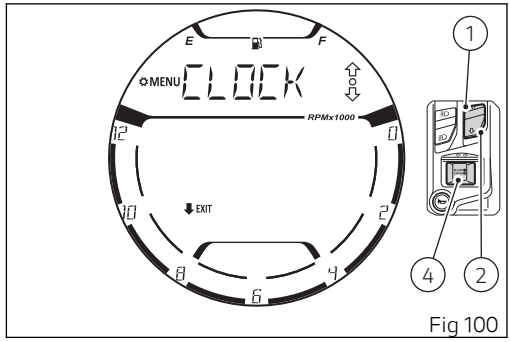


Fig 100

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

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

The displayed available settings are:
- AM / PM
- Hours
- Minutes

When entering this function, the instrument panel will display the currently set time with the colon ":" flashing (Fig 101).
To exit the function without setting or changing the time, press button (2) for 2 seconds.
Press button (4) to set the time.

AM/PM setting

The first parameter that can be modified is AM / PM. The value currently set is displayed flashing (Fig 102). Use buttons (1) and (2) to toggle from "AM" to "PM" and vice versa.
Press button (4) to confirm the value selected and go to the hour setting.

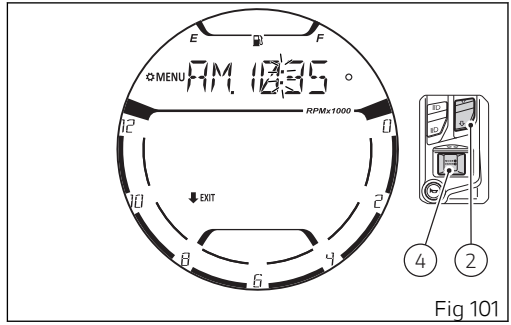


Fig 101

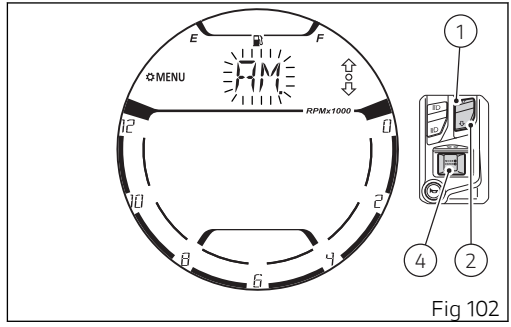


Fig 102

Hour setting

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

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

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

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

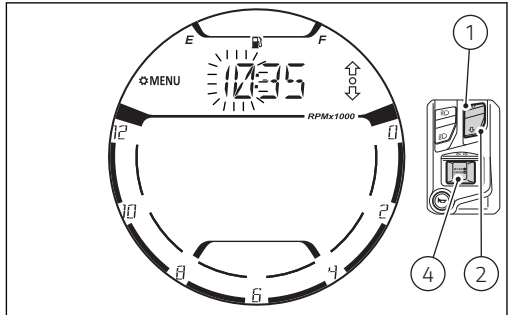


Fig 103

Minute setting

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

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

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

Press button (4) to end the flashing of the minutes and exit the setting mode. Now the instrument panel indicates the time just set (Fig 105).

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

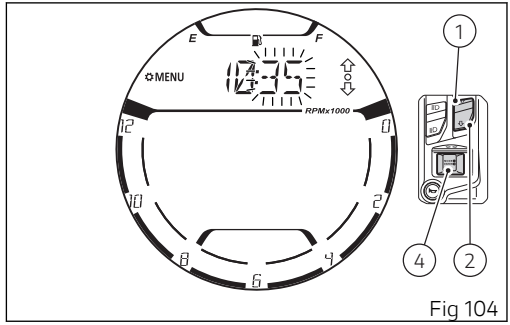


Fig 104

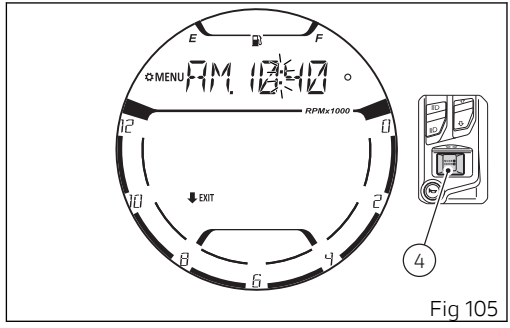


Fig 105

Setting menu - Setting the date (DATE SETTING)

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

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

Important

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

Note

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

The displayed available settings are:

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

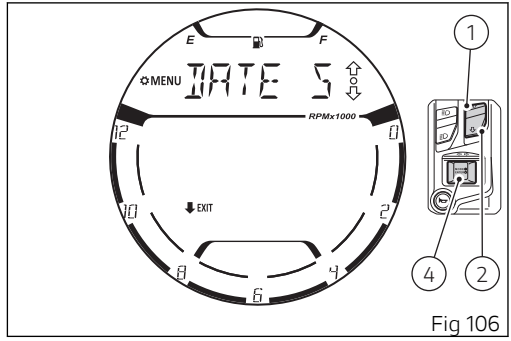


Fig 106

When entering this function, the instrument panel will display the currently set year preceded by the letter “Y.” (Fig 107).

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

By pressing button (1) or button (2) the letter “Y.” will start flashing (Fig 108). Now, still using button (1) or button (2), it is possible to scroll through the items year “Y.”, month “M.” and day “D.” displayed flashing and with the currently set values.

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

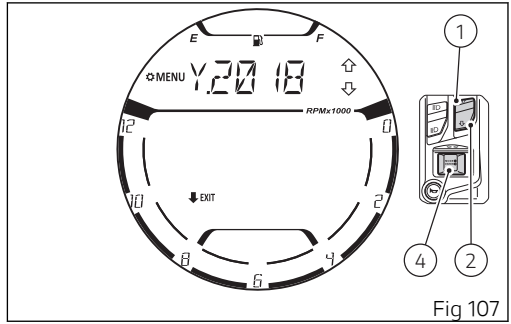


Fig 107

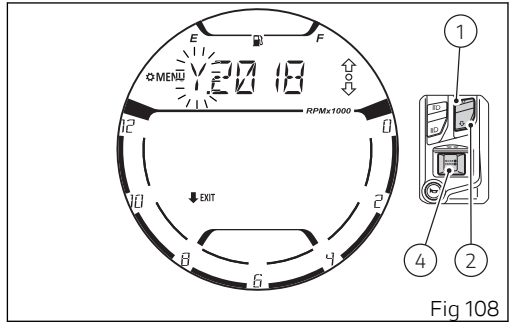


Fig 108

Year (Y.) setting:

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

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

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

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

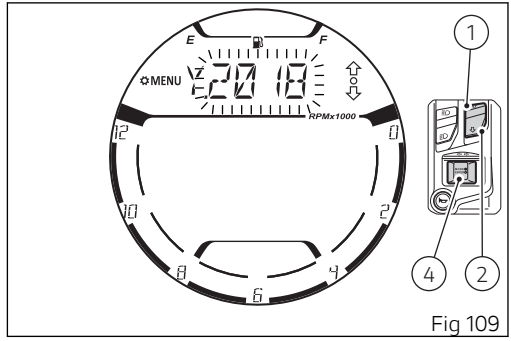


Fig 109

Month (M.) setting:

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

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

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

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

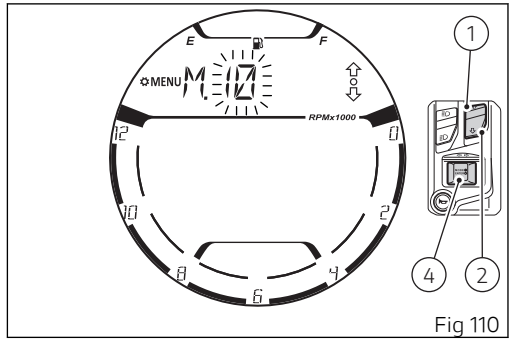


Fig 110

Day (D.) setting:

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

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

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

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

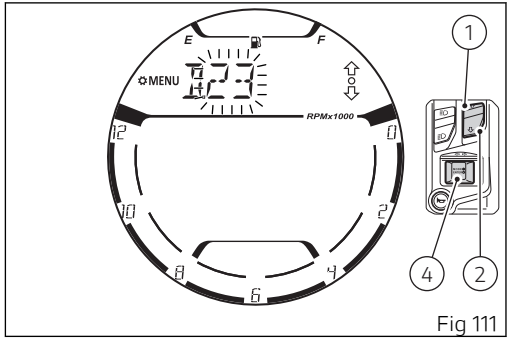


Fig 111

Note

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

Storing the date:

The date is stored when the “DATE SETTING” function is quitted by pressing button (2) for 2 seconds.
At the end of the 2 seconds, if the date entered is not “plausible”, or the date entered is before the internal date (SERVICE DATE) of the instrument panel, or one or more date fields have not been entered or changed (“-”), the instrument panel displays the indications “WRONG” and “DATE” alternatively for 4 seconds. At the end of the 4 seconds the instrument panel will go back to the “DATE SETTING” function page to allow changing or setting the date again (Fig 107).

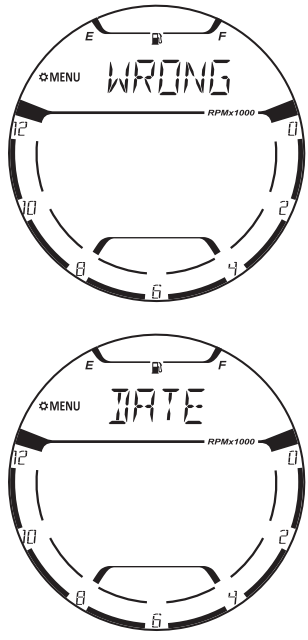


Fig 112

Setting menu - Service information (SERVICE INFO)

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

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

Upon entering the function, the display shows as first information the “Desmo service” indication (Fig 114).

