



DUCATI HYPERMOTARD 950

Racier, more adrenalin-packed, more rider-friendly. The Hypermotard - the Ducati fun bike *par excellence* - has been given a full-blown makeover: the new look takes its cue from the supermotard race world, the completely overhauled ergonomics ramps up the fun and riders can now count on an ultra-advanced chassis set-up and electronics package.

A revised riding position maximises enjoyment and control. Indeed, the new Hypermotard 950 boasts wider handlebars, slimmer sides and a new seat: the latter smooths movement during riding and ensures feet can be placed firmly on the ground thanks to an inner leg curve measurement that is now 53 mm shorter.

The frontal view - characterised by the 'beak', surmounted by compact headlight with Daytime Running Light (DRL) to give the Hypermotard 950 excellent visibility in daylight - underscores a clear 'family feeling' with the models that preceded it.

The assertive design of the Hypermotard 950 pivots around the twin under-seat tailpipes and the minimalist superstructure, which ensures the mechanics - including the light, essential rear Trellis sub-frame - are kept in clear view. As well as being more visually compact, the Hypermotard 950 is also 4 kg lighter (the engine alone accounts for a 1.5 kg saving) compared to the previous model. This has been achieved thanks to a new frame made up of tubes of varying diameter, new rims, brake discs with aluminium flanges, lightweight Marzocchi forks with aluminium fork bodies/tubes and meticulous design of every detail.

At the heart of the new Hypermotard 950 lies a renewed 937 cm³ Testastretta 11° twin with more muscle, greater pulling power and new electronics to ensure smoother control. With 114 hp at 9,000 rpm and a torque of 9.8 kgm - of which 80% is already available at 3,000 rpm - this is the perfect engine for ultimate on-track sports fun, twisting country roads and everyday urban routes alike.

Such outstanding performance is kept under control by the ultra-modern electronics which uses a Bosch 6-axis Inertial Measurement Unit (6D IMU) to detect the bike's roll, yaw and pitch angles instantly. The Hypermotard 950 electronics package includes Bosch Cornering ABS with the Slide by Brake function (with setting 1), Ducati Traction Control EVO (DTC EVO), Ducati Wheelie Control (DWC) EVO and Ducati Quick Shift (DQS) Up and Down EVO (as standard on the 950 SP version and available as an accessory on the 950).

The eye-catching tapered aluminium handlebars mount radial pumps with separate front brake and clutch fluid reservoirs (a hydraulic clutch replaces the previous cable-operated one); the design and interface of the colour TFT display take their cue from the panel on the Panigale V4.

For those who want a bike with even higher performance there's the Hypermotard 950 SP. With dedicated graphics giving it an even sportier look, the SP version features a flat seat, increased-



travel Öhlins suspension (+15 mm at the front and +25 mm at the rear) that increases the lean angle (+3°), Marchesini forged wheels and Ducati Quick Shift (DQS) Up and Down EVO.

The Hypermotard 950 can mount the Ducati Multimedia System (DMS). This lets riders connect the bike to a smartphone and manage key multimedia functions (incoming calls, text messaging, music) via switchgears, and display the relative information on the TFT instrument panel.



Hypermotard 950 range

Hypermotard 950

Colour

- Ducati Red with red frame and black wheel rims

Main as-standard features:

