MONSTER

Owner's manual

MONSTER
MONSTER +

Dear Ducatista,

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

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.

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

ACI Global Servizi

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

"Ducati Conventional Warranty" Terms and Conditions

Definitions

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

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

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

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

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

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

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

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

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

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

1. Ducati Conventional Warranty Content

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

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

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

2. Exclusions

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

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

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

3. Procedure for enforcing the Ducati Conventional Warranty

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

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

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

4. Limitations of liability

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

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

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

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

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

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

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

8. Possible Ducati warranty extension

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

General Information

Acronyms and abbreviations used in the Manual

ABS	Anti-lock Braking System
CC	Cruise Control
DDS	Ducati Diagnostic System
DPL	Ducati Power Launch
DQS	Ducati Quick Shift
DRL	Daytime Running Lamp
DTC	Ducati Traction Control
DWC	Ducati Wheelie Control
EBC	Engine Brake Control
ECU	Engine Control Unit

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

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.

This motorcycle carries the rider and can carry a passenger.

Attention
The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 414kg (912.71lb).

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.

Important

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

Note

The Plus version is marketed as a single-seater but with the possibility of installing the passenger seat; in such case, follow the instructions for the two-seater version.

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

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

Perform the checks recommended in this manual 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 belt located on passenger 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

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.

Note

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

Attention

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

Attention

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

Fig 1

Dangerous products - warnings

Used engine oil

Attention

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

Brake dust

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

Brake fluid

Attention

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

Attention

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

Coolant

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

Attention

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

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.

Vehicle identification number

Note

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

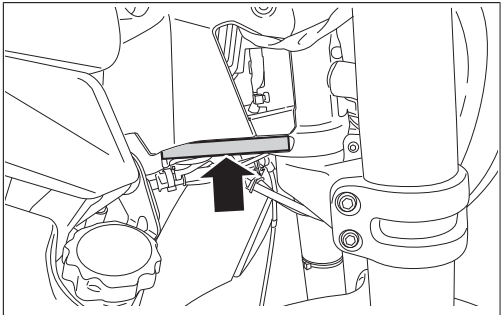

Fig 2

Engine identification number

Note

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

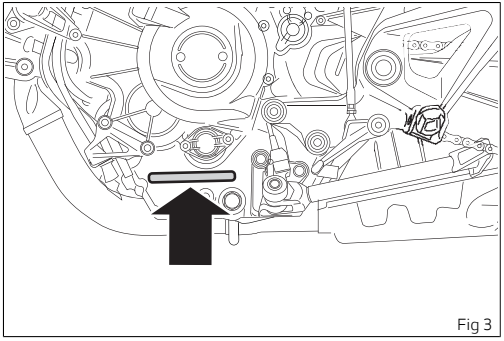

Fig 3

Monster

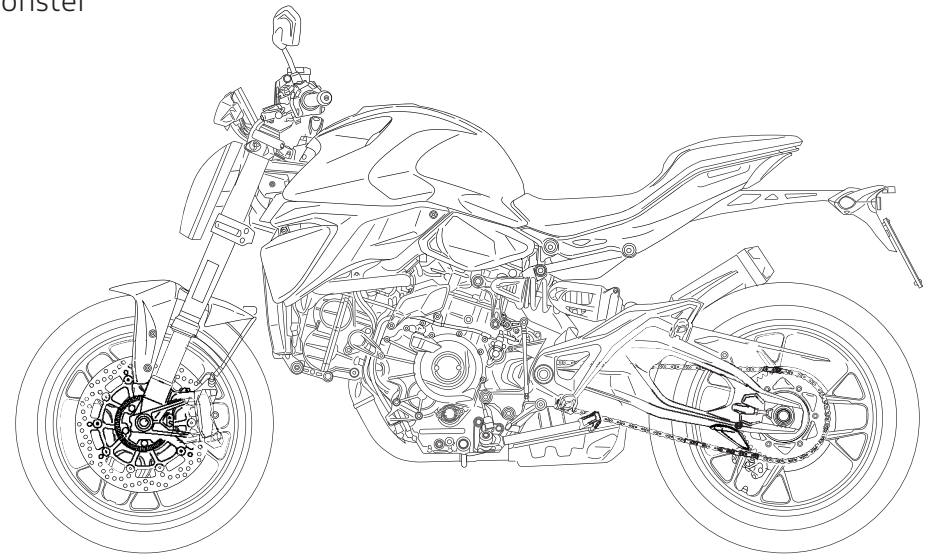

Fig 4

Monster

Standard outfit:

- Ducati Quick Shift (DQS);
- Coming Home Light;
- 5" TFT colour display;
- Full LED lights;
- Daytime Running Light (DRL) (available only in some countries);
- Dynamic turn indicators;
- Turn indicator automatic switching off;
- Lap Timer.

Lowered version:

- Lowered seat;
- Lowered suspension kit.

Monster Plus

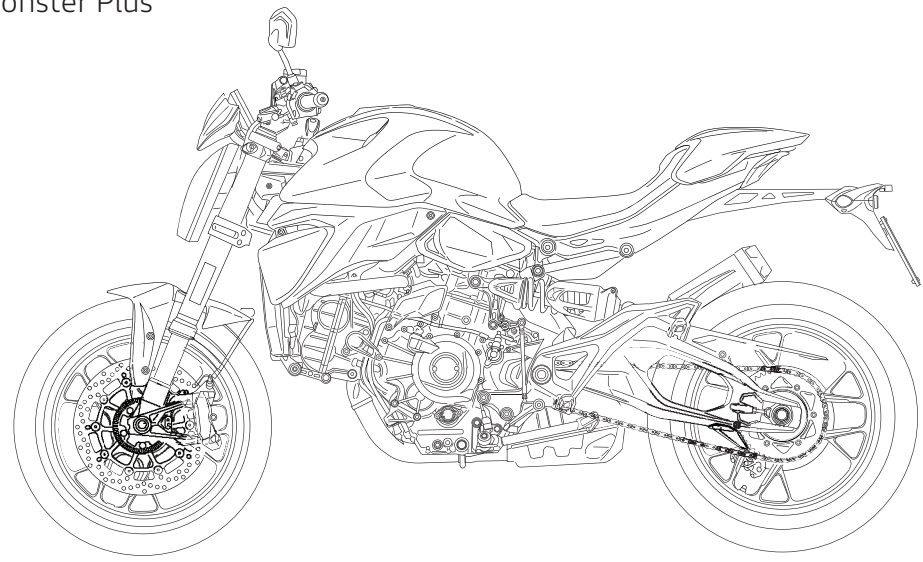

Fig 5

Monster Plus

Standard outfit:

- Ducati Quick Shift (DQS);
- Coming Home Light;
- 5" TFT colour display;
- Full LED lights;
- Daytime Running Light (DRL) (available only in some countries);
- Dynamic turn indicators;
- Turn indicator automatic switching off;
- Lap Timer;
- Headlight fairing;
- Passenger seat cover.

Lowered version:

- Lowered seat;
- Lowered suspension kit.

Installation of Ducati Original Accessories

Important

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

Main components and devices

Position on the vehicle

1) Rear shock absorber adjuster
2) Seat lock
3) Exhaust silencer
4) USB socket
5) Coolant expansion reservoir cap
6) Side stand
7) Headlight adjustment
8) Rear-view mirrors
9) Headlight fairing (Plus version only)
10) Tank filler plug
11) Seat cover (Plus version only)
12) Diagnostic socket / maintainer connector

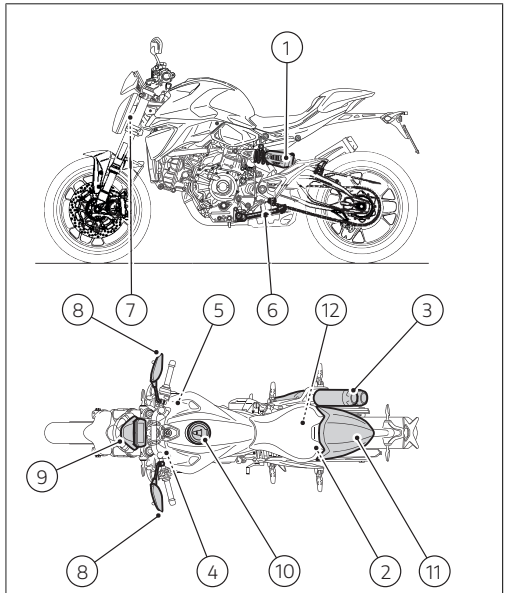

Fig 6

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.

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (1).

Note

Plug can only be closed when key is inserted.

Attention

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

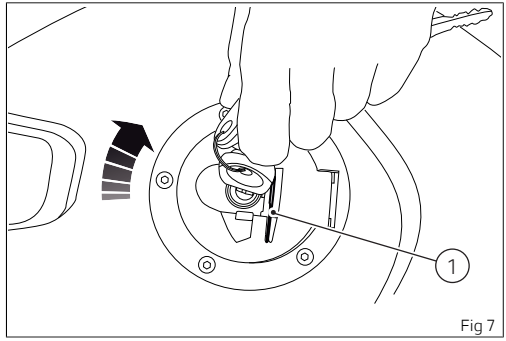

Fig 7

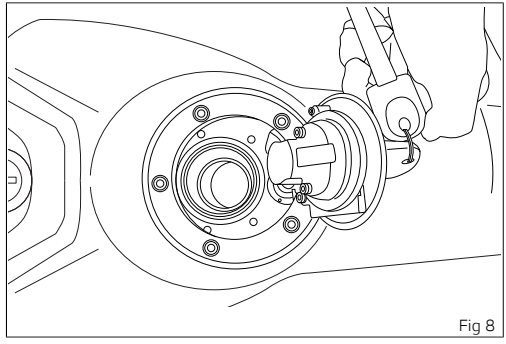

Fig 8

Removing and refitting the seat

Removing the seat

Insert the key (1) in the lock and turn it clockwise. Lift the seat (2) from the rear, removing the pin (A) from the lock (B) and removing the tab (C) from the seat (D).

Once the seat (2) has been removed, you will have access to the compartment housing the diagnostic socket/maintainer connector, as described in chapter “Maintaining the battery charge”.
In addition, the tools supplied are stored in the bottom of the seat, as described in chapter “Tool kit and accessories”.

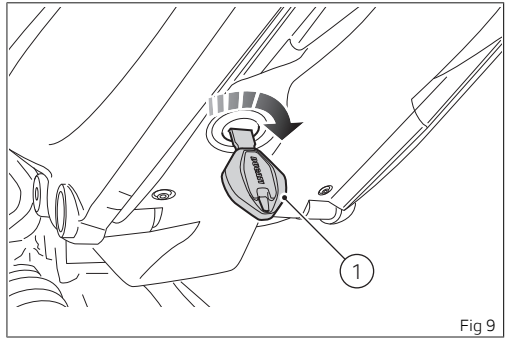

Fig 9

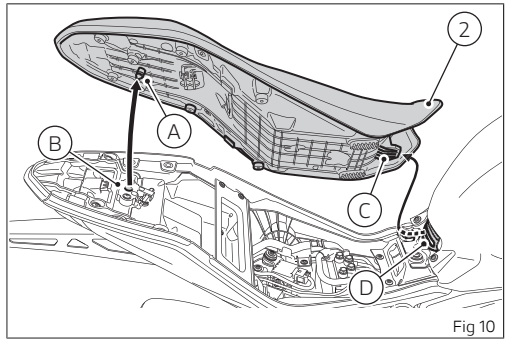

Fig 10

Seat cover (Plus version only)

To remove the seat cover (3), which is only present on the Plus version, after removing the seat (2), loosen the two screws (4) and pull the cover (3) backwards.
To reassemble, proceed in reverse order.

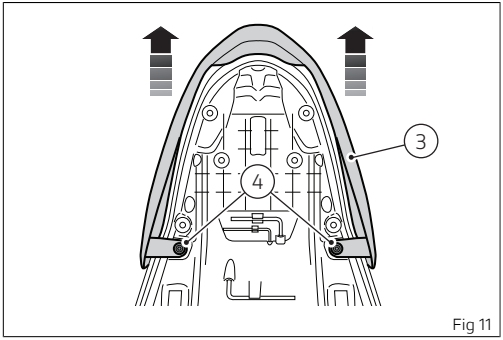

Fig 11

Refitting the seat

Position the seat (2), making sure that the tab (C) fits into the seat (D).
Lower the rear of the seat and insert the pin (A) into the lock (B), checking that it is correctly engaged.
Check that the seat (2) is correctly positioned and aligned.

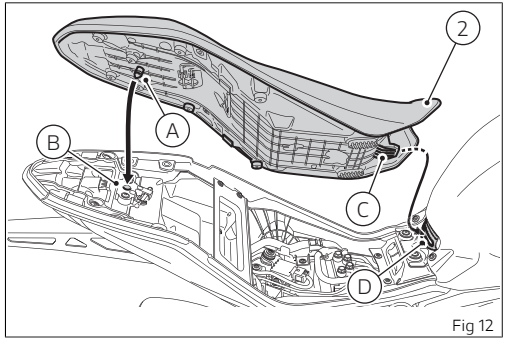

Fig 12

Maintaining the battery charge

Your motorcycle is equipped with a connector (A) (diagnostic socket), located under the rider seat, to

which you can connect a special battery charger (2) available at our sales network.
To gain access, remove the rider seat as described in chapter “Removing and refitting the seat”.

Slide out the plug (1) by pressing the tab from the base of connector (A) and connect the connector to the battery charger (2).

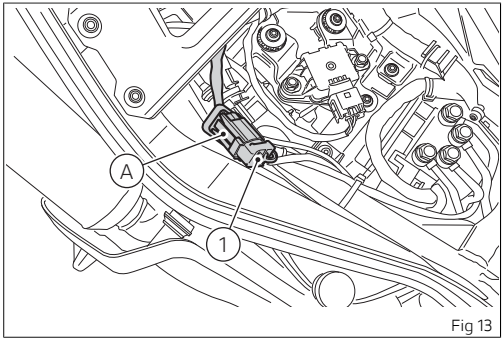

Fig 13

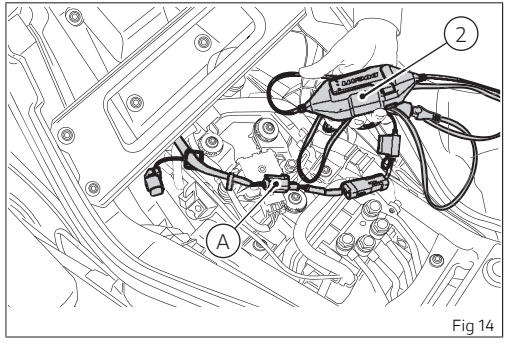

Fig 14

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 using the Ducati battery charger, available from our sales network, which is equipped with internal electronics to monitor voltage.
DUCATI BATTERY CHARGER part numbers for lead-acid batteries:

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

Connect the battery maintainer to the diagnostic socket.

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

Side stand

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 melt by the sun heat and similar or the motorcycle may fall over.
When parking downhill, always position the motorcycle with the rear wheel facing downhill.
To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its 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.

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

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).

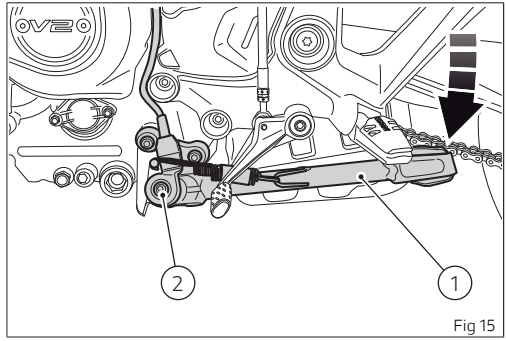

Fig 15

Rear shock absorber adjusters

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.
Ring nut (A), located in the shock absorber lower side, adjusts the external spring preload.
To change spring preload, turn the ring nut (A) and align ring nut cams with the reference notch (B).

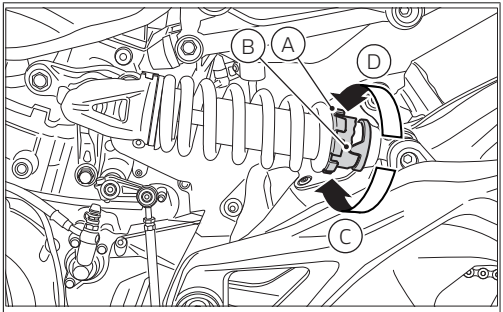

Fig 16

Ring nut has seven cams (1, 2, 3, 4, 5, 6 and 7) which correspond to the available preload settings: turn clockwise (C) to INCREASE preload, or turn anticlockwise (D) to DECREASE preload.

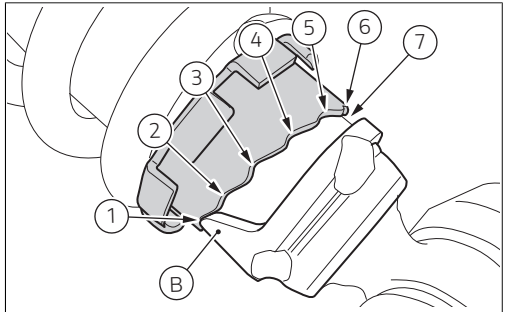

Fig 17

Spring preload

The spring preload adjustment range is between:

- a minimum value of 11.3 mm (0.44 in) corresponding to cam (1) of ring nut (A);
- a maximum value of 20.9 mm (0.82 in) corresponding to cam (7) of ring nut (A).

Standard setting is the one for which reference notch (B) on shock absorber is positioned in the first cam (1) of the ring nut (A).

Spring preload (lowered version)

The spring preload adjustment range is between:

- a minimum value of 4.5 mm (0.17 in) corresponding to cam (1) of ring nut (A);
- a maximum value of 14.1 mm (0.55 in) corresponding to cam (7) of ring nut (A).

Standard setting is the one for which reference notch (B) on shock absorber is positioned in the second cam (2) of the ring nut (A).

Attention

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

Attention

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

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

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) Gear change pedal.
9) Rear brake pedal.

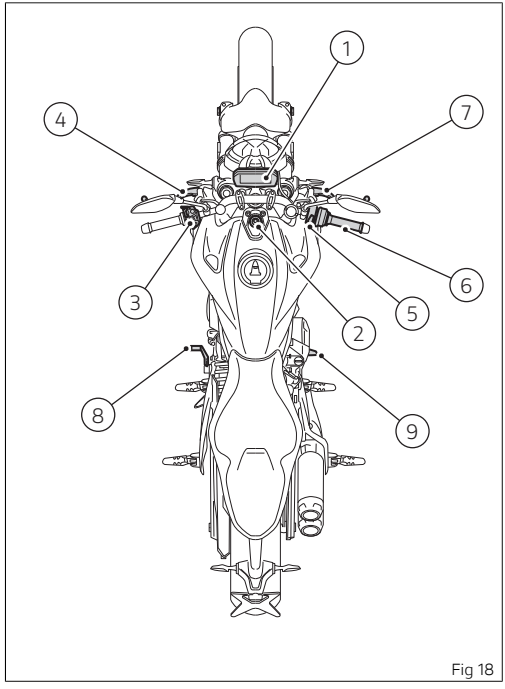

Fig 18

Switchgears

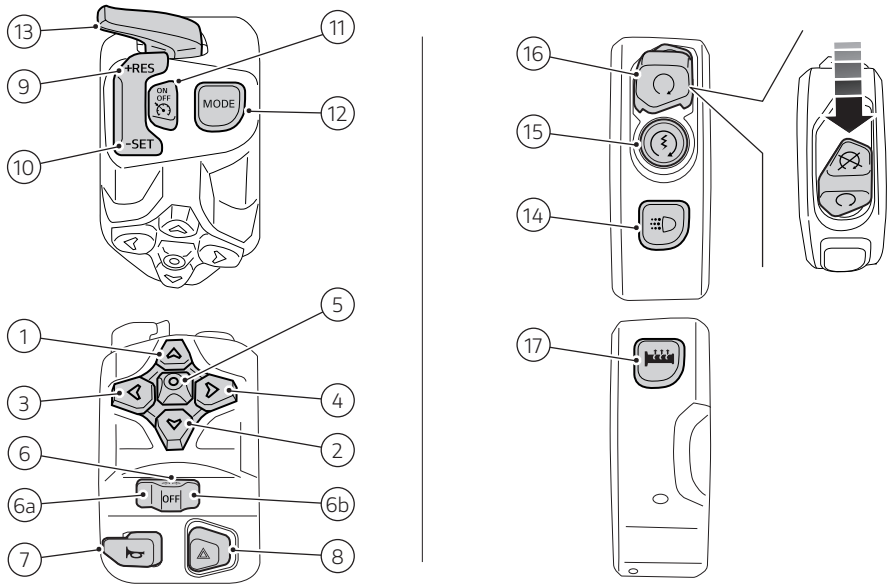

Fig 19

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: • position (6a), left turn indicator • centre position, OFF • position (6b), right turn indicator
7		Warning horn
8		Hazard lights (red).
9	+RES	Cruise control RES/+
10	-SET	Cruise control SET/-
11	ON OFF	Cruise control ON/OFF
12	MODE	Riding Mode

13		Light selector: • high beam, pushed up • low beam, at the centre • 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.

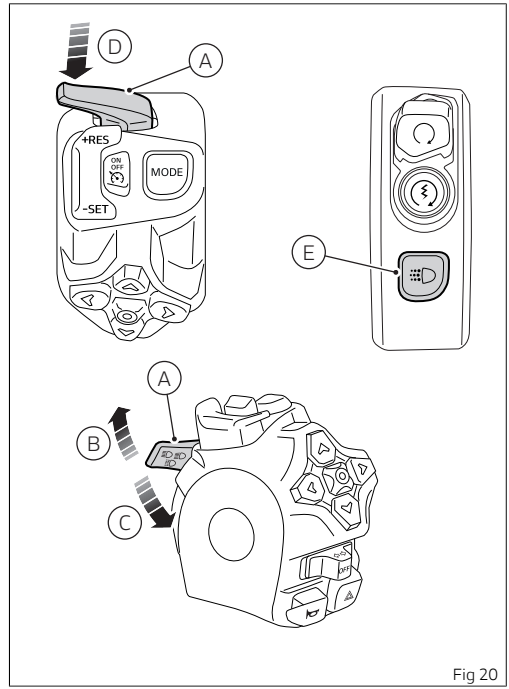

Fig 20

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.

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).

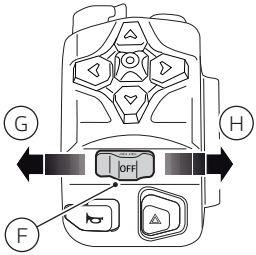

Fig 21

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

Attention

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

Hazard lights

To activate or deactivate the hazard lights, press button (I), 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.

