MULTISTRADA 1260

The Multistrada gets an upgrade with the new Ducati Testastretta DVT (Desmodromic Variable Timing) 1262 cu cm engine, new chassis, more advanced electronics, and an aesthetic update that includes new fairing panels and lighter, sportier looking wheels. As soon as it was launched back in 2010, the Multistrada revolutionised the motorcycling world by offering four bikes in one: from sport bike to long-distance tourer, from everyday runabout to enduro. With its four souls, many new features and Riding Modes, the Multistrada 1260 brings a whole new level of performance, ease of riding, comfort and fun.

The 1262 cc Ducati Testastretta DVT engine is Euro 4 approved and gives ample low-to-mid range torque for even better rideability in everyday use. With 85% of the torque available at 3,500 rpm, delivery at 5,500 rpm is 18% higher compared to the predecessor model. This means the Multistrada 1260 offers the highest torque output in its class at 4,000 rpm, i.e. in the most frequently used rpm range.

Controlling such power delivery is made easy by the new Ride-by-Wire system ensuring smoother throttle control, combined with the smoother, more accurate up and downshifting offered by the DQS (Ducati Quick Shift) Up & Down which significantly improves the riding experience.

The updated chassis, with a longer swinging arm and wheelbase and revised geometry up front, makes for sharper handling in curves, and ensures full stability even when riding two-up at full load with the side panniers.

The Multistrada 1260 also sets the benchmark in motorcycle electronics thanks to its Bosch IMU inertial platform. The Bosch IMU (Inertial Measurement Unit) controls Cornering ABS, the Ducati Cornering Lights (DCL) functionality incorporated in the full LED headlight of the Multistrada S, and Ducati Wheelie Control (DWC). Both DWC and DTC feature rider-settable 8-level sensitivity and can be disabled. The Vehicle Hold Control (VHC) has been included as standard on the Multistrada 1260. Lastly, the Bosch IMU inertial platform also interacts with the semi-active Ducati Skyhook Suspension (DSS) Evolution control system featured on the Multistrada 1260 S.

All models feature Cruise Control for the rider to set the desired cruise speed from the controls incorporated in the switchgear on the left handlebar. On the S version a Bluetooth module is included as standard: this activates the Ducati Multimedia System (DMS) and can connect the bike to a smartphone for user-friendly control of basic functions such as receiving incoming calls, notification of text messages, or playing music via the handlebar controls. The corresponding information is displayed on the new TFT dashboard, unrivalled in terms of user interface and ease of viewing.

The Multistrada 1260 comes with a new Hands Free system for enhanced security and also offers long maintenance intervals. With an oil change required every 15,000 km and a "Desmo Service" every 30,000 km, Multistrada owners will be able to enjoy even the longest trips with full peace of mind.

Multistrada 1260

- **Colour**
    1. Ducati Red with grey frame and black wheels

- **Features**
    - Ducati Testastretta DVT 1262 cc engine
    - Bosch IMU: Inertial Measurement Unit
    - Bosch-Brembo 9.1ME Cornering ABS system
    - 320-mm front brake discs with Brembo 4-piston radial callipers
    - Electronic cruise control
    - Riding Modes
    - Ride-by-Wire
    - Ducati Wheelie Control (DWC)
    - Ducati Traction Control (DTC)
    - Vehicle Hold Control (VHC)
    - Rider seat with adjustable height
    - LCD instrument panel

Multistrada 1260 S (and Multistrada 1260 S D-Air)

- **Colours**
    1. Ducati Red with grey frame and black wheels
    2. Iceberg White with grey frame and gold coloured wheels (Multistrada 1260 S only)
    3. Volcano Grey with grey frame and gold coloured wheels (Multistrada 1260 S only)

