Owner's manual

MULTISTRADA 1260S

DUCATI

Owner's manual

ENGLISH

MULTISTRADA 1260S

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

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

Any and all reproduction or spreading of the contents herein in whole or in part is forbidden. All rights reserved to Ducati Motor Holding S.p.A. Any request for written authorisation shall be addressed to this company, specifying the reasons for request.

Enjoy your ride!

Table of contents

Introduction 8
Safety guidelines 8
Warning symbols used in the manual 9
Intended use 10
Rider's obligations 11
Rider's training 12
Apparel 13
Safety "Best Practices" 14
Refuelling 16
Carrying the maximum load allowed 17
Information about carrying capacity 17
Dangerous products - warnings 18
Vehicle identification number 20
Engine identification number 21
Option kits / Customisations 22

Instrument panel (Dashboard) 31
Instrument panel 31
Acronyms and abbreviations used in the Manual 35
Technological Dictionary 35
Information statement on UE directive 2014/53/UE 39
Function buttons 42
Parameter setting/displaying 44
Main and auxiliary functions 56
Engine rpm indication (RPM) 58
Motorcycle speed 60
Fuel level 61
Engine Coolant temperature 62
Clock 63
Riding Mode 64
ABS 70
DTC 77
DWC 83
DQS 89
Motorcycle setup 91
DSS 94
Gear 99
Odometer (TOT) 100
Menu Functions 101
Residual range (RANGE) 103

Average Fuel Consumption (CONS. AVG 1) 104
Trip meter 1 (TRIP 1) 106
Trip time (TRIP TIME 1) 107
Average speed (SPEED AVG 1) 108
Trip meter 2 (TRIP 2) 110
Instantaneous fuel consumption (CONS.) 111
Ambient air temperature (T-AIR) 112
TRIP MASTER 113
Player management (PLAYER) 115
Call management (LAST CALLS) 116
Tyre deflation pressure indication (TIRE PRESSURE) - accessory 117
ABS enabling/disabling 119
Setting menu (SETTING MENU) 121
Customising the Riding Mode 124
Customising the Riding Mode: Engine setting 127
Customising the Riding Mode: DTC level setting 129
Customising the Riding Mode: ABS setting 132
Customising the Riding Mode: DWC level setting 135
Customising the Riding Mode: DQS enabling/disabling 138
Customising the Riding Mode: DSS suspension setting 141
Customising the Riding Mode: Motorcycle Load Mode 145
Customising the Riding Mode: Reset to default settings (DEFAULT) 149
Customising the Riding Mode: Reset to default settings (ALL DEFAULT) 151
Display mode setting (Info Mode) 152
Pin Code 154
Changing the PIN CODE 159
LAP 165
Backlighting setting (Backlight) 171
Date setting (Date and Clock) 173
Clock setting (Date and Clock) 176
Unit of measurement setting (Units) 179
Service thresholds display (Service) 184
Tyre setting and drive ratio (Tyre Calibration) 185
Setting motorcycle Load Mode 189
Bluetooth device setting (Bluetooth) 191
Setting the tyre sensor reference deflation pressure (Tyre Pressures) - accessory 200

Turn indicator automatic switch-off feature (Turn indicators Off) 204
Information (Info) 206
Infotainment 208
LAP time 218
Cruise Control 221
Vehicle Hold Control (VHC) 223
Service indication (SERVICE) 225
OIL SERVICE zero warning 226
OIL SERVICE or SERVICE DATE or DESMO SERVICE indication 227
OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication 228
Warnings/Alarms 229
Error warnings 245
Heated handgrips 246
Side stand warning 248
Light control 249
Fog lights 257
Immobilizer system 258
Keys 259
Replacing the battery in the active key 262
Duplicate keys 266
Restoring motorcycle operation via the PIN CODE 267

Controls 269
Position of motorcycle controls 269
"Hands free" system 270
Left-hand switch 284
Clutch lever 288
Right-hand switch 289
Throttle twistgrip 291
Front brake lever 292
Rear brake pedal 293
Gear change pedal 294
Adjusting the position of the gearchange pedal and rear brake pedal 295

Main components and devices 297
Position on the vehicle 297
Tank filler plug 298
Seat lock 300
Seat height adjustment 303
Side stand 306
Bluetooth control unit 308
Power outlet 309
Centre stand 311
Assembling the Ducati side panniers 312
Using the side panniers 317
USB connection 321

Adjusting windscreen height 322
Adjusting the front fork 323
Adjusting the rear shock absorber 324
Motorcycle track alignment variation 325

Riding the motorcycle 326
Running-in recommendations 326
Pre-ride checks 328
ABS device 330
Engine start/stop 331
Moving off 336
Braking 337
Stopping the motorcycle 339
Parking 340
Refuelling 341
Tool kit and accessories 344
Front mudguard half kit 346

Main use and maintenance operations 350
Checking coolant level and topping up, if necessary 350
Checking brake and clutch fluid level 352
Checking brake pads for wear 354
Charging the battery 355
Checking drive chain tension 359
Lubricating the drive chain 362
Using the supplied chain tension gauge 367
Aligning the headlight 369
Adjusting the rear-view mirrors 371
Tubeless tyres 372
Check engine oil level 375
Cleaning and replacing the spark plugs 377
Cleaning the motorcycle 378
Storing the motorcycle 380
Important notes 380

Scheduled maintenance chart 381
Scheduled maintenance chart: operations to be carried out by the dealer 381
Scheduled maintenance chart: operations to be carried out by the Customer 385

Technical data 386
Weights 386
Dimensions 387
Fuel, lubricants and other fluids 388

Engine 390
Desmodromic timing system with variable timing (DVT) 391
Performance data 392
Spark plugs 392
Fuel system 392
Brakes 392
Transmission 393
Frame 394
Wheels 394
Tyres 394
Suspension 394
Exhaust system 395
Available colours 395
Electric system 397

Routine maintenance record 404
Routine maintenance record 404

Introduction

Safety guidelines

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

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.
In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres for any operations listed in the scheduled maintenance chart, see page 381.

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

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

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

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

Warning symbols used in the manual

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

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

Attention

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

Important

Possibility of damaging the motorcycle and/or its components.

Note

Additional information about the current operation.

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

Intended use

Attention
This motorcycle was designed for both road use and for light off-road and dirt road use. Heavy duty off-road use is not advised and can result in the rider losing control of the vehicle, thereby increasing the risk of accidents.

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

This motorcycle carries the rider and can carry a passenger.

Attention
The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 450kg/ 992lb.

Attention
The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:
10 kg (22lb) max. per side pannier;
5 kg (11 lb) max. for the top case;
5 kg (11 lb) max. for the tank bag.

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

Rider's obligations

All riders must hold a valid licence.

Attention

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

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

Attention

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

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

Attention

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

Some states require vehicle insurance.

Attention

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

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

Attention

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

Attention

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

Attention

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

Rider's training

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

Attention

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

Apparel

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

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

- The helmet must meet the requirements listed at page 11; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;
- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.

Important

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

Important

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

Important

Have your passenger wear proper protective clothing.

Safety "Best Practices"

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

Important

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

Attention

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

Perform the checks recommended in this manual before each ride (see page 336).

Attention

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

Attention

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

Important

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

Important

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

Important

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

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

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

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

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

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

Attention
Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).

Refuelling

Fuel label

Fuel identification label

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

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

Attention

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

Fig 1

Attention

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

Attention

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

Carrying the maximum load allowed

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

Attention

The maximum speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 180 km/h (112 mph) and at any rate it must comply with the applicable statutory speed limits.

Attention

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

Information about carrying capacity

Important

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

Important

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

Important

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

Important

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

Attention

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

Refer to paragraph "Tyres" on page 372.

Important
If you install the side panniers (available on request from Ducati Parts service), sort out luggage and accessories according to their weight and arrange them in the side panniers to evenly distribute the weight. Close the side panniers with the relevant key locks.

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.

It is recommended to record the frame number of your motorcycle in the space below.

Frame number

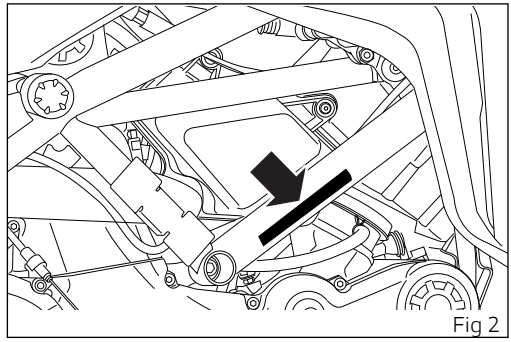


Fig 2

Engine identification number

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

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

Engine number

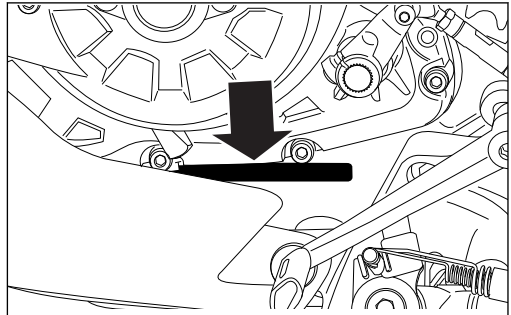


Fig 3

Option kits / Customisations

Four customisation kits designed to enhance different styles of the motorcycle. Four sets of equipment, that can be matched together at will to lend your Multistrada the character that suits you best.

- TOURING;
- SPORT;
- URBAN;
- ENDURO.

Information herein refers to Multistrada 1260. Information on any other customisation (TOURING, SPORT, URBAN and ENDURO) is indicated only when different from the Multistrada 1260.

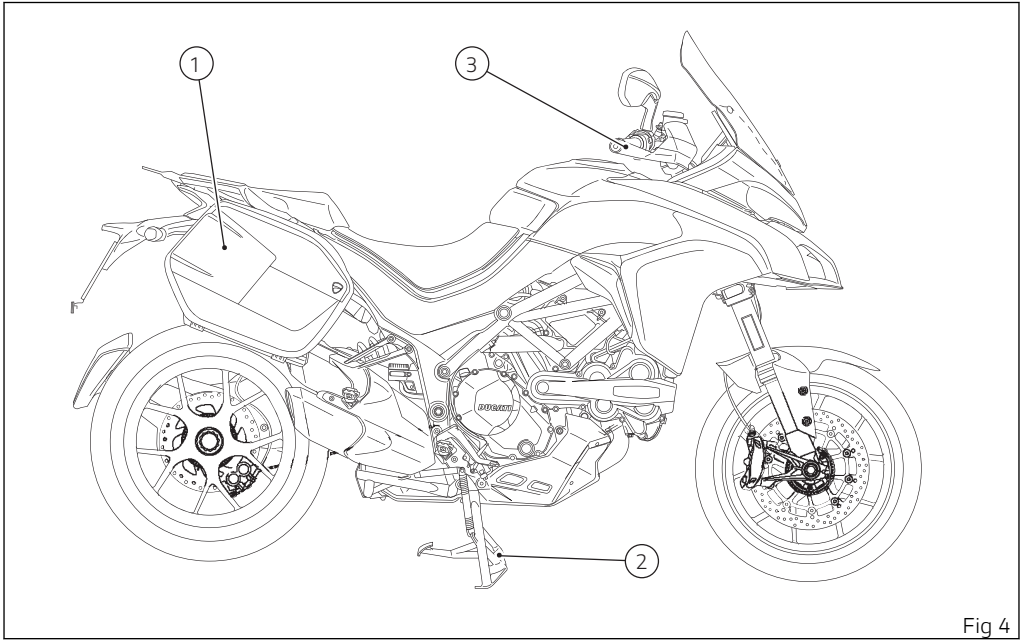


Fig 4

TOURING

1) Set of side panniers for a total capacity of 58 l (15.32 gal);
2) Centre stand;
3) Heated handgrips adjustable through 3 levels.

SPORT

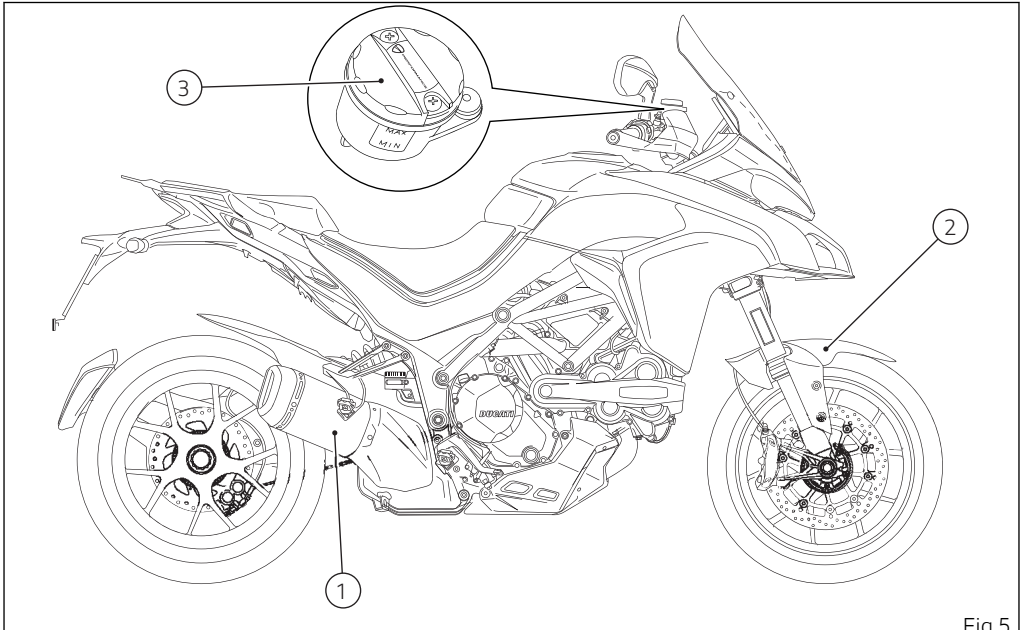


Fig 5

SPORT

1) "Termignoni" carbon type-approved silencer (compliant with EU type-approval requirements);
2) Carbon front mudguard;
3) Billet aluminium clutch and brake fluid reservoir covers.

URBAN

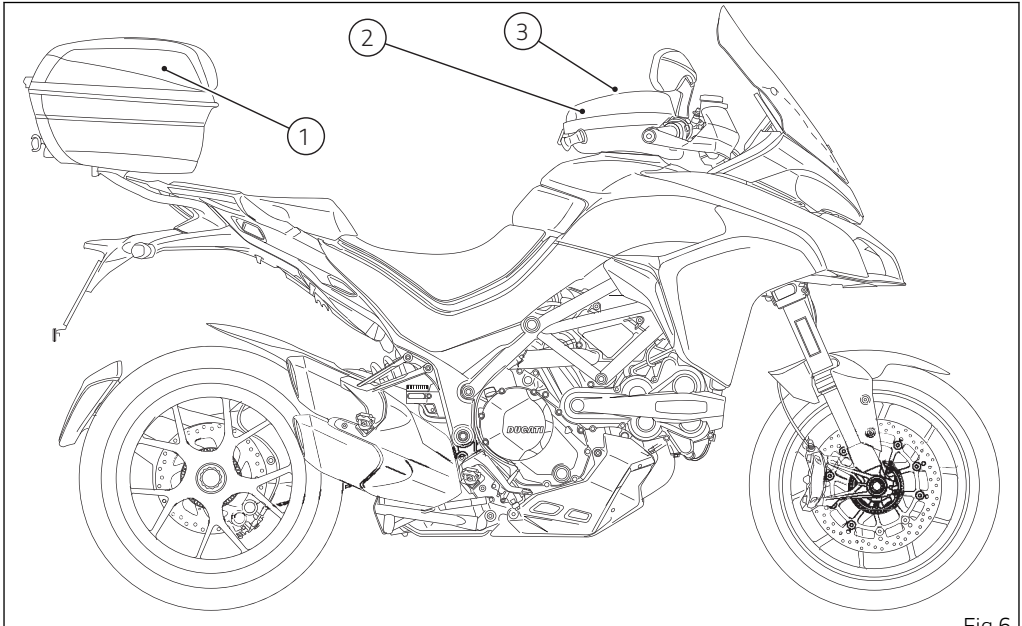


Fig 6

URBAN

1) 48-litre top case (12.98 gal);
2) Semi-rigid tank bag with quick fitting;
3) USB hub for charging electronic devices.

ENDURO

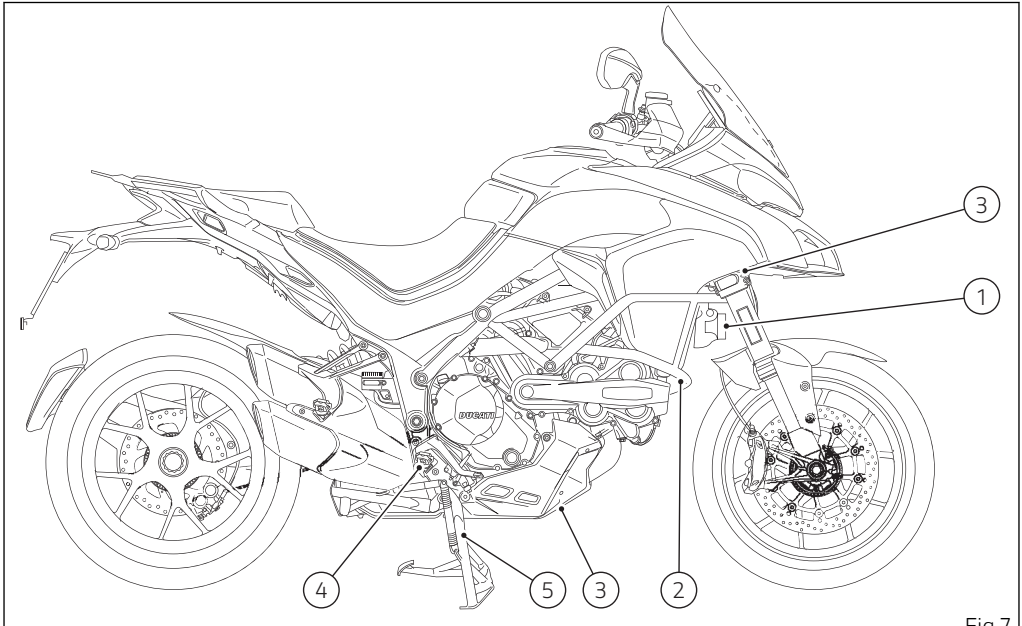


Fig 7

ENDURO

1) Additional lights;
2) Steel tube engine protection;
3) Radiator protection grille;
4) Set of off-road footpegs;
5) Plate for a wider stand base.

Instrument panel (Dashboard)

Instrument panel

1) Display.
2) NEUTRAL LIGHT N (GREEN).
Comes on when in neutral position.
3) CRUISE CONTROL LIGHT (GREEN).
Comes on to indicate operation of the Cruise Control.
4) HIGH BEAM LIGHT (BLUE).
It turns on to indicate that the high beam lights are on and when the flasher is activated.
5) FUEL WARNING LIGHT (AMBER YELLOW).
Comes on when fuel is low (see chapter "Top-ups").
6) TURN INDICATOR LIGHTS (GREEN).
Illuminates and flashes when the turn indicator is in operation.
7) ENGINE OIL PRESSURE LIGHT (RED).
Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn off a few seconds after the engine has started. It may shortly come on when the engine is hot, however, it should go out as the engine revs up.

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

8) DTC / DWC WARNING LIGHT (AMBER YELLOW)
This light indicates DTC/DWC system enabling/ disabling status.

- Light off: DTC/DWC enabled and functioning;
- Light ON flashing: DTC/DWC enabled, but with degraded performance;
- Light steady ON: DTC/DWC disabled and/or not functioning due to a fault in the control unit.

9) "ENGINE DIAGNOSIS - MIL" LIGHT (AMBER YELLOW).
It turns on in the case of "engine" errors that in some cases will lock the engine.
10) ABS LIGHT (AMBER YELLOW)
Indicates ABS status.

- Light off: ABS enabled and functioning;

- Light ON flashing: ABS in self-diagnosis and/or functioning with degraded performance;
- Light steady ON: ABS disabled and/or not functioning due to a fault in the ABS control unit.

11) GENERIC ERROR WARNING LIGHT
It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.
12) DTC INTERVENTION (AMBER YELLOW)

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

13) OVER REV / IMMOBILIZER SYSTEM

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing

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

	Immobilizer
Key-ON status	Light OFF
Key-OFF status	Light ON flashing
Key-off status for over 1 hour	Light OFF

14) VHC VEHICLE HOLD CONTROL
It turns on upon activation of the VHC system: the ABS of the Multistrada is equipped with the Vehicle Hold Control (VHC) system. This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake: the warning light remains steady. The warning light starts blinking when the VHC system is about to release the rear brake pressure and thus to stop keeping the vehicle at a standstill: pressure is decreased gradually. The warning light turns off when the VHC system is disabled.

15) DSS LIGHT (AMBER YELLOW).

	DSS
DSS not active	Light OFF
Presence of DSS mal-function	Light steady ON
DSS active	Light ON flashing

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.

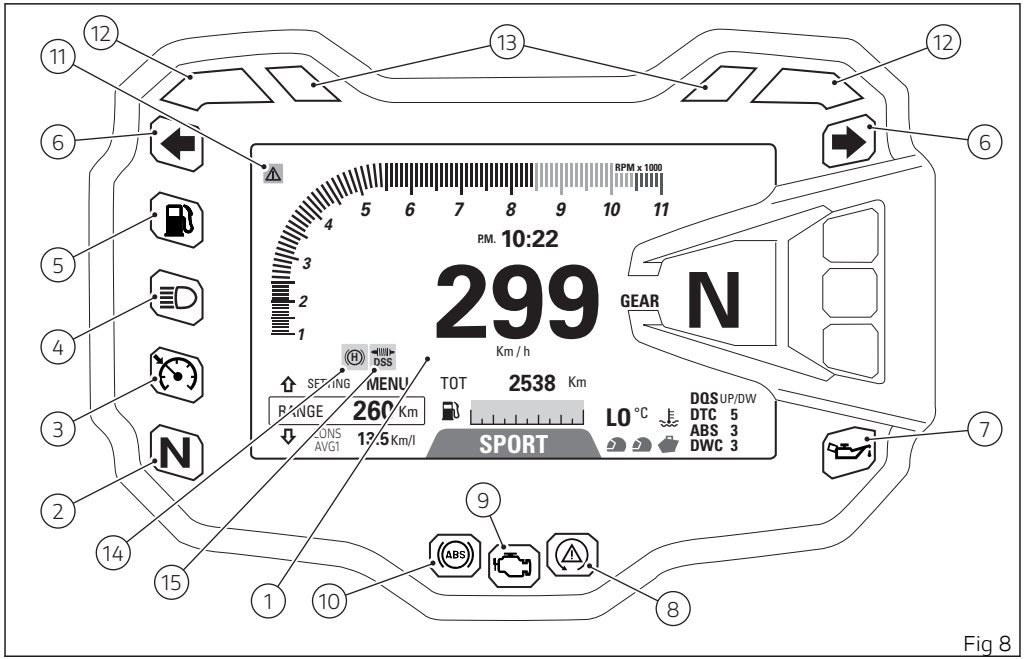

RPM x 1000
4 5 6 7 8 9 10 11
3
2
1
P.M. 10:22
299
Km / h
GEAR
N
SETTING
MENU
RANGE
260 Km
CONS AVG1
13.5 Km/l
TOT
2538 Km
LO °C
SPORT
DOS UP/DW
DTC 5
ABS 3
DWC 3
DSS
ABS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

Fig 8

Acronyms and abbreviations used in the Manual

ABS
Antilock Braking System
BBS
Black Box System
CAN
Controller Area Network
LIN
Local Interconnect Network
DSB
Dashboard
DSS
DUCATI SkyHook System
DTC
DUCATI Traction Control
DWC
DUCATI Wheelie Control
ECU
Engine Control Unit
GPS
Global Positioning System
VHC
Vehicle Hold Control

Technological Dictionary

Riding Mode

The rider can choose from 4 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode) and the ABS, DTC and DWC settings.
Available Riding Modes: Sport, Touring, Urban and Enduro. Within every Riding Mode, the rider can customise any settings.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. There are three Power Modes, one for each Riding Mode:

- LOW, with 'soft' power delivery;
- MED, with 'soft' power delivery;
- HIGH, with 'instant' power delivery.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is

no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.
The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

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 off-road use and very expert riders because it is less sensitive to slipping and intervention is hence softer.

Anti-lock Braking System (ABS) 9.1ME

The ABS 9.1ME system fitted to the Multistrada is a safety system preventing wheel lockup while riding with the motorcycle not leaning over. The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions. The Multistrada ABS implements rear wheel lift-up control and combined braking (from front to rear) in order to ensure not only smaller stopping distance under braking, but also the best possible stability.
These functions are divided into 3 different levels, each associated with a Riding Mode and are described in the following paragraphs. ABS can be disabled.
The Multistrada ABS is provided with the Vehicle Hold Control (VHC). The system, when activated, keeps the vehicle at a standstill. During the restart, the user only has to concentrate on the clutch and acceleration control, while the VHC gradually decreases the rear brake pressure.

Ducati Wheelie Control (DWC)

The Ducati Wheelie Control system (DWC) supervises control of wheelie movement and settings vary through eight different levels that are calibrated to offer a different prevention and

reaction to wheelies. Each Riding Mode features a pre-set intervention level. Level eight indicates a setting that minimises motorcycle tendency to shift up in a wheelie and maximises reaction to the same, if it occurs. While level one is for expert riders and features a lower wheelie control in terms of prevention and less strong reaction to the same, if it occurs.

Inertial Measurement Unit (IMU)

The Multistrada is fitted with a Bosch inertial platform, equipped with inertial measurement unit (IMU). The IMU constantly monitors motorcycle incidence and lean angle, matching them with ABS and DWC signals, thereby optimising the efficiency of all these systems, regardless of motorcycle position.

Ducati Cruise Control

Multistrada features a system for maintaining the cruise speed, the Ducati Cruise Control. System can be enabled with engaged gear equal to or higher than the second gear and vehicle speed ranging between 50 Km/h (30 mph) and 200 Km/h (125 mph).

Desmodromic Variable Timing (DVT)

The DVT system allows optimised timing setting according to engine load and speed, as well as to continuously advance or delay exhaust and intake valve timing through the rotation of the camshafts, thereby ensuring utmost efficiency throughout the rpm range and high performance at high speed, with an optimised torque curve at low rpm.

Ducati Quick Shift (DQS)

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a separate way for upshifting and downshifting, and combines the action on ignition advance and injection, available in the upshift system, with controlled throttle opening for operation during downshifting.

Ducati SkyHook System (DSS)

Multistrada is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions:

allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.

Information statement on UE directive 2014/53/UE

Simplified EU declaration of conformity

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

Manufacturers' addresses

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

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

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

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

Function buttons

1) UP CONTROL SWITCH " ▲ "
Button used to display and set instrument panel parameters with the position " ▲ ".
2) DOWN CONTROL SWITCH " ▼ "
Button used to display and set instrument panel parameters with the position " ▼ ".
3) HIGH-BEAM/FLASH BUTTON (FLASH) (Fig 10)
The high-beam flash button may also be used for LAP functions.
4) CONFIRM MENU / SETTING MENU ENTRY BUTTON
Button used to confirm during MENU navigation.
5) CRUISE CONTROL BUTTON - ON/OFF
Button used to switch the Cruise Control function on/off.

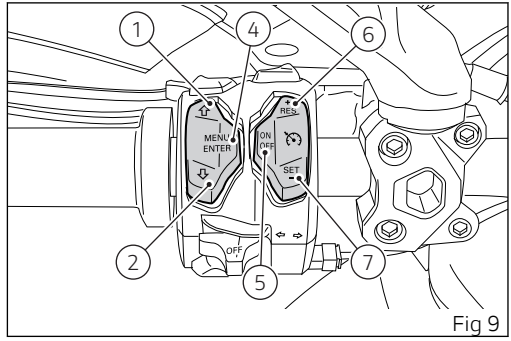


Fig 9

6) CRUISE CONTROL BUTTON - RES (Resume) / + (more) (Fig 9)
Button used to increase set cruise speed for the Cruise Control.
7) CRUISE CONTROL BUTTON - SET (Setup) / - (less) (Fig 9)
Button used to set/decrease set cruise speed for the Cruise Control.
8) HAZARD BUTTON
Button used to switch on/off all four turn indicators (Hazard function).
9) FOG LIGHT BUTTON (OPTION)
Button used to switch on/off the fog lights (option).

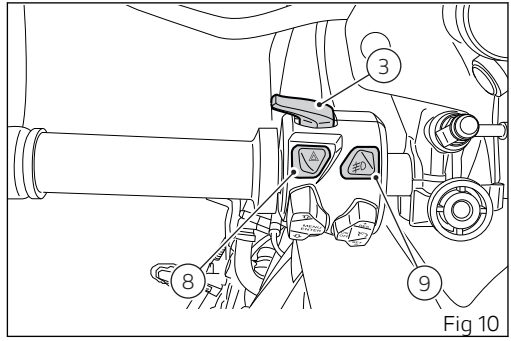


Fig 10

Parameter setting/displaying

Upon key-on, the instrument panel displays the DUCATI logo and switches on the LED warning lights in two steps ("initial check routine").
After this routine, the instrument panel displays the main page in one of the available layouts (TRACK, FULL, CORE and OFF ROAD), depending on the one in use before last KEY-OFF.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3 mph) (actual speed), 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.

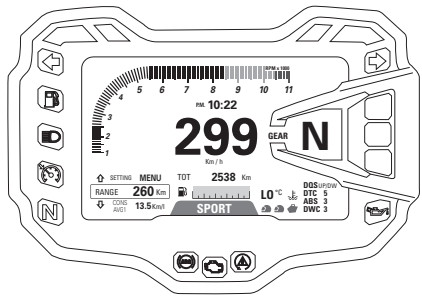


Fig 11

The main screen can have four different layouts: TRACK, FULL, CITY and OFF ROAD.
Data displayed on the main screen for TRACK layout are as follows:

1) Motorcycle speed
2) Odometer
3) Fuel level
4) Engine Coolant temperature
5) Set Riding Mode
6) ABS level indication ON or ABS OFF indication
7) DTC level indication ON or DTC OFF indication
8) DWC level indication ON or DWC OFF indication
9) DQS level indication ON or DQS OFF indication
10) LOAD settings (motorcycle setup)
11) Gear indication
12) Clock
13) Rev counter
14) Menu
15) Cruise Control indication
16) Bluetooth indication
17) LAP indication (only if active)
18) Fog lights (if any)
19) Heated handgrips (if any).

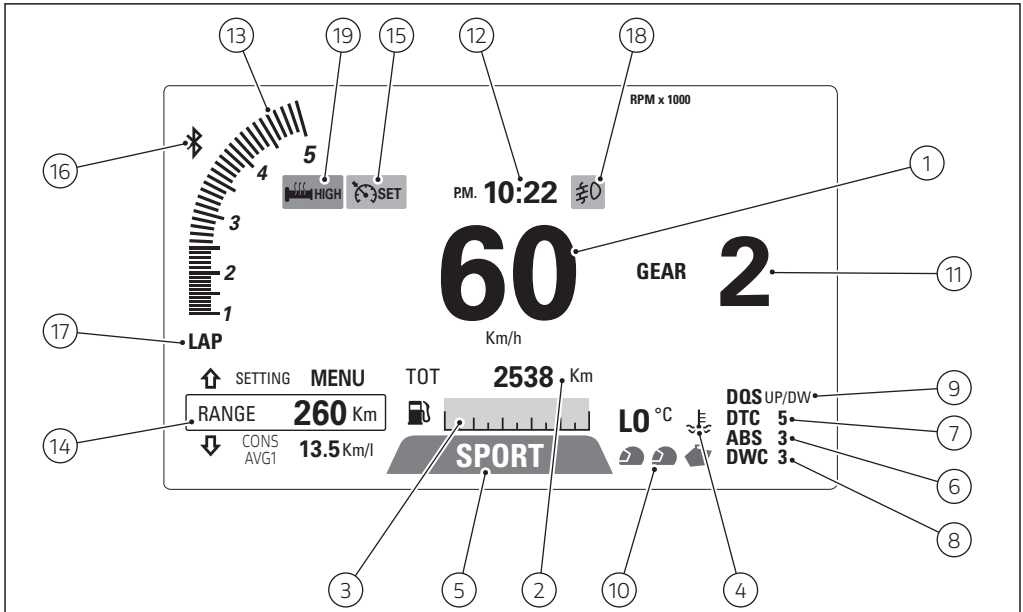

RPM x 1000
HIGH
SET
P.M. 10:22
60
Km/h
GEAR
2
LAP
SETTING MENU
RANGE 260 Km
CONS AVG1 13.5 Km/l
TOT 2538 Km
SPORT
LO °C
DQS UP/DW
DTC 5
ABS 3
DWC 3
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

Fig 12

Data displayed on the main screen for FULL layout are as follows:

1) Motorcycle speed
2) Odometer
3) Fuel level
4) Engine Coolant temperature
5) Set Riding Mode
6) ABS level indication ON or ABS OFF indication
7) DTC level indication ON or DTC OFF indication
8) DWC level indication ON or DWC OFF indication
9) DQS level indication ON or DQS OFF indication
10) LOAD settings (motorcycle setup)
11) Gear indication
12) Clock
13) Rev counter
14) Menu
15) Cruise Control indication
16) Heated handgrips (if any)
17) Bluetooth indication
18) Infotainment Menu — Connected devices
19) Infotainment Menu — Calling person name / number
20) Infotainment Menu — Missed calls or sms / mms / email received
21) Infotainment Menu — Player (volume / track selection)
22) Fog lights (if any).

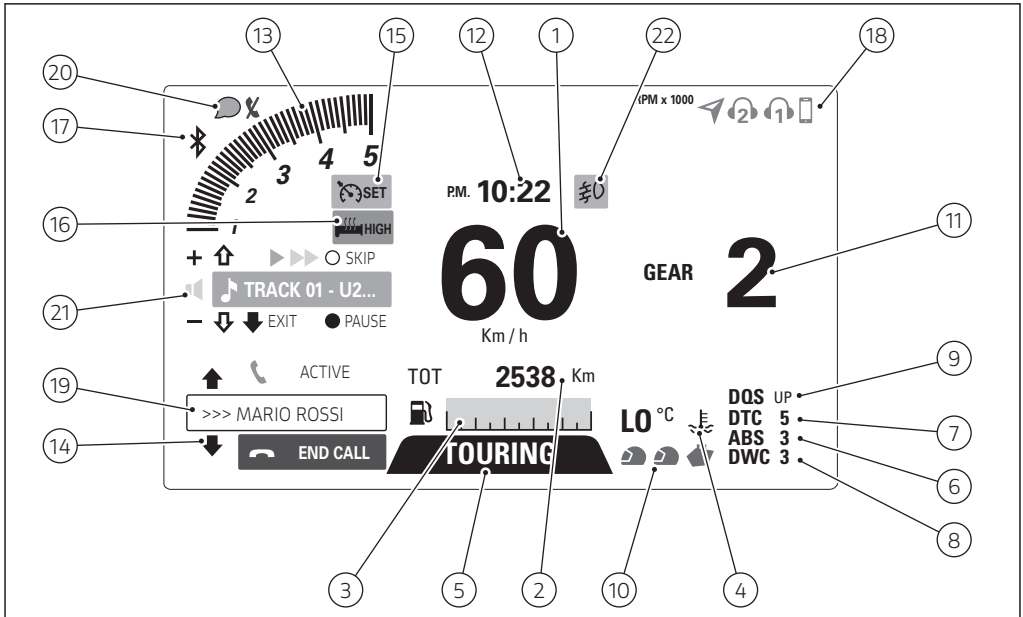

RPM x 1000
P.M. 10:22
60
Km / h
GEAR
2
SET
HIGH
SKIP
TRACK 01 - U2...
EXIT
PAUSE
ACTIVE
>>> MARIO ROSSI
END CALL
TOT
2538
Km
TOURING
LO °C
DOS UP
DTC 5
ABS 3
DWC 3
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

Fig 13

Data displayed on the main screen for CITY layout are as follows:

1) Motorcycle speed
2) Odometer
3) Fuel level
4) Engine Coolant temperature
5) Set Riding Mode
6) ABS level indication ON or ABS OFF indication
7) DTC level indication ON or DTC OFF indication
8) DWC level indication ON or DWC OFF indication
9) DQS level indication ON or DQS OFF indication
10) LOAD settings (motorcycle setup)
11) Gear indication.
12) Clock.
13) Menu
14) Cruise Control indication
15) Heated handgrips (if any)
16) Bluetooth indication
17) Infotainment Menu — Connected devices
18) Infotainment Menu — Calling person name / number
19) Infotainment Menu — Missed calls or sms / mms / email received
20) Infotainment Menu — Player (volume / track selection)
21) Fog lights (if any).

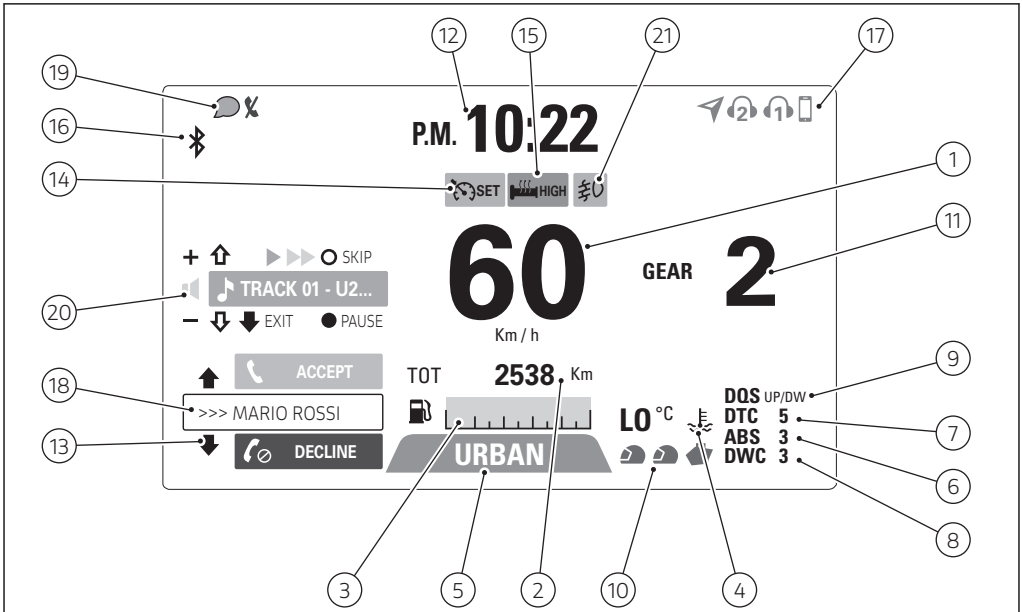

12
15
21
17
19
16
14
1
11
20
18
13
9
7
6
8
3
5
2
10
4
P.M. 10:22
SET
HIGH
60
Km / h
GEAR 2
SKIP
TRACK 01 - U2...
EXIT
PAUSE
ACCEPT
>>> MARIO ROSSI
DECLINE
TOT 2538 Km
URBAN
LO °C
DQS UP/DW
DTC 5
ABS 3
DWC 3

Fig 14

Data displayed on the main screen for OFF ROAD layout are as follows:

1) Motorcycle speed
2) Odometer
3) Fuel level.
4) Engine Coolant temperature
5) Set Riding Mode
6) ABS level indication ON or ABS OFF indication
7) DTC level indication ON or DTC OFF indication
8) DWC level indication ON or DWC OFF indication
9) DQS level indication ON or DQS OFF indication
10) LOAD settings (motorcycle setup)
11) Gear indication
12) Clock
13) Rev counter
14) Menu
15) Cruise Control indication
16) Heated handgrips (if any)
17) Bluetooth indication
18) Fog lights (if any)
19) TRIP Master (if activated from the Menu).

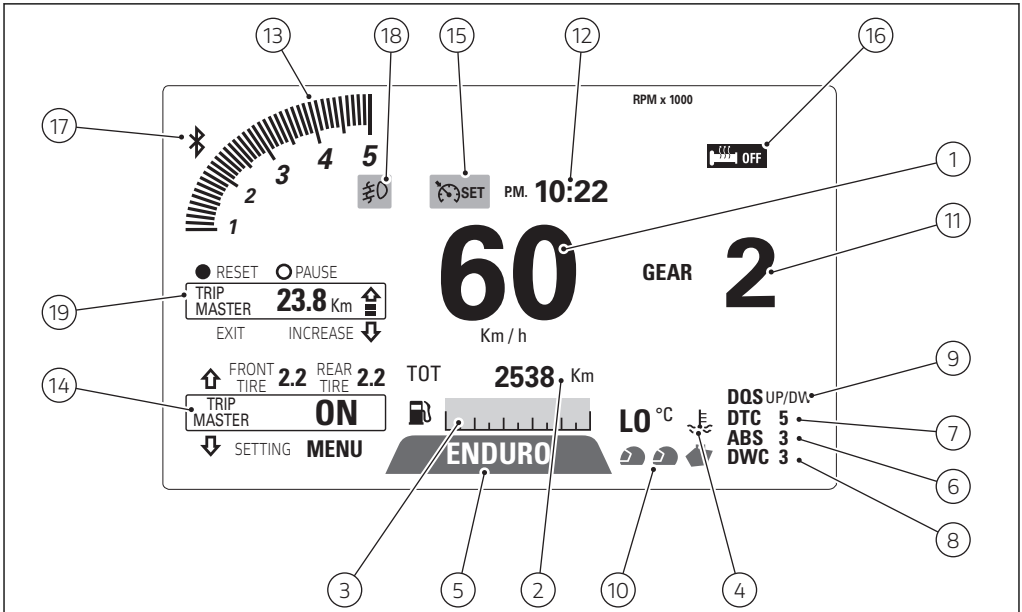

RPM x 1000
OFF
SET
P.M. 10:22
60
Km / h
GEAR
2
RESET
PAUSE
TRIP
MASTER
23.8 Km
EXIT
INCREASE
FRONT TIRE 2.2
REAR TIRE 2.2
TRIP
MASTER
ON
SETTING
MENU
TOT
2538 Km
ENDURO
LO °C
DOS UP/DW
DTC 5
ABS 3
DWC 3
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

Fig 15

When the instrument panel is in TRACK riding Info Mode and in SPORT, TOURING or URBAN Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TIRE PRESSURE – accessory, function present only if installed
- SETTING MENU

When the instrument panel is in TRACK Info Mode and in ENDURO Riding Mode, use buttons (1) and (2) in the menu for the following Functions, available in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1

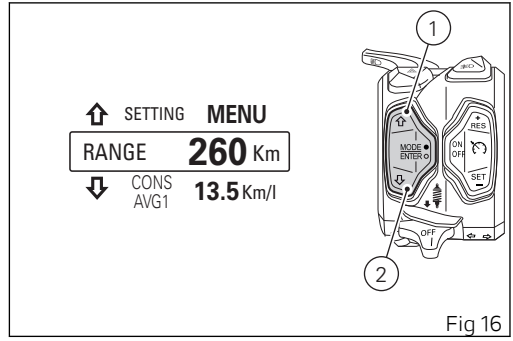


Fig 16

- TRIP 2
- CONS.
- T AIR
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)
- LAST CALLS (only if BT module is available and a Smartphone is connected)
- TIRE PRESSURE – accessory, function present only if installed
- SETTING MENU

When the instrument panel is in FULL or CITY Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)
- LAST CALLS (only if BT module is available and a Smartphone is connected)
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in SPORT, TOURING or URBAN Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)

- TIRE PRESSURE – accessory, function present only if installed
- SETTING MENU

When the instrument panel is in OFF ROAD Info Mode and in ENDURO Riding Mode, the following Functions are available in the menu in the following order:

- RANGE
- CONS.AVG 1
- TRIP 1
- TRIP TIME 1
- SPEED AVG 1
- TRIP 2
- CONS.
- T AIR
- TRIP MASTER (OFF or ON)
- TIRE PRESSURE – accessory, function present only if installed
- ABS (OFF or ON)
- SETTING MENU

The instrument panel stores Menu current settings upon key-off. Upon the following key-on, the previously stored function is displayed. In case of sudden and unexpected power off, the instrument panel displays the RANGE (residual range) function in the Menu upon the following key-on.

Note

Upon every key-on the instrument panel shows the "RANGE" function for 10 seconds, then the function stored at previous key-off will be displayed; during these first 10 seconds, if button (1) is pressed, the 10-second "forced" display of the residual range (RANGE) is stopped and the memorised function will be displayed upon Key-Off.

Note

At the end of the check, before displaying the residual range (RANGE) for 10 seconds, the instrument panel will show the information relevant to the "Service" (countdown) function.

