



Procedure for Analysis and Control of Oil and Coolant Leaks from Engine Rev.01

All Models

Service Repair Bulletin SRV-SRB-23-018

Date: July 10, 2023
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network
From: Richard Kenton, Technical Director
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Dear Dealers,

This bulletin is to help you manage possible client concerns relating to engine oil or coolant leaks, and to guide you through the leak analysis and search steps, to identify the cause more easily and accurately.

In order to prevent the potential for long diagnosis processes and repeated repairs we have created a diagnosis process which we ask you to strictly follow.

For the sake of fairness, we specify that failure to comply with the procedure in question may result in:

- Difficulty receiving a response from technical support in Youtech
- Charge-back for warranty claims found out of compliance

The key element for oil leak diagnosis is the use of a tracer, regardless of the type of leak.

It is understood that in some cases a powder test may not always be time efficient if there is a great amount of disassembly required or the leak point is obvious. If you are certain where the leak point is, inform your SAM in the relevant Youtech for review on how to proceed. The powder test is a great tool for hard to determine leak points as well as ensures accurate diagnosis.



Würth - Leak Tracing Powder
(or similar product)



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Ducati always recommends the use of a tracer when dealing with fluid leaks. The following example illustrates an instance where, because of the initial failure to use the tracer, the wrong component has been repaired twice (gearbox secondary shaft oil seal – *Figure 1*). The subsequent use of the tracer has shown the actual cause of the problem (no sealant in the case separation plane – *Figure 2*).



Figure 1



Figure 2

This Service Bulletin is divided into 2 types of leak cases:

- CASE A - Visible leak point
- CASE B - Difficult to locate leak point



NOTE

Before working on the motorcycle and performing the necessary tests, please check for correct engine oil or coolant level according to the instructions given in the Owner's Manual of the motorcycle or the Workshop Manual.



WARNING

Do not wash the 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. If parts of the engine are unusually dirty or greasy, use a degreasing agent, avoiding contact with transmission components (chain, front and rear sprockets, etc.).



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NOTE

During the first 600 mi (1000 km) of use, there may be excessive chain grease (e.g. final drive sprocket area), which the Client could mistake as an oil leak.

CASE A - Visible leak point

1. Identify the leak area, removing any coverings (fairings, engine sump guard, various covers, etc.).

Thoroughly clean the extended area.

Dry the area with compressed air.



2. Apply the tracer so that it is possible to view the exact leak source.

WARNING: Before applying the tracer, make sure that the components near the tracer application area are properly covered (e.g. wirings).





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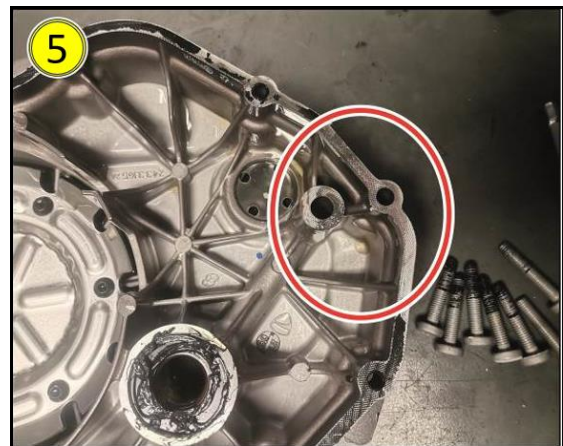
3. Perform engine warm-up cycles and check the leak source:
 - For liquid-cooled engines → up to two fan activations.
 - For air-cooled engines → as much as needed, paying attention not to trigger the overheating indication.



4. Confirm the leak and open a **Youtech** service request, **attaching detailed photos of the leak along with notes describing your analysis.**

5. Once the SAM responds in Youtech with the go ahead, perform the necessary repair to eliminate the leak. Thoroughly clean the vehicle and remove any tracer residues.

(In this example, the cause was due to sealant interruption.)



6. Verify there are no further engine leaks by performing the following:
 - a) Perform engine warm-up cycles
 - for liquid-cooled engines → up to two fan activations
 - for air-cooled engines → until reaching an engine temperature of 230°F (110°C).
 - b) Perform a road test
 - c) Let the motorcycle cool down and make sure that there are no engine fluid leaks



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CASE B - Difficult to locate leak point

Anytime the leak origination point is difficult to find, the use of a tracer, such as a spray powder (i.e., *Würth - Leak Tracing Powder*, or similar product) is required.

1. Thoroughly clean the engine or in any case the extended leak area.
2. Dry the washed area with compressed air.
3. Perform engine warm-up cycles:
 - for liquid-cooled engines → up to two fan activations
 - for air-cooled engines → as much as needed, paying attention not to trigger the overheating indication
4. Observe the engine during operation to identify the leak.
5. If the leak has not been identified, park the motorcycle in a suitable area and wait at least **2 hours**.
6. If the leak still has not been identified, park the motorcycle in a suitable area and wait at least **12 hours**.



Before



After

7. When the leak has been identified, continue as per the procedure indicated in CASE A.

For questions about this Service Bulletin,
please contact your Service Area Manager.