

PANIGALE V2



Index

4	Extended Experience	20	Chassis	40	Servicing and maintenance
6	The lightest Panigale of all time	23	ENGINE The lightest Ducati twin-cylinder	42	Technical data and equipment
9	Benchmark performance and equipment	32	PERFORMANCE Track-level performance to enjoy on the road	48	Apparel
10	DESIGN Iconic Panigale look and elegance	35	ERGONOMICS Ergonomics at the service of the rider: electrifying on track, enjoyable on the road	50	ACCESSORIES Configure the Ducati of your dreams.
13	The evolution of Ducati DNA	36	ELECTRONICS First-class electronics	52	CUSTOMISATION
16	An ergonomic revolution			54	Ducati Digital Experience



Extended Experience.

The new Ducati Panigale V2 marks a historic transition in the history of Borgo Panigale twin-cylinder sports bikes, because for the first time it is not derived from the larger motorcycle that competes in Superbike. Designed totally from scratch, it is the lightest ever Panigale. It weighs 17 kg less than the previous model, from which it inherits its sports attitude and adds a level of ease, comfort and riding pleasure.



The lightest Panigale of all time.

With a dry weight of just 176 kg for the S version, the new Panigale V2 is the lightest Panigale ever produced. Weighing 17 kg less than the previous generation, this extraordinary lightness translates into a unique riding experience, on both road and track.





Benchmark performance and equipment.

Lightness, intuition and reduced physical effort are combined with a torque curve that is generous at low rpm and delivers sports performance at the top end thanks to the new V2 engine. All enriched with category-topping technical and electronic equipment: this is the new Panigale V2.

DESIGN

Iconic Panigale look and elegance.

The new Panigale V2 is the first mid-size sports bike in Ducati history to be designed from scratch, rather than deriving from the 'larger' models. The design is inspired by that of the new Panigale V4, with lines and concepts transferred across to the new mechanical base, but it all began with a blank page. This approach results in a more horizontal dynamic and less front load, which highlights the compactness of the new V engine.





The evolution of Ducati DNA.

The Panigale V2 retains the design spirit of the V4, inheriting its sports attitude and reinterpreting it in a more compact, refined guise. The new Panigale V2 cleaves the air with complex volumes, conveying the perfect balance of aggression and elegance, typical of Ducati supersports. A more horizontal dynamic and less front load highlights the compactness of the new V2 engine.



COMPACTNESS AND REFINEMENT

New shapes and balance

A more horizontal dynamic and less front load highlights the compactness of the new V2. The clean and simple design is characterized by expansive, smooth, taut surfaces that convey complex volumes. The result is a sports bike that perfectly balances aggression and elegance, like every Ducati supersport.



ERGONOMICS

Ergonomic tank

The tank on the new Panigale V2 flaunts an ergonomic layout similar to the Panigale V4, optimising rider support when braking and hanging off mid-turn. With no metal parts, the surfaces in contact with the rider ensure better anchoring of the knees, less arm fatigue during braking, and reduced physical effort when out of the seat through the corners.



SEAT

Seat designed for comfort and control

837 mm from the ground, the rider's seat ensures feet can easily reach the ground. The height of the semi-handlebars is designed to reduce load on the wrists, while the footpeg position minimizes knee fatigue, while ensuring excellent mobility during sports riding. The passenger seat, well distanced from the footpegs, offers sufficient padding and greater overall comfort.



AIR FLOWS

Greater thermal comfort thanks to new air vents

Behind the fairing, ducts direct fresh air coming from the front towards the rider's legs. This solution works in synergy with the upper vents, designed to redirect hot air from the radiator, to ensure a cool and comfortable riding environment even during the most intense sessions.

An ergonomic revolution.

Totally redesigned from scratch, the new Panigale V2 offers a modern riding position, more comfortable and versatile compared to the previous model. The thermal comfort of the rider reaches new heights, ensuring a better experience in every situation.



NEW PROPORTIONS

The perfect balance of aggression and elegance.



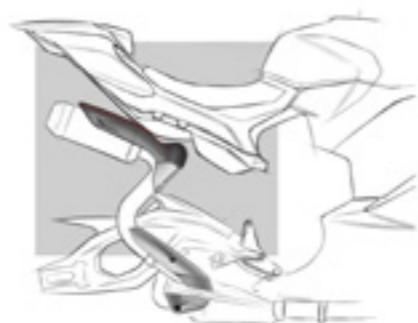
TANK

Designed to support the rider when braking and hanging off the bike mid-turn.



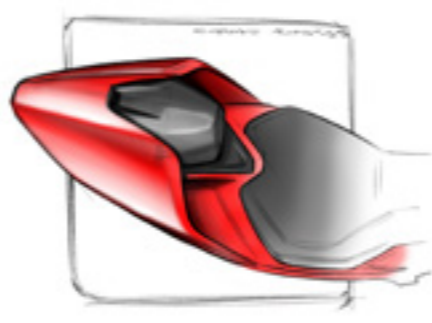
WHEELS

Light alloy six-spoke with "Y" profile, grouped in three groups.



SILENCERS

Positioned under the seat, they evoke that unmistakable Panigale style.



NEW TAIL SECTION

With full fairing, just like the MotoGP Desmosedici.



SIDE VIEW

Clearly inspired by the Panigale V4, with clean, bold shapes.





Chassis.

Style, racing tradition and sophisticated technology. The new Panigale V2 redefines its sports attitude, while retaining the same values. Every aspect of this bike promises a unique and exciting experience. A bike designed and developed for those who dream of a Ducati twin. Make yourself comfortable. Play.

1 - New V2 engine

Featuring the classic 90° architecture, the trademark of Ducati twins, the new V2 is equipped with an innovative electronic variable timing system that ensures substantial torque delivery at all engine speeds and real sports performance at the top end. Homologated in accordance with the Euro5+ standard, with displacement of 890 cc, it weighs just 54.4 kg, making it the lightest twin-cylinder ever produced in Borgo Panigale.

