

# STREETFIGHTER

Owner's manual

# STREETFIGHTER V2

Dear Ducatista,

**thank you** for trusting us with the purchase of your new Streetfighter V2.

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

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

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

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

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

## Important

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

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

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

## Important

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

Enjoy your ride!

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# Roadside Assistance

## Roadside Assistance




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

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

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

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

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

### Important

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

## Call Centre telephone numbers

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

### Attention

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

| Country | Toll-free call | Toll call / Call from abroad |
|---|---|---|
| Andorra | +34-91-594 93 40 | +34-91-594 93 40 |
| Austria | 0800-22 03 50 | +43-1-25 119 19398 |
| Belgium | 0800-14 134 | +32-2-233 22 90 |
| Bulgaria | (02)-986 73 52 | +359-2-986 73 52 |
| Cyprus | 25 561580 | +357-25 561580 |
| Croatia | 0800-79 87 | +385-1-464 01 41 |
| Denmark | 80 20 22 07 | +45-80 20 22 07 |
| Estonia | (0)-69 79 199 | +372-69 79 199 |
| Finland | (09)-77 47 64 00 | +358-9-77476400 |
| France (+Corsica) | 0800-23 65 10 | +33-4-72 17 12 83 |

| | | |
|---|---|---|
| FYROM | (02)-3181 192 | +389-2-3181 192 |
| Germany | 0800-27 22 774 | +49-89-76 76 40 90 |
| Gibraltar | 91-594 93 40 | +34-91-594 93 40 |
| Greece | (210)-9462 058 | +30-210-9462 058 |
| Ireland | 1800-304 500 | +353-1-617 95 61 |
| Iceland | 5 112 112 | +354-5 112 112 |
| Italy | 800,744,444 | +39 02 66.16.56.10 |
| Latvia | 67 56 65 86 | +371-67 56 65 86 |
| Lithuania | (85)-210 44 25 | +370-5-210 44 25 |
| Luxembourg | 25 36 36 301 | +352-25 36 36 301 |
| Malta | 21 24 69 68 | +356-21 24 69 68 |
| Monaco | +33-4-72 17 12 83 | +33-4-72 17 12 83 |
| Montenegro | 0800-81 986 | +382-20-234 038 |
| Norway | 800-30 466 | +47-800-30 466 |
| Holland | 0800-099 11 20 | +31-70-314 51 12 |
| Poland | 061 83 19 885 | +48 61 83 19 885 |
| Portugal | 800-20 66 68 | +351-21-942 91 05 |
| Czech Republic | 261 10 43 48 | +420-2-61 10 43 48 |
| Romania | 021-317 46 90 | +40-21-317 46 90 |
| Serbia | (011)-240 43 51 | +381-11-240 43 51 |
| Slovakia | (02)-492 05 963 | +421-2-49 20 59 63 |
| Slovenia | (01)-530 53 10 | +386-1-530 53 10 |
| Spain | 900-101 576 | +34-91-594 93 40 |
| Sweden | 020-88 87 77 | +46-771-88 87 77 (+46 8 5179 2873) |

| | | |
|---|---|---|
| Switzerland (+Liechten-stein) | 0800-55 01 41 | +41 58 827 60 86 |
| Turkey | (216) 560 07 50 | +90 216 560 07 50 |
| Ukraine | 044-494 29 52 | +380-44-494 29 52 |
| Hungary | (06-1)-345 17 47 | +36-1-345 17 47 |

| Country | Toll call with call from the United King-dom | Toll call with call from abroad |
|---|---|---|
| United King-dom | 0330 053 0903 | +44 330 053 0903 |

# Software updates

## Software updates

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

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

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

### Attention

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

# Warranty information

## General warranty conditions

**1. Warranty content**

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

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

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

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

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

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

**2. Exclusions**

2.1 This warranty offered by Ducati is not applicable to:

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

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

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

**3. Procedure for claiming the warranty**

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

- report any motorcycle defects to one of the Ducati Dealers and/or Authorised Service Centres listed on the website www.ducati.com as soon as possible with respect to the time of their discovery, in order to reduce the consequences that such defects may have on the functionality and safety of the motorcycle.

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

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

**4. Limitations of liability**

4.1 Without prejudice to the national regulations applicable to the "consumer" and relating provisions on manufacturer liability, Ducati shall not be held liable in case of damage to people and/or property caused by the motorcycle or while using the same.

4.2 Any defects or delays in the repairs or replacements relating to the motorcycle caused by Ducati Authorised Dealers and/or Workshops shall not give the buyer the right to claim damages of any kind from Ducati, nor to extend the warranty per the present Warranty Conditions, without prejudice to the Customer's rights and actions with respect to the Ducati Authorised Dealer and/or Workshop that may be negligent/defaulting.

4.3 This warranty, under the conditions specified herein, is the only conventional warranty offered by Ducati, without prejudice to the possibility of extension through additional warranties offered by Ducati.

4.4 Ducati reserves the right to make changes and improvements to any model of its motorcycles, without the obligation to make said changes to motorcycles already sold.

4.5 These Warranty Conditions also extend to subsequent owners of the motorcycle, provided that the provisions under art. 3 above are complied with. In any case, Ducati shall not be held liable for defects of the motorcycle attributable to the

failure to notify Ducati of the change of ownership of the same.
4.6 Except as for the "consumer", or as otherwise provided by a mandatory regulation in force in the country of the Customer, the Court of Bologna (Italy) shall have sole jurisdiction over any controversies that may arise in connection with these Warranty Conditions.
4.7 These Warranty Conditions are governed by Italian law.

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

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

Customer is solely liable for all costs related to coupons (labour and materials), including the one at 1,000 km /600 miles.
5.4 Every maintenance operation on the motorcycle must be carried out in compliance with Ducati's recommendations and procedures, without limitations, including those reported in the "Owner's Manual". Any defect/damage to the vehicle caused by improper or insufficient maintenance will preclude the applicability of the warranty.
5.5 In order to certify that the operations specified for each service coupon have been duly performed, the Dealer and/or Authorised Ducati Service Centre shall place their stamp and write the necessary notes on the Service Booklet supplied with the motorcycle, and the customer shall preserve the receipts/invoices for the service coupons that detail the operations performed. Warranty performance may be subject to the review of these documents by Ducati Technical Service.

## Attention

A reference to ‘you’ is a reference to the Customer.

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

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

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

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

You must bear the expense of claiming under the Warranty.

# General Information

## Acronyms and abbreviations used in the Manual

| | |
|---|---|
| ABS | Anti-lock Braking System |
| BBS | Black Box System |
| CC | Cruise Control |
| DDS | Ducati Diagnostic System |
| DPL | Ducati Power Launch |
| DQS | Ducati Quick Shift |
| DTC | Ducati Traction Control |
| DWC | Ducati Wheelie Control |
| EBC | Engine Brake Control |
| ECU | Engine Control Unit |
| IMU | Inertial Measurement Unit |

## Warning symbols used in the manual

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

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



### Attention

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



### Important

Possibility of damaging the motorcycle and/or its components.



### Note

Additional information about the current operation.

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

## Intended use

This motorcycle must be ridden on asphalt or on flat and even surfaces, only. This motorcycle may

not be used for riding on dirt trails or for off-road riding.

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

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

**Attention**
The total weight of the motorcycle in running order including rider, luggage and additional accessories should not exceed 410 kg (903.89 lb).

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

## Rider's obligations

All riders must hold a valid licence.

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

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

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

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

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

Some states require vehicle insurance.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Important**
Have your passenger wear proper protective clothing.

## "Safety ""Best Practices"""

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

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

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

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

**Fuel label**
Fuel identification label

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

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

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

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

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




Fig 1

## Carrying the maximum load allowed

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

### Attention

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

## Information about carrying capacity

### Important

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

### Important

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

### Important

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

### Important

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

### Attention

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

Refer to paragraph “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

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.

### 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.

Coolant

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

### Attention

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

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is irritant and poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant is under pressure and will cause severe burns.

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

Battery

**Attention**

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

## Vehicle identification number

**Note**

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

The frame identification number is on the motorcycle front right side, more specifically, close to the right fork leg.

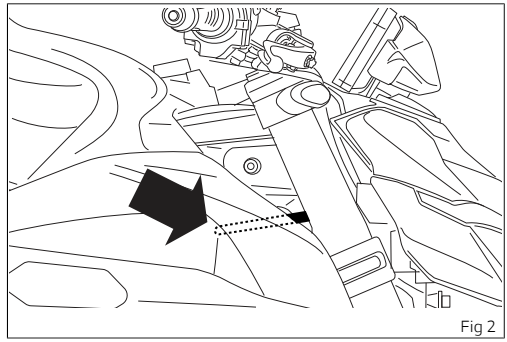


Fig 2

## Engine identification number

**Note**

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

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

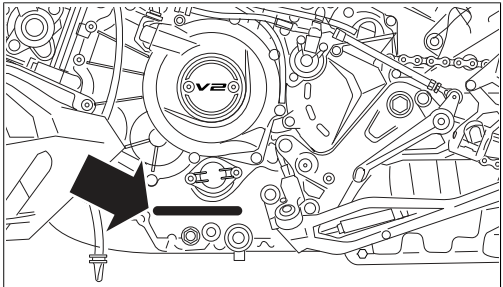



Fig 3

# Main components and devices

## Position on the vehicle

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

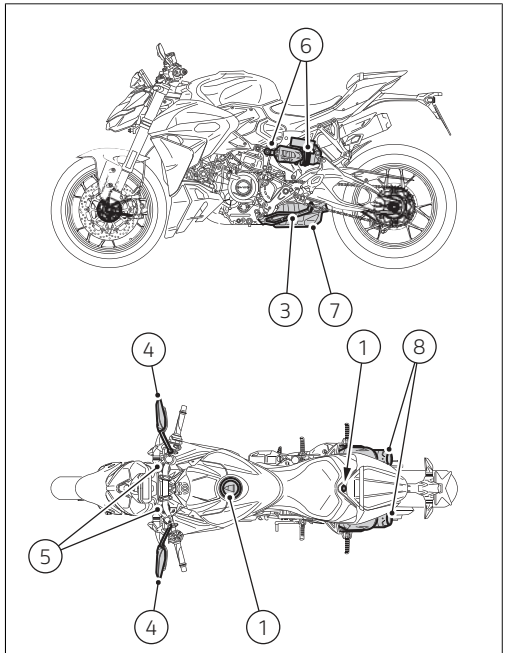



Fig 4

## Tank filler plug

### Opening

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

### Closing

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

**Note**
Plug can only be closed when key is inserted.

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

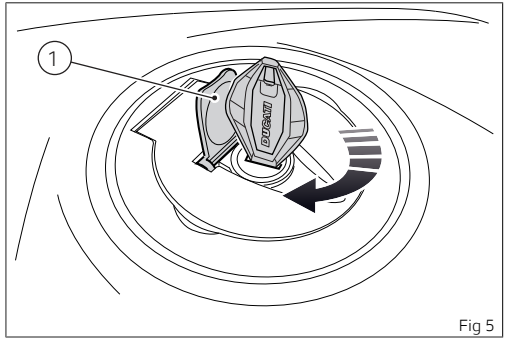


Fig 5

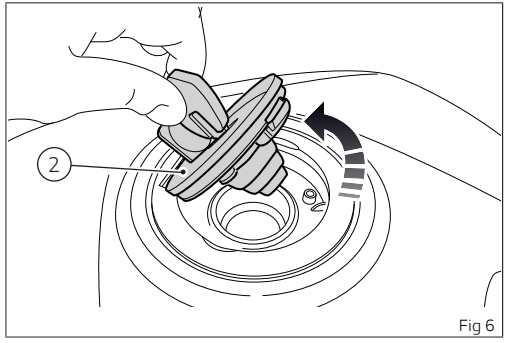


Fig 6

## Seat lock

### Passenger seat

Use lock (1) to remove the passenger seat and reach the tail guard compartment.

Removing the passenger seat

- Insert the key into the lock (1);
- Turn the key clockwise until the passenger seat (2) catch disengages with an audible click;
- Pull the passenger seat (2) towards the front end (A) of the vehicle until releasing it.

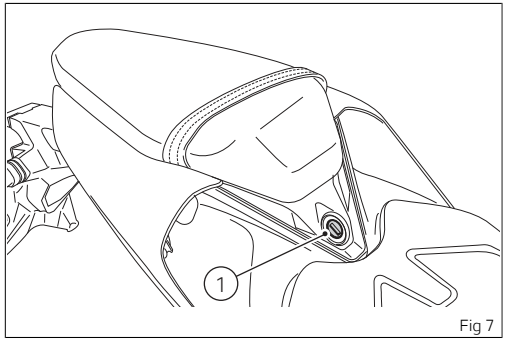


Fig 7

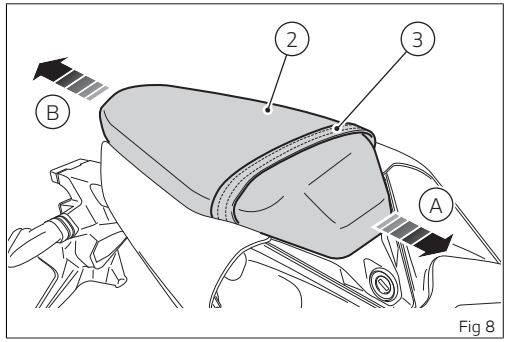


Fig 8

Refitting the passenger seat

- Before refitting the passenger seat (2), make sure that passenger strap (3) is correctly positioned;
- Insert the key into the lock (1);
- Turn the key clockwise and slide the passenger seat (2) from the front side (A) of the vehicle to the rear one (B);
- Release the key and check that the passenger seat is correctly engaged with the catch hook.

## Removing the rider seat

- Using the Allen wrench present in the tail guard compartment, loosen the two screws (4) on both sides of the rider seat (5);
- Slide the seat towards the rear end of the vehicle.

## Refitting the rider seat

- Refit the rider seat (5) by first engaging the front end and then the rear end;
- Lift the rear edges of the seat and fasten it by tightening screws (4).
- Check proper rider seat fastening by trying to raise its front end.

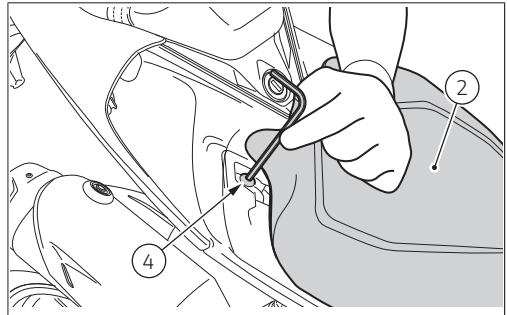


Fig 9

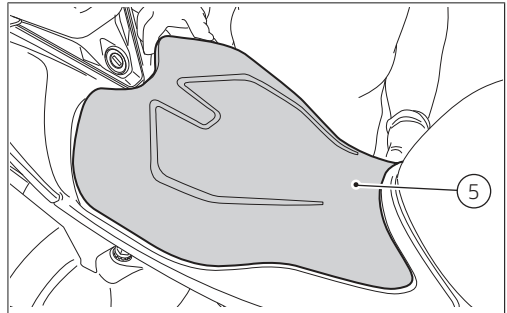


Fig 10

After removing the passenger seat, you can reach the battery maintaining connector (6).

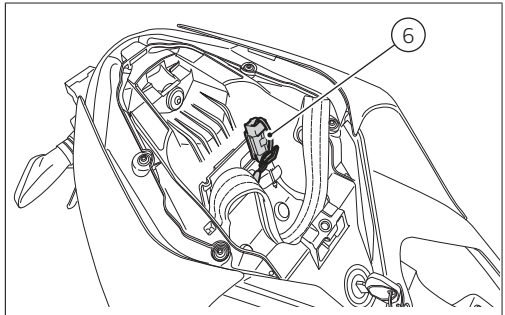


Fig 11

## Maintaining the battery charge

Your motorcycle is equipped with a connector (1) to which you can connect a special battery charger (2). To access it, remove the passenger seat as described in chapter “Removing and refitting the seats”.

### Attention

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

### Note

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

## Note

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

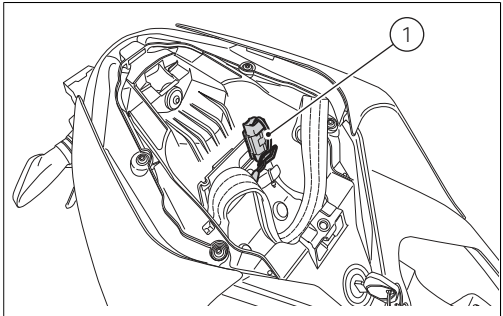



Fig 12

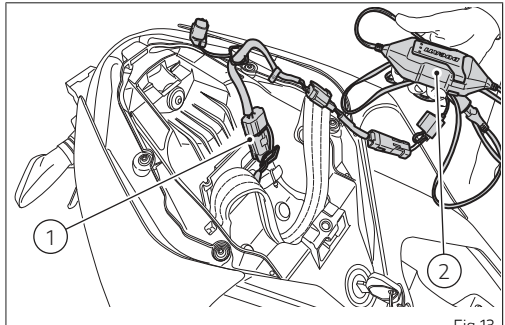



Fig 13

## Side stand

### Attention

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

### Important

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

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

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

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

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

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

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

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

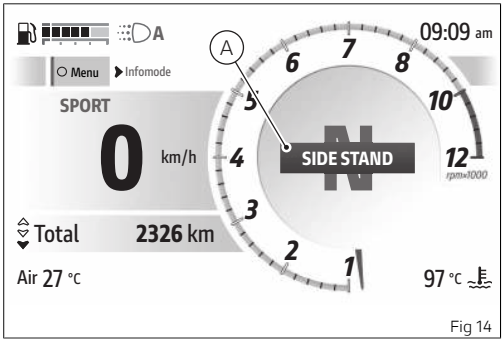


Fig 14

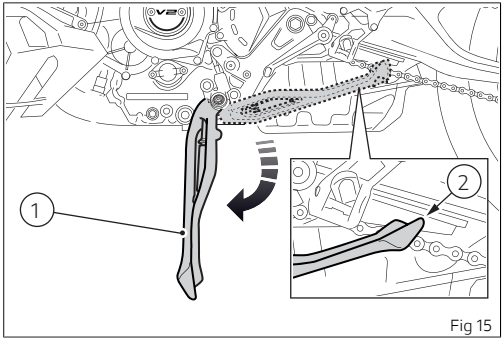


Fig 15

## Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.
The Bluetooth control unit, which is not installed in this vehicle, can be purchased at a Ducati Dealer or Authorised Service Centre.

## Attention

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

### Attention

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

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

### Attention

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

### Note

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

Check that your Smartphone supports the following profiles:

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

### Attention

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

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

### Note

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

## Steering damper

The steering damper (1) is located between the front mudguard and radiator and is secured to the lower steering plate and frame.
It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

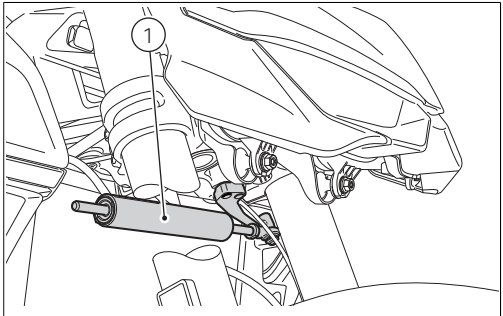


Fig 16

## Front fork adjustment

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

1) for compression adjustment (1);
2) For rebound adjustment (2);
3) for inner spring preload adjustment (3).

Position the motorcycle on its side stand so that it is stable.
Turn the adjuster (1) at the top end of the left fork leg with a flat-blade screwdriver to adjust compression damping.
Turn the adjuster (2) at the top end of the right leg with a flat-blade screwdriver to adjust rebound damping.
The stiffest damping setting is obtained with the adjuster turned fully clockwise to the "0" (fully closed) position until it is locked in place.

To change preload of the spring inside each fork leg, turn adjusters (3), with a hexagon wrench, completely anticlockwise, to obtain fully uncompressed position.

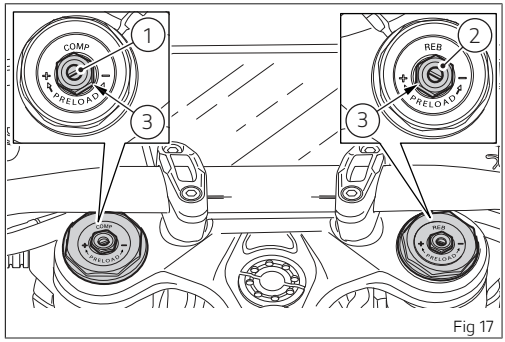


Fig 17

## SETTING THE SUSPENSIONS

Ducati recommends the front fork settings specified: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

### Attention

The values in the table are indicative. They have been calculated considering a dressed rider weighing 80 - 90 kg (176.36 - 198.42 lb).

### Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

| Standard setting: | |
|---|---|
| Rebound | open 2 turns from fully closed position |
| Compression | open 2.5 turns from fully closed position |
| Spring preload | + 5 turns from fully unloaded |

| Racing setting: | |
|---|---|
| Rebound | open 0.5 turns from fully closed position |
| Compression | open 0.5 turns from fully closed position |
| Spring preload | + 5 turns from fully unloaded |

Setting range:

- rebound: total 4 turns;
- compression: total 4 turns;
- spring preload: total 10 turns.

Standard settings of the vehicle as delivered (factory settings specified in the previous paragraphs) correspond to a calibration which considers all use conditions (riding conditions, rider's skills and needs), and is the best solution for a sport use of the motorcycle on the road.

**Attention**
Adjust both fork leg preload adjusters to the same settings.

## 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 adjuster (1), located on the front connection holding the shock absorber, adjusts damping during the rebound phase (return).
The adjuster (2), located on the rear connection holding the shock absorber, adjusts damping during the compression phase.

The ring nuts (3) allow adjusting the shock absorber external spring preload.
To adjust the spring preload, loosen the top ring nut. Then TIGHTEN or SLACKEN the lower ring nut to INCREASE or DECREASE spring preload.
After setting spring preload as desired, tighten the upper locking ring nut.
Completely turn adjusters (1) and (2) clockwise to obtain the fully closed condition.

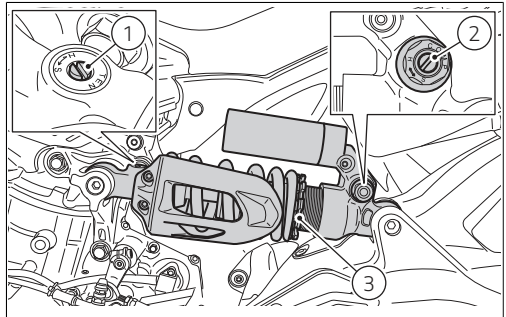


Fig 18

## SETTING THE SUSPENSIONS

Ducati recommends the rear suspension settings specified: the indicated settings are mere suggestions since they depend on riding conditions as well as on the rider's skills and needs in terms of comfort.

### Attention

The values in the table are indicative. They have been calculated considering a dressed rider weighing 80 - 90 kg (176.36 - 198.42 lb).

### Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

| Standard setting: | |
|---|---|
| Rebound | open 2 turns anticlockwise from fully closed position |
| Compression | open 10 clicks anticlockwise from fully closed position |
| Spring preload | 11 mm (0.43 in) from fully uncompressed spring (fitted spring 148 mm (5.82 in)) |

| Racing setting: | |
|---|---|
| Rebound | open 0.5 turns anticlockwise from fully closed position |

| Racing setting: | |
|---|---|
| **Compression** | open 3 clicks anticlockwise from fully closed position |
| **Spring preload** | 14 mm (0.55 in) from fully uncompressed spring |

Rebound and compression setting range:

- rebound: total 3 turns;
- compression: total 22 clicks.

Spring preload setting range:

- min 6 mm (0.26 in) (fitted spring 149 mm (5.86 in));
- max 21.5 mm (0.84 in) (fitted spring 133.5 mm (5.25 in)).

Standard settings of the vehicle as delivered (factory settings specified in the previous paragraphs) correspond to a calibration which considers all use conditions (riding conditions, rider's skills and needs), and is the best solution for a sport use of the motorcycle on the road.

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

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

# Controls

## Position of motorcycle controls

**Attention**

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

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

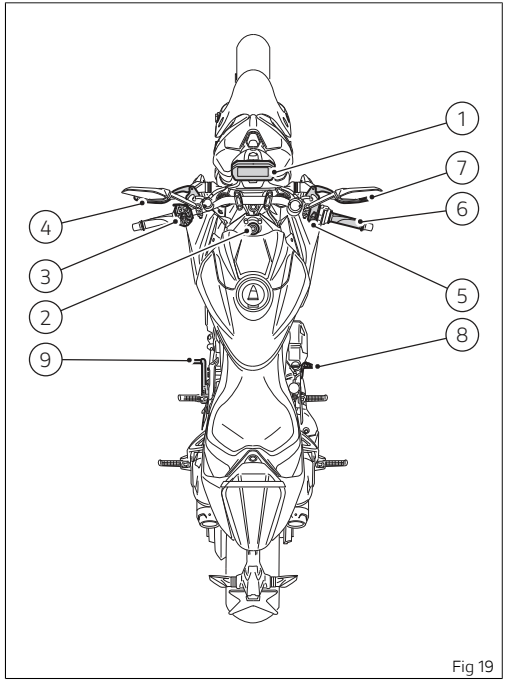


Fig 19

## Switchgears

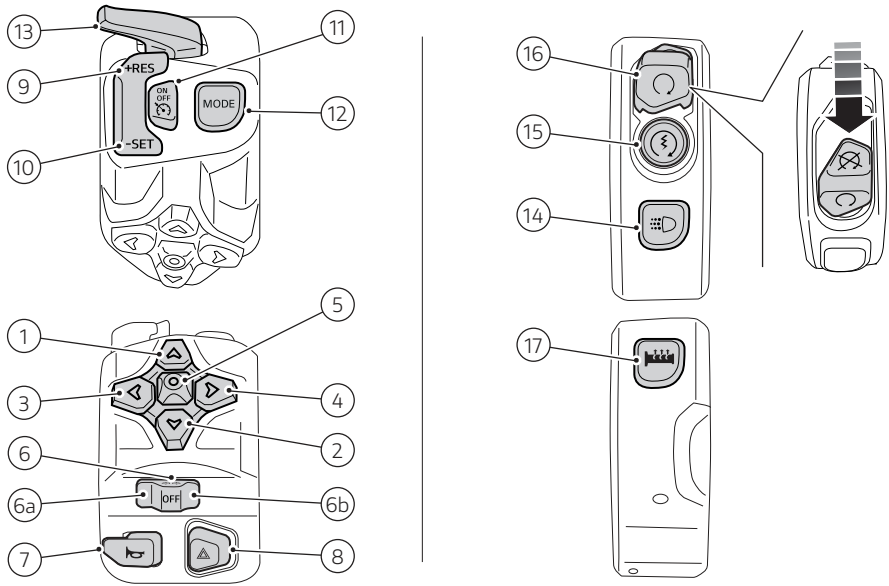



Fig 20

| | | |
|---|---|---|
| 1 |  | Control button up |
| 2 |  | Control button down |
| 3 |  | Control button left |
| 4 |  | Control button right |
| 5 |  | ENTER function button |
| 6 |  OFF | Three-position turn indicator control:<br>• position (6a), left turn indicator<br>• centre position, OFF<br>• position (6b), right turn indicator |
| 7 |  | Warning horn |
| 8 |  | Hazard lights (red). |
| 9 | +RES | Cruise control RES/+ |
| 10 | -SET | Cruise control SET/- |
| 11 | ON<br>OFF | Cruise control ON/OFF |
| 12 | MODE | Riding Mode |

| | | |
|---|---|---|
| 13 |  | Light selector:<br>• high beam, pushed up<br>• low beam, at the centre<br>• high-beam flasher and “Start/Stop Lap” function, pushed down |
| 14 |  | DRL (if present) |
| 15 |  | Engine start |
| 16 |  | Engine kill, pushed down (red) |
| 17 |  | Heated grips (if present) |

## Light control

### Low / High beam

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

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

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

If the DRL was set to "Auto" via the "DRL" function within “Settings - Vehicle” menu, the instrument panel automatically manages the DRL and the low beam according to detected ambient light:

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

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

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

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

If the DRL is in this mode, as set through the "DRL" function within the “Settings - Vehicle”

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

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

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

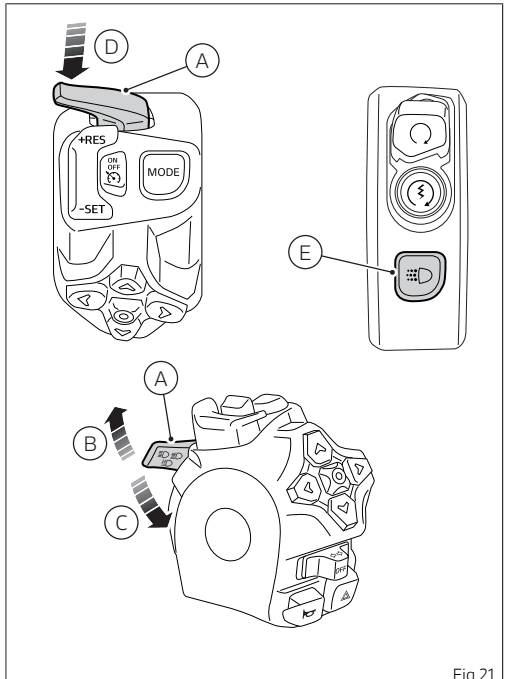


Fig 21

## Turn indicators

Using the "Turn indicators" function in the "Settings - Vehicle" menu, you can set the control of the turn indicators to automatic or manual mode.
To activate the left turn indicator, press button (F), in position (G); to activate the right turn indicator, press button in position (H).
To switch off the turn indicators, press the button (F).

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

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

### Attention

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

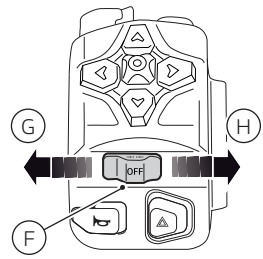


Fig 22

## Hazard lights

To activate or deactivate the hazard lights, press button (I), only when the vehicle is in key-on condition.
When turning the vehicle key OFF with hazard lights active, they will remain active for 2 hours. After 2 hours, the hazard lights switch OFF automatically in order to save battery charge.

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

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

**Note**
The hazard lights have a higher priority than the normal operation of the individual turn indicators.

**Note**
Emergency braking
In the event of heavy braking from a speed of more than 55 km/h the tail light flashes rapidly in order to warn the vehicles behind. When deceleration is reduced below a predefined threshold, the flashing is automatically deactivated.
If this braking continues up to speeds below 15km/h, the hazard warning will automatically come on at the end of the braking. This warning will be switched off automatically when the 20 km/h limit is exceeded when the speed increases again. The hazard warning can be switched off manually at any time.
The speed and deceleration thresholds that activate the tail light flashing are higher in the case of RACE Riding Modes.

## Coming Home Light function

The motorbike is equipped with the Coming Home Light function, which enables the headlight to be switched on for a few seconds each time the motorbike is switched off (key-off). Refer to the chapter “Settings - Vehicle - Coming home light”.

### Parking function

Each time the key is turned off, the instrument panel provides the indications to activate the parking lights: hold button (F) for a long time in the left turn indicator position (G).

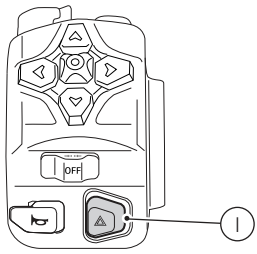



Fig 23

## Keys

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

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

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

### Duplicate keys

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

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

### Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.

Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.
Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

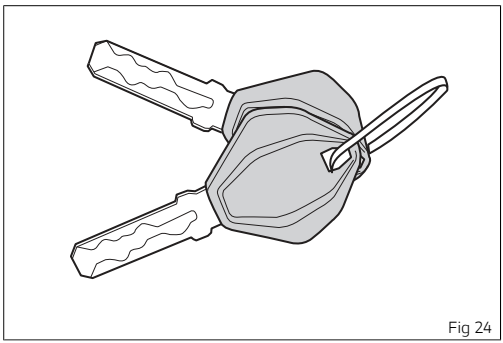


Fig 24

## Ignition switch and steering lock

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

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

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

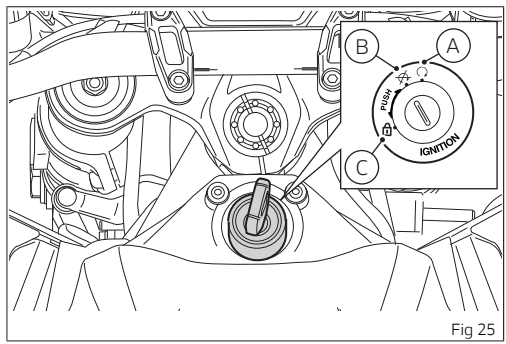



Fig 25

## Restoring motorcycle operation via the PIN code

In case of key acknowledgement system or key malfunction, the instrument panel allows the

user to enter his/her own PIN code to temporarily restore motorcycle operation.
If the PIN code was activated via the “PIN Code” function in the “Settings - Vehicle” menu, the instrument panel displays “PIN Code” with four spaces for the four digits of the PIN code.

Entering the code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the code is complete, press the button ○ .
- If there is a problem during the PIN check, the instrument panel displays “Time out” for 2 seconds and then goes to the main screen;
- If the PIN code is not correct, the instrument panel displays “Wrong” for 2 seconds and then goes back to previous screen, to allow you to try again.
- If the PIN code is correct, the instrument panel shows "Correct" for 2 seconds, and then displays the main screen.

## Important

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

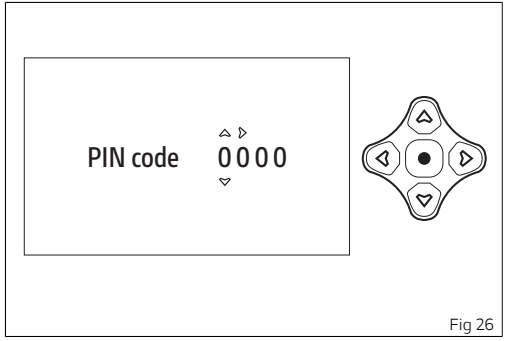


Fig 26

## Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster anticlockwise to decrease lever distance.

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

### Attention
Set clutch lever when motorcycle is stopped.

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

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

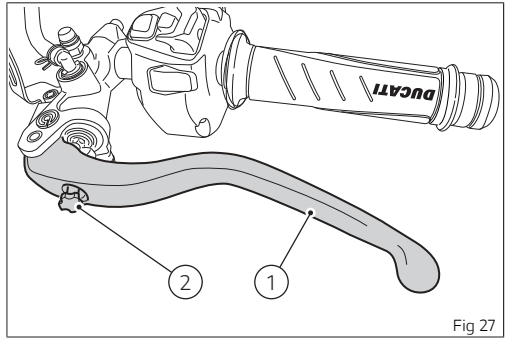


Fig 27

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

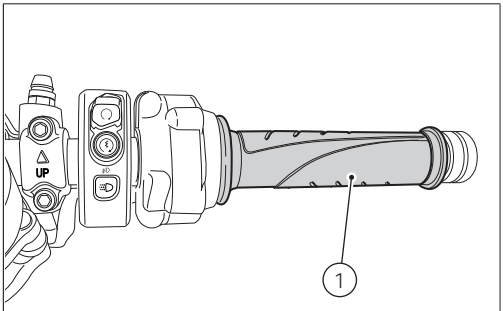


Fig 28

## Front brake lever

### Setting

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

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

**Attention**
Set front brake lever when motorcycle is stopped.

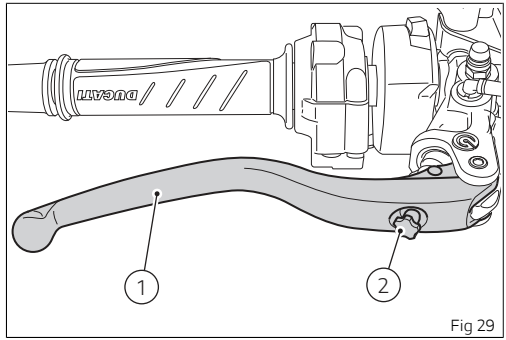


Fig 29

## Rear brake pedal

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

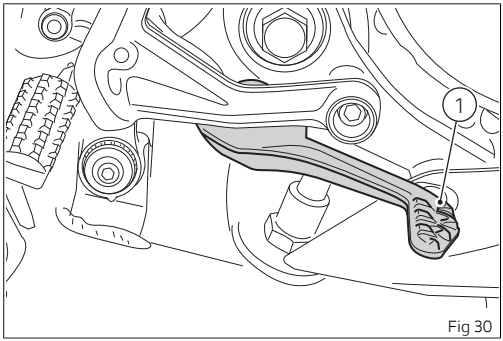


Fig 30

## Gear change pedal

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

The pedal can be moved:

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

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

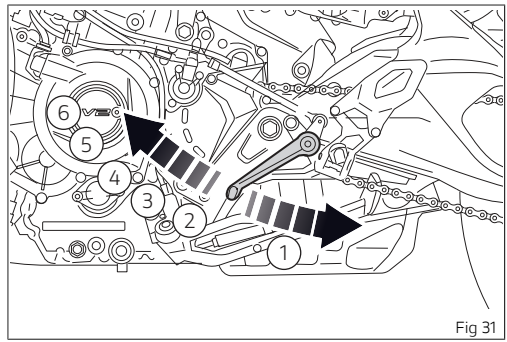


Fig 31

## Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange (1) and rear brake (2) pedals 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.

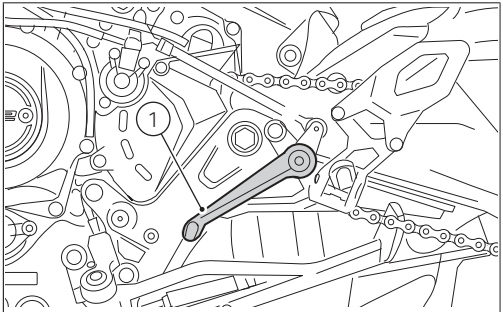


Fig 32

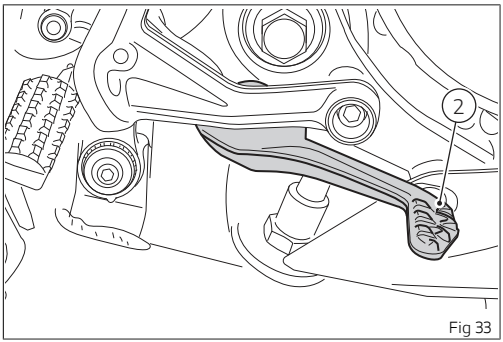


Fig 33

# Riding the motorcycle

## Motorcycle running-in period

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

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

Running-in recommendations:

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

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

## Pre-ride checks

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Refuel if necessary (see “Refuelling”).
- ENGINE OIL LEVEL

Check the level in the sump through the sight glass; top-up if necessary (see “Checking the engine oil level”).

- BRAKE AND CLUTCH FLUID
  Check liquid level in the corresponding reservoirs (see "Checking brake and clutch fluid level").
- COOLANT
  Check the level of coolant in the expansion reservoir; top up if necessary (see "Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (see “Tubeless tyres”).
- CONTROLS
  Front and rear brake operation:
  Check the operation of the brakes by applying the front brake first, followed by the rear brake. If necessary, repeat the procedure multiple times to ensure proper effectiveness.
  Clutch lever operation:
  Check the correct operation of the clutch lever by pulling and releasing it slowly. The lever should move smoothly and return to its original position without resistance.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and warning horn are in good condition and work properly.
- KEY LOCKS
  Check the tightening of the filler plug (see “Filler plug”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (see “Side stand”).

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

To ensure trouble-free operation, the engine coolant pump requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather hole positioned in the upper part of the crankcase, and this will not affect proper operation of the engine or the cooling system.

## ABS warning light

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

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

ABS device

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

**Attention**
Clogged reading slots would compromise system proper operation.

**Attention**
Prolonged wheelies could deactivate the ABS system.

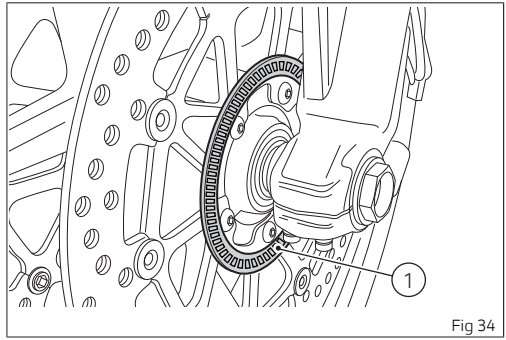


Fig 34

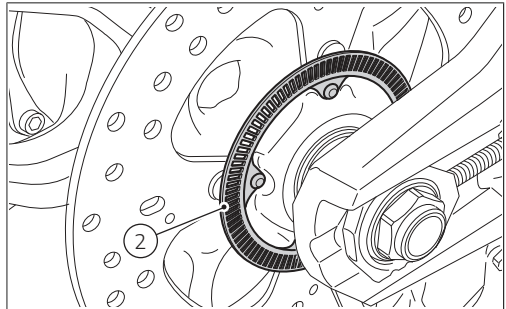


Fig 35

## 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.

Turn the key to position (B) and check that the green light (C) and the red light (D) are on.

### Important

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

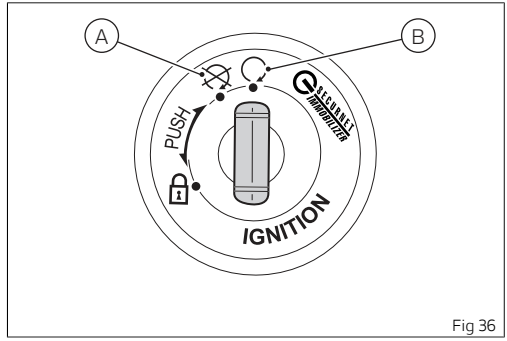



Fig 36

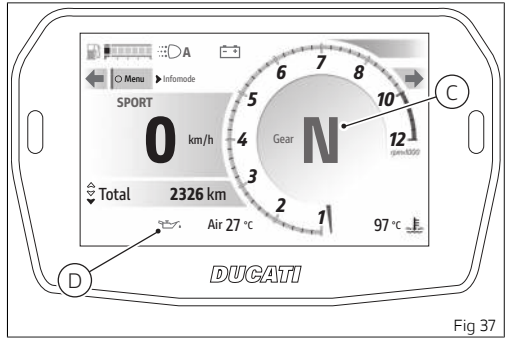



Fig 37

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

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

Move the red switch (1) upwards to the "RUN" position, uncovering the button (2).
Push the button (2) to start the engine.
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.

To stop the engine, move the red switch (1) downwards to the "RUN OFF" position.
Turn the vehicle key off by turning the key to position (A).

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

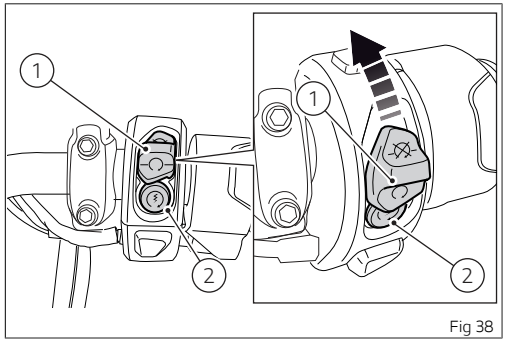


Fig 38

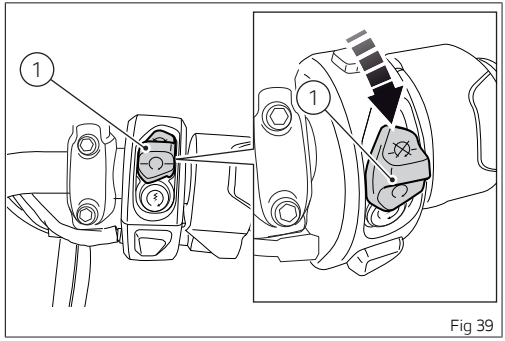


Fig 39

## Moving off

1) Lift the side stand until it is horizontal.
2) Squeeze the control lever to disengage the clutch.
3) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
4) 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.

## Engine shutdown in the event of a motorbike rollover

This system is designed to stop the engine in case of motorbike rollover being detected for a certain amount of time. The purpose of the system is to limit the likelihood of engine damage in the event of a rollover (e.g. due to a lack of oil pick-up). If the engine is switched off by this system then, in the absence of any other damage, to restart the engine simply reset the motorbike from the rollover condition, wait a few seconds and then turn the key off ( ⚷ ) and back on ( ∩ ).

**Important**
In case of damage to the vehicle, the system may shut down and fail to stop the engine.
The system may not always guarantee accurate rollover detection.

**Attention**
It is only possible to restart the engine if the appropriate safety conditions are met.

## Braking

Braking

Slow down in time, shift down to use engine brake and then brake by operating both front and rear brakes.

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

braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

### Stop

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Do not release the clutch with a gear engaged to prevent the engine from suddenly stopping.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to OFF (“Ignition switch and steering lock”).

## Anti-Lock Braking System (ABS)

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

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

## Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
To switch the engine off, simply turn the key to OFF; see "Ignition switch and steering lock".

## Parking

Stop the motorcycle, then put it on the side stand.
To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.
If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

### Important

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

### Attention

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

### Attention

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

### Attention

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

## Refueling

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

**Warning**

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

### Attention

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

### 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.

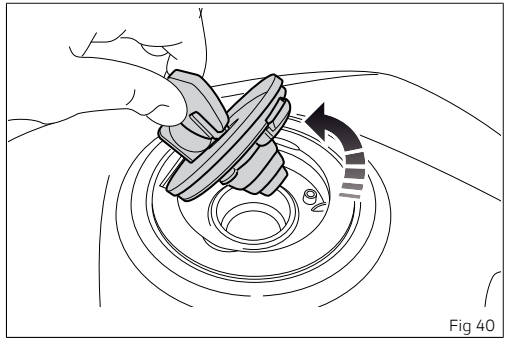


Fig 40

**Fuel label**

The label identifies the fuel recommended for this vehicle.

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

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

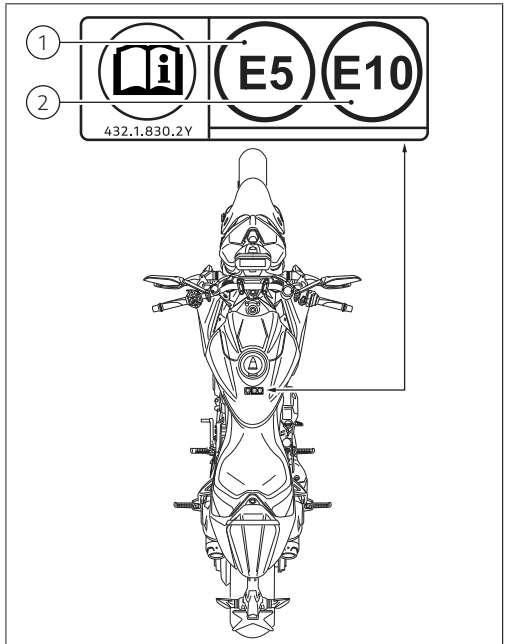



Fig 41

## Tool kit and accessories

The glove compartment positioned under the passenger seat contains a 4 mm (0.16 in) L-shaped Allen wrench (1).

To gain access to the compartment, remove the passenger seat as described in "Removing and refitting the seats".

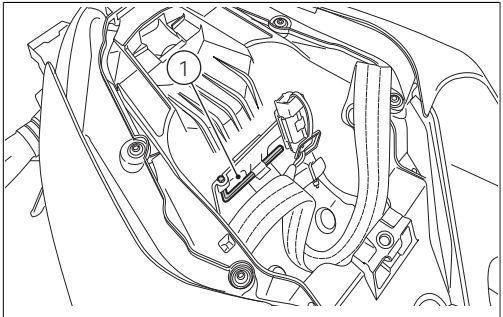



Fig 42

# Instrument panel (Dashboard)

## Instrument panel

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

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

## Warning lights

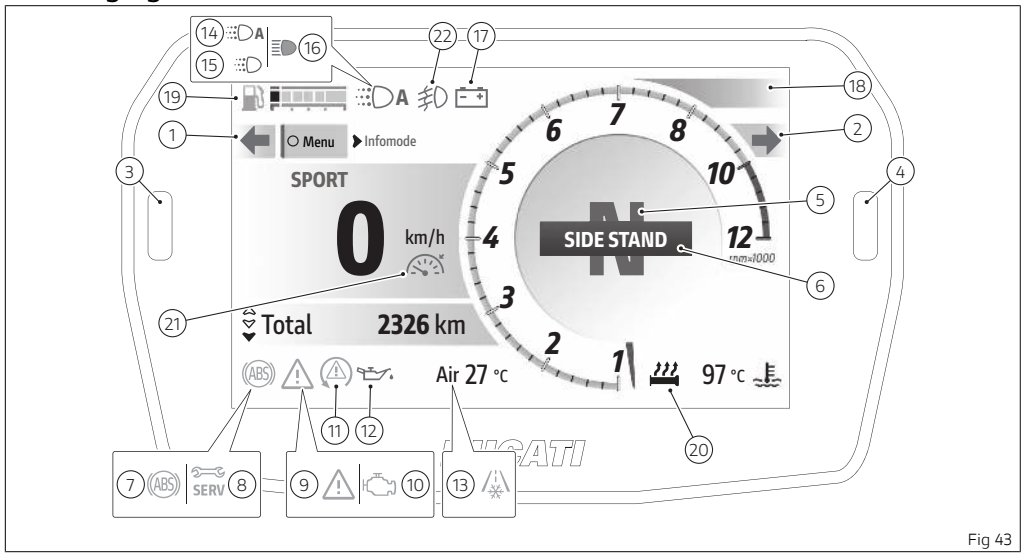



Fig 43

The example shows the Road Infomode screen page.

| no. | Description | Colour |
|---|---|---|
| 1 | Left turn indicator | Green (display) |
| 2 | Right turn indicator | Green (display) |
| 3 | Limiter | Red |
| 4 | Limiter / Immobilizer | Red |
| 5 | Neutral gear | Green (display) |
| 6 | Side stand down | Red (display) |
| 7 | ABS system malfunction<br>• flashing: ABS in self-diagnosis and/or functioning with degraded performance;<br>• on: ABS disabled and/or not functioning due to a fault in the ABS control unit. | Amber yellow (display) |
| 8 | Service | Amber yellow (display) |
| 9 | Generic error | Amber yellow (display) |

| no. | Description | Colour |
|---|---|---|
| 10 | MIL<br>• 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.<br>• The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking. | Amber yellow (display) |
| 11 | DAVC Diagnosis<br>• flashing: DTC/DWC/DSC enabled, but with degraded performance;<br>• on: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit. | Amber yellow |
| 12 | Engine oil low pressure<br>**Important**<br>If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage. | Red (display) |
| 13 | Ice hazard | Amber yellow (display) |
| 14 | DRL – daytime running light on, set in “Auto” mode<br>(not present in China and Canada versions) | Green (display) |
| 15 | DRL – daytime running light on, set in “Manual” mode<br>(not present in China and Canada versions) | Green (display) |

| no. | Description | Colour |
|---|---|---|
| 16 | High beam on | Blue (display) |
| 17 | Warning lights | Amber yellow / red (display) |
| 18 | DAVC intervention | Amber yellow (display) |
| 19 | Low fuel | Amber yellow (display) |
| 20 | Heated handgrips enabled (if present) | Black in the light theme, white in the dark theme. (display) |
| 21 | Cruise control active | Green (display) |
| 22 | Fog lights on (if any) | Amber yellow (display) |

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

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

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

## Infomode

3 main screen display modes (Infomode) are available: Road, Road Pro, Track.
At any time, you can change Infomode in Road, Road Pro and Track order by holding down the button ▸ for a long time.
It is also possible to change Infomode via the “Infomode change” function in the “My Ride” menu.
Infomode is navigated using the directional cross buttons on the left-hand switch:
To change the displayed units of measurement, use the “Units” function in “the Settings - Display” menu.
The items displayed in the Infomodes and the relevant operation of the navigation buttons (directional cross) are listed below.




Fig 44

The table below lists the items available in the Road Infomode.

| no. | Description |
|---|---|
| 1 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 2 | Riding Mode in use |
| 3 | Gear |
| 4 | Rev counter |
| 5 | Riding Info<br>Refer to section “My Ride - Riding Info”. |
| 6 | Air temperature (°C or °F)<br> **Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature.<br>If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is display is displayed shifted toward the centre. |
| 7 | Clock<br>It is possible to set it through the “Date and time” function in the “Settings - Display” menu. |

| no. | Description |
|---|---|
| 8 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F).<br>When the temperature is lower than +40°C (+104°F), the “Low” message is displayed.<br>When the temperature is higher than +110°C (+230°F), the flashing “High” red message is displayed.<br>**Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 9 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.<br>**Note**<br>When the fuel is low, the relevant indicator is forced in the remaining km or mile mode. |

## Road Infomode - navigation buttons

The navigation buttons in the Road Infomode are managed as follows:

- short pressure on button ○ to open the function menu;
- short pressure on buttons △ ▽ to scroll through the available trip info;
- long pressure on button ▽ to open the “My Ride - Riding Info” menu;
- long pressure on button ▷ to go to the next Infomode.

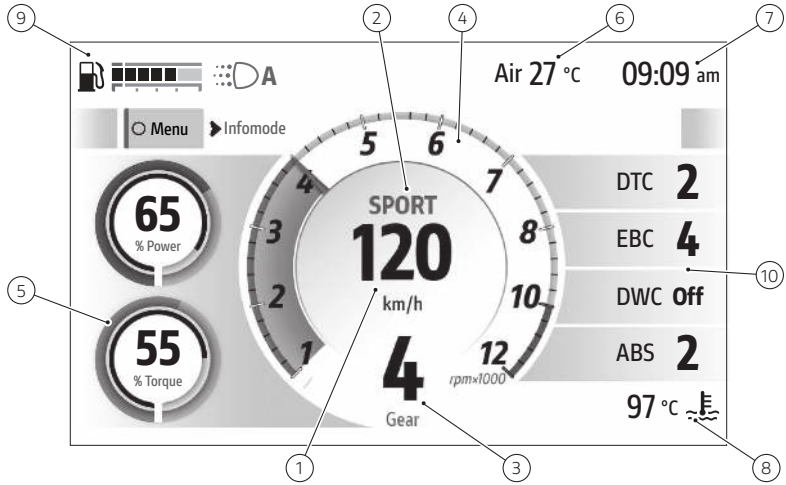



Fig 45

The table below lists the items available in the Road Pro Infomode.

| no. | Description |
|---|---|
| 1 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 2 | Riding Mode in use |
| 3 | Gear |
| 4 | Rev counter |
| 5 | Power and Torque<br><br>This function allows the user to get a quick overview of relevant power and torque information. Power and torque are displayed in round graphs: the outer ring and inner number indicate the percentage of torque required in relation to the maximum that can be delivered by the engine over the entire operating range, while the inner ring indicates the percentage of torque required in relation to the current engine point. |
| 6 | Air temperature (°C or °F)<br> **Note**<br>When the motorcycle is stopped, the engine heat could influence the displayed temperature.<br><br>If the warning lights in the lower left corner are active or if the function menu is active, the air temperature indication is display is displayed shifted toward the centre. |
| 7 | Clock<br>It is possible to set it through the “Date and time” function in the “Settings - Display” menu. |

| no. | Description |
|---|---|
| 8 | Engine Coolant temperature (°C or °F)<br>The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F).<br>When the temperature is lower than +40°C (+104°F), the “Low” message is displayed.<br>When the temperature is higher than +110°C (+230°F), the flashing “High” red message is displayed.<br>**Attention**<br>In case of overheating, if possible, it is recommended to ride at reduced speed to allow the cooling system to lower the engine temperature. If this is not possible due to traffic conditions, stop and turn the engine off.<br>If the motorcycle continues to be used when the engine is overheated, severe damage may occur. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication. |
| 9 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.<br>**Note**<br>When the fuel is low, the relevant indicator is forced in the remaining km or mile mode. |
| 10 | Indication of the DTC, EBC, DWC, ABS parameters with the levels currently associated with the Riding Mode in use. |

## Road Pro Infomode - navigation buttons

The navigation buttons in the Road Pro Infomode are managed as follows:

- short pressure on button ○ to open the function menu;
- long pressure on button ▹ to go to the next Infomode.

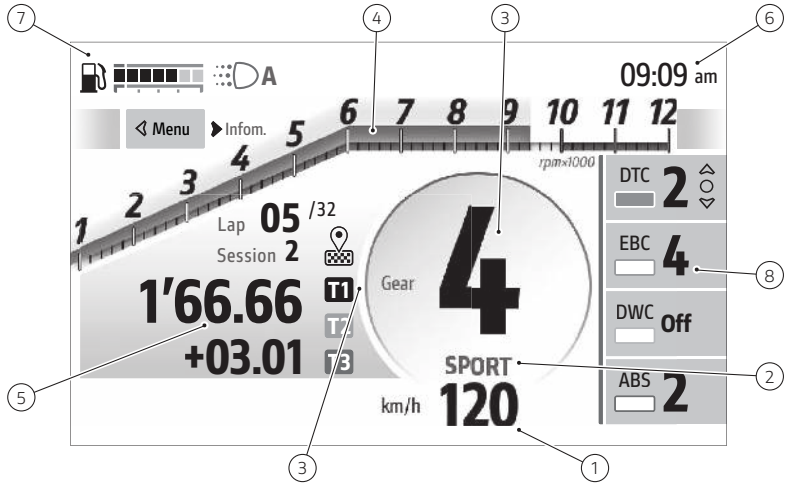



Fig 46

The table below lists the items available in Track Infomode.

| no. | Description |
|---|---|
| 1 | Speed<br>It is displayed increased by 5% and together with the set unit of measurement (km/h or mph). |
| 2 | Riding Mode in use |
| 3 | Gear |
| 4 | Rev counter |
| 5 | Lap - lap time recording<br>This function provides a quick overview of all information concerning the lap time recording. |
| 6 | Clock<br>It is possible to set it through the “Date and time” function in the “Settings - Display” menu. |
| 7 | Fuel level<br>Available in 2 modes: graduated bar or km or miles remaining.<br>It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.<br> **Note**<br>When the fuel is low, the relevant indicator is forced in the remaining km or mile mode. |
| 8 | Parameter menu and quick level change. |

### Track Infomode - navigation buttons

The navigation buttons in the Track Infomode are managed as follows:

- short pressure on button ◁ to open the function menu;
- short pressure on buttons △ ▽ , to scroll down the parameters for quick level change.
- short pressure on button ○ to interact with the selected parameter;
- long pressure on button ▽ to activate the Lap function.
- long pressure on button ▷ to go to the next Infomode.

## Riding Mode

4 Riding Modes are available: Race, Sport, Road, Wet.
The name of the active Riding Mode is displayed above the speed indication (A) (Road Infomode is shown in the example).
Each Riding Mode is associated with a different colour for the relevant name.

The parameters associated to each Riding Mode are: Power Mode, ABS, DTC, DWC, EBC, DQS.

For each Riding Mode it is possible to customise the parameters using the "Riding Mode setup" function in the "Settings - Advanced" menu.



Fig 47

### Changing the Riding Mode

- Press the MODE button (1).
  The display shows the page from which it is possible to scroll the available Riding Modes and view their parameters together with the relevant settings.
- Use buttons △ ▽ or briefly press MODE button (1) to scroll and select the desired Riding Mode.

- to confirm, press ⭘ or press and hold MODE button (1): in this case, the progress of confirmation is indicated by the grey circle gradually filling in (C).

To exit the Riding Mode change function without making any changes, press the button ◁ .
If no action is taken for a few seconds, the instrument panel quits Riding Mode change function.

If the change of Riding Mode is made when the motorbike at a standstill, the corresponding "SETUP" item is displayed below the name of each Riding Mode to directly access the setting of the selected Riding Mode (D): in this case select the item with the name of the Riding Mode and the indication "SETUP" and press the button ⭘ or hold down the MODE button (1) for a long time, then you will directly access the Riding Mode Setup function in the "Settings - Advanced" menu.

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

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

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

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

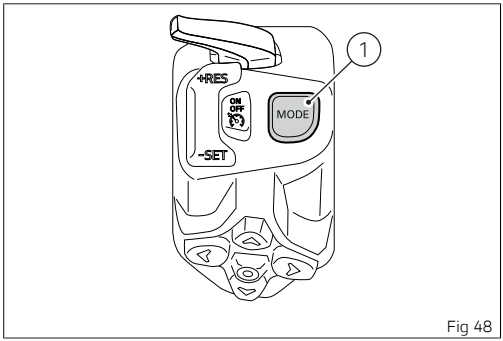



Fig 48

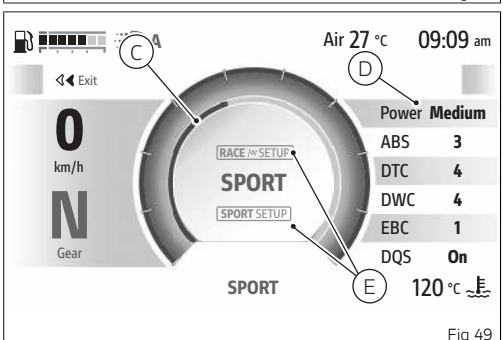



Fig 49

## Engine rpm indication

The number of engine rpm is displayed in the following ways:

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

During the first 1000 km (600 mi) of the odometer (vehicle running-in period), or up to the first service, a virtual engine rpm limiter is set to 6000 rpm regardless of the engine temperature and is indicated when the needle wake becomes amber yellow.

The virtual limiter is also used to indicate and advise the rider to ride at lower revs when the engine is cold. The virtual limiter threshold changes according to the engine temperature:

- If the engine temperature is below 30 °C (86 °F), the rev counter wake will turn amber yellow after 6,500 rpm; under these conditions, the engine speed limitation intervenes with a lower threshold than the nominal one.
- if the engine temperature is between 30 °C (86 °F) and 60 °C (140 °F), the rev counter wake

will turn amber yellow after 8,000 rpm; under these conditions, the engine speed limitation intervenes with a slightly lower threshold than the nominal one.

- if the engine temperature is above 60 °C (140 °F), the rev counter wake will not turn amber yellow.

The wake becomes flashing red when the rev limiter trips (Over-rev).

When the needle wake becomes green and starts blinking, the instrument panel is warning the rider to shift up.

If the number of rpm is lower than 1000 rpm, the needle wake is not displayed.

