

Owner's manual

DIAVEL

DIAVEL ABS



DIAVEL

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Hearty welcome among Ducati fans! Please accept our best compliments for choosing a Ducati 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.

We are continuously working to improve our Technical Assistance service. For this reason, we recommend that you strictly follow the instructions in this manual, especially those regarding the running-in period. This will ensure that your Ducati motorcycle will continue to be a pleasure to ride. For repairs or advice, please contact one of our authorised service centres.

We also provide an information service for all Ducati owners and enthusiasts for any advice and suggestions you might need.

Enjoy your ride!



Note

Ducati Motor Holding S.p.A. cannot accept any liability for errors that may have occurred in the preparation of this manual. All information in this manual is valid at the time of going to print. Ducati Motor Holding S.p.A. reserves the right to make any modifications required due to the ongoing development of their products.

For your safety, as well as to preserve the warranty, reliability and worth of your motorcycle, use original Ducati spare parts only.



Warning

This manual forms an integral part of the motorcycle and - if the motorcycle is resold - must always be handed over to the new owner.

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General Indications

Warranty

In your own interest, and in order to guarantee product reliability, you are strongly advised to refer to a Ducati Dealer or Authorised Service Centre for servicing that requires any particular technical expertise.

Our highly skilled staff have the tools required to perform any servicing job to the highest professional standards, using only Ducati original spare parts to ensure full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. However, the warranty does not apply to motorcycles used in competitions. If any motorcycle part is tampered with, modified, or replaced with parts other than original Ducati spare parts during the warranty period, the warranty is automatically invalidated.

Symbols

Ducati Motor Holding S.p.A. advises you to read this manual carefully in order to become familiar with your motorcycle. If in doubt, please contact a Ducati Dealer or Authorised Service Centre. The information contained herein will prove useful on your trips - and Ducati Motor Holding S.p.A. wishes you smooth, enjoyable riding - and will help you keep the performance of your motorcycle unchanged for a long time. This booklet uses a set of symbols with special meanings:



Warning

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



Important

Risk of damage to 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.

Useful information for safe riding



Warning

Read this section before riding your motorcycle.

Many accidents are the result of the inexperience of the rider. Always make sure you have your licence with you; you need a valid licence that entitles you to ride a motorcycle. Do not lend your motorcycle to persons who are inexperienced or do not hold a valid licence.

Both rider and pillion passenger must ALWAYS wear a safety helmet.

Do not wear loose clothes or accessories that could become entangled in the controls or limit your field of vision.

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

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

ALWAYS hold the handlebars firmly with both hands in order to be ready for sudden changes of direction or in the road surface. The pillion passenger should ALWAYS hold on to the special handle onto tail guard with both hands. For details on rear grab handle refer to "Passenger grabhandle" on page 123.

Ride within the law and observe national and local rules.

ALWAYS respect speed limits where these are posted.

However, ALWAYS adjust your speed to the visibility, road and traffic conditions you are riding in.

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

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

Be very careful at road junctions, or when riding in areas near exits from private land or car parks, or on the slip roads to motorways.

ALWAYS turn off the engine when refuelling.

Be extremely careful not to spill fuel on the engine or on the exhaust pipe when refuelling.

Do not smoke when refuelling.

While refuelling, it is possible to inhale noxious fuel vapours.

Should any fuel drops be spilled on your skin or clothing, immediately wash with soap and water and change your clothing.

ALWAYS remove the key when you leave your motorcycle unattended.

The engine, exhaust pipes and silencers remain hot for a long time.



Warning

The exhaust system may still be hot even after engine is switched off; take special care not to touch the exhaust system with any part of your body and do not park the motorcycle next to inflammable material (wood, leaves, etc.).

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.

Carrying the maximum load allowed

Your motorcycle is designed for travelling over long distances with a full load in complete safety.

Even weight distribution is critical to preserving these safety features and avoiding trouble when performing sudden manoeuvres or riding on bumpy roads.



Warning

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

Information on load capacity

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed:

400 kg.



Important

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

Secure the luggage firmly to the motorcycle structure.

Luggage incorrectly secured may cause the motorcycle to become unstable.

Never attach bulky or heavy objects to the top yoke or front mudguard, as this would cause dangerous instability.

Do not insert objects into gaps in the frame, where they could interfere with moving parts.

If the side panniers are fitted (available upon request from the Ducati spare parts service), divide the baggage and accessories based on their weight and place them uniformly inside the side panniers. Lock both side panniers using the suitable key lock.

Make sure the tyres are inflated to the proper pressure indicated at page 162 and that they are in good condition.

Identification data

All Ducati motorcycles have two identification numbers, for frame (fig. 1) and engine (fig. 2).

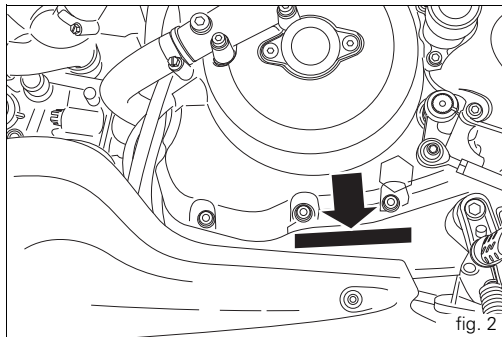
Frame number

Engine number



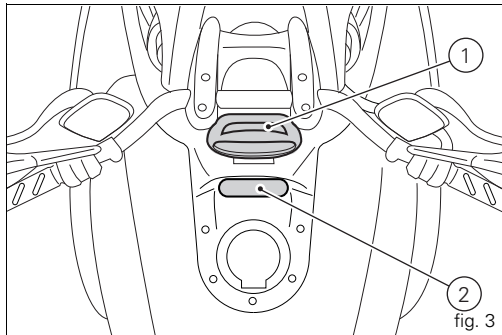
Note

These numbers indicate the motorcycle model and should be quoted when ordering spare parts.



Instrument panel (Dashboard)

The vehicle is equipped with two instrument panels: an LCD (1, fig. 3) located on the handlebar containing the key indications (speed, rpm, coolant temperature and clock) and a TFT colour display (2, fig. 3) located in the tank fairing displaying trip information (riding style set, odometer, consumption, average speed, etc.) and the setting menu for activating and setting the various functions.



Instrument panel on handlebar


1) LCD.

2) NEUTRAL LIGHT N (GREEN).

Illuminates when the gearbox is in neutral.

3) HIGH BEAM LIGHT  (BLUE).

It turns on to indicate that the high beam lights are on.

4) ENGINE OIL PRESSURE LIGHT  (RED).

Illuminates 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 come on briefly if the engine is very hot, but should go out again as engine speed increases.



Important


If this light (4) stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Comes on when fuel is low and there are about 4 litres of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT  (AMBER YELLOW).

It turns on in the case of "engine" and/or "vehicle" errors and in some cases will lock the engine.

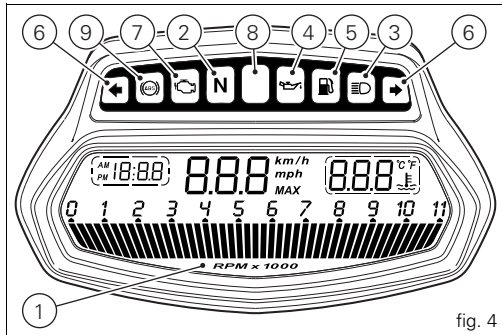


fig. 4

- 8) Limiter light "Over rev"/traction control light "DTC" (RED) (fig. 4):


| | Over rev light |
|--|-----------------------|
| No limiter | Off |
| 1st threshold - no. RPM before the limiter threshold (*) | On - STEADY |
| Rev limiter (limiter engaged due to overrevving) (*) | On - Flashing |

(*) depending on the model, 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.

| | DTC intervention lights |
|------------------|--------------------------------|
| No intervention | Off |
| DTC intervention | On - Flashing |



Note
If the Over rev function light and the DTC intervention light should both come on at the same time, the instrument panel gives priority to the Over rev function.

- 9) ABS LIGHTS  (AMBER YELLOW) (fig. 4). This turns on to indicate that ABS is disabled or not functioning.

| Engine off / speed below 5 Km/h | | |
|--|---|---|
| Light off | Light flashing | Light steady |
| - | ABS disabled with the menu function "ABS" | ABS enabled but not functioning yet |
| Engine on / speed below 5 Km/h | | |
| Light off | Light flashing | Light steady |
| - | ABS disabled with the menu function "ABS" | ABS enabled but not functioning yet |
| Engine on / speed above 5 Km/h | | |
| Light off | Light flashing | Light steady |
| ABS enabled and functioning | ABS disabled with the menu function "ABS" | ABS disabled and not functioning due to a problem |

LCD unit functions

1) SPEEDOMETER.

Gives road speed.

2) REV COUNTER.

Indicates engine revs per minute.

3) CLOCK.

4) WATER TEMPERATURE INDICATOR.

Indicates engine coolant temperature.

Important

Stop riding if the temperature reaches the maximum value, otherwise the engine might be damaged.

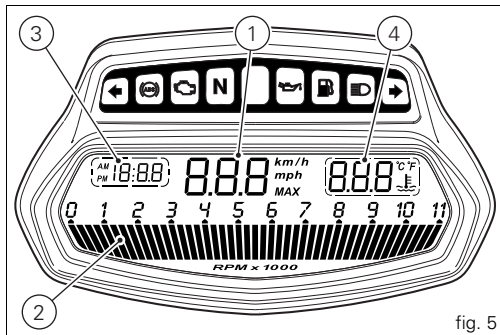


fig. 5

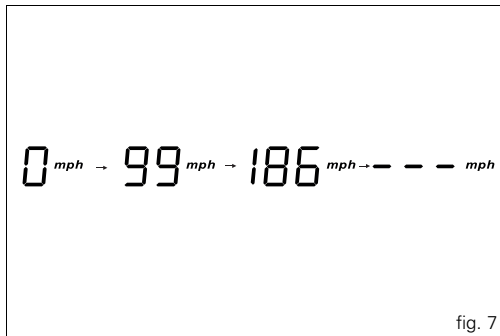
Vehicle speed indicator

This function displays vehicle speed (Km/h or mph depending on the set measurement system).

The instrument panel receives information about the actual speed and displays the number increased by 5%.

Maximum speed displayed is 299 km/h (186 mph).

Over 299 km/h (186 mph) a series of dashes will be displayed " - - - " (not flashing).



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Engine rpm indicator (RPM)

This function displays the rpms.

The instrument panel receives the engine rpm information and displays it.

This information is displayed progressively from the left to the right, identifying the rpms.

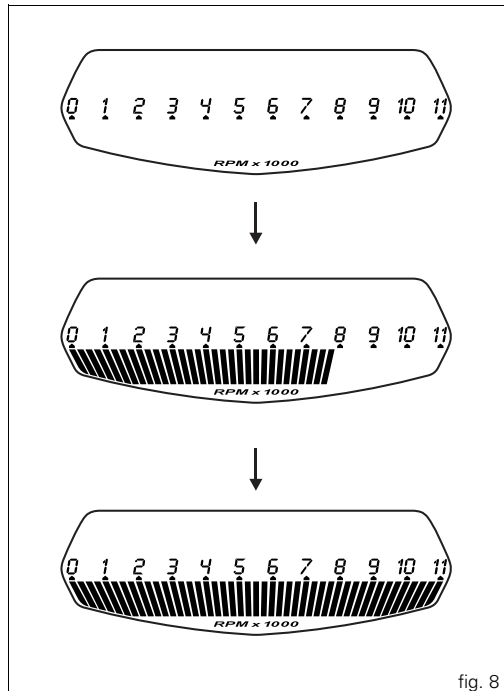


fig. 8

Clock

This function shows the time.

Time is always displayed as follows:

AM from 0:00 to 11:59

PM from 12:00 to 11:59

If battery power is suddenly cut off (Battery OFF), when battery power is restored and upon next Key-On, the clock is reset and restarts operating from "0:00".

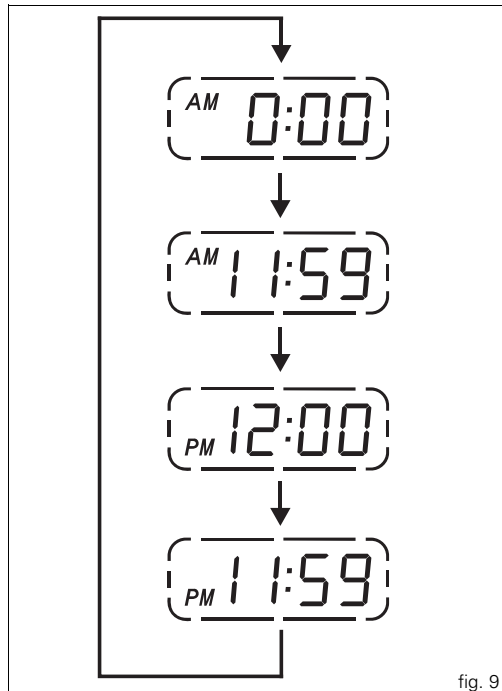


fig. 9

Coolant temperature

This function indicates coolant indication state.

The temperature unit of measure can be selected (°C or °F).

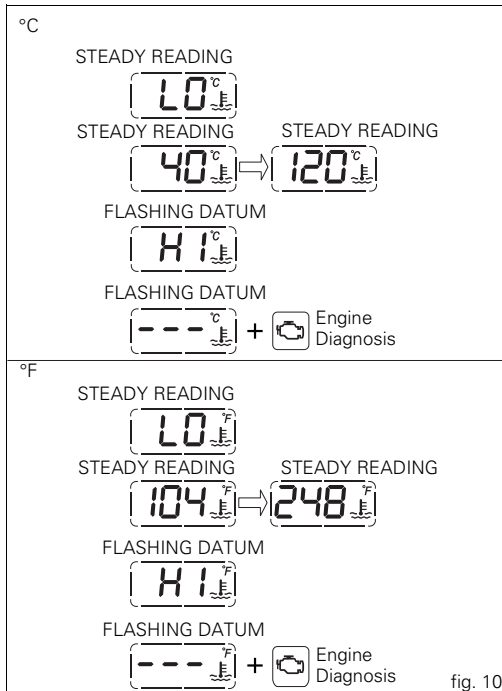
The reading is indicated as follows:

- if the reading is between -39°C and +39°C "LO" is shown flashing on the instrument panel (steady);
- if the reading is between +40°C and +120°C it appears on the instrument panel (steady);
- if reading is +121 °C or higher, "HI" is shown flashing on the information panel.



Note

In the event of a sensor "error", a string of flashing dashes ("---") is shown and the "Engine/vehicle diagnosis - EOBd" light (7, fig. 4) comes on.



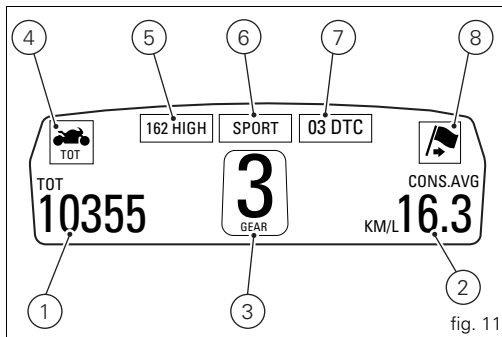
Display background colour (Automatic adjustment)

Instrument panel background colour is set automatically according to exterior lighting conditions.

When sensor detects "poor lighting" (night), it switches to black background mode; vice versa when a "significant" lighting is detected (day), it switches to white background mode. It is nevertheless possible to customise this function through the "setting" menu function "BACK LIGHT - DASHBOARD 1", on page 62, and possibly set one of the two modes available, NIGHT or DAY, as permanent setting (or go back to AUTO mode).

Instrument panel on tank

- 1) Menu 1 (TOT, TRIP1, TRIP2, TRIP FUEL).
- 2) Menu 2 (CONS.AVG., CONS., SPEED AVG, AIR and TRIP TIME) if active.
- 3) Gear / Neutral Indication.
- 4) Icon referred to the function below from Menu 1.
- 5) Indication of Engine setting for the currently set riding style.
- 6) Currently set Riding Style (Riding Mode).
- 7) Indication of the intervention level of the DTC (Traction Control) for the currently set riding style.
- 8) Icon referred to the function below from Menu 2.



9) CONTROL BUTTON (fig. 12).

Button used to display and set instrument panel parameters with the position "▲".

10) CONTROL SWITCH (fig. 12).

Button used to display and set instrument panel parameters with the position "▼".

11) HIGH-BEAM FLASHER BUTTON FLASH (fig. 12).

The high-beam flash button may also be used for LAP functions.

12) RESET BUTTON (fig. 12).

The turn indicators off button may also be used for the RESET/CONFIRM function on the instrument panel and for activating the "Riding Style".

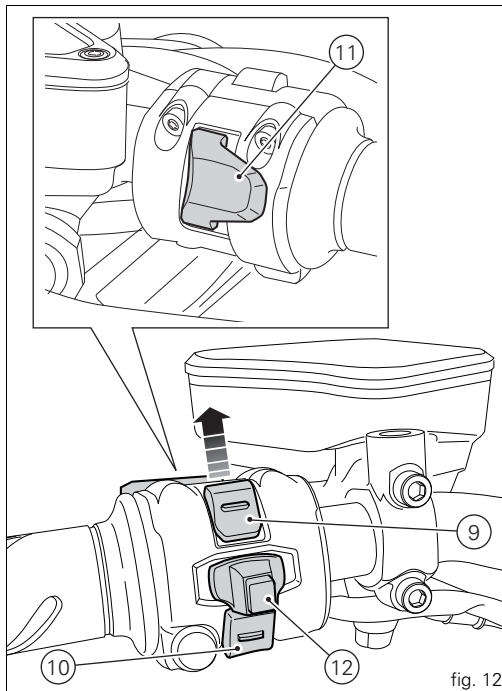


fig. 12

TFT - Parameter setting/display

Warning

Any adjustments to the instrument panel must only be carried out when the motorcycle is stationary. Never operate the instrument panel controls while riding the motorcycle.

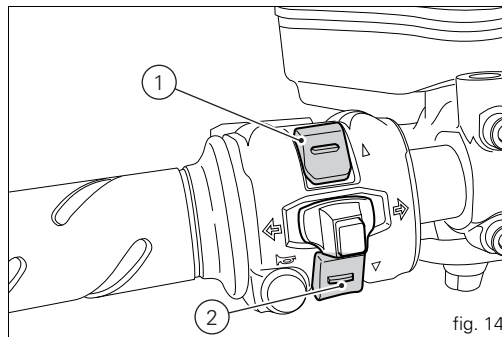
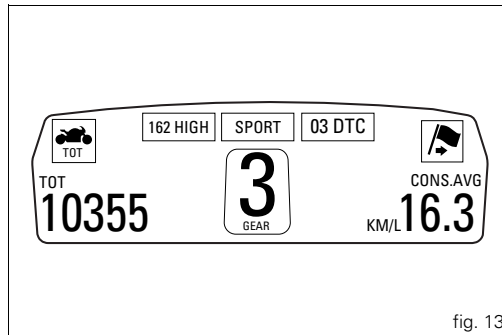
At the end of the check, the instrument panel always displays as the "main" indication the Odometer (TOT) on the left and the Average Fuel Consumption on the right (unless Menu 2 was disabled).

At the end of the initial check, the instrument panel will always show the "main" display, indicating the following information:

- Set "Riding Style" (Riding Mode);
- Gear indication (GEAR);
- Menu 1: Odometer (TOT);
- Menu 2: Average Fuel Consumption (CONS. AVG).

By pressing the (1, fig. 14) "▲" button it is possible to switch to the following functions of menu 1:

- TRIP1 - Trip meter 1;
- TRIP2 - Trip meter 2;
- TRIP FUEL - Distance travelled on fuel reserve (only if active).



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By pressing the (2, fig. 14) “▼” button it is possible to switch to the following functions of menu 2:

- CONS. - Current fuel consumption;
- SPEED AVG - Average speed;
- TRIP TIME - Trip time;
- AIR - Air temperature.



Note

Menu 2 viewing can be disabled through the “MENU 2” Function of the Setting menu.

Total distance covered indicator: "Odometer"

This function shows the total distance covered by the vehicle (in Km or miles depending on the specific application).

At Key-On the system automatically enters this function. The odometer reading is stored permanently and cannot be reset.

If the distance travelled exceeds 199999 km (or 199999 miles), the value "199999" will be displayed permanently.

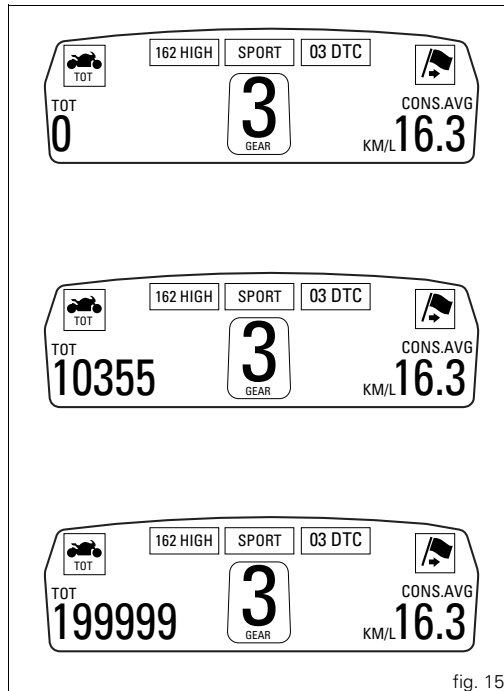


fig. 15

E

“Trip 1” meter

This function shows the distance travelled since the Trip meter was last reset (in Km or miles depending on the specific application).

Holding the button (1, fig. 14) “▲” pressed for 3 seconds when this function is displayed resets the trip meter.

When the reading exceeds 9999.9, distance travelled is reset and the meter automatically starts counting from 0 again.

If the system measurement units are changed at any moment through the “SET UNITS” function of the Setting menu, or if there is an interruption in the power supply (Battery Off), the distance travelled is reset and the count starts from zero (considering the newly set unit of measurement).



Note

When this value is reset, also the “Average fuel consumption”, “Average speed” and “Trip time” functions are reset.

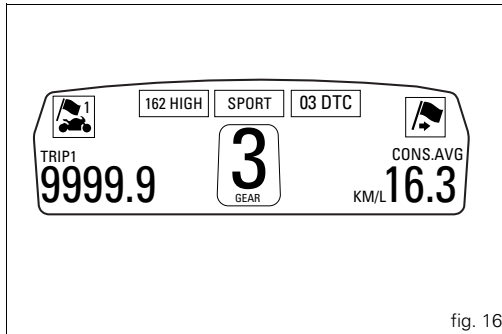


fig. 16

“Trip 2” meter

This function shows the distance travelled since the Trip meter was last reset (in Km or miles depending on the specific application).

Holding the button (1, fig. 14) “▲” pressed for 3 seconds when this function is displayed resets the trip meter.

When the reading exceeds 9999.9, distance travelled is reset and the meter automatically starts counting from 0 again.

If the system measurement units are changed at any moment through the “SET UNITS” function of the Setting menu, or if there is an interruption in the power supply (Battery Off), the distance travelled is reset and the count starts from zero (considering the newly set unit of measurement).

Distance travelled on fuel reserve: “TRIP FUEL”

This function shows the distance travelled on fuel reserve (in Km or miles depending on the specific application).

When the fuel light comes on, the display automatically switches to the “TRIP FUEL” indicator.

Trip fuel reading remains stored even after Key-Off until the vehicle is refuelled.

Count is interrupted automatically as soon as fuel is topped up to above minimum level.

When the reading exceeds 9999.9, it is reset and the count restarts automatically.

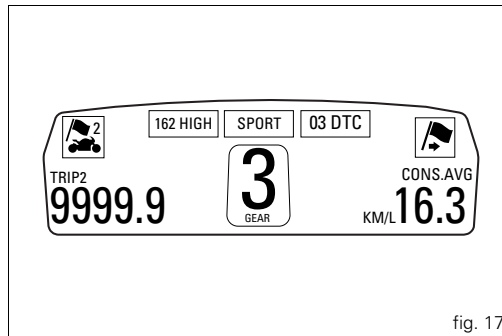


fig. 17

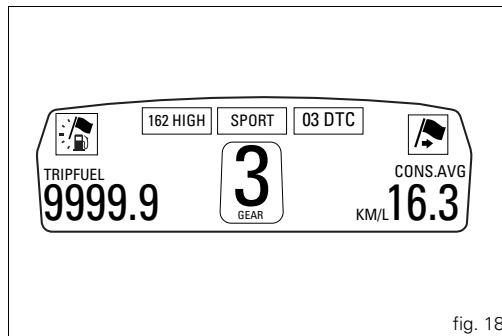


fig. 18

Indicator “CONS. AVG” - Average fuel consumption

This function indicates the “average” fuel consumption. The calculation is made considering the quantity of fuel used and the km travelled since the last Trip 1 reset. When Trip 1 is reset, the value is set to zero and the first available value is shown on the display 10 seconds after the reset. Dashes “-.-” are shown on the display during the first 10 seconds when the value is not yet available.

the datum is expressed in “L/100” (litres / 100 Km); it is possible to change the units of measurement for “Consumption” (both average and instantaneous together) from L/100 to Km/L through the “SET UNITS” Function of the Setting menu.

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

Indicator “CONS.” - Instantaneous fuel consumption

This function indicates the “instantaneous” fuel consumption. The calculation is made considering the quantity of fuel used and the distance travelled during the last second. the datum is expressed in “L/100” (litres / 100 Km); it is possible to change the units of measurement for “Consumption” (both average and instantaneous together) from L/100 to Km/L through the “SET UNITS” Function of the Setting menu.

The active calculation phase only occurs when the engine is running and the vehicle is moving (moments when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). Dashes “-.-”. are shown on the display when the calculation is not made.

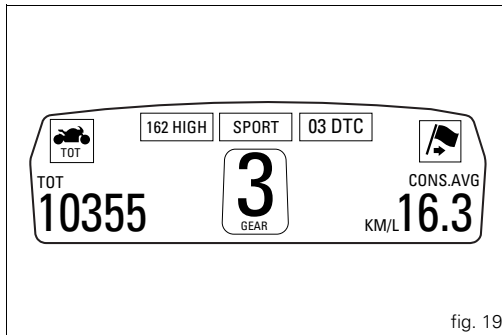


fig. 19

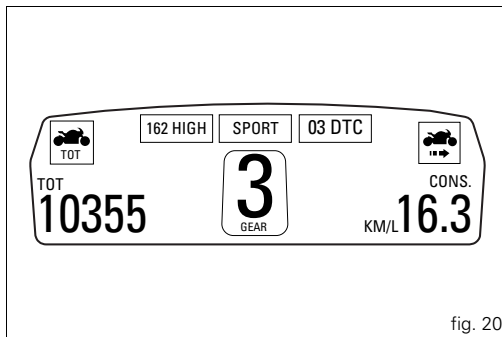


fig. 20

Indicator "SPEED AVG" - Average speed

This function shows the average speed of the motorcycle. The calculation is made considering the distance and time travelled since the last Trip 1 reset. When Trip 1 is reset, the value is set to zero and the first available value is shown on the display 10 seconds after the reset. Dashes "--" are shown on the display during the first 10 seconds when the value is not yet available.

The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered).

The calculated value is displayed increased by 5% to align it with the vehicle indicated speed.

It is possible to change the units of measurement of "speed" (and "distance travelled") from Km/h (and Km) to mph (and miles) through the "SET UNITS" function of the Setting menu.

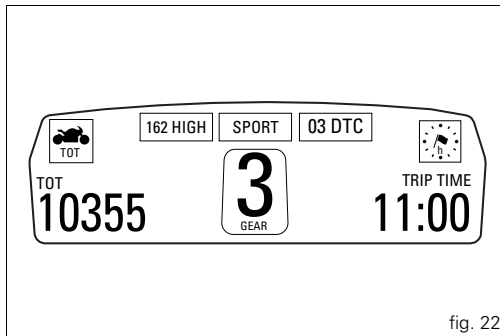
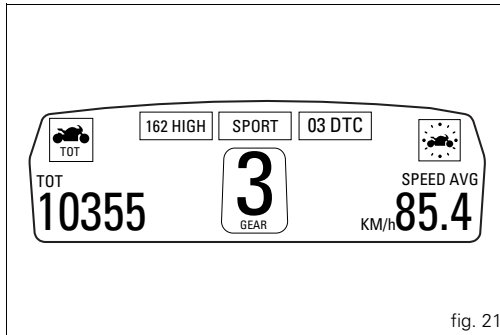
Indicator "TRIP TIME" - Trip time

This function shows the vehicle trip time.

The calculation is made considering the time travelled since the last Trip 1 reset. When Trip 1 is reset, the value is set to zero.

The active phase calculation occurs when the engine is running and the vehicle is stopped (when the vehicle is not moving and the engine is off the time is automatically stopped 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.



Indicator "AIR" - Air temperature

This function shows the external temperature.

Display limits: $-39^{\circ}\text{C} \div +124^{\circ}\text{C}$

In the event of a sensor FAULT (-40°C , $+125^{\circ}\text{C}$ or disconnected), a string of dashes "---" (not flashing) is displayed and the "Engine/Vehicle Diagnosis - EOBD" light (7, fig. 4) comes on.