2 - New 5" full TFT dashboard and "coming home" function

The new dashboard is fully updated, inspired by the design of the Panigale V4. The 5-inch, full TFT display offers a cutting-edge user interface with three info modes - Road, Road Pro and Track - which integrates all the warning lights and provides the perfect balance of information depending on the situation, for a more intuitive and engaging riding experience. The new Panigale also integrates the Coming Home function, which ensures the headlight stays on for a few seconds after the bike is switched off.



3 - Adjustable suspension

The standard version of the Panigale V2 is equipped with a fully adjustable 43 mm Marzocchi fork at the front and a Kayaba shock at the rear. The Panigale V2 S, with 43 mm Öhlins NIX30 fork and an Öhlins shock, offers advanced customisation and unparalleled riding feeling.

4 - New wheels

The Panigale V2 is equipped with innovative die-cast aluminium wheels featuring six "Y" spokes arranged in three groups of two. The Pirelli Diablo Rosso IV tyres, 120/70 at the front and 190/55 at the rear, offer an impressive footprint and exceptional handling on the road. For those seeking maximum performance on track, slick tyres with a 190/60 rear, the same size used in the Supersport World Championship, can be mounted.

5 - Brakes

Panigale V2 is equipped with Brembo M50 callipers. More efficient than the M4.32, they ensure a controlled, adjustable response. The coloured callipers, available as an accessory, add another personalised touch to the bike, which mounts two Ø 320 mm Brembo front discs. This braking system is designed to offer significant performance on track, without ever being aggressive on the road.

6 - Thermal Comfort

Panigale V2 guarantees greater thermal comfort than the previous version, thanks to passive ventilation ducts designed to optimise the air flow and reduce heat during riding. This innovative solution improves the experience for the rider, ensuring a comfortable temperature even in the most challenging conditions, on both road and track.



ENGINE

The lightest Ducati twin-cylinder.

890 cc displacement with a weight of just 54.4 kg.

The new V2 engine sees Ducati take yet another innovative step forward with a Euro5+ approved engine that is up to 9kg lighter than the previous Superquadro and approximately 5.8 kg lighter than the Testastretta Evoluzione and the Desmodue that equips the Scrambler®. A result that allows Ducati designers to engineer bikes that are even lighter as well as more agile, enjoyable and high-performance.

The 90° architecture of the new V2 engine continues the tradition of Ducati sports engines. Slender and with real personality in its tone and delivery, the V configuration of the cylinders also ensures the intrinsic balancing of first order forces, with no need for a countershaft to eliminate vibration.

Just 54 kg. The lightest ever Ducati V2.
The new Ducati twin comes in at a

record-breaking low weight with respect to its predecessors. This is the result of meticulous work to lighten components combined with the development of a cooling system that eliminates the water-oil heat exchanger, now integrated into the chambers in direct contact with the cylinders. This translates into better acceleration response as well as reduced consumption and emission

Ducati Quick Shift 2.0

As with the latest Ducati V4 engines, the gearbox can be equipped with Ducati Quick Shift Up and Down (DQS) 2.0. The second-generation DQS uses a strategy based solely on the gear sensor, so that it can use a pedal control with no microswitch. This solution gives the rider more direct feeling, with reduced travel and none of the "gumminess" typical of traditional quick shifters, as well as facilitating the identification of neutral.

The versatility of a Ducati twin. In two versions to accentuate the character of every motorcycle.

The new V2 engine is unique in every sense. Thanks to its compact layout and performance, it can adapt to a range of requirements. Not least because it is developed in two distinct versions (120 hp and 115 hp), boosting its versatility. The sportiest version delivers 126 hp at 10,000 rpm and 98 Nm of torque (+5 Nm) at 8,250 rpm with the racing exhaust for track use. The second 115 hp version is equipped with a more powerful alternator, to better handle the most challenging adventures. The con rod assembly and flywheel are more robust, for greater reliability in difficult conditions, with a 12% increase in the moment of inertia for more balanced operation at low revs.

Euro5+ approval and 30,000 km service intervals

The design of this new twin-cylinder

was strongly guided by a desire to set high standards in terms of reliability and emissions. The new V2 is Euro 5+ approved and boasts benchmark service intervals for its category. The valve clearance check is scheduled every 30,000 km and the oil change every 15,000 km, which makes for contained maintenance costs.

35kw restricted power version

In line with the inclusivity of the Ducati range, this new V2 twin is also available as a restricted 35kw version for models aimed at A2 licence holders.

**Intake Variable Timing:
Variable timing control.**

Thanks to the Intake Variable Timing (IVT) system, the new Ducati twin delivers very linear torque right from low rpm, with a prompt and exciting throttle response, and sports performance at high rpm. This is because the IVT system intervenes by progressively varying the timing of the intake valve control across a 52° range, via a timing actuator on the end of the camshaft.