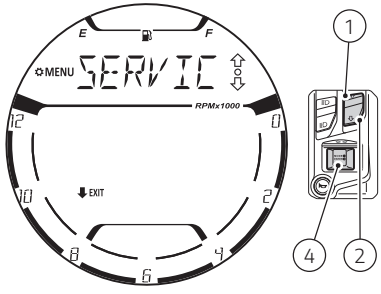


Fig 113

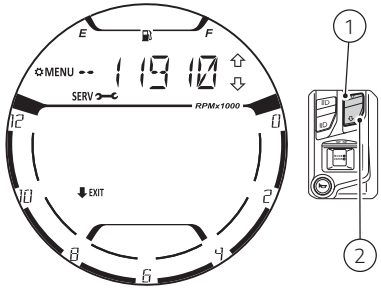


Fig 114

Upon pressing button (1) or button (2) the instrument panel displays in sequence “Oil Service” (Fig 115), “Annual Service” (Fig 116) and then “Desmo Service” again (Fig 114).
To quit the function press button (2) for 2 seconds.

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

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

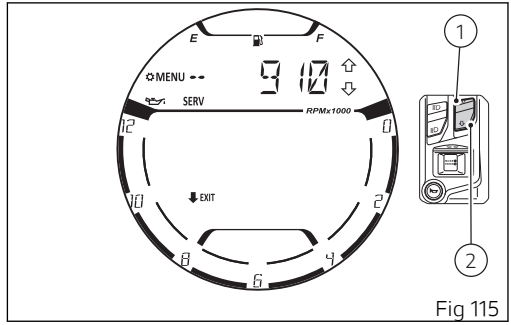


Fig 115

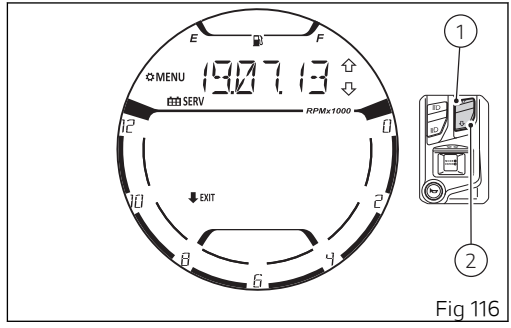


Fig 116

Setting menu - Backlighting regulation (BACKLIGHT)

This function allows adjusting the backlighting intensity.

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

When entering this function, the instrument panel will display the currently set value flashing (Fig 118).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “AUTO”, “HIGH”, “MEDIUM”, “LOW”.
While user is scrolling the available settings, the instrument panel will change backlighting accordingly.
To confirm the selected value, press button (4).
The instrument panel will then set backlighting according to the set value.

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

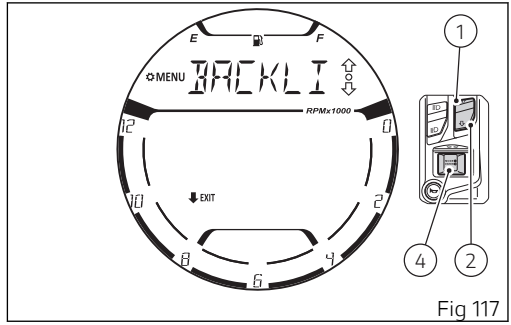


Fig 117

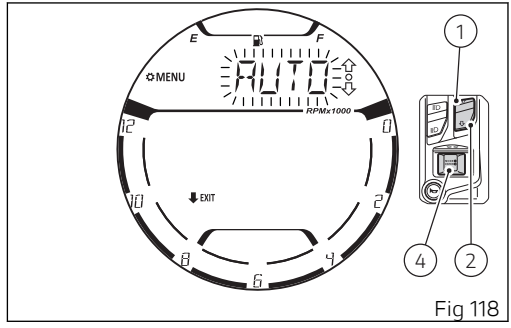


Fig 118

Setting menu - DRL light mode setting (DRL CONTROL) (if any)

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

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

When entering this function, the instrument panel will display the currently set value (Fig 120).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: “AUTO”, “MANUAL”.
To confirm the selected value, press button (4).

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

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

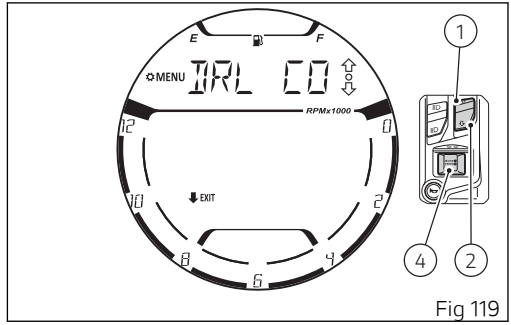


Fig 119

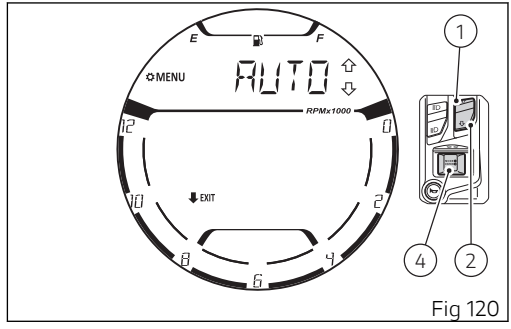


Fig 120

Setting menu - Battery indication (BATTERY)

This function displays the battery voltage indicator.

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

When entering this function, the instrument panel will display the battery voltage (Fig 122) as follows:

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

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

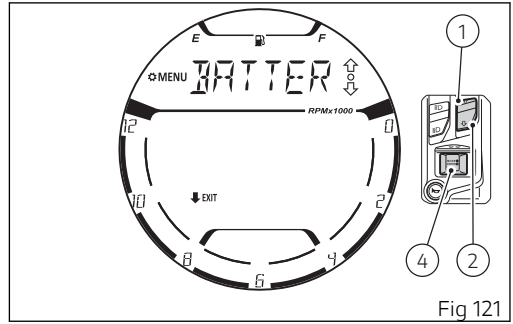


Fig 121

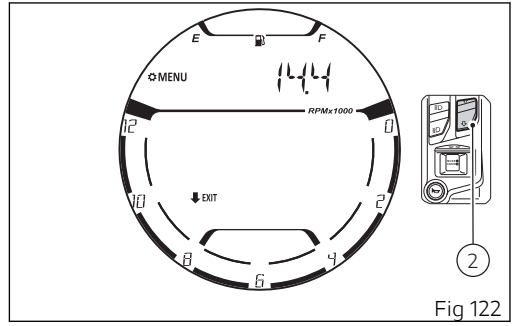


Fig 122

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

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

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

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

When entering this function, the instrument panel shows as first value the speed/travelled distance “SPEED” (Fig 124).

Each time button (1) or button (2) is pressed the instrument panel displays, flashing and in sequence, the “TEMP.” setting (Fig 127) and the frame of the “DEFAULT” indication (Fig 129). Afterwards, the “SPEED” indication (Fig 124) will start flashing again.

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

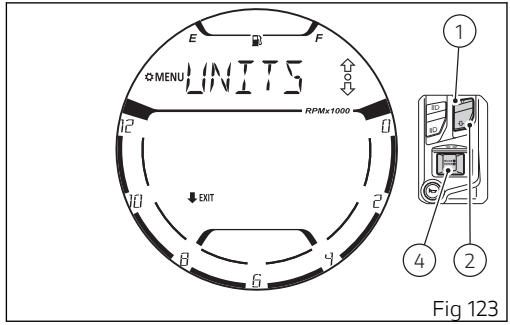


Fig 123

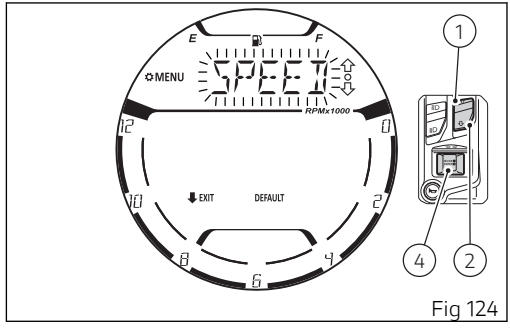


Fig 124

Speed/Travelled distance “SPEED”:

Use buttons (1) and (2) to select the flashing item "SPEED” (Fig 125) and press button (4).

The display shows the 2 available units of measurement “Km/h” and “mph”, with the one selected flashing (Fig 126).
This phase can be interrupted by pressing button (2) for 2 seconds.
Otherwise, with buttons (1) and (2) it is possible to select the desired unit of measurement that will start to flash. Press button (4) to confirm.
Successively, the display will show the flashing “SPEED” indication again (Fig 125).

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

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

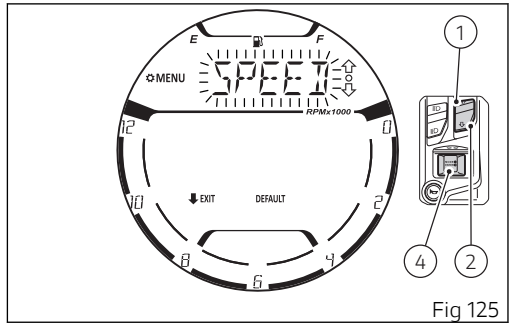


Fig 125

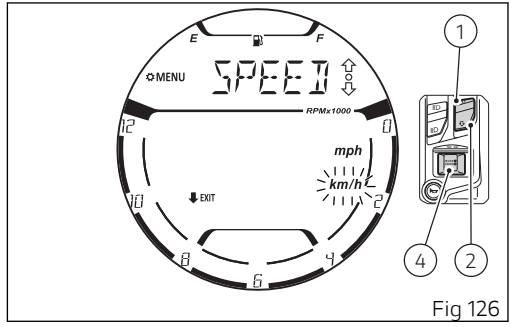


Fig 126

Temperature “TEMP.”:

Use buttons (1) and (2) to select the flashing item "TEMP.” (Fig 127) and press button (4).