- **Features**
    - Ducati Testastretta DVT 1262 cc engine
    - Bosch IMU: Inertial Measurement Unit
    - Bosch-Brembo 9.1ME Cornering ABS system
    - 330 mm front brake discs, Brembo M50 4-piston radial callipers
    - Electronic cruise control
    - Ducati Multimedia System (DMS)
    - Riding Modes
    - Ride-by-Wire
    - Ducati Wheelie Control (DWC)
    - Ducati Traction Control (DTC)
    - Ducati Quick Shift (DQS) Up&Down
    - Vehicle Hold Control (VHC)
    - Rider seat with adjustable height
    - Electronic semi-active Sachs Ducati Skyhook Suspension (DSS) Evolution suspension system
    - Full LED headlamp with Ducati Cornering Lights (DCL)
    - Instrument panel with 5” full colour high-resolution TFT screen specifically designed for motorcycle applications
    - D|Air system (Multistrada 1260 S D|Air only)

Personalisation Packs

• **Touring Pack:** heated grips, side panniers and centre stand
• **Sport Pack:** road-legal exhaust (homologated only for EU) Ducati Performance by Termignoni and carbon fibre front mudguard, CNC machined billet aluminium brake and clutch reservoir caps
• **Urban Pack:** top case, tank bag with lock and USB hub
• **Enduro Pack:** supplementary LED lights and Ducati Performance components by Touratech: engine protection bars, radiator guard, oil sump guard, bigger kickstand base and off-road footpegs

New Ducati Link App

The Multistrada 1260 upgrade is enriched by the new smartphone app Ducati Link App, available for iOS and Android, which makes for an all-round, even more engaging riding experience. When connected via Bluetooth with the Multistrada 1260, the rider's smartphone records bike data, such as lean angle, current, average and maximum speed and power, fuel consumption and much more.

In addition to bike data and rider's performance, the application records the route travelled, which can be shared with other app subscribers. Users of the community can draw inspiration from the trips made by other Ducatisti and choose the most beautiful rides to take their Multistrada on. They can also use the app to create their own network of friends with whom to organise events, rallies and rides, and share everything on social networks.

A reward system gives prizes to users who reach several different goals based on the use of their motorcycles and different riding experiences.

A new feature of the new Ducati Link App is the ability to set several motorcycle parameters, such as the different Riding Modes, directly from the rider's smartphone. Also included is an "Alert and Info Service" that reminds users of maintenance intervals or alerts them to any abnormal operation, providing information and the ability to contact Dealer directly.

Unique, elegant design

The Multistrada 1260 retains the defining traits of the family – clean surfaces, taut lines and contrasting front and rear visual mass – and brings them to an unprecedented level of quality and finish. The new side fairing panels lend the front end a neater, sleeker look. Aspects such as the frame, which provides an optimum balance of weight and performance, the rear aluminium subframe with incorporated luggage mounts, and the ergonomic practical switchgear are just some of the features that underscore Ducati's meticulous attention to detail. Just like the new key with an aluminium insert, and the modern instrument panel.

A signature element to the Multistrada 1260 S design are the five Y-spoke wheels. Everything on the Multistrada 1260 has been designed for practicality and effectiveness. Like the rear grab handle derived from the Multistrada 1200 Enduro, which can now accommodate the Touratech aluminium side panniers offered as an alternative to the plastic panniers (both optional).

Maniacal attention to detail drove designers to redesign the underseat profiles for seat height adjustment. They have been resized to be less obvious when installed. Lastly, the Multistrada 1260 gets a new number plate holder and LED rear turn indicators.

New TFT instrument panel

The Multistrada 1260 features a high-visibility LCD instrument panel with a revised information layout and simplified menu management. Accessing the menus is made easier by new icons for the left switchgear: an empty dot means a simple press of the button is required; a solid dot means you need to press the button longer.

Improvements to navigation include a thoroughly revised interface for the new 5" TFT instrument panel of the Multistrada 1200 S and D|Air. The new TFT panel offers higher resolution (now 186.59 PPI - 800xRGBx480), improved readability in the sun, improved graphic layout for user-friendly navigation through the menus, and selectable settings. In addition, Riding Modes have been assigned different colours so they are easier to identify: Sport mode is associated with red, Touring mode with white in night mode and black in day mode, Urban mode with grey and Enduro with brown.