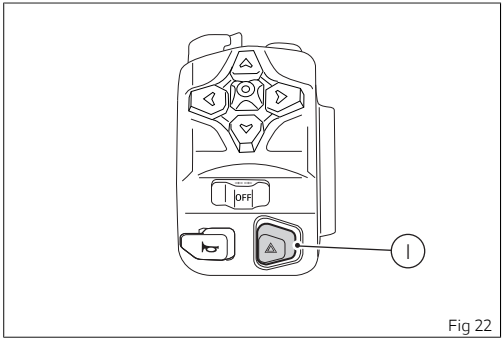

Fig 22

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.

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).

Keys

The motorcycle comes with 2 keys.
They contain the "Immobilizer system code".
The supplied 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.

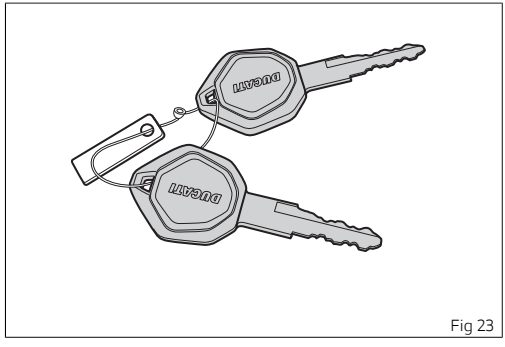

Fig 23

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;

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

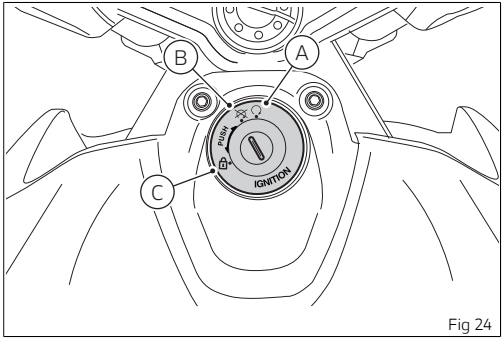

Fig 24

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.

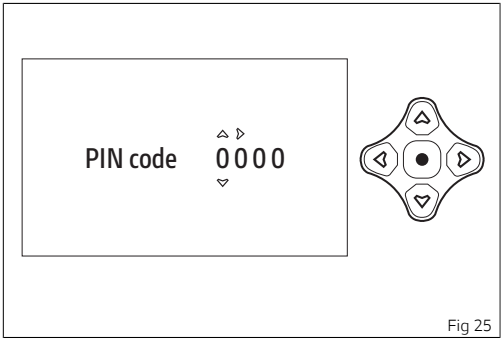

Fig 25

Clutch lever

Lever (1) disengages the clutch. It features a knob (2) to adjust the lever distance from the handgrip.

To increase or decrease the distance of the lever from the handgrip, turn the knob clockwise or anticlockwise respectively, making the desired number of clicks.

Turn clockwise to increase lever distance from the twistgrip. 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).

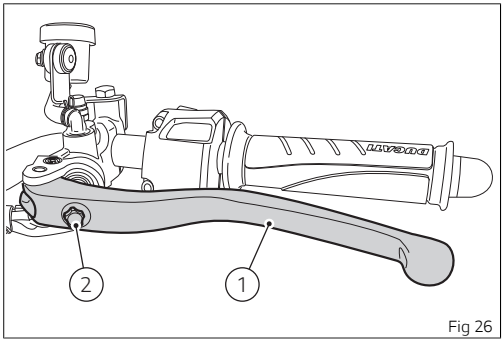

Fig 26

Throttle twistgrip

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

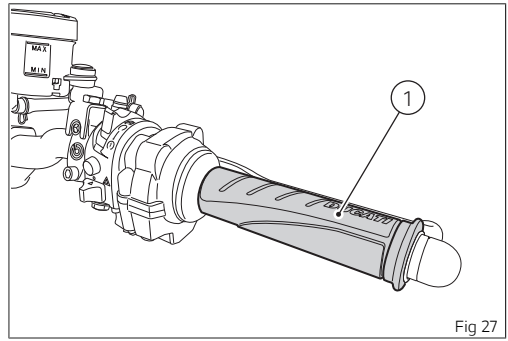

Fig 27

Front brake lever

Setting

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The control lever (1) has a dial (2) for adjusting the distance between lever and handgrip.
The lever distance can be adjusted through 10 clicks of the dial (2).
Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise 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.

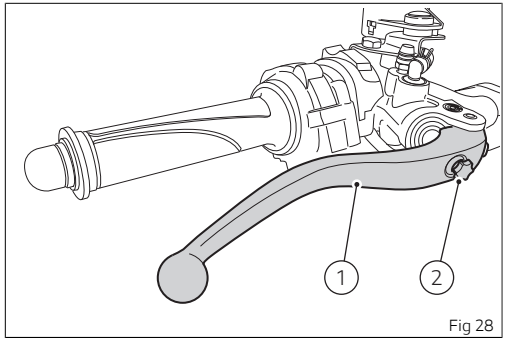

Fig 28

Rear brake pedal

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

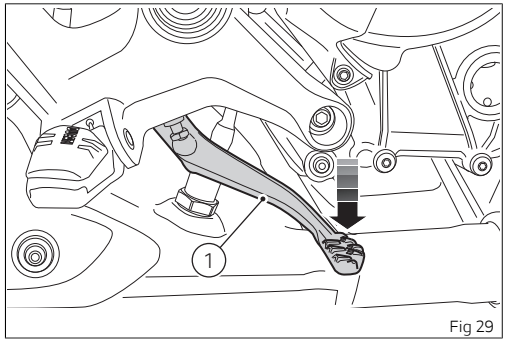

Fig 29

Gear change pedal

The gear change pedal can move in the following two directions and, when released, it automatically returns to rest position N in the centre:

- 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.

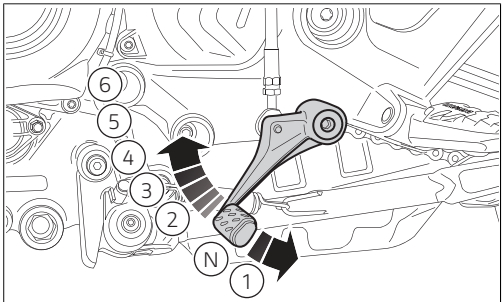

Fig 30

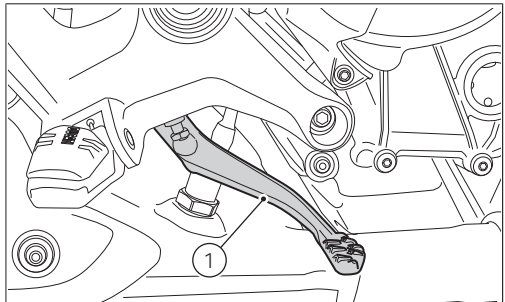

Fig 31

Adjusting the position of the gearchange pedal and rear brake pedal

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

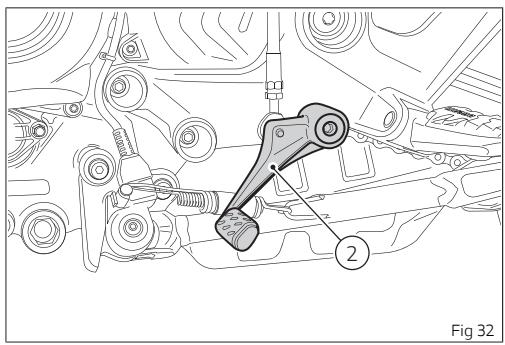

Fig 32

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 (“Refuelling”).
- ENGINE OIL LEVEL

Check oil level in the sump through the sight glass. Top up if necessary (“Engine oil level check”).

- BRAKE 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 ("Checking and topping up the coolant level").
- TYRE CONDITION
  Check tyre pressure and condition (“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 (“Filler plug”) and of the seat (“Seat lock”).
- STAND
  Make sure side stand operates smoothly and is in the correct position (“Side stand”).

ABS LIGHT
After Key-ON, the ABS light stays ON when the motorcycle speed exceeds km 5 km/h (3.10 mph); the warning light switches OFF to confirm the correct operation of the ABS system (“Warning lights”).

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.

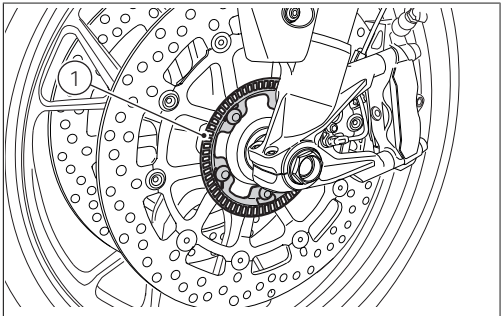

Fig 33

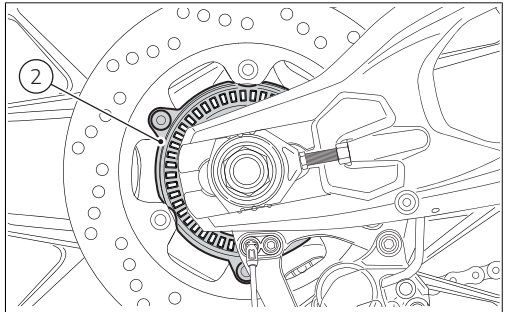

Fig 34

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 neutral indicator light (C) and the red oil pressure indicator light (D) are on.

Important

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

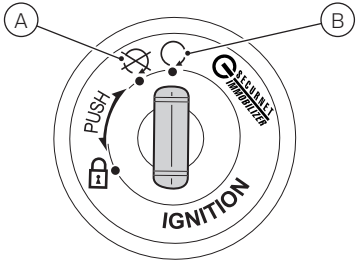

Fig 35

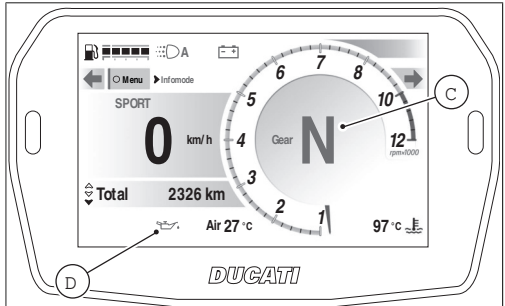

Fig 36

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.

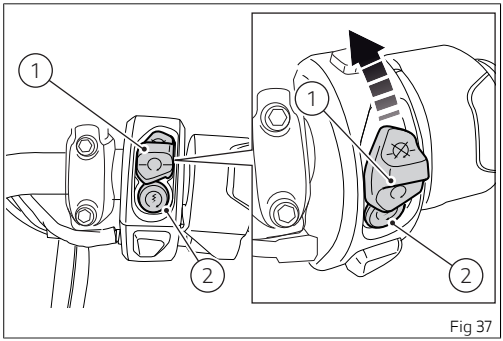

Fig 37

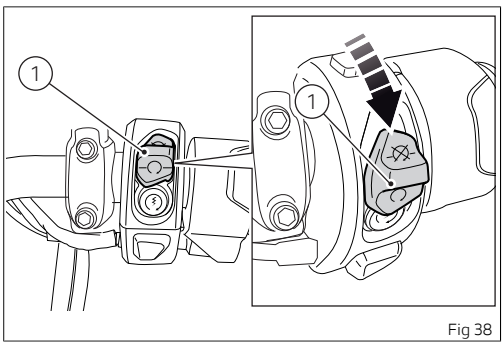

Fig 38

Moving off

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

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

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

Attention
Prolonged wheelies could deactivate the ABS system.

When the motorbike is stationary, depending on the engine temperature, a timer is activated after which the engine is switched off.
To start the engine, press the ignition switch.
For more information, refer to the "Auto shutdown" sub-section.

Braking

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

Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical - skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.
The Anti-Lock Braking System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.
ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up. This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.
Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.
The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral

braking system and does not control both the front and rear brake at the same time.

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.

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

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

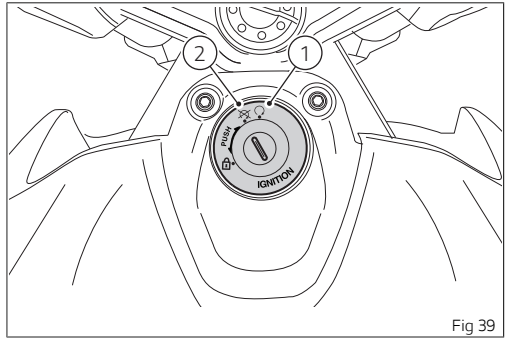

Fig 39

Refuelling
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.

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

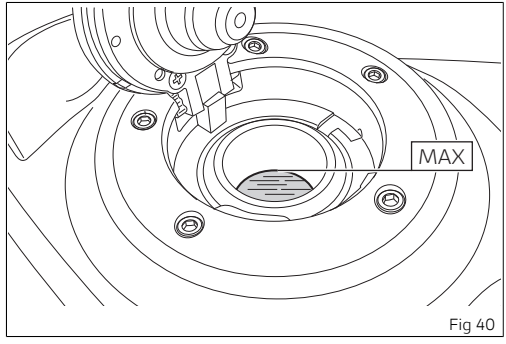

Fig 40

Fuel label

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

1) The E5 reference inside the label indicates the use of fuel with a maximum oxygen content of 2.7% by weight and a maximum ethanol content of 5% by volume, according to EN 228.
2) The E10 reference inside the label indicates the use of fuel with a maximum oxygen content of 3.7% by weight and a maximum ethanol content of 10% by volume, according to EN 228.

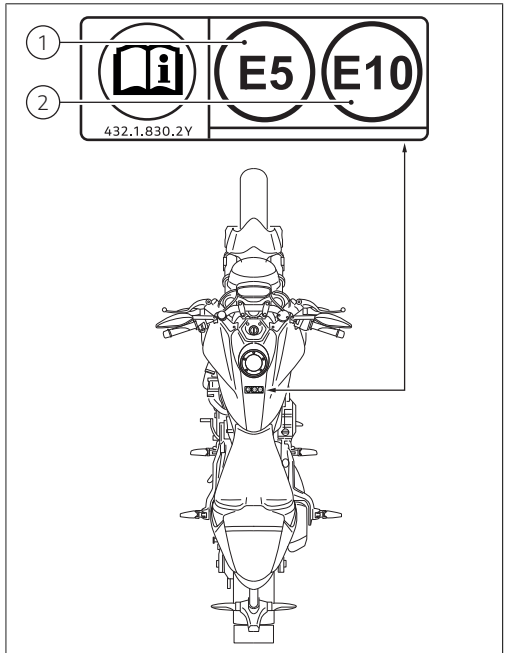

Fig 41

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.

Tool kit and accessories

By removing the seat (chapter “Removing and refitting the seat”) you can reach the tools provided.
The tool set consists of:

- (1): 3 mm (0.12 in) Allen wrench;
- (2): 4 mm (0.16 in) Allen wrench;
- (3): flat-blade/Phillips screwdriver.

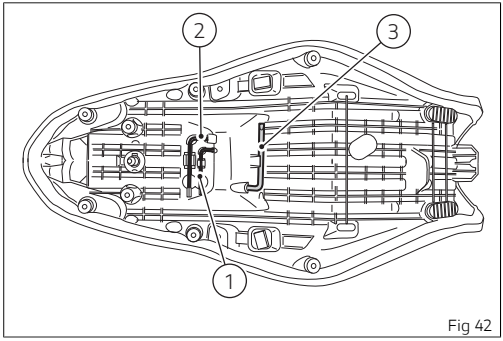

Fig 42

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

The example shows the Road Infomode screen page.

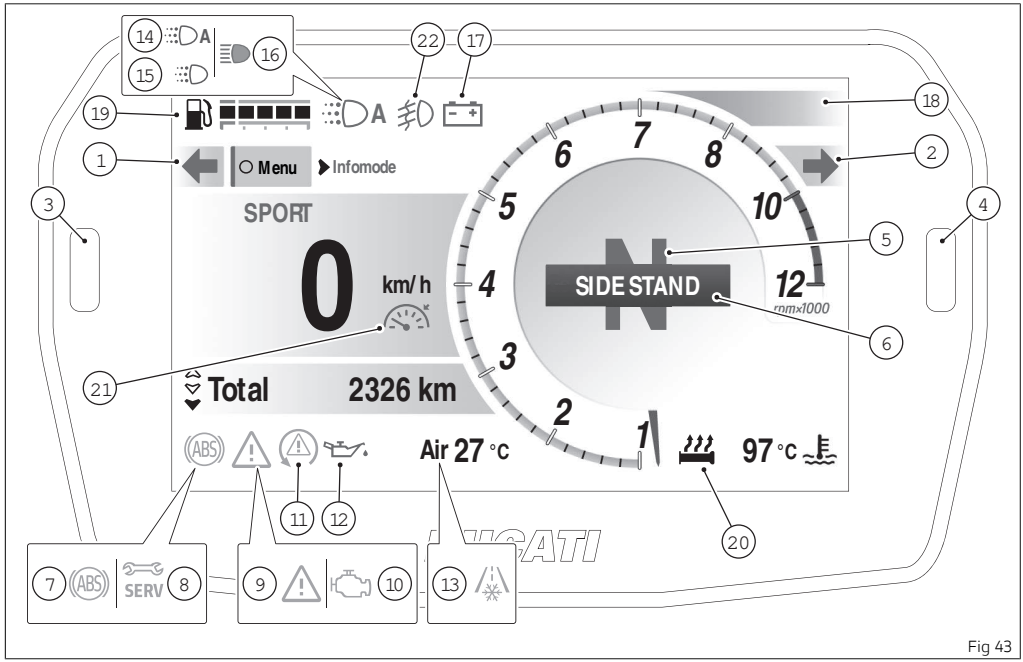
14
15
16
22
17
18
19
1
2
3
4
5
6
7
8
9
10
11
12
13
20
21
Menu
Infomode
SPORT
0
km/h
SIDE STAND
rpm x1000
Total
2326 km
Air 27 °C
97 °C
SERV
ABS

Fig 43

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 • flashing: ABS in self-diagnosis and/or functioning with degraded performance; • on: ABS disabled and/or not functioning due to a fault in the ABS control unit.	Amber yellow (display)
8	Service	Amber yellow (display)
9	Generic error	Amber yellow (display)

no.	Description	Colour
10	MIL • The warning light turns steady on in case of error in engine management. Proceed slowly, avoid harsh acceleration and overtaking, take the vehicle to a Ducati authorised service centre to eliminate the malfunction. • The warning light turns on flashing to warn about a critical emission-related error that could damage the catalytic converter. If possible, have the vehicle be taken to a Ducati authorised service centre and the malfunction eliminated and at any rate proceed slowly, avoid harsh acceleration and overtaking.	Amber yellow (display)
11	DAVC Diagnosis • flashing: DTC/DWC/DSC enabled, but with degraded performance; • on: DTC/DWC/DSC disabled and/or not functioning due to a fault in the control unit.	Amber yellow
12	Engine oil low pressure **Important** 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 (not present in China and Canada versions)	Green (display)
15	DRL – daytime running light on, set in “Manual” mode (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.

Road Infomode

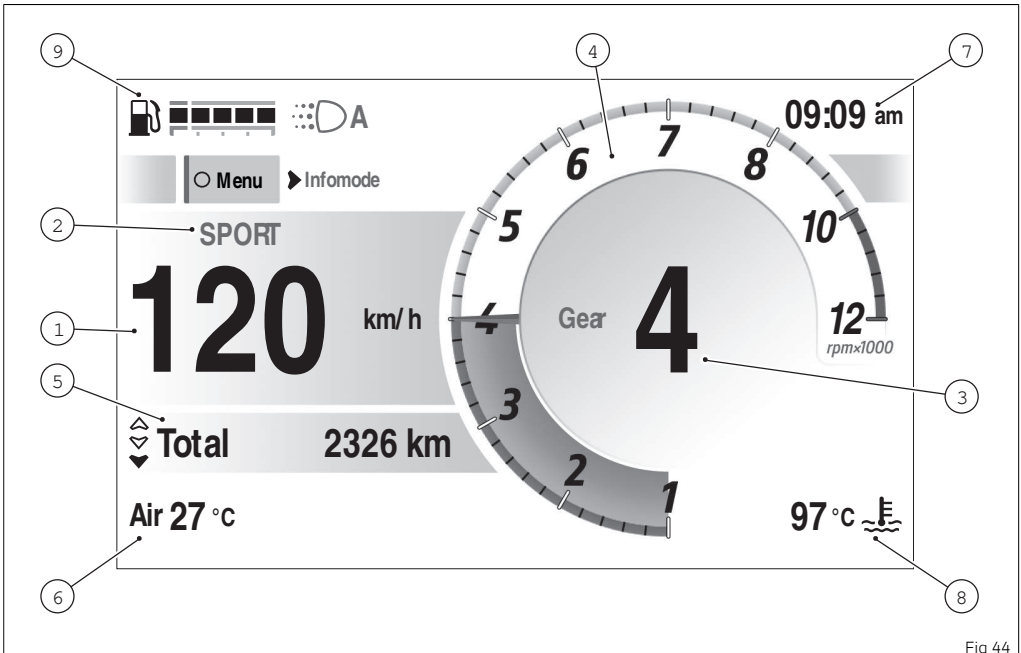

Fig 44

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

no.	Description
1	Speed 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 Refer to section “My Ride - Riding Info”.
6	Air temperature (°C or °F)  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature. 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 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) The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F). When the temperature is lower than +40°C (+104°F), the “Low” message is displayed. When the temperature is higher than +110°C (+230°F), the flashing “High” red message is displayed. **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. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu. **Note** 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.