The display shows the 2 available units of measurement “°C” and “°F”, with the one selected flashing (Fig 128).
This phase can be interrupted by pressing button (2) for 2 seconds.
Otherwise, with buttons (1) and (2) it is possible to select the desired unit of measurement that will start to flash. Press button (4) to confirm.
Successively, the display will show the flashing “TEMP:” indication again (Fig 127).

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

- T-AIR

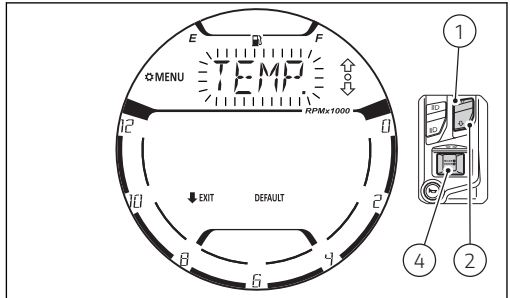


Fig 127

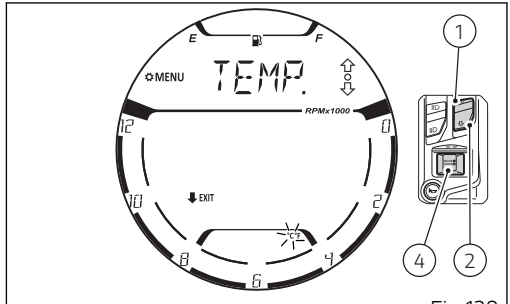


Fig 128

Restoring the DEFAULT unit of measurement:

It is possible to restore the units of measurement of all indications displayed on the instrument panel. Use buttons (1) and (2) to select "DEFAULT" with flashing frame (Fig 129) and press button (4).

“WAIT..” will be displayed for 2 seconds. Successively, the "DF - OK” (Fig 130) message will be displayed for another 2 seconds to indicate that the units of measurement have been restored.
Successively, the display will show the flashing “SPEED” indication again (Fig 125).

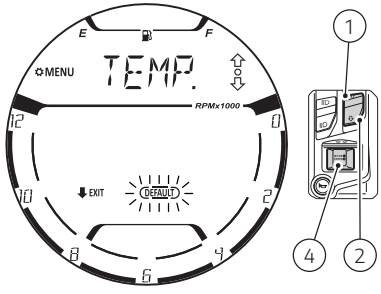


Fig 129

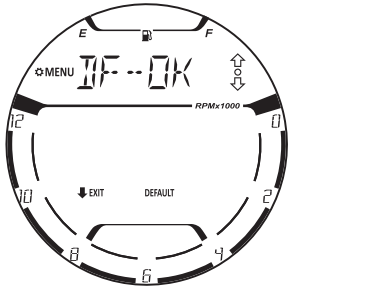


Fig 130

Setting menu - Turn indicator mode setting (TURN INDICATORS)

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

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

When entering this function, the instrument panel will display the currently set value (Fig 132).
With buttons (1) and (2) it is possible to scroll and select (flashing) the available settings: "AUTO", "MANUAL".
To confirm the selected value, press button (4).

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

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

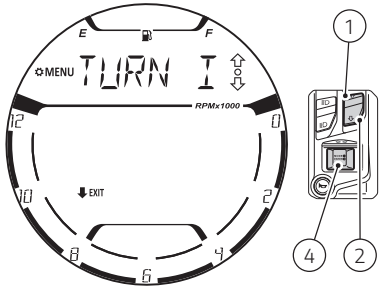


Fig 131

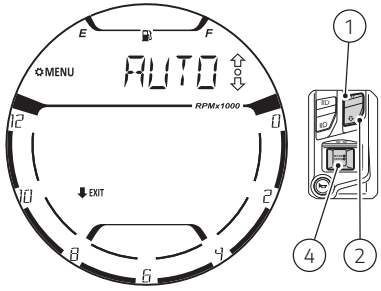


Fig 132

Setting menu - Engine rpm digital indication (RPM)

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

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

When entering this function, the instrument panel will display the engine rpm value in a digital way with a resolution of 50 rpm (Fig 134). The value ranges between 0 and 11000 rpm.

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

Note

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

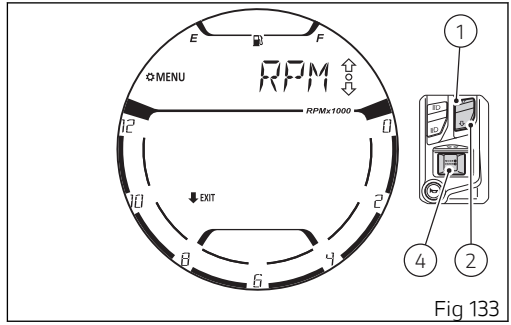


Fig 133

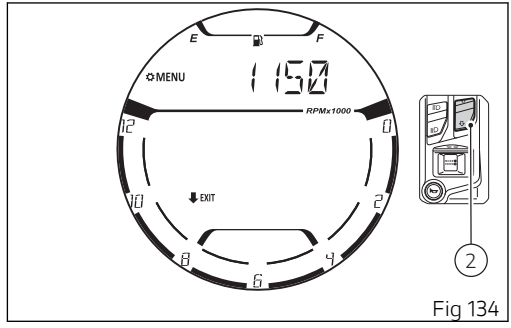


Fig 134

Setting menu - Bluetooth device settings - accessory (BLUETOOTH)

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

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

If no previously paired device is present, upon entering this function the instrument panel displays “NO DEV” and “0” instead of the gear (Fig 136). In this case, by pressing button (1) or (2) the "PAIRING" item with flashing frame will be selected. Now, press button (4) to pair a new device.

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

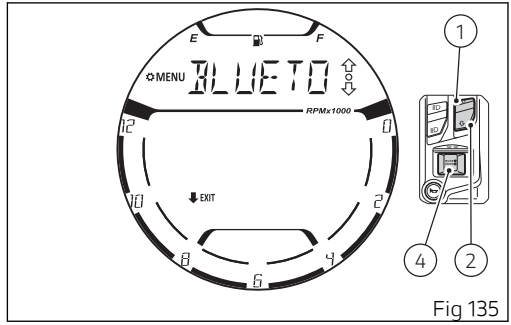


Fig 135

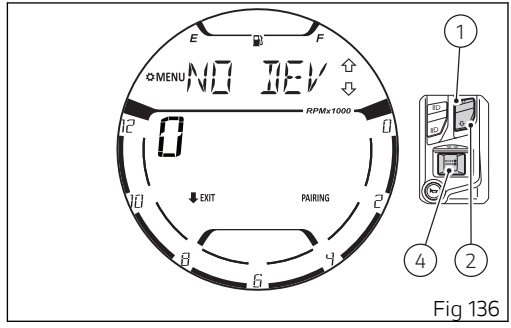


Fig 136

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

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

The paired devices can be maximum 5:
- 2 smartphones
- 1 rider helmet/intercom
- 1 passenger helmet/intercom
- 1 satellite navigation system

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

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

Now, press button (4) while the desired device is being displayed in the list to remove the device from the list.

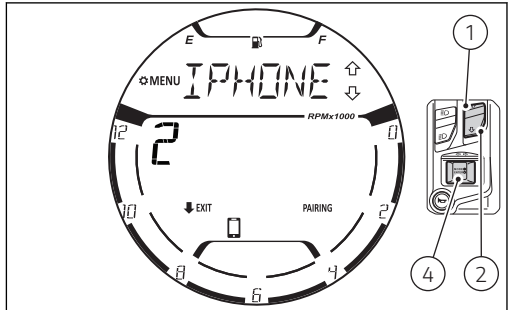


Fig 137

Otherwise, press button (4) while the “PAIRING” item with flashing frame is displayed to pair a new device.

Pairing of a new device (PAIRING)

To pair a new Bluetooth device enter the SETTING MENU, use button (1) or (2) to select the "BLUETOOTH" option and press button (4).
Upon entering the function, use buttons (1) and (2) to select the "PAIRING" item with flashing frame and press button (4) (Fig 138).

Important

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

Successively, the instrument panel starts searching for Bluetooth devices that are near the motorbike displaying the message “WAIT...” and 2 flashing dashes “- - “ during the search. (Fig 139)
The search phase will take a few seconds.

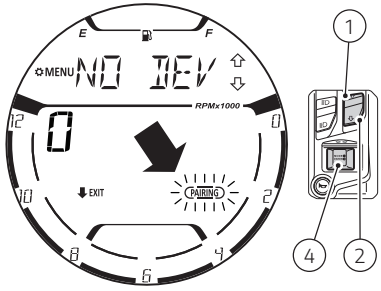


Fig 138

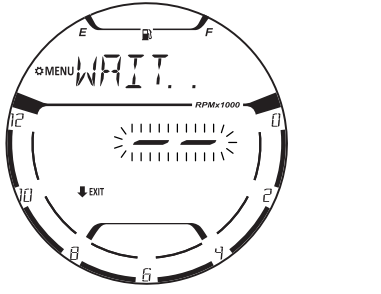


Fig 139

Once the search is completed, the instrument panel displays the name of the first Bluetooth device found and the total number of found devices (“3” in the example shown) (Fig 140).