Both the LCD and TFT provide info on speed, rpm, selected gear, total mileage, trip1 and trip2, engine coolant temperature, fuel gauge and a clock. Other information shown includes the selected Riding Mode, remaining range, current fuel consumption, average fuel consumption, average speed, air temperature, travelling time and an icy road surface warning.

At a standstill it is possible to gain access, via the left handlebar switchgear, to a settings menu which enables and adjusts various functions such as DTC and DWC personalisation and the 3-level Cornering ABS function. On the S version suspension can also be adjusted through the settings menu. It is also possible, either at a standstill or on the move, to select the Riding Mode (Sport, Touring, Urban or Enduro) and load settings to correspond with the current riding configuration: rider only, rider with luggage, rider with passenger or rider with passenger and luggage.

The S version features a full LED headlight with Ducati Cornering Lights (DCL) functionality, which activates in curves to give optimal illumination of the road surface based on lean angle. The Multistrada models also feature hazard lights, activated simply by pressing a dedicated button. New to the

Multistrada 1260 is the auto-cancel feature for turn indicators triggered by lean angle. Thanks to the Inertial Platform, the turn indicators self-cancel after a turn is completed or after covering a certain distance (which ranges from 200 to 2,000 metres depending on riding speed at the time the indicator button was pressed).

The music media player on the TFT dashboard has been improved for when a smartphone is connected. In addition, the upgraded trip master for the Enduro Riding Mode now can be paused, set to display distance left to travel and activated more quickly.

Hands Free Ignition
The Multistrada 1260 can be started without a mechanical key thanks to the new Hands Free system that enhances security. When its electronic key is within a 2 metre radius of the bike, the system automatically reads the key's code, even if it is never removed from the rider's pocket. Pressing the "on" button powers-up the bike, activates the display, and allows the engine to be started. The electronic key also includes a mechanical "flip" key for seat and filler cap removal. There is also a steering lock that is activated by an electric actuator.

Ducati Testastretta DVT 1262
By independently varying the timing of the camshaft that controls the intake valves and the camshaft that controls the exhaust valves, the DVT engine (Desmodromic Variable Timing) optimises high-rpm performance to provide maximum power. At low-to-medium rpm, instead, it smooths operation, making power delivery more fluid and boosting torque. In practice, this is an engine that changes its characteristics continually – unnoticed by the rider – as rpm varies while complying with Euro 4 specifications and giving good fuel economy.

With its increased displacement, now 1262 cc, the Multistrada 1260 engine sets the new benchmark for rideability and performance. Ducati engineers developed this new engine from the Multistrada 1200 powerplant, and focused on guaranteeing the highest, best possible torque delivery at low-to-mid range RPMs. With 85% of the torque available under 3,500 rpm, delivery at 5,500 rpm is 18% higher compared to the predecessor model. This means the Multistrada 1260 offers the highest torque output in its class at 4,000 rpm, i.e. in the most frequently used rpm range.

Bigger displacement was achieved by increasing piston stroke from 67.9 to 71.5 mm (bore remains 106 mm). This required new connecting rods, crankshaft and cylinders. The DVT system was recalibrated to maximise low-to-mid range torque delivery, bringing maximum output to 158 hp at 9,750 rpm and maximum torque to 13.2 kgm at 7,500 rpm.

Both the exhaust and intake had to be redesigned to achieve such performance. The exhaust piping was redesigned, the presilencer received a new inner layout and a new silencer. At the intake end, the air intake mouth was redesigned.

New belt covers feature the DVT logo on a metal support. The generator cover of the Multistrada 1260 engine has been redesigned to accommodate the new, more advance gear sensor which is a core component of the DQS Up & Down. Gear lever linkage has also been changed, it now features a shorter stroke for more accurate engagement.

Both generator and clutch covers are now painted in the new "Mercury Grey" colour. Another new component part is the clutch slave cylinder, with a more compact, integrated design.

Engine tuneup has been thoroughly revised with a focus on rideability, and torque delivery in each Riding Mode changes according to selected gear. Again for greater ease of riding, engine brake control now responds differently in each individual gear. Cruise control was also recalibrated to give the utmost riding comfort.