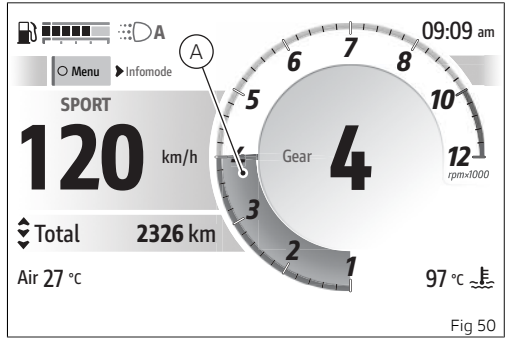



Fig 50

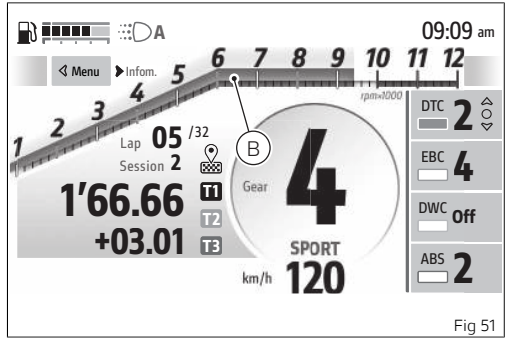



Fig 51

## Parameter menu and quick level change

This function is only available in the Track Infomode and allows you to quickly change the parameter levels associated with the Riding Mode in use.

The right part of the screen shows the following parameters and their levels (A):

- DTC
- EBC
- DWC
- ABS

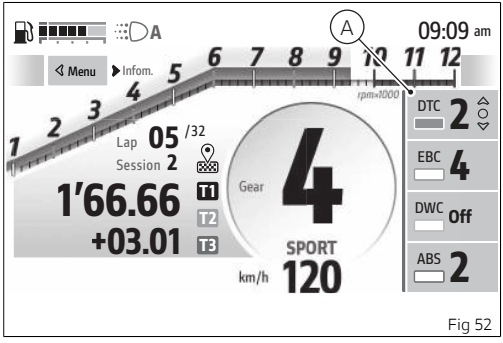



Fig 52

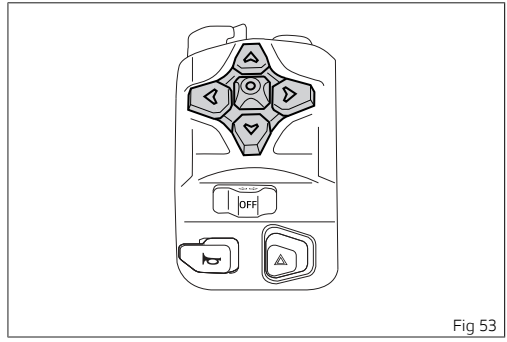



Fig 53

Changing the level

- Using the buttons ▵ and ▿ (B), you can select the parameter you want to change (e.g. EBC).
- Press the button ○ to edit the selected parameter. The selected parameter is then highlighted with the relevant colour (C).
- Use buttons ▵ and ▿ to scroll and select the levels available for the selected parameter.
- Once the desired level is selected, press the button ○ to confirm.

The changes made are saved for the Riding Mode in use.
For a correct choice of the levels and hence to better customise the Riding Modes, refer to the "Riding Mode setup" function in the "Settings - Advanced" menu.

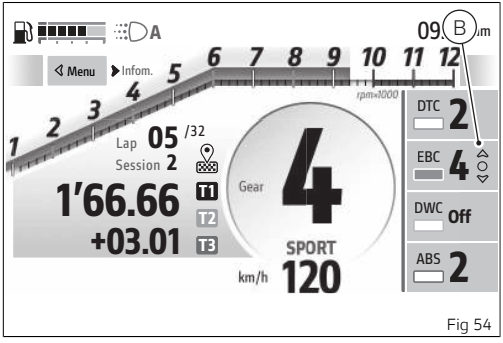


Fig 54

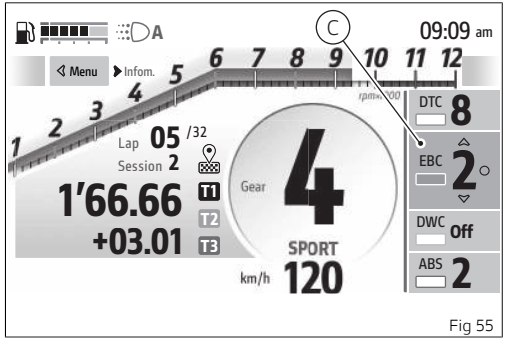


Fig 55

## Lap

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

If the function is not active the instrument panel displays the timer in grey (A). To activate the function, press and hold button ⌄ for a long time.

When the function is activated, the instrument panel displays the timer in black if the display is in light theme and in white if the display is in dark theme (see chapter "Settings - Display - Themes").

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

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

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

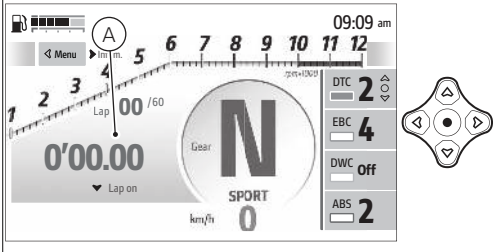



Fig 56

## Lap basic without GPS system

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

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

For each lap, the following data are stored:

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

The lap time recordings can be viewed by means of the “Lap” function in the “Settings - Vehicle” menu.

**Note**
It is possible to record maximum of 60 LAPs.

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

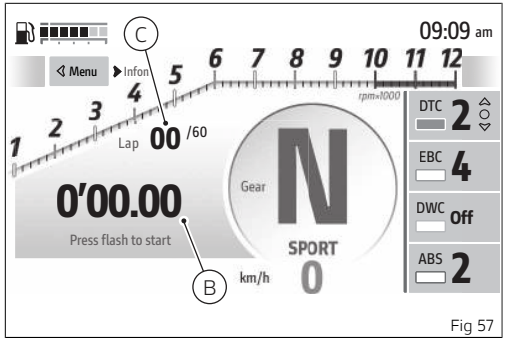


Fig 57

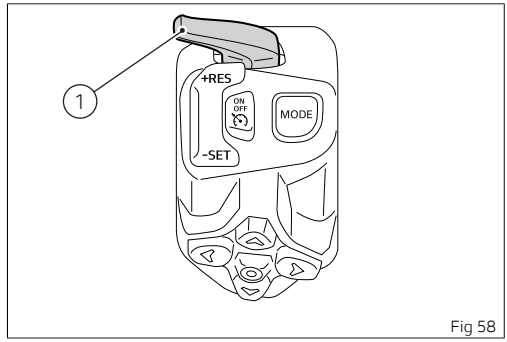


Fig 58

## Lap Pro with GPS system

If the bike is equipped with the GPS system, the Lap Pro function is enabled. In addition to the timer and lap count, the display shows the GPS symbol (D): flashing during the satellite search phase, steady on when the satellites have been engaged, in red when there is a GPS error.
Each time the lap function is activated a new session is opened, the session is closed when the lap function is deactivated. It is possible to record maximum 60 laps and 6 sessions.

Unlike Lap basic, Lap Pro allows recording the position of the finish-line and 3 intermediate points, as identified by these icons:

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

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

## Storing finish line and intermediate point coordinates

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

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

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

Once the finish-line and intermediate point coordinates are recorded, the LAPs are managed by the GPS.
From now on, every time you pass the finish or intermediate point line, the times are stored and managed directly by the GPS system:

- each time you pass the finish or intermediate point line, the recorded time is displayed for a few seconds together with the delta time, which shows the comparison (positive

or negative) of the recorded time with the previous lap (I);
- every time you pass the finish line, the flag symbol (J) is displayed.

Finish line and intermediate time icons are displayed in white (dark theme) or in black (light theme) if the time just recorded is not the best, in orange if it is the best of the current session, in red if it is the best of all sessions.

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

The lap time recordings can be viewed by means of the "Lap" function in the "Settings - Vehicle" menu. When moving away from the track for which the coordinates have been stored, the icon (E) turns yellow.

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



**Note**

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



**Note**

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



**Attention**

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

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

**Note**
The Lap function is available for the Track Infomode only.

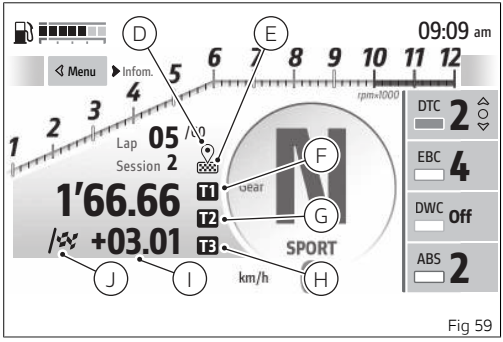


Fig 59

## Pit Limiter (if available)

If equipped, this function is available for the Track Infomode only.

The Pit limiter function limits the speed of the motorcycle to the value set via the "Pit limiter" function in the "Settings - Vehicle" menu.

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

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

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

**Attention**
With the Pit limiter activated, the DTC, the DWC and the DPL systems do not work.

## Attention

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

## Attention

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

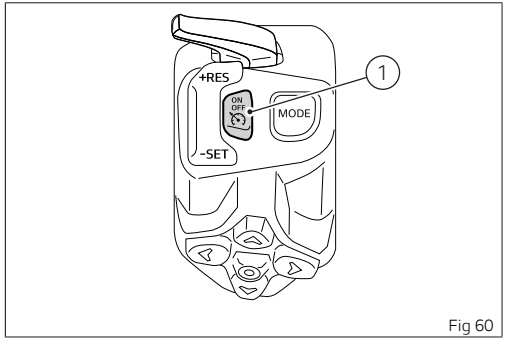



Fig 60

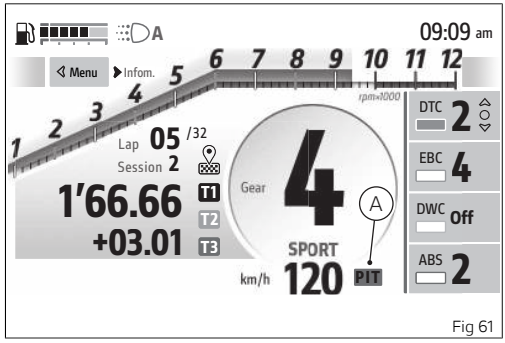



Fig 61

## Cruise Control (if present)

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

The Cruise Control is available in the Road and Road Pro Infomode only.

**Attention**

The Cruise Control is not a safety system, but its function is improving the rider's riding comfort. It is designed to assist the rider, but does not replace the rider in riding the motorcycle. The rider is always responsible for maintaining control of the motorcycle, a correct and prudent speed, a safe distance from the vehicle ahead appropriate to the environmental context, compliance with the road traffic rules in the country where s/he is riding, as well as for actively intervening to avoid collisions by braking or accelerating. The rider must always maintain a very high level of concentration while riding, always keeping both hands on the handlebar.

The Cruise Control is designed for use on motorways or express roads. It is not designed for urban, mountain or off-road use. It is recommended not to use the Cruise Control on bumpy roads (with gravel or in wet asphalt conditions that may lead to aquaplaning risk) or in bad weather conditions (ice, snow, fog, rain, hail). In such contexts, the Cruise Control does not perform its function properly and may not operate correctly. It is also recommended not to use the Cruise Control function in complex road contexts, characterised by roads with many bends, accesses to or exits of motorways, roads with roadworks.

**Attention**

The Cruise Control is not a safety system. The rider must therefore always keep both hands on the handlebar to gain maximum control of the motorbike.

## What features can be set?

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

## Switching on and off

The Ducati Cruise Control system controls the vehicle speed only between 30 Km/h (19 mph) and 191 Km/h (118 mph). The minimum speed that can be set depends on the gear selected.

## Attention

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

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

### Switching on the CC

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

### Saving the speed and activating the control

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

### Switching off the CC

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

### Icon (A)

The Cruise Control icon can be:

- green and grey: the system is on but the speed control is not active. If no speed is stored, dashes are shown; otherwise, the last stored cruising speed is shown;
- green: the system is on and speed control is active;
- yellow: the system asks the rider to take prompt action;
- red: the system is in error. Speed control is not active.

### Changing the cruising speed

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

### Stopping the speed control

Requirement: the Cruise Control must be switched on.

### Stopping the speed control while riding

You can stop the speed control as follows:

- by braking manually.

In addition, speed control is interrupted if one of the following events occurs:

- if the clutch lever is pulled for a long time;
- if neutral is engaged;
- in case of prolonged ABS or torque control system intervention.

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

### Attention

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

### Override

It is possible to accelerate manually while using the Cruise Control: at this stage, the Cruise Control temporarily stops controlling the speed of the motorcycle. Once the throttle is released, Cruise Control will resume speed adjustment autonomously.

### Attention

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

### Note

It is not possible to downshift using the DQS when the Cruise Control is on.

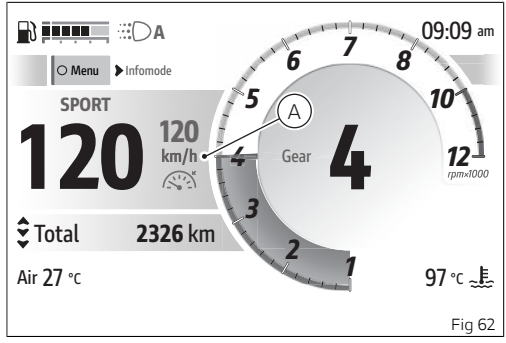


Fig 62

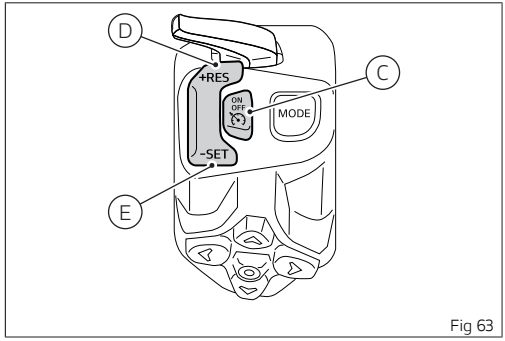


Fig 63

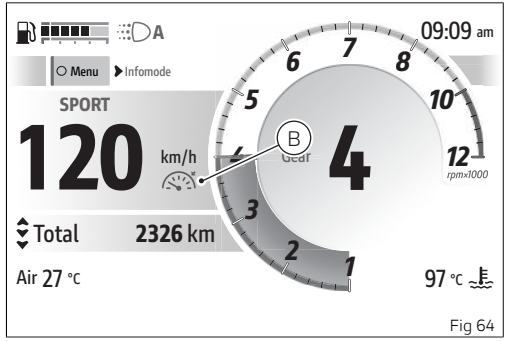


Fig 64

Malfunctions

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

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

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

## Heated handgrips (if any)

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

The heated handgrips can be set using button (1). Press the button (1) to display the heated handgrips icon in large mode (A): each press of the button cycles through the high, medium, low and off levels indicated by the arrows on the symbol. To confirm the set level, simply do not press the button (1) for 3 seconds: the heated handgrips icon is then displayed in the small mode.

Each level is associated with an icon (A) in grey when heating is off. When the heating is activated, the icon turns black if the display is in light theme and white if the display is in dark theme. The display theme can be changed using the “Themes” function in the “Settings - Display” menu.

## Note

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

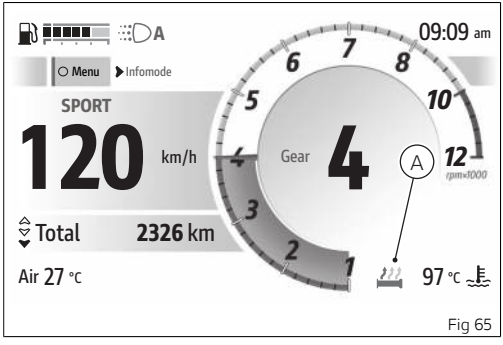


Fig 65

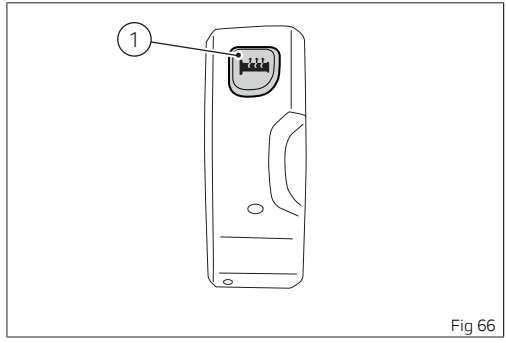


Fig 66

## Function menu

This menu (A) contains a series of functions that can be activated and are grouped in the following sub-menus:

- My Ride
- Smart features (grey if no Bluetooth device is connected)
- Settings (grey if the speed is higher than 5 km/h (3 mph))

To access the menu:

- in the Road and Road Pro Infomode press the button o .

- in Track Infomode, press the button ◁ .

Opening the function menu changes the layout of some interface elements, for example by moving the speed, gear and air temperature to positions (B), (C) and (D), respectively, in the Road Infomode. During navigation through sub-menus, shortly press the button ◁ to return to the previous menu level.
The function menu can be closed by pressing and holding button ◁ for a long time.

The My Ride sub-menu contains the following functions
- Riding Info (includes all trip information)
- Infomode change (allows selecting the Infomode)
- Lap (allows recording the lap times)
- Power Launch (enables the management of controlled starts)

The Smart features sub-menu contains the following functions related to infotainment and connected Bluetooth devices:
- Navigator (allows activation and management of turn-by-turn navigation)
- Phone (allows viewing the last 7 received, made or missed calls)
- Music (allows activating and managing the music player)
- Devices status (provides information about connected Bluetooth devices)

The Settings sub-menu allows enabling, disabling and setting some vehicle functions. Refer to the section “Settings”.

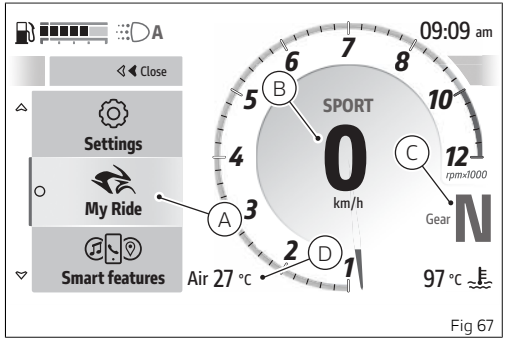


Fig 67

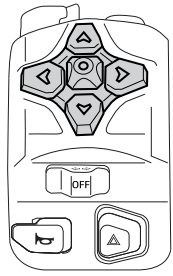



Fig 68

## My Ride - Riding Info

This menu contains all the meters relating to trip information divided into two groups: “General info” and “Trip info”.
The unit of measurements of the trip info can be changed using the “Units” function in the “Settings - Display” menu.

To access the “My Ride - Riding Info” menu:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “My Ride” item and press the button ○ .
- Select the “Riding Info” item (A) and press the button ○ .

The information are displayed divided into the groups “General info” (B) and “Trip info”, and the “Change info order” item is also displayed, allowing the order of the information to be changed.
Shortly press the button ◀ to return to the previous menu level or long press the button ◀ to close the function menu.
The following table lists the available information.

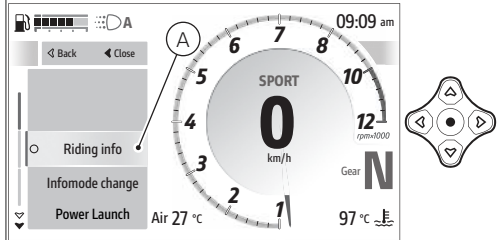



Fig 69

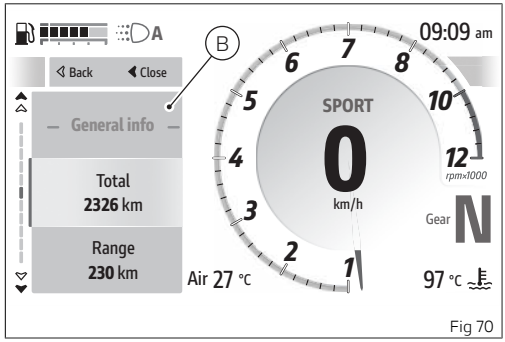

A
B
09:09 am
Back
Close
General info
Total
2326 km
Range
230 km
SPORT
0
km/h
Gear
N
Air 27 °C
97 °C
rpm×1000
1
2
3
4
5
6
7
8
10
12

Fig 70

| Name | Description | Measurement units / format |
|---|---|---|
| Total | Total odometer | km, miles |
| Range | Residual range<br>visible only if the fuel level display mode has been set to “Level” by using the “Fuel indicator” function in the “Settings - Display” menu. | km, miles |
| Consumption | Instantaneous fuel consumption | L/100, km/l, mpg UK, mpg US |
| Front tyre | Front tyre pressure(accessory, visible only if tyre pressure sensor has been installed) | bar, psi, kPa |
| Rear tyre | Rear tyre pressure(accessory, visible only if tyre pressure sensor has been installed) | bar, psi, kPa |

Trip info

| Name | Description | Measurement units / format |
|---|---|---|
| Trip 1 | Partial mileage 1 | km, miles |
| Ø consumption 1 | Average consumption 1 | L/100, km/l, mpg UK, mpg US |

| Name | Description | Measurement units / format |
|---|---|---|
| Ø speed 1 | Average speed 1 | km/h, mph |
| Trip 1 time | Travel time 1 | hhh:mm |
| Trip 2 | Partial mileage 2 | km, miles |

## Resetting Trip 1 information

The “Trip 1”, "Ø consumption 1", "Ø speed 1" and "Trip 1 time" information can be reset when displayed within the “My Ride - Riding Info” menu by pressing the button ○ when selected: the display shows “Reset trip info?” (D).
Press ○ button to confirm. Press the button ◁ to cancel.
When the Trip 1 information is reset, all the meters that refer to it are reset as well.

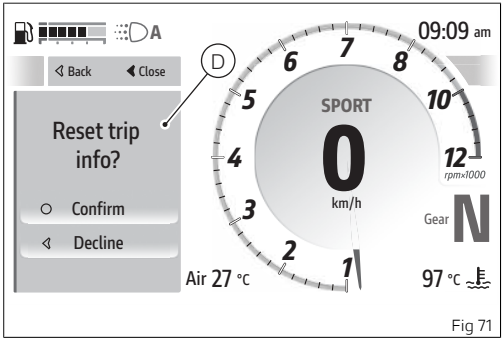


Fig 71

## Riding Info within the Road Infomode

Within the Road Infomode the same information is shown below the speed indication (C). Use buttons △ and ▽ to scroll through all available information.
In the Road Infomode, the “My Ride - Riding Info” menu can be accessed directly by long pressing the button ▽ .

## Changing the order of the information

It is possible to change the order of the information through the “Riding info order” function in the “Settings - Display” menu.
To access this function directly, from the “My Ride - Riding Info” menu select the “Change info order” item with buttons △ and ▽ and press the button ○ .

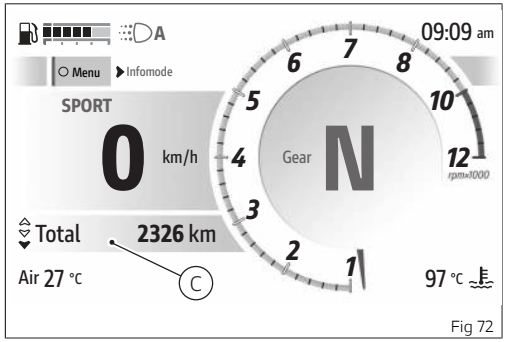


Fig 72

## My ride - Infomode change

This function allows changing the Infomode selecting it among three options: Road, Road Pro, Track.

You can also change Infomode by long pressing the button ▹ , refer to the chapter "Infomode".

To open this function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “My Ride” item and press the button ○ .
- Select the “Infomode change” item (A) and press the button ○ .

The window (B) is displayed, where the Infomodes are listed along with the preview of the selected Infomode (C).

Use buttons ▵ and ▿ to select the desired item and press the button ○ to confirm.

Shortly press the button ◃ to return to the previous menu level or long press the button ◃ to close the function menu.

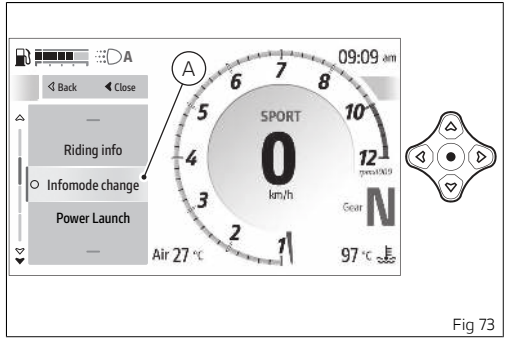


Fig 73

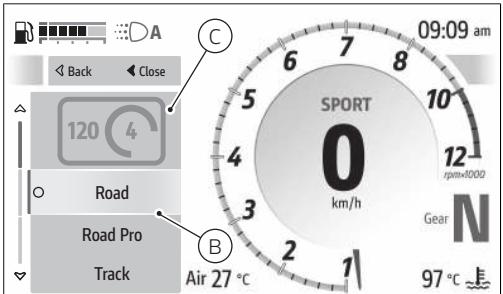



Fig 74

## My ride - Power Launch

This function allows activating the assisted start called DPL (Ducati Power Launch) and can be activated only when the motorbike is at a standstill.

To open this function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “My Ride” item and press the button ○ .
- Select the “Power Launch” item (A) and press ○ .
- The window (B) is displayed showing the available launches and the "Standard," "Medium," and "Expert" levels (C).
- Use buttons ▵ and ▿ to select the desired level.
- Press the button ○ to confirm the level.

**Note**

To exit the function without making any changes and go back to previous page, press button ◁ .

Select “Standard”, “Medium” or “Expert” level and press ○ to run the assisted start.

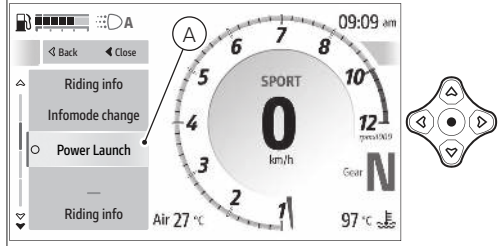



Fig 75

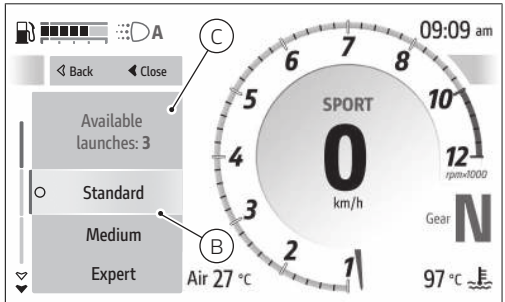


Fig 76

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

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

## Note

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

Once the instructions have been followed, the instrument panel displays the message “Ready to launch” and then “Gradually release the clutch and start”.
Once the launch has started and throughout the duration of the assisted start, the flashing message “Power Launch” is displayed, followed by the set level.
At the end of the assisted start, the instrument panel goes back to the previous screen.

## Note

You can exit the DPL function at any time by pressing button .

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

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

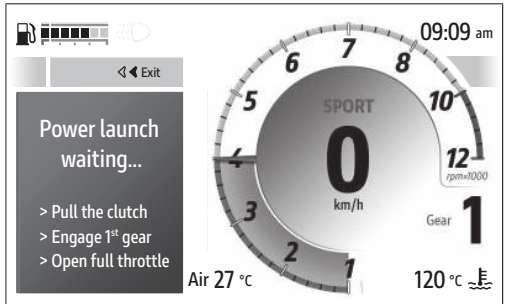


Fig 77

**Attention**

The DPL system is to be used exclusively on straight and level paths, on optimal grip conditions of the road.

The DPL system is conceived to be used within a controlled environment or in a closed circuit. For safety reasons it must not be used in unsuitable places.

## Starting procedure

The starting procedure basically consists of two phases:

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

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

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

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

### Attention

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

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

- vehicle speed at zero;
- vertical position;
- engine on;
- DTC set to ON.

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

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

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 120 km/h;
- third gear engaged.

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

**Attention**

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

**Attention**

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

### Tips on how to select the intervention level

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

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

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

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

calibration function in order to restore correct system operation.

### Attention

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

### Note

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

## My ride - Power Launch (if available)

If equipped, this function allows activating the assisted start called DPL (Ducati Power Launch) and can be activated only when the motorbike is at a standstill.

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “My Ride” item and press the button ○ .
- Select the “Power Launch” item (A) and press ○ .
- The window (B) is displayed showing the available launches and the "Standard," "Medium," and "Expert" levels (C).
- Use buttons ▲ and ▼ to select the desired level.
- Press the button ○ to confirm the level.

### Note

To exit the function without making any changes and go back to previous page, press button ◁ .

Select “Standard”, “Medium” or “Expert” level and press ○ to run the assisted start.

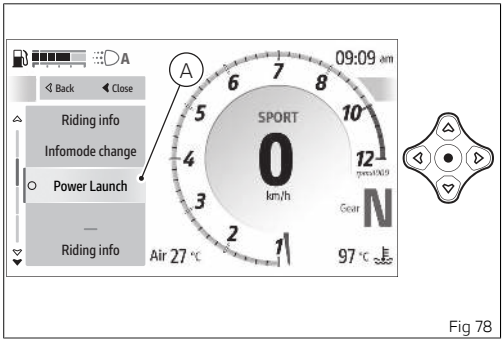



Fig 78

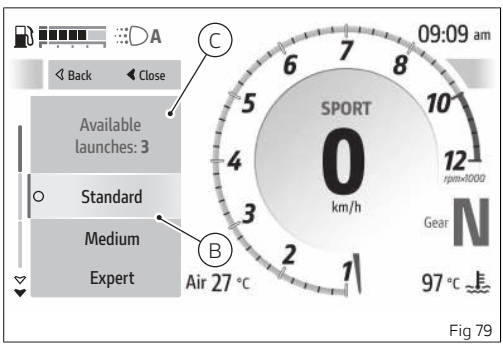



Fig 79

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

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

**Note**

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

Once the instructions have been followed, the instrument panel displays the message “Ready to launch” and then “Gradually release the clutch and start”.
Once the launch has started and throughout the duration of the assisted start, the flashing message “Power Launch” is displayed, followed by the set level.
At the end of the assisted start, the instrument panel goes back to the previous screen.

**Note**

You can exit the DPL function at any time by pressing button ◁ .

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

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

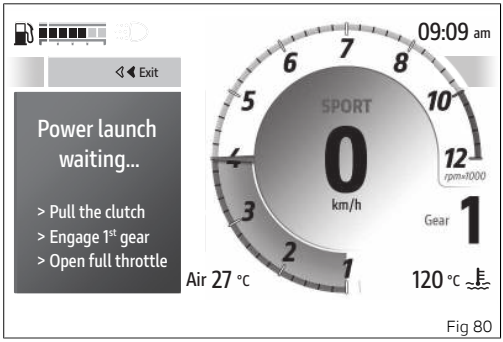


Fig 80

## Attention

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

### Starting procedure

The starting procedure basically consists of two phases:

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

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

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

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

### Attention

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

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

- vehicle speed at zero;
- vertical position;
- engine on;
- DTC set to ON.

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

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

The DPL system is switched off when one of the following conditions is met after completely releasing the clutch:

- vehicle speed higher than 120 km/h;
- third gear engaged.

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

### Attention

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

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

### Tips on how to select the intervention level

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

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

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

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

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

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

## Smart features - Navigator (if any)

This function is only available if the Bluetooth control unit has been installed and the Turn by turn navigation licence has been enabled.

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

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

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

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

## Important

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

The function appears in the “Smart features” menu only if the following is observed:

- have previously paired the smartphone to the instrument panel via Bluetooth;
- have the Bluetooth connection active on your smartphone;
- have the paired smartphone connected.
- The Ducati Link function must be activated on the smartphone. Successful connection is indicated by the presence of the Ducati Link icon (A) within the “Device status” function in the “Smart features” menu.