Road Pro Infomode

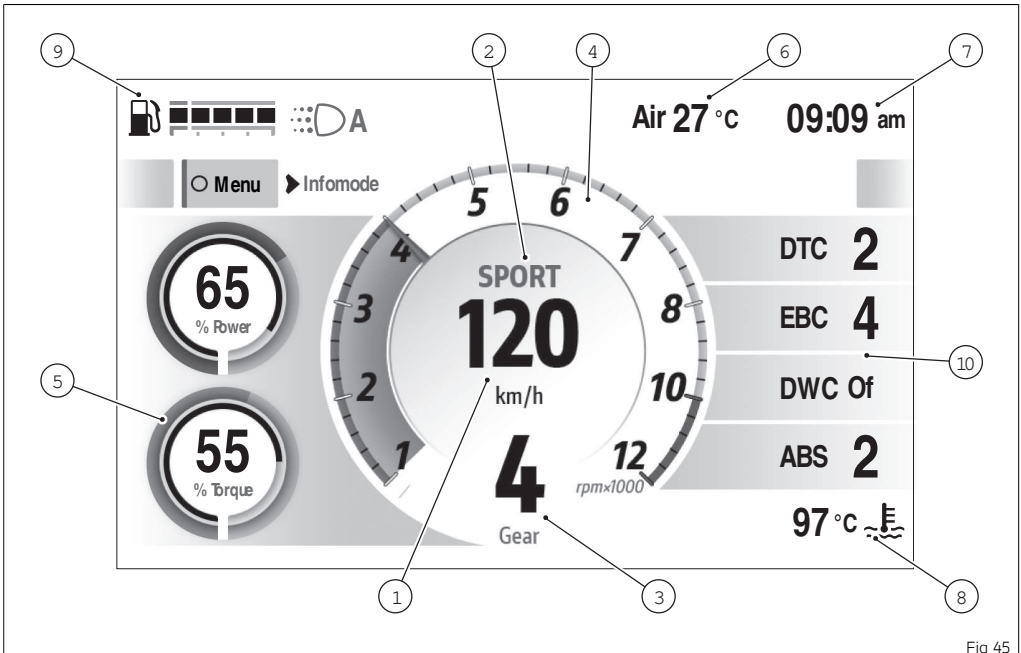

Fig 45

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

no.	Description
1	Speed 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 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)  **Note** When the motorcycle is stopped, the engine heat could influence the displayed temperature. 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 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) The temperature display range goes from +40°C to +110°C (+104°F ÷ +230°F). When the temperature is lower than +40°C (+104°F), the “Low” message is displayed. When the temperature is higher than +110°C (+230°F), the flashing “High” red message is displayed. **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. When the engine temperature returns to normal, continue riding by frequently checking the instrument panel indication.
9	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu. **Note** 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.

Track Infomode

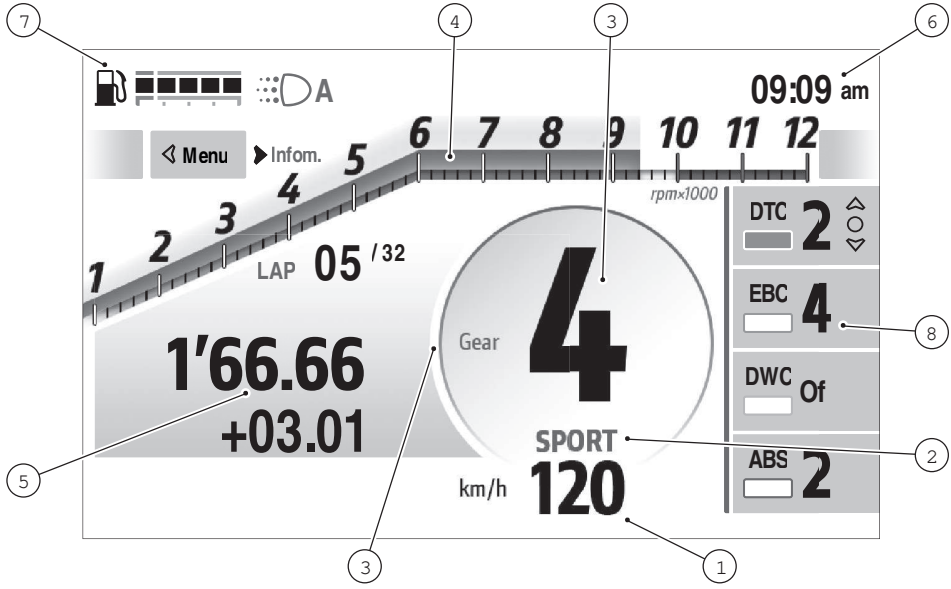

Fig 46

The table below lists the items available in Track Infomode.

no.	Description
1	Speed 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 This function provides a quick overview of all information concerning the lap time recording.
6	Clock It is possible to set it through the “Date and time” function in the “Settings - Display” menu.
7	Fuel level Available in 2 modes: graduated bar or km or miles remaining. It is possible to set it through the “Fuel indicator” function in the “Settings - Display” menu.  **Note** 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: Sport, Road, Urban, 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.

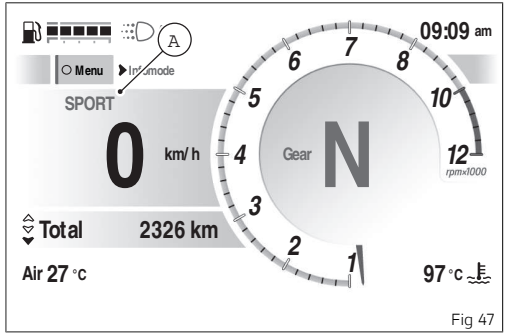

Fig 47

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.

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).

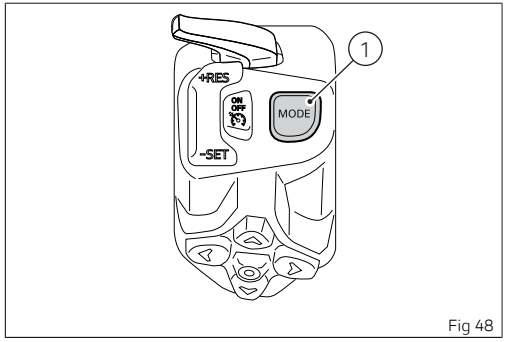

Fig 48

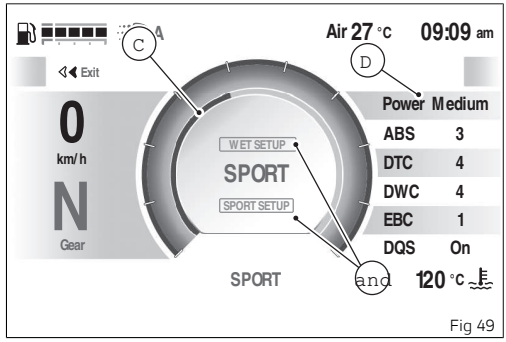

Fig 49

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.

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.

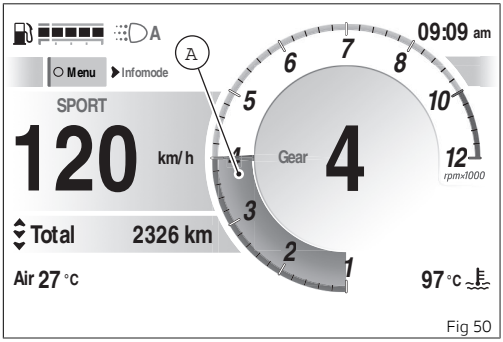

Fig 50

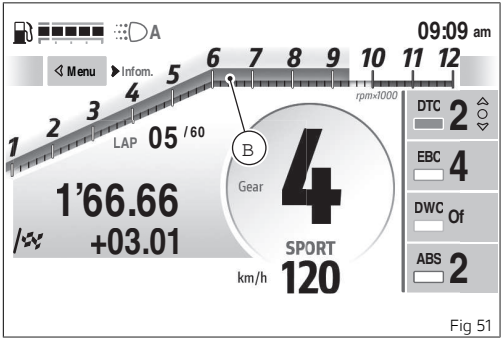

Fig 51

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.

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

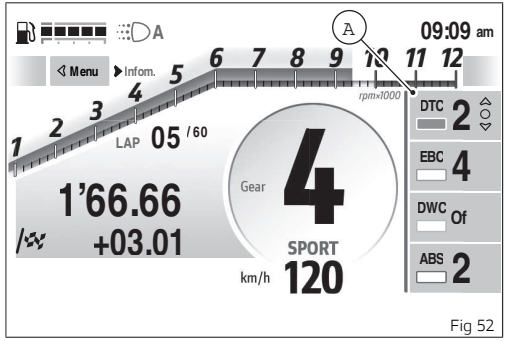

Fig 52

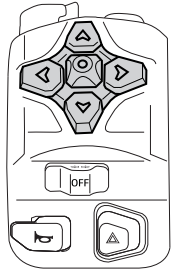

Fig 53

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.

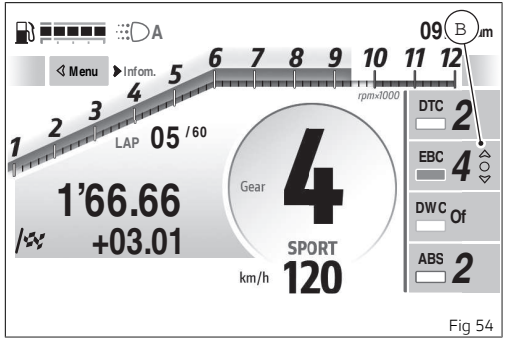

Fig 54

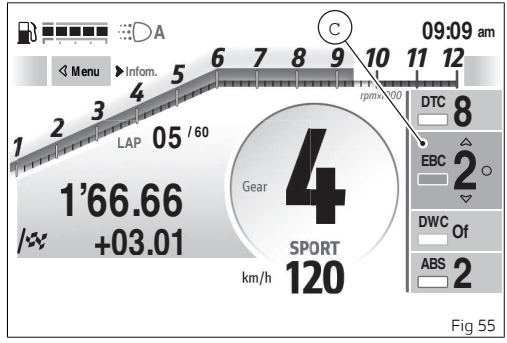

Fig 55

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.

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.

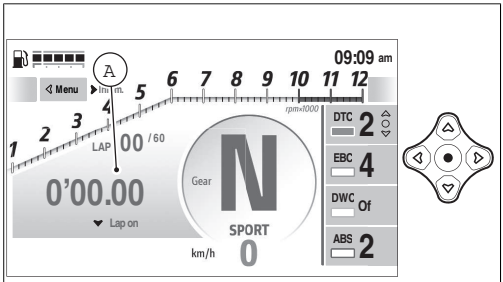

Fig 56

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.

The 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.

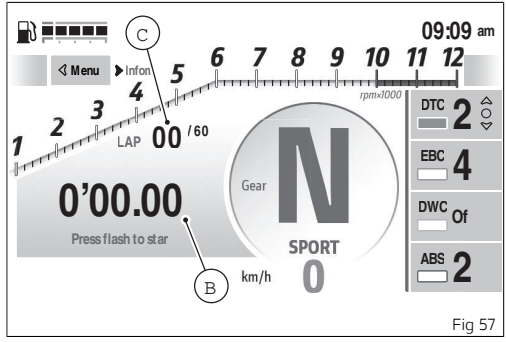

Fig 57

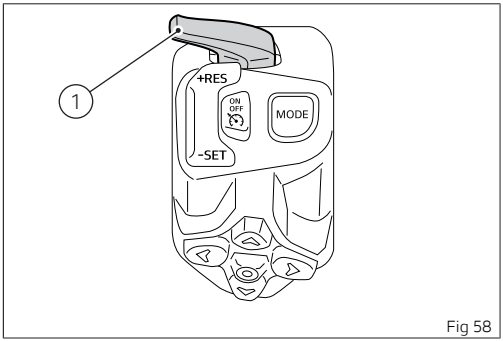

Fig 58

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.

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.

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 cruising 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.

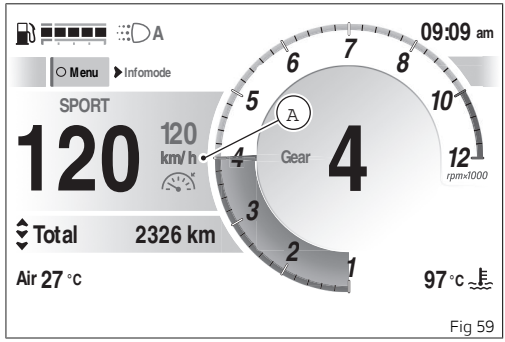

Fig 59

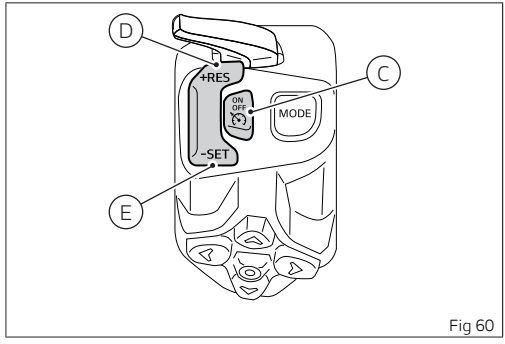

Fig 60

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.

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.

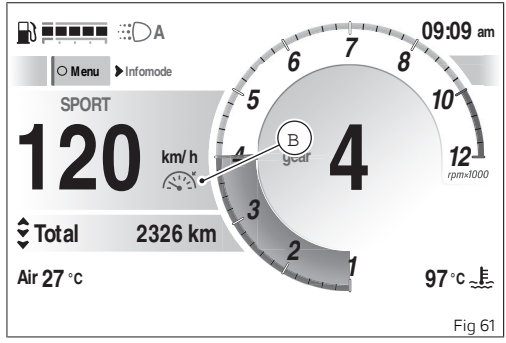

Fig 61

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.

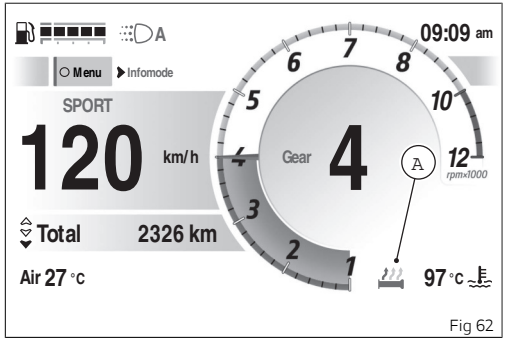

Fig 62

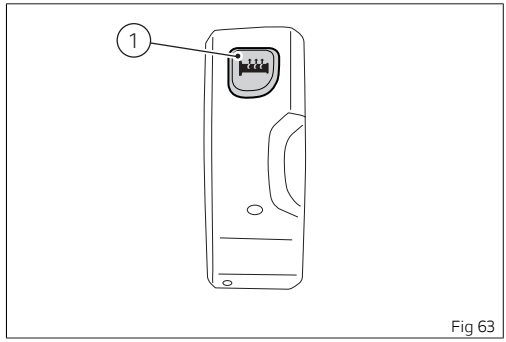

Fig 63

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.

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 ⚬ ;
- in Track Infomode, press the button ◂ .

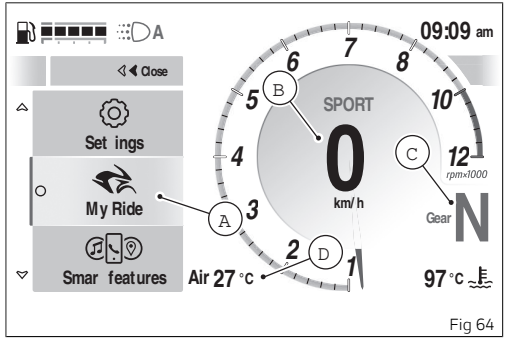

Fig 64

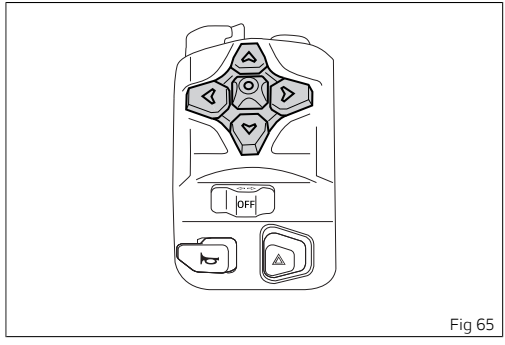

Fig 65

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 (if present, enables the management of controlled starts)

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

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

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 ○ .

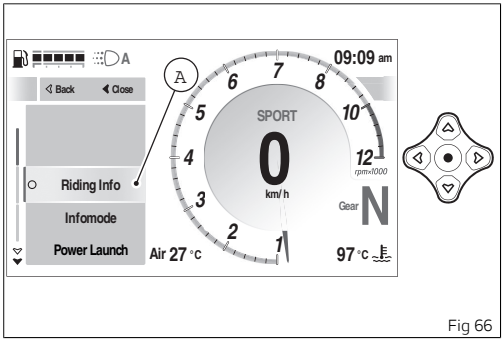

Fig 66

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.

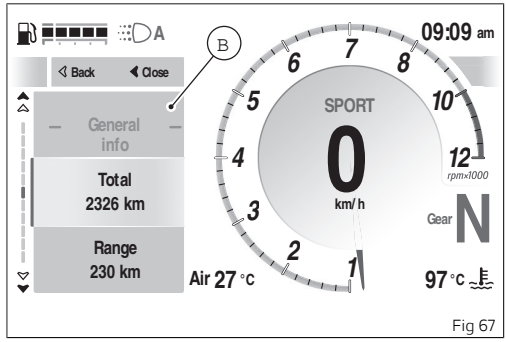

Fig 67

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.

Name	Description	Measurement units / format
Total	Total odometer	km, miles
Range	Residual range visible only if the fuel level display mode has been set to “Level” 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?” (C).
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.

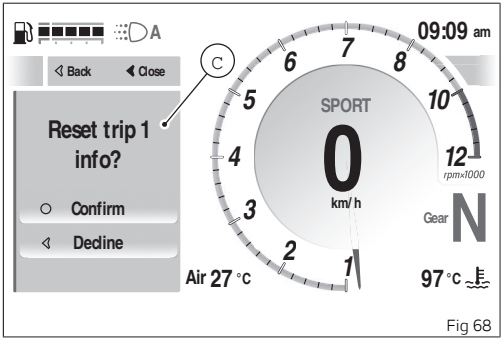

Fig 68

Riding Info within the Road Infomode

Within the Road Infomode the same information is shown below the speed indication (D). 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 ▽ .

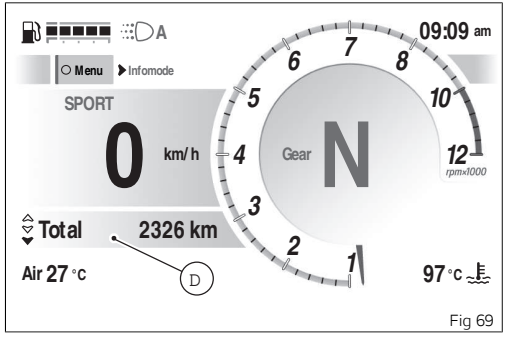

Fig 69

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 ○ .

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 ○ .

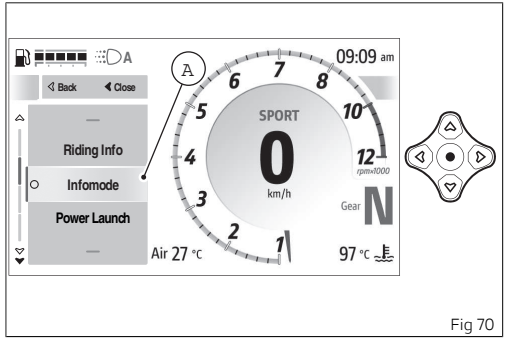

Fig 70

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.

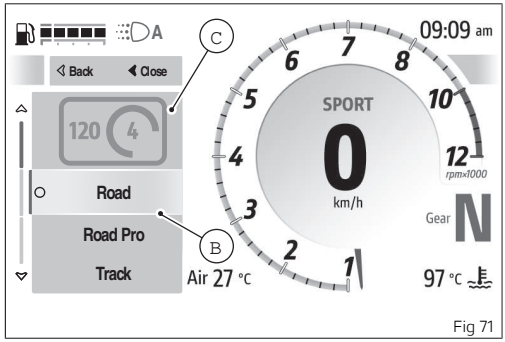

Fig 71

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

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.

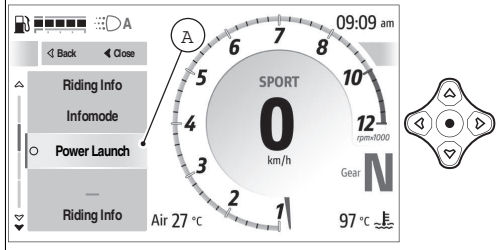

Fig 72

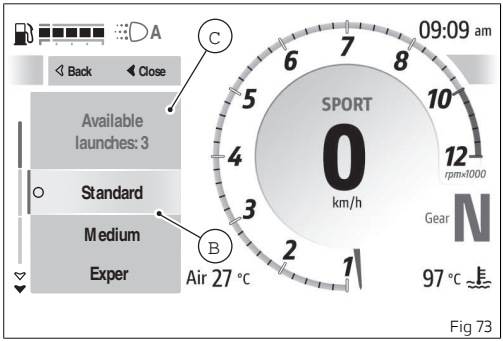

Fig 73

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 the button ○ to run the assisted start.

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

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

Fig 74

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.
Medium	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.
Standard	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.

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 (not included);
- 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 and South Korea.
In any case, there may be changes or limitations in the usability of the maps.
It is always advisable to use Turn By Turn navigation, having previously downloaded the latest version of the offline maps from the “You” -> “Settings” -> “TBT Settings” -> “Download Maps” menu of the Ducati Link app.
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.

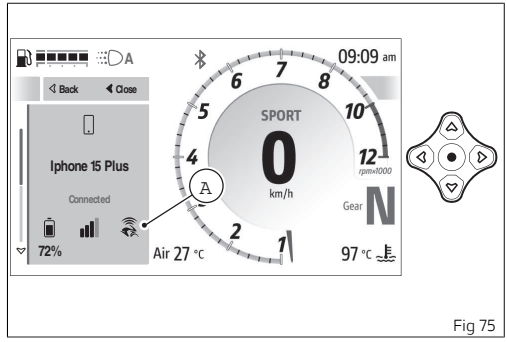

Fig 75

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 ○ .

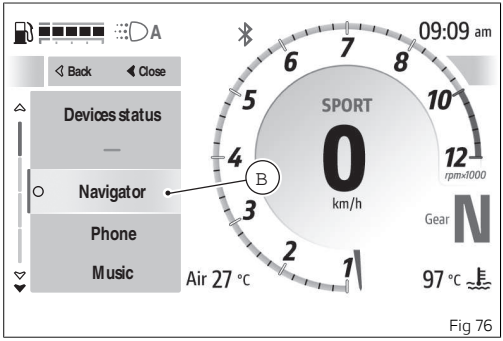

Fig 76

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.

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.

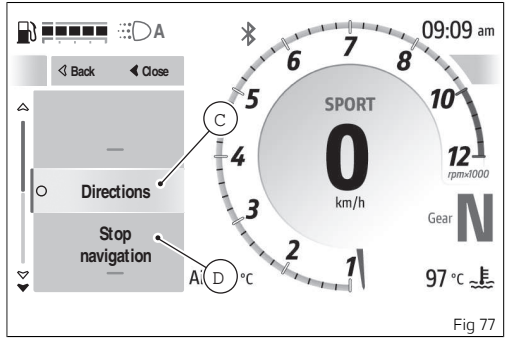

Fig 77

Use buttons ▵ and ▿ to select the desired option. Press ○ 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.

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.