- 937 cm³ Ducati Testastretta 11° engine
- Twin under-seat silencers
- Trellis frame with tapered tubing
- Rear Trellis sub-frame
- Removable passenger foot pegs
- Marzocchi forks with fully adjustable 45 mm aluminium fork bodies/tubes and 170 mm of wheel travel
- An adjustable Sachs shock absorber with 150 mm of wheel travel
- Cast aluminium wheels with three Y-spokes
- Pirelli Diablo Rosso III tyres
- Tapered aluminium handlebars
- Brake and hydraulic clutch with radial pumps and separate fluid reservoirs
- Colour TFT instrumentation
- Latest-generation electronics package with 6-axis Inertial Measurement Unit (6D IMU) including: Bosch Cornering ABS EVO with Slide by Brake function (with setting 1); Ducati Traction Control EVO (DTC EVO); Ducati Wheelie Control EVO (DWC EVO)
- Riding Modes (Sport, Touring and Urban)
- Headlight with Daytime Running Light (DRL)
- Front and rear LED auto-off indicators (front indicators embedded in hand guards)
- Can also mount: Anti-theft system, Ducati Quick Shift (DQS) up/down, Heated grips, Ducati Multimedia System (DMS)
- Fuel tank capacity 14.5 litres
- Inner leg curve 1,940 mm (-53 mm vs previous model)
- Seat height 870 mm
- Lean angle 44°
- Kerb weight 200 kg (-4 kg vs previous model)



Hypermotard 950 SP

Colour

- SP colour scheme with red frame and black wheel rims

Main as-standard equipment - as per the Hypermotard 950 except for:

- Fully adjustable 48 mm Öhlins fork, with 185 mm of wheel travel
- Fully adjustable Öhlins shock absorber with 175 mm of wheel travel
- Forged Marchesini wheels with three Y-spokes
- Ducati Quick Shift (DQS) Up and Down EVO
- Flat seat
- Carbon fibre components: front mudguard, belt covers
- Pirelli Diablo Supercorsa SP tyres
- Inner leg curve 1,980 mm (-53 mm vs previous model)
- Seat height 890 mm
- Lean angle 47°
- Kerb weight 198 kg (-3 kg vs previous model)



Design

With an overall sense of lightness and essential lines, this third-generation Hypermotard strengthens its ties with the supermotard racing world, resulting in a bike with an adrenalin-fuelled personality that extreme riders will simply love.

The seat (high with a narrow mid-section) and the further-forward 14.5 litre tank create an overall image that's closely aligned with the world of competition motards.

Its aggressive stance - made up of taut, clean lines and surfaces - is rendered even more assertive by the dual under-tail silencers, the slimline superstructure and iconic frontal view dominated by the sharp 'beak' incorporating a headlight (with an outline that recalls an off-road race number holder). Moreover, the distinctive DRL gives the front end a decidedly modern, technological look.

Ergonomics

Meticulous reassessment of the riding position has rewarded the rider with full control over the vehicle and rapid responsiveness whatever the conditions. Emphasised tapering of the rear sub-frame at the main frame attachment point has resulted in a seat with a narrow mid-section and an inner leg curve measurement 53 mm shorter than that on the previous model; this makes it easier - nominal seat height remaining unchanged - for riders to place both feet firmly on the ground.

The seat on the new Hypermotard 950 is flat and long with a slightly raised passenger zone for greater comfort. On the SP version, instead, the flatness is more motard style to ensure even better longitudinal movement during riding. Again with an eye to maximising control, the riding position has been made even more dominant by opening the handlebar tips by 7°.

Testastretta 11° engine

The Hypermotard 950 family mounts the advanced 937 cm³ Ducati Testastretta 11° twin cylinder engine. After an in-depth overhaul (and being lightened by 1.5 kg), this engine packs 4 hp more than its predecessor to reach 114 hp at 9,000 rpm. It puts out smooth pulling power across the rev range, with torque peaking at 9.8 Kgm at 7,250 rpm. On the Hypermotard 950 some 80% of torque is already available at 3,000 rpm, with no less than 88% available between 5 and 9,000 rpm.

That performance stems from new pistons with a 13.3:1 compression ratio (as opposed to 12.6:1 on the previous version), new exhaust cam profiling and a new exhaust system with under-seat silencers. A new 53 mm throttle body feeds the fuel to the Testastretta 11° while a new engine control unit and new Ride-by-Wire throttle manage power delivery. Both the Hypermotard 950 and the SP version also benefit from new, lighter clutch and alternator covers, a lighter gear shift drum, an aluminium (rather than steel) chain tensioner and magnesium cam covers.