To start the function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “Smart features” item and press the button ○ .
- Select the “Navigator” (B) item and press the button ○ .

## Note

The item "Turn by turn" is displayed in grey if the smartphone has not been connected via Bluetooth and/or the connection with the Ducati Link app has not been started.
A compact version of the navigator is also available, which is always visible with the menu closed or in other menu sections. To restore the extended view, follow the same steps as to start the function.

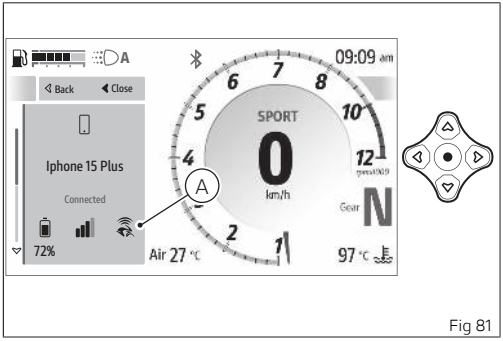



Fig 81

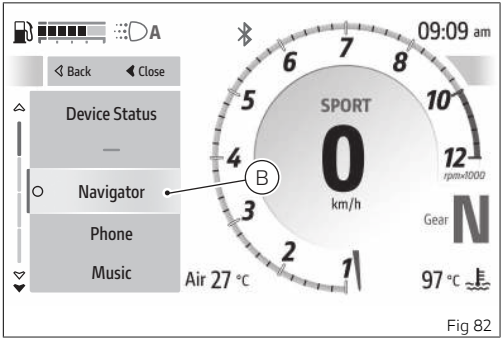



Fig 82

The submenu is displayed and includes the following items:

- "Directions" (C) allows you to set the mode in which the directions are displayed.
- "Stop navigation" (D) allows you to stop the current navigation.

Use buttons ▵ and ▿ to select the desired item. Press the button ○ to confirm.

**Note**

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

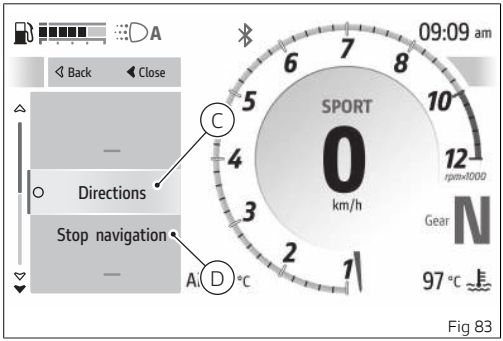


Fig 83

## Directions

This function allows you to set the mode in which the directions are displayed. The submenu is displayed and includes the following available modes:

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

Use buttons ▲ and ▼ to select the desired item. Press the button ○ to confirm.

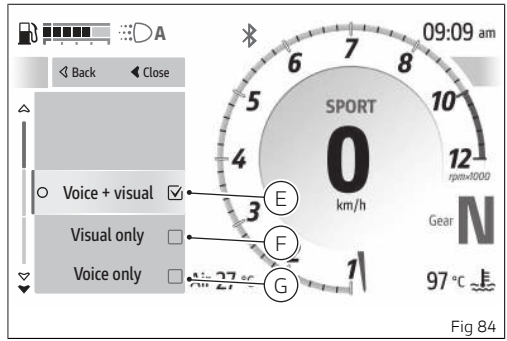


Fig 84

## Delete route

This function allows you to stop the navigation in progress.

“Delete route?” is displayed, press the button ○ to confirm or press the button ◁ to cancel.

If stop is confirmed, the navigation is interrupted and the instrument panel returns to the main screen set up before navigation was started.

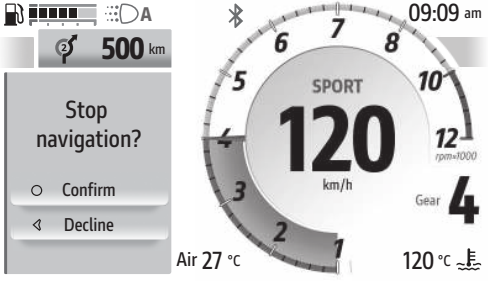



Fig 85

## Smart features - Phone (if any)

This function is available only if the Bluetooth control unit is installed and only in Road and Road Pro Infomodes in the “Smart features” menu: it allows viewing the list of the last 7 missed, made or received calls and can only be selected if a smartphone has been connected via Bluetooth.
To pair the Bluetooth devices use the “Bluetooth” function in the “Settings - Devices” menu.

To open this function:

- Open the function menu.
- Use buttons ▵ and ▿ to select the “Smart features” item and press the button ○ .
- Select the “Phone” item (A) and press the button ○ .
- Select the “Recent calls” item and press the button ○ .

The list of the last 7 calls made, received or missed (B) is displayed If a number or contact is present several times among the last calls, this is displayed only once.
Use the buttons ▵ ▿ to scroll through the calls in the list. Press the button ○ to make a call to the number or phone contact selected in the list.

### Note

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

## Attention

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

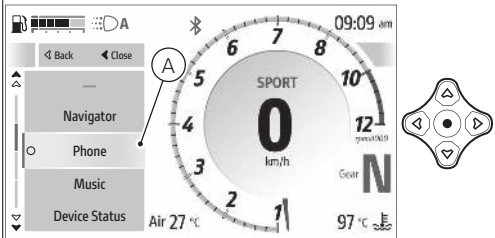



Fig 86




Fig 87

### Call in progress

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

**Note**
The music player will be paused during a call.

## Incoming call

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

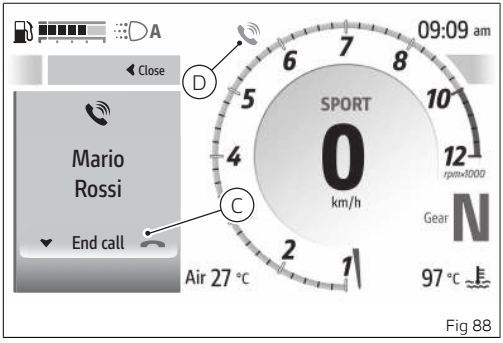


Fig 88

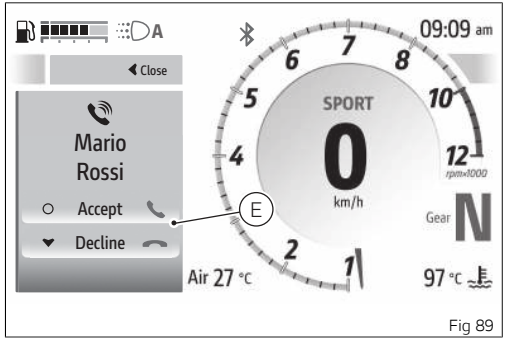


Fig 89

## Call back

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

## Missed call

In case of missed call, the display will show the icon (G) for 60 seconds, flashing for the first 3 seconds.

## Note
The number of missed calls is not displayed.

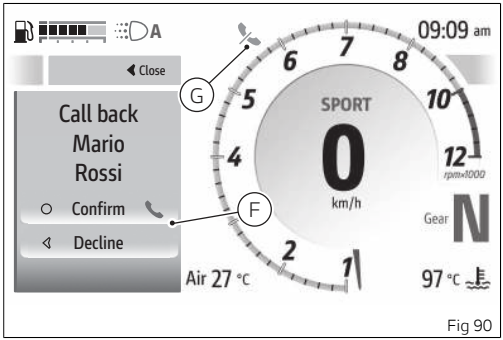


Fig 90

## Smart features - Music (if any)
This function is available only if the Bluetooth control unit is installed and can be found in the “Smart features” menu: it allows activating, deactivating and managing the music player and can be selected only if a smartphone has been connected via Bluetooth.
To pair the Bluetooth devices use the “Bluetooth” function in the “Settings - Devices” menu.

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Music” item (A) and press the button ○ .

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

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

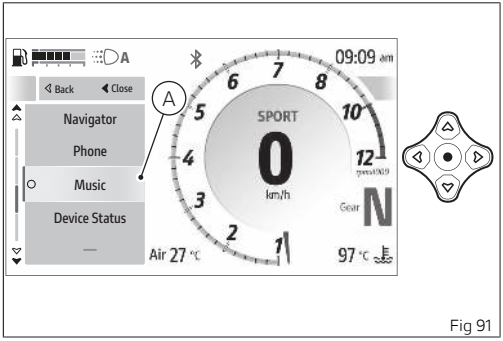



Fig 91

The player window (B) is displayed showing the music player controls and the title of the current track: if the title is not available, “Not available” is displayed.

By pressing the buttons ◂ and ▸ it is possible to scroll and select the following controls; to activate the selected control (except for the volume), press the button ○ :

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

When the music player is paused, the song title is displayed in grey.

## Volume adjustment

When the control 🔊 is selected (volume), it is possible to adjust the volume using the buttons ▵ ▿ .

To close the music player window, press and hold button ◂ for a long time.

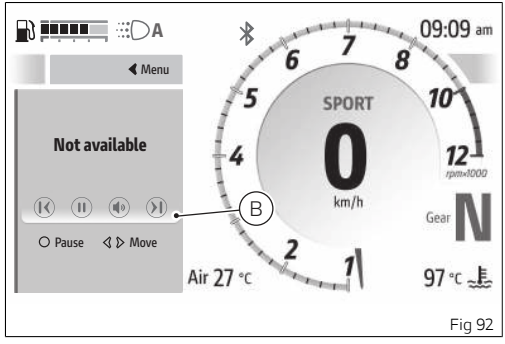



Fig 92

## Smart features - Devices status (if any)

This feature is contained within the “Smart features” menu: it displays the information relating to the status of the paired Bluetooth devices (connected or not connected).

To open this function:

- Open the function menu.
- Use buttons ▲ and ▼ to select the “Smart features” item and press the button ○ .
- Select the “Devices status” item (A) and press the button ○ .

The window (B) is displayed and shows information such as battery level and signal strength of the smartphone network, connection to the Ducati Link app, etc.
The devices paired but not currently connected to the instrument panel are greyed out.

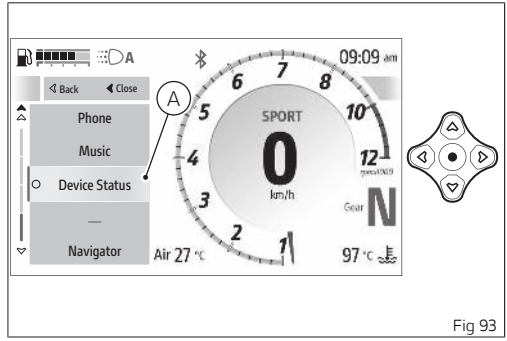



Fig 93

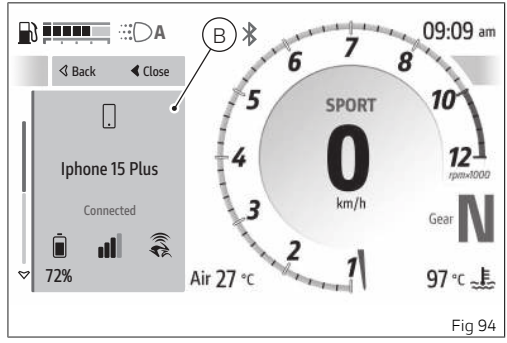



Fig 94

## 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 Settings Menu and the actual vehicle speed exceeds 5 km/h (3 mph) the instrument panel automatically exits from the menu and displays the main screen.
It is recommended to use this menu with the motorcycle at a standstill.

This menu can be accessed by selecting “Settings” from the function menu of the main page.
The menu is navigated using the directional cross buttons on the left-hand switch:

- Buttons ▲ ▼ to scroll through the displayed items; prolonged pressure on these buttons allows fast scrolling of items.
- Button ○ to validate the selected item.
- Short pressure on the button ◀ to return to previous navigation level.
- Long pressure on the button ◀ to close the Settings menu and return to the main page.

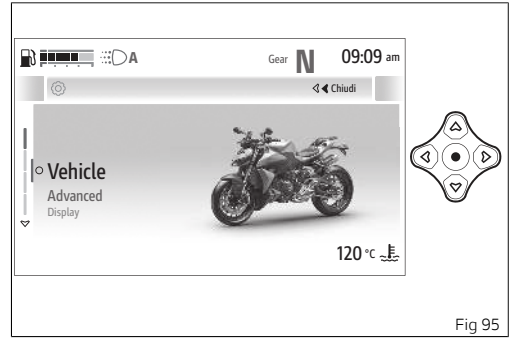



Fig 95

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

| submenu level 1 | submenu level 2 | submenu level 3 |
|---|---|---|
| Vehicle | Tyre pressure (if available) | |
| | Tyre calibration | |
| | DRL | |
| | Coming home light | |
| | Turn indicators | |
| | Lap | |
| | Pit limiter | |
| | PIN Code | |
| | Service and info | |
| Advanced | Riding Mode setup | Power Mode |
| | | ABS |
| | | DTC |
| | | DWC |
| | | EBC |
| | | DQS |
| | | Default |

| submenu level 1 | submenu level 2 | submenu level 3 |
|---|---|---|
| Display | Backlight | |
| | Themes | |
| | Date and time | |
| | Units | |
| | Language | |
| | Fuel indicator | |
| | Riding info order | |
| Devices (if present) | Bluetooth | |

## Settings - Vehicle

This submenu contains all the following settings for the vehicle:

- Tyre pressure (if available)
- Tyre calibration
- DRL
- Coming home light
- Turn indicators
- Lap
- Pit limiter
- PIN Code
- Service and info

To access this submenu:

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

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

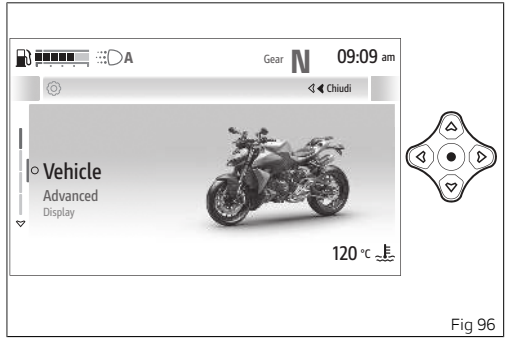



Fig 96

## Settings - Vehicle - Tyre pressure (if available)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Tyre pressure” item: the currently set pressures are displayed. Press the button ○ to confirm.

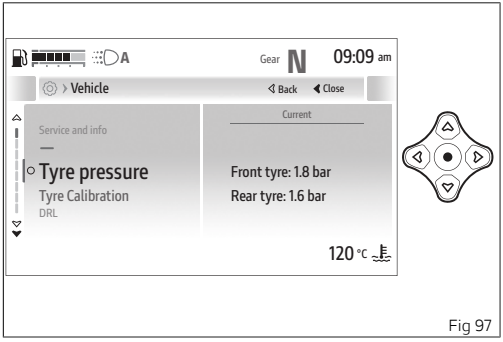



Fig 97

- The items “Front tyre” and “Rear tyre” are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ .

When “Front tyre” or “Rear tyre” is selected, the current pressure value is displayed with two arrows at the top and bottom to indicate that the value can be increased or decreased with buttons ▲ and ▼ . The currently set pressure is shown on the right. Press the button ○ to confirm and return to the previous screen.

**Note**

The pressure value can be set between 1.5 bar and 3.0 bar.

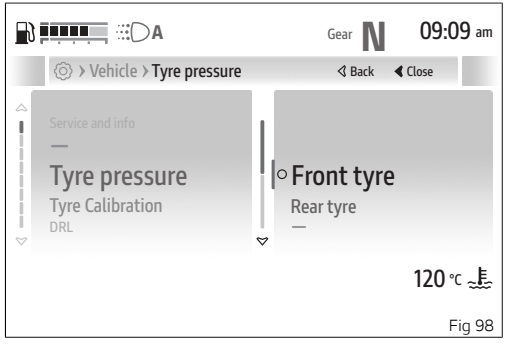



Fig 98

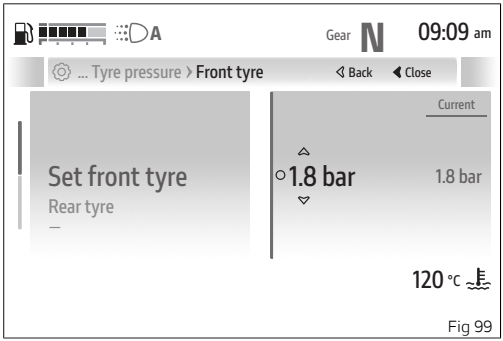


Fig 99

## Settings - Vehicle - Tyre calibration

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

Then perform the Tyre Calibration function:

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

Condition for successful calibration:

- constant speed between 49 and 51 km/h.
- 2nd gear

To open this function:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Tyre calibration” item and press the button ○ to confirm.

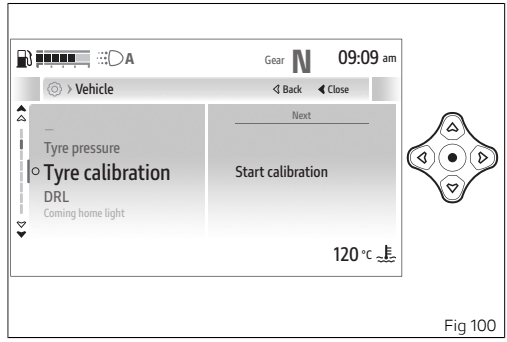


Fig 100

- The “Start calibration” and “Default” items are displayed (only visible if a calibration has already been performed).

- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

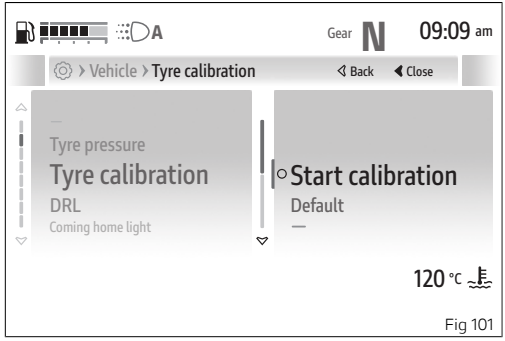


Fig 101

Tyre calibration - Start calibration

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

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

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

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

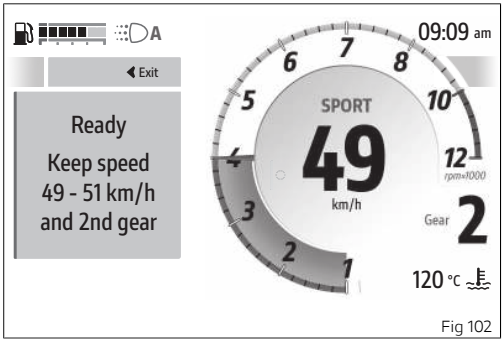


Fig 102

Tyre calibration - Default

When entering the function, by pressing the button o with the “Default” item selected, the instrument panel will display “Wait...” for a few seconds, followed by “Default restored” for a few seconds, and then it will return to the previous menu.

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

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

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

## Attention

Changing the final drive ratio may result in the OBD diagnosis being validated and the MIL warning light on the instrument panel turning on. In these cases it may also happen that the ECU enters a speed protection mode, severely limiting the performance of the bike.
In extreme cases, engine reliability problems may also occur.
For these reasons, we recommend that those who wish to modify the final drive ratio (and therefore only use the bike on a closed circuit) also perform a DP calibration.

## Attention

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

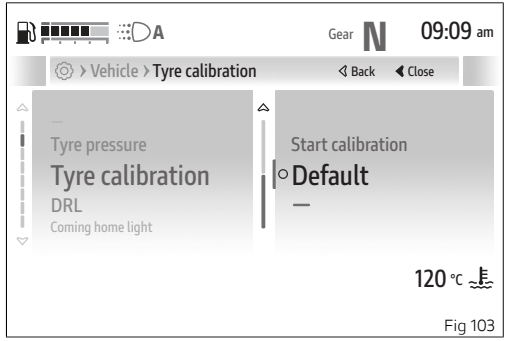


Fig 103

| Final drive ratio | | Rear sprocket | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 40 | 41 | 42 | 43 | 44 | 45 | 46 |
| Front sprocket | 14 | 2.86 | 2.93 | 3 | 3.07 | 3.14 | 3.21 | 3.29 |
| | 15 | 2.67 | 2.73 | 2.8 | 2.87 | 2.93 | 3 | 3.07 |
| | 16 | 2.5 | 2.56 | 2.63 | 2.69 | 2.75 | 2.81 | 2.88 |

## Settings - Vehicle - DRL

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

- Enter the Settings menu.

- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “DRL” item: the currently set mode is displayed. Press the button ○ to confirm.
- The “Auto” and “Manual” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

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

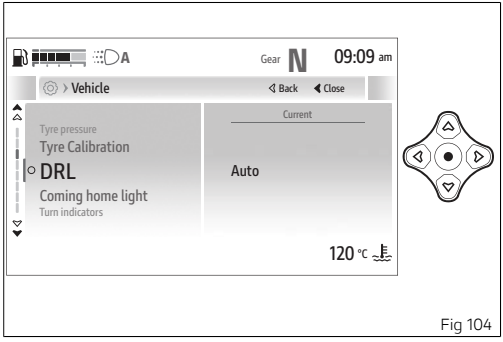


Fig 104

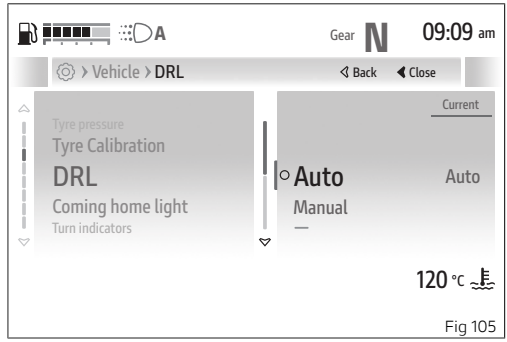


Fig 105

## Settings - Vehicle- Coming home light

This function allows activating or deactivating the Coming Home Light function: if active, each time the motorbike is switched off (key-off) the headlights are activated for a few seconds.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Coming home light” item: the currently set mode is displayed. Press the button ○ to confirm.

- The “On” and “Off” items are displayed together with the currently set mode.
- Use buttons ▵ and ▿ to select the desired item and press the button ○ to confirm and go back to the previous screen.

When the function is set to “On”:
- if the ambient light detected by the instrument panel is low (night) at key-off the low beam is activated for some seconds;
- if the ambient light detected by the instrument panel is high (day) at key-off the DRL light is activated for some seconds.

When the function is set to “Off” the DRL light is activated for some seconds at key-off.

**Note**
If the parking light is activated after the key-off, the low beam and DRL light are deactivated.

**Note**
In case of battery disconnection, the function is automatically set to “Off”.

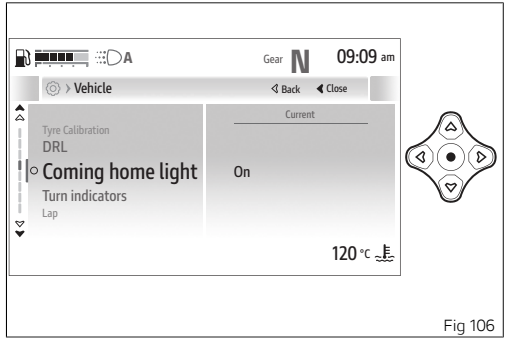


Fig 106

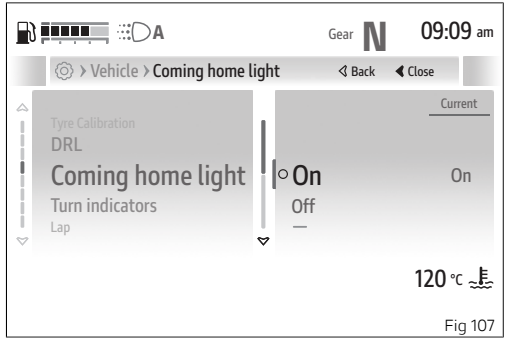


Fig 107

## Settings - Vehicle- Turn indicators

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

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Turn indicators” item: the currently set mode is displayed. Press the button ○ to confirm.
- The “Auto-off” and “Manual-off” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

### Note

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

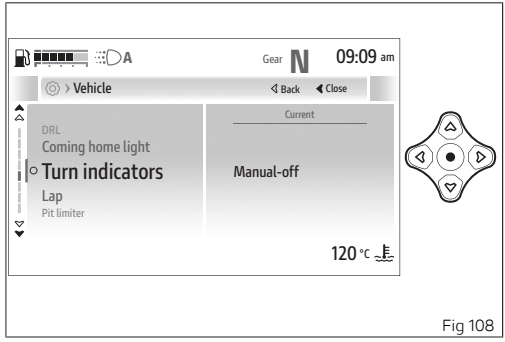



Fig 108

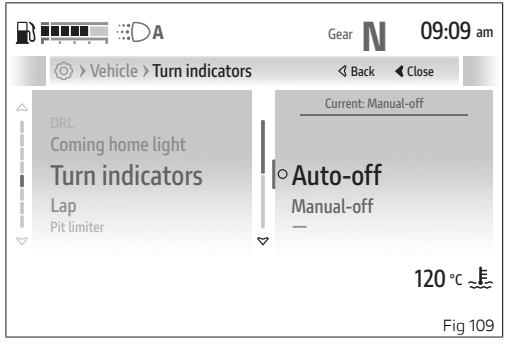



Fig 109

## Settings - Vehicle - Lap

This function allows enabling or disabling the Lap function in the “My Ride” menu and viewing and deleting the recorded Lap data.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Lap” item: the currently set status is displayed. Press the button ○ to confirm.
- The “On”, “Off”, “Lap data” and “Erase data” items are displayed (only visible if saved laps are available).
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

To activate the lap recording, select the “On” option and press the button ○ to confirm.
To disable the lap recording, select the “Off” option and press the button ○ to confirm.

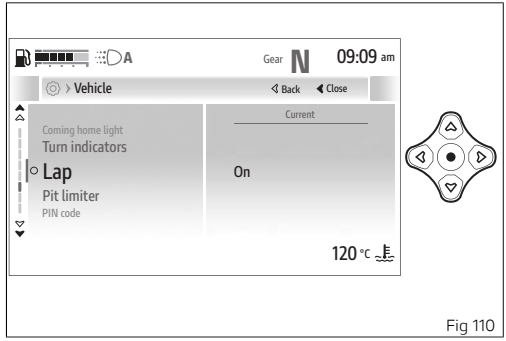



Fig 110

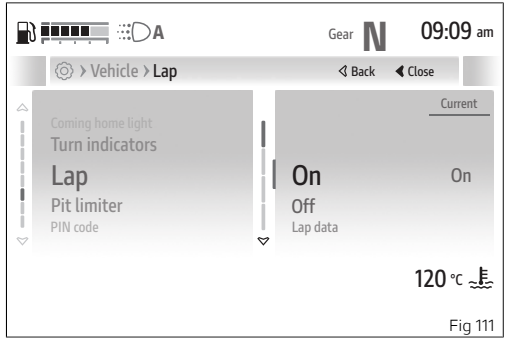



Fig 111

## Lap data - basic mode (no GPS)

By selecting and confirming the “Lap data” item, the display shows the list with “Best laps” and available laps (up to 60).
Use buttons ▲ and ▼ to scroll through the memorised laps.
Data recorded for each lap are:

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

**Note**
It is possible to record maximum of 60 LAPs.

If the lap displayed is the best recorded lap, “Best lap” (A) is displayed.
If there are no memorised laps, when accessing this menu the instrument panel will show “No lap”.

## Best lap - basic mode (no GPS)

Selecting the “Best lap” item displays the number of the best lap (B) together with the relevant data.

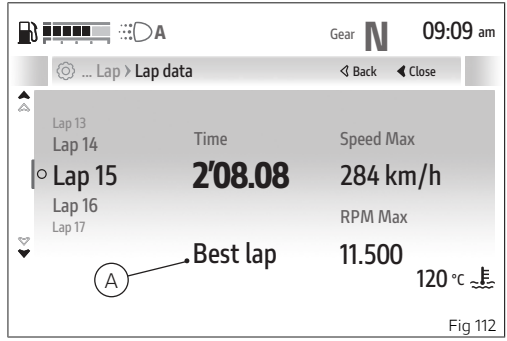



Fig 112

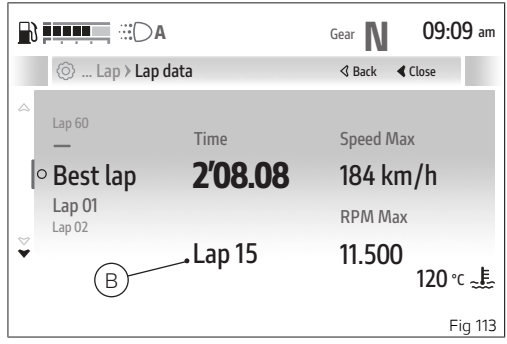



Fig 113

## Lap data - Pro mode (with GPS)

By selecting and confirming the “Lap data” item, the display shows the list with “Best laps” and recorded sessions (up to 6).
To view the LAPs memorised in one session, select the desired session (C) and press ○ .
The display will show all the lap times recorded in the selected session.
Use buttons ▲ and ▼ to scroll through the memorised laps.
Data recorded for each lap (D) are:

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

**Note**
It is possible to record maximum of 60 LAPs divided into 6 sessions.

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

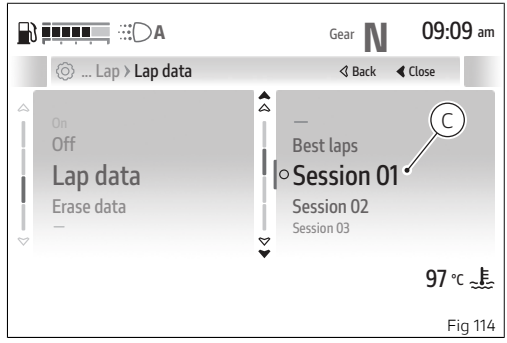


Fig 114

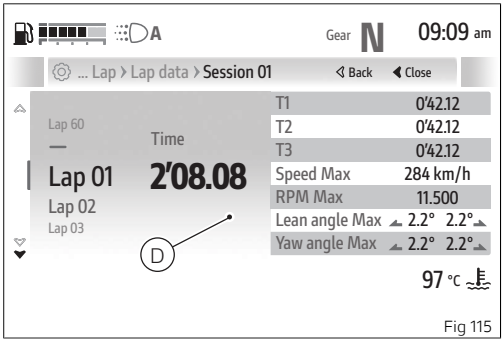



Fig 115

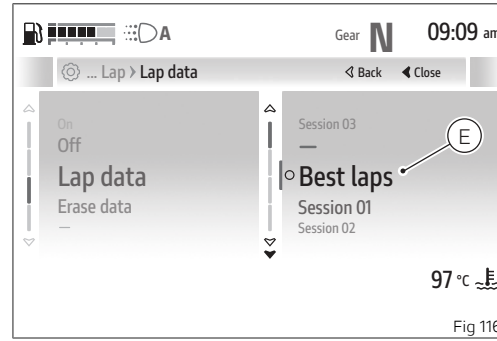



Fig 116

## Best laps - Pro mode (with GPS)

By selecting “Best Laps” (E), the data for the best time recorded in each session are displayed, showing the lap number with the respective times recorded. Use ▲ ▼ to scroll the list of best laps.