Note

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

When the detected temperature drops to 4°C (39°F), the display warns that the formation of ice is possible. The indication turns off when the temperature rises to 6°C (43°F).



Warning

This warning does not exclude the possibility of icy road sections even at temperatures above 4°C (39°F); when external temperatures are "low" it is always recommended to ride carefully, particularly on sections that are not exposed to the sun and/or on bridges.

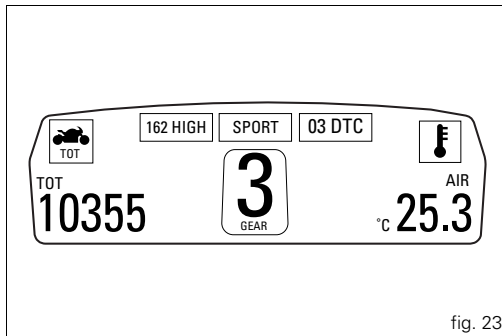


fig. 23

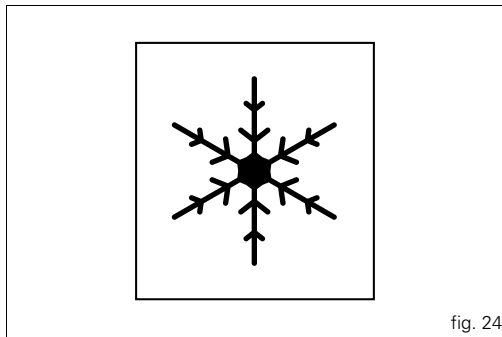


fig. 24

Engaged gear indicator

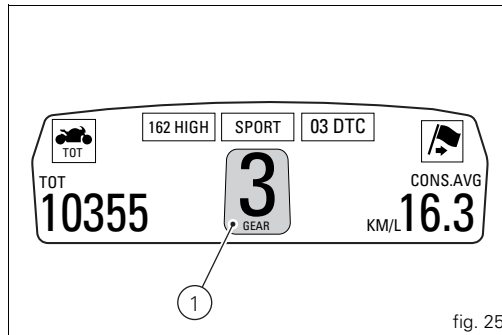
This function displays the gears (1, fig. 25).

The instrument panel receives information and indicates the engaged gear or "N" for neutral.



Note

In the case of a gear sensor "error", a dash "-" (not flashing) will be displayed.



“Riding Mode set” indication

This function indicates the “Riding Style” set for the vehicle. THREE “Riding Modes” are available: SPORT, TOURING and URBAN.

Each riding mode can be changed using the “RIDING MODE” function.



Note

The background of the riding mode (SPORT, TOURING or URBAN) is blue (1, fig. 26) if currently set riding mode parameters are the default ones (Ducati factory setting) or yellow (2, fig. 27) if one or more parameters have been modified (customised) by means of the “RIDING MODE” function of the Setting menu.

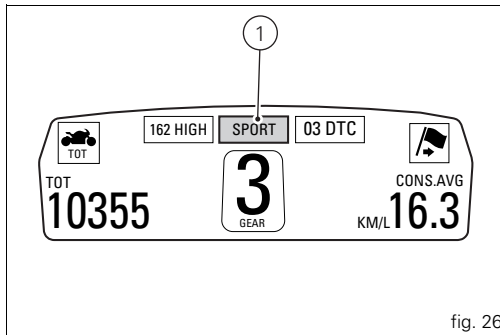


fig. 26

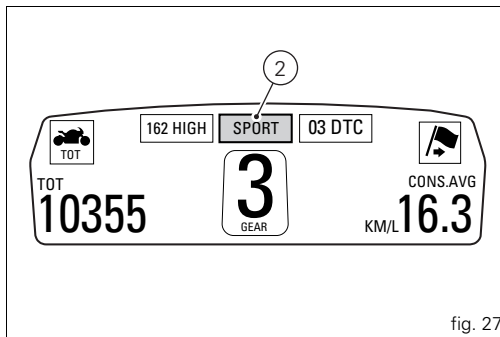


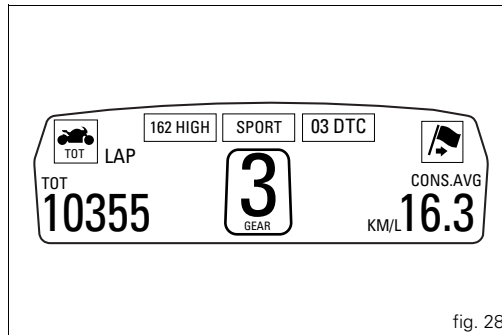
fig. 27

Indication if the "LAP" function is active/ not active

This function indicates if "LAP" function (Lap number) is active.

When "LAP" is not lit up, this means that the function has been switched off.

The "LAP" function can be activated using the "LAP" Function of the Setting menu.



“Riding Style” function (riding style change)

This function changes the motorcycle riding style. Each riding style is associated with a different intervention level of the traction control (DTC - Ducati Traction Control) and different engine power and output.

To change the motorcycle riding mode, press the reset button once (12, fig. 12) and the “RIDING MODE” menu will appear on the display.

The desired riding style can be selected by pressing the same reset button multiple times (12, fig. 12). Press the same button for 3 seconds to confirm the riding style.

If the twistgrip is closed (vehicle stopped) the riding style change will occur immediately; if the twistgrip grip is open (vehicle moving) the message “CLOSE THROTTLE TO ACTIVATE” will appear on the display, which means that the throttle must be closed; this message will appear for 5 seconds, during which the gas must be closed in order to activate the new riding style.

If the twistgrip is not closed after 5 seconds, the procedure is aborted (no change is made).

If the “RIDING MODE” menu is activated and the reset button is not pressed (12, fig. 12) for 10 consecutive seconds, the instrument panel will automatically exit the display mode without making any change.



Warning

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

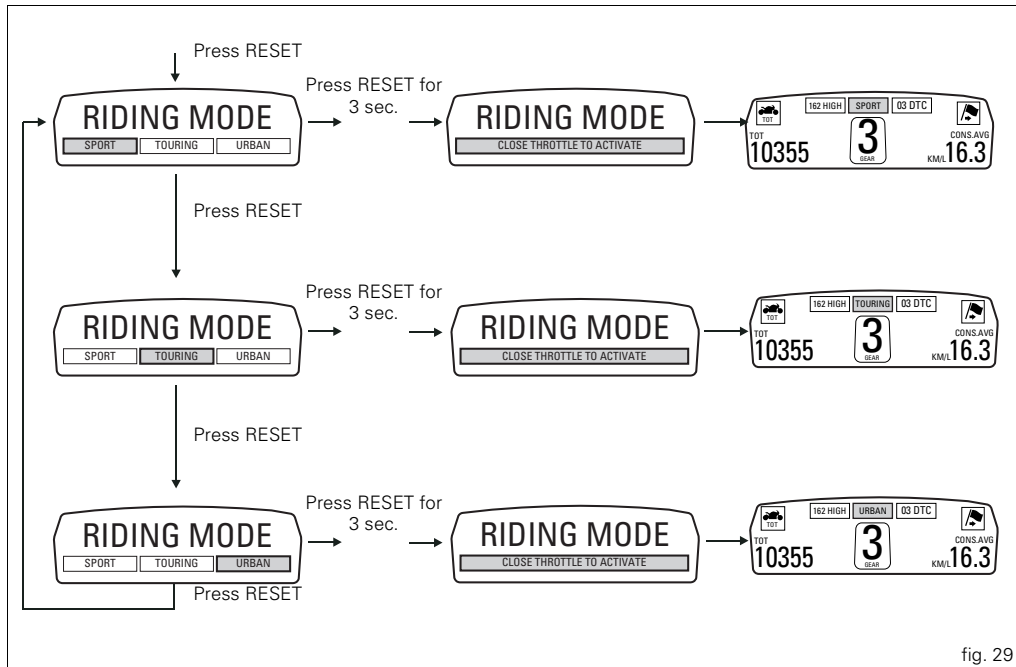


fig. 29

Maintenance indicator

This function indicates that the vehicle is about to or has travelled a distance for which an Authorised Ducati Service Centre should be contacted to have the general maintenance or oil change performed.

Maintenance table

| Indicator | Mileage travelled | count down -1000 DESMO SERVICE | count down -1000 OIL SERVICE | DESMO SERVICE | OIL SERVICE |
|-----------|-------------------|-----------------------------------|---------------------------------|------------------|-------------|
| 1 | 1000 | | | | • |
| 2 | 11000 | | • | | |
| | 12000 | | | | • |
| 3 | 23000 | • | | | |
| | 24000 | | | • | |
| 4 | 35000 | | • | | |
| | 36000 | | | | • |
| 5 | 47000 | • | | | |
| | 48000 | | | • | |
| 6 | 59000 | | • | | |
| | 60000 | | | | • |
| 7 | 71000 | • | | | |
| | 72000 | | | • | |
| 8 | 83000 | | • | | |
| | 84000 | | | | • |
| 9 | 95000 | • | | | |
| | 96000 | | | • | |

First warning - OIL SERVICE 1000 Km

The first warning is activated at 1000 Km (600 miles) of odometer reading.

The (red) warning is activated as a large icon for 10 seconds upon every Key-On (1, fig. 30) then as a small warning that remains displayed (2, fig. 31) until it is reset.



Warning

This message can only be reset by the Ducati Dealer or Authorised Service Centre that performs the maintenance.

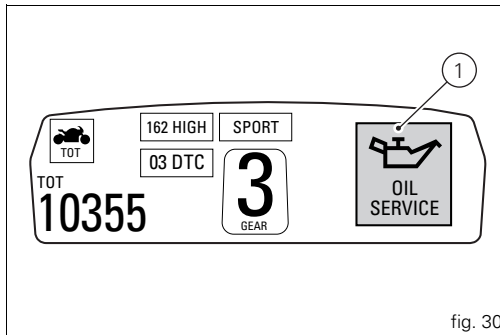


fig. 30

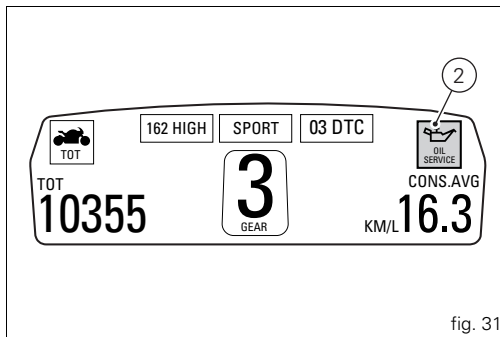


fig. 31

Residual range indication when the SERVICE is due

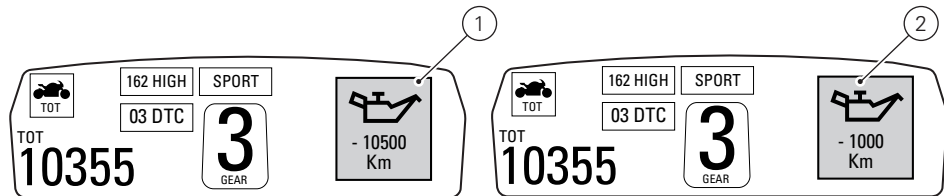
After resetting the first OIL SERVICE warning (triggered at 1000 Km), upon every Key-On the system displays the indication of which type of service should be performed next (OIL SERVICE or DESMO SERVICE) and the residual range. A (green) warning (1, fig. 32) is activated for 2 seconds on every Key-On; while 1000 Km before the threshold an (amber yellow) warning (2, fig. 32) is activated for 5 seconds upon every Key-On.



Warning

This message can only be reset by the Ducati Dealer or Authorised Service Centre that performs the maintenance.

OIL SERVICE (Countdown)



DESMO SERVICE (Countdown)

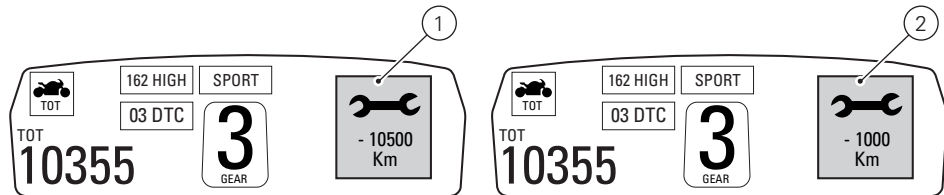


fig. 32

Indication of range reached for SERVICE

When service coupon threshold is achieved, upon every Key-On the system displays the indication of the type of intervention that is required (OIL SERVICE or DESMO SERVICE).

The (red) warning is activated as a large icon for 10 seconds upon every Key-On (1, fig. 33) then as a small warning that remains displayed (2, fig. 33) until it is reset.

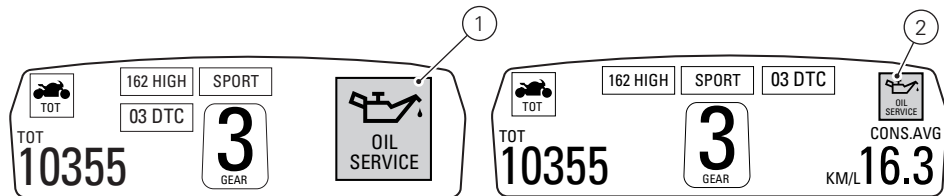
After reset, the system will display again the type of intervention required next and the residual range (as described in the previous paragraph).



Warning

This message can only be reset by the Ducati Dealer or Authorised Service Centre that performs the maintenance.

OIL SERVICE



DESMO SERVICE

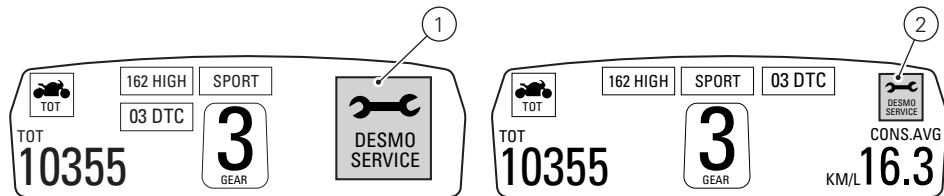


fig. 33

Warning indication (Alarms/Signals)

The instrument panel activates in real-time some warnings / malfunction that are not dangerous for the correct operation of the vehicle.

At Key-On (at the end of the check) one or more “warnings” are displayed if they are active.

When a “warning” is triggered, the indication (amber yellow) remains well visible for 10 seconds (1, fig. 34) then becomes smaller (2, fig. 34).

If there are multiple indicators, they will scroll automatically every 3 seconds.



Note

No signal lights turn on if one or more “warnings” are activated.

The following “warnings” could be displayed:

- “Low” battery level (LOW BATTERY);
- Traction Control “deactivated” (DTC OFF);
- Hands Free key (HF) “not recognised”;
- “Low “ Hands Free key (HF) battery level;
- “High” Engine coolant temperature (HIGH TEMP);
- Steering release error - Steering still locked (Unlock error).

When one or more “warnings” are active, it is possible to go to other functions by pushing button (2, fig. 14) “▼”.

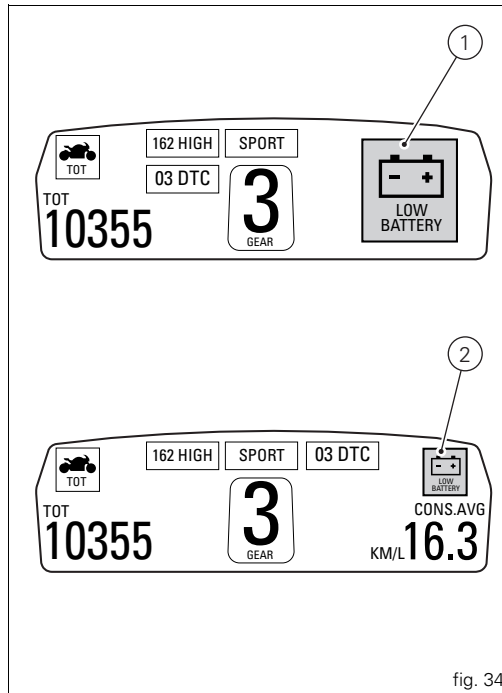


fig. 34

“Low” battery level

The activation of this (amber yellow) “warning” indicates that the status of the battery vehicle is low. It is activated when the battery voltage is ≤ 11.0 Volt.



Note

In this case, Ducati recommends charging the battery as soon as possible with the specific device, as it is possible that the vehicle will not start.

Traction Control (DTC) deactivated

The activation of this (amber yellow) “warning” indicates that DTC (Ducati Traction Control) has been turned off.



Note

In this case, Ducati recommends being very careful when riding as the vehicle behaviour will be different in comparison to when operating with the Traction Control activated.

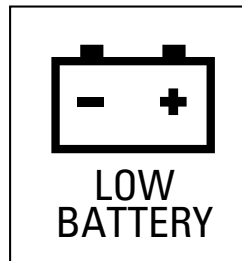


fig. 35

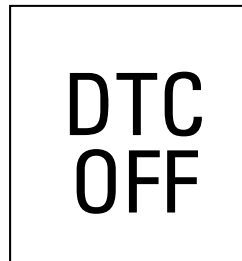


fig. 36

Hands Free key (HF) not recognised

The activation of this (amber yellow) “warning” indicates that the Hands Free system does not detect the active key (1, fig. 62) near the vehicle.



Note

In this case, Ducati recommends checking that the active key (1, fig. 62) is near the vehicle (and has not been lost) and that it functions properly.

“Low” Hands Free key (HF) battery level

The activation of this (amber yellow) “warning” indicates that the Hands Free system has detected that the battery that permits the active key (1, fig. 62) to communicate and turn the vehicle on is almost discharged.



Note

In this case, Ducati recommends replacing the battery as soon as possible as described in the paragraph “Replacing the active key battery” (page 88).



fig. 37



fig. 38

“High” engine coolant temperature

The activation of this (amber yellow) “warning” indicates that the engine coolant temperature is high. It is activated when the temperature reaches 121°C (250°F).



Note

In this case, Ducati recommends stopping and shutting off the engine immediately; make sure that the fans are working.

Steering release error - Steering still locked

The activation of this (amber yellow) “warning” indicates that the Hands Free System was not able to extract the steering lock.



Warning

In this case, Ducati recommends turning the vehicle off and on (Key-Off / Key-On) holding the handlebar pressed down to the end stop. If the signal remains (and the steering does not “release”) contact a Ducati Dealer or Authorised Service Centre.

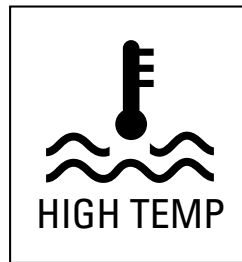


fig. 39

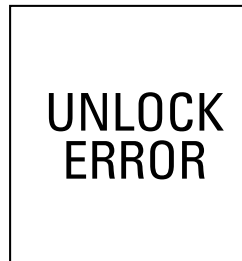


fig. 40

Instrument panel diagnosis

This function identifies any abnormal vehicle behaviours.

The instrument panel activates any abnormal vehicle behaviours in real time (ERRORS).

At Key-On (at the end of the check) one or more "ERRORS" are displayed in red (only if they are active).

When an "error" is triggered, the indication (red) remains well visible for 10 seconds (1, fig. 41) then becomes smaller (2, fig. 41).

If there are multiple errors, they will scroll automatically every 3 seconds. The "Engine/vehicle diagnosis - EOBD" light on instrument panel located on handlebar (7, fig. 4) always turns on when one or more errors are activated. The table below shows the errors that can be displayed.



Warning

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

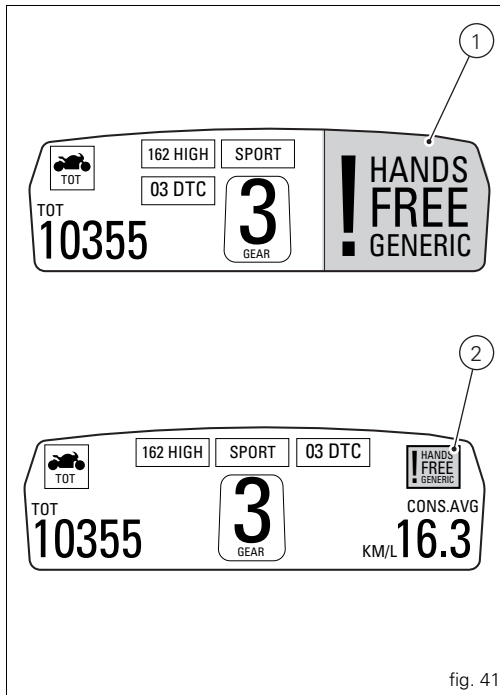
































fig. 41

| WARNING LIGHT | ERROR MESSAGE | ERROR |
|--|-------------------|---|
|  | BBS/DTC | Black Box / Traction Control control unit |
|  | GEAR SENSOR | Gear sensor |
|  | FUEL SENSOR | Fuel Level Sensor |
|  | SPEED SENSOR | Speed sensor |
|  | EXVL SYSTEM | Exhaust valve starter motor |
|  | UNKNOW DEVICE | Unknown control unit |
|  | DEVICE ECU | ECU control unit not functioning |
|  | DEVICE DSB SLAVE | Instrument panel on handlebar not functioning |
|  | DEVICE HANDS FREE | Hands Free control unit not functioning |
|  | DEVICE BBS DTC | Black Box / Traction Control control unit not functioning |
|  | THROTTLE POSITION | Incorrect throttle position |

| WARNING LIGHT | ERROR MESSAGE | ERROR |
|--|-------------------|---|
|  | ACCELER. POSITION | Incorrect accelerator position |
|  | ETV | Motor relay or Throttle Motor not functioning |
|  | DEVICE DBS MASTER | Instrument panel on tank not functioning |
|  | PRESSURE SENSOR | Atmospheric pressure sensor |
|  | ENGINE TEMP. | Engine Temperature Sensor |
|  | T-AIR SENSOR | Air Temperature Sensor |
|  | FUEL INJECT. | Injection relay |
|  | COIL | Coil |
|  | INJECTOR | Injector |
|  | PICK UP | Timing/rpm sensor |
|  | LAMBDA | Lambda sensor |
|  | FAN RELAY | Fan relay |

| WARNING LIGHT | ERROR MESSAGE | ERROR |
|--|--------------------|----------------------------------|
|  | CAN LINE | CAN communication line |
|  | BATTERY | Battery voltage (HIGH or LOW) |
|  | DEVICE ABS | ABS control unit not functioning |
|  | STOP LIGHT | Rear stop light |
|  | ECU GENERIC | ECU error |
|  | KEY | HF communication problem |
|  | HANDS FREE GENERIC | Hands Free ECU error |

“Setting” menu

This menu is used to enable/disable and set some motorcycle functions.

To access the “setting menu” press the button (2, fig. 14) “▼” for 3 seconds.



Note

When within this menu no other function can be displayed.



Important

For safety reasons, the setting menu can only be accessed when motorcycle speed is lower than or equal to 20 Km/h. If this menu is open and the speed of the motorcycle exceeds 20 km/h, the instrument panel automatically exits the menu and returns to the “main” display.

The setting menu contains the following “items”:

- RIDING MODE
- MENU 2
- BACK LIGHT
- RPM
- PIN CODE
- LAP
- BATTERY
- CLOCK
- SET UNITS
- ABS
- EXIT

To quit the setting menu, use button (1, fig. 14) “▲” or button (2, fig. 14) “▼” to select the “EXIT” indication and press the reset button (12, fig. 12).

Press "▼" for 3 sec.

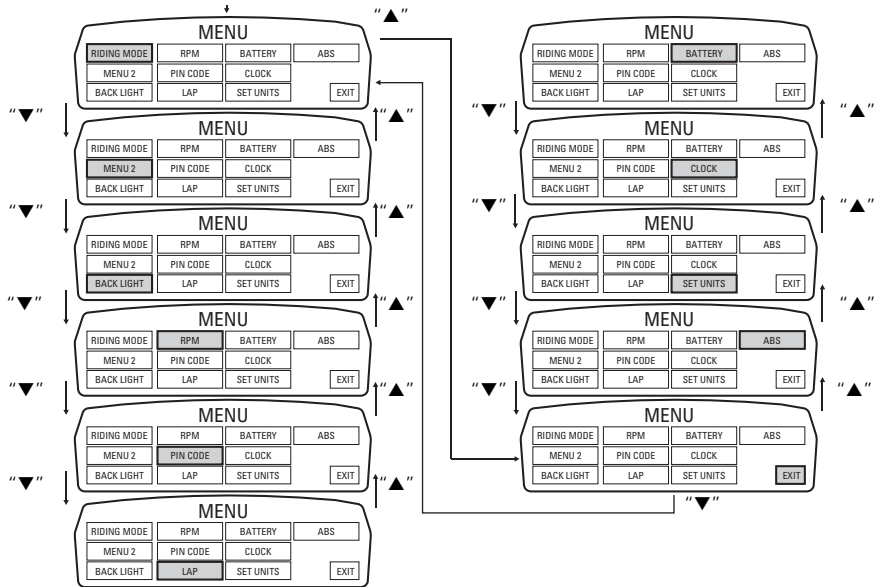


fig. 42

“Riding Mode” customisation

This function customises each riding style.

To access the function it is necessary to view the “setting” menu page 48, using button (1, fig. 14) “▲” or (2, fig. 14) “▼” select the “RIDING MODE” function and press the reset button (12, fig. 12) to go to next page.

When accessing the function, the three riding modes appear on the display; to customise the parameters, use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to select the riding mode to be changed and press the reset button (12, fig. 12) to confirm.

The parameters that can be “customised” are “DTC” (Ducati Traction Control) and “ENGINE”.

Any parameter change made is saved in the memory also after a Battery-Off.

To change the DTC parameters see the “DTC (Ducati Traction Control)” paragraph page 52.

To change the Engine parameters see the “ENGINE (engine power control)” paragraph page 56.

The parameters set by Ducati for each individual riding style can be restored with the “DEFAULT” function.

To reset the “default” parameters see the “DEFAULT (Resetting Ducati default parameters)” paragraph page 58.



Note

If the parameters have not been modified (customised) or are reset using the “DEFAULT” function, when you quit the Setting menu, in the “main” screen, the “background” indicating the riding style (SPORT, TOURING or URBAN) becomes blue (1, fig. 43).



Warning

Changes should only be made to the parameters by people who are experts in motorcycle setup; if the parameters are changed accidentally, use the “DEFAULT” function to reset the parameters.

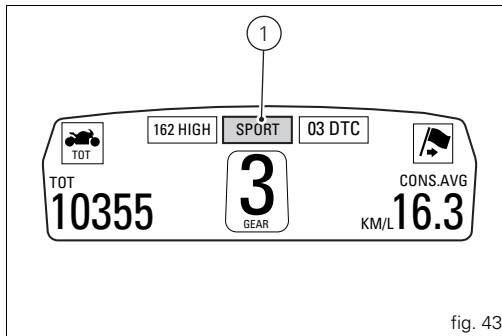


fig. 43

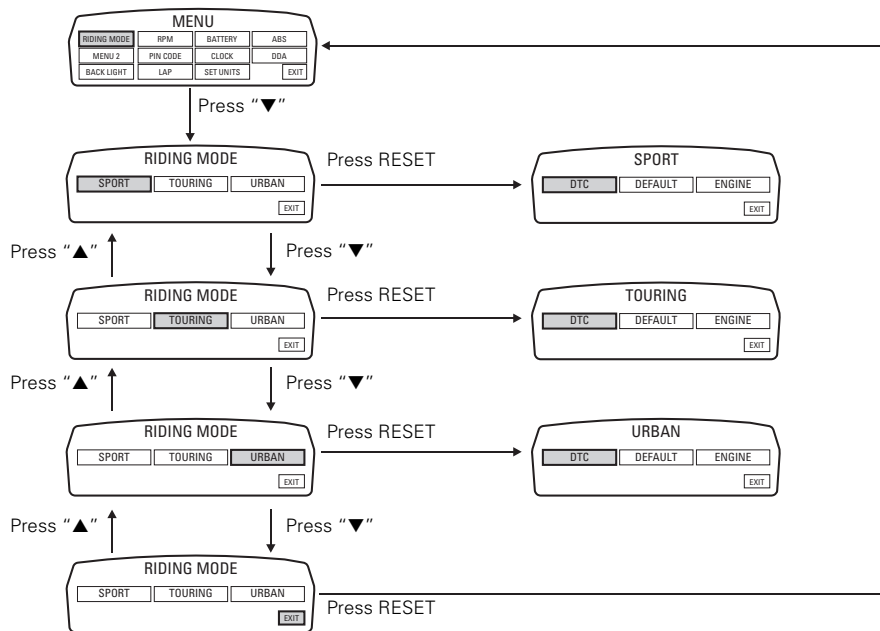


fig. 44

DTC (Ducati Traction Control) setting function

This function allows you to customise the level of DTC intervention (Ducati Traction Control) or disable it for every riding mode.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 12) to go to next page. Use button (1, fig. 14) "▲" or (2, fig. 14) "▲" to select the riding style to change and press the reset button (12, fig. 12).

To go to next page use button (1, fig. 14) "▲" or (2, fig. 14) "▲" to select the "DTC" indication and press the reset button again (12, fig. 12) to confirm selection.