Main and auxiliary functions

The functions displayed in the Standard screen are the following:

Main information

- Rev counter (FULL, TRACK and OFF ROAD mode only)
- Motorcycle speed
- Fuel level
- Engine Coolant temperature
- Clock
- Set Riding Mode
- ABS
- DTC
- DWC
- DQS
- Gear indication
- Motorcycle setup indication
- Odometer
- Menu displays the following functions:
  - Residual range (RANGE)
  - Average Fuel Consumption (CONS. AVG 1)
  - Trip meter 1 (TRIP 1)
  - Trip time (TRIP 1 TIME)
  - Average speed (SPEED AVG 1)
  - Trip meter 2 (TRIP 2)
  - Instantaneous fuel consumption (CONS.)
  - Ambient air temperature (T-AIR)
  - TRIP MASTER
  - Player management (PLAYER) (only available if the Bluetooth module is available and one Smartphone is connected)
  - Call management (LAST CALLS) (only available if the Bluetooth module is available and one Smartphone is connected)
  - Tyre pressure indication (TIRE PRESSURE) - accessory (active only if installed)
  - ABS enabling/disabling (ABS)
  - Setting menu (SETTING MENU)

Additional information

- Infotainment - Bluetooth
- Lap time (LAP)
- Cruise Control

- Vehicle Hold Control (VHC)
- SERVICE indication
- SERVICE count-down indication
- Warnings/Alarms
- Heated handgrips (H.Grips)
- Side stand status (Side Stand)

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

- Riding Mode customisation: within this menu, rider can customise the following:
  - engine setting (Engine)
  - DTC level setting (DTC)
  - ABS level (ABS)
  - DWC level (DWC)
  - DQS level (DQS)
  - Electronic suspension setting (DDS)
  - Rear Load Mode setting
  - Reset to default settings (DEFAULT)
- Display Mode customisation (Info Mode)
- PIN CODE activation and modification (Pin Code)
- Lap time (Lap)
- backlighting setting (Backlight)
- Date and time setting (Date and Clock)
- unit of measurement setting (Units)
- Service thresholds display (Service)
- tyre calibration (Tire Calibration)
- Changing motorcycle Load Mode
- indication of paired devices, pairing, deletion of devices and displaying of Bluetooth version (Bluetooth) – only active if the Bluetooth module is fitted
- Setting the tyre sensor reference pressure (Tyre Pressures) - accessory, active only if installed
- turn indicator automatic switch-off feature (Turn indicators Off)
- Info (Info):
  - battery indication (BATTERY)
  - engine rpm digital indication (RPM)

Engine rpm indication (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph (in TRACK, FULL and OFF ROAD display modes only). The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the enlargement of the numerical digit of the relevant miles (e.g., if the RPM value is "8000" or higher, number "8" is displayed bigger).
When reaching 12000 rpm no numerical digit is enlarged.
The area for the 8500-10000 rpm range (pre-warning area) is indicated on the display in orange, used for filling the bar graph (orange area).
The area for the 10000-11000 rpm range (warning area) is indicated on the display in red, used for filling the bar graph (red area).

TRACK (A) layout indicates rpm in a different way compared to FULL (B) and OFF ROAD (C) layouts. CITY layout does not provide for rpm indication.

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

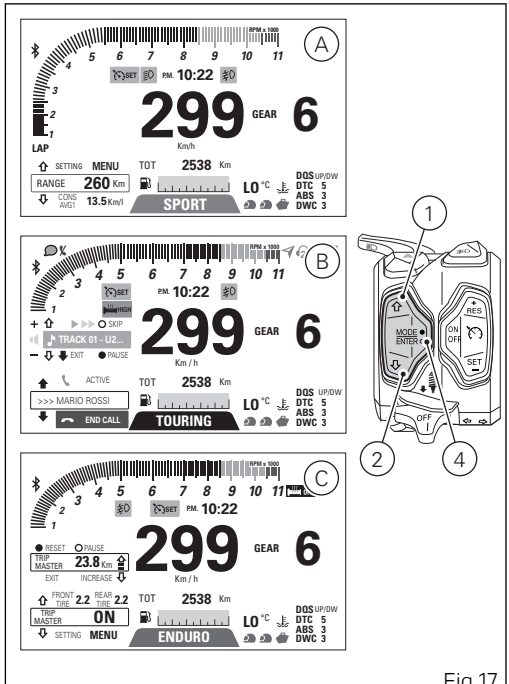


Fig 17

During the first 1000 km (600 mi) of the odometer (vehicle break-in period) a “virtual” engine rpm limiter is displayed. The "orange area" of rev counter starts from 6000 rpm. We recommend the user not to reach this orange area during break-in period. After the break-in period, the "virtual" limiter indicates and advises the rider to ride at lower revs when the engine is cold. The "virtual" limiter changes according to the engine temperature.

Motorcycle speed

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).

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

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

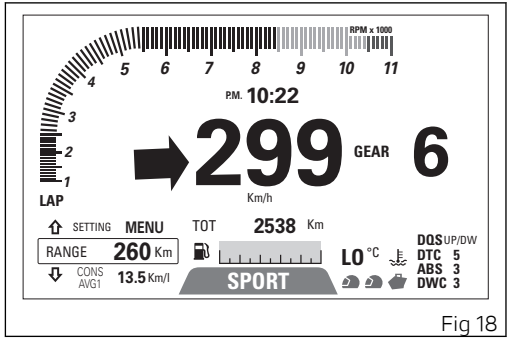


Fig 18

Note

If the instrument panel does not receive any information on the unit of measurement, the last unit of measurement set is displayed flashing.

Fuel level

This function displays the fuel level.
The low fuel light (light 5, Fig 8) turns on when the level goes down to 2 steady marks that become orange and the fuel pump symbol is orange too.
If the level goes further down, the last mark will be red and flashing and the fuel pump symbol will be steady and red.

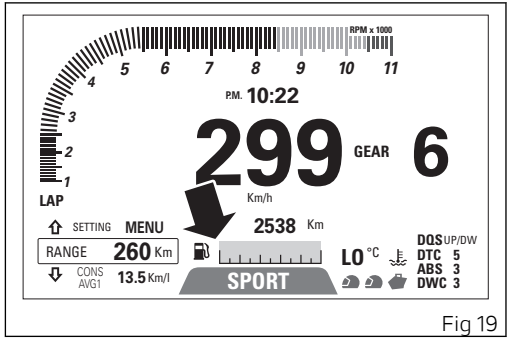


Fig 19

Note

In case of fault or error of the fuel level sensor, no level marks will be displayed, the fuel pump symbol will be red and flashing, and the Generic Error warning light will be on.

Important

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

Engine Coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°C or °F), followed by the unit of measurement and the engine temperature symbol. The temperature display range goes from 40 °C to +120 °C (+104 °F ÷ +248 °F).
If reading is:

- <= (lower than or equal to) -40 °C (-40 °F), a string of flashing dashes " - - - " is displayed;
- within the range -39 °C (-38 °F) to +39 °C (+102 °F), "LO" is displayed steadily;
- within the range +40 °C (+104 °F) to +120 °C (+248 °F), the value is displayed steadily;
- >= (higher than or equal to) +121 °C (+250 °F), "HI" is displayed flashing and in red and Temperature symbol is steady and red.

If the coolant temperature sensor is in fault, a string of flashing dashes "- - -" is displayed with the set unit of measurement and the MIL light turns on (9, Fig 8).

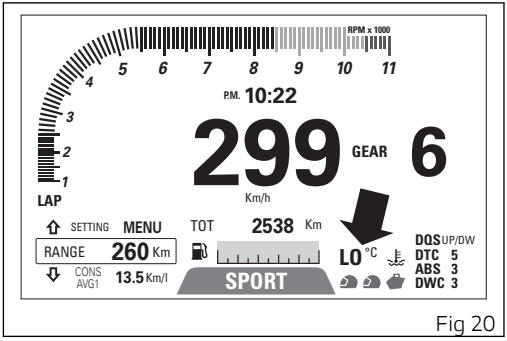


Fig 20

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

Note

If the instrument panel does not receive any information on the unit of measurement, the default unit of measurement is displayed flashing.

Clock

The instrument panel shows the time in the following format:

- A.M. (from 12:00 to 11:59) or P.M. (from 12:00 to 11:59).
- hh (hours) : mm (minutes);

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon, until clock is set through the Setting Menu.

Fig 21

Riding Mode

The Riding Mode can be selected from the instrument panel. Four preset riding modes are available: SPORT, TOURING, URBAN and ENDURO. The selected and active riding mode is displayed on the central lower side of the display.

Attention

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

Every Riding Mode contains the following parameters, set by Ducati or customised by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific level of intervention for the DWC (1, 2, 3, 4, 5, 6, 7, 8, OFF);
- a specific ABS calibration (1, 2, 3, OFF);
- a specific DQS level (UP/DW, OFF)
- a specific engine power that will change throttle behaviour (HIGH, MEDIUM, LOW).

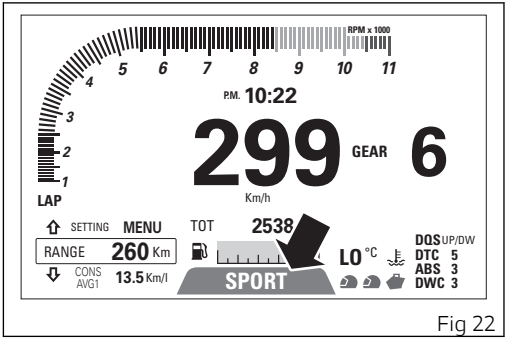


Fig 22

- a specific calibration of DSS suspensions (setup of front and rear suspensions and spring preload setup for the rear shock absorber).

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in “ABS enabling/disabling” (page 119) (only possible in the ENDURO Riding Mode).

A different standard screen layout (TRACK, FULL, CITY and OFF ROAD) is associated to every riding

mode; it is set by Ducati or customised by the user from the setting function page; the layouts set by Ducati are associated to the Riding modes as follows:

- TRACK layout for the SPORT Riding mode (;
- FULL layout for the TOURING Riding mode (;
- CITY layout for the URBAN Riding mode (;
- OFF ROAD layout for the ENDURO Riding mode (.

Riding mode change function

This Function allows changing vehicle Riding Modes in static and dynamic conditions. There are four possible riding modes: SPORT, TOURING, URBAN and ENDURO.
To select the riding mode it is necessary to access the specific Riding Mode Menu by pressing button (4) for 1 second.
The instrument panel displays the speed indication (on the right) and riding mode name (on the left):

- SPORT
- TOURING
- URBAN
- ENDURO

One of these will be highlighted to indicate that it was the last memorised setting and is currently in use. The "EXIT" message is also present: if button (4) is pressed when this application is selected, the instrument panel will quit without memorising the new riding mode.

For the highlighted riding mode some of the parameter settings are displayed:

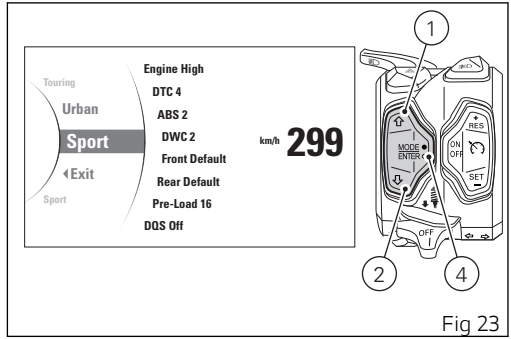


Fig 23

- engine power (ENGINE): "ENGINE" message followed by set engine power ("HIGH", "MED" or "LOW");
- DTC system: the "DTC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DTC is active or by "off" in case the DTC is disabled;
- ABS system: the "ABS" message followed by the level of calibration set ("1", "2", "3") in case the ABS is active or by "off" in case the ABS is disabled;

- DWC system: the "DWC" message followed by the level of intervention set ("1", "2", "3", "4", "5", "6", "7", "8") in case the DWC is active or by "off" in case the DWC is disabled;
- DSS front suspension: “FRONT lettering followed by set compression and rebound for the fork (only for versions with electronic suspensions);
- DSS rear suspension: “REAR” lettering followed by set compression and rebound for the rear shock absorber (only for versions with electronic suspensions);
- rear shock absorber spring preload: PRELOAD lettering followed by set spring preload (from 01 to 24) for the rear shock absorber (only for versions with electronic suspensions);
- DQS system: the "DQS" message followed by the level of intervention set ("UP/DW") in case the DQS is active or by "off" in case the DQS is disabled.

The displayed information is the settings stored for every single Riding Mode. The stored settings may be the Ducati default settings or the ones customised by the owner.

Now, every time button (1) or button (2) is pressed the instrument panel scrolls the other Riding Modes (SPORT, TOURING, URBAN and ENDURO) and " ◄ EXIT". If, for instance, the starting Riding Mode is SPORT, by pressing button (2) the instrument panel highlights TOURING, URBAN, ENDURO and " ◄ EXIT" to then go back to SPORT; by pressing instead button (1) the instrument panel will highlight " ◄ EXIT", ENDURO, URBAN, TOURING to then go back to SPORT.

Once the desired riding mode is selected press button (4) to memorise the new Riding Mode.

If vehicle speed is lower than or equal to 5 Km/h (3 mph) the instrument panel checks the throttle position only:

- if throttle is "closed", the instrument panel will confirm the selected riding mode, the name of Riding Mode flashes for 3 seconds and instrument panel goes back to “standard page” displaying;
- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" indication; only when throttle control is "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying.

If vehicle speed is higher than 5 Km/h (3 mph), the instrument panel checks the throttle position and the front and rear brake pressure:

- if throttle is "closed" and brakes are released or vehicle is stopped, the instrument panel confirms the selected riding mode, the name of the Riding mode flashes for 3 seconds and goes back to "standard page" displaying;

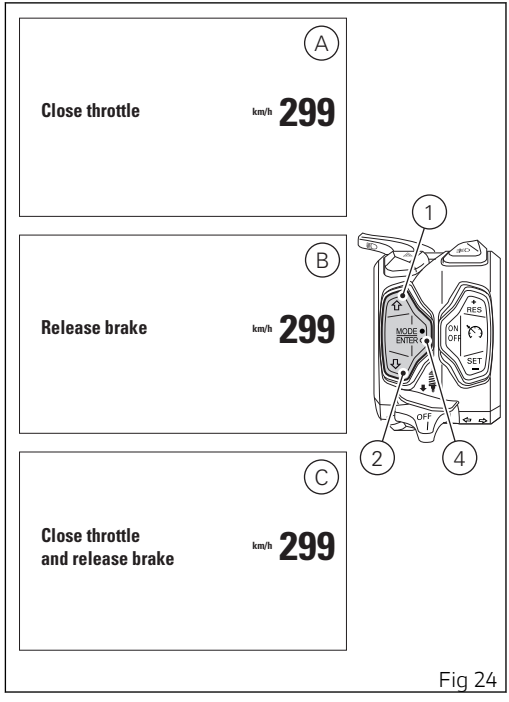


Fig 24

- if throttle is "open" the instrument panel activates the "CLOSE THROTTLE" (A, Fig 24)indication; only when throttle is "closed" the new selected riding mode is confirmed and memorised, and the instrument panel goes back to "standard page" displaying;
- if throttle is "closed" but brakes are operated, the instrument panel activates the "RELEASE BRAKES" (B, Fig 24)indication and only when brakes are released the new selected riding mode is confirmed and memorised, and the instrument panel goes back to standard page displaying;
- if throttle is "open" or if brakes are operated and vehicle is moving, the instrument panel shows "CLOSE THROTTLE AND RELEASE BRAKES" (C, Fig 24)and, only after all conditions are met (closed throttle and brakes released or vehicle stopped) the instrument panel confirms and memorises the new selected riding mode and goes back to "standard page" displaying.

If an on/off or off/on change of the ABS system is associated to the Riding Mode change, when the selected riding mode is confirmed, the instrument panel also starts procedure to enable/disable the ABS explained in “ABS enabling/disabling” (page 119) (only possible in the ENDURO Riding Mode).

If the above-described conditions for “validating” the change of Riding Mode are not observed within 5 seconds from when “CLOSE THROTTLE” or "RELEASE BRAKES" or “CLOSE THROTTLE AND RELEASE BRAKES” indications, the selection procedure will be aborted and the instrument panel will go back to displaying the page active before Riding Mode selection started, and no settings will be changed.

If you select “EXIT” and press button (4), the instrument panel will display the main screen, without storing the new setting (the new Riding Mode).

ABS

The motorcycle is equipped with ABS, the instrument panel indicates ABS status (on or off) by switching off, on or flashing the ABS warning light (10, Fig 8).

The instrument panel displays:

- if the ABS is active, the message “ABS” and the set intervention level number “1” to “3”;
- if ABS is active, but system is in degraded operation due to a fault (no “cornering” feature), “ABS” message and the set intervention level number “1” to “3” (flashing); also the ABS warning light (10, Fig 8) starts flashing;
- if ABS is active, but ABS status information is missing, “ABS” indication and the dash “-”;
- when in fault, the “ABS” indication, the red "Err" message; also the ABS warning light (10, Fig 8) turns on;
- if the ABS is disabled, the “ABS” and “OFF” lettering and the ABS warning light (10, Fig 8) turns on.

Fig 25

Attention

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

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 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. In this case, pressure decrease in the brake circuit allows the wheel to carry on turning, thereby preserving grip. After that, the control unit restores the pressure in the brake 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 and pedal.
The front and rear brakes do not use separate control systems: the ABS on this bike provides for an electronic combined braking action that also activates the rear brake system when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

The Multistrada ABS also features a "cornering" function that widens ABS functionality to the conditions where the motorcycle is leaning over, thus controlling the front and rear brake systems depending on the vehicle lean angle with the purpose of preventing wheel lockup and slipping as much as possible, within the physical limits allowed by the vehicle and by the road conditions.
If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.

Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control.

When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly.
Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously.
Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

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
OFF		The ABS is disabled	NO
1	OFF-ROAD	This level is designed exclusively for off-road use, for expert riders (not recommended for road use). ABS in this level only controls the front wheel, and thus allows rear wheel lockup (thus helping braking efficiency on dirt roads). The system in this level does NOT control lift-up, there is NO front-to-rear combined braking and the cornering feature is NOT active.	It is the default level for the "ENDURO" Riding Mode

ABS	RIDING MODE	CHARACTERISTIC	DEFAULT
2	SPORT	This level is designed for road use, with good grip conditions. ABS in this level controls both wheels, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking) and the cornering function is active. In this level system does NOT control lift-up: this calibration focuses on braking power and wheel lift-up should be managed by the rider.	It is the default level for the "SPORT" Riding Mode
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, system creates pressure also at the rear calliper when the rider uses only the front brake (combined braking), and the cornering function and lift-up control function are active.	It is the default level for the "TOURING" and "URBAN" riding modes.

Attention
ABS OFF level can only be used when the “ENDURO” Riding mode is selected.

Attention
ABS OFF level can only be selected with the motorcycle at a standstill. It is not possible to set this level while riding.

Attention

ABS will be automatically re-enabled upon every key-on, even though it was turned OFF during the last ride.

Tips on how to select the sensitivity level

Attention

Excellent operation of the ABS system, for all available levels, is ensured only with the OE brake system and with OE tyres and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. The use of tyres of different size and characteristics to the original tyres and/or those recommended by Ducati 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.

Selecting level 3, the ABS will ensure a very stable braking thanks to lift-up control and front-to-rear combined braking, and the motorcycle will keep a good alignment during the whole braking action. ABS level 3 features active cornering function which, with vehicle leaning over, prevents wheel lockup and slipping 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 in level 2. Level 2 provides for the front-to-rear combined braking and the cornering function.
ABS level 1 is specific for off-road use and ABS is active only on the front wheel to help braking performance on dirt roads. In this level there is no lift-up control, neither front-to-rear combined braking, nor cornering function.
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: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use setting 3, that will help them keeping the motorcycle more stable even in emergency braking.

DTC

The instrument panel displays DTC status as follows:

- if the DTC is active, the message “DTC” and the set intervention level number “1” to “8”;
- if DTC is active, but system is in degraded operation, “DTC” indication and the number, “1” to “8” (flashing); also the DTC/DWC warning light (8, Fig 8) starts flashing;
- when in fault, the “DTC” indication and the red "Err" message;
- if the DTC is disabled, the “DTC” indication and “OFF” message; also the DTC/DWC warning light (8, Fig 8) turns on.(Fig 8)

Attention

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

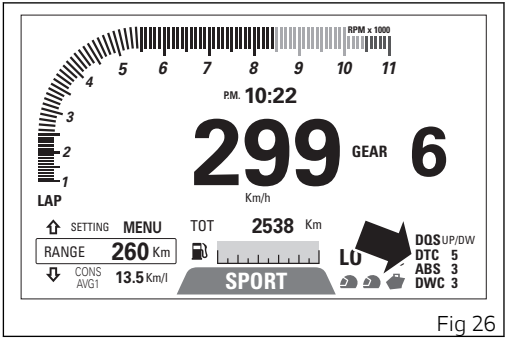


Fig 26

Attention

DTC is a rider aid that can be used on the track, on the road and off 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.

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	RIDING MODE	USE	DEFAULT
OFF		The DTC is disabled.	NO
1	OFF-ROAD Professional	This level is designed exclusively for off-road use, for very expert riders (not recommended for road use). The DTC in this mode allows considerable spinning of the rear wheel. In this level, the system does NOT ensure a correct control of traction loss on asphalt.	NO
2	OFF-ROAD	This level is designed exclusively for off-road use, for not very expert riders (not recommended for road use). In this level, the system does NOT ensure a correct control of traction loss on asphalt.	It is the default level for the "ENDURO" Riding Mode
3	SPORT / TRACK	This level is designed for track use, with good grip conditions, for very expert riders. In this mode, the DTC allows side slipping.	NO

DTC	RIDING MODE	USE	DEFAULT
4	SPORT	This level is designed for both track and road use, with good grip conditions.	It is the default level for the "SPORT" Riding Mode
5	TOURING	This level is designed for road use, with good grip conditions.	It is the default level for the "TOURING" Riding Mode
6	SAFE & STABLE	This level is designed for use in any riding conditions, on the road with good grip.	It is the default level for the "URBAN" Riding Mode
7	RAIN	This level is designed for road use, when surface is wet.	NO
8	HEAVY RAIN	This level is designed for road use, when surface is wet and very slippery.	NO

Tips on how to select the sensitivity 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. In particular, OE tyres for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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.

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 decreases regularly from level 8 to level 1.

Levels 1 and 2 were specifically designed for off-road use and do not ensure a correct control of traction loss on asphalt.
With levels 3 and 4, DTC control unit allows both rear Tyre spinning and sliding sideways when exiting a turn; we recommend using these levels only on track and to very experienced riders.
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/circuit (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/path

If the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds will require a DTC level setting that is the best compromise for all bends.

Level depends on riding style

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

Tips for use on 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 6, 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 be used in order to get used to the system (default level for the URBAN riding mode). 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).

Tips for off-road use

We recommend level 2 be used in order to get used to the system (default level for the ENDURO riding mode). If DTC intervention is felt to be too much aggressive, try level 1.

DWC

The instrument panel displays DWC status as follows:

- if the DWC is active, the message “DWC” and the set intervention level number “1” to “8”;
- if DWC is active, but system is in degraded operation, “DWC” message and the number, “1” to “8” (flashing); also the DTC/DWC warning light (8, Fig 8) starts flashing;
- when in fault, the “DWC” indication and the red "Err" message; also the flashing DTC/DWC warning light (8, Fig 8) turns on;(Fig 8)
- if DWC is disabled, “DWC” “OFF indication;

Attention

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

Note

If DTC is set to OFF, DWC is also forced to OFF.

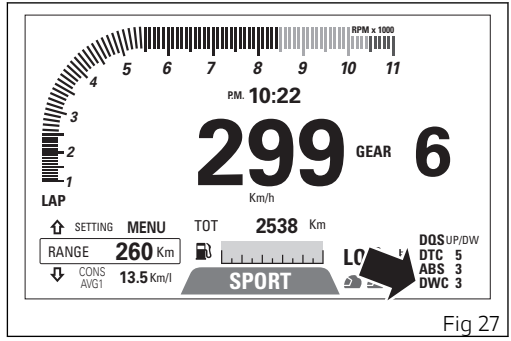


Fig 27

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

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.

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

DWC	USE		DEFAULT
OFF		The DWC is disabled.	NO
1	HIGH PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	NO
2	PERFORMANCE	Road use and track use for expert riders. The system allows wheelies, but decreases the speed at which the front wheel lifts.	It is the default level for the "SPORT" Riding Mode
3	SPORTIVE	Track use and road use for expert riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	It is the default level for the "TOURING" Riding Mode
4	SPORTIVE	Track and road use for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and intervenes in case of wheelie.	NO

DWC	USE		DEFAULT
5	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	It is the default level for the "URBAN" Riding Mode
6	SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
7	HIGH SAFE & STABLE	Level for all kinds of riders. The system reduces the motorcycle's proneness to do wheelies and sensitively intervenes in case of wheelie.	NO
8	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.	NO

Tips on how to select the sensitivity level

Attention

Excellent operation of the DWC system, for all available levels, is ensured only with the OE final drive ratio and with OE tires and/or with the ones recommended by Ducati. In particular, OE Tyres for this motorcycle are Pirelli Scorpion Rally II in the following sizes: 120/70 ZR17 at the front, 190/55 ZR17 at the rear. 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.

At level 8 the DWC system reduces the motorcycle's proneness to do wheelies to a minimum level and sensitively intervenes in case of wheelie. Between level 8 and level 1 there are further intermediate levels of intervention for the DWC. Levels 1, 2 and 3 allow easier wheelies, but reduce their speed: these levels are recommended only for track use and 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/path

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

Tips for use on the track

We recommend to use level 8 for a couple of full laps in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DWC sensitivity level that suits you best (always try each

level for at least two laps to allow the tyres to warm up).

Tips for use on the road

Activate the DWC, select level 8 and ride the motorcycle in your usual style; if the level of DWC sensitivity seems excessive, try levels 7, 6, 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 7 the DWC intervention seems excessive, switch to level 6; alternatively, if on level 7 you cannot perceive any DWC intervention, switch to level 8).

DQS

The instrument panel displays DQS status as follows:

- if DQS system is enabled, the indication to engage the gears "UP/DW" is displayed;
- if DQS system is in reduced performance mode, the indication to engage the gears "UP/DW" is displayed flashing;
- if the DQS system or the control unit is in fault, the “Err” message is displayed in red;
- if DQS system is disabled, "OFF” is displayed.

The DQS with up/down feature allows the rider to upshift and downshift without using the clutch lever. It includes a two-way microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearchange is operated. The system works in a different way when upshifting and downshifting.

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

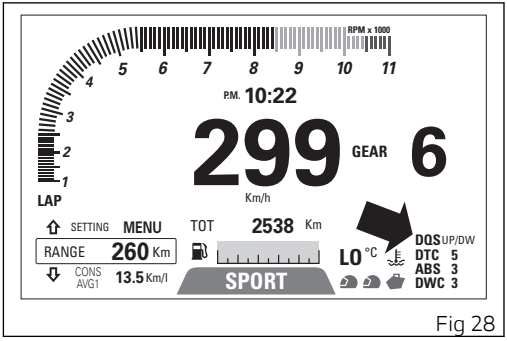


Fig 28

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.

- For any gearshift request (up or down) the rider has to move the shift lever from its idle position in the desired direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider does not move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- Ducati Quick Shift will shift down only when the throttle control is completely closed.
- If the Ducati Quick Shift strategy does not work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorised in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 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.
- It is not possible to downshift using the DQS when the Cruise Control is on.

Motorcycle setup

The instrument panel displays motorcycle setup according to DSS (Ducati Skyhook Suspension) electronic suspension setup.
It is possible to associate any of the four available setups with a specific riding mode:

- Rider only; symbol with one helmet steady on ;
- Rider with luggage: symbol with one helmet and luggage steady on ;
- Rider and passenger: symbol with two helmets steady on ;
- Rider and passenger with luggage: symbol with two helmets and luggage steady on .

If the symbols are flashing, the system is checking the pre-load.

Note
In case of system fault, set setup symbol will be ORANGE.

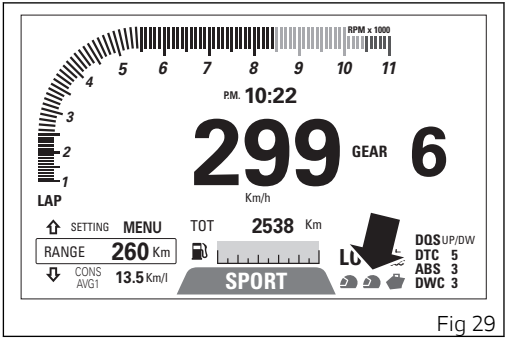


Fig 29

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

Changing motorcycle Load Mode setting

This function allows changing the motorcycle load setup under static and dynamic conditions, thereby modifying the suspension setup within the current Riding Mode.
Available settings are as follows:

- Rider only (Rider) ;
- Rider with luggage (Rider / Baggage) ;
- Rider and passenger (Rider / Passenger) ;
- Rider with passenger and luggage (Rider / Passenger / Baggage) .

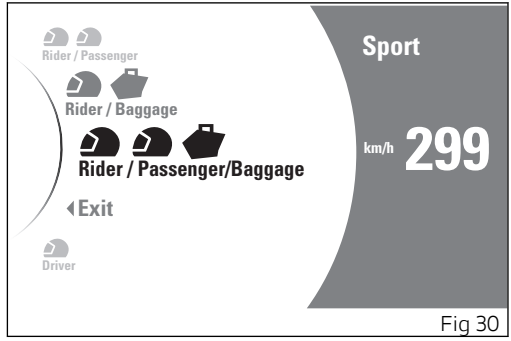


Fig 30

Attention

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

Every load setup is associated with a specific front fork rebound and compression damping, a specific rear shock absorber rebound and compression damping as well as a specific rear shock absorber spring preload that changes according to the Riding Mode.

Press button (2) for one second to activate the load mode function menu.
Now you can use buttons (1) and (2) to scroll down the suspension settings and select "◀ EXIT".
Press button (4) to confirm the desired setting; then, the instrument panel quits the display mode and saves the new setting.
If you press button (4) just once with the indication "◀ EXIT" selected, the instrument panel quits without applying any change.

Note
Once the current Riding Mode setting is changed, if then the rider changes the Riding Mode, the instrument panel will keep the “rider only” settings.

Attention
Changing load mode could result in a different riding style; it is recommended to pay utmost attention when changing load mode while riding (it is recommended to change load mode at low speed).

DSS

Every riding mode is associated with a specific calibration of the DSS Suspensions (front and rear suspension setup and rear shock absorber spring preload setup), designed by Ducati or customised by the user through the setting functions.
When you select the riding mode, i.e., when pressing button (4) from the main page for 1 second, and you open the menu for selecting the riding mode, among the parameters associated to each riding mode the following are listed:

1) FRONT (DSS front suspension) followed by set compression and rebound for the fork;
2) REAR (DSS rear suspension) followed by set compression and rebound for the rear shock absorber;
3) PRE-LOAD (rear shock absorber spring preload) followed by set spring preload (from 01 to 24) for the rear shock absorber.

Multistrada is equipped with the brand new suspension control system called DSS (Ducati Skyhook System): DSS is a dynamic suspension damping control system. The suspensions of a vehicle usually have two main dynamic functions:

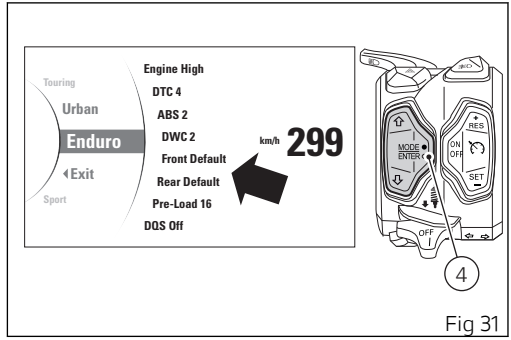


Fig 31

allowing the vehicle to absorb the bumps on the road by filtering their effects on vehicle body (and, consequently, on rider) and allowing the optimal contact between wheels and asphalt. The DSS system purpose is to improve the comfort offered by a standard passive suspension keeping at the same time the same performance.
The DSS system makes use of several sensors present on the motorcycle to define its setup and vertical and longitudinal movements, and adapt suspension damping accordingly. The DSS, in particular, dialogues also with the DTC control unit

and the ABS to define motorcycle status minute by minute. The result of this process is a more comfortable bike, able to better absorb asphalt bumps without affecting vehicle balance or its rideability. Vertical movements as well as sinking (pitching) during braking and acceleration are minimised.

The DSS system is fully integrated with bike Riding Modes. By selecting a certain Riding Mode, the rider can establish the default suspension behaviour, suspension response and hence the motorcycle response. In addition, based on bike dynamics, the DSS will intervene to correct its behaviour regardless of the Riding Mode that will nevertheless define suspension basic behaviour (namely, more comfortable for RM URBAN and more controlled for RM SPORT).
To better understand this aspect, let's consider the URBAN and TOURING Riding Modes, for example. The URBAN riding mode was set for city use: suspension basic behaviour is thus focused on maximum damping of asphalt bumps and, to this end, suspension will generally be more comfortable. The TOURING Riding Mode, on the contrary, was devised for a tourist style, more demanding for the bike and requiring a stricter and more controlled basic behaviour of the suspension. In both cases, the DSS system intervenes whenever bike behaviour - its setup, vertical and longitudinal movements in particular - result in poor comfort or limited vehicle performance; both when riding at constant speed and when braking or accelerating.
To save battery charge, two conditions are envisaged:

1) with engine running, if engine is turned off but instrument panel is still on, after 30 seconds suspensions are no longer powered;
2) with engine off, if instrument panel is turned on but engine is still off, after 30 seconds suspensions are no longer powered.

Note

These suspensions, when not powered, are particularly hard due to the high hydraulic damping, as it happens when bike is off. The transition from powered suspensions to suspensions off can be perfectly perceived.

Note

With key-off (bike off), suspension is hard as valves, being not powered, keep hydraulic damping at the minimum level.

The following table shows the Riding Modes of Multistrada and the relevant suspension behaviour.

ENDURO	When ENDURO Riding Mode is selected, the DSS will allow a basic suspension setting for a good absorption of off-road typical bumps and offering a longitudinal dynamics optimised for the off-road grip.
SPORT	When SPORT Riding Mode is selected, the DSS system will allow a stiff suspension basic setting, duly optimised for use on good grip roads and with a few bumps. The bike will be very responsive and controlled, allowing the rider to fully exploit it.
TOURING	When the TOURING Riding Mode is selected, the DSS will allow a suspension basic setting optimized for tourist riding offering a comfortable but controlled basic setting.
URBAN	When the URBAN Riding Mode is selected, the DSS will allow a suspension basic setting allowing a good absorption of the typical bumps of city riding, keeping at the same time a high control of bike dynamics, with a general highly comfortable behaviour.

DSS default setting can be changed using the corresponding menu through the instrument panel. This menu allows the rider to increase or decrease the base damping settings characterising the operation of fork and rear shock absorber for each Riding Mode. When a SOFT setting is selected, the DSS will change suspension response to be softer, while if a HARD setting is selected, the DSS will on the contrary change suspension response to be harder.
The DSS system also interacts with bike load setting, from the individual rider to the pillion rider and several bags calibration. Indeed, selecting a different load, besides changing rear shock absorber preload to ensure a constant and correct response while riding with a load, also affects the parameters defining bike dynamic response. Load selection thus ensures motorcycle top performance in accordance with load-related dynamics.
In the ENDURO riding mode we recommend the rider setting only to ride on off-road paths with just little bumps in touring style. On the other hand, we recommend the settings with a higher, up to the passenger + pannier setting, when riding on off-road paths with high bumps in sports style.

Preload basic setting can be changed as well, through the special menu on the instrument panel. The preload actuator specific range is 12 mm (0.47 in), the instrument panel allows setting preload value among 24 positions; a preload change of 0.5 mm (0.20 in) corresponds to each position and allows any rider to find the optimal setting for each load condition.

Attention
The DSS system setting strongly depends on specified bike load. Riding the bike with a load setting other than the real one does not ensure system optimal operation. The DSS system was calibrated with bike standard springs. Any change to the components involved in the system could result in a non-perfect behaviour of system and bike.

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.
If a gear is engaged, the displayed value may range from 1 to 6, while if in neutral N is displayed and the Neutral warning light (2, Fig 8) turns on.

Letter C and Neutral warning light (2, Fig 8) flash on the instrument panel when rider must shift gear.

A dash "-" is displayed in these cases:

- dash "-" and Neutral (warning light 2, Fig 8) flashing on the instrument panel if the gear teach-in procedure has not been performed yet;
- dash "-" steady and Neutral (warning light 2, Fig 8) flashing on the instrument panel in case of gear sensor fault;
- dash "-" flashing if the instrument panel does not receive the gear information.

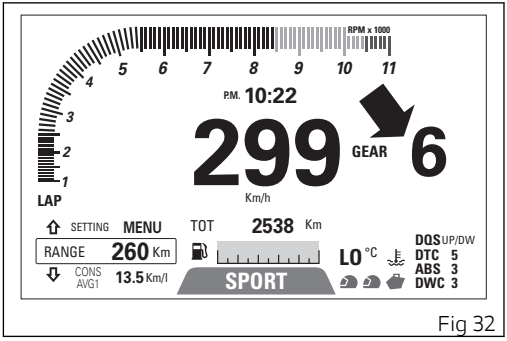


Fig 32

Note

If the display shows "-" steady on and the Neutral light is off, then the gearbox could be in a mechanically unstable position; in such a case, up/downshift until the correct gear is indicated.

Odometer (TOT)

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

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

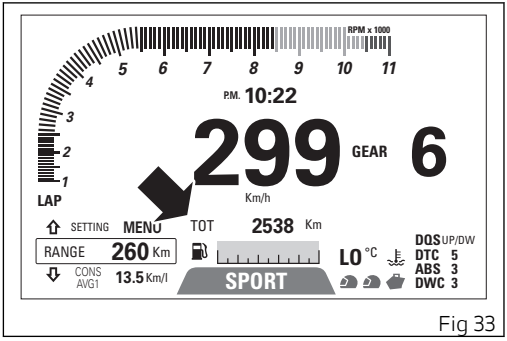


Fig 33

Note

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

Menu Functions

From the main screen, press button (1) or (2) on LH switch to scroll through Menu information.
Whenever button (1) is pressed, instrument panel will increase the "position" (from first position to last position, and back to the first one). Whenever button (2) is pressed, instrument panel will decrease the "position" (from last position to first position, and back to the last one).

Based on the set Info Mode and Riding Mode, the Menu can display different functions.
All functions available in the Menu are:

- RANGE (Residual Range)
- CONS AVG 1 (Average consumption)
- TRIP 1 (Trip meter 1)
- TRIP TIME 1 (Trip time)
- SPEED AVG 1 (Average speed)
- TRIP 2 (Trip meter 1)
- CONS. (Instantaneous fuel consumption)
- T AIR (External air temperature)
- TRIP MASTER (OFF or ON)
- Player (OFF or ON) (only if BT module is available and a Smartphone is connected)
- LAST CALLS (only if BT module is available and a Smartphone is connected)

Fig 34

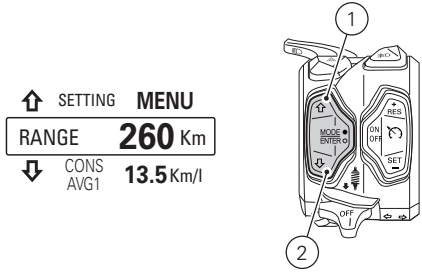


Fig 35

- TIRE PRESSURE (accessory, function present only if installed)
- ABS (OFF or ON)
- SETTING MENU

Residual range (RANGE)

This function displays the range according to the remaining fuel in the tank.
The mi or km value for the RANGE (residual range) is displayed with “RANGE” indication and unit of measurement (mi or km).

When the reading exceeds the maximum value (999 km or 621 mi), distance is reset and the meter automatically starts counting from 0 again.

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

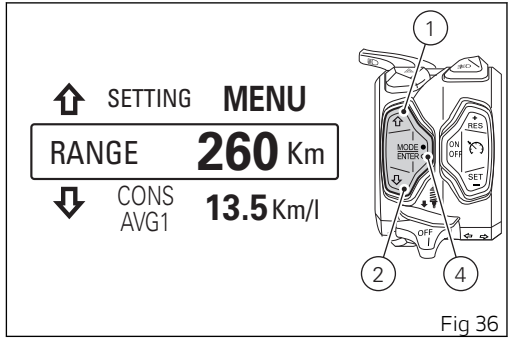


Fig 36

Average Fuel Consumption (CONS. AVG 1)

The instrument panel calculates and shows vehicle average fuel consumption.
The average consumption is displayed with the indication "CONS. AVG 1" and the indication of the unit of measurement (litres / 100 km or mpg UK or mpg USA).
The calculation is made considering the quantity of fuel used and the distance travelled since TRIP 1 was last reset.
When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available, on the display, three steady dashes "- - . - " steadily as average fuel consumption.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average fuel consumption is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display CONS. AVG. 1 again, without resetting the value
If button (4) is pressed, the value of CONS. AVG 1 is reset and the instrument panel will display CONS. AVG 1 with "0.0" and the set unit of measurement. When average fuel consumption is reset, during the first 10 seconds when the value is not available on the display, three dashes "- - -" are shown.

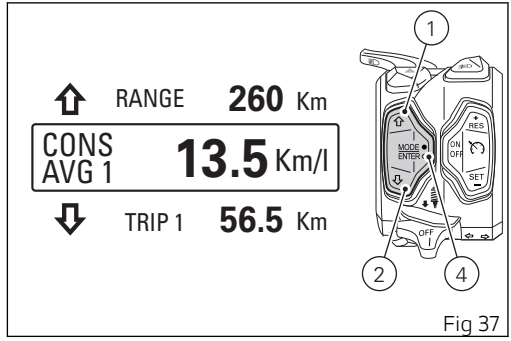


Fig 37

Note
When average consumption (CONS. AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average speed (SPEED AVG 1) and trip time (TRIP TIME 1).

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The mi or km value for TRIP 1 is displayed with the “TRIP 1” indication and unit of measurement.

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 1 again, without resetting the value. While if you press button (4), value for TRIP 1 will be reset and the instrument panel will display TRIP 1 at “0.0” followed by set unit of measurement.

When TRIP 1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

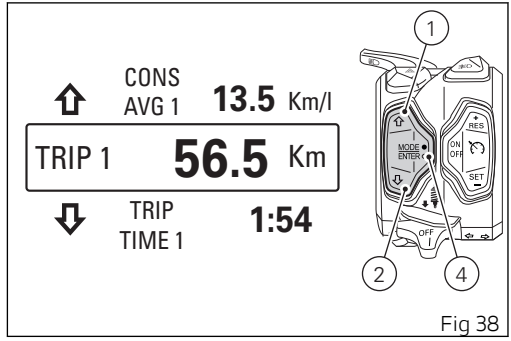


Fig 38

The TRIP 1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

Trip time (TRIP TIME 1)

The instrument panel calculates and shows trip time. Value is displayed as hhh:mm followed by “TRIP TIME 1” indication.
The calculation is made considering the time elapsed since the last reset of Trip time (TRIP 1, page 106), average fuel consumption (CONS.AVG 1, page 104) and average speed (SPEED AVG 1, page 108). When TRIP 1 is reset, this value is reset as well.

The active time counting phase occurs when the engine is running, even when the vehicle is stopped. The time count is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again.
When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.

If button (4) is pressed when trip time is displayed, the instrument panel will activate the warning "RESET ?" in place of the time. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP TIME 1 again, without resetting the value.

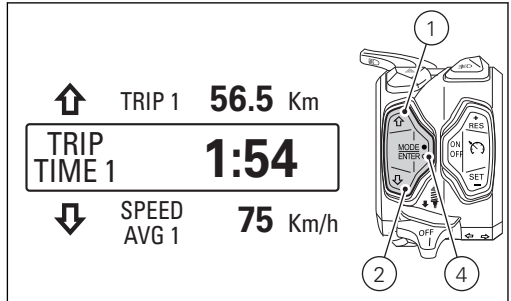


Fig 39

While if you press button (4), value for TRIP TIME 1 will be reset and the instrument panel will display TRIP TIME 1 at “0:00”.

Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption or after a Battery-Off, the trip time value will be automatically reset.

Average speed (SPEED AVG 1)

The instrument panel calculates and shows vehicle average speed

The vehicle average speed is displayed with the “SPEED AVG 1” indication and unit of measurement (km/h or mph).

The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.

The calculation considers the distance and time since TRIP 1 was last reset. When TRIP 1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes “ - - - “ steadily as average speed.

The active calculation phase occurs when the engine is running, even when the vehicle is stopped. Moments when the vehicle is not moving and the engine is off are not considered.

If button (4) is pressed when average speed is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.

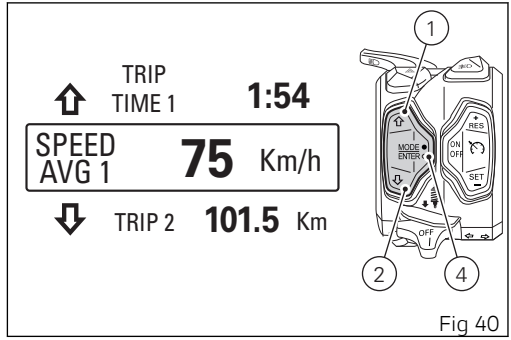


Fig 40

If you press button (1) or (2), the instrument panel will display SPEED AVG 1 again, without resetting the value.

While if you press button (4), value for SPEED AVG 1 will be reset and the instrument panel will display SPEED AVG 1 at “0” followed by set unit of measurement.

When average speed is reset, during the first 10 seconds when the value is not available on the display, three steady dashes “ - - - ” are shown.

Note
When average speed (SPEED AVG 1) is reset, the instrument panel also resets the trip meter 1 (TRIP 1), Average fuel consumption (CONS.AVG 1) and trip time (TRIP 1 TIME).

Note
If you change the unit of measurement for an item connected to speed (and distance) or consumption or after a Battery-Off, the average fuel consumption value will be automatically reset.

Note
You may change the units of measurement of speed (and distance travelled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the “UNITS SETTING” function.

Trip meter 2 (TRIP 2)

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

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

If button (4) is pressed when trip meter is displayed, the instrument panel will activate the warning "RESET ?" in place of the value and unit of measurement. When this warning is active, Menu scrolling is not possible.
If you press button (1) or (2), the instrument panel will display TRIP 2 again, without resetting the value. While if you press button (4), value for TRIP 2 will be reset and the instrument panel will display TRIP 2 at “0.0” followed by set unit of measurement.

The TRIP 2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

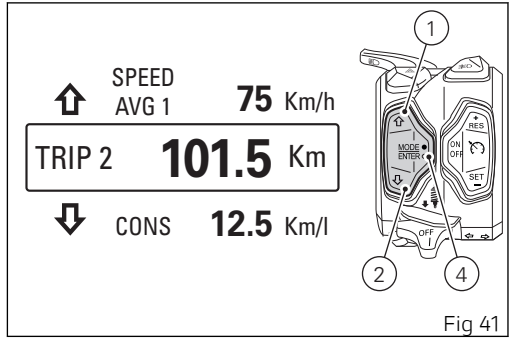


Fig 41

Instantaneous fuel consumption (CONS.)

