



## MULTISTRADA 1260 ENDURO

The Multistrada Enduro continues to evolve thanks to the new 1262 cm<sup>3</sup> Ducati Testastretta DVT (Desmodromic Variable Timing) engine, major chassis and electronics upgrades and an all-new colour scheme. This new Euro 4-compliant 1262 cm<sup>3</sup> Ducati Testastretta DVT ensures outstanding pulling power right from the low-to-mid rev range. In fact, 85% of maximum torque is already available below 3,500 rpm with - compared to the torque curve on the engine that powered the previous model - an 17% increase at 5,500 rpm. This makes the Multistrada 1260 Enduro the motorcycle with the highest torque (at 4,000 rpm, the most common rev rate while riding) in its category.

While the new Ducati Multistrada 1260 Enduro provides impressive performance, power delivery is kept under control thanks to the Riding Modes, the new Ride by Wire function which ensures both smoother throttle control and outstanding safety, and the DQS (Ducati Quick Shift) Up & Down, which significantly improves the ride experience by ensuring precise, fluid upshift and downshift gear meshing.

Thanks to spoked wheels - 19" at the front and 17" at the rear - the Multistrada 1260 Enduro is perfect for long-distance adventure rides. Featuring electronic semi-active Sachs suspension (with 185 mm of travel both front and rear) and a 30-litre fuel tank, the Multistrada 1260 Enduro is, with a range of 450 km (280 miles) and beyond, an unstoppable globetrotter on any terrain.

A revised ergonomics (seat, handlebar and centre of gravity are all lower than on the 1200 version) and a new suspension setup ensure more comfort and fun to any rider in any condition.

On the electronics front, the new Multistrada 1260 Enduro has the most advanced package in the segment. The new 6-axis Bosch Inertial Measurement Unit (IMU) controls Bosch ABS Cornering, Cornering Lights (DCL) and Ducati Wheelie Control (DWC). Riders can set both DWC and DTC to one of 8 different levels, or simply deactivate them. Also as-standard on the Multistrada 1260 Enduro is Vehicle Hold Control (VHC), which makes uphill starts easier, especially with a full load. Lastly, the Bosch IMU also interacts with the semi-active Ducati Skyhook Suspension (DSS) Evolution control system.

A sophisticated new Human Machine Interface (HMI) ensures - via a 5" TFT colour display and switchgear controls - user-friendly control of all bike settings and functions, the Ducati Multimedia System (DMS) included. The DMS connects the bike to the rider's smartphone via Bluetooth, giving access to all key multimedia functions (incoming calls, text messaging, music). Other Multistrada 1260 Enduro features include cruise control and a hands-free system.

The Multistrada 1260 Enduro has long maintenance intervals: the oil only needs changing every 15,000 km (9000 miles) while a Desmo Service is required only every 30,000 km (18,000 miles). The result? Carefree riding, even on the longest adventures.

The Multistrada 1260 Enduro comes in two colours: Sand and Ducati Red.



## Multistrada 1260 Enduro main as-standard features

- **Colours**
  1. Ducati Red with black frame and spoked wheels
  2. Sand with black frame and spoked wheels.
- **Features**
  - 1262 cm<sup>3</sup> Ducati Testastretta DVT engine
  - 6-axis Bosch Inertial Measurement Unit (IMU)
  - Brembo braking system with Bosch Cornering ABS
  - 320 mm front discs with Brembo M4.32 4-piston radial monobloc calipers
  - Cruise Control
  - Ducati Multimedia System (DMS)
  - Ride-by-Wire
  - Riding Modes
  - Power Modes
  - Ducati Wheelie Control (DWC)
  - Ducati Traction Control (DTC)
  - Ducati Quick Shift (DQS) Up&Down
  - Vehicle Hold Control (VHC)
  - Hands-Free System
  - Semi-active Sachs electronic suspension (front and rear), Ducati Skyhook Suspension (DSS) Evolution
  - Full-LED headlight assembly with Ducati Cornering Lights (DCL)
  - Dashboard with 5" TFT colour screen

### Personalisation packages

- **Touring Pack:** heated grips, Ducati Performance aluminium panniers by Touratech plus handlebar bag.
- **Sport Pack:** type-approved Ducati Performance exhaust by Termignoni (complies with EU homologation requirements), black water pump cover, billet aluminium front brake fluid and clutch fluid reservoir plugs.
- **Urban Pack:** Ducati Performance aluminium top case by Touratech, tank bag with tank lock and USB hub to charge electronic devices.
- **Enduro Pack:** supplementary LED lights, Ducati Performance components by Touratech: engine crash bars, water radiator guard, oil radiator guard, sprocket cover, rear brake disc guard.