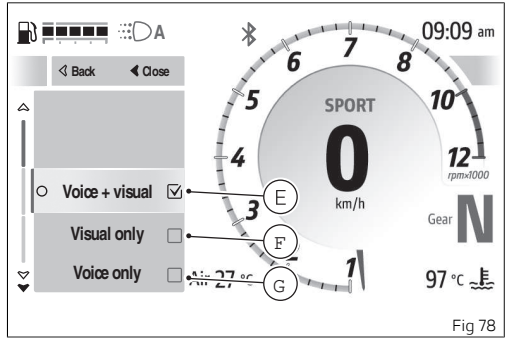

Fig 78

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

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.

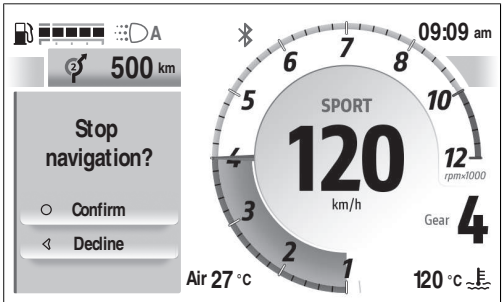

Fig 79

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 ○ .

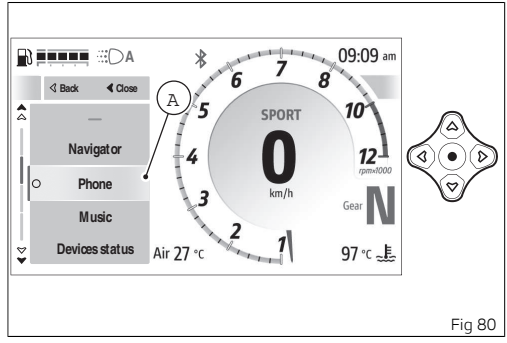

Fig 80

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.

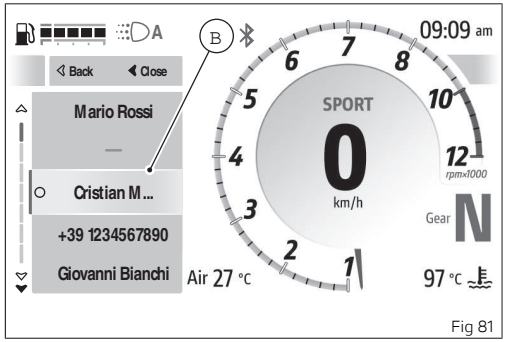

Fig 81

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.

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 .

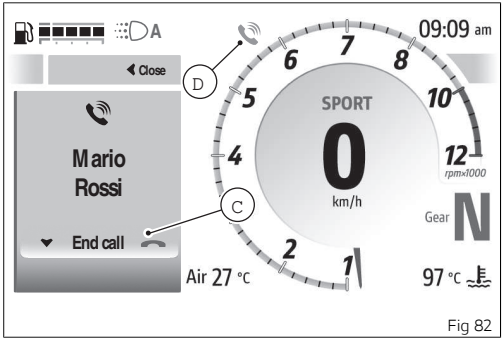

Fig 82

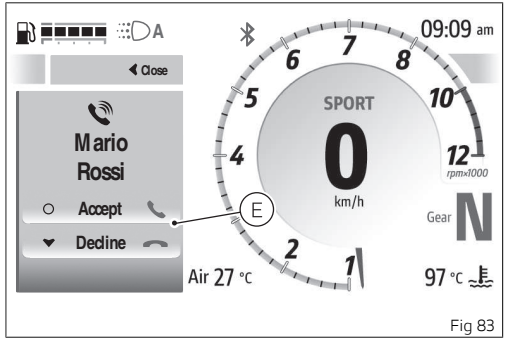

Fig 83

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 ○ , to decline the call press the button ▽ .

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 ○ to start the call, press the button ◁ to decline it.

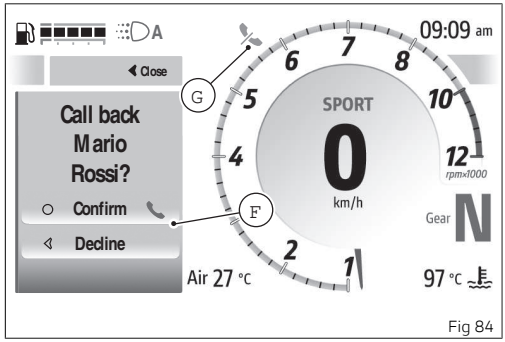

Fig 84

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.

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

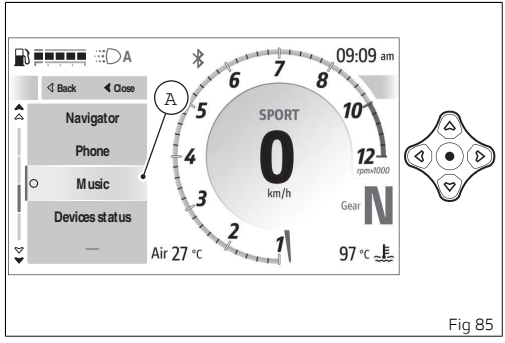

Fig 85

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.

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.

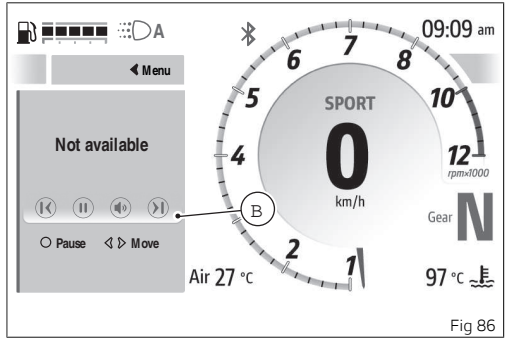

Fig 86

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.

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 .

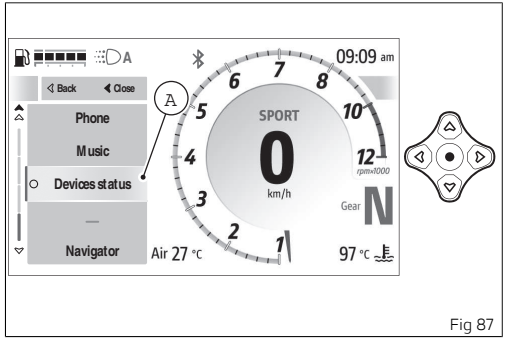

Fig 87

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.

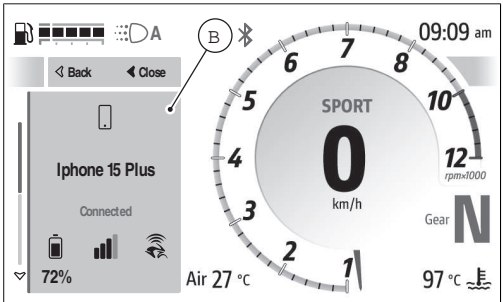

Fig 88

Settings

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.

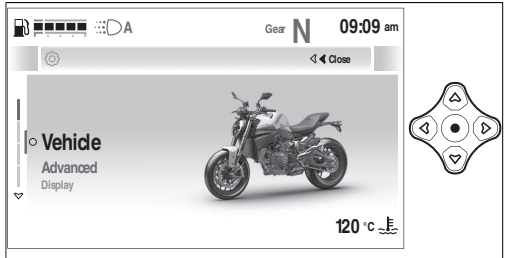

Fig 89

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.

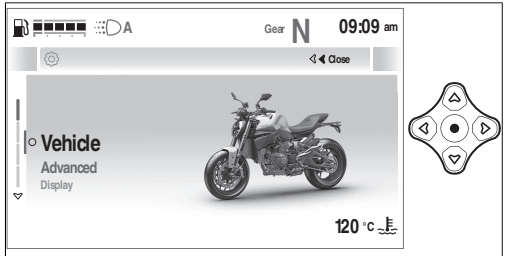

Fig 90

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 ○ button to confirm.

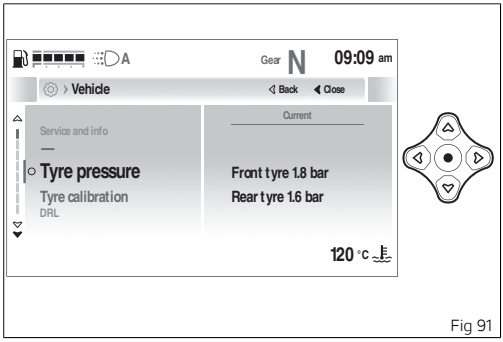

Fig 91

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

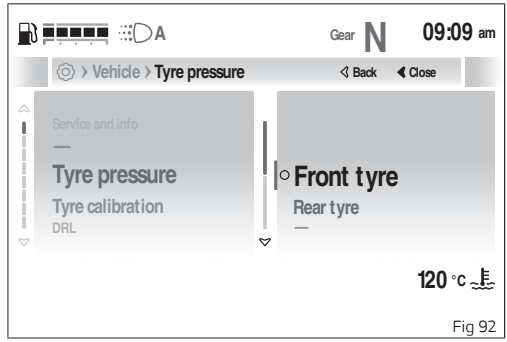

Fig 92

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.

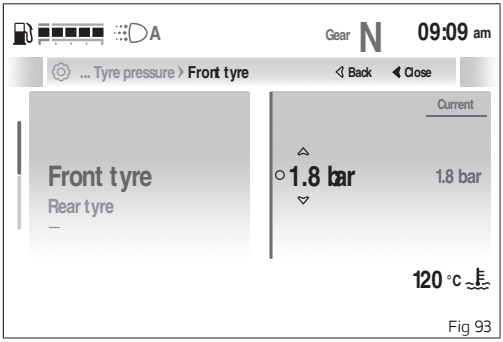

Fig 93

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

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.

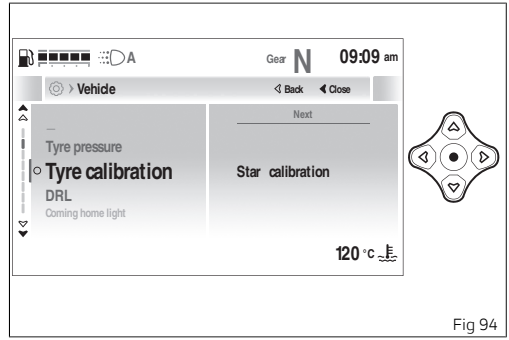

Fig 94

- 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.

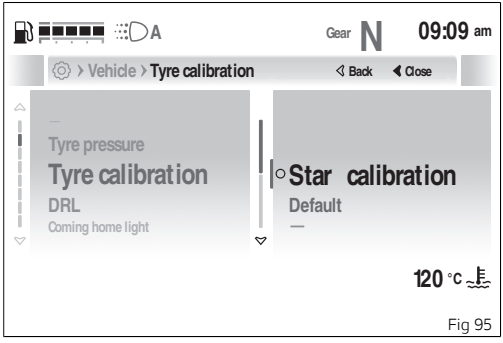

Fig 95

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.

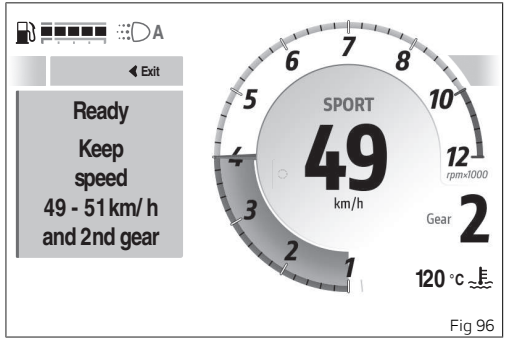

Fig 96

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 the 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.

Tyre calibration - Default

When entering the function, by pressing the button ○ 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.

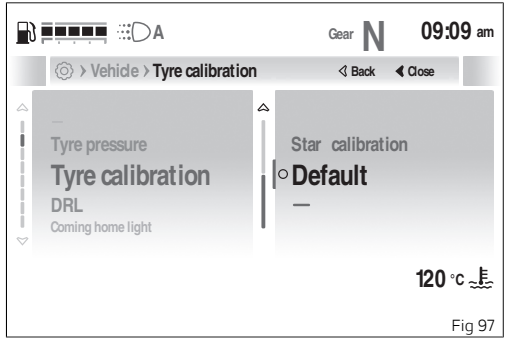

Fig 97

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.

Final drive ratio		Rear sprocket			
		41	42	43	44
Front sprocket	15	2.73	2.8	2.87	2.93
	16	2.56	2.63	2.69	2.75

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 ○ button to confirm.

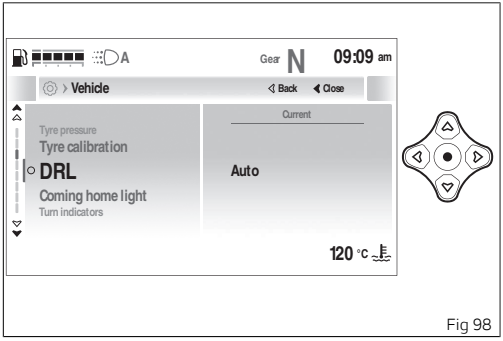

Fig 98

- 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.

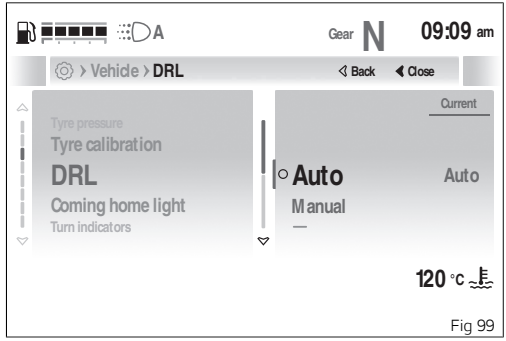

Fig 99

Note

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

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 o button to confirm.

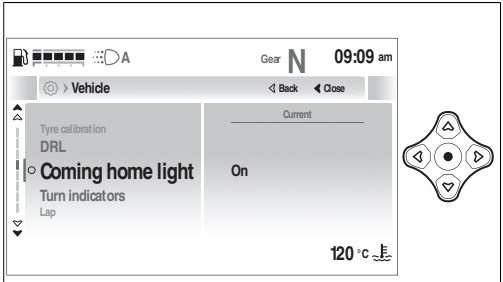

Fig 100

- 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 o to confirm and go back to the previous screen.

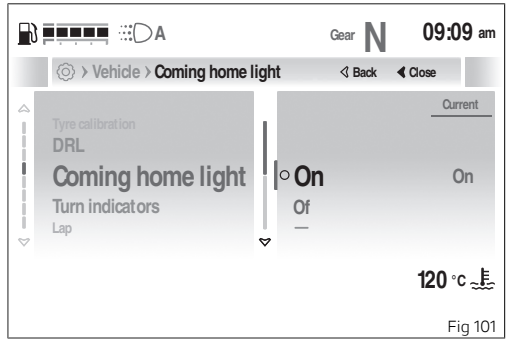

Fig 101

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”.

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 ○ button to confirm.

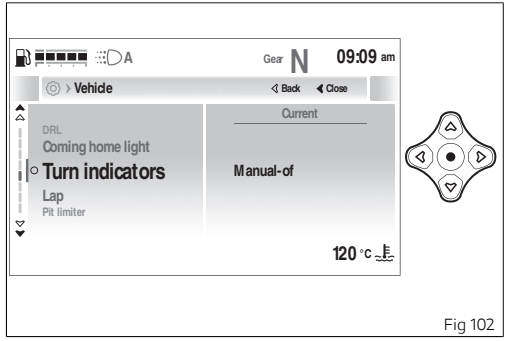

Fig 102

- 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.

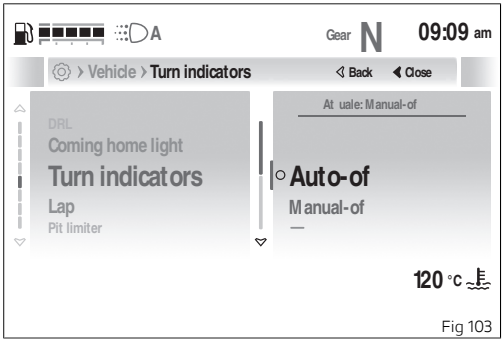

Fig 103

Note

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

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 ○ 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.

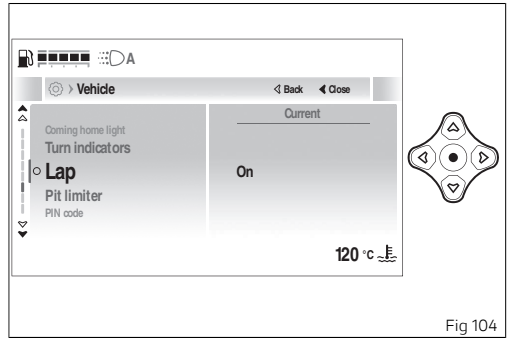

Fig 104

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.

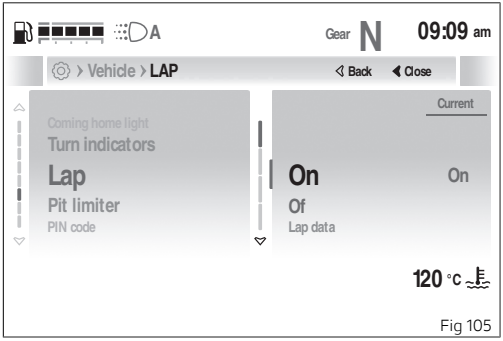

Fig 105

Lap data

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”.

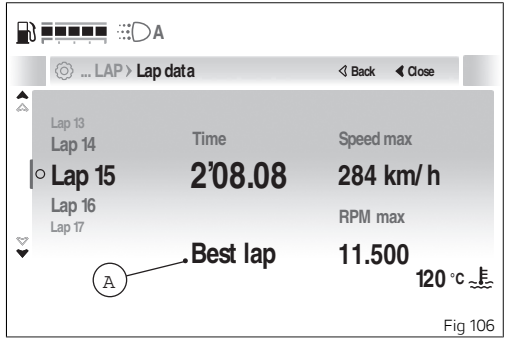

Fig 106

Best lap

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

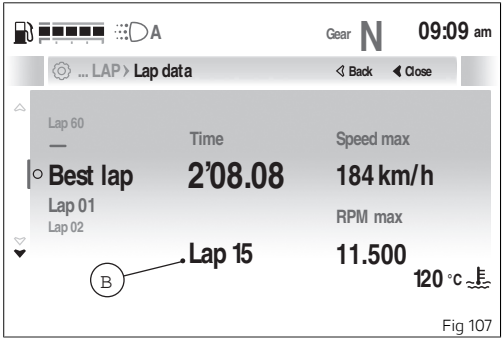

Fig 107

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.

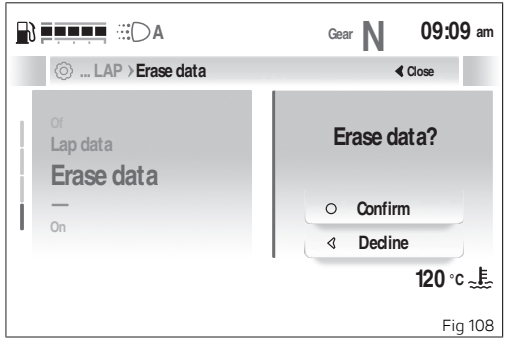

Fig 108

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.

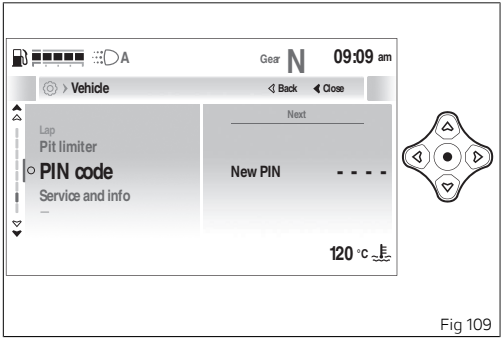

Fig 109

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.

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 ○ .

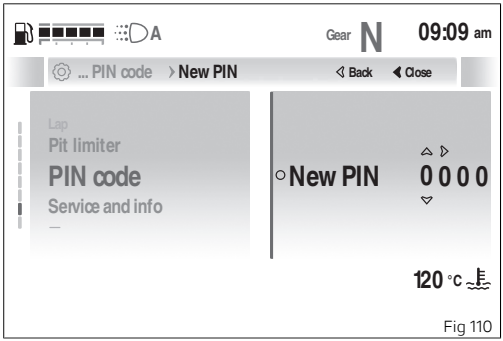

Fig 110

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”.

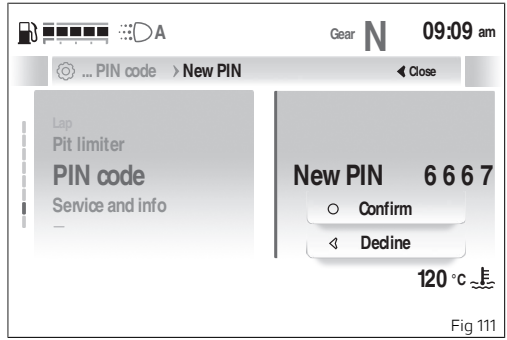

Fig 111

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.

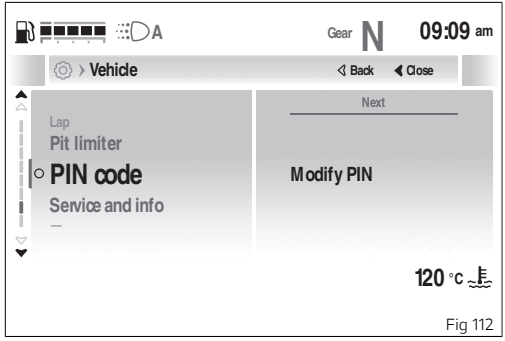

Fig 112

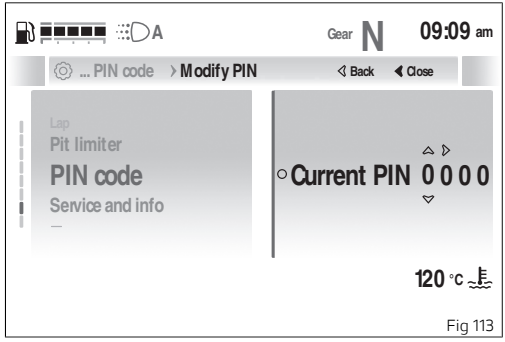

Fig 113

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.

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)

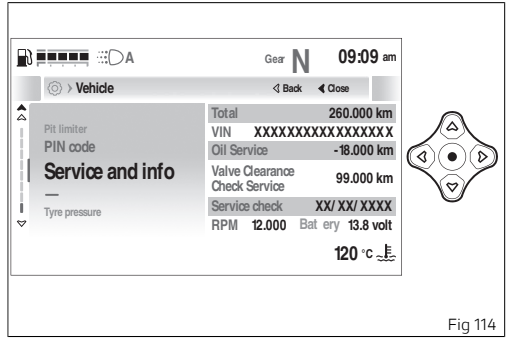

Fig 114

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.

