



CR263 – Replacement of the ABS Unit to Rear Brake Master Cylinder Hose

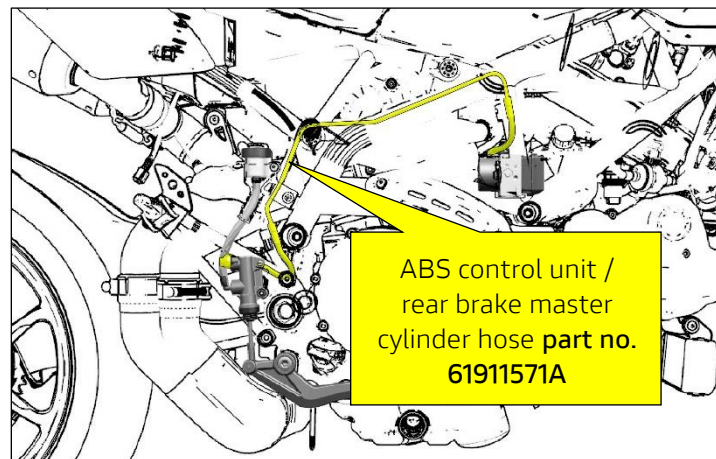
Hypermotard 950 Model Year 2019-2021 (all model versions)

Technical Service Bulletin SRV-TSB-23-015

Date: January 2, 2024
To: Dealer Principal, General Manager, Service Manager, North American Dealer Network
From: Richard Kenton, Technical Director
Dan Schwartz, Service Area Manager

Dear Dealers,

This bulletin is to inform you that, following reports of a slight elongation of the rear brake lever stroke over time and as a consequence of use, a new rear brake hose (ABS control unit to rear brake master cylinder) is now available for the model concerned in order to prevent this condition.



We remind you that the rear brake line must be installed on vehicles if Clients complain about a slight elongation of the rear brake pedal travel over time and with use.

Always remind Clients that correct brake operation must always be checked before each use of the motorcycle, as indicated in the Use and Maintenance Manual, and that it is essential to have the braking systems maintained as prescribed in the maintenance schedule, changing the brake fluid every 24 months.

Moreover, we inform you that this upgrade is NOT mandatory, but optional since it has to be performed only if the Client reports such condition.



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Application

This update is **NOT** listed in the **DCS VIN HISTORY**

We inform you that this upgrade is NOT mandatory, but optional since it must be performed only if the Client reports such symptom/condition.

If a Client complains about a slight elongation of the rear brake pedal travel over time and with use, it is necessary to order the replacement parts.

Client Impact

Clients will **NOT** be notified by dedicated communication.

Involved vehicles must be fitted with the updated rear brake hoses **ONLY** if the above-described operating concern is detected.



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Spare parts

The spare parts required for this update are:

- ABS control unit / rear brake master cylinder hose Part no. 61911571A
- Copper washers part no. 85250241A (10pcs)
- Small and Big self-locking ties.

The required DOT4 brake fluid and self-locking ties (small and large) are easy to find consumables and should be sourced locally.

Parts Distribution

The above listed components required to carry out the upgrade under this Workshop Campaign must be ordered for each affected frame number.

The ties and DOT4 fluid to be used are easy to find consumables, it is not necessary to fill in any special spare part orders.

Warranty Reimbursement Rules

Rear brake hose installation reimbursement will be issued through the standard warranty claim procedure via the DCS.

We remind you that this update is NOT listed in the DCS VEHICLE HISTORY, but a NEW WARRANTY CLAIM must be filled. See procedure illustrated below.

The warranty claim is pre-filled and is identified as **CR263**.

The Dealer shall be reimbursed for the parts listed for the operation; copper washers (10) part no. 85250241A, ABS control unit/rear brake master cylinder hose Part no. 61911571A, the consumable ties and DOT 4 brake fluid; and labor for [REDACTED] that includes the time necessary for:

- Vehicle reception
- Rear brake hose removal
- Installation of new rear brake hose
- Filling and bleeding procedure of the rear brake system
- Soft cleaning of the vehicle
- Compensation for the cost of self-locking ties and DOT4 fluid used to fill the rear brake system.



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When creating the WCRC type claim, please fill in the following fields:

1. VIN number: **ZDMXXXXXXXXXXXXXX**
2. Claim Type: **WCRC - WARRANTY CLAIM RECALL CAMPAIGN**
3. Recall Campaign: **CR263 – SRV-TSB-23-015 REAR BRAKE HOSE REPLACEMENT**

DCS

NEW WARRANTY CLAIM

NEW WARRANTY CLAIM

CLAIM N. --- DEALER ---

CLAIM STATUS NEW CLAIM DATE 01/00/2022 APP. DATE ---

CLAIM TYPE WCRC - DEALER CL... VIN NUMBER ZDM... DESCRIPTION NYH HYM950

REP. DATE --- MILEAGE --- REF. CAMPAIGN CR263 - SRV-TSB-23-015 REAR BRAKE HOSE REPLACEMENT

UPLOAD FILE --- SERVICE POINT DUCATI M...

TEXT ---

DEFECT

SUBGROUP --- DEFECT CODE --- DEFECT TYPE --- ?

RESET X SAVE SEND

Service Solution



WARNING

The replacement procedure of the rear brake hose described in the document is not particularly difficult, however, for the operation to be completed successfully and to comply with the set time, it is necessary to thoroughly follow the sequence of the indicated operations.

We recommend taking your time to fully understand the procedure before attempting its implementation on the motorcycle (you may print the document in color for a better understanding).

We also remind you that the work environment where you carry out the procedure and the tools and equipment used (wrenches and gloves) must be clean.



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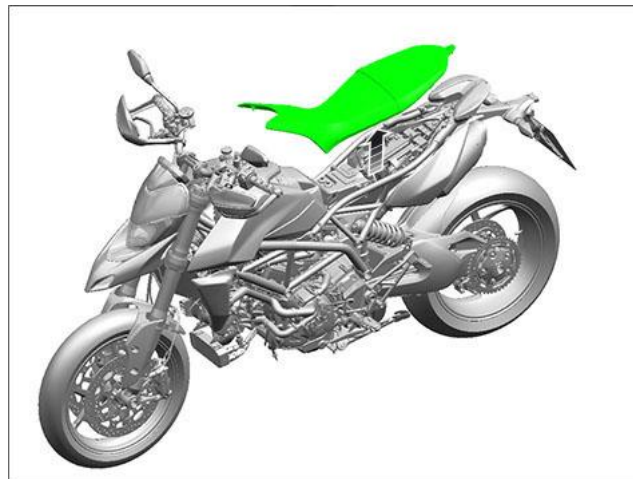


NOTE

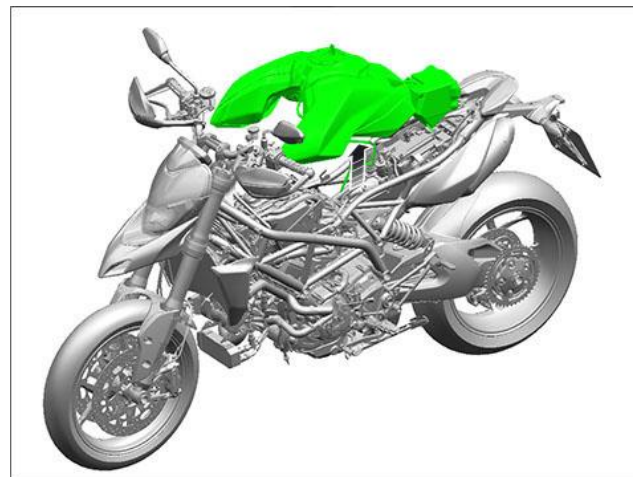
We hereby inform you that this operation is carried out exclusively on the primary circuit of the rear brake system for which it is sufficient to perform the traditional bleeding procedure; NO specific bleeding procedure is hence required for the secondary circuit (circuit inside the ABS control unit).

Part 1: Vehicle Preparation

1. Position the motorcycle on the rear paddock stand.
2. Remove the vehicle Seat (see Sec. 05: "Fairing - Seat").



3. Remove the Fuel tank (See Sec.8: "Fuel system/Exhaust - Fuel tank").





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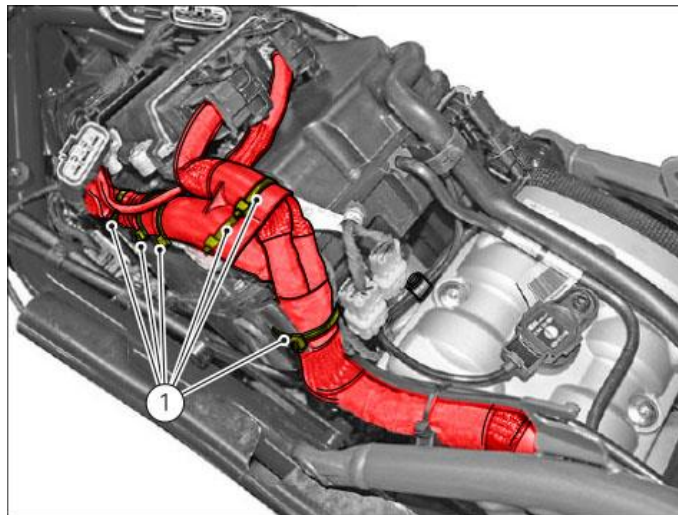
4. Drain all the brake fluid contained inside the rear brake system (see Sect. 04 - Maintenance operation - Changing the rear brake circuit fluid).