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

The name of the device selected from the previous list will remain displayed and the smartphone symbol will start flashing “ ” (Fig 141). Use buttons (1) and (2) to scroll the symbols relevant to the type of device in the following order:

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

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

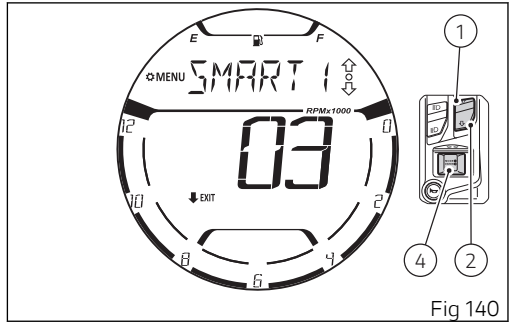


Fig 140

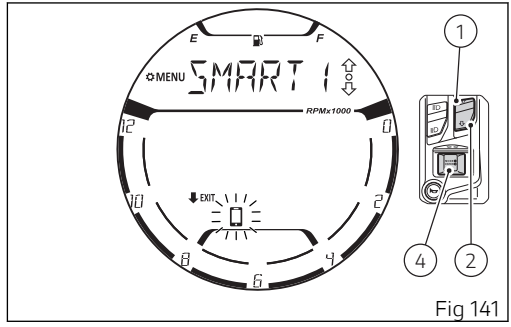


Fig 141

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

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

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

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

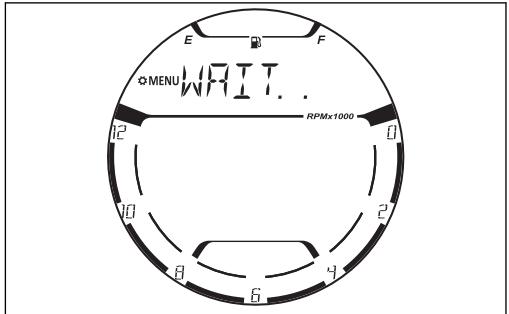


Fig 142

Deleting paired devices

To delete a previously paired Bluetooth device access the SETTING MENU, use button (1) or (2) to select the "BLUETOOTH" option and press button (4).
On entering the function (Fig 135), use button (1) and (2) to select from the list the device that you wish to delete and press button (4) to proceed with the deletion.

Then “DELETE” will be displayed (Fig 143).

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

To confirm deletion press button (4). The display shows “WAIT...” (Fig 144) and then goes back to the Bluetooth function with the number and list of updated devices.

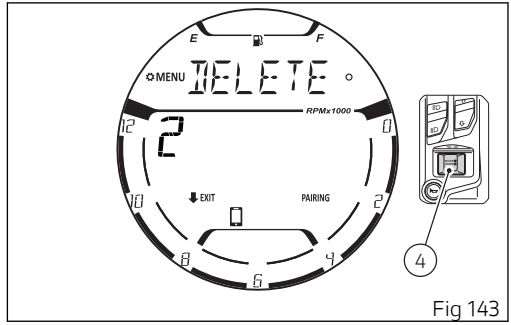


Fig 143

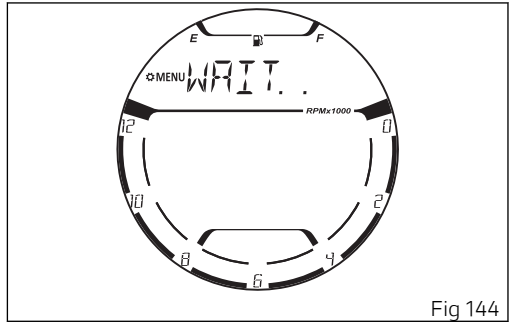


Fig 144

Infotainment — accessory

If the Bluetooth control unit is installed, the Bluetooth symbol is displayed on the instrument panel.

The instrument panel is equipped with an infotainment system that allows managing up to 4 Bluetooth connected devices of different type at the same time:

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

To pair of remove Bluetooth devices, refer to the chapter "Setting menu - Bluetooth device settings (BLUETOOTH)" on page 140.

If a smartphone is connected to the instrument panel via Bluetooth, the system allows managing the music player (PLAYER, page 97) and the list of the last calls (CALLS, page 104).

Below is a description of what the instrument panel will do in the following cases:

- Incoming call
- Call in progress
- Recall last number (RECALL)

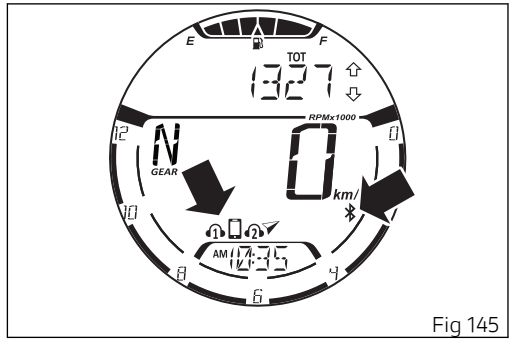


Fig 145

- Missed call
- Message/e-mail received

Infotainment – Incoming call

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

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

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

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

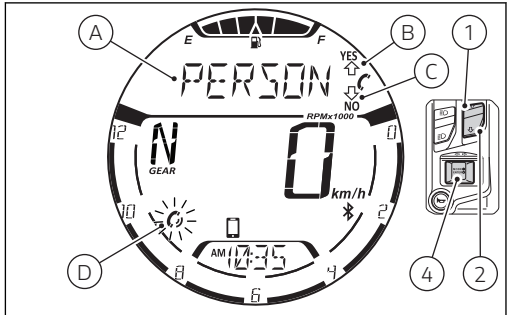


Fig 146

Note

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

Infotainment – Call in progress

By answering an incoming call or by making a call through the CALLS (page 104) function the instrument panel displays:

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

To end the call press button (4).

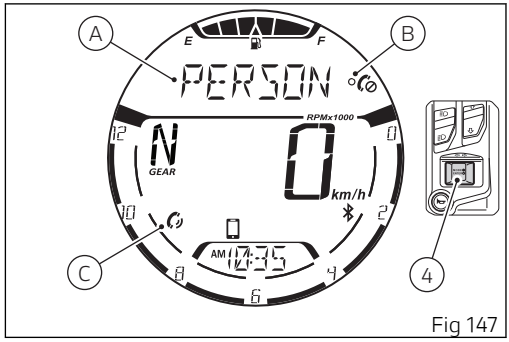


Fig 147

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

Infotainment - Recall last number (RECALL)

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

The display shows:

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

Press button (1) to call the last number.

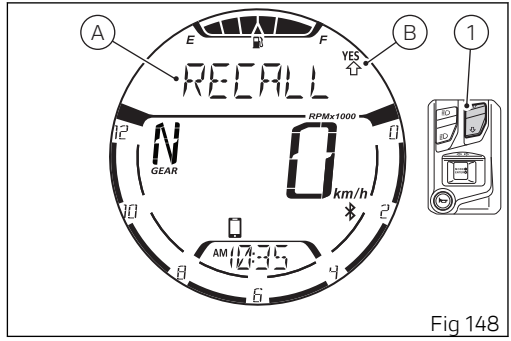


Fig 148

Infotainment – Missed call

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

Note
The number of missed calls is not displayed.

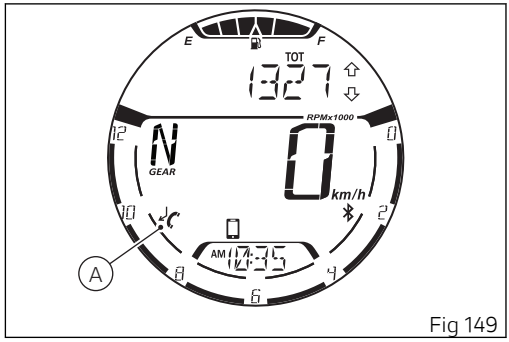


Fig 149

Infotainment - Message/e-mail received

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

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

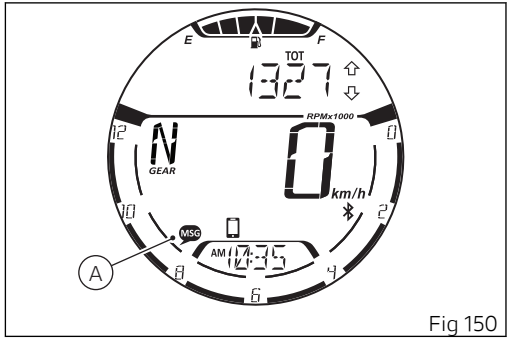


Fig 150

Service indication (SERVICE)

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

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

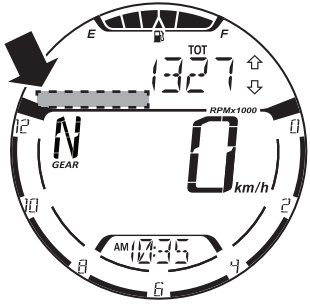


Fig 151

OIL SERVICE zero warning

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

Upon every Key-On, the “SERV” indication, the OIL symbol and the “OIL” indication (Fig 152) will be displayed flashing for 5 seconds.
Afterwards, the "SERV" indication and the OIL symbol will remain steady on until Key-Off or until a Ducati authorised service centre (Fig 153) performs a reset procedure.

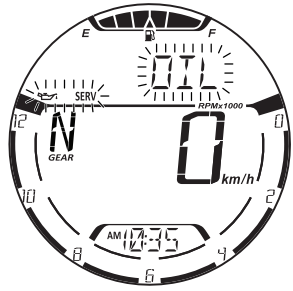


Fig 152

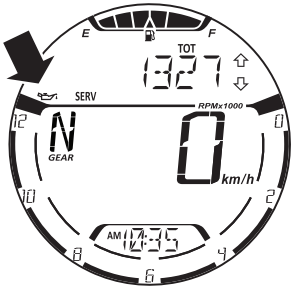


Fig 153

ANNUAL SERVICE countdown30 warning

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

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

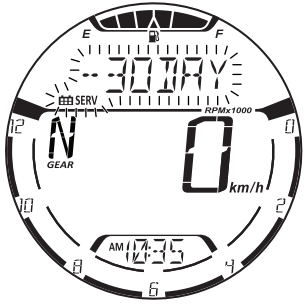


Fig 154

ANNUAL SERVICE warning

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

Upon every Key-On, the “SERV” indication, the ANNUAL SERVICE symbol and the “ANNUAL” message will be displayed flashing for 5 seconds (Fig 155).
Afterwards, the "SERV" indication and the ANNUAL SERVICE symbol will remain steady on until Key-Off or until a Ducati authorised service centre performs a reset procedure (Fig 156).