The instrument panel calculates and shows vehicle instant fuel consumption.
Instant fuel consumption is displayed followed by “CONS.” and the set unit of measurement (litres / 100 Km or mpg UK or mpg USA).
The calculation is made considering the quantity of fuel used and the distance travelled during the last second.

Value is expressed in the set unit of measurement: litres / 100 Km or mpg UK or mpg USA.
The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered).
During the phase when no calculation is performed, three steady dashes “ - - . - ” are displayed as a value of instantaneous consumption.

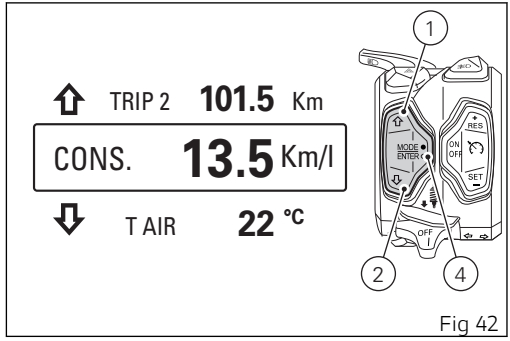


Fig 42

Note
It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) through the Setting Menu using the “UNITS SETTING” function.

Ambient air temperature (T-AIR)

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

The temperature value is displayed when ranging from -39 °C to +125 °C (or -38 °F ÷ +257 °F).
For temperature values lower than -39 °C (-38 °F) or higher than +125 °C (+257 °F) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

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

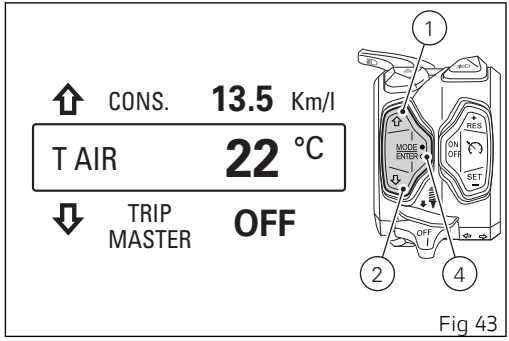


Fig 43

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

TRIP MASTER

Trip Master is only displayed in OFF ROAD layout.
Trip Master meter counts and displays the partial kilometres or miles run by the vehicle. Trip Master count increases with mileage, can be reset and can also be set to pause and "reversed" by decreasing the countdown.
To activate the Trip Master function, use buttons (1) and (2) to view "TRIP MASTER OFF" within the Menu and press button (4) (Fig 44).
Then, the Trip Master control is displayed above the menu and it can be managed with buttons (1), (2) and (4) (Fig 45).

If the value is increasing or decreasing, press button (4) once to stop the calculation (PAUSE). The calculation is resumed by pressing button (4) again. Press button (4) for 2 seconds to reset the value and automatically resume the value increasing count.

If count is decreasing, it changes and starts increasing the value by pressing button (1).

If count is increasing, it changes and starts decreasing the value by pressing button (2).

Press button (2) for 2 seconds to quit the Trip Master control menu.

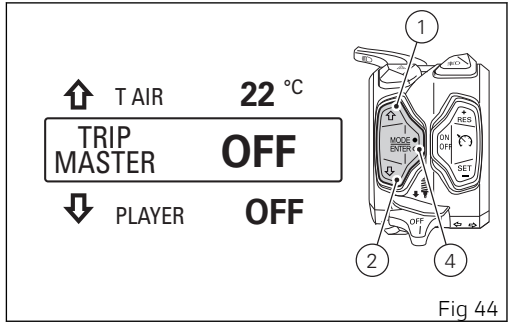


Fig 44

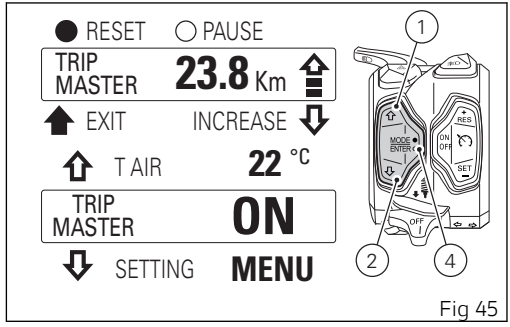


Fig 45

To disable the Trip Master function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (4). In this way, the instrument panel interrupts the function and resets the count.

To go back to the Trip Master control mode with active function, scroll down the Menu by pressing buttons (1) and (2) up to "TRIP MASTER ON" and press button (1) for 2 seconds. In this way, the instrument panel will activate the Trip Master control menu again and the buttons can be used only for the Trip Master.

When count is 0.0 (Km or miles), the Trip Master can only be increased and it is not possible to reverse the count as long as value is below or equal to 100 metres (0.1 miles).
If value reaches 999.9 (miles or Km), while increasing, it will get back to zero (0.0) and carry on increasing.
If value reaches 0.0 (miles or Km), while decreasing, the counting will stop (PAUSE), value will flash and calculation will be reversed to become increasing.

Value is automatically reset and counter restarts its increasing operation in the following instances:

- upon any power off (Battery-Off);
- if units of measurement are changed through the Dashboard UNIT SETTING function.

Every time you quit the Trip Master control menu, the TRIP MASTER function continues the count (or remains in pause according to the status).

Player management (PLAYER)

This function allows managing (turning on and off) the Player.

The PLAYER function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

If Player is not active, the instrument panel displays “PLAYER OFF”. To turn it on and open the Player menu, press button (4) (please refer to “Infotainment”, page 208 for information on how to use the Player).

If Player is active, the instrument panel displays “PLAYER ON”. To open the Player menu, press button (1) for 2 seconds (please refer to “Infotainment”, page 208 for information on how to use the Player).
To turn Player off, press button (4).

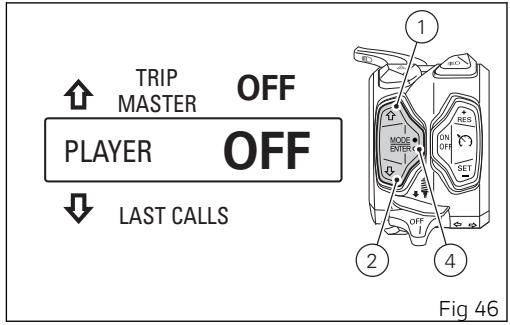


Fig 46

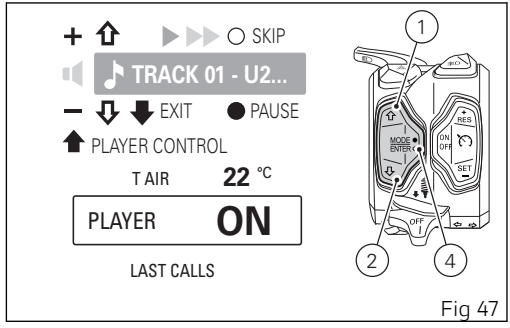


Fig 47

Call management (LAST CALLS)

This function shows a list of the last calls missed, made or received.

The CALLS function is only available in the Menu if the Bluetooth module is available and one Smartphone is connected.

Press button (4): when opening this function, a list of maximum 7 calls is displayed - these could be missed, made or received calls.
The instrument panel displays the corresponding name(s) or phone number(s). Use buttons (1) and (2) to scroll the list and press button (4) to call the displayed name or phone number.

If list includes no calls, the instrument panel displays “EMPTY” within the Menu.

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

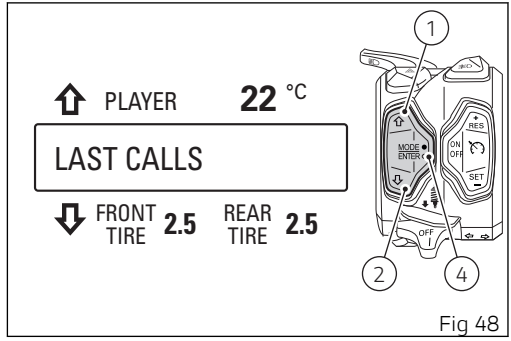


Fig 48

Tyre deflation pressure indication (TIRE PRESSURE) - accessory

This function is available only if the tyre pressure sensor accessory has been installed. The function shows the front and rear tyre pressure values.

Note
The TPMS sensor (TIRE PRESSURE) detects the tyre deflation.

The messages “FRONT TIRE” and “REAR TIRE” are displayed together with the detected pressure values of the front and rear tyre respectively.
The tyre pressure values are expressed in bar.

Note
The steady on dashes “-.-” are displayed in these cases:

- if the instrument panel does not receive valid pressure information for the front and/or rear tyre;
- if one or both tyre sensors are off.

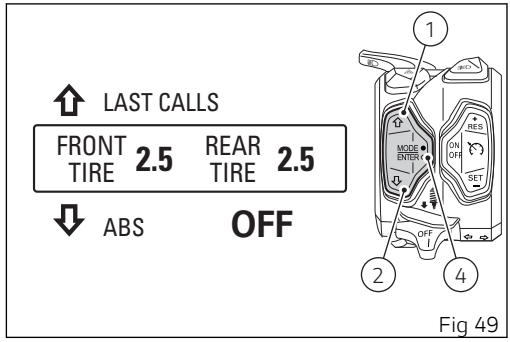


Fig 49

Note
If one or both tyre sensors are in “alarm”, the instrument panel shows the flashing value or the blinking dashes “-.-”.

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

ABS enabling/disabling

This function allows disabling or enabling the ABS system without entering the Setting Menu.

Note

"Manual" disabling and enabling of the ABS is only possible in ENDURO Riding Mode.

If the ABS is enabled, the instrument panel shows "ABS-OFF".
Once "ABS-OFF" is displayed, press button (4) to disable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS disabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

After pressing button (4) within the Menu, "WAIT ..." is displayed (instead of "ABS OFF) for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.

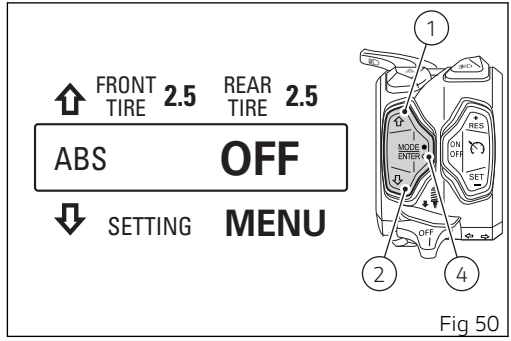


Fig 50

When system is disabled, "ABS-ON" is displayed, the ABS light (10, Fig 8) turns on to indicate that the ABS is disabled and buttons (1) and (2) are enabled.

If the ABS is disabled, the instrument panel shows "ABS-ON" and ABS light on (10, Fig 8). Once "ABS-ON" is displayed, press button (4) to enable the ABS.

Note

Vehicle speed must be below or equal to 5 km/h (3 mph) for activating the ABS enabling procedure; if it is not so, you can only scroll the functions of the Menu using buttons (1) and (2).

After pressing button (4) within the Menu, "WAIT ..." is displayed (instead of "ABS ON) for 2 seconds. During this time, Menu scrolling via buttons (1) and (2) is disabled.
When system is enabled, "ABS-OFF" is displayed, the ABS light (10, Fig 8) turns on to indicate that the ABS is active and buttons (1) and (2) are enabled.

If the ABS status does not change in 5 seconds, the instrument panel will replace "WAIT ..." message within the Menu with "ABS-ERR" message blinking for 3 seconds.

After 3 seconds:

- if disabling was requested, the instrument panel automatically shows again "ABS-OFF" and the request can be made again, if required;
- if enabling was requested, the instrument panel automatically shows again "ABS-ON" and the request can be made again, if required.

Setting menu (SETTING MENU)

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

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

To gain access to the SETTING MENU, use button (1) or (2) to select “SETTING MENU” in the Menu (by displaying it in the "main" position, that is in the central box) and press button (4).

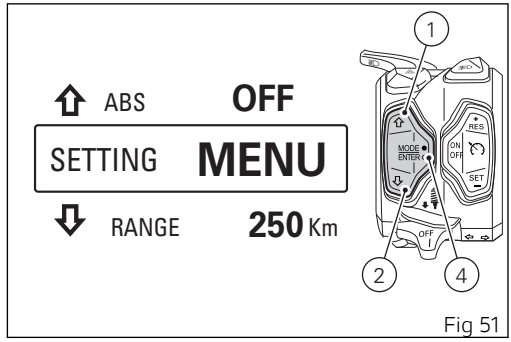


Fig 51

The following indications will be displayed inside the Setting Menu:

- ◀ Exit
- Riding Mode
- Info Mode
- Pin Code
- Lap
- Backlight
- Date and Clock
- Units
- Service
- Tyre Calibration
- Load Mode
- Bluetooth
- Tyre Pressures
- Turn indicators Off
- Info
  - BATTERY
  - RPM
- ◀ Exit

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

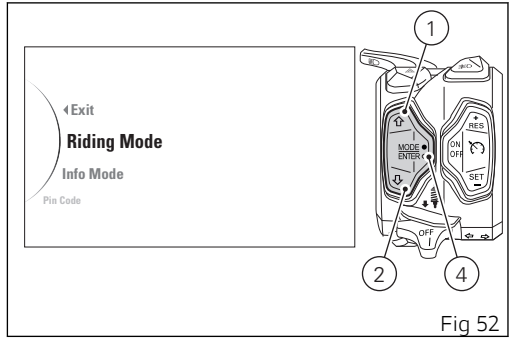


Fig 52

The functions that can be set and consulted are the following:

- Riding Modes
- Info Mode (Customisation of Display Mode)
- Pin Code (activation and modification of PIN CODE)
- Lap (Lap time)
- Backlight (setting backlight to AUTO, DAY, NIGHT)
- Date and Clock (setting Date and Time)
- Units (setting the unit of measurement)
- Service (indication of Service thresholds)

- Tyre Calibration (Drive Ratio and Tyre Calibration)
- Load Mode (motorcycle setup change)
- Bluetooth (deletion of any paired devices)
- Tyre Pressures (Setting the tyre sensor reference deflation pressure – accessory)
- Turn indicators Off (Disabling turn indicators automatic switch off)
- Info
  - BATTERY (battery voltage indication)
  - RPM (engine rpm digital indication)

Press buttons (1) and (2) to set the Functions listed above to the "main" position: this means that the indication of the function is highlighted with a more visible character (example **Riding Mode**).
After displaying the required function in the "main" position, press button (4) to open the corresponding menu page.

To quit the SETTING MENU, keep button (4) pressed when the "◀ **Exit**" indication is in "main" position.

Customising the Riding Mode

All settings of every riding mode can be customised.

Enter the SETTING MENU.
Select **Riding Mode** by pressing button (1) or (2).
Once function is displayed, press button (4).
After entering the function, the display shows the available riding modes (Sport, Touring, Urban or Enduro) on the left side and set Riding Mode on the right side.
The following indications will be displayed in this page:

- ◀ Back
- Sport
- Touring
- Urban
- Enduro
- All Default
- ◀ Back

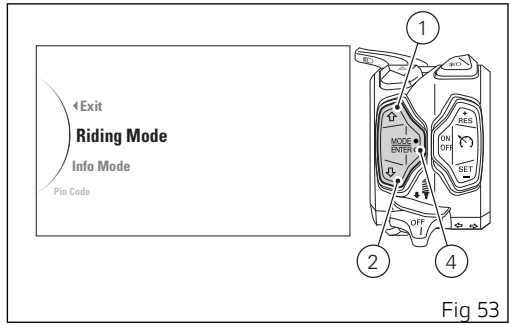


Fig 53

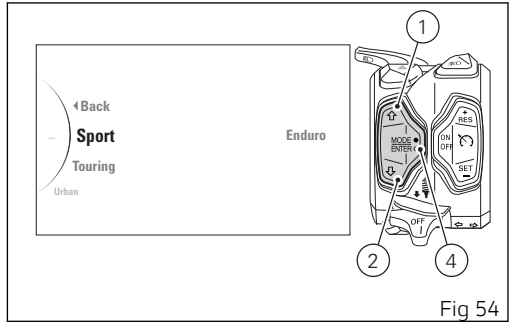


Fig 54

You can use buttons (1), (2) and (4) to do the following:

- use buttons (1) and (2) to highlight and select the riding mode to customise, then press button (4) to access the customisation page for the selected riding mode;
- use buttons (1) and (2) to highlight and select "◀ **Back**", then press button (4) to go back to previous page;
- use buttons (1) and (2) to highlight and select "**All Default**", press button (4) to reset to default values for all four Riding Modes.

The parameters linked to a riding mode that can be customised are ENGINE, DTC, ABS, DWC (active only when the DTC function is not set to "OFF"), DQS, Suspension, bike setup and DEFAULT (to reset to default factory values for the riding mode). The following indications will be displayed in this page:

- ◀ Back
- Engine
- DTC
- ABS
- DWC
- DQS

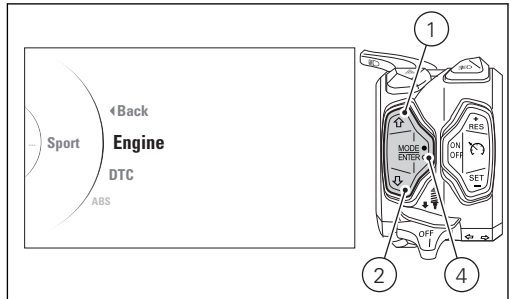


Fig 55

- Suspension
- Load Mode
- Default (visible only if one or more parameters are different from the "default" ones)
- ◀ Back

Every time button (1) or button (2) is pressed, the instrument panel allows scrolling all parameters of the Riding Mode selected; once parameter is highlighted, press button (4) to enter parameter customisation page where you can edit the settings of the parameter.

Any parameter change made is saved and remains in the memory also after a battery-off. The parameters set by Ducati for each individual riding mode can be reset with the "Default" function and by pressing button (4). Highlight "◀ **Back**" and press button (4) to exit the sub-menu and go back to previous page.

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.

If the DTC is disabled (set to OFF), the DWC parameter can not be changed and is forced to level OFF.

Customising the Riding Mode: Engine setting

This function customises engine power associated with each riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**Engine**" and press button (4).

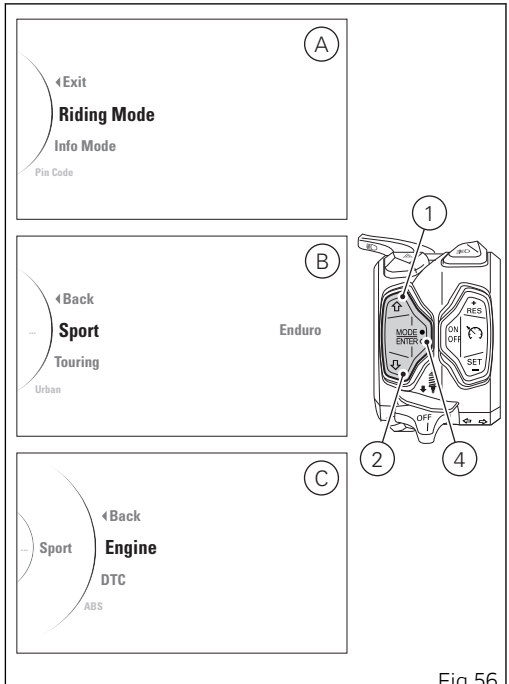


Fig 56

When entering the function, settings available for customisation are indicated on the left: High, Medium, Low whereas the set value is displayed on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- High
- Medium
- Low
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new desired engine power.
For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed.
Once the desired level is highlighted, press button (4) to confirm the selection.

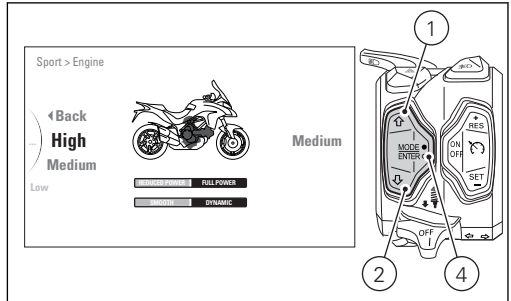


Fig 57

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Customising the Riding Mode: DTC level setting

This function disables or sets DTC level for the selected riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**DTC**" and press button (4).

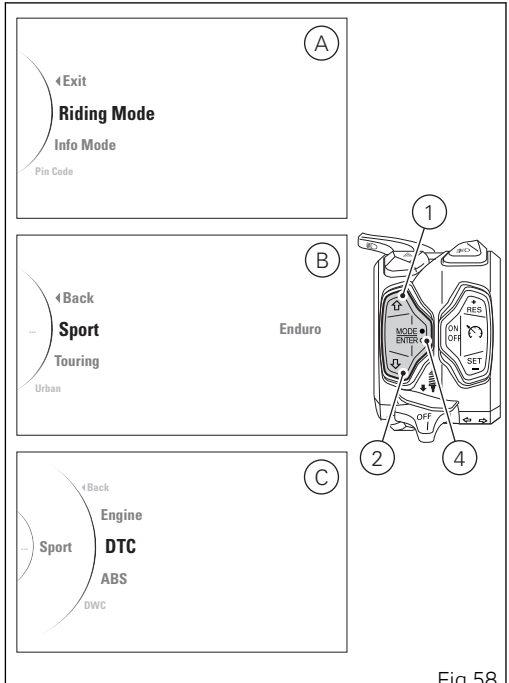


Fig 58

When you access the function, all possible customisation levels (levels from 1 to 8 and OFF status) are listed on the left and the set DTC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

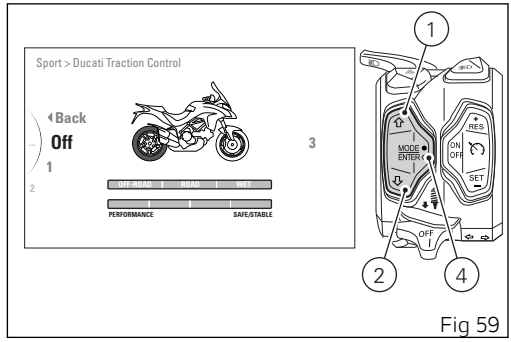


Fig 59

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background or arrow ▼) will be displayed.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

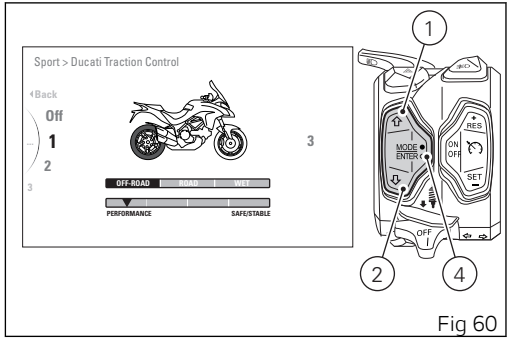


Fig 60

Note
By setting "– " (Off), the DTC will be disabled.

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

Customising the Riding Mode: ABS setting

This function disables or sets ABS level for the selected riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**ABS**" and press button (4).

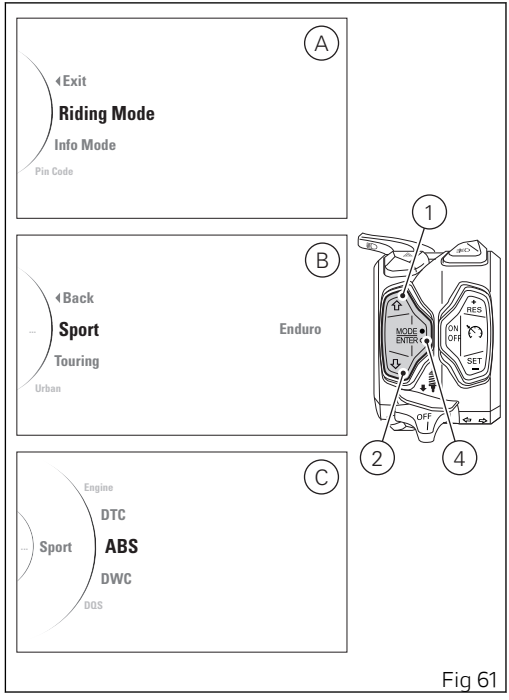


Fig 61

When you access the function, all possible customisation levels (levels from 1 to 3 and OFF status) are listed on the left and the set ABS level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

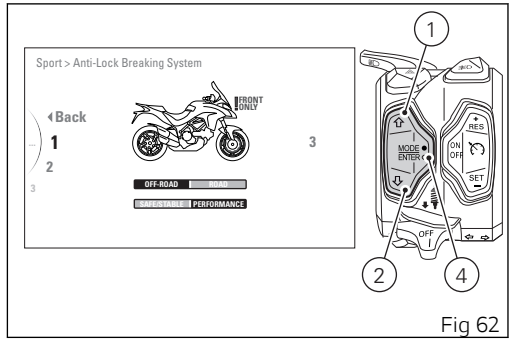


Fig 62

Important
When setting the ABS OFF, Ducati recommends paying particular attention to the braking and riding style.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black background) will be displayed. Furthermore, the braking system intervention level is indicated in Light Blue: the indication "**!FRONT ONLY**" (Fig 62) only for the front active brake, the indication "**CORNERING**" (Fig 63) for the active Cornering function.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

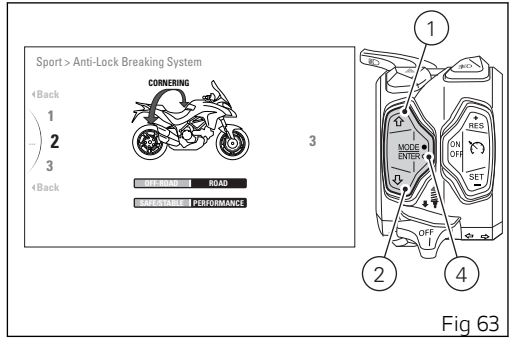


Fig 63

Customising the Riding Mode: DWC level setting

This function disables or sets DWC level for the selected riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**DWC**" and press button (4).

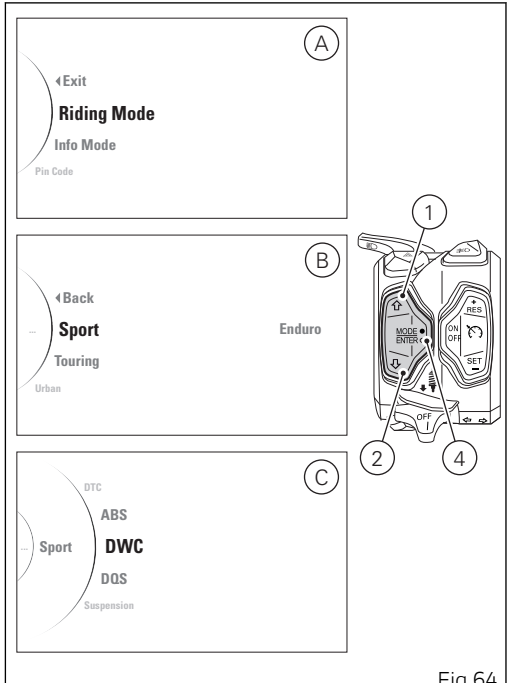


Fig 64

When you access the function, all possible customisation levels (levels from 1 to 8 and OFF status) are listed on the left and the set DWC level or status is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

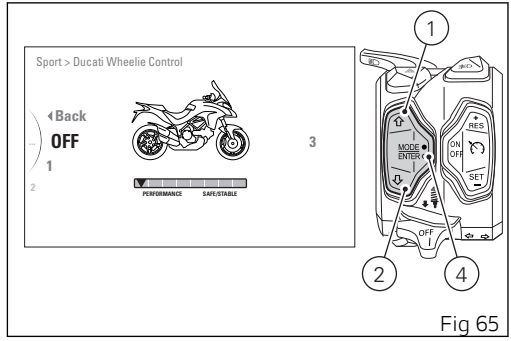


Fig 65

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Moreover, the system intervention level will be indicated with a Light Blue arrow.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

If the DTC is disabled (set to OFF), the DWC parameter cannot be changed and is forced to level OFF and therefore the relevant setting menu is not available.

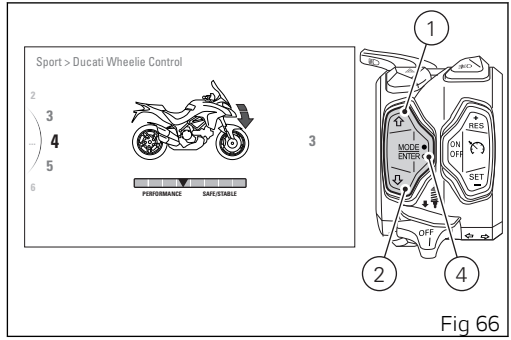


Fig 66

Customising the Riding Mode: DQS enabling/disabling

This function disables or sets DQS level for the selected riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**DQS**" and press button (4).

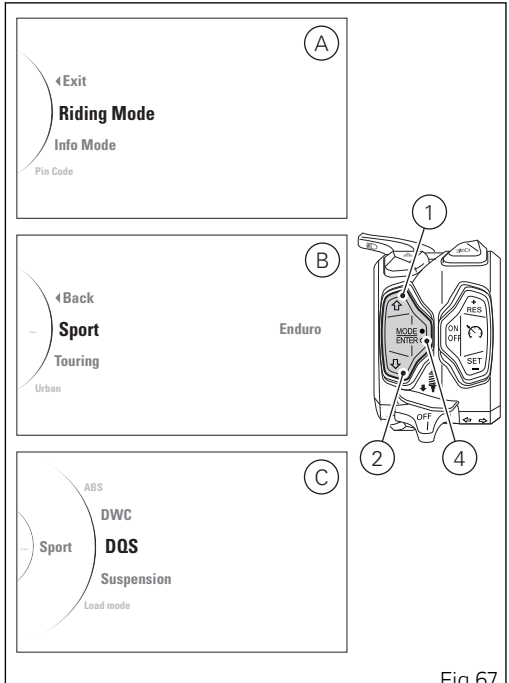


Fig 67

When you access the function, all possible customisation levels (OFF, UP/DOWN) are listed on the right and the currently set DQS level or status is shown on the left.
The following selectable indications will be displayed in this page:

- ◀ Back
- Off
- Up/Down
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

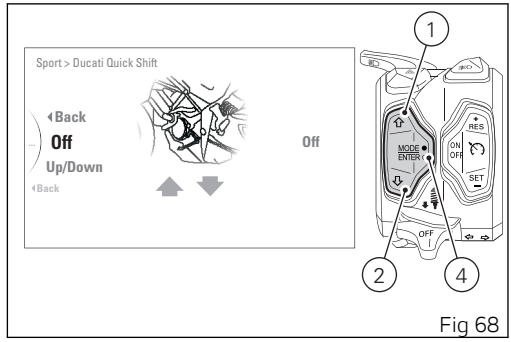


Fig 68

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the system intervention level (highlighted with one and/or two black arrows) will be displayed.
Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

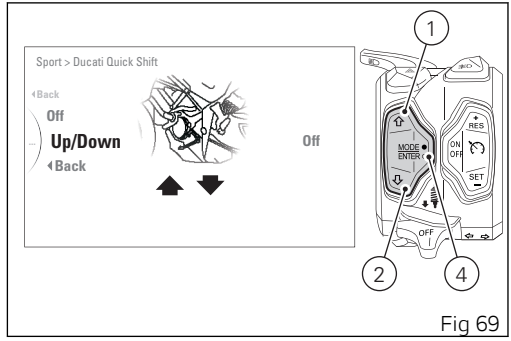


Fig 69

Customising the Riding Mode: DSS suspension setting

This function allows selecting the control type of the electronic suspensions of each riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**Suspension**" and press button (4).

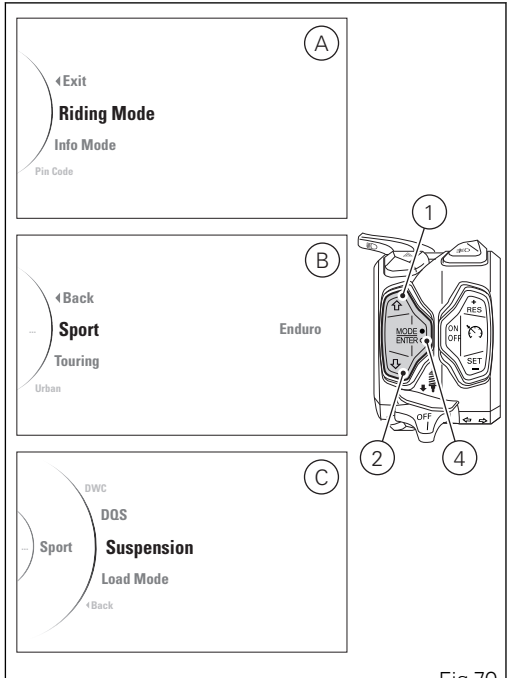


Fig 70

When entering the function, it is possible to select the shock absorber to be customised (Front, Rear). The following selectable indications will be displayed in this page:

- ◀ Back
- Front
- Rear
- ◀ Back

The “Front” indication allows “customising” the front suspension: refer to the fork compression and rebound setting.
The “Rear” indication allows “customising” the rear suspension: refer to the rear shock absorber compression and rebound setting.

Use buttons (1) and (2) to select the suspension you wish to customise, then press button (4) to access the menu where to set the relevant parameters.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

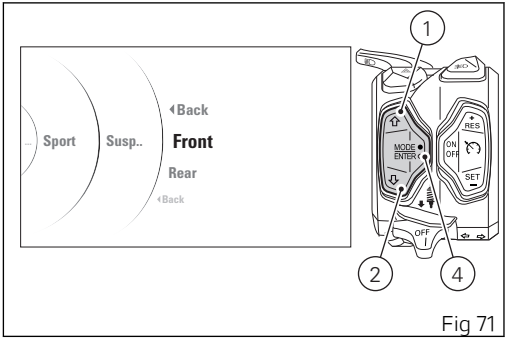


Fig 71

Fork compression and rebound setting

This function allows changing Electronic Suspension (DSS) front fork compression/rebound setting for every single riding mode.
Access the customisation page by selecting "**Front**" and press button (4).

When you access the function, all possible customisation levels (Hardest, Harder, Medium, Softer, Softest levels) are listed on the left and the currently set level is shown on the right. The following selectable indications will be displayed in this page:

- ◀ Back
- Hardest;
- Harder;
- Medium;
- Softer;
- Softest.
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

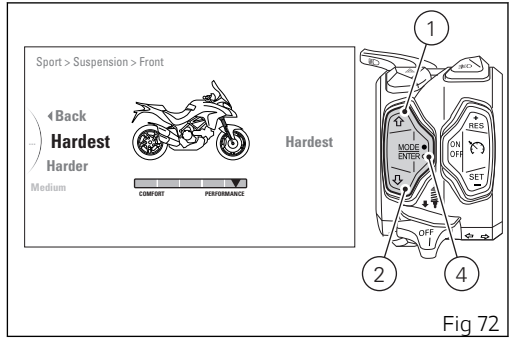


Fig 72

With button (1) or (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Adjustment of rear suspension rebound and compression damping

This function allows changing Electronic Suspension (DSS) rear shock absorber compression/rebound setting for every single riding mode.
Access the customisation page by selecting "**Rear**" and press button (4).

When you access the function, all possible customisation levels (Hardest, Harder, Medium, Softer, Softest levels) are listed on the left and the currently set level is shown on the right. The following selectable indications will be displayed in this page:

- ◀ Back
- Hardest;
- Harder;
- Medium;
- Softer;
- Softest.
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

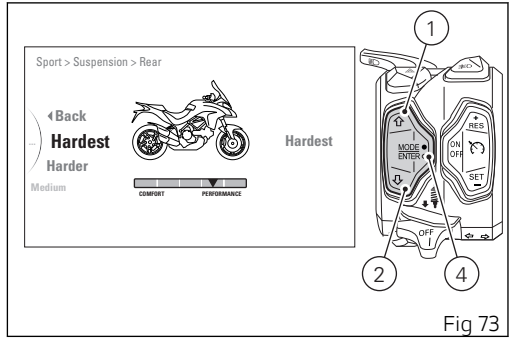


Fig 73

With button (1) or (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the central table (highlighted with a black arrow ▼) will be displayed. Once the desired level is highlighted, press button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Customising the Riding Mode: Motorcycle Load Mode

This function allows selecting the motorcycle setup specific for each riding mode: with this function it is possible to change the rear shock absorber spring preload of the Electronic Suspensions (DSS) associated with each riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).
You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**Load Mode**" and press button (4).

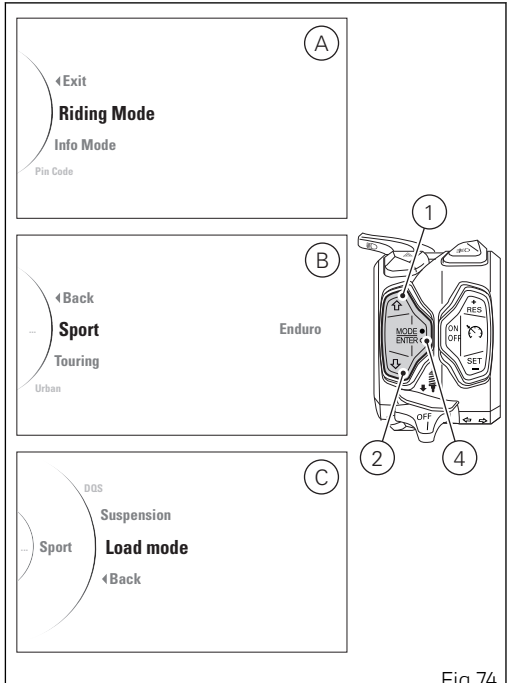


Fig 74

When you access the function, all possible customisation levels (rider only, rider with luggage, rider and passenger with luggage) are listed on the left.
Available setup types are four:

- Rider only: ;
- Rider with luggage: ;
- Rider and passenger: ;
- Rider and passenger with luggage: .

The following selectable indications will be displayed in this page:

- Back
-
-
-
- Back

Use buttons (1) and (2) to select the setup you wish to customise, then press button (4) to access the menu where to set the parameters. To exit the menu and go back to previous page highlight the "Back" indication and press button (4).

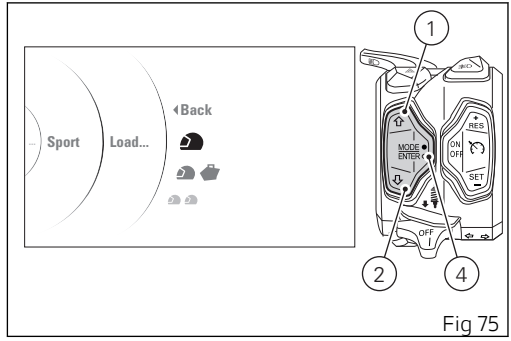


Fig 75

If you select a setup to be customised, when you access the function, all possible customisation levels (levels from 1 to 24) are listed on the left and the currently set level is shown on the right.
The following selectable indications will be displayed in this page:

- ◀ Back
- 24
- 23
- 22
- 21
- 20
- 19
- 18
- 17
- 16
- 15
- 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7

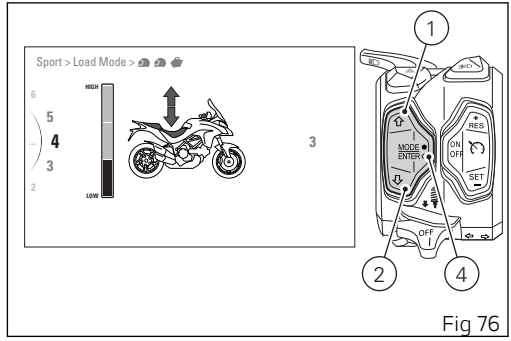


Fig 76

- 6
- 5
- 4
- 3
- 2
- 1
- ◀ Back

The motorbike profile with the part where you will be acting highlighted in Light Blue will also be displayed.

With buttons (1) and (2) select the new level of intervention desired. For each highlighted level, the corresponding paired value in the column table (highlighted with a full rectangle) will be displayed. Once the desired level is highlighted, press confirm button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

Customising the Riding Mode: Reset to default settings (DEFAULT)

This function allows restoring the default values set by Ducati for the parameters associated to a specific riding mode.

Enter the SETTING MENU.
Select **Riding Mode** (A), by pressing button (1) or (2).
Once function is displayed, press button (4).
You will access the Riding Mode menu.
Select the desired riding mode (Sport, Touring, Urban or Enduro) (B) to be edited, by pressing button (1) or (2). Once the desired riding mode is selected, press button (4).

You will access the selected riding mode customisation menu (e.g., “Sport”) (C).
Press button (1) or button (2) to highlight and select "**Default**" and press button (4).

The default parameters for the selected Riding Mode are reset.
From this moment (and until one or more parameters are customised) the "Default" indication is no longer visible.

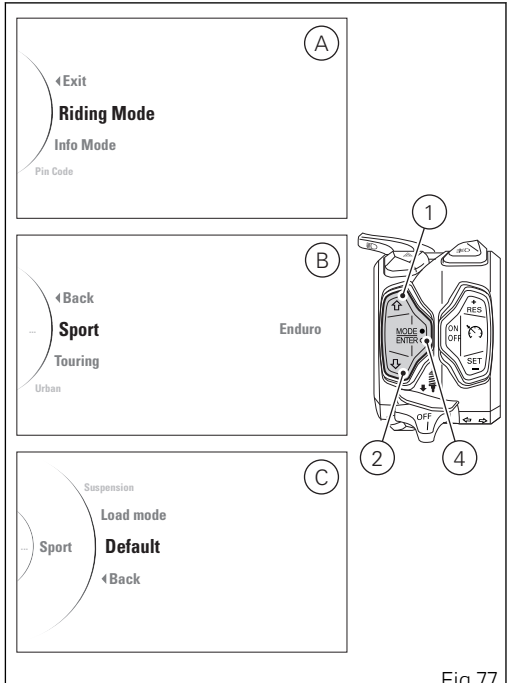


Fig 77

To exit the menu and go back to previous page highlight the "◀ Back" indication and press button (4).

Customising the Riding Mode: Reset to default settings (ALL DEFAULT)

This function allows restoring all the default values for ENGINE, DTC, ABS, DWC, DQS and all riding modes: the function is only visible if at least one of the parameters of one riding mode is not the “default” one.

Enter the SETTING MENU.
Select **Riding Mode** by pressing button (1) or (2).
Once function is displayed, press button (4).
Use buttons (1) and (2) to highlight and select “**All Default**”, press button (4) to reset to default values for all four Riding Modes.

From this moment (and until one or more parameters are customised) the "All Default" indication is no longer visible.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

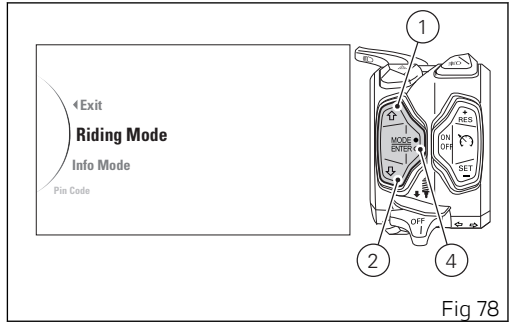


Fig 78

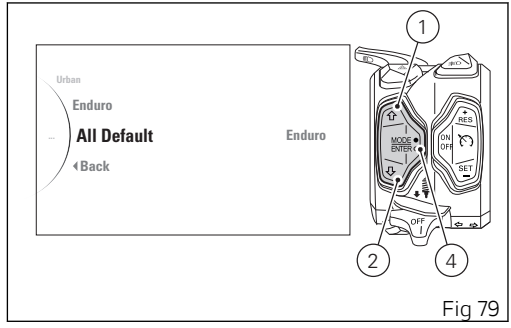


Fig 79

Display mode setting (Info Mode)

The display mode can be customised
By selecting one of the four available display modes: TRACK, FULL, CITY and OFF ROAD. Every mode is associated to a Riding Mode and in "Default" mode, when the Riding Mode changes, also the display mode changes.

Ducati associated by default the layouts to the Riding modes as follows:

- TRACK layout for the SPORT Riding mode;
- FULL layout for the TOURING Riding mode;
- CITY layout for the URBAN Riding mode;
- OFF ROAD layout for the ENDURO Riding mode.

It is also possible to select a specific display mode so that the instrument panel layout stays the same, regardless of the selected RM.

To select the desired mode, open the SETTING MENU.
Select "**Info Mode**" by pressing button (1) or (2). Once function is highlighted, press button (4).

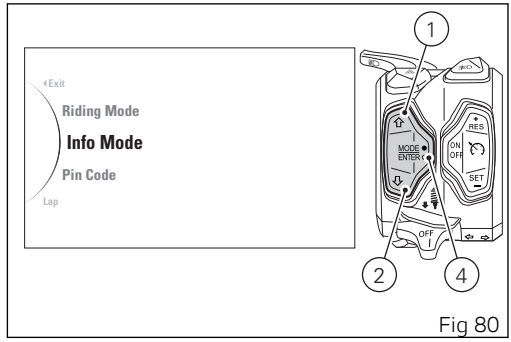


Fig 80

After entering the function, the display shows the available Info Modes (“Track”, “Full”, “City” and “Off Road”) on the left side and set Info Mode on the right side. Within this page, the instrument panel displays the following indications:

- ◀ Back
- Track
- Full
- City
- Off Road
- Default
- ◀ Back

The “Default” indication is visible only if one or more parameters have been modified.

With buttons (1) and (2) select the new desired Info Mode. Once the desired Info Mode is highlighted, press confirm button (4) to memorize the new selection.
To exit the menu and go back to previous page highlight the " ◀ Back" indication and press button (4).

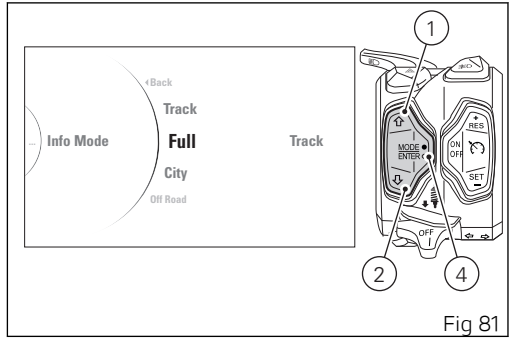


Fig 81

Pin Code

This function allows the user to activate or modify the PIN CODE.
The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.
To activate and/or modify the PIN CODE you must enter the SETTING MENU.
Select **Pin Code** option, by pressing button (1) or (2).
Once function is highlighted, press button (4).
To activate this function, refer to "Activating the PIN CODE" procedure below.
To change the PIN refer to "Changing the PIN CODE" procedure page 159.
In order to temporarily start the motorcycle in case of malfunction, please refer to the procedure called “Restoring motorcycle operation via the PIN CODE” page 267.