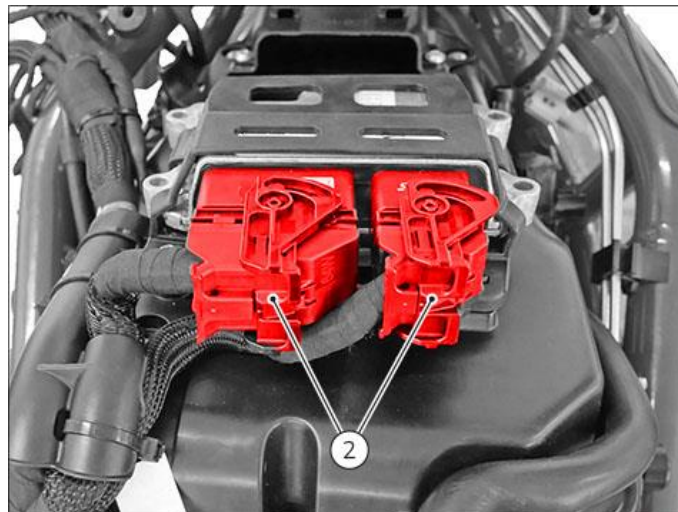
WARNING

Brake fluid may damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact. Damage due to brake fluid spillage is not a warrantable defect and is the responsibility of the repairing dealer to correct.

5. Remove the **6 self-locking ties (1)** (main wiring harness – airbox LH side).



6. Disconnect **connectors (2)** of engine ECU.



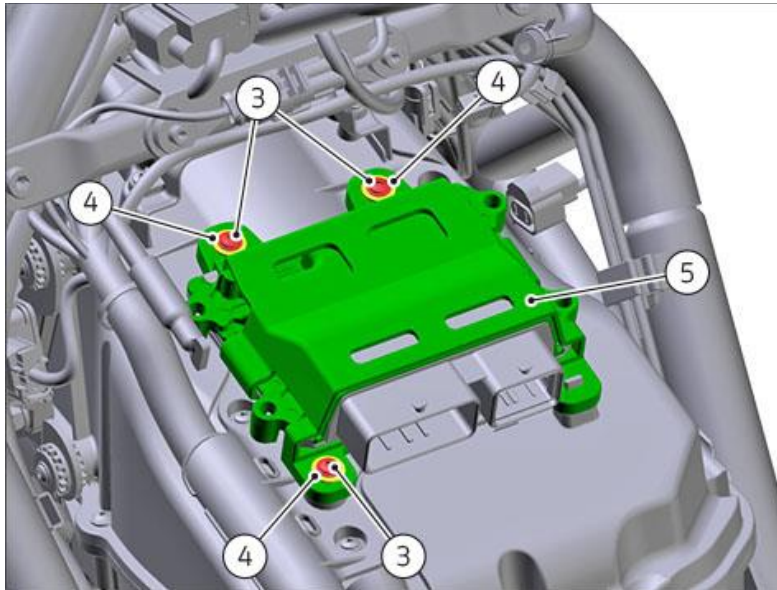


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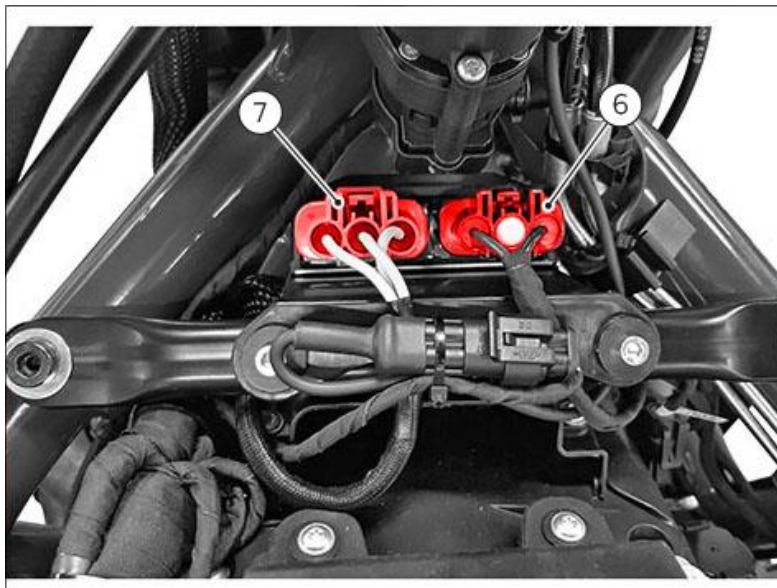
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7. Loosen the 3 M5x16 screws (3), collect the relevant washers (4) and remove the engine ECU (5).



8. Disconnect the voltage regulator cable connector (6) and the generator connector (7).



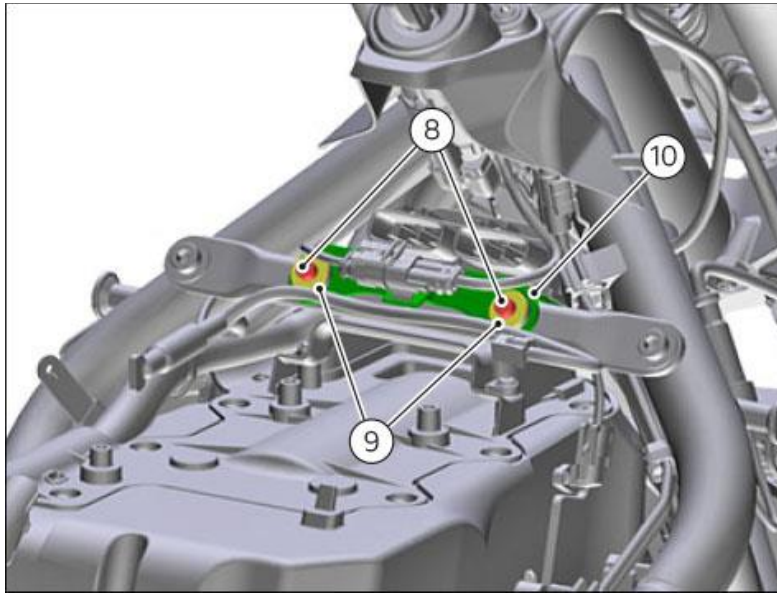


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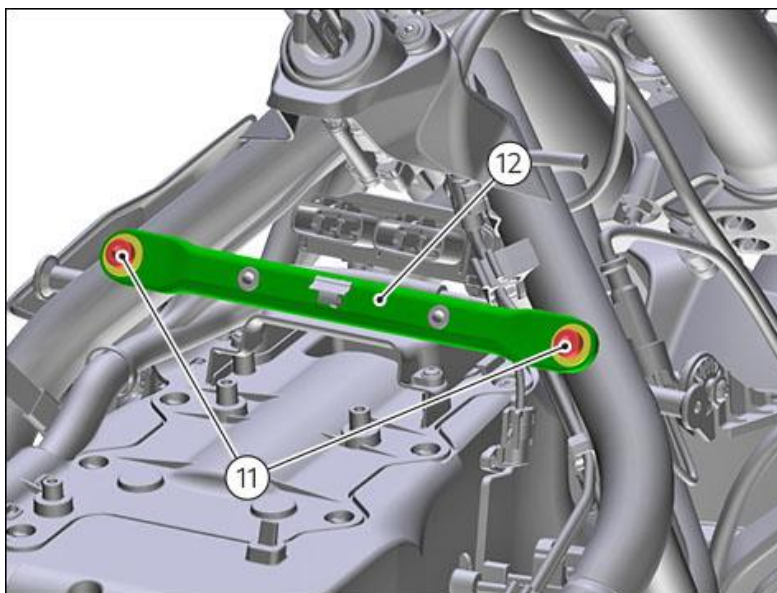
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9. Loosen the 2 M5x25 screws (8) and remove the 2 spacers with collar (9) from the voltage regulator support (10).



10. Loosen the 2 M8X22 screws (11) and remove the relevant washers. Remove the upper cross member (12).



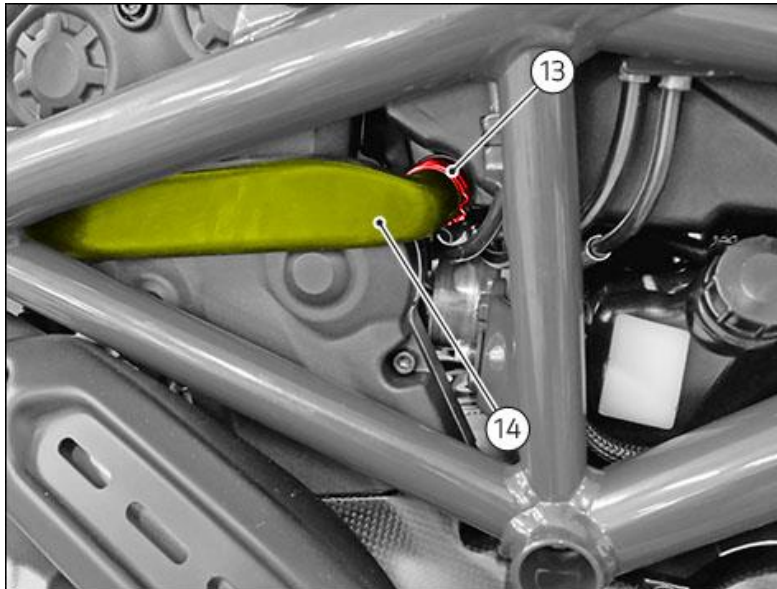


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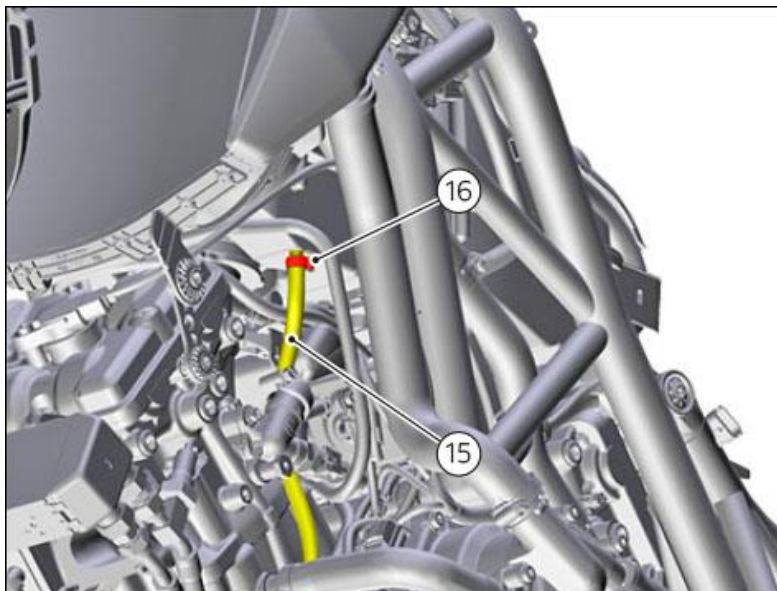
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11. Loosen the **clamp (13)** and disconnect the **blow-by pipe (14)**.