**Hollow stem valves and rockers with
DLC coating**

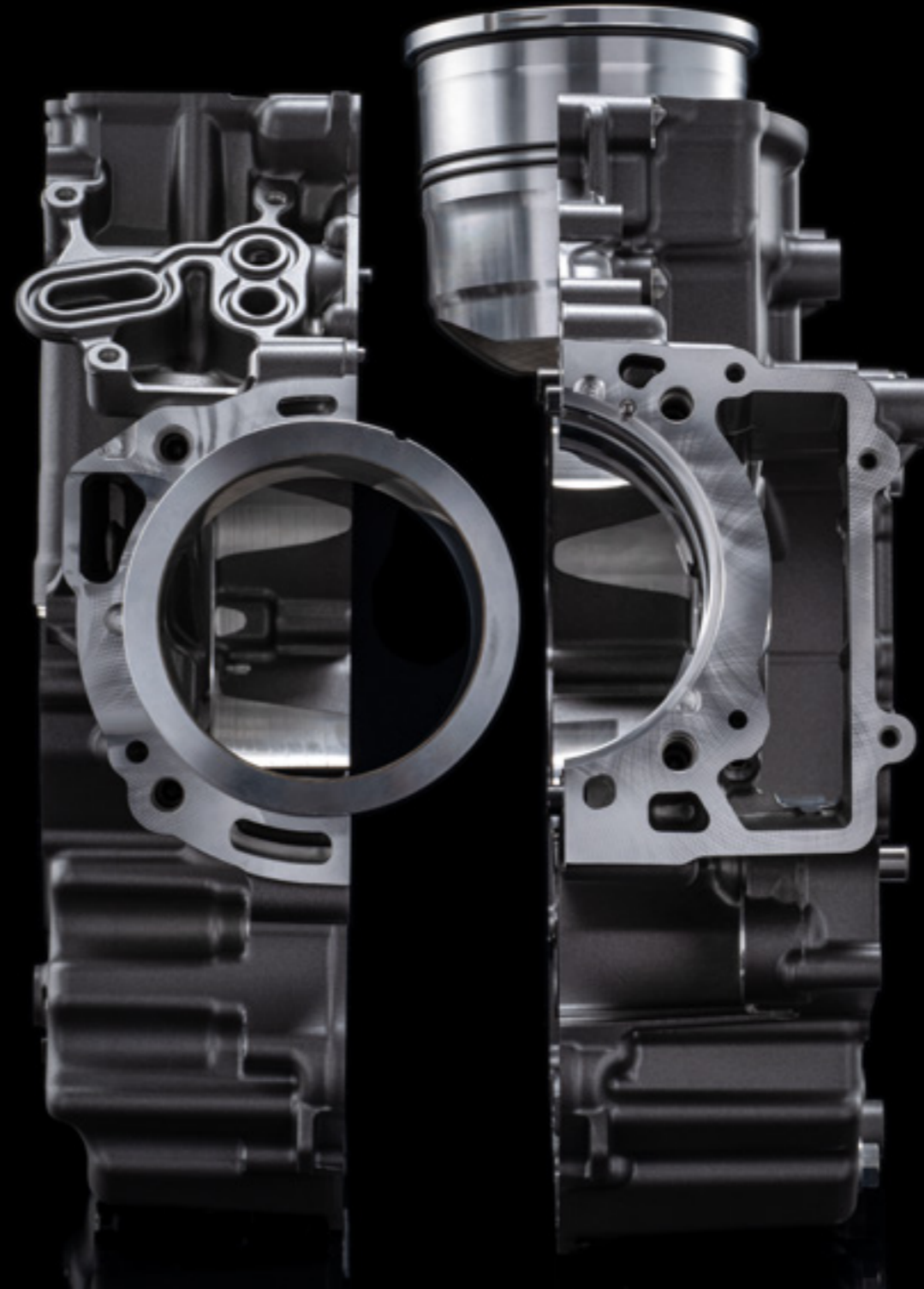
The intake valves have a hollow stem. This solution boosts the efficiency of the timing system thanks to a 5% weight saving. The valves are also chrome-plated, to ensure optimum surface resistance. To optimise engine efficiency, the intake valve finger followers have a DLC (Diamond Like Carbon) coating, just like the MotoGP Desmosedici, which guarantees very hard, smooth surfaces.

Racing lubrication system

As with the race engines, the lubrication system is comprised of a main pump and a scavenge pump located in the con rod housing. The scavenge pump reduces pressure in the con rod housing to reduce the resistance of the moving parts and ensure efficient recovery of the lubricating oil in all conditions of engine use.

**Cylinder liners**

The new V2 is equipped with aluminium cylinder liners, inserted into the engine block holes as it is being assembled. A technical choice that results in greater stiffness of the structure and offers a significant advantage in terms of overall compactness. The liners' thin walls also encourage efficient heat exchange with the coolant with which they come into contact.





Rationality and lightness to ensure versatility and efficiency.

The guiding principle behind the new V2 was to create the lightest ever Ducati twin-cylinder that could adapt to different motorcycles in the range. A project that harnessed sophisticated engineering solutions, such as aluminium cylinder liners and the positioning of the pump in the crankcase.

An innovative engine that introduces the electronic variable timing system to improve the quality of delivery, offering the rider a linear response at low rpm, robust torque mid-range, and strong top-end performance.

1 - 90° V2 layout

The V layout is the trademark of every Ducati twin. This is not just an identifying feature, but an engineering solution that offers various advantages from a technical standpoint. The V allows for a natural balancing of first order forces, with no need for countershaft to eliminate vibration. This makes for

less weight and greater compactness, which favours the design of more agile, streamlined vehicles

2 - Rotation angle of 20°

The 90° geometry is complemented by the choice of arranging the cylinders rotated 20° with respect to the horizontal plane. Again, the desire to achieve optimal weight distribution to avoid inertial forces and provide compactness and maximum handling for the rider.

3 - Timing chain with double overhead camshaft, IVT intake variable timing, 4 valves per cylinder.

The IVT system continuously adjusts intake valve timing within a range of 52°, thanks to the introduction of a timing actuator applied to the end of the camshaft. In this way, it is possible to define the best overlap based on engine speed and throttle opening, for a delivery curve that is smooth and

sustained low- to mid-range while ensuring stellar top-end performance. More than 70% of torque is already available at 3000 rpm, and between 3500 and 11,000 rpm the torque value never drops below 80%, which translates into track-level performance that can be enjoyed on the road.

4- Hollow stem valves with spring return

The intake valves have a hollow stem. A sophisticated solution that makes them 5% lighter and results in a more efficient engine, because it reduces the energy needed to activate them. A spring return actuator extends the service intervals and makes for an even smoother and more regular engine response at low rpm.