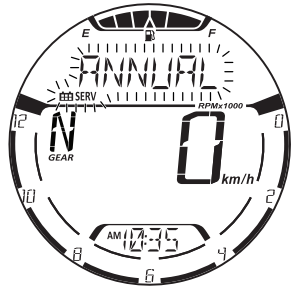


Fig 155

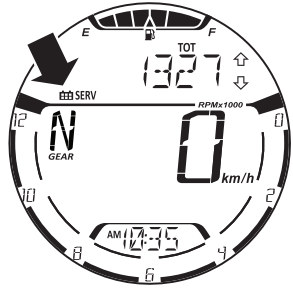


Fig 156

DESMO SERVICE countdown1000 warning

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

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

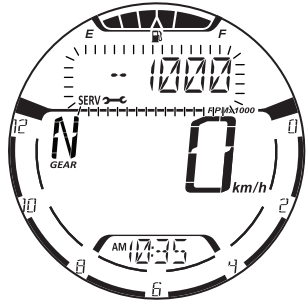


Fig 157

DESMO SERVICE indication

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

Upon every Key-On, the “SERV” indication, the DESMO SERVICE symbol and the “DESMO” message will be displayed flashing for 5 seconds (Fig 158).
Afterwards, the "SERV" indication and the DESMO SERVICE symbol will remain steady on until Key-Off or until a Ducati authorised service centre performs a reset procedure (Fig 159).

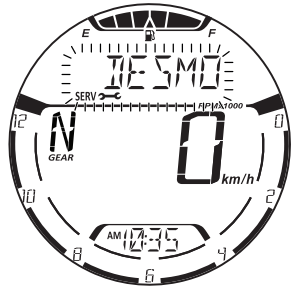


Fig 158

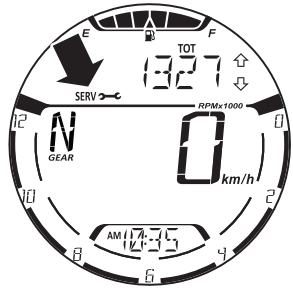


Fig 159

Warnings / Alarms

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

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

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

Low battery indication (LOW Battery)

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

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

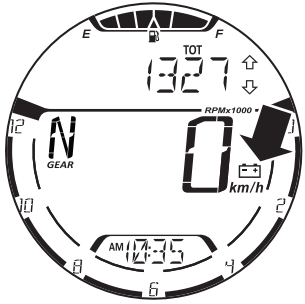


Fig 160

Date setting

The activation of this warning indicates that it is necessary to enter the date using the Setting menu, refer to the Chapter " Setting menu - Date setting (DATE SETTING) on page 123.
The instrument panel shows “INSERT” (A) and “DATE” (B) for 6 seconds upon Key-ON.

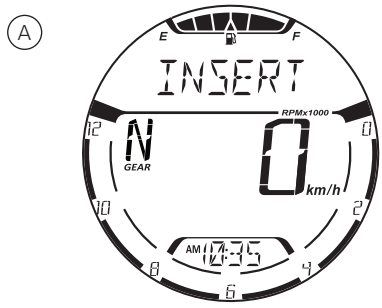


Fig 161

High engine temperature

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

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

Note

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

Note

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

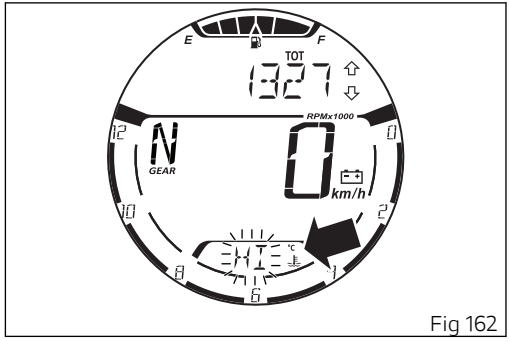


Fig 162

Engine derating due to oil high temperature

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

This function has 2 types of warnings:

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

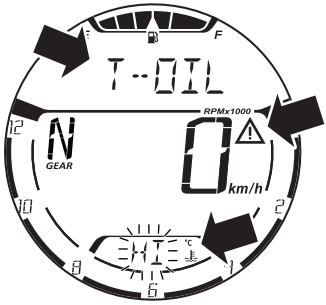


Fig 163

Pre-alarm (Fig 163)

In this case the instrument panel displays:

- the indication "T-OIL"
- the flashing indication "HI"
- the symbol of the thermometer and the currently set unit of measurement
- the "generic error" warning light
- the turning on of the "Over-Rev" warning lights

Alarm (Fig 164)

In this case the instrument panel displays:

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

Note

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

Note

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

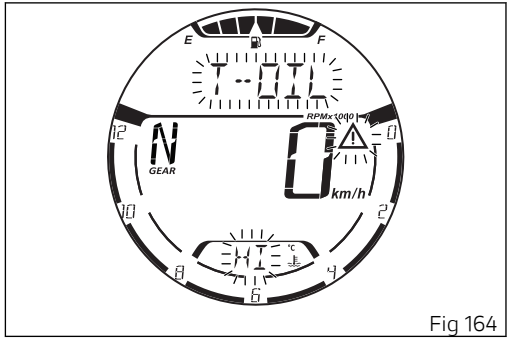


Fig 164

DRL AUTO / MANUAL indication (if any)

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

Through the Setting menu it is possible to change the control mode of the DRL lights, refer to the chapter “Setting menu - DRL light mode setting - only if present (DRL CONTROL)” on page 132.
The instrument panel displays the symbol (A) only if the DRL lights are in “AUTO” mode.

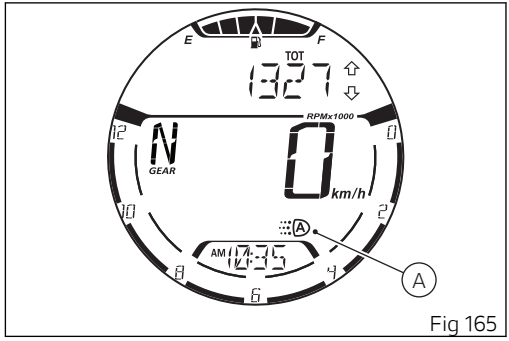


Fig 165

Display of side stand status

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

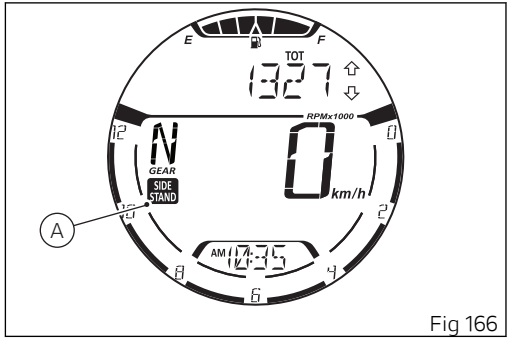


Fig 166

Errors

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).

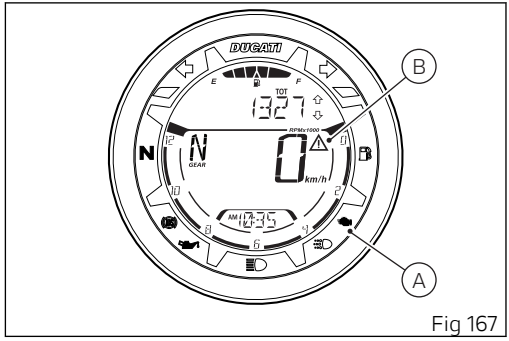


Fig 167

Attention

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

Main use and maintenance operations

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig 168) shows the front brake fluid reservoir, while (Fig 169) shows the rear brake fluid reservoir.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart in this manual under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

Brake system

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

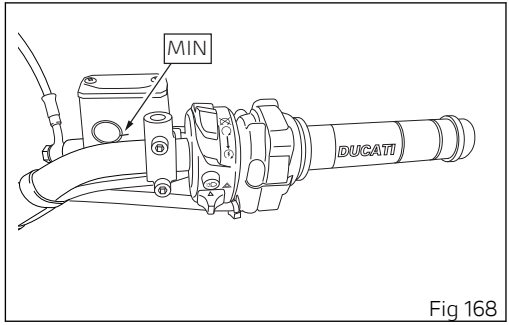


Fig 168

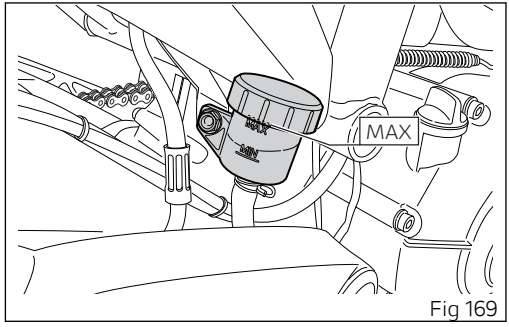


Fig 169

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.

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.

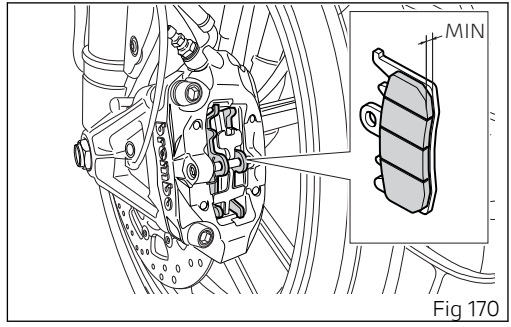


Fig 170

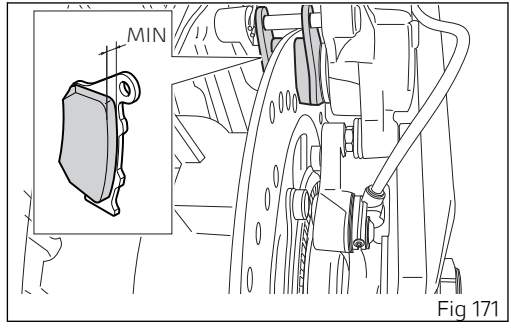


Fig 171

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 .(“Seat lock”) and the battery cover (A).
Remove the elastic band (C) and loosen the screws (D).
Loosen the screws (1), remove the positive cable (2) and the (ABS) positive cable (3) from the positive terminal.
Remove the negative cable (4) and the ABS negative cable (5) from the negative terminal and remove the battery by sliding it out of its housing.