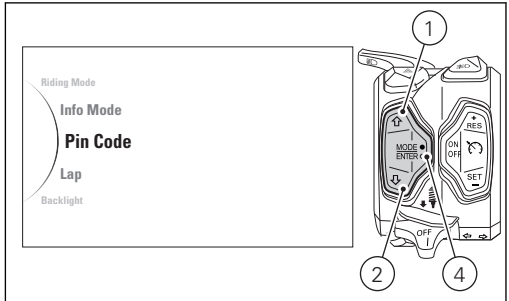


Fig 82

Attention

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

Activating the PIN CODE

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

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- New Pin

Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

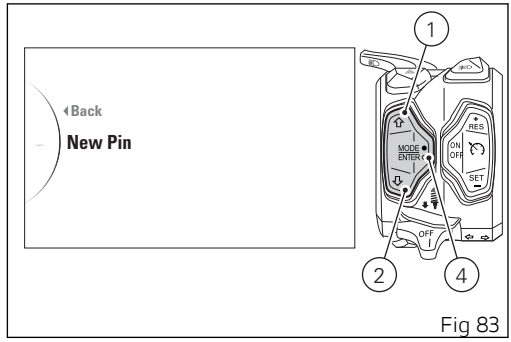


Fig 83

After accessing the Pin Code entering function (New Pin), the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the new Pin code to be entered: “0” and “- - -“. The two arrows on the digit give the possibility to set it.

Entering the code:

1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”;
2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
3) Press button (4) to confirm the number and move on to the following digit.
4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.

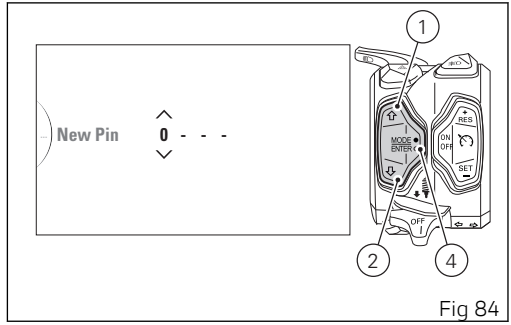


Fig 84

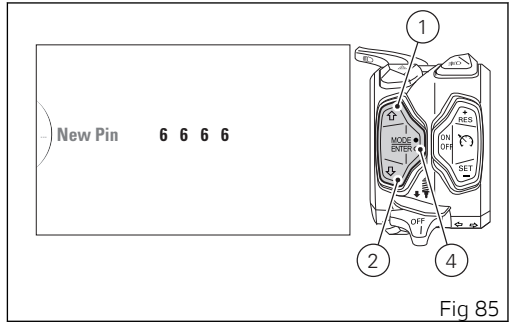


Fig 85

Once the “fourth” digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4). To memorise the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the “Memorised” indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen with the indication “**Modify Pin**” (instead of “New Pin”) (ref. page 159): in fact, after memorising the first PIN CODE, the page of the menu where to enter the “New Pin” is no longer available and is replaced by the page to modify the PIN CODE.

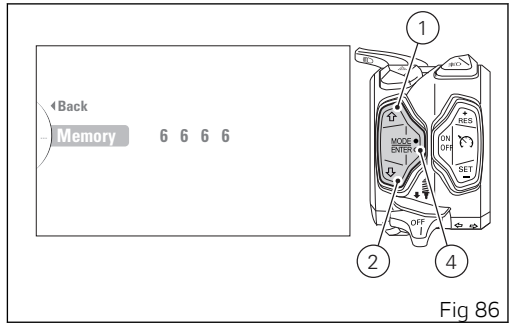


Fig 86

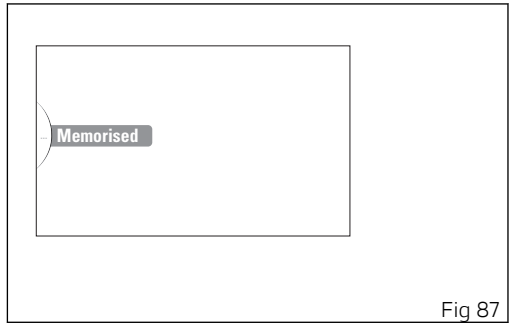


Fig 87

Note
The page for entering the PIN CODE is active and available again only in case the Pin Code function is reset (but this is only possible through the DUCATI diagnosis instrument).

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Changing the PIN CODE

To customise the existing PIN CODE and activate the new one, enter the SETTING MENU, use buttons (1) and (2) to select "**Pin Code**" and press button (4).

Note

To change the PIN CODE, you must know the already stored PIN.

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Modify Pin

Use buttons (1) and (2) to select "**Modify Pin**" and press button (4) to enter the Pin Code change function.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

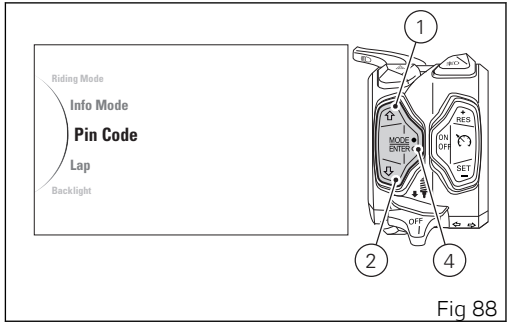


Fig 88

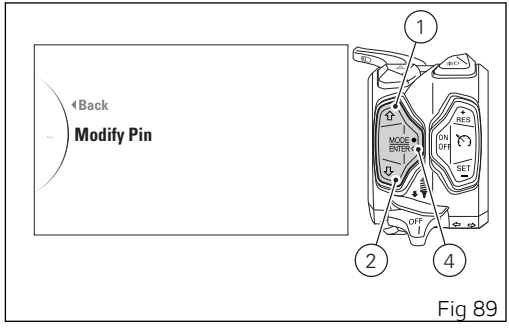


Fig 89

After accessing the Pin Code change function (Modify Pin), the instrument panel displays “Old Pin” with spaces allowing to enter the four digits of the set Pin code. “0” and “- - -“. The two arrows on the digit give the possibility to set it.

Entering the code:

1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”;
2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
3) Press button (4) to confirm the number and move on to the following digit.
4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.

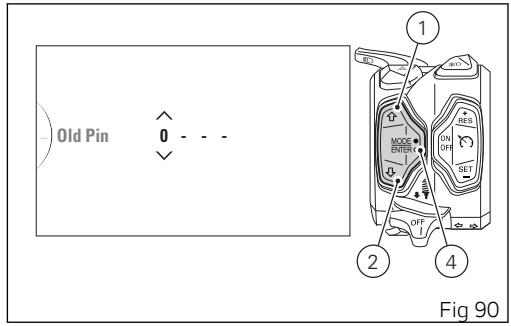


Fig 90

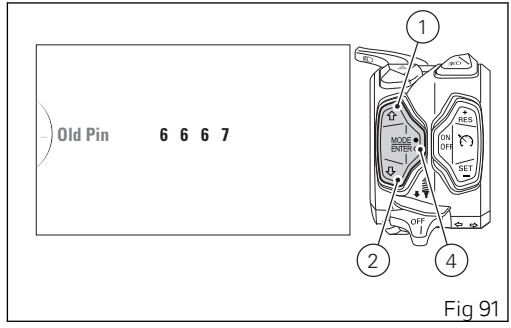


Fig 91

When you press button (4) to confirm the fourth and last digit, the instrument panel responds as follows:

- if the PIN is not correct, the instrument panel displays “WRONG” for 2 seconds and then highlights the menu with the indication “Modify Pin” and the spaces to enter the digits, to allow you to try again;

- if the PIN is correct, the instrument panel displays “CORRECT” for 2 seconds in green and then passes to the menu with the “New Pin” indication and the spaces to enter the digits in order to allow you to enter the new PIN CODE.

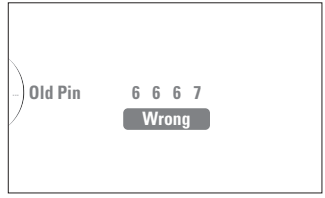


Fig 92

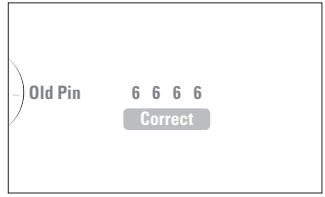


Fig 93

If the PIN is correct, the instrument panel displays the following indications:

- ◀ Back
- New Pin

Use buttons (1) and (2) to select "**New Pin**" and press button (4) to enter the Pin Code entering function. To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

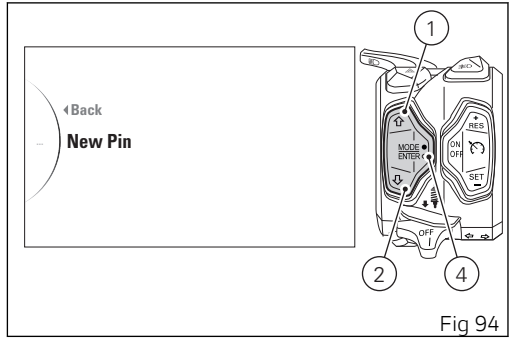


Fig 94

After accessing the Pin Code entering function (New Pin), the instrument panel displays “New Pin” with spaces allowing to enter the four digits of the new Pin code to be entered: “0” and “- - -“. The two arrows on the digit give the possibility to set it.

Entering the code:

1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”;
2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
3) Press button (4) to confirm the number and move on to the following digit.
4) Repeat the operations under steps 1) - 3) until you confirm all the 4 digits of the PIN CODE.

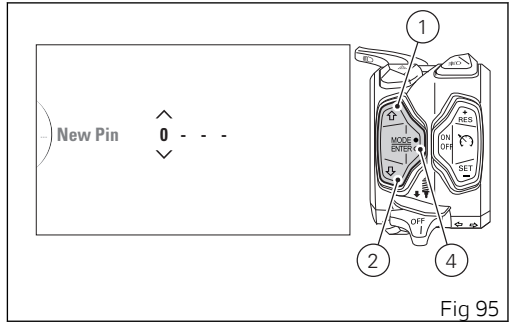


Fig 95

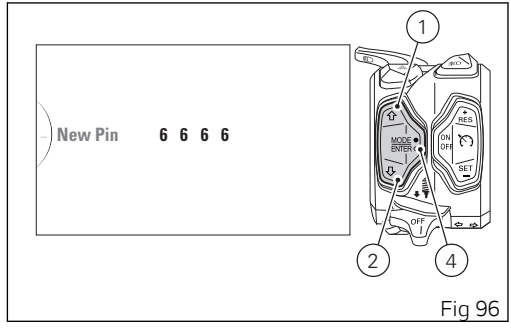


Fig 96

Once the “fourth” digit has been entered, when pressing button (4) the instrument panel activates the following indications:

- ◀ Back
- Memory (orange)

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4). To memorise the entered code, highlight the "Memory" indication (orange) and press button (4). Then, the instrument panel will activate the “Memorised” indication (green) for 2 seconds.

At the end of the 2 seconds, the instrument panel goes back to the previous screen.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Note
You can change your PIN CODE an unlimited number of times.

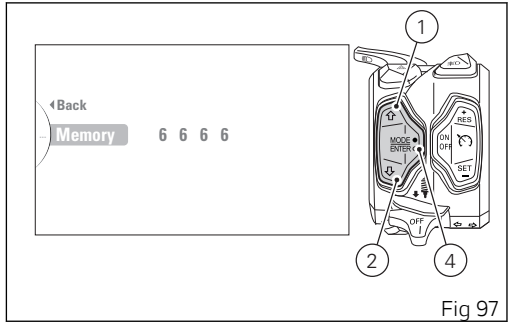


Fig 97

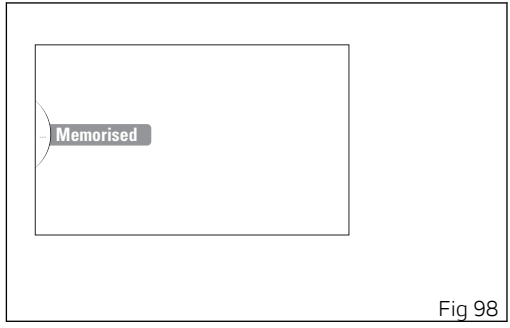


Fig 98

LAP

Enter the SETTING MENU.
Select **Lap** option, by pressing button (1) or (2). Once function is displayed, press button (4).
You open the LAP Menu.
The following indications will be displayed in this page:

- ◀ Back
- On (*)
- Off (**)
- Lap Data
- Erase All (***)
- ◀ Back

(*) This indication is visible only if the Lap function is “disabled” (Off)
(**) This indication is visible only if the Lap function is “enabled” (On)
(***) This indication is visible only if one or more saved LAPs are present

Use buttons (1) and (2) to select the indication and press button (4) to activate the relevant function.

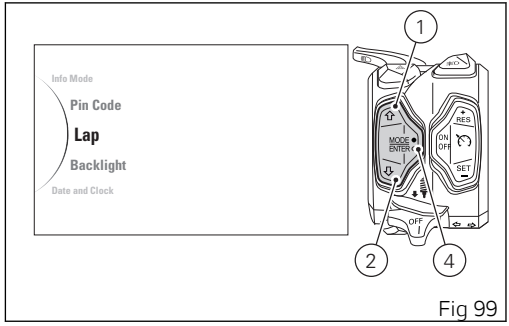


Fig 99

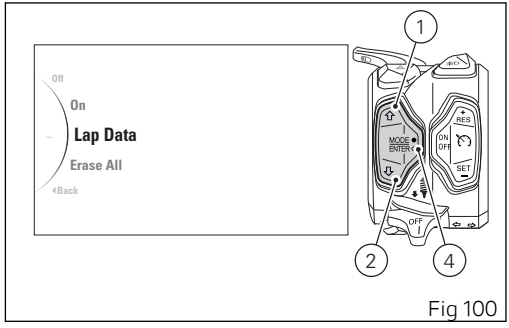


Fig 100

- If the indication is “**On**” the instrument panel activates the Lap Function; once it is activated, it is possible to record the LAP time (ref. page 218);
- If the indication is “**Off**” the instrument panel disabled the Lap function;
- If the indication is “**Lap Data**”, the instrument panel shows the memorised LAPs (ref. to paragraph “**Displaying the stored LAPs**”);
- If the indication is “**Erase All**”, the instrument panel erases all memorised LAPs (ref. to paragraph “**Erasing the stored LAPs**”).

Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the system sets the LAP function automatically to the “Off” mode.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Displaying the stored Laps

The LAPs previously stored can be displayed. The information displayed is lap time, maximum rpm and top speed.
To view the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select "**Lap**" and press button (4). Then use buttons (1) and (2) to select "**Lap Data**" and press button (4).

If there are no memorised LAPs, when accessing this page the instrument panel will show "◀Back" and "No Lap".

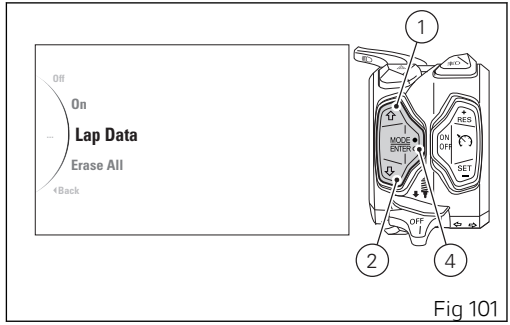


Fig 101

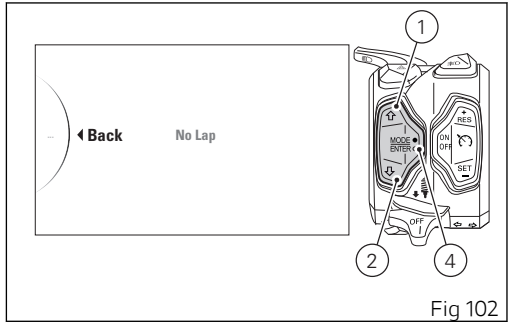


Fig 102

If there are memorised LAPs, when accessing this page the instrument panel will show the following information:

- ◀ Back
- Lap 01
- .....
- Lap 15
- ◀ Back

With buttons (1) or (2) it is possible to select one information. The displayed LAPs are only the recorded ones. For each memorised LAP, the display shows also:

- the word “Time” followed by the recorded LAP time (minutes – seconds – hundredths of second);
- “Speed Max” indication followed by the top speed recorded during the lap;
- “Rpm Max” indication followed by the engine rpm value reached in the recorded lap.

It is possible to record maximum of 15 LAPs.

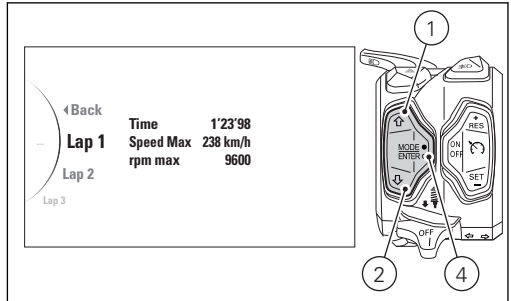


Fig 103

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Note
The MAX stored speed is reached during lap (increased by 5%).

Erasing stored Laps

The memorised laps can be erased with the “Erase All” function.
To delete the LAPs, enter the SETTING MENU, use buttons (1) and (2) to select "**Lap**" and press button (4). Then use buttons (1) and (2) to select “**Erase All**” and press button (4).
When entering this display mode, if there is no memorised LAP, the instrument panel will show no indication allowing the erasing function; otherwise, it will display “Erase All”.
Use buttons (1) and (2) to select “**Erase All**” and press button (4).

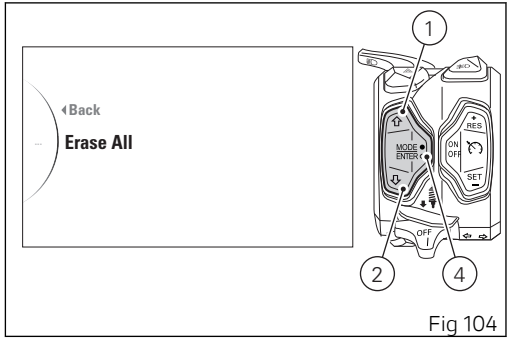


Fig 104

After confirming the “Erase All” function, the instrument panel shows:

- “Wait...” for 2 seconds;
- and then “Erase OK” for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Fig 105

Fig 106

Backlighting setting (Backlight)

This function allows adjusting the backlighting intensity.
To customise the background configuration, enter the SETTING MENU, use buttons (1) and (2) to select "**Backlight**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Day
- Night
- Auto
- ◀ Back

With buttons (1) and (2) it is possible to select the desired display backlight.
Once the desired backlight is highlighted, press confirm button (4) to memorise the new selection.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Select DAY (day mode) to permanently set display "white" background for improved readability - recommended in conditions of strong ambient light.

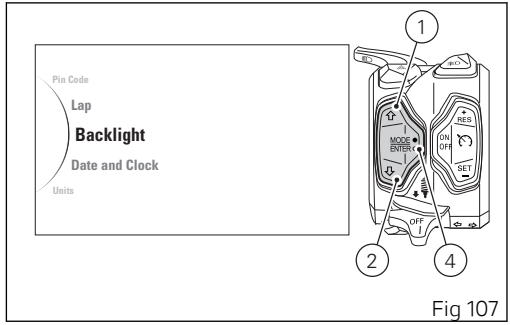


Fig 107

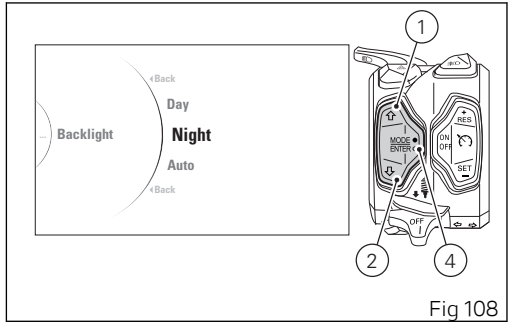


Fig 108

Select NIGHT (night more) to permanently set display black background for dimmed visibility - recommended in case of poor ambient light and/or at night.
Select AUTO (automatic mode) to automatically adjust background colour according to ambient light (detected by a sensor). If the external lighting is strong, the display will switch to white background; if the external lighting is poor, the display will switch to black background ".

Note
In case of battery off, when the voltage is restored and upon next Key-On, back lighting will always be set on "AUTO" mode.

Date setting (Date and Clock)

This function allows user to set or change the date.
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Clock
- Date
- ◀ Back

Use buttons (1) and (2) to select "**Date**": when this indication is highlighted, the instrument panel displays the date in the set format: YEAR, MONTH, DAY (e.g.: 2016/01/20).

Note

If nobody set the date, display will read dashes "- -" as year, month and day.

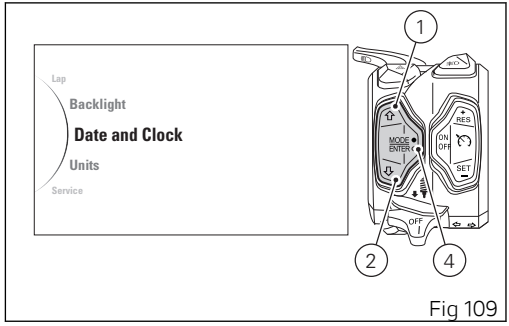


Fig 109

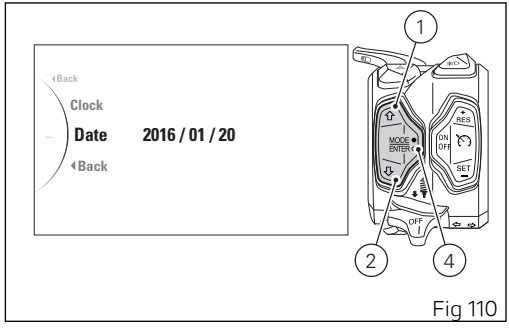


Fig 110

Highlight the "**Date**" indication and press button (4). When two arrows are displayed on the year indication, they give the possibility to set it:

- Press button (1) to increase year value by 1 (“2000”, “2001”, ...“2099”, “2000”);
- Press button (2) to decrease year value by 1 (“2099”, “2098”, ...“2000”, “2099”);
- once you reach the year to be set, press button (4) to confirm: the arrows move to the “month” value to allow setting it.

When two arrows are displayed on the month indication, they give the possibility to set it:

- press button (1) to increase the month by 1 (“01”, “02”, ...“12”, “01”);
- press button (2) to decrease the month by 1 (“12”, “11”, ...“01”, “12”);
- once you reach the month to be set, press button (4) to confirm: the arrows move to the “day” value to allow setting it.

When two arrows are displayed on the day indication, they give the possibility to set it:

- press button (1) to increase the day by 1 (“01”, “02”, ...“31”, “01”);

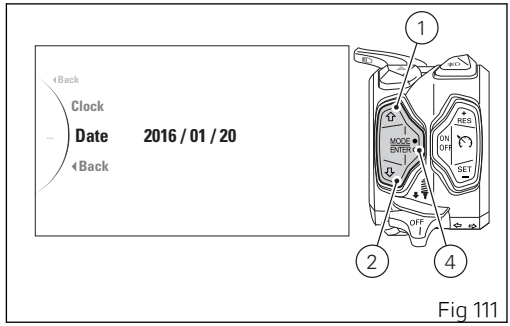


Fig 111

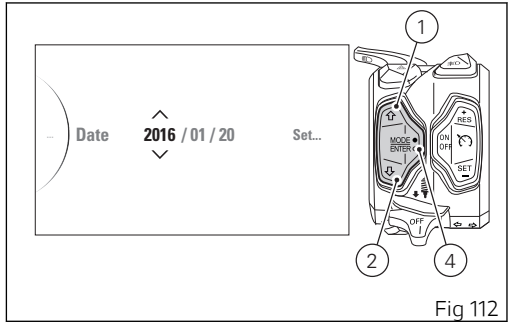


Fig 112

- press button (2) to decrease the day by 1 (“31”, “30”, ...“01”, “31”);
- once you reach the day to be set, press button (4) to confirm.

After pressing button (4) to confirm the day, the instrument panel saves the set / modified date and activates the indication “ ◀ **Back**”.
If date is not correct, the instrument panel will display "Wrong" for 3 seconds and then it will automatically highlight the year (with the two arrows) to set another date.

To exit the menu highlight the " ◀ **Back**" indication and press button (4).

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

Clock setting (Date and Clock)

This function allows user to set or adjust the time.
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Date and Clock**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Clock
- Date
- ◀ Back

Use buttons (1) and (2) to select "**Clock**": when this indication is highlighted, the instrument panel displays the time in the set format: AM / PM, HOUR, MINUTE (e.g.: AM 10 : 25).

Note

If nobody set the time, display will read dashes "- -" as hour and minutes.

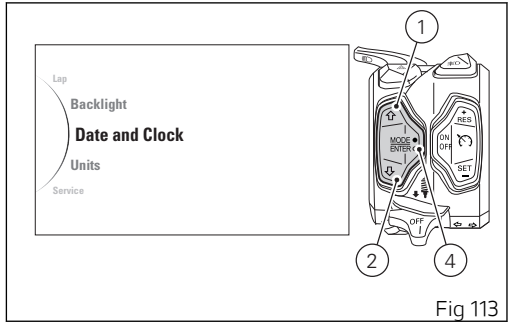


Fig 113

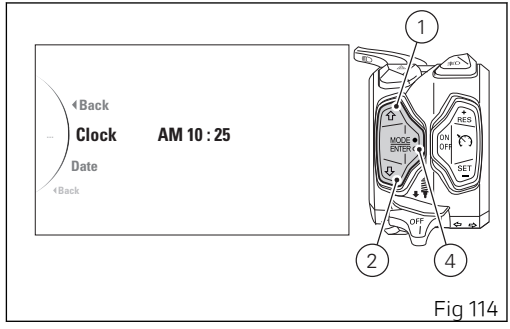


Fig 114

Highlight the "**Clock**" indication and press button (4). When two arrows are displayed on AM / PM, they give the possibility to set them:

- press button (1) to pass from "PM" to “AM”;
- press button (2) to pass from "AM" to “PM”;
- once you reach the desired value, press button (4) to confirm: the arrows move to the “hour” value to allow setting it.

When two arrows are displayed on the HOUR indication, they give the possibility to set it:

- use button (1) to increase by 1 the hour value (“11”, “0”, “1” .....“11” for AM and “12”, “1”, ...“12” for PM);
- Use button (2) to decrease by 1 the hour value (“0”, “11”, ...“1”, “0” for AM and “12”, “11”, ...“1”, “12” for PM);
- once you reach the desired value, press button (4) to confirm: the arrows move to the “minutes” value to allow setting it.

When two arrows are displayed on the MINUTE indication, they give the possibility to set it:

- press button (1) to increase minutes by 1 (“00”, “01”, ...“59”, “00”);

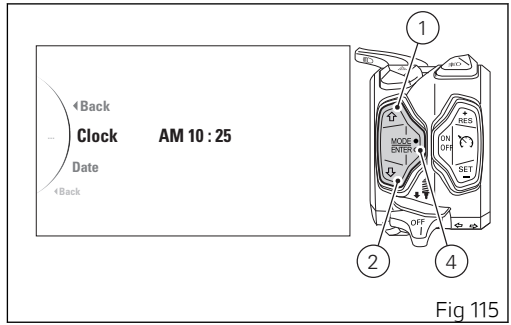


Fig 115

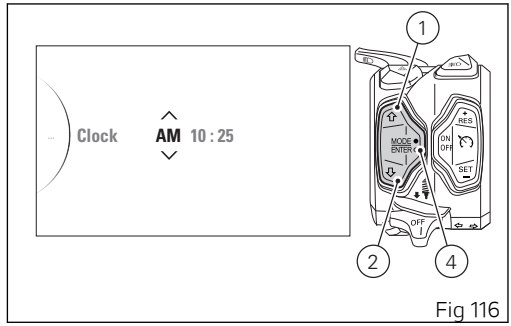


Fig 116

- press button (2) to decrease minutes by 1 (“59”, “58”, ...“00”, “59”);
- once you reach the desired value, press button (4) to confirm: the arrows move to the “minutes” value to allow setting it.

After pressing button (4) to confirm the minutes, the instrument panel saves the set / modified time and activates the indication “ ◀ **Back**”.

To exit the menu highlight the " ◀ **Back**" indication and press button (4).

Note

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

Unit of measurement setting (Units)

This function allows changing the units of measurement of the displayed values.
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Units**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Speed
- Temperature
- Consumption
- All Default (*)
- ◀ Back

(*) This indication is visible only if one or more parameters have been modified.

Measurements for which it is possible to change the unit are the following:

- Speed;
- Temperature;
- Fuel consumption.

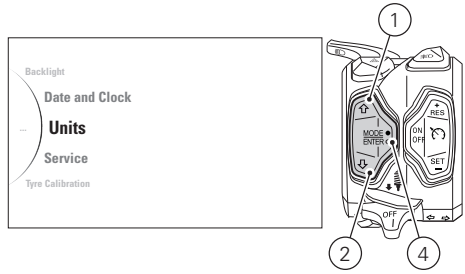


Fig 117

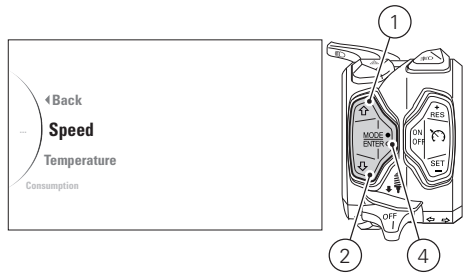


Fig 118

With buttons (1) and (2) it is possible to select the measurement of which you wish to change the unit:

- if the indication is "**Speed**", press button (4) to customise the Speed unit of measurement;
- if the indication is "**Temperature**", press button (4) to customise temperature unit of measurement;
- if the indication is "**Fuel consumption**", press button (4) to fuel consumption unit of measurement;
- if the indication is "**All Default**", press button (4) to restore all values of the units of measurements of all displayed measurements.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Km/h
- Mph
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

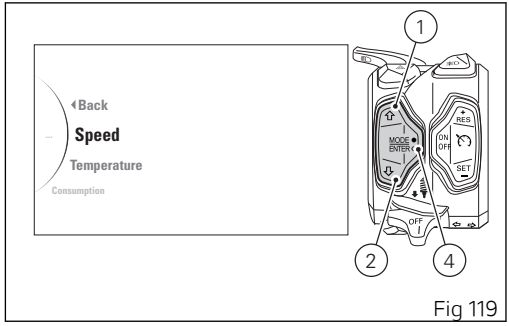


Fig 119

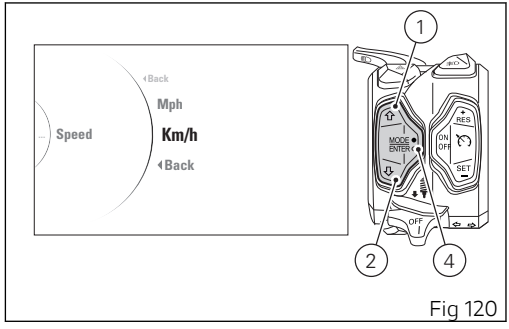


Fig 120

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- °C
- °F
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

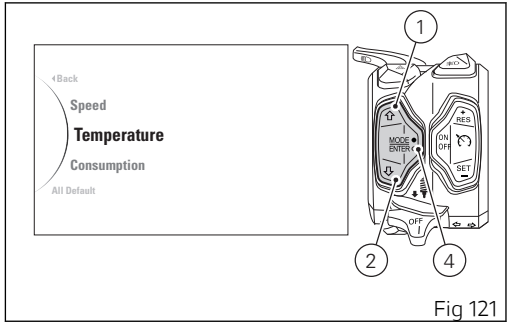


Fig 121

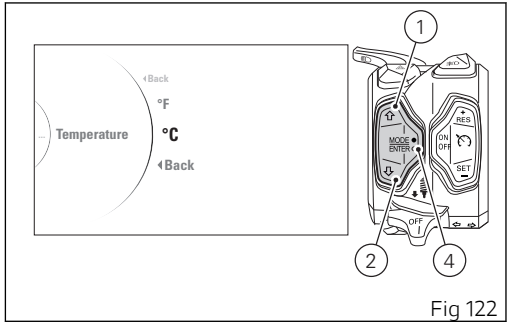


Fig 122

Setting the units of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- l/100
- Km/l
- mpg UK
- mpg USA
- Default (*)
- ◀ Back

(*) This indication is visible only if the set parameter is different from the "default" parameter.

With buttons (1) and (2) it is possible to select the desired measurement or “Default” to reset the default unit of measurement.
Once the desired function is highlighted, press button (4) to save the selected unit.
To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

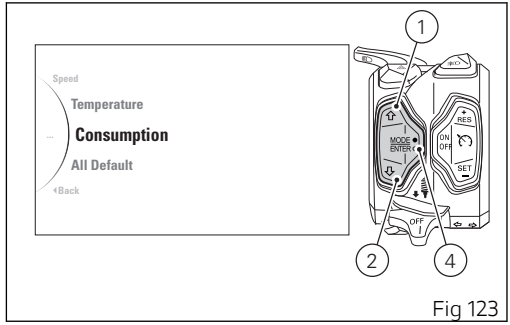


Fig 123

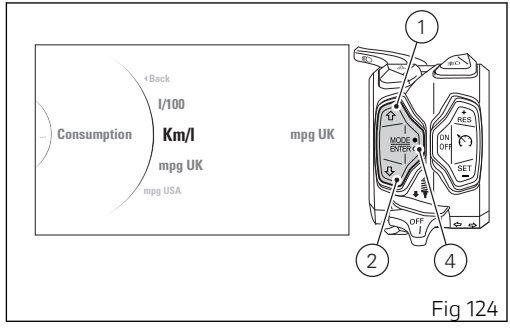


Fig 124

Service thresholds display (Service)

This function informs the user on the deadlines for the indications of Oil Service (in Km or miles), Desmo Service (in Km or miles) and Annual Service (date).
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Service**" and press button (4).

When entering this function, the instrument panel will list for each type of maintenance the relevant indication upon reaching the maintenance threshold:

- Oil service with logo and mile (or km) countdown to the next OIL SERVICE;
- Desmo service with logo and mile (or km) countdown to the next DESMO SERVICE;
- Annual service with logo and Annual Service expiration date.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

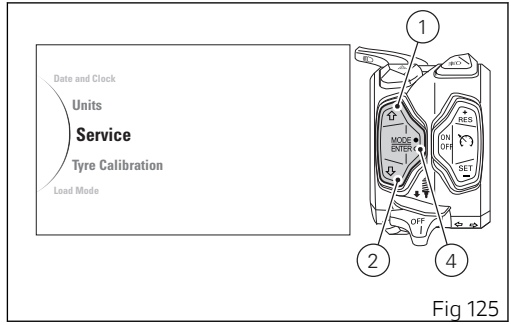


Fig 125

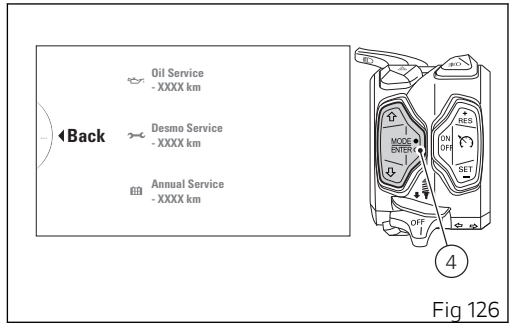


Fig 126

Tyre setting and drive ratio (Tyre Calibration)

This function allows the user to run the procedure for calibrating and teaching in the tyre rolling circumference and final drive ratio.
Enter the SETTING MENU.
Select "**Tyre Calibration**" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Start
- Default (*)

(*) This indication is visible only if the set parameter is different from the "default" parameter.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication using button (1) or (2) and press button (4).

To start the drive ratio and tyre calibration procedure press button (4) when "**Start**" is highlighted.

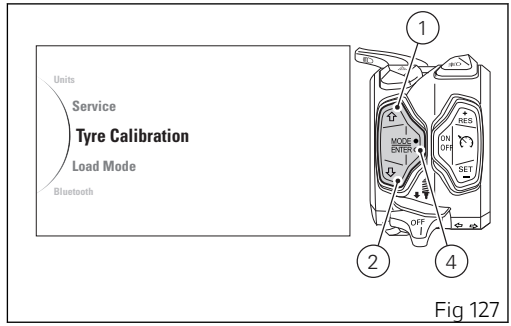


Fig 127

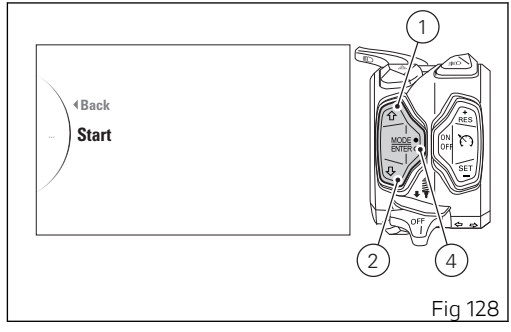


Fig 128

When the calibration procedure starts, the instrument panel displays the message "**Ready**" flashing, the message "**Keep Speed**" with speed range and the gear to be maintained by the user to complete the teach-in procedure. On the right the reference Riding Mode, current speed and gear engaged.

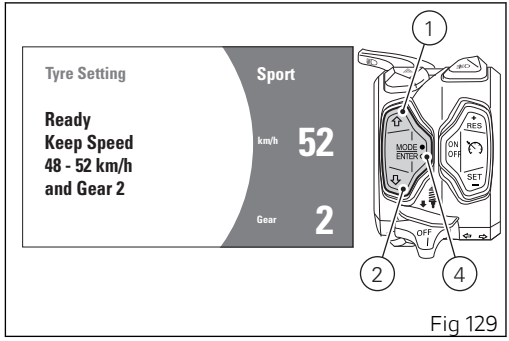


Fig 129

Important

The teach-in procedure is allowed only at a vehicle speed between 48 Km/h (30 mph) and 52 Km/h (32 mph) in the 2rd gear.

When the rider complies with the required conditions of vehicle speed and gear displayed, 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 screen after a few seconds.

Note
During the calibration procedure, if the vehicle speed exceeds 62 mph (100 km/h), the procedure will stop.

Note
During calibration, the procedure can be aborted and user can go back to standard screen by pressing button (1) for 2 seconds.

If the calibration procedure is aborted by the user, the instrument panel shows "**Aborted**" followed by the previous screen after a few seconds.

If, on the other hand, an error or malfunction occurs during the calibration procedure, the instrument panel shows "**Failed**" followed by the previous screen after a few seconds.

Fig 130

To reset to the default settings, use buttons (1) and (2) to select "**Default**" and press button (4).
Now the instrument panel shows “Default Please Wait..” and after a while “Default Default Ok” for 2 seconds, then followed by the previous screen.

Note

If during the calibration procedure a vehicle key-off is performed, the procedure will stop and end with negative result.

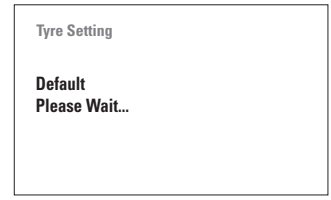


Fig 131

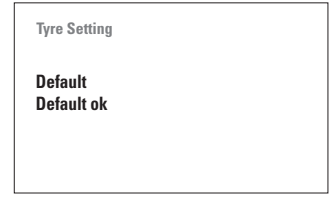


Fig 132

Setting motorcycle Load Mode

This function allows changing the motorcycle load setup, thereby modifying the suspension setup within the current Riding Mode
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Load Mode**" and press button (4).

As you enter this function, the instrument panel displays the expected setup and the currently set riding mode.
Available settings are as follows:

- Rider only (Rider) ;
- Rider with luggage (Rider / Baggage) ;
- Rider and passenger (Rider / Passenger) ;
- Rider with passenger and luggage (Rider / Passenger / Baggage) .

Attention

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

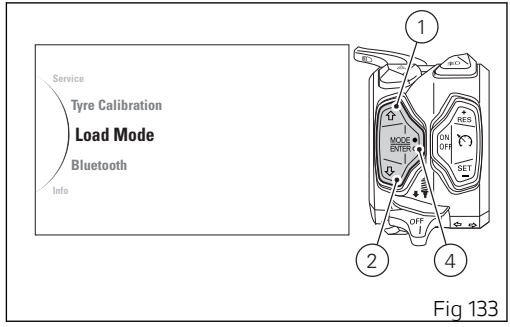


Fig 133

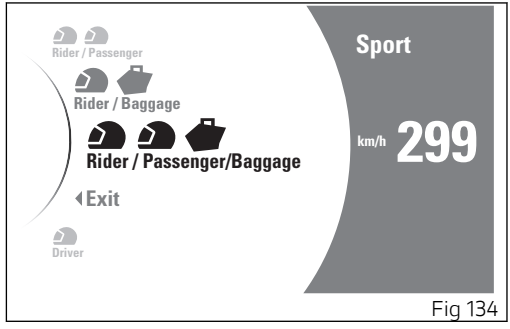


Fig 134

Every load setup is associated with a specific front fork rebound and compression damping, a specific rear shock absorber rebound and compression damping as well as a specific rear shock absorber spring preload that changes according to the Riding Mode.

Press button (2) for one second to activate the load mode function menu.
Now you can use buttons (1) and (2) to scroll down the suspension settings and select " ◀ EXIT".
Press button (4) to confirm the desired setting; then, the instrument panel quits the display mode and saves the new setting.
If you press button (4) just once with the indication " ◀ EXIT" selected, the instrument panel quits without applying any change.

Note
Once the current Riding Mode setting is changed, if then the rider changes the Riding Mode, the instrument panel will keep the "rider only" settings.

Attention
Changing load mode could result in a different riding style; it is recommended to pay utmost attention when changing load mode while riding (it is recommended to change load mode at low speed).

Bluetooth device setting (Bluetooth)

This function allows pairing and/or deleting any paired Bluetooth devices.
Enter the SETTING MENU.
Use buttons (1) and (2) to select "**Bluetooth**" and press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Associated Devices
- Pairing
- ◀ Back

Use buttons (1) and (2) to select the desired function:

- if "**Associated Devices**" is highlighted, press button (4) to view the list of associated Bluetooth devices, as described in paragraph "Associated devices display";
- if "**Pairing**" is highlighted, press button (4) to pair new devices, as described in paragraph "Search and paring of a new device".

Search and pairing of a new device (Pairing)

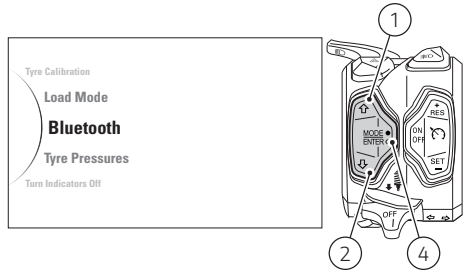


Fig 135

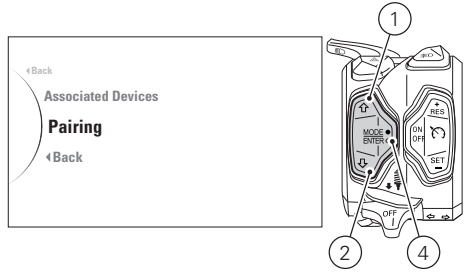


Fig 136

To perform the "Pairing" procedure of one or more Bluetooth devices it is necessary to set the device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.
A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.
The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

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

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

To perform pairing procedure use buttons (1) and (2) to select "**Pairing**" and press button (4).
As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Smartphone
- Rider
- Passenger
- Navi
- ◀ Back

The instrument panel displays also the relevant icon for each device type, namely:

- Smartphone
- Rider (Rider intercom)
- Passenger (Passenger intercom)
- Navi (navigator)

Use buttons (1) and (2) to select the type of device for which you wish to start the device search procedure. Once the device is highlighted, press button (4).

To exit the menu highlight the "◀ **Back**" indication and press button (4).

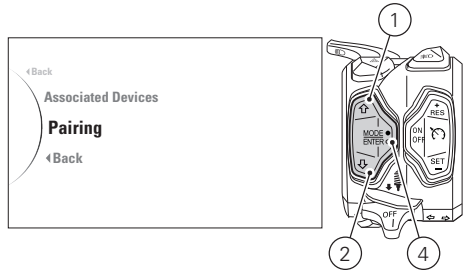


Fig 137

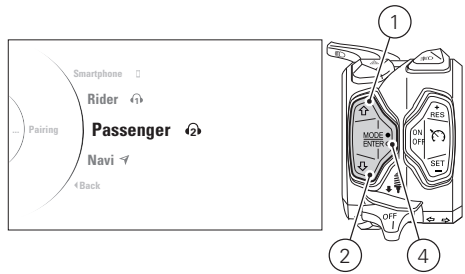


Fig 138

The instrument panel displays "Wait..." during device search phase. The pairing ends automatically when devices are detected within the range. This search phase takes 60 seconds.
At the end of this operation, a list of all found devices that can be paired is displayed: the list can show a maximum of 20 devices.

Note

The list of devices found within the range during the pairing stage does not include already paired devices even if their Bluetooth connection is ON.

With buttons (1) and (2) select the indication of the device you wish to pair.
Once the device is chosen, highlight it and press button (4).