12. Working from the lower left side of the vehicle, disconnect the **drainpipe (15)** by loosening the relevant **clamp (16)**.



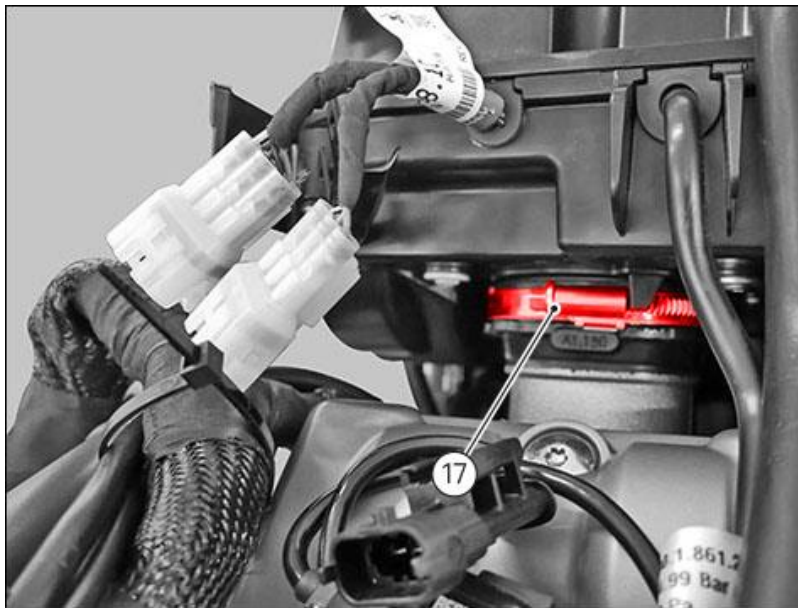


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13. Loosen clamps (17) of intake manifolds.



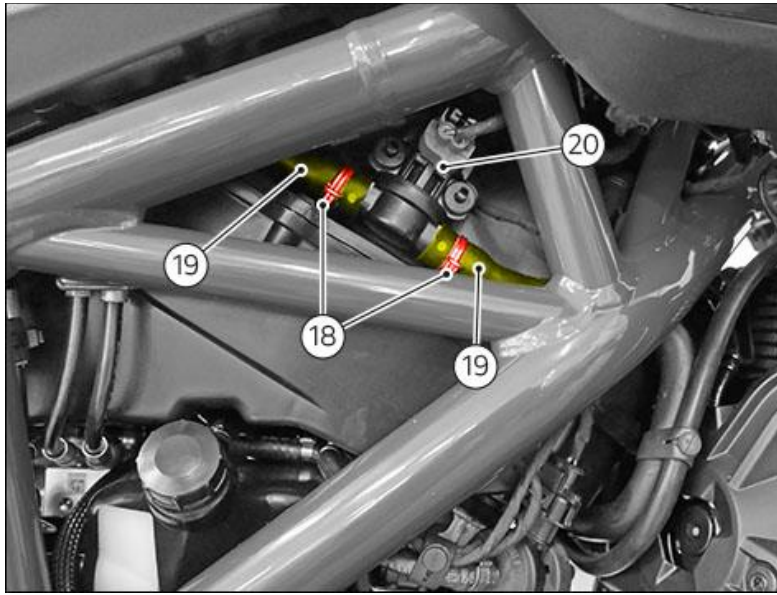


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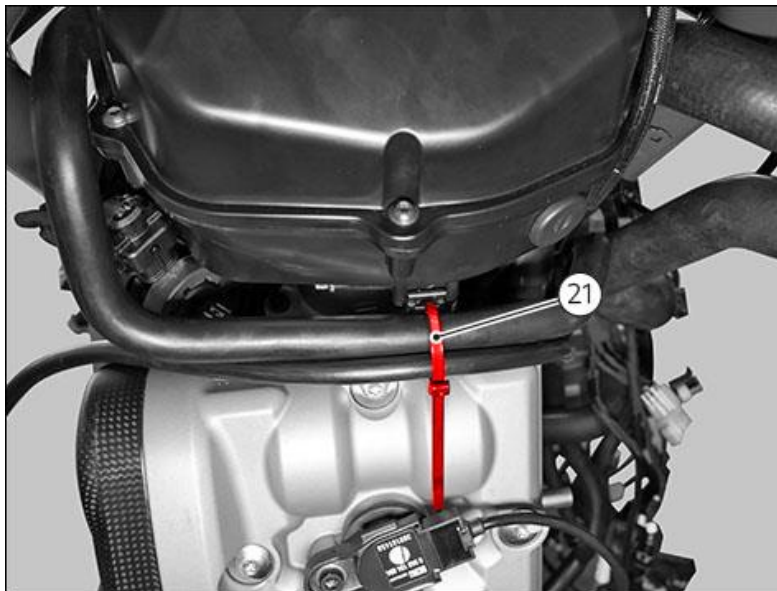
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14. Loosen clamps (18) of the 2 secondary air system pipes (19) of the vertical and horizontal head and disconnect the actuator (20).



15. Remove the self-locking tie (21).



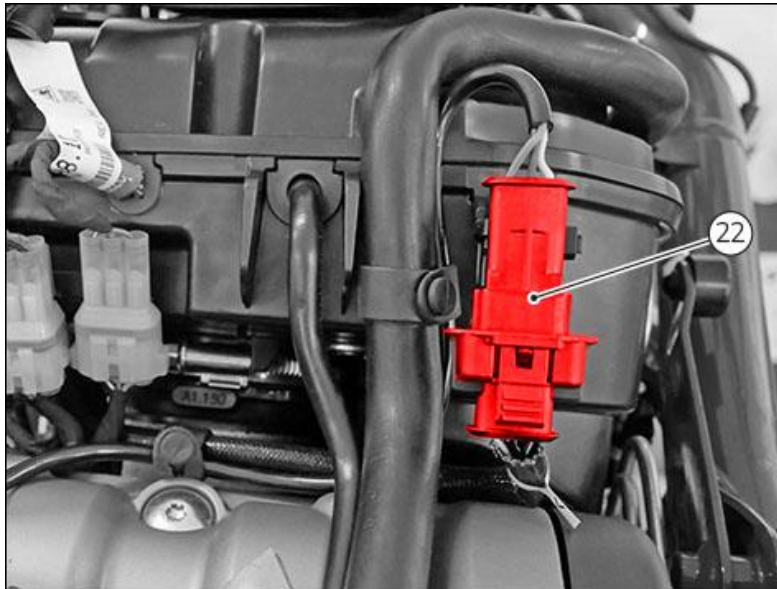


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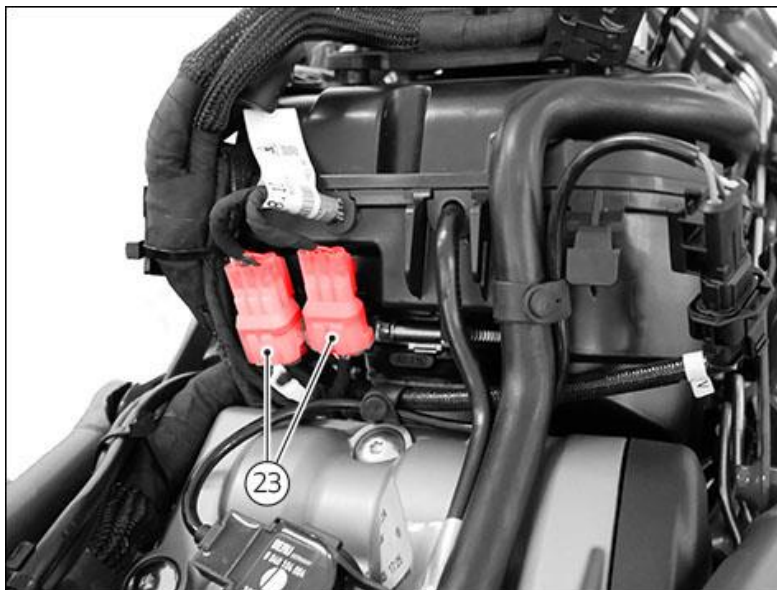
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16. Release the vertical cylinder coil connector (22).