5- Injectors with Ride-by-Wire control and 4 Power Modes.

Output is entrusted to a 52mm circular section throttle body, with an injector

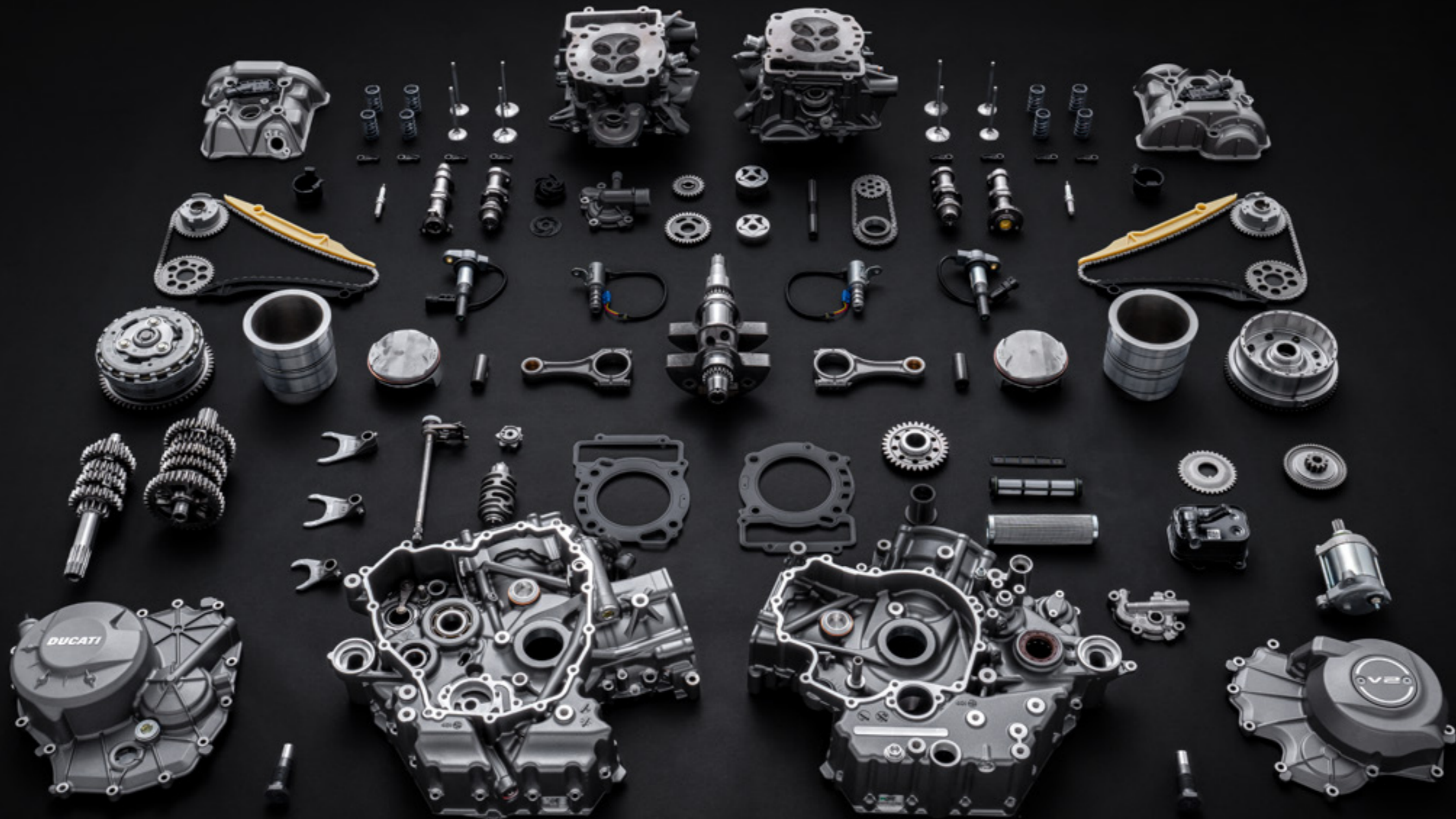
under the throttle valve controlled by a ride-by-wire system that offers up to four different Power Modes, to adapt engine delivery to different riding situations and types of engine use. The system can vary the torque limit gear by gear with dedicated mapping, ensuring a suitable throttle response for each ratio.

Double version.

The new V2 is available in two versions to adapt to models that vary considerably in their type of usage. The sportiest version offers 120 hp and a lighter rod assembly for a prompter response. The 115 hp version is equipped with a more powerful alternator to manage a greater electrical demand, such as USB port charging or additional lighting. The ratios more suited to touring use are shortened for the first two gears, increasing the pickup on steep slopes, particularly when travelling with a passenger.

120 hp version (126 with Racing exhaust)

The sportiest version is Euro5+ approved and delivers maximum power of 120 hp at 10,750 rpm, while the maximum torque value is 93.3 Nm at 8,250 rpm. The limiter, in fifth and sixth gear, is set at 11,350 rpm. If mounting the racing exhaust for track use (not homologated for road use), maximum power climbs to 126 hp (+6 hp) at 10,000 rpm and torque to 98 Nm (+5 Nm) at 8,250 rpm.



115 hp version

The second version is designed for touring use, with maximum power of 115 hp at 10,750 rpm and a maximum torque value of 92.1 Nm at 8250 rpm. It is equipped with a more robust rod assembly and flywheel for greater reliability in difficult conditions. The resulting 12% increase in moment of inertia ensures more balanced operation at low rpm and a 0.51 kg increase in engine mass. It also incorporates a more powerful alternator so as to handle the electrical demand of external devices such as additional lights or USB port charging.

PERFORMANCE

Track-level performance to enjoy on the road.