The Tyre Pressure Monitoring System (TPMS) is an advanced sensor that is available as an accessory for the Multistrada 1260 Enduro. Once the sensor is connected to the motorcycle, the pressure in both tyres can be constantly monitored on the TFT dashboard. A warning is displayed on the dashboard if the sensor detects a variation of 25% in tyre pressure compared to the default pressure.



The Multistrada 1260 Enduro is compatible with the new Ducati Link App: this lets riders set the journey mode (a combination of Load and Riding Mode) and personalise the parameters of each Riding Mode (ABS, Ducati Traction Control, etc.) via their smartphones. This versatile App also provides comprehensive maintenance deadline info, a user manual and a Ducati Store locator. Furthermore, the Ducati Link App also lets riders record performance and routes so they can share their 1260 Enduro riding experiences.



## Classy design

The stylish sports look of the Multistrada has taken on a decidedly off-road flavour and much of the Ducati Style Center's effort has gone into achieving perfectly balanced vehicle proportions.

A new livery, together with the two-tone seat, give the Multistrada 1260 Enduro a sportier, more rugged feel.

Beefy yet nimble front-end styling is combined with a slimline tailpiece designed with an on-the-pegs stance in mind. The riding position on the Multistrada 1260 Enduro is designed to ensure improved off-road control. However, to ensure maximum on-road comfort and fun, the handlebars have been lowered 30 mm and, consequently, the tank cover has been reshaped. To protect the engine, the Multistrada 1260 Enduro features, as standard, a new lighter aluminium sump guard with support struts connected directly to the now-lighter frame.

Another as-standard feature on the Multistrada 1260 Enduro is the 860 mm high seat, 10 mm lower than the one on the 1200. The resulting downward shift in the centre of gravity enhances the ergonomics, giving riders of all builds more riding confidence and improved manoeuvrability when stationary. To ensure all riders can put their feet firmly on the ground, an even lower (840 mm) seat is available as an accessory, as is a higher (880 mm) one, which is more comfortable and better suited to off-road riding. A lower, narrower version of the passenger seat is also available as an accessory: designed to match the rider's seat, this makes it easier to ride the bike in a more rearward standing position.

The Multistrada 1260 Enduro screen allows for one-handed vertical adjustment within a range of 60 mm. For off-road lovers, the accessory line also includes a lower screen. There are two 12 V power sockets, one immediately beneath the passenger seat, the other in the dashboard zone. These provide (fuse-protected) amperages of up to 8A to power items such as thermal clothing, intercoms or mobile phone chargers. The Garmin sat-nav, available as a Ducati Performance accessory, is powered via a special connector, again in the dashboard area. There's also a USB port underneath the seat, which can be used to charge smartphones.

On the Multistrada 1260 Enduro, the centre stand is as-standard.

A stowage area under the passenger seat can be used for tools, the motorcycle handbook or other personal items. To make the Multistrada an effective long-distance tourer, accessories include spacious panniers and an aluminium Ducati Performance top case by Touratech. The passenger grab rail has specifically been designed to minimise bike width, also when the panniers are mounted. Touring accessories also include heated grips, a must in bad weather.



## TFT dashboard

The Multistrada 1260 Enduro is equipped with a high resolution colour TFT display (186.59 PPI - 800xRGBx480), easy to read even in direct sunlight. Equally user-friendly is the new HMI (Human Machine Interface), which makes menu browsing and setting adjustments child's play.

With the bike at standstill the rider can use the left switchgear to access a setting menu to activate/adjust various functions such as the personalised DTC and DWC settings and the three ABS Cornering intervention levels. Semi-active electronic suspension adjustment is also performed via a dedicated menu. Riding Modes can be selected with the bike at standstill or on the move: just choose from Sport, Touring, Urban or Enduro and select the appropriate ride load configuration: rider only, rider with luggage, rider with passenger or rider with passenger and luggage.

The headlight assembly, a full-LED model, features Ducati Cornering Lights (DCL), which optimise lighting on bends according to the bike lean angle. Multistrada models also incorporate hazard lights, activated by pressing the dedicated key. The Multistrada 1260 has an all-new function that switches off hazard lights automatically according to lean angle. Thanks to the IMU platform the indicators are switched off after completing the turn or once the bike has travelled a prolonged distance (variable between 200 and 2000 metres according to vehicle speed at the time of pressing the indicator button).

The TFT dashboard also incorporates improvements to the music player interface when connected to a smartphone.