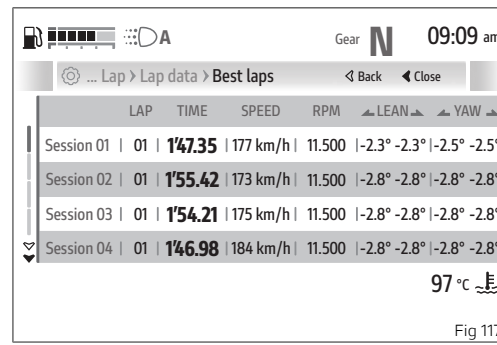



Fig 117

Erase data

By selecting and confirming the “Erase data” item, the display shows the “Accept” and “Decline” items: press the button ○ to erase all data of the recorded laps or press the button ◁ to cancel and return to the previous screen.

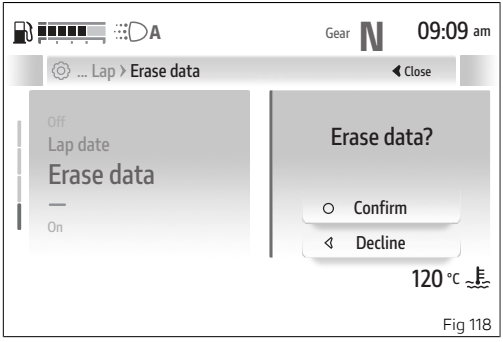



Fig 118

## Settings - Vehicle - Pit limiter

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

- Enter the Settings menu.
- Use buttons △ and ▽ to select the “Vehicle” item and press the button ○ .
- Select the “Pit limiter” item (the currently set limit is displayed) and press the ○ button.

The instrument panel displays the currently set speed limit, while the digits for the speed limit to be set are displayed in the centre.

Speed limit settings:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons △ and ▽ .
- Press the button ▷ to edit to the other digits.
- Press the ○ button to confirm the set speed.

### Note

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

### Important

Pit limiter cannot be enabled while DPL is active.

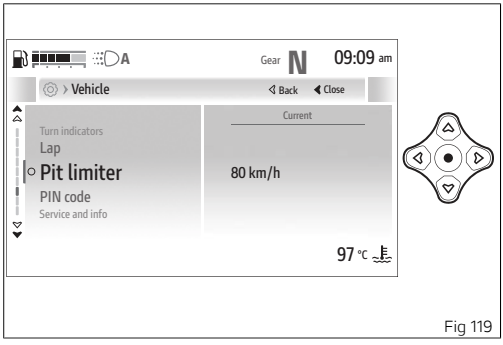



Fig 119

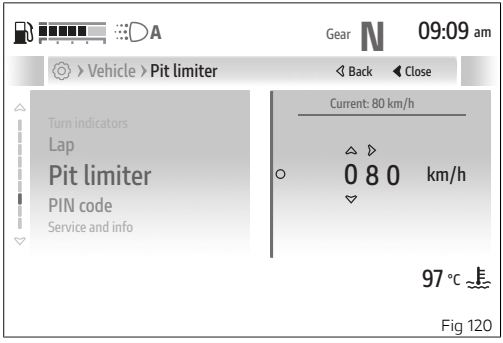



Fig 120

## Settings - Vehicle - Pit limiter (if available)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “Pit limiter” item (the currently set limit is displayed) and press the ○ button.

The instrument panel displays the currently set speed limit, while the digits for the speed limit to be set are displayed in the centre.

Speed limit settings:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▲ and ▼ .
- Press the button ▶ to edit to the other digits.
- Press the ○ button to confirm the set speed.

### Note

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

**Important**
Pit limiter cannot be enabled while DPL is active.

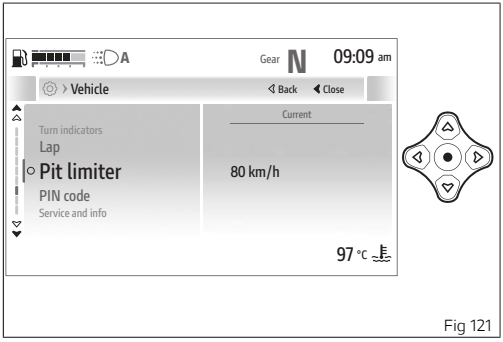


Fig 121

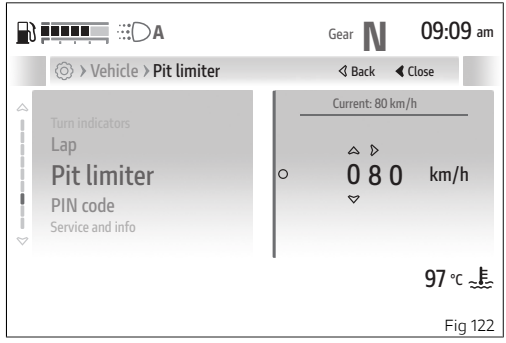


Fig 122

## Settings - Vehicle - PIN code

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “PIN Code” item.

The PIN Code is initially not present in the motorcycle and must be activated by the user by entering the 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

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

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

## Attention

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

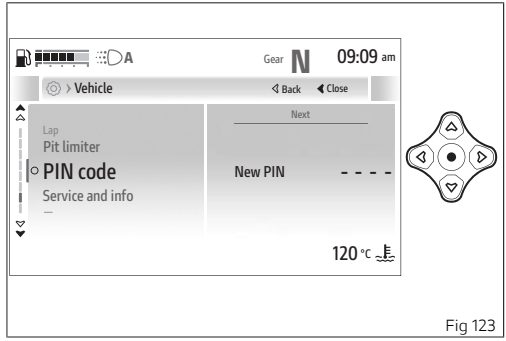



Fig 123

New PIN

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Vehicle” item and press the button ○ .
- Select the “PIN code” item and press ○ .
- Select the “New PIN” item and press the button ○ .

The display shows the first of the 4 digits active for the entry.

Entering a new PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the desired code is complete, press the button ○ .
- The “Confirm” and “Decline” items are displayed.
- Press the button ◃ to cancel and return to the previous screen.
- Press the button ○ to confirm the entered code, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen, showing the “Modify PIN” item instead of “New PIN”.

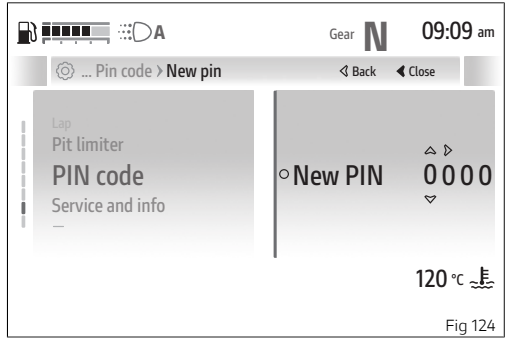


Fig 124

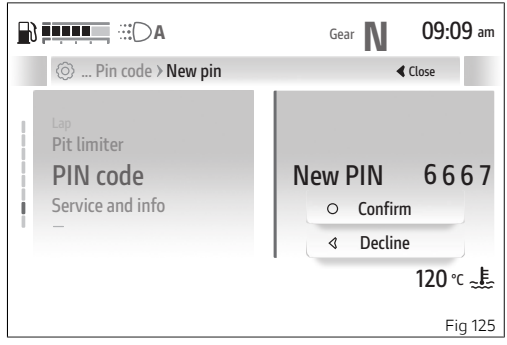


Fig 125

## Modify PIN

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Vehicle” item and press the button ○ .
- Select the “PIN code” item and press ○ .
- Select the “Modify PIN” item and press the button ○ .
  The display shows "Current PIN", press the button ○ to proceed with entry.

Entering the current PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the PIN code is complete, press the button ○ .
- If the entered PIN code is not correct, “Wrong” is displayed for a few seconds and the instrument panel returns to the previous screen.
- If the entered PIN code is correct, “Correct” is displayed for a few seconds and then the new PIN code is entered.

Entering a new PIN code:

- The arrows above and below the digit indicate that the value can be changed from 0 to 9 using buttons ▵ and ▿ .
- Press the button ▹ to edit to the other digits.
- Once the desired code is complete, press the button ○ .
- The “Confirm” and “Decline” items are displayed.
- Press the button ◃ to cancel and return to the previous screen.
- Press the button ○ to confirm the entered code, “Saved” is then displayed for a few seconds and the instrument panel returns to the previous screen.

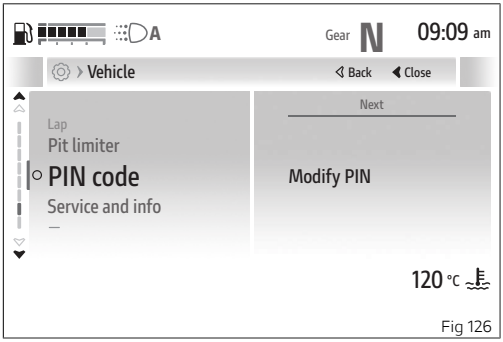


Fig 126

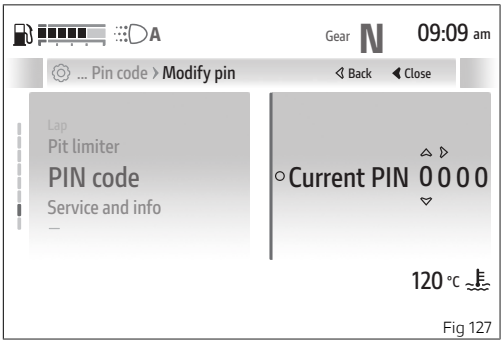


Fig 127

## Settings - Vehicle - Service and info

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

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

The following information will be displayed:

- Total (km or miles)
- VIN (vehicle identification number)
- Oil service (remaining kilometres or miles)
- Valve Clearance Check Service (remaining kilometres or miles)
- Service Check (date)
- RPM (engine rpm in digital format)
- Battery (battery voltage)

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

If the battery voltage is more than 16.0 volts, "HIGH" is displayed flashing in red instead of the battery data.
This function does not allow any kind of changes.

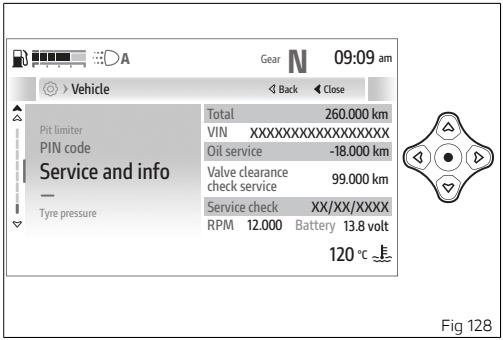



Fig 128

## Service warnings

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service thresholds are provided in the chapter "Scheduled maintenance chart: operations to be performed by the dealer".

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

When the thresholds set for services are close, the warning light (A) turns on and the instrument panel activates the grey warning (B) for 5 seconds upon each Key-On, showing the remaining distance or days: for “Oil service” and “Valve Clearance Check service” it activates 1,000 km (600 miles) before service is due, for “Service Check” 30 days before service is due.
When the service interval threshold has been reached and exceeded and upon each Key-On:

- for the first 100 km (60 miles) in the case of “Oil Service” and “Valve Clearance Check Service” or for the first 10 days in the case of “Service Check”, the yellow indication (C) is displayed for 5 seconds.
- after the first 100 km (60 miles) in the case of “Oil Service” and “Valve Clearance Check Service” or for the first 10 days in the case of “Service Check”, the yellow indication of the distance or days exceeded from the set threshold for the relevant service is displayed for 5 seconds.

## Digital Maintenance

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



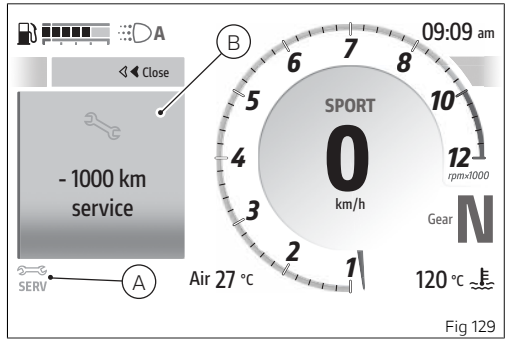




Fig 129

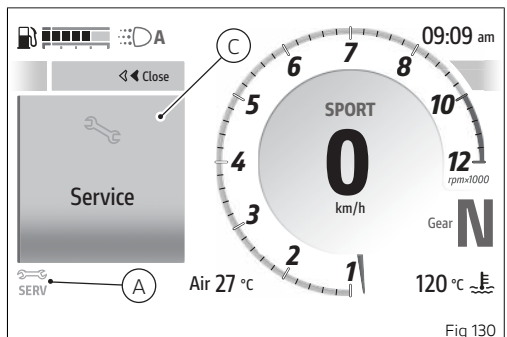



Fig 130

## Settings - Advanced

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

- Riding Mode Setup

To access this submenu:

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

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

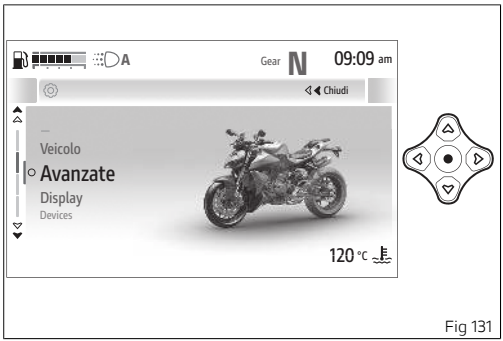



Fig 131

## Settings - Advanced - Riding Mode setup

This function allows customising each Riding Mode.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .
- Select the "Riding Mode setup" item: the name of the Riding Mode in use is displayed with the current settings. Press the button ○ to confirm.

The "RACE setup", "SPORT setup", "ROAD setup", "WET setup" Riding Modes and "All default" item are displayed (only visible if one or more parameters of one or more Riding Modes have been changed).
Using the buttons ▲ and ▼ it is possible to select the Riding Mode to be customised, whose current settings are displayed on the right side. Press the button ○ to confirm.

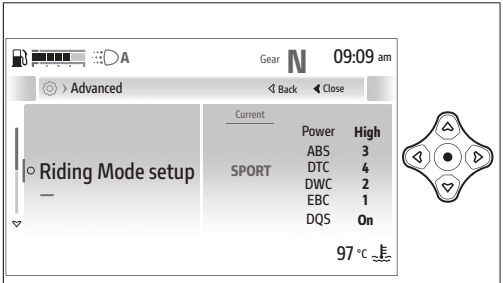



Fig 132

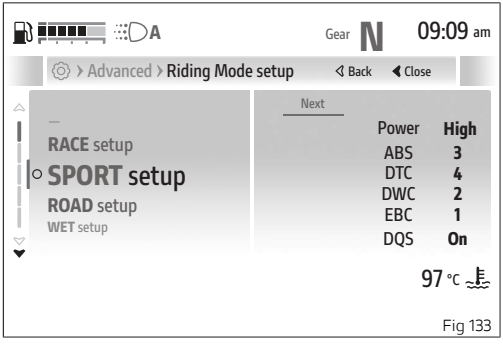



Fig 133

The customisable parameters are the following:

- Power mode
- ABS
- DTC
- DWC
- EBC
- DQS
- Default (visible only if one or more parameters have been modified)

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

## Attention

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

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

## Settings - Advanced - Riding Mode setup - Power mode

This function allows customising the Power mode level.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .
- Select the "Riding Mode setup" item and press the button ○
- Select the Riding Mode you wish to customise and press ○ .
- Select the "Power mode" item and press the button ○ .

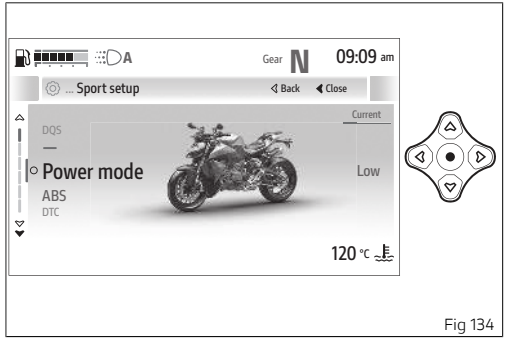


Fig 134

The available "High", "Medium", "Low" levels are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

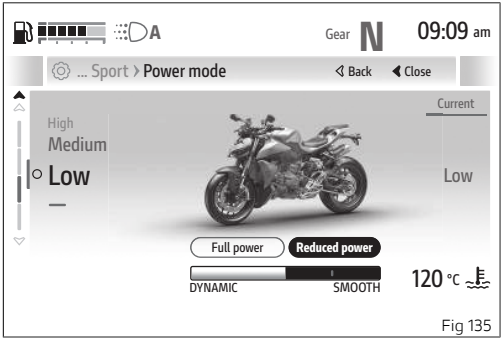


Fig 135

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

## Settings - Advanced - Riding Mode setup - ABS

This function allows setting the ABS intervention level.

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

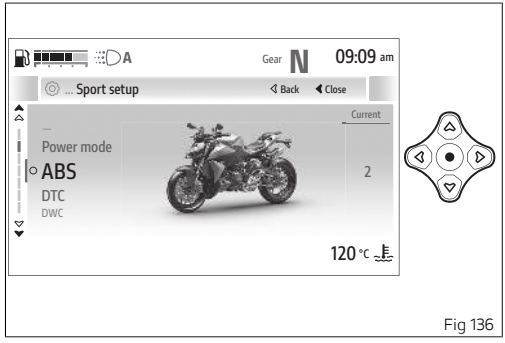


Fig 136

The levels from 1 to 3 are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

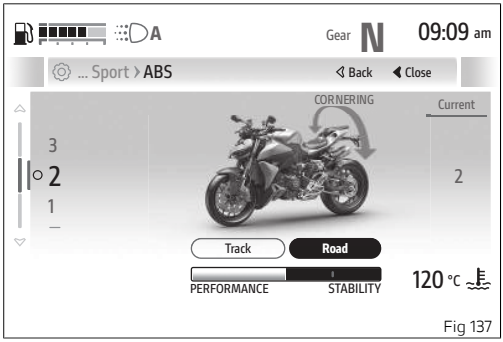


Fig 137

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

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

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking power to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions. ABS is an electro-hydraulic device that controls the pressure in the brake circuit when the control unit, by processing information from wheel sensors, determines that one or both wheels are about to lock up. This avoids wheel lockup and preserves traction within the limits of the system. After that, the control unit restores the pressure in the circuit, to resume the braking action. This cycle is repeated many times until the problem is completely eliminated. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever or pedal.
The front and rear brakes use separate control systems.
The ABS of this motorbike, depending on the level selected, can include:

- the “cornering” function, which optimises the ABS operation even when the vehicle is leaning over. The system manages the front and rear brake systems according to the leaning angle of the vehicle, helping to

maintain the set trajectory by preventing wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions;

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

## Attention

Using the two brake controls separately reduces the motorcycle braking power.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.
When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking.
Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.
Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

### Attention

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

### Attention

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

### Attention

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

The ABS system fitted to this bike is a safety system preventing wheel lock-up while braking, adopting different strategies depending on the selected level. The ABS features 3 levels, one associated to one or more Riding Modes.
The following table indicates the most suitable level of ABS intervention for the various riding types as well as the default settings in the Riding Mode that can be selected by the rider:

| ABS | RIDING MODE | CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 1 | TRACK | This level is designed exclusively for track use, for expert riders (not recommended for road use). ABS set to this level only works on the front wheel, allowing the rear wheel to lock. In this level, the system does NOT control lift-up and does NOT have cornering function enabled. | |

| ABS | RIDING MODE | CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 2 | SPORT | This level is designed for use with good grip conditions. ABS in this level controls both wheels and the cornering function is active; while anti-lift-up control is not active. This calibration focusses on braking power and yet keeps good stability. In this level, the slide control during braking is also active. | It is the default level for the “RACE” Riding Mode. |
| 3 | SAFE & STABLE | This level is designed for use in any riding conditions to provide a safe and consist-ent braking action. ABS in this level controls both wheels and the cornering and anti-lift-up functions are active. | It is the default level for the “SPORT”, “ROAD” and “WET” Riding Modes. |

The choice of the correct level mainly depends on the following parameters:
1) The tyre/road grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
2) The rider's experience and sensitivity.

Selecting level 3 of the ABS will ensure a very stable braking thanks to lift-up control, which prevents the rear wheel lift-up allowing the motorcycle to keep a good alignment during the whole braking action. This level features active cornering function which, with vehicle leaning over, prevents wheel lock-up and skidding as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
Selecting level 2, the ABS will privilege more and more the braking power rather than stability and lift-up control, which is disabled. Moreover, this level activates the function of slide control under braking (available in this level only).
ABS level 1 is specific for track use and ABS is active only on the front wheel to help performance. In this level there is no lift-up control nor cornering feature.

## Settings - Advanced - Riding Mode setup - DTC

### Attention

When the DTC is set to “Off”, the DWC is also automatically set to “Off”, so the wheelie control is deactivated.

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

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○
- Select the Riding Mode you wish to customise and press ○ .

- Select the “DTC” item and press ○ .

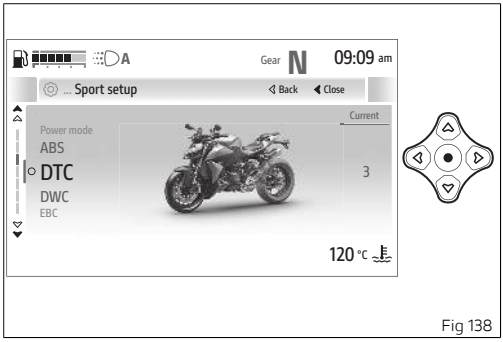



Fig 138

The available levels from 1 to 8 and “Off” are displayed, the motorcycle is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

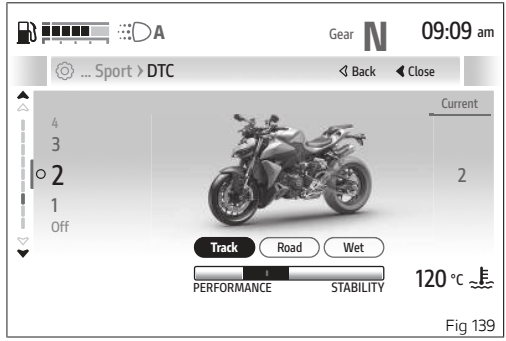



Fig 139

Use buttons ▵ and ▿ to scroll and select the desired level. Press ○ button to confirm.

## Attention

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

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

Anti-Lock Braking System (DTC)
The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the “Riding Mode” that can be selected by the rider:

| DTC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| OFF | | The DTC is disabled. | |
| 1 | TRACK Professional | This level is designed for exclusive track use, for very expert riders. In this mode, the DTC allows side slipping. | |
| 2 | TRACK | This level is designed for track use and for expert riders. In this mode, the DTC allows side slipping. | |
| 3 | SPORT / TRACK | This level is designed for both road and track use, in dry conditions with good grip. | It is the default level for the "RACE" Riding Mode. |
| 4 | SPORT | This level is designed for road use, in dry conditions with good grip. | It is the default level for the "RACE" Riding Mode. |
| 5 | TOURING | This level is designed for road use, with dry surface conditions. | It is the default level for the "ROAD" Riding Mode. |
| 6 | SAFE & STABLE | This level is designed for road use, under all riding conditions on dry road. | |

| DTC LEVEL | RIDING MODE | OPERATION CHARACTERISTIC | DEFAULT |
|---|---|---|---|
| 7 | RAIN | This level is designed for road use, when surface is wet. ENGINE LOW must be used for an optimum operation of this level. | |
| 8 | HEAVY RAIN | This level is designed for road use, when surface is wet and very slippery. ENGINE LOW must be used for an optimum operation of this level. | It is the default level for the "WET" Riding Mode. |

## Tips on how to select the intervention level

### Attention

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

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

If level 8 is selected, the DTC will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are other 6 intermediate levels. DTC intervention gradually decreases from level 8 to level 1.

Levels 1 and 2 are specifically designed for track use.

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

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

### Level depends on grip conditions

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

### Level depends on type of track

If the track/path features bends all taken at similar speeds it will be easier to find a level suitable for

all bends; while a path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

### Level depends on riding style

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

### Tips for use on the track

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

### Tips for use on the road

We recommend level 6 in order to get used to the system. If the level of DTC intervention seems aggressive, try reducing the setting to levels 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 7 the DTC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DTC intervention, switch to level 8).

### Recovery in case of error

If a DTC fault occurs while the DTC system is switched on, a specific function is activated to inform the user of the fault in good time. This function is a modulation of the power output that will be active during use from the moment the system goes into fault until the vehicle is switched off. During this riding phase, an error message will be present in the instrument panel. After the vehicle is switched off, when the vehicle is switched back on, if the system is still in error,

power modulation will no longer be present but the error status will still be signalled. In any situation, if the DTC system is switched off by the user, no power modulation will be applied other than that requested by the user.

## Settings - Advanced - Riding Mode setup - DWC

### Attention

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

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through four different levels that are calibrated to offer a different prevention and reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level 4 indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level 1 is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

### Stabilisation of dynamics

The DWC also assists the rider in stabilising the vehicle dynamics at high speed by modulating the torque delivered by the engine in a controlled manner. This assistance, which is normally not necessary, could be useful, depending on the load, under particularly unfavourable conditions such as worn tyres, incorrect tyre inflation pressure, external disturbances due to strong winds or uneven road surfaces. In these conditions, the DWC system assists the rider by adjusting the vehicle acceleration. As with other control systems, it does not, in any way, replace the rider's action. In case of intervention of the DWC system for wheelie control or for the stabilisation of the vehicle dynamics, the warning light on the dashboard is lit.

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the "Advanced" item and press the button ○ .
- Select the "Riding Mode setup" item and press the button ○

- Select the Riding Mode you wish to customise and press ○ .
- Select the “DWC” item and press ○ .

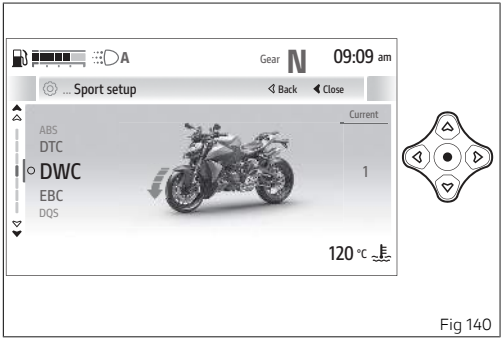



Fig 140

The levels from 1 to 4 and “Off” are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

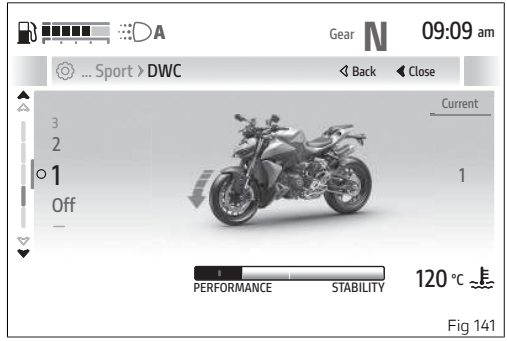



Fig 141

Use buttons △ and ▽ to scroll and select the desired level. Press ○ button to confirm.

**Attention**

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

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

Anti-Lock Braking System (DWC)
The following table indicates the most suitable level of DWC intervention for the various riding modes, as well as the default settings in the “Riding Mode” that can be selected by the rider:

| DWC LEVEL | USE | | DEFAULT |
|---|---|---|---|
| OFF | | The DWC is disabled. | |
| 1 | HIGH PERFORMANCE | Track use for very expert riders. The system allows wheelies decreasing the speed at which the front wheel lifts. | |
| 2 | PERFORMANCE | Road use and track use for expert riders. The system maximises acceleration of the vehicle while enabling reduced wheelies and controlling the speed at which the motorbike wheelies. | It is the default level for the "RACE" and "SPORT” Riding Modes. |

| DWC LEVEL | USE | | DEFAULT |
|---|---|---|---|
| 3 | SAFE & STABLE | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie. | It is the default level for the "ROAD" Riding Mode. |
| 4 | HIGH SAFE & STABLE | Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. | It is the default level for the "WET" Riding Mode. |

## Attention

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

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

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

At level 4 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 4 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for expert riders who can control wheelies on their own and exploit the system feature that reduces the speed at which the front wheel tends to lift.

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

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

### The rider's experience

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

### Level depends on type of track

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

### Tips for use on the road

Activate the DWC, select level 4 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 3, 2, etc., until you find the one that suits you best. If changes occur in the circuit characteristics, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 3 the DWC intervention seems excessive, switch to level 2; alternatively, if on level 3 you cannot perceive any DWC intervention, switch to level 4).

### Recovery in case of error

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

## Settings - Advanced - Riding Mode setup - EBC

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

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

## Attention

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

This function allows setting the EBC intervention level.

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

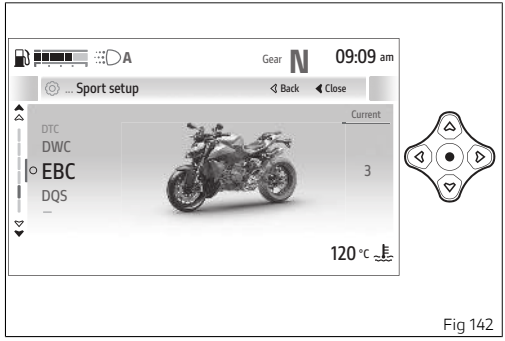



Fig 142

The levels from 1 to 3 are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

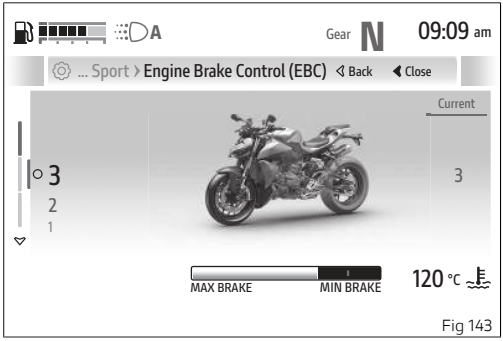


Fig 143

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

The following table indicates the most suitable level of EBC intervention for the various riding types as well as the default settings in the Riding Modes that can be selected by the rider:

| EBC LEVEL | CHARACTERISTIC | DEFAULT |
|---|---|---|
| 1 | In this level the engine delivers the maximum engine brake. | It is the default level for the SPORT and TOURING Riding Modes |
| 2 | In this level the engine delivers a low engine brake.<br>This level is recommended to any rider requiring reduced engine braking in deceleration. | It is the default level for the URBAN Riding Mode. |
| 3 | In this level the engine delivers the least engine brake.<br>This level is recommended to any rider requiring very low engine braking in deceleration. | It is the default level for the WET Riding Mode. |

## Tips on how to select the intervention level

### Attention

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

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

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

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

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

### Level depends on grip conditions

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

### Level depends on type of track

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

## Settings - Advanced - Riding Mode setup - DQS

This function allows activating or deactivating the DQS system.

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

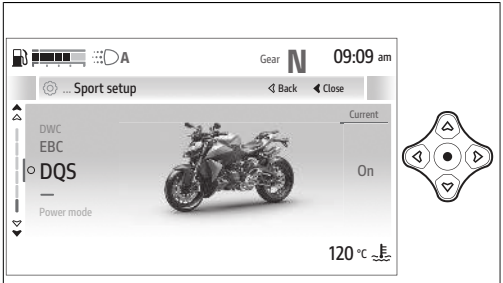



Fig 144

"On" and "Off" are displayed. The motorbike is also shown with the part involved in the setting highlighted followed by the reference indications and the currently set level.
At the top of the screen page is the path of the parameter being set.