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.

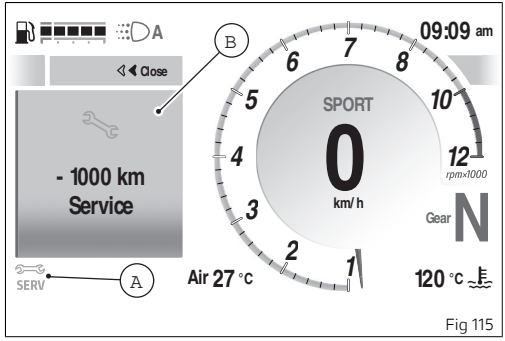

Fig 115

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.

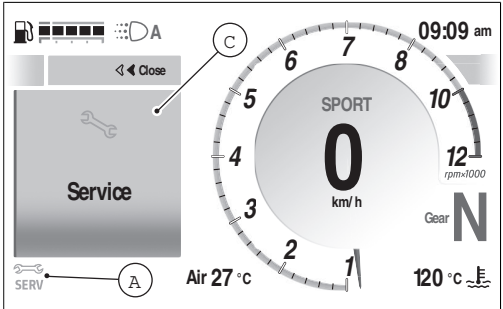

Fig 116

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.

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.

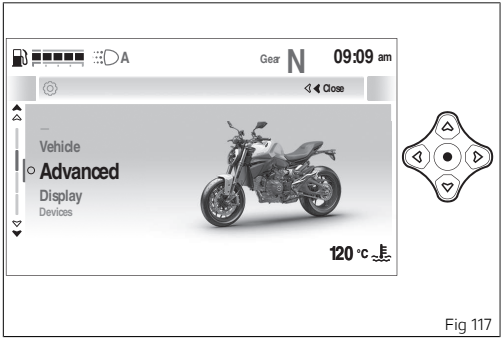

Fig 117

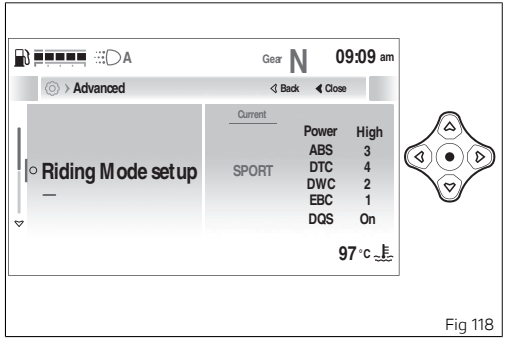

Fig 118

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 ○ button to confirm.

The "SPORT setup", "ROAD setup", "URBAN 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 ○ button to confirm.

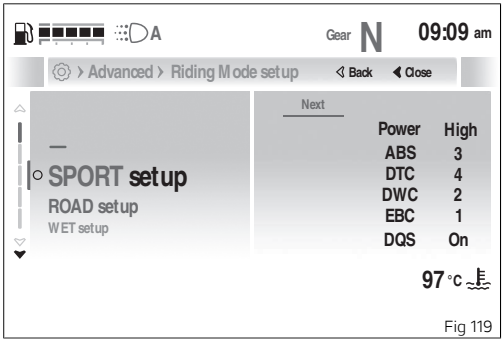

Fig 119

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 the button ○ to 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 ○ .

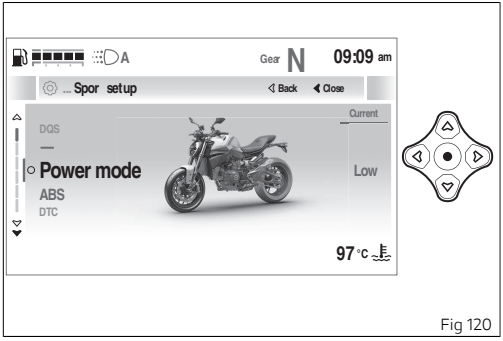

Fig 120

The available “High”, “Medium”, “Low”, “City” 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.

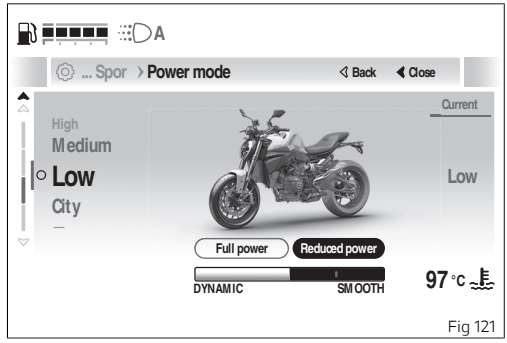

Fig 121

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 ○ .

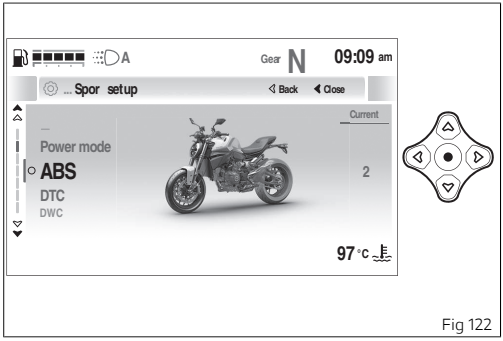

Fig 122

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.

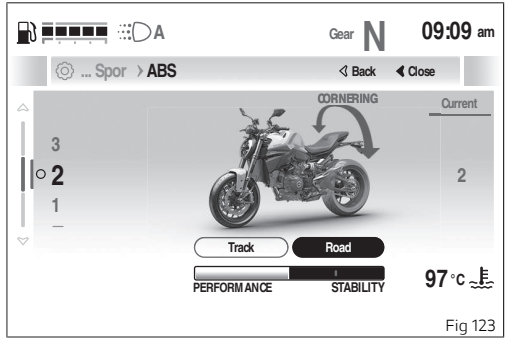

Fig 123

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.

ABS intervention level table
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.	
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 "SPORT" Riding Mode.

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
3	SAFE & STABLE	This level is designed for use in any riding conditions to provide a safe and consistent 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 "ROAD", "URBAN" and "WET" Riding Modes.

Tips on how to select the intervention level

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 also 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 ○ .

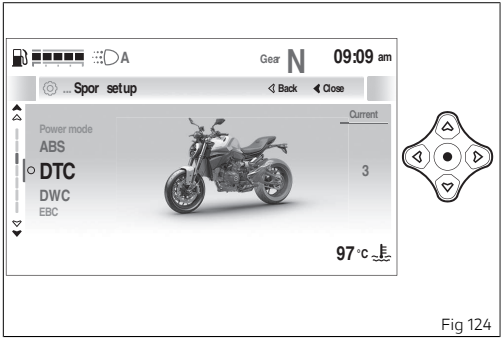

Fig 124

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.

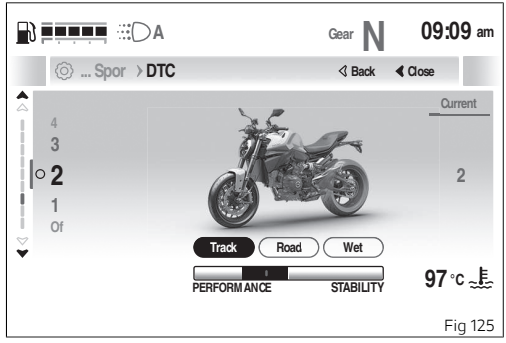

Fig 125

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 "SPORT" Riding Mode.
4	SPORT	This level is designed for road use, in dry conditions with good grip.	

DTC LEVEL	RIDING MODE	OPERATION CHARACTERISTIC	DEFAULT
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.	It is the default level for the "URBAN" Riding Mode.
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 the wheelie control is also 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 ○ .

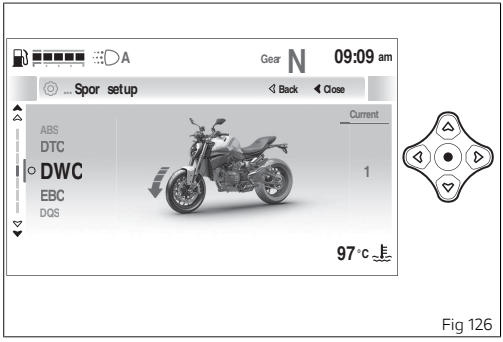

Fig 126

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.

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

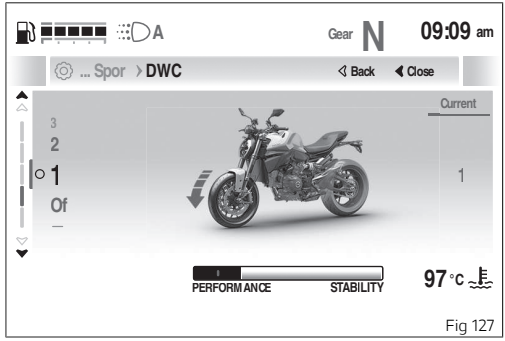

Fig 127

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 "SPORT" Riding Mode.

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 "URBAN" and "WET" Riding Modes.

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 and 2 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 throttle valves 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 level 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 ○ .

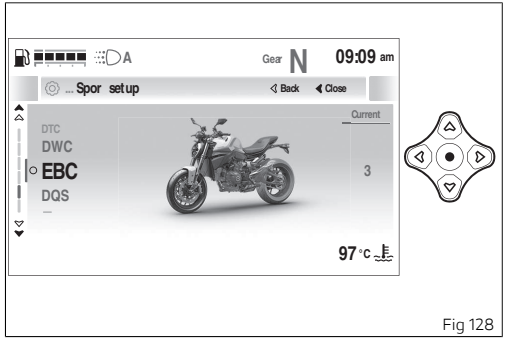

Fig 128

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.

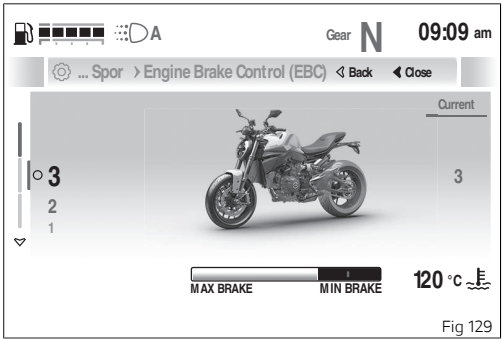

Fig 129

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

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 automatically adjusts the throttle valves to maintain constant reverse torque from the wheel to the engine during this riding phase. The system allows you to adjust "engine braking" by switching from maximum engine braking, obtained with the system set to level 1, to gradually decreasing engine braking as the level increases. The influence of the system is particularly noticeable at high engine speeds and gradually decreases as the engine speed decreases.

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.

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 Mode" 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 "ROAD" Riding Modes.
2	In this level the engine delivers a low engine brake. 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. 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:

- The grip (type of tyre, amount of tyre wear, the road/track surface, weather conditions, etc.).
- The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
- The Riding Mode.

Level depends on grip conditions

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

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 ○ .

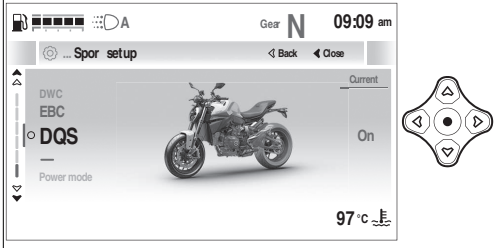

Fig 130

"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.

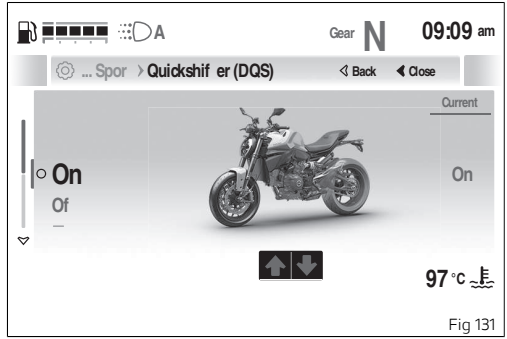

Fig 131

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

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 ○ .

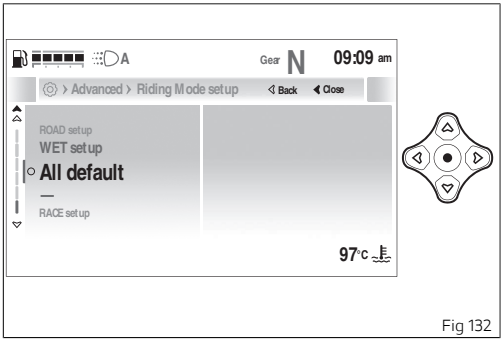

Fig 132

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

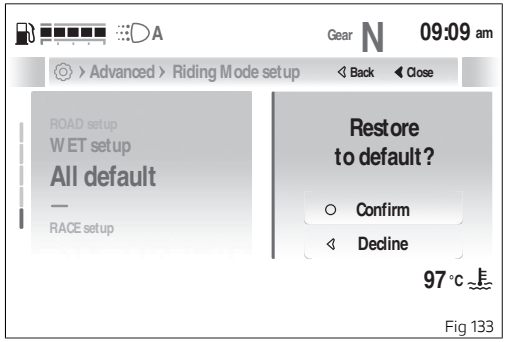

Fig 133

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 ○ .

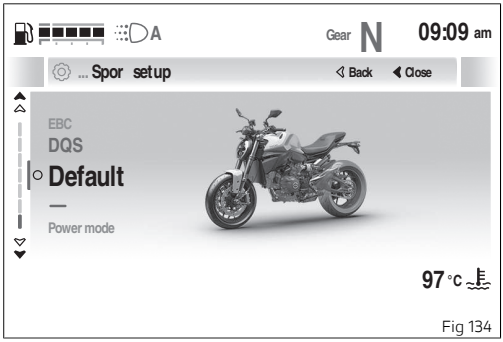

Fig 134

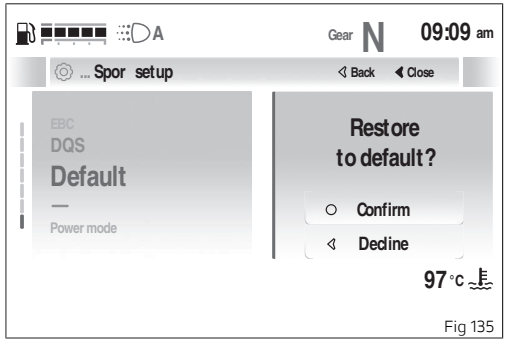

Fig 135

- “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:

	SPORT	ROAD	URBAN	WET
Power Mode	High	Medium	City	Low
ABS	2	3	3	3
DTC	3	5	6	8
DWC	2	3	4	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.

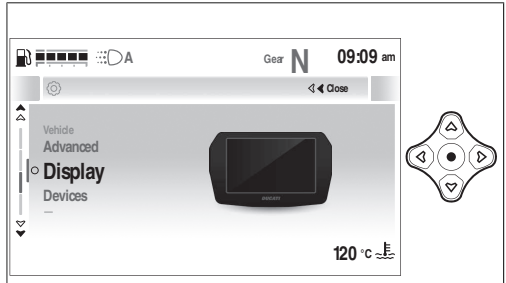

Fig 136

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 ○ .

Fig 137

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.

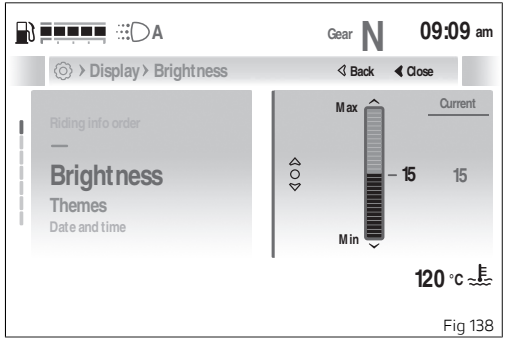

Fig 138

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.

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 ○ .

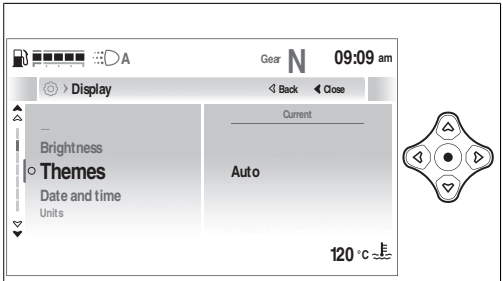

Fig 139

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.

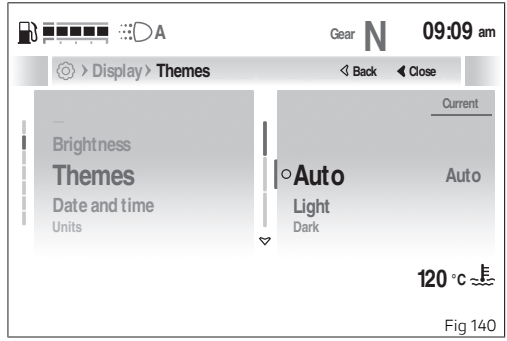

Fig 140

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.

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 ○ .

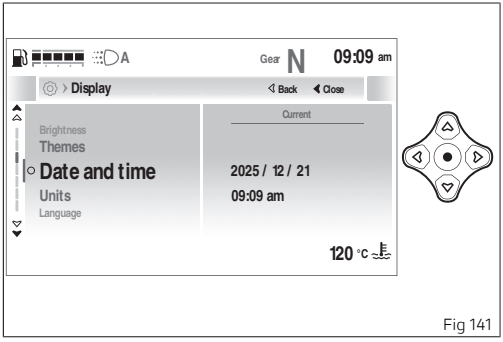

Fig 141

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.

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 the button ○ .
- Select the “Set date” item and press the button ○ .

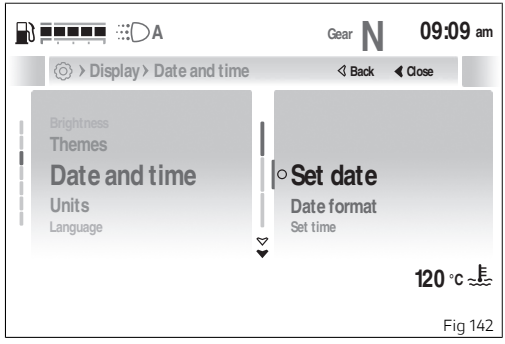

Fig 142

- 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.

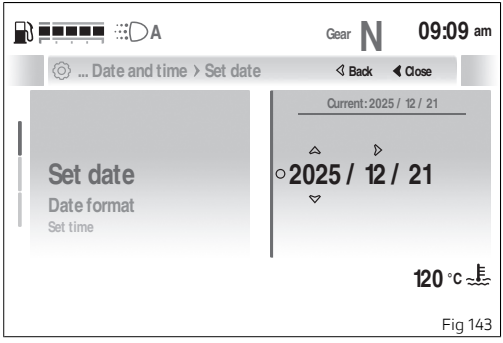

Fig 143

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 the button ○ .
- Select the “Date format” item and press the button ○ .

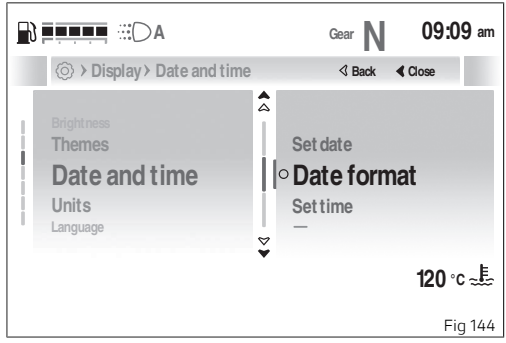

Fig 144

- 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.

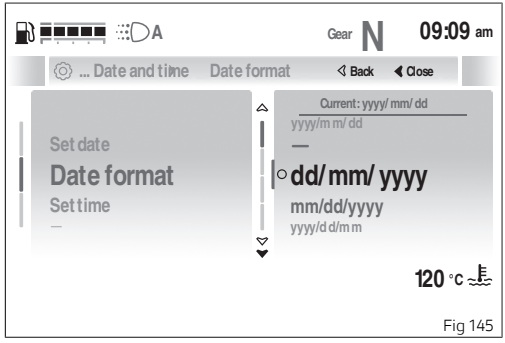

Fig 145

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 the button ○ .
- Select the "Set time" item and press the button ○ .

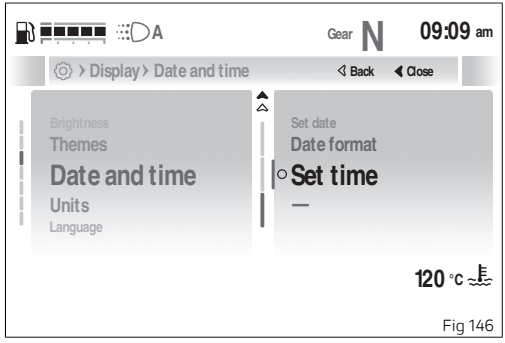

Fig 146

- 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.

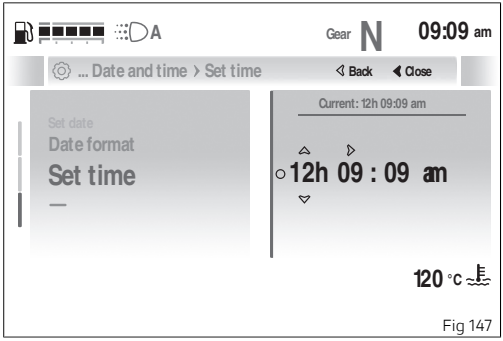

Fig 147

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 ○ .

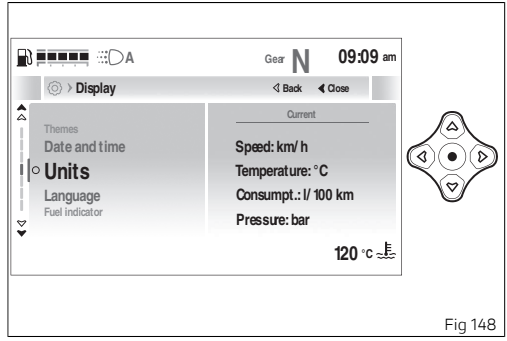

Fig 148

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.

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” item and press the button ○ .
- Select the “Speed” item and press the button ○ .

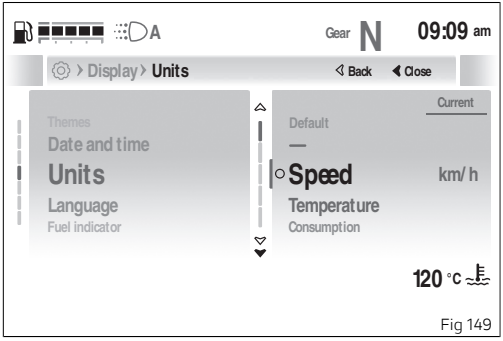

Fig 149

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.