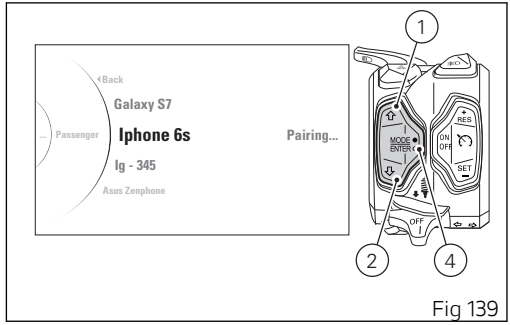


Fig 139

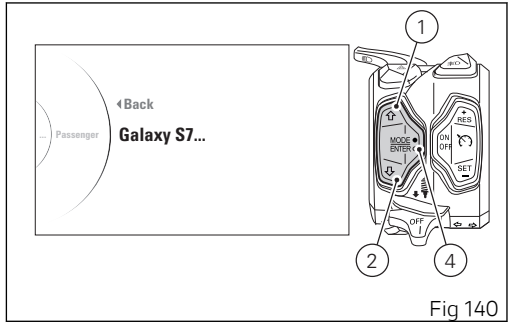


Fig 140

The instrument panel shows "Pairing": to confirm the selected device Pairing press button (4) again.
If you do not wish to proceed with pairing, highlight the " ◀ **Back**" indication and press button (4).
By confirming the device pairing, the instrument panel will display “Wait...”.
As soon as the procedure is completed, the device is added to the list of associated devices.

If Pairing is not successful, the "Pairing error" message will be displayed.

If you wish to connect a Bluetooth navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. If user does not complete the pairing procedure on the Navigator side within 90 seconds, pairing procedure cannot be completed.

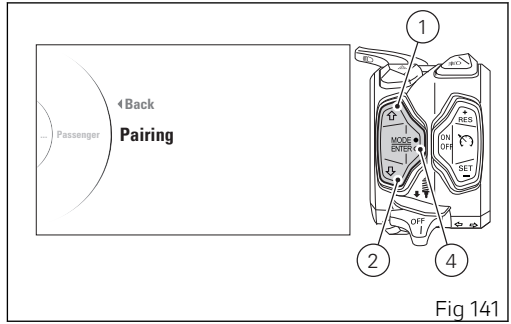


Fig 141

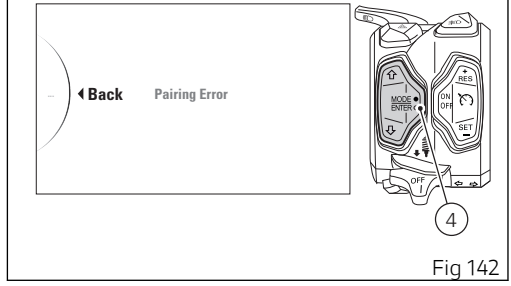


Fig 142

Associated Devices display

To view the devices already associated, access the SETTING MENU, use buttons (1) and (2) to select "Bluetooth" and press button (4). Use buttons (1) and (2) to select "**Associated Devices**" and press button (4).
A list of all associated devices is displayed: the list can show a maximum of 5 devices. For each device the relevant icon indicating the type is shown on the side.
To exit the menu highlight the "◀ **Back**" indication and press button (4).

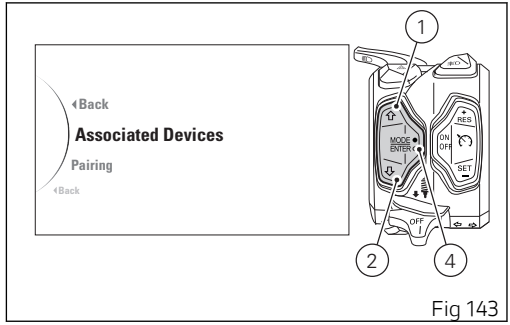


Fig 143

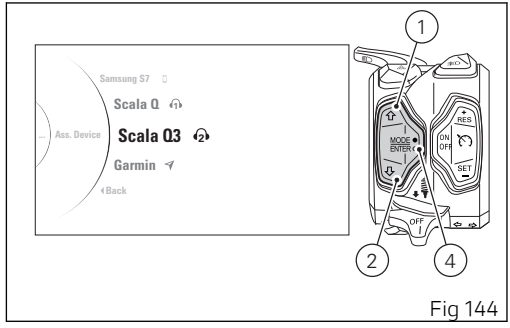


Fig 144

If no associated devices are present, the instrument panel will show “No Device”.

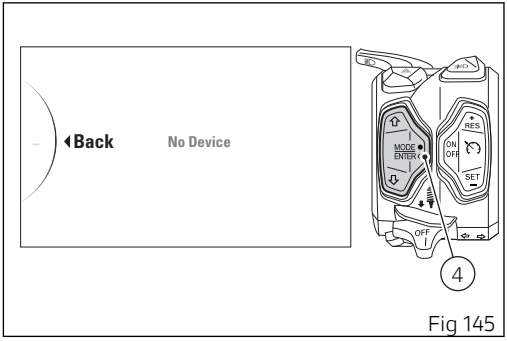


Fig 145

Deleting associated device(s)

This function allows the user to delete a device from the list of paired devices.
Access the already associated devices page, use buttons (1) and (2) to select "Associated Devices" and press button (4).

Use buttons (1) and (2) to highlight and select the device to be deleted from the list.
Press button (4).

The instrument panel shows "Delete" and press button (4) again to confirm.
If you do not wish to delete it, highlight the "◀ **Back**" indication and press button (4).
By confirming the device deletion, the instrument panel will display “Wait...”.
As soon as the procedure is completed, the device is removed from the list of associated devices.

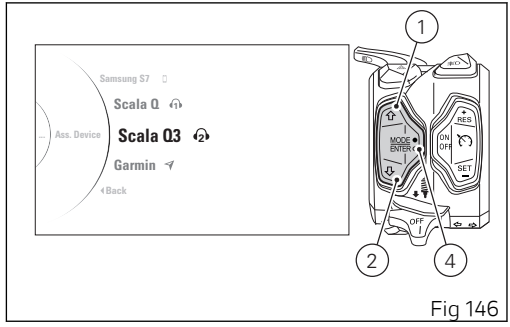


Fig 146

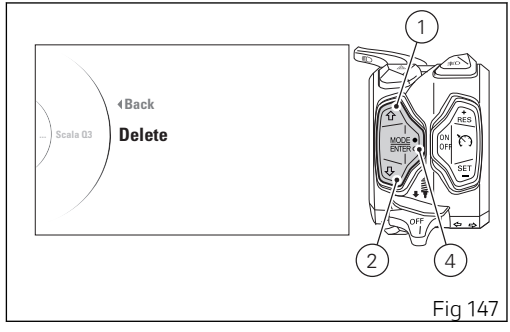


Fig 147

Attention

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

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

Note

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

Setting the tyre sensor reference deflation pressure (Tyre Pressures) - accessory

This function allows customising the reference pressure values of the front and rear tyres and is only active if the tyre pressure sensors are installed, which can be purchased as accessory.
Enter the SETTING MENU.
Select "**Tyre Pressures**" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications (Fig 149):

- ◀ Back
- Front Tire
- Rear Tire
- ◀ Back

Use buttons (1) and (2) to select for which tyre you wish to set the reference pressure value: “Front Tire” for the front tyre and “Rear Tire” for the rear tyre. Once the selected tyre is highlighted, press confirmation button (4) to access the page where to set the reference pressure value.

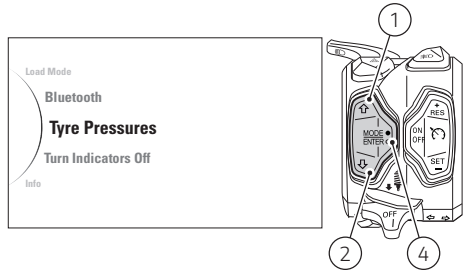


Fig 148

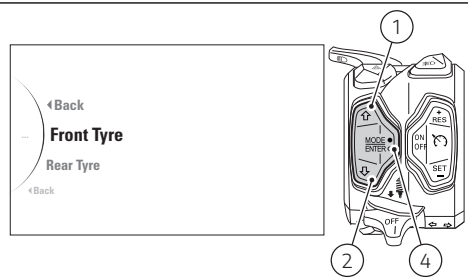


Fig 149

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

Setting the front tyre reference pressure

When accessing the reference pressure setting page of the front tyre, the display shows two arrows on the reference pressure value indicating the possibility to set it.
On the right the display shows the currently set value.

Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:
1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:
3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

Press button (4) to confirm the set value and go back to the previous page.

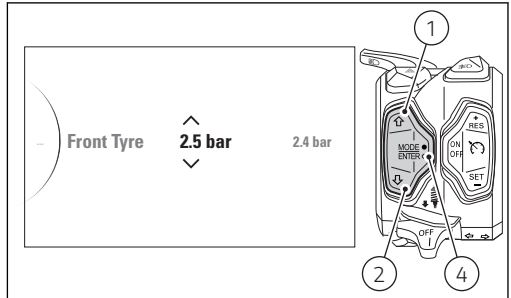


Fig 150

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

Setting the rear tyre reference pressure

When accessing the reference pressure setting page of the rear tyre, the display shows two arrows on the reference pressure value indicating the possibility to set it.
On the right the display shows the currently set value.

Press button (1) to increase the value by 0.1 bar (1.54 psi), for example:
1.5 bar (21.76 psi), 1.6 bar (23.21 psi), 1.7 bar (24.66 psi) up to a maximum of 3.0 bar (45.51 psi).

Press button (2) to decrease the value by 0.1 bar (1.54 psi), for example:
3.0 bar (45.51 psi), 2.9 bar (42.06 psi), 2.8 bar (40.61 psi) up to a minimum of 1.5 bar (21.76 psi).

Press button (4) to confirm the set value and go back to the previous page.

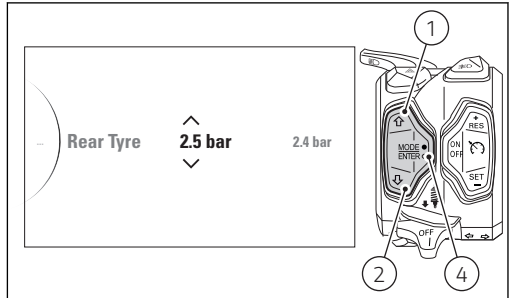


Fig 151

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

Turn indicator automatic switch-off feature (Turn indicators Off)

This Function allows user to set the strategy for automatically switching off the turn indicators based on lean angle, vehicle speed and distance run to automatic mode (AUTO) or manual mode (MANUAL).
Enter the SETTING MENU.
Select "**Turn indicators Off**", by pressing button (1) or (2).
Once function is highlighted, press button (4).

As you enter this function, the instrument panel displays the following indications:

- ◀ Back
- Auto
- Manual
- ◀ Back

Use buttons (1) and (2) to select the desired setting:

- by selecting "**Auto**", the system activates the self-disabling strategy of the turn indicators;

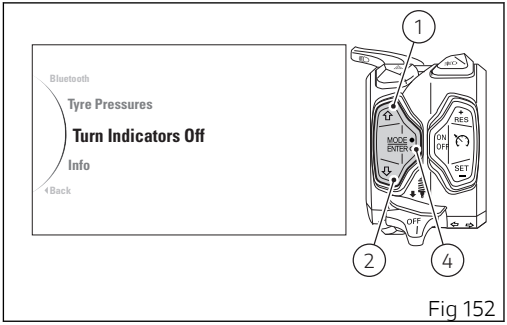


Fig 152

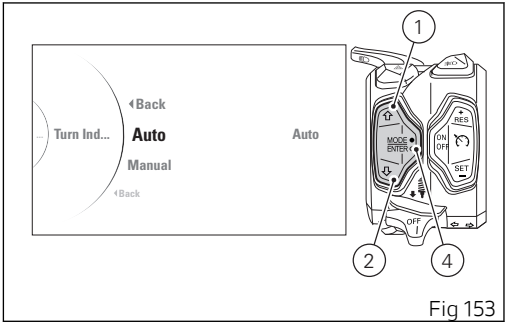


Fig 153

- by selecting “**Manual**”, the system disabled the self-disabling strategy of the turn indicators (so the turn indicators can be turned off manually only by pressing the dedicated button).

Once the desired function is highlighted, press button (4) to set the selected mode.

To exit the menu and go back to previous page highlight the " ◀ **Back**" indication and press button (4).

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

Note
The strategy for automatically switching off the turn indicators is not active if all turn indicators are on at the same time (Hazard function).

Note
At any moment, if the instrument panel finds that the ABS control unit is in “error”, system will disable the set switch-off strategy (so turn indicators will not be cancelled automatically).

Information (Info)

This Function allows viewing the vehicle battery voltage and the RPM "digital" indication.
Enter the SETTING MENU.
Select "**Info**" option, by pressing button (1) or (2).
Once function is highlighted, press button (4).

When entering this function, the instrument panel displays:

- "Battery" with battery voltage value;
- "rpm" with the number of engine rpm in digital format.

To exit the menu and go back to previous page highlight the "◀ **Back**" indication and press button (4).

"Battery" information is displayed as follows:

- if the battery voltage is equal to or lower than 10.9 V, the "LOW" message will be displayed in red and flashing;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed in red and flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steadily with the battery icon on a standard background;

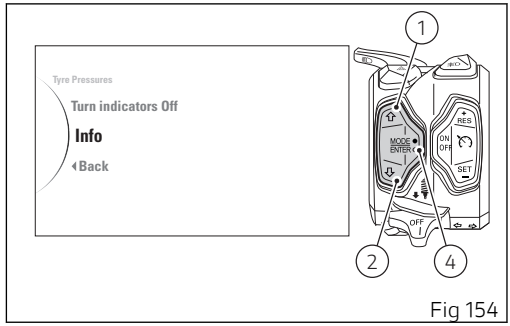


Fig 154

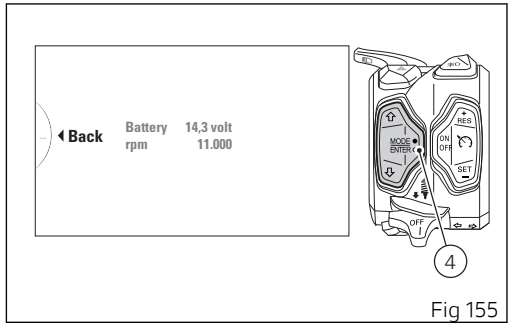


Fig 155

- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed in red and flashing;
- if the battery voltage is equal to or higher than 16.1 V, "HIGH" will be displayed in red and flashing.

The engine "rpm" indication in digital format is recommended for improved accuracy when setting idle rpm.
The display shows the numerical value of the engine rpm with a precision of 50 rpm.
If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.

Infotainment

Multistrada can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.
In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.

In FULL and CITY layouts, the Infotainment functions are visible by default on the instrument panel. In the TRACK and OFF ROAD layouts, the Infotainment functions are not visible on the instrument panel, but calls can nevertheless be answered/rejected/terminated with button (1) and (2), without being displayed on the instrument panel.

Note

Download the Ducati Link app available for iOS and Android devices to activate different services such as: journey recording, motorbike data saving, motorbike maintenance data consultation, parameter setting and much more.

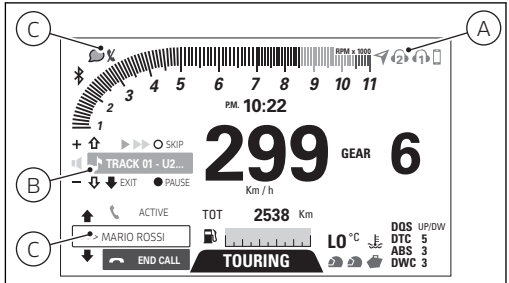


Fig 156

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon.
Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);

- Telephone (C).

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

1) Smartphone;
2) Rider helmet earphones;
3) Passenger helmet earphones;
4) Ducati GPS navigator.

It is possible to connect up to a maximum of 4 devices.

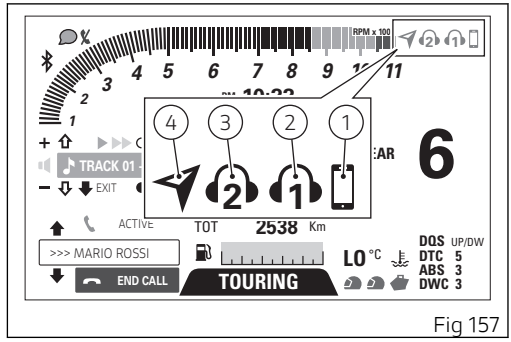


Fig 157

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1), button (2) and button (4);
- to recall the last calling number within 5 seconds from call interruption (RECALL function);
- to recall any of the last 7 calling numbers from the list under LAST CALLS function (page 116).

Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

In the TRACK and OFF ROAD layouts, when there is an incoming call, the instrument panel will not display the caller's name or number. The rider will hear the ringing tone through Bluetooth earphones upon any incoming call.

To answer the call, press button (1).
To reject the call, press button (2).
To end the call once accepted, press button (2).

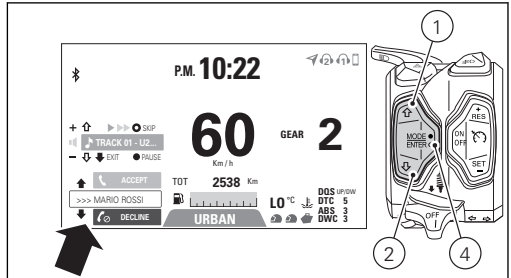


Fig 158

If there is an incoming call while the Player is active, the latter is paused throughout the phone call and will resume operation when call is over.

If motorbike is in FULL or CITY layout, during the 5 seconds after hang-up, the rectangle corresponding to the Recall function is activated to allow the recall. After this 5 second time, the rectangle of the Recall function is disabled.
To activate the Recall function within the 5 seconds, press button (1).
In TRACK and OFF ROAD layouts, no Recall function is provided.

Note

If a call is in progress and the instrument panel shows the missed call symbol, current call view has higher priority over the missed call.

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed.
The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed.
The number of unread messages is not displayed.

Both symbols flash for 3 seconds and then stay steady on the instrument panel for 57 seconds.

Fig 159

Player

If one Smartphone is connected, Menu will show the PLAYER function.
Use button (1) or (2) to scroll the Menu functions and view the PLAYER function in FULL or CITY layouts (Info Mode) only.

If Player is not active the instrument panel displays "PLAYER OFF" (Fig 160).
Press button (4) to switch it on. The instrument panel shows "PLAYER ON" and displays the Player menu above the Menu (Fig 162).
To deactivate the player menu display, keep button (2) pressed for 2 seconds.

If Player is active the instrument panel displays "PLAYER ON" (Fig 161).
To display the Player menu, keep button (1) pressed for 2 seconds.
To turn off the Player press button (4), the instrument panel will now display "PLAYER OFF" (Fig 160).

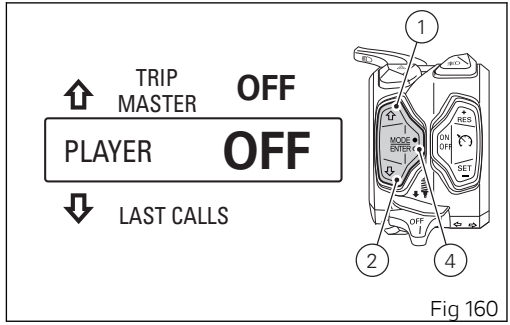


Fig 160

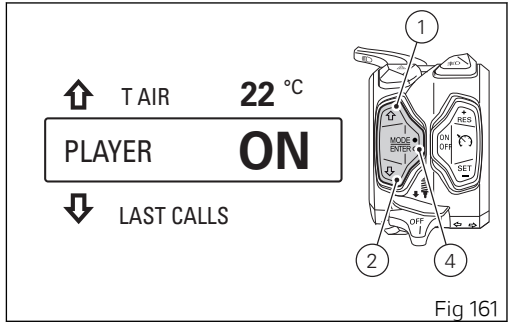


Fig 161

Note
The Player function cannot be activated when a call is incoming, in progress or in recall. If the smartphone is disconnected, player is turned off.

When the Player is turned on, within Player control page (Fig 162), button (1), button (2) and button (4) can only be used to control the Player:

- Volume up: Press button (1) once.
- Volume down: Press button (2) once.
- Pause / Play: Press button (4) for 2 seconds.
- Skip / Next track: Press button (4) once. Each press corresponds to a track skipped.

Press button (2) for 2 seconds to quit Player menu while maintaining the Player ON. The instrument panel will display “PLAYER ON” in the menu but will deactivate the Player menu (Fig 161).
After quitting Player controls:

- Player and its volume can no longer be controlled via the instrument panel;
- button (1), button (2) and button (4) have the normal functions.

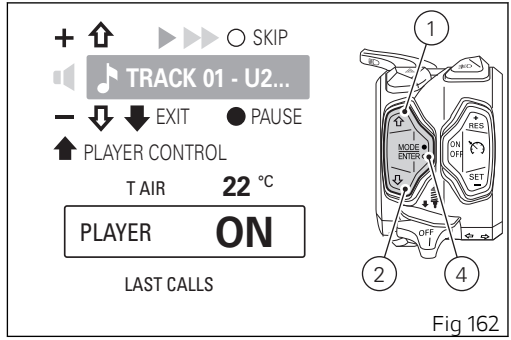


Fig 162

After quitting player menu press button (4) to turn Player off. The instrument panel shows "PLAYER OFF"(Fig 160).

F.A.Q.

1) Why don't I receive any notification of received e-mails?
E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?
Check that your phone supports the MAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?
If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).
Check that the phone supports the PBAP profile.
If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.
The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.
If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?
Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

LAP time

This function describes how the instrument panel displays and memorises the LAP time for a total of 15 consecutive laps.
LAP function information is available when the function is active.
The instrument panel displays the "LAP" message when the function is activated through the "Setting Menu" and can be:

- off if the function is not active;
- steady if the function is active, but no LAP recording is in progress;
- flashing if the function is active and LAP recording is in progress.

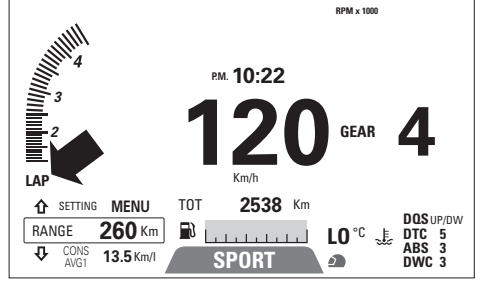


Fig 163

LAP recording

When the LAP function is active, upon the first press of button (3) the first LAP "START" is displayed: the "START" message will flash for 4 seconds synchronised with the small "LAP" message, while the big "LAP" message is steady.
Upon any further press of button (3), the big "LAP" message and the just ended lap number will be displayed steady, while the time relevant to the just ended lap, with a resolution of one hundredth of a second ("0'00''00"), is displayed for 6 seconds flashing and synchronised with the small "LAP" message: then lap timer is displayed again together with the number of new current lap.

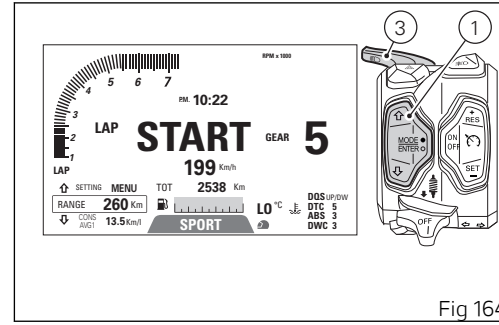


Fig 164

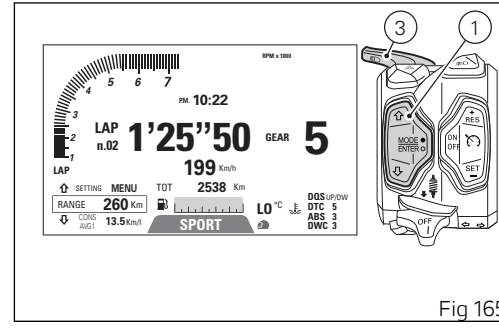


Fig 165

Note
When the number of the recorded lap and the time are displayed, the speed value is shown in reduced form below the LAP values.

When storing the 15th LAP, the LAP function is stopped and, upon any further press on the button (3), the instrument panel will display "FULL" message flashing for 4 seconds synchronised with

the small "LAP" message, warning that the storage space for lap times is full.

Note
The lap being counted on LAP deactivation is not memorised and a new activation of the function starts recording the times from the position following the one of the last recorded lap.

If the time is never stopped, it will roll over upon reaching 7 minutes, 59 seconds and 99 hundredths of second; the lap timer starts counting from 0 (zero) and will keep running until the recording function is disabled.

Note
When the LAP function is active, the FLASH button takes on the dual function of high beam flash.

Cruise Control

Multistrada is equipped with a system for maintaining the cruise speed: Ducati Cruise Control.

This function displays Cruise Control status and "target" speed.
When Cruise Control is activated by pressing ON/OFF button (5), the instrument panel will turn on the Cruise Control warning light (3, Fig 8). When the system is on, the Cruise Control icon on the instrument panel turns on.
In these conditions, the Ducati Cruise Control is ready to be set with the target speed to be maintained automatically, with no need to hold the throttle twistgrip in position.

When SET button (7) is pressed, current speed is set as target cruise speed.
To confirm correct setting of cruise speed, the target speed indication is activated on the instrument panel for 5 seconds then followed by the "Set" icon.
It is possible to increase or decrease set cruise speed, by pressing buttons (6) and (7), respectively.
Every "click" corresponds to a speed increase or decrease of 1 Km/h (1 mph).
The new set target speed is displayed in place of the SET icon when system is reaching said speed.

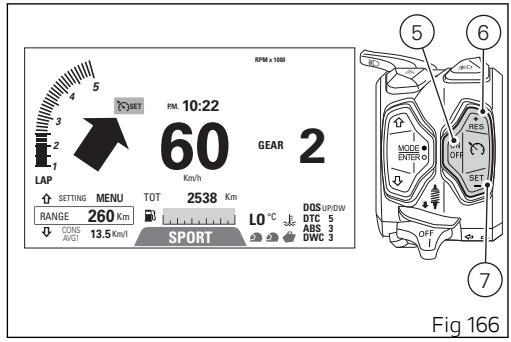


Fig 166

When the new requested target speed has been reached for over 5 seconds, the SET icon is displayed again.
Press RES button (6) to resume previous SET speed, in case the Ducati Cruise Control was previously disabled.

Important

In case of a long DTC (Traction Control) event, the Cruise Control will automatically turn off.

Once the system is enabled, it is possible to set the current speed as the desired speed by pressing RES (6) or SET (7): press RES (6) if no target speed has been previously set.
In this case, the system saves the vehicle current speed and keeps it without the rider having to work on the twistgrip: the set speed is displayed on the instrument panel.

In stand-by mode, if you press RES (6) and a target speed has been previously set and the operating conditions are met, the system starts working again and brings the vehicle to the last set target speed.

It is possible to enable the Ducati Cruise Control only if all the below conditions are met:

- second gear or higher engaged;
- vehicle speed higher than or equal to 50 Km/h (30 mph) or lower than or equal to 200 Km/h (125 mph);

The Ducati Cruise Control can be disabled as follows:

- turning the throttle twistgrip in the direction as to decelerate;
- by pressing button (5);
- activating the front brake;
- activating the rear brake;
- pulling the clutch.

The Ducati Cruise Control system controls the vehicle speed only between 50 Km/h (30 mph) and 200 Km/h (125 mph).

Vehicle Hold Control (VHC)

The Multistrada ABS is provided with the Vehicle Hold Control (VHC). This system, when activated, keeps the vehicle at a standstill by quickly activating the rear brake with no need to apply braking power to the brake lever or pedal. The system allows the user to enjoy a more comfortable restart while just having to control the clutch and throttle pressure. This function is activated when the user, with a bike at a standstill and with folded side stand, applies a high pressure on the front or rear brake levers. It can be activated when vehicle is turned on (Key-ON). Upon its activation, according to the vehicle status, the system calculates and applies a pressure to the rear system by acting on the pump and the ABS control unit valves.

The system can be activated at all ABS levels (including ABS OFF) and its activation is indicated by the following warning light turning on. The same warning light will start blinking when the system is about to release the rear brake pressure and thus to stop keeping the vehicle at standstill: pressure will be decreased gradually.

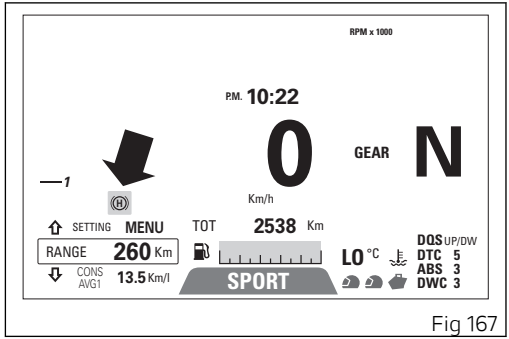


Fig 167

Note

This function is disabled when the user starts or pulls the front brake lever twice in close sequence or after 9 seconds from the activation, or when the user opens the side stand.

Attention

The system can not be compared with a parking brake: during its activation we recommend keeping your hands on the handlebar in order to take control of the vehicle as soon as the system is disabled.

Attention

The system can be activated only if the ABS is not in fault or in the initialisation phase or in degraded operation: when the ABS system is in fault, the ABS warning light is steady, whereas when the ABS system is in the initialisation phase or in degraded operation, the ABS warning light blinks.

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.
The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.
Considering that the FULL, CITY and OFF ROAD layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.
There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO: service at the first 1000 km (600 mi);
- OIL SERVICE and SERVICE DATE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.

Fig 168

OIL SERVICE zero warning

The first service warning is the OIL SERVICE zero and is triggered as soon as the odometer reaches the first 1,000 km (600 mi). Warning is displayed until "Reset" by the Ducati authorised service centre, during maintenance.

Fig 169

OIL SERVICE or SERVICE DATE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- OIL SERVICE (A);
- SERVICE DATE (B);
- DESMO SERVICE (C).

Required service warning is triggered and displayed in red until "Reset" by the Ducati authorised service centre, during maintenance.

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see “Service thresholds display (Service Info)” page 184.

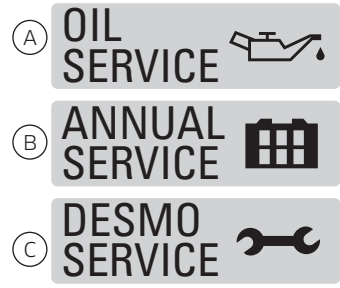


Fig 170

OIL SERVICE or SERVICE DATE or DESMO SERVICE countdown indication

After OIL SERVICE zero indication first reset (at 1,000 km - 600 mi), the instrument panel activates the following indications in yellow for 5 seconds upon Key-ON:

- The OIL SERVICE (A) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;
- The SERVICE DATE (B) indication with the count of the days remaining to the due service, displayed instead of the odometer (TOT);
- The DESMO SERVICE (C) indication with the count of the mileage in kilometres (miles) instead of the odometer (TOT), 1000 km (600 mi) earlier than the service threshold;

It is possible to view in the Setting menu the deadlines for the SERVICE (Oil Service in Km or miles, Desmo Service in Km and Annual Service in year/month/day): see “Service thresholds display (Service Info)” page 184.

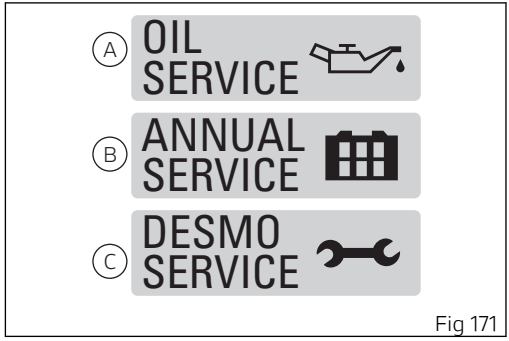


Fig 171

Warnings/Alarms

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.
Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.
During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning. Whenever a warning is triggered, it is displayed for 10 seconds in a (well-visible icon) "large" size and then continues being displayed in the small size ("small" icon).
If several warnings are active, the corresponding icons will be displayed one after the other, each remaining on display for 3 seconds.

Fig 172

Attention

If one or several warnings are triggered and, at the same time, the Generic Error light turns on, the small warning icon is not displayed on instrument panel until the Generic Error light stays on; warnings will only be displayed within the first 10 seconds as a large-size icon.

Considering that the FULL, CITY and OFF ROAD layouts show the values for this function in a similar way to the TRACK layout, the example shown depicts the function in TRACK layout.

Ice on the road indication (ICE)

This function warns the rider when there might be ice on the road, due to the low external temperature. This warning turns on when temperature drops to 4°C (39°F) and turns off when temperature rises to 6°C (43°F).

Attention

This warning does not eliminate the possibility of icy road areas even with temperatures above 4°C (39°F); when ambient temperature is "low", ride responsibly, especially on road areas not exposed to sunlight and/or on bridges.

Fig 173

Low battery indication (LOW Battery)

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

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

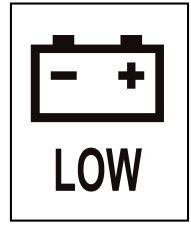


Fig 174

Hands Free (HF) Key not acknowledged

The activation of this "warning" indicates that the Hands Free system does not detect the "active key" near the vehicle.

Note
In this case, Ducati recommends making sure that the active key is nearby (and that it was not lost) or that it works properly.

Fig 175

"Low" battery level of Hands Free (HF) key

The activation of this "warning" indicates that the Hands Free system has detected that the battery that permits the active key to communicate and turn the vehicle on is almost discharged.

Note
In this case, Ducati recommends changing battery in the shortest delay.

To change battery, refer to paragraph "Replacing the battery in the active key" page 262.

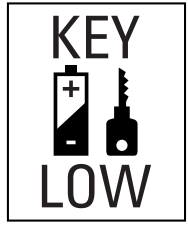


Fig 176

Low front tyre pressure (accessory)

The activation of this “warning” indicates that the front tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).

Attention
In this case, Ducati recommends stopping riding and checking the front tyre pressure.

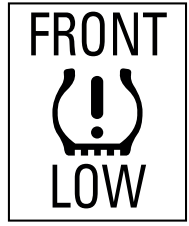


Fig 177

Low rear tyre pressure (accessory)

The activation of this “warning” indicates that the rear tyre pressure is not sufficient, i.e. below 1.6 bar (23.2 psi).

Attention
In this case, Ducati recommends stopping riding and checking the rear tyre pressure.

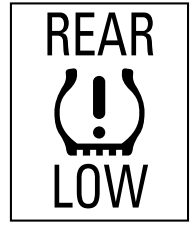


Fig 178

Low battery level of the front tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the front sensor is almost discharged and so the front tyre pressure information will soon no longer be available.

Important
In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

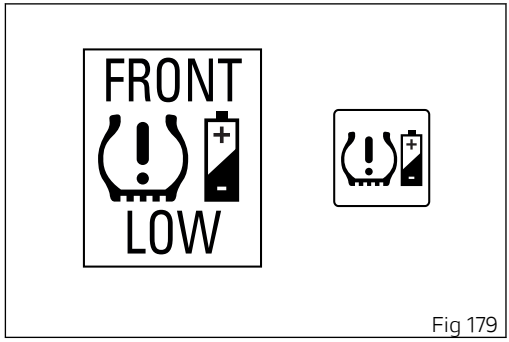


Fig 179

Low battery level of the rear tyre sensor (accessory)

The activation of this “warning” indicates that the battery inside the rear sensor is almost discharged and so the front tyre pressure information will soon no longer be available.

Important
In this case, go as soon as possible to a Ducati authorised service centre or Dealer and have the sensor checked because it is necessary to replace it.

Important
Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).
Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

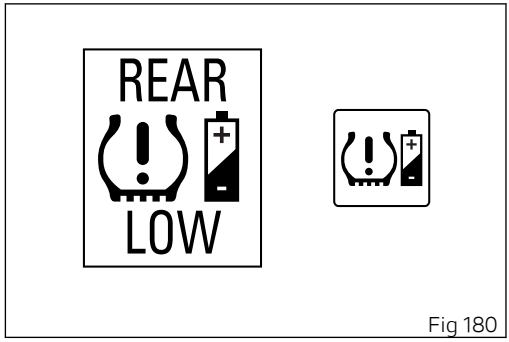


Fig 180

Entering the tyre pressure (accessory)

This "warning" indicates that it is necessary to enter the tyre reference pressure through the SETTING MENU (page 200).

Important

Ducati recommends that the values to be set as a reference for the tyre pressure sensors are entered as specified in paragraph “Tubeless Tyres” (page 372).

Every time you replace the tyres, set the pressure values by respecting what Ducati specifies in paragraph “Tubeless Tyres” (page 372).

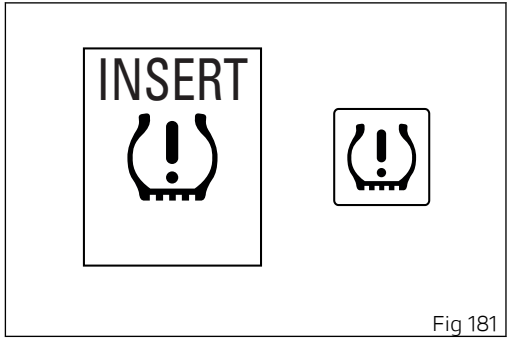


Fig 181

DTC off-road setting (DTC ENDURO)

The activation of this "warning" indicates that you must ride "carefully" on the asphalt as the bike is set with an "extreme" Traction control (devised for off road use).
This warning activates when DTC (Ducati Traction Control) intervention levels 01 and 02 are used.

Attention
In this case, Ducati recommends to ride carefully and use this type of DTC (Ducati Traction Control) setting NOT for road, but for off-road use only.

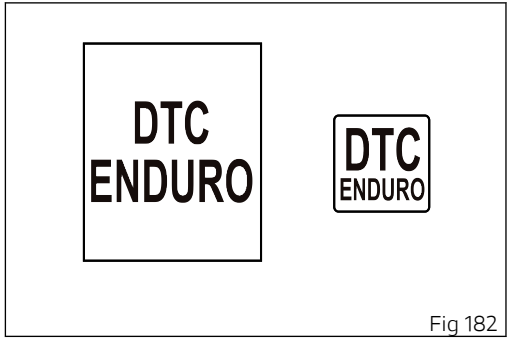


Fig 182

ABS off-road setting (ABS ENDURO)

When this warning is activated, it is necessary to ride carefully because the ABS setting in use is the one devised for off road use and only the front wheel braking is controlled by the system.
This warning is activated whenever ABS level 01 is selected.

Attention
In this case, Ducati recommends to ride carefully and use this type of ABS setting NOT for road, but for off-road use only.

Fig 183

Date setting

This function prompts the user to enter the date via the Setting Menu.

Note
In this case Ducati recommends to stop and enter the calendar date using the function "DATESET".

Fig 184

Steering unlock error - Steering still locked

The activation of this "warning" indicates that the Hands Free System was not able to disengage the steering lock.

Attention

In this case, Ducati recommends switching vehicle off and on again (Key-Off / Key-On), keeping handlebar fully turned. If warning is still present (and steering does not "unlock"), contact a Ducati Authorised Service Centre.

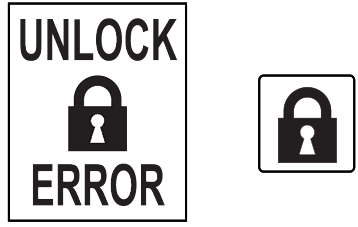


Fig 185

Electronic Fuel Cap Open (OPTIONAL)

The activation of this "warning" indicates that the tank electronic cap (OPTIONAL) is open.

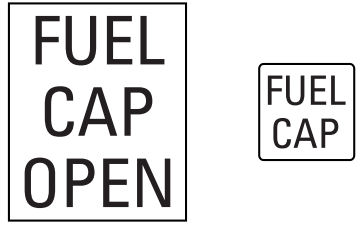


Fig 186

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.
Upon vehicle key-on, in case of active errors on the instrument panel, the MIL light (B) or the Generic Error light (A) will turn on.
During normal operation, when an error is triggered, the instrument panel turns on the MIL light (B) or the Generic Error light (A).

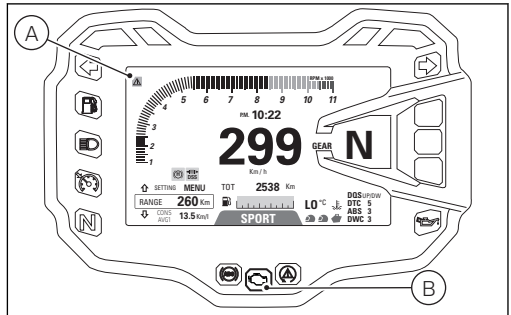


Fig 187

Attention

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

Heated handgrips

This function allows enabling and adjusting the heated handgrips only if these are installed.
When heated handgrips are installed, the instrument panel displays the function by means of a symbol and the set level (OFF, LOW, MED, HIGH).

Press button (12) to adjust.
Each time you press button (12), you scroll the setting through “OFF”, “LOW”, “MED”, “HIGH” and then return to “OFF”.
The heated handgrips actually warm up when the engine is started and the icon corresponding to the set level is activated.

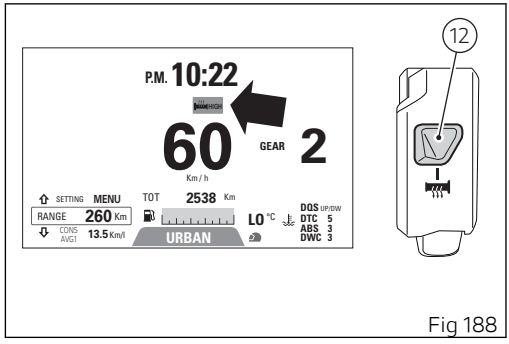


Fig 188

Note
The heated handgrips are actually "on" (heating) only when engine is running.

Level setting with Heated Handgrips "on": when setting LOW, MED or HIGH level, the icons will have the following background colours (for both DAY and NIGHT backlighting options of the instrument panel):

- GREEN for LOW;
- YELLOW for MED;
- RED for HIGH.

Level selection with Heated Handgrips "off": Even if heated handgrips are turned off, it is still possible to set them to LOW, MED or HIGH level, but the icon will have a white background in DAY backlighting option of the instrument panel, or black in NIGHT backlighting option of the instrument panel.

Note
In case of Battery-Off, upon the following Battery-On / Key-On, the Dashboard sets this function by default to "OFF".

Note
This means that if heated handgrips are enabled and engine stops, the heating is "temporarily" disabled but the ON indication is still active. Heating will automatically turn on when engine is started again.

Note
In order to preserve battery charge, when engine is idling (below 2,000 RPM), heated handgrips heating corresponds to “LOW” level even if actually set to “MED” or “HIGH”. As soon as engine rpm increase (>2,000 RPM) heating will correspond to the actual setting (“MED” or “HIGH”).

Note
Handgrip heating requires a high current draw which, at low engine rpm, might result in the battery getting soon flat. If the battery is not fully charged (voltage below 13.2 V) handgrip heating is disabled to ensure engine start-up ability; it will automatically activate again when battery voltage is above the specified value.

Note
If there is an error in the heated handgrips and the air temperature sensor is in fault, button (12) will not work and the instrument panel will turn on the “Generic Error” warning light, and turn off the heated handgrip warning light.

Note
In case of heated handgrip fault, the instrument panel turns on the “Generic Error” light only.

Side stand warning

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed on a red background.
In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light (9, Fig 8)on.
If instrument panel does not receive side stand status, stand down/open “SIDE STAND” indication will flash to indicate an undefined status.

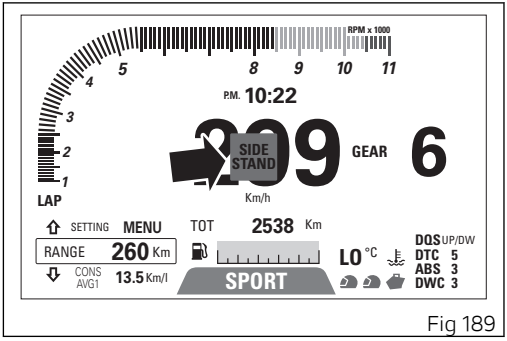


Fig 189

Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.
At Key-On, the high beam and low beam lights are OFF, only the parking lights are turned on.
Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch the high beam on and off using button (3) in positions (A) and (B). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (3) position (C) on LH switch.

If engine is not started within 60 seconds since "manual ignition", the low and/or high beam lights are turned OFF.
If the low beam and/or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn ON again when the engine has been completely started.

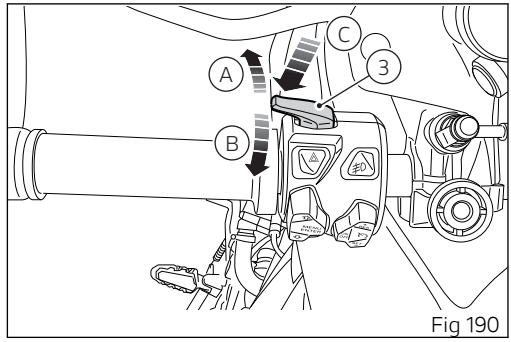


Fig 190

Function for switching the Cornering lights on/off

This Function allows the automatic switch-on/off of the Cornering lights. The cornering lights are used to enhance lighting in a bend, i.e., in the part of the road ahead, on the side of the bend. The cornering lights are activated on the right when the lean angle is to the right, while they activate on the left when the lean angle is to the left.

Turn indicators

Turn indicators are automatically reset by the instrument panel.
To activate the left turn indicators, press button (10) in position (I); to activate the right turn indicators, press button (10) in position (L).
Turn indicators can be cancelled by pressing button (10) on LH switch.

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

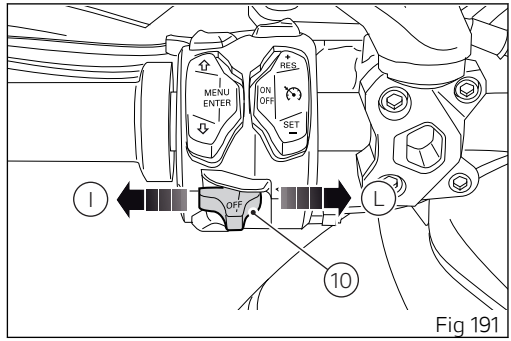


Fig 191

Automatic switch-off feature can be disabled through the specific option within the SETTING MENU. For further details, refer to paragraph Turn indicator automatic switch-off feature (TURN INDICATORS OFF) page 204.