Desmo delight
As might be expected, the Testastretta DVT engine uses the Desmodromic valve actuation system that has made Ducati's Bologna-built bikes famous worldwide. This special system closes the intake and exhaust valves mechanically, with the same precision as they are opened. The term desmodromic stems from the Greek words desmos (link) and dromos (stroke), and refers to mechanisms with a control to operate them in one direction (e.g. opening) and another to activate them in the other (closure or return). The soundness of this system, used on all Ducati models, is demonstrated by its utilisation on Ducati Corse's Superbikes and MotoGP bikes.

In the Testastretta DVT engine, Desmodromic valve actuation provides a clear advantage over traditional valve springs; at low revs the system requires less force because there are no springs to be compressed. This makes it possible to keep the individual valve timing adjusters compact, which minimises their weight and allows them to be smoothly integrated.

Innovative technology
The Multistrada 1260 features a new throttle control that works in conjunction with the Ride By Wire system to control engine power output. This new control system provides smoother throttle response for enhanced riding experience.

The Multistrada 1260 is equipped with the Bosch Inertial Measurement Unit (IMU), which controls Ducati Wheelie Control (DWC), Bosch Cornering ABS and electronic speed control. The four Riding Modes (Sport, Touring, Urban and Enduro) are made even more effective as, on the Multistrada 1260 S, they are supported by the Ducati Skyhook Suspension (DSS) Evolution; this configures the suspension setup dynamically in response to different road and riding conditions, maintaining control, performance, and comfort at all times. The Multistrada 1260 is equipped with Vehicle Hold Control (VHC) and Ducati Quick Shift (DQS) Up&Down, which is supplied as standard on the S and D|Air versions and as an option on the standard version.

Sport Riding Mode
Selecting Sport Riding Mode provides a thrilling 158 hp and a breath-taking 129.5 Nm of torque, together with (on the S version) a sporty suspension setup. Sport Mode is also characterised by low levels of Ducati Traction Control and Ducati Wheelie Control, and a level 2 ABS setting. This combination of rear-wheel lift detection off and Cornering ABS on is ideal for expert riders who wish to test their limits.

Touring Riding Mode
In Touring Riding Mode the Multistrada provides the engine's full 158 hp with a smoother, less direct throttle response. Active safety is enhanced by higher DTC and DWC sensitivity levels, to maintain rock-solid stability. The ABS is set to interaction level 3, perfect for touring; this turns rear-wheel lift detection

and Cornering ABS functionality on, while also optimising the front/rear combined braking effect. On the S version a suspension setup perfect for long-distance rides is selected, ensuring maximum comfort for rider and passenger alike.

Urban Riding Mode
In Urban Riding Mode power output is reduced to a maximum of 100 hp, and on the S version suspension is set for optimum agility with corresponding DSS mapping. DTC and DWC are set to high levels for maximum security on less-than-perfect city roads. ABS is set to level 3.

Enduro Riding Mode
Besides longer trips and city traffic, the Multistrada 1260 is also capable of handling off-road routes brilliantly. The Enduro Riding Mode sets engine power to a maximum of 100 hp, with off-road oriented suspension settings and DSS mapping for the S. DTC and DWC level settings are low and the ABS is set to level 1, suitable for off-road use on low grip surfaces: rear-wheel lift detection is off, Cornering functionality is off, and ABS on the rear wheel is disabled.

DTC (Ducati Traction Control)
A key part of the Ducati Safety Pack, DTC – a pure racing offshoot – is a system that acts as a filter between the rider's right hand and the rear tyre. In just a few thousandths of a second, DTC can detect and control rear wheelspin, boosting performance and active safety significantly.

This system has eight different intervention levels. Each one has been programmed to provide a rear wheelspin tolerance that matches progressive levels of riding ability (classified from one to eight). Level 1 has the lowest degree of system intervention, while level 8, intended for wet road surfaces, gives maximum prevention of wheelspin. On the Multistrada 1260 DTC is incorporated into the Riding Modes. DTC levels within the four modes are initially pre-set but can subsequently be personalised and saved to suit individual riding styles or preferences. The outcome of thousands of hours of road and track tests, this technology significantly enhances safety when accelerating in turns. A Default function lets the user restore the original factory settings.

