



CR150 – Engine control unit software / calibration update  
Service Bulletin SRV-TSB-18-005  
Panigale V4 Model Year 2018 (except CAL versions)  
Panigale V4 S Model Year 2018 (except CAL versions)  
Panigale V4 Speciale Model Year 2018 (except CAL versions)

Date: Wednesday, March 21, 2018  
To: Dealer Principal, General Manager, Service Manager  
From: Matt Feinstein, Regulatory Compliance and Customer Service Manager; Eric Bradley, Technical Training and Publications Manager

• **Situation**

New engine control unit software/calibration is available for the 2018 Panigale V4.

A new engine control unit calibration with a new and innovative strategy has been introduced to improve the ignition and combustion management. This new strategy includes a change in combustion programming when the engine is at idle. This update provides direct advantages in terms of fuel consumption and rider's thermal comfort.

The new calibration has features that improve power delivery and vehicle rideability.

To update the DDS 2.0 diagnosis software, connect the pc to the network and use the "Update check" manual function.



Ducati Diagnosis System 2.0



Controllo aggiornamenti

The software name of the engine control unit is indicated below:

New software name/calibration of the engine control unit	
Model Version	New ECU Software name
Panigale V4 (USA-CDN)	D2610U1IABBAI1
Panigale V4 (Ducati Performance 2)	D2610U1IABACI1

• **Customers**

All bikes in your inventory (to be registered or already registered) and to be delivered to final Customers must be updated during pre-delivery operations and before delivery to the final Customer.



All bikes already delivered to final Customers must undergo this update as soon as they come to your workshop.



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• **Involved Bikes**

The VIN numbers involved in CR150 are listed on DCS:

<b>VIN HISTORY</b>		You can consult the single frame number.
<b>CAMPAIGNS</b>		You can consult all the VIN numbers that Ducati Motor Holding sent you.

• **Service Solution**

The new engine control unit calibration allows disabling the 2 cylinders of the rear bank in the following conditions:

Engine rotation speed	Coolant temperature	Action
<ul style="list-style-type: none"> <li>• Idle (Neutral)</li> <li>• Gear engaged and clutch lever completely pulled (clutch switch pressed)</li> </ul>	167÷185°F (75÷85°C)	Rear bank disabling after 30 seconds
<ul style="list-style-type: none"> <li>• Idle (Neutral)</li> <li>• Gear engaged and clutch lever completely pulled (clutch switch pressed)</li> </ul>	>185°F (85°C)	Immediate disabling of the rear bank



**NOTE**

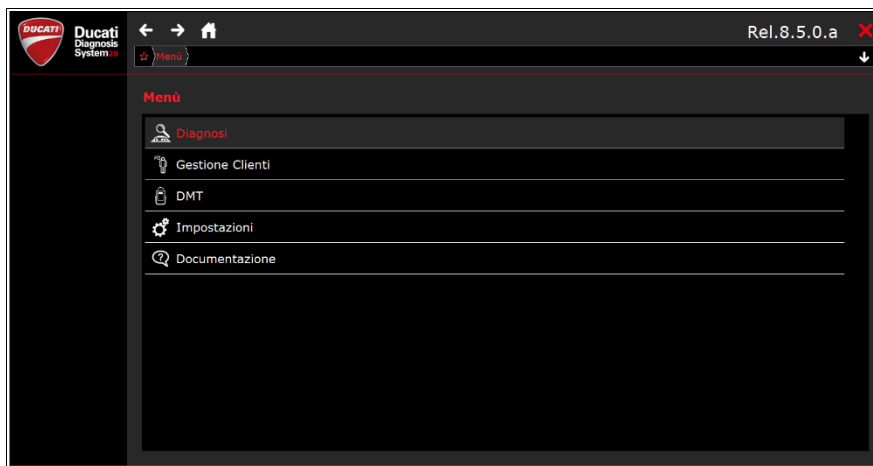
Every 600 mi / 1,000 km or 20 operating hours of the engine, the rear bank may be enabled for a few seconds even in the above-mentioned conditions; in such cases, the activation is managed automatically by the engine control unit and allows the correct learning of the adaptive parameters when at idle.



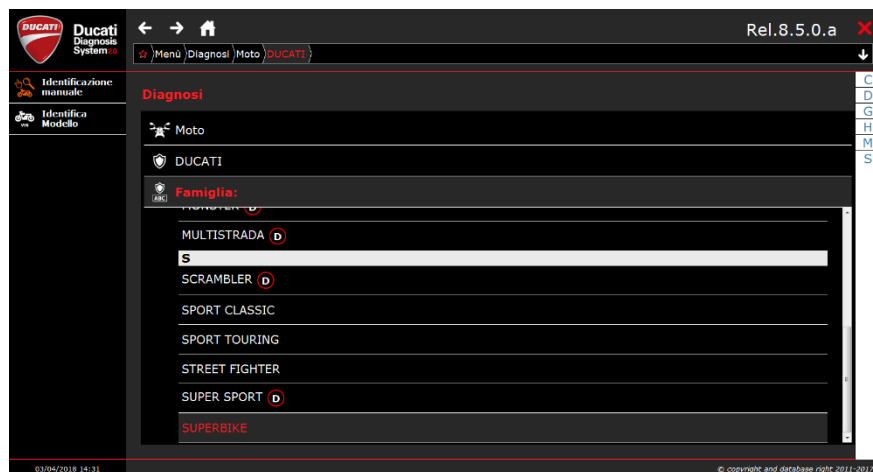
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For the update procedure, follow the instructions below:

- a) Connect the DDS 2.0 diagnosis instrument and select “Diagnosis”.