17. Disconnect the 2 connectors (23) of the injection wiring.



18. Remove the complete airbox.



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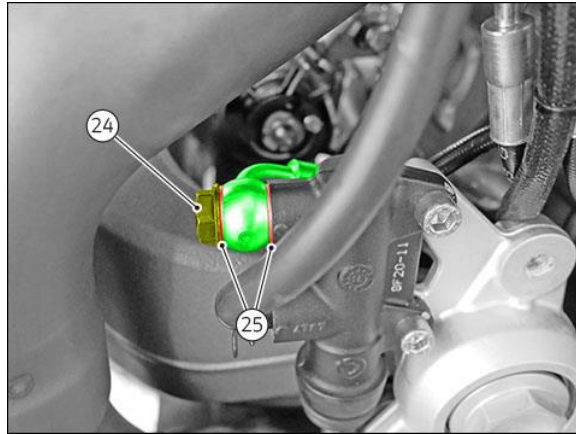
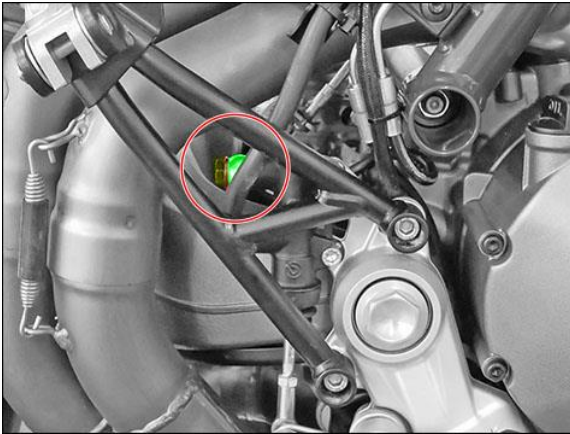
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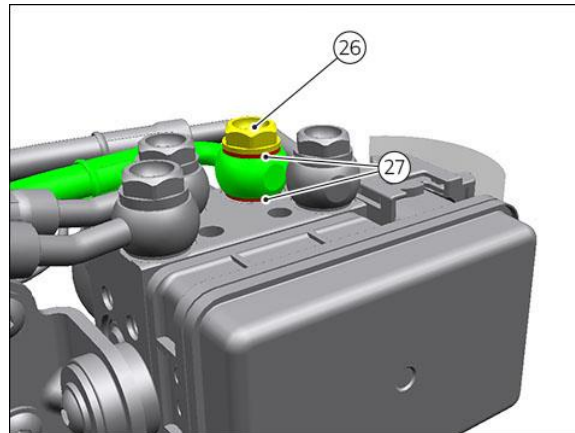
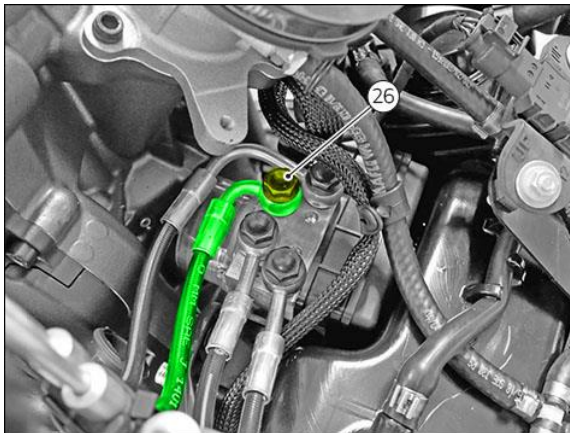
Part 2: Rear Brake Hose Removal

Brake hose connecting the ABS control unit to the rear brake master cylinder

1. Loosen the M10x1 special screw (24) and remove the 2 copper washers (25).



2. Loosen the M10x1 special screw (26) and remove the 2 copper washers (27).





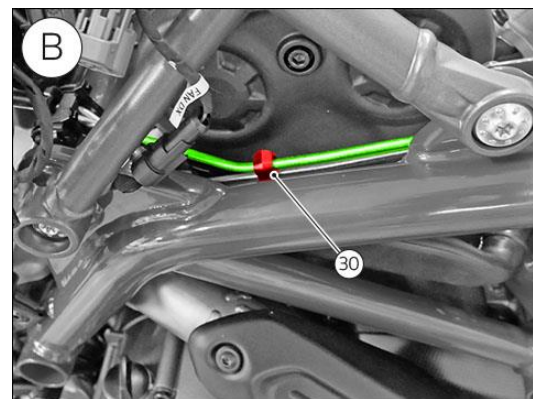
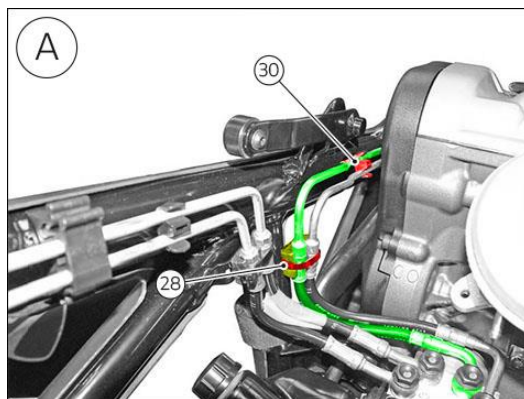
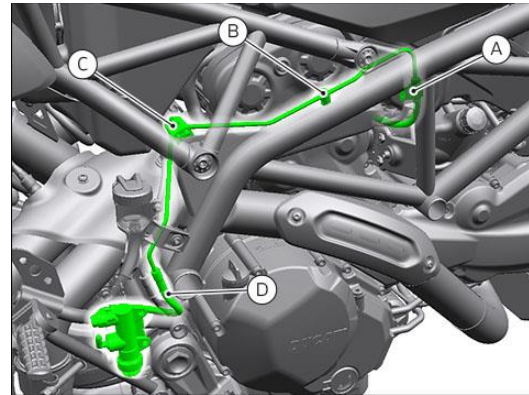
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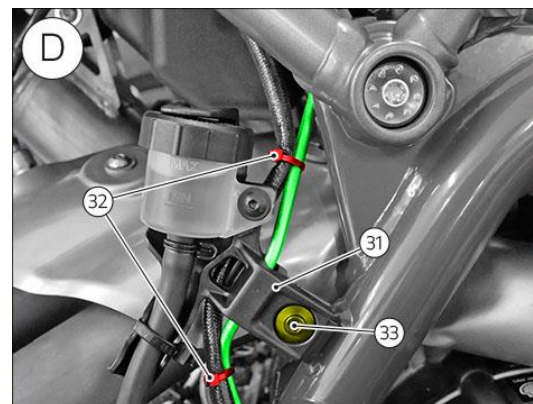
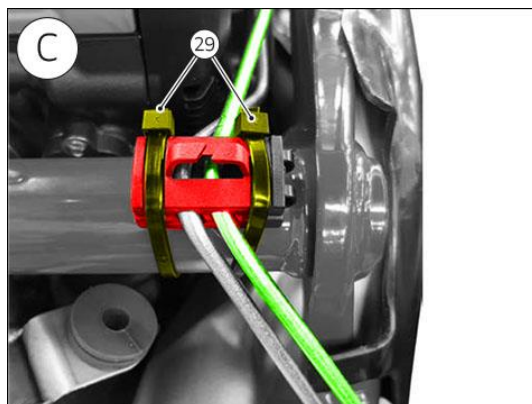
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3. Release the ABS control unit - rear brake master cylinder hose from the following fasteners located in the following positions:

- (A) hose fastened to hose grommet by means of **self-locking tie (28)**.
- (B) hose fastened to **hose grommet (30)**.
- (C) hose fastened to hose grommet by means of **2 self-locking ties (29)**.
- (D) hose fastened to **ABS hose support (31)** and to rear cable by means of **self-locking ties (32)**.



Remove the 2 ties (32), loosen the screw (33) and release the ABS control unit - rear brake master cylinder hose from the support (31).





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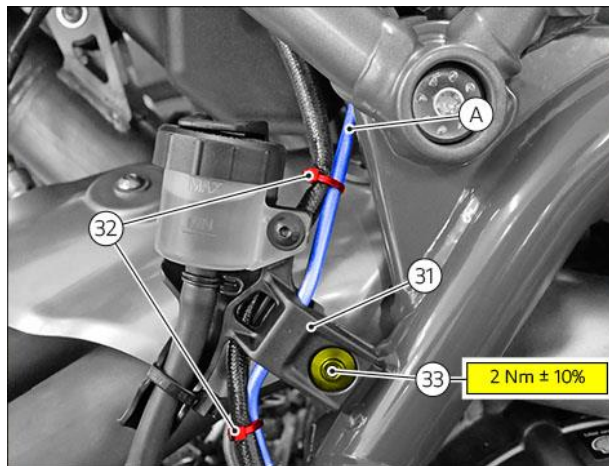
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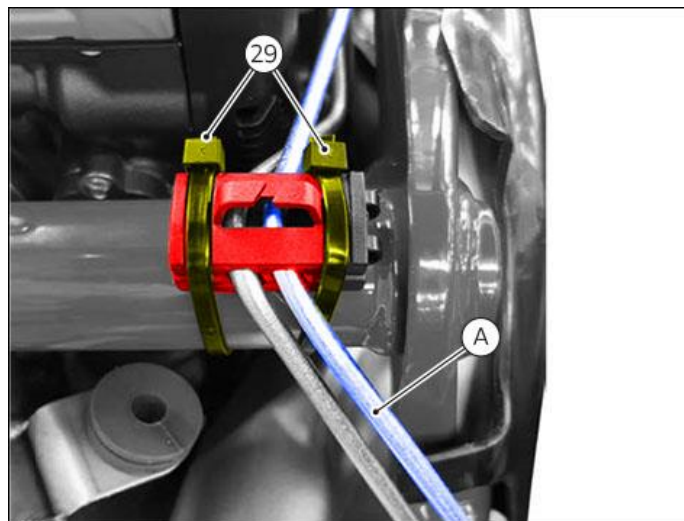
Part 3: New Rear Brake Hose Installation

Brake hose connecting the ABS control unit to the rear brake master cylinder

1. Position the brake hose (A) connecting the ABS control unit to the rear brake master cylinder.
2. Fasten the hose (A) to the ABS hose support (31) starting the screw (33), tighten the screw (33) to a torque of $2 \text{ Nm} \pm 10\%$. Using 2 small self-locking ties (32) fasten hose (A) to the rear stop sensor cable in the positions shown in the figure.