During development tests on track, the new Panigale V2 proved as fast as the previous model, despite that version having been conceived as a race bike with lights, number plate and rear-view mirrors. This, thanks to the 17 kg weight saving, a lightweight and modern chassis, new ergonomics, the significant engine torque, and an ease of riding unknown to the previous V2. Aboard the new Panigale V2, the rider is comfortable right from the first corner and better able to reach the limit, thanks to the reduced physical effort required to ride it.





ERGONOMICS

Ergonomics at the service of the rider: electrifying on track, enjoyable on the road.

Redesigned ergonomic triangle

The ergonomic triangle offers comfort, versatility and control, without limiting track performance. The position of the clip-ons ensures excellent support during braking and contributes to reducing the riding effort. The shape of the tank guarantees effective support when braking and hanging off the bike, ensuring the ideal riding position and greater confidence during sports riding.

Forged semi-handlebars

The new Panigale V2 is equipped with a pair of forged aluminium semi-handlebars mounted above the steering head. Thanks to their raised position, these semi-handlebars guarantee exceptional control and stability, as well as comfort and versatility on the road. When equipped with the lowered semi-handlebars, available as a separate accessory, the Panigale V2 transforms

into a real track bike with an even lower centre of gravity, for better handling through the turns.

Footpegs with forged joints

The footpegs on the new Panigale V2 come complete with forged joints and aluminium heel guards. Their aggressive design improves grip, ensuring maximum stability through even the toughest turns. The passenger footpegs, mounted on the rear subframe, can be easily removed to transform the Panigale V2 into a true track-ready single-seater.

Performance seat

837 mm from the ground, the rider's seat ensures feet can easily reach the ground. The position of the semi-handlebars is designed to reduce load on the wrists, while the footpeg position minimizes knee fatigue, facilitating more physical riding when the pace picks up.

Ergonomic tank

The tank on the new Panigale V2 flaunts an ergonomic layout similar to the Panigale V4, optimising rider support when braking and hanging off mid-turn. With no metal parts, the surfaces in contact with the rider ensure better anchoring of the knees, less arm fatigue during braking, and reduced physical effort when out of the seat through the corners.

ELECTRONICS

First-class electronics.

The advanced electronics package on the Panigale V2 guarantees unmatched enjoyment, maximising performance in total safety and offering complete control in every situation.

Bosch Cornering ABS

The ABS system on the Panigale V2 comes complete with cornering function, for ABS intervention even when the bike is tilted. Cornering ABS can be set according to three levels to meet the needs of all riders, whether on track or road, even in critical conditions of low grip. While level 3 is suitable for the road or for conditions of low grip, levels 2 and 1 are aimed more at sports riding on high grip surfaces or on track.

Level 2 is recommended for amateur track use. The system manages both the front and rear braking systems and keeps the cornering function activated in the absence of lift control, for more sports-style braking. Level 1 is designed for expert track use, ensuring race-specific intervention with the ABS system acting only on the front wheel.

Ducati Wheelie Control

Panigale V2 is equipped with the latest version of Ducati Wheelie Control. Using information from the six-axis IMU, this system controls wheelies and allows the rider to achieve maximum acceleration simply and safely.

Ducati Traction Control (DTC)

The DTC interfaces with the 6-axis inertial platform to adapt intervention and slip to the bike's lean angle. The DTC can be set according to 8 different levels (6 for dry conditions, 2 for wet), allowing the rider to adapt the control strategy to suit their riding style and the grip conditions, for maximum performance.

Engine Brake Control (EBC)

EBC (Engine Brake Control) has been revised to help riders optimise stability of the bike in extreme conditions of corner entry, balances the forces that the rear tyre is subject to in conditions of intense engine brake application.

Ducati Quick Shift (DQS) 2.0

The new Panigale V2 uses the second-generation DQS that debuted on the new Panigale V4. With respect to a traditional quick shift, the gear lever with internal Hall-effect micro-switch is replaced with a direct mechanical lever. This is possible because the shifting strategy is based solely on the gear sensor that supplies information as to the gear and position in degrees of the gear drum. This solution gives the rider a more direct feeling, with reduced travel, that is repeatable and less "gummy", particularly beneficial when riding on track.

Ducati Power Launch e Ducati Pit Limiter

The new Panigale V2 S is equipped with the Ducati Power Launch and Pit Limiter. The first is a system that guarantees lightning starts, allowing the rider to focus only on releasing the clutch. The second, which can be activated via the dedicated button, automatically limits bike speed along the pitlane. DPL and Pit Limiter are available as accessories for the Panigale V2.

Riding Mode e Power Mode

The Riding Modes allow the rider to choose between four different, pre-set riding styles (Race, Sport, Road, Wet) so that the behaviour of the V2 bike perfectly suits the rider, type of surface and environmental conditions. The Wet Riding Mode, recommended for low grip surfaces, is associated with Low Power Mode, which limits engine power to 95 hp.



New 5" full TFT display.

A new dashboard, with a design inspired by the Panigale V4, an innovative user interface that integrates all the warning lights, and three info modes, for total control and all the information a rider could need.

New TFT

All the Information You Need

The screen offers three viewing modes (Info Modes) known as Road, Road Pro and Track that differ in terms of graphic layout and the information they display. The user can switch between one Info Mode and another while riding by using the "joystick" on the handlebar.

Info mode Road

The Road display provides all the essential information for road riding. The circular rev counter takes up the entire right side of the display, while the selected gear is displayed in the centre. On the left is the speedometer and selected Riding Mode. On-board computer data features in the four



corners of the display, displaying fuel level, time, coolant temperature and air temperature.

Info mode Road Pro

The Road Pro version increases the density of information shown, shifting the rev counter to the centre to leave room on the left for power and torque percentage levels. Parameters relating to the selected Riding Mode are visible on the right.

Info Mode Track

The track Info Mode Track features a rectangular rev counter bar, which extends all the way across the top of the display. The gear indicator is larger than that of the Road view, while the speedometer is smaller. On the left is data relating to Lap Timer Pro, if installed (GPS signal, lap time, split, lap number and session number, split improvement, and overall best lap time or session best lap time, as on the Panigale V4).