Ducati Wheelie Control (DWC)
This system offers 8 setting levels. It analyses the attitude of the bike (to detect any front wheel lift) and controls torque and power accordingly to maximise acceleration in safety without destabilising balance. Like DTC, it features 8-level adjustment and is incorporated into the Riding Modes. Again, a Default function lets the user restore the original factory settings.

Ducati Skyhook Suspension (DSS) Evolution
The DSS (Ducati Skyhook Suspension) Evolution system has now been developed even further. This evolved version includes a new Sachs fork with pressurised damper cartridge and low-friction stanchion, a sensor to control the action of the rear damper plus software that also handles data from the Bosch IMU and features new algorithms. Included as standard on the Multistrada 1260 S, the DSS platform has a 48 mm Sachs front fork and rear monoshock, both electronic; this allows the DSS to continuously adjust hydraulic damper compression and rebound using semi-active control to ensure correct vehicle balance. In this way, the bike remains stable independently of road surface conditions, minimising oscillation of the sprung mass and significantly increasing comfort and safety.

The Skyhook name stems from the unique sensation experienced during riding, as if the bike were suspended from a hook in the sky, keeping it balanced and stable. This innovative technology outperforms conventional passive suspension systems through constant control of dynamic suspension behaviour. In the DSS Evolution system, settings have been further refined to maximise performance, safety, and comfort.

DSS Evolution technology analyses data from numerous sensors on the sprung and unsprung weights of the bike to calculate and set the damping needed to make the ride as smooth as possible. An accelerometer on the steering yoke, and one inside the control unit that tracks the DDS Evolution provide data on sprung weight while an accelerometer on the fork bottom provides input on unsprung weight. At the rear, another sensor measures suspension travel. The DSS Evolution processes this information via a semi-active control algorithm that, by referring to an imaginary fixed point in the sky above the bike, makes extremely rapid adjustments to the hydraulic damper to minimise vehicle movement in relation to this point.

To smooth the longitudinal forces of acceleration and deceleration, the system also makes use of the Ducati Traction Control (DTC) longitudinal accelerometer sensor, the ABS system pressure detectors for rapid calculation and activation of a response that reduces resulting vehicle oscillation, and the data from the Bosch IMU which dynamically reveals the bike's attitude on the two axes (roll and pitch).

Brembo brake system with Bosch Cornering ABS

The entire Multistrada 1260 family features a Brembo braking system with the Bosch 9.1ME Cornering ABS ECU, an integral part of the Ducati Safety Pack (DSP). Cornering ABS makes use of the Bosch IMU (Inertial Measurement Unit) platform to optimise front and rear braking power even in critical situations with the bike at considerable lean angles. Through interaction with the Riding Modes, the system provides compromise-free solutions whatever the situation or riding conditions.

Thanks to its ABS control processor the Multistrada makes use of an Electronic Combined Braking System that is optimised for the Urban and Touring Riding Modes but has a lower degree of interaction in Sport mode where combined braking is less desirable. The combined braking system increases stability by using four pressure detectors to allocate braking power optimally between front and rear.

Designed to improve rear tyre control during hard braking, the rear-wheel lift detection is fully enabled in Urban and Touring Riding Modes. ABS can also be applied to the front wheel only, as is the case in Enduro Riding Mode, the aim being to allow rear wheel lock and drift on the dirt. ABS can also be fully disabled from the instrument panel in Enduro Riding Mode, and settings can be saved and recalled at the next Key-On.

The system integrates smoothly with the Ducati Riding Modes and has three available levels. Level 2 ensures, in Sport mode, equilibrium between front and rear without rear wheel lift detection but with the Cornering function on and calibrated for sports-style riding. Level 3 allows, in Touring and Urban modes, optimisation of the combined braking action with limited rear wheel lift for maximum safety and performance and with Cornering functionality on and calibrated for maximum safety. Level 1 maximises off-road performance by disabling rear-wheel lift detection and allowing the rear wheel to lock, with ABS being applied only at the front.