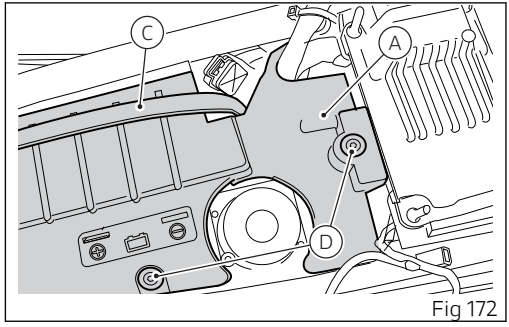


Fig 172

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.

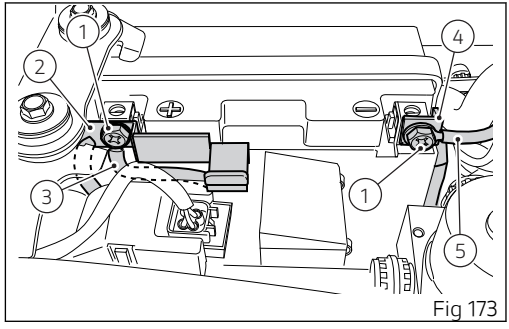


Fig 173

Connect the negative cable (4) and the ABS negative cable (5) to the negative terminal of the battery, always starting from the positive (+), and start the screws (1).
Refit the battery cover (A), reposition the elastic band (C) and tighten screw (D).
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.

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

Attention
Keep the battery out of the reach of children.

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

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

Lubricating cables and joints

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

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

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

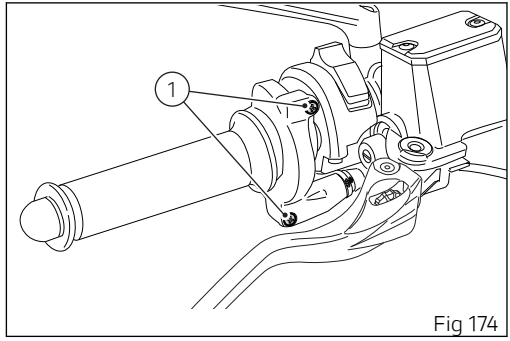


Fig 174

Attention

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

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

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

Adjusting the throttle cable

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

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

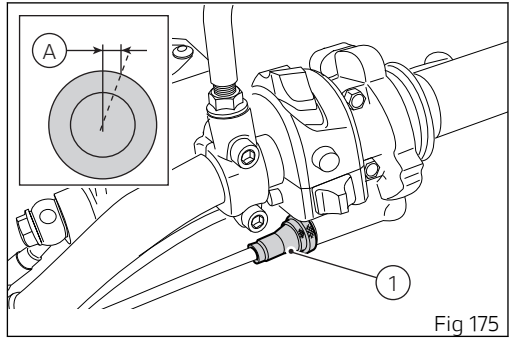


Fig 175

Checking drive chain tension

Important

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release. With the chain in its rest position, measure the upward travel. It must be: A = 27 ÷ 29 mm (1.06 ÷ 1.14 in).

Important

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

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 177).

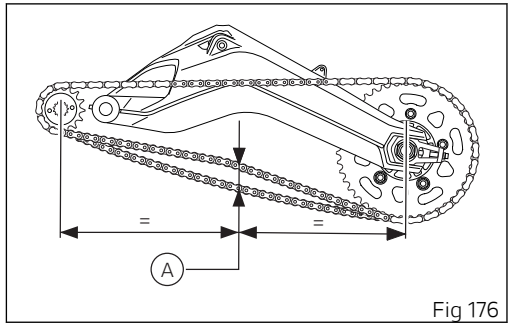


Fig 176

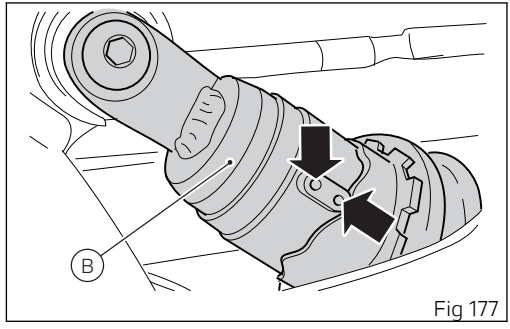


Fig 177

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.

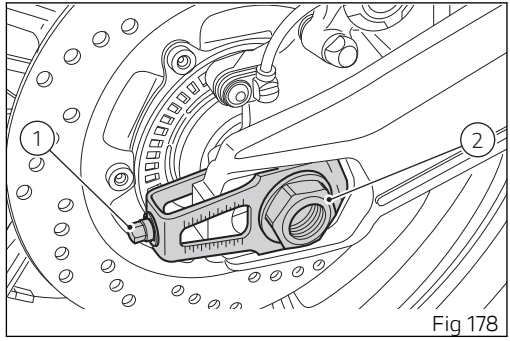


Fig 178

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.

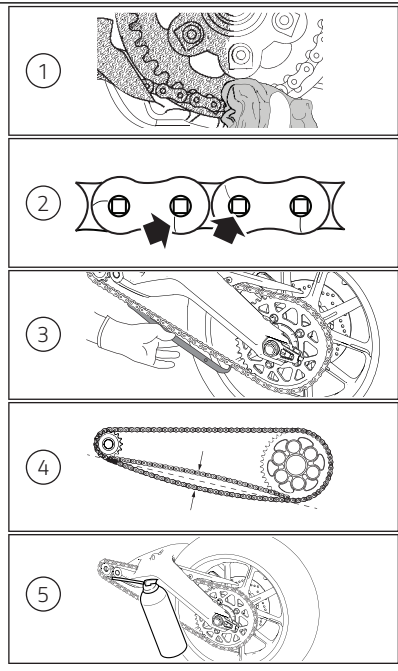


Fig 179

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.

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 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.

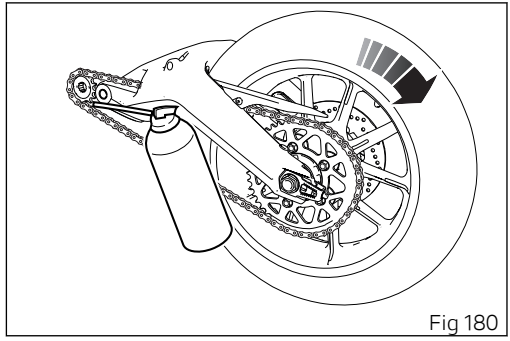


Fig 180

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.

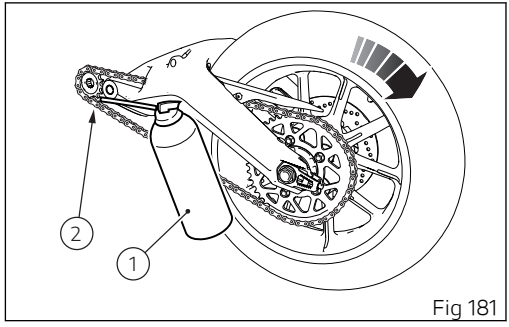


Fig 181

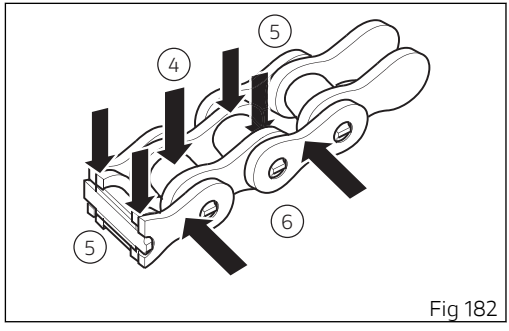
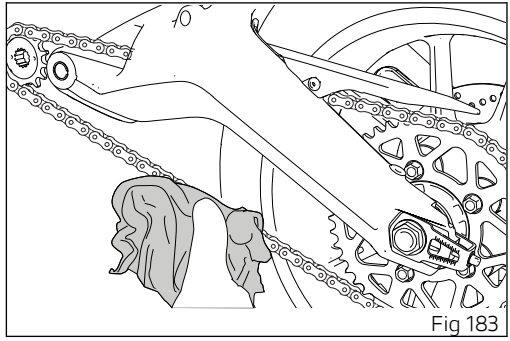