Attention

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

Hazard function (4 turn indicators)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (11) to activate the "Hazard" function. It can only be activated when vehicle is turned on (Key-ON). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights on the instrument panel. The "Hazard" function can be manually turned off exclusively when vehicle is on (Key-ON), by pressing button (11).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.

Note

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

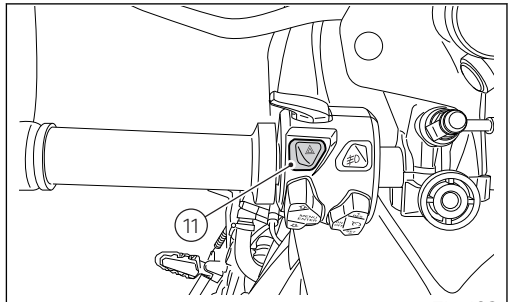


Fig 192

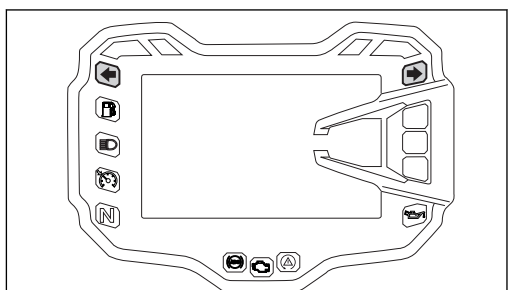


Fig 193

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

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

Warning reading "Keep pressed to lock" (upon Key-Off)

This warns that it is necessary to keep the button pressed to engage the steering lock.
The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing the starter button.
Message "KEEP PRESSED TO LOCK" is displayed if the starter button is depressed for at least 1 second.

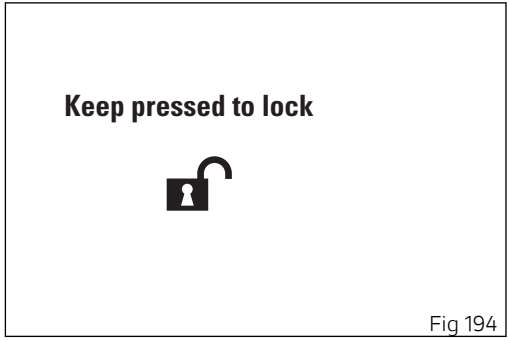


Fig 194

Warning reading "Steering locked" (upon Key-Off)

This warns that the steering lock was activated after Key-Off.
If the steering lock was activated correctly, the Instrument panel will display "STEERING LOCKED" indication for 5 seconds.

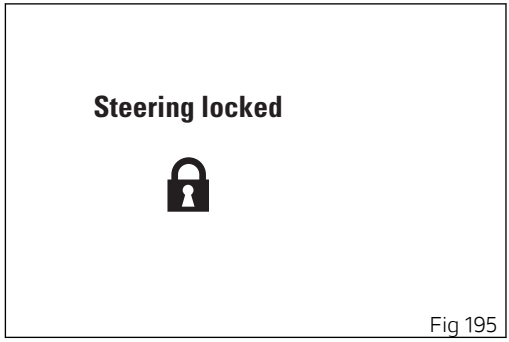


Fig 195

Fog lights

The instrument panel activates the fog light warning light when the fog lights (option) are present and active.

In case of fog light fault, the DSB displays the flashing Fog Light warning light and turns on the Generic Error light (11, Fig 8).

Fig 196

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.
The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna in the headlight fairing when the ignition is switched On. The modulated signal is the "password", different upon every Key-On, used by the control unit to acknowledge the key. Engine can be started only after key acknowledgement.

Keys

The Owner receives a set of keys comprising:

- 1 active key (1);
- 1 passive key (2).

They contain the code used by the "Hands free" system for the Key-On, in different modes.

The active key (1) is the one that is normally used and has a button (A) that, when pressed, makes the metal part exit (B).
The metal part returns inside the grip by pushing it in.

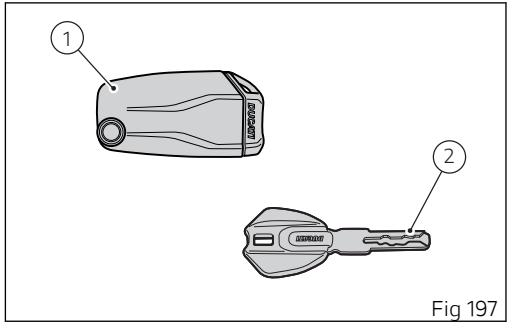


Fig 197

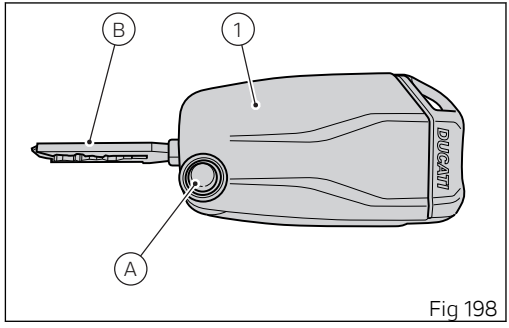


Fig 198

The active key contains a battery (3) that must be replaced when the key and the battery symbols are displayed when the instrument panel is turned on.

Note
In this case, replace the battery as soon as possible.

When the charge level goes below a certain limit, the key can only work in passive mode, like the passive key: in this case, the instrument panel will not display any message.

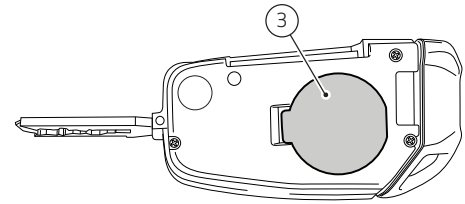


Fig 199

Fig 200

Attention

Do not ride with the (active or passive) key inserted in the lock of the tank cap or in the seat lock as it could come out and represent a potential danger. Furthermore, if bumped, the key mechanism and the integrated circuit could be damaged.
Also riding in poor weather conditions with the key inserted could cause damage to its integrated circuit.
Do not leave the key on the motorcycle when washing it as it could be damaged, not being watertight.

Replacing the battery in the active key

Take special care (A) when removing the key battery.

Attention

Danger of explosion in case of battery improper replacement. For replacement, use only the same or an equivalent type of battery.

Attention

Do not expose the key to high temperatures, such as on the instrument panel, and under direct sunlight.

Attention

This symbol (B) warns the user about important use and maintenance instructions contained inside the documents provided with the equipment.

Note

The keys do not need to be reprogrammed after replacing the battery.

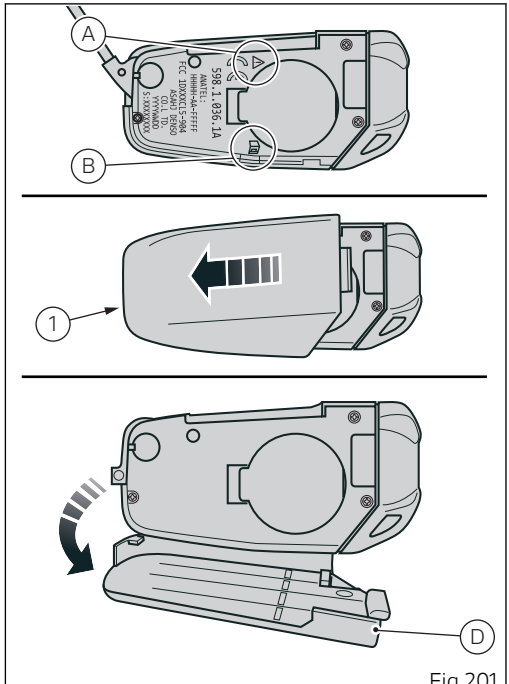


Fig 201

Remove the rear plastic shell (1) of the grip by pushing it forward and lifting it as shown in the figures.

After separating the plastic shells, remove the battery (3) protection sheath (2) working on tab (C). Remove battery (3) and install a new one.

Attention
Do not swallow the battery, danger of chemical burn.
This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours.
This product contains a button battery. Should the button battery be swallowed, it could cause severe internal burns and lead to death in just 2 hours.
If battery swallowing, i.e. its positioning inside any part of your body, is suspected, seek for immediate medical advice.

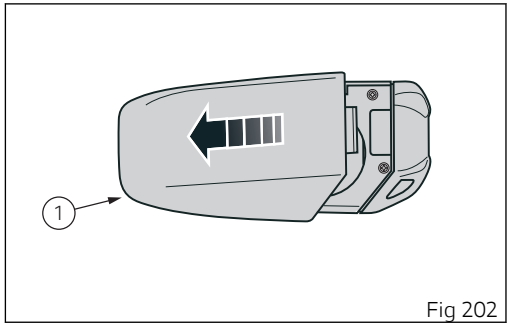


Fig 202

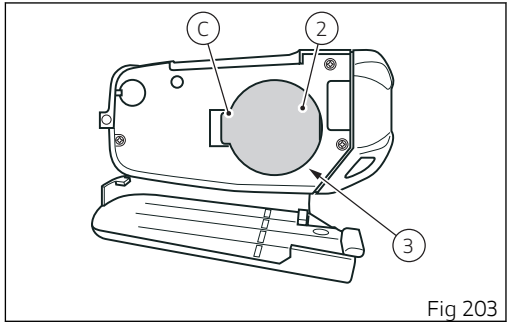


Fig 203

Install the battery in place, paying attention to respect polarity: positive pole (+) must be facing up.

Important
Only use the required type of battery.

Retain battery (3) with sheath (2) by respecting the position of tab (C).

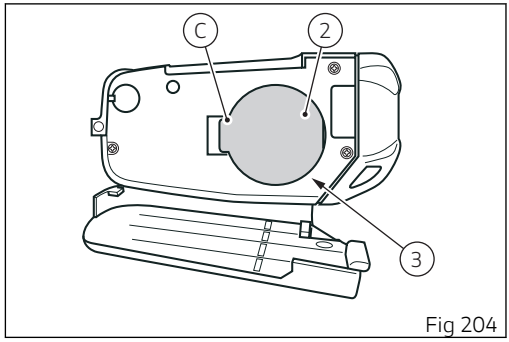


Fig 204

Reinstall the rear plastic shell (1) and push it slightly as shown in the figure.
Insert tab (D) inside its seat.
Make sure shell closes properly and that the key is well closed.

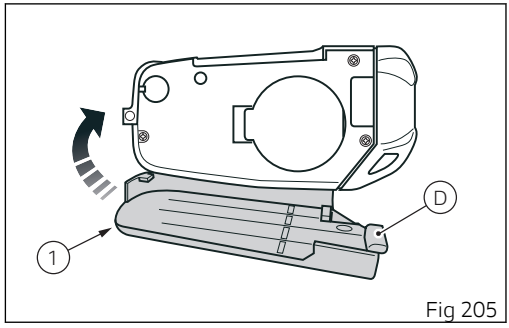


Fig 205

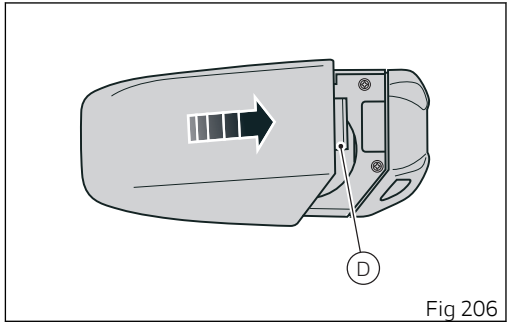


Fig 206

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.

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 function is active, the instrument panel displays “Insert Pin” with four spaces allowing the rider to enter digits of the Pin code to be entered. “0” and “- - -".

Entering the code:

1) Each time you press the button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from “0”;
2) Each time you press the button (2) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
3) To confirm the number, press the button (4).

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

When you press button (4) to confirm the fourth and last digit:

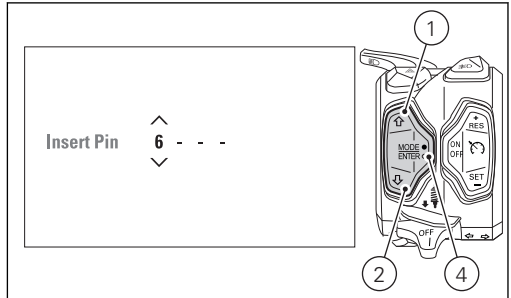


Fig 207

- if there is a problem during the PIN code check, the instrument panel displays “ERROR” for 2 seconds and then passes to the standard screen.
- if the PIN is not correct, the instrument panel displays WRONG for 2 seconds and then goes back to the “Insert Pin” indication with spaces to enter again the four digits of the Pin code.
- if the PIN CODE is correct, the instrument panel shows CORRECT for 2 seconds, and then displays the "standard 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.

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) "Hands free" system.
3) Left-hand switch.
4) Clutch lever.
5) Rear brake pedal.
6) Right-hand switch.
7) Throttle twistgrip.
8) Front brake lever.
9) Gear change pedal.

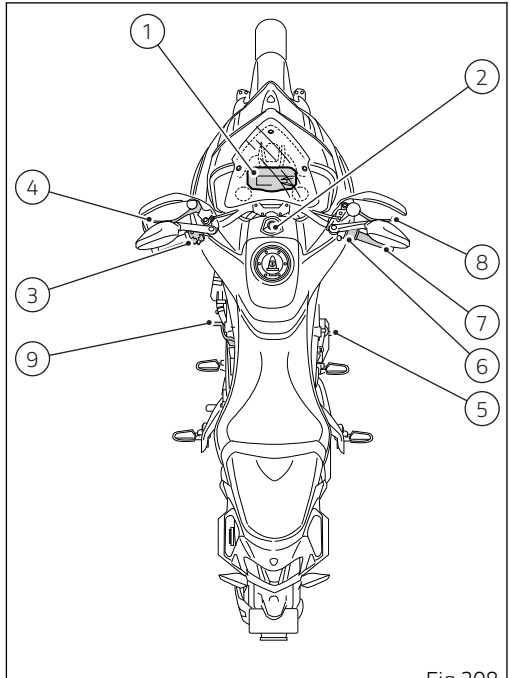


Fig 208

"Hands free" system

The Hands free system consists of:

1) Hands free lock;
2) Antenna;
3) Active key;
4) Passive key;
5) Electric plug (Optional).

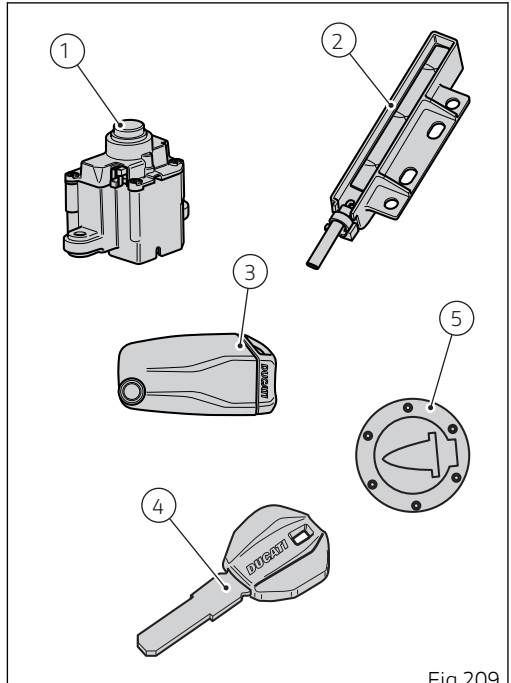


Fig 209

Important

Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.

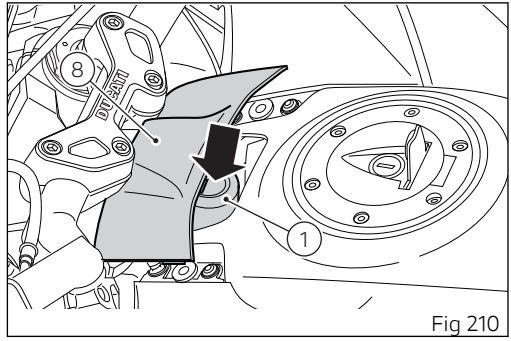


Fig 210

(Fig 210) indicates the position of the Hands Free unit (1), with protection lid (8) and (Fig 211) indicates the position of the antenna (2) under panel (9) at the key symbol.

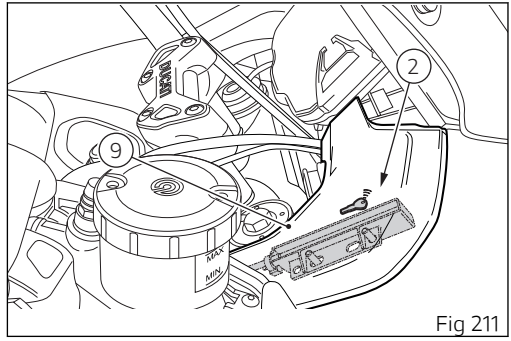


Fig 211

Hands free protection lid opening and closing

The "Hands free" unit (1, Fig 209) is located on tank front side and can be accessed by pulling up and removing protection cover (8).
Close protection cover (8), making sure to engage pins (A) into rubber blocks (B) and push onto tabs until they lock in place.

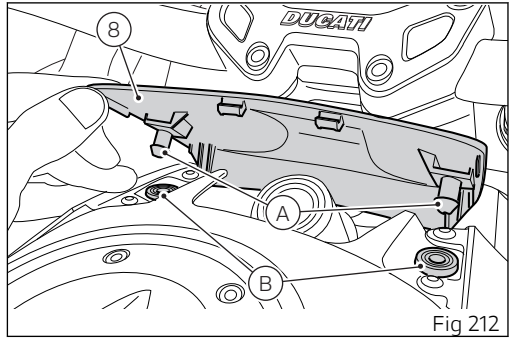


Fig 212

Hands free system "Key-On" and "Key-Off"

Key-On consists in turning on the hands free system and all electronic devices.
Key-On is done using button (6) on the right switch on the handlebar or using the emergency button on the Hands free unit (1).
Key-Off consists in turning off the hands free system and all electronic devices, and ensures engine is turned off.
Key-Off is done using button (6) on the right switch on the handlebar or using the button on the Hands free unit (1).

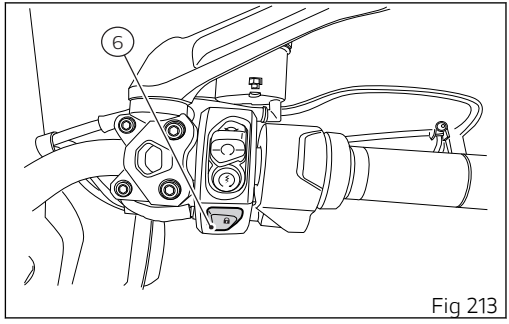


Fig 213

Attention

The button on the Hands free unit (1) is located under the protection cover (8). Remove cover (8) to reach the button on the Hands free unit (1).

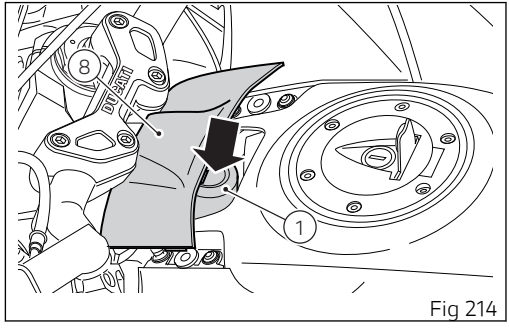


Fig 214

Note
The use of one of the two buttons, (6) on handlebar or (1) on Hands free, does not exclude the other; e.g., if you use one for switch-on, you can switch off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3) or (4) or using the pin code.
Key-Off can also occur without any key (3) or (4).
Key-Off occurs when the speed of the motorcycle is equal to zero, by pressing button (6, Fig 213) on the handlebar or by pressing the Hands free button (1, Fig 210). When speed is not equal to zero, perform key-off by pressing the Hands free button (1, Fig 210).

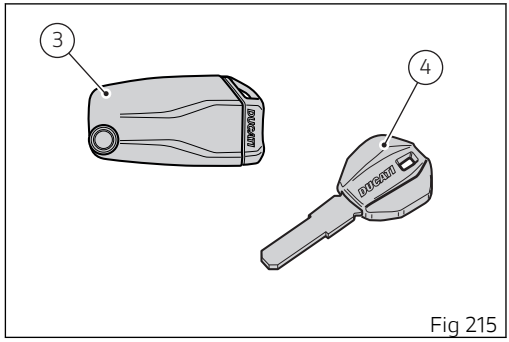


Fig 215

Note

The passive key (4) has a range of a few inches (cm), therefore it must be positioned close to the right-hand panel (9), at the key symbol, where antenna (2) is located.

Important

If active key battery is flat, the key works as a passive key so its range is reduced to a few inches (cm) from antenna (2). Instrument panel shows when battery is flat. If active key battery is flat, the key can still be used as a passive key.

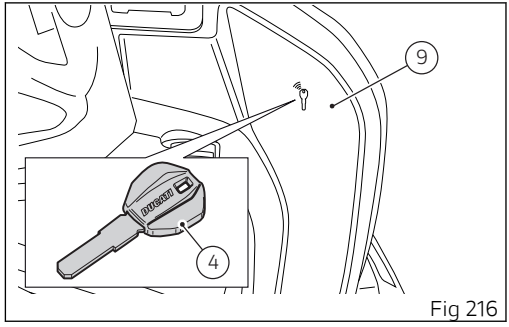


Fig 216

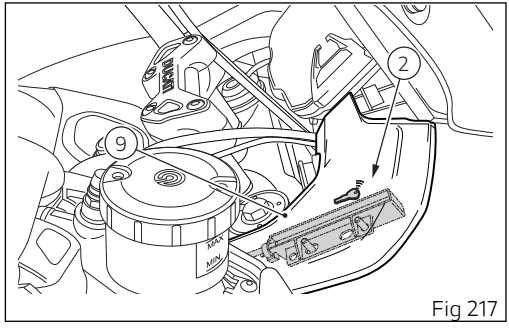


Fig 217

The mechanical part (A) of the key (3) is used to open the fuel filler cap, the seat latch and bag locks. The metal part (A) of the key (3) remains hidden inside its housing, you can take it out by pressing button (B).

Note

With the vehicle in "Key-On" and "engine off" condition, if the presence of the active key (3) is not detected for fifteen consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

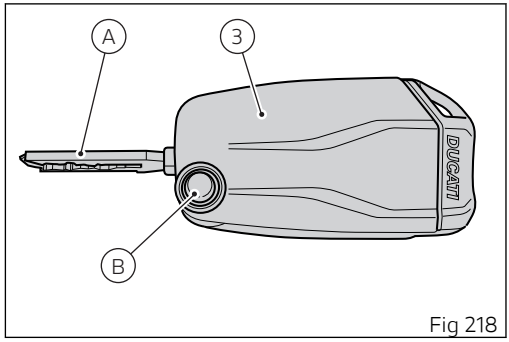


Fig 218

Key-On/Key-Off with the active key using the button on the handlebar

Key-On can be performed by pressing button (6) on the handlebar and with the presence of the active key (3, Fig 209).

Note
The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing the button (6) on the handlebar. It can also be performed without the key (3, Fig 209) only if motorcycle speed is equal to zero.

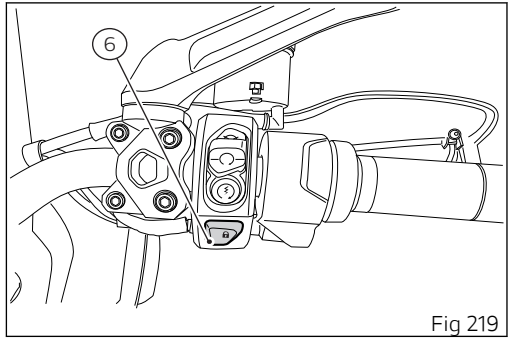


Fig 219

Key-On/Key-Off using the button on the Hands free lock with the active key

Key-On can be performed by pressing button (7) on the Hands free unit (1, Fig 209) and with the presence of the active key (3, Fig 209).

Note

The active key (3) has a range of approx. 1.5 m, therefore it must be located within this range to be detected by the system.

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 209), also without the key (3, Fig 209).

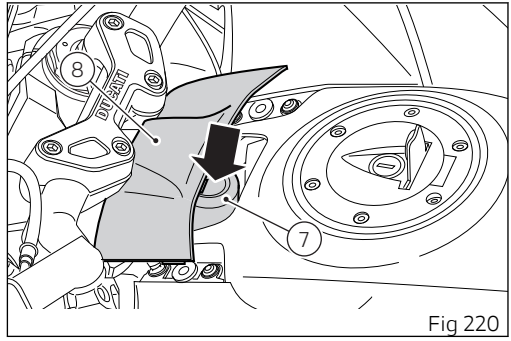


Fig 220

Key-On/Key-Off using the button on the handlebar with the passive key

Key-On can be performed by pressing the grey button (6) on the handlebar and with the presence of the passive key (4, Fig 209).

Note
The passive key (4) has a range of a few cm, therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing the grey button (6) on the handlebar. It can also be performed without the key (4, Fig 209) only if motorcycle speed is equal to zero.

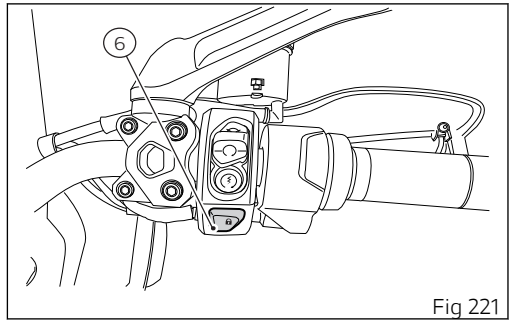


Fig 221

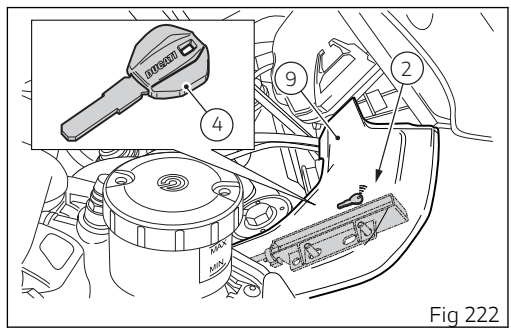


Fig 222

Key-On/Key-Off using the button on the Hands free lock with the passive key

Key-On can be performed by pressing button (7) on the Hands free lock and with the presence of the passive key (4, Fig 209).

Note
The passive key (4) has a range of a few cm, therefore it must be positioned close to the antenna (2).

Key-Off can be performed by pressing button (7) on the Hands free lock (1, Fig 209), also without the key (4, Fig 209).

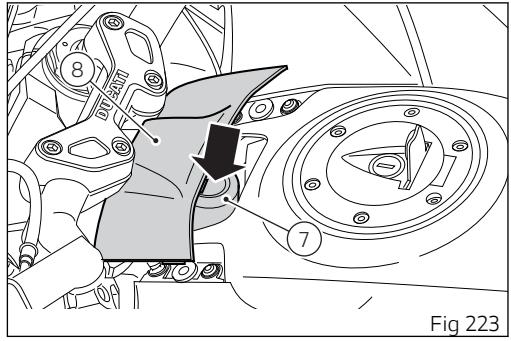


Fig 223

Key-On/Key-Off using the pin code (immobilizer override)

Key-On can be performed by pressing button (7) on the hands free lock (1, Fig 209) without the presence of the keys (3) and (4) and entering the pin code on the instrument panel.
Key-Off can be performed by pressing button (6) on the handlebar.
After each Key-Off, if the key is not present upon next Key-On, the pin code must be entered. The pin code is set by the customer upon delivery of the motorcycle. The function is not enabled unless a pin code has been set. When the Hands Free button (7) is pressed, the instrument panel activates the backlighting and the display featuring the function to allow the rider to enter the four-digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. Pin code must be entered within 120 seconds, after which a Key-Off occurs automatically.

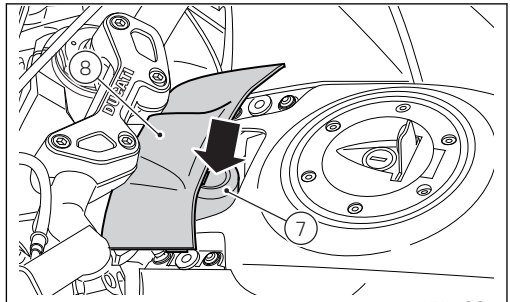


Fig 224

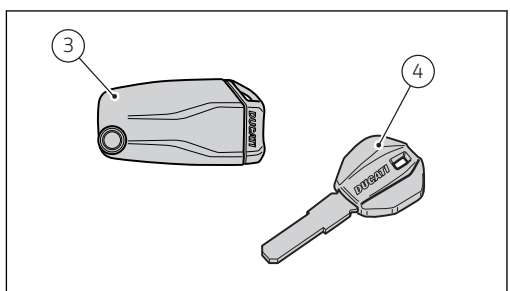


Fig 225

Entering PIN CODE function for overriding purposes

This function allows the rider to "temporarily" turn on the motorcycle in case of HF (Hands Free) system "malfunction".
If the motorcycle cannot be turned on using the normal starter button, press the "emergency" Hands Free button (7), lifting lid (8), to activate the function.
After pressing the button, the instrument panel activates the page for entering the override code. Refer to the “Restoring motorcycle operation via the PIN CODE” procedure page 267.

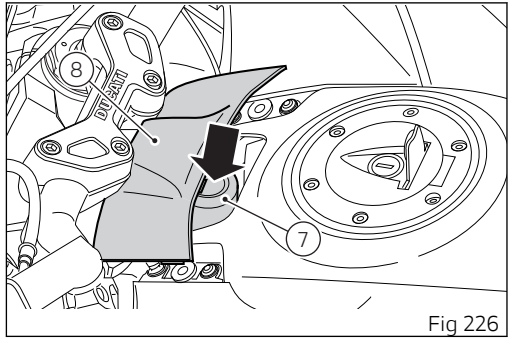


Fig 226

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.

Left-hand switch

1) Dip switch, two-position light selector switch:
- pushed up (A): high beam ON (≣D), back to its initial position (B): low beam ON (≢D);
- (C) pushed down: high-beam flasher (≣D);
- (FLASH), "Start-Stop lap" function.

2) 4 turn indicators (Hazard) on/off button.

3) Fog lights (option) on/off button.

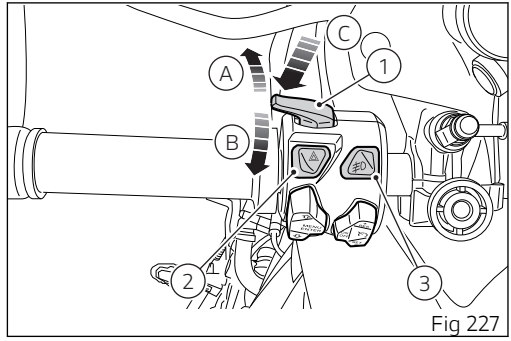


Fig 227

4) Menu navigation button.
5) Cruise Control button.
6) 3-position turn indicator switch (⇔):
- centre position = OFF;
- position (⇦) = left turn;
7) Turn indicators cancel button.
8) Button (⌲) = warning horn.

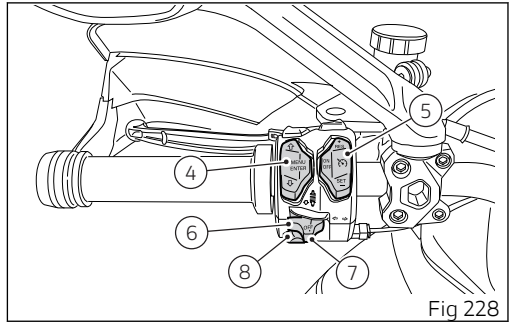


Fig 228

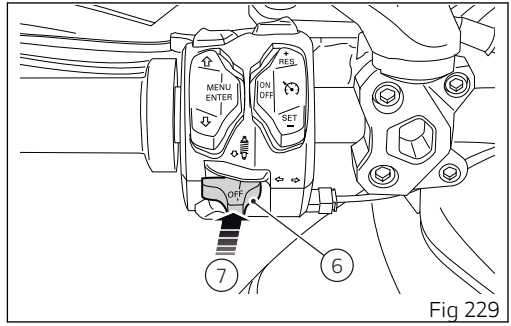


Fig 229

Button (4) for menu navigation features three positions:
- (D) for scrolling menu functions (UP);
- (E) for scrolling menu functions (DOWN);
- (F) for confirming menu functions.

Button (5) for Cruise Control features three positions:
- (G) Cruise Control on/off;
- (H) increase cruise speed or resume previous speed;
- (I) decrease cruise speed or set a new speed;

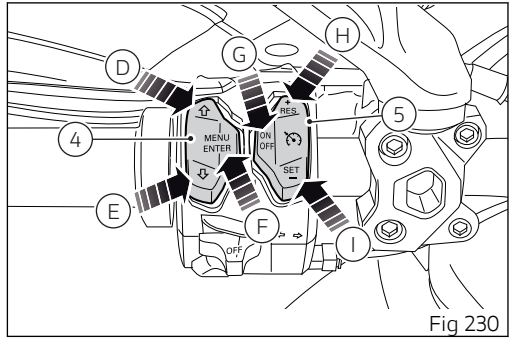


Fig 230

Key

A) Low beam.
B) High beam.
D) Menu UP
E) Menu DOWN.
F) Menu confirm.
G) Cruise Off, On.
H) Speed +.
I) Speed set.
2) Hazard.
3) Fog lights.
5) Cruise.
6) Turn indicator.
7) Turn indicator off.
8) Horn.

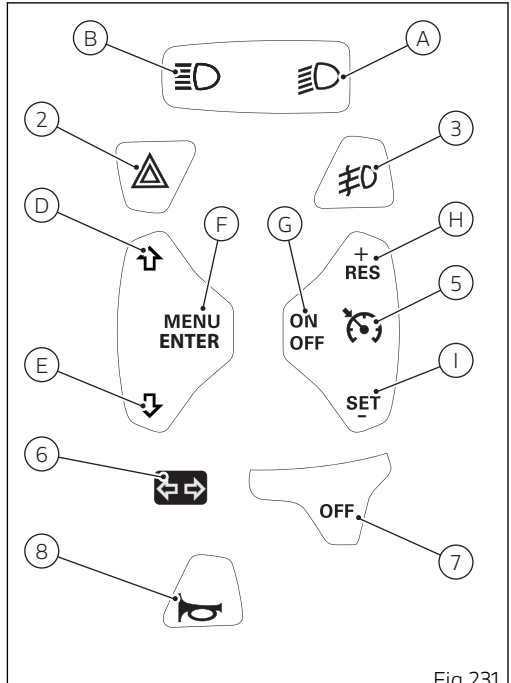


Fig 231

Clutch lever

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

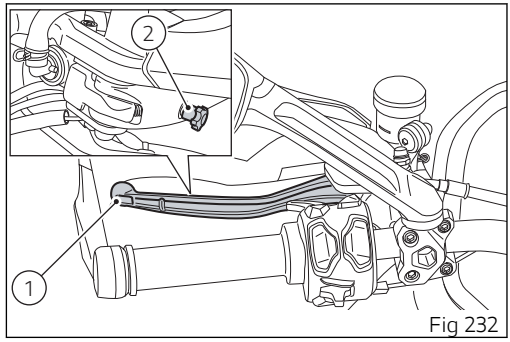


Fig 232

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).

Right-hand switch

1) Red ENGINE OFF switch.
2) ENGINE START button.
3) System SWITCH-ON/OFF (key-on/key-off) and steering lock engagement.
4) HEATED HANDGRIP button.

The switch (1) has two positions:

B) pushed down: KILL ENGINE.
A) pushed up: RUN ON. The engine can only be started in this position, pushing the button (2).

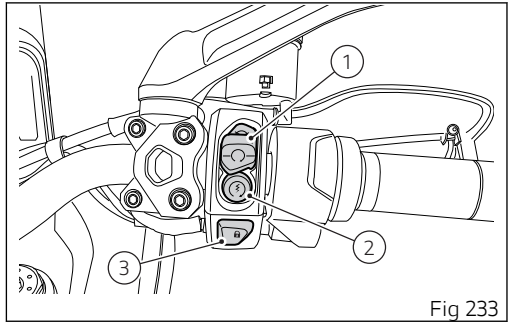


Fig 233

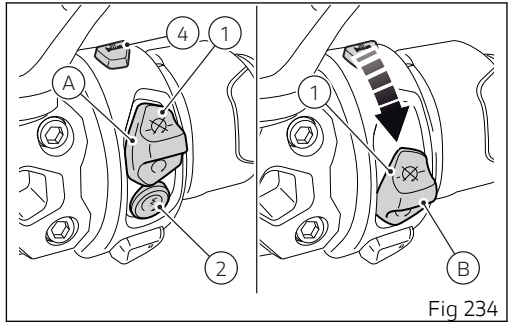


Fig 234

Key

2) Engine starting.
3) Electronic steering lock.
4) Heated handgrips control.
A) Run ON.
B) Run OFF.
C) Key-on.
D) Key-off.

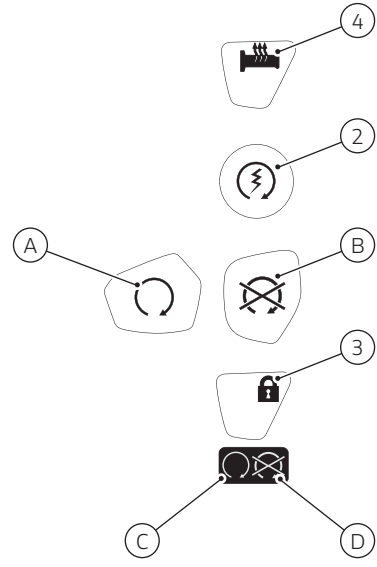


Fig 235

Throttle twistgrip

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

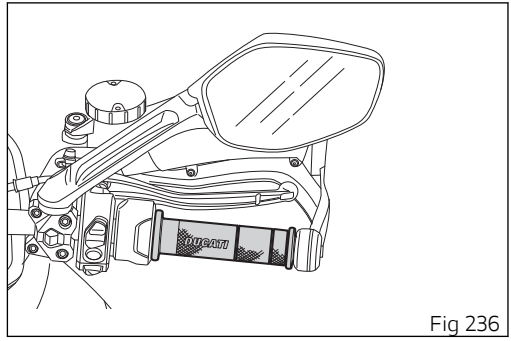


Fig 236

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.
The brake lever (1) has a dial (2) for adjusting the distance between lever and twistgrip on the handlebar.
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.
When high pressure is applied to the front brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph page 223.

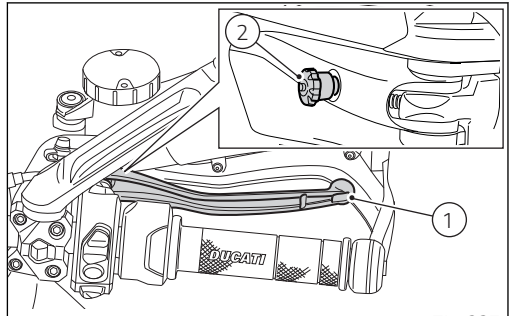


Fig 237

Rear brake pedal

Press pedal down with your foot to operate the rear brake.

The control system is of the hydraulic type.

When a high pressure is applied to the rear brake lever and the conditions for the VHC system activations are fulfilled, the Vehicle Hold Control (VHC) is activated as described in paragraph “Vehicle Hold Control (VHC)”.

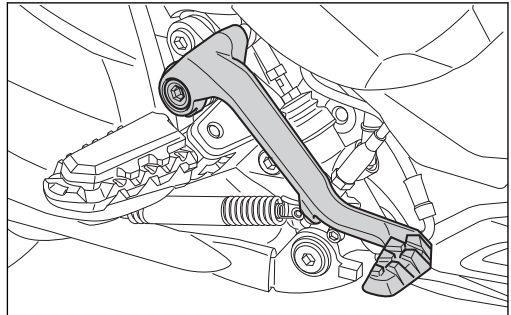


Fig 238

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the centre. This is indicated by the instrument panel N light coming on. The pedal can be moved:

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

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

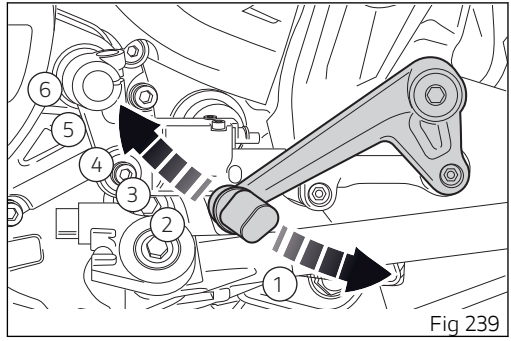


Fig 239

Adjusting the position of the gearchange pedal and rear brake pedal

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

Gear change pedal

Unscrew the screw (3) that retains the DQS control to the gearchange lever.
Lock rod (1) in its flat (A) and loosen nut (2), then rotate the uniball (4) until obtaining the desired distance between the centres (by reducing the distance between the centres, the gearbox pedal moves down and vice versa).
Once the desired position is found, tighten nut (2) against the rod while counter-holding the hexagon socket (A).
The nominal distance between the centres (B) with which the vehicle is delivered is: 101.5 mm (4.00 in).

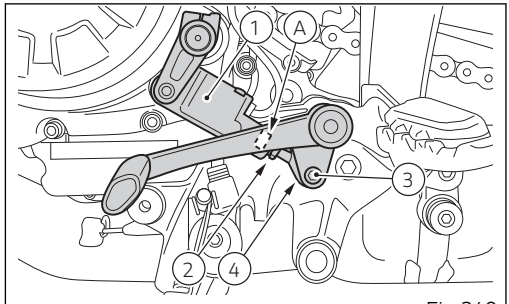


Fig 240

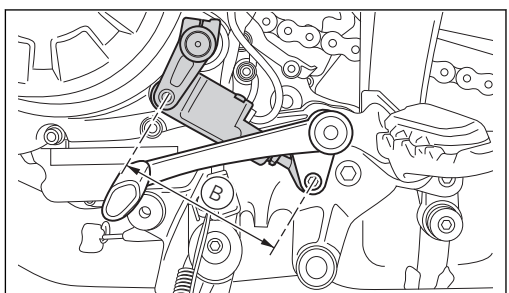


Fig 241

Rear brake pedal

Loosen lock nut (4).
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the lock nut (4).
Operate the pedal by hand to check that there is a free play (C) of about 2÷5 mm (0.08÷0.19 in) before the brake bites. If not, adjust the length of the master cylinder pushrod as follows, using flat (D).
Loosen lock nut (6) on master cylinder rod.
Screw the rod (7) into the fork (8) to increase the free play, or screw it out to reduce it.
Tighten lock nut (6) and check play again.

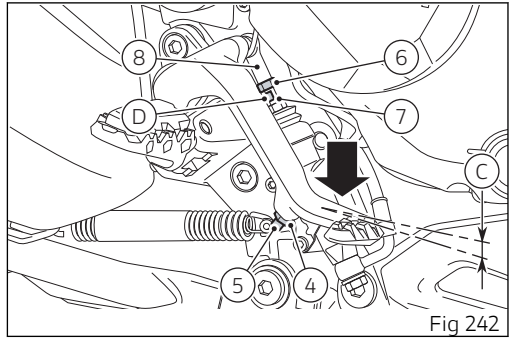


Fig 242

Main components and devices

Position on the vehicle

1) Tank filler plug.
2) Seat lock.
3) Side stand.
4) Power outlet.
5) Rear-view mirrors.
6) Front fork adjusters.
7) Rear shock absorber adjusters.
8) Catalytic converter.
9) Exhaust silencer.
10) USB socket.
11) Windscreen.

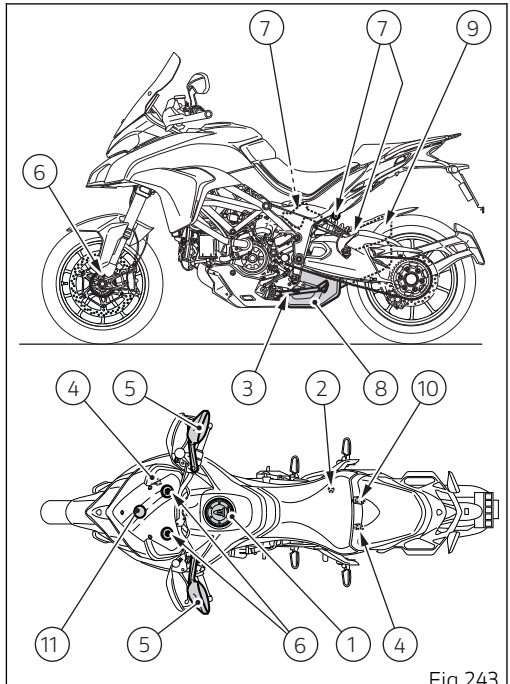


Fig 243

Tank filler plug

Opening

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

Closing

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

Note
Plug can only be closed when key is inserted.

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

Electric filler plug opening (option)

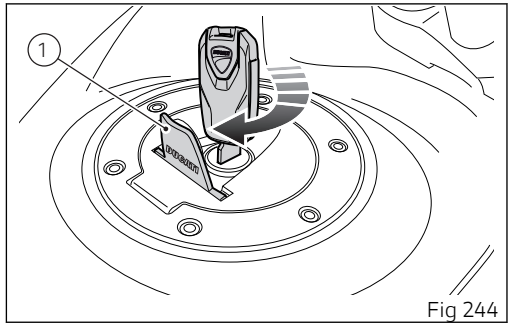


Fig 244

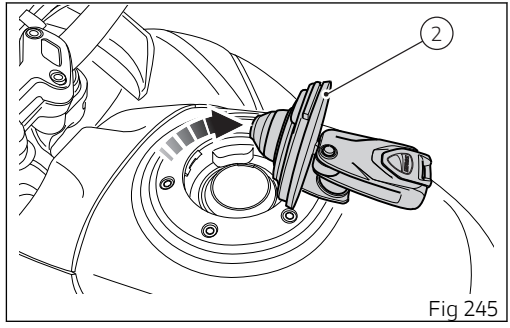


Fig 245

Important
The electronic plug can be opened within 50 seconds from the key–off.