When accessing the function, the currently set DTC level appears at the left-hand side of the display, inside a rectangle (ex.: DTC 1). Use button (1, fig. 14) "▲" or (2, fig. 14) "▲" to select the new intervention level (1 to 8) or OFF to disable the Traction Control; after selecting the new setting, press the reset button (12, fig. 12) to highlight "MEMORY" indication. At this point, store the new setting by pressing and holding the reset button (12, fig. 12) for 3 seconds with "MEMORY" displayed. If the setting has been stored successfully, the display will show "MEMORIZED" in green for 2 seconds and the EXIT option will be highlighted automatically.

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

The DTC intervention increases, passing from level 1 to level 8.

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

| DTC level | Riding type | Use | Default? |
|-----------|---------------|---|--|
| 1 | SPORT | Sporty riding on a road for expert users and on track | It is the default setting of the SPORT RIDING MODE |
| 2 | SPORT-TOURING | Riding on a road for expert users | / |
| 3 | TOURING | Normal riding on a road | It is the default setting of the TOURING RIDING MODE |
| 4 | TOURING 2 | Normal riding on a road for less expert users | / |
| 5 | URBAN | Riding in town | It is the default setting of the URBAN RIDING MODE |
| 6 | URBAN 2 | Riding in town for less expert users | / |
| 7 | WET | Riding with damp ground | / |
| 8 | RAIN | Riding with wet ground | / |

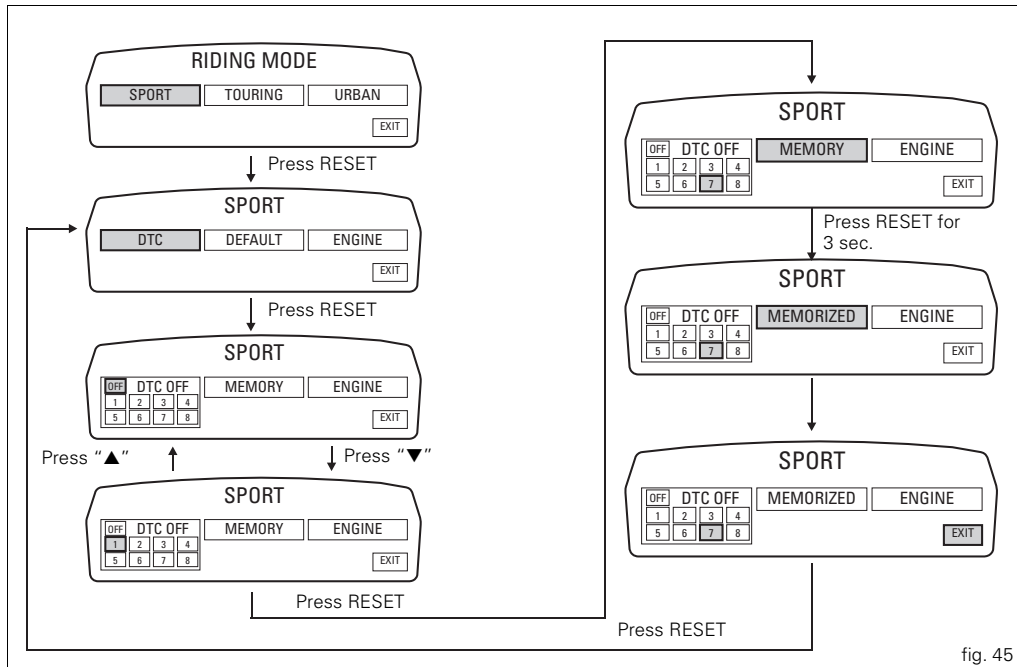


fig. 45

Tips on how to select the sensitivity level



Warning

The 8 level settings of the DTC were calibrated using tyres of the same make, model and size as those originally fitted to the motorcycle.

The use of tyres of different size to the original tyres may alter the operating characteristics of the system.

In the case of minor differences, such as for example, tyres of a different make and/or model than the original, but with the same dimensions (rear = 240/45-17; front = 120/70-17), it may be sufficient to simply select the most suitable level setting from those available to restore optimal system operation.

If tyres of a different size class are used or if the tyre dimensions differ significantly from the original tyres, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results.

In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC control unit will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are a further 6 intermediate levels. The level of DTC intervention decreases in equal steps from level 8 to level 1.

Level 1 allows considerable spinning and requires constant and good grip to operate correctly; Level 1 is thus recommended for expert users only and with excellent road conditions.

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 style (whether the rider has a "smooth" or a "rough" style).

The relation of the DTC intervention level to grip conditions:
The choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).

The relation of the DTC intervention level to the circuit characteristics:

If all the corners on the track/circuit can be taken at a similar speed, it will be easier to find an intervention level that is satisfactory for every bend; on the other hand, if the track has, for example, one corner that is much slower than all the others, it will necessary to find a compromise level (on the slow corner the DTC will tend to control more than on the faster corners).

The relation of the DTC intervention level to riding style:

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

Tips for use on the track

We recommend level 8 be used for a couple of full laps (to allow the tyres to warm up) in order to get used to the system. Then try levels 7, 6, etc., in succession until you identify the DTC intervention level that suits you best (always try each level for at least two laps to allow the tyres to warm up).

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

Activate the DTC, select level 8 and ride the motorcycle in your usual style; if the level of DTC intervention seems excessive, try reducing the setting to levels 7, 6, etc., until you find the level that suits you best.

If changes 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 as described above 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).

ENGINE setting function (Engine Power Control)

This function customises engine power and output.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "RIDING MODE" function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select the riding mode to be changed and press the reset button (12, fig. 12) to access the next page. Now use button (1, fig. 14) "▲" and (2, fig. 14) "▼" to select the "ENGINE" indication and press the reset button again (12, fig. 12) to confirm selection.

When accessing the function, the engine setting (ENGINE 162 HIGH, 162 LOW o 100 HP) appears at the right-hand side of the display, inside a rectangle.



Note

In Japan and France versions, the display displays the settings (ENGINE HIGH, MIDDLE or LOW).

Using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select one of the three available engine settings; after selecting the new setting, press the reset button (12, fig. 12) to highlight "MEMORY" indication.

At this point, store the new setting by pressing and holding the reset button (12, fig. 12) for 3 seconds with "MEMORY" displayed. If the setting has been stored successfully, the display will show "MEMORIZED" in green for 2 seconds and the EXIT option will be highlighted automatically.

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

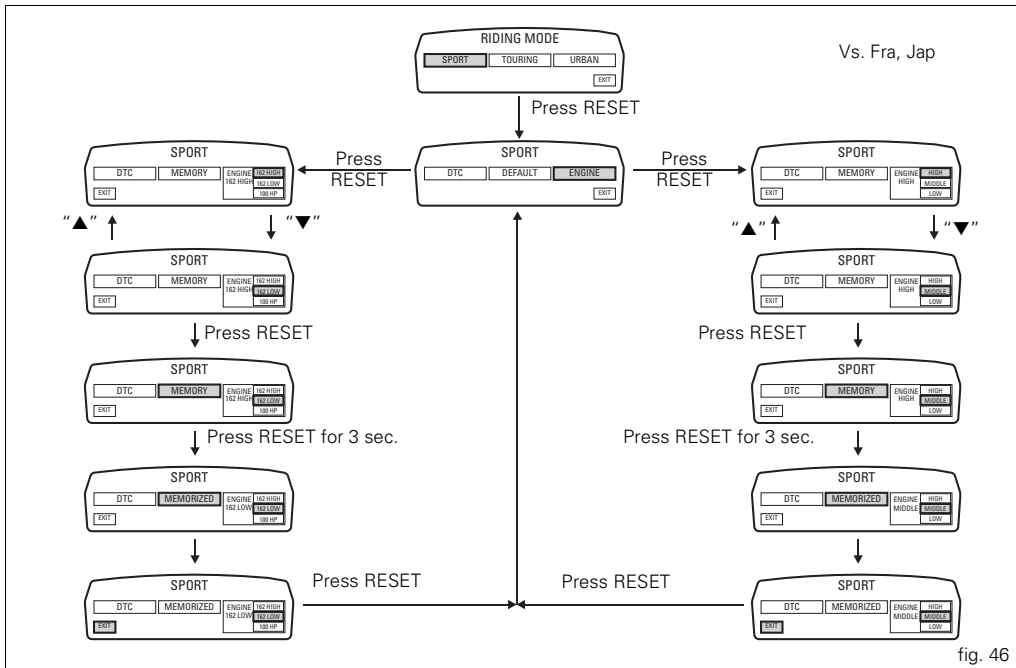


fig. 46

DEFAULT function (Resetting Ducati default parameters)

This function resets the parameters set by Ducati for each riding style.

To access the function it is necessary to view the “setting” menu page 48, using button (1, fig. 14) “▲” or (2, fig. 14) “▼” select the “RIDING MODE” function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to select the riding mode to be reset to default (initial) parameters and press the button (12, fig. 12) to access the next page. Now, using button (1, fig. 14) “▲” or (2, fig. 14) “▼” select “DEFAULT” indication.

To restore original default parameters, press and hold the reset button (12, fig. 12) for 3 seconds.

For the parameter reset, approx. 3 seconds are needed during which “PLEASE WAIT...” will appear on the display; at the end of the procedure, “DEFAULT OK” will appear on the display to indicate that the parameters were reset.

Important

This procedure restores the parameters for all riding styles.

To exit the setting function, press the reset button (12, fig. 12) where “EXIT” is highlighted.

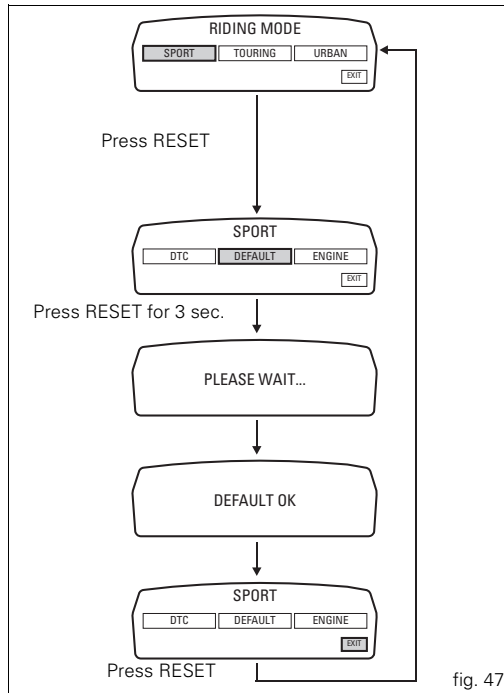
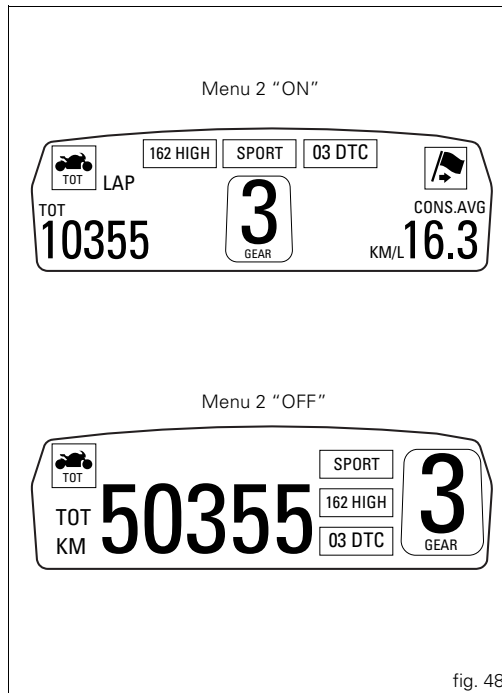


fig. 47

Menu 2 On/Off function

This function turns off and back on the Menu 2. If Menu 2 is disabled, the functions for average fuel consumption (CONS.AVG), instantaneous fuel consumption (CONS.), average speed (SPEED AVG), trip time (TRIP TIME) and air temperature (AIR) will no longer be displayed in the "main screen". Nevertheless, all these functions will keep on their counters so that when Menu 2 is re-enabled data will be updated and consistent.



To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "MENU 2" function and press the reset button (12, fig. 14) to go to next page.

Function state is highlighted on the display (ON in green or OFF in yellow); use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

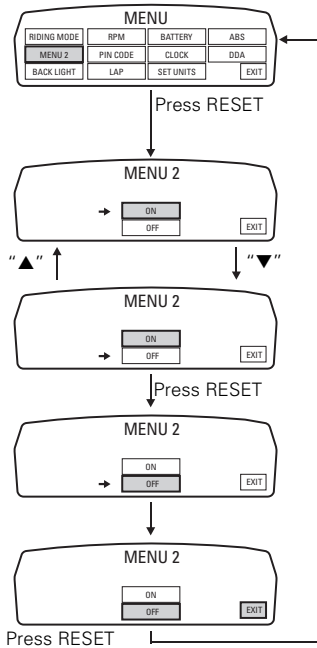


fig. 49

Background setting function for the instrument panel on tank - DASHBOARD 1

This function allows setting the “background” of the instrument panel on tank.

To access the function it is necessary to view the “setting” menu page 48, using button (1, fig. 14) “▲” or (2, fig. 14) “▼” select the “BACK LIGHT” function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to select the “DASHBOARD 1” function and confirm by pressing the reset button (12, fig. 12).

Once you enter the “DASHBOARD 1” function, setting is highlighted on the display (DAY, NIGHT or AUTO in green); use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

To exit the setting function, press the reset button (12, fig. 12) where “EXIT” is highlighted.

“DAY” setting: instrument panel background becomes permanently “white” to improve readout view - recommended with bright exterior lighting.

“NIGHT” setting: instrument panel background becomes permanently “black” for a more dimmed visibility - recommended with poor exterior lighting and/or dark.

“AUTO” setting: instrument panel background is set automatically according to exterior lighting conditions (detected by a sensor) and will be “black” for a more dimmed visibility with poor exterior lighting and “white” for an improved readout view with bright exterior lighting.



Note

In the event of an interruption of the power supply from the battery, when power is restored at the next Key-On, the backlighting will always be set by default to “AUTO” mode.

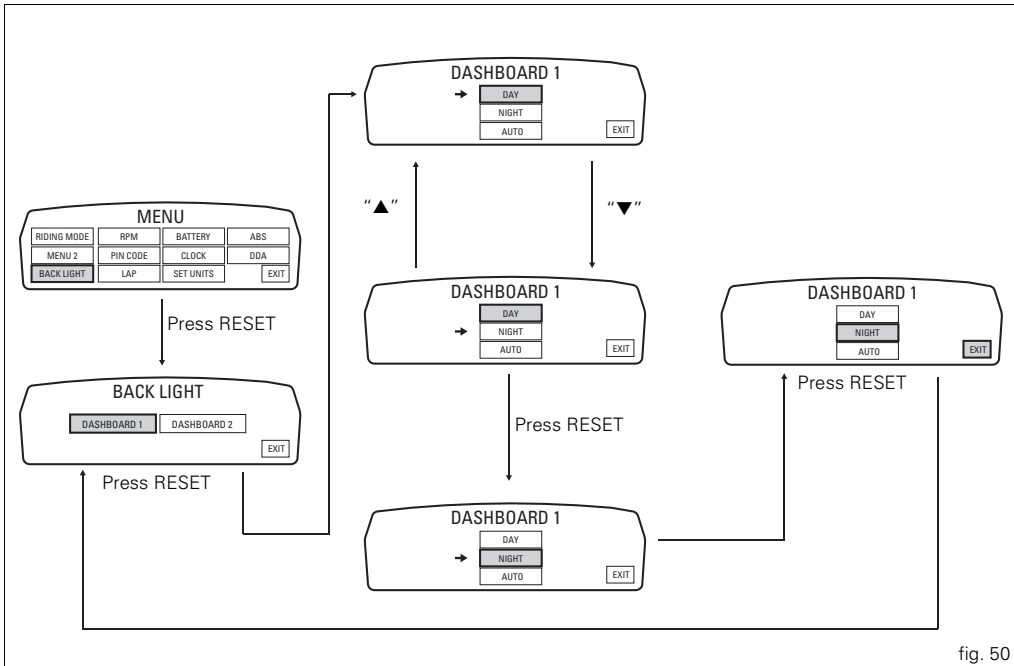


fig. 50

Backlighting setting function for the instrument panel on handlebar - DASHBOARD 2

This function allows backlighting setting of the instrument panel on handlebar.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "BACK LIGHT" function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select the "DASHBOARD 2" function and confirm by pressing the reset button (12, fig. 12).

Once you enter the "DASHBOARD 2" function, setting is highlighted on the display (MAX, MIDDLE or MIN in green); use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

Select "MAX" setting and the background of the instrument panel on handlebar permanently sets backlighting to maximum power to improve readout view - recommended with bright exterior lighting.

Select "MIDDLE" setting and the background of the instrument panel on handlebar permanently sets reduced backlighting to 30% of its maximum power for dimmed visibility - recommended with poor exterior lighting.

Select "MIN" setting and the background of the instrument panel on handlebar permanently sets reduced backlighting to

50% of its maximum power for dimmed visibility - recommended with very poor exterior lighting and/or dark.

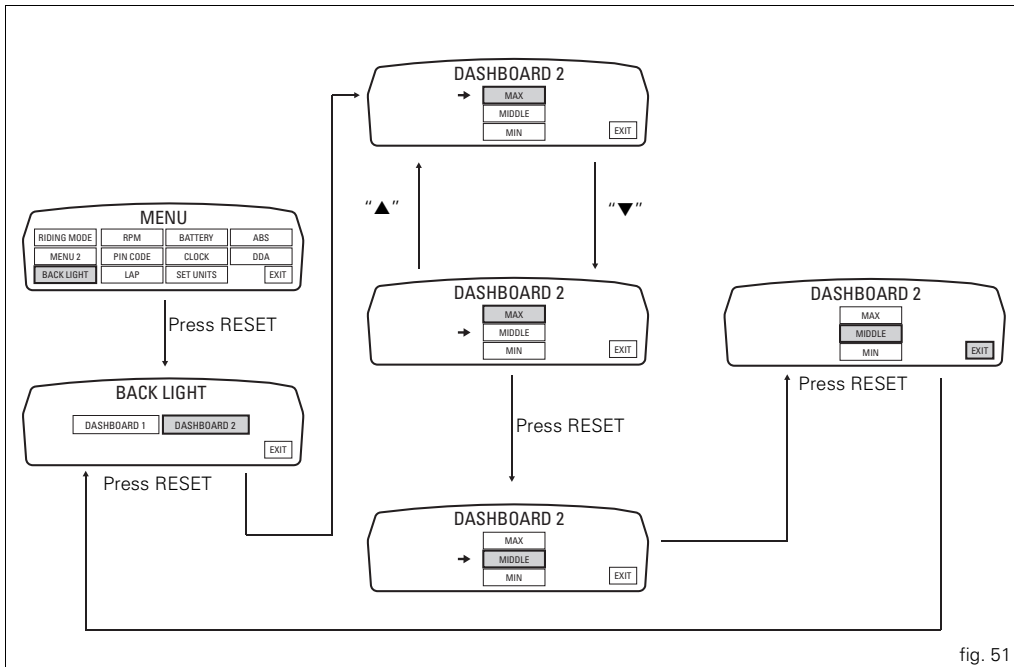


fig. 51

Digital RPM indication function

This function displays the number of RPMs for improved accuracy when setting idle rpm.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "RPM" function and press the reset button (12, fig. 12) to confirm.

The display shows the numerical value of the RPM with a precision of 50 rpm.

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

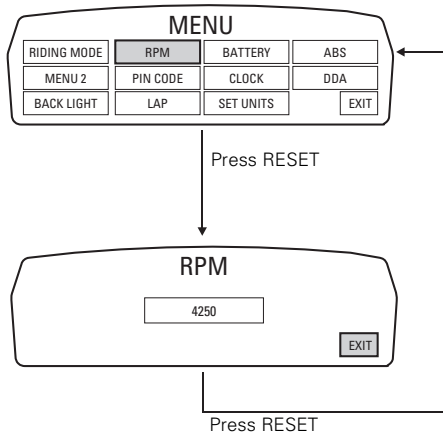


fig. 52

LAP Activation/Deactivation function (lap time)

This function activates and deactivates the LAP function (lap time).

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "LAP" function and press the reset button (12, fig. 12) to go to next page.

Function state is highlighted on the display (ON in green or OFF in yellow); Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

Storing the "OFF" condition disables the LAP function.

Storing the "ON" condition enables the LAP function (see "LAP registration" paragraph).



Note

When the "LAP" function is active, the flash button (11, fig. 12) takes on the dual function of high beam headlight "flash" and lap time Start / Stop.

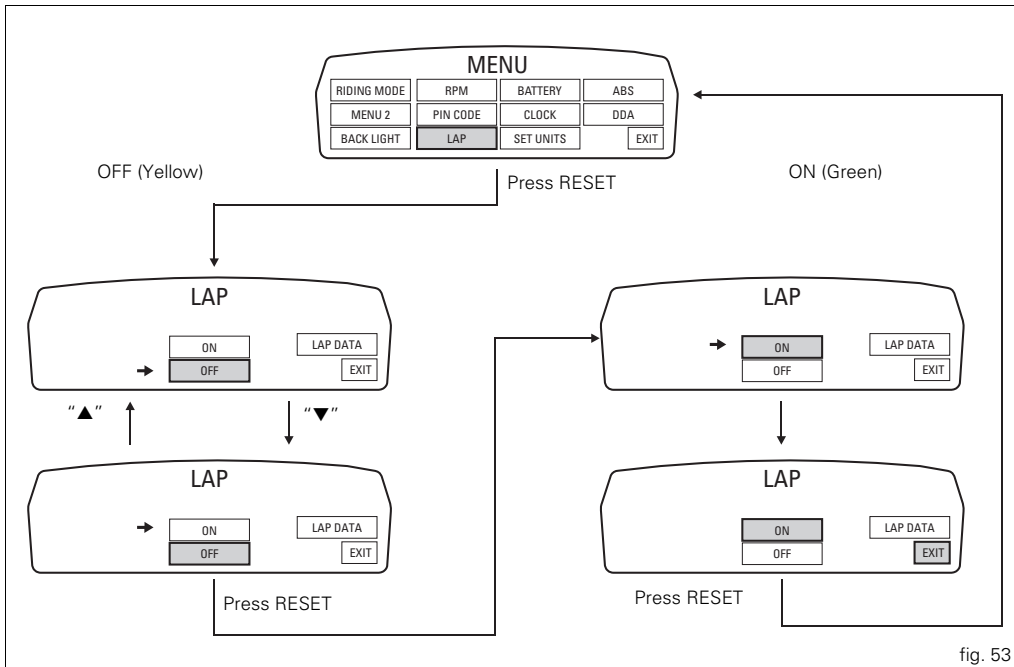


fig. 53

LAP registration function

This function describes the “LAP” time registration.

If the function is activated (see “LAP activation/deactivation description), the lap time can be registered as follows:

- pressing the flash headlight button (11, fig. 12) the first time starts the “lap timer” for the first lap, and the instrument panel shows the message “LAP-START” flashing for 4 seconds, and then returns to the previous display;
- from this moment, each time that the flash is pressed (11, fig. 12) the display automatically shows the lap number and lap time for 10 seconds and then returns to the “previous” display.

You can save a maximum of 30 laps in the memory.

Once the memory is full, the instrument panel no longer stores lap times when the flash headlight button (11, fig. 12) is pressed, and the flashing message “LAP-FULL” is shown on the display for 4 seconds until the times are reset.

When the LAP function is set disabled, the current “lap” is not stored.

If the LAP function is active and suddenly the motorcycle is suddenly turned off (Key-Off), the function will be automatically disabled (even if the lap timer was active, the current “lap” is not stored).

If the time is never “stopped”, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from 0 (zero) and will keep running until the function is disabled.

If however the LAP function is switched on and the memory has not been cleared, but fewer than 30 laps have been

saved (e.g. 18 laps), the instrument panel will store any remaining laps until the memory is full (in this case, it will store an additional 12 laps).

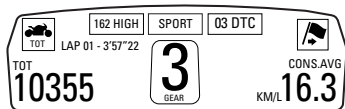
This function only displays the times for the lap being registered; but other data are also saved (MAX speed and MAX rpm) for viewing at a later date in the “LAP DATA” function (stored LAP display).



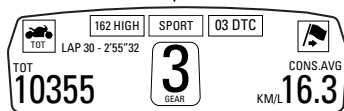
Press FLASH
1st time



Press FLASH
2nd time



Press FLASH
31st time



Press FLASH
32nd time

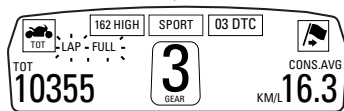


fig. 54

Stored LAP display function

This function displays the stored LAPs.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "LAP" function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select "LAP DATA" indication and press the reset button again (12, fig. 12) to enter the page showing the previously recorded lap times.

The instrument panel displays the information as follows:

- at top left, the number of the displayed lap (ex.: LAP N.01);
- at bottom left, a rectangle inside which is the lap time (TIME), top speed in that lap (SPEED MAX) and top rpm in the same lap (RPM MAX);
- on the right, use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select "NEXT" (so that every time the reset button is pressed (12, fig. 12) the next lap is displayed) or "PREV" (so that every time the reset button is pressed (12, fig. 12) the previous lap is displayed).

To exit, select "EXIT" and press the reset button (12, fig. 12).



Note

The MAX stored speed is indicated on the display (increased by 5%).

If no lap times are saved in memory, "NO LAP" indication is displayed and lap timer will indicate "-.-.-.-", MAX rpm will be = - - - - - and MAX speed = - - - - -.



Note

If the stored times are deleted while the LAP function is active, it will be automatically deactivated.

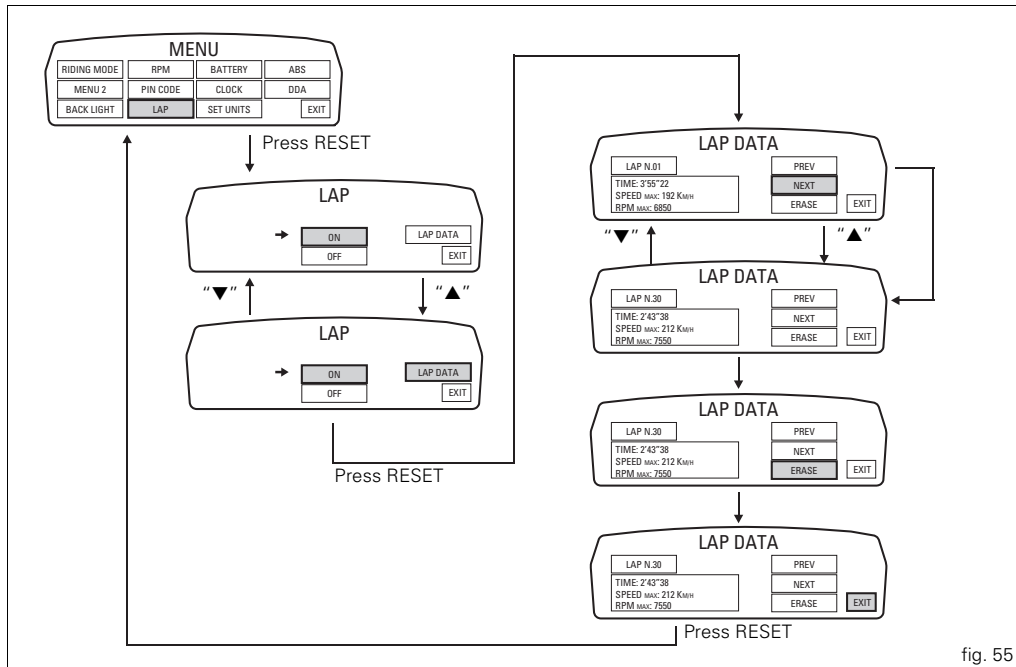


fig. 55

Stored LAP erase function

This function erases the stored LAPs.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "LAP" function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select "LAP DATA" indication and press the reset button again (12, fig. 12) to enter the page showing the previously recorded lap times.

Highlight the "ERASE" item, use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to scroll through the stored LAPs to erase and press the reset button (12, fig. 12) for 3 seconds. Now, on the left-hand side of the display you have "PLEASE WAIT..." and then, to confirm deletion, "ERASE OK" appears for 2 seconds.

You will notice that no stored data will be present any more and "NO LAP" message will be displayed.

To exit, select "EXIT" and press the reset button (12, fig. 12).

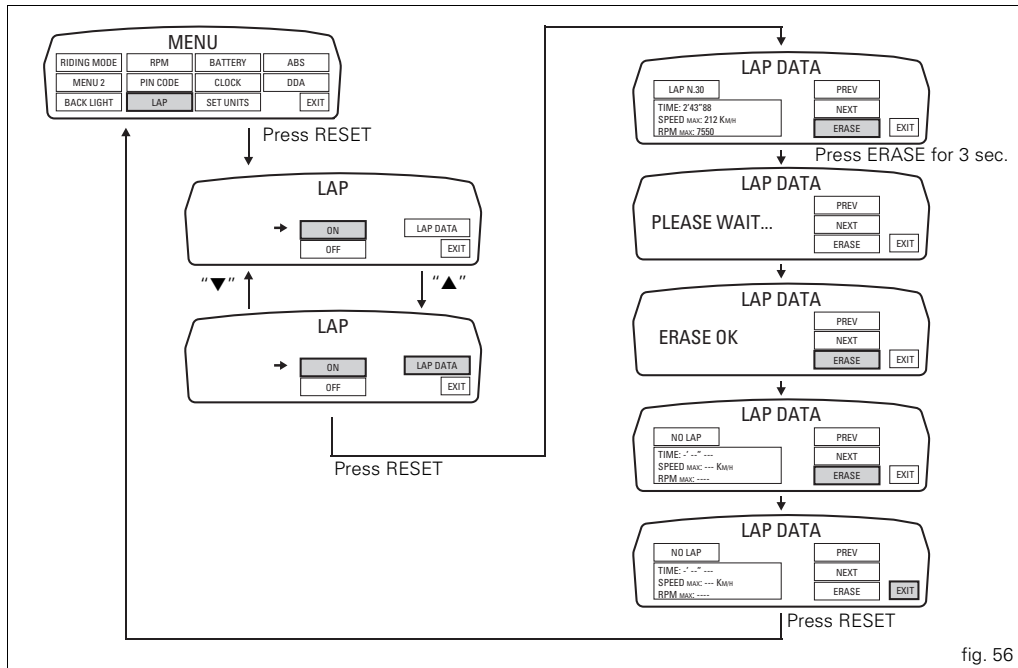


fig. 56

Battery voltage indicator (BATTERY)

This function describes the battery voltage indicator. To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "BATTERY" function and press the reset button (12, fig. 12) to confirm.