Fig 182

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 183

Replacing the headlight bulbs

Important

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

Attention

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

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

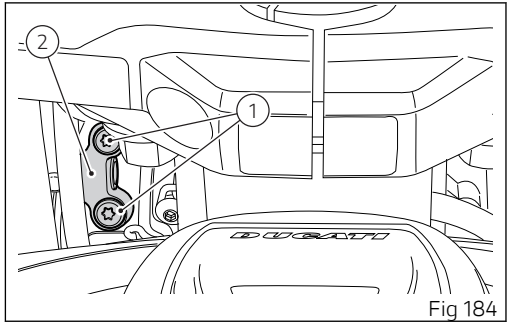


Fig 184

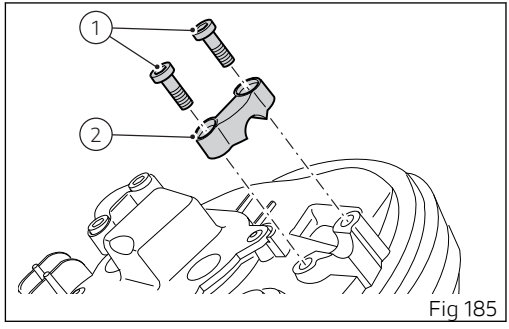


Fig 185

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

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

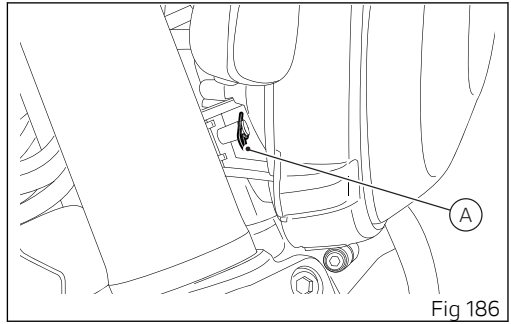


Fig 186

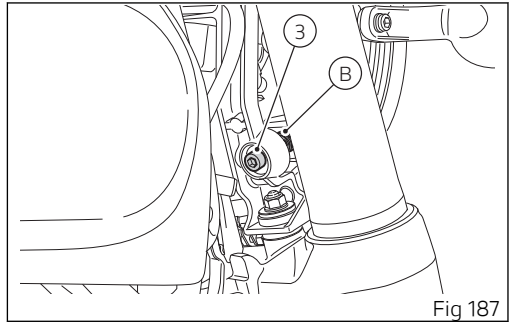


Fig 187

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

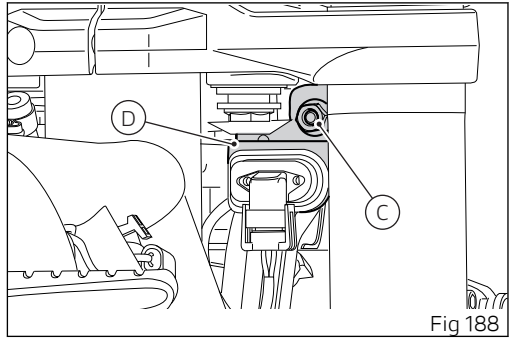


Fig 188

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

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

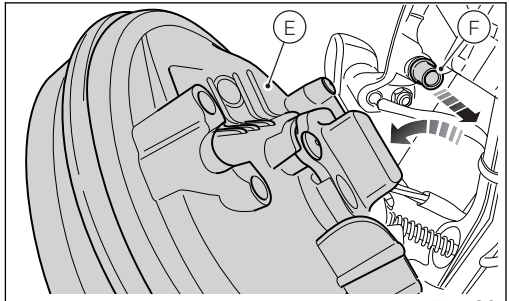


Fig 189

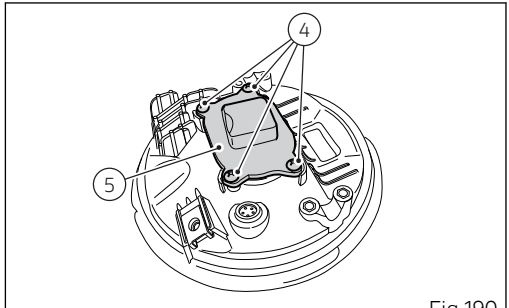


Fig 190

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

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

To reassemble, refit any previously removed parts following the removal procedure in reverse order and tighten screws (1, Fig 184) to 5 Nm.

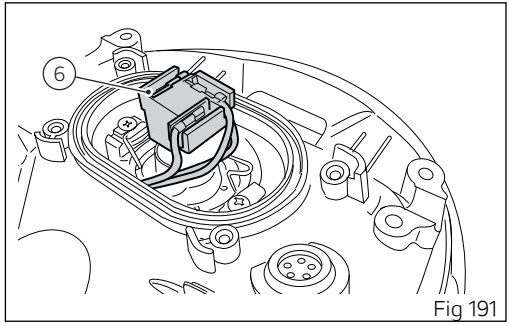


Fig 191

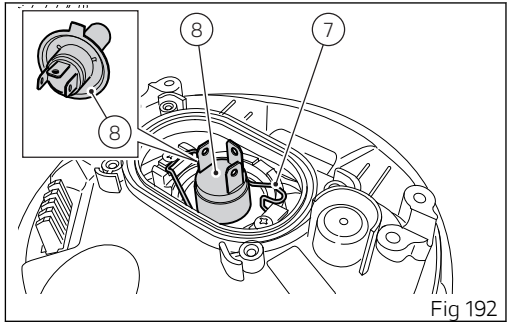


Fig 192

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

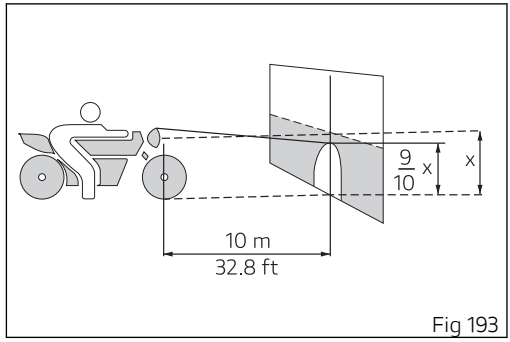


Fig 193

Note

This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

Aligning the headlight

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

Important
Headlight beam adjuster screw has no limit stop.

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

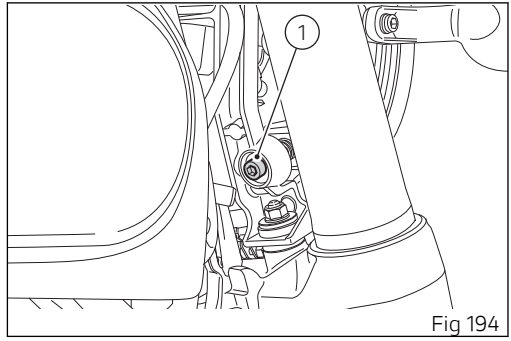


Fig 194

Adjusting the rear-view mirrors

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

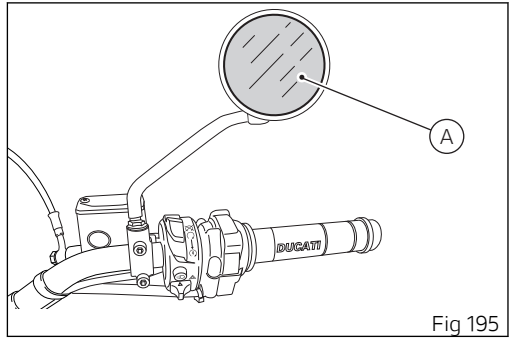


Fig 195

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 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 196) 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.

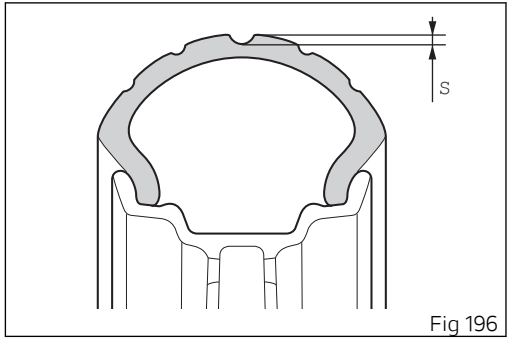


Fig 196

Check engine oil level

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

Important

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

Attention

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

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

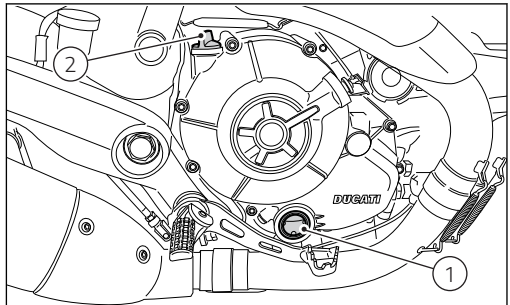


Fig 197

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Recommendations concerning oil

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

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

Attention

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

- viscosity grade SAE 15W-50.

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

Cleaning the motorcycle

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

Note

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

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

Important

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

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

Attention

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

Attention

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

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

Important

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

Storing the motorcycle

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

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

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

Important notes

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

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

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

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

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

Vehicle transport

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

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

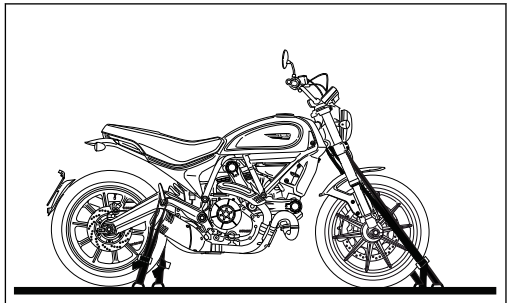


Fig 198

Do NOT attach the ropes to the handlebar.