Seat lock

Working lock (1) you can remove the passenger seat, to reach the tool box, and the rider seat, to reach the battery and other devices.

Removing the seats

Insert the active or passive key into the catch (1) and turn it clockwise until the passenger seat latch disengages with an audible click.
Remove the passenger seat (2) by lifting the front end and pull forward to release the seat rear fastener (3).

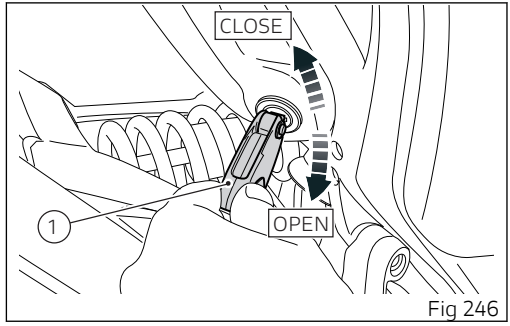


Fig 246

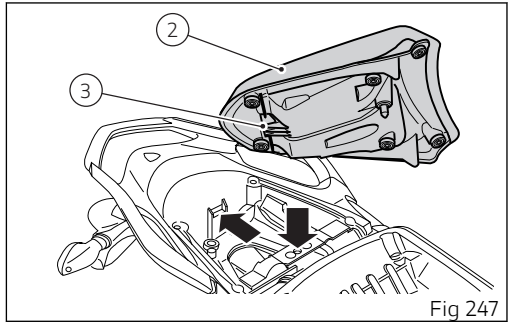


Fig 247

Pull back to slide it out of the guides (5) and at the same time pull up to remove it from pin (6).

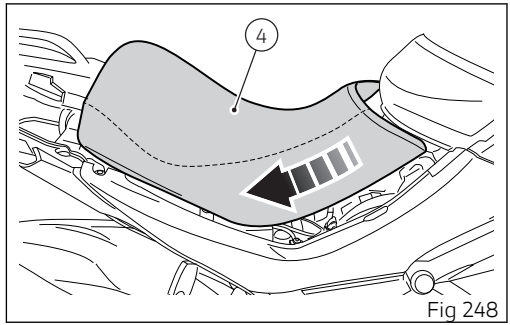


Fig 248

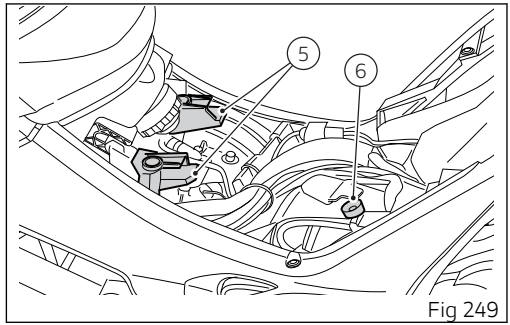


Fig 249

Refitting the seats

Position rider seat (4) front end, with slots (7), into guides (5, Fig 249) and engage pin (6, Fig 249) into its housing (8).
Make sure that pin (6, Fig 249) is engaged in its housing (8).
Make sure the passenger seat is properly fastened by moderately pulling it up.
Take key out of the lock(1, Fig 246).

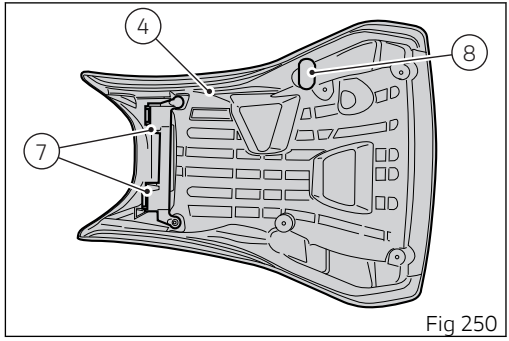


Fig 250

Seat height adjustment

The motorcycle is sold with raised seats. Seat height can be lowered.

To lower the seat height, remove seats as indicated on page 300.

Install the elastic support (1) to passenger seat. Remove bracket (3), the two supports (2) from passenger seat by loosening screws (4) and screws (5).

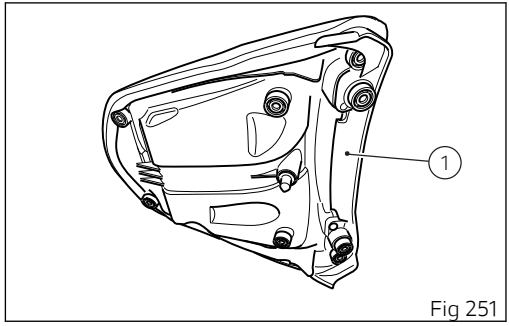


Fig 251

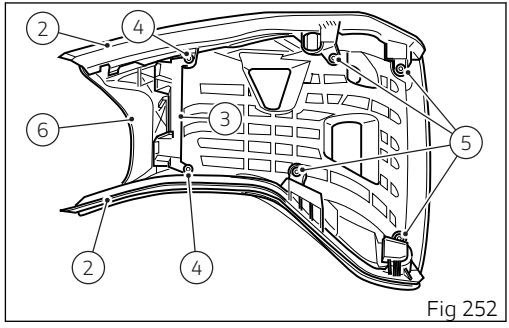


Fig 252

Fit the passenger seat on the motorcycle. Now the seat is in a lowered position.

To raise the seat, remove them as indicated on page 300.
Remove the elastic support (1) from passenger seat.
Install the two supports (2) on seat, engaging tabs (A) and (B) into slots (C).

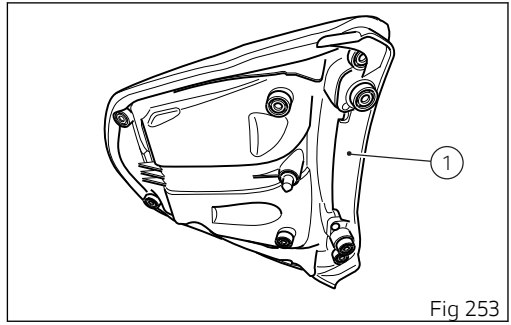


Fig 253

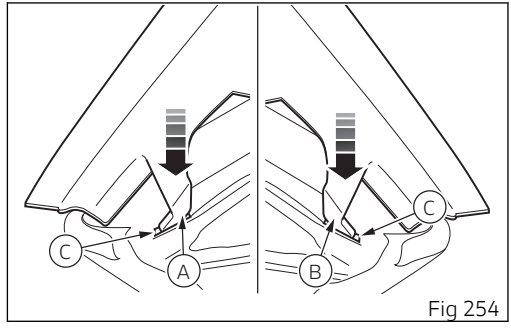


Fig 254

Install bracket (3) and position it as shown in the figure and ensuring that tabs (D) engage in slots (E). Start screws (4), screws (5) on supports (2) and tighten them to 4 Nm.
Refit both seats on the motorcycle.

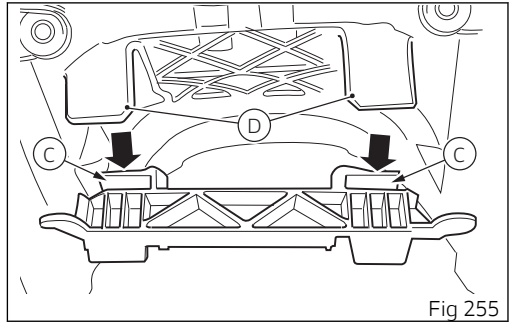


Fig 255

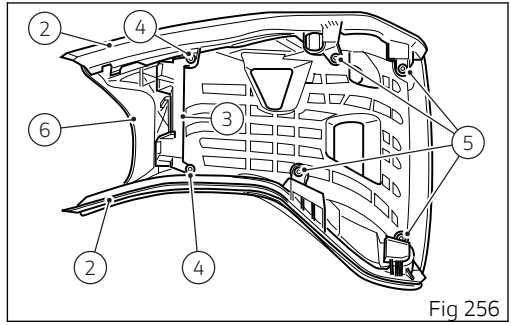


Fig 256

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 in downhill road tracts, always park the motorcycle with its 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.

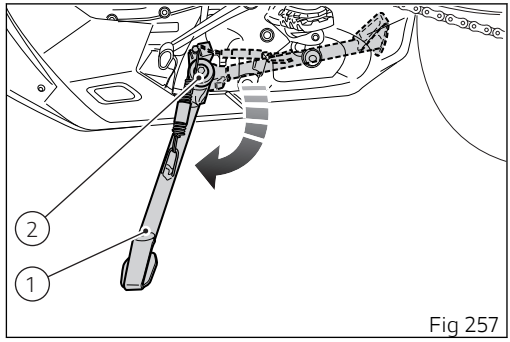


Fig 257

Attention

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

Note

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

Note
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).

Bluetooth control unit

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

Attention

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

Attention

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

- the entire range of headphones and Smartphones available on the market;
- Smartphones that do not support the required Bluetooth profiles.

Check that your Smartphone supports the following profiles:

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

Attention

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

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

Power outlet

The motorcycle is equipped with two 12V power outlets protected by a fuse located in the rear fuse box.
This fuse protects against any line overloads:

- power socket (1, ;
- power socket (2, Fig 259);
- fog lights (if any);
- USB socket;
- Bluetooth control unit (if any).

The following is the maximum current that can be drawn from the power outlets (meant as the current on socket (1) + current on socket (2)):

- 5A, if fog lights are installed;
- 9A, if fog lights are not installed.

Connecting higher loads will blow the line fuse.

Important

When the engine is off, do not leave accessories connected to the power outlets for a long period of time as the motorcycle battery could run flat.

The power outlets are located at the front LH side (1) on instrument panel and at the rear end, under the passenger seat (2).

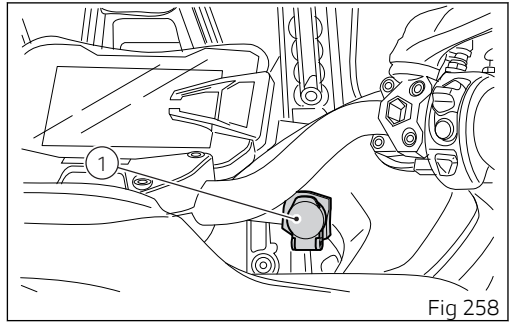


Fig 258

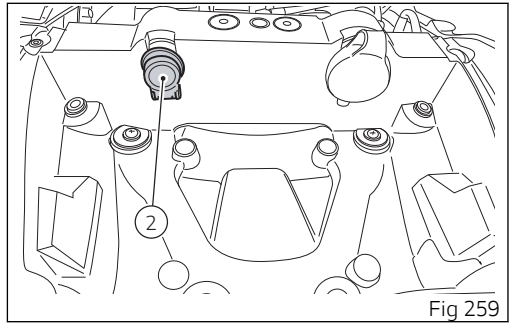


Fig 259

Centre stand

Always use the centre stand (1) to safely park the motorcycle. Its structure ensures proper support of the motorcycle even under full load.

Attention

Before lowering the centre stand, make sure that the bearing surface is hard and flat.

Push with your right foot onto central stand bearing surface (2), until it touches the ground; meanwhile pull the motorcycle up and back.
To bring central stand at rest, just push motorcycle forward, holding it at the handlebar, until the rear wheel touches the ground. Stand will automatically go back in place.

Attention

Before moving off, always make sure that the central stand is at its rest position.

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

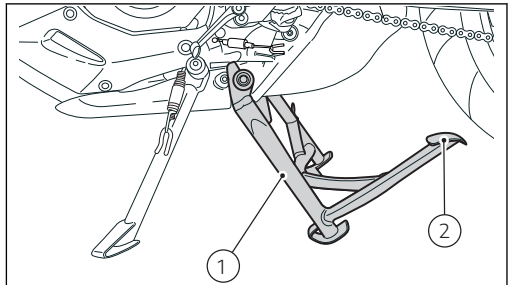


Fig 260

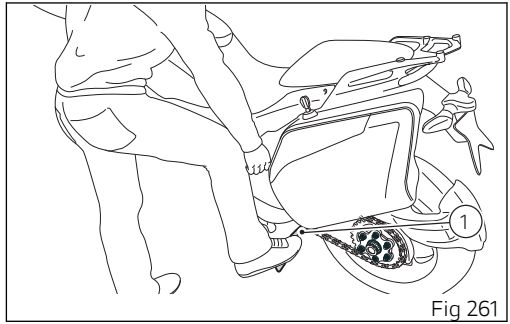


Fig 261

Assembling the Ducati side panniers

Fitting the pannier in place

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.

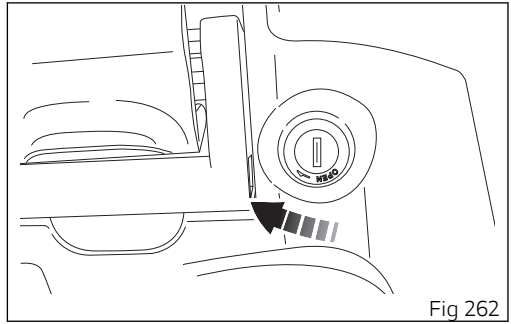


Fig 262

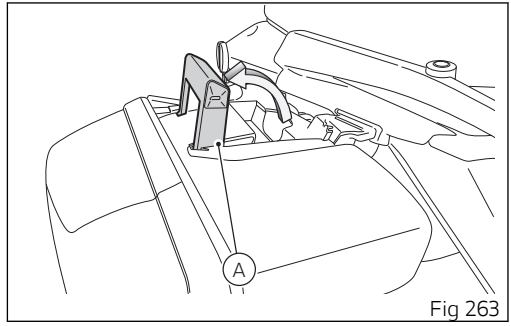


Fig 263

Duly engage pannier in place, making sure to properly engage hooks.

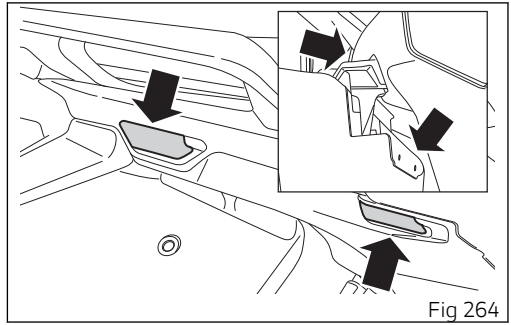


Fig 264

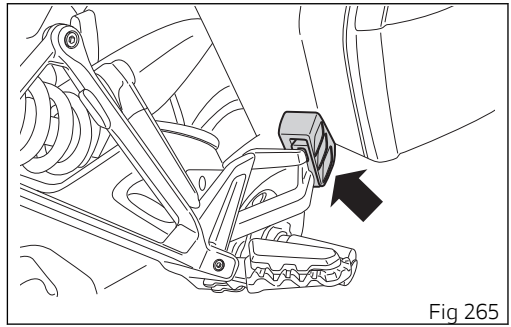


Fig 265

Push forward (towards the front wheel) until fully home; only in this position will it be possible to lower handle and lock pannier in place, this operation ensures pannier locking to its mounting points. Turn the key counter clockwise to lock handle and remove it.

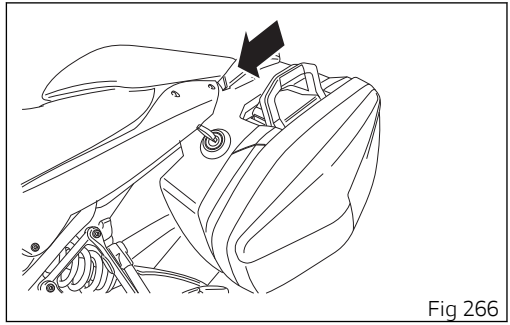


Fig 266

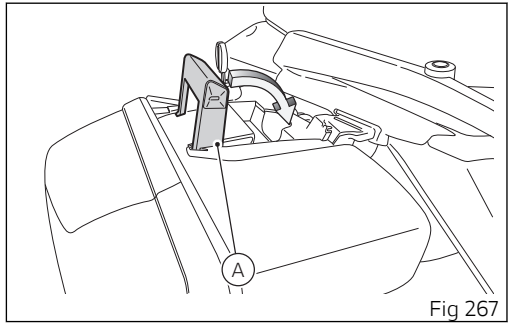


Fig 267

Removing the pannier from its seat

Insert the key in pannier lock and turn it clockwise. Lift handle to move pannier locking mechanism back.

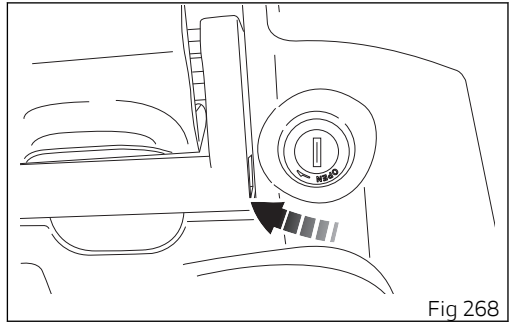


Fig 268

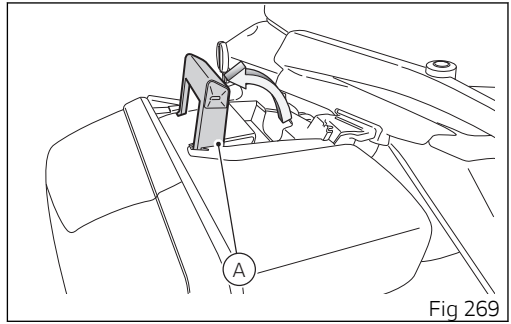


Fig 269

Pull pannier fully backwards (1), towards the rear wheel, without lifting it.
Now pull the pannier up (2) to disengage BOTH hooks.
Remove the pannier by pulling it towards rider position (3) to completely disengage hooks from their housings.

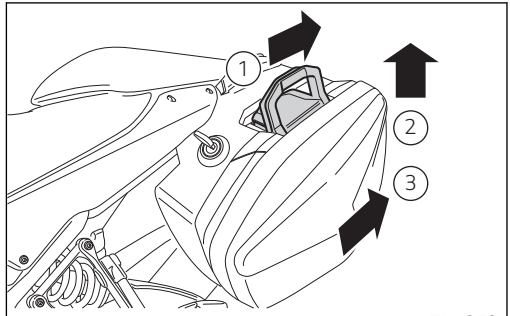


Fig 270

Using the side panniers

Opening

Open the side pannier as follows.
Insert the key in pannier lock and turn it clockwise.

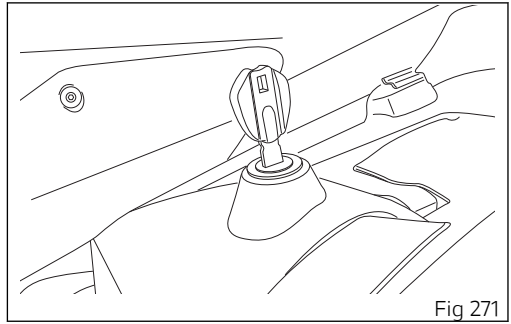


Fig 271

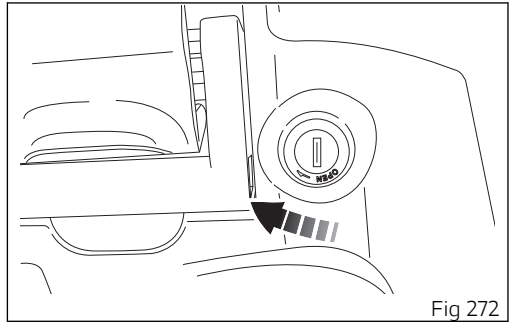


Fig 272

Lift fastening plate (A) and open the pannier.

Attention
The side panniers are only for light luggage: each pannier can hold a maximum weight of 22 lb (10 kg) (K). Excessive load might compromise control of the motorcycle.

Fig 273

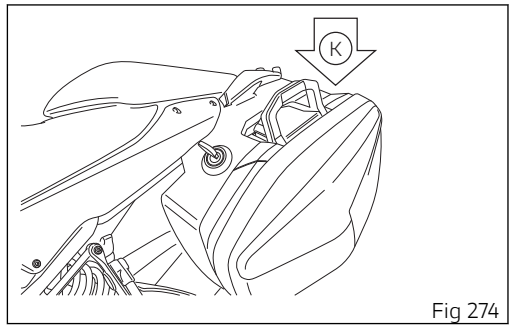


Fig 274

The fixed part of the pannier fits straps (C) to be used for holding the luggage.

Attention
Arrange luggage evenly and keep the heaviest items to the inside of the bag, so as to avoid unexpected unbalance of the vehicle.

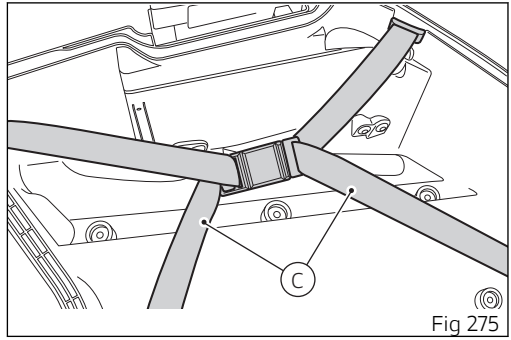


Fig 275

Closing

Close the side pannier as follows.
Lift and close the external cover by engaging the edge in the relevant channel on pannier fixed part: bag will close only in these conditions.
Insert fastening plate (A) into the pannier external cover and push down.
Turn key counter clockwise.
It is possible to remove key from lock only in these conditions.

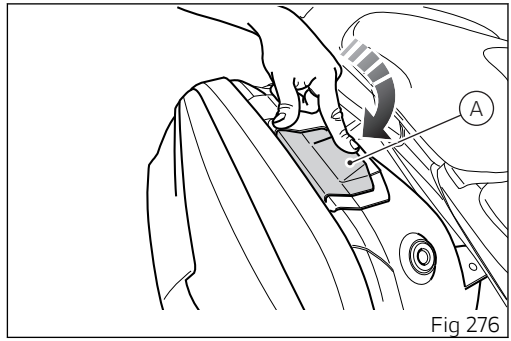


Fig 276

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.
USB connection (1) is located under the passenger seat and is protected by a flap: lift flap to use connection.

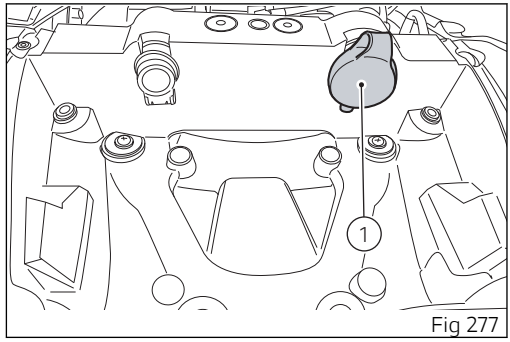


Fig 277

Important

When the engine is off and key set to ON, do not leave accessories connected to the USB socket for a long period of time as the motorcycle battery could run flat.

Attention

When not in use, ALWAYS keep USB socket closed with its cap.

Attention

NEVER use the USB socket if it is raining.

Adjusting windscreen height

Adjust windscreen height using lever (1).
Push up to lift the windscreen, or down to lower it.

Attention

Adjusting windscreen height while riding could cause an accident. Adjust the windscreen only with motorcycle at a standstill.

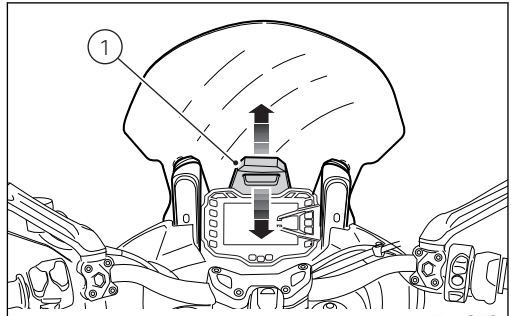


Fig 278

Adjusting the front fork

The front fork used on this motorcycle has rebound (return), compression and spring preload adjustment.
Fork rebound and compression damping is adjusted by electric impulses sent by the instrument panel to the adjusters inside the fork legs; spring preload is adjusted manually through adjuster (1) on RH fork leg.

Attention

Have the spring preload adjusted at a Ducati Dealer or authorised Service Centre.

For fork adjustment, follow the description on page 141 "Customising Riding Mode: DSS suspension setting".
For further details on the operating principle of the fork and the DSS (Ducati SkyHook System) please refer to page 35.
Spring preload initial setting:

- 10 turns (fully open);

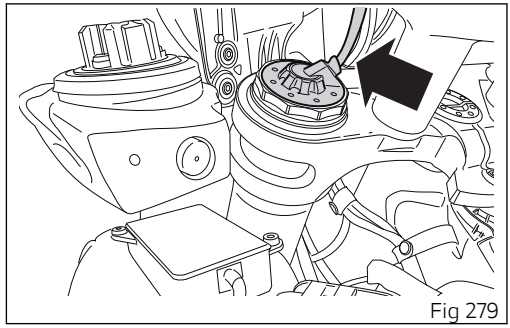


Fig 279

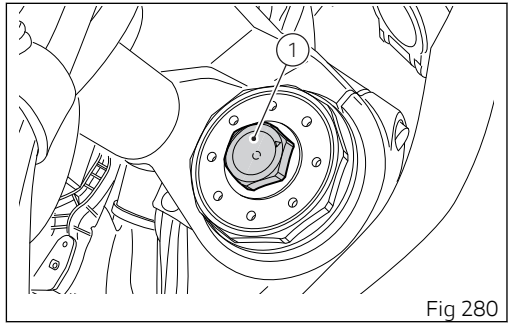


Fig 280

Adjusting the rear shock absorber

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.

For rear shock absorber adjustment, follow the description on page 141 "Customising Riding Mode: DSS suspension setting".
For further details on the operating principle of the rear shock absorber and the DSS (Ducati SkyHook System) please refer to page 35.

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. You may find that rebound damping needs adjusting as well. The shock absorber is adjusted by electric impulses sent by the instrument panel to the adjusters inside the shock absorber body.

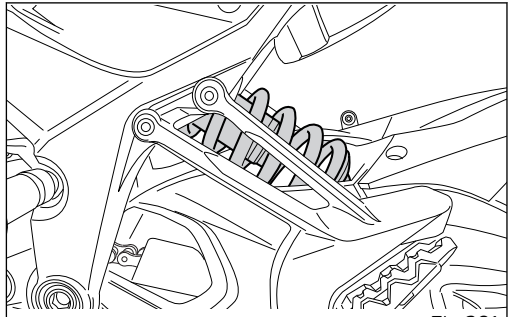


Fig 281

Motorcycle track alignment variation

Motorcycle track alignment is the optimum setup, that resulted from the tests carried out by our engineers under the most diverse use conditions. The rider can use the instrument panel and set one of the four available setup options:

- Rider only (Rider) ;
- Rider with luggage (Rider / Baggage) ;
- Rider and passenger (Rider / Passenger) ;
- Rider with passenger and luggage (Rider / Passenger / Baggage) .

For each of these settings, user can select either of the four available riding modes (SPORT, TOURING, URBAN and ENDURO) and, within each one, change the initial setting for the traction control (DTC), wheelie control (DWC), engine power, suspension damping, ABS level, and DQS enabling/disabling. To change the setting following the instruction under page 189 "Setting motorcycle Load Mode".

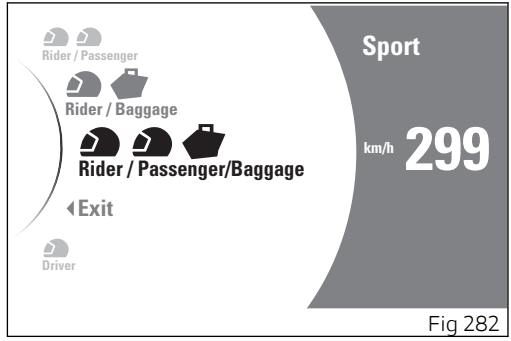


Fig 282

Riding the motorcycle

Running-in recommendations

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):
1) Up to 1,000 km (621 mi);
2) From 1000 km (621 mi) to 2500 km (1553 mi).

Up to 1000 km (621 mi):

During the first 1000 km (621 mi) keep an eye on the rev counter, it should never exceed: 5,500÷6,000 rpm.
During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.
To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions.
For the first 100 km (62 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.
For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.
Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 (621 mi) to 2500 km (1553 mi):

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.

Important

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

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

Pre-ride checks

Attention

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

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

- FUEL LEVEL IN THE TANK
  Check the fuel level in the tank. Fill tank if needed (page 0).
- ENGINE OIL LEVEL
  Check oil level in the sump through the sight glass. Top up if needed (page 375).
- BRAKE AND CLUTCH FLUID
  Check fluid level in the relevant reservoirs (page 352).
- COOLANT
  Check coolant level in the expansion reservoir. Top up if needed (page 350).
- TYRE CONDITION
  Check tyre pressure and condition (page 372).
- CONTROLS
  Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- LIGHTS AND INDICATORS
  Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 397).
- KEY LOCKS
  Ensure that tank filler plug (page 298) and seat (page 300) are properly locked.
- SIDE STAND
  Make sure side stand operates smoothly and is in the correct position (page 306).

ABS light

After Key-ON, the ABS light (10, stays ON.
When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to indicate the correct operation of the ABS system.

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

ABS device

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

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

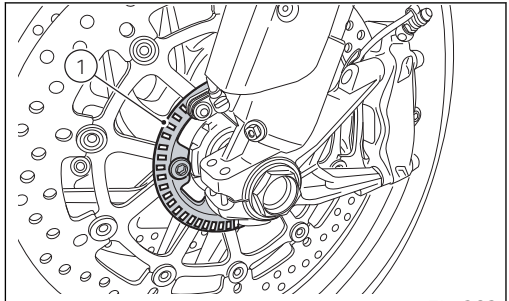


Fig 283

Fig 284

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.

In the presence of the active or passive key, perform a Key-On (turning on the "Hands free" system and all on-board electronic devices) by taking the red switch (1), on the right side of the handlebar, upward and pressing button (2). The instrument panel will perform the initialisation and will control the on-board systems, turning on all lights in sequence, from the bottom to the top, for a few seconds. After this control, only the green light (3) and the red light (4) must remain on.

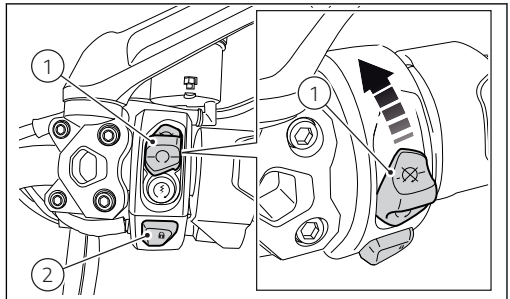


Fig 285

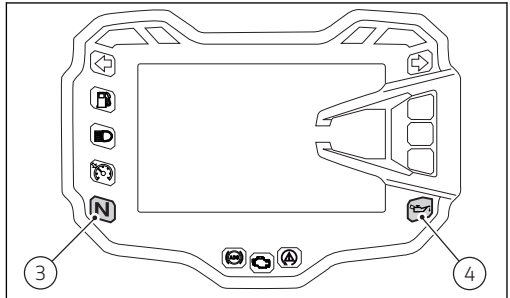


Fig 286

Attention

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

After Key-On, but with the engine not yet started, the system will perform a Key-Off automatically if the presence of the active key is not detected within 10 seconds.

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) up to uncover button (5). Push the button (5) to start the engine.

Important

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

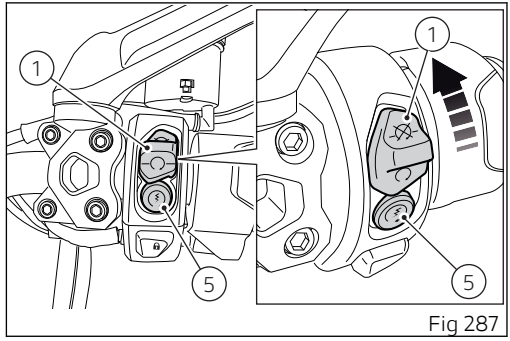


Fig 287

The red oil pressure warning light (4, Fig 286) should go out a few seconds after the engine has started. The engine will shut off by turning the red button (1) on the handlebar to RUN OFF. To turn on the "Hands free" system and all electronic onboard systems, refer to page 270 "Hands Free System".

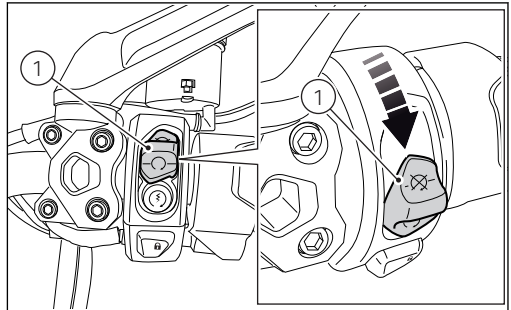


Fig 288

Important

Conditions affecting the correct operation of the Hands Free system.

The wireless control operation could be impaired in the following situations.

- Near a TV tower, radio station, electric power plant, airport, gas station or other facility that generates strong radio waves.
- When carrying a portable radio, cellular phone or another wireless communication device.
- When multiple wireless keys are nearby.
- When a wireless key comes into contact with or is covered by a metallic object.
- When a wireless key (that emits radio waves) is being used nearby.
- When a wireless key is left near an electrical appliance such as a Personal Computer.

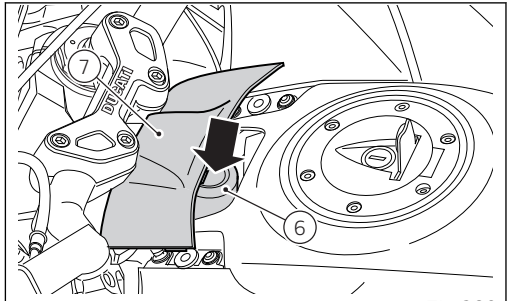


Fig 289

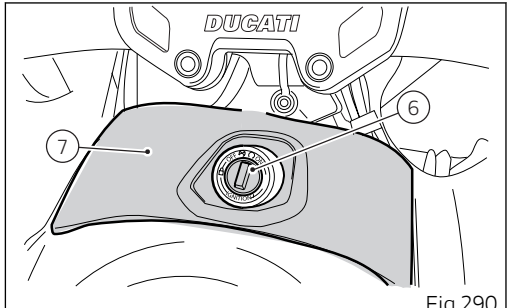


Fig 290

(Fig 289) indicates the position of the Hands Free unit (6), with protection lid (7) and (Fig 290) indicates the position of the Hands Free unit (6) for the US version, while (Fig 291)indicates the position of the antenna (8).

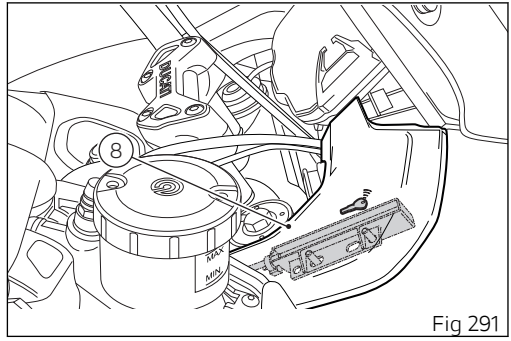


Fig 291

Moving off

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

The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.

Attention

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

Attention

Prolonged wheelies could deactivate the ABS system.

Braking

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

Anti-Lock Braking System (ABS)

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

The Anti-Lock 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 do not use separate control systems: the ABS on this bike provides for a combined braking action that connects the rear brake system to the front one when the rider uses only the front brake. The contrary is not true: the rear brake control will not affect the front brake.

If desired, the system can be deactivated from the instrument panel, setting the level to OFF within the Riding Mode for which you wish to disable it.

Attention

Although combined braking is available (rear brake activation when rider uses only the front brake), using the two brake controls separately reduces the motorcycle braking power.
Never use the brake controls harshly or suddenly as you may cause rear wheel lift-up and lose control of the motorcycle.
When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated and overinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.
Apply the brakes and bring the motorcycle to a complete stop.
Stop the engine by pushing the red switch (1) down.
Press button (2) for Key-off.

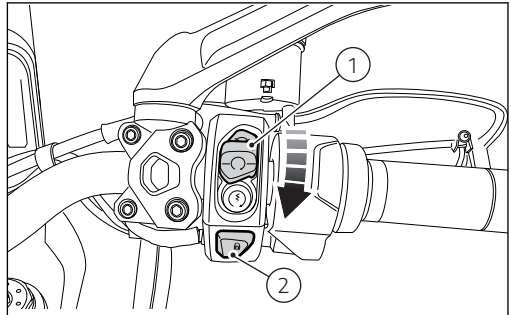


Fig 292

Parking

Stop the motorcycle, then put it on the side stand. Fully steer handlebar to the left or to the right. If this operation is performed within 60 seconds from engine stop it will be possible to engage the steering lock.

If you wish to engage the steering lock, during this interval press button (1) and hold it depressed for 3 seconds with steering turned completely to the left or to the right. After 1 second, the message "KEEP PRESSED TO LOCK" will be displayed on instrument panel and will stay on for 2 seconds; steering lock will be engaged after this time. After this 3 second time, if steering lock is properly engaged, the message "STEERING LOCKED" will be displayed on instrument panel.

In case of failed engagement of steering lock, contact a Ducati Authorised Service Centre.

Attention

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

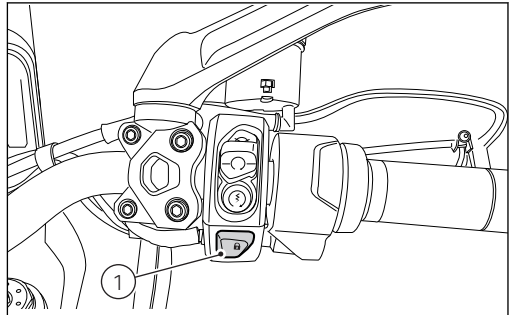


Fig 293

Attention

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

Refuelling

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

Warning

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

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

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

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

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

Attention

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

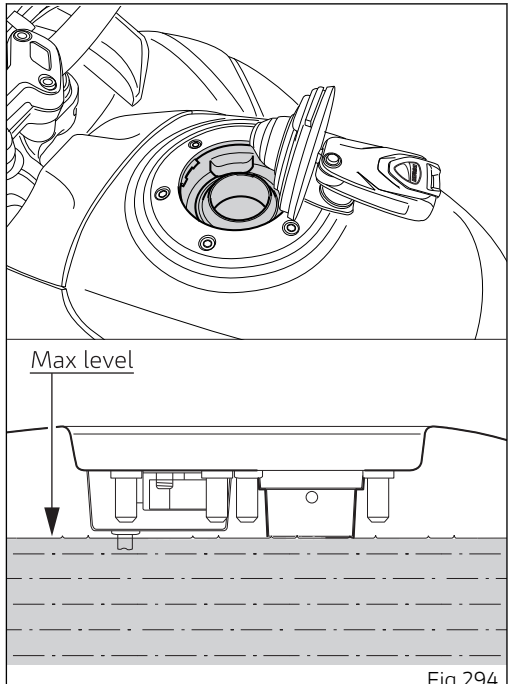


Fig 294

Attention

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

Fuel label
The label 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.

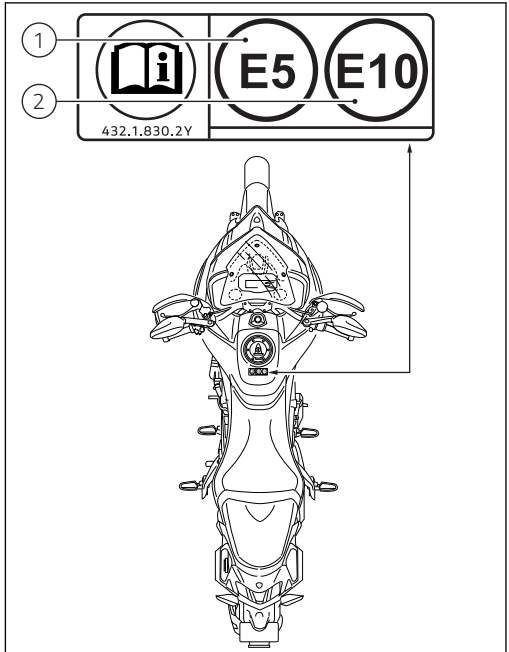


Fig 295

Tool kit and accessories

The compartment under the passenger seat (1) houses an owner's manual and a tool kit (2), which includes the following:

- Flat-blade/Phillips simple screwdriver.
- Screwdriver handgrip.
- 8 mm (0.31 in) Allen wrench.
- 5 mm (0.20 in) Allen wrench.
- 10 mm (0.39 in) Allen wrench.
- 1 pin wrench for eccentric.
- Box wrench for spark plug.
- Chain tension gauge (follow instructions under page 367 for its use).

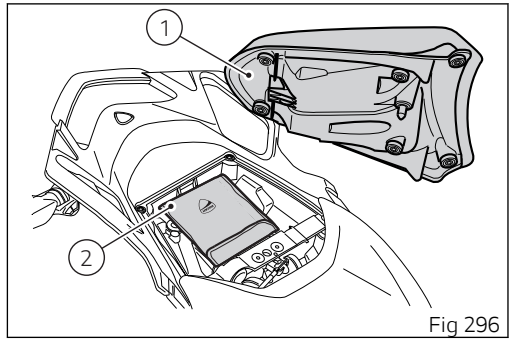


Fig 296

- Inflate and Repair kit consisting in:
  - repair tool (handgrip, 70 mm (2.76 in) internal repair needle, 70 mm (2.76 in) external repair needle, 70 mm (2.76 in) reamer);
  - 53x50 mm (2.09x1.97 in) compressed air dosing union;
  - 40x20 mm (1.57x0.79 in) bead trimming blade;
  - three compressed air cylinders, length 90 mm (3.54 in), diameter 20 mm (0.79 in);
  - three Safety Seal repairs, length 100 mm (3.94 in), diameter 3 mm (0.12 in);
  - chalk.

To access the compartment remove the passenger seat.
The front mudguard half kit is supplied with the bike.

Front mudguard half kit

Important
To fit the front semi-mudguard kit, ALWAYS contact a Ducati Dealer or Authorised Service Centre.

Remove the pipe grommet (1) from mudguard (6) unscrewing the two screws (2).
Position the front semi-mudguard kit (3) on the front mudguard (6), housing the front brake pipe (4) and the front phonic wheel cable (5) as shown in the figure (Fig 298).
To position the front semi-mudguard kit (3), insert the tabs (A) in the front mudguard (6) seat.

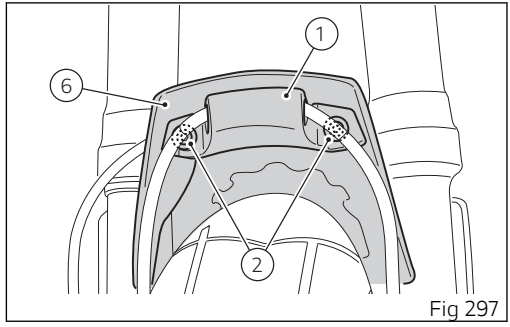


Fig 297

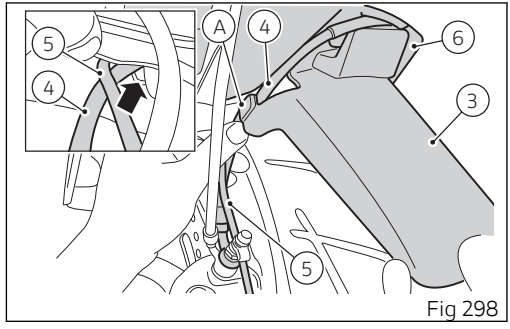


Fig 298

Fit the tabs (A) of front semi-mudguard kit (3) in the front mudguard (6) seat: the tabs must be inserted in the seat as shown in the figure.

correct positioning.

incorrect positioning.

Attention
The tabs are present both on LH and RH sides of the front semi-mudguard.

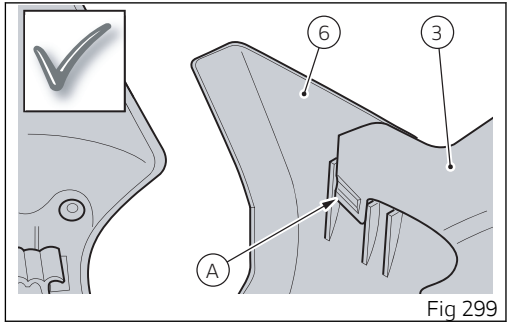


Fig 299

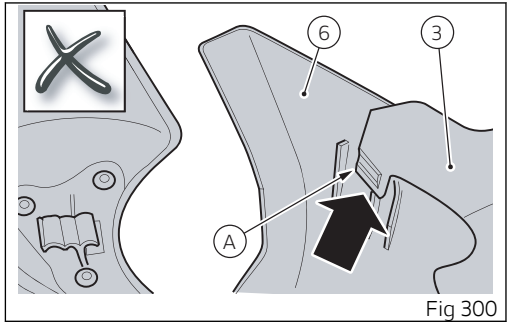


Fig 300

Moreover, make sure that semi-mudguard profiles are aligned as shown in the figure.

correct positioning.

incorrect positioning.

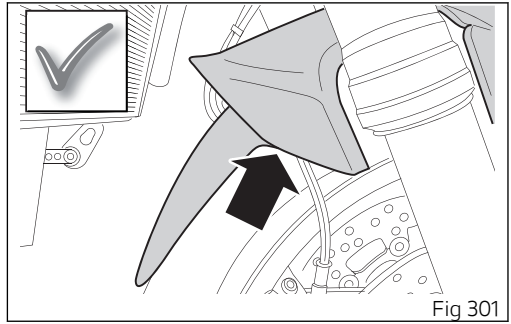


Fig 301

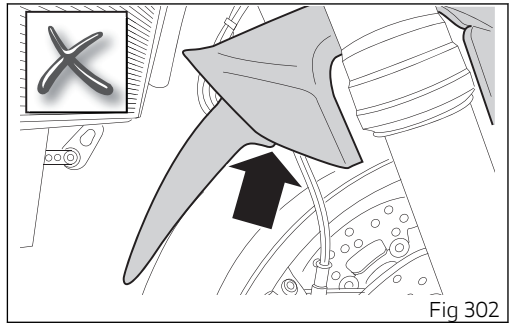


Fig 302

Fit the screws (2) previously removed and tighten them to a torque of 3.5 Nm ± 10%.