Servicing and maintenance

Safety as standard

Ducati's continuing commitment to design, research and development has the precise objective of guaranteeing state-of-the-art motorcycles characterised by the highest degree of active safety. It is with racing performance in mind and a view to increasing the level of control during the most difficult riding that we continue to develop systems that are always at the cutting edge.

More value to your passion

With Ever Red, the quality and reliability of the Ducati brand remain your inseparable travelling companions over time. Ever Red is the exclusive Ducati warranty extension programme. With its activation you can continue to feel protected for 12 or 24 months beyond the expiration of the Ducati Warranty (24 months). Ever Red includes roadside assistance for the entire coverage period and no mileage limits. In this way you can ride for all the kilometres you want, even abroad, enjoying your Ducati without any worries.

To find out if the Ever Red extension is available in your country and for further information contact your Ducati dealer or visit ducati.com.

Endless excitement

In designing each bike, Ducati constantly strives to ensure maximum reliability while reducing service costs. A commitment that has seen the intervals for the main Desmo Service, in which valve clearance is checked and adjusted if necessary, extended to 30,000 km (18,000 mi) for the Panigale V2. Even the simplest of checks, such as the Oil Service, are extended to 15,000 km (9,000 mi) or 24 months.

A considerable interval for such high-performance engines, which only confirms the high quality standards adopted in terms of material selection and R&D processes. Ducati continuously invests in the technical training of its dealers. The specific skills offered by the official Ducati Service network ensure that all those operations needed to keep every Ducati in perfect condition are thoroughly executed, while advanced equipment such as the Ducati Diagnosis System allows the software on each Ducati to be updated with the latest releases, ensuring that the electronics continue to perform at the maximum level.

Always by your side

One of Ducati's main goals is to offer every Ducatista the chance to enjoy unlimited and safe travel all over the world. To achieve this aim, Ducati offers a "fast delivery" original spares service, with delivery in 24/48 hours across 85% of the areas in which it operates. With a distribution network that covers more than 96 countries, thanks to 821 (760 Sales & Service, 61 Service) official Dealers and Service Points*, choosing a Ducati means you can travel worry free and in total freedom, wherever the road may take you, and count on support from our extensive Dealer network that ensures Ducati quality and professionalism is always close at hand.

821 Authorised dealers and service points

96 World countries

*Information updated on 31/12/2022



Ever Red
Extended Warranty



Technical data and equipment



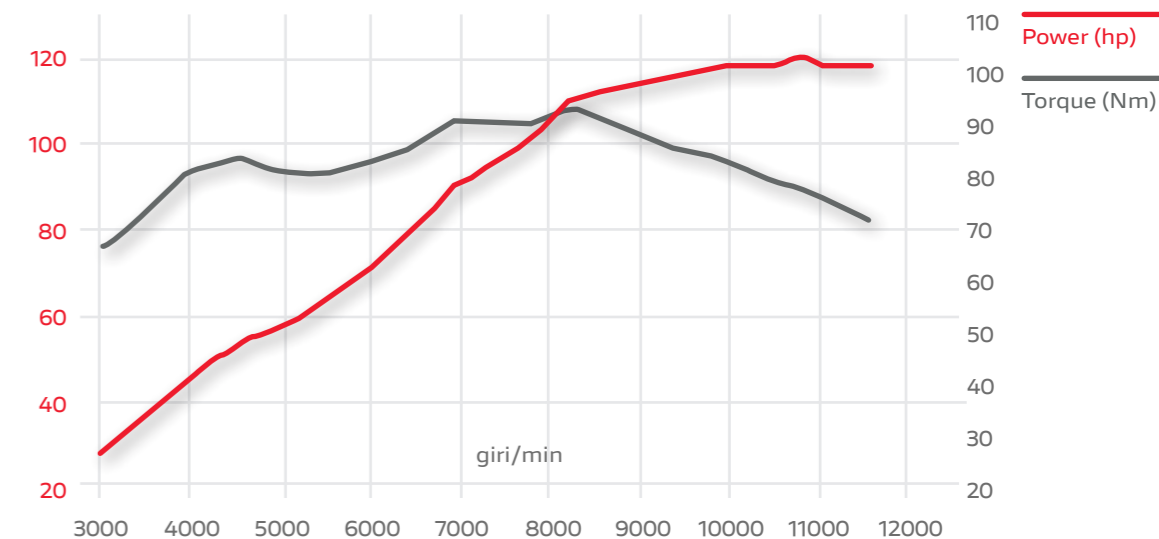
Engine	
Engine	Ducati V2 engine: 90° V2, 4 valves per cylinder, intake variable valves timing system, liquid cooled
Displacement	890 cc
Bore X stroke	96 x 61.5 mm
Compression ratio	13.1:1
Power	88 kW (120 hp) @ 10,750 rpm
Torque	93.3 Nm (69 lb-ft) @ 8,250 rpm
Fuel injection	Electronic fuel injection system. One injector per cylinder. Full ride-by-wire.
Exhaust	2-1-2 system, with 1 catalytic converters and 3 lambda probes
Transmission	
Gearbox	6 speed with Ducati Quick Shift (DQS) up/down 2.0
Primary drive	Straight cut gears; Ratio 1.84:1
Ratio	1=38/14 2=34/17 3=32/20 4=29/22 5=24/21 6=26/25
Final drive	Chain 520; Front sprocket 15; Rear sprocket 42
Clutch	Hydraulically controlled slipper and self-servo wet multiplate clutch.