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

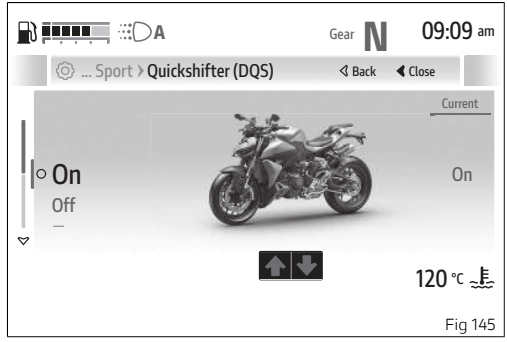



Fig 145

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

actuation via the gear sensor. The system works in a different way when upshifting and downshifting.

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

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.
- For any gear shift request (up or down) the rider has to move the shift lever from its idle position in the desired direction through a certain over-travel, then keep the shift lever in this position until the gear shift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- Ducati Quick Shift is designed to operate above 2,000 rpm.
- No matter the gear engaged, downshifting with Ducati Quick Shift only woks below a set threshold, so as to avoid exceeding the maximum rpm allowed when the lower gear is engaged.

## Settings - Advanced - Riding Mode setup - Default

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

### Resetting the parameter values for all Riding Modes:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the “All default” item and press the button ○ .

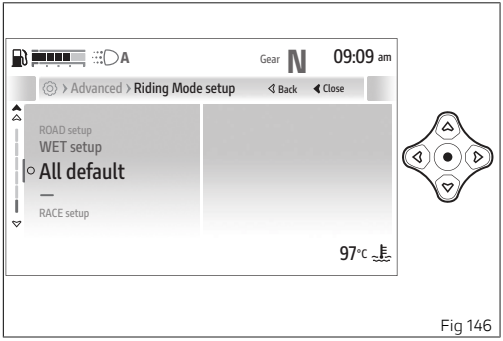



Fig 146

- “Restore to default?” is displayed, press the button ○
  to confirm or press the button ◁ to cancel.

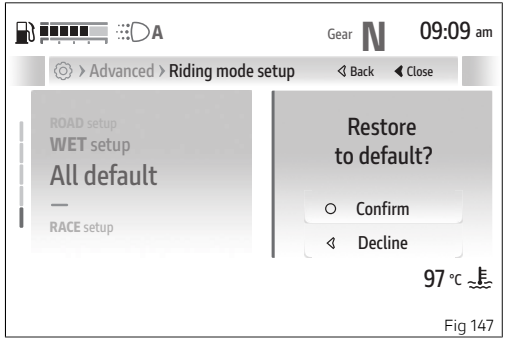



Fig 147

Resetting of parameter values for a single Riding Mode:

- Enter the Settings menu.
- Use buttons △ and ▽ to select the “Advanced” item and press the button ○ .
- Select the “Riding Mode setup” item and press the button ○ .
- Select the Riding Mode you wish to customise and press ○ .
- Select the “Default” item and press the button ○ .

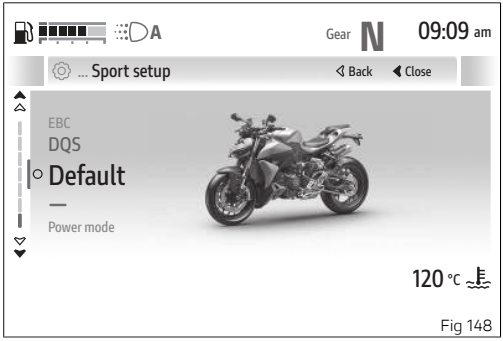



Fig 148

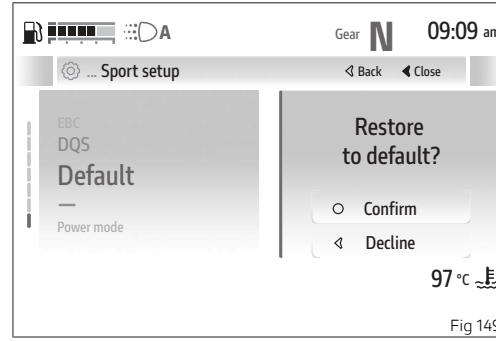



Fig 149

- “Restore to default?” is displayed, press the button ○
  to confirm or press the button ◁ to cancel.

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

| | RACE | SPORT | ROAD | WET |
|---|---|---|---|---|
| Power Mode | High | High | Medium | Low |
| ABS | 2 | 3 | 3 | 3 |
| DTC | 3 | 4 | 5 | 8 |
| DWC | 2 | 2 | 3 | 4 |
| EBC | 1 | 1 | 2 | 3 |
| DQS | Up/Down | Up/Down | Up/Down | Up/Down |
| DTC range | 1-8 | 1-8 | 1-8 | 1-8 |

## Settings - Display

This submenu contains all the following settings for the display and the displayed information:

- Backlight
- Themes
- Date and time
- Units
- Language
- Fuel indicator
- Riding info order

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

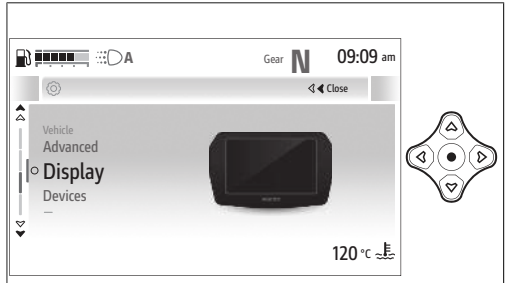



Fig 150

## Settings - Display - Brightness

This function allows dashboard backlighting setting.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Brightness” item and press the button ○ .

A bar graph with the currently set intensity is displayed.
At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to select backlighting intensity. Press the ○ button to confirm.

The brightness is automatically adjusted according to the ambient light detected by the instrument panel. The backlighting intensity adjustment is calculated in relation to what is detected by the instrument panel.

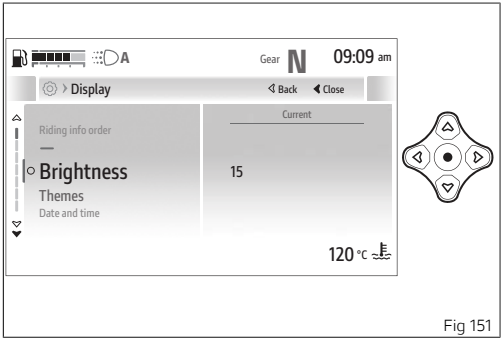



Fig 151

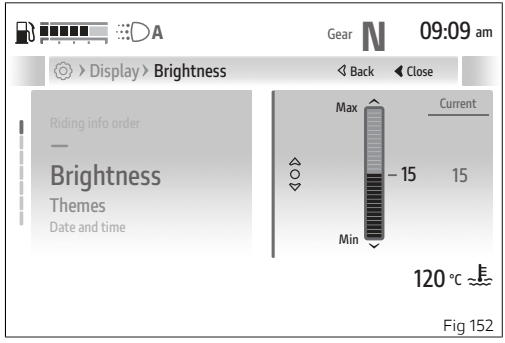



Fig 152

## Settings - Display - Themes

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Themes” item and press the button ○ .

The “Auto”, “Light” and “Dark” items are displayed together with the currently set mode.

The "Auto" mode allows the display theme to automatically change according to the ambient light detected by the instrument panel.
At the top of the screen page is the path of the parameter being set.

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

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

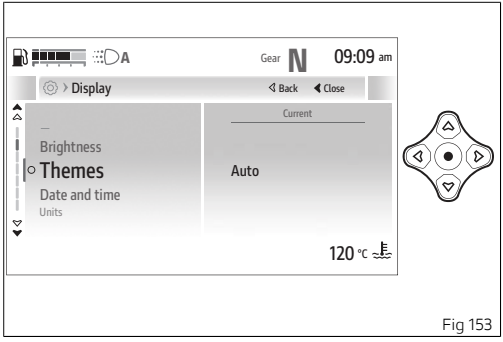


Fig 153

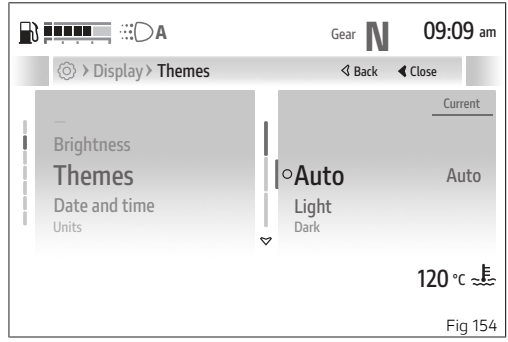


Fig 154

## Settings - Display - Date and time

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Date and time” item: the current setting is displayed. Press the button ○ .

Options “Set date”, “Date format”, and “Set time” are displayed.
Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.

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

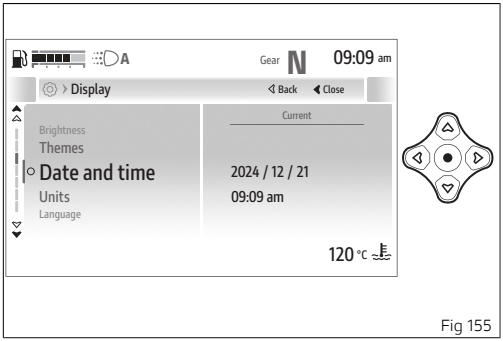


Fig 155

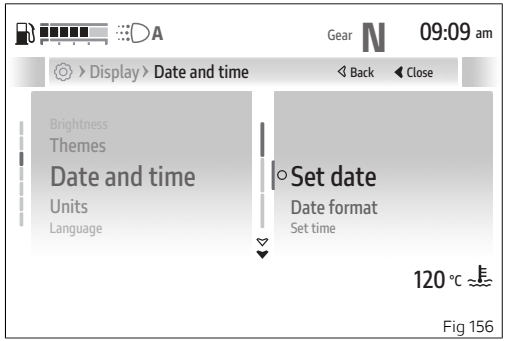


Fig 156

## Set date

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Set date” item and press the button ○ .
- The first date parameter (in the example the year) becomes editable and is displayed with

two arrows above and below it. Use buttons ▵ and ▿ to scroll and select the desired value.

- Press the button ▹ to edit to the next parameter.
- Press the button ○ confirm the entered date. If the date just entered is not valid, the message “Wrong” is displayed for a few seconds. Afterwards, it will be possible to enter the correct date.

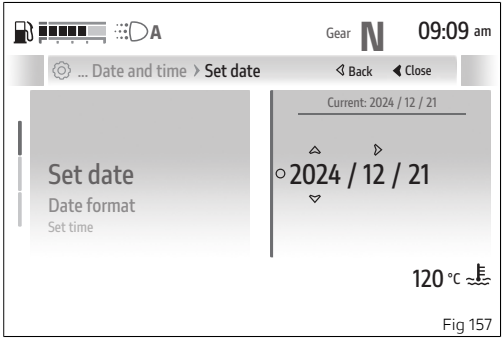


Fig 157

## Date format

This function allows setting the date format.

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Date format” item and press the button ○ .
- The available formats are displayed: “dd.mm.yyyy”, “mm.dd.yyyy”, “yyyy.dd.mm”, “yyyy.mm.dd”. Use buttons ▵ and ▿ to scroll and select the desired format.
- Press ○ button to confirm.

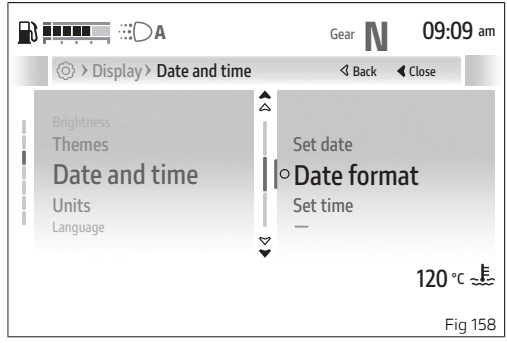


Fig 158

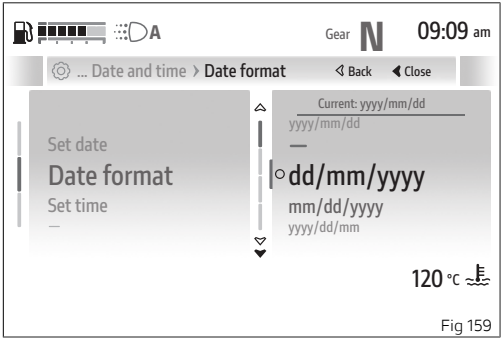


Fig 159

## Set time

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Date and time” item and press ○ .
- Select the “Set time” item and press the button ○ .
- The first editable parameter is the 12h or 24h format : use buttons ▵ and ▿ to scroll and select the desired format.
- Press the button ▹ to confirm and move on and edit the hours.
- The number of hours becomes selectable and with buttons ▵ and ▿ you can scroll and select the desired value.
- Press the button ▹ to move on and edit the minutes.
- The number of minutes becomes selectable and with buttons ▵ and ▿ you can scroll and select the desired value.
- Once the time entry is complete, press the button ○ to confirm.

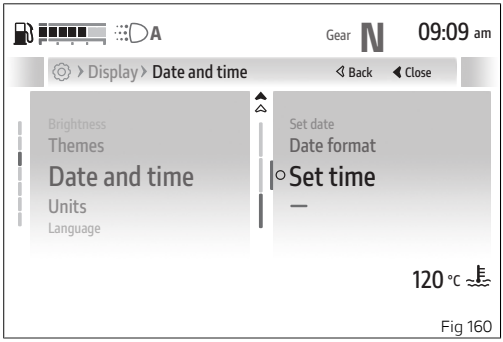



Fig 160

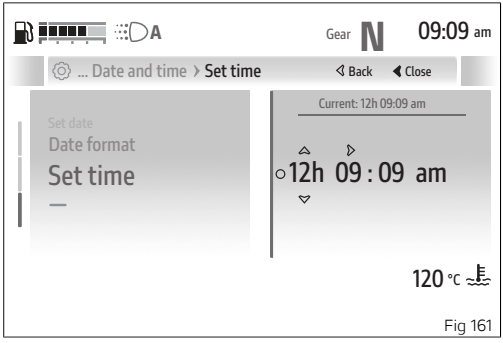



Fig 161

## Settings - Display - Units

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

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Units” item: the currently set units of measurement are displayed. Press the button ○ .

The following items are displayed: “Speed”, “Temperature”, “Consumption”, “Pressure” (if present) and “Default” (visible only if one or more measurement units have been changed).
Use buttons ▵ and ▿ to scroll and select the desired item. Press ○ button to confirm.

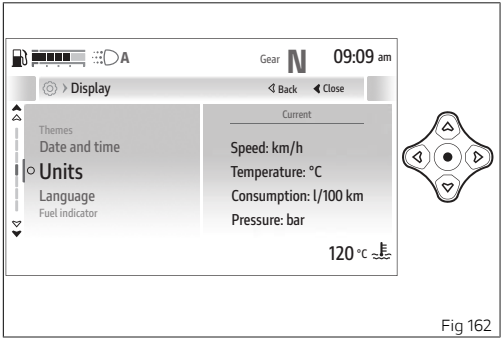



Fig 162

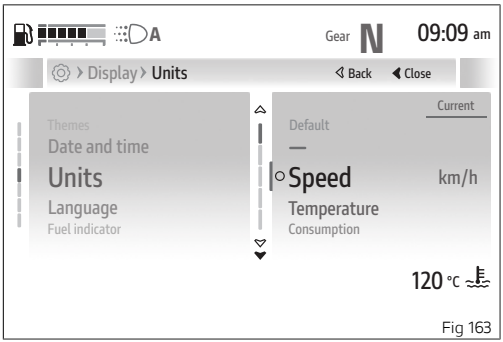



Fig 163

## Speed

To set the speed measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Speed” item and press the button ○ .

The “km/h”, “mph” and “Default” options are displayed (only visible if the measurement unit has been previously changed).
Use buttons ▲ and ▼ to scroll and select the desired item. Press ○ button to confirm.

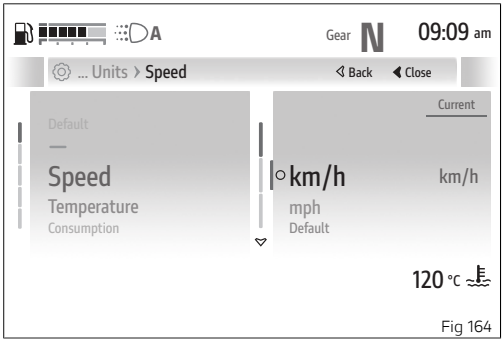



Fig 164

## Temperature

To set the temperature measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Temperature” item and press the button ○ .

Options “°C”, “°F” and “Default” are listed (visible only if the measurement unit has been previously changed).

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

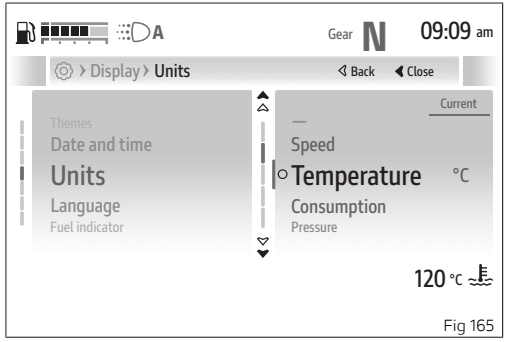



Fig 165

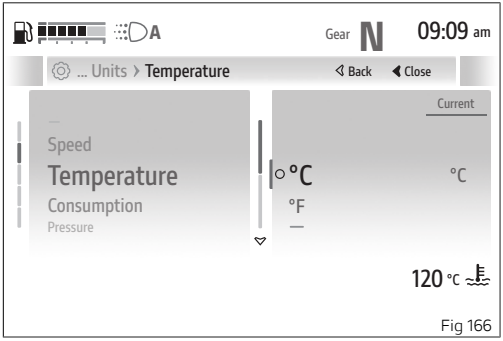


Fig 166

## Consumption

To set the consumption measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Consumption” item and press the button ○ .

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

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

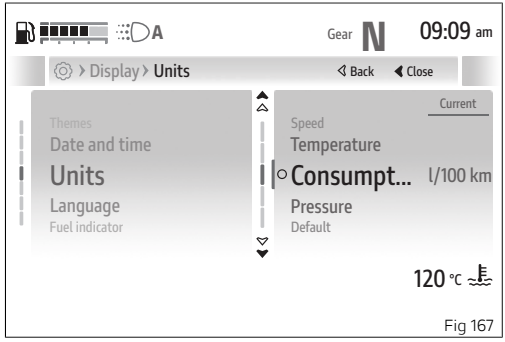


Fig 167

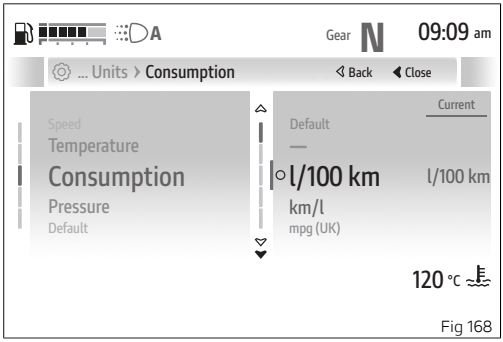



Fig 168

Pressure (if available)

To set the pressure measurement unit:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Pressure” item and press the button ○ .

Options “bar”, “psi”, “kPa” and “Default” are listed (visible only if the measurement unit has been previously changed).

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

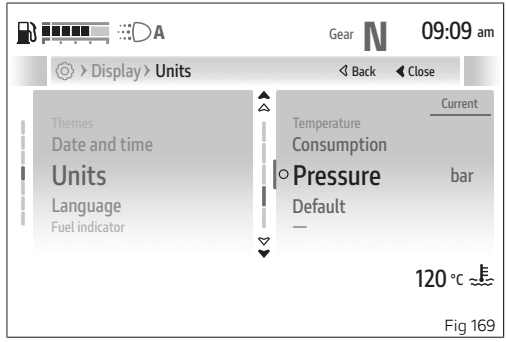



Fig 169

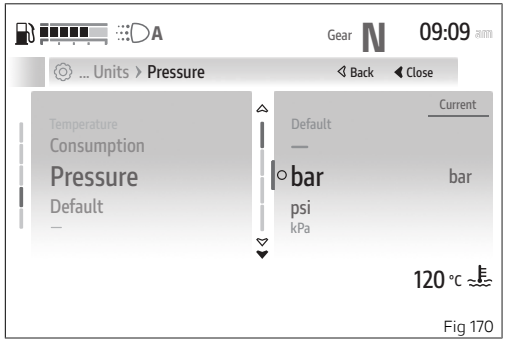


Fig 170

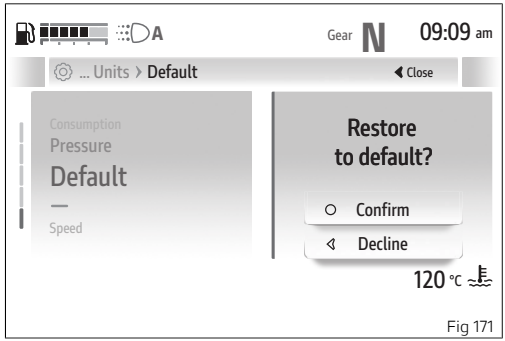


Fig 171

## Restoring the unit of measurement

You can restore all or a single unit of measurement.

To restore all measurement units:

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the “Default” option and press ○ .
- “Restore to default?” is displayed, press the button ○ to confirm or press the button ◁ to cancel.

To restore a single unit of measurement:

- Enter the Settings menu.
- Use buttons ▵ and ▿ to select the “Display” item and press the ○ button.
- Select the “Units” option and press ○ .
- Select the value to be restored (e.g. Speed) and press the button ○ .
- Select the “Default” option and press ○ .
- “Restore to default?” is displayed, press the button ○ to confirm or press the button ◁ to cancel.

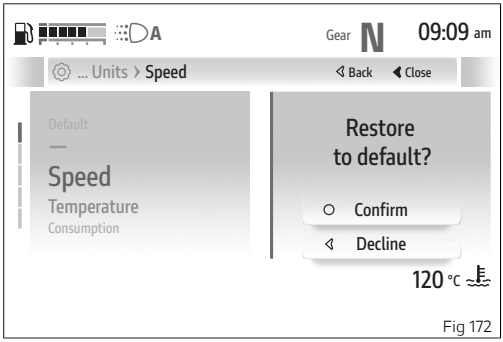



Fig 172

## Settings - Display - Language

This function allows setting the instrument panel language.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the ○ button.
- Select the “Language” item (the current language is displayed) and press the ○ button.

The following items are displayed: “English, Italiano, Deutsch, Français, Nederlands, Español” and the currently set language.

At the top of the screen page is the path of the parameter being set.

Use buttons ▲ and ▼ to scroll and select the desired language. Press the ○ button to confirm.

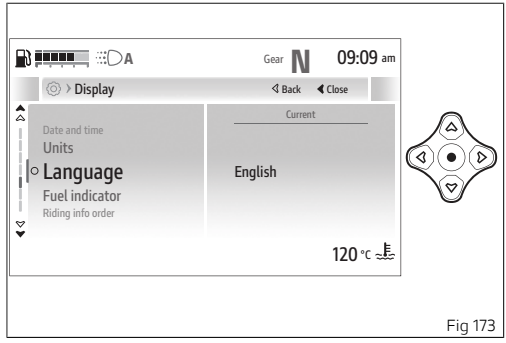



Fig 173

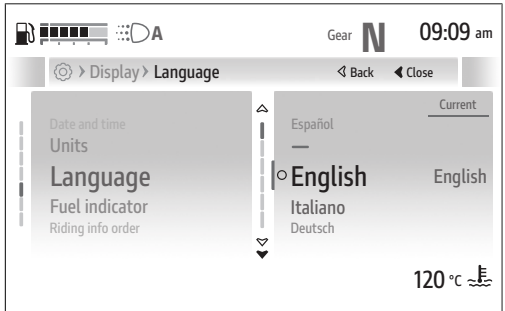


Fig 174

## Setting - Display - Fuel indicator

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .
- Select the “Fuel indicator” item: the currently set mode is displayed. Press the button ○ to confirm.
- The “Level” and “Range” items are displayed together with the currently set mode.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm and go back to the previous screen.

### Note

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

### Note

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

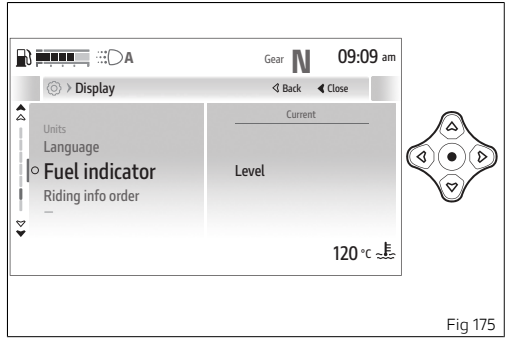


Fig 175

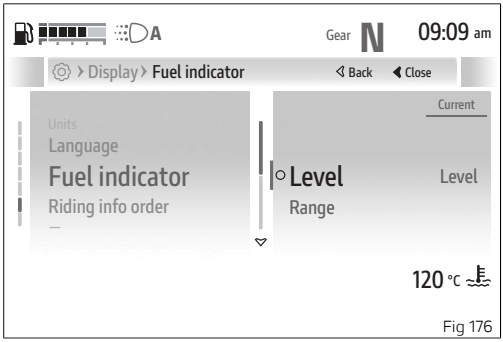


Fig 176

## Settings - Display - Riding info order

This function allows changing the order of the general info and the order of the trip info within the “Riding Info” menu in the “My Ride” function.

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Display” item and press the button ○ .
- Select the “Riding info order” item: the current information order is displayed. Press the button ○ to confirm.
- The “General info order” and “Trip info order” items are displayed.
- Use buttons ▲ and ▼ to select the desired item and press the button ○ to confirm.

### Note

Tyre pressure information is only visible if tyre sensors have been installed.

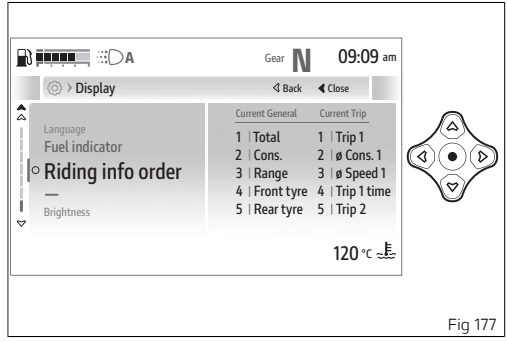


Fig 177

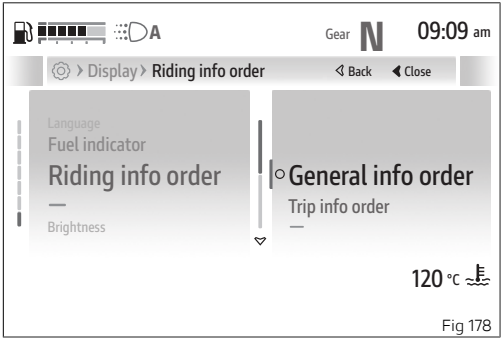



Fig 178

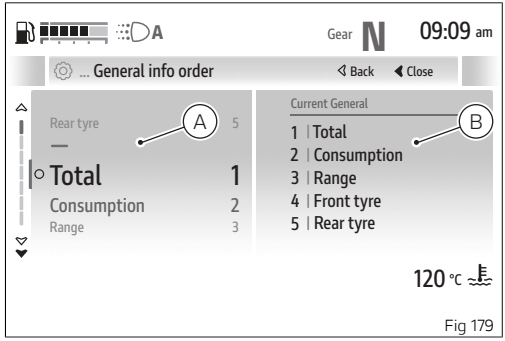



Fig 179

## Modify order

The following description is valid for both “General info order” and “Trip info order”; in the example shown, the position of the “Total” item contained in the “General info order” submenu is changed:

- On the left-hand side (A), the items with the number corresponding to their current position are listed. The current order of the items is displayed on the right-hand side (B).
- Using the buttons ▵ and ▿ select the item for which you want to change the position (in the example “Total”) and press the button ○ .
- The selected item and 2 arrows (C) above and below the position number (in the example “1”) are displayed to indicate that its value can be changed using buttons ▵ and ▿ .
- Press the button ○ to confirm the new value (in example “4”), the Trip info order is then updated with the new position (D).

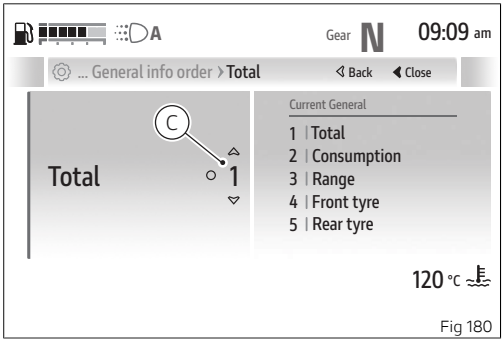



Fig 180

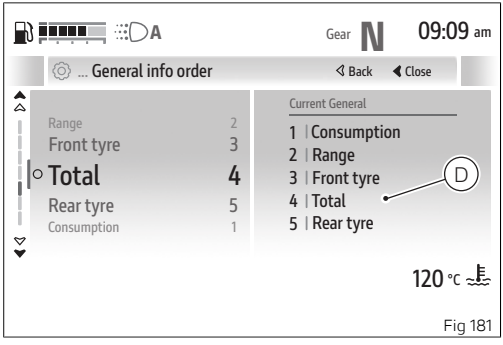



Fig 181

## Settings - Devices (if present)

This submenu is only available if the Bluetooth control unit has been installed and contains all the following settings for Bluetooth device management:

- Bluetooth

To access this submenu:

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .

Use buttons ▲ and ▼ to navigate within the menu and use the button ○ to validate.

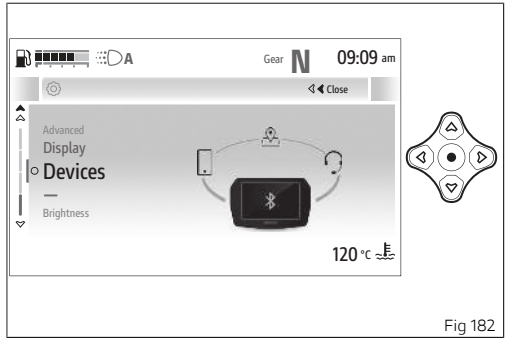



Fig 182

## Settings - Devices - Bluetooth (if present)

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

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ to confirm.

The “+Add device” item is displayed along with the list of previously paired devices; for each device, the connection status and related information are displayed.
Use buttons ▲ and ▼ to select the desired item.

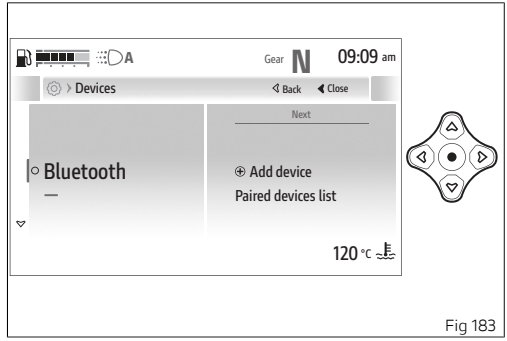



Fig 183

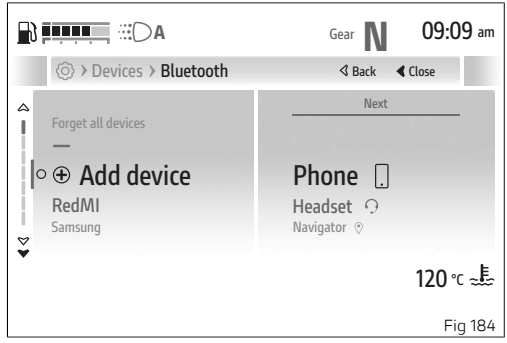



Fig 184

## Adding a new Bluetooth device

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .
- Select the “+Add device” item and press the button ○ .
- The three device types that can be paired are displayed: “Phone”, “Headset”, “Navigator”. Select the desired type and press the button ○ .
- The instrument panel starts searching for nearby Bluetooth devices and displays the message "Wait..." followed by a list of detected devices. As soon as the search stage is over, all detected devices are listed.
- Select the desired device and press the button ○ .
- The display shows the message "Pairing...", while waiting validation by the Bluetooth device. If you are pairing a smartphone, accept the pairing request on the smartphone to proceed with pairing.
- Once confirmed, if the pairing of the device has been successful, the message “Paired” is displayed for a few seconds and then the instrument panel returns to the previous screen. Otherwise, “Pairing error” is displayed.