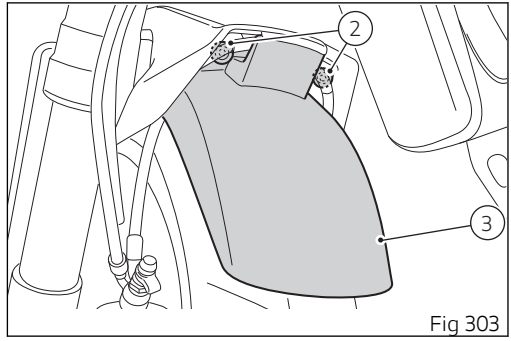


Fig 303

Main use and maintenance operations

Checking coolant level and topping up, if necessary

Check coolant level in the expansion reservoir on the right side of the steering tube.
Steer completely to the left and check that the level is between the MIN and MAX marks on the side of the expansion reservoir.
Top up if the level is below the MIN mark.
Unscrew the filler plug (1) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level.
Screw plug (1) into seat.

This type of mixture ensures the best operating conditions (the coolant starts to freeze at -20 °C/-4 °F). Cooling circuit capacity: 2.5 cu. dm (litres) (0.66 gal).

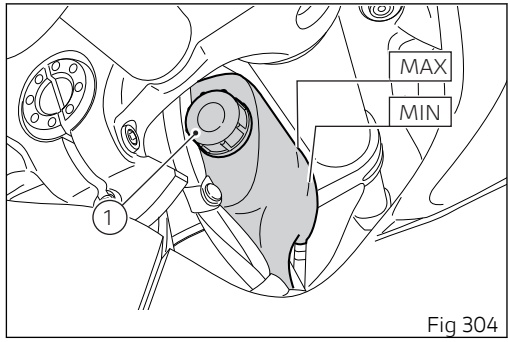


Fig 304

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.

Checking brake and clutch fluid level

The level must not go below the MIN mark shown on the respective reservoirs ((Fig 305) shows the front and rear brake fluid reservoirs, while (Fig 306) shows the clutch fluid reservoir).

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

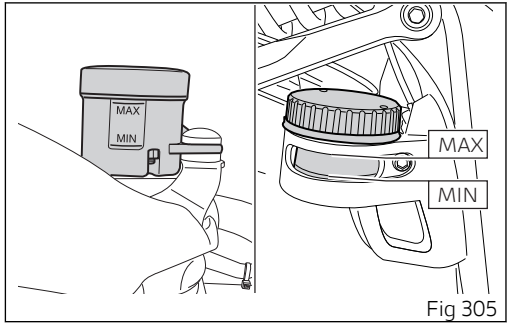


Fig 305

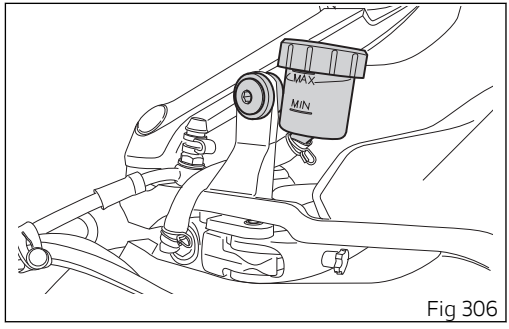


Fig 306

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.

Clutch system

If the control lever has exceeding clearance and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or authorised Service Centre to have the system inspected and air drained out.

Attention
Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.
Change both pads if friction material thickness of even just one pad is about 1 mm.

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.

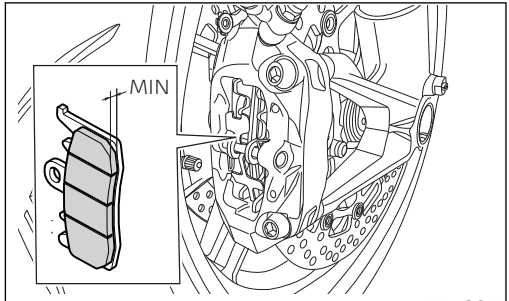


Fig 307

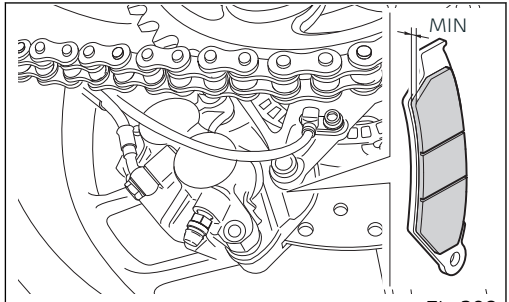


Fig 308

Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.
Remove the rider seat, loosen screw (1) and remove the mounting bracket (2). Loosen the screws (3), remove the positive cable (4) and (ABS) positive cable (5) from the positive terminal and the negative cable (6) from the negative terminal always starting from the negative one (-) then remove the battery by pulling it up.

Attention

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

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

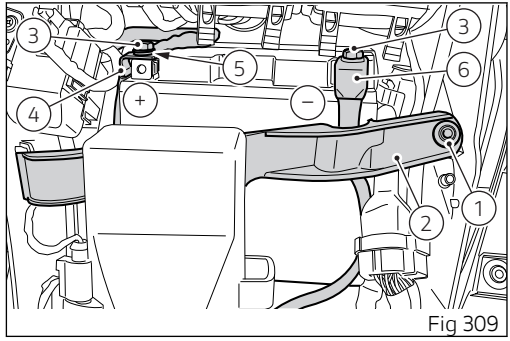


Fig 309

Important

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

Grease the screws (3).
Fit the battery on its mount, connect the positive cable (4) and ABS positive cable (5) to the positive terminal, and the negative cable (6) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (3).
Fit the battery mounting bracket (2) and tighten the screw (1).

Attention
Keep the battery out of the reach of children.

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

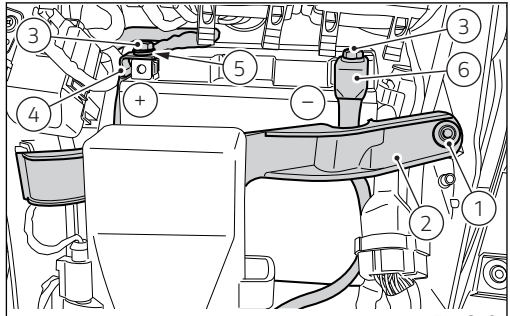


Fig 310

Charging and maintenance of the battery during winter storage

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

Note

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

Important

If battery is not kept at a minimum charge level by a suitable battery charge maintainer, sulphation may occur and this is an irreversible phenomenon causing decreasing battery performance.

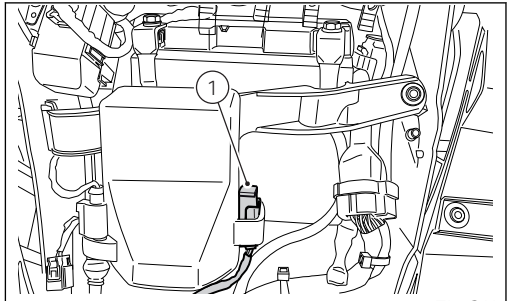


Fig 311

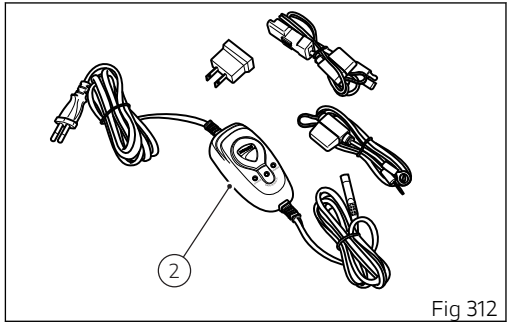


Fig 312

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

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

Checking drive chain tension

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

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release.
Measure the distance (A) between the centre of the chain pins and the aluminium section of the swinging arm. It must be: A=41÷43 mm (1.61÷1.69 in).

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

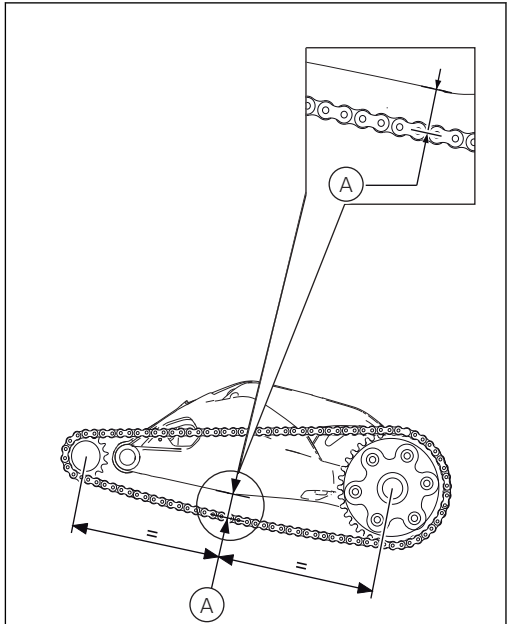


Fig 313

Attention
Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.

Important
Improper chain tension will lead to early wear of transmission parts.

Important
To ensure the best performance and long life of the chain, please follow the information related to chain cleaning, lubrication, inspection and tensioning.

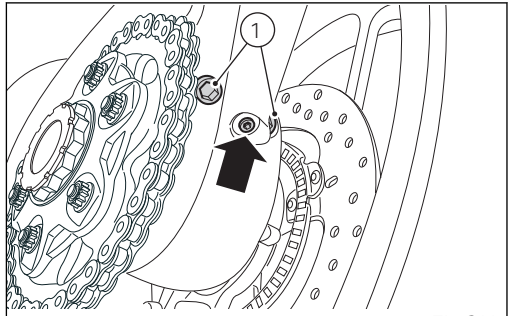


Fig 314

To reach screws (1) it is necessary to remove the rear chain guard (2) and loosen the three screws (3).

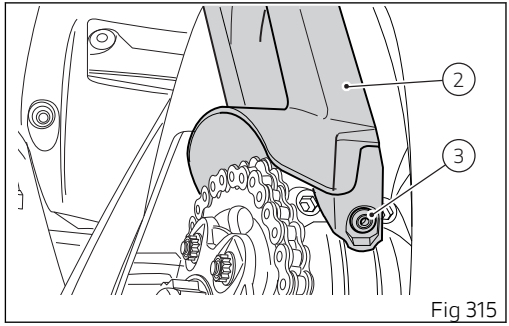


Fig 315

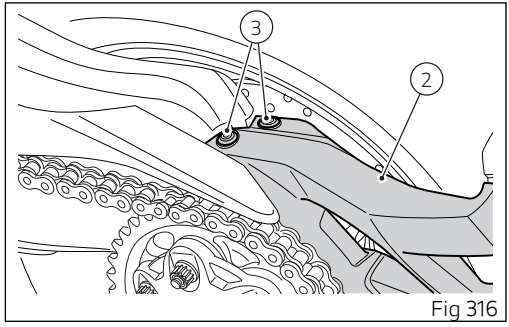


Fig 316

Lubricating the drive chain

Important

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

Cleaning and lubricating the drive chain

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

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

Attention

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

Attention

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

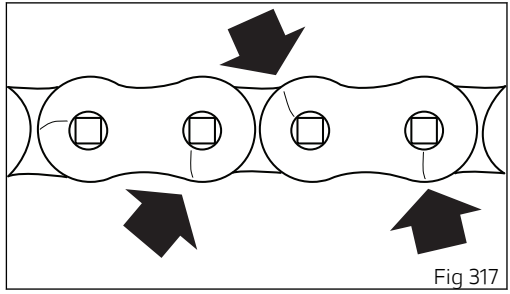


Fig 317

Lubricating the drive chain

Important

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

Attention

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

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

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

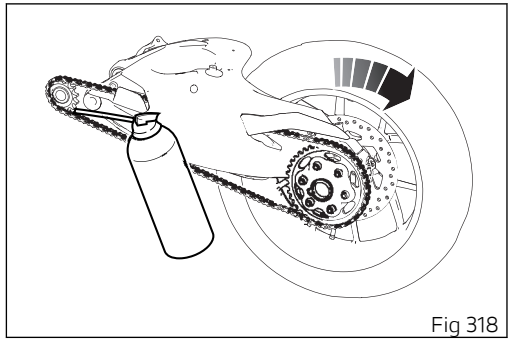


Fig 318

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.

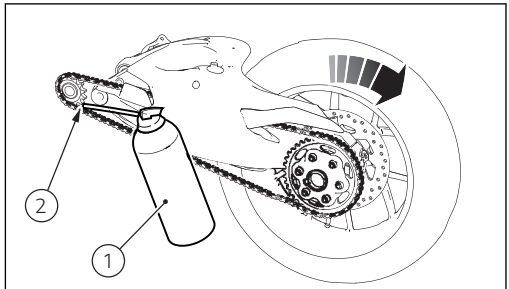


Fig 319

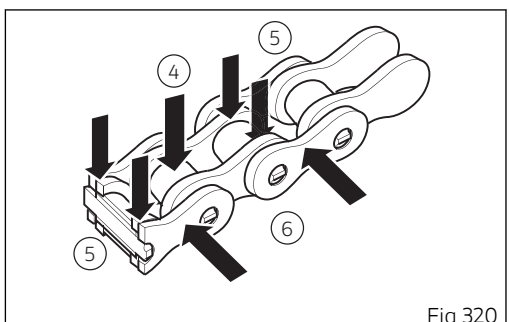


Fig 320

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

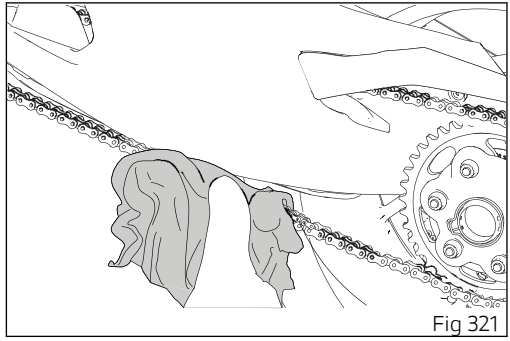


Fig 321

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.

Using the supplied chain tension gauge

To take a correct measurement, the bike must be set on the side stand. Proper chain tensioning must always be inspected at the point where the chain is tightest (then repeat measurement at several equidistant points of the chain).

Note

Chain tensioning changes according to the set Riding Mode. It is recommended to take the measurement with preload set to Level 1 (Riding Mode "URBAN" and motorcycle setup SET TO "RIDER ONLY").

Before proceeding, move the chain down with one finger, release it and apply gauge (1).
Chain tension gauge (1) must be inserted between swinging arm and lower chain sliding shoe, at the chain sliding shoe central fastening point (.

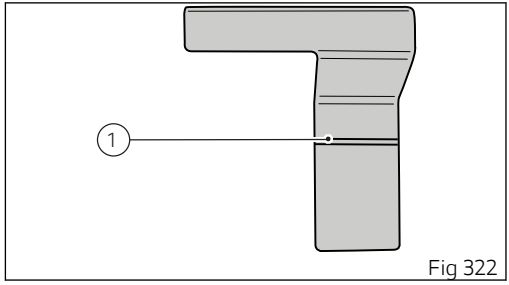


Fig 322

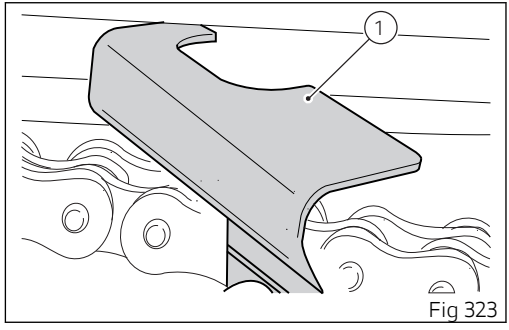


Fig 323

To measure the proper chain tensioning, it is necessary to check the correspondence of the chain pin axis, within the distance identified by references (X, Fig 325) on the gauge.
If chain pins are higher or lower than this interval and height A=41÷43 mm (1.61÷1.69 in) (Fig 324) is not complied with, it is necessary to tension the chain page 359.

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

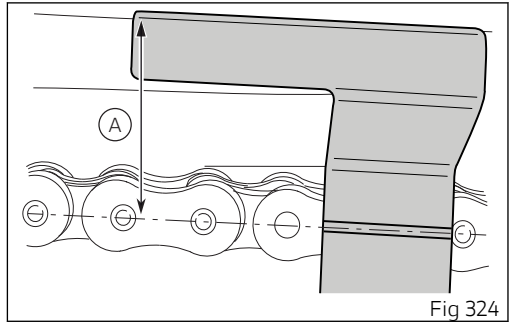


Fig 324

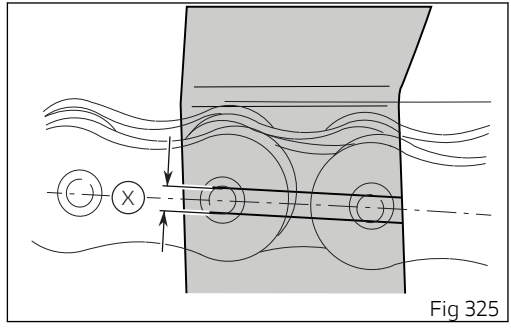


Fig 325

Aligning the headlight

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

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

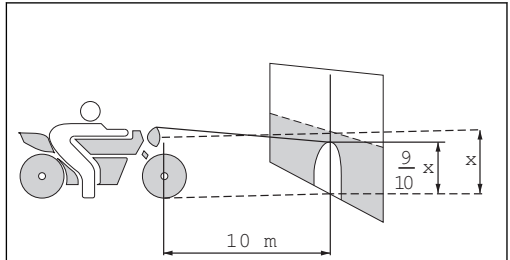


Fig 326

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.

Procedure for adjusting low beam/high beam along the vertical axis

1) Switch low beam on.
2) Adjust the beam vertically by working on the adjusting screw (1). Turn screw (1) clockwise to move beam down, or counter clockwise to move beam up.

The high beam will be already adjusted as it is connected to low beam.

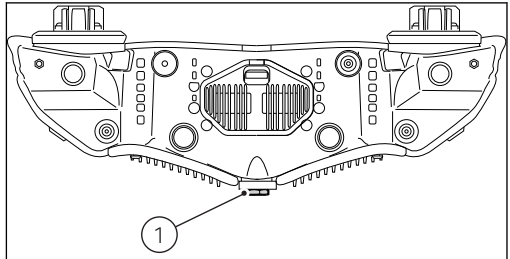


Fig 327

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.

Adjusting the rear-view mirrors

Manually adjust the rear-view mirror by pushing at points (A).

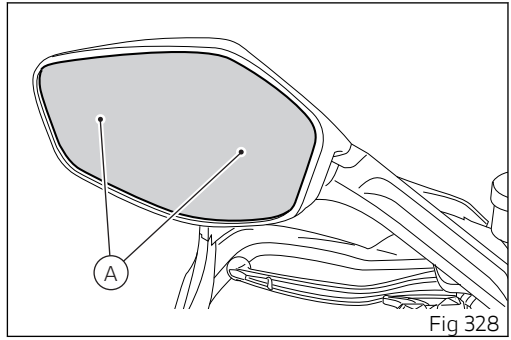


Fig 328

Tubeless tyres

Front tyre pressure:
2.50 bar (36.26 psi) (rider only) - 2.50 bar (36.26 psi) (rider, passenger and/or bags).
Rear tyre pressure:
2.50 bar (36.26 psi) (rider only) - 2.90 bar (42.06 psi) (rider, passenger and/or bags).
As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Important

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

Tyre repair or change (Tubeless tyres)

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

Attention

Punctured tyres must be replaced. Replace 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

In case of replacement of the front wheel, the Ducati Dealer or authorised Service Centre must follow the instructions specified in the Workshop Manual concerning removal and refitting of the front wheel shaft.

Attention

Counterweights for dynamic balancing of the rear wheel must be positioned in the areas indicated in the figure.

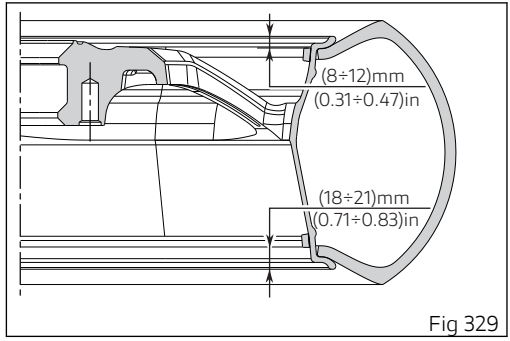


Fig 329

Minimum tread depth

Measure tread depth (S, Fig 330) at the point where tread is most worn down: it should not be less than 2 mm (0,078 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.

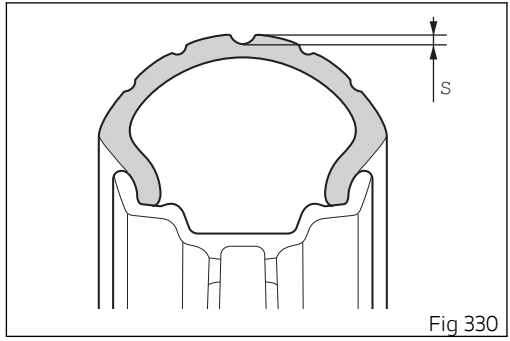


Fig 330

Check engine oil level

Engine oil level can be checked through the sight glass (1) located onto clutch cover.
Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.
Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).
Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.

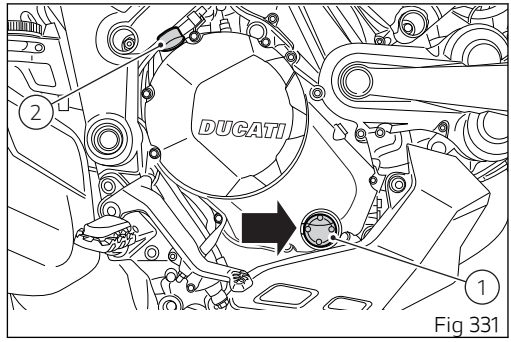


Fig 331

Important

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

To check the oil level correctly, carefully follow the instructions below.
1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.
If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly warm to flow along the lines and reach the engine sump).
During this warming up phase, the bike can be left on the side stand.
2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.
3) Position the bike with both wheels on a flat ground and in straight position.
4) Then, check the engine oil through the sight glass.
5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.

Attention
Never exceed the MAX mark.

Attention
In engines equipped with timing variators it may happen that a certain quantity of engine oil remains in the cylinder heads when the engine is off and requires a certain amount of time to flow completely into the oil sump. This could lead to an incorrect measurement of the oil level.

Recommendations concerning oil

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

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

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

Cleaning and replacing the spark plugs

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

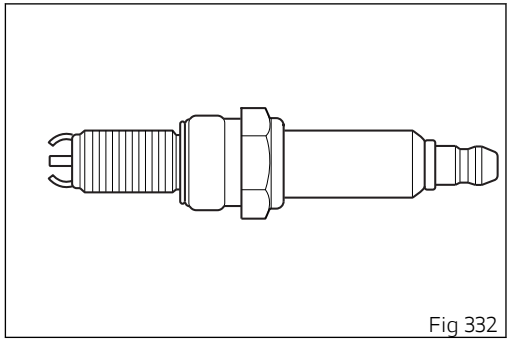


Fig 332

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.

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

Storing the motorcycle

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

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

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

Important notes

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

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

Scheduled maintenance chart

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

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	15	30	45	60	Time (months)
	mi. x1,000	0.6	9	18	27	36	
Reading of the error memory with DDS 2 and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance				●		●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean plugs with metal mesh filters on heads						●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Change brake and clutch fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12
Check the proper tightening of brake calliper bolts and brake disc flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check frame-to-engine fasteners tightening			●	●	●	●	-
Check wheel hub bearings				●		●	-
Check and lubricate the rear wheel shaft				●		●	-
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			●	●	●	●	12
Check final drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	-
Change front fork fluid				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side and central stand (if any)		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant					●		48
Visually check the coolant level and sealing of the circuit		●	●	●	●	●	12
Check tyre pressure and wear		●	●	●	●	●	12
Check the battery charge level		●	●	●	●	●	12
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		●	●	●	●	●	12
Check lighting, turn indicators, horn and controls		●	●	●	●	●	12
Activate LED front lighting (if any) through DDS 2.0			●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1 0.6	15 9	30 18	45 27	60 36	Time (months)
Reset the Service indication through the DDS 2.0		●	●	●	●	●	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS and DTC), Cruise Control device, electric fans and idling		●	●	●	●	●	12
Softly clean the motorcycle		●	●	●	●	●	12
Fill out that the service was performed in on-board documentation (Service Booklet)		●	●	●	●	●	12

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

In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

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. x1000	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 pads		●

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

Technical data

Weights

Overall weight (in running order with 90% of fuel - 44/2014/EU Annex XI): 235 Kg (518.09 lb).
Overall weight (in running order without fluids and battery): 212 Kg (467.38 lb).
Maximum allowed weight (carrying full load): 450 kg (992.08 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.

Attention
The maximum speed permitted with the side panniers, the top case and the tank bag fitted must not exceed 180 km/h (112 mph) and at any rate it must comply with the applicable statutory speed limits.

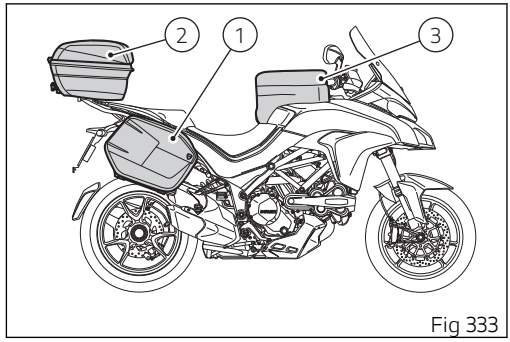


Fig 333

Attention
The maximum weight permitted for the side panniers, top case and the tank bag must never exceed 30 kg (66 lb), divided as follows:
10 kg (22lb) max. per side pannier (1);
5 kg (11 lb) max. for the top case (2);
5 kg (11 lb) max. for the tank bag (3).

Dimensions

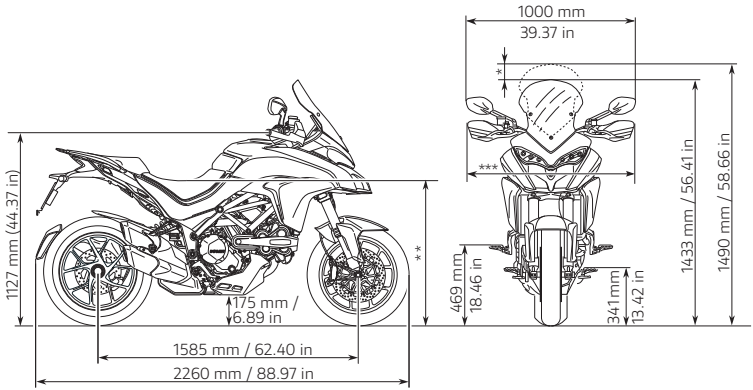


Fig 334

* 1433 mm (56.41 in) (headlight fairing all down), 1447 (56.97 in mm) (headlight fairing at first detent), 1461 mm (57.52 in) (headlight fairing at second detent), 1476 mm (58.11 in) (headlight fairing at third detent), 1490 mm (58.66 in) (headlight fairing at last detent).

** Adjustable at 825 and 845 mm (32.48 -33.27 in) (lowered, 800 mm (31.49 in), seat as option).

*** Maximum hand guard overall dimensions: 981 mm (38.62 in).

Fuel, lubricants and other fluids

TOP-UPS	TYPE	
Fuel tank, including a reserve of 4 litres (0.88 UK gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	20 litres (4.4 UK gal)
Oil sump and filter	Ducati recommends use of SHELL Advance 4T Ultra 15W-50 (JASO: MA2, API: SN)	4.2 litres (0.92 UK gal)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	277 cc. (16.9 cu.in) left leg (active). 647 cc. (39.48 cu.in) right leg (passive).
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	2.5 litres (0.55 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.

Important

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

Engine

Ducati Testastretta "L" twin-cylinder engine with DVT system ("Desmodromic Variable Timing"), 4 valves per cylinder, Dual Spark, liquid-cooled.

Bore, mm: 106 mm (4.17 in).

Stroke, mm: 71.5 mm (2.81 in).

Total displacement: 1262 cu. cm (77.01 cu in).

Compression ratio: (13±0.5):1.

Maximum power at crankshaft (EU) Regulation no. 134/2014, Annex X, kW/HP:
116.4 kW/158.2 HP at 9500 rpm

Max. power at crankshaft Regulation (EU) no. 134/2014 Annex X kW, for France version only:
74 kW/100.6 HP at 7000 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014 Annex X:
128 Nm - 13 kgm at 7500 rpm

Max. torque at crankshaft Regulation (EU) no. 134/2014 Annex X, for France version only:
120 Nm - 11.8 Kgm at 5000 rpm

Maximum rpm: 10,500 rpm.

Important

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

Note

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

Desmodromic timing system with variable timing (DVT)

DESMODROMIC system with four valves per cylinder controlled by eight rocker arms (four opening and four closing ones) and two overhead camshafts with variable valve timing (DVT) both for the exhaust and intake side. This system is driven by the crankshaft through spur gears, pulleys and toothed belts.

Desmodromic timing system

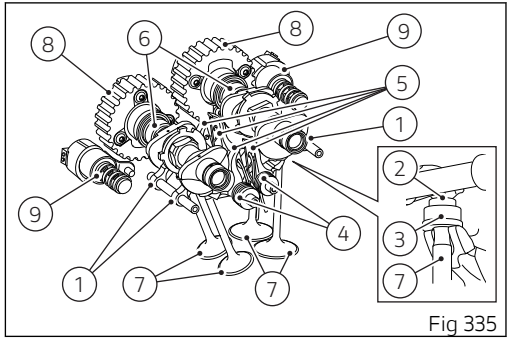


Fig 335

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

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: MAR9A-J.

Fuel system

BOSCH electronic injection.
Type of throttle body: elliptical with full Ride-by-Wire system.
Diameter of throttle body: 56 mm (2.2 in).
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 to the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

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

FRONT

Semi-floating drilled twin-disc.
Braking material: stainless steel.
Carrier material: painted stainless steel, black colour.
Disc diameter: 330 mm (12.99 in).
Front brake disc thickness: 4.5 mm (0.18 in).
Hydraulically operated by a control lever on handlebar right-hand side.
Brake calliper make: BREMBO, radially-mounted monobloc callipers.
Front brake type: M4.30_a (4x30).

Friction material: TT 2182 FF.
Brake master cylinder type: PR16/19 S.

REAR

With fixed drilled steel disc.
Disc diameter: 265 mm (0.43 in).
Hydraulically operated by a pedal on RH side.
Brake calliper make: BREMBO, floating 2-piston calliper with cornering ABS as standard.
Rear brake type: PF 2x28 D.
Friction material: TT 2181 FF.
Brake master cylinder type: PS 13.
Fixed, 28 mm (1.10 in) diameter 2-piston calliper.

Attention

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

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch
Drive is transmitted from engine to gearbox primary shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/40.
Total gear ratios:
1st gear 15/37
2nd gear 17/30
3rd gear 20/27
4th gear 22/24
5th gear 24/23
6th gear 25/22

Drive chain from gearbox to rear wheel.
Make: REGINA
Type: 136ZRPB2
Size: 5/8" x 1/16"
Links: 114

Important

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

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about the special ratios available. Contact a Ducati Dealer or Authorised Service Centre.

Attention

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

Frame

Steel tubular trellis.
Rear steel tubular trellis sub-frame.
Light alloy die-cast side plates, pivoted on engine.
Steering head angle: 25°.
Trail: 113 mm (4.45 in).
Steering angle: 40° LH side / 40° RH side.

Wheels

Front

Light alloy cast rims with five Y-shaped spokes.
Size: MT3.50x17".

Rear

Light alloy cast rims with five Y-shaped spokes.
Size: MT6.00x17".

Tyres

Front

"Tubeless", radial tyre.
Size: 120/70-ZR17
Make and type: Pirelli Scorpion Trail II.

Rear

"Tubeless", radial tyre.
Size: 190/55-ZR17
Make and type: Pirelli Scorpion Trail II.

Suspension

FRONT

Front
Hydraulic upside-down fork
Front fork is adjusted by means of electric impulses output by the instrument panel to adjusters. Only the RH fork leg is equipped with an external adjuster for setting the preload of the inner spring

Stanchion diameter:
48 mm (1.89 in).
Wheel travel: 170 mm (6.69 in).

Rear

Shock absorber features adjustable rebound and compression damping, a spring preload remote adjuster; it pivots onto frame at the top and onto a light alloy swinging arm at the bottom. The swinging arm is connected to the pivot shaft going through the frame and the engine. The whole system gives the motorcycle excellent stability.
Rear wheel travel: 170 mm (6.69 in).

Note
Front fork and rear shock absorber are adjusted by means of electric impulses output by the instrument panel to adjusters.

Exhaust system

Lay-out: 2 into a single multi-chamber pre-silencer with 2 lambda sensors and 1 catalytic converter.
Split absorption tail pipe.

Available colours

Ducati Anniversary Red

Primer, Antiflex White code L0040652 (Lechler);
Varnish, Acriplast Red Stoner SF code LMC06017 (Lechler);
Frame, Racing Black;
Subframe, Mercury Gray;
Rims, Glossy Black.

Iceberg White

Primer code 873.A002 (Palinal).
Primer code 928.K058 (Palinal);
Clear coat code 823.l2105 (Palinal);
Frame colour Mineral Grey cod. MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code. EP050V (Akzo Nobel)
Varnish code 43NZ0016 (Akzo Nobel)

Volcano Grey

Primer code DS20052 (Lechler);
Primer code L2909042 (Lechler);
Clear coat 96230 (Lechler);
Frame colour Mineral Grey cod. MW255V (Akzo Nobel);
Rims, Dark Gold:
Primer code. EP050V (Akzo Nobel)

Varnish code 43NZ0016 (Akzo Nobel)

Electric system

Basic electric items are:

Headlight

LED low beam: No. 2 LEDs Ostar LE UW U1A4 01;
LED high beam: No. 8 LEDs Oslon GW CSSRM1.PC;
LED cornering light: No. 2 LEDs Oslon GW CSSRM1.PC;
LED parking light: No. 2 STW8Q14C.

Turn indicators

Front ones (Europe / USA), LED units: No. 12 LEDs Dominant Primax NAZY-BGH-MN3-1;
Rear ones (Europe), LED units: No. 1 LED PC AMBER PHILIPS LXM2-PL01.
Rear ones (USA), bulb units: No. 1 bulb RY10W 12V - 10W amber.

Tail light

LED parking light: No. 2 LEDs OSRAM LA-W5SM-JYKY-24-1;
LED stop light: No. 10 LEDs OSRAM LA-E6SF-BBCB-24-1.
LED number plate light: No. 3 CREE CLA1A-WKW-CXAYB453 LEDs.

Fog lights

LED fog lights (Enduro customisation): No. 1 LED Altilon LAFL-C4S-0850.

Horn.
Stop light switches.
Battery, 12V -10Ah.
Generator DENSO 12V - 500W.
Electronic rectifier, protected by a 30A fuse.
Starter motor DENSO, 12 V-0.7 kW.

Fuses

There are twelve fuses that protect the electric components, located inside the front and rear fuse boxes, and one on the solenoid starter. There is a spare fuse in every box:

- box (A): 7.5A, 15A, 25A;
- box (B): 10A, 15A, 25A.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front fuse box (A, is located under the rider seat and can be reached by removing the inspection cover. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.
The rear fuse box (B, and the ABS fuse box (C, Fig 338) are located under the rider seat. To reach rear and ABS fuse boxes, remove rider seat, see page 300. To expose the fuses, remove box protective cover. Mounting position and ampere capacity are marked on box cover.

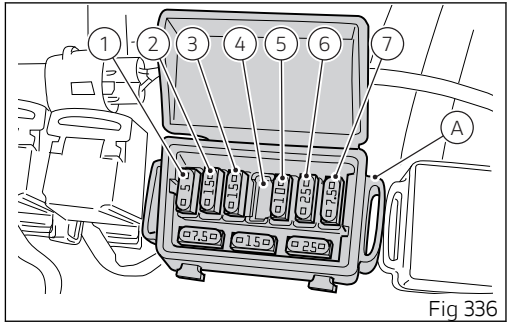


Fig 336

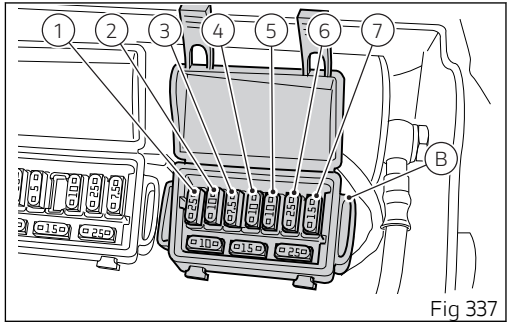


Fig 337

Front fuse box key (A)		
Pos	El. item	Rat.
1	KEY EMS / ABS / IMU	5 A
2	KEY DSB / BBS	15 A
3	KEY Lights	15 A
4	-	-
5	KEY Accessories	10 A
6	+30 Hands Free	25 A
7	+30 Diagnosis / charge	7.5 A

Rear fuse box key (B)		
Pos	El. item	Rat.
1	+30 EMS LOAD RELAY	25 A
2	+30 FUEL PUMP RELAY	10 A
3	+30 Starter RELAY	7.5 A
4	+30 Instrument panel	10 A

Rear fuse box key (B)		
5	+30 Black Box System (BBS)	10 A
6	+30 ABS UBMR	25 A
7	+30 ABS UBVR	15 A

The 30A main starter fuse (C) is located under the rider seat, on the right-hand side. Remove the protection cap to reach it.
The spare 30A fuses (D) are located on the solenoid starter; remove the protection cap to reach them.
A blown fuse can be identified by breakage of the inner filament (F).

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

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

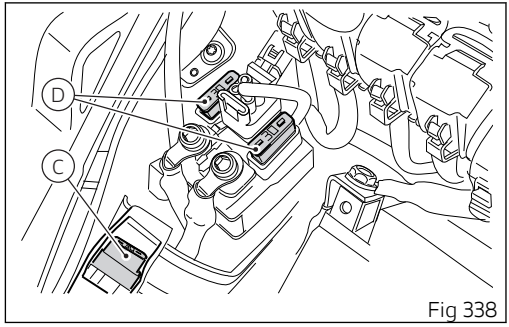


Fig 338

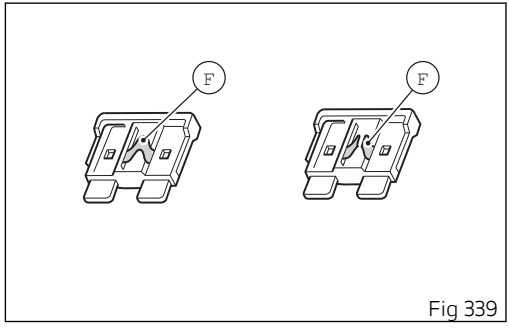


Fig 339

Injection/electric system diagram key

1) Front 12V power socket
2) GPS navigation system
3) Bluetooth
4) Left-hand switch
5) Right-hand switch
6) Inertial sensor
7) Immobilizer
8) Hands free
9) Hands Free Relay
10) Battery
11) Wiring ground
12) Solenoid
13) LH fan
14) RH fan
15) Generator
16) Rectifier
17) USB socket
18) Rear 12V power outlet
19) Data Acquisition / Diagnosis
20) Anti-theft system alarm
21) Tail light
22) Rear right turn indicator
23) Rear left turn indicator
24) Rear wiring
25) Number plate light
26) Temperature sensor
27) LH heated handgrip connector (optional)
28) RH heated handgrip connector (optional)
29) Exhaust valve motor
30) Rear stop light
31) Vehicle control unit (BBS)
32) Fuel level
33) Ducati Quick Shift (DQS)
34) Fuse box (2)
35) Fuse box (1)
36) ABS control unit
37) Rear speed sensor
38) Front speed sensor
39) Fuel pump
40) Main control unit relay
41) Fuel pump relay
42) Starter relay
43) Injection control unit connector A (EMS)
44) Injection control unit connector B (EMS)
45) Gear sensor
46) Accelerator position sensor (APS)
47) Vertical ETV
48) Horizontal (ETV)
49) Main vertical injector
50) Main horizontal injector

51) Vertical lambda sensor
52) Horizontal lambda sensor
53) Timing/rpm sensor
54) Vertical cylinder secondary coil
55) Vertical cylinder main coil
56) Horizontal cylinder secondary coil
57) Horizontal cylinder main coil
58) Oil pressure sensor
59) Purge valve
60) Oil temperature
61) Brake switch
62) Clutch switch
63) Side stand switch
64) Engine temperature sensor
65) Air temperature sensor
66) Vertical MAP sensor
67) Horizontal MAP sensor
68) Vertical cylinder knock sensor
69) Horizontal cylinder knock sensor
70) Secondary air sensor
71) Vertical cylinder EX timing sensor
72) Vertical cylinder IN timing sensor
73) Horizontal cylinder EX timing sensor
74) Horizontal cylinder IN timing sensor
75) Vertical cylinder EX timing connector
76) Vertical cylinder IN timing connector
77) Horizontal cylinder EX timing connector
78) Horizontal cylinder IN timing connector
79) Front left turn indicator
80) Instrument panel
81) Front right turn indicator
82) Fog lights (option)
83) Front optical unit
84) Horn
85) ABS positive
86) Starter relay positive
87) Starter motor positive
88) Starter motor
89) Starter fuse
90) Front accelerometer (wheel)
91) Front accelerometer (body)
92) Front fork actuator
93) Rear shock absorber actuator
94) Rear shock absorber preload actuator
95) Swinging arm position sensor

Wire colour coding

B Blue
W White
V Violet
Bk Black

Y Yellow
R Red
Lb Light blue
Gr Grey
G Green
Bn Brown
O Orange
P Pink

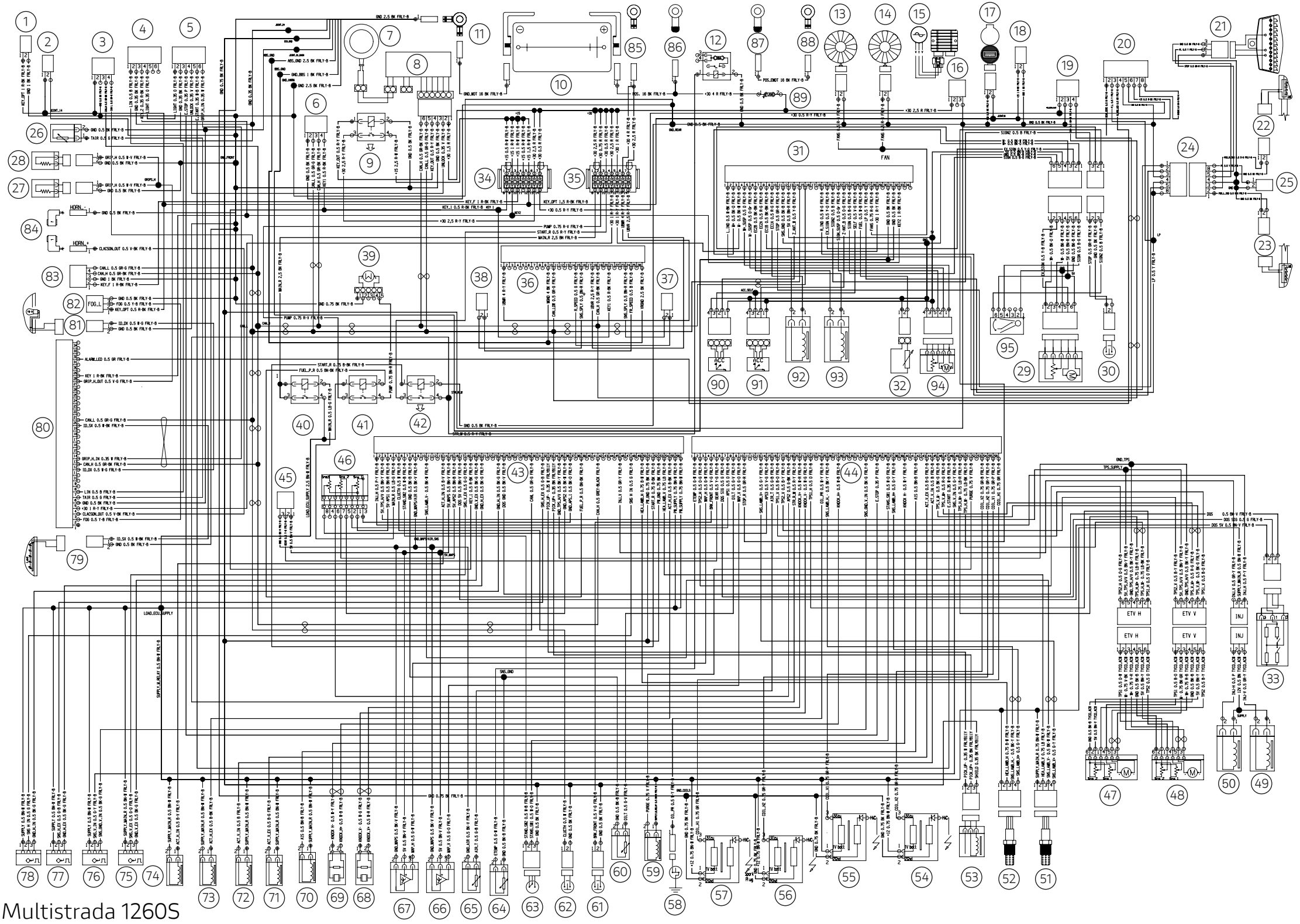
Note
The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME DUCATI SERVICE	MILEAGE (KM)	DATE
1000			
15000			
30000			
45000			
60000			

Stampato 06/2019 Cod. 913.7.442.1A



Multistrada 1260S

cod. 913.7.442.1A

Ducati Motor Holding spa
ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italy
Ph. +39 051 6413111
Fax +39 051 406580

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