3. Using 2 big self-locking ties (29) fasten hose (A) to the hose grommet. Aim ties (29) as shown in the figure.



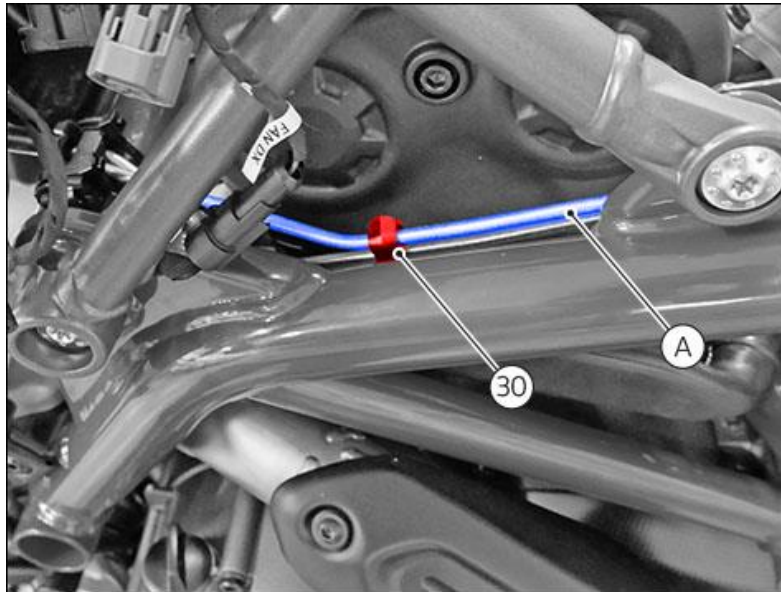


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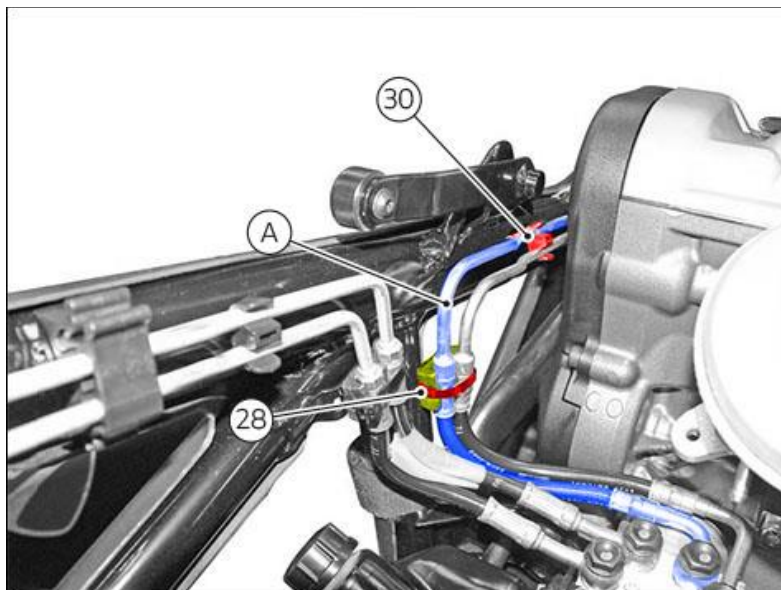
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4. Fix hose (A) to hose grommet (30).



5. Fix hose (A) to hose grommet by means of a big self-locking tie (28).



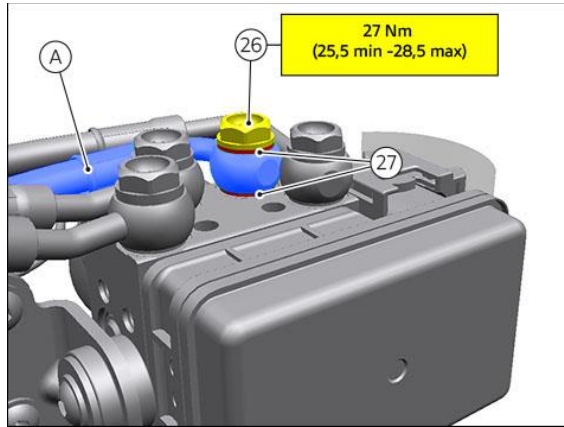
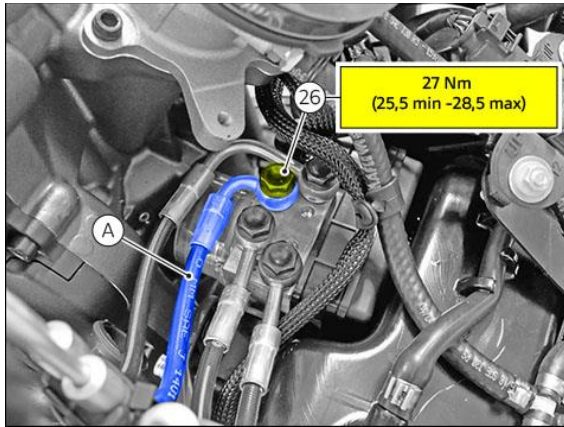


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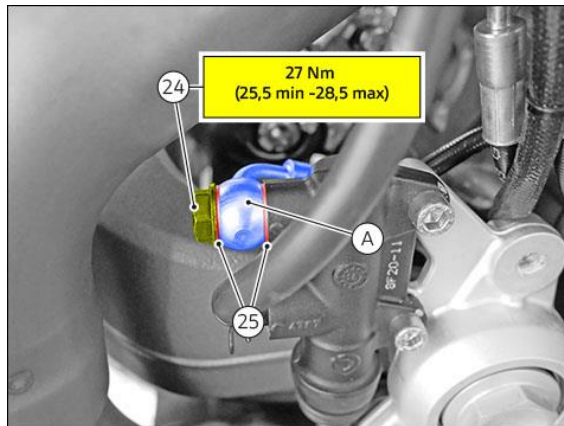
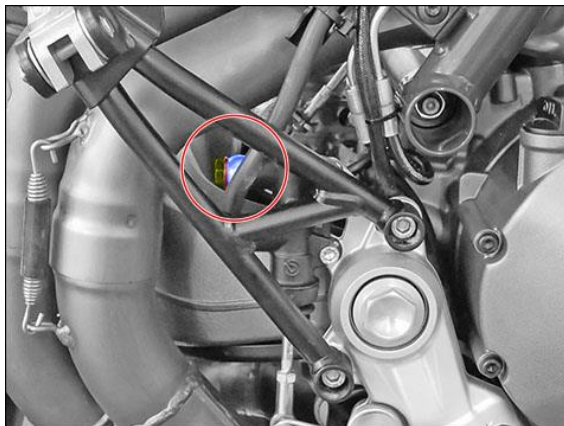
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6. Fasten the union to the ABS control unit by installing 2 new copper washers (27) and tighten the M10x1 special screw (26) to a torque of 27 Nm (25.5 min. – 28.5 max.).



7. Fasten the union to the rear brake master cylinder using 2 new copper washers (25) and tighten the M10x1 special screw (24) to a torque of 27 Nm (25.5 min. – 28.5 max.).





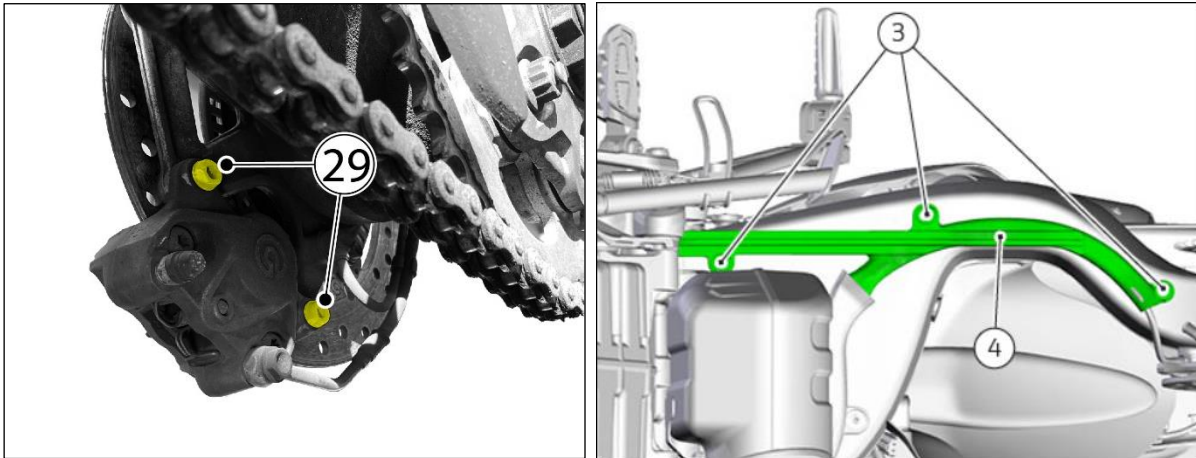
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Part 4: Rear Brake System Filling and Bleeding

1. Loosen the 2 screws M8x20 (29) and remove the rear brake caliper. Then remove screws (3) of hose grommet (4).



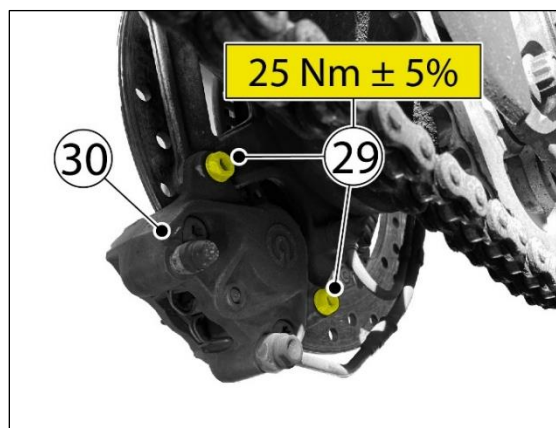
2. Proceed with the DOT4 fluid filling inside the rear brake system and bleed the system following the procedure indicated in the bulletin SRV-TTB-17-002.



WARNING

Remember that the brake fluid can damage the paint or parts of the motorcycle. Wash the affected area with plenty of water in case of accidental contact.

3. Secure the rear brake caliper (30) on its support plate and tighten the 2 screws M8x20 (29) to a tightening torque of **25Nm ± 5%** (with certification) using GADUS S2 V220 AD 2 grease.