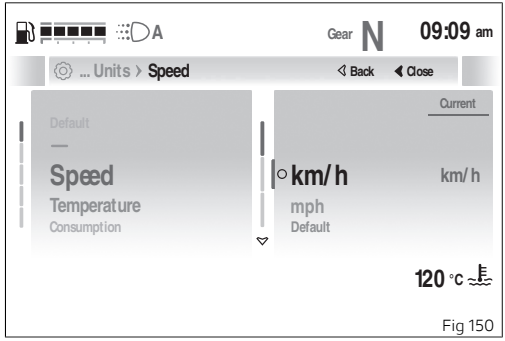

Fig 150

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” item and press the button ○ .
- Select the “Temperature” item and press the button ○ .

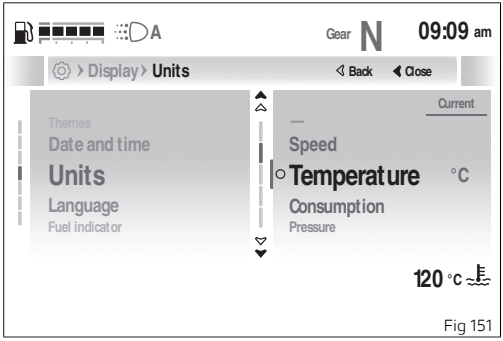

Fig 151

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.

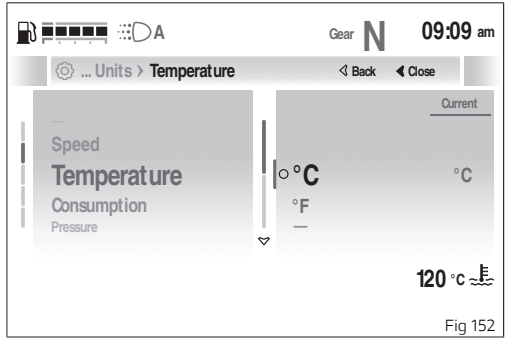

Fig 152

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” item and press the button ○ .
- Select the “Consumption” item and press the button ○ .

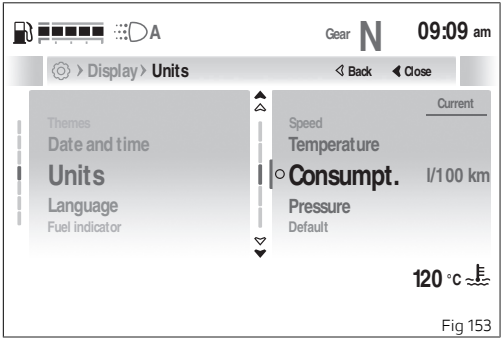

Fig 153

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.

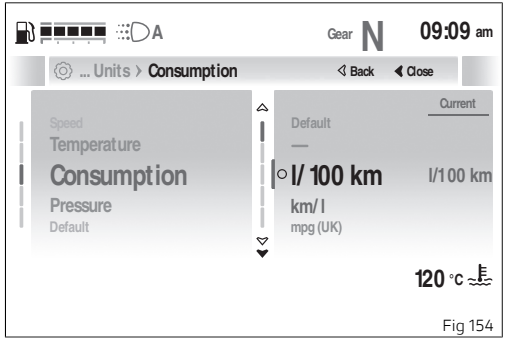

Fig 154

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” item and press the button ○ .
- Select the “Pressure” item and press the button ○ .

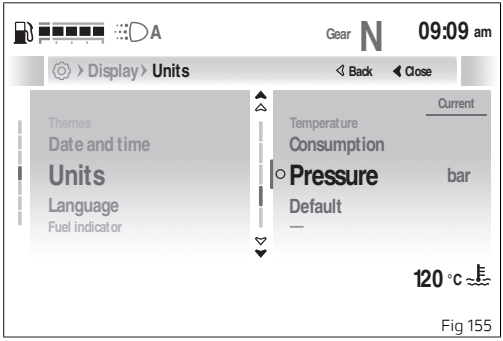

Fig 155

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.

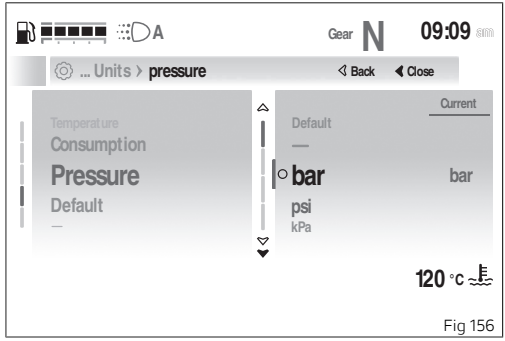

Fig 156

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” item and press the button ○ .
- Select the “Default” item and press the button ○ .
- “Restore to default?” is displayed, press the button ○

to confirm or press the button ◁ to cancel.

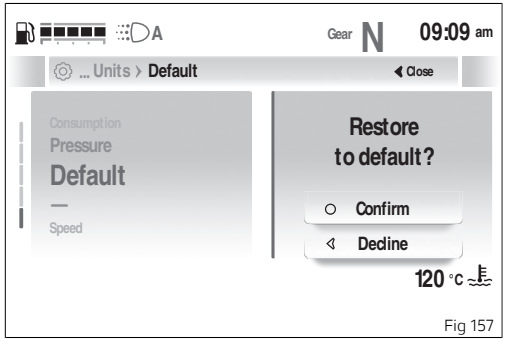

Fig 157

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” item and press the button ○ .
- Select the value to be restored (e.g. Speed) and press the button ○ .
- Select the “Default” item and press the button ○ .
- “Restore to default?” is displayed, press the button ○
  to confirm or press the button ◁ to cancel.

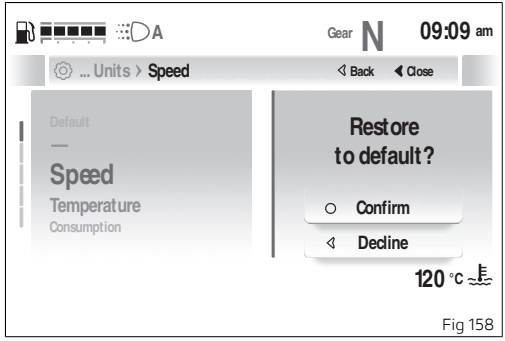

Fig 158

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.

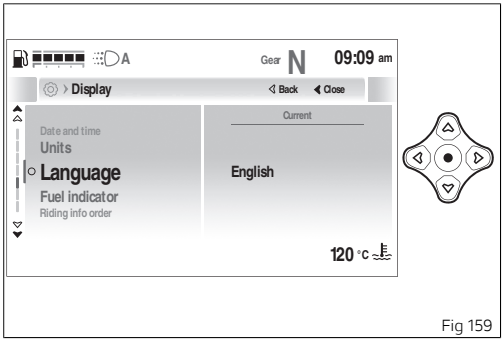

Fig 159

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.

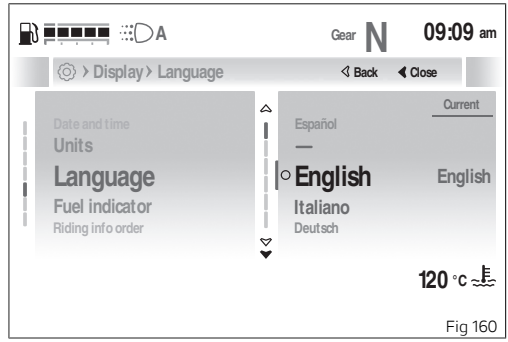

Fig 160

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 ○ button to confirm.

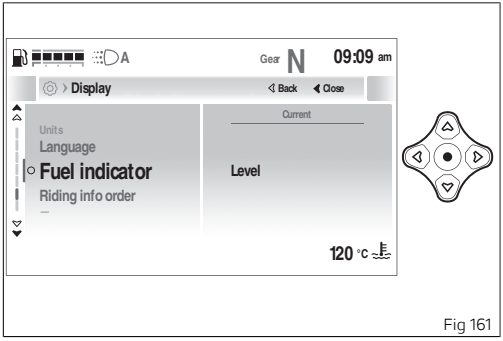

Fig 161

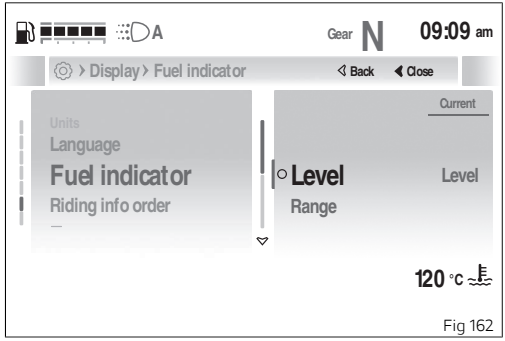

Fig 162

- 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.

Important

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

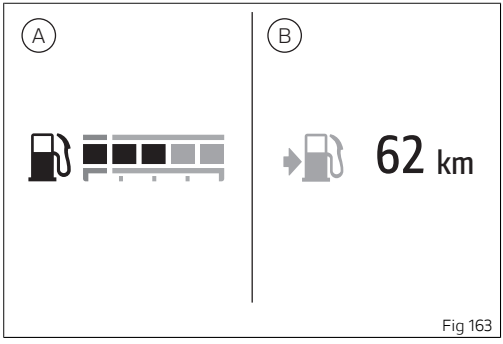

Fig 163

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 ○ button to confirm.

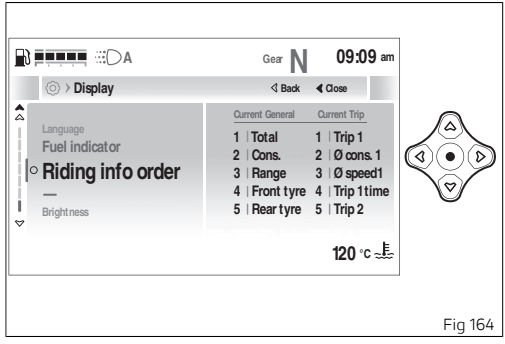

Fig 164

- 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.

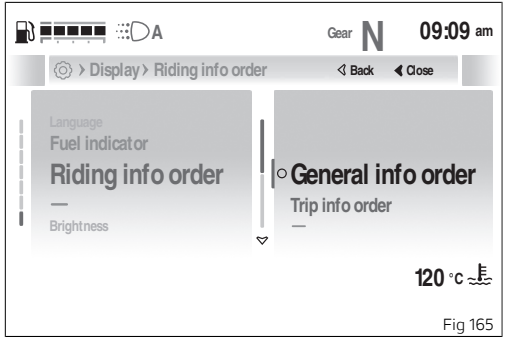

Fig 165

Note

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

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 ○ .

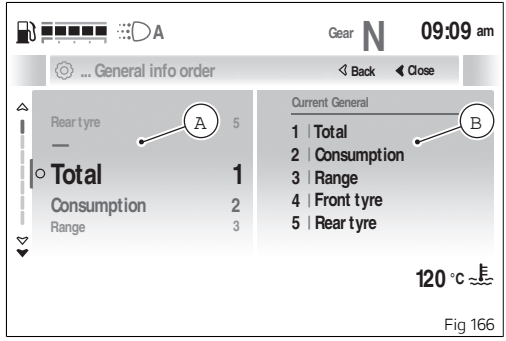

Fig 166

- 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).

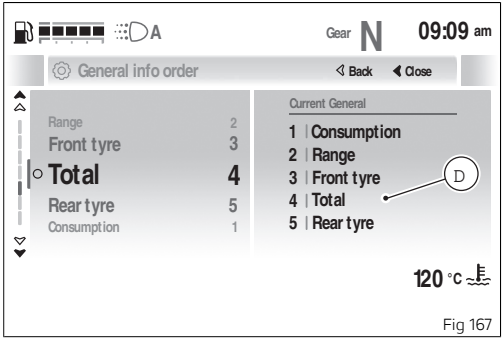

Fig 167

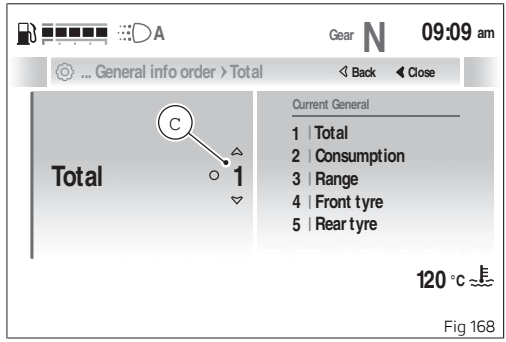

Fig 168

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.

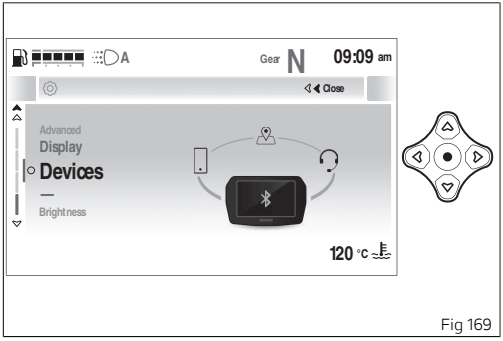

Fig 169

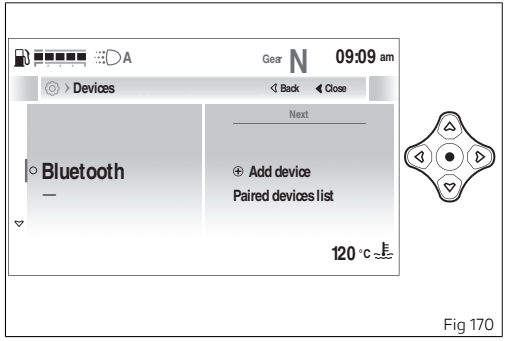

Fig 170

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.

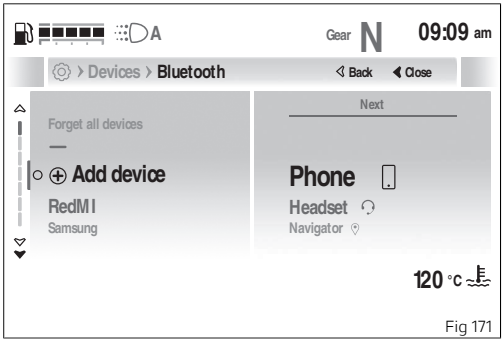

Fig 171

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.

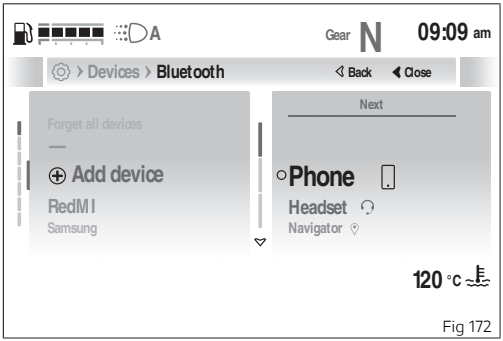

Fig 172

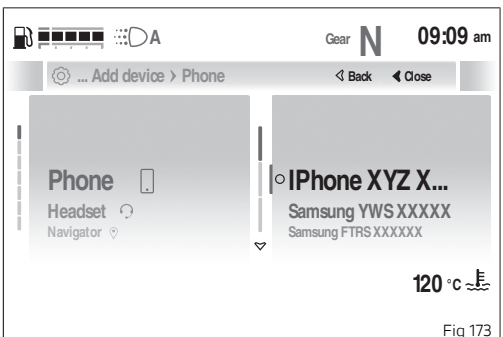

Fig 173

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.

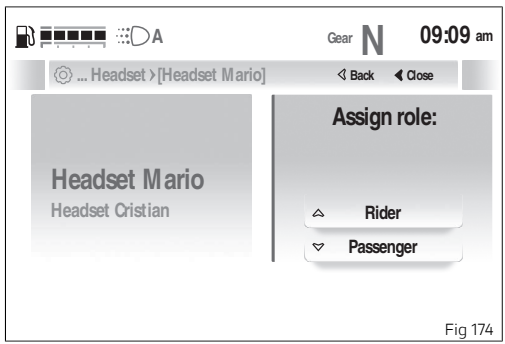

Fig 174

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.

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.

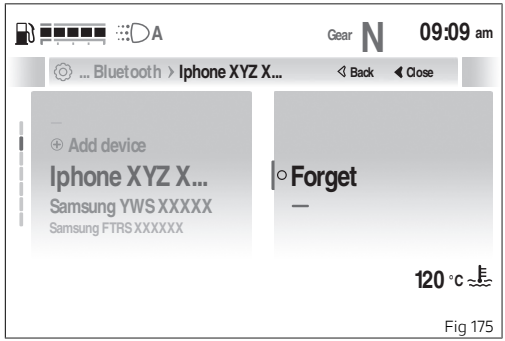

Fig 175

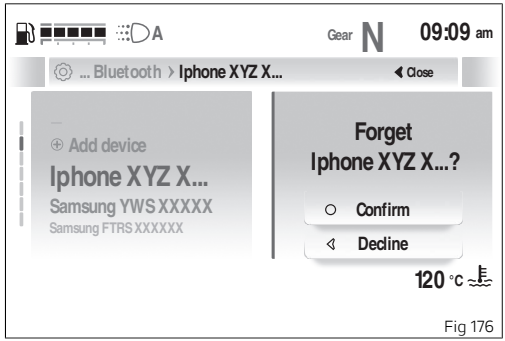

Fig 176

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.

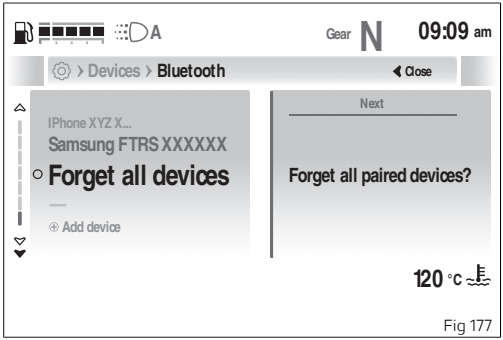

Fig 177

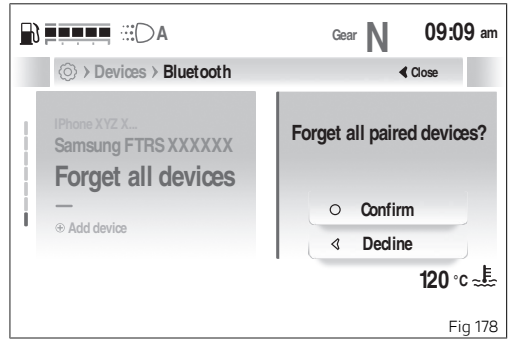

Fig 178

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.

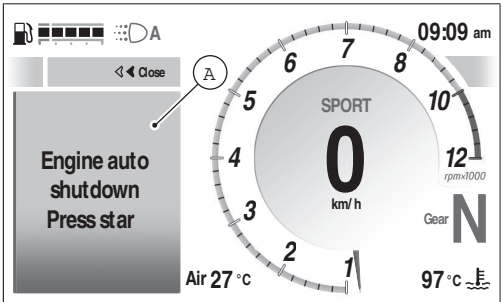

Fig 179

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.

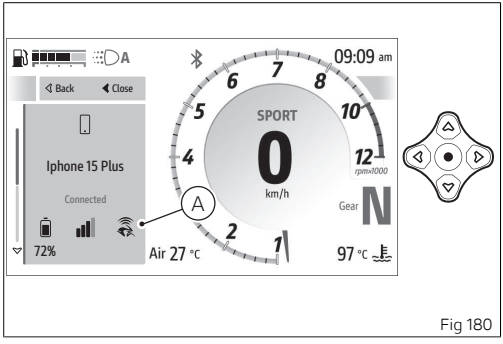

Fig 180

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.

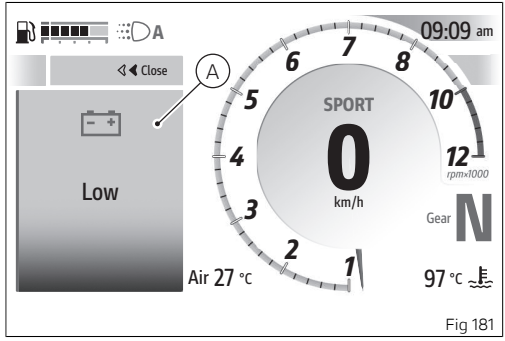

Fig 181

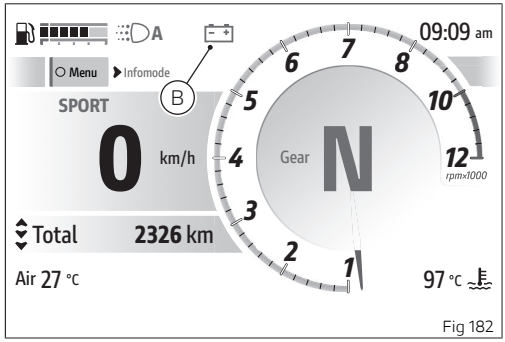

Fig 182

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.

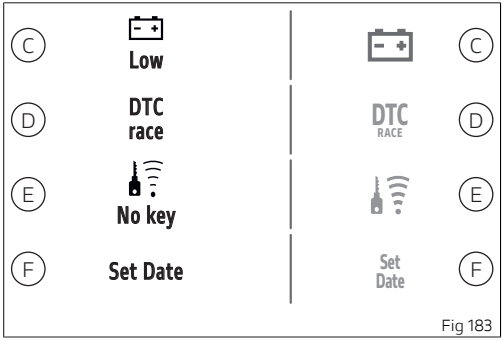

Fig 183

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.

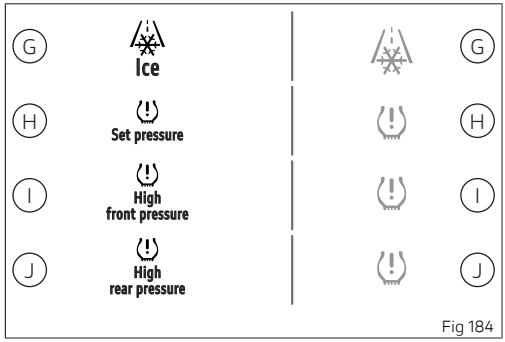

Fig 184

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.