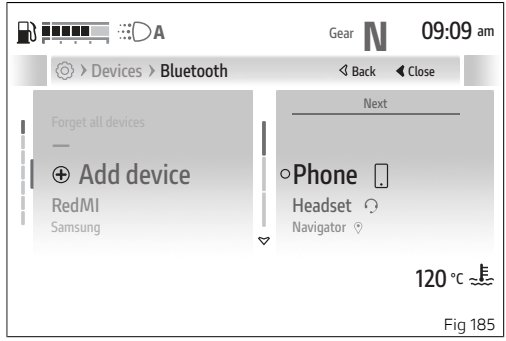


Fig 185

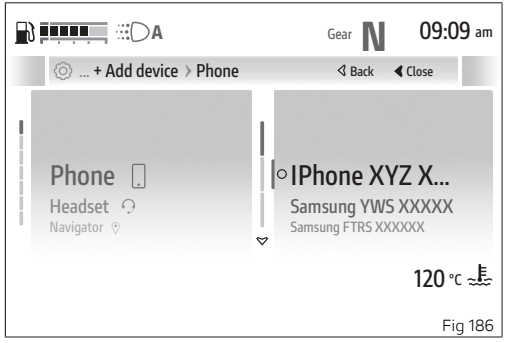


Fig 186

If you are pairing an headset device, during pairing you are asked to assign the device the role of "Rider" or "Passenger":

- Press the button ▲ to assign the rider role.
- Press the button ▼ to assign the passenger role.

## Note

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

## Attention

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

## Attention

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

## Attention

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

Check that your Smartphone supports the following profiles:

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

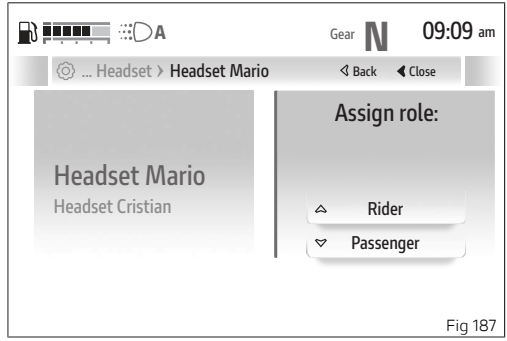


Fig 187

Deleting a Bluetooth device

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .
- Select the device you wish to delete from the list and press the button ○ .
- “Forget?” is displayed, press the button ○ .
- The “Confirm” and “Decline” options are displayed, press the button ◀ to cancel or the button ○ to confirm and return to the

previous screen with the updated list of devices.

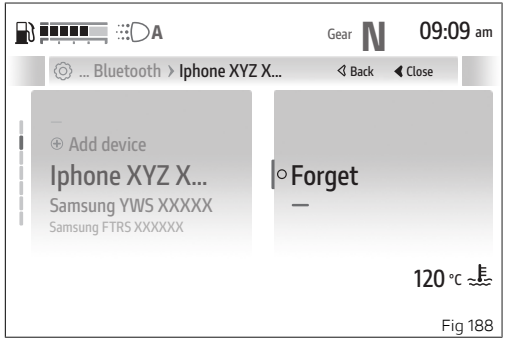



Fig 188

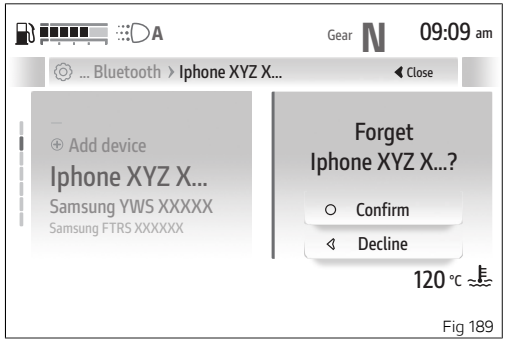



Fig 189

## Deleting all Bluetooth devices

- Enter the Settings menu.
- Use buttons ▲ and ▼ to select the “Devices” item and press the button ○ .
- Select the “Bluetooth” item and press the button ○ .
- Select the “Forget all devices” item and press the button ○ .
- “Forget all paired devices?” is displayed, followed by the “Confirm” and “Decline” options. Press the button ◀ to cancel or the button ○ to confirm and return to the

previous screen with the updated list of devices.

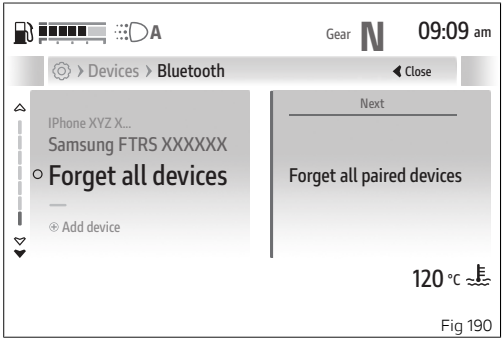



Fig 190

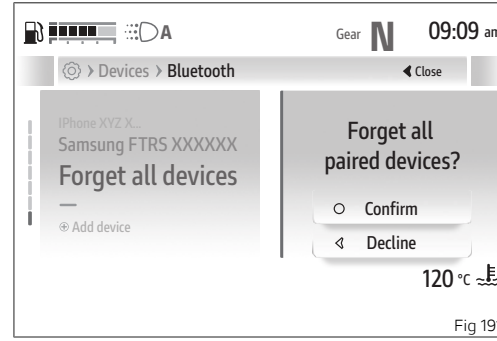



Fig 191

## Ducati Link app connection (if present)

If a smartphone with the Ducati Link app active is connected, the relevant icon (A) is displayed on the instrument panel within the “Devices status” function included in the “Smart features” menu. When icon (A) flashes, it indicates that the route is being recorded by the Ducati Link app.

For the Bluetooth pairing procedure, refer to section “Settings - Devices - Bluetooth”.

### Saving the Ducati Link configuration

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

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

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

The waiting screen page is then displayed during which the configuration is saved.

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

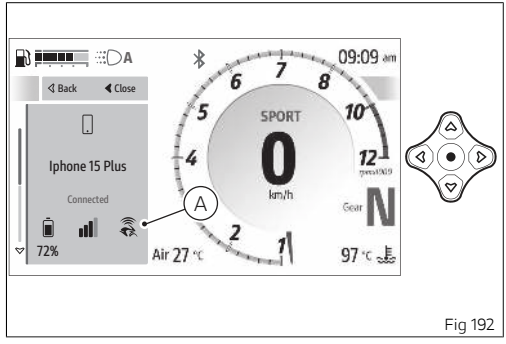


Fig 192

## Warning displaying

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

Upon key-on, if there are any active warnings, the instrument panel will display the messages for all the present warnings or alarms: in a large size (A) for the first seconds and then in a smaller size (B). When the warning is displayed in large size (A), you can press the button ◂ to directly switch to the small size (B).
When several warnings or alarms are active, they are displayed in a sequence, one every 3 seconds.

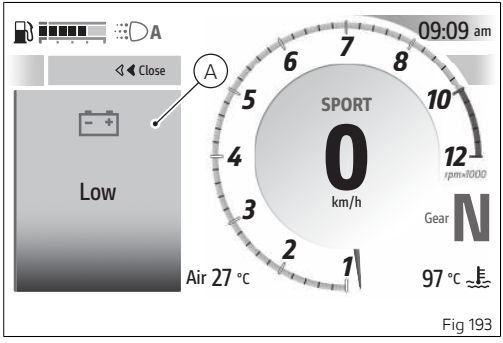


Fig 193

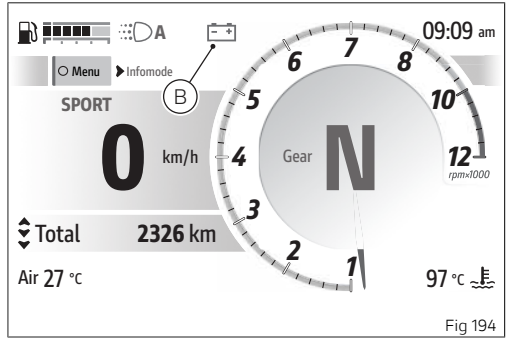


Fig 194

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

## Flat battery (C)

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

## DTC Race (D)

Yellow, it indicates that the current DTC setting devised for use on the track is being used. Ducati recommends to ride carefully and use this type of setting only for use on the track.

## No key (E)

Yellow indicates that the inserted key was not acknowledged.

## Set date (F)

The yellow colour indicates that the date must be entered using the "Date and time" function in the "Settings - Display" menu.

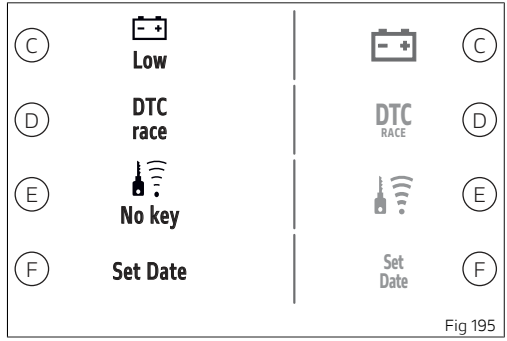



Fig 195

## Ice (G)

Yellow, it means that there might be ice on the road, due to a low temperature. Warning is activated when the instrument panel detects a temperature of 4°C (39°F) or lower than that. Warning will be disabled as soon as temperature rises up to 6°C (43°F). The small size of this warning is displayed in place of the air temperature and shows the measured temperature value.

## Attention

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

### Set pressure – accessory (H)

The yellow colour indicates that the reference tyre pressure must be entered using the "Tyre pressure" function in the "Settings - Vehicle" menu. It is only displayed if the tyre pressure sensors are present on the motorcycle.

### High Front pressure (I) and Rear pressure (J) – accessories

The yellow colour indicates that the corresponding tyre pressure is high. They are only displayed if the tyre pressure sensors are present on the motorcycle.

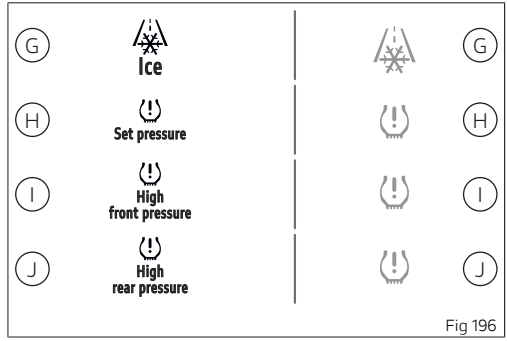


Fig 196

### Low Front pressure (K) and Rear pressure (L) – accessories

The yellow colour indicates that the corresponding tyre pressure is low. They are only displayed if the tyre pressure sensors are present on the motorcycle.

### Front TPMS (M) and Rear TPMS (N) flat battery – accessories

Yellow, it indicates that the battery inside the corresponding sensors is almost discharged and so

the tyre pressure information will soon no longer be available for the corresponding tyre(s).
Ducati recommends that the sensor be checked as soon as possible because it is necessary to replace it.
They are only displayed if the tyre pressure sensors are present on the motorcycle.

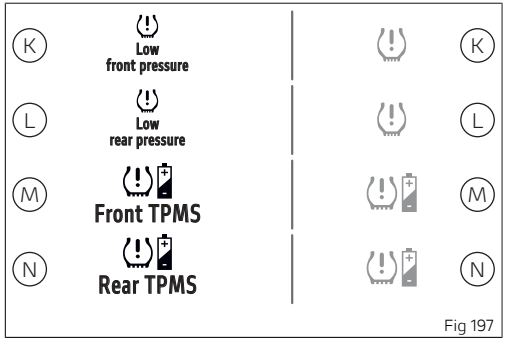


Fig 197

## High engine temperature (O)

The red warning will be displayed if the temperature is high. The small size of this warning is displayed in place of the coolant temperature value.

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

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

## Brake light not working (P)

When yellow, it indicates a brake light malfunction.

## Low fuel (Q)

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

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

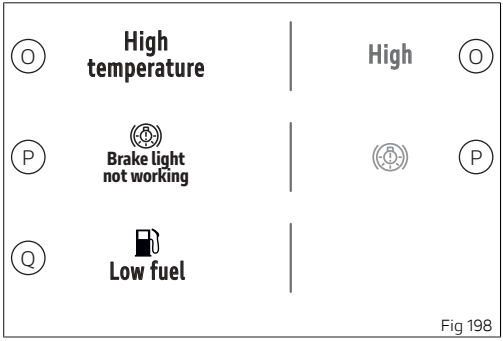


Fig 198

## Error warnings

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

ABS error!

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

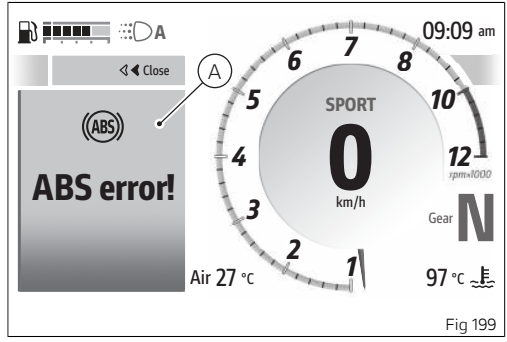


Fig 199

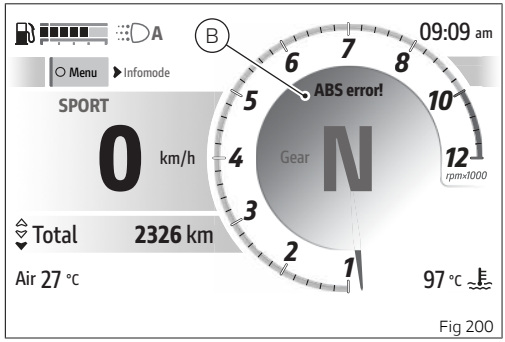


Fig 200



Fig 201

Traction control error!

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

- (A) large size.
- (B) small size.

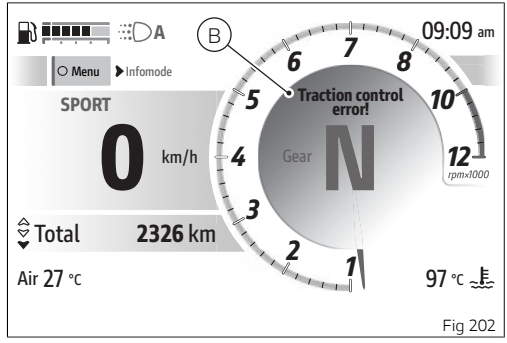


Fig 202

## Engine auto shutdown

This function warns the rider when the engine is automatically switched off by the control unit. When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off. In this case, the warning “Engine auto shutdown Press start” (A) is displayed on the main screen.

To start the engine, press the ignition switch.

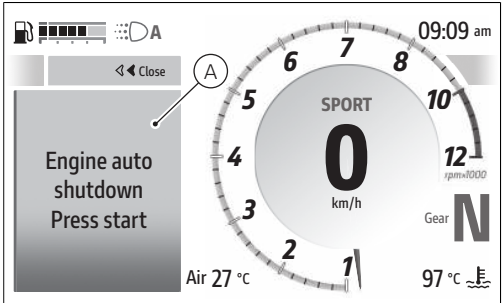



Fig 203

# Main use and maintenance operations

## Removing the fairing

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.

**Attention**

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.

**Attention**

At every reassembly, to avoid damaging the painted areas, always place the nylon washers at the retaining screws.

**Important**

Have the fairing removal performed at a Ducati Dealer or Authorised Service Centre.

## "Checking coolant level and topping up, if necessary"

Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Check coolant level in the expansion tank on the right side of the motorcycle.
To access the inspection slot, remove the cover (1) located on the RH side fairing, grasping it with your fingers at the two ends indicated and pulling it off.

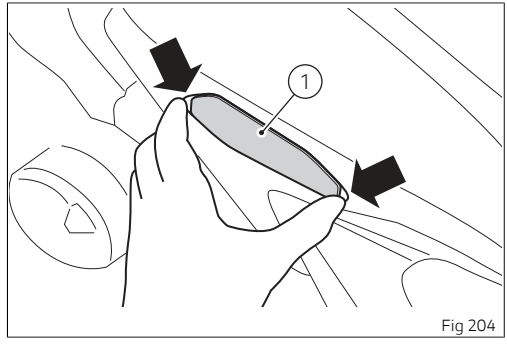


Fig 204

Check that the level is between the MAX and MIN marks on the inspection slot.
Top up if the level is below the MIN mark.

**Attention**
Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.

**Important**
Have the top-up performed at a Ducati Dealer or Authorised Service Centre.

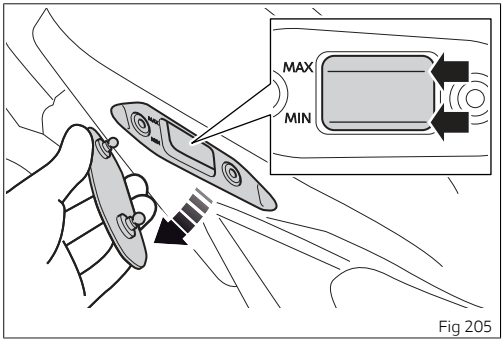


Fig 205

Reposition the cover (1), aiming it correctly as indicated on the inside of the cover, insert the pins (2) into the rubber blocks (3) and press the cover fully home, checking that it is properly closed.

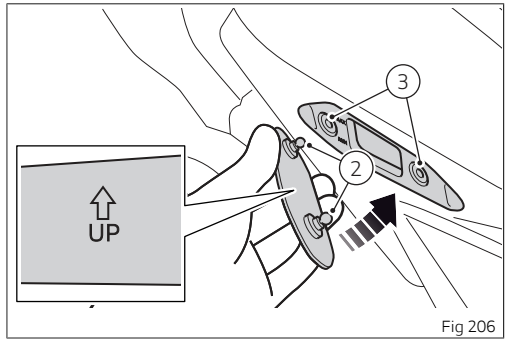


Fig 206

## Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.
If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

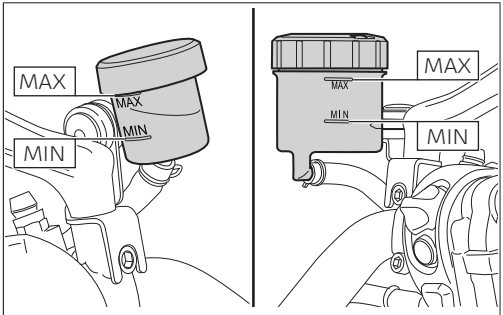


Fig 207

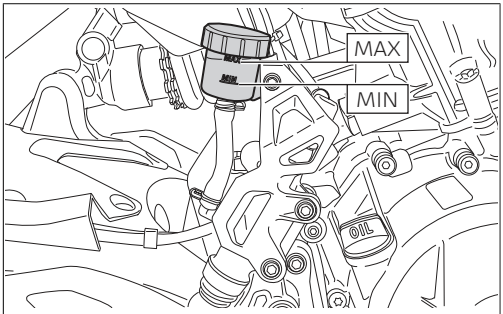


Fig 208

## 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.

## Clutch system

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.

### Attention

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.

### Attention
Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm (0.12 in) above the minimum level).

## Checking brake pads for wear
Check brake pads wear through the inspection hole in the callipers. Change both pads if friction material thickness of even just one pad is about 1 mm (0.04 in).

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

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

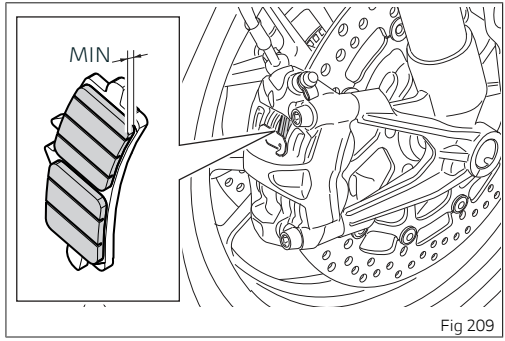


Fig 209

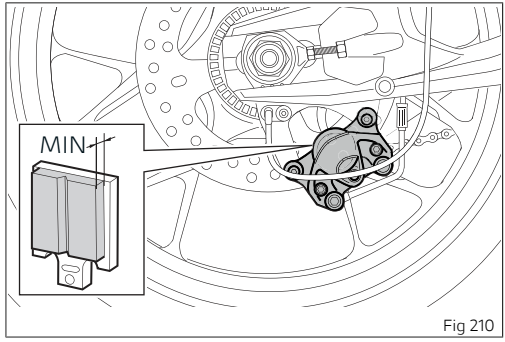


Fig 210

## Charging the battery

### Removing the battery

Before charging the battery, it is best to remove it from the motorcycle.

Loosen the screws (1) and remove the tank cover (2).

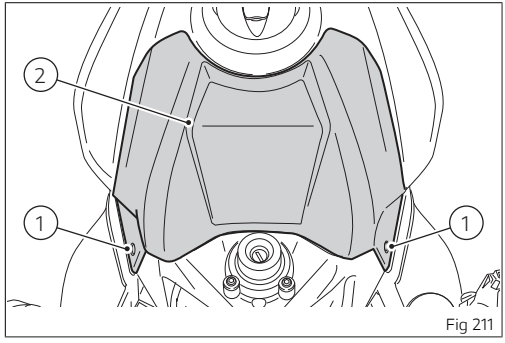


Fig 211

Loosen the screws (3), lift and remove the battery mounting cover (4).

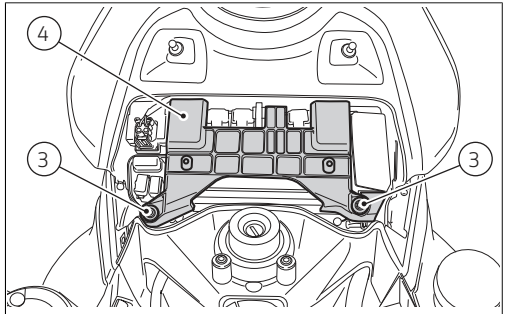


Fig 212

Always starting from the negative terminal (-), loosen the screws (5).
Remove the negative cable (6) from the negative terminal (-).
Remove the positive cable (7) from the positive terminal (+).
Remove the battery (8) from its seat.

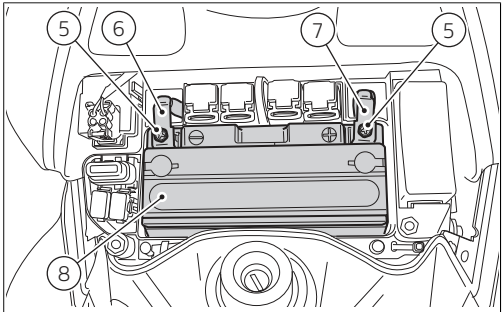


Fig 213

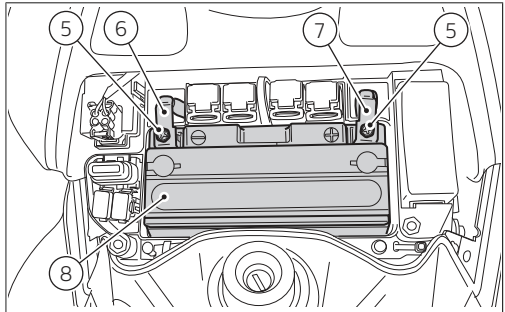


Fig 214

## Refitting the battery

Reposition battery (8) in its seat.
Always starting from the positive terminal (+), place the positive cable (7) on the positive terminal (+).
Place the negative cable (6) on the negative terminal (-).
Start and tighten screws (5).

Put the battery mounting cover (4) back in place and fasten it with the screws (3).

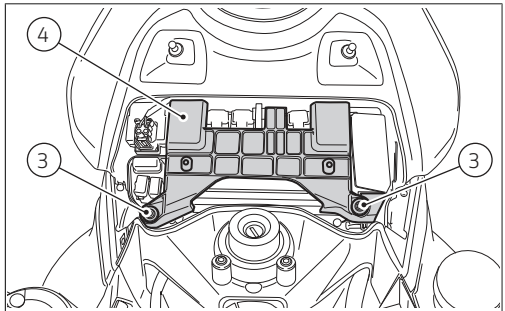


Fig 215

Put the tank cover (2) back and tighten it with the screws (1).

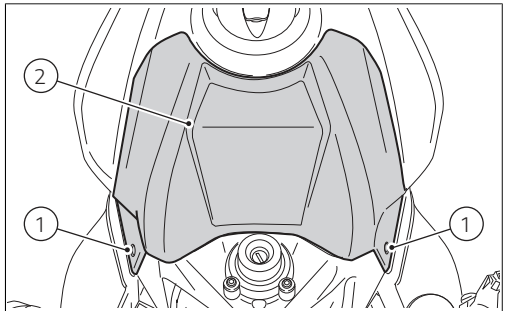


Fig 216

## Attention

The battery produces explosive gases: keep it away from heat sources

Charge the battery in a ventilated room. Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).
Charge the battery at 0.9 A for 5÷10 hours.
Ducati disclaims any liability deriving from the use of non-original Ducati chargers or maintainers.

## Attention

Keep the battery out of the reach of children.

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

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

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

**Attention**
Do not push start the bike.

## 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 a finger, push down the chain at the point of measurement and release. Bring the tape measure laterally closer to the chain sliding shoe and measure the distance (A) between the pin centre of the chain and swinging arm, which must be:
A = 61 ÷ 63 mm (2.40 ÷ 2.48 in);

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

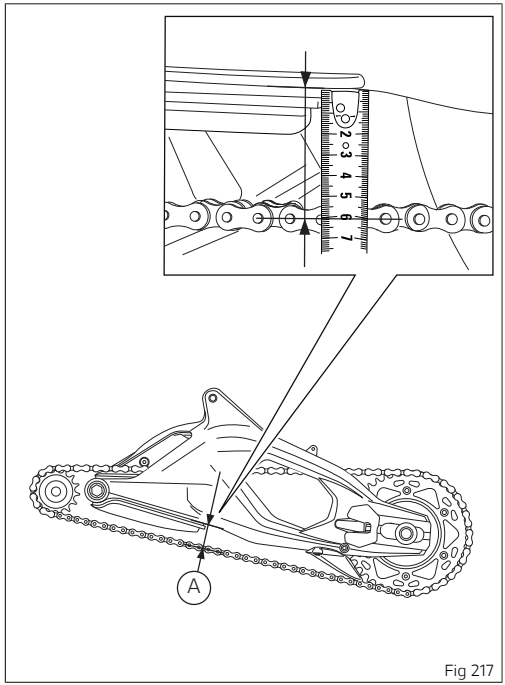


Fig 217

## Attention

Correct tightening of the rear wheel shaft (1) and of the adjustment screws (2) is critical to rider and passenger safety.

## Important

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

## Important

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

Check the correspondence of the positioning marks (3) on both sides of the swinging arm to ensure a perfect wheel alignment.

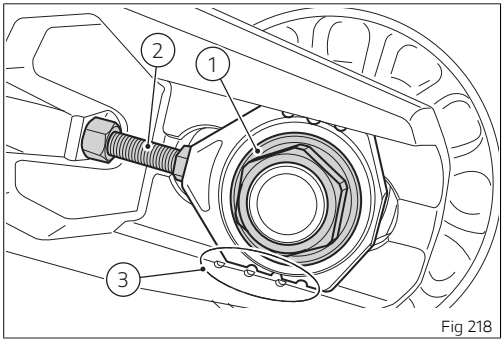


Fig 218

## Lubricating the drive chain

### Important

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

### Attention

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

**Cleaning**

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

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

**Checking the chain**

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts.

Check the chain for wear by checking the links at the points indicated (2).

### Attention

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

## Attention

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

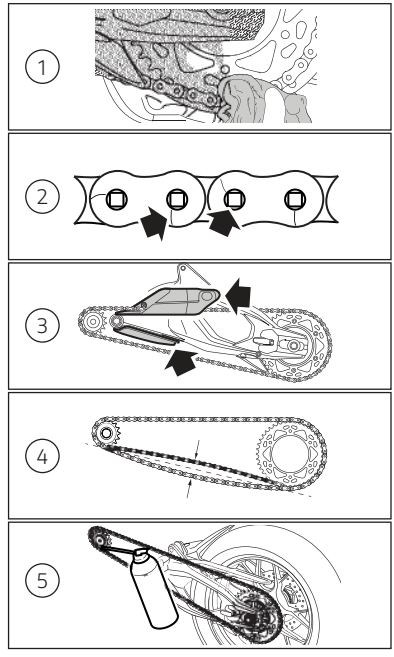



Fig 219

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

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

**Lubrication**

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

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

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

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

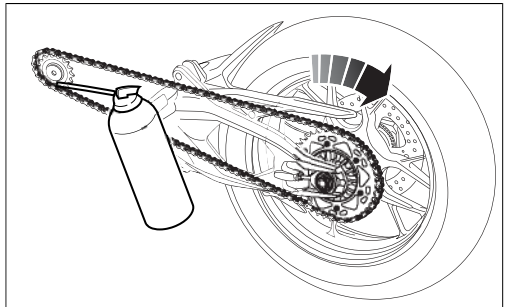


Fig 220

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.

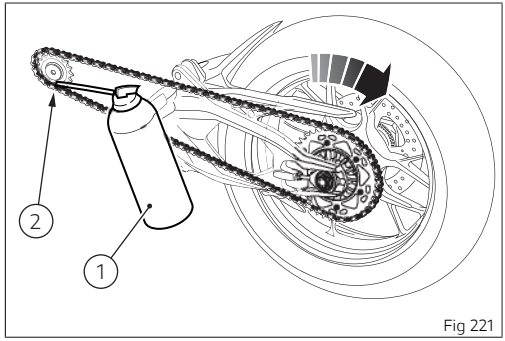


Fig 221

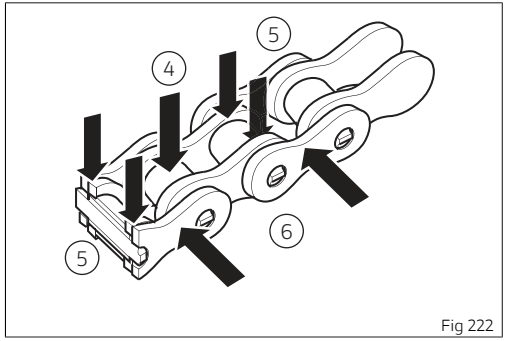


Fig 222

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.

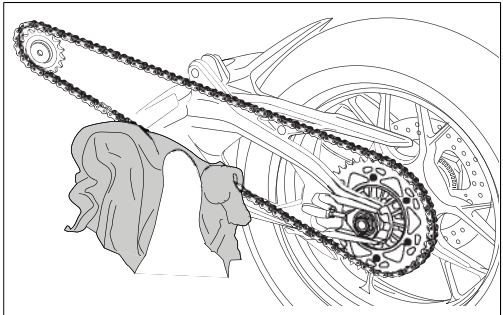


Fig 223

## Aligning the headlight

**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.

Check correct headlight aiming. Position the motorcycle 10 m (32.8 ft) from a wall or a screen, the motorcycle must be perfectly upright with the Tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust right and left beams by alternatively covering the right one while adjusting the left one and vice versa: 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.