Chassis	
Frame	Monocoque Aluminium
Front suspension	Marzocchi 43 mm fully adjustable usd fork
Front wheel	Y-shape, 6-spokes light alloy, 3.50" x 17"
Front tyre	Pirelli Diablo Rosso IV 120/70 ZR17
Rear Suspension	Fully adjustable Kayaba monoshock. Aluminum double-sided swingarm
Rear Wheel	Y-shape, 6-spokes light alloy, 5.50" x 17"
Rear tyre	Pirelli Diablo Rosso IV 190/55 ZR17
Wheel travel (front/rear)	120 mm (4.72 in) - 150 mm (5.90 in)
Front brake	2 x 320 mm semi-floating discs, radially mounted Brembo Monobloc M50 piston callipers with Bosch Cornering ABS.
Rear brake	245 mm disc, 2-piston calliper with Bosch Cornering ABS
Instrumentation	Digital unit with 5" TFT colour display, 800 x 480 px resolution

Dimensions and Weights	
Wet weight no fuel	179 kg (395 lb)
Seat height	837 mm (33 in)
Wheelbase	1,465 mm (57.7 in)
Rake	23.6°
Front wheel trail	93 mm (3.7 in)
Fuel tank capacity	15 l - 4 gallon (US)
Number of seats	Dual seat
Safety equipment	
Riding Modes, Power Modes, Bosch Cornering ABS, Ducati Traction Control (DTC), Ducati Wheelie Control (DWC), Engine Brake Control (EBC), Auto tyre calibration, Ducati Brake Light (DBL)	
Standard equipment	
Ducati Quick Shift (DQS) up/down 2.0, Full LED headlights with Daytime Running Light (DRL)*, Auto-off indicators, Coming Home, Passenger seat and footpegs	
Ready for	
Lap Timer Pro, Anti-Theft, Cruise Control, Tyre Pressure Monitoring System (TPMS), USB port, Ducati Multimedia System (DMS), "Turn By Turn" navigator, Heated Grips	

Warranty and Maintenance	
Warranty (months)	24 months unlimited mileage
Maintenance (km/months)	15,000 km (9,000 mi) / 24 months
Valve clearance check	30,000 km (18,000 mi)
Emissions and Consumptions	
Standard	Euro 5+**
Emissions CO₂	123 g/km
Consumptions	5,3 l/100km

Power and torque



*Please check with your dealer product availability
Bike specifications and equipment may vary from market to market. Please refer to your local dealer for further information

** Only for countries where Euro 5+ standard applies.

PANIGALE V2

Ducati Red



PANIGALE V2 S

Ducati Red



Apparel

Ducati Apparel Collection designed by *Drudi Performance*



Check out the Apparel collection dedicated to this bike
The configurator that allows you to customise your suit, in terms of graphics and on yours specific physique, is available on www.ducatisumisura.com

ACCESSORIES

Configure the Ducati of your dreams.

Sporty and elegant, various accessories have been created to further heighten the riding pleasure.

Configure. Choose the ideal Panigale V2 for you and have fun configuring it to suit your riding style! Share it with friends and send it to your Ducati dealer who will contact you for an online consultation to discuss the current offers that best suit your needs.

Save your configuration to return to it at any time.

Calculate your payment

Ducati Financial Services offers favourable solutions for the financing of every model in the Ducati range. Personalise your financing and calculate the monthly instalments. You can then contact your dealer and discuss the best way to see your dream come true!



Go to configurator

For more information about the Ducati Performance range, tech specs and instructions, refer to a Ducati dealer or visit the Accessories section of ducati.com

Customisation

Time Attack Configuration



The combination is designed to reduce lap times on the track. Termignoni racing exhaust increases power and reduces weight. Adjustable footpegs and low half-handlebars offer sportier ergonomics, while the steering damper improves front-end stability. Carbon engine guards, along with mirror caps and license plate holder, give a racing look. The Time Attack provides the ideal basis for transforming the Panigale V2 into a track-ready bike, enhancing it with Ducati Performance accessories designed for maximum performance on the track.

- Termignoni full racing exhaust
- Lower fairings for racing exhaust
- Öhlins steering damper
- Adjustable foot pegs in billet aluminium
- Carbon fibre heels guard
- Removing mirrors and license plate holder kits
- Clutch and generator cover protectors

*Accessory for track use only.
Motorcycles with this accessory mounted cannot be used on the road

Carbon Configuration



The Carbon configuration is designed to give the new Panigale V2 an even more dynamic look, thanks to Termignoni homologated silencers, adjustable aluminum footpegs and extensive use of carbon fiber components. Red brake calipers, contrasting with the black carbon, add an eye-catching touch of character.

- Termignoni type approved silencers
- Front mudguard in carbon fibre
- Rear mudguard in carbon fibre
- Licence plate holder in carbon fiber
- Front brake callipers in red
- Heel guards in carbon fiber
- Fork sliders protectors in black
- Higher tinted plexy

Dynamic Configuration







The sportiness of the Panigale V2 is enhanced by Termignoni's homologated silencers, adjustable aluminum footpegs, red brake calipers and high clear plexy. The passenger kit allows you to share the excitement of sporty riding.




- Passenger kit
- Termignoni type approved silencers
- Adjustable foot pegs in billet aluminium
- Front brake callipers in red
- Fork sliders protectors in red
- Higher tinted plexy

Ducati Digital Experience

A mission for every channel. Continuous updating on the innovation and passion for which our work stands out. We transform emotions into exclusive content. Just a click away.