## Hands Free System

The Multistrada 1260 Enduro can be started without an actual mechanical key thanks to a Hands Free system that raises security standards. Just walk up to the vehicle with the electronic key in your pocket: once within 2 metres of the bike the key code will be recognised and ignition enabled. At this point just press the key-on button to power up the control panel and then start the engine. The key consists of an electronic circuit and a mechanical flip key to open the seat and remove the filler cap. An electrically activated steering lock is also included.



## 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 (Desmodromic Variable Timing) engine optimises high-rev performance to maximise power. At low-to-medium revs, instead, it smooths engine performance, makes power delivery more linear and boosts torque. In practice, without the rider even noticing it, the characteristics of the engine change continuously as revs vary, always remaining within Euro 4 limits and keeping consumption under tight control. As every Ducati, the Ducati Testastretta DVT uses the Desmodromic engine valve closure system that has made the brand famous worldwide.

With a displacement that now touches 1262 cm<sup>3</sup>, the new Multistrada 1260 Enduro engine sets unprecedented handling and performance standards. To develop this new engine, also mounted on the Multistrada 1260, Ducati engineers focused on ensuring maximum, optimal torque delivery throughout the low-mid rev range. In fact, 85 % of the torque is already available below 3,500 rpm with - compared to the previous 1198 cm<sup>3</sup> model - an 17 % increase at 5,500 rpm. This makes the Multistrada Enduro 1260 the motorcycle with the highest torque (at 4,000 rpm, that is the most common rev rate while riding) in its category.

The new displacement was achieved by lengthening the piston stroke from 67.9 to 71.5 mm (bore remains unchanged at 106 mm). Doing this also meant developing new piston rods, a new crankshaft and new cylinders. Moreover, the DVT system has been recalibrated to maximise torque delivery at low and mid revs, resulting in a higher maximum power of 158 hp at 9,500 rpm and a maximum torque of 13 kgm at 7,500 rpm.

Achieving this performance also involved overhauling the exhaust and intake systems. The exhaust has a new pipe layout, a new pre-silencer internal layout and a new silencer; also, the air intake zone has been redesigned.

Newly designed belt covers feature the DVT logo, now applied on a metallic support. The Multistrada 1260 Enduro engine also has a redesigned alternator cover: this houses a new, cutting-edge gear sensor, indispensable for the DQS (Ducati Quick Shift) Up & Down system which allows clutchless upshifting and downshifting. The gear shift linkage has also been changed, with shorter strokes allowing more precise meshing.

Compared to the Multistrada 1260, the Enduro version has a six-speed gearbox with a shorter first gear to improve performance in off-road riding. The clutch piston has also been redesigned and is now more compact and integrated.

To improve handling, engine calibration has been completely overhauled, with torque delivery differentiated in each Riding Mode according to the selected gear. What's more, again with an eye to improving rider-friendliness, engine braking control is now differentiated on a gear by gear basis. To hone comfort even further, cruise control has also been recalibrated.



## Innovative technology

The Multistrada 1260 Enduro is equipped with a new throttle that interfaces with the Ride by Wire system to control power delivery. This latest throttle ensures a more fluid accelerator link and an improved ride experience.

The Multistrada 1260 Enduro features the new 6-axis Bosch IMU (Inertial Measurement Unit) platform which manages Ducati Wheelie Control (DWC), Bosch ABS Cornering and electronic speed control. Completing the four Riding Modes (Sport, Touring, Urban and Enduro) is the Ducati Skyhook Suspension (DSS) Evolution system, which configures the suspension set-up almost instantaneously thanks to input from on-vehicle sensors. This ensures the vehicle body is insulated from bumps, pits and ripples on the road surface, making rides more comfortable. The Multistrada 1260 Enduro is equipped with Vehicle Hold Control (VHC).

### Sport Riding Mode

Selecting Sport Riding Mode transforms the Multistrada into a high-adrenalin 158 hp machine with a torque of 128 Nm and a sport-style suspension set-up. This Riding Mode is also characterised by reduced DTC and DWC intervention. ABS is set to Level 2 and rear wheel lift detection is disengaged but the Cornering function remains on, perfect for riders who want to push it to the max.

### Touring Riding Mode

In Ducati Touring Riding Mode maximum power is 158 hp but delivery is smooth and progressive. Active safety is enhanced by higher DTC and DWC intervention levels. The ABS is set to interaction Level 3, allowing supremely confident touring thanks to wheel rear lift detection, optimisation of combined braking and the Cornering function. Moreover, the suspension is automatically set-up for long-distance rides, maximising comfort for rider and passenger alike.