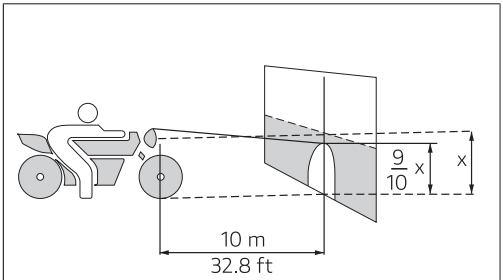


Fig 224

To align the headlight beam, turn the screws (1) and (2) located at the front of the vehicle, on both sides.

Screw (1), positioned on the left side, acts on the left high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

Screw (2), positioned on the right side, acts on the right high and low beams:

- turn clockwise to lower the light beam;
- turn counter clockwise to raise the light beam.

**Attention**

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

Fig 225

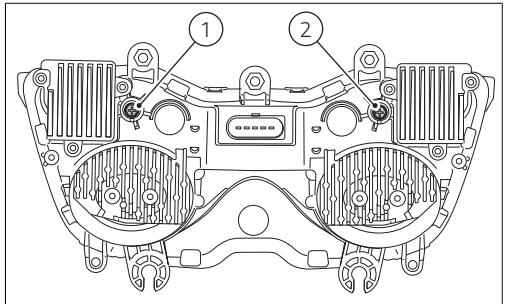


Fig 226

## Adjusting the rear-view mirrors

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

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

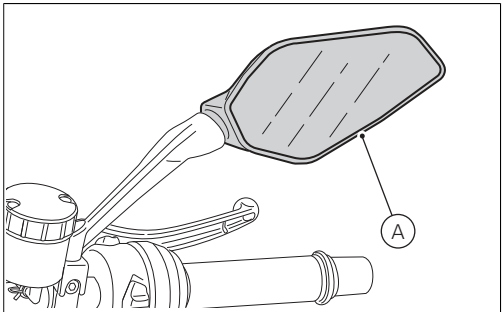


Fig 227

## 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.

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

### Tyre repair or change (Tubeless tyres)

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

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

After replacing a tyre, the wheel must be balanced.

**Attention**
Do not remove or shift the wheel balancing weights.

## Note

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

### Minimum tread depth

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.

## Important

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

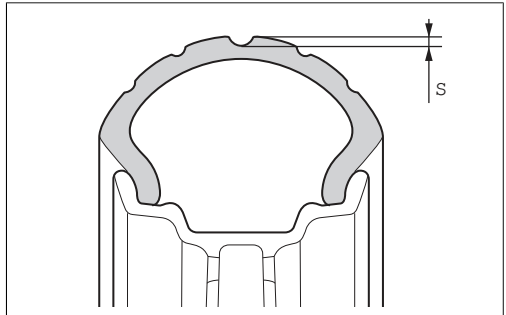


Fig 228

## Check engine oil level

Engine oil level can be checked through the sight glass (1) located on the left side of the engine block.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil. 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) located on the right side of the vehicle and top up until the oil reaches the required level. Refit the filler plug (2).

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

**Important**
Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart contained in this manual, 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.
2) Position the bike with both wheels on a flat ground and in straight position.
3) Then, check the engine oil through the sight glass.
4) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

**Attention**
Never exceed the MAX mark.

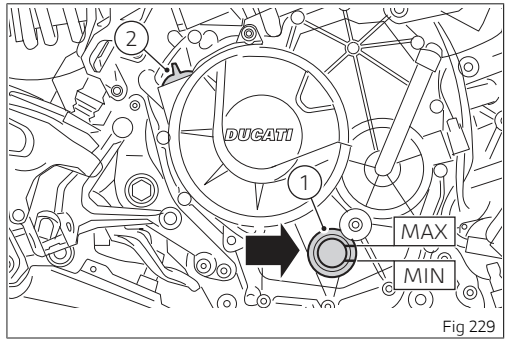


Fig 229

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.

## Use of Ducati Corse Performance Oil by Shell

### Attention

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

## Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.
Use only water and neutral soap to clean the Plexiglas and the seat.

Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.

### Note

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

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

### Important

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

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

### Attention

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

### Attention

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

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

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

### Important

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

### Attention

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

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

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

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

## Cleaning and replacing the spark plugs

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

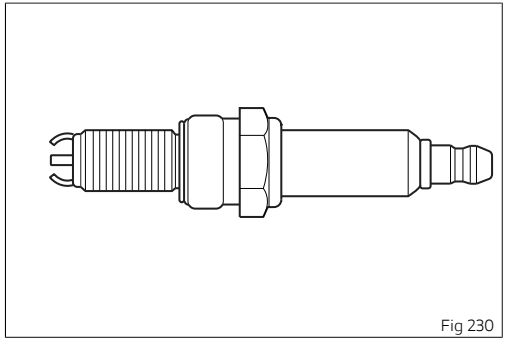


Fig 230

## Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;

- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see “Charging the battery”);
- protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

## Important notes

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

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

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).
Within the scope of these services, personal data are processed in compliance with current

legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

## Vehicle transport

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

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

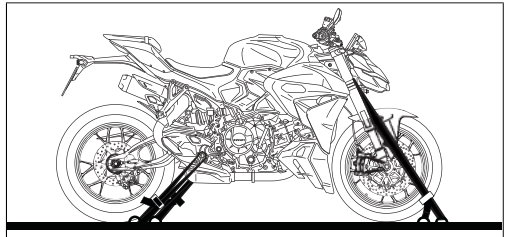


Fig 231

# Scheduled maintenance chart

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

**Attention**

This scheduled maintenance chart is designed for a road use of the Streetfighter. If it is used on the track, even if not during sport competitions, all parts of the motorcycle are more stressed so the routine maintenance operations must be carried out more frequently than indicated.

**Attention**

Please contact a Ducati Dealer or authorised Service Centre where you can receive customised service advice according to the sport use you make of your Streetfighter.

| | Oil Service 1000 | Oil Service (every 15,000 km/9,000 mi or 24 months) | Valve check (every 45,000km/28,000mi) | Service Check (every 12 months) |
|---|---|---|---|---|
| Reading of the error memory with DDS 3.0 and check of technical updates and recall campaigns on DCS | • | • | • | • |
| Change engine oil and filter | • | • | | |
| Check and clean air filter | | • | | |

| | | | | |
|---|---|---|---|---|
| | | | Service Check (every 12 months) | |
| | | | Valve check (every 45,000km/28,000mi) | |
| | | | Oil Service (every 15,000 km/9,000 mi or 24 months) | |
| | | | Oil Service 1000 | |
| Change air filter | Every 30,000 km/18,000 mi | | | |
| Check and/or adjust valve clearance | | | • | |
| Check secondary air reeds | | | • | |
| Change spark plugs | | | • | |
| Replace the water pump seal and bushing | | | • | |
| Change coolant | | | • | 48 |
| Change front fork fluid | Every 45,000 km/28,000 mi | | | |
| Visual check of the front fork and rear shock absorber seals | • | • | | • |
| Check brake and clutch fluid level | • | • | | • |
| Change brake and clutch fluid | Every 24 months | | | |

| | Oil Service 1000 | Oil Service (every 15,000 km/9,000 mi or 24 months) | Valve check (every 45,000km/28,000mi) | Service Check (every 12 months) |
|---|---|---|---|---|
| Check front and rear brake disc and pad wear. Change if necessary | | • | | • |
| Check the proper tightening of brake calliper bolts and front and rear brake disk screws | | • | | • |
| Visually check the rear brake disk bolts | | • | | • |
| Check front and rear wheel nuts and rear sprocket nut tightening | | • | | • |
| Check the tightening of swinging arm and rear shock absorber fasteners | | • | | • |
| Check front and rear wheel hub bearings | | • | | • |
| Check the tightening of rear subframe to engine and frame bracket fasteners | | • | | • |
| Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft | | | • | |
| Check and lubricate the final drive, check chain sliding shoe and guide (see SRV -SRB-23-037). Detected elongation value:_____ (mm) (in)<br>**Note**<br>We recommend replacing the final drive chain kit within 20,000 km / 12,000 mi. | • | • | | • |
| Check clearance of steering tube bearings | | • | | • |
| Check the freedom of movement and tightening of the side stand | • | • | | • |
| Check that all gaiters and flexible hoses in view (e.g. fuel, brake and clutch hoses, cooling system, bleeding, drainage, etc.) are not cracked, are properly sealing and positioned | • | • | | • |

| | Oil Service 1000 | Oil Service (every 15,000 km/9,000 mi or 24 months) | Valve check (every 45,000km/28,000mi) | Service Check (every 12 months) |
|---|---|---|---|---|
| Check free play of rear brake lever and lubricate the levers at the handlebar and pedal controls | • | • | | • |
| Check tyre pressure and wear | • | • | | • |
| Check the operation of all electric safety devices (clutch and side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor) | • | • | | • |
| | • | • | | • |
| Final test and road test of the motorcycle, testing safety devices (e.g. ABS, DTC and VHC), electric fans and idling | • | • | • | • |
| Visually check the coolant level and sealing of the circuit | • | • | • | • |
| Soft cleaning of the vehicle, record the service coupon and warning light turning off on the instrument panel using the DDS 3.0 and fill out that the service was performed in on-board documentation (Service Booklet) | • | • | • | • |

The Oil Service 1000 must be carried out after the first 1,000 km/600 mi or within 6 months from the delivery of the motorcycle to the Customer.
The Oil Service must be carried out every 9,000 mi/15,000 km or every 24 months.
The Valve Check must be carried out every 45,000 km/28,000 mi.
The Service Check must be carried out every 12 months.

## Scheduled maintenance chart: operations to be carried out by the customer

### Important

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

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

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

# Technical data

## Weights

Total weight (kerb weight without fuel): 178 kg (392.42 lb).
Maximum allowed weight (carrying full load): 410 kg (903.89 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.

## Overall dimensions

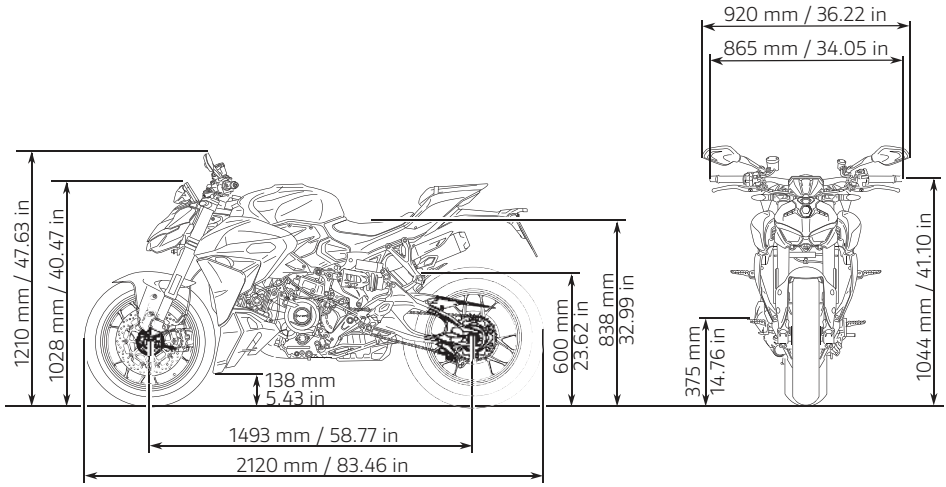



Fig 232

## Top-ups

| TOP-UPS | TYPE | |
|---|---|---|
| Fuel tank, including a reserve of 4 litres (0.87 UK gal) | Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95 | 15 litres (3.29 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) | 3.8 litres (0.84 UK gal) |
| Front/rear brake and clutch circuits | DOT 4 | - |
| Protectant for electric contacts | Protective spray for electric systems | - |
| Front fork | | Oil quantity: 495 cu. cm (30.20 cu. in)<br>Oil level: 118 mm (4.64 in) RH and LH leg (measured without spring and preload tube) |
| Cooling circuit | ENI Agip Permanent Spezial antifreeze (do not dilute, use pure) | 2.4 litres (0.52 UK gal) |

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

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

**Attention**
These references identify the fuel recommended for this vehicle as specified by the European regulation EN228.




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

## Engine

Ducati V2, Twin cylinder, L-type, timing system with 4 valves per cylinder, liquid cooling.

Bore: 96 mm (3.77 in)

Stroke: 61.5 mm (2.42 in)

Total displacement: 890 cu. cm (54.31 cu. in)

Compression ratio: 13.1 ± 0.5:1

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
88.5 kW/120.4 hp at 10,750 rpm

Max. power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP, for Belgium version only:
85 kW/115.6 hp at 10,750 rpm

Max. power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP, for 35 kW version only:
34.5 kW/46.9 hp at 4,250 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
93.3 Nm/9.5 Kgm at 8,250 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for Belgium version only:
92.9 Nm/9.5 Kgm at 8,250 rpm

Max. torque at crankshaft (EU) Regulation no. 134/2014 Annex X, for 35 kW version only:
77.5 Nm/7.9 Kgm at 4,250 rpm

Maximumrpm: 11,325

### Important

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

### Note

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

Consumption: 5.3 l/100km.
Emissions: CO2 123 g/km.
Type-approved: Euro 5+.

## Performance

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

## Important

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

## Spark plugs

Make: NGK.
Type: SILMDR9A-8GS.

## Fuel system

Inductive discharge indirect electronic injection.
Oval throttle body.
Corresponding diameter: 62 mm (2.44 in)
Injectors per cylinder: 2
Fuel supply: 95-98 RON.

## Attention

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

## Brakes

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

FRONT

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: stainless steel.
Disc diameter: 320 mm (12.60 in).
Disc braking surface: 260 $cm^2$ (40.30 $in^2$).
Brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4.0 mm (0.16 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO.
Typical calliper: radially-mounted monobloc M50 (M4.30) with 4 pistons.
Number of pistons per calliper: 4.
Bosch Cornering EVO ABS as standard.
Friction material: BRM12E HH.
Master cylinder type: PR 16/21 EVO OMNRON 3F.
Brake lever master cylinder diameter: 16 mm (0.62 in).

REAR

With fixed drilled stainless steel disc.
Disc diameter: 245 mm (9.6 in).

Disc braking surface: 215 $cm^2$ (33.32 $in^2$).
Brake disc thickness: 4.5 mm (0.18 in).
Maximum wear on disc thickness: 4.0 mm (0.16 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO.
Number of pistons per calliper: 2.
Calliper piston diameter: 34 mm (1.73 in).
Bosch Cornering EVO ABS as standard.
Friction material: BRM 12B HH.
Master cylinder type: PS 11.
Cylinder Ø: 11 mm (0.43 in).
Calliper type: P34 calliper.

### Attention

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

## Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears.
Primary drive: 1.844:1
Front chain sprocket/clutch gearwheel ratio: 32/59
6-gear gearbox with Ducati Quick Shift (DQS) up/down EVO, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/42
Total gear ratios:

$1^{st}$ gear 38/14

$2^{nd}$ gear 34/17

$3^{rd}$ gear 32/20

$4^{th}$ gear 29/22

$5^{th}$ gear 24/21

$6^{th}$ gear 26/25

Drive chain from gearbox to rear wheel.
Make: chain REGINA 520 135ZRA
Links: 110

### 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
Cast monocoque in aluminium alloy.
Side panels in cast aluminium and load-bearing rear compartment in Ixef.
Steering head angle: 24.1°
Steering angle: 33° LH side / 33° RH side
Trail: 103 mm (4.05 in).

## Wheels
### Front
Light-alloy cast rim with 6 Y-shaped spokes.
Size: 3.50x17"

### Rear
Light-alloy cast rim with 6 Y-shaped spokes.
Size: 5.50x17"

## Tyres
### Tyre type
**Front**
Pirelli Diablo Rosso IV "tubeless" radial type.
Size: 120/70 R17.
**Rear**
Pirelli Diablo Rosso IV "tubeless" radial type.
Size: 190/55 R17.

### Tyre pressure

| Use | Front | Rear |
|---|---|---|
| On the road (rider only) | 2.4 bar (34.80 psi) | 2.5 bar (36.26 psi) |
| On the road (rider and passenger) | 2.4 bar (34.80 psi) | 2.9 bar (42.06 psi) |
| On track (rider only): | 2.3 bar when hot (33.35 psi) | 2.0 bar when hot (29.00 psi) |

## Attention

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.90÷4.35 psi).

## Suspensions

### Front fork

Marzocchi upside-down Ø 43 mm fork, completely adjustable.
Stanchion diameter: 43 mm (1.7 in).
Wheel travel: 120 mm (4.7 in).

### Rear shock absorber

Fully adjustable Kayaba shock absorber.
Aluminium double-sided swinging arm.
Wheel travel: 161 mm (6.33 in).
Suspension travel: 55 mm (2.16 in).

## Exhaust system

"2 into 1 into 2" system.
Lambda sensors: 3.
Catalytic converters: 1.

## Available colours

### Fuel tank

Primer: Red VM Dual Primer, manufacturer Lechler, code LDS20067.
Varnish: Acriplast Red Stoner SF, manufacturer Lechler, code LMC06017.

### Wheel rims

Colour: black.

### Plastic fairing (headlight trim, side and central tank covers, RH/LH side body panels, tail guard)

Primer: Ducati Red Dual Primer, manufacturer Lechler, code 2920007.
Base: Rosso Corsa 2K High Matt Base Coat, manufacturer Lechler, code L2902224.
Clear Coat: Tixo Klarlack 09, manufacturer Lechler, code 96230.

## Electric system

Basic electric items are:

### Instrument panel

5" TFT colour display, with 800 x 480 px resolution.

Battery: YUASA YT 7B-BS (12V - 6.5Ah).
Generator: 14 V - 350W at 6,000 rpm.
Starter motor: Mitsuba SM18 12V - 0.6 kW.

## Headlight

Low beam: no. 2 LEDs.
High beam: no. 2 LEDs.
DRL/parking light: no. 6 LEDs.

## Turn indicators

Front (Europe): no. 1 LEDs.
Front (USA): no. 3 LEDs.
Rear (Europe): no. 1 LEDs.
Rear (USA): no. 3 LEDs.

## Tail light

Parking light: no. 4 LEDs.
Stop light: no. 10 LEDs.
Number plate light: no. 3 LEDs.

## Fuses

There are fourteen fuses that protect the electric components, located inside the pertaining fuse boxes, and one on the solenoid electric starter.

To reach the fuse boxes, remove the battery compartment cover as described in chapter "Charging the battery". To expose the fuses used in box (A), remove the box protection lid. Mounting position and ampere capacity are marked on it. Three spare fuses (10 A, 15 A and 25 A) are positioned at the side.
Refer to the table below to identify the circuits protected by the fuses in box (A) and their ratings.

| Fuse box (A) key | | |
|---|---|---|
| **Pos.** | **El. item** | **Rat.** |
| 1 | EMS LOAD RELAY | 25 A |
| 2 | FUEL PUMP RELAY | 10 A |
| 3 | DASHBOARD | 25 A |
| 4 | - | - |
| 5 | EMS/ABS/IMU | 5 A |
| 6 | DASH/BBS/SMEC | 7.5 A |
| 7 | ACCESSORIES/SW | 10 A |
| 8 | IGN. RELAY | 20 A |
| 9 | DIAGNOSTIC/ RECHARGE | 7.5 A |
| 10 | STARTER RELAY | 7.5 A |

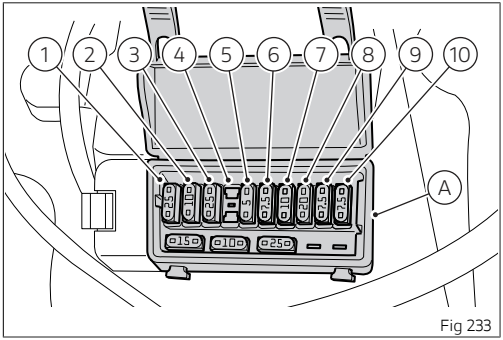


Fig 233

The 30 A fuse (11) and a spare fuse (12) are located on the solenoid starter. Remove the fuse cap to reach it (B).

To reach the 30 A main fuse (13), remove the cap (C) after removing the battery protective cover as described in chapter “Charging the battery”.

To reach ABS fuses (14) and (15), remove the protective caps (D):

- (14) left side facing forward, 25A ABS fuse, white colour;
- (15) right side facing forward, 10A ABS fuse, red colour.

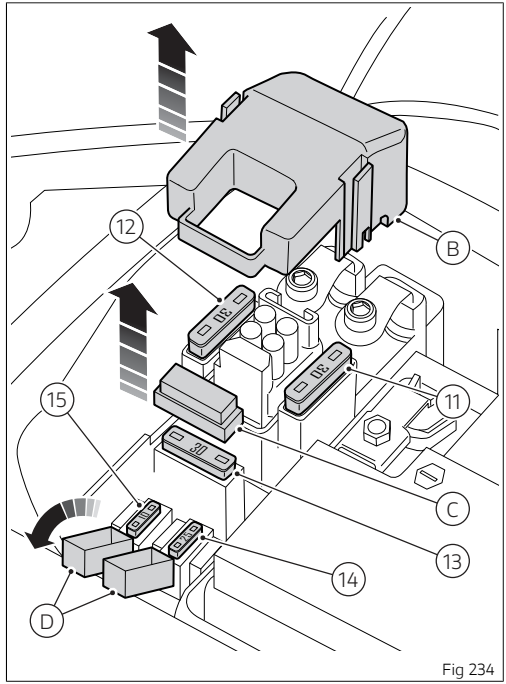


Fig 234

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

**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.

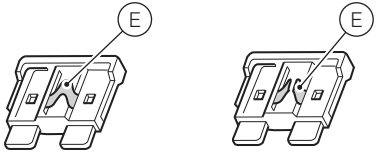



Fig 235

# Open source software

## Information about open source software

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

# Declarations of conformity

## Declarations of conformity

EU Directive 2014/53/EU



### Frequency bands and maximum transmission power

Data relevant to frequency bands and maximum transmission power of radio equipment are given in table 1.

### Addresses of radio component manufacturers

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

**Note**

Only skilled person can access and install the device.

Table 1

| Radio equipment installed in the vehicle | Model Name | Frequency band | Max. transmission power |
|---|---|---|---|
| Dashboard | Egicon RTADE002 with Loop antenna: EL0216 made by ZADI S.p.A. | 134.2 KHz (119 ÷ 135 KHz) | < 42 dBμA/m (10m) with antenna: Inductance range: 1.025 ÷ 1.065 mH (@100 kHz) Resistance: 14.65 ± 5% Ω Number of turns: 152 (Φ of wire 0.16 mm) Max gain: 0 dBi |
| Ducati Multimedia System MFi | IN2ROUTERX | 2402 ÷ 2480 MHz | 4.4mW |
| TPMS | 17109 | 433,92 MHz<br>433,94 MHz<br>433,92MHz | 2951,20 μV/m @3m<br>3630,78 μV/m @3m<br>4897,78 μV/m @3m |
| RCU | 21191 | 434 MHz<br>315 MHz (Japan) | |

Table 2

| Radio equipment installed in the vehicle | Brand Name | Manufacturers' addresses |
|---|---|---|
| Dashboard | EGICON S.r.l. | Via Posta Vecchia, 36<br>41037 - Mirandola (MO), Italy |

| Radio equipment installed in the vehicle | Brand Name | Manufacturers' addresses |
|---|---|---|
| Ducati Multimedia System | COBO S.p.a. | Via Tito Speri, 10<br>25024 Leno (BS), Italy |
| RCU | LID Technologies S.A.S | Parc Technologique du Canal, 3 rue GIOTTO, 31520<br>RAMOVILLE - FRANCE |
| TPMS | LID Technologies S.A.S | Parc Technologique du Canal, 3 rue GIOTTO, 31520<br>RAMOVILLE - FRANCE |

ARGENTINA




The name of the supplier of each device is given in Table 2

| | |
|---|---|
| Dashboard (RTADE002) | H-30825 |
| TPMS LID (171090) | H-23422 |

BRASIL

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados. Para avaliação da conformidade de produtos para telecomunicações e atende aos requisitos técnicos aplicados, incluindo os limites de

exposição da Taxa de Absorção Específica referente a campos elétricos, magnéticos e eletromagnéticos de radiofrequência.
This product is approved by ANATEL in accordance with the regulatory procedures for conformity assessment of telecommunications products and meets the technical requirements applied, including the limits of exposure of the Specific Absorption Rate for electric, magnetic and electromagnetic fields of radiofrequency.
Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados. Para maiores informações, consulte o site da ANATEL – (www.anatel.gov.br).
This equipment is not entitled to protection against harmful interference and may not cause interference in duly authorized systems.




| | |
|---|---|
| Dashboard (RTADE002) | 06919-24-16925 |
| Ducati Multimedia System MFi (IN2ROUTERX) | 09738-21-10873 |
| TPMS (17109) | 09144-19-05893 |

## 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.

Cet appareil numerique classe B est conforme à la norme NMB-003 du Canada.
CAN ICES-3(B) / NMB-3(B)

| | |
|---|---|
| Dashboard RTADE002 | IC: 23285-RTADE002 |
| Ducati Multimedia System (IN2ROUTERX) | IC: 451I-2564N |
| TPMS (17109) | IC: 6504A-171090 |
| RCU | IC:6450A-21191 |

Canadian Representative:
DUCATI CANADA
777 Bayly Ave. Ajax ON Canada L1S7G7
Tel No.: +1 705 786 7768

CHINA

**使用微功率短距离无线电发射设备应当符合国家无线电管理有关规定。**
(Translation: The use of micropower short range radio transmission equipment shall be in accordance with the relevant provisions of the National Radio Management.)

| Dashboard RTADE002 |
|---|
| TPMS (17109) |

(1) The specific conditions and usage scenarios that comply with the "catalog and technical requirements of micropower short-range radio transmitting equipment", the types and performance of antennas used, control, adjustment and switching methods;
**（一）符合“微功率短距离无线电发射设备目录和技术要求”的具体条款和使用场景，采用的天线类型和性能，控制、调整及开关等使用方法；**

(2) Instruct not to change the use scene or conditions without authorization, expand the transmission frequency range, increase the transmission power (including additional installation of RF power amplifiers), and do not change the transmission antenna without authorization;
（二）不得擅自改变使用场景或使用条件、扩大发射频率范围、加大发射功率（包括额外加装射频功率放大器），不得擅自更改发射天线；
(3) It shall not cause harmful interference to other legitimate radio stations (stations), and shall not propose protection from harmful interference;
（三）不得对其他合法的无线电台（站）产生有害干扰，也不得提出免受有害干扰保护；
(4) Should withstand interference from industrial, scientific, and medical (ISM) application equipment that radiates radio frequency energy or interference from other legal radio stations (stations);
（四）应当承受辐射射频能量的工业、科学及医疗（ISM）应用设备的干扰或其他合法的无线电台（站）干扰；
(5) If it causes harmful interference to other legal radio stations (stations), it shall immediately stop using it and take measures to eliminate interference before continuing to use it;
（五）如对其他合法的无线电台（站）产生有害干扰时，应立即停止使用，并采取措施消除干扰后方可继续使用；
(6) During the use of Low Power equipment in aircraft and in electromagnetic environmental protection areas the regulations of the competent departments of electromagnetic environmental protection and related industries shall be observed;
（六）在航空器内和依据法律法规、国家有关规定、标准划设的射电天文台、气象雷达站、卫星地球站（含测控、测距、接收、导航站）等军民用无线电台
(7) It is forbidden to use various model remote controllers in the area with the center point of the airport runway and a radius of 5000 meters;
（七）禁止在以机场跑道中心点为圆心、半径5000米的区域内使用各类模型遥控器；
(8) Environmental conditions of temperature and voltage when micro power equipment is used.
（八）微功率设备使用时温度和电压的环境条件。

## EUROPE

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

[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

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

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

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

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

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

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

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

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

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

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

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

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

[Lithuania]

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

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

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

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

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

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

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

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

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

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

[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

[Turkey]

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

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

## JAPAN

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

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

| |
|---|
| Dashboard RTADE002 |
| Ducati Multimedia System MFi (IN2ROUTERX) |
| TPMS (17109) |

## MEXICO

La operación de este equipo está sujeta a las siguientes dos condiciones:
(1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
(2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.

| | |
|---|---|
| Dashboard RTADE002 | IFETEL : JFEGRT24-80286 |
| TPMS (17109) | IFETEL: BLLI1723-40946 |

## SOUTH AFRICA




| | |
|---|---|
| Dashboard (RTADE002/A) | TA-2024/2712 |
| TPMS (17109) | TA-2019/1178 |

## SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다
가정에서 사용할 경우 타 기기에 전파 간섭을 일으킬 수 있으므로, 업무용으로만 사용할 수 있습니다.
(English Translation: It may cause radio interference to other devices if used at home, so it can only be used for business purposes.)
"전파천문안테나로부터 반경 300 m 범위이내에 설치하고자 하는 경우에는 천문대와 사전 합의하여야 함"
(Unofficial translation into English: "If you want to install it within a radius of 300 m from the radio astronomical antenna, you must agree in advance with the astronomical observatory.")



| | |
|---|---|
| Dashboard RTADE002 | R-R-Egi-RTADE002 |
| Ducati Multimedia System (IN2ROUTERX) | R-R-Cbo-1080795 |

| | |
|---|---|
| TPMS (17109) | R-C-T46-17109 |

THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามข้อกำหนดของ กทช.

Unofficial translation: This telecommunication equipment complies with the standards or technical requirements of the NBTC.

Type 2: Radiocommunication equipment that is license exempted (e.g. WWAN, WLAN, NFC, WLAN, Bluetooth):




English Translation of content:

*This radiocommunication equipment is exempted from a possess license, user license, or radiocommunication station license as per NBTC notification regarding radiocommunication equipment and radiocommunication station exempted from licensing in accordance with radio communication act B.E.2498*

| Dashboard RTADE002 |
| --- |
| TPMS (17109) |

UK




## Frequency bands and maximum transmission power

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

| Radio equipment installed in the vehicle |
| --- |
| Dashboard RTADE002 |
| RCU |
| TPMS (17109) |
| Ducati Multimedia System (IN2ROUTER) |

## Addresses of radio component manufacturers

According to S.I. No. 2017/1206, radio equipment must bear the name, registered trade name or registered trade mark of the manufacturer, as well as the contact mailing address. If the size or nature of the radio equipment prevents a manufacturer from meeting the above requirements, the manufacturer

must provide the information on the packaging of the radio equipment or in a document accompanying the radio equipment. Table 2 shows the legal requirements.

**Note**
Queste apparecchiature possono essere manipolata e installate solamente da una persona esperta.

**Attention**
Please read the operating instructions carefully!



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

## Simplified UK declaration of conformity

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

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

## UNITED STATES

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

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

RF exposure Information according 2.1091/2.1093 / OET bulletin 65:

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

The TPMS device complies with Part 15 of the FCC Rules.
Operation is subject to the following two conditions:
(1) this device may not cause harmful interference, and
(2) this device must accept any interference received, including interference that may cause undesired operation.
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

| | |
|---|---|
| Dashboard RTADE002 | FCC ID: 2ANYI-RTADE002 |
| Ducati Multimedia System (IN2ROUTER-X)) | FCC ID: Z64-2564N |
| TPMS (17109) | FCC ID: T45-17109 |
| RCU | FCC ID:T45-21191 |

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