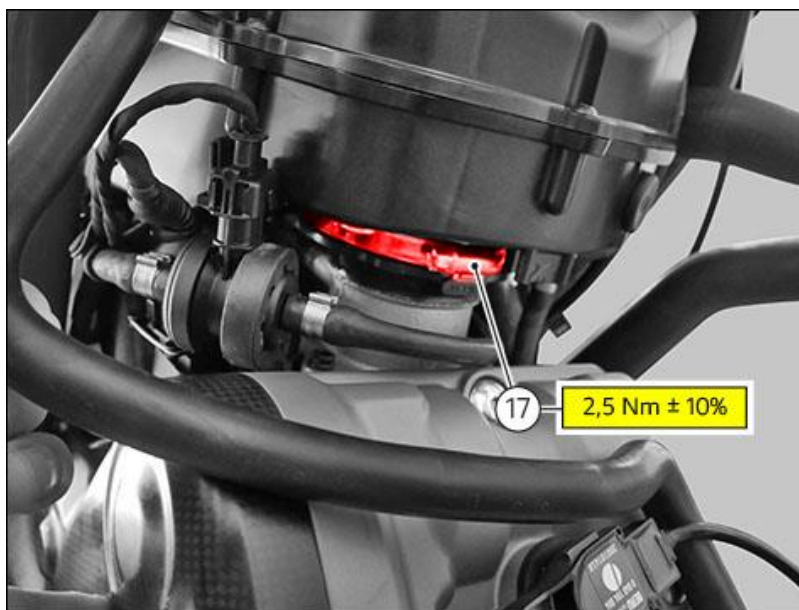
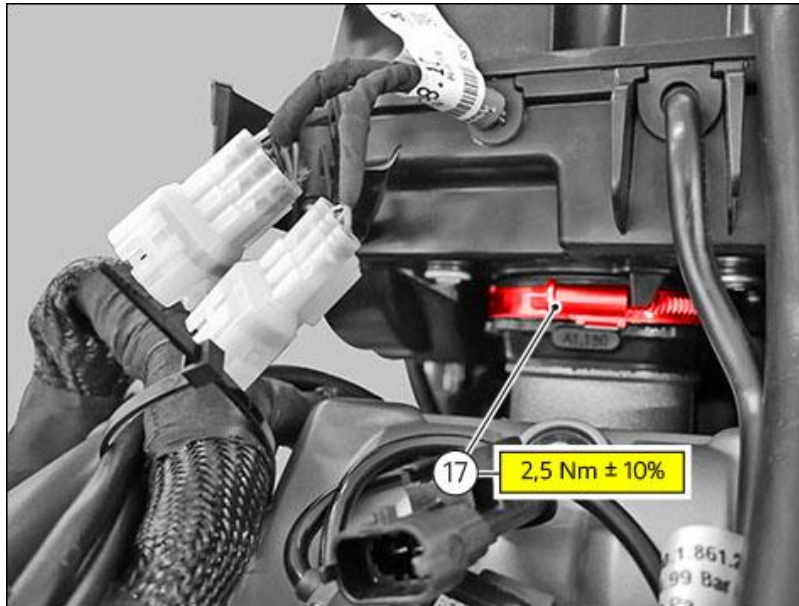
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Part 5: Vehicle Refitting

1. Position the airbox in the frame so as to insert it into the intake funnels. Tighten the 2 clamps (17) to a torque of 2.5 Nm ± 10%.





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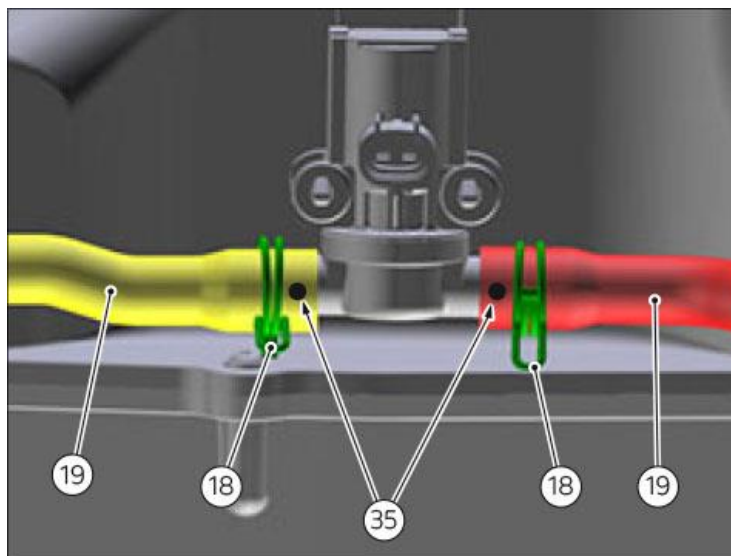
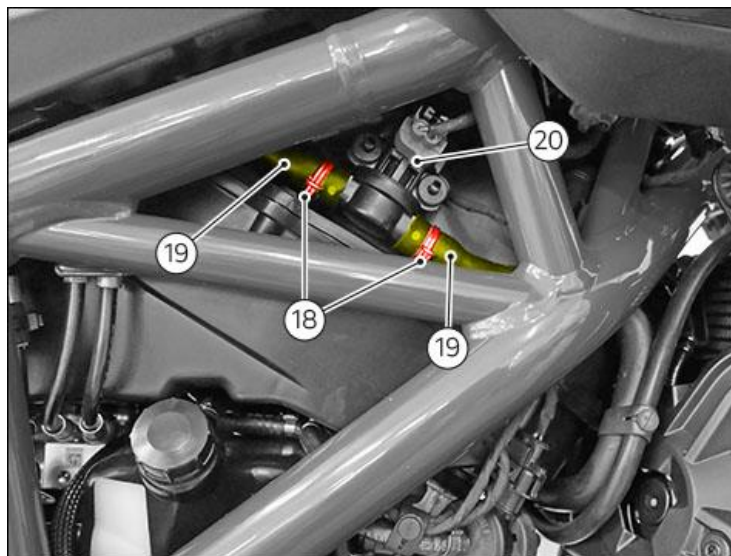
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2. Connect the **actuator (20)** and position the **2 pipes (19)** of the secondary air system on the actuator.

During the insertion of the **2 pipes (19)**, the **front dots (35)** must remain visible, as shown in the figure.

Fasten the **2 pipes (19)** using **clamps (18)** and aim them as shown in the figure.



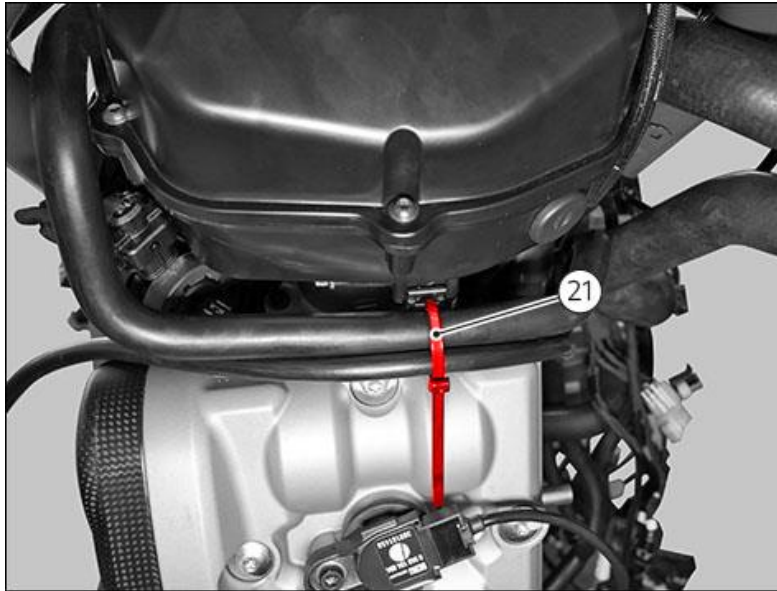


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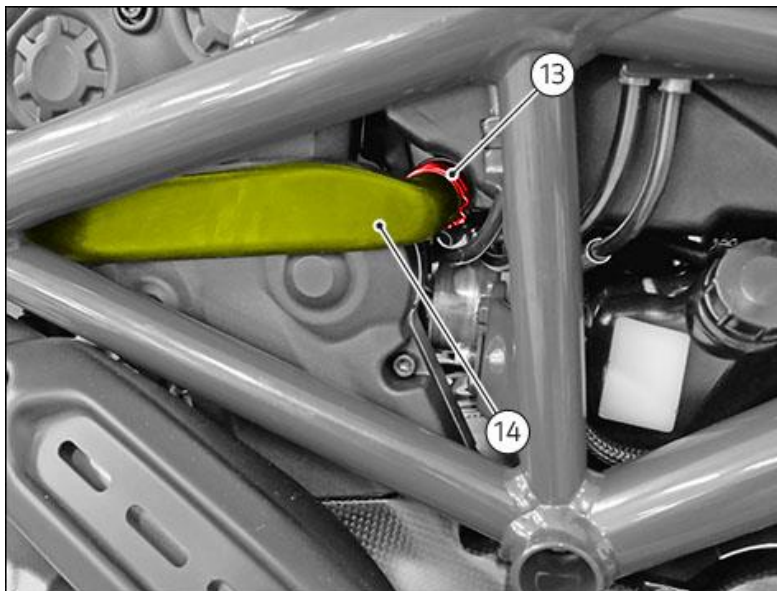
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3. Fasten the secondary air system pipe and the canister pipe using a **small self-locking tie (21)**. Trim the excess portion of the tie.



4. Position the **blow-by pipe (14)** fastening it to the airbox using a **tie (13)**.



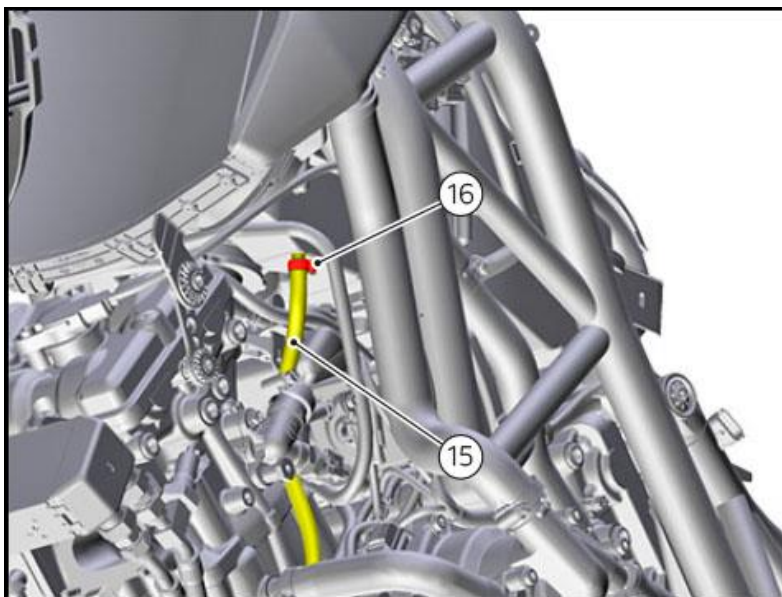


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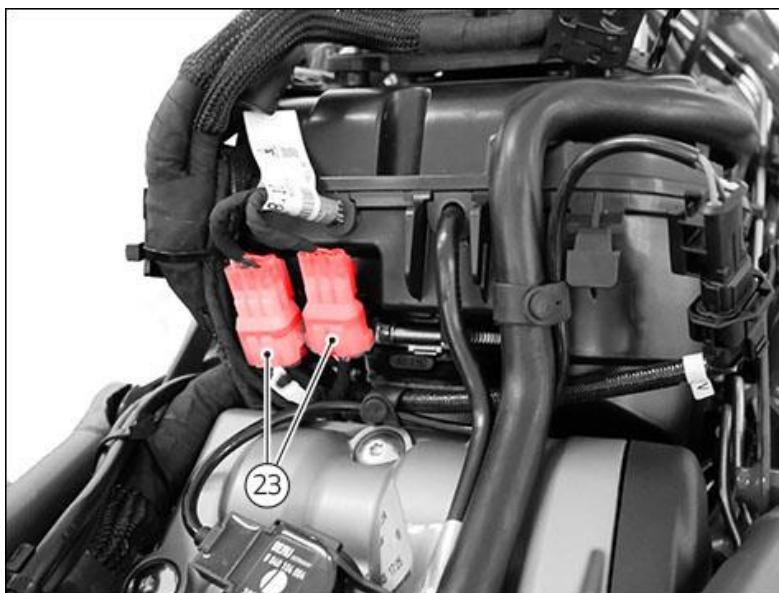
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5. Working from the lower left side of the vehicle, connect the **drainpipe (15)** and fix it with **clamp (16)**.