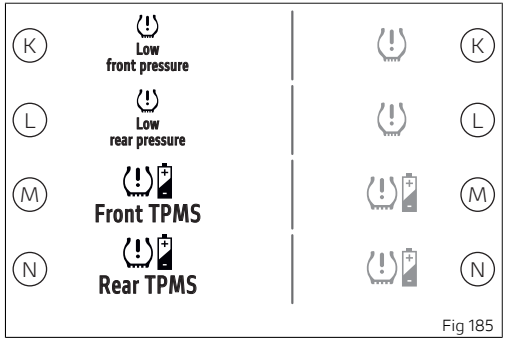

Fig 185

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.

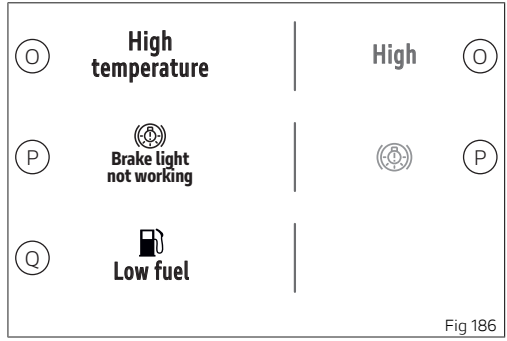

Fig 186

Error warnings

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

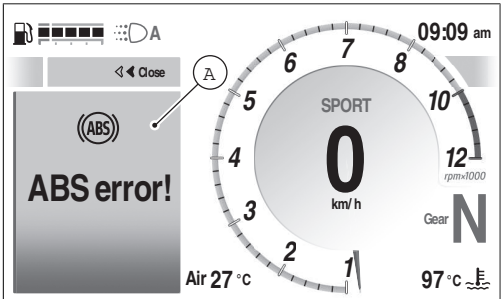

Fig 187

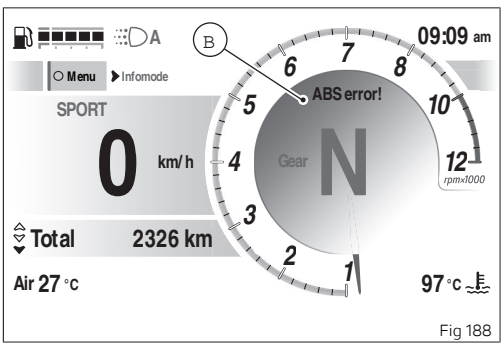

Fig 188

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.

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.

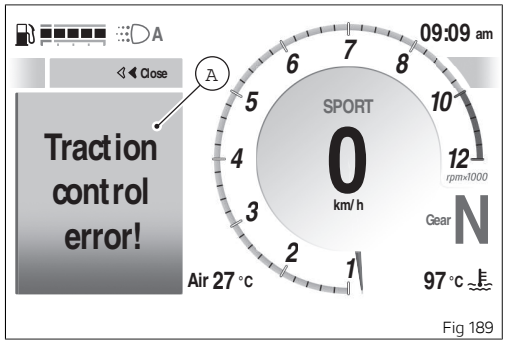

Fig 189

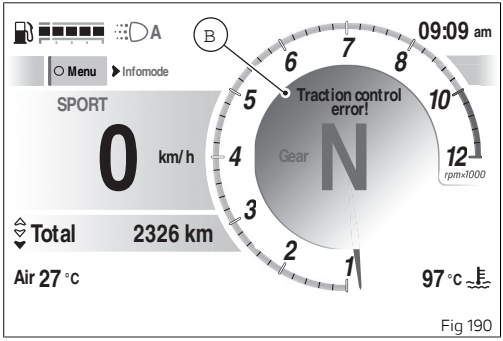
A
B
09:09 am
Menu
Infomode
SPORT
0
km/h
Traction control error!
Gear
N
12
rpm×1000
Total
2326 km
Air 27 °C
97 °C

Fig 190

Main use and maintenance operations

"Checking coolant level and topping up, if necessary"

Checking the coolant level

Check the coolant level in the expansion reservoir through the opening in the side body panel on the right side of the vehicle.
Check the level according to the intervals indicated in the tables in "Scheduled maintenance chart".
Check that the level is between the MIN and MAX marks on the side of the expansion reservoir (A).
Top up if the level is below the MIN mark.

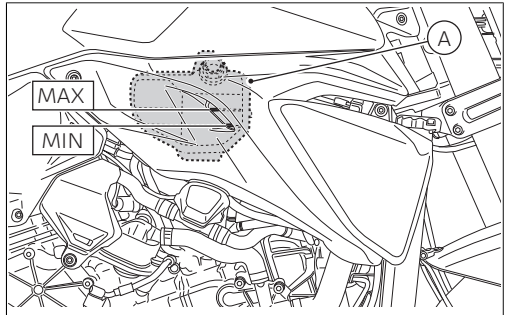

Fig 191

Topping up the coolant level

Loosen the screw (1) and remove the right tab (2) by pulling it upwards.

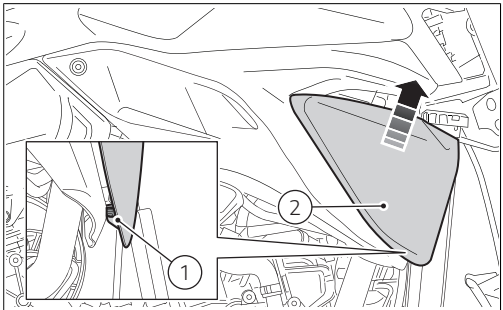

Fig 192

Loosen the screws (3) and remove the side body panel (4) by removing the pins (5) from the rubber blocks (6).

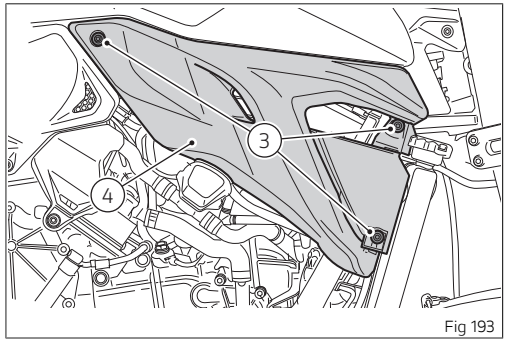

Fig 193

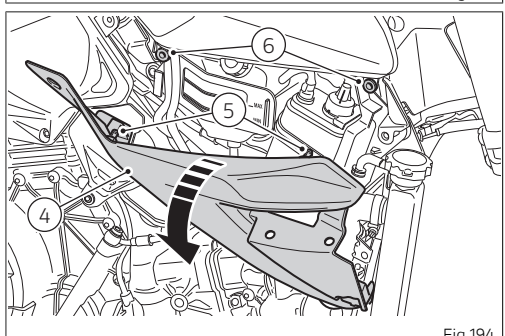

Fig 194

Unscrew the filler plug (7) of the expansion reservoir (A) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.

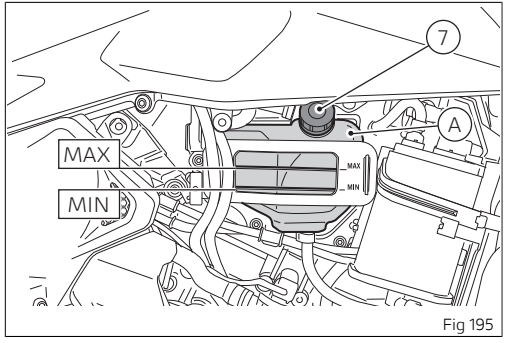

Fig 195

Screw plug (7).
This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F).

Attention

This operation must be performed with cold engine. Failure to observe the above recommendation may lead to coolant or hot vapour leakage with possible consequent severe burns.

Once refilled, proceed in reverse order to reassemble the components removed from the right side panel.

Check clutch and brake fluid level

The levels should not fall below the MIN marks on the respective reservoirs:

- (1) front brake
- (2) rear brake
- (3) clutch.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.
Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance chart under “Scheduled maintenance”; please contact a Ducati Dealer or Authorised Service Centre.

Brake system

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

Attention

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

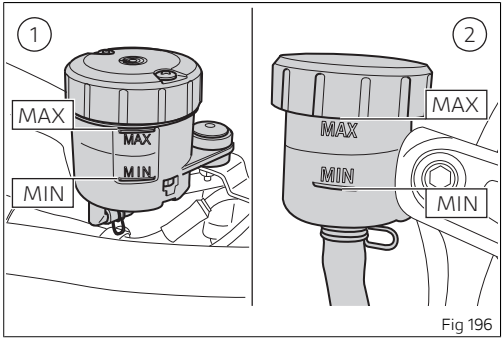

Fig 196

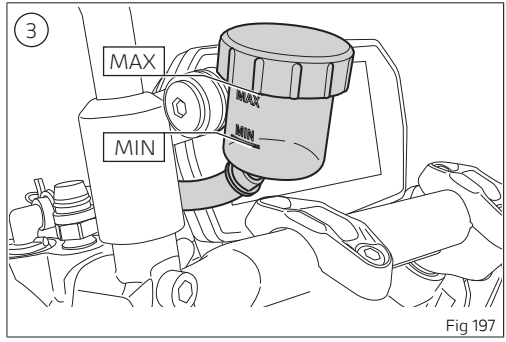

Fig 197

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 (0,039 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.

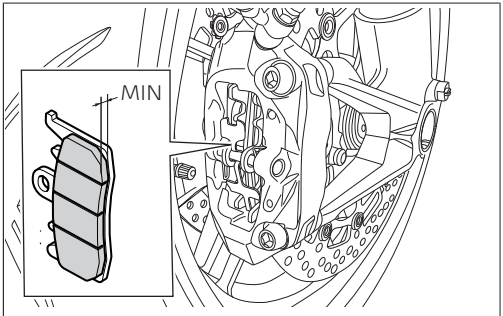

Fig 198

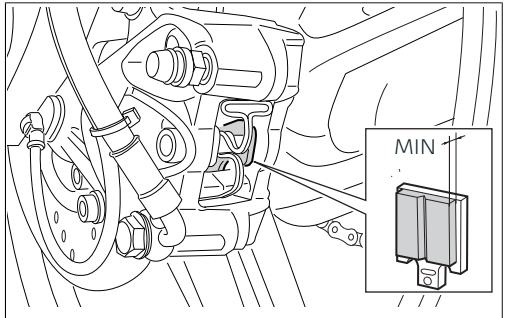

Fig 199

Charging the battery

Removing the battery

Loosen the screw (1) and remove the left tab (2) by pulling it upwards.

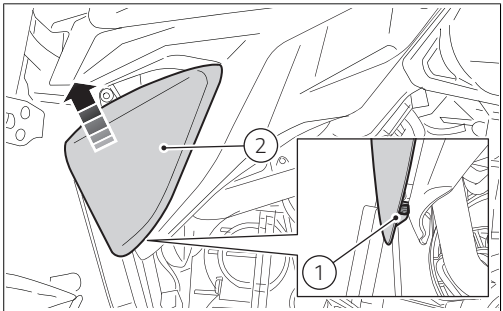

Fig 200

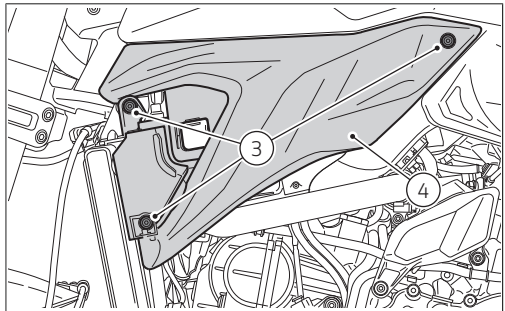

Fig 201

Loosen the screws (3) and remove the side body panel (4) by removing the pins (5) from the rubber blocks (6).

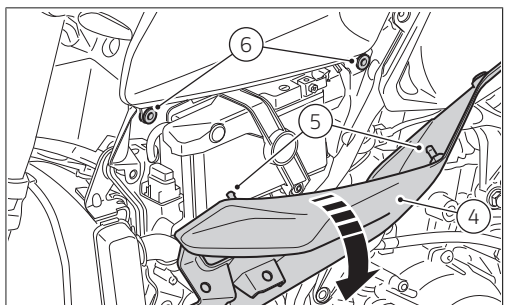

Fig 202

Loosen the screws (7) and remove the battery (9) mounting bracket (8).

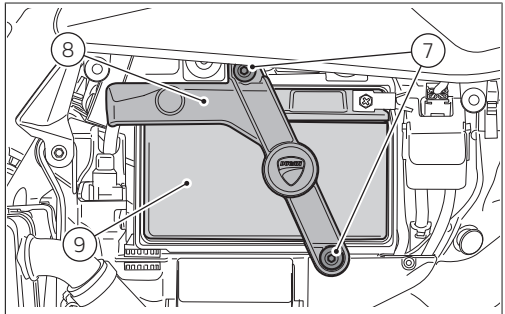

Fig 203

Always starting from the negative terminal (-), loosen the screws (10) and remove the battery cables as indicated:

- Remove the negative cable (11) from the negative terminal (-).
- Remove the positive cable (12) from the positive terminal (+).

Remove the battery (9) from its seat.

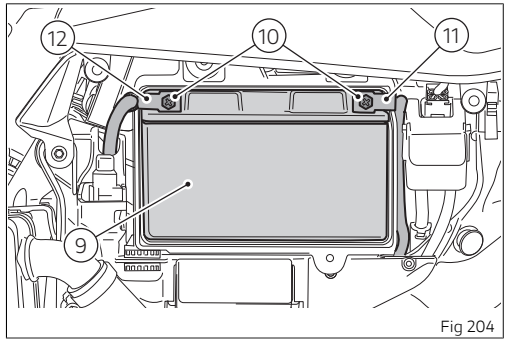

Fig 204

Connecting the battery to the charger

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.

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

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

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

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.

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 (-).
Connect the plug of the battery charger to the wall outlet.

Attention
Keep the battery out of the reach of children.

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.

When charging is complete, disconnect the charger's power cable from the wall outlet, remove

the charger cables from the battery, starting with the negative (-) cable and then the positive (+) cable.
Refit the battery.

To maintain the charge of the battery installed on the vehicle, proceed as described in the chapter “Maintaining the battery charge”.

Refitting the battery

Reposition battery (9) in its seat.
Connect the battery cables, always starting from the positive (+) one, as indicated:

- Connect the positive cable (12) to the positive terminal (+).
- Connect the negative cable (11) to the negative terminal (-).

Tighten the terminal retaining screws (10).

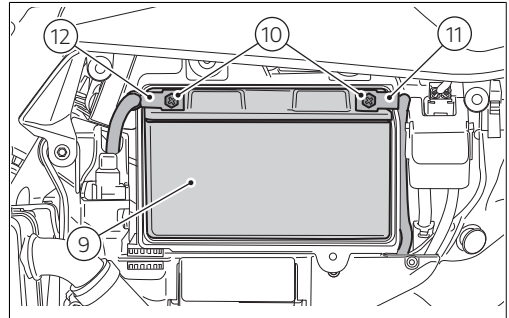

Fig 205

Fit the battery (9) mounting bracket (8) and tighten the two screws (7).

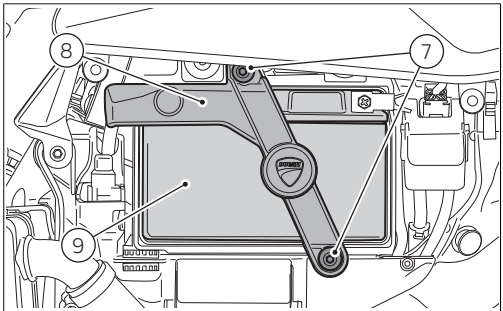

Fig 206

Once the battery is secured, proceed in reverse order to reassemble the components removed from the left side panel.

Checking drive chain tension

Important

Have chain tension adjusted 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.

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.
Measure the distance (A) between the centre of the link pin (B) and the end of the lower chain sliding shoe on the swinging arm (C)
The value must be: A = 56 ÷ 58 mm (2.20 - 2.28 in).

Important

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

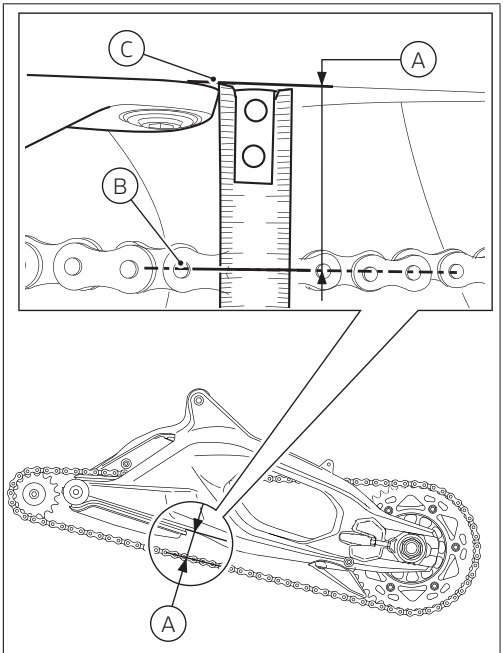

Fig 207

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.

Attention
To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning described in sub-section “Lubricating the chain”.

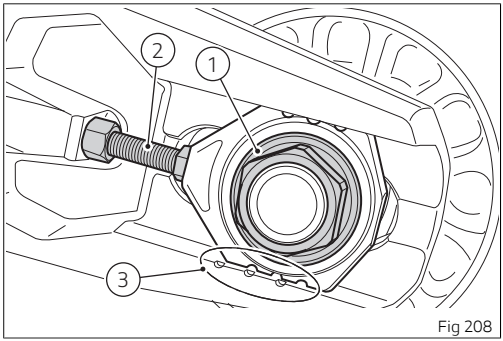

Fig 208

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 figure (2).

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.

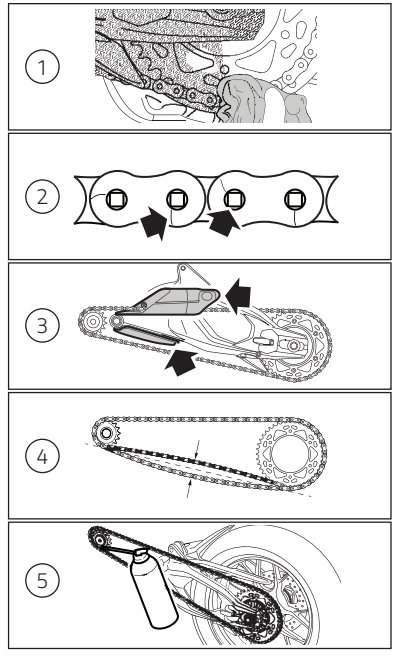

Fig 209

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.

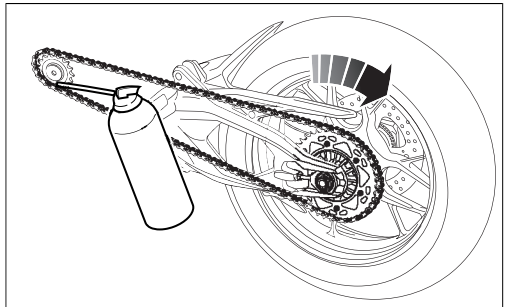

Fig 210

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.

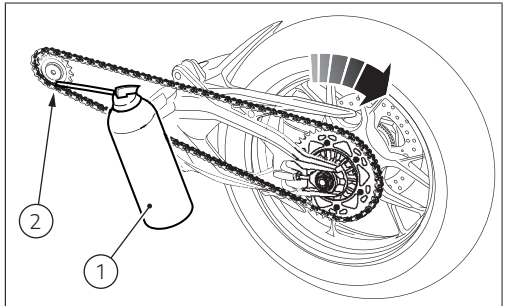

Fig 211

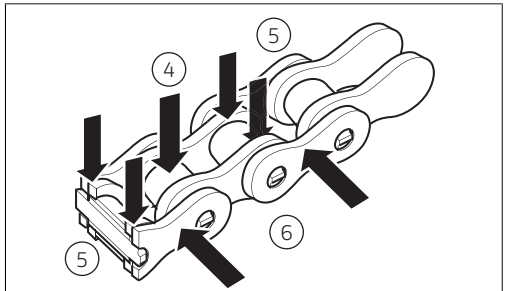

Fig 212

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.

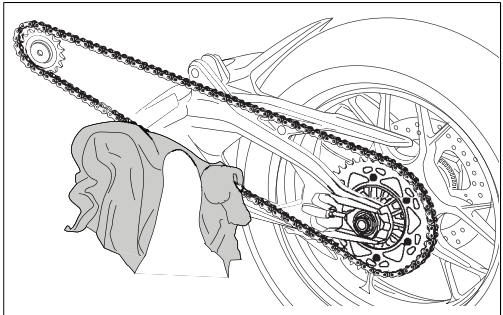

Fig 213

Aligning the headlight

Check correct headlight aiming. Position the motorcycle 10 metres (32.81 feet) from a wall or a screen, with the tyres inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis.
On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light.
Switch on the low beam. The height of the upper limit between the dark area and the lit area must not be more than 9/10 of the height from the ground of the headlight centre.

Note

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

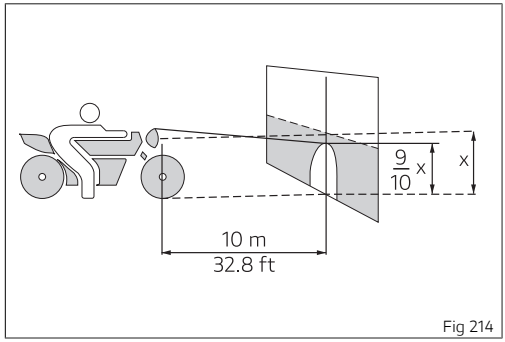

Fig 214

To vertically align the headlight beam, stand on the left side of the vehicle and turn the screw (1):

- anticlockwise: the light beam raises.
- clockwise: the light beam lowers.

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.

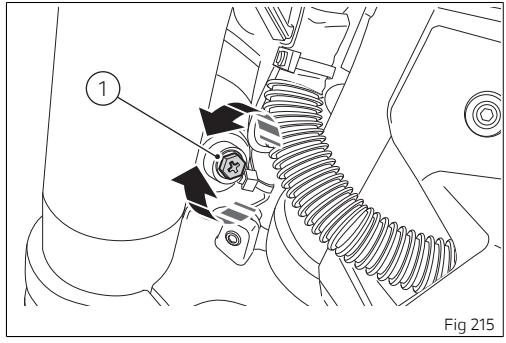

Fig 215

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.

It is possible to make a further adjustment by lifting the cap (1) and turning the nut (2) and rear-view mirror stem (B), for which it is necessary to contact a Ducati Dealer or Authorised Service Centre.
After this last operation, it is necessary to check the position of the rear-view mirror and, if necessary, adjust it until the desired position is achieved.