The front braking system on the Multistrada 1260 features monobloc radially-mounted Brembo 4-piston callipers with 32 mm diameter pistons and 2 pads, a radial master cylinder with adjustable lever, and dual 320 mm discs. At the rear, there is a single 265 mm diameter disc gripped by a floating calliper, again from Brembo. These components ensure top braking performance, a standard Ducati feature. On the Multistrada 1260 S the braking system draws directly on solutions used by Ducati in Superbike competition: 330 mm discs at the front coupled with Brembo M50 monobloc radial 4-piston callipers.

Vehicle Hold Control (VHC)
On the Multistrada 1260 the ABS features the Vehicle Hold Control (VHC) system. When activated, VHC holds the vehicle steady by applying rear wheel braking (if unused automatic deactivation occurs after 9 seconds). This provides riders with easier restarts, especially on a gradient; this is because it modulates brake pressure during starts, leaving the rider free to focus on throttle and clutch control.

The function is activated when, with the bike at standstill and the kickstand up, the rider applies high pressure on the front or rear brake levers. On activation the system calculates and applies, according to vehicle status, pressure on the rear brake system by acting on the pump and the ABS control unit valves.

This system can be activated at all ABS levels, except for when the ABS is switched off. VHC activation is indicated by a warning light. The same warning light starts flashing when the system is about to release pressure on the rear wheel and cease holding the vehicle: pressure reduction is gradual.

Frame
The chassis of the Multistrada 1260 includes a new frame and longer swing arm. Steering angle increases from 24° to 25°, whereas the new swing arm is 48 mm longer. As a result of these changes, wheelbase is now 55 mm longer. This, along with the new engine's character and suspension setup lend the Multistrada 1260 sharper handling skills in curves, while ensuring full stability even when riding two-up at full load with the side panniers.

The chassis design features a frontal Trellis frame with large-diameter yet thin tubing and two lateral subframes closed off by a rear load bearing element made of fibreglass-reinforced plastic for maximum torsional rigidity. The single-sided swing arm is a single die-cast part, with fabricated and welded core sections, and provides a strong, hollow and lightweight component that contributes considerably to the Multistrada's sure-footed handling.

Suspension
The Multistrada 1260 features a Kayaba 48 mm upside-down fork, with a dedicated cast bottom bracket, fully adjustable for spring preload, compression, and rebound. The rear is controlled by a Sachs monoshock, also fully adjustable in compression and rebound and with spring preload adjustable by using a handy remote manual adjuster. The spring works progressively, therefore providing augmented riding comfort even when the bike is fully laden.

The Multistrada 1260 S comes with a Sachs 48 mm front fork (with tubes in the typical ceramic grey, the signature colour identifying semi-active suspension and forged bottom bracket). The rear shock absorber is made by Sachs. Semi-active suspension systems front and back are controlled by the Ducati Skyhook Suspension (DSS) Evolution system. In addition to allowing compression and rebound adjustment of the hydraulic damper and rear spring preload (automatic and integrated into the Riding

Modes or personalised via the on-board computer), the semi-active system exerts continuous control to keep the bike perfectly balanced.

Both suspension systems provide 170 mm travel (both front and rear), ensuring comfortable riding even with the bike loaded, as well as safe handling on soft off-road routes. On the S, comfort is enhanced further by the DSS Evolution which allows quick, user-friendly modification of the bike's setup to suit riding conditions and journey type: rider only, rider with luggage, rider with passenger and rider with passenger and luggage. Internal suspension setup has been revised for both Multistrada 1260 and Multistrada 1260 S and D|Air versions.

Tyres and rims

The Multistrada 1260, 1260 S and 1260 S D|Air feature light alloy five Y-spoke wheels, which are 340 grams lighter than those used in the Multistrada 1200. All versions are equipped with 3.50 x 17'' front wheels and 6.00 x 17'' rear wheels, mounting a Pirelli SCORPION™ Trail II 120/70-17 tyre on the front and 190/55-17" on the rear.