6. Connect the 2 connectors (23) of the injection wiring.



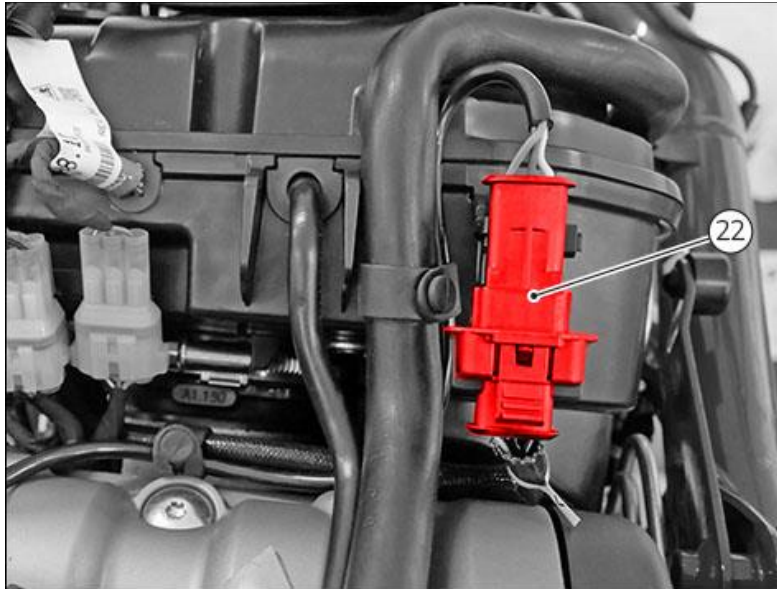


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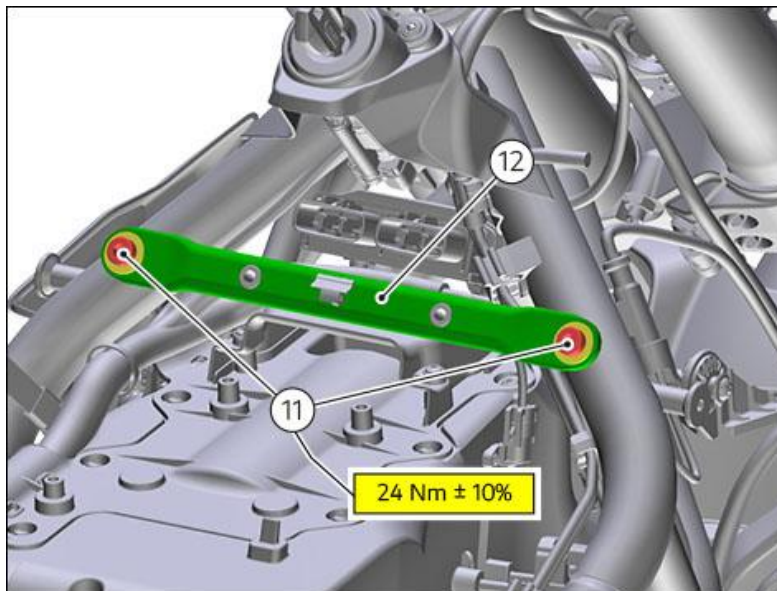
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7. Position the vertical cylinder coil **connector (22)** back in place.



8. Position the **upper cross member (12)** and start the **2 M8X22 screws (11)** with washers. Tighten the **2 screws (11)** to a torque of **24 Nm ± 10%**.



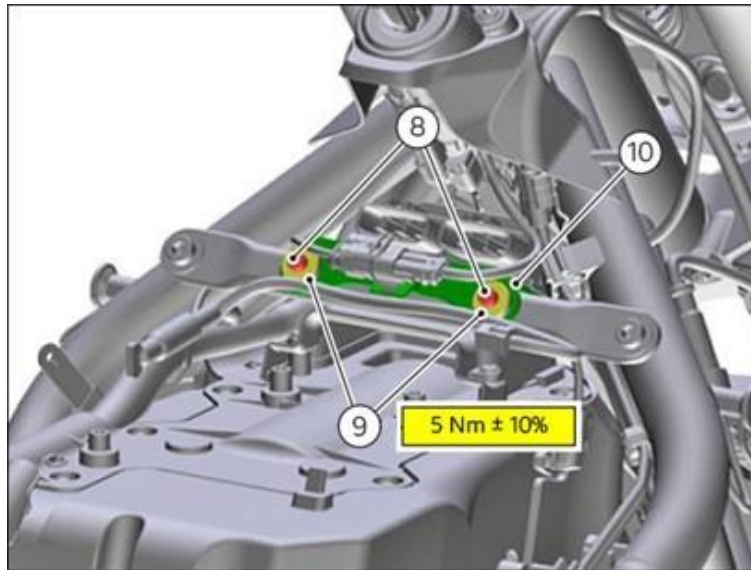


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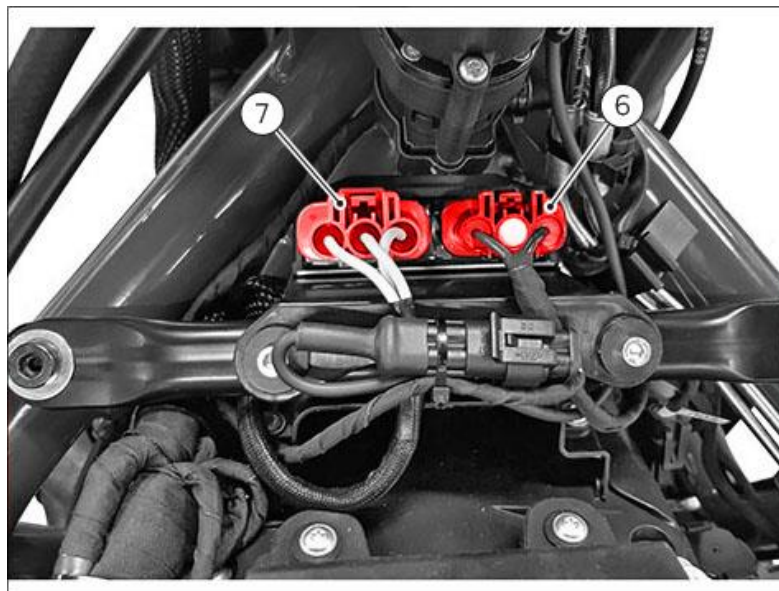
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9. Position the regulator support (10) by starting the 2 screws (8) while placing the 2 spacers with collars (9) in-between. Tighten the 2 screws (8) to a torque of 5 Nm ± 10%.



10. Connect the voltage regulator cable connector (6) and the generator connector (7).



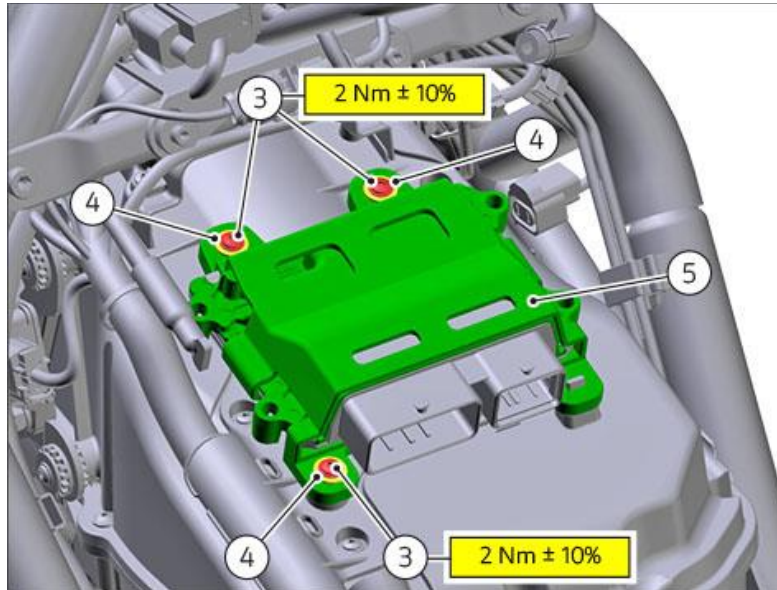


CR263 – Replacement of the ABS Unit to Rear Brake Master Cylinder Hose

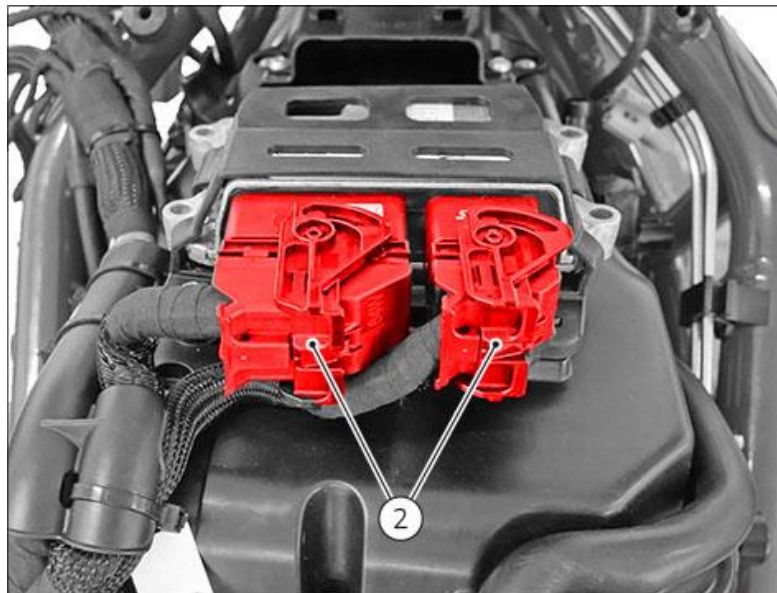
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11. Position the **engine ECU (5)** by starting the **3 M5x16 screws (3)** with the **3 washers (4)** in-between. Tighten the **3 screws (3)** to a torque of **2 Nm \pm 10%**.