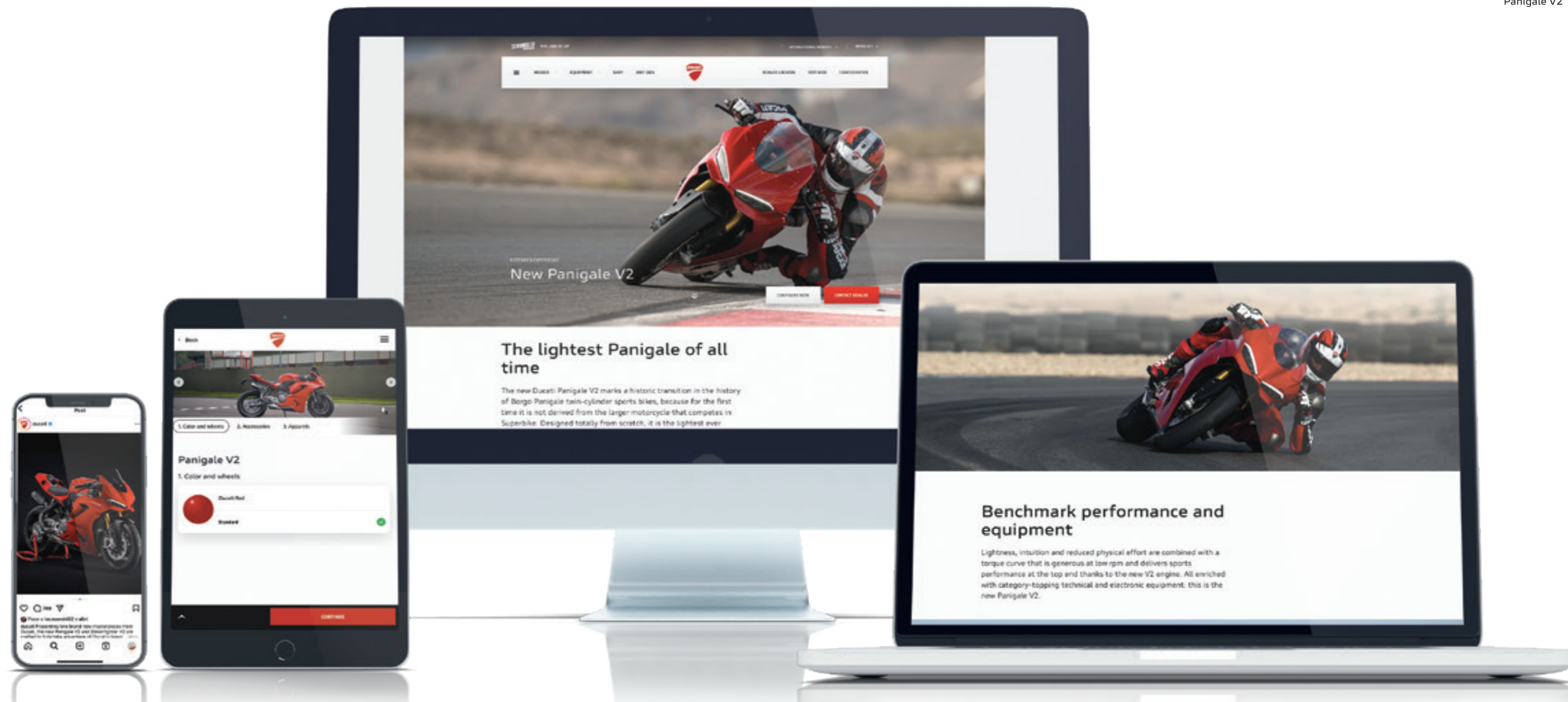
Follow us on:

-  www.ducati.com
-  [@ducati](https://www.instagram.com/ducati)
-  [@DucatiMotor](https://twitter.com/DucatiMotor)
-  [Ducati Motor Holding](https://www.linkedin.com/company/ducati)

-  [@ducati](https://www.facebook.com/ducati)
-  [Ducati Motor Holding](https://www.youtube.com/DucatiMotor)
-  [@ducati_official](https://www.tiktok.com/@ducati_official)

MyDucati App

MyDucati is the personal area for every Ducatista, offering a wide range of services accessible with a single login from both the web and the app. Explore all the features of the MyDucati world and enjoy a multi-channel, customised experience wherever you are.





Riding a motorcycle is the most exciting way to enjoy the road, and offering the utmost safety to the motorcyclist is Ducati's commitment. Ducati bikes are increasingly easy to handle, reliable and better equipped to guarantee maximum safety and enhance riding pleasure. Technical clothing is made with more and more advanced materials for adequate protection and increased visibility. The safety of motorcyclists is Ducati's commitment. For more information visit the safety section of the Ducati site (www.ducati.com).

WARNING: The photos and technical information in this catalogue may refer to prototypes subject to modifications during production and are purely for illustration and reference purposes, and are therefore not binding on Ducati Motor Holding S.p.A. Sole Shareholder Company - Company subject to the direction and coordination of AUDI AG ("Ducati"). Ducati cannot be held responsible for any print and/or translation errors. This catalogue is transnational and therefore some products may not be available and/or their features may vary in accordance with local laws. Not all colours and versions are available in each country. Ducati reserves the right to make changes and improvements to any product without obligation of prior notice or to make such changes to products already sold. Further characteristics of the products are contained in the pertinent owner's manuals.

The products represented are not definitive versions and are therefore subject to significant changes at Ducati's discretion without prior notice. The photographs published in this catalogue show only professional riders under controlled street conditions. Do not attempt to imitate such riding behaviour as it could be dangerous for you or other people on the road. This catalogue, including but not limited to the trademarks, logos, texts, images, graphics and table of contents herein, constitute Ducati intellectual property, or in any event Ducati has the right to reproduce it; any reproduction, modification or other whole or partial use of the catalogue or its contents, including publication on the Internet without the prior written consent of Ducati, is prohibited.

Actual fuel consumption may vary based on many factors, including but not limited to riding style, maintenance performed, weather conditions, surface characteristics, tyre pressure, load, weight of the rider and the passenger, accessories.

Ducati indicates the dry weight of the motorcycle excluding battery, lubricants and coolants for liquid-cooled models. The weights in running order are considered with all operating fluids and the fuel tank filled to 100% of its useful capacity (Regulation (EU) no. 168/2013). For more information visit www.ducati.com.

January 2025



ducati.com