The information will be displayed as follows:

- if battery voltage is between 11.8 and 14.9 Volt the reading will be displayed steady;
- if battery voltage is between 11.0 and 11.7 Volt the reading will be displayed flashing;
- if battery voltage is between 15.0 and 16.0 Volt the reading will be displayed flashing;
- if battery voltage is equal to or less than 10.9 Volt, "LOW" is shown flashing and the "Vehicle/Engine Diagnosis - EOBD" light (7, fig. 4) comes on;
- if battery voltage is equal to or greater than 16.1 Volt, "HIGH" is shown flashing and the " Vehicle/Engine Diagnosis - EOBD" light (7, fig. 4) comes on.



Note

Dashes " - - - " appear if the reading is not available.

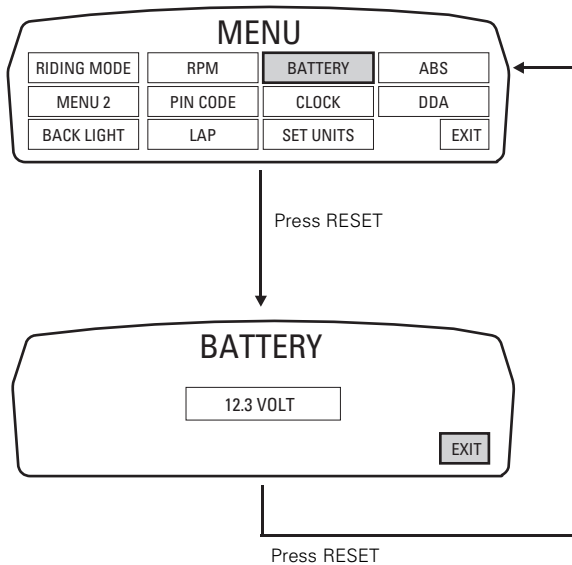


fig. 57

Clock setting function

This function sets the clock.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "CLOCK" function and press the reset button (12, fig. 12) to confirm.

In the following screen the message "SETTING" is highlighted in green (3, fig. 58); now, press the reset button (12, fig. 12) for 3 seconds to edit the time displayed on the instrument panel on handlebar, and the "SETTING" indication highlighting becomes grey (4, fig. 58).

Clock setting

On entering this mode, the message "AM" will flash; if you press the button (2, fig. 14) "▼" "PM" flashes; if you press the button (2, fig. 14) "▼" you will return to the previous step (if it is 00:00, when switching between "AM" to "PM", 12:00 will be displayed).

pressing button (1, fig. 14) "▲" accesses the hour setting mode; the hours start to flash.

each time you press the button (2, fig. 14) "▼", the digit will increase by 1 hour; if the button is held pressed down (2, fig. 14) "▼" the digit will increase by 1 hour every second (when the button is held depressed, the hours do not flash).

pressing button (1, fig. 14) "▲" gives access to the minute setting mode; minutes start to flash.

each time you press the button (2, fig. 14) "▼", the digit will increase by 1 minute; holding down the button (2, fig. 14) "▼", the digit will increase by 1 minute each second; if the button is held depressed (2, fig. 14) "▼" for over 5 seconds, minutes will increase by 1 minute every 100 m

(while the button is held depressed (2, fig. 14) "▼", the seconds will not flash).

If you press button (1, fig. 14) "▲" setting is completed and the instrument panel on tank display "SETTING" item is again highlighted in green (5, fig. 58).

To exit, select "EXIT" and press the reset button (12, fig. 12).



Note

In case of a battery is cutoff, when the voltage is restored and at the next Key-On, the clock is always reset (it starts automatically from 00:00).

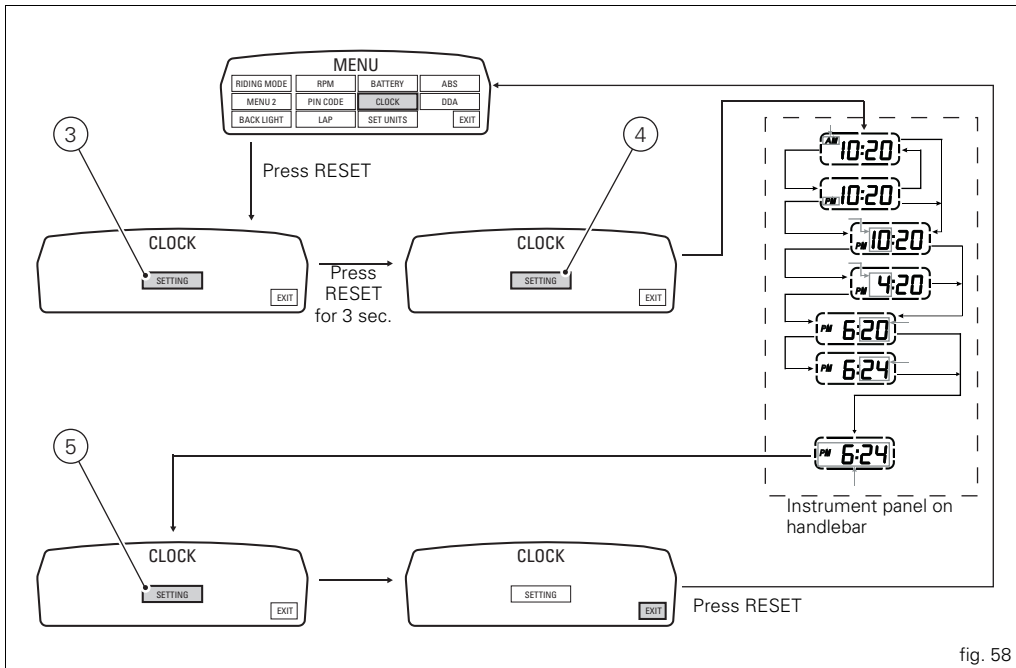


fig. 58

Units of measurement modification function

This function allows you to change the units of measurement of the displayed values.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "SET UNITS" function and press the reset button (12, fig. 12) to go to next page.

Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select the value relative to the unit of measurement to be changed and press the reset button again (12, fig. 12).

The instrument panel displays the values that can be modified; Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to select the value to modify and press the reset button (12, fig. 12) again.

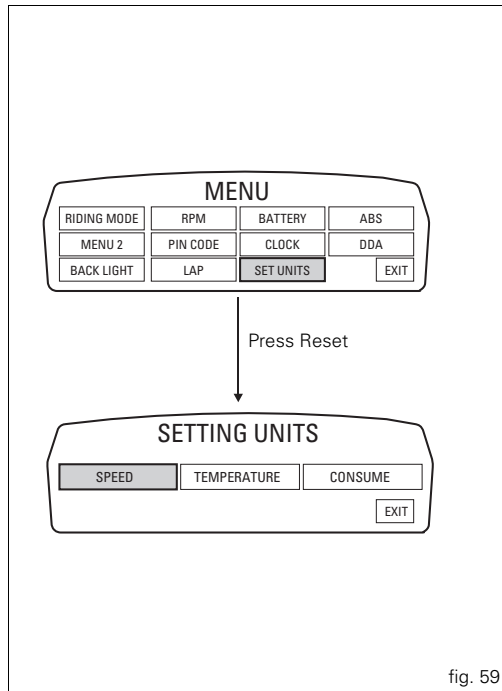


fig. 59

“SPEED” setting

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 1) Km/h: by setting this condition the following values will have the same units of measurement:
 - TOT, TRIP1, TRIP2, TRIP FUEL: Km
 - Vehicle speed and AVERAGE speed (SPEED AVG): Km/h
 - 2) mph: by setting this condition the following values will have the same units of measurement:
 - TOT, TRIP1, TRIP2, TRIP FUEL: miles
 - Vehicle speed and AVERAGE speed (SPEED AVG): mph.
- To exit the setting function, press the reset button (12, fig. 12) where “EXIT” is highlighted.

“TEMPERATURE” setting

This function allows you to change the units of measurement of the temperature.

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 3) °C: by setting this condition the following values will have the same units of measurement:
 - Engine coolant temperature and T_AIR: °C
 - 4) °F: by setting this condition the following values will have the same units of measurement:
 - Engine coolant temperature and T_AIR: °F
- To exit the setting function, press the reset button (12, fig. 12) where “EXIT” is highlighted.

“CONSUME” setting

This function allows to change the units of measurement of the Average and Instantaneous fuel consumption.

Currently set unit of measurement is highlighted in green on the display; use button (1, fig. 14) “▲” or (2, fig. 14) “▼” to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12).

Save the setting and, when coming back to main screen, any new unit of measurement set will be present.

- 5) Km/L: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: Km/L
- 6) L/100: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: L/100
- 7) UK mpg: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: UK mpg
- 8) USA mpg: by setting this condition the following values will have the same units of measurement:
 - CONS. and CONS. AVG: USA mpg

To exit the setting function, press the reset button (12, fig. 12) where “EXIT” is highlighted.

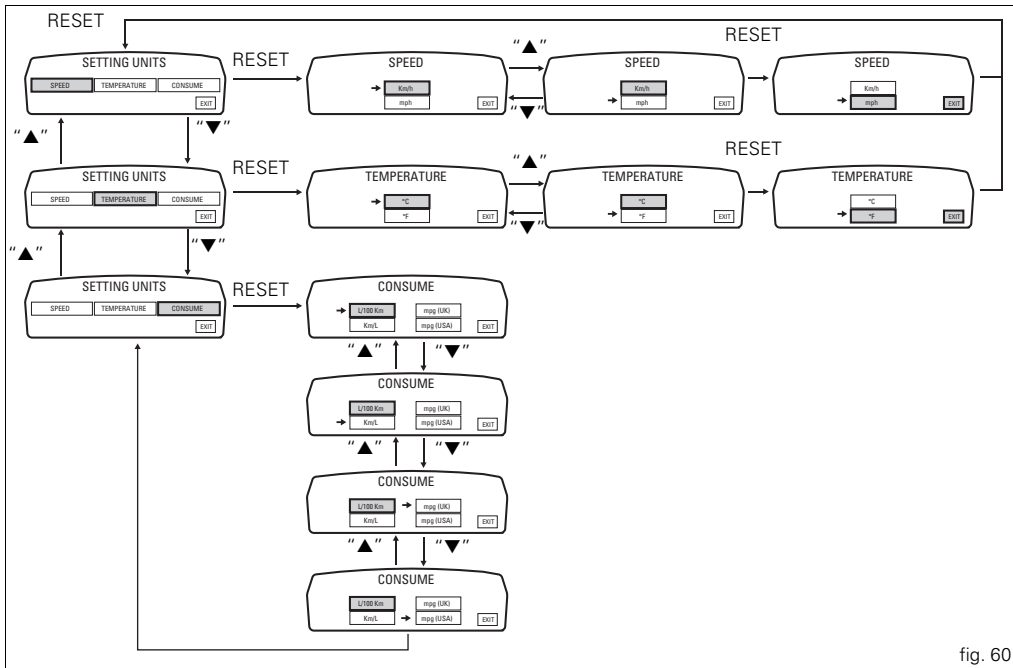


fig. 60

ABS disabling function

This function disables or enables the ABS.

To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "ABS" function and press the reset button (12, fig. 12) to go to next page.

Function state is highlighted on the display (ON in green or OFF in yellow); Use button (1, fig. 14) "▲" or (2, fig. 14) "▼" to shift the arrow on the left onto the new setting and confirm by pressing the reset button (12, fig. 12) for 3 seconds.

After these 3 seconds the system checks whether the request was actually complied with; during the check the display will show the message "PLEASE WAIT...".

The new condition will be displayed after check time.



Note

If the disabling request was not met, it is recommended to repeat the procedure. If the problem persists, contact your Ducati dealer or Authorised Service Centre.

To exit the setting function, press the reset button (12, fig. 12) where "EXIT" is highlighted.

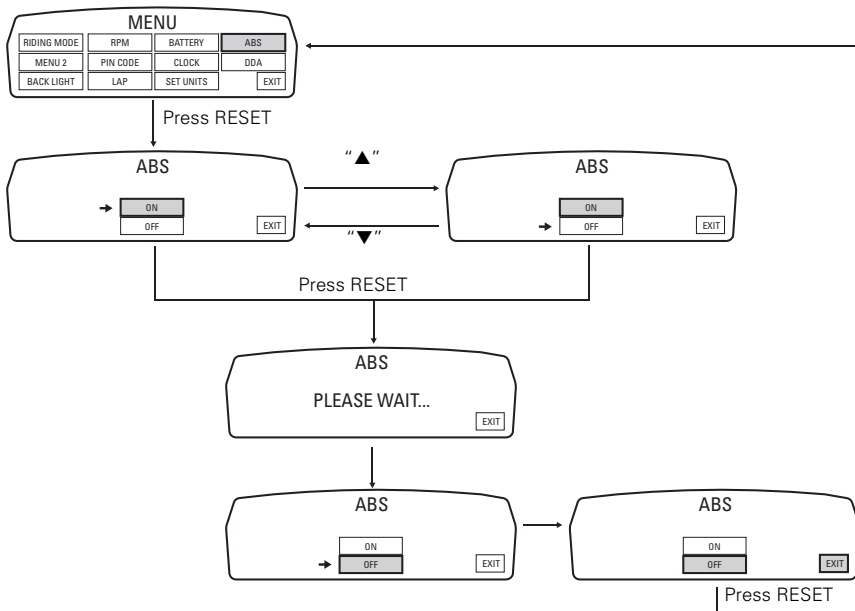


fig. 61

The immobilizer system

For additional antitheft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that locks the engine automatically whenever the ignition switch is turned off.

The grip of each ignition key contains an electronic device that modulates the output signal from a special antenna located under the seat when the ignition is switched On.

The modulated signal acts as a password (which is different at each start-up) and tells the ECU that an "authorised" ignition key is being used to start up the engine. When the ECU recognises the signal, it enables engine start-up.

Keys (fig. 62)

The Owner receives a set of keys comprising:

- 1 active key (1, fig. 62)
- 1 passive key (2, fig. 62)

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

The active key (1, fig. 63) is the one that is normally used: press button (A, fig. 63) to fully open the metal part, i.e. position (B, fig. 63). Holding depressed button (A, fig. 63) you can move the metal part and set it to the middle position (C, fig. 63); once in place, release button to lock.

The metal part returns inside the grip by pushing it in.

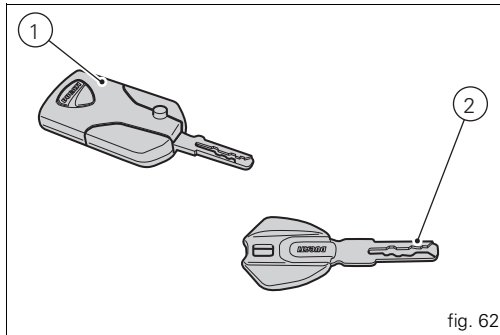


fig. 62

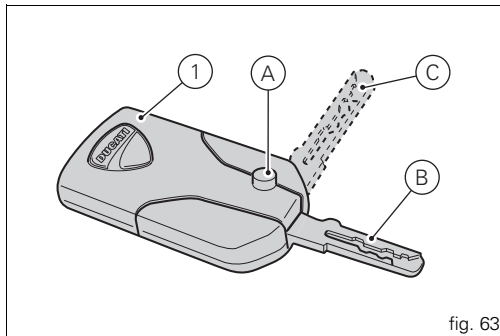


fig. 63

The key contains a battery that must be replaced when the low key battery “warning” is displayed as soon as the instrument panel is turned on (fig. 64).



Note

In this case, replace the battery as soon as possible (page 88).

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.



Warning

Do not ride with the key (1 or 2, fig. 62) 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.



fig. 64

Replacing the battery in the active key

Only use 3 Volt CR 2032 lithium ion batteries.



Note

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

Remove the metal part of the battery.

Use a large sized coin to pry open the shells of the plastic grip (2€ coin) as shown in fig. 65.



Important

Insert the coin only in the indicated point. Do not use other objects inserted in points that are different than what is shown, as it could damage the integrated circuit and/or the protective gasket.

Once the plastic shells have been separated, remove the printed circuit board (1, fig. 66) prying it up GENTLY with a small flat screwdriver, as shown in the figure.



Important

Insert the point of the flat screwdriver just under the printed circuit board, being very careful not to damage it. Do not apply force on the battery or battery holder.

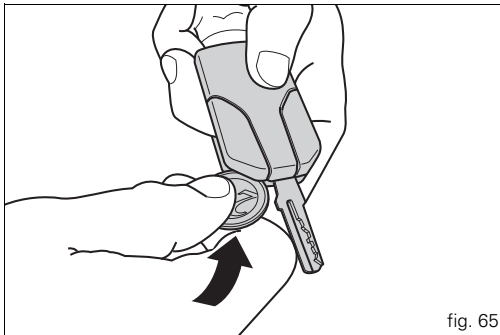


fig. 65

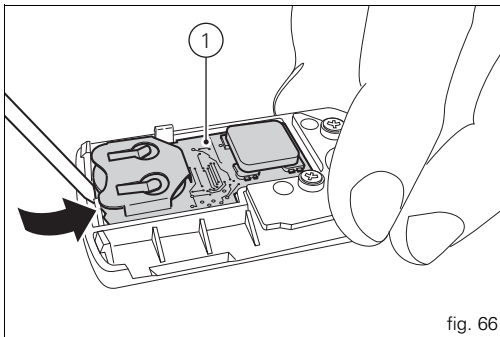
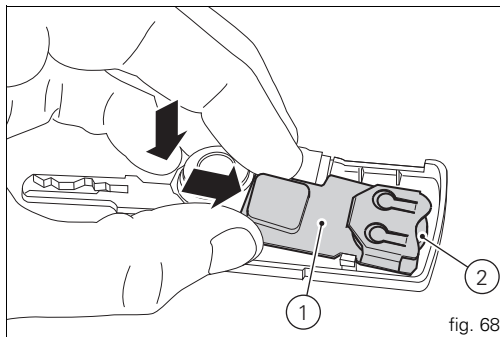
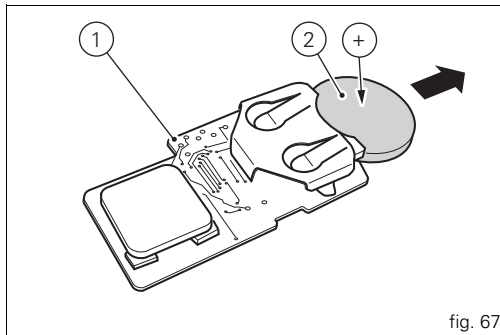


fig. 66

Remove the battery (2, fig. 67) from the printed circuit board (1, fig. 67) and replace it with a new one. Pay attention to polarity: the positive pole (+) must face upward.

Important
Only use the required type of battery.

Reinsert the printed circuit board (1, fig. 68) from the side with the battery (2, fig. 68) into the plastic shell.



E

Apply slight pressure on the antenna (3, fig. 69) of the printed circuit board until you hear a click.

Align the two shells of the grip and press on the area indicated by the arrows (fig. 70) to reclose them. Make sure that you hear a “click” upon closing and that the key is well closed.

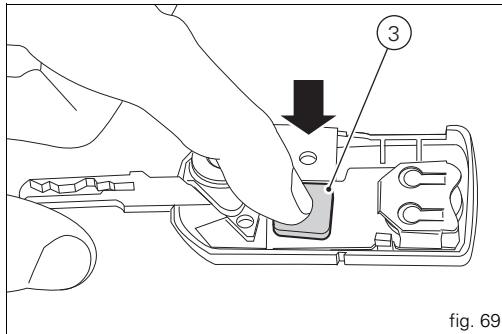


fig. 69

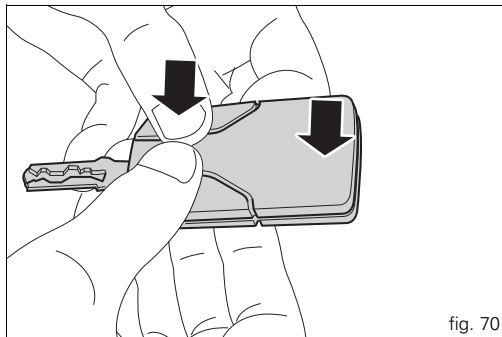


fig. 70

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left.

The Ducati Service Centre will program all the new keys as well as any keys you already have.

You may be asked to provide proof that you are the legitimate owner of the motorcycle.

The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.

Immobilizer override procedure

This procedure makes it possible to “temporarily” turn on the motorcycle if the HF (Hands Free) System is not working.



Note

The PIN CODE function must be activated by entering your 4 digit PIN in the instrument panel, otherwise the vehicle cannot be turned on temporarily in the case of a malfunction.



Warning

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.

PIN CODE activation function

To access the function it is necessary to view the “setting” menu page 48, using button (1, fig. 14) “▲” or (2, fig. 14) “▼” select the “PIN CODE” function and press the reset button (12, fig. 12) to go to next page.



Note

If “MODIFY PIN CODE” appears when accessing this function, this means that there is already a stored PIN and therefore the function is already active.

When accessing the function, “INSERT NEW PIN CODE” with four dashes “----” in the bottom line will appear on the display highlighted in green; now enter a 4 digit code.

Entering the code:

press the reset button (12, fig. 12);

each time you press the button (2, fig. 14) “▼” the displayed number increases from “0” to “9” and then returns to “0”; to confirm the number, press the reset button (12, fig. 12). Repeat the procedure until inserting the fourth digit.

To highlight the “MEMORY” indication, press the reset button (12, fig. 12) again.

To store the entered PIN, press the reset button (12, fig. 12) for 3 seconds with “MEMORY” indication highlighted in green.

As a confirmation of PIN storage, the display will show the message “MEMORIZED” for about 2 seconds and then automatically highlight “EXIT” option.

From this moment, “MODIFY PIN CODE” will be displayed when accessing the “PIN CODE” function and the PIN can be changed again as many times as necessary (without limits).

To exit the setting function, press the reset button (12, fig. 12) when “EXIT” is highlighted.

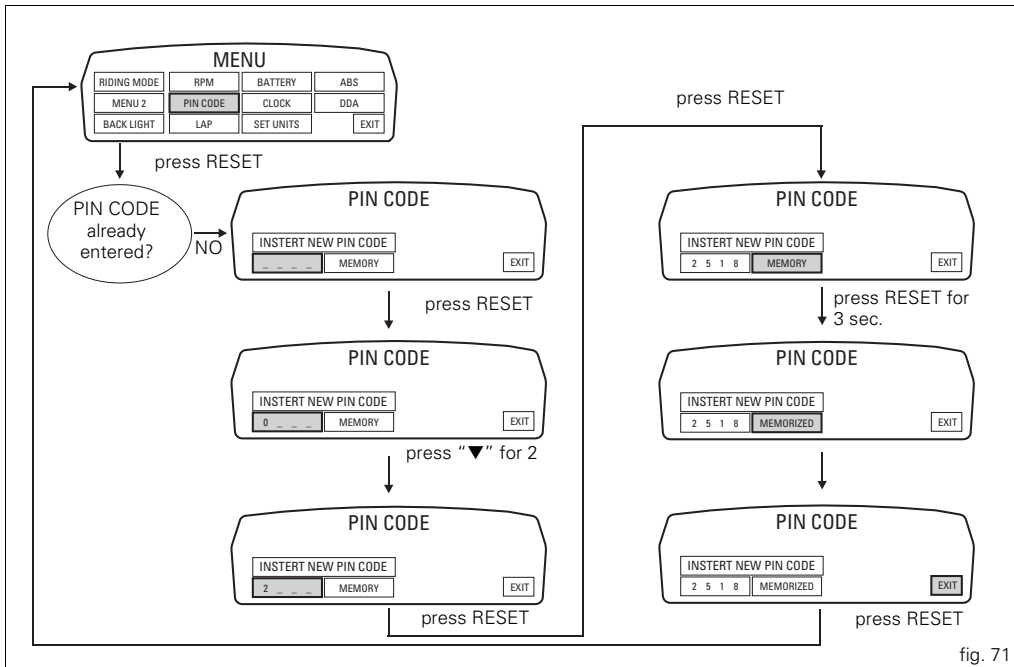


fig. 71

PIN CODE change function

This function changes your four number PIN CODE. To access the function it is necessary to view the "setting" menu page 48, using button (1, fig. 14) "▲" or (2, fig. 14) "▼" select the "PIN CODE" function and press the reset button (12, fig. 12) to go to next page.



Note

If "INSERT NEW PIN CODE" and the dashes "----" appear when accessing this function, this means that the function was not active as the PIN CODE was never entered. Enter your PIN as described in the previous paragraph "PIN CODE activation function".

When accessing the function, "MODIFY PIN CODE", "OLD PIN" with four dashes "----" in the bottom line will appear on the display highlighted in green; now enter the 4 digit code.



Note

To change the PIN, you must know the currently stored PIN.

Now you shall enter the "old" PIN code (OLD PIN). Press the reset button (12, fig. 12); each time you press the button (2, fig. 14) "▼" the displayed number increases from "0" to "9" and then returns to "0"; to confirm the number, press the reset button (12, fig. 12); repeat the procedure until inserting the fourth digit; Press the reset button (12, fig. 12) again to confirm.

If the entered code is incorrect, the instrument panel will return to the four dashes "----" in order to enter the code again.

If the entered code is correct, "CORRECT" is automatically highlighted in green for about 2 seconds and then the four dashes "----" next to "NEW PIN" indication are automatically highlighted; now enter the "new" 4 digit code. Press the reset button (12, fig. 12); each time you press the button (2, fig. 14) "▼" the displayed number increases from "0" to "9" and then returns to "0";

to confirm the number, press the reset button (12, fig. 12); repeat the procedure until inserting the fourth digit; Press the reset button (12, fig. 12) again to confirm. Item "MEMORY" is automatically highlighted.

To store the entered new PIN, press the reset button (12, fig. 12) for 3 seconds with "MEMORY" indication highlighted in green.

As a confirmation of the new PIN storage, the display will show message "MEMORIZED" for about 2 seconds and then "EXIT" is automatically highlighted.

To exit the setting function, press the reset button (12, fig. 12) when "EXIT" is highlighted.



Note

There is no limit to the amount of times you can change your PIN CODE.

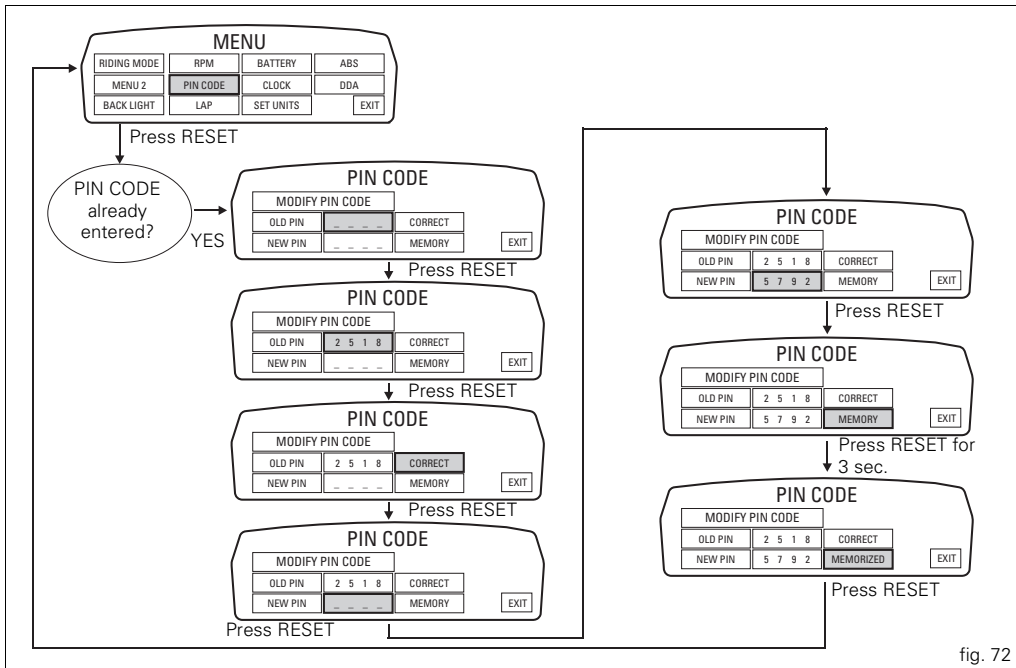


fig. 72

Light control

Headlight control

This function allows you to reduce current consumption from the battery, by automatically managing headlight switching-off.