12. Connect **connectors (2)** to engine ECU.



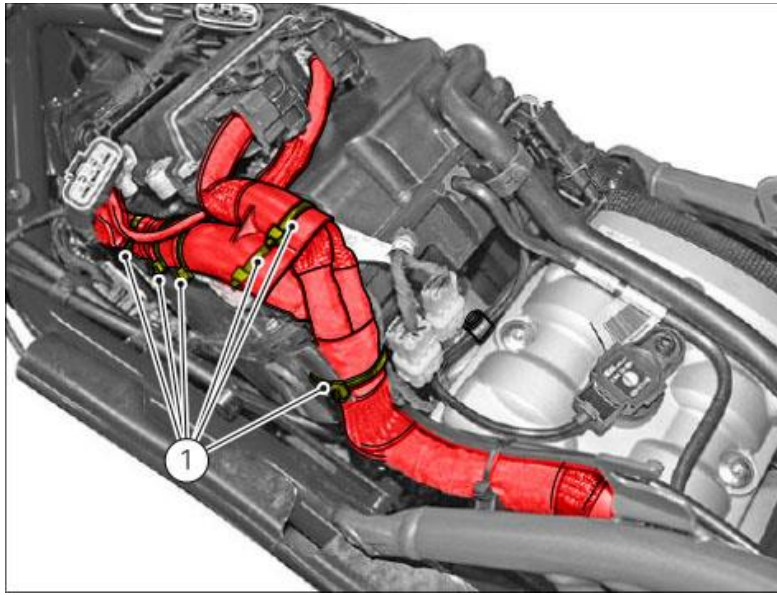


CR263 – Replacement of the ABS Unit to Rear Brake Master Cylinder Hose

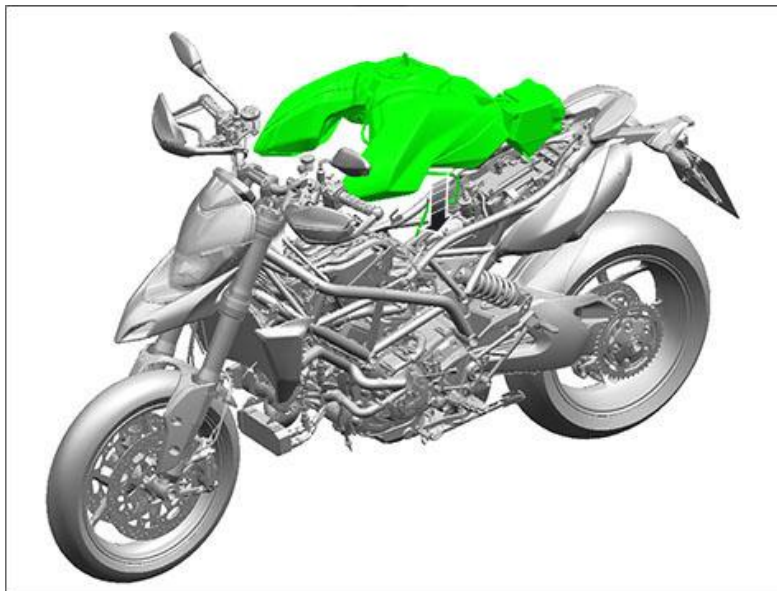
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13. Position the **6 self-locking ties (1)** (main wiring harness – airbox LH side) at the points indicated in the image.



14. Install the fuel tank (See Sec.8: "Fuel system/Exhaust - Fuel tank").



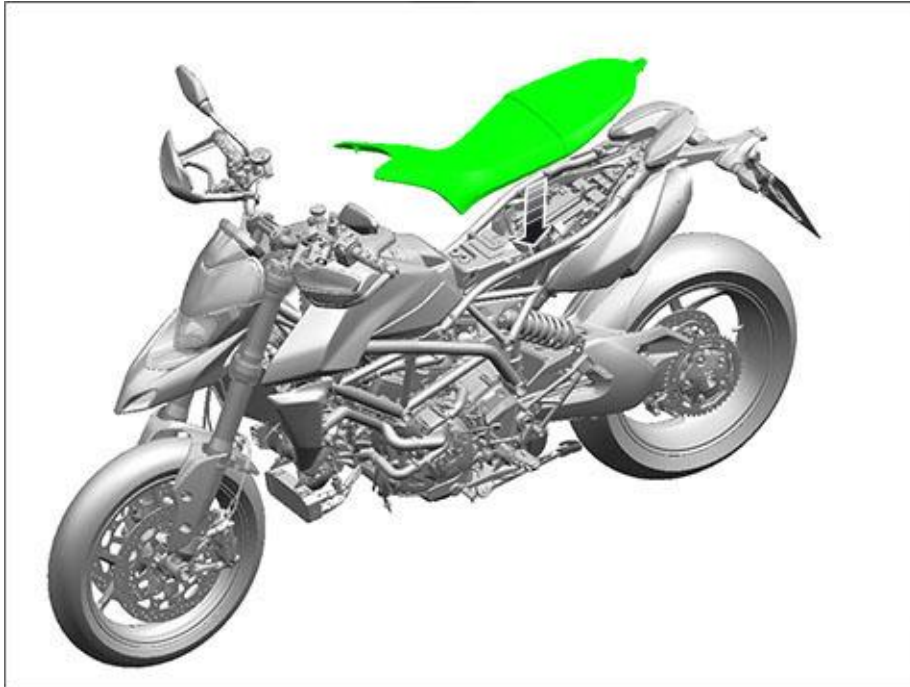


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15. Install the bike seat (see Sec.5: "Fairing – Seat").



16. Remove the bike from the rear paddock stand.



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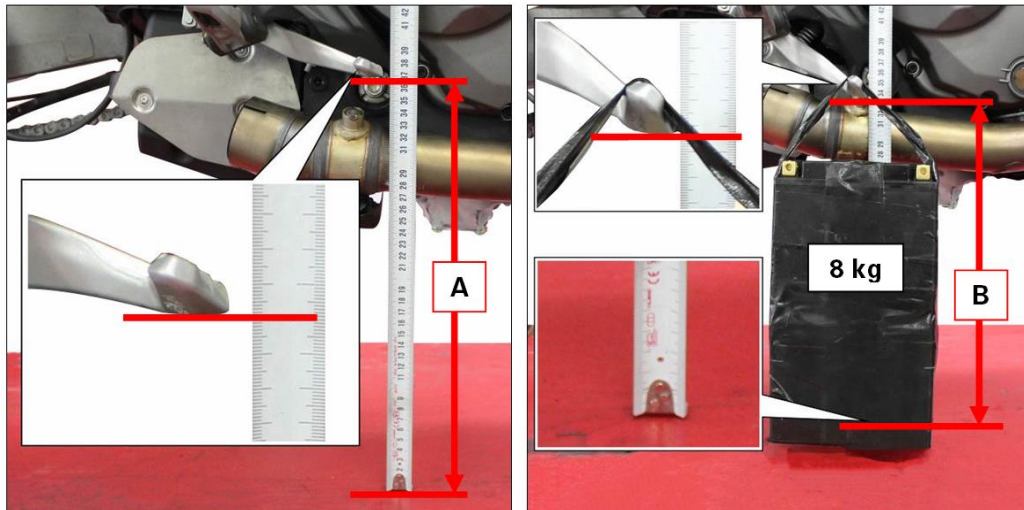
Part 6: Rear Brake Pedal Travel Check



NOTE

The figures shown for the following procedure are for illustration purposes only.

1. Measure height **(A1)** between rear brake lever lower end and load-bearing surface; brake lever must be in rest position (upper limit stop).
2. Slowly position the 8 kg weight onto rear brake lever; then measure height **(B1)** between rear brake lever lower end and load-bearing surface.



3. Note the difference between the measured heights **(A1)** and **(B1)**.

$$\text{Rear brake lever stroke 1} = (A1) - (B1)$$

4. Test ride the vehicle on the road at a speed of about 30 MPH (50 Km/h) and, by operating only the rear brake, brake until the **ABS is engaged at least 10 times.**
5. Measure again the rear brake lever stroke as referred to under section (1) and (2).



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WARNING

The measurement of the rear brake lever stroke required must be taken with the same temperature conditions as the previous measurement. Therefore, if the measurement was taken with cold engine, it will be necessary to wait for 2 hours before proceeding.

6. Note the difference between the measured heights **(A2)** and **(B2)**.

$$\text{Rear brake lever stroke 2} = (A2) - (B2)$$

7. Compare the 2 stroke values of the rear brake lever.
 - If a stroke increase of the rear brake lever is detected, repeat the whole bleed procedure.
 - Once the new bleeding procedure is completed, check that the stroke of the rear brake lever has not increased.
8. Remove the motorcycle from the rear paddock stand.
9. Perform a soft cleaning of the motorcycle before delivering it to the Client.

For questions on this Workshop Campaign,
please contact your Service Area Manager.