The self-servo wet slipper clutch can now be operated with less on-lever effort thanks to the new hydraulic control system. The 937 cm³ Ducati Testastretta twin cylinder engine also has



lengthy maintenance intervals: oil changes are required every 15,000 km while a Desmo Service is needed every 30,000 km.

Frame

The Hypermotard 950 family features a new steel Trellis frame with tapered tubing, reducing weight by one kilogram compared to the previous model. With 25° of rake, 104 mm of trail and a 30 mm offset, control is safe and stable but without compromising the characteristic agility of the bike. The frame is connected to the rear sub-frame (also of a tubular steel Trellis design), which recalls that of the first Hypermotard. A generous steering lock of 70° allows outstanding handling, while the 1,493 mm wheelbase (1,498 mm on the SP version) maximises high speed stability. A 14.5 litre fuel tank gives the Hypermotard 950 excellent range without compromising its essential, sinuous lines. The Hypermotard 950 features a single-sided aluminium swingarm.

Instrumentation

Instrumentation on the Hypermotard 950 family features a 4.3" TFT display. Graphics and interface - which take their cue from those on the Panigale V4 - make menu browsing and setting adjustments easier while allowing more immediate identification of the selected Riding Mode. The Riding Mode interface clearly and immediately shows any changes being made to the settings. This is done thanks to explanatory diagrams of the system being adjusted and a graduated scale indicating whether the modification is better suited to performance or safety/stability.

Headlight and indicators

The extremely light, compact headlight assembly features a Daytime Running Light (DRL) to ensure excellent vehicle visibility in daylight. At the rear, instead, a LED strip acts as both tail light and stop light. Auto-off LED indicators have been incorporated into the hand guards to keep the lines of the Hypermotard 950 clean and essential.

Controls

The Ride-by-Wire system used on Hypermotard 950 bikes includes a compact electronic throttle that matches switchgear design. Brake and clutch lever-handlebar gaps are adjustable. Passenger foot pegs are removable. The seat features a passenger grip strap which can be hidden when not in use. The Hypermotard 950 also has an under-seat USB socket.

Suspension

The Hypermotard 950 mounts new, fully adjustable 45 mm Marzocchi forks with aluminium fork bodies/tubes which give a wheel travel of 170 mm. This set-up is half a kilo lighter than the unit mounted on the previous version. The rear of the 950 mounts an adjustable Sachs shock with a wheel travel of 150 mm. On the Hypermotard 950 SP, instead, a fully adjustable 48 mm Öhlins fork gives a front wheel travel of 185 mm while a fully adjustable Öhlins shock gives a rear wheel travel of 175 mm.

Brakes

The front brake is characterised by a pair of Brembo M4.32 4-piston radial monobloc calipers, actuated by the radial brake pump with 5-position adjustable lever. Front discs have a diameter



of 320 mm and aluminium flanges (saving a total of 600 grams), while the rear sports a single 245 mm disc gripped by a single Brembo caliper. Such top-drawer components ensure top-notch braking performance, a feature that has always been a Ducati hallmark.

Wheels and tyres

The Hypermotard 950 features aluminium wheels with three Y-spokes. The front wheel has a cross-section of 3.5", the rear wheel 5.5". The bike mounts Pirelli Diablo Rosso III tyres, 120/70 ZR17 at the front and 180/55/55 ZR17 at the rear. Compared to the previous model, these wheels have cut overall weight by a further 800 grams. The Hypermotard 950 SP, instead, mounts lightweight forged Marchesini wheels with three Y-spokes that have a cross-section of 3.5" at the front and 5.5" at the rear. The SP mounts Pirelli Diablo Supercorsa SP tyres, 120/70 ZR7 at the front and 180/55 ZR177 at the rear.

Electronics

The Hypermotard 950 features sophisticated ultra-modern electronics based on a Bosch 6-axis inertial platform which instantly detects the bike's roll, yaw and pitch angles.