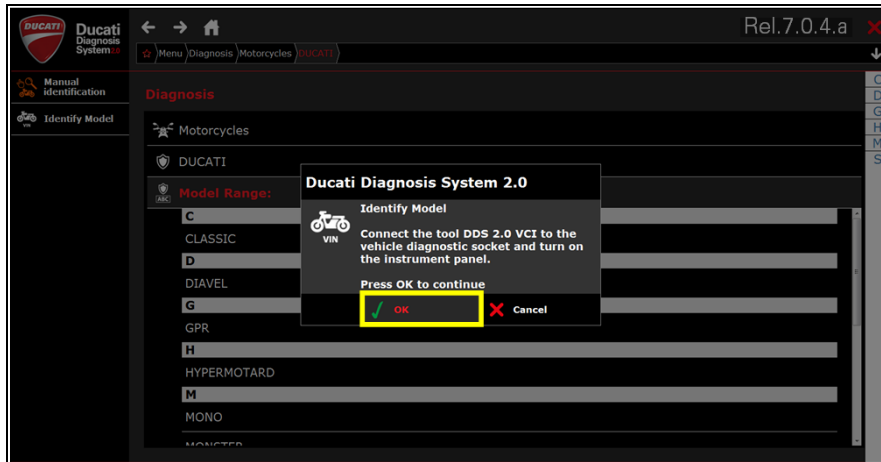


- b) Proceed with model automatic identification by selecting “Model identification” or select the bike manually.

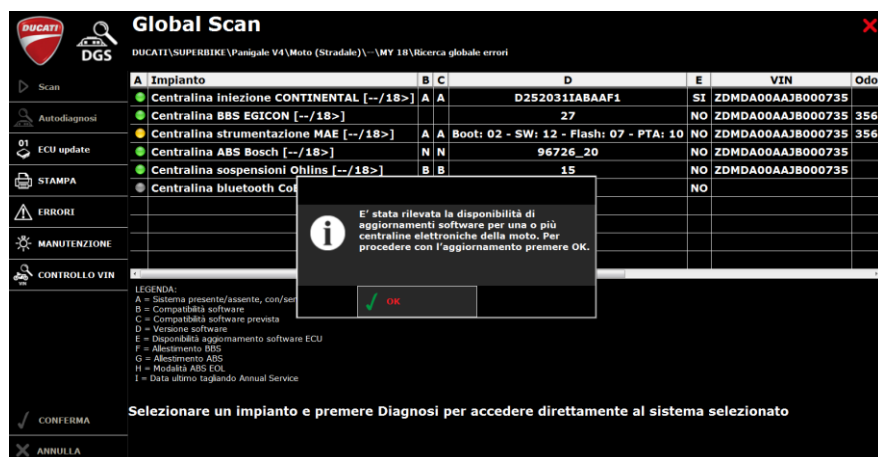




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c) Execute the "Global Scan" function and wait for the scan result.





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Update the engine control unit by selecting “OK” in the pop-up window, then follow the displayed instructions.

The engine control unit software update entails the reset of the adaptive parameters; it is necessary to perform a new teach-in procedure of such parameters following the instructions below:

a) start the engine and keep it at idle until reaching the fan activation condition.



**ATTENTION**

Do not operate the throttle control during this procedure.

b) Turn the key OFF (instrument panel OFF) and wait 4 minutes before turning it back ON.



**ATTENTION**

After this update, starting from versions 8.5.0.c - 9.0.0 of the diagnosis instrument DDS 2.0, some new features will be introduced in the “Self-diagnosis” section of the engine control unit; in particular:

- 1) in the “Parameters and statuses” section, a new item will be available indicating engine operation at idle with 2 or 4 cylinders.
- 2) In the “Adjustments” section a new adjustment will be available to enable/disable the new strategy; this new adjustment will be called “Engine at idle”. This adjustment will remain active until the first Key-Off or until the following new adjustment.

During the secondary air system (AIS) activation and throttle balancing procedures, all 4 cylinders will be set automatically to the idle condition to ensure the correct completion of the procedure.



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- **Spare Parts**

No spare parts are required.

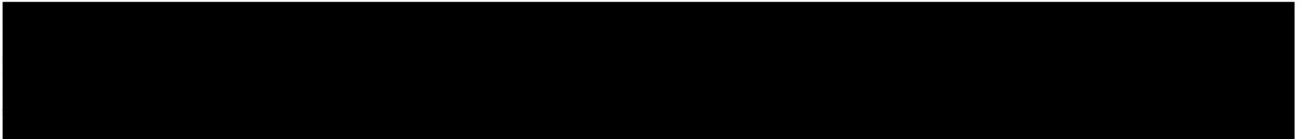
- **Warranty**

Update procedure reimbursement will be issued through the standard warranty claim procedure via the section **Recall Campaigns** or **Vehicle History** of the DCS.

The warranty claim is pre-filled and is identified as **CR150**.

You will be reimbursed:

- 



Warranty Claims improperly filed will be denied and/or charged back to the dealership.