At Key-On, the high beam and low beam lights are off.

When the engine is started, the low beam lights turn on automatically; from this moment, "normal" operation is activated: it will be possible to switch from low beam to high beam (using button 11, fig. 12) or operate the "FLASH" signal (using button 11, fig. 12). If engine is not started upon key-on, it is anyway possible to switch the lights on by pushing the button on the LH high/low beam switch (button 11, fig. 12); the low beam lights are turned on the first time it is pressed; from this moment, the same button can be used to switch on (and off) the high beam light (if the engine is not started within 60 seconds, the low beam or high beam light that was turned on will turn off).

If the headlight was turned on before starting the engine with the procedure described above, the headlight turns off automatically when starting the vehicle and will turn on again when the engine has been completely started.

Turn indicators (automatic reset)

The instrument panel controls the automatic reset of the turn indicators.

After activating one of the two turn indicators, they can be deactivated using the RESET button (12, fig. 12).

If the turn indicator is not "reset" manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated.

The counter for the distance travelled for automatic deactivation is activated at speeds below 80 Km/h (50 mph). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

“Parking” function

This function activates the “PARKING” mode.

The “PARKING” function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked.

The function is activated by pressing the button (2, fig. 14) “▼” for 3 seconds during the first 60 seconds after the motorcycle was turned off.

Once the function is activated, the indication will remain on the circular display for 5 seconds and the lights will remain on for 2 hours. After 2 hours, then will turn off automatically.

To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).



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.



Warning

The frequent use of this function can considerably reduce the battery charge; Ducati recommends using this function only when necessary.



fig. 73

E

“Steering in position for being locked” indication

This function informs that the steering is in position for turning on the steering lock.

The sensors detect that the steering is in position during the first 60 seconds after turning off the vehicle and the instrument panel activates the indication on the display for max. 5 consecutive seconds.

“Steering lock” on indication

This function informs that the steering lock was turned on. The steering lock can be turned on during the first 60 seconds after turning off the vehicle by pressing down on the “RUN” button.

If the steering lock was enabled correctly, the instrument panel will show the indication in the display for 5 seconds.



Note

The steering lock can only be turned on when the steering is in position.

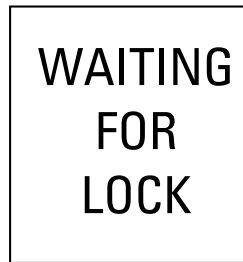


fig. 74

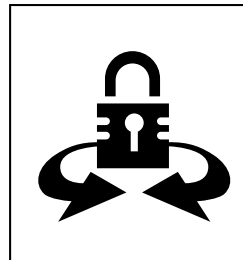


fig. 75

Controls



Warning

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.

Position of motorcycle controls (fig. 76)

- 1) Instrument panel on handlebar.
- 2) "Hands free" system.
- 3) Instrument panel on tank.
- 4) Left-hand handlebar switch.
- 5) Clutch lever.
- 6) Rear brake pedal.
- 7) Right-hand handlebar switch.
- 8) Throttle twistgrip.
- 9) Front brake lever.
- 10) Gear change pedal.

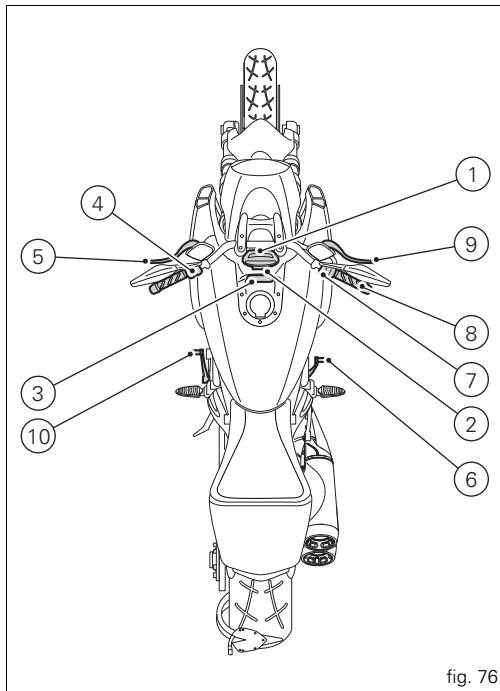


fig. 76

E

“Hands free” system

The Hands free system consists of:

- 1) Hands free lock;
- 2) Antenna;
- 3) Active key;
- 4) Passive key;
- 5) Electric cap (optional).

The “Hands free” button (7, fig. 79) is located on tank front end.

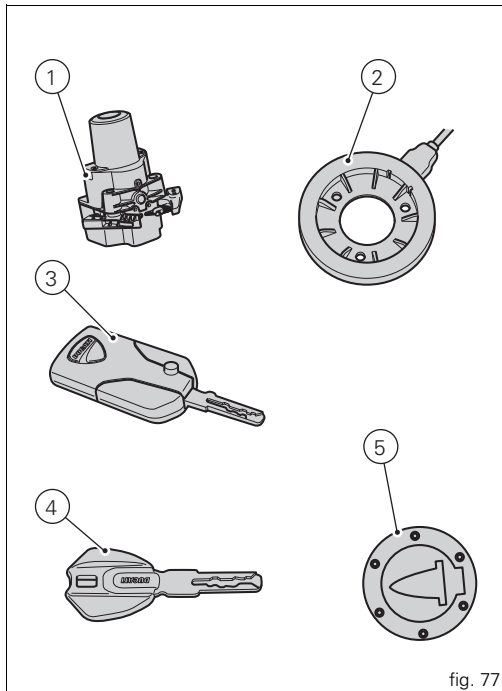


fig. 77

Hands free system Key-On and Key-Off

Key-On consists in turning on the hands free system and all of its electronic devices.

Key-Off consists in turning off the hands free system and all electronic devices, and makes sure the engine is turned off. Key-On is done using the button (6) on the handlebar on the right switch or using the emergency button (7) on the Hands free lock (1, fig. 77).

Key-Off is done using the button (6) on the handlebar on the right switch or using the button (7) on the Hands free lock (1, fig. 77).



Note

The use of one of the two buttons (6) or (7) does not exclude the other, ex.: if I turn it on with one, I can turn it off with the other and vice versa.

Key-On can only occur in the presence of one of the two keys (3, fig. 77) or (4, fig. 77) or using the pin code.

Key-Off can also occur without a key (3, fig. 77) or (4, fig. 77). Key-Off occurs when the speed of the motorcycle is equal to zero, pressing the button (6) on the handlebar or by pressing the Hands free button (7); at a speed other than zero, only by pressing the Hands free button (7).

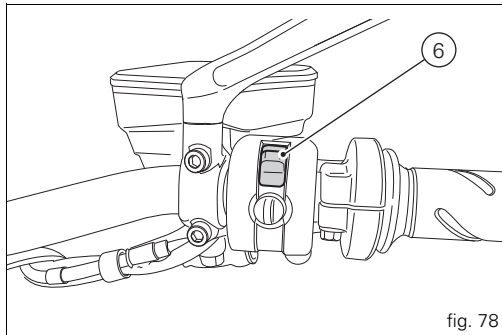


fig. 78

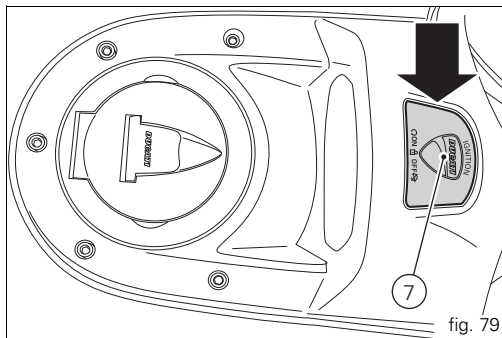


fig. 79



Note

When the battery is discharged, the active key (3, fig. 77) acts like a passive key (4, fig. 77). The instrument panel displays the discharged battery status.

The mechanical part of the key (3) is used to open the fuel cap and the seat lock.

The key (3) metal part is hidden inside the key: press button (A, fig. 80) to fully open the metal part, i.e. position (B, fig. 80). Hold depressed button (A, fig. 80) you to move the metal part and set it to the middle position (C, fig. 63); once in place, release button to lock.



Note

With the vehicle in Key-On and “engine off”, if the presence of the active key (3, fig. 80) is not detected for thirty consecutive seconds, the motorcycle will turn off automatically without any action by the rider.

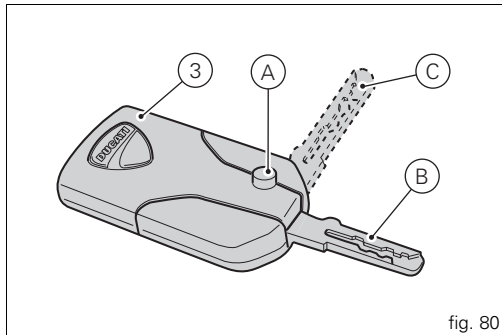


fig. 80

Key-On/Key-Off using the red key on the handlebar with the active key

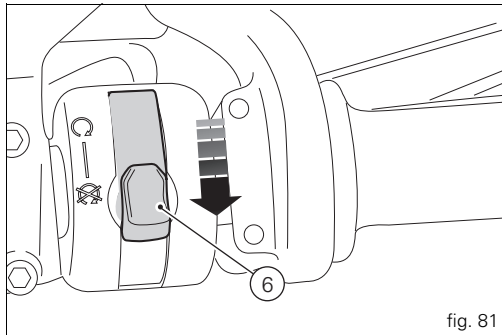
A Key-On can be performed by pressing the red key (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the active key (3, fig. 77).



Note

The active key (3, fig. 77) has a range of approx. 1.5 m, therefore it must be located within this range.

Key-Off can be performed by pressing the red key (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (3, fig. 77) only if the motorcycle speed is equal to zero.



E

Key-On/Key-Off using the key on the Hands free lock with the active key

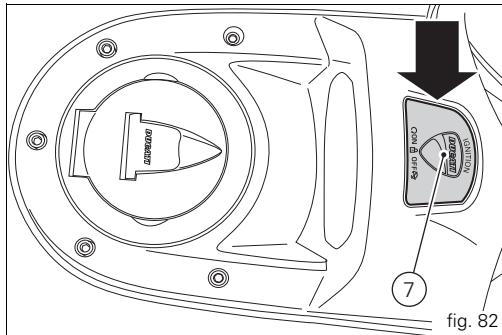
Key-On can be performed by pressing the button (7) on the Hands free lock (1, fig. 77) and with the presence of the active key (3, fig. 77).



Note

The active key (3, fig. 77) has a range of approx. 1.5 m, therefore it must be located within this range.

Key-Off can be performed by pressing the button (7) on the Hands free lock (1, fig. 77), also without the key (3, fig. 77).



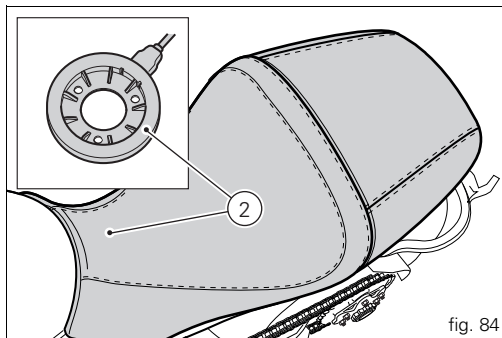
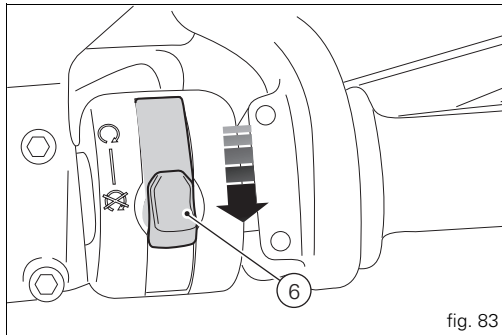
Key-On/Key-Off using the red key on the handlebar with the passive key

A Key-On can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position and in the presence of the passive key (4, fig. 77).

Note

The passive key (4, fig. 77) has a range of a few cm, therefore the key (4, fig. 77) must be positioned near the antenna (2). Remove the seat (see "Removal of the seat" on page 119) to access the antenna (2).

Key-Off can be performed by pressing the red button (6) on the handlebar in the HANDS FREE ON/OFF position. It can be done also without the key (4, fig. 77) only if the motorcycle speed is equal to zero.



Key-On/Key-Off using the key on the Hands free lock with the passive key

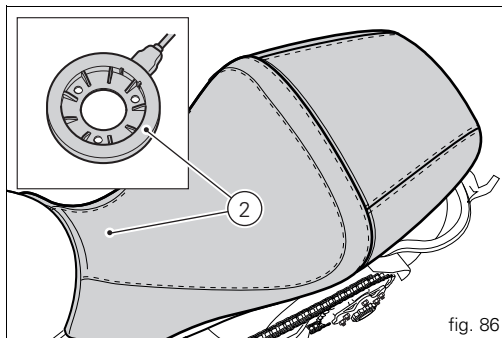
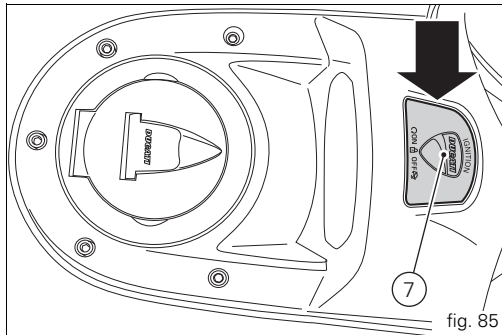
Key-On can be performed by pressing the button (7) on the Hands free lock and with the presence of the passive key (4, fig. 77).



Note

The passive key (4, fig. 77) has a range of a few cm, therefore the key (4, fig. 77) must be positioned near the antenna (2). Remove the seat (see "Removal of the seat" on page 119) to access the antenna (2).

Key-Off can be performed by pressing the button (7) on the Hands free lock (1, fig. 77), also without the key (4, fig. 77).



Key-On/Key-Off using the pin code (immobilizer release)

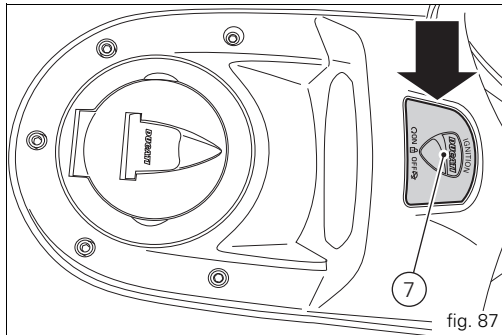
Key-On can be performed by pressing the button (7) on the hands free lock (1, fig. 77) without the presence of the keys (3, fig. 77) and (4, fig. 77) and entering the pin code on the dashboard.

Key-Off can be performed by pressing the button (6) on the handlebar / Hands Free key (7) / engine off no key.
After each Key-Off, at the next Key-On if the key is not present the pin code must be entered.

The pin code is entered by the customer when receiving the motorcycle.

The function is not enabled without the pin code.

When the Hands Free button is pressed (7) the instrument panel activates the backlighting and the circular display to be able to enter the four digit pin code. Entering the correct pin turns on the instrument panel and enables engine starting. The pin must be entered within 120 sec, after which a Key-Off occurs automatically.



Entering PIN CODE function for vehicle release

This function turns on the motorcycle "temporarily" in the case of HF (Hands Free) system "malfunctions". To activate the function, press the "emergency" Hands Free button (7, fig. 87) if the motorcycle cannot be turned on using the normal starter button.

After pressing the button, the instrument panel activates the "INSERT PIN CODE" indication on the display with four dashes "----" in the bottom line highlighted in green to enter the 4 digit PIN code.

Entering the code:

press the reset button (12, fig. 12);
 each time you press the button (2, fig. 14) "▼" the displayed number increases from "0" to "9" and then returns to "0";
 to confirm the number, press the reset button (12, fig. 12);
 repeat the procedure until inserting the fourth digit;
 press the reset button (12, fig. 12) again to confirm.
 If the code is incorrect, the instrument panel will return to the four dashes "----" indication in order to enter the code again.



Note

There is no limit to the number of times the code can be re-entered; the instrument panel will turn off automatically 120 seconds after an attempt to enter the code.

If the entered code was correctly, the message "CORRECT" will flash on the display for 3 seconds. After 3 seconds, the instrument panel will return to the "normal" view (with all indications active).

From this moment, the vehicle can be started using the start button (Key-On).



Note

The vehicle can be started until a Key-Off is performed; if the problem still persists upon the next starting attempt, repeat the procedure from the beginning in order to start the motorcycle "temporarily".



Important

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

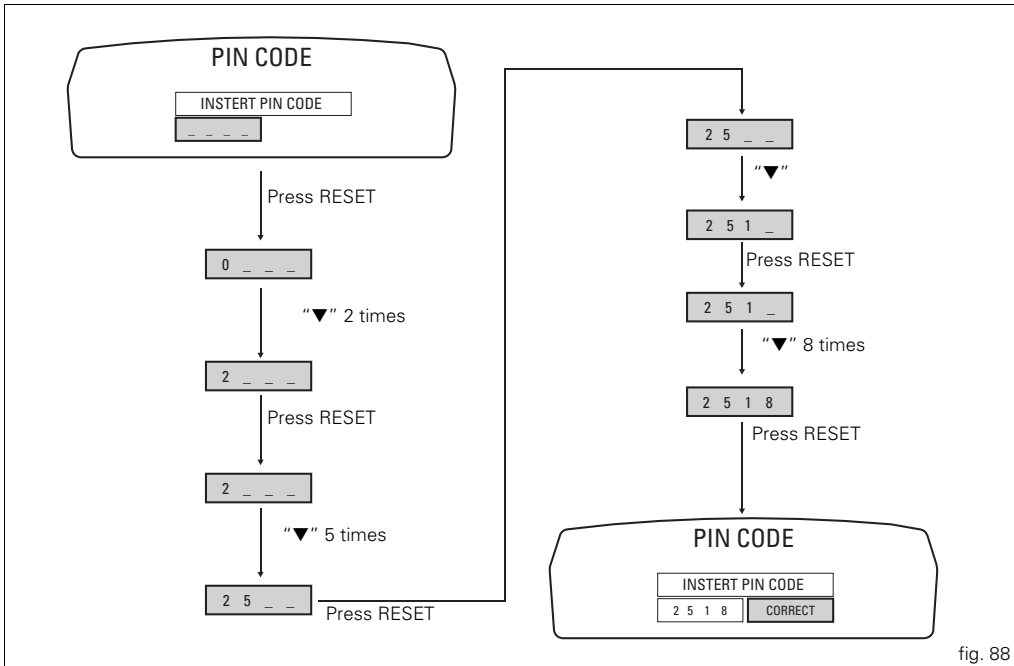









fig. 88

LH switch (fig. 89)

- 1) Dip switch, light dip switch, two positions (fig. 89):
(A) every time pressed down light switches from low beam on  to low beam and high beam on .
(B) pushed to the side  = high beam flasher (FLASH),
"Start-Stop lap" function.
- 2) Button  = three-position turn indicator (fig. 89):
centre position = OFF;
position  = left turn;
position  = right turn.
- 3) Turn indicator off, "Riding Style" activation and menu navigation button.
- 4) Button  = warning horn.
- 5) Navigation menu, display scroll and TRIP1 and TRIP2 reset button.
- 6) Navigation menu, display scroll button.

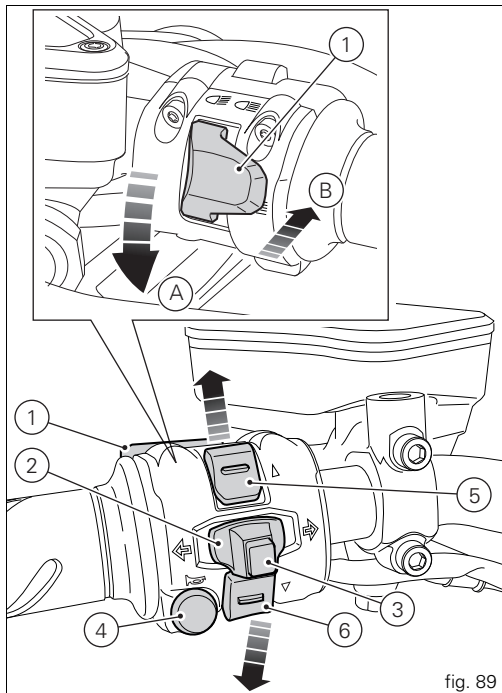


fig. 89

Clutch lever (fig. 90)

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 twistgrip. 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. Correct use of the clutch lever is very important in all riding situations, especially when moving off.

Warning

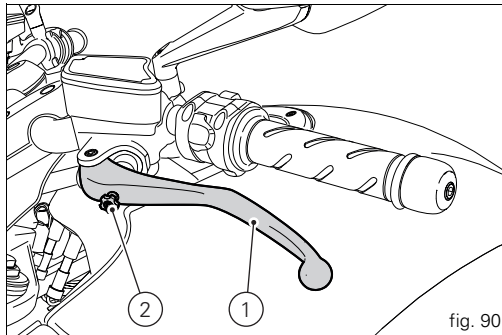
Any adjustment of clutch lever must be carried out when motorcycle is stationary.

Important

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

Note

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

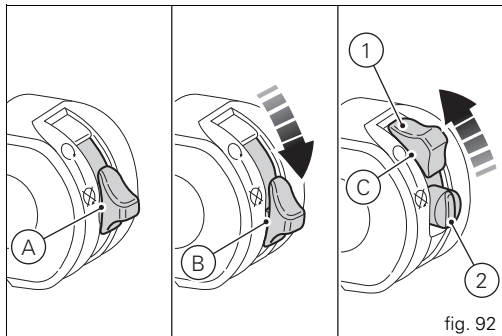
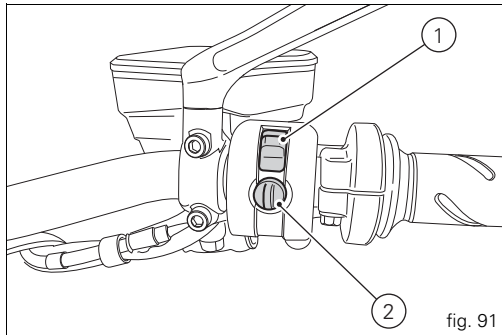


RH switch (fig. 91)

- 1) Red ON/OFF switch.
- 2) Black ENGINE START button.

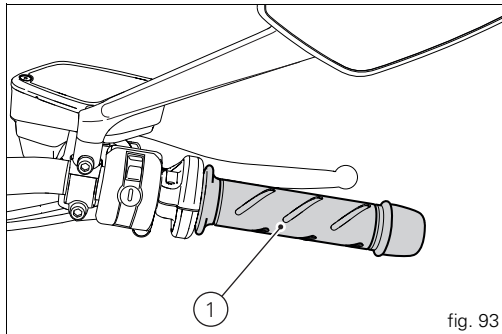
The switch (1) has three positions:

- A) centre: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
- B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
- C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).



Throttle twistgrip (fig. 93)

The twistgrip (1, fig. 93) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).

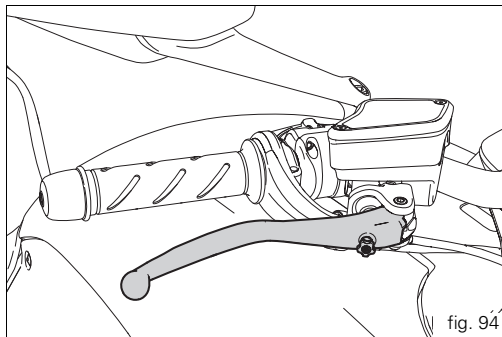


Front brake lever (fig. 94)

Pull the lever (1, fig. 94) towards the twistgrip to operate the front brake. The system is hydraulically assisted and you only need to pull the lever gently.

The control lever (1, fig. 94) features a dial adjuster (2, fig. 94) for lever distance from the twistgrip on handlebar adjustment.

The lever distance can be adjusted through 10 clicks of the dial (2, fig. 94). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counter clockwise to decrease lever distance.



Rear brake pedal (fig. 95)

Push down the pedal (1, fig. 95) to operate the rear brake. The system is hydraulically controlled.

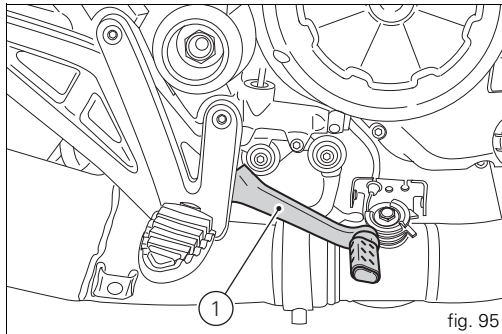


fig. 95

Gear change pedal (fig. 96)

When released, the gear change pedal (1, fig. 96) automatically returns to rest position N in the centre. This is indicated by the instrument panel light N (2, fig. 4) coming on. The pedal can be moved:

down = press down the pedal to engage the 1st gear and to shift down. At this point the N light on the instrument panel will go off;

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.

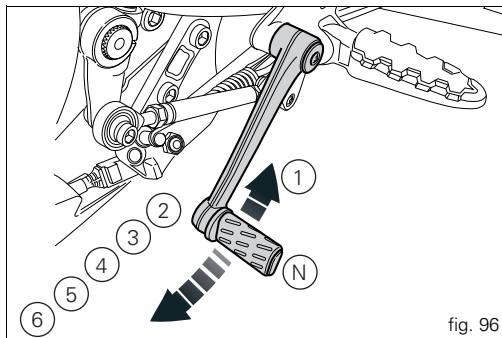


fig. 96

Adjusting the position of the gearchange and rear brake pedals

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 (fig. 97)

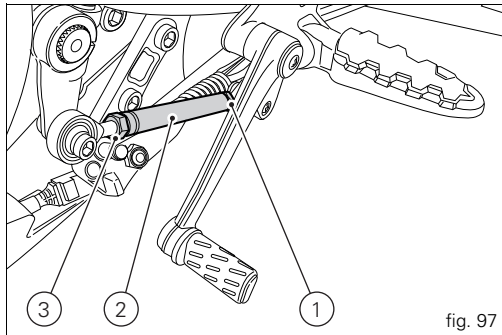
hold the linkage (1) and slacken the lock nuts (2) and (3).



Note

Nut (2) has a left-hand thread.

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position. Tighten both check nuts onto linkage.



Rear brake pedal (fig. 98)

loosen counter nut (7).

Turn pedal stroke adjusting screw (6) until pedal is in the desired position.

Tighten the counter nut (7).

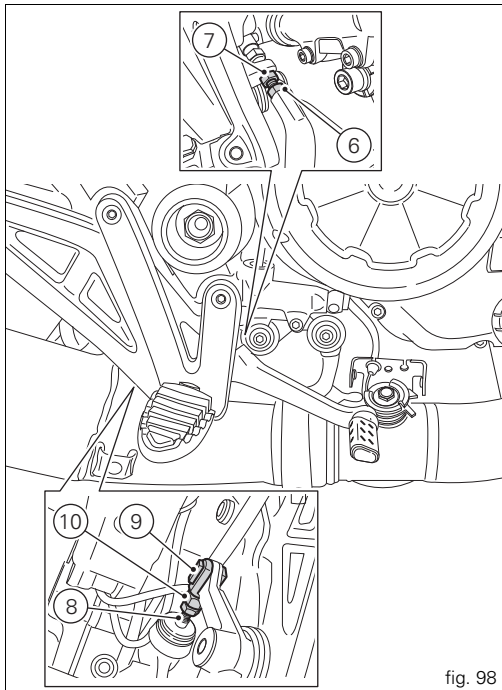
Operate the pedal by hand to check that there is 1.5 to 2 mm of freeplay before the brake bites.

If not, adjust the length of the master cylinder pushrod as follows.

Slacken off the counter nut (10) on the pushrod.

Screw the pushrod (8) into the front fork (9) to increase the freeplay, or screw it out to reduce it.

Tighten the counter nut (10) and recheck the pedal freeplay.



Main components and devices

Position on the vehicle (fig. 99)

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter.
- 8) Exhaust silencer (see "Warning" on page 137).

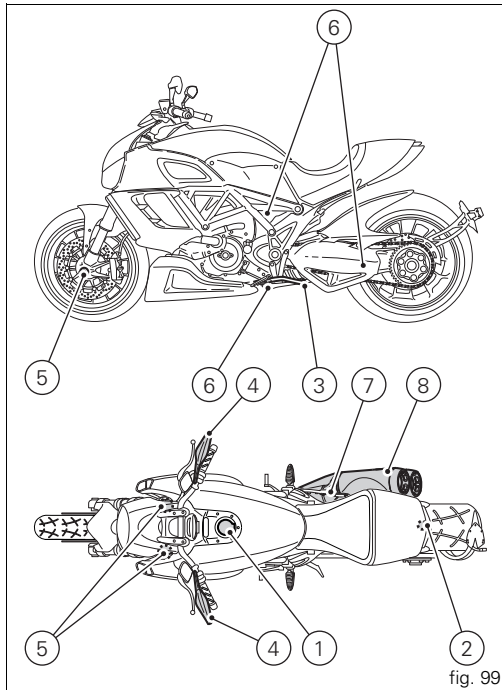


fig. 99

Tank filler plug



Note

To open or close the tank filler plug using the active key, set the metal part in the middle position, as shown on page 86.