### Urban Riding Mode

In Urban Riding Mode power delivery is dropped to 100 hp and the suspension settings let the rider overcome frequently encountered urban obstacles such as bumps and manhole covers with ease. DSS is reconfigured for optimised handling of these continuous surface changes. DTC and DWC are set at very high intervention levels. ABS is set to Level 3.

### Enduro Riding Mode

Superb on long-distance motorway rides and in city traffic, the Multistrada 1260 Enduro also offers unrivalled dirt-track potential. Agility and lightness, high and wide handlebars, serrated-edge pegs, an as-standard sump guard and specially designed tyres are perfect complements to the Enduro Riding Mode, which puts out 100 hp of engine power and activates the DSS Evolution off-road configuration. DTC and DWC intervention levels are ratcheted down and ABS is set to Level 1, suitable for off-road use on low-grip surfaces; rear wheel lift detection, Cornering and rear wheel ABS functions are deactivated.



## DTC (Ducati Traction Control)

An integral part of the Ducati Safety Pack, the racing-derived DTC system acts as an intelligent "filter" between the rider's right hand and the rear tyre. Within the space of just a few milliseconds the DTC can detect and, subsequently, control any wheelspin, improving bike performance and active safety considerably.

This system has 8 different intervention levels. Each one has been programmed to provide a rear wheelspin tolerance that matches progressive levels of riding ability (classified from 1 to 8). Level 1 minimises system intervention, while level 8, designed for riding in the wet, ensures maximum traction. The Multistrada 1260 Enduro incorporates DTC in the Riding Modes. While Ducati pre-programs DTC levels for the four Riding Modes, they can be personalised to meet riders' specific needs and saved via the settings menu. This technology - the outcome of thousands of hours of road and track testing - considerably improves ride safety during acceleration on bends. A 'Default' function restores all the original factory settings.

## Ducati Wheelie Control (DWC)

This adjustable 8-level system analyses vehicle wheelie status and consequently adjusts torque and power to ensure maximum yet safe acceleration without any imbalances in the set-up. Like the DTC, this feature has 8 different settings and is integrated into the Riding Modes.





## Ducati Skyhook Suspension (DSS) Evolution

The DSS (Ducati Skyhook Suspension) Evolution system is now better than ever: this 'evolved' version includes a new Sachs fork with pressurized cartridge and low-wear forks, a sensor which controls rear shock absorber operation and upgraded software to manage the data flow from the IMU platform. This system is based on a 48 mm diameter fork and a rear Sachs shock. Both are electronic. Rebound and compression damping are adjusted continuously according to a semi-active approach that ensures optimal vehicle balance. In practice, the system keeps bike attitude constant whatever the road surface, thus minimising swaying of vehicle, rider and passenger, and significantly boosting 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, stable and extremely reactive to any change in attitude. This innovative technology outperforms conventional, passive suspension systems via constant control of dynamic wheel behaviour. Thanks to the smart DSS Evolution system, nearly all the negative effects of too soft or hard a setting are eliminated without compromising in any way on performance or safety.

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, together with another inside the control unit that tracks the DSS 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 dampers to minimise vehicle movement in relation to this point: just as if the bike were suspended from it (hence the term "skyhook").

To smooth the load transfers associated with acceleration and deceleration, the system also makes use of the Ducati Traction Control (DTC) longitudinal accelerometer sensor, ABS system pressure detectors (for instantaneous calculation and activation of a response that reduces the resulting vehicle swaying) and data from the Inertial Measurement Unit (IMU), which dynamically reveals the bike's attitude on the two axes (lateral and vertical tilt).

The DSS Evolution system allows for fast, user-friendly bike set-up via the new Multistrada 1260 Enduro HMI interface, ensuring the suspension is exactly as desired whatever the ride conditions. Just select the desired riding mode (Touring, Sport, Urban or Enduro) and the load configuration: rider only, rider with luggage, rider with passenger or rider with passenger and luggage. Moreover, it's possible - without any need to tackle complicated settings - act on fork and shock absorber separately to fine-adjust front and rear suspension. The system has practically unlimited configuration potential, as the rider can electronically select 400 parameter combinations via the new interface.



## Bosch Brembo brake system with Cornering ABS system

The new Multistrada 1260 Enduro features a Brembo braking system with the ABS 9.1ME Cornering device, 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 and with the bike at considerable lean angles. Through interaction with the Riding Modes, the system provides solutions suitable for any situation or riding condition.