On the Hypermotard 950, the electronics package consists of:

- Bosch Cornering ABS EVO (with Slide by Brake function) and Ducati Traction Control (DTC) EVO, which make up the Ducati Safety Pack (DSP)
- Ducati Wheelie Control (DWC) EVO
- Ducati Quick Shift (DQS) up/down EVO, as standard on the 950 SP version and available as an accessory on the 950

The operational parameters for each of these controls are associated by default with the three Hypermotard 950 Riding Modes. Riders can personalise parameters to suit their riding style or restore the Ducati default settings.

Electronic Settings - Riding Modes

The performance-oriented Sport Riding Mode settings - suited to sports-style riding on both track or twisting roads - unleash the full 114 hp of the twin-cylinder Ducati engine. DTC is, in fact, set to level 3, DWC to level 3 and ABS to level 2.

Touring Riding Mode is ideal for inner city hops or out-of-town runs or simply for those who prefer a clean, fluid riding style. It still uses the full 114 hp of the Ducati twin-cylinder engine but delivers it more gently thanks to more safety-oriented electronic settings. That why DTC is set to level 4, DWC to level 5 and ABS to level 3.

Urban Riding Mode is intended for daily around-town use or when road conditions offer little grip (e.g. in the wet). That's why this Mode limits the power of the twin-cylinder Testasretta to 75 hp and all electronic settings are dialled towards maximum safety. That means DTC is set to level 6, DWC to level 6 and ABS to level 3.



Bosch Cornering ABS EVO

To combine outstanding braking performance with excellent safety, the Hypermotard 950 features 3-level Bosch Cornering ABS EVO.

The Level 3 setting is intended for daily road use or in circumstances where there is little grip. Whatever the conditions, braking is safe and stable and keeps rear wheel lift under constant control during hard deceleration.

Level 2 still manages both front and rear braking systems but allows sports-style braking by applying more limited lift-up control. This level ensures a high degree of braking safety even in the wet.

At the front, Level 1 guarantees sports-grade intervention of the Cornering system and, at the rear, activates the Slide by Brake function to permit motard-style drifting into the bends. Level 1 deactivates the rear wheel anti lift-up function. Given its more specialised profile, Level 1 is not the default setting on any RM but can be selected by the rider via the ABS menu.

Ducati Traction Control (DTC) EVO

The DTC EVO on the Hypermotard 950 is based on an algorithm that ensures faster, more precise intervention. The DTC EVO interfaces with the Bosch Inertial Measurement Unit (IMU), constantly measuring the lean angle and using it to accurately calculate the degree of intervention needed to ensure suitable rear wheelspin (according to the DTC EVO level setting).

Ducati Wheelie Control (DWC) EVO

The Hypermotard 950 is also equipped with the latest version of Ducati Wheelie Control EVO (DWC EVO). Using the data feed from the Bosch 6D IMU, this system keeps wheelies in check while maximising acceleration easily and safely. DWC EVO provides more accurate wheelie readings; it thus exerts more precise control to ensure the bike responds faster to rider input.

Ducati Quick Shift up/down (DQS) EVO

The DQS EVO with up/down function, developed as an accessory for the Hypermotard 950 (as standard on the SP version), uses lean angle data to maximise bike stability when shifting gears on bends. In addition to minimising shift times, the DQS EVO allows clutchless down-changes, making hard braking more effective than ever. Thanks to full Ride-by-Wire control, the system works differently for up-changes and down-changes, integrating spark advance and injection adjustment during upshifts with an auto-blipper function during downshifts.

Ducati Multimedia System (DMS)

The Hypermotard 950 can be fitted with the Ducati Multimedia System (DMS). This lets riders take incoming calls, select and listen to music tracks or receive text messages via a Bluetooth link.

When the rider mounts the motorcycle the smartphone automatically connects to the bike via the Bluetooth module (available as an accessory across the range), letting the rider manage the



main multimedia functions. The TFT display shows the track being played, the new text message icon or caller's name. Phone call audio and music are transmitted to the helmet earpieces. The DMS is available as an accessory throughout the Hypermotard 950 range.