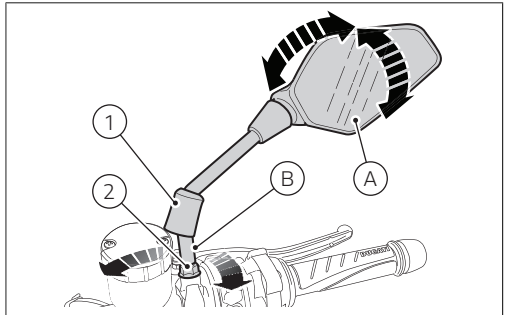

Fig 216

Tyres

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

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

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

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

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

After replacing a tyre, the wheel must be balanced.

Attention
Do not remove or shift the wheel balancing weights.

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

Attention
Replace tyres with recommended standard tyres only, indicated in the “Technical data” in the paragraph "Tyres".

MINIMUM TREAD DEPTH
Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0,079 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.

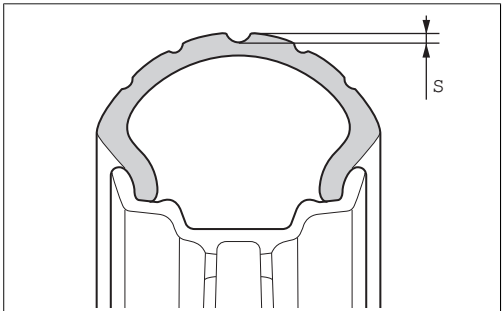

Fig 217

Check engine oil level

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

Remove the oil filler 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).

Attention

Engine oil and oil filters must be changed by a Ducati Dealer or Authorised Service Centre at the intervals specified in the scheduled maintenance chart 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 oil through the sight glass (1).
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.

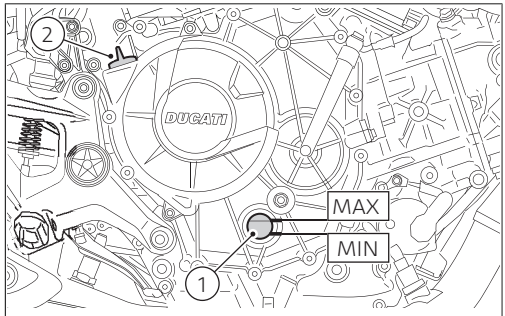

Fig 218

Recommendations concerning oil

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

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

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

Use of Ducati Corse Performance Oil by Shell

Attention

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

Cleaning the motorcycle

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

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

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

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

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

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

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

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

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

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

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

After each wash, it is advisable to lubricate the drive chain.

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

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

Storing the motorcycle

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

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a

protective film of oil will spread on cylinder inner walls;
- place the motorcycle on the service stand;
- disconnect and remove the battery.

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

Important notes

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

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

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

These data are always of a technical nature and are used to detect and correct faults and optimise vehicle functions.
During service operations such as repairs, maintenance activities, operations under warranty, and quality assurance, service network personnel (including manufacturers) can read this technical information from the event and fault data memory using special diagnostic tools. Once the fault has been eliminated, it is possible to progressively delete or overwrite the information in the fault memory.
Vehicle data are collected as a result of a service requested by the Customer or provided under a contract (on the vehicle).

Within the scope of these services, personal data are processed in compliance with current legislation on data protection, based on a legitimate interest of Ducati to ensure increasingly efficient assistance, and finally to comply with legal obligations (e.g. information obligations on repairs and maintenance). If necessary, personal data are read and used in combination with the vehicle identification number.
Our control units do not collect geolocation data.

Vehicle transport

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

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

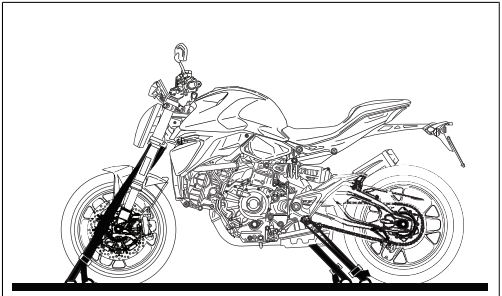

Fig 219

Scheduled maintenance chart

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

Important

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

	Oil Service 1000	Oil Service (every 15,000 km/9,000 mi or 24 months)	Valve check (every 45,000km/27,000mi)	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		•		
Change air filter			•	
Check and/or adjust valve clearance			•	
Check secondary air reeds			•	

				Service Check (every 12 months)
			Valve check (every 45,000km/27,000mi)	
		Oil Service (every 15,000 km/9,000 mi or 24 months)		
	Oil Service 1000			
Change spark plugs			•	
Replace the water pump seal and bushing			•	
Change coolant			•	
Change front fork fluid	Every 45,000 km/27,000 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			
Check front and rear brake disk and pad wear		•		•
Check the proper tightening of the front and rear brake calliper bolts and the front brake disc bolts		•		•
Visually check the rear brake disk bolts (check tightening by removing the rear wheel shaft)		•		•
Check front and rear wheel nuts and rear sprocket nut tightening		•		•
Check the tightening of swinging arm and rear shock absorber fasteners		•		•

	Oil Service 1000	Oil Service (every 15,000 km/9,000 mi or 24 months)	Valve check (every 45,000km/27,000mi)	Service Check (every 12 months)
Check front and rear wheel hub bearings		•		•
Check the tightening of rear subframe to engine and frame bracket fasteners		•		•
Check the tightening of frame fasteners to engine, swinging arm and rear shock absorber			•	
Check the cush drive damper on rear sprocket and lubricate the rear wheel shaft		•		
Check wear of chain, front and rear sprocket, and final drive chain elongation, tension and lubrication. Detected elongation value:_____ (mm) (in) **Note** We recommend replacing the final drive chain kit within 20,000 km / 12,000 mi.	•	•		•
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	•	•		•
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)	•	•		•

				Service Check (every 12 months)
			Valve check (every 45,000km/27,000mi)	
		Oil Service (every 15,000 km/9,000 mi or 24 months)		
	Oil Service 1000			
Check lighting devices, turn indicators, horn and controls operation	•	•		•
Final test and road test of the motorcycle, testing safety devices (e.g. ABS and DTC), electric fans and idling	•	•	•	•
Visually check the coolant level and sealing of the circuit	•	•	•	•
Softly clean the motorcycle	•	•	•	•
Service coupon registration with turning off of Service warning light on instrument panel with DDS 3.0 and filling in of the on-board documentation (Service Booklet)	•	•	•	•

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/27,000 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 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 or months), whichever occurs first

Technical data

Weights

Total weight (kerb weight without fuel): 175 kg (385.8 lb).
Maximum allowed weight (carrying full load): 414 kg (912.71 lb).

Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle, and you may lose control of the motorcycle.

Dimensions

Monster

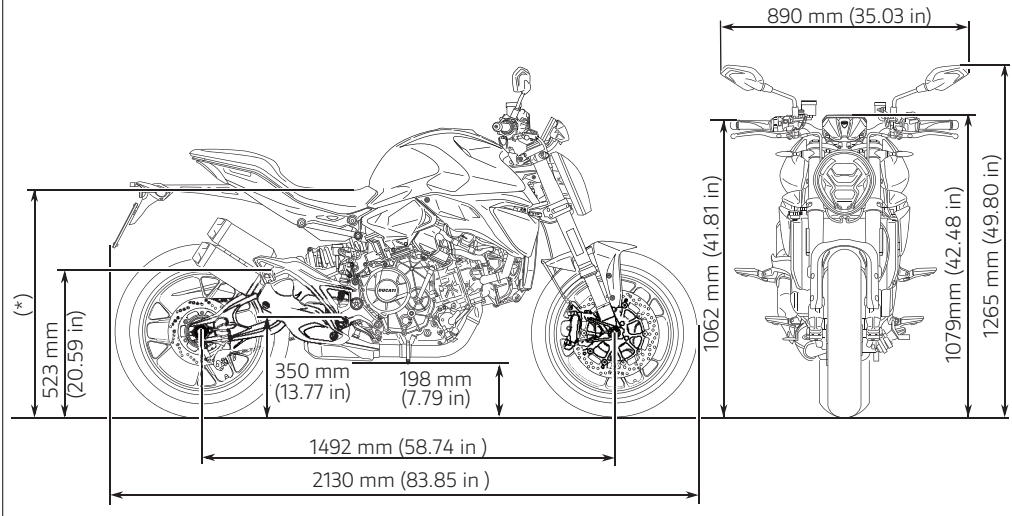

Fig 220

Monster

(*) Seat height:

- Standard seat: 815 mm (32.08 in);
- Lowered seat: 795 mm (31.29 in);
- Low seat + lowered suspension set: 775 mm (30.51 in).

Monster Plus

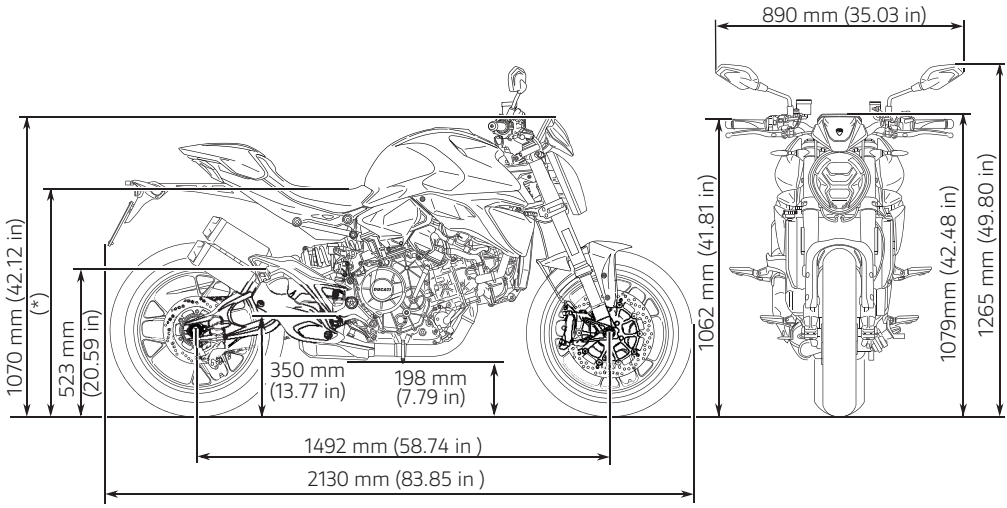

Fig 221

Monster Plus

(*) Seat height:

- Standard seat: 815 mm (32.08 in);
- Lowered seat: 795 mm (31.29 in);
- Low seat + lowered suspension set: 775 mm (30.51 in).

"Fuel, lubricants and other fluids"

TOP-UPS	TYPE	
Fuel tank, including a reserve of 3.5 litres (0.77 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	14 litres (3.07 UK gal)
Oil sump and filter	Ducati prescribes the only use of SAE 15W-50 API SP and JASO MA2 oil and recommends the use of DUCATI GENUINE OIL Powered by Shell Advance 15W-50 (where available; where not available, Ducati recommends using SHELL Advance 4T Ultra 15W-50).	3.8 litres (0.84 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-

TOP-UPS	TYPE	
Front fork		Oil quantity: LH fork leg: 524 cu.cm(31.97 cu. in) RH fork leg: 556 cu. cm (33.92 cu. in) Oil quantity, lowered version (if present): LH fork leg: 542 cu. cm(33.07 cu. in) RH fork leg: 575 cu. cm(35.08 cu. in)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.25 litres (0.49 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.

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

Attention
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: 90° V-twin cylinder, 4 valves per cylinder, intake side timing variator, liquid-cooled.

Bore: 96 mm (3.78 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:
81.6 kW/111 HP at 9000rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
91.1 Nm/9.3 kgm at 7250rpm

Max. rotation speed: 11325rpm.

Important

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

Attention

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

Consumption: 5.2 l/100km.
Emissions: CO2 120 g/km.
Type-approved: Euro 5+.

Performance data

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

Important

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

Spark plugs

Make: NGK
Type: SILMDR9A-8GS.

Fuel system

Inductive discharge indirect electronic injection.
Oval throttle body (corresponding diameter):
Injectors per cylinder: 1
Firing points per injector: 10
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.

Note

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

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection.
Cornering ABS as standard

Front

Type: with drilled stainless steel disc.
No. 2 discs.
Disc diameter: 320 mm (12.60 in).
Disc thickness: 4.5 mm (0.18 in).
Disc thickness (maximum wear): 4.0 mm (0.16 in).
Disc braking surface: 246 sq.cm (38.13 sq.in).
Disc carrier material: painted stainless steel, black colour.
Hydraulic control through lever on RH side of handlebar, equipped with a knob for adjusting the distance from the handgrip.
Monoblock brake callipers with 4 pistons.
Make and type: Brembo M4.32.
Piston Ø: no. 2 pistons Ø 32 mm (1.26 in).
Friction material: BRM12D-GG.
Master cylinder type: Radial, PR18/21.
Cylinder Ø: 18 mm (0.71 in).

Rear

Type: with fixed drilled steel disk.
Disc diameter: 245 mm (9.64 in).
Disc thickness: 4.2 mm (0.14 in).
Disc thickness (maximum wear): 3.6 mm (0.16 in).
Disc braking surface: 242 sq.cm (37.51 sq.in).
Disc carrier material: painted stainless steel, black colour
Hydraulically operated by a pedal on RH side.
Floating brake calliper with 2 Ø34 mm (1.34 in) pistons.
Make and type: Brembo, PS 11.
Friction material: BRM12B.
Master cylinder type: PS 11.
Cylinder Ø: 11 mm (0.43 in).

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. Self-draining master cylinder.
It has a dial adjuster for adjusting the distance between lever and handgrip on the handlebar.
Drive is transmitted from engine to gearbox primary shaft via spur gears, 1.84:1 ratio.
Front chain sprocket/clutch gearwheel ratio: 32/59.
6-gear gearbox with Ducati Quick Shift (DQS) up/down 2.0.

Gearbox output sprocket/rear chain sprocket ratio: 16/42.
Total gear ratios:
1st gear 38/14
2nd gear 34/17
3rd gear 32/20
4th gear 29/22
5th gear 24/21
6th gear 26/25

Drive chain from gearbox to rear wheel.
Make: Regina 520 ZRA.
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

Monocoque in aluminium alloy.
Steering angle (per side): 35°
Steering head angle: 23.3°
Trail in mm: 92 (3.62 in).

Wheels

Light alloy cast rims.

Front
Size: MT3.50x17"

Rear
Size: MT5.50x17"

Tyres

Tyre type

Front
Pirelli Diablo Rosso IV "tubeless" radial type.
Size: 120/70 R17.

Rear
Pirelli Diablo Rosso IV "tubeless" radial type.
Size: 180/55 R17.

Tyre pressure

Use	Front	Rear
Tyre pressure for rider only	2.5 bar (36.26 psi)	2.5 bar (36.26 psi)
Tyre pressure with rider, passenger and/or bags	2.6 bar (37.70 psi)	2.9 bar (42.06 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).

Suspension

Front fork

Showa upside-down fork.
Stanchion diameter: 43 mm (1.69 in).
Wheel travel: 130 mm (5.11 in).

Rear shock absorber

Showa rear shock absorber with adjustable preload.
Suspension travel: 50 mm (1.96 in).
Standard rear shock absorber spring preload: 11.3 mm (0.44 in) (adjustment range: 11.3 mm/20.9 mm (0.44 in / 0.82 in).
Standard rear shock absorber spring preload (lowered version): 6.1 mm (0.24 in) (adjustment range: 6.1 mm/14.1 mm (0.24 in / 0.55 in)
Rear wheel travel: 145 mm (5.70 in).
Aluminium double-sided swinging arm.

Exhaust system

Exhaust system with pre-silencer and split twin tailpipe, 1 catalytic converter and 3 lambda sensors.

Electric system

Basic electric items are:
DASHBOARD:
5" TFT colour display.
HEADLIGHT:
LED low beam lamp: no. 3;
LED high beam lamp: no. 5;
LED parking light/DRL (where fitted): no. 6.
ELECTRICAL CONTROLS ON HANDLEBAR:
LED front turn indicators: no. 7;
LED front turn indicators (USA - China - Vietnam): no. 3;
LED rear turn indicators: no. 7.
LED rear turn indicators (USA - China - Vietnam): no. 3;
Warning horn.
Stop light switches.
Original equipment battery: 12V - 6.5Ah (EXIDE ET7B-BS).
Alternative battery: 12V - 6.5Ah (YUASA YT7B-BS DRY).
Generator Denso 14V – 490W.
Electronic rectifier, protected by a 30 A fuse.
Starter motor, 12 V- 0.7 kW.
TAIL LIGHT:
LED parking light: no. 2;
LED rear stop light: no. 5;
LED number plate light: no. 3.

Fuses

The fuses are located near the battery compartment on the front left side of the vehicle, under the left side cover.
To reach that area, proceed as described in chapter “Charging the battery”.

Description:

- Fuse box (A);
- Main fuse (B);
- Solenoid starter fuses (C);
- ABS fuses (D).

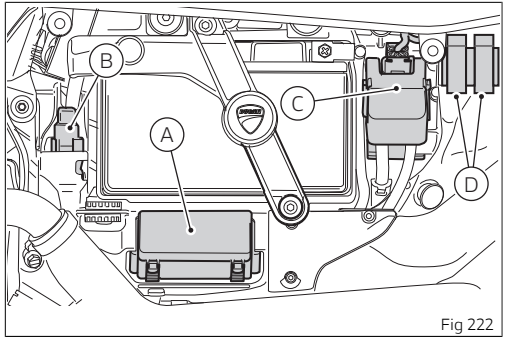

Fig 222

Electric components are protected by fuses located in the fuse box (A). There are three spare fuses in every box.
To expose the fuses, lift the box protective cover.
Mounting position and ampere capacity are marked on box cover.
Refer to the table below to identify the circuits protected by the various fuses and their ratings.

Fuse box (A) key		
Pos.	El. item	Rat.
1	EMC LOAD	25 A
2	FUEL PUMP	10 A
3	DASHBOARD	20 A
4	KL15 ECU	5 A
5	KL15 DASHBOARD	5 A
6	KL15 ACCESSORIES	10 A
7	KL15 IMU	5 A
8	KEY RELAY	20 A
9	KL30 ACCESSORIES + DIAGNOSIS	7.5 A
10	STARTER RELAY	7.5 A
11	Spare	5 A
12	Spare	10 A
13	Spare	20 A
14	Spare	25 A

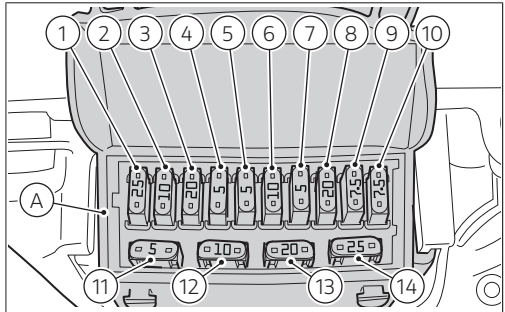

Fig 223

The 30A main fuse (B) can be accessed by lifting the protective cap.

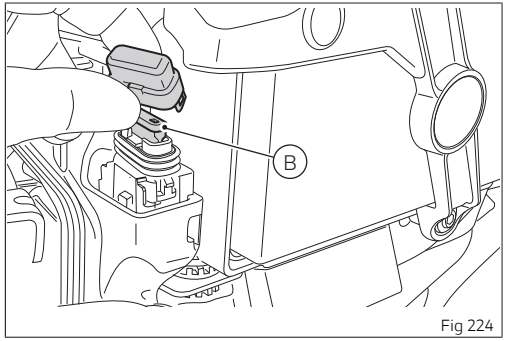

Fig 224

There is a 30A fuse (15) and a spare fuse (16) on the solenoid starter (C).
To access them, disconnect connector (17) and lift the protection cap (18).

The boxes (D) contain the two ABS fuses (19) and (20).
To access them, lift the protective caps of the boxes (D).
Fuses are arranged as follows:

- (19) Left side 25A ABS fuse, white box and fuse;
- (20) Right side 10A ABS fuse, red box and fuse.

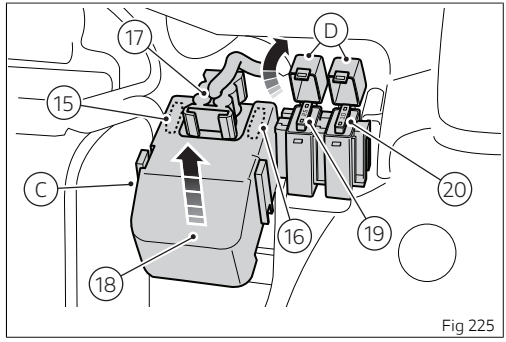

Fig 225

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.

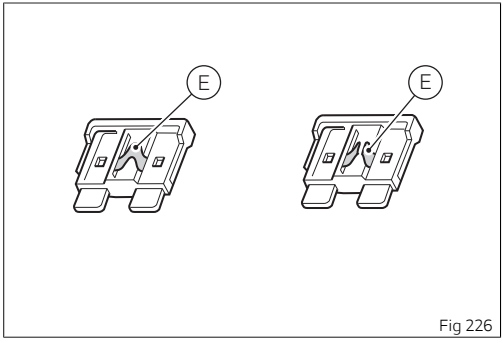

Fig 226

Open source software

Information about open source software

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

Declarations of conformity

Declarations of conformity

EU Directive 2014/53/EU

CE

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	433,920 MHz 433,945 MHz 433,920MHz	9549,92 μV/m @3m 8128,30 μV/m @3m 9120,11 μV/m @3m
TPMS	171090	315MHz	0,15uW
RCU	21191	434 MHz 315 MHz (Japan)	

Table 2

Radio equipment installed in the vehicle	Brand Name	Manufacturers' addresses
Dashboard	EGICON S.r.l.	Via Posta Vecchia, 36 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 25024 Leno (BS), Italy
RCU	LID Technologies S.A.S	Parc Technologique du Canal, 3 rue GIOTTO, 31520 RAMOVILLE - FRANCE
TPMS	LID Technologies S.A.S	Parc Technologique du Canal, 3 rue GIOTTO, 31520 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
TPMS LID (171090)	® H-29556

BRASIL

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.

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).

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
TPMS LDL (171090)	IC: 6504A-17109
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)
TPMS LDL (171090)

(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（17110）

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
TPMS（171090）	TA-2023/1600

SOUTH KOREA

해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다

Dashboard RTADE002	R-R-Egi-RTADE002
Ducati Multimedia System (IN2ROUTERX)	R-R-Cbo-1080795
TPMS (17109)	R-C-T46-17109
TPMS (171090)	R-C-T46 -171090

THAILAND

เครื่องโทรคมนาคมและอุปกรณ์นี้มีความสอดคล้องตามข้อกำหนดของ กทช.

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)
TPMS (171090)

UK

UK CA

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)
TPMS (171090)
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
TPMS (171090)	FCC ID: T45-171090
RCU	FCC ID:T45-21191

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