Thanks to an ABS control processor, the Multistrada uses an Electronic Combined Braking System (which merges front and rear braking). This is optimised for Urban and Touring Riding Modes but has a lower degree of intervention in Sport mode where fully automated control 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 ABS wheel lift detection function is fully enabled in Urban and Touring Riding Modes yet disabled in Sport and Enduro mode. The ABS function can also be limited to the front brakes, a feature the Multistrada uses in Enduro Riding Mode to let the rear wheel drift when braking on uneven surfaces. Nevertheless, the ABS can also be disabled via the instrument panel in Enduro Riding Mode and settings can be saved and recalled at the next Key-On.

The system integrates perfectly with Ducati Riding Modes and has three different 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 optimises, in Touring and Urban modes, the combined braking action with rear wheel lift detection on for maximum safety and the Cornering function on and calibrated for maximum safety. Level 1 offers maximum off-road riding performance by eliminating rear wheel lift detection and allows drifting by applying the ABS at the front only.

The Multistrada 1260 Enduro features Brembo M4.32 monobloc radial calipers with four 32 mm diameter pistons and 2 pads, radial pumps with adjustable levers and dual 320 mm front discs. At the rear a 265 mm disc is gripped by a floating caliper, again by Brembo. Such top-drawer components ensure unbeatable performance, a feature that has always been a Ducati hallmark.



## Vehicle Hold Control (VHC)

The Multistrada 1260 Enduro mounts an ABS that features the Vehicle Hold Control (VHC) system. When activated, the latter holds the vehicle steady by applying rear wheel braking (if unused, automatic deactivation occurs after 9 seconds). This makes restarts easier because it modulates brake pressure during starts, leaving the rider free to focus on throttle and clutch.

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. Once activated, the system calculates and applies, according to vehicle status, rear brake pressure by acting on the pump and the ABS control unit valves.

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



## Frame

The Multistrada 1260 Enduro has a new chassis set-up with a double-sided swingarm which is half a kilo. Rake remains unchanged while the offset has been increased by 1 mm to 111 mm. The Multistrada 1260 Enduro mounts a solid frontal Trellis frame with large-diameter, low-thickness tubing while the two lateral sub-frames are closed off by a rear load-bearing techno-polymer fibreglass element to maximise torsional rigidity.

Featuring a Sachs steering damper that improves handling in extreme situations, the Multistrada 1260 Enduro provides performance levels that would previously have been unattainable in the maxi-enduro tourer segment.

## Suspension

The Multistrada 1260 Enduro mounts a 48 mm Sachs fork with sleeves in characteristic ceramic grey and forged fork bottoms. A Sachs shock absorber is mounted at the rear; both front and rear are semi-active and controlled by the Ducati Skyhook Suspension (DSS) Evolution system. In addition to allowing automatic adjustment - integrated into the Riding Modes or customised via the on-board computer - of rebound and compression damping and spring pre-load, the semi-active system exerts continuous control to ensure perfect vehicle balance.

Both front and rear suspension offer 185 mm of wheel travel (15 mm less than on the Multistrada 1200 Enduro), ensuring outstanding comfort even when the bike is fully loaded and, above all, letting riders go off-road in complete safety.



## Tyres and wheels

The Multistrada 1260 is equipped with Pirelli SCORPION™ Trail II tyres: 120/70 R19 at the front and 170/60 R17 at the rear. The SCORPION™ Trail II offers a perfect blend of off-road racing capacity and great road performance. Designed for the most demanding motorcyclists, its plus-points include high mileage, consistent performance throughout its life-cycle and first-class performance in the wet.

The innovative tread pattern on the SCORPION™ Trail II combines the off-road approach applied across the SCORPION™ line with the experience gained by Pirelli in developing the ANGEL™ GT, Pirelli's best sport touring tyre, considered the segment benchmark. The side grooves of the new SCORPION™ Trail II tyres are designed to ensure optimal drainage in the rain, while the layout and shape of the central grooves not only boost water drainage performance but also ensure better traction, greater stability and more even wear.

Compared to its predecessor, this new tyre guarantees higher mileage without compromising cornering performance and, above all, ensures excellent wet weather performance. The SCORPION™ Trail II profiles derive directly from those used on the ANGEL™ GT. Thanks to a shorter, wider contact patch, the profile helps reduce and level tread wear, thus extending the mileage. New profiles have also improved handling, which remains consistent throughout the product life-cycle. As an optional, the Multistrada 1260 Enduro can also mount Pirelli SCORPION™ Rally tyres, better suited to off-road use.

The Multistrada 1260 Enduro features tubeless, spoked wheels with aluminium rims, 40 cross-mounted spokes and gravity-cast hubs. Compared to the previous model, the wheels have now been redesigned and lightened by a total of about 2 kg. The measurements are 3.00 x 19" at the front and 4.50 x 17" at the rear.