Scheduled maintenance chart

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

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

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							36
Check brake disk and pad wear. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disk flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid					●		-
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check secondary air system operation			●	●	●	●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1,000	1	12	24	36	48	Time (months)
	mi. x1,000	0.6	7.5	15	22.5	30	
Check the operation of the safety electrical devices (side stand sensor, front and rear brake switches, engine stop switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Reset the Service indication through the DDS		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS) and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

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

Important

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

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

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

Technical data

Weights

Overall Weight (in running order with 90% of fuel - 44/2014/EU Annex XI)	189 kg (416.67 lb) 192 kg (423.29 lb) China version only
Overall weight (without fluids and battery)	173 kg (381.4 lb) 182 kg (401.24 lb) China version only
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

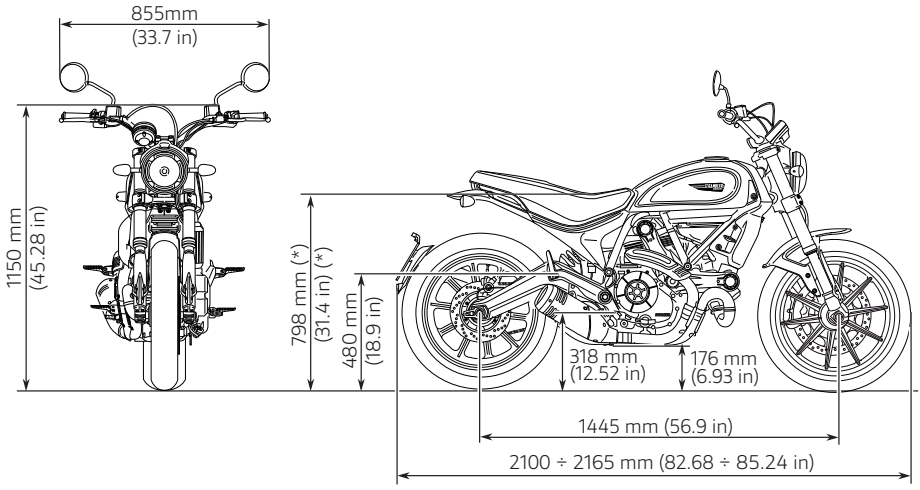


Fig 199

(*)= Available as accessories of the low seat 778 mm (30.6 in) and high seat 823 mm (32.4 in)

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	13.5 litres (2.97 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50/JASO MA2 oil and recommends the use of Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN) SHELL Advance DUCATI 15W-50 Fully Synthetic Oil (UK VERSION)	3.4 litres (0.75 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	280 cu. cm (17.08 cu. in) (left leg) 390 cu. cm (23.8 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.

Important

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



Engine

Twin cylinder, longitudinal 90° "L" type

Bore, mm: 88 mm (3.46 in)

Stroke, mm: 66 mm (2.6 in)

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

Compression ratio: 11±0.5:1

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

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
67 Nm - 6.8 kgm at 5750 rpm
65 Nm - 6.6 kgm at 5750 rpm in China version only

Maximum rpm: 9200

Important

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

Note

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

Timing system

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

Desmodromic timing system

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

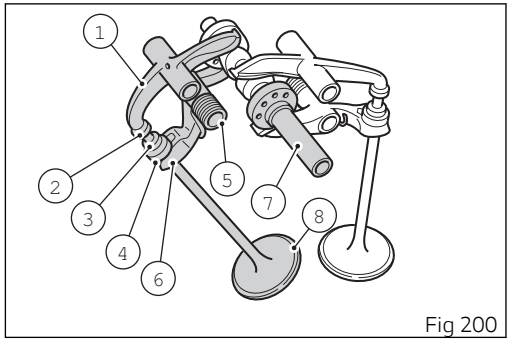


Fig 200

Performance data

Maximum speed in any gear should be reached only after a correct running-in period with the motorcycle properly serviced at the recommended intervals.

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

Important

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Spark plugs

Make: NGK
Type: DCPR8E

Fuel system

Siemens Synerject continental indirect electronic injection.
Injectors per cylinder: 1
Diameter of throttle body: 50 mm (1.97 in)
Firing points per injector: 8
Fuel supply: 95-98 RON.

Attention

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

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection: Standard ABS BOSCH system.

FRONT
Monoblock with radial mount with cornering ABS as standard.
Braking material: steel.

Carrier 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: Toshiba TT 2182 FF.
Master cylinder type: PS 13/22 with Adjustable Lever.

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

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

Transmission

Multiplate wet clutch controlled hydraulically on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
6-speed gearbox with constant mesh gears, and gear change pedal on left side of motorcycle.

Primary drive, front / rear sprocket ratio: 33/61.
Final drive, gearbox output front sprocket/rear sprocket ratio: 15/46.

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

Drive chain from gearbox to rear wheel.
Make: DID
Type: 520 VF
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 (per side): 35°
Steering head angle: 24°
Trail in mm: 112 mm (4.41 in)

Wheels

10-spoke light alloy with visible machining.

Front
Size: MT 3.00 x 18”

Rear
Size: MT 5.50 x 17”

Both wheel shafts can be removed.

Tyres

Front

Pirelli MT 60 RS "tubeless" radial type
Size: 110/80-R18 MC 58H

Rear

Pirelli MT 60 RS "tubeless" radial type
Size: 180/55-R17 MC73H

Front tyre pressure:

2.5 bar (36 PSI) (rider only).
2.5 bar (36 PSI) (full load).

Rear tyre pressure:

2.5 bar (36 PSI) (rider only).
2.9 bar (42 PSI) (full load).

Suspension

Front

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

Rear

The Kayaba monoshock is adjustable for spring preload. At the bottom pivot point it is connected to an aluminium double-sided swinging arm. The whole system gives the motorcycle excellent stability.
Suspension travel: 61 mm (2.4 in).
Rear wheel travel: 150 mm (5.91 in).

Exhaust system

Stainless steel single silencer, tailpipe cover in aluminium.
Catalytic converter and two lambda sensors.

Available colours

MATT BLACK

- Primer: 2 K black code 873.A002 (Palinal);
- Basecoat: Black Stealth (Black 94) code 929.R223 (Palinal);
- Clear Coat: Matt Clear Coat 2K code 923I.2176 (Palinal);
- Frame: Charcoal black AKZO NOBEL code MY/2/9611AV;
- Wheel rims: Matt Black PEHADUR EINBRENN-LACK code VPCH03352 (Peter Lacke).

Electric system

Basic electric items are:
Headlight:
low/high beam: H4 bulb (12V – 60/55W);
parking light / DRL: 4 LEDs.
Electrical controls on handlebars.
Bulb front/rear turn indicator type:
12V RY10W Amber
Horn.
Stop light switches.
Battery, 12V-10 Ah, dry.
Generator 14V-490W.
Electronic rectifier, protected by a 30A fuse located next to fuse box (C,Fig 203).
Starter motor: 12V-0,7 kW.
Tail light:
parking light: 8 LEDs;
stop light: 8 LEDs.
Number plate light: 3 LEDs.

Instrument panel: LCD display.

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

Fuses

There are seven fuses that protect the electric components, located inside the fuse box, and one on the solenoid starter. The fuse box includes two spare fuses.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.
The fuse box (A, Fig 201) is located under the seat so it is necessary to remove the seat and the battery cover to reach it. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

The fuse box (B, Fig 202) is positioned next to fuse box (A, Fig 201) and contains the two fuses relevant to the ABS system.

Fuse box (A,Fig 201) key(Fig 201)		
Pos	El. item	Rat.
1	Key-on	10 A
2	El. loads	15 A
3	Instrument panel/ Lights	10 A
4	Control unit	5 A
5	Injection	20 A
6	IMU	5 A
7	Optional	5 A
–	Spare	20 A
–	Spare	5 A

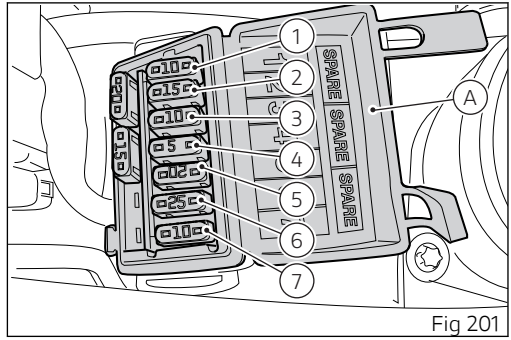


Fig 201

Fuse box (B,Fig 202) key(Fig 202)		
Pos	El. item	Rat.
8	ABS	10 A
9	ABS motor	25 A

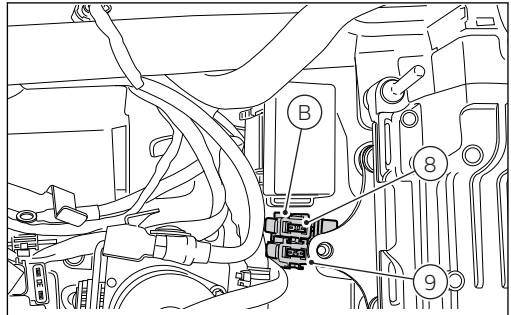


Fig 202

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

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

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

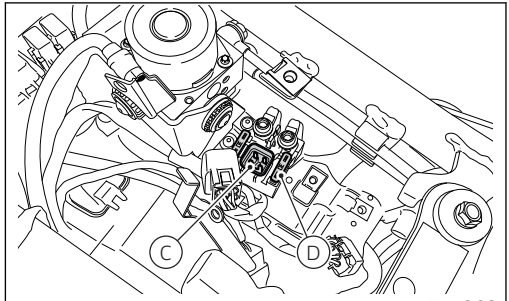


Fig 203

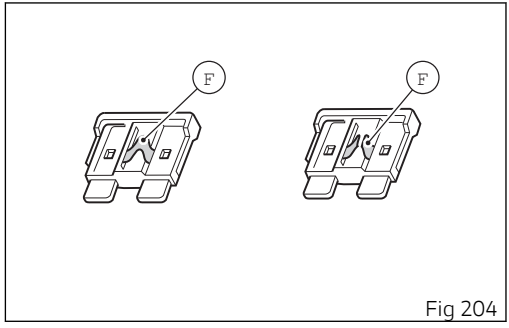


Fig 204

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

EU Directive 2014/53/EU

CE

Addresses of radio component manufacturers

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

Note
Only skilled person can access and install the device.

Table 1

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

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

Table 2

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

Simplified EU declaration of conformity

[Austria]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

United States (USA)

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

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

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

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

DASHBOARD	FCC ID: 2ANYI-ZDM1604D00
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	FCC ID: Z64-2564N

Canada

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

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

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

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

DASHBOARD	IC: 23285-ZDM1604D00
DUCATI MULTIMEDIA SYSTEM (Bluetooth)	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



R-R-Egi- ZDM1604

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 .

ANATEL

04433-18-11337

DUCATI MULTIMEDIA SYSTEM (Bluetooth)

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.

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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 .



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