Opening

Lift the cover (1, fig. 100) and insert the active or passive key into the lock. Give the key a 1/4 turn clockwise to unlock. Lift the plug (2, fig. 101).

Closing

Close the cap (2, fig. 101) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1, fig. 100).



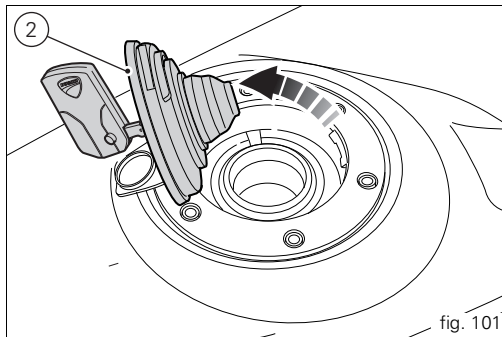
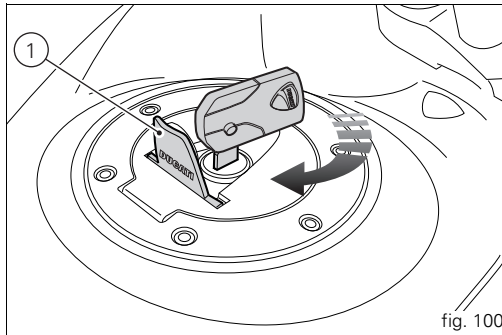
Note

The cap can only be closed with the key inserted.



Warning

Always make sure you have properly refitted (see page 140) and closed the plug after each refuelling.

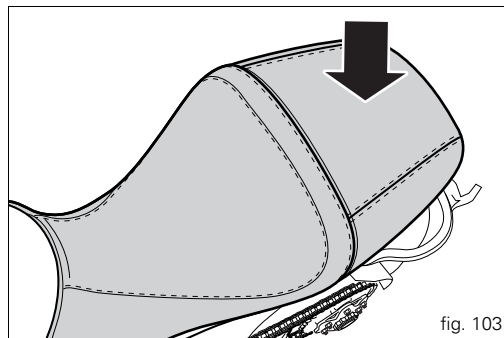
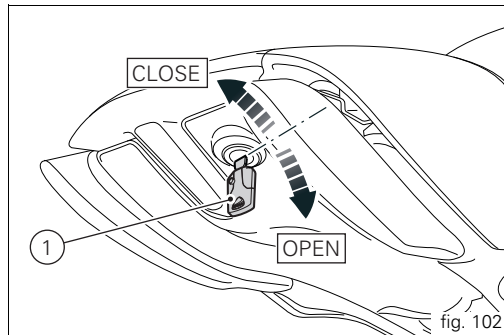


Seat lock

Work latch (1, fig. 102) to remove the seat and access to the underseat compartment and any other device under it.

Removal of the seat

Insert the active or passive key in the lock (1, fig. 102), turn it clockwise and simultaneously apply downward pressure in the area of the catch to release the pin. Pull the seat backwards to release it from the front catches.



Helmet cable



Note

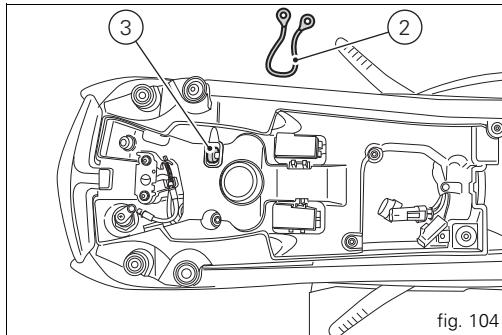
Helmet cable (2, fig. 104) can be found inside the tool kit, see "Tool kit and accessories" on page 141.

Pass the cable through the helmet and insert the end of the cable in the pin (3, fig. 104). Leave the helmet hanging and refit the seat to hold it in place.



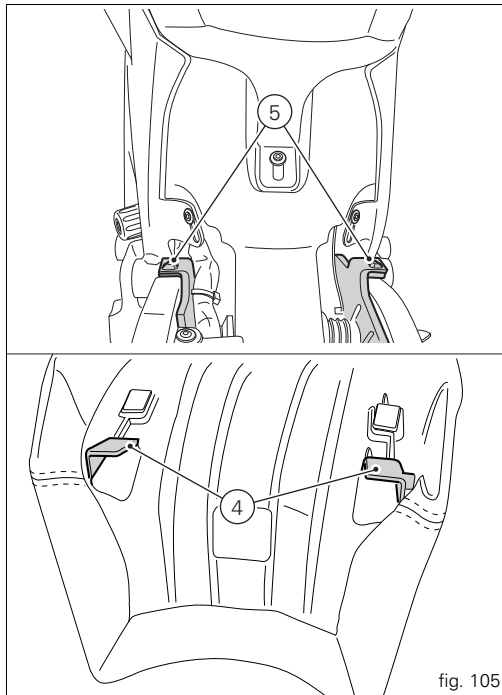
Warning

This device protects the helmet against theft when the motorcycle is parked. Do not leave the helmet attached when riding the motorcycle; it could interfere with your movements and cause loss of control of the motorcycle.



Refitting the seat

Make sure all parts are correctly arranged and secured in the underseat compartment. Insert the mounts (4) of the seat base in the projecting parts (5) of the frame, then push the rear end of the seat until you hear the bolt in the lock click into place. Make sure that the seat is firmly secured to the frame and remove the key from the lock.



Side stand (fig. 106)

Important

Before lowering the side stand, check that the ground is sufficiently even and firm.

Do not park on soft or pebbled ground or on asphalt melted by the sun heat and similar or the motorcycle may fall over. When parking on a slope, always park with the rear wheel on the downhill side.

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

Warning

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

To raise the side stand to rest position (horizontal), tilt the motorcycle to the right and, at the same time, lift the stand (1) with your foot.

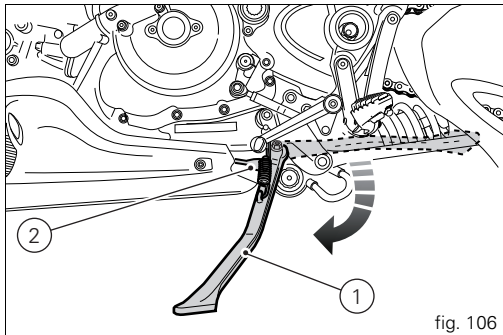


fig. 106

Note

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

Note

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

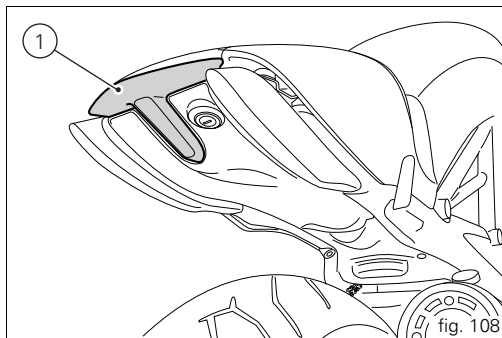
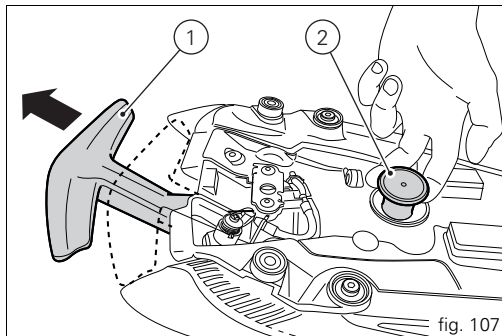
Passenger grabhandle

Passenger grabhandle (1, fig. 107) is located inside the tail guard; to take it out, remove the seat (see "Removal of the seat" on page 119), pull the knob (2, fig. 107) while taking out the grabhandle (1, fig. 107) from its housing until it is fully extended.

Warning

Before use, pull back and forth to ensure that it is locked in the correct position.

To withdraw it, pull knob (2, fig. 107), push grabhandle (1, fig. 107) in its housing until it is completely flush with the tail guard (fig. 108) and refit the seat (see "Refitting the seat" on page 121).



Adjusting the front fork

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.

The settings are adjusted using external adjuster screws.

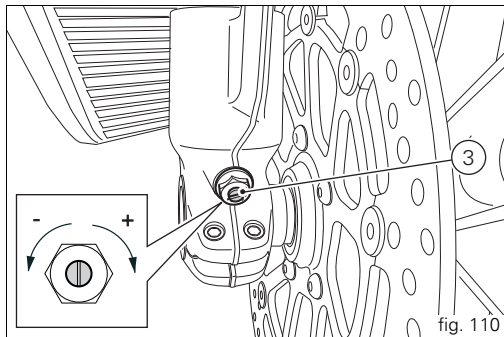
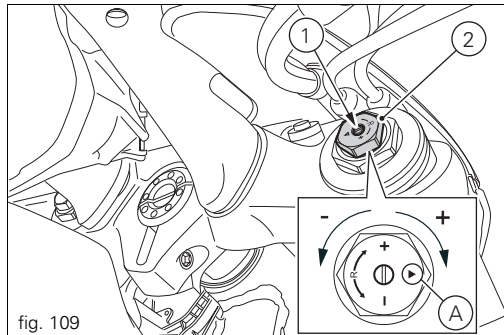
- 1) to adjust rebound damping (fig. 109);
- 2) to adjust spring preload (fig. 109);
- 3) to adjust compression damping (fig. 110).

Park the motorcycle in a stable position on its side stand. Turn the adjuster (1) on fork leg top with a flat screwdriver to adjust rebound damping.

Turn the adjuster (3) on fork leg bottom with a flat screwdriver to adjust compression damping.

Turn the adjusting screws (1 and 3) to adjust the dampening. Turn the screw all the way in to set the hardest damping (position "0"). Starting from this position, turning anticlockwise, you can count the turns.

To change preload of the spring inside each fork leg, turn the hex. adjuster (2, fig. 109) with a 22 mm hexagon wrench, starting from the fully open position (clockwise). From reference (A, fig. 109), every full turn clockwise corresponds to 1 mm of preload of the spring, up to a maximum of 15 mm, corresponding to 3 full turns.



STANDARD settings, from fully open position, are as follows:

Compression:

1 and a half turns;

Rebound:

1 and a half turns.

Spring preload: FULLY OPEN (anticlockwise).

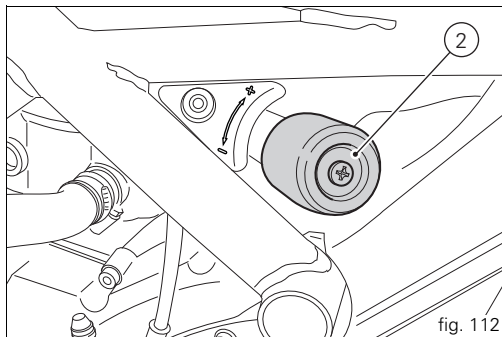
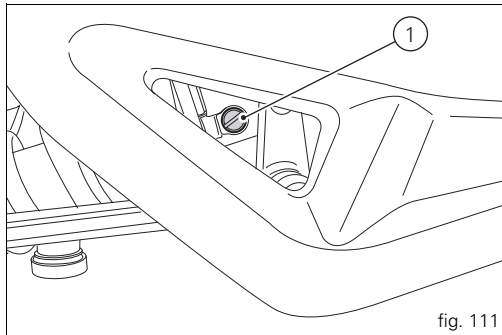


Important

Adjust both fork legs to same settings.

Adjusting the rear shock absorber

The rear shock absorber has external commands that enable you to adjust the setting to suit the load on the motorcycle. The adjuster (1, fig. 111) located on the lower connection holding the shock absorber to the swingarm adjusts the damping during the rebound phase (return). The knob (2, fig. 112), located on the left side of the motorcycle, adjusts the preload of the shock absorber external spring.



The knob (3, fig. 113) located on the expansion reservoir of the shock absorber adjusts the damping during the compression phase.

Turning the adjusters (1) or the knobs (2) and (3) clockwise to increase preload damping; they decrease turning them in the opposite direction.

STANDARD setting; from fully closed (clockwise) loosen:

adjuster (1, fig. 111) by 12 clicks;

knob (2, fig. 112) FULLY OPEN (counter clockwise);

adjuster (3, fig. 113) by 25 clicks.



Warning

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. It may also be necessary to adjust the rebound damping accordingly.

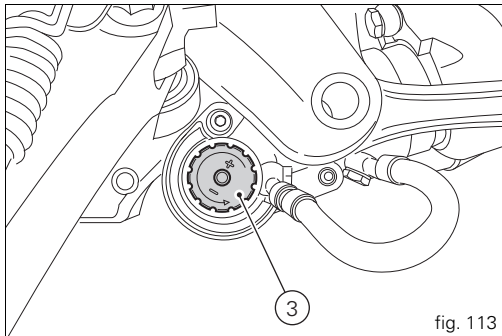


fig. 113

Values specified in the table are indicative and refer to a rider weighing (with clothes on) 80-90kg and a passenger weighing (with clothes on) 70-80kg.

| Front fork | | | | | | |
|----------------------------|-------------|--------|---------|-------|---------|-------|
| | | Range | Default | Sport | Touring | Urban |
| Rider only | Compression | 0 ÷ 3 | 1.5 | 0.5 | 1 | 1.5 |
| | Rebound | 0 ÷ 3 | 1.5 | 1 | 1.5 | 1.5 |
| | Preload | 0 ÷ 15 | 0 | 4 | 1 | 0 |
| Rider and passenger | Compression | 0 ÷ 3 | 1.5 | 0 | 0.5 | 1 |
| | Rebound | 0 ÷ 3 | 1.5 | 1.5 | 1.5 | 2.5 |
| | Preload | 0 ÷ 15 | 0 | 7 | 4 | 2 |
| Rear shock absorber | | | | | | |
| Rider only | Compression | 0 ÷ 40 | 25 | 6 | 15 | 25 |
| | Rebound | 0 ÷ 24 | 12 | 4 | 9 | 12 |
| | Preload | 0 ÷ 28 | 0 | 20 | 10 | 0 |
| Rider and passenger | Compression | 0 ÷ 40 | 25 | 4 | 6 | 15 |
| | Rebound | 0 ÷ 24 | 12 | 6 | 8 | 10 |
| | Preload | 0 ÷ 28 | 0 | 28 | 20 | 15 |

Directions for use

For the first 100 km 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.

To allow all the mechanical moving parts in the motorcycle to adapt to one another, and to avoid shortening the life of the main engine components, it is advisable to avoid sudden acceleration and running the engine at high rpm for too long, especially uphill.

Furthermore, the drive chain should be inspected frequently. Lubricate as required.

Running-in recommendations

Maximum rpm (fig. 114)

Rotation speed for running-in period and during standard use (rpm)

- 1) up to 1000 km;
- 2) from 1000 to 2500 km.

Up to 1000 km

During the first 1000 km, keep an eye on the rev counter.

It should never exceed 5500÷6000 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 suspension.

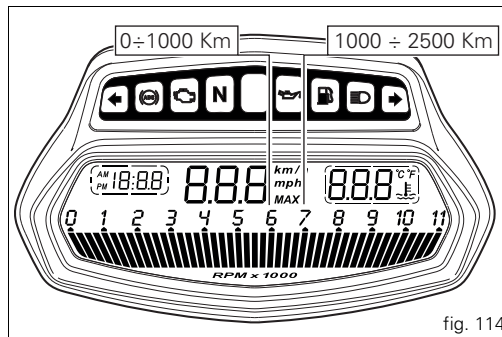


fig. 114

From 1000 to 2500 km

At this point, you can squeeze some more power out of your engine. However never exceed 7000 rpm.



Important

Throughout the running-in period, be careful to stick to the recommended maintenance schedule and periodic service intervals indicated in the warranty booklet. 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



Warning

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 bike as follows:

FUEL LEVEL IN THE TANK

Check the fuel level in the tank. Fill tank if needed (page 140).

ENGINE OIL LEVEL

Check the oil level in the sump through the sight glass.

Top up if needed (page 164).

BRAKE AND CLUTCH FLUID

Check fluid level in the relevant reservoirs (page 143).

COOLANT LEVEL

Check coolant level in the expansion reservoir.

Top up if needed (page 142).

TYRE CONDITION

Check tyre pressure and condition (page 162).

CONTROLS

Operate the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) to check that they function correctly.

LIGHTS AND INDICATORS

Make sure the lights, indicators and horn work properly.

Replace any burnt-out bulbs (page 158).

KEY-OPERATED LOCKS

Ensure that fuel filler plug (page 118) and seat (page 119) are firmly secured.

STAND

Make sure side stand operates smoothly and is in the correct position (page 122).

ABS light

After Key-On, the ABS light (9, fig. 4) stays on. When the vehicle speed exceeds 5 km/h; the light turns off to indicate that the ABS system is functioning properly.



Warning

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, fig. 115) and rear (2, fig. 116) phonic wheels are clean.



Warning

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.



Warning

Prolonged rearing could deactivate the ABS system.

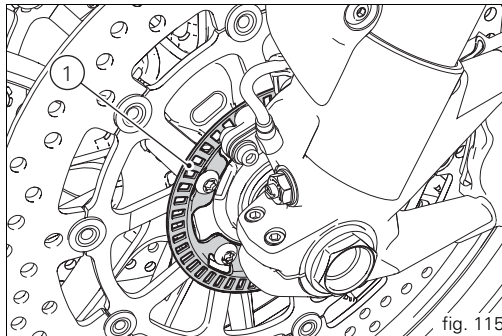


fig. 115

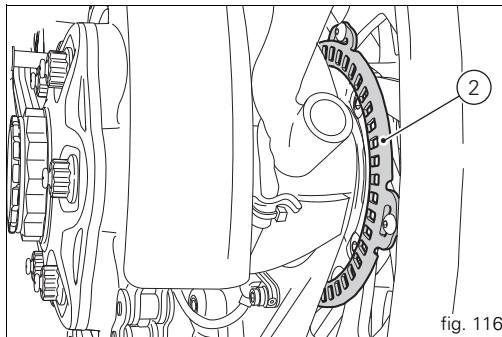


fig. 116

Engine on/off

Warning


Before starting the engine, become familiar with the controls you will need to use when riding (page 99).

Warning

Never start or run the engine indoors. Exhaust gases are toxic 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 pushing the red switch (1, fig. 117), on the right side of the handlebar, downward.

The instrument panel on handlebar will perform the initialisation and will control the onboard systems, turning on all lights in sequence, from outside to inside, for a few seconds.

After this control, only the green light (2, fig. 118) and the red light  (3) must remain on.

Warning

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

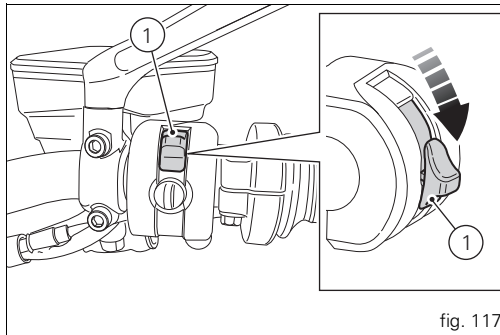


fig. 117

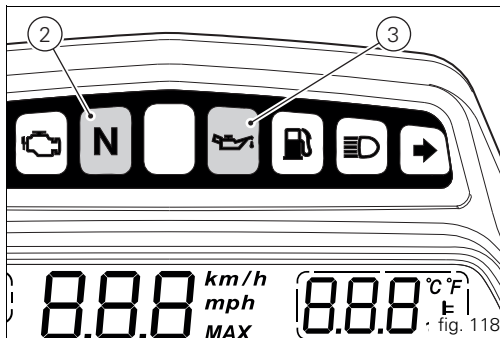


fig. 118



Note

It is possible to start the engine with side stand down and the gearbox in neutral. When starting the bike 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 the black button (4, fig. 119).

Push the button (4) to start the engine.



Important

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

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

The engine will shut off by turning the red key (1, fig. 119) on the handlebar to RUN OFF.



Note

To turn on the "Hands free" system and all electronic onboard systems, refer to page 100 "Hands Free System".

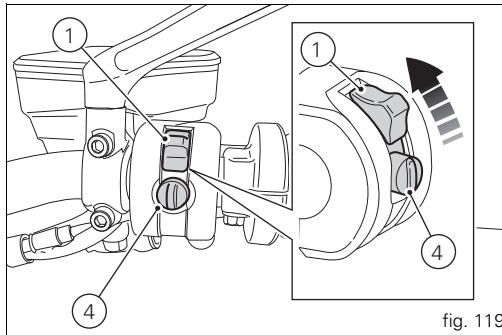


fig. 119

Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving.
- 4) Release the clutch lever completely and accelerate.
- 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 control 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 starts to slow down, so you will avoid stressing the engine and the motorcycle abnormally.



Important

Avoid sudden 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.



Warning

Prolonged rearing could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS system

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 vehicle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the vehicles 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 signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel, using the “ABS disabling function”.



Warning

Use both the brake lever and the brake pedal for effective braking.

Using only one of the brakes will give you less braking power. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking capacity is significantly reduced. 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 continuously causes the friction material to overheat and dangerously reduces braking effectiveness. Underinflated or 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. Turn off the engine moving the red switch downward (1, fig. 121).

Parking

Park the stopped motorcycle on the side stand. Turn the handle completely to the left or right. If this operation is performed within 60 seconds after the engine stop, the message "Waiting for lock" (fig. 120) will appear on the display of the instrument panel for approx. 5 seconds.

If you want to enable the steering lock, move the red switch (1, fig. 121) downward during this interval.



WAITING
FOR
LOCK

fig. 120

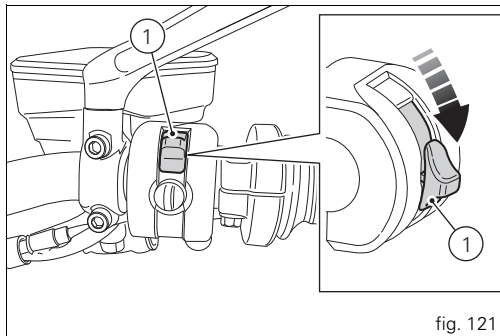


fig. 121

If the steering lock was enabled correctly, the locked steering indication (fig. 122) will appear on the display of the instrument panel on tank for 5 seconds.

The steering lock disables at Key-On.

If the "Hands free" system was not able to release the steering, an error message (fig. 123) will appear on the display.

In this case, it is recommended to turn the vehicle off and on (Key-Off / Key-On) holding the handlebar pressed down to the end stop. If the signal remains (and the steering does not "release") contact an Authorised Ducati Service Centre.

In order to make the motorcycle visible at night or in poorly illuminated areas, the "Parking" function can be activated within 60 seconds of turning off the vehicle by turning on the front and rear parking lights.

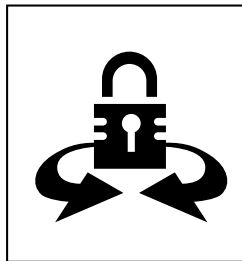


fig. 122

**UNLOCK
ERROR**

fig. 123

Press (2, fig. 124) for at least 3 seconds: The indication of the activated function (fig. 125) will appear on the display of the instrument panel on tank for 5 seconds and the lights will remain on for 2 hours. After this period of time, they will turn off automatically.



Note

If there is a sudden interruption in the battery voltage during the "Parking" function, the instrument panel will disable this function when the voltage is restored.



Important

The frequent use of this function can considerably reduce the battery charge; it is recommended to use this function only when necessary.



Warning

The exhaust system may still be hot even after engine is switched off; take special care not to touch the exhaust system with any part of your body and do not park the motorcycle next to inflammable material (wood, leaves, etc.).



Warning

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

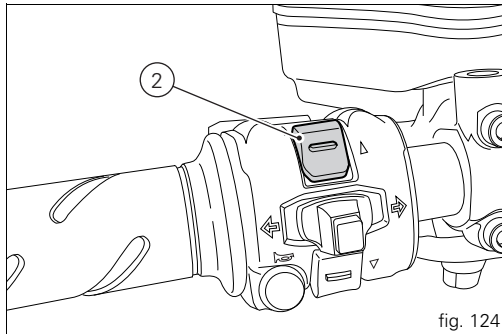


fig. 124



fig. 125

E

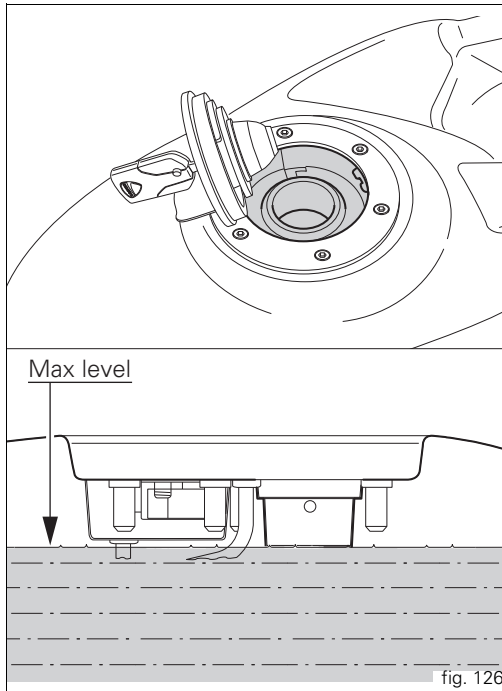
Refuelling (fig. 126)

Never overfill the tank when refuelling. The fuel level should always be below the rim of the filler recess.



Warning

Use low-lead fuel with 95 octane rating at origin minimum (see "Top-ups" table, page 173).
Check that no fuel is trapped in the filler cap recess.



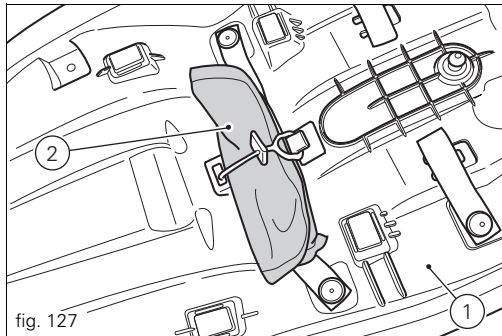
Tool kit and accessories (fig. 127)

The tool kit (2) is located under the seat (1) while the Owner's manual is housed in the compartment under the seat.

The tool kit includes:

- fuse pliers;
- two helmet anti-theft cables;
- screwdriver;
- screwdriver handle;
- 14/16 mm box wrench;
- 6 mm rod;
- 3 mm Allen wrench;
- 4 mm Allen wrench;
- 5 mm Allen wrench.

To access the underseat compartment, remove the seat (see "Removal of the seat" on page 119).



Main maintenance operations

Cooling circuit capacity: 2.5 cu. dm (litres).



Warning

This operation must be carried out with the engine cold and with the motorcycle vertical and level.

Changing air filter



Important

Have the air filter maintenance performed at a Ducati Dealer or authorised Service Centre.

Checking and topping up coolant level

Check coolant level in the expansion tank on the right side of the vehicle.

Steer the handlebar 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 a mixture consisting of water and antifreeze SHELL Advance Coolant or Glycoshell (35÷40% of the volume) up to the MAX level.

Refit the plug (1).

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

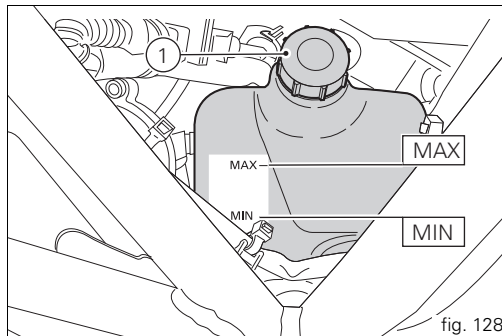


fig. 128

Checking brake and clutch fluid level

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

If the level is too low, air can get into the circuit, thus impairing the efficiency of the system.

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.

Important

It is recommended all brake and clutch lines be changed every four years.

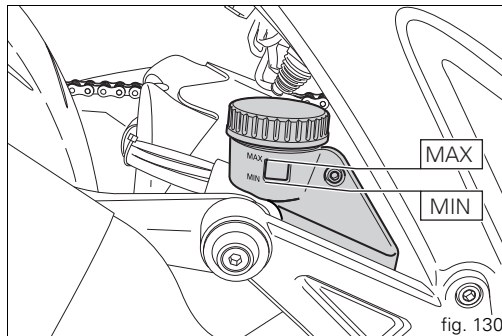
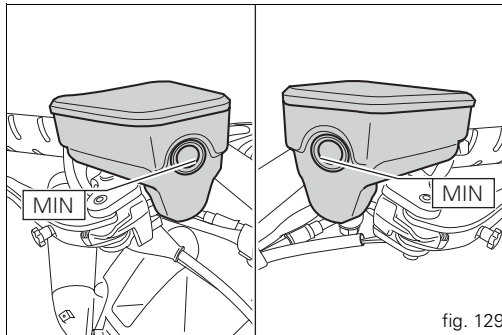
Brake system

If you find exceeding play 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.

Warning

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact. Hydraulic fluid is corrosive and can cause damage and injuries. Never mix fluids of different qualities.

Check that the seals are in good condition.



E

Clutch system

If the control lever has exceeding play 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.



Warning

The clutch fluid level in the reservoir tends to rise as the friction material on the clutch plates wears out. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

(fig. 131 and fig. 132)

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.



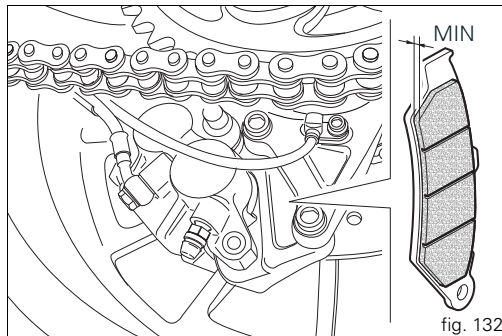
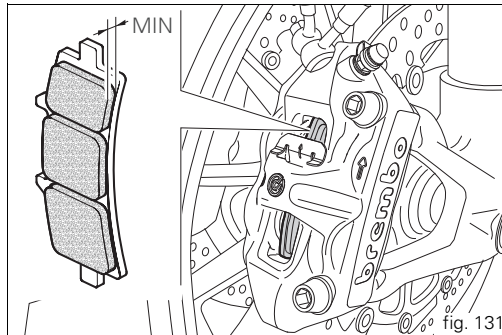
Warning

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.



Lubricating cables and joints

Check the outer sheath of the throttle control and cold start lever cables for damage at regular intervals. The outer plastic cover should not be flattened or cracked. Operate the controls to make sure the inner cables slide smoothly inside the outer sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorised Service Centre.

To avoid this kind of problem with the throttle cable, unscrew the two retaining screws (1, fig. 133) to open the case and then the grease cable ends and pulley (2, fig. 134) with SHELL Advance Grease or Retinax LX2 grease.

Warning

Close the twistgrip housing carefully, inserting the cable in the pulley.

Refit the housing and tighten the screws (1) to 10 Nm.

To ensure smooth operation of the side stand pivot, remove dirt and apply SHELL Alvania R3 grease to all friction points.

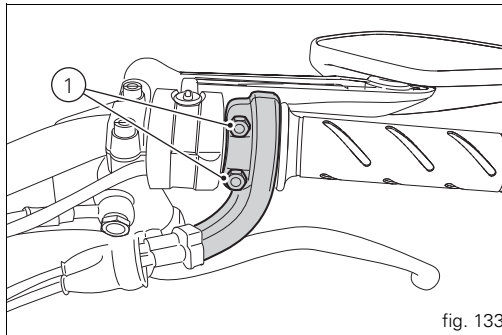


fig. 133

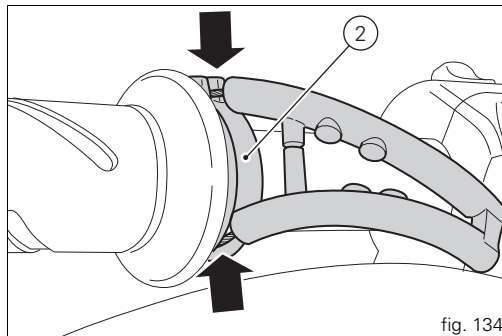


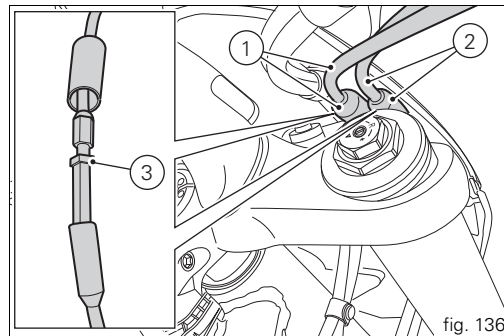
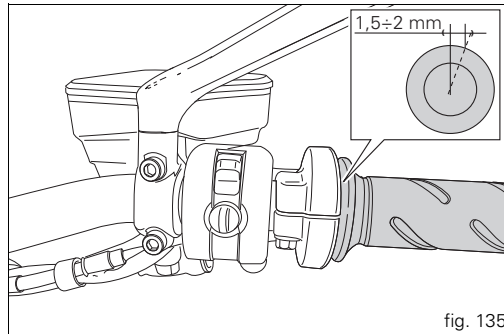
fig. 134

Adjusting throttle control free play

The throttle twistgrip must have free play of $1.5 \div 2.0$ mm in all steering positions, measured on the outer edge of the twistgrip. If necessary, adjust it using the adjusters (1 and 2, fig. 135) located on the headstock on the right-hand side of the vehicle.

Adjuster (1) is for throttle opening, and adjuster (2) is for throttle closing.

Slip the rubber gaiters off the adjusters and loosen the counter nuts (3). Adjust both adjusters by the same amount: turn clockwise to increase free play and anticlockwise to reduce free play. When finished, tighten the counter nuts (3) and refit the rubber gaiters to the adjusters.



Charging the battery

Before charging the battery, it is recommended to remove it from the motorcycle.



Important

The battery is housed in the cowling, ALWAYS contact a Ducati Dealer or an authorised Service Centre for its removal.

Remove the left cowling (1, fig. 137) loosening:
side screw (2, fig. 137) retaining the electrical parts box;
top screw (3, fig. 137) retaining the electrical parts box;
bottom screw (4, fig. 137) retaining the central cowling;

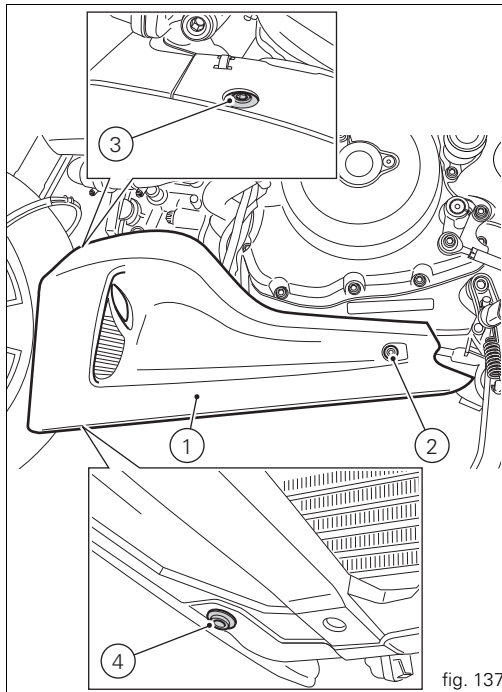
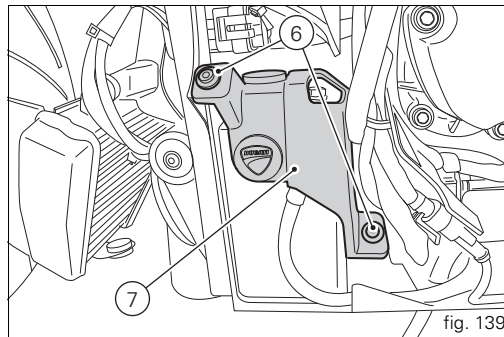
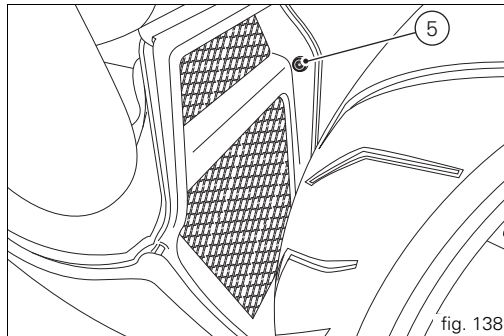


fig. 137

screw (5, fig. 138) retaining the central cowling to left cowling.

Unscrew the screws (6, fig. 139) and remove the battery mounting cover (7, fig. 139).



E

Slide out the battery (8, fig. 140) from its housing and, always starting from the negative terminal (-), loosen the screws (9, fig. 140).

Remove the positive cable (10, fig. 140), the ABS positive cable (11, fig. 140) from the positive terminal and the negative cable (12, fig. 140) from the negative terminal.



Warning

The battery produces explosive gases: keep it away from heat sources and flames.



Warning

Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.

Charge the battery in a well-ventilated area.

Connect the battery charger leads to the battery terminals: red to the positive terminal (+), black to the negative terminal (-).



Important

Connect the battery to the charger before switching it on; failure to do so can result in sparking at the battery terminals, which could ignite the gases inside the cells. Always connect the red positive terminal (+) first.

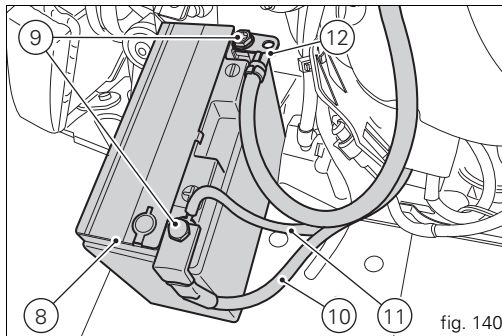
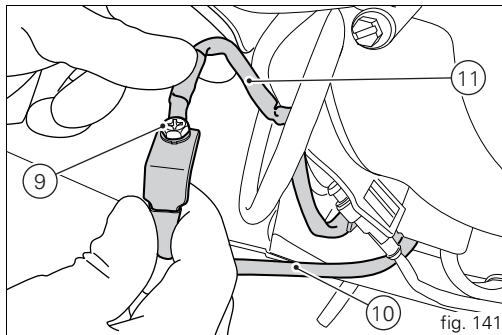


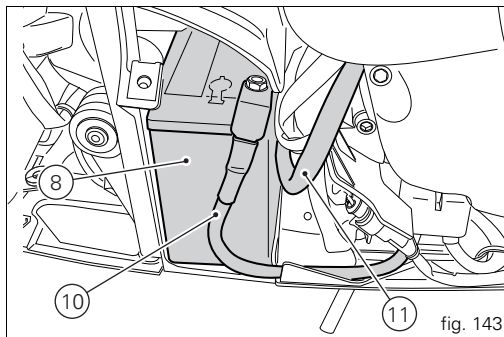
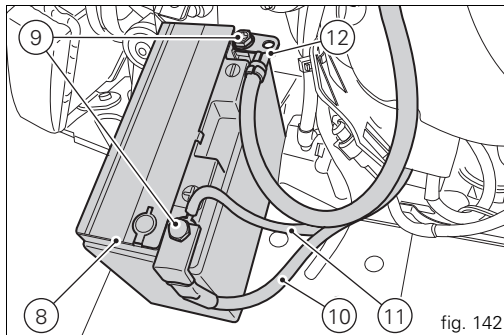
fig. 140

Lay down the ABS positive cable (11, fig. 141), onto positive cable (10, fig. 141) and start screw (9, fig. 141) in its thread on these cables.

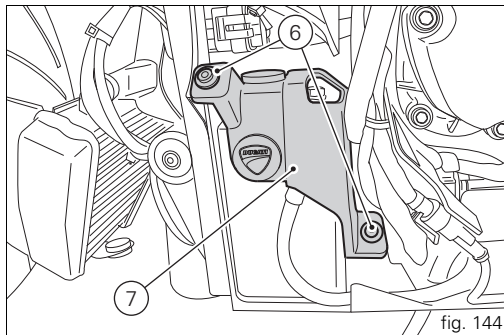


Connect the positive cable (10, fig. 142), previously assembled to ABS cable (11, fig. 142), to battery positive terminal, and negative cable (12, fig. 142) to battery negative terminal, by starting the other screw (9, fig. 142) in its thread. Tighten the terminal clamp screws (9, fig. 142) to a torque of $5 \text{ Nm} \pm 10\%$ and apply grease onto the battery terminals to prevent oxidation.

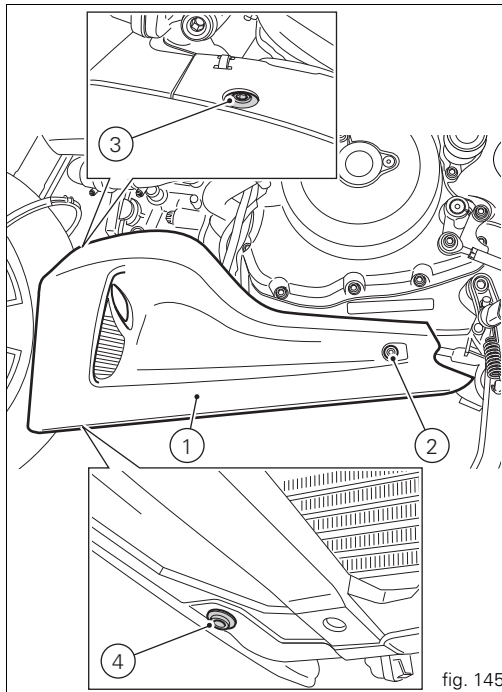
Reposition the battery (8, fig. 143) in the support, positioning the cables (10, fig. 143) and (11, fig. 143) as shown in fig. 143.



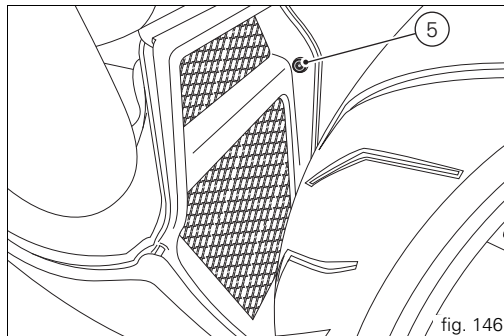
Refit battery mounting cover (7, fig. 144) and fasten tightening the screws (6, fig. 144) to a torque of 10 Nm \pm 10%.



Refit the left cowling (1, fig. 145) as follows:
start the side screw (2, fig. 145) retaining the electrical parts box in its thread;
start the top screw (3, fig. 145) retaining the electrical parts box in its thread;
start the bottom screw (4, fig. 145) retaining the central cowling in its thread;

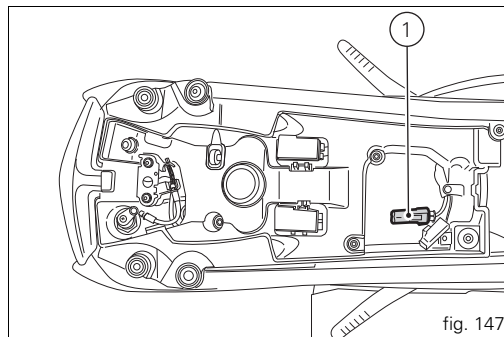


start the screw (5, fig. 146) retaining the central cowling to left cowling in its thread.
Tighten the screws (2, fig. 149), (3, fig. 145), (4, fig. 145) and (5, fig. 146) to a torque of $10 \text{ Nm} \pm 10\%$.



Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1, fig. 147) to which you can connect a special battery charger available from our sales network.



Checking drive chain tension (fig. 148)



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 vehicle on the side stand. Push down the chain at the point of measurement and release.

Measure the distance between the "aperture" upper profile and pin centre.

The read distance must be: $9 \div 11$ mm.



Important

If the drive chain is too tight or too slack, adjust it so that tension reading will fall within specified range.

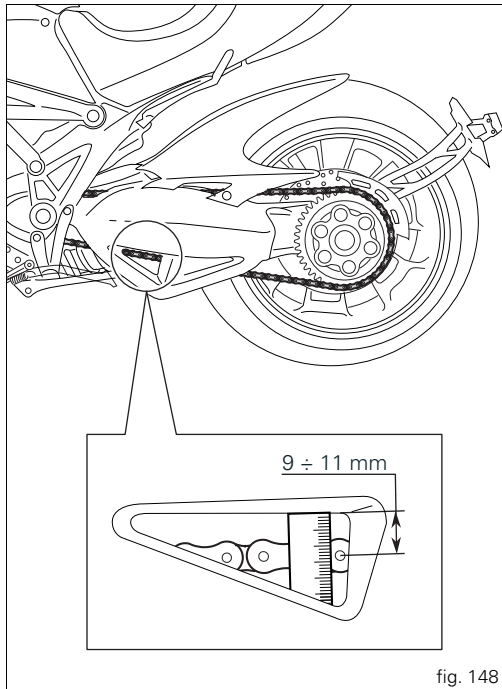


fig. 148



Warning

Correct tightening of screws (1, fig. 149) is critical to rider and passenger safety.



Important

Improper chain tension will lead to early wear of transmission parts.

Chain lubrication

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts.

So as not to damage these seals when cleaning the chain, use special solvents and avoid aggressive washing with high-pressure steam cleaners.

After cleaning, blow the chain dry with compressed air or wipe with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.



Important

Using non-specific lubricants may cause severe damage to the chain and the front and rear sprockets.

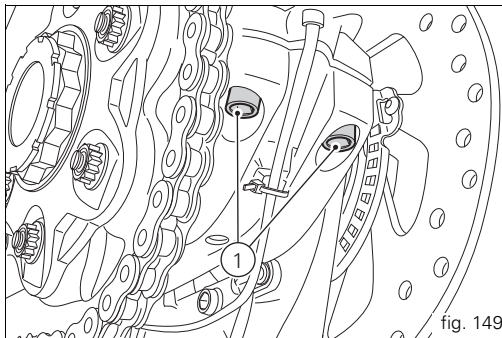


fig. 149

Replacing the high and low beam bulbs

Before replacing a burnt-out bulb, make sure that the new bulb complies with the voltage and wattage specified in the "Wiring diagram", page 179. Always test the new bulb before refitting any parts you have removed.

fig. 150 shows the locations of the low beam bulbs (LO), high beam bulbs (HI) and the parking light bulb (1).

Headlight



Important

Have the high and low beam bulbs replaced by a Ducati Dealer or an authorised Service Centre.



Warning

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

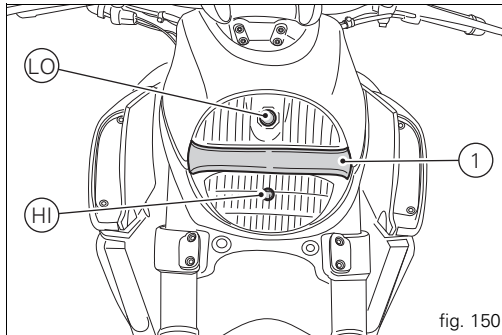


fig. 150

Beam setting (fig. 151)

When checking beam setting, put the motorcycle upright. Tyres should be inflated at the correct pressure and one person should be sitting astride the motorcycle, keeping it at right angles to its longitudinal axis. Place the motorcycle opposite a wall or a screen, 10 meters apart from it. Draw a horizontal line on the wall at the height of the centre of the headlight and a vertical one in line with the longitudinal axis of the motorcycle.

If possible, perform this check in dim light.

Switch on the low beam headlight.

The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height of the centre of the headlamp from the ground.



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam.

Owners in other countries should adapt this procedure to the regulations in force in the country where the motorcycle is used.

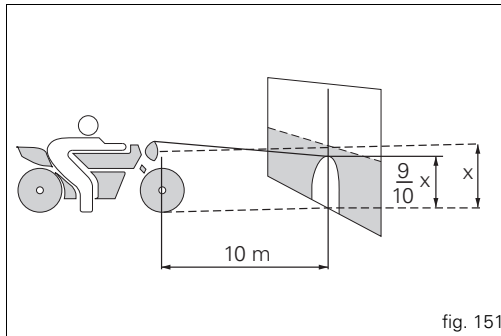
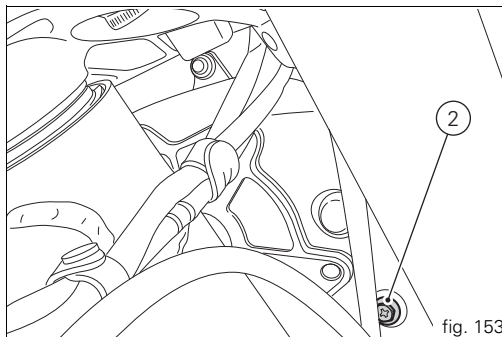
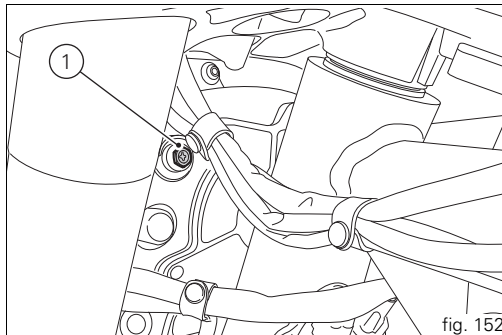


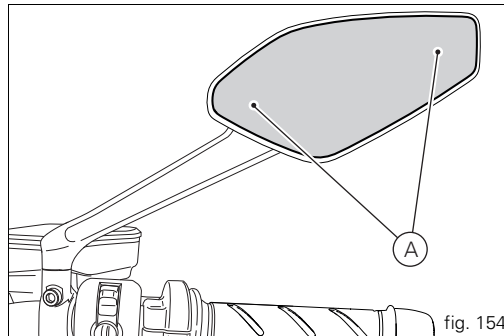
fig. 151

To adjust the headlight beam vertically, turn the screws (1),
for horizontal adjustment, turn the screw (2).



Rear-view mirror adjustment (fig. 154)

The rear-view mirror can be adjusted manually by pressing points (A).



Tubeless tyres

Front tyre pressure:

2.50 bar (rider only) - 2.6 bar (with passenger and/or bags)

Rear tyre pressure:

2.50 bar (rider only) - 2.6 bar (with passenger and/or bags)

As tyre pressures are affected by changes in temperature and altitude; check and adjust them whenever you are riding in areas where there are large variations in temperature or altitude.

Important

Check and adjust the pressures with the tyres cold. To prevent distortion of the front wheel rim, increase tyre pressure by 0.2÷0.3 bar when riding on bumpy roads.

Tyre repair or change (Tubeless tyres)

With minor punctures, tubeless tyres take a long time to deflate, as they tend to hold the air inside. If you find low pressure on one tyre, check the tyre for punctures.

Warning

Punctured tyres must be renewed. Replace with tyres of the original brand and type. Be sure to tighten the valve caps securely to avoid leaks when riding. Never fit tyres with inner tubes, as these can cause the tyre to burst suddenly, with possibly serious consequences for the rider and passenger.

After renewing a tyre, the wheel must be balanced.

Important

Do not remove or alter the position of 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, as some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

Minimum tread depth

Measure tread depth (S, fig. 155) at the point where tread is most worn down.

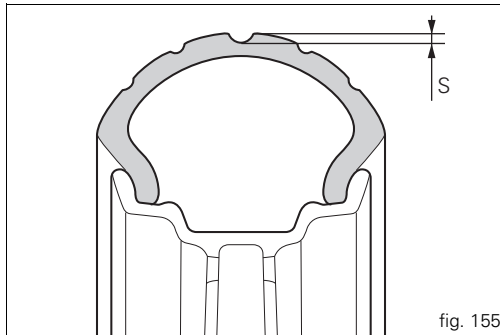
It should not be less than 2 mm, and in any case not less than the legal limit.



Important

Visually inspect the tyres at regular intervals for cracks and cuts, especially on the side walls, and bulges or large stains that indicate internal damage. Replace them if badly damaged.

Remove any stones or other foreign bodies stuck in the tread.



Checking engine oil level (fig. 156)

Check the engine oil level through the sight glass (1) on the clutch cover. When checking oil level, the motorcycle should be perfectly upright and the engine cold. The oil level should be between the two marks next to the sight glass. If level is low, top up with SHELL Advance Ultra 4 engine oil. Remove the filler plug (2) and top up to correct level. Replace the filler cap.



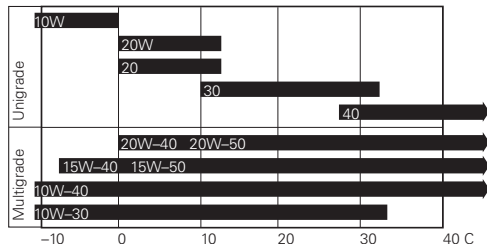
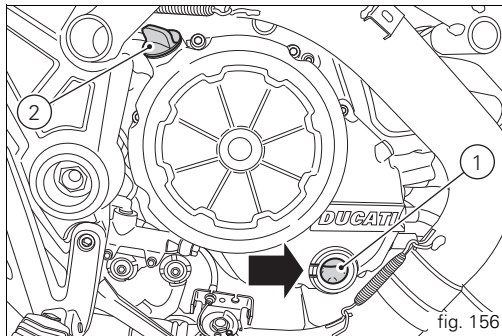
Important

Engine oil and oil filters must be changed by a Ducati Dealer or authorised Service Centre at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet.

Viscosity

SAE 15W-50

The other viscosity values shown in the table can be used if the local average temperature falls within the limits specified for that oil viscosity.



Cleaning and replacing the spark plugs (fig. 157)

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

The condition of the spark plugs provides a good indication of how well the engine is running.

Have the spark plugs inspected or replaced at a Ducati Dealer or Authorised Service Centre; they will check the colour of the ceramic insulator of the central electrode (1): an even brown colour is a sign that the engine is in good running order.



Note

Inspect the centre electrode for wear and check spark plug gap, which should be: $0.8 \div 0.1$ mm.



Important

A gap outside the specified limits will adversely affect engine performance and may lead to difficult starting or erratic idling.

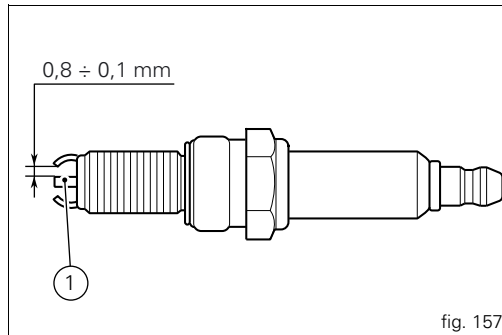


fig. 157

General cleaning

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to the road conditions you ride in. Use specific products, where possible biodegradable. Avoid aggressive detergents or solvents.

Use only water and neutral soap to clean the Plexiglas and the seat.



Important

Do not wash your motorcycle immediately after use, as marks can form due to evaporation of the water on 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 the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust silencers, with consequent loss of safety.

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.



Warning

There may be loss of braking efficiency immediately after washing the motorcycle. Never grease or lubricate the brake discs. This will cause loss of braking efficiency. Clean the discs with an oil-free solvent.



Warning

The headlight might fog up due to washing, rain or moisture.

Switch headlight on for a short time to dry up any condensate.

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



Note

Do not use alcohol or alcohol-derived products to clean the instrument panel.

Storing the bike away

If the motorcycle is to be left unriden 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 bores, then turn the engine over by hand a few times to form a protective film of oil on the inner walls of the cylinder;

place the motorcycle on a service stand;

disconnect and remove the battery.

If the motorcycle has been left unused for more than a month, the battery should be checked and recharged if necessary.

Protect the motorcycle with a specific motorcycle cover that will not damage the paintwork or retain moisture.

This type of motorcycle cover 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

Operations to be carried out by the dealer

| |
|---|
| List of operations to be performed at 1000 km |
| Reading of the error memory with DDS on the engine control units, vehicle and ABS |
| Change the engine oil |
| Change the engine oil filter |
| Check the indicators and lighting |
| Check the safety devices (side stand switch, clutch lever switch, right switch engine stop switch and gear position sensor) |
| Check the battery charge level |
| Clean the engine oil intake filter |
| Checking the coolant level |
| Check the brake and clutch fluid levels |
| Check brake discs and pad wear. |
| Check tyre pressure and wear |

| |
|--|
| List of operations to be performed at 1000 km |
| Check the drive chain tension and lubrication |
| Check the freedom of movement of the side and central stand (if installed) |
| Check the tightening of the safety components (ex. wheel disc nuts, brake callipers, sprocket tightening) |
| Check rubbing points, clearance and freedom of movement of the flexible cables and electric wiring in view |
| Road test of the motorcycle, testing the safety devices (ex. ABS) |
| Fill out that the service was performed in the Warranty Certificate |

Operations to be carried out by the dealer

| |
|---|
| List of operations to be performed every 12000 km / year (first limit reached) |
| Reading of the error memory with DDS on the engine control units, vehicle and ABS |
| Change the engine oil |
| Change the engine oil filter |
| Check and/or adjust valve clearance (only every 24000 km) |
| Replace the timing belts (only every 24000 km/60 months) |
| Replace the spark plugs (only every 24000 km) |
| Replace the air filter (only every 24000 km) |
| Replace the front fork oil (only every 24000 km) |
| Replace the coolant (only every 24000 km) |
| Check the indicators and lighting |
| Check the safety devices (side stand switch, clutch lever switch, right switch engine stop switch and gear position sensor) |
| Check the battery charge level |
| Checking the coolant level |
| Check the brake and clutch fluid levels |
| Check brake discs and pad wear. |
| Check tyre pressure and wear |
| Check the drive chain tension and lubrication |
| Check final drive wear |
| Check and lubricate the rear wheel shaft (only every 24000 km) |

| |
|--|
| List of operations to be performed every 12000 km / year (first limit reached) |
| Check the freedom of movement of the side and central stand (if installed) |
| Check the tightening of the safety components (ex. wheel disc nuts, brake callipers, sprocket tightening) |
| Check rubbing points, clearance and freedom of movement of the flexible cables and electric wiring in view |
| Road test of the motorcycle, testing the safety devices (ex. ABS) |
| Fill out that the service was performed in the Warranty Certificate |

Operations to be carried out by the customer

| |
|--|
| List of operations to be performed every 1000 km |
| Check the level of the engine oil |
| Adjust chain tension |

Technical data



Warning

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

Overall dimensions (mm) (fig. 158)

Weights

Weight in running order without fluids and battery: 210 kg.

Carrying full load: 400 kg.

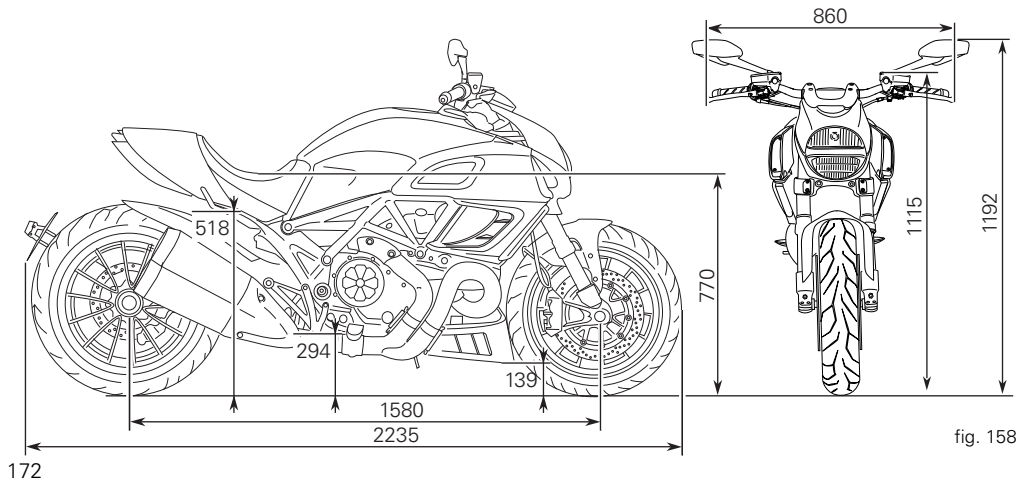


fig. 158

| TOP-UPS | TYPE | |
|---|---|--|
| Fuel tank, including a reserve of 4 cu. dm (litres) | Unleaded fuel with 95 fuel octane rating (at least) | 17 cu. dm (litres) 16 cu. dm (litres) (USA) |
| Lubrication circuit | SHELL - Advance Ultra 4 | 4 cu. dm (litres) |
| Front/rear brake and clutch circuits | Special hydraulic fluid SHELL Advance Brake Dot 4 | — |
| Protection for electrical contacts | SHELL - Advance Contact Cleaner spray for electric systems | — |
| Front fork | SHELL - Advance Fork 7.5 or Donax TA | 720 cc (per leg) |
| Cooling system | Antifreeze SHELL - Advance Coolant or Glycoshell 35÷40% + water | 2.5 cu. dm (litres) |



Important

Do not use additives in fuel or lubricants.

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.

Bore, mm:

106

Stroke, mm:

67.9

Total displacement, cu. cm:

1198

Compression ratio:

11.5±0.5:1

Max power at crankshaft (95/1/EC), kW/HP:

119 kW/162 HP at 9,500 rpm

Max torque at crankshaft (95/1/EC):

13 kgm/128 Nm at 8,000 rpm

Maximum rpm:

10,800



Important

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

Timing system

DESMODROMIC (type) with four valves per cylinder, operated by eight rocker arms (4 opening rockers and 4 closing rockers) and two overhead camshafts. It is operated by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system (fig. 159)

- 1) Opening (or upper) rocker.
- 2) Opening rocker shim.
- 3) Closing (or lower) rocker shim.
- 4) Return spring for lower rocker.
- 5) Closing (or lower) rocker.
- 6) Camshaft.
- 7) Valve.

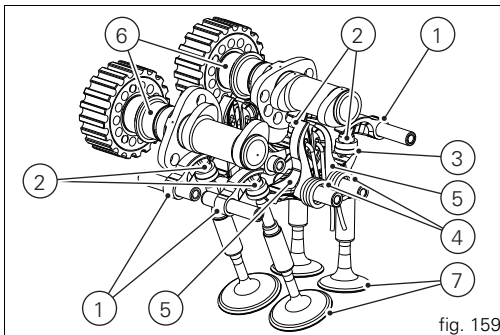


fig. 159

Performance data

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



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make:

NGK

Type:

MAR10A-J

Fuel system

MITSUBISHI indirect electronic injection.

Oval throttle body (corresponding diameter):

56 mm

Injectors per cylinder: 1

Holes per injector: 12

Fuel supply: 95-98 RON.

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel, with phonic wheel detection: ABS can be disabled.

Front

Semi-floating drilled dual disc.

Braking material:
steel.

Carrier material:
aluminium.

Disc diameter:
320 mm.

Hydraulically operated by a control lever on handlebar right-hand side.

Brake calliper make:
BREMBO.

Type:
M4.34a (calliper with 4 Ø 34 pistons)

Friction material:
TT 2182 FF

Master cylinder type:
PR18/19.

Rear

Fixed drilled steel disc.

Disc diameter:
265 mm.

Hydraulically operated by pedal on right-hand side.

Make:
BREMBO

Type:
PF 30/32a (floating calliper with 2 Ø 30 / Ø 32 pistons).

Friction material:
Toshiba TT2182 FF.

Master cylinder type:
PS 13.



Warning

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

Wet clutch controlled by the lever on left-hand side of the handlebar.

Transmission 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:

15/43

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:

DID

Type:

HV2 525

Dimensions:

5/8"x1/16"

Links:

118



Important

The above gear ratios are approved and should not be modified under any circumstances.

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. Please contact a Ducati Dealer or Authorised Service Centre.



Warning

If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre. Incorrect replacement of this component could seriously compromise your safety and cause irreparable damage to the motorcycle.

Frame

ALS450 steel tubular trellis frame.
Aluminium cast rear subframe.
Steering head angle: 28°.
Steering angle: 34° on the left / 34° on the right.
Trail: 130 mm

Wheels

Fourteen-spoke, light-alloy rims.

Front

Dimensions:
MT 3.50x17".

Rear

Dimensions:
MT 8.00x17".

Tyres

Front

Radial tubeless tyre.
Dimensions:
120/70-ZR17

Rear

Radial tubeless tyre.
Dimensions:
240/45-ZR17

Suspensions

Front

Hydraulic upside-down fork provided with external adjusters for rebound and compression damping and preload (for inner springs of fork legs).
Stanchion diameter:
50 mm, coated.
Rear wheel travel:
120 mm

Rear

The shock absorber is adjustable for rebound and compression, with remote control for spring preload and is adjustable. Its upper section is pivot connected to the frame and the lower section is pivot connected to a light alloy single-sided swingarm. The swingarm hinges on a pivot shaft that passes through the frame and engine.
This system gives the motorcycle excellent stability.
Shock absorber stroke:
59.5 mm.
Rear wheel travel:
120 mm

Exhaust system

One-piece stainless steel silencer with aluminium terminals.
Catalytic converter built into the silencer and lambda sensors on the exhaust pipes at the head output.

Colour schemes

Ducati red enamel code 54D234015 (AKZO);
red frame and black rims.

Diamond Black code 57E22714 (AKZO);
Enamel code 54M22705 (AKZO);
Clear lacquer part no. 228.880 (PPG);
Racing Black frame black wheel rims.

Electric system

Basic electric items are:

Headlight:

low beam bulb type: 1xH7 blue vision (12V-55W);

high beam bulb type: 1xH1 (12V-55W);

parking light: LED (12V-2.4W).

Electrical controls on handlebars.

Turn indicators:

front: LED (13.5V-2.9W).

Horn.

Brake light switches.

Sealed battery, 12V-10 A.

GENERATOR 12V-430W.

MASTER FUSE, protected by a 30A fuse located on the solenoid starter, behind the battery (C, fig. 162).

Starter motor: 12V-0.7 kW.

Tail light, brake light and rear turn indicators:

parking: (13.5V-0.6W);

stop: LED (13.5V-2.8W);

rear turn indicators: LED (13.5V-2.06W).

Number plate light: LED (13.5V-0.67W).



Note

See "Replacing the high and low beam bulbs" on page 158 for relevant instructions.

Fuses

There are twelve fuses that protect the electric components located inside the front and rear fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box. Refer to the table below to identify the circuits protected by the various fuses and their ratings.

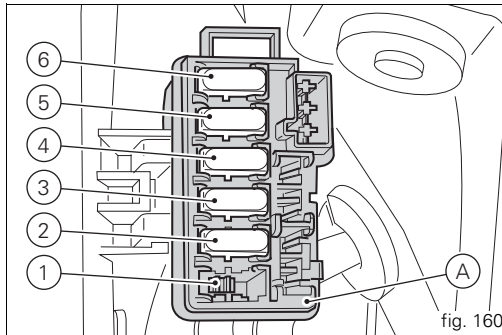
The rear left fuse box (A, fig. 160) and the rear right one (B, fig. 161) are located under the seat, inside the underseat compartment.

To access the fuses, remove the seat (see "Removal of the seat" on page 119).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

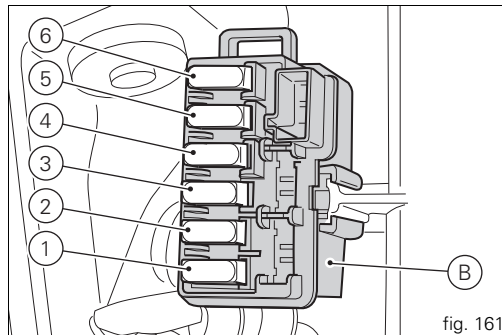
REAR LEFT FUSE BOX KEY (A, fig. 160)

| Pos. | El. item | Rating |
|------|------------------------------|--------|
| 1 | - | - |
| 2 | Instrument panel | 10 A |
| 3 | ECU | 5 A |
| 4 | Key-sense | 15 A |
| 5 | Injection relay | 20 A |
| 6 | Throttle opening relay (ETV) | 10 A |



REAR RIGHT FUSE BOX KEY (B, fig. 161)

| Pos. | El. item | Rating |
|------|------------------------|--------|
| 1 | Black Box System (BBS) | 7.5 A |
| 2 | Navigator/Alarm | 7.5 A |
| 3 | ABS 2 | 25 A |
| 4 | ABS 1 | 30 A |
| 5 | Fans | 10 A |
| 6 | Diagnosis/Recharge | 7.5 A |





Note

Remove the left cowling to reach the main fuse (see "Charging the battery" on page 148).

The main fuse (C, fig. 162) is positioned next to the battery, on the solenoid starter (D). Remove the fuse cap (E) to reach it.

A blown fuse is identified by the interrupted centre link (F, fig. 163).



Important

To prevent short circuits, replace the fuse after the Key-Off.



Warning

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

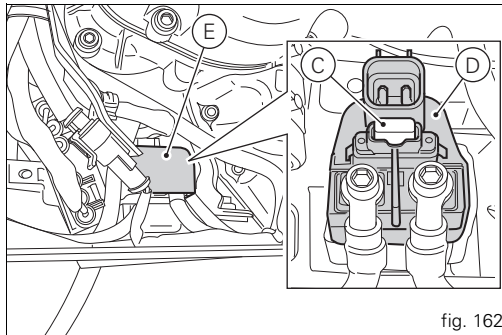
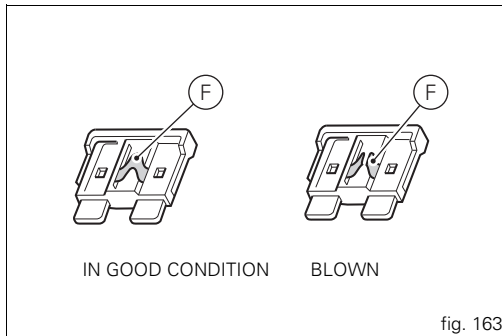


fig. 162



IN GOOD CONDITION

BLOWN

fig. 163

Injection /electric system diagram key

- | | |
|----------------------------------|--|
| 1) Right-hand handlebar switch | 31) Throttle twistgrip position sensor (APS) |
| 2) Immobilizer | 32) Starter motor - position sensor / ride-by-wire (TPS/ETV) |
| 3) Hands Free relay | 33) Timing/rpm sensor |
| 4) Hands free | 34) Vertical MAP sensor |
| 5) Front fuse box | 35) Horizontal MAP sensor |
| 6) Right fan | 36) Engine temperature |
| 7) Left fan | 37) Air temperature sensor |
| 8) Fan relay | 38) Vertical lambda sensor |
| 9) Fuel pump relay | 39) Horizontal lambda sensor |
| 10) Ride-by-wire relay (ETV) | 40) Oil pressure switch |
| 11) Injection control unit (EMS) | 41) Rear stop |
| 12) Rear fuse box | 42) Side stand switch |
| 13) Data Acquisition/Diagnosis | 43) Clutch switch |
| 14) Starter motor | 44) Front stop |
| 15) Fused solenoid | 45) Main vertical injector |
| 16) Battery | 46) Main horizontal injector |
| 17) Wiring ground | 47) Horizontal coil |
| 18) Regulator | 48) Vertical coil |
| 19) Generator | 49) Left-hand handlebar switch |
| 20) Fuel pump | 50) Horn |
| 21) Fuel level | 51) Front speed sensor |
| 22) Rear right turn indicator | 52) Front left turn indicator |
| 23) Rear light | 53) Instrument panel on handlebar |
| 24) Rear left turn indicator | 54) Instrument panel on tank |
| 25) Vehicle control unit (BBS) | 55) Front right turn indicator |
| 26) Antitheft alarm | 56) Navigator |
| 27) Exhaust valve starter motor | 57) High / Low beam |
| 28) Gear sensor | 58) Parking light |
| 29) Rear speed sensor | |
| 30) ABS control unit | |

E

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.

Scheduled maintenance reminder

| km | DUCATI SERVICE | MILEAGE | DATE |
|-------|----------------|---------|------|
| 1000 | | | |
| 12000 | | | |
| 24000 | | | |
| 36000 | | | |
| 48000 | | | |
| 60000 | | | |

For United States of America version Only

Reporting of safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Safety warnings

Traffic Rules vary from jurisdiction to jurisdiction. Know the regulations in your jurisdiction before riding this motorcycle.



Warning

This motorcycle is designed and intended for use on streets and other smooth, paved areas only. Do not use this motorcycle on unpaved surfaces. Such use could lead to upset or other accident.

Noise emission warranty

Ducati Motor S.p.A. warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to: Ducati North America, 10443 Bandlely Drive, Cupertino, California, 95014 Tel: 001.408.253.0499 - Fax: 001.408.253.4099.

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

The Exhaust Emission Control System is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

California motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the throttle body and fuel tank.

Tampering warning

Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

(1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or

(2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- (1) Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
- (2) Removal or puncturing of any part of the intake system.
- (3) Lack of proper maintenance.
- (4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

Riding safety

The points given below are applicable for every day motorcycle use and should be carefully observed for safe and effective vehicle operation.

A motorcycle does not provide the impact protection of an automobile, so defensive riding in addition to wearing protective apparel is extremely important.

Do not let protective apparel give you a false sense of security.

Before changing lanes, look over your shoulder to make sure the way is clear. Do not rely solely on the rear view mirror; you may misjudge a vehicle's distance and speed, or you may not see it at all.

When going up steep slopes, shift to a lower gear so that there is plenty of power to spare rather than overloading the engine.

When applying the brakes, use both the front and rear brakes. Applying only one brake for sudden braking may cause the motorcycle to skid and lose control.

When going down long slopes, control vehicle speed by closing the throttle. Use the front and rear brakes for auxiliary braking.

Riding at the proper rate of speed and avoiding unnecessarily fast acceleration are important not only for safety and low fuel consumption but also for long vehicle life and quieter operation.

When riding in wet conditions or on loose roadway surfaces, the ability to maneuver will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control.

When the roadway is wet, rely more on the throttle to control vehicle speed and less on the front and rear brakes.

The throttle should also be used judiciously to avoid skidding the rear wheel from too rapid acceleration or deceleration. On rough roads, exercise caution, slow down, and grip the fuel tank with your knees for better stability.

When quick acceleration is necessary as in passing, shift to a lower gear to obtain the necessary power.

Do not down shift at too high an r.p.m. to avoid damage to the engine from overrevving.

Avoiding unnecessary weaving is important to the safety of both the rider and other motorists.

Do not exceed the legal speed limit or drive too fast for existing conditions. High speed increases the influence of any condition affecting stability and the loss of control.

Operate motorcycle only at moderate speed and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all conditions. This is a very high performance motorcycle, designed and intended for use by experienced careful riders only!

A new motorcycle must be operated according to a special break-in procedure (see Running in recommendations).



Warning

Before starting engine, check for proper operation of brake, clutch, shifter, throttle controls, correct fuel and oil supply.

Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with the engine stopped. Do not smoke or allow open flames or sparks when refuelling or servicing the fuel system.

Always close the fuel petcock when the engine is not running to prevent flooding of the throttle body. Do not overfill fuel tank (see instructions page 55).
Motorcycle exhaust contains poisonous carbon monoxide gas. Do not inhale exhaust gases and never run the engine in a closed garage or confined area.
Use only Ducati approved parts and accessories.
This motorcycle was not intended to be equipped with a sidecar or to be used to tow any trailer or other vehicle. Ducati does not manufacture sidecars or trailers and cannot predict the effects of such accessories on handling or stability, but can only warn that the effects will be adverse and any damage to motorcycle components caused by the use of such accessories will not be remedied under warranty.



Warning

Do not ride the motorcycle with helmets attached to the hook; the helmets could cause an accident by distracting the operator or interfering with normal vehicle operation.

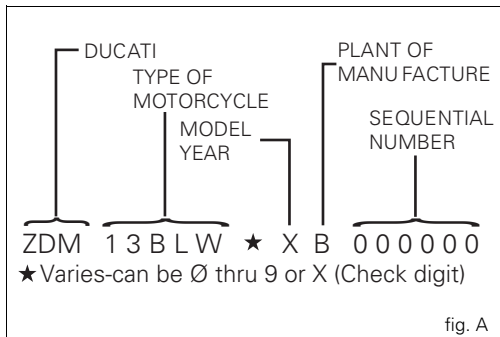
Protective apparel

Always wear a helmet. Most motorcycle accident fatalities are due to head injuries.
For safety eye protection, gloves, and high top, sturdy boots should also be worn.
The exhaust system becomes very hot during operation, never touch the exhaust system. Wear clothing that fully covers your legs. Do not wear loose clothing which could catch on the control levers, footrests, wheels, or chain.

Any amount of alcohol will significantly interfere with your ability to safely operate your motorcycle. Don't drink and ride.

Vehicle identification number (VIN);

Every Ducati motorcycle is identified by two identification numbers (see page 189). fig. A specifically shows the frame identification numbers.



Label location (fig. B)

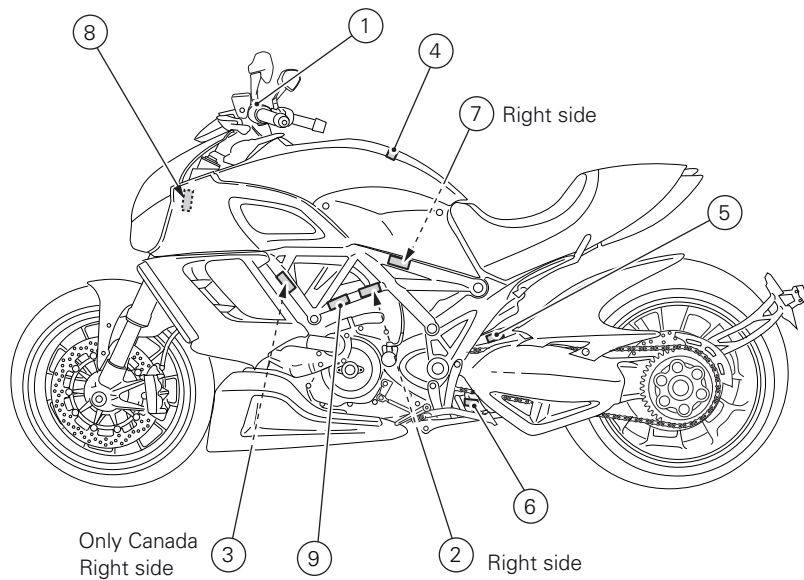


fig. B

WARNING
DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY. FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY. 004601 (10/14)

1

Manufactured by **DUCATI**MOTORHOLDING spa DATE: / /

GVWR: Lbs (kg)
 GAWR front: Lbs (kg) with tire, RIM at PSI cold.
 GAWR rear: Lbs (kg) with tire, RIM at PSI cold.
 This vehicle conforms to all applicable Federal Motor Vehicle Safety standards in effect on the date of manufacture shown above. Type classification: Motorcycle

Vehicle I.D. No.:

004601 (10/14)

2

MANUFACTURED BY / FABRIQUÉ PAR: **DUCATI**MOTORHOLDING spa
 TYPE OF VEHICLE / TYPE DE VÉHICULE: MC DATE: **/****
 GVWR / PNBV *** KG. V.IN. / N.I.V.: ZDM *****

| | | |
|------------------|---|--|
| CAVITÀ / PNEUM.: | TIP / PRES. - DIMENSIONI / RIV. / DATE: | COLORE / PINT. / PRES. DEI COCCHI / A RICCIO / PNEUM. / PNE. |
| *** | *** / **** | *** |
| *** | *** / **** | *** |

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE.
 CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUEL'IL SOIT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION.

3 (Only Canada)

WARNING
CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS, OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

6

VEHICLE EMISSION CONTROL LABEL
 ENGINE DISPLACEMENT: 1100 cc ENGINE FAMILY: ADUCU03M1T5
 THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2010 MODEL YEAR NEW MOTORCYCLES.
 EPA FAMILY: ADUCU03M1E24

EMPG03T
 Via A. C. Ducati, 3
 40132 BOLOGNA
 ITALY

004601 (10/14)

7

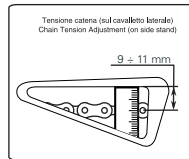
MOTORCYCLE NOISE EMISSION CONTROL INFORMATION
 THIS MOTORCYCLE,
 MEETS EPA NOISE EMISSION REQUIREMENTS OF dBA AT RPM BY THE FEDERAL TEST PROCEDURE.
 MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW.
 SEE OWNER'S MANUAL.

004601 (10/14)

9

CAUTION
 NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK, IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

4



5

VEHICLE EMISSION CONTROL INFORMATION

| | |
|---|---|
| Engine displacement: <input type="checkbox"/> cc | THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO <input type="checkbox"/> MODEL YEAR NEW MOTORCYCLES |
| Engine family: <input type="checkbox"/> | |
| Engine exhaust control system: <input type="checkbox"/> | |

ENGINE TUNE-UP SPECIFICATIONS

| ITEM | SPECIFICATIONS | INSTRUCTIONS |
|---|--|--------------------|
| IGNITION TIMING: | <input type="checkbox"/> BTDC at idle speed | No adjustment |
| IDLE SPEED (RPM): | <input type="checkbox"/> ± <input type="checkbox"/> mm | No adjustment |
| IDLE MIXTURE: | | No adjustment |
| VALVE CLEARANCE (in & ex): | Opening <input type="checkbox"/> ± <input type="checkbox"/> mm | See Service Manual |
| | Closing <input type="checkbox"/> ± <input type="checkbox"/> mm | |
| SPARK PLUG: CHAMPION <input type="checkbox"/> | OIL: <input type="checkbox"/> | |
| SPARK PLUG GAP (mm): <input type="checkbox"/> | FUEL: Unleaded gasoline | |

DUCATIMOTORHOLDING spa - BOLOGNA - ITALY

8

California emission control warranty statement

Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2011 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle. Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

- 5 years or 30,000 kilometers (18641 miles), whichever first occurs.

Owner's warranty responsibilities:

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

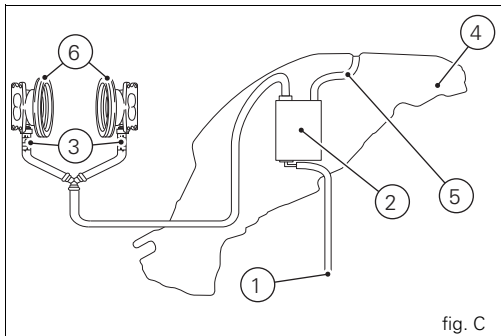
This system consists of (fig. C):

- 1) Warm air inlet;
- 2) Canister;
- 3) Dell'Orto jet;
- 4) Fuel tank;
- 5) Breather pipe;
- 6) Intake manifolds.



Important

In the event of fuel system malfunction, contact Ducati's authorized Service Centres.



Ducati limited warranty on emission control system

Ducati North America, Inc., 10443 Bandlely Drive Cupertino, California, 95014 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 30,000 kilometers (18,641 miles) or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. Coverage

Warranty defects shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati.

In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts.

In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident,
 - (2) misuse,
 - (3) repairs improperly performed or replacements improperly installed,
 - (4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events.
- B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.
- C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation

of any incidental or consequential damages, so the above limitations may not apply to you.

B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you.

C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

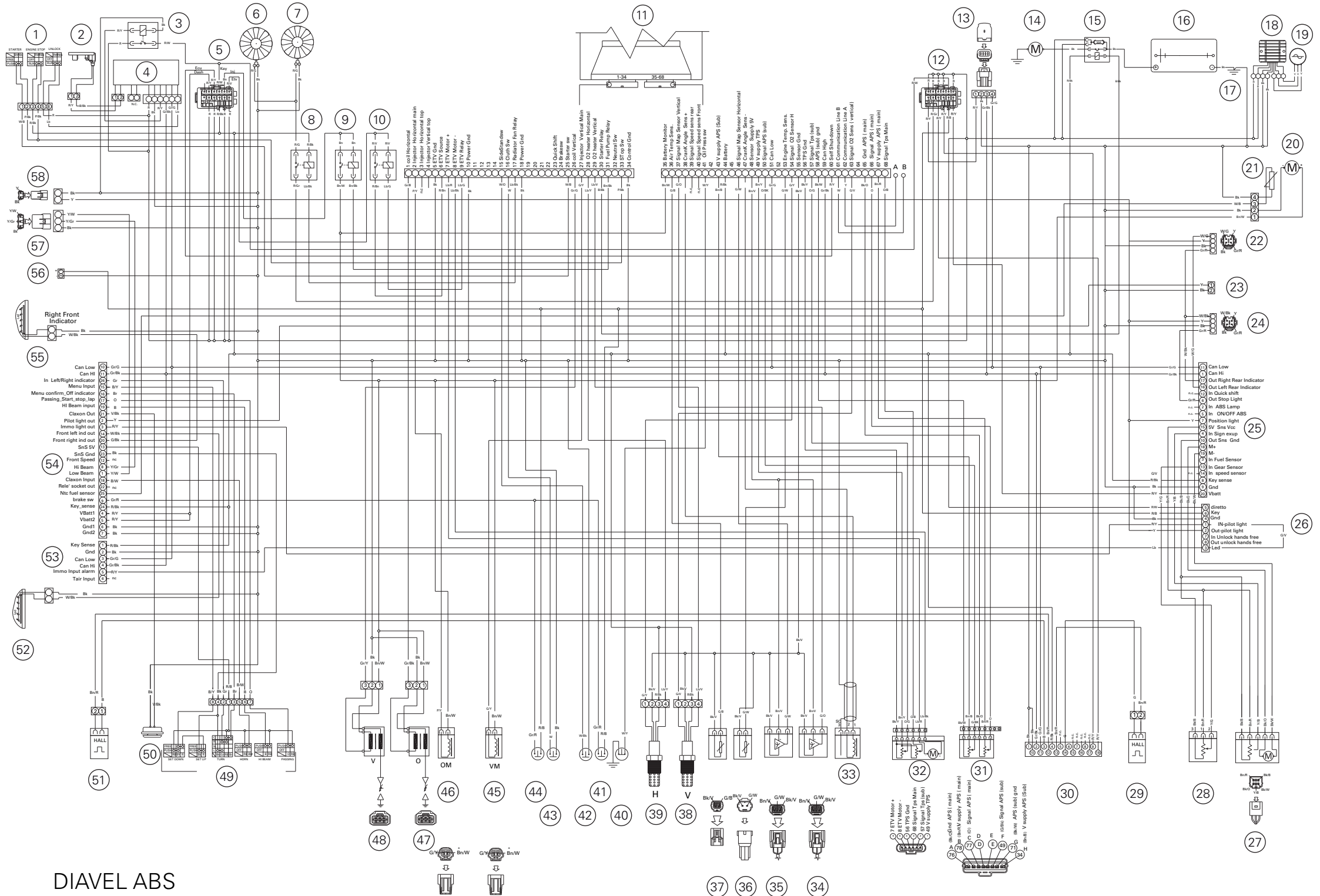
VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc..
10443 Bandlely Drive
Cupertino, California, 95014
Tel: 001.408.253.0499
Fax: 001.408.253.4099
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Routine maintenance record

| KM | MI | DUCATI SERVICE NAME | MILEAGE | DATE |
|--------|--------|------------------------|---------|------|
| 1,000 | 600 | | | |
| 12,000 | 7,500 | | | |
| 24,000 | 15,000 | | | |
| 36,000 | 22,500 | | | |
| 48,000 | 30,000 | | | |
| 60,000 | 37,500 | | | |



DIAVEL ABS

Stampato 03/2011

Cod. 913.7.181.1A

Ducati Motor Holding spa
www.ducati.com

Via Cavalieri Ducati, 3
40132 Bologna, Italia
Tel. +39 051 6413111
Fax +39 051 406580

cod